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1-2 Victory for Repco-Brabhams

OULTON

PARK

GOLD

CUP

D OMINATING the International Gold Cup Race at Oulton Park for the final 22 of its 40 laps, Jack Brabham and his 3-litre Repco-Brabham added yet another victory to this year's long list—and was followed home by his team mate Denis Hulme in second place. The race, run on a dry track in overcast weather, opened with one of the closest battles seen this season, the lead changing no fewer than seven times in 19 laps, and being held in turn by Brabham himself, Hulme, Hill (3-litre H-16 B.R.M.) and his team mate Stewart in a similar car.

The race was organized by Cheshire Car Circuit Ltd., and the Mid-Cheshire Motor Racing Club Ltd., under sponsorship of the *Daily Express*, and was watched by a large crowd, the advance bookings exceeding by 100 per cent those for last year's Gold Cup.

GOLD CUP RACE

WITH the international element (and part of the national, too) defecting for



Laps 3 and 4 of the Gold Cup race; Stewart (in the lead) is out of the picture followed by Brabham, Hill, Hulme, Clark, and Spence. For the first dozen laps the first six cars were as closely packed as this in an extremely exciting race

one reason or another, the field for the Gold Cup Race-through no fault of the organizers'-was pared down to only ten cars. Star performer, inevitably, during practice was Brabham's 3-litre Repco-Brabham, which took pole position on the grid with 1min 34-2sec (previous F1 lap record, 1min 39.2sec; outand-out record, 1min 37.4sec, 102.05 m.p.h.); next to him was Hulme's Repco-Brabham (1min 34-8sec) and third on the front row was Stewart's 3-litre H-16 B.R.M. (1min 35.4sec). The second 3-litre B.R.M. was driven by Hill. Clark took over Arundell's 2-litre vee-8 Lotus-Climax when his own H-16 B.R.M. engine blew up right at the end of practice, Arundell becoming a non-starter. The remaining five entries-all privateerswere Anderson's 2.7-litre Brabham-Climax, Campbell-Jones' 3-litre B.R.P.-Climax (the old FPE Godiva 1953 21litre engine "stretched" to 2,998 c.c.), Lawrence's J. A. Pearce 1965 spaceframe Cooper with 3-litre GTO Ferrari engine, Spence's Parnell Team 2-litre Lotus-B.R.M., and Ireland's Bernard White 2-litre B.R.M.

Whatever the entry may have lacked



numerically, the race started in truly magnificent style, with Brabham leading the opening lap (1min 46sec) from Hulme, Stewart, Hill and Clark, and Spence right up with the pack, followed by Anderson, Ireland, Lawrence and Campbell-Jones. Stewart was pressing Hulme hard, and to avoid being overtaken by him, Hulme had to pass his "boss" between Esso and Druids on the second lap-Brabham's time being 1min 37.6sec (with full tanks). During the third lap Brabham repassed Hulme, the order reverting to that at the end of lap 1, and some 3sec covering the first five cars. On lap 4, Stewart passed Hulme, so that it became Brabham, Stewart, Hulme, Hill, Clark, Spence, Anderson, Ireland, Lawrence and Campbell-Jones-whose car had been trailing a spume of vapour and which came into the pits to retire on completing lap 4, officially with gearbox trouble (there was oil everywhere).

Stewart, putting on terrific pressure, slipped past Brabham on lap 5, and came through the pits area with a few yards' lead, though the next four cars behind him-Brabham, Hill, Hulme and Clark-were covered by 2sec and only 4.4sec covered the first eight places. At the end of laps 6 and 7 the order remained unchanged, Stewart lapping in 1min 37-8sec and leading Brabham by 1sec, while still only 2.5sec covered the next three cars astern of Stewart. During lap 8, Brabham retook the lead-Brabham, Stewart, Hill, Hulme, Clark, then Spence after a slightly increased interval, with Anderson, Ireland and Lawrence spaced out behind him.

Brabham held the lead for two laps, then Hill took his turn during lap 10, the leader's lap times being around 1min

On lap 25, when Graham Hill's B.R.M., blew-up in second place, the two Brabhams took charge, Brabham leading and Hulme following him round for the final 16 laps



OULTON PARK

38-5sec. On the straight, Hill's speed was timed at 150.79 m.p.h. With Brabham pressing right on his tail, Hill increased this to more than 151 m.p.h., and still only about 250 yards covered the first five cars. It was truly fantastic racing, and the big crowd was seeing the new 3-litre cars at their best. While Hill retained his lead from Brabham, Stewart began to fall back and was repassed by Hulme during lap 12 (when Hulme put up a new lap record in 1min 36-6sec-102-89m.p.h.), Stewart entered the pits to retire with overheating at the end of lap 13. Brabham, doing his best to repass Hill, went round in 1min 36-6sec on lap 13, equalling Hulme's new record. Next time round, Clarkputting up a superb fight against the 3-litre cars with his 2-litre LotusB.R.M.—spun at Knickerbrook, took to the grass, stopped—and restarted in sixth position, the order being Hill, Brabham, Hulme, Spence, Anderson, Clark, Ireland and Lawrence.

Hill continued in the lead until lap 19, when Brabham repassed him at Old Hall (and exceeded 155 m.p.h. on the straight), the lead changing for the sixth time; and the leaders came round to complete lap 19 with Brabham leading Hill by 0-6sec and Hulme in third place some 2sec behind Hill. With these in-tervals remaining fairly constant, and Clark moving up through the field after his spin, the race ran on to the start of lap 25 when, just as the leaders rounded Old Hall corner, Hill held up his hand to warn Hulme, lying close behind, and pulled on to the grass in a cloud of steam and smoke, the B.R.M. engine blown-up. By now, Spence's clutch was beginning to slip, and his

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In-fighting among the 1,300 saloons: Mike Young's Superspeed Anglia Super, John Rhodes's works Mini-Cooper S, Chris Craft's Superspeed Anglia Super and a hos of others bunch through Old Hall corner c the opening lap. Below: Lap 5, with things sorted out a bit: Chris Craft leads Mike Young, with John Rhodes setting the Mini up beautifully for the corner

wonderful fight to keep up with leaders came to an end. And, on same lap as Hill's retirement, And son came to rest with a broken connear Esso Hairpin. On lap 25 Speac clutch finally gave up and he came i the pits to retire—only five cars n left on the circuit.

From now on, the two triumph Repco-Brabhams dominated the ra Brabham ahead and Hulme a couple seconds astern. With Spence's reti ment Clark had taken over third pla some 41 sec behind Hulme. Ireland fourth after a long interval, followed Lawrence who had long since (on 13) been lapped by the leaders. Br ham, now without a challenger, drop his lap times to more than 1min 40: then to between 1min 41sec and 1r 42sec. Clark, still going well in 2-litre car, steadily closed the gap hind Hulme, though he had no cha of catching the 3-litre cars. As the 14 laps ran out, the order never ev looking like changing, Brabham a Hulme steadily caught Ireland, thou when he saw them in his mirrors he able to put on sufficient speed to av being lapped by the leaders.

Though the closing stages had b without incident, the small entry 1 proved that it does not take a full C field to produce a first class spectacl and for sheer excitement, the first laps of the Gold Cup bettered several this year's Championship events.

SUPPORTING RACES

PROGRAMME opener on an alm dry track was a 15-lap race for mixed bag of "Special G.T. Ca which included such varying entries David Piper's very fast, raucous thou crisp 275LM Ferrari, three of the li Chevron GTs, an obsolete Dayt Cobra, once raced by Jack Sears, several Elans of varying tune and pa

David Piper had been fastest in pr tice, and pulled away from pole posit on the grid to an immediate widening lead from Bennett's BM engined Chevron, Brian Muir's W ment-entered Cobra, and Jeff Edmon ex-Piper 275LM Ferrari. Digby Mi land's Lotus-Cortina-engined Chev and Bernard Unett's Fraser Rac Tiger fought closely with Cha Bridges' Red Rose Racing Lightwei E-Type Jaguar. Mike de'Udy had bad start and lay 8th in the Pors Cars (G.B.) Ltd. Carrera Six.

Nobody could touch Piper, who I a dry and empty track all to him until he began to lap tail-enders a 8 laps. De'Udy began pressing rehard, spun without damage at Casca on lap 3, and set about carving his v through the field. By lap 5 he was

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to 3rd place, and by lap 7, 2nd. Thereafter he chased Piper as hard as possible; breaking the outright G.T. lap record in the process, and lapping faster than Piper, who was cruising around to an easy victory. The Porsche, by the way, was still wrongly geared after a rebuild back at the factory.

Behind this scrap, Jeff Edmonds spent nine laps getting past Bennett's Chevron, then began to pull away, while the Daytona Cobra had a race-long scrap, at 20 yards' range, with Martland's Chevron, which was suffering from a wayward driver's door. John Miles, in the Willment Elan, had a long fight with Unett's Tiger, beating him to finish 7th. The only retirement was John Lepp's Chevron with a broken oil pipe.

Group 5 Saloon cars (up to 1,300 c.c.) WITH precious British Saloon Car Championship points hanging on the results of the smaller saloon car race of the day, this promised to be a real humdinger, and the large crowd was not disappointed. Only three makes of car -Anglias, Cooper S and Hillman Impswere on the grid, but with the Alan Fraser Imps battling against Broadspeed Anglias, and "works" 1275S Mini-Coopers opposing the Superspeed 1,300 c.c. Anglias, this was not a boring prospect. Broadspeed were using a further developed Holbay-Broadspeed unit in Fitzpatrick's car, canted over at about 30 degrees, with tiny water pipes tapped out of potential steam pockets in the head, with the five-speed gearbox first tried at the British G.P. meeting in July.

John Rhodes "dragged" his Mini into the lead of a typical Old Hall

Above :

Over 1,300 c.c. Saloons: Brian Muir's Ford Galaxie leads Jim Clark's Lotus-Cortina up Deer Leap —just before Muir crashed in spectacular manner at Old Hall and Clark, after a phenomenal avoidance took over the lead

Right : David Piper, undisputed winner of the Special G.T. race, laps John Miles's Lotus Elan, Burnard Unett's Sunbeam Tiger and Charles Bridges' E-Type Jaguar



Corner traffic jam, and led lap 1 from a surprised Steve Neal in second place, and the two Superspeed Anglias breathing down his neck. Next time round both the bright red Anglias had elbowed their way past Neal, with Chris Craft just leading Rhodes over the start line into lap 3. John Fitzpatrick in the leading 1,000 c.c. car lay 8th at this stage, ahead of the leading Frazer Imp of Bernard Unett. Anita Taylor, in the white Broadspeed car, was surrounded by Imps, while Bill McGovern's experimental fuel-injected (by Tecalemit) Emery Imp trailed behind.

On lap 7, Bob Smith (Vitafoam 1275S) visited the pits with a broken gearlever, but carried on without it, while Anita Taylor visited the pits after leaving the road (and losing time to the Imps). Jack Lewis spun his Cooper S at Cascades, but carried on.

On lap 10, Mike Young forced his way past Rhodes into second place overall, Bernard Unett arrived in the pits with a dead engine in his Frazer Imp (reported piston trouble), and John Fitzpatrick moved the sweet-sounding Broadspeed Anglia into 6th place. Ray Calcutt pulled another Fraser Imp off the track at Knickerbrook with ignition failure, repaired it, and rejoined, 5 laps adrift.

Two laps from the finish Rhodes squeezed the Cooper S past Mike Young Concluded on p. 647

