



Spray spews behind the top-finishing Porsche, the Carrera GTL of Linge and Walter, as it scoots through rain-swept esses to an 11th overall.



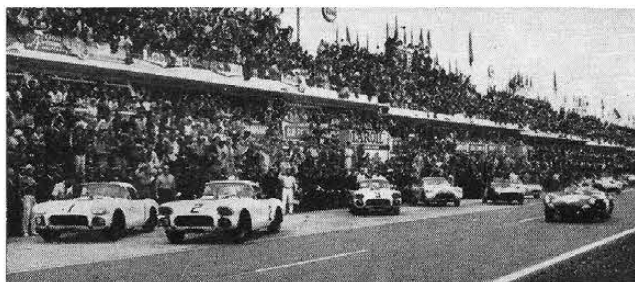
Gregory sights over weird Maser windshield blasting to astounding lead.



"All of a sudden...poof," says Windridge. Duntov, back to camera, listens:



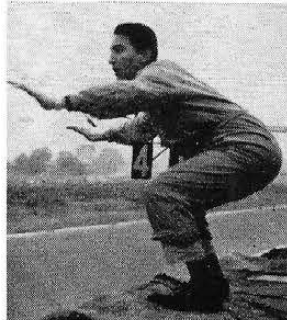
Ferrari's Tavoni caught napping.



## Endurance is Emphasized

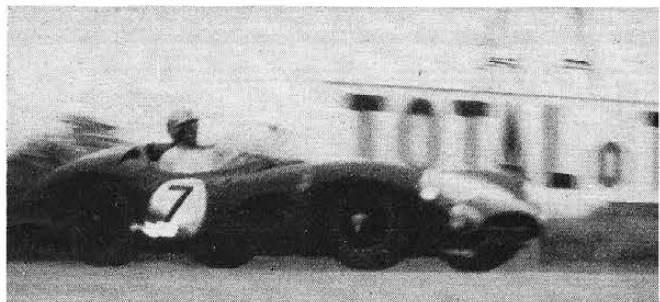
Twenty-four American drivers provided most of the drama at this year's Le Mans race. With this kind of an effort an all-U. S. victory can't be far off.  
by Jesse Alexander

► The 1960 Le Mans race drew the heaviest American contingent yet seen at the famous Sarthe circuit. The formidable Chevrolet Corvette group led by Briggs Cunningham plus the Camoradi-entered Corvette provided a much-needed degree of interest in the race. Americans were to be found driving everything from Sprites to Oscas to Jaguars to Ferraris, and after all was said and done a North American Racing Team Ferrari finished second overall, ably driven by Rodriguez and Pilette, a Mexican and a Belgian. Hopes for an outstanding Corvette showing faded early and the best the white and blue Detroit iron could do was 8th and 10th, overall. Highest-placed all-American entry was the Arents/Connell Ferrari 250/GT which turned in a creditable fifth overall.



7 a. m. Sunday. Piano, piano!

More than a little pre-race interest centered around the Cunningham Jaguar to be driven by Hansgen and Gurney. The car arrived at Le Mans directly from the Coventry experimental shop and since its last appearance at Le Mans in April, a large fin had been added at the back. Regrettably



Flames belch from Salvadori/Clark Aston in Mulsanne corner downshift.

the car was involved in an accident with Fritz D'Orey's Ferrari on the first night of practice and had to be driven back to the garage for hasty repairs to its beautiful nose. It arrived late at the second session with Dan Gurney taking the car over for the first time. He promptly tried turning some fast laps and found some very serious deficiencies in  
*(Continued overleaf)*

No turning back. The start (left) of the longest race in the world. Albert Maher, shown at right with Briggs Cunningham, garnered a place on Corvette team merely by asking Alfred Momo if there was an opening. There was, and he helped refuel. Here they wait during night practice for number two Corvette.





the car's handling. Best Dan could do that night was around the 4'20" mark; he complained of unequal braking, too-soft suspension and a car most unstable on the Mulsanne straight. That was Thursday night, and practice was officially over. At midnight the following evening Dan and Walt were on the road trying the car in its final state after considerable effort had been put into making it handle. Pronouncing it noticeably better, the two drivers decided to race come hell or high water and the Cunningham entourage returned to their hotels, fingers crossed for the morrow.

Walt Hansgen started. He made a good getaway and the sleek Jag was soon screaming around the circuit until mechanical troubles set in. An injector pipe came loose and this plagued the car for hours. During the night with Dan at the wheel the trouble recurred and the car was in the pits almost every lap for a plug change. Eventual cause of retirement was a burned piston and the story of the car came to a close. Insufficient actual race testing on English circuits with either Hansgen or Gurney behind the wheel certainly contributed to the new Jaguar's poor showing. Six months from board to track isn't much and Coventry needed more time, time that wasn't available.

For the first time in years Ferry Porsche did not come to Le Mans. It was just as well for with the exception of the Abarth Carrera driven by Linge and Walter, the Stuttgart cars did very badly. Strangely enough, there was no one universal trouble to which they all succumbed. The Bonnier/G. Hill car had several troubles, strangest of which was a peculiar bump and momentary bang somewhere in the suspension. This usually occurred on the straight and, as Graham Hill related, was most unpleasant and disconcerting. The drivers had no idea what it was and their imaginations ran rampant. Eventually this car burned its copper gasket between cylinder and head; the mechanics sought to find out the extent of the damage on the spot and had the head off the engine in minutes, right in front of the pits, but to no avail. The Trintignant/Herrmann car damaged a piston and although the Barth/Seidel car finished in 12th place it had few gears left and limped over the line. De Beaufort and Stoop lost the hydraulic pump in the clutch-actuating mechanism, the first time such a failure had occurred.

The 1960 RS Porsche was slower than last year's car. In 1959 the best time in the RSK was a 4'17" lap while this year all that could be eked out was a 4'23". Increased drag from the required windshield was felt more by the smaller-displacement cars than by the big boys.

No less than 12 Ferraris started the race. Six of them finished, and two out of the six that retired did so for the most inexcusable reason: they ran out of gas! I happened to be on the spot when the Trips/Hill car coasted to a halt near Terre Rouge. A wide-eyed Trips could not believe it, but the fuel pump was just not getting anything to pump and ran on—chattering merrily to itself. The car was in perfect condition otherwise and most probably could have finished the 24 hours without difficulty. The Scarfiotti/Rodriguez car conked out for exactly the same reason. And as the eventual winner, Olivier Gendebien, rushed towards White House on his last lap before handing over to Frere he felt the Ferrari begin to cut out. Gendebien actually coasted into the pits!

The reason for the error was apparently this: fuel consumption tests had been made during the practice session in April and the number of race laps that the team cars would be able to do was computed at that time. As it turned out, the pace in the opening laps was hotter than expected and without any kind of reserve tank on board the Ferraris were caught with their petrol down. This was

(Continued on page 72)

## 24 Hours of Le Mans

June 25 and 26  
8.36 miles per lap

			miles	mph
1	Gendebien/ Frere	Ferrari	2620.7	109.2
2	Rodriguez/ Pilette	Ferrari	2587.3	107.8
3	Salvadori/ Clark	Aston Martin	2558.7	106.6
4	Tavano/ Loustel	Ferrari 250/GT	2520.3	105.2
5	Arents/ Connell	Ferrari 250/GT	2504.4	104.35
6	Elde/ Noblet	Ferrari 250/GT	2503.6	104.31
7	Hugus/ Pabst	Ferrari 250/GT	2498.0	104.08
8	Fitch/ Grossman	Corvette	2350.1	97.92
9	Baillie/ Fairman	Aston Martin	2349.3	97.89
10	Lilley/ Gamble	Corvette	2307.7	96.16
11	Linge/ Walter	Porsche Carrera GTL	2249.3	
12	Barth/ Seidel	Porsche 1.5 RS60	2207.4	
13	Lund/ Escott	MG Twin Cam	2188.6	
14	Masson/ Laurent	Lotus Elite	2183.0	
15	Ballisat/ Becquart	Triumph TRS	2149.0	
16	Wagstaff/ Marsh	Lotus Elite	2183.0	
17	Laureau/ Armagnac	D. B. Panhard	2116.1	
18	Leston/ Rothschild	Triumph TRS	2115.6	
19	Bolton/ Sanderson	Triumph TRS	2090.6	
20	Dalton/ Colgate	Austin-Healey Sprite	2055.2	
21	Lelong/ Van den Bruwaene	D. B. Panhard	2036.4	
22	Wicky/ Gachnang	A. C. Bristol	2001.7	
23	Bentley/ Gordon	Osca 750	1982.1	
24	Bouharde/ Jaeger	D. B. Panhard	1906.5	
25	Bartholoni/ Saint-Aubin	D. B. Panhard	1865.1	

### Index of Performance

1	Laureau/ Armagnac	D. B. Panhard	1.257
2	Gendebien/ Frere	Ferrari	1.157
3	Bentley/ Gordon	Osca 750	1.151
4	Rodriguez/ Pilette	Ferrari	1.142
5	Lelong/ Van den Bruwaene	D. B. Panhard	1.130
6	Salvadori/ Clark	Aston Martin	1.128

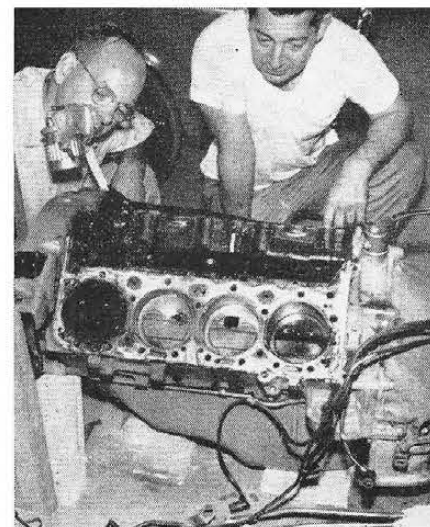
### Index of Energy

1	Wagstaff/ Marsh	Lotus Elite	1.15
2	Masson/ Laurent	Lotus Elite	1.02
3	Bouharde/ Jaeger	D. B. Panhard	0.97
4	Salvadori/ Clark	Aston Martin	0.94
5	Dalton/ Colgate	Austin-Healey Sprite	0.94



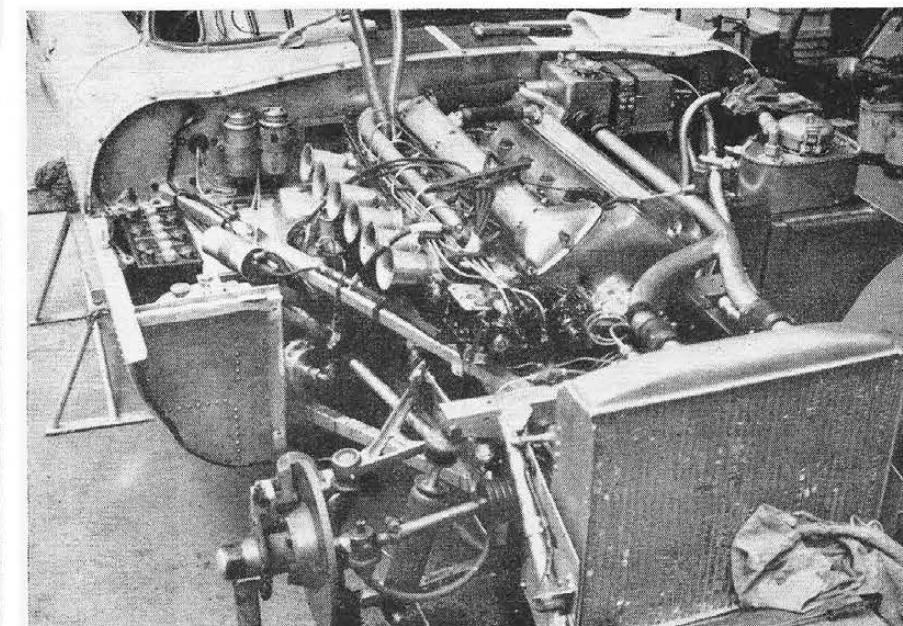
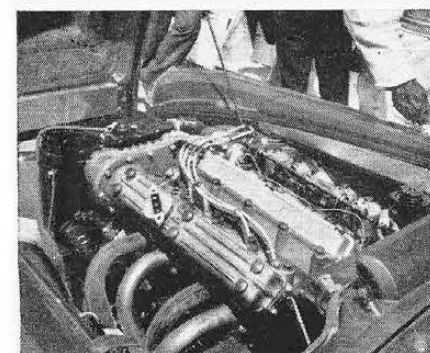
A 250/GT California roadster version of this month's cover and Road Research Report car was driven by Bill Sturgis and Joe Schlessler. The only one of its type entered, it was retired Sunday afternoon.

Porsche sought to give roadsters a coupe effect by revamping the tail structure in line with regulations requiring high windshields.

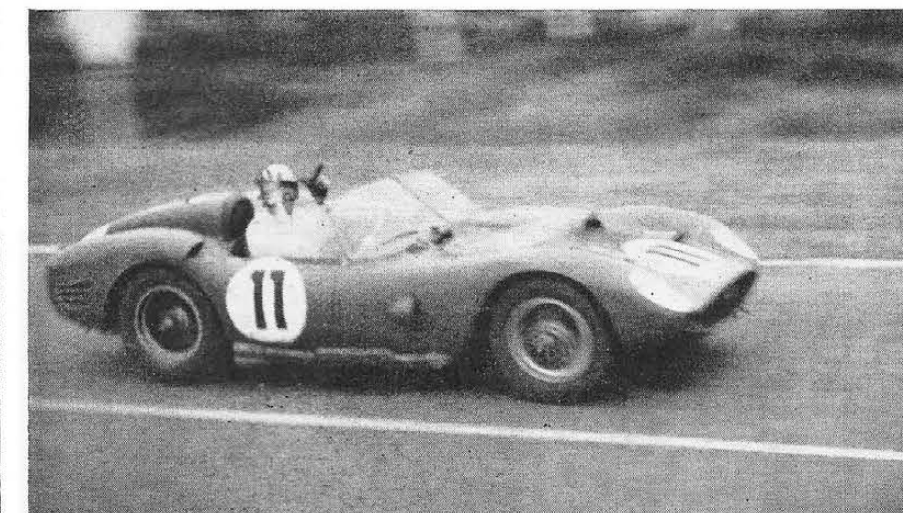


Creative destruction. G.M.'s Frank Burrell and tuner Bill Frick inspect Corvette engine which was deliberately blown up in practice session.

Twin-cam Triumph TRS differs slightly from version which appeared at Le Mans last year.



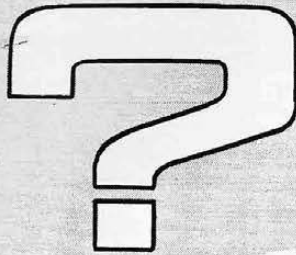
Only a few hours before the start, work continued on the Cunningham-entered Jaguar which features components evolved from the once-successful D-Type, including an alloy engine in body-cum-chassis.



Paul Frere, who shared driving chores and winners' laurels with another Belgian, Olivier Gendebien, signals "seven" as he roars past the Ferrari pits; what he means by cryptic sign is anybody's guess.



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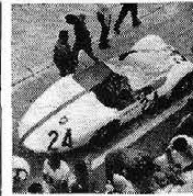
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## ENDURANCE IS EMPHASIZED

Continued from page 40

something that could only have happened to Ferrari, but sheer weight of numbers saved the day.

The Ginther/Mairesse Ferrari retired with a broken gearbox after Mairesse apparently strained things in the early hours of Sunday morning—actually racing! He increased his tempo so much that Frere had to speed up to stay safely in the lead.

Four of the 12 Ferraris were 3-liter V12 Testa Rossas—Mairesse/Ginther and Scarfiotti/Rodriguez were issued the independent-wishbone-rear cars while the rest had to be content with de Dion rear axles. It was interesting to note that none of the cars used the V6 2.5-liter Dino engine at Le Mans, which may indicate that the power unit has been shelved in favor of the tried and true 12-cylinder, at least for faster races. Interesting to note further that the G.T. Ferraris were just as fast—if not a hair faster—than the factory sports cars on the Mulsanne straight.

The Camoradi Maserati entry was impressive, to say the least. Mort Morris-Goodall replaced Piero Taruffi as team manager, and attempted to weld a certain amount of unity into the crew. Two of the 2.9 Masers were fitted with the biggest piece of plexiglas acting as a windshield that anyone has ever seen. If ever there was a living testimony to the stupidity of the current sports car regulations, this was it. Faired in to the body as much as possible, the windshield terminated at a point parallel to the driver's nose so that he could easily see over the top, proof positive that whatever regulation is thought up, car builders will get around it in one way or another. Masten Gregory set the pace in the opening laps, screaming down the Mulsanne straight so fast that even the jet-powered helicopter couldn't keep up. Short-circuits in the starting motors plagued Maserati and the starter was replaced on at least one car in the pits. The new rear portion of the Maser's bodywork increased its overall length by at least a foot and a half and aerodynamically was slightly more efficient. The Gregory/Daigh Maser eventually broke its engine but left a stirring account of itself, easily the fastest car on the track that day.

The Jefford/Casner Maserati (Casner by the way is the guiding spirit behind the Camoradi Team) was bounced off a sand bank by an embarrassed Casner who forgot to mention the incident when he handed over to Daigh after the latter's car had thrown a rod through its crankcase. Daigh brought it back into the pits after about ten laps with the right front tire worn through from a rubbing fender, and with a gearbox full of sand. This effectively blunted the third and last point of the Maserati trident. It was a harsh blow after the failure of the Scarlati/Munaron car after two short hours of racing.

Due to a practice accident involving one of its drivers, the two-liter Lotus Elite was withdrawn, a car that could have been as

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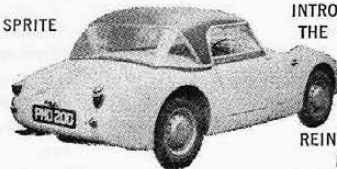
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fast as anything at Le Mans this year. Based on the Climax G.P. unit, its twin-cam engine put 170 bhp through a new all-synchro gearbox to a heavy-duty final drive. Front suspension was more rugged, like the current G.P. Lotus, and the disc brakes were appropriately enlarged.

The Chevrolet Corvette effort was impressive if not blindingly successful. One engine was deliberately blown in practice in an attempt to see just what liberties they could take on the gas available. The result was that the cars were reliable enough but were not really sufficiently fast to be impressive, for their engine size. The Cunningham/Kimberley car went out early when Kimberley got into a sudden spot of rain and was just a bit too fast. The car swapped ends before he could do a thing and was smashed up considerably, even starting a fire in the engine room.

Saddest Corvette mishap of all affected the Windridge/Thompson car, after they'd worked hard digging it out of the sand. It ran beautifully till noon on Sunday when suddenly — as Windridge passed the pits — a huge cloud of smoke poured out of the exhaust as the engine blew. Shortage of oil was the basic reason. Even though the crankcase was low on the car's previous pit stop the mechanics were unable to fill it since less than 25 laps had elapsed since the stop before that. Fuel could be put on at any time but water and oil cannot be added at Le Mans in less than 25 laps. The Camoradi Corvette driven by Gamble and Lilley ran regularly as did the Fitch/Grossman car. Buckets of ice for the Fitch/Grossman Corvette were necessary in the final hours to make it finish the race. The

ice was packed solidly around head and block and had to be renewed often.

Motor racing *per se* stopped at Le Mans this year as soon as the Gregory/Daigh Maserati turned up its toes. Prior to this the spectacle of the three factory Ferraris charging through the "esses" and out onto the Mulsanne straight was exciting and spine-tingling. The noise of these three cars was more than most cars could take. But in a few hours the race settled down to a regular pace at which everyone tried as hard as he could NOT to strain his car, just to keep station and finish — to finish in the money.

The Ecurie Ecosse D-Type, now ancient and venerable yet still going strong, was a favorite this year in the hands of Flockhart and Halford in the beginning, but destroyed itself during the night. There were two privately-entered Aston Martins, the Border Rievers-sponsored car driven by Clark and Salvadori really being babied on Sunday just to finish — which it did, in third place.

As we noted last year Le Mans needs an overhauling. The present regulations are not realistic and are not the best for motor racing in our opinion. Many feel that this could be the last Le Mans in which sports/racing cars such as the Ferrari and Maserati will participate as the trend towards G.T. and production machinery takes hold. Even at the reduced speed of 20 of the 24 hours this year the pace was too much for many.

A final note: this was Paul Frere's last race. He's "retired" from racing before but presumably he means it this time. It was a terrific ending to a half-time job (he's a journalist) that was envied by many full-time drivers. —JLA

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