

# AUTOSPORT

JULY 4, 1958

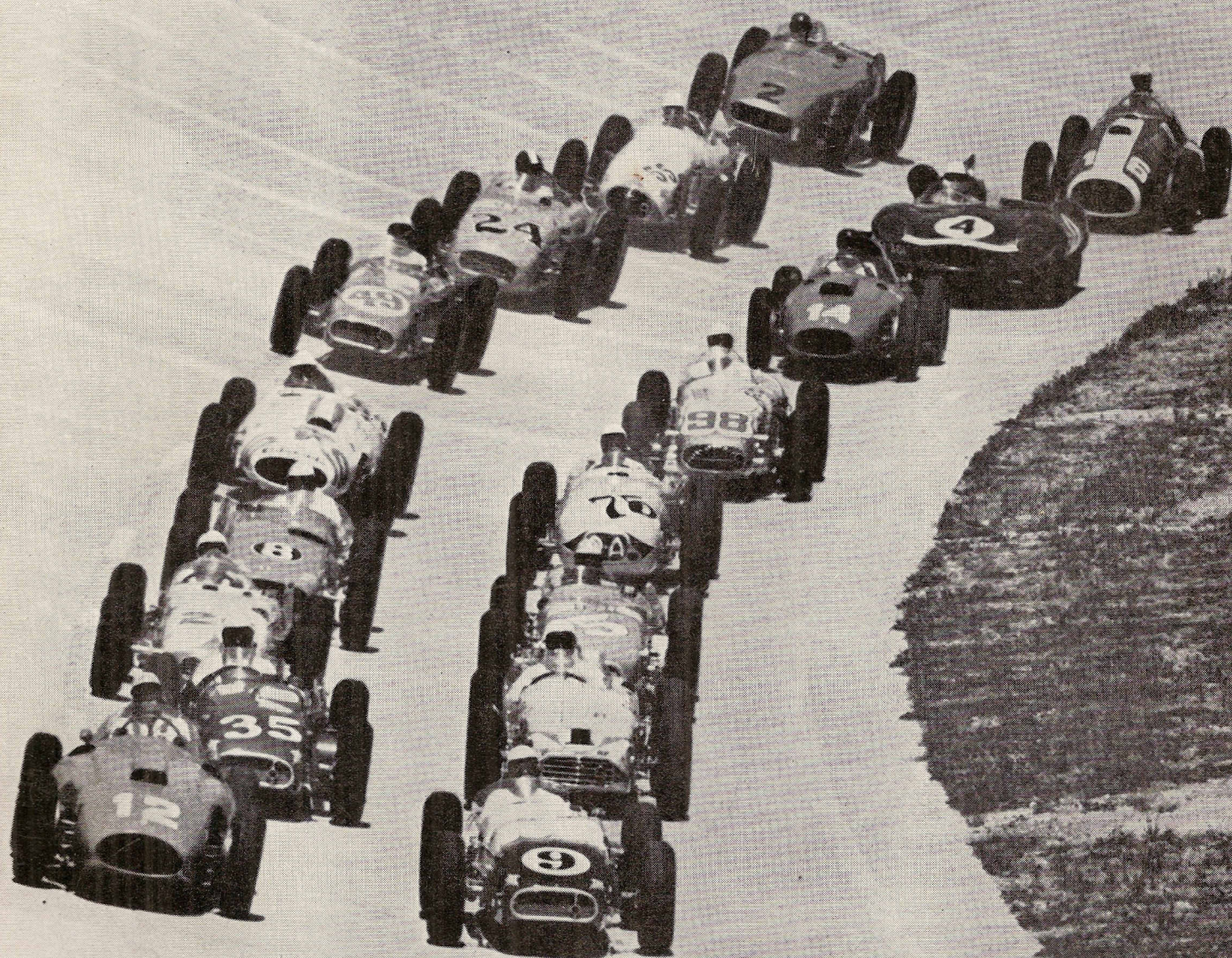
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EVERY FRIDAY

Vol. 17 No. 1

BRITAIN'S MOTOR SPORTING WEEKLY

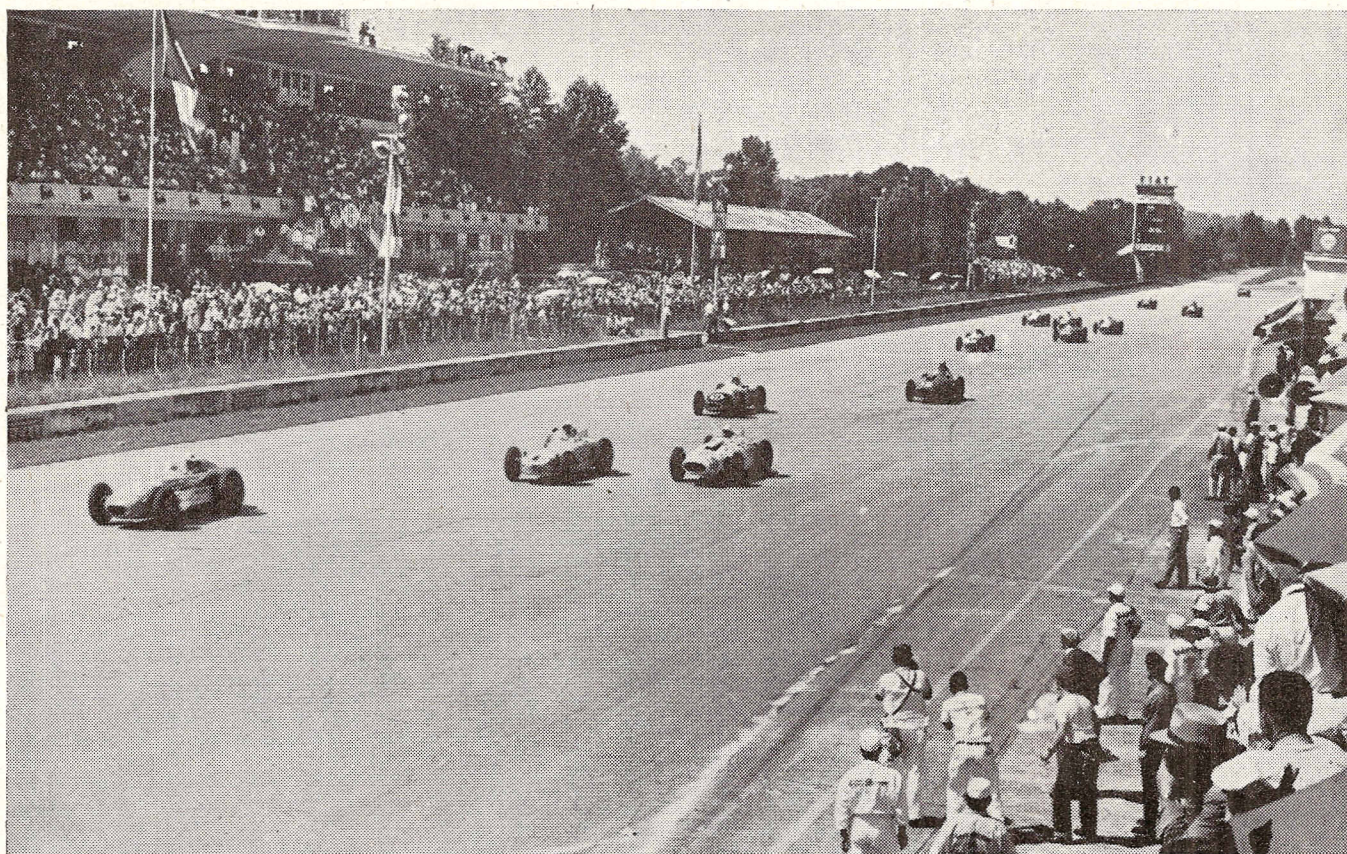
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## IN THIS ISSUE

MONZA "500"—FULL REPORT AND PICTURES : SEAMAN MEMORIAL TROPHIES MEETING AT OULTON PARK  
LE MANS COMMENTARY : CLUB RACING AT SNETTERTON, SILVERSTONE, BRANDS HATCH AND MALLORY PARK





BLAZING MONZA sunshine for the start of Heat 2. Rathmann leads, followed by Bryan, Moss, Veith and Musso.

# THE WORLD'S FASTEST MOTOR RACE

***Jim Rathmann (Zink Leader) Wins Monza 500 Miles Race at 166.73 m.p.h. — New 4.2 Ferrari Takes Third Place — Moss's Gallant Effort with the Eldorado Maserati***

AT long last the honour of being the world's fastest motor race has been wrested from Avus, where, in prewar days, Lang (Mercedes-Benz) won at an average speed of 162.2 m.p.h. Jim Rathmann, driving the Zink Leader Special, made Monza the fastest-ever venue by winning all three 63-lap heats for the Monza 500 Miles Race, with an overall speed of 166.73 m.p.h.

Into second place came the 1957 winner, Jim Bryan (Belond A.P. Special), covering the same number of laps as the winner. Third position was taken by the new 4.2-litre Ferrari, driven in turn by Luigi Musso, Mike Hawthorn and Phil Hill. Musso drove a tremendous race in the opening heat, but had to stop after 30 laps owing to being affected by exhaust fumes from the cars with which he was dicing. He was then replaced by Mike Hawthorn. Phil Hill took over in other heats. Stirling Moss drove the Eldorado-Italia (4.2 Maserati) superbly, but crashed in the final heat owing to steering breakage.

Once again Ecurie Ecosse did well, the two D-types finishing sixth and seventh in the final heat; the Lister-Jaguar went out at the end of Heat 2 with engine trouble.

Glorious weather brought out a huge crowd which thrilled to the sight of

big-engined machines roaring past them in close company, at speeds of up to 190 m.p.h. Fangio had a very brief outing, when his Dean Van Lines Special was eliminated in the final heat with fuel pump trouble after a couple of laps;

**By Gregor Grant**

**Photography by Publifoto, Milan**

the car was a non-starter in the previous heats owing to a cracked piston. Fastest lap was put up by Bryan with a time of 54.1 secs. (175.73 m.p.h.).

\* \* \*

THINGS looked fairly bleak in mid-week, with a continuous downpour of rain which prevented any practice until Friday afternoon. Then the weather changed for the better, and the organizers began to breathe freely. Postponement of the race would have entailed heavy financial loss, and the probability that the European drivers would be unable to compete owing to commitments elsewhere.

Unlike 1957, the American cars were not exactly going to have it all their own way. Enzo Ferrari had produced two

new machines, a V-12, 4.2-litre and a 3-litre V-6, whilst the Eldorado ice-cream people had ordered a V-8 4.2-litre car from Officine Maserati for Stirling Moss to drive. This big white machine was soon known amongst the British contingent as the Gelati-Maserati! Then of course there was the Lister-based, quasi-single-seater machine of Ecurie Ecosse. The European challenge was completed by two sports Jaguars, and Harry Schell in the ex-Villoresi, 1952 Ferrari entered by Luigi Chinetti, with engine size reduced from 4,500 c.c. to 4,200 c.c.

Juan Manuel Fangio, said to be driving a John Zink Spl., actually took over the 1957 winning machine, the Dean Van Lines Spl. There was great difficulty over Fangio driving at all, and it was a good thing for all concerned that Mr. Dennis Druitt of B.P. was present, and was able to handle things diplomatically. The trouble was that the car was under Mobiloil jurisdiction, and Fangio is, of course, a B.P. contract driver. The Americans would not give B.P. a written agreement that Fangio's name would not be used in any form of advertising, which was only fit and proper owing to the large sums of money spent by B.P. on the World Champion. Right up until a few hours before the start of the race, there was an impasse, but apparently the



**CHEQUERED FLAG** for Jim Rathmann in the Zink Leader Special at the finish of the third and final heat. His race average for the 500 miles was 166.73, m.p.h., the fastest average ever recorded.

American company climbed down and gave Mr. Druitt a written agreement. The latter then notified Fangio that he could drive without in any way affecting his B.P. contract.

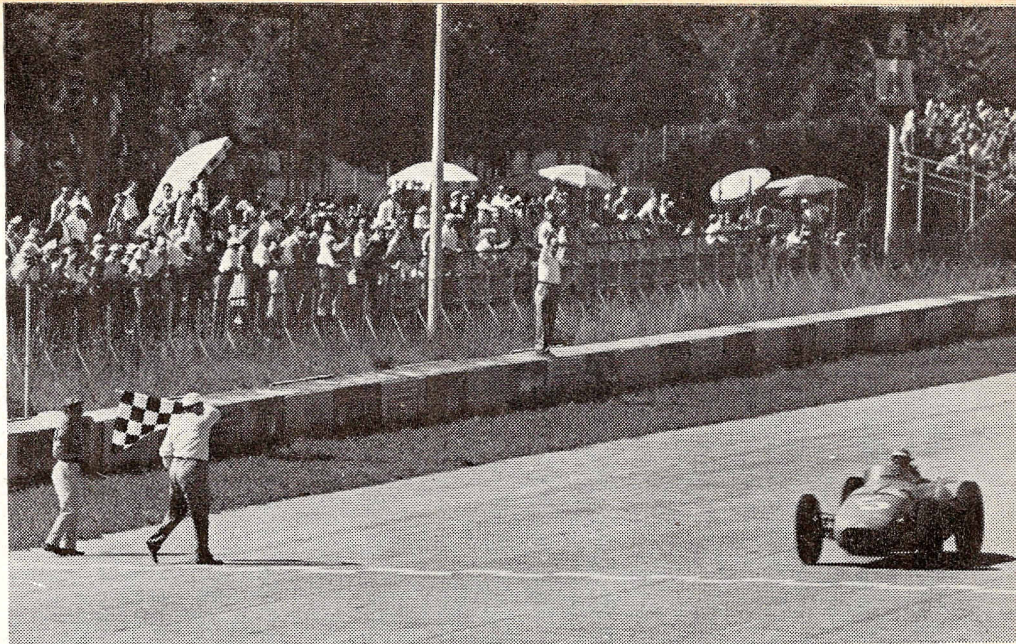
Fangio was the first to qualify at a really high speed, circulating at over 170 m.p.h. He seemed very pleased with the car, particularly the way it rode the bumps on the South Curve. Bob Veith went very fast in the Bowes Seal Fast, but a torsion-bar securing bolt sheared on his rear suspension. Stirling Moss was not too happy in the big Eldorado car; Carroll Shelby tried it out, but could not find anywhere to put his legs.

Out came Mike Hawthorn with the big 4.2 Ferrari, and, after several slow laps, qualified eight off the reel. Masten Gregory qualified his D-type Jaguar at about 157 m.p.h. The single-seater was actually not so quick as the sports-racing machine, probably owing to the very large wheels and lack of proper streamlining. The two D-types had enormous air-vents to provide extra cooling.

Saturday's practice was notable for the sensational qualifying speeds put up by Musso in the 4.2 Ferrari; he averaged over 174 m.p.h. for three laps, the fastest being at 175.7 m.p.h. Moss qualified at nearly 10 m.p.h. less.

Apart from the Jaguars, all cars were equipped with Firestone tyres, the British machines having Dunlops. The 4.2 Ferrari had Boranni wire wheels, and the helical springs were covered with a coating of rubber. Moss's car had Hallebrand light-alloy wheels, similar to those used on all of the Indianapolis machines.

Phil Hill's 3-litre had basically the sports-racing engine of the Dino 296, a 65 degrees V-6 of 2,880 c.c. (85 x 77.5 mm.); it also had rubber-dipped springs. It was tried on Engelbert tyres, but was eventually equipped with Firestones. Hill qualified at over 161 m.p.h. No power-output figures were available for this engine, but the V-12, 4.2-litre was stated to push out 410 b.h.p. Both Ferraris were running on 130 octane fuel.



Ivor Bueb's Jaguar had serious engine trouble and only just qualified. This entailed all-night work by the Ecurie Ecosse mechanics to fit a replacement engine. Incidentally an interested spectator was Lofty England of Jaguars, who had come on from Le Mans.

The UPPI organization which banned the race to its members last year was never mentioned. With Moss, Fangio, Hawthorn, Musso, Trintignant and Schell all down to run, there was little that could be said. The huge prize money offered was obviously a strong influence the race being a sort of "Formule Lira".

Press photographers held a protest meeting at the lack of facilities given to them and a petition with many signatures was given to the organizers. Several of the men, mainly specialists, were issued with passes which took them anywhere other than where they could take pictures.

Once again everyone was most impressed with the Americans' equipment, their cars being a joy to behold. There were no unorthodox machines this year, in the absence of the supercharged Novis—all being fitted with the well-tried Meyer-Drake (Offenhauser) four-cylinder engine.

Pageantry was featured before the start of the 500 Miles Race, attendants carrying huge flags of Argentina, U.S.A.,

#### Starting Order First Heat

(showing Practice Times in k.p.h.)	
Veith	Mosso
(Bowes Seal Fast)	(Ferrari)
278.857	281.077
Sachs	Fangio*
(Jim Robbins)	(Dean Van Lines)
275.014	275.841
Bryan	Freeland
(Belond)	(Bob Estes)
275.014	275.180
Thomson	Rathmann
(D.A. Lubricant)	(Zink Leader)
269.682	274.521
Crawford	Moss
(Mirror Glaze)	(Eldorado)
263.641	264.553
Hill	Reece
(Ferrari)	(Hoyt Machine)
259.468	263.188
Gregory	Trintignant
(Jaguar)	Scavi and Amos
254.293	258.591
Schell	Fairman
(Ferrari)	(Lister-Jaguar)
245.586	246.376
	Bueb
	(Jaguar)
	241.960

\* Withdrew from this heat.

Great Britain, France and Italy. The brightly coloured cars were wheeled on to the starting grid, but there were 18 instead of 19. No. 29 was missing—the Dean Van Lines to be driven by Fangio. Mechanics had discovered a cracked piston, and were endeavouring to fit a replacement. Efforts were made to have the time of start delayed, but after 10 minutes or so the organizers signalled that the car could be presented, and could run in a later heat. It was wheeled on to the concrete, less bonnet and less engine, then smartly wheeled away again into the paddock.

The start itself was a stupendous spectacle; when the Ford Fairlane pace car swung off-circuit, Musso used his three-speed gearbox to full advantage, and was over 100 yards in the lead when the roaring pack reached the first turn. Breathlessly the crowd waited; the deep note of powerful engines died away, then reached a crescendo as the leaders swooped down from the banking to finish the first lap. Came a great shout "Musso". Past the pits screamed the red Ferrari, closely followed by Eddie Sachs, Jim Rathmann and Jim Bryan. The quartet closed up into a tight bunch; Sachs got his wheels in front, but Musso was ahead on the third lap, and still there when they came round again. Then

**PLAUDITS** of the crowd for begrimed Jim Rathmann, being congratulated here by Harvey Firestone Jr. Between them is Duane Carter, of the U.S.A.C.





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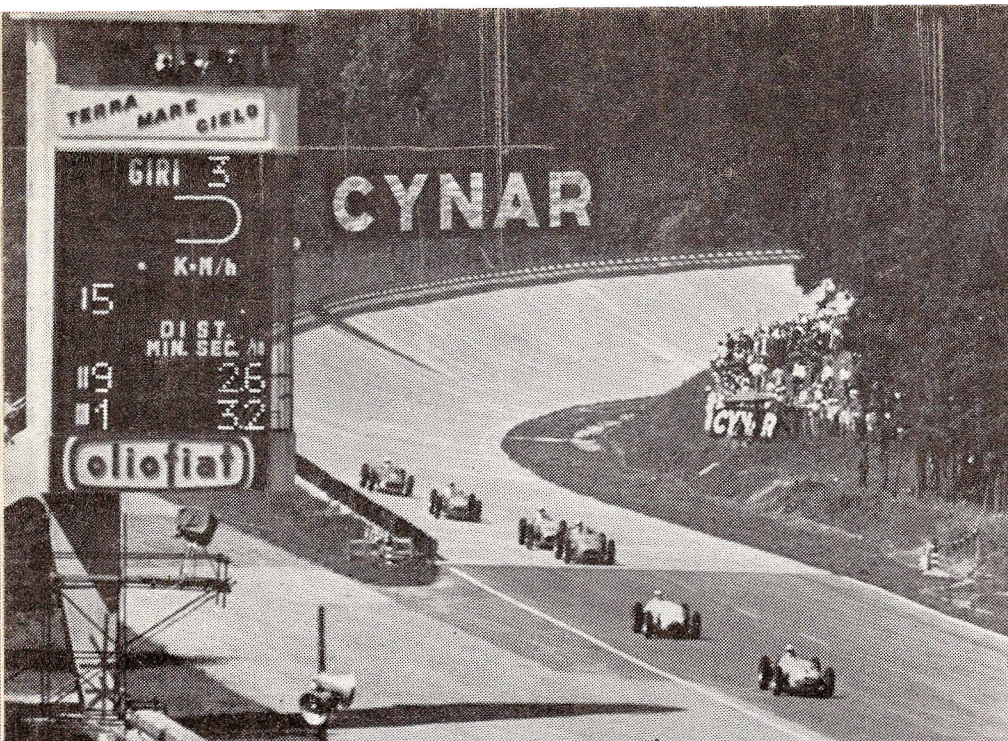
## Prix Esso

(63 laps)

1. Jim Rathmann (Zink Leader), 59 m. 40.9 s., 269.178 k.p.h.
2. Jimmy Bryan (Belond), 1 h. 0 m. 04.1 s.
3. Bob Veith (Bowes Seal Fast), 1 h. 0 m. 26.4 s. (62 laps).
4. Stirling Moss (Eldorado-Italia), 1 h. 0 m. 35.1 s. (62).
5. Johnny Thomson (D-A Lubricant), (61).
6. Luigi Musso/Mike Hawthorn (Ferrari), (60).
7. Troy Ruttman (Agajanian), (60).
8. Jimmy Reece (Hoyt Machine), (59).
9. Maurice Trintignant (Sclavi and Amos), (59).
10. Ray Crawford (Mirror Glaze), (58).
11. Jack Fairman (Lister-Jaguar), (57).
12. Harry Schell (Ferrari), (56).
13. Masten Gregory (Jaguar), (55).
14. Ivor Bueb (Jaguar), (45).

## Prix Mobil

1. Rathmann, 1 h. 0 m. 18.5 s., 266.388 k.p.h.
2. Veith, 1 h. 0 m. 35.3 s.



Sachs moved in front again. After six laps the leaders were already "doubling" the tail-enders, and the race speed was already approaching 170 m.p.h.

There was a heart-stopping moment when the leading quartet overtook a group of other cars in front of the pits. About eight cars were abreast, with Musso passing on the left, as close to the pit counters as it was possible to be, and mechanics in the area had to jump for their very lives. The Ferrari was again in front on the 10th lap; Moss began to hurtle the big Eldorado round to some purpose, being engaged in a triangular battle with Roger Ward and Bob Veith. Troy Ruttman and Jimmy Thomson circulated for lap after lap, almost wheel-to-wheel. Gregory was fastest of the Jaguar drivers, holding on to Schell's veteran Ferrari, and then passing it. Fairman was steadily plugging round with the Lister, and Bueb brought up the rear with his re-engined car.

The Ferrari's progress excited the crowd. Musso was the hero of the hour, and was certainly showing the American specialists that track-racing is not exclusively a U.S. art. Still, how long could he keep it up, and how long would his tyres last literally using road-racing technique on the banking? Roger Ward stopped at his pit with a stretched torsion bar securing bolt, whilst Don Freedland drove straight into the paddock with a broken cam box.

Bryan now began to put on the pressure, and Moss had overtaken Veith. Phil Hill retired the 3-litre Ferrari with engine trouble. Sachs tried desperately to shake off Rathmann, Bryan and Musso, but on the 20th lap coasted into his pit with a dead engine—a rod had come through the side!

Rathmann now began to gain on Musso at the rate of a second per lap. Schell's old Ferrari began to sound as rough as old boots. The race average after 20 laps was 169.9 m.p.h., and Rathmann was leading Musso by 4.8 secs. Moss was now in fifth place behind Bryan, moving up to fourth when Sachs retired.

Then, to the disappointment of the crowd, Musso stopped on his 26th lap. He was overcome with exhaust fumes from the American cars, and had to receive treatment at the track hospital. Wheels were changed, and the car roared

*SCOREBOARD is one of the landmarks at Monza and it was kept busy during this fantastically fast race. Here the cars stream off the banking to go past the pits.*

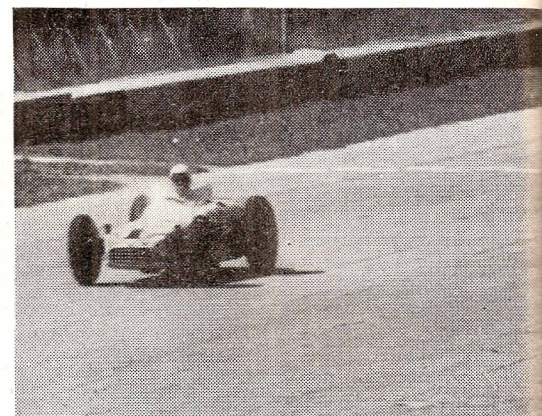
off in seventh place, with Mike Hawthorn at the wheel. This left Rathmann with a useful lead over Bryan, and brought Stirling Moss into third place. Yes, indeed, the "Indy" cars were not having it all their own way. Ruttman and Thomson still roared round, wheel-to-wheel, moving closer and closer to Moss and Veith. Moss and Hawthorn got together for a few laps, the Maserati eventually having the better of its rival. However, Veith had begun to close up on Moss, and went ahead on the 49th lap. Ruttman shook off Thomson at last, took Moss on the 54th lap and slipstreamed Veith. He then shot ahead, only to stop at his pit. Fuel was added, with the engine still running, but he dropped back to sixth place.

Masten Gregory stopped with his Jaguar, whilst Trintignant signalled that he was coming into the pits, but overshoot and had to keep going, just as Rathmann took the chequered flag, having averaged 167.27 m.p.h.—the fastest motor race ever run. Into second place came Bryan 24 secs. behind, followed by Veith, Moss and the Musso-Hawthorn Ferrari.

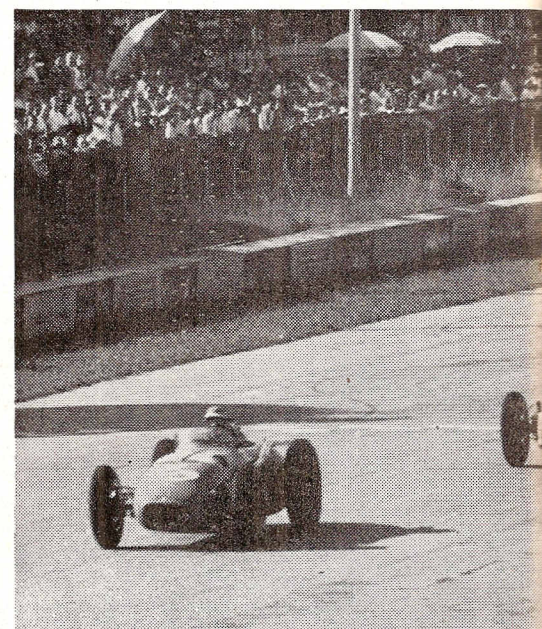
Between heats there was feverish activity to get cars repaired in time for the second event. Fangio's car was still a non-runner, and Ecurie Ecosse were busy investigating a probable broken frame member on Gregory's car.

Rathmann swept into the lead at the start of Heat 2, a lead he was to maintain till the end. However, a really terrific battle ensued for second place, featuring Veith, Bryan, Musso and Moss. Thomson was an early casualty with a broken crankshaft, and Schell stopped with the veteran Ferrari. Whilst Jim Rathmann went on his way, the struggle behind brought the crowd to its feet. Bryan led for the first two laps, then it was Veith's turn for the next four; Musso then took command for three more, then it was Moss's turn. The Americans openly expressed their admiration of the driving of the two European drivers, putting up such a wonderful show against crack Indianapolis men.

Musso popped up again in the lead, but Veith took over on the 12th lap.



*BOTH SIDES at once! Double overtaking Fairman's L*



*FINAL HEAT, and the finishing order is already, battling with Bob Veith for the first third place went to the Hill*



## Results

### Prix Esso

(63 laps)

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3. Bryan, 1 h. 01 m. 00.9 s.
4. Ruttman, 1 h. 01 m. 02.2 s.
5. **Moss**, 62 laps; 6. Foyt, 61; 7. Reece, 60; 8. Crawford, 60; 9. Musso/Hill, 60; 10. **Fairman**, 57; 11. **Bueb**, 51.

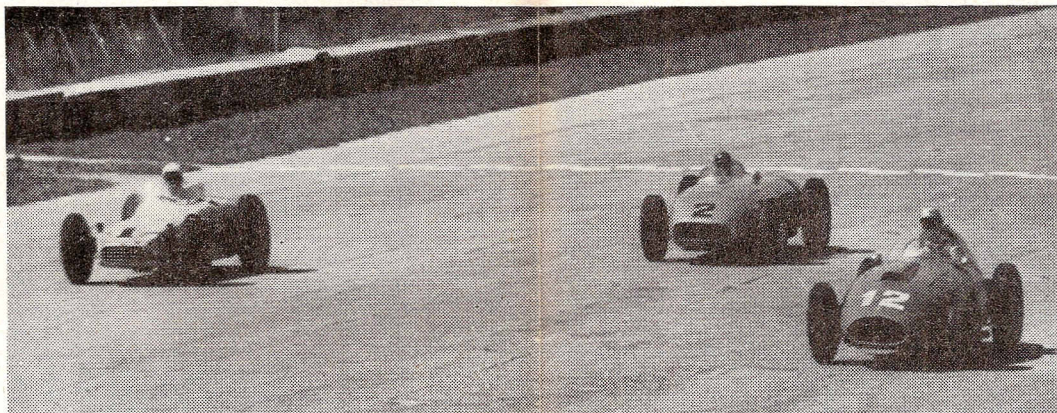
### Prix Shell

1. Rathmann, 59 m. 37.9 s., 269.404 k.p.h.
2. Bryan, 1 h. 0 m. 04.6 s.
3. **Hawthorn**/Hill, 60 laps.
4. Crawford, 60; 5. Reece, 59; 6. Bueb, 52; 7. Gregory, 44.

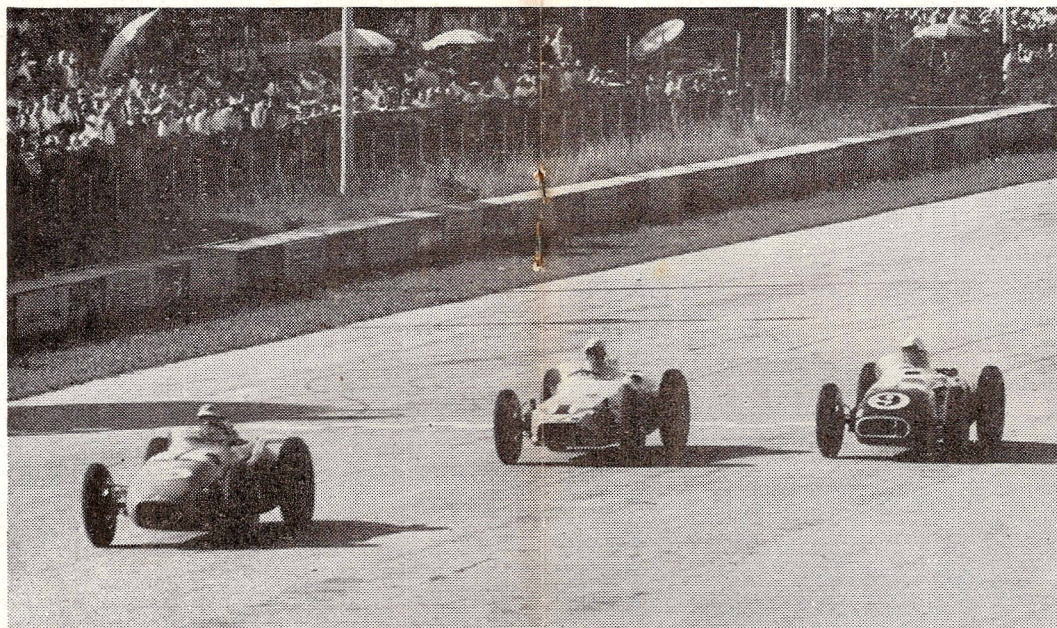
### General Classification

1. Rathmann, 2 h. 59 m. 37.2 s., 268.311 k.p.h.
2. Bryan, 3 h. 01 m. 09.6 s.
3. Hill/Musso/**Hawthorn**, 180 laps; 4. Crawford, 178; 5. Reece, 178; 6. Foyt/Trintignant, 174; 7. **Moss**, 164; 8. Veith, 153; 9. **Bueb**, 148; 10. Ruttman, 135; 11. **Fairman**, 114; 12. Gregory, 99; 13. Schell, 71; 14. Thomson, 65.

**Fastest lap:** Bryan (Heat 2), 54.1 s., 282.809 k.p.h.



*BOTH SIDES at once! Double overtaking manœuvre as Musso and Bryan pass Jack Fairman's Lister-Jaguar.*



*FINAL HEAT, and the finishing order is already being settled. Rathmann and Bryan lead already, battling with Bob Veith for the first three places. However, Veith lost a wheel, and third place went to the Hill/Musso/Hawthorn Ferrari.*



## sults

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**Fastest lap:** Bryan (Heat 2), 54.1 s., 282.809 k.p.h.



*CLOSING on Jack Fairman, in the remarkably Indy-like Ecurie Ecosse Lister-Jaguar, are Veith, Musso, Bryan and Moss.*

Moss did Bryan, who was now challenged by Ruttman. The leaders overwhelmed the rest of the field, poor Fairman being passed in front of the pits on all sides by at least five cars. Schell stopped again with the Ferrari, sounding rougher than ever.

Then Musso began to tire and dropped back. Ruttman passed Bryan, and set off after Moss. Foyt, who had taken over from Trintignant, was in sixth place, and looked like catching the Ferrari. On the 19th lap Musso finally gave up and handed over to Phil Hill. Veith still held his second place, but he was still losing ground to the flying Rathmann. Moss's third place was now in jeopardy, as Ruttman and Bryan closed up; Ruttman went in front on lap 24, but was repassed. Bryan then took command of the group, with Moss ever on the tail of the Belond. So it went on for lap after lap; Bryan, Moss and Ruttman—a really titanic battle. Roger Ward stopped with a recurrence of his earlier suspension trouble.

On the 43rd lap, Stirling Moss again headed the trio, after having had a continual passing and repassing act with Troy Ruttman. Hill brought the Ferrari in for new tyres, and restarted in ninth place. On the 46th lap, Bryan went in front again, but with no hope whatsoever of catching either Rathmann or Veith. Grimly Moss held on to the Indianapolis winner, using the American's own slipstreaming tactics, which Ruttman also employed behind the big Maserati. Then, a few laps from the end, Stirling made signs to his pits, and Carroll Shelby put on his crash-hat. Gradually the Eldorado dropped back, but Moss did not come in and toured to a safe fourth place. As the flag went down, Fairman's Lister went past with smoke pouring from the exhaust pipe.

So Rathmann had won both heats, and led Bryan by a mere 5.6 secs. The actual position was:—

1. Rathmann, 1 h. 59 m. 59.4 s., 126 laps.
2. Bryan, 2 h. 01 m. 05s., 126.
3. Veith, 2 h. 01 m. 01.7 s., 125.
4. Moss, 2 hr. 01 m. 21.6 s., 124.
5. Ruttman, 2 h. 01 m. 16.4 s., 123.

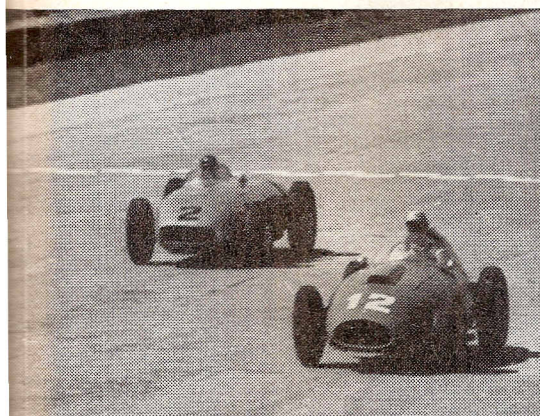
There was a crowd like an execution round Fangio when No. 29 finally appeared for the final heat. Hawthorn was in the Ferrari, and Moss was wearing a large piece of sticking plaster on his head. The Lister was not present, but Gregory's D-type had reappeared. In all, a dozen cars set off for the rolling start, with Moss far behind owing to a non-existent clutch.

Once again it was Rathmann into the lead, with Bryan and Veith on his tail. Poor Fangio did one slow lap, then toured in to retire with a defective fuel pump—all that trouble and discussion for only a few kilometres of motoring!

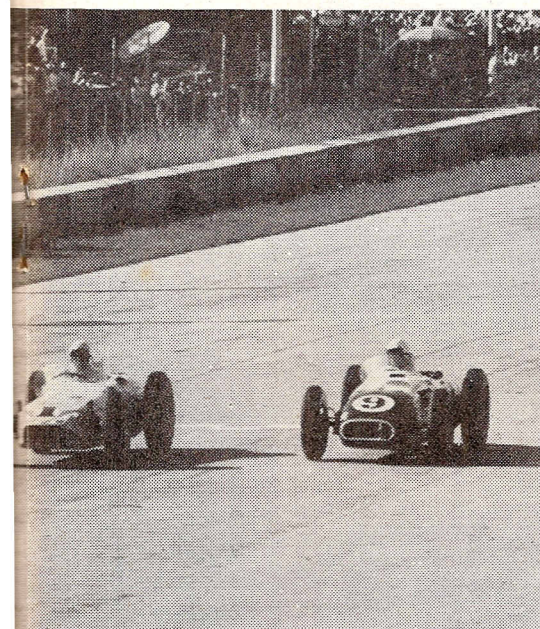
The Rathmann-Bryan-Veith trio went at it in earnest, each trying to wear the other down. However, one had the idea that Rathmann had plenty in hand, although it was reported that his fuel tank had developed a leak. Moss had rapidly made up for his unlucky start, and took Hawthorn in front of the tribunes on lap 14; he then started catching Ray Crawford and Anthony Foyt, at the rate of about 2 secs. per lap. Bryan managed to get in front of Rathmann, but only for one lap—the 18th. By the 21st lap, the leading trio had lapped the entire field. On lap 24, Hill replaced Hawthorn in the Ferrari. Six tours later, and Veith was out; a wheel came adrift on the banking, and was only held in place by the disc brake. Rathmann now began to pull away from Bryan, and Moss, having passed Crawford, steadily closed up on Foyt. He was not to catch the American, however, for on the 41st lap the Maserati broke its steering and Stirling hit the retaining wall at the top of the banking, bursting three tyres and knocking down three concrete posts before the car came to rest. He scrambled out unhurt, thankful for that retaining wall.

The damaged frame member on Gregory's Jaguar had severed a petrol line, and Masten stopped with his overalls soaked with fuel. Jack Fairman took over, determined to put in as many laps as possible before the finish. Ivor Bueb circulated steadily with the other "D-type", never feeling lonely as the big Indianapolis cars whistled past at regular intervals. Foyt, in third place, went out with engine trouble nine laps from the end.

(Continued on page 20)



*manoeuvre as Musso and Bryan pass Jack Lister-Jaguar.*



*eady being settled. Rathmann and Bryan lead three places. However, Veith lost a wheel, and [Musso/Hawthorn Ferrari.*



*BUNCHED together on the pit straight at well over 160 m.p.h. are Jimmy Bryan, Luigi Musso and Stirling Moss.*

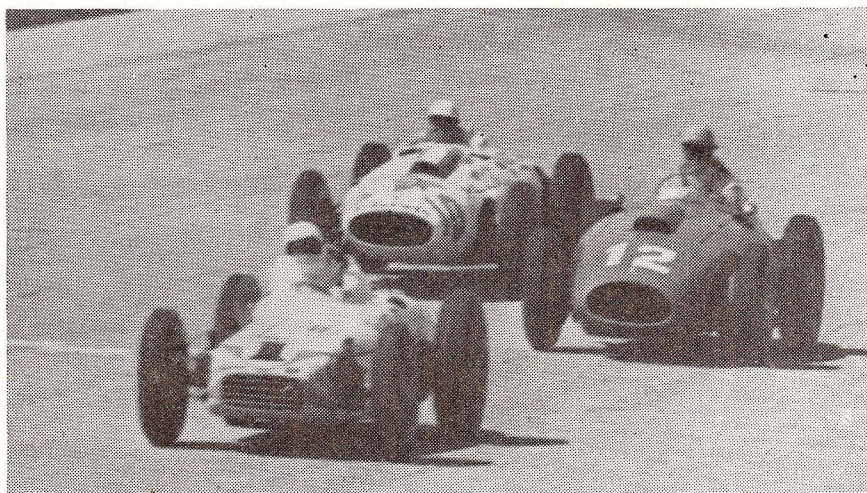
#### Monza "500"—continued

Rathmann had now established a big lead over Bryan. Phil Hill, driving magnificently, had overtaken Jimmy Reece and was in fourth place behind Crawford. There was a distinct chance of third place, as the American car had developed an ominous misfire. With half a dozen laps to go (less than six minutes), the Ferrari pit hung out the "get-going-mister" signal. Phil responded by overhauling Crawford at a very high rate of knots, and moving up into third place on the 58th lap.

Then down went the chequered flag for Jim Rathmann, worthy winner of the 1958 Monza "500". Bryan's second place gained for him the "Two Worlds" Trophy, which is awarded for both Indianapolis and Monza.

The European drivers had sampled a new style of racing; whether or not they like it is one thing, but the fact remains that they came out of the contest with great credit, earning the respect of the American professional drivers for their skill. Anyone who talks about 750 c.c. formulae, after seeing the big stuff in action, should have his head looked at.

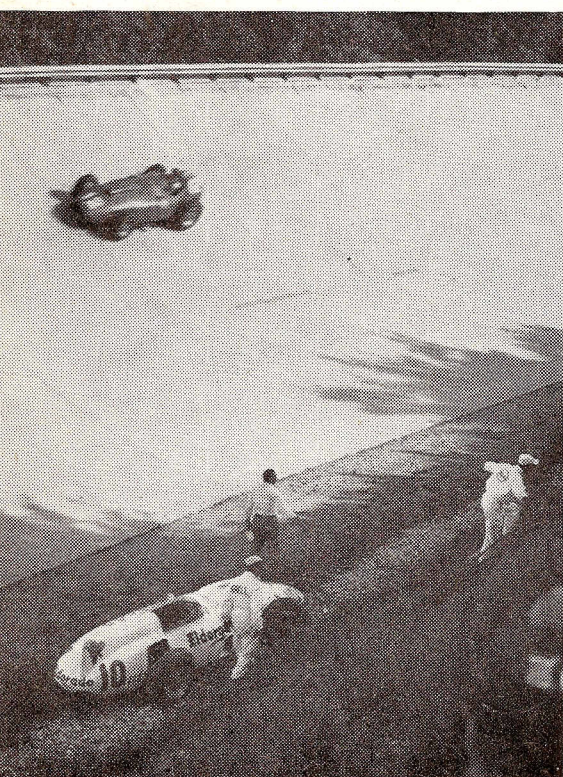
**MONZA NOTES.** Fuel injection was tried unsuccessfully on Moss's Eldorado Maserati, the car reverting to the usual battery of Webers. . . . The three-speed gearbox on the 4.2-litre Ferrari was simply the Grand Prix five-speed unit, with the two lowest ratios removed. . . . David Murray intends to convert the



"Monza" Lister-Jaguar to a sports-racing car. . . . Stirling Moss is driving the 3-litre Maserati he tested at Spa in the Portuguese sports-car race on Sunday week. . . . Laurie Hands, Champion's competitions chief, had a batch of racing plugs flown over from U.S.A. for the Indianapolis cars; these, together with his camera, were stolen from his car in Milan. . . . Chris Economaki did a wonderful job of the commentary during the race. . . . One must also congratulate Dave Cassidy for the really splendid U.S.A.C. hats he makes for U.S. racing drivers. . . . Eddie Sachs and Troy Ruttman are aching to have a go in a European road race. . . . Douane Carter

is very pleased the way things are going in respect of U.S.A.C.-supported sports-car races in U.S.A. . . . He would also like to see some F1 races on circuits such as Riverside, Elkhart Lakes and Bridgthampton, starting off at first with *formule libre* owing to the lack of F1 machinery. . . . Stirling Moss has a ready made fancy dress costume in the shape of the elegant, and highly decorated overalls presented to him by Eldorado. . . . *Daily Express* motoring correspondent telephoned an excellent story to London. To his horror, the paper carried a front-page story of Moss's accident, cutting out the entire race report. Moral, don't always blame the writers!

*HIGH on the banking is Phil Hill's Ferrari, passing the remains of Stirling Moss's Eldorado Italia which hit the retaining wall after a steering failure.*



#### Alpine Rally—continued

Of an extremely tough 24 hours, two stages seem nigh impossible "on paper", especially for the larger G.T. cars. The first is the 12½-mile section up and over the Izoard, which includes regularity test No. 3. When this was a timed run in Liège-Rome-Liège, 1956, neither Gendebien (Ferrari), Mairesse (Mercedes 300SL), nor Storez (Porsche Carrera), could manage the time now set, and lesser drivers were 3-4 minutes late. However, cars have improved since then and fatigue will not be so great in the "Alpine" as in the "Marathon".

Finally, just before reaching Marseilles comes the toughest speed test of all, the International Hill-Climb of Mont Ventoux. For the largest G.T. cars, the "bogey" time represents an average speed of just under 50 m.p.h. for 12½ miles up to just over 6,500 feet.

Even when this is over there remains five laps on the tricky J.P. Wimille Circuit in Marseilles' Parc Borely.

Over this sort of a route, the ratio of finishers to starters is likely to be around 50 per cent. and it will be surprising if many more than half a dozen Coupes are issued.

Despite the toughness of the course, there is a good entry of expert "Alpinists", of whom, as usual, the British number well over a third.

"Works" participation is very strong this year, with B.M.C., Fords, Standard-Triumphs and Sunbeams being responsible for 22 of the 41 British entries, each firm entering the maximum number of five cars for the team prizes.

The full list of British entries was

published last week, but a late entry is that of Alan Fraser/Royd Holmes (Rapier).

The "Alpine" is not likely to have very much effect on British male placings in the Rally Championship. Peter Harper is now 13 points behind the leader, and only in the Unlimited G.T. class is the class large enough to qualify for maximum points.

For the women, this "Alpine" could well prove decisive.

Greta Molander/Helga Lundberg lead with 14 points, followed by Mmes. Blanchoud/Wagner with 12, Annie Soisbault with 11 and Pat Moss/Anne Wisdom and Mary Handley-Page/Lola Grounds with nine. The chances of any of these defeating the brilliant Norwegian on her own ground in the Viking are slim indeed, so they will require maximum points in this one. Annie Soisbault's performance in a class field of ladies will be watched with interest, for whilst she is nigh invincible in the French equivalent of club rallies, her championship points have been made in the minimum ladies' field of three cars and she has yet to beat Nancy Mitchell, Pat Moss or Mary Handley-Page.

From a purely technical point of view, there will be much interest to see if the average speeds and the test "bogey" times have been fairly calculated. Many keen students of rally form feel that small cars, and particularly small touring cars, have been too lightly handicapped and that the results in that winter classic, the "Monte", could forecast the results in this summer classic, the "Alpine", i.e., a General Classification mainly dominated by touring cars under 1,600 c.c.