

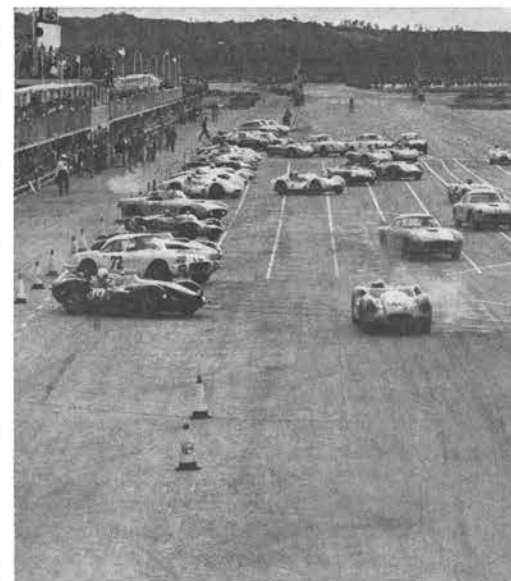


BAHAMAS SPEED WEEKS

WHEN DAN GURNEY WHIPPED the "hard luck" Arciero Lotus XIX into the lead in the 40th lap of the Nassau Trophy race, he did more than set himself up to take the \$10,000 winner's pot, not a bad day's work in itself. He also vindicated both himself and the sometimes sizzling red car.

The year before, during the sixth annual running of Bahamas Speed Weeks, Dan had included himself out of the main event by getting a broken ankle in a kart race the day before. During the 1960 GP season, Dan had also distinguished himself by going like gangbusters but seldom finishing a race, primarily because of equipment failure. The Arciero Lotus had likewise made a record for itself by going like blazes while it lasted. During its premiere appearance at the *Times-Mirror* race at Riverside, it and Dan clobbered the track record for sports cars by a good three seconds in qualifying. During the race Dan and Lotus led for most of the opening 17 laps until a head gasket let

Starting line-up for the Nassau Governor's Trophy showed a tumult of last-minute preparation. In a Le Mans start, drivers dashed to their cars, sped off and away.



go. In the following Laguna Seca pro-go, the clutch let go in practice and the car never wheeled a lap of the race.

This time things were different. This time nothing could stop the car or its pilot; and by the time the final flag fell, Dan had nearly a minute-and-a-half lead on the closest competitor, complete vindication for a hard luck season, and the driver's share of a cool \$10,000 long green. Perhaps it could happen only at Nassau.

Nassau is an exciting and strange kind of meet. It draws top talent and equipment from all over the racing world, and always promises five days of interesting speed contests — yet all of this takes place on an island where the unofficial national motto is "Easy, Mon."

If one arrives early, Nassau is just another vacation spot. Then the first boat docks, bearing the expensive racing equipment in its hold, and excitement starts to build. The pace begins to quicken as the sleek machines are unloaded and driven through town to the 4.5-mile Oakes airfield track.

The main event is for money — all told, more than \$35,000 — and preparing for it is a serious business. But then

the sun comes out, the liquid refreshment starts to flow, and one gravitates towards a "What race?" attitude. This is intensified by the fact that the cocktail party schedule (one a night, compliments of the Nassau Development Board) is almost as rigorous as the racing itself.

Things kick off with the Tourist Trophy race for Grand Touring cars. The GT is run under one of the FIA appendices, and therefore the entry includes everything from Ferrari Berlinettas down to open Sprites. This one was fairly simple.

At the end of the pace lap, Stirling Moss took off in a 3.0 Berlinetta, and by the finish of the first lap had an eight-second lead over the field. By the end of five laps, Moss had begun to seriously lap the other contenders. Bob Grossman, in an identical (but older) machine was a distant second, and third overall came George Reed in a 3.5 Ferrari California. Stirling's comment on his victory was, "I had no trouble throughout the race. The car ran well . . . and the race went very well right from the start. Nothing out of the ordinary happened." In winning this race, Stirling set a new record, averaging 83.56 mph — five miles faster than last year's winner, Johnny Cuevas.

Fourth overall was another Ferrari, and fifth was the amazing Bruce Jennings, who captured the Class E honors also in his Porsche Carrera. Jennings is this year's SCCA Class C Champ, and all summer long had been pleasing crowds by his giant-killing dices with equipment such as Corvettes and Ferraris.

The first day of racing also included the first five-lap Formula Junior go. This race was distinctive in that it wiped out a number of potential winners of the Junior Championship race to come. It saw the demise of the Osca-Fiat-powered Isis Junior. Ed Hugus and a tree had a discussion, which the tree won hands down. The driver was unhurt but the car was virtually totaled — this with its creator, De Tomasso, looking on. This sprint also marked the only appearance of Ricardo Rodriguez in the Osca Jr. Ricardo was pushing in a battle for first OA, and managed to place second, but the Osca succumbed to overheating and was through for the week.

Pat Pigott won this one in a Lotus.

So went Sunday. Next came three days of grace until mandatory practice on Thursday. Many headed for beaches and bars, but the hangar where the cars were being housed looked like a factory going at full tilt. The strange gas, rough track and intense competition had added to the usual problems of race preparation.

The entire Porsche RS contingent were hammering out dents in their hoods — caused by a profusion of loose

stones and much bouncing over the track. Charlie Hayes had holed a piston (most common infirmity on the island) of his new rear-engined Elva Jr., and he and his mechanic were tearing the car down in preparation for a new engine ordered hurriedly from England.

The only AC-Bristol on the island, entered by Bob Hathaway of Rhode Island, was torn down to reveal a ravaged piston, and parts were hurriedly ordered. They never arrived.

The Roosevelt Abarths were in pieces (bent rods) and were being totally rebuilt. Ray Heppenstall sat surrounded by parts, trying to make one good Scorpion Jr. out of two broken ones (holed pistons again).

This year's class-winning Le Mans Corvette, now owned by Don Gist of Florida, was being refurbished (fuel injection block) by a new system from another Corvette that had been put out permanently by rear end woes.

One of the eight Birdcage Maseratis had hung itself on the military barbed wire surrounding the hangar, and that was being taken care of. Meanwhile, Alan Connell, as only an oil man could, was trying to decide which one of his two (a short-tailed and a Le Mans) Birdcages to drive.

Von Trips was in trouble with his TCA Junior. This Mitterworked machine was designed by Taffy, and was amazingly fast when being tested, but had ruined a clutch at the start of the first Junior heat.

Even Ollie Schmidt's impeccable Lola-Osca had its problems. Jim Scott, Ollie's manager/mechanic, checking out the car, had found a water pump seal to be leaking. There was none on the island to replace it, and they couldn't run without it. Ollie phoned Miami and had another flown over — but that too was slightly off-size. So the imperturbable Scott worked very late one night (watched carefully by none less than Alejandro DeTomasso himself) and created a new seal out of the old one and its off-size replacement.

Finally came Thursday, and practice. Roger Penske set the fastest times, followed closely by Johnny Cuevas in an RSK. Nobody seemed to be going at it too strenuously, however, with the majority of the heavy machines just tooling their way around.

The 25-lap Governor's Trophy race and the second Junior heat were scheduled for Friday, but the rains came — as did the wind — and when the two 12-foot Goodyear course stanchions blew over, racing was canceled for the day. Everybody went back to serious partying while a few stalwarts remained working away in the now-dark hangar — thankful for the extra time.

Saturday dawned dubiously, and for a while it looked as if it would be a

*World's top drivers,
a varied program,
a tight little island*

by Sherrie Zuckert

Bahamas Speed Weeks

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repeat of Friday — but things finally cleared up and a very full day of competition followed.

There were a number of races for island residents alone — most of these were won by Mario Parotti, a local lad who drives an Austin-Healey very well. The six-entry Ladies' race was won by Smokey Drolet in Mike Rothschild's Daimler.

The second F-Jr. heat produced another win by Pigott, with Harry Carter's Lotus close behind. Since no recent Junior event has been complete without the presence of Charlie Kolb, this one was made official when the SCCA champ left his front-row grid position and, typically, took over the race in his Elva. He drove a swinging two laps and then retired abruptly with a cracked bearing cap.

The start of the 25-lap Governor's trophy race was a hairy one. Forty-nine cars exploded into action as the flag fell and in a bunch raced to be first under the Esso Bridge. When the turmoil died down, lo and behold, there was Stirling

Moss in his stalled 2.5 Lotus, still sitting on the grid as the last of the Fiat Abarths passed him by on their way behind the pack.

George Constantine in the wicked-looking Lister Corvette came by first at the end of the lap with Ricardo Rodriguez (Dino 3.0) hot on his tail. Pedro Rodriguez in a Testa Rossa and Jim Jeffords in a Birdcage never made it. Jim spun at the entrance to the long straight where he was grazed by Constantine and then was clobbered by the hard-driving Pedro. Both cars were thus put out of action for the remainder of the meet. The encounter did Constantine no good either; he came into the pits on the next lap and was out of contention from then on.

Moss, from last overall in the first lap, lay second by lap four through an incredible display of driving during which he was averaging 92 mph — three miles an hour faster than Ricardo who was now leading. The "Monte Carlo" Lotus (Mk XIX) is brand-new and, as shown at Riverside and Laguna Seca, nothing currently built can touch it, especially when driven by the right driver. When every other car was leaning and hanging out in the turns, the Lotus would go around absolutely level — and usually at obviously faster speeds.

On the straights it seemed to be able to pull everything in sight.

Moss pulled into the pits on lap six and seemed to be retiring from the race, saying he had only taken the car out to test it and, not satisfied with the gearing, had left the no-dough go in order to improve things for the next day's Nassau Trophy money race.

Stirling's final lap at 92 mph equaled the fastest recorded lap (set in the 1958 Nassau Trophy race by Lance Reventlow in the winning Scarab), so it was apparent that the green Lotus would be a powerful contender in the Sunday wind-up session.

With Moss out, 19-year-old Ricardo had things all his own way now, with half a lap on his closest competitors. Gus Andrey was the man in second with a 'Cage, pushed by Bob Holbert in an RS-60 and Roger Penske in the '61 modification of the RS-60.

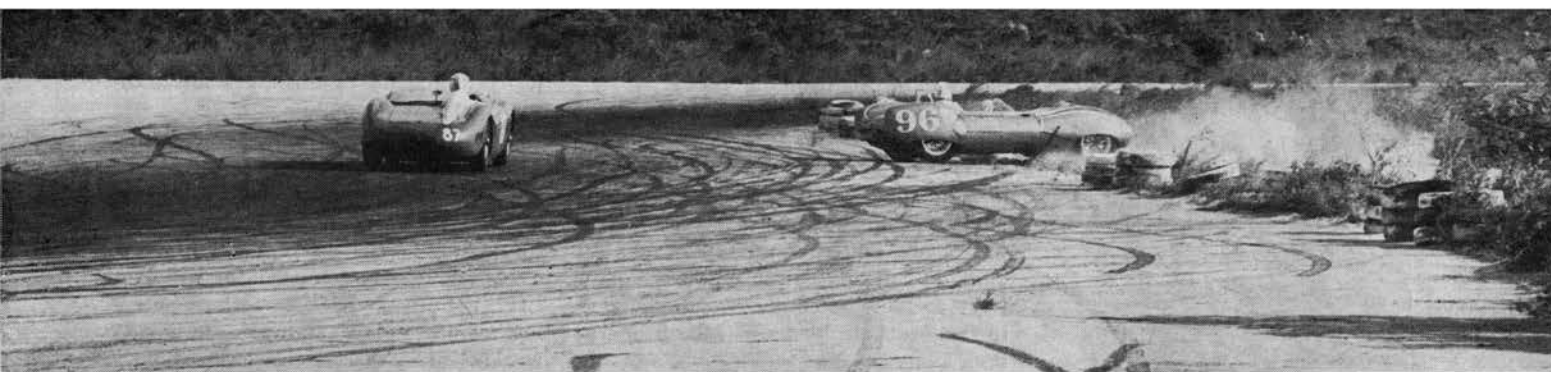
Bill Sadler, driving his faithful old Number One Special (now equipped with an Offy engine) was making a determined effort to get within range of the top four cars but was harassed by traffic in the beginning laps and couldn't make up for the lost time.

Back in the pack the most interesting dice was going on between Ollie Schmidt's Lola-Osca and the Sprite Special driven by John Colgate. The Sprite was the same Falcon-bodied car Donald Healey had come up with the year before and which was tested in *MOTOR TREND* (June, 1960). It has a few new touches, one being a bore-job to bring it out to 998cc ("as far as we could go," said Donald), and it will produce speeds above 115 mph, reaching them a good bit quicker than before.

The 750cc Lola was one of the most interesting cars on the island. It is the brainchild of Ollie Schmidt (this year's SCCA H-modified champ) and mechanic Jim Scott. Under the working title "Ollie's Folly" it took a year to get the Italian engine and the English chassis together. It was well worth the effort because in its own class it takes everything in sight and in Nassau, and when



Pat Pigott in a Lotus ran second in the Pan American F-Jr event. The 12-lapper was a fast one, with Pigott driving close behind formula winner Jim Hall's Cooper.



DR. J. C. MILLER'S LOTUS RUNS TRUE TO THE SKID MARKS DURING THE GOVERNOR'S TROPHY RACE. KINGMAN'S MASER LAPS WITH NO TROUBLES.

it came to the money race, it took all the G-modified equipment, too.

During this particular event the Lola was hampered by the high FIA-type windshield which murdered its aerodynamics, so it was held back to battle with the beautifully driven Sprite which finally came through in front at the checker.

Ricardo stroked around smoothly and finally took the winning flag with a time of one hour, 15 minutes for the 112-mile distance, for an average of 89.34 mph. He had a 29-second lead over Andrey's Birdcage. Holbert took third, and Penske placed fourth while Sadler rounded out the top five.

A number of big cars stayed out of Saturday's proceedings in order to save equipment, but everyone was on hand for Sunday's finale.

On Sunday there was a curtain-raising race for island residents which was won by Leo Scharfner in a Carrera.

The wrap-up for Formula Juniors was a 12-lapper which climaxed a four-race series to determine the Pan American

Championship for constructors. The earlier races had been held at Savannah, Ga., Daytona and Riverside. Going into the Nassau test, Lotus was leading with 18 points, Cooper had 16 and Elva eight.

With all the trials these machines had been having during the week, the field of 20 cars that showed up on the grid was a good one — considering that only 25 cars had officially been invited to compete.

The Elva contingent was out in full force — with Charlie Kolb very much present, Charlie Hayes (whose engine had arrived from England only two days before), and Alan Connell starting the third rear-engined Elva. Pat Pigott, winner of the two earlier F-Jr. heats, was in pole spot with his Lotus and was definitely favored to take the race.

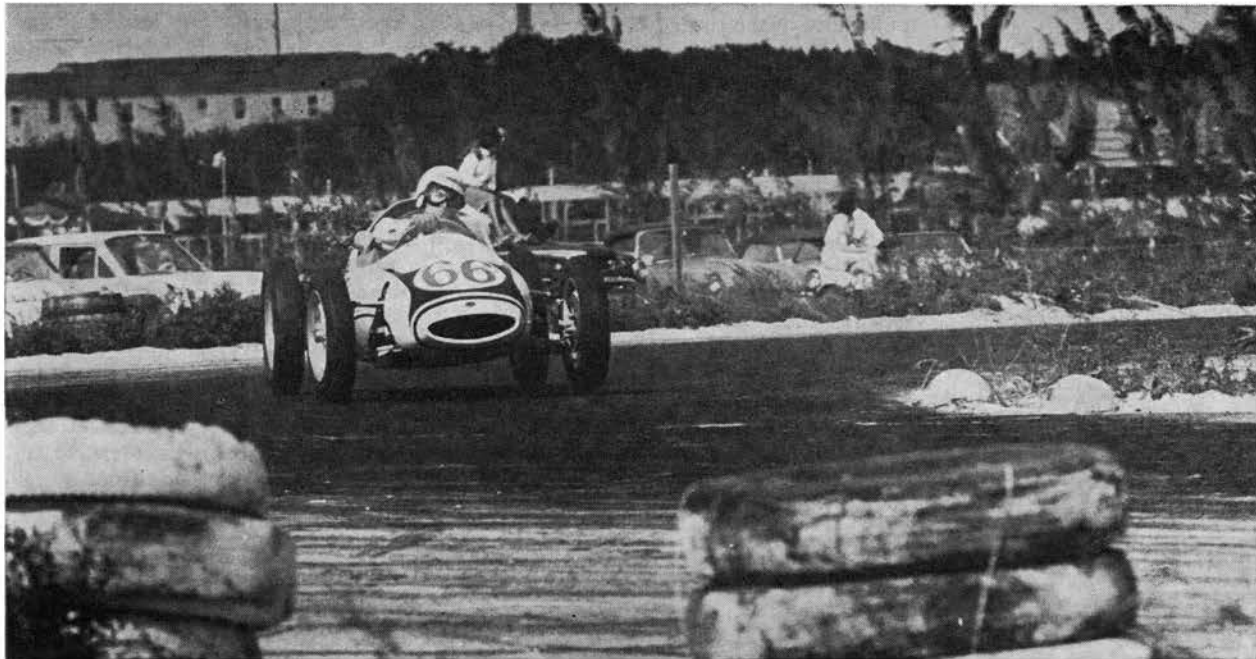
As the flag fell, however, Texan Jim Hall catapulted into the lead in his Cooper-Austin. Pigott was right behind him and Kolb was already challenging. Behind him came Pedro Rodriguez on the one good Scorpion created

from pieces gleaned from the two others.

For five laps it looked as if this were going to be a very hotly contested affair, as Kolb started to make his bid. On lap five — no Kolb. Head gasket this time, and that was that for the first of the Elvas. More bad luck dogged these new machines as Charlie Hayes retired with a frozen gearbox, and Alan Connell blew his engine — both on lap eight.

The most spectacular incident of the week occurred during this race, when a Stanguellini, driven by Dick Stephens of Miami, blew its engine in a blast of black smoke and gushing oil — right in the middle of the straight. This stretch was now literally covered with oil and spare parts, but it didn't seem to deter either the flying Hall or determined Pigott, and these two fought for first all through the contest.

Hall finally made it, and doing so, clinched the Championship with 32 points for John Cooper. Second through fourth were taken by Lotuses in the form of Pigott, Hap Sharp and then Harry Carter. Pedro brought the Scor-



PHOTOS BY BOB D'OLIVO

Texan Jim Hall in Cooper took the Formula Junior cup, running ahead of three quickly-driven Lotuses.

An Elva, unclothed but unashamed, is a trim package, has nothing in excess. The Elva is powered by an Austin engine with Rytune kit.



Bahamas Speed Weeks

continued

pion home fifth. Hall required 38 minutes for the 54 miles, averaging 85.039 mph.

Now the scene at the starting line became chaotic as photographers and sightseers crowded around the cars trying to line up for the Nassau Trophy race. The no-shows were few but positive. Jim Jeffords' original Birdcage was out as was Pedro Rodriguez' Ferrari from their brief encounter. Jim was starting in a borrowed Birdcage entered by Frank Harrison of Tennessee, and Pedro was listed as an alternate driver for Ricardo's Dino. The other major missing face was that of Loyal Katskee who, earlier in the week, had lost it on a motor scooter to become the only hospitalized casualty of the meet, and was therefore unable to start his Maser.

Finally, 46 cars were lined up in the classic Le Mans positions, as their drivers stationed themselves across the track.

When the flag fell, there was the usual scrambling scene as drivers sprinted and leapt into their mounts. It was a frustrating time for some as engines failed to catch — among these were Bob Holbert, George Constantine, and lo — Stirling again. Holbert and Constantine roared off on their own, but the big green Lotus required an illegal push before the fleet Briton got under way. Stirling's performance of the day before was not repeated, however, as three-quarters around the first lap, an A-frame let go, and with a number of skilled gyrations, the car and the week's shining attraction were out of it. Such is racing luck.

Ricardo Rodriguez was away and

leading, with Dan Gurney close behind him. Third and moving very fast was Bill Sadler.

The Sadler pulled into the pits shortly afterwards, and seemed to be out of the race. A 10-cent oil gasket had worked loose, and Bill was being sprayed by the result. This was fine until the sky let loose also with a fine drizzle — then the oil and water emulsified and all Bill could see was a white nothing. So he brought the car in and thereby missed another chance for the fantastically rapid Sadler to prove itself.

At 10 laps, the order was: Rodriguez, Gurney (many seconds behind), Jim Hall in his 'Cage, Hap Sharp (3.0 Ferrari), Jim Jeffords, Bonnier on an RSK, Gus Andrey, Penske, Constantine, and 10th — Bob Holbert.

Rodriguez was now averaging 90 mph and was almost out of sight of everyone else — including Gurney.

Alan Connell's Maser, lying 11th at this point, began losing pieces of the exhaust system and finally, the tailpipe itself. On the 27th lap, the Texan, beginning to be overcome by the fumes, pulled out of the race.

The Porsches were having their own contests. Jo Bonnier, in an RSK, had fought it out with Jeffords until he finally bested the Maser to lie fifth, but now Andrey was threatening strongly. Behind this was Penske in the newest Porsche (RS-61), trying to hold off the more experienced Bob Holbert in an RS-60. Ultimately, Andrey took Bonnier and went on to better positions, leaving the three silver machines to fight among themselves.

Penske, after the race, said that he had never seen anything the likes of Bonnier's driving. Roger would go 50 yards deeper than usual into a corner — the Swede would then go 100 yards deeper than that.

Holbert would have a line set up — Bonnier would duck under him, or on the outside, but would hold his position ahead of him.

Jeffords brought the Maser in on the 19th lap sounding very sick. It succumbed on the next lap and was never seen again.

At 20 laps, the order was: Rodriguez, Gurney, Hall, Sharp, Bonnier, Andrey, Penske, Holbert, Constantine and Connell (who went out shortly after).

Back in the pack, Bob Grossman and George Reed were dicing with each other and making quite a go of it as Grossman was due for a pit stop.

Ollie Schmidt, now equipped with a shorter windshield and therefore running with the car's full potential, was fast overtaking the GM equipment, and even managed to better a lingering Maserati. The amazing Lola at one point lay 15th overall.

George Constantine, last year's Nassau Trophy winner, brought the Lister in on the 23rd round and mechanics pattered frantically. But the trouble apparently was unsolvable, and though George went out for two more laps, he retired with rear-end transmission finalities on lap 26.

At 30 laps, there was a new look among the leaders. Hap Sharp's Ferrari had dropped back from fourth, and Bonnier moved up. Ulf Norinder, in another RSK, moved into eighth place and Brian Naylor held ninth with a 2.9 Cooper Ferrari. George Reed had taken Grossman to hold 10th overall.

During this time, Gurney started to pour it on and was steadily chopping Rodriguez' lead. At 38 laps, the Lotus was a scant seven seconds behind the Mexican, and Gurney decided at that point, according to his pit crew, to try and make the distance non-stop.

On lap 40, the Rodriguez Ferrari was

D. Gurney, turning the trick, pilots his big Lotus. Trick turned, he accepts Nassau Chalice with winning smile.



Ricardo Rodriguez pilots NART Ferrari to victory in Governor's Trophy race. Papa and Pedro had their hand in setting up this win.

signaled into the pits. The exact reason will never be known. Ricardo said that he thought he needed gas, but it turned out that he had enough fuel to go the distance easily. It was most probably Papa Rodriguez' family pride, as Pedro was waiting and took over the car, thereby getting his only chance of the day to drive. Some say that this stop lost the race for the Ferrari, but anyone who was watching things closely would have to disagree. Gurney at that point had closed the gap to four seconds and was moving up very, very fast. If the Rodriguez car had not gone into the pits there undoubtedly would have been a scorching battle for a few laps, but it seemed obvious that the faster Lotus would have won out.

As things were, however, Gurney flashed by to gain the lead as the Mexicans groomed the Ferrari. By the 41st lap, the Californian had built up an incredible 67-second lead.

At 45 laps, Gurney was 83 seconds in front, but now time was the main factor. Officials had announced that no lap would be started after 5:15 — to avoid racing in the dark.

The race had been scheduled to run 56 laps (250 miles) but it was obvious that it would be cut before then. No one, however, knew when the flag would fall — to the consternation of strategists.

The finish came one lap too late for Jim Hall. After a steady job of holding his Birdcage in third place, Hall went off the course with a broken steering arm, as Gurney was completing the 54th and final round. Although in a valiant effort Hall managed to push the big Maser across the line, he was listed as *NRA* (not running at the finish), and was out of the money officially.

So Dan Gurney, whom the racing world had considered "finished" after a



Stirling Moss glides his Ferrari Berlinetta through a sharp turn, leaning to the left as the car leans a little otherwise. Moss took the Tourist Trophy for GT race cars.

summer of hard luck, won this winter's major race. His time for the 247.5 miles was two hours, 42 minutes, for an average speed of 89.544 mph, bettering the previous Trophy race record of 87.549 set in 1958 by Chuck Daigh and Lance Reventlow.

Second was the Rodriguez car, followed closely by Gus Andrey, who, after three years of futile campaigning, finally finished in the money in Nassau. Fourth was Bonnier, fifth Penske, sixth Holbert, Hap Sharp seventh, Norinder eighth, Cassell ninth and George Reed of Midlothian, Ill., 10th overall.

From its performance, it would seem that the new Lotus is the car to beat this coming year. Jim Hall appears to be in line to replace the retired Shelby, and Roger Penske is the boy to watch Porsche-wise. Papa Rodriguez claims

that this was the boys' last racing for a long while, but that remains to be seen as the two speed-happy brothers may not take too readily to settling down "to education and business."

Formula Junior is still the most fun, and although Cooper won the "Championship," the field is still wide-open with Lotus and Stanguellini both having new cars in the works at this writing.

While at Nassau, DeTomasso talked about a new two-liter sports car he was building for Sebring — but after thoroughly investigating Ollie Schmidt's wonder-car, Alejandro suddenly started talking 750 again.

By Wednesday, the island was back to normal, and it will be another year before the lethargic natives will once again plead "Easy, Mon" to the hustling racing crowd. •



The field of A/Modified karts skitters over International Oakes Kart Road Course in the contest for world championship. Leading is Bill Jeffery, No. 8, twice U.S. national champ.



Bobby Allen of Miami copped the World's Invitational Championship.

The world's biggest race for the world's smallest passenger cars was held at International Oakes Kart Race Course, near Nassau. The trials were run over a half-mile circuit, 30 feet wide, which was lined with pine boughs and bordered by spectators. Limited divisions ran on successive days during the week, leading to the big event, the *B and C Modified Open* tourney, which de-

termined the international kart champion. Miami's Bobby Allen, holding down an Xterminator/MC-10 combination, took the lead on the fifth lap and held it to the end. He became the World Invitational Champ in the combined *B and C/Modified Open* class. Allen drove the 50 miles non-stop on less than three gallons of fuel, at an average speed of 31.37 mph.