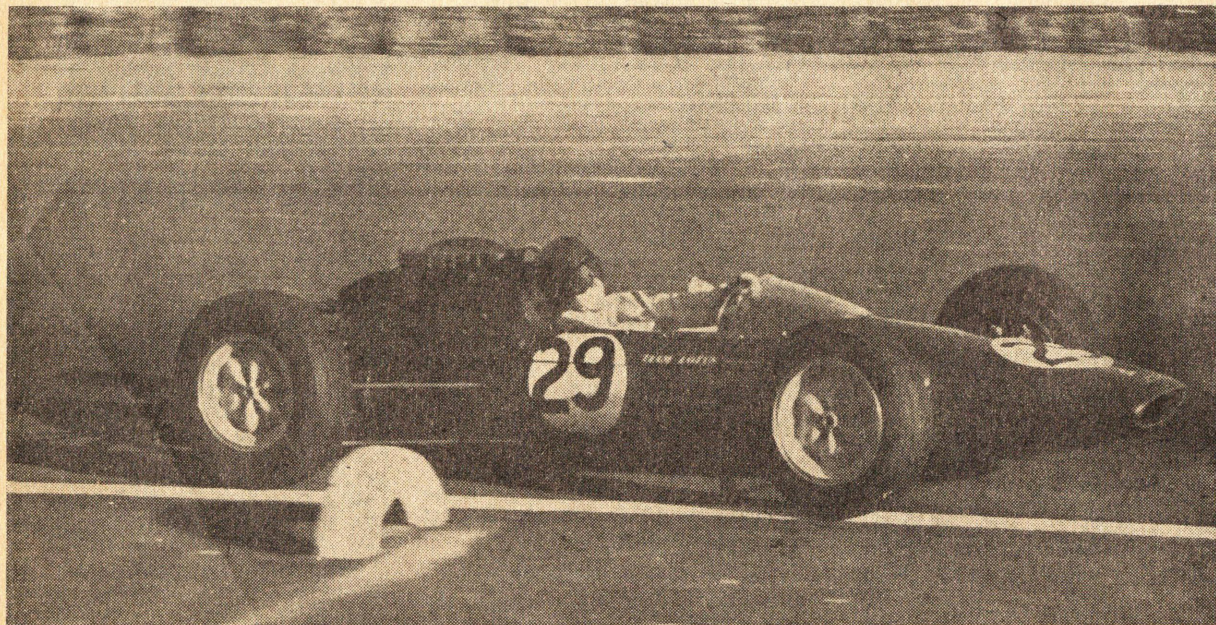


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JIM CLARK in Lotus he took over from Trevor Taylor after his was disqualified at Mexican GP. Car is same Lotus 25 with Coventry-Climax V-8 in which Clark passed Indy driver test. (Photo Petit Pierre)

Clark Uses Two to Win in Mexico

By BOB CUMBERFORD

MEXICO CITY—Demonstrating the superiority of Chapman's perambulating gas-tanks, Farmer Jim Clark won the first Mexican Grand Prix by more than one minute, coming from behind in a borrowed car after being disqualified for an illegal start in his own Team Lotus machine.

After a scandalously bad start—"Toto" Roche would blush at causing so much flap—Clark swept into the lead on lap 3 and began picking up several seconds per lap until he was black-flagged on lap 11. With Trevor Taylor's Lotus 25 fading back after leading at the start, it looked as though victory would go to Jack Brabham or Bruce McLaren. But Clark was determined, and after five minutes of spirited discussion in the Team Lotus pit, Taylor was called in to hand over to his team leader. Clark made up his 68-sec disadvantage in 24 laps and went on to win by another 62 seconds. He lapped every car except the Brabham, taking the lap record in the process.

Clark's win was a popular one, but the relatively small crowd was subdued as the entire nation mourned the death of Ricardo Rodriguez, killed in a practice crash. Licenciado Adolfo Lopez-Mateos, President of the Republic, read a eulogy to the young Mexican ace, and led the spectators in a silent tribute to Mexico's greatest sports figure before the start of the GP.

Good Field on Hand

Despite dire predictions on all sides beforehand, the race was an artistic success, with most of the usual GP teams on hand and trying hard. BRM, Porsche, and Ferrari chose to abstain, but the works Lotuses, McLaren's works Cooper, Jack's Brabham, UDT's many Lotus 24s, and the Bowmaker Lola-Lotus-Cooper selection came along to ensure a real battle for the hundred thousand peso (\$8,000) purse.

Rob Walker's Lotus 24s were manned by Ricardo Rodriguez and Texan Bob Schroeder, Wolfgang Seidel had his unsanitary Lotus-BRM for Pedro Rodriguez, Godin de Beaufort had his Watkins Glen engine installed in a rented antique Porsche (from Scuderia Filipinetti), and there was the usual selection of aged and aging 4-cyl Lotus and Cooper machines. Jay Chamberlain had the prototype Lotus 18, Walt Hansgen had the ex-Peter Ryan 18 with a Mk 1 Climax, Alan Connell a 1960 Cooper, Homer Rader a Lotus 21, and Jim Hall a Lotus 24.

Following Ricardo's disastrous crash, Pedro Rodriguez withdrew immediately, leaving Seidel to drive his own machine. Moises Solana finally withdrew before the race, but not without an unsavory barrage of charges and countercharges. Solana is a fine driver, F-Jr champion of Mexico (he won the supporting Jr race and turned a lap of 2:07 with his Lotus-Ford 22),

(Continued on page 5)

Engine Crisis Hits England

LONDON—Coventry Climax has created a crisis in British motor racing with the announcement by the firm's chairman and managing director, Mr. Leonard P. Lee, that "We have . . . decided to withdraw from Grand Prix motor racing at the end of this year . . ."

Mr. Lee's statement went on to say, "Commitments we have outstanding for others of our engines used for racing will be fulfilled. For those owners of V-8 engines . . . we shall, if required, provide service for the South African Grand Prix and, thereafter, supply spare parts if the owners decide to race them next year."

It is understood that one of the major reasons for the decision was that the firm has not received publicity commensurate with what they believe to be the accomplishments of their F-I engines. "It is difficult to justify the expense when we can neither operate our program at a profit nor receive sufficient publicity to offset the large investment," one spokesman was quoted as saying.

Coventry Climax's decision does not mean a complete withdrawal from racing, as was first reported, but only from F-I racing. No more V-8 engines will be produced and the development of a Mark II version will be discontinued. The Mark II version was to have a larger bore, shorter stroke and a 4-valve head. The present V-8 was developing 174 hp at 8300 rpm. The Mark II version was expected to put out about 185 hp.

The constructors who have depended on the Coventry Climax V-8—Cooper, Lotus, Lola and Brabham—were stunned by the announcement. The first reaction was that they had simply been put out of F-I racing.

Though Coventry Climax has not suggested it, it is thought that the firm would respond favorably to a cooperative subsidy from the British motor industry, perhaps

(Continued on Page 2)

LATE NEWS

ACCUS meeting last weekend approved the first 5 (of 8, probably), for SCCA's FIA National Open races for the 1963 U.S. Road Racing Championship. These were:

June 9—Laguna Seca, Monterey, Calif.

June 30—Watkins Glen, N. Y.

July 21—Pacific Raceways, Kent, Wash.

Aug. 18—Continental Divide, Castle Rock, Colo.

Sept. 8—Road America, Elkhart Lake, Wis.

BOB HURT and HOWARD HANNA won the first two of the Puerto Rican race series leading up to this weekend's big Grand Prix de Puerto Rico. Hurt, driving his 3.0 Ferrari, spun in the first lap but came back to win the 45-min race by a lap. Hanna, 1962 SCCA FP Chap, led all the way in his D-B.

Officials of both Southern California's warring CSCC and USSCC have expressed interest in resuming merger talks. In the meantime, however, Cal Club has notified drivers that USSCC's Pomona races, Nov. 17-18, are NOT approved for SCCA members. USSCC says it'll sue if SCCA drivers are banned.

New Crisis in SCCA

On the eve of the Governors' meeting on Nov. 17, there are an almost unprecedented number of crises facing this country's largest road racing organization, the 13,000 member Sports Car Club of America. On the surface, the issues appear rather small. On the other hand, they may be very serious indeed. Whether serious or insignificant, the Governors must decide at their New York meeting whether SCCA will continue in its present direction or whether unprecedented pressures from a well-organized opposition will result in withdrawal from previously stated positions.

Barn Door Closed:

PENSKE'S CAR BANNED FROM FUTURE INTLS

NEW YORK—The Automobile Competition Committee for the U.S., this country's representative to the FIA, met on Nov. 2-3, took a couple bulls by the horns and slammed a barn door or two.

The most important action of the committee regarding the future of international racing in this country was the decision to announce that the regulations pertaining to design and construction of the competing automobiles shall be strictly enforced in the future at all FIA sanctioned events.

Based on published articles and on the FIA Observer's report on the Laguna Seca race, the committee decided to notify Roger Penske that his Zerex-Duralite Special, a thinly-disguised F-I car with sports car type bodywork, will not be accepted at future events where the regulations specify conformance with FIA Appendix C. Driving this car, Penske won more than \$17,000 at two recent West Coast road races.

Also to receive a notice along the same line is the BMC Competition Dept. of San Francisco, builders of the popular light-weight Genie. The Genie, which was not

(Continued on Page 2)

There are three main issues to be faced—opposition to the already-announced 1963 production car regulations, the manner in which competition rules are originated, and objections to the proposed U.S. Road Racing Championship for 1963.

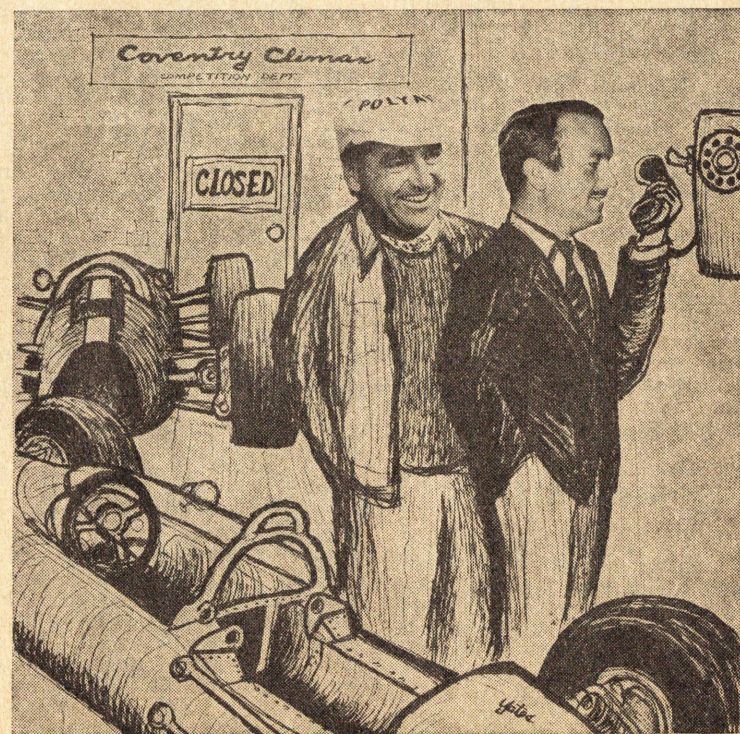
Background on the Problems

The first issue, opposition to the 1963 production car rules, first appeared in last spring's "it's-this-way-it's-that-way" annual convention at Washington, D. C., when the Governors suddenly decided to adopt GT-style rules for 1962. The objections of almost all committee heads, along with a majority of the drivers present, finally persuaded the Governors there was too little time to properly initiate and administer the changes for the already-begun 1962 season. The Governors finally agreed that the "new" rules would be used only on the West Coast in 1962 but would go into effect over the entire country in 1963. There was a general sigh of relief.

This sigh was perhaps deceptive. At the convention there was little discussion of, or objection to, the "new" rules in themselves but rather to the very late decision to adopt them for 1962. So, assuming that everyone was happy, the "new" regulations were printed in the June issue of SCCA's SPORTS CAR in order that everyone have adequate time to prepare for the 1963 season.

There was, however, a growing discontent among Eastern and Mid-western SCCA Regions. The Washington, D. C., Region passed a resolution to the effect that they

(Continued on Page 6)



Three million yen? How much is that in pounds, old boy?

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Clark Wins Mexican GP

(Continued from page 1)

but he found the power of his Bowmaker-Cooper-BRM an embarrassment on the difficult, bumpy Autodromo. Unable to equal his F-Jr times, Solana blamed the car. After practice was over, he asked to use the Bowmaker-Lola of Salvadori, but team manager Reg Parnell was unwilling to have Roy Salvadori drive the Cooper without practice, and Solana did not take the start.

Organization Good

Aside from the ridiculous start (about which more later), the entire event was extraordinarily well-organized. All the cars were assembled at Dallas and brought down on special transporters by the organizers. The Brabham suffered a bent nose, but it was straightened out and repainted with only a small amount of Mexican restyling.

A large Ford garage was set aside for the teams, and all the cars were kept in one room (except for the Brabham, which was exposed to the public). Ford supplied a Falcon for each driver (except Jack Brabham).

The fuel problem was solved by mixing the local "90"-octane (actually about 83) pump fuel with 130-octane avgas. All the cars seemed to run well, but of course were down on power because of the 7500-ft altitude.

The only flaw in the arrangements lay in the fact that there

Course Surface Rough

The actual circuit is the only weak part of the Autodromo. There is a series of short, varied curves which the drivers found difficult to sort out, followed by the most peculiar hairpin turn in existence. The entrance is banked steeply, the turn is suddenly flat, and the exit is again steeply banked. There seems to be no line through this curious construction which will permit a car to execute a decent corner.

The worst part of the circuit, though, is a half-mile-long banked curve a la Monza, topped with a steel guard rail. The surface of the turn is so rough that most of the GP drivers were forced to hold their gear levers to keep the vibration from putting them into neutral at the wrong time.

There is a sagging section at the end of the curve as it exits onto the pit straight, and most of the cars were on the limits of controllability there. Ricardo Rodriguez lost his unfamiliar Lotus in the middle of this banking. The other drivers were forced to back off and stay low on the curve in order to be certain of staying on the track at all.

The organizers promise to rectify these faults for next year, and if they hold to their promise, Mexico may be the scene of one of the best Championship races.

Starting Foul-up

The start was scheduled for 3:15 p.m. At 2:30 the drivers were marshalled for a parade lap in their Falcons (no, Brabham didn't have to walk; Clark gave him a ride), during which they picked up the President. Various ceremonies on the pit apron, including the tribute to Rodriguez, took up a good bit of time, after which the drivers were given two warm-up laps.

Clark made only one lap and pulled into his pit with oil leaking from several inaccessible points under the chassis; his crew seemed to have it in order within a couple of minutes, after which the car was pushed to its position on the front row of the grid.

At about 3:12, the signal was given to start engines. Clark's Lotus refused to fire. A mechanic ran to the pit and got a new battery, the top of the body was removed, and the battery changed while the rest of the field waited, engines revving furiously.

The Lotus also refused to start on the second battery. Team Lotus mechanics asked for, and apparently got, permission to push-start. The car still would not fire. By now the other cars had been running for some four minutes. Suddenly, on the back of the grid, Walt Hansgen's Lotus burst into flames. Under the pressure-pulsation from the constant throttle-blipping, an oil line had burst. His car was pushed to the side of the track.

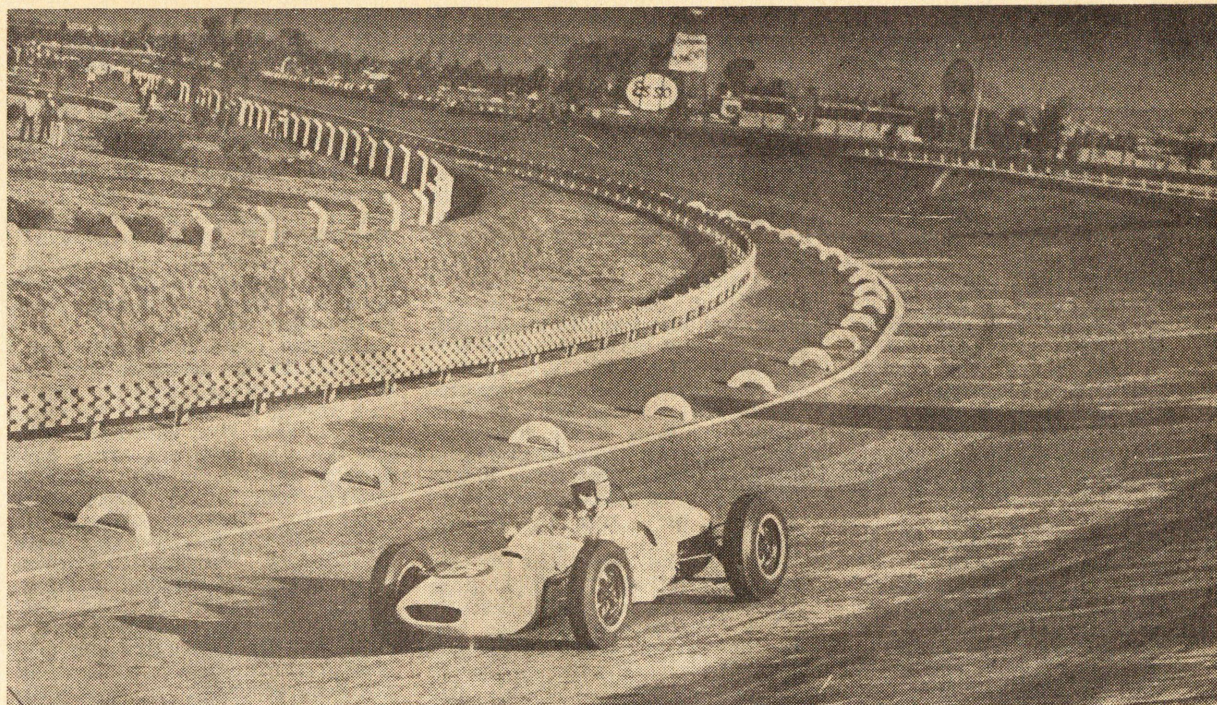
Clark's Lotus Starts

Clark's crew tried another push. The car fired, and was rolled back into position. In the meantime, Surtees' ex-Brabham Lotus began to smoke, and the engine hatch was taken off. About then, his engine stopped dead. The transistor in the ignition system had cooked and changed state, no longer switching current. The Lotus was pushed aside.

By now the cars had been running more than five minutes, and tempers and radiators alike were

Starting Grid

Trevor Taylor Lotus 25 V-8 2:01.7	Jim Clark Lotus 25 V-8 2:00.8
Bruce McLaren Cooper-Climax V-8 2:02.8	John Surtees Lotus 24 V-8 2:02.0
Jack Brabham Brabham-Climax V-8 2:03.0	Roger Penske Lotus 24 V-8 2:02.8
Roy Salvadori Lola-Climax V-8 2:04.6	Innes Ireland Lotus 24 V-8 2:03.1
Masten Gregory Lotus 24 BRM V-8 2:06.8	Bob Schroeder Lotus 24 V-8 2:06.8
Carel de Beaufort Porsche 4 2:07.4	Jim Hall Lotus 24 Climax 4 2:07.0
Walt Hansgen Lotus 18 Climax 4 2:12.2	
Alan Connell Cooper-Climax 4 2:16.6	Homer Rader Lotus 21 Climax 4 2:12.7
Wolfgang Seidel Lotus 24 BRM V-8 2:23.4	Jay Chamberlain Lotus 18 Climax 4 2:21.6



JIM HALL drove fine race in old Lotus-Climax 4-cyl car to finish 4th overall. Near here, at the exit of the banking, is where Ricardo Rodriguez' fatal practice crash took place. (Photo Petit Pierre)

boiling merrily. The starter, already nearly hysterical, suddenly dropped the flag. Jack Brabham, who surely must be the calmest man in motor racing, was off like a shot, despite his misfiring engine, moving from the third row of the grid into second place before the second-row car reached the starting line.

In the midst of the accelerating cars, a luckless mechanic was jumping for his life, trying to get off the track. Happily, he succeeded.

He was the only one with any luck at all in this comedy of errors, though. Alan Connell's Cooper had refused to run when the temperature of the entire machine reached 220° or so, and he didn't get off the line for a good minute after the delayed start. He soon retired with general mechanical debility.

Surtees Ignition Changed

The Bowmaker team was busily changing the entire ignition system of Surtees' Lotus (his own car running under team auspices, there having been no time to repair his Lola from Watkins Glen), and Surtees was busy glaring at Clark every time he passed.

This is the second time this season that Clark has put Surtees out of a race (the TT was the other event), and John "didn't look half mad," as a mechanic put it. He joined the race after six laps, but retired five laps later.

Clark, in the meantime, had snatched the lead from Taylor on lap 3, and began to draw away. Two seconds behind, Brabham led McLaren in a fierce tussle for 3rd place, and they were rapidly overtaking Taylor in the other works Lotus.

Hansgen managed to get started on the leader's fifth lap, with the old car sounding ghastly. He had a job avoiding Seidel, coming in to become the first retirement of the day.

Brabham Moves Up

After 5 laps, Brabham's car had cooled enough to start to really run, and he shouldered his way past Taylor, taking McLaren with him. As Jack closed up on Clark, the young Scot began to push, and picked up 2½ seconds per lap. Out in the clear, Clark was able to set a pace no one could match, while Brabham had to contend with McLaren in a fierce wheel-to-wheel fight for 2nd place.

With a fifth of the race done at sprint speeds, there was a flurry of activity in the pits as first Salvadori, then Surtees, came in to retire. Salvadori's car was apparently in perfect shape, but in fact the right driveshaft was twisted like a corkscrew from contact with the front wheel of Ireland's Lotus. Ireland had shunted the Lola up the back in the strange hairpin, but managed to back off before the Lola turned over.

Clark, as mentioned before, found himself disqualified on lap 10. His car was spilling oil from the gearbox, oil tank, and points between, and it is doubtful that it could have finished the race anyway. Clark jumped out of the car with the words "I'd just as soon

MEXICAN GRAND PRIX RESULTS

Autodromo, Mexico, D.F., Mexico

November 4, 1962

Driver, Car	Behind
1. Jim Clark, Lotus-Climax V-8	Won
2. Jack Brabham, Brabham-Climax V-8	1:02.0
3. Innes Ireland, Lotus-Climax V-8	1 lap
4. Jim Hall, Lotus-Climax 4	1 lap
5. Masten Gregory, Lotus-BRM V-8	1 lap
6. Bob Schroeder, Lotus-Climax V-8	3 laps
7. Carel de Beaufort, Porsche 4	3 laps
8. Homer Rader, Lotus-Climax 4	3 laps
9. Jay Chamberlain, Lotus-Climax 4	7 laps
10. Walt Hansgen, Lotus-Climax 4	15 laps

Did Not Finish: Seidel, Lotus-BRM, 4 laps, broken gear lever; Connell, Cooper-Climax 4, 7 laps, heat prostration (car, not driver); Salvadori, Lola-Climax V-8, 10 laps, twisted drive shaft after contact with Ireland car; Surtees, Lotus-Climax V-8, 5 laps, ignition, plugs; Clark, Lotus-Climax V-8, 11 laps, disqualified for push start; Taylor, Lotus-Climax V-8, 15 laps, handed over car to Clark; McLaren, Cooper-Climax V-8, 34 laps, probable gearbox breakage; Penske, Lotus-Climax V-8, 41 laps, gearbox failure.

Did Not Start: R. Rodriguez, Lotus-Climax V-8, fatal practice crash Thursday; P. Rodriguez, Lotus-BRM, withdrew Friday; M. Solana, Cooper-BRM, refused start Sunday, dissatisfied with car.

Track Conditions: Dry, fast, sunny and cool; altitude 7500 ft.

Av Speed: 90.10 mph, new record. (Old record: none).

Fastest Lap: 1:59.7, 93.23 mph, Jim Clark, Lotus, new record. (Old record: none).

take over Trevor's car!" It took some convincing, but the sign to come in went out for Taylor three laps later.

Ireland's Fast Stop

Perhaps remembering his near-miss in practice when a wheel came off his Lotus, Ireland decided to check on damage from his tangle with Salvadori. On lap 12 he came into the pits at better than 100 mph, terrifying all and sundry thereby. Surprisingly, he was not reprimanded for this absurdly dangerous stunt, and went out in about a minute.

The change-over from Taylor to Clark was managed in about 10 seconds, and Clark charged off in a cloud of tire dust as the Lotus crew patted Taylor encouragingly. The "new boys" have rarely had occasion to give up a car, since doing so destroys points-earning in championship races now. It was a poignant moment, though, and recalled the "good old days" of team leaders using three cars to run one race.

With Clark well back in 3rd place, McLaren decided he could win, and pulled away from Brabham. He gained as much as 8 seconds from lap 13, when he took the lead, to lap 34, when the Cooper faltered to a stop out on the course, the drive locked up.

Bruce seemed to think immediately after the race that it was the gearbox, but did not rule out a broken piece in the engine.

Clark's Fast Lap

On this same lap Clark pulled out all the stops and broke two minutes (1:59.7) for a new lap record of 93.23 mph on the 5-km (3.1-mi) track. Brabham decided to let Clark come through, since his engine was down some 20 lbs on oil pressure, and it is the only one he has.

That left him comfortably ahead of the only real race, that between Hall (4-cylinder Lotus 24) and Schroeder (V-8 Lotus 24). The Texans were swapping the lead several times a lap, and first one, then the other would lead over the finish line.

Schroeder finally got a 3-second

lead over Hall, only to have his suspension collapse only 3 laps from the finish. He was credited with 6th place which was at least in the money, though the car was not running when the flag was dropped for Clark.

Ireland Takes 3rd

Innes Ireland made a last-minute spurt which took him past Hall and the crippled Schroeder for 3rd place, more than a lap behind Brabham and Clark.

In a day filled with drama, there were several surprises. Clark was the clear favorite, and was expected to win, but not in Taylor's car. Neither did anyone expect that he would so completely dominate the other drivers.

No one picked Brabham to finish in the first three. His Climax engine is down at least 10 bhp on those in the works Lotuses and McLaren's Cooper, so it is apparent that the Brabham chassis is doing its full share of work.

Hall's amazing job with the 4-cyl Lotus marks him as a man to watch in GP racing, whether he continues as a privateer or joins a factory team.

Altogether, the meeting came off better than expected. Except for the sad loss of Rodriguez, Mexico's first Grand Prix was great fun. When the event is held next, the Autodromo Ricardo Rodriguez (the name is to be changed in response to a popular movement) should see some of the best racing in the Americas.



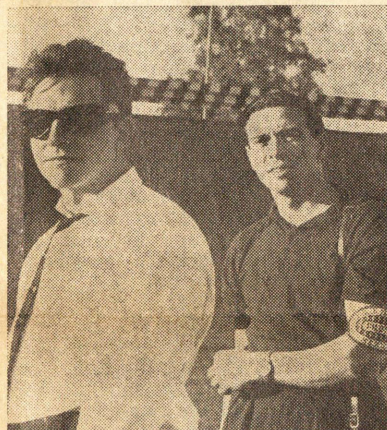

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TREVOR TAYLOR and Jim Clark look at the banked turn, no doubt trying to determine the "best way." Height of banking is apparent from background. (Photo Petit Pierre)

was no means of transporting the cars from the downtown garage to the track; they had to be driven in heavy traffic. Eventually things were sorted out a bit, and police motorcycle escorts were provided. There was some rare old dicing between the GP cars and taxicabs, but no one was shunted, fortunately.

Complete Racing Plant

Some of the drivers and many of the foreign visitors were astounded by the layout of the autodrome. Those who expected to find sleepy peons leaning against cactuses while their burros grazed along the edges of the circuit were gratified at the reality.

The Autodromo Magdalena Mixhuac is one of the most complete racing plants in the world. Pits are permanent, supplied with running water, electricity (50-cycle, though), and a workbench along one side.

Each pit has a lockable gate leading to the well-policed paddock, sanitary facilities are really clean, and are staffed by enough people to keep them clean. Access to the infield paddock is through a 3-car-wide underpass.

Crowd control is no problem at all, thanks to earthen embankments topped with wire fences. If anyone were tempted to climb these fences during the race, they would be strongly discouraged by the 2,400 special riot police armed with tear-gas guns who are stationed OUTSIDE the fences, along with the spectators. NO ONE is allowed on the track side.

Flag stations are permanent, and for the GP were staffed by experienced racing drivers. Facilities on the track include a permanent control-and-press tower, a Presidential box, a visitors' gallery above the pits, but back from the edge, and covered grandstands.