

# AUTOSPORT

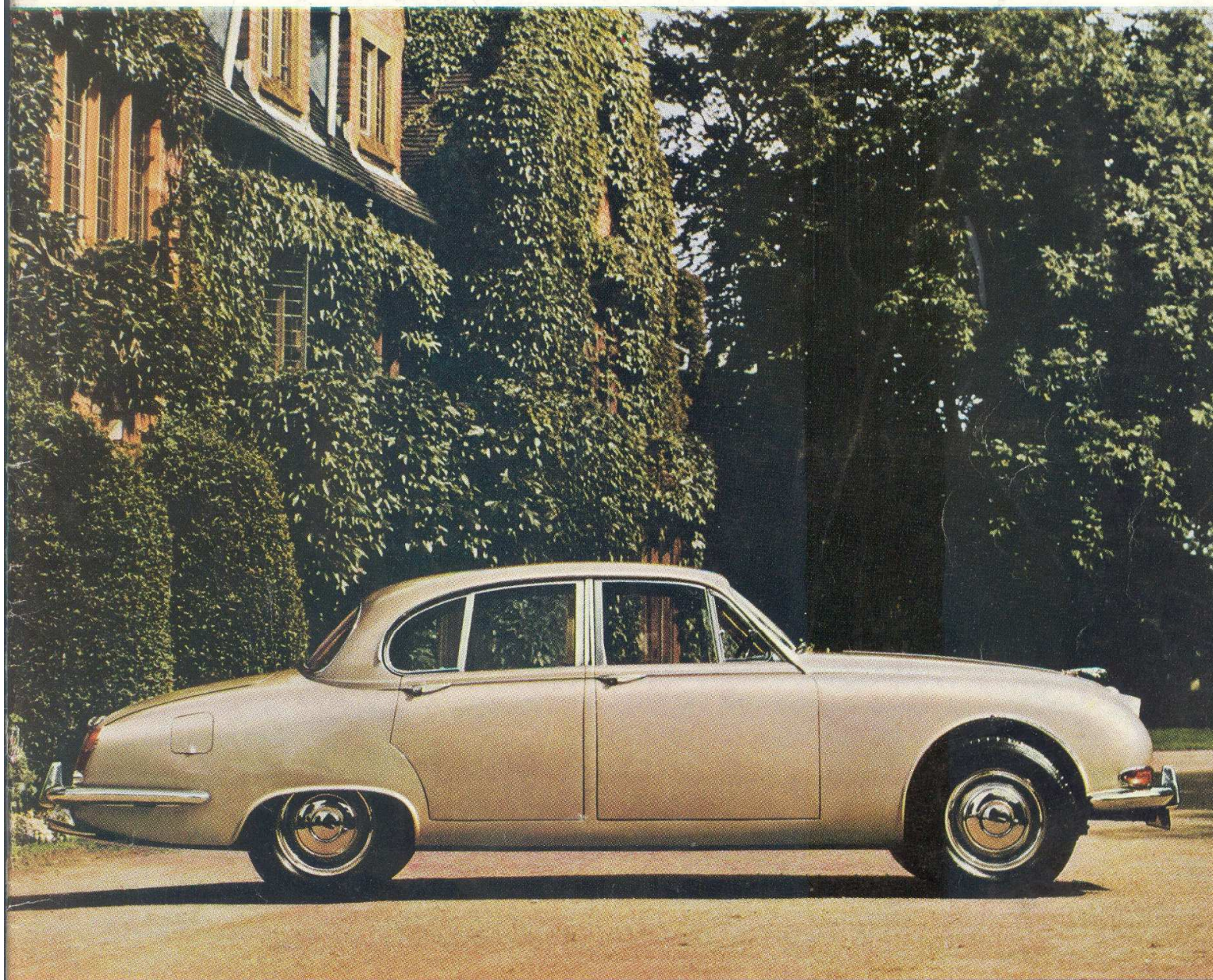
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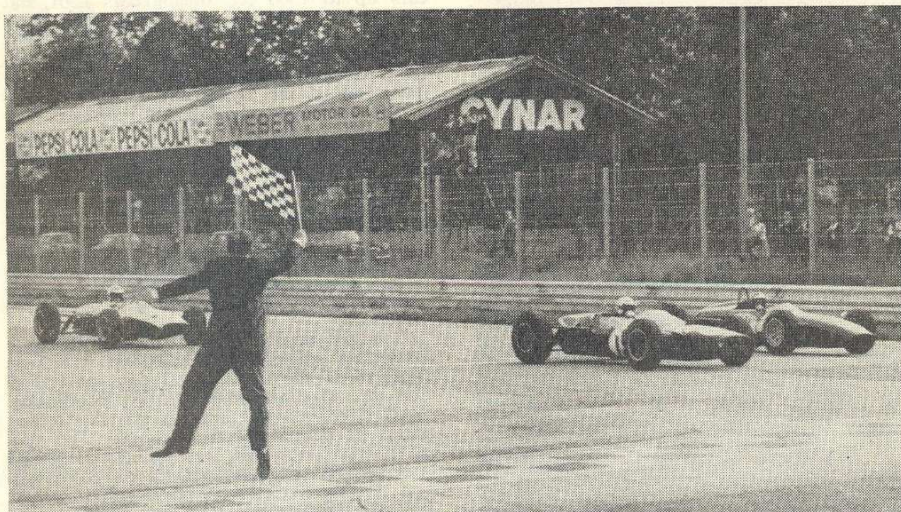
*"This is one of Britain's best cars—which means  
one of the best in the world"*

AUTOSPORT

**JAGUAR**  
**3.4 & 3.8 'S' MODELS**

LONDON SHOWROOMS: 88 PICCADILLY W.1





THE FINISH with Mike Beckwith (Lola) beating Jonathan Williams (de Sanctis) to the line with Chris Irwin (Brabham) third 0.3 sec behind.

## Formula 3 victory for Lola

Mike Beckwith wins at Monza

By DICK SUTER

**F**OLLOWING up his victory in the F3 Juan Jover Trophy at Barcelona the previous weekend Mike Beckwith once again showed winning form when he won the Vigorelli trophy for F3 cars at Monza on 1st May. Last year's winner, and winner of the F3 race at Monza the previous weekend, Jonathan Williams, was less than a quarter of a car's length behind after battling with Beckwith for the entire 30-lap final, while Chris Irwin was almost up Williams's exhaust-pipe as they crossed the line.

**P**RACTICE on the Saturday indicated that racing should be pretty close. Piers Courage had got the Team Lotus-Charles Lucas Lotus really motoring, registering 1 min 49.8 secs. Then Mike Beckwith in the Frank Lythgoe Lola got his time down to 1 min 49.6 secs, and although Courage, Jonathan Williams and Chris Irwin tried to get below this time, none did. The little-known Swiss driver from Berne, Bernard Baur, went unnoticed in his Brabham until times were published; he had got round in 1 min 50.8 secs, making him sixth fastest overall. Fastest of the Italian drivers was Carlo Facetti with 1 min 50.6 secs, followed by Andrea de Adamich with 1 min 51 secs. The much-publicized "Geki" Russo was 12th fastest, but perhaps he was not trying over-hard?

The start was a rolling lap of the circuit and then, brother, you were on your own. At the end of the first lap the order was Irwin, Courage, Carlos Pairetti (a quick boy from the Argentine), Ahrens, Brambilla, "Geki", Baur and Charles Crichton-Stuart, all bunched as though tied together like the buntings at petrol stations. Irwin and Courage had a good 2 ft lead over Brambilla, Ahrens, Pairetti and "Geki" second time round with Crichton-Stuart a few yards further down the road. Third time round and Courage had his nose across the line before Irwin, while Baur, whose engine sounded even more healthy than the others, was now challenging Pairetti. Ahrens, Crichton-Stuart and "Geki" came by as one.

On lap 10 the order was Irwin and Courage together, followed by Crichton-Stuart and Baur together with Ahrens a tyre cover behind, then Pairetti, "Geki", Luigi Petri, and Manfred Mohr. Natalie Goodwin was circulating steadily and by no means slowly in 11th place, while Antonio Ascari was disproving the theory "like father, like son" by filling last position. An overcast day became a little too sultry, and there was

rain on the next lap, but it didn't last long enough for the road to become greasy.

On the 12th lap Courage had the Lotus in front, and he kept it there until the end of the 14th *giro*, but Irwin didn't give more than a car's length away. Behind, the battle grew more intense, with Ahrens, Crichton-Stuart and Baur slip-streaming each other in a chess-like war of wits.

Then into the final straight to the finishing line, Irwin had a bonnet's lead over Courage, down went the flag and Irwin was in the money. Ahrens pulled out a lead over his rivals to take third slot, with Baur and Crichton-Stuart hard on his tail. Ahrens made fastest lap on his 13th lap, with a time of 1 min 49.7 secs, faster than his own practice time, and faster than all other practice times except for Beckwith's.

The second of the 15-lap heats held out more chances of an Italian victory: if Facetti and de Adamich in Brabhams couldn't pull it off, Italian honour would be saved by a Jonathan Williams win in the Rome-built de Sanctis, suitably powered by Cosworth.

After another one-lap rolling start (which seems better organized than other Monza starting procedures) it was Williams, Beckwith, in the 1965 Lola with 1966 engine, Facetti, and de Adamich who made the running. At the end of the first lap the order was Beckwith and Facetti, Williams and de Adamich, Martin Davies, Giancarlo Gagliardi (Branca) and Chris Williams all bunched up like the proverbial sack of potatoes. By the third lap Facetti had nosed out in front with Beckwith breathing hard down his neck and the cool Jonathan playing it all by ear a few feet away. By the sixth lap the leading trio had pulled out a huge lead by Monza standards—over a second. Leading the next group was Chris Williams in his *concours d'elegance* Brabham, de Adamich, and Martin Davies.

The order on the ninth lap was Beckwith, Facetti, Jonathan Williams in the first group which was now some 3 secs in front of Chris Williams, Davies and de Adamich, who was falling back. On lap 12 de Adamich retired at Lesmo with broken contact points. Facetti now started to make his big effort to remove Mike from number one spot, and Jonathan Williams was also closing up. On the penultimate lap the partisan crowd went crazy as Facetti came through in the lead, followed by Beckwith and Williams. Chris Williams still led Davies but Davies was making determined bids to pull off fourth place.

As the three leading cars approached the chequered flag it could have been Facetti's race: but Beckwith, who had come out of

the Parabolica curve faster, didn't see the thing this way at all. As the three rushed towards the line Mike had his nose in front, and there it stayed as they shot the line. Facetti had the satisfaction of making fastest lap on the 12th with a time of 1 min 49.8 secs, although neither this time nor Mike's own race times were as quick as the Beckwith time in practice, which was a new F3 record at Monza. Davies just pipped Chris Williams over the finish line.

Just before the count-down at the start of the final, Baur, who had gone very well in his heat, had to be pushed off the start grid as he had trouble with the transistor box. However, he should be worth watching in the future. It was Carlo Facetti who made the running at the end of the first lap the order was Facetti, Beckwith, Courage, Irwin, Jonathan Williams and Ahrens. Coming out of the second part of Lesmo Beckwith slammed into the lead on the second, and at the end of the lap he held a short lead over Facetti, Courage, Irwin, and a longer lead over Ahrens and Jonathan Williams. Chris Williams came into the pits to retire his Brabham as the steering arm had cracked. On the fourth lap Piers Courage started to fall back from the leading group, the engine firing on three pots and sounding as though every lap would be its last. The trouble was fuel starvation which was traced to boiling petrol in the collapsible fuel tanks.

On lap nine the order was Facetti and Beckwith together, Pairetti, "Geki", Irwin, Williams, Ahrens, Crichton-Stuart, Gagliardi, and Martin Davies. Courage kept on going like Felix, but the car had by now lost all its edge. On lap 12 Beckwith re-took the lead, whilst Crichton-Stuart was put off the road by "Geki" at the Parabolica. Charles recovered, but lost valuable time through the incident. There were near-incidents later on when "Geki" cut across drivers while being lapped. In the paddock after the race he was taken aside by an official and "lectured" on his race tactics.

On the 15th lap Carlos Pairetti retired at the pits with severe engine trouble, whilst Facetti led the race for the last time. On the 17th lap he retired with engine overheating. At this point Beckwith, Irwin, and Williams had drawn out a lead of over 10 secs from the fourth man, Kurt Ahrens. Ahrens, Davies, Gagliardi and Crichton-Stuart were locked together as if one car, the lead changing as many as four times a lap. Manfred Mohr, who had been travelling very quickly in the first part of the race, was in and out of the pits with overheating problems, and didn't look like finishing.

For the second half of the race Beckwith was first past the line on every lap except the 22nd and the 27th, but his lead was never longer than two cars' lengths and normally was a bonnet's length from Williams. On the penultimate lap Crichton-Stuart broke his gearbox, and left the duelling Ahrens and Davies to fight it out between themselves. Up to the finishing line it was flash, flash, pause, flash: Beckwith got the flag by 0.1 sec from Jonathan, with Chris Irwin only 0.3 sec behind.

To Jonathan, fastest lap of the race on lap 11 with a time of 1 min 48.5 secs, which is a new record for F3 cars at Monza. Mike's winning speed was 116.16 mph, which compares more than favourably with Fangio's winning speed at Monza in the Italian Grand Prix of 1954, when with the 2.4-litre Mercedes his speed was 111.99 mph.

### RESULTS

#### Heat 1, 15 Laps

1, Chris Irwin (Brabham), 114.9 mph; 2, Piers Courage (Lotus 41); 3, Kurt Ahrens (Brabham); 4, Bernard Baur (Brabham); 5, Charles Crichton-Stuart (Brabham); 6, Carlos Pairetti (Brabham).

#### Heat 2, 15 Laps

1, Mike Beckwith (Lola), 115.87 mph; 2, Carlo Facetti (Brabham); 3, Jonathan Williams (de Sanctis); 4, Martin Davies (Brabham); 5, Chris Williams (Brabham); 6, G. Gagliardi (Branca).

#### Final, 30 Laps

1, Mike Beckwith (Lola), 116.16 mph; 2, Jonathan Williams (de Sanctis); 3, Chris Irwin (Brabham); 4, Martin Davies (Brabham); 5, Kurt Ahrens (Brabham); 6, Piers Courage (Lotus 41); 7, Giancarlo Gagliardi (Branca); 8, Corrado Manfredini (Wainer); 9, Cliff Howard (Brabham); 10, Luigi Petri (Brabham).

Fastest lap: Jonathan Williams, 1 m 48.5 s.