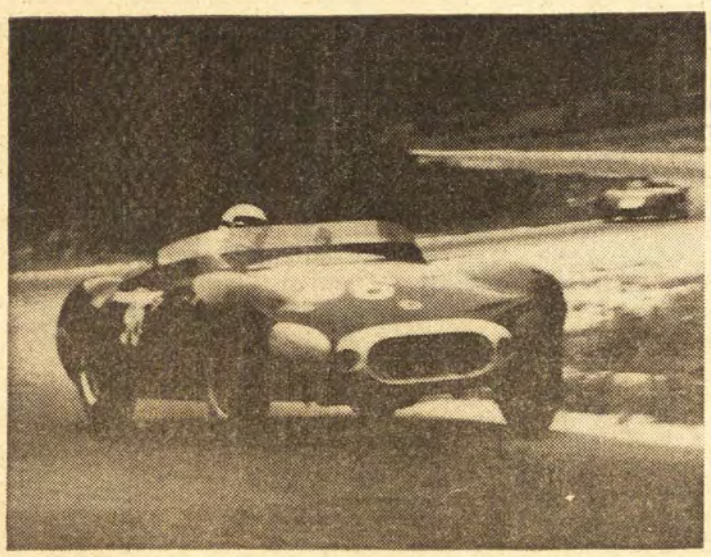
COMPETITION PRESS

THE TWICE-MONTHLY JOURNAL OF MOTOR SPORTS

20 CENTS — PRINTED IN A 100% UNION SHOP — JULY 16, 1958

HANSGEN—CRAWFORD SWEEP JUNE SPRINTS



—Photo-Abraham

Charlie Dietrich, the Sandusky, Ohio Elva Pilot demonstrates how to put a Mark 3 through the esses. Dietrich, an Elkhart Lake perennial, finished 3rd overall, first in GM in Race number 2 (see story below).

By DON STEWART
Editor—COMPETITION PRESS

ELKHART LAKE, Wis. June 22—Walt Hansgen and Ed Crawford in the Lister-Momo-Jaguars swept the International Road America June Sprints here today before a crowd of 43,000 motor racing fans. By virtue of their placings in a five lap qualifying event on Saturday, the pair found themselves one-two on the grid for the Sunday 152-mile, 38 lap feature that crowned the week-end's racing on picturesque Road America, the 4-mile American answer to Nurburgring.

As the green flag went down in the feature, Hansgen broke into an early lead, followed by his teammate Crawford. For the entire 38 laps the smooth running Listers kept ahead of the 20 car field with such ease that many devoted fans found the feature event an ideal time to catch up on some much needed sleep. Lapping the other contestants in this Main event for Class B, C and D Modified and B Production cars with graceful, though tempered driving, both lead cars ran smoothly, consistently and just like Al Momo had planned them to.

Rain, which began in lap nine of the contest, fell steadily until lap 34 was recorded but the downpour had little, if no effect on the race's outcome. Once, on lap 33 with the track extremely slick, Crawford almost lost the big, hairy number 61 when the combination of a fast up-shift and the slippery macadam, raised the rear wheels for a split second. But, with the skill that Ed has been displaying regularly this past season, he held the car to a steady path and continued on to tail Hansgen.

Danny Collins of Denver, Colorado followed Crawford home in a Testa Rossa for third overall and first in Class D Modified. Jim Jeffords of Evanston, Ill., was fourth overall and first in B Production in his Corvette and fifth went to Rich Lyeth of Grosse Pointe, Michigan in his Hy-Tork Special. This car is the old Kimberly 4.5 Ferrari with a blown Corvette engine.

As usual, Clif Tufte and the hard-working Chicago Region of the SCCA put on a splendid two-day show in the pine woods of Central Wisconsin. The sunny weather, marred only by the brief Sunday shower, brought thousands of spectators more than the Road America Corporation had even hope for and once again, an Elkhart Lake weekend was enjoyed by everyone who attended.

Saturday, the day set aside for the four qualifying sprints (5 laps each) saw a crowd of 16,000 watch the 20 mile races.

The routine events were interrupted slightly by the crash of a Porsche Special and the overturning of a light plane. In the 5-lapper for the big machinery, Crawford traded places with Hansgen to come home ahead, but Sunday all was as per plan and the slight hope that Eddie might have gotten the nod from Al to win the main, vanished soon after the gun sounded.

In the first event on the Sabbath, a 12 lap, 48-mile contest for Class F and G Production cars, Chuck Rickert moved his Porsche Carrera out in front and 12 laps later he still held this spot. Don Wester of Flint, Michigan finished behind Rickert, who had averaged 69.57 mph for the race, and another Carrera driven by Dean Causey was third overall. Clint Lundberg was fourth overall, first in G Production in his Alfa Veloce.

(See—IT'S HANSGEN AT THE LAKE—Page 2)

Rathmann Victor At Monza

"Never Replace Motor Racing!"—Hill

By DENISE McCLUGGAGE
Staff Editor

Jim Rathmann, in the John Zink Special, averaged a record 167 mph today to win the 3-Heat, 500 mile Monza race on the high-banked Motodrome. Doing beautifully by the Indianapolis-type machine, Rathmann swept all three heats for the victory. Jim Bryan of Phoenix gained second overall by placing second in two of the three heats and third in the other. Third overall, went to a Ferrari driven alternately by Musso, Hill and Hawthorn.

The bulging Ferrari, it's engine compartment stuffed full with a 4.1 gasoline sports car engine, looked like a dray horse at the Kentucky Derby as it bumped its way around.

In the qualifying trials last week, Musso startled the Indy contingent by setting the fastest time ever established at the Motordrome in the same car but a combination of heat fatigue, abnormal tire wear and a very unsuitable, almost primitive chassis for oval driving kept the prancing horse from first place money.

In lap one-heat one, Musso screamed the 4.1 up to 8,000 as he led the field around. His teammate Hill, starting the 500 miles aboard a three liter "Piccolo" Ferrari, took ad-

(See—MONZA—Page 3)

COVER PHOTO

The "Bobbesey Twins," Walt Hansgen and Ed Crawford take another one—This time it's Elkhart Lake and the Main at the Road America International June Sprints—Photo by George Abraham

Taramazzo Wins "De-Tuned" MM

BRESCIA, Italy, June 22—Luigi Taramazzo, a young Italian who tried the more difficult version of the Mille Miglia twice before with no results, was today declared the winner of this revised "speed rally" type event. The Mille Miglia, well known for it's rather terrifying average speeds in the past, was run in a series of sprints this year, and while it still took two drivers to their deaths, appears to be a much less exciting, but nonetheless, far safer concession to the rigid Italian legislature that was prompted by last year's holocaust in which Fon De Portage and 12 others lost their lives.

Taramazzo and his 3 liter Ferrari were a part of the 32 cars that completed the 1,000 mile ordeal. 82 other starters, including Guido Zerneri and Luigi Mora who met their deaths when their Alfa Giulietta Veloce skidded and crashed, failed to finish this year's event.

Lime Rock Rampage—It's Hansgen Again!

By ARTHUR PECK
Staff Editor

The simmering pot of East Coast sports car racing really boiled over at the SCCA National Championship event at Lime Rock Park (Conn.) on the weekend of June 14-15. For the sixth straight time this year, the Westfield, N.J., leadfoot, Walt Hansgen, demonstrated his perfected "do it yourself" technique by taking his Lister-Momo-Jaguar into the first turn in the lead and just staying there for the 40-lap final race.

Hansgen, 'way out in front in championship points for Class C modified, finished almost a lap (he had turned one for a record 1:06.5) ahead of the visiting Californian, Bob Oker, who followed him across the line 1:05 later in an Aston Martin DBR2. Right on Oker's tail, in third place, was the day's giant killer, Bob Holbert, (Warrington, Pa.) in his very hot Porsche 550RS. Hansgen averaged 79.5 mph while seeming to "have it made" right from the first but the pressure was on all of the time and it was anyone's guess as to what would happen between second and tenth spots. Oker did a whale of a job in beating out Holbert. His DBR2, just received in this country, was one of the two 3.7 litre cars in existance and which were sold by Aston Martin after their victorious run at Spa.



—Grier Photos

A proud Alfred Momo looks on as Walt's daughter, Beverly Hansgen, settles down into the winning Lister-Jag for the Victory Lap.

Not to be anti-climactic, but the biggest thriller of the day was race 6, immediately preceding. There have been classic duels a-plenty in sports car racing—witness Ed Crawford and Jack McAfee at Beverly, Mass., in 1955 . . . and Denise McCluggage and Ruth Levy at Nassau in 1957 (Ruth in the same Aston Martin driven by Bob Oker here at Lime Rock, incidentally)—but aficionados from many a state cannct recall an embroglio to match this one. At the drop of the flag, five cars took off en masse and continued that way, nose to tail, for 15 hair-raising laps.

These five were Jim Jefford (Milwaukee, Wis.) in a Corvette, Fred Windridge (Huntington, Va.) in another Cor-

(See—LIME ROCK RAMPAGE—Page 5)

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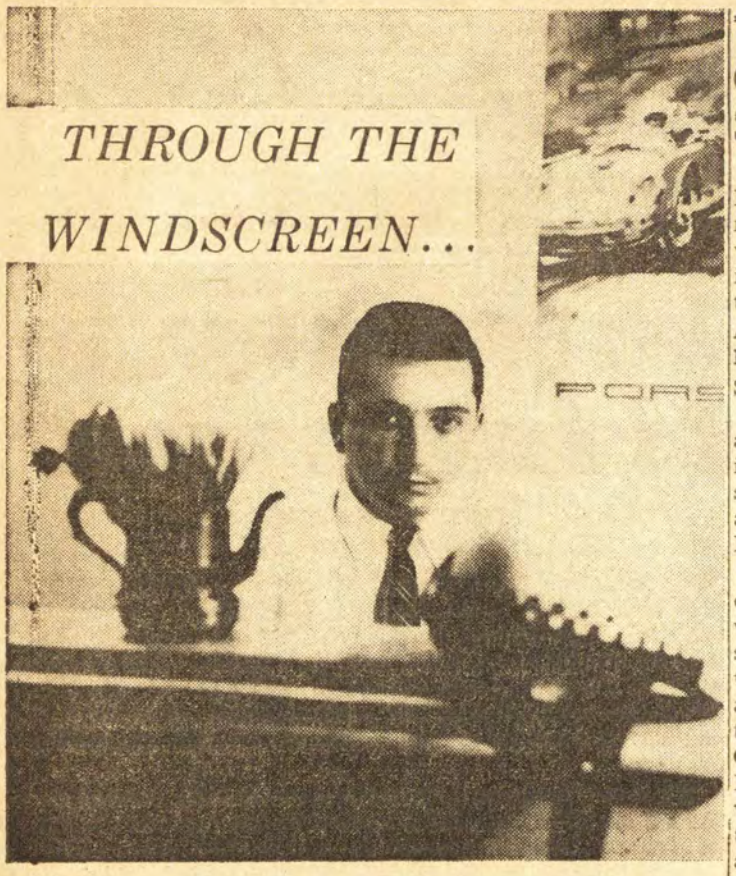
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This Is Your Introduction To Competition Press

By DON STEWART, Editor

Here is COMPETITION PRESS! You received it because you are a motor racing enthusiast. We felt you wanted, needed and would support our publication and therefore we included you on our mailing list. You, and the growing thousands of motor sports followers are the audience we began this journal for. You are the individuals that we felt were no longer content with receiving the results of motor racing months after the events happened.

These days, starting a new magazine, even one that will appeal to a large and varied audience, is quite an undertaking. Initiating one that has a very limited circulation potential, such as motor racing enthusiasts, requires that you have a fairly good idea just what such a group desires (and we feel deserves).

Before we began COMPETITION PRESS, we (the staff) asked ourselves one question, "If someone offered us a twice-monthly news source that was written and edited by competent, experienced motor racing journalists and if this one source would allow us complete, accurate coverage of world-wide competition, would we support and subscribe to such a publication?"

The answer was, of course, a resounding "YES" and with it still ringing in our ears, we set about to format and publish issue number one.

Now, basing our publication on the theory that no magazine is any better than its contributors, we started by first selecting the editors who would assure our readers the most informative motor racing coverage available. We wanted experienced, devoted writers, men and women who have been a part of the motor sports scene all their adult lives, people who not only know the mechanics of filing routine race reports, but also know the personalities and machines as well.

Through the lenses and typewriters of our correspondents, we wanted to take our readers behind-the-scenes of auto racing. When you read the reports and columns herein we think you'll have to agree we've accomplished this goal.

Next, we knew that if we were to bring the fastest, most newsworthy coverage to our readers, we must adopt our format to a newspaper style of publishing. This graphic arts technique allows us to make-up and print an issue literally hours after it happens, i.e., Denise McCluggage's report on Monza.

Then, after we felt we had put together the most accurate, informative journal yet offered the enthusiast, we published this first issue. While all this was going on, our publisher Tom Swantek and several of the staff members traveled to race meetings and sports car gatherings throughout the East and Mid-West spreading the gospel of CP and gathering suggestions and items from owners, drivers and fans.

Everywhere we went, the enthusiasts seemed ready, eager and anxious for their first look at COMPETITION PRESS. They expressed their willingness by offering, in many cases, their subscription money far in advance of publication. This is the spirit that prompted us on in the face of many discouranging and in some instances, catastrophic happenings. You're now reading (and we hope enjoying) the fruits of these efforts.

Our case rests on this note: To bring COMPETITION PRESS to you, we must have your support in

(See—WINDSCREEN—Page 6)

Time Erred On Maserati Status

The following letter to the Editor of Time Magazine was reprinted and mailed recently with the editors note explaining the error commited against the Modena firm.

Reprinted from TIME, *May 19, 1958*
Maserati's Management
Sir:

The article entitled "Maserati Off the Track," published in Time, April 14, contains statements which are untrue and highly prejudicial to Maserati and to us.

Maserati is an industrial concern of Modena, Italy, which has established an outstanding reputation as a manufacturer of precision tools and automobiles. Your statements that Maserati President Adolfo Orsi owed Credito Italiano, an Italian bank, $15,600, that he wrote a check with no funds to cover it and that the bank asked that he be declared bankrupt are untrue. So is your statement that Credito Italiano "sent the shamed Orsis into hiding"; we have been for many years and still are openly and actively engaged in the management of Maserati. No bankruptcy petition was ever instituted against Maserati or us; none of the company's assets have been impounded, and the Argentine and Spanish governments have lived up to their engagements towards Maserati. We have never offered an interest in Maserati to Juan Manuel Fangio, the famous Argentine driver, and we continue in active control of the company.

To strengthen its financial position, Maserati has applied under Italian law for so-called "controlled management." Pursuant to this temporary proceeding we retain full management of Maserati, and the company continues normal operation without interruption. Facilities for the production of the luxury model Maserati Gran Turismo 3500 are operating at full capacity and are being expanded to meet increasing demands from all parts of the world; sales of the new car in the U.S. are developing rapidly.

Adolfo Orsi
President
Omar Orsi
Executive Director

Officine Alfieri Maserati S.p.A.
Modena, Italy

Time erred! Fortnight ago Maserati's creditors approved the controlled-management plan, under which the company can get a moratorium on debts for a stated credit structure through procedures similar to those used by U.S. corporations that are not insolvent.—Ed.

It's Hansgen at the lake!

(Continued from Page One)

Don Sesslar and Cyrus J. Fulton's Porsche 550 RS are getting to be a very potent combination as the 31 other entrants in Race Number 2 a 20-lap, 80 miler for Class E, F and G Modified cars found out. Sesslar, who battled his way up to number one by lap 10, continued on for the remaining 10, way ahead of his nearest competition Bobbie Donnor in a 550 and Chuck Dietrich in the Elva Mark 3. Dietrich (who has been doing a splendid job of driving this spring with a broken right elbow he received the Friday before Cumberland) finished behind Donnor and, in doing, ran first in G Modified.

The "big one" of the day could have been Race Number 3, a 15 lap affair for Class C, D and E Production cars, had Walt Hansgen and the Cunningham-owned, Momo-prepared Jaguar XK-150 S been able to continue past the 3 lap mark, but a nasty bit of crankshaft trouble developed on lap number 2 just as Hansgen was beginning to establish a very satisfactory lead and the race turned into a pleasant afternoon of motoring for George Reed, the Midlothian, Ill., Ferrari GT pilot and his immaculate 250 (complete with radio and aerial). In winning, Reed averaged 69.23 mph and was followed home by W. E. Steele and Don Zeek, both in AC Bristols.

The main, as described earlier, turned into more or less of a "boat-race" for Hansgen and Crawford and the Cunningham cars (Briggs didn't make it this year but the full Momo entronauge was in attendance, as usual).

Freddie Windridge, the Arlington, Va. Corvette driver who has been knocking off more than his share of Production wins, was on hand this weekend with the Auto Dynamic's Lister-Corvette. Unfortunately, the big black hy-bred refused to run past lap 6, but if, and when, it decides to "go", that's probably just what it will do . . . and fast, too! Fred may be the answer to tumbling Walt and the Coventry-powered machine out of Number One before the year is up.

COMPLETE SUMMARIES FOLLOW

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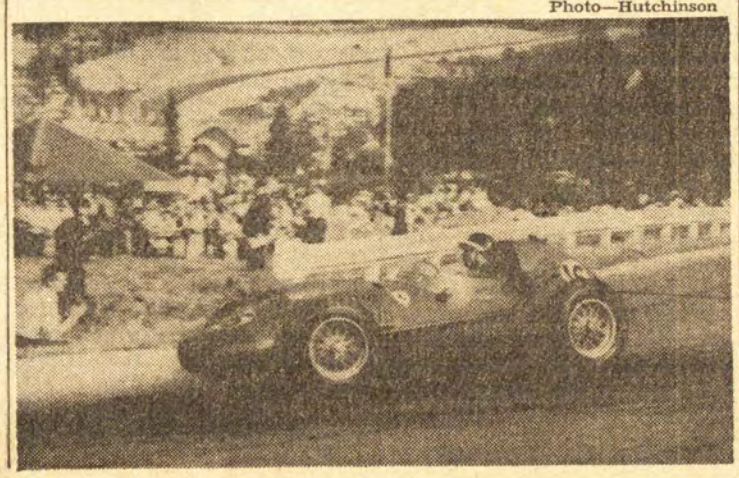
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* * *

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BELOW — Hawthorn corners the Dino 246 Ferrari in the Grand Prix of Europe (See complete report — Page 4)

Photo—Hutchinson



INTERNATIONAL JUNE SPRINTS
ELKHART LAKE, WISCONSIN

JUNE 22

Race Number 1—12 Laps—48 Miles —
Winners average speed: 69:57 MPH.
Classes: F-G Production—H Modified.

OVERALL
Chuck Rickert, Porsche Carrera.
Don P. Wester, Porsche Carrera.
Dean Causey, Porsche Carrera.

CLASS F. PRODUCTION
Same as overall.

CLASS G PRODUCTION
A. Clinton Lundberg, Alfa Veloce.
Harlan Schwartz, Alfa Veloce.
Brooks Robinson, Alfa Giuelette.

CLASS H MODIFIED
Oliver C. Schmidt, Mitchell-Crosley.
Martin Tanner, Martin T.
James Broadwell, Jabro.

Race Number 2—20 Laps—80 Miles —
Winners Average Speed: 79.03 MPH.
Classes: E, F and G Modified.

OVERALL
Don Sesslar, Porsche 550 RS,
Bobbie Donnor, Porsche 550,
Chuck Dietrich, Elva Mark 3.

CLASS E MODIFIED
J. V. Quackenbush, Ferrari TR.
James Johnson, Ferrari TR.
Robert J. Gary, Ferrari Mondial

CLASS F MODIFIED
Don Sesslar, Porsche 550 RS.
Bobbie Donnor, Porsche 550.

CLASS G MODIFIED
Chuck Dietrich, Elva Mark 3.
Robin Benson, Lotus II.
J. C. Kilburn, Lotus Le Mans.

Race Number 3—15 Laps—60 Miles —
Winners Average Speed: 69.23 MPH.
Class C, D and E Production.

OVERALL
George Reed, Ferrari 250 GT
W. E. Steele, AC Bristol.
Don Zeek, AC Bristol.

CLASS C PRODUCTION
George Reed, Ferrari 250 GT.
George F. Gunther, Jaguar XK-140.
David Causey, Jaguar XK-140.

CLASS D PRODUCTION
Ralph Durbin, Austin Healey 100-6.
John O'Connor, Autin Healey 100-M.
Albert Niblack, Austin Healey 100-M.

CLASS E PRODUCTION
W. E. Steele, AC Bristol.
Don Zeek, AC Bristol.
Harry E. Pick, AC Bristol.

Race Number 4—38 Laps—152 Miles—
Winners Average Speed: 71.89 MPH.
Classes B, C, D Modified, B Production.

OVERALL
Walt Hansgen, Lister-Jaguar
Ed Crawford, Lister-Jaguar
Dan Collins, Ferrari TR

CLASS C MODIFIED
Walt Hansgen, Lister-Jaguar
Ed Crawford, Lister-Jaguar
John Staver, Echidna

CLASS D MODIFIED
Dan Collins, Ferrari TR
Augie Pabst, Ferrari TR

CLASS B MODIFIED
Ritch Lyeth, Hy-Tork Special
Jack C Baker, El Torro Special

CLASS B PRODUCTION
Jim Jeffords, Corvette
Bob Spooner, Corvette
Jack Knab, Corvette

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Denise McCluggage Reporting . . .



Hill-Gendebien Win at Le Mans

Ferrari Cinches Manufacturers' Championship

By DENISE McCLUGGAGE
STAFF EDITOR

It was the wettest Le Mans in history. It poured rain during 20 of the 24 hours of the race. One belting storm after another polished the 8.3-mile circuit to a skating rink and reduced visibility to a high-speed guessing game. The small, slow cars — a menace even in clear weather — were shrouded in a mist and visible only as a slightly more dense haze blowing along the Mulsanne straight or blocking the proper line through the tricky White House turn.

Through day and night, wet and infrequent dry, Olivier Gendebien, of Belgium, and Phil Hill, of Santa Monica, Calif., took turns—roughly five 2½ hour stints—at their number 14 Ferrari and won the race with an average speed of 106.14 miles per hour. It was incredibly fast under the conditions.

Theirs was a brilliant victory showing what a perfectly matched team of drivers can do. Both share a deep respect for equipment and a scientific approach to the care and feeding of Ferrari drum brakes. Their concern paid off in the first Ferrari Le Mans victory since 1953, the first victory for a Belgium and the first for an American. (Jimmy Murphy in a Duesenberg won a Grand Prix at Le Mans in 1921 but it was not a 24 hour race then.) It was the first time out of five tries that Hill even fniished the race. Last year his partner, Peter Collins, led the race for the first lap and finished the car on the next one leaving Phil on the pit wall without a ride.

Perfect as the Gendebien-Hill teamwork was, still one driver's contribution was the talk of the damp, sloshing pits and the red-mud paddock. It was Phil Hill's performance in the rain that was the most impressive and it was his midnight-to-2:30 a.m. shift that broke the back of any serious opposition for the Scuderia Ferrari.

MOSS IN A SPRINT

Before the start on Saturday, lumpy gray clouds moved across a feeble sun as the 55 cars were pushed into their oblique starting positions according to engine displacement starting with the 2993 c.c. Maserati of Bonnier and Godia down to the 740 Stanguellini. The greatest share of the cameras were aimed at car number 2, the Aston-Martin of Stirling Moss, and true to his reputation the stocky little Briton was first away after the sprint across the road and the leap into the cockpit.

Moss was first around, too. Second was the Ferrari of Mike Hawthorn who had a lively start in the number 12 Ferrari, but he and co-driver Peter Collins were to pay for it later. The clutch, slipped in the mad dash to get away as the race began, gave way in the small morning hours and left Peter with a long walk home.

Gendebien started in the number 14 Ferrari and stayed comfortably fifth avoiding any temptation to join the Early Hours Grand Prix that played havoc with Ferrari hopes last year.

It was evident before six laps were gone that 1958 was not to be a carbon copy of 1957. Or 1956. Or any of the other years when Jaguar dominated the Twenty-Four Hours. The two Ecurie Ecosse D-Types were out of it in a half hours time. Shades of Sebring. And burned pistons did it.

Green, in fact, was destined to be an unsuccessful color this year. Last year's index winner, the Lotuses, soon started a parade of pit stopping and the very fast 2-liter (which outpulled the Ferraris on the straight during practice!) was shortly in the dead car park with "water circulation" problems.

Red was the color to have! The 750 c.c. O.S.C.A., winner of the Index of Performance at Sebring was piloted again by Argentina's Alessandro de Tomaso teamed at Le Mans with the Englishman Colin Davis.

But back to the Jaguars. Duncan Hamilton, whose D was entered separately from the Ecurie Ecosse cars was all set to call co-driver Ivor Bueb in for a change of carburetion after the quick demise of the Scottish cars. But it wasn't necessary. The Scots had leaned their mixture dangerously by running number 60 jets. Hamilton felt safe with his 95s.

MOSS OUT, RAIN IN

Just as the first rain dotted the circuit shortly after six o'clock, Moss, playing the mechanical rabbit of the race, was out at Mulsanne with what appeared to be a broken connecting rod. Then the heavens opened up and rain bounced violently on the shining pavement and the cars slowed as if running through taffy. It was time, too, for driver changes. The regulations allowed little leeway here. No driver during the race could change before he had done 30 laps and none could drive more than 40 at one sitting. Nor could any driver do more than a total of 14 hours. For the faster cars this amounted to a change nearly every 2½ hours which meant precious little time to get unwound, get rested and get started on the next trick.

First in at the Ferrari pit was the leading Hawthorn (he had inherited front spot from Moss) who had to be sent off for one more lap. He was one early, declaring that he couldn't see a thing in the downpour.

Wolfgang von Trips, driving the third factory Ferrari, then took over the lead and his co-driver, Wolfgang Seidel, was still in the lead after the driver change. Gendebien was the last of the three cars to come in and Hill, looking like the Michelin Man in his rubber rain suit, took off for his first session.

Within half an hour, Hill passed Seidel and the third hour bulletins had car number 14 the leader for the first time. But then a tire went flat on Hill's car just passed the Mulsanne corner and he had a long slow trip back to the pits. Again Seidel lead. But once back in business with a new wheel, Hill's superiority in the wet was clearly demonstrated and be swept passed Seidel at 8:15 p.m. to again lead. Number 14 had a strong advantage when Hill came in to give it to Gendebien. Then Hill went off to rest in "the Shell place," a bunkhouse-restaurant maintained by Shell Oil for the drivers.

SEE THE JAGUAR

As Hill napped, the Hamilton-Bueb Jaguar was moving into contention climbing steadily up from fifth into third then past the Seidel-von Trips Ferrari into second as Bueb was biting great chunks of time from the leaders advantage. Hill awoke to the news that the Jag was only 35 seconds behind Gendebien, when he arrived at the pits it was 26 seconds. By the time he had his rain suit on, it was eight seconds. Then in the brief light of the pit area in the swirl of rain it was the dorsal-fin of the Jaguar before the nose of the Ferrari.

Gendebien now quickened his pace and clung to the flying Jaguar. And in the last few laps before he came in to the pits he re-passed him. Still the Ferrari pit stop moved the Jaguar back into first.

Then came Hill's turn and what turned out to be the most decisive few hours of the Twenty-Four. In less than half an hour, Hill had caught Bueb and passed him in a swirling cloud of water. He then proceeded to open up the distance. Bueb came in to hand over to Hamilton and the distance grew. By 12:30 Hill had better than a minute on the Jaguar.

The British announcer explained the reason for the Fer-

(Continued on Page 6)

1958 LEMANS TWENTY-FOUR HOURS OF ENDURANCE, JUNE 21 - 22

1—FERRARI, 2.953 liters, Oliver Gendebien, Belgium and Phil Hill U.S.A., 2547.3 miles, Average speed 106.14 mph.
2—ASTON-MARTIN, 2.992 liters, Peter and Graham Whitehead, Great Britain, 2447.3 miles, Average speed 101.97 mph.
3—PORSCHE, 1.588 liters, Jean Behra, France and Hans Hermann, Germany 2427.9 miles, Average speed 101.2 mph. (Winner Class E)
4—PORSCHE, 1.498 liters, Edgar Barth, Germany and Paul Frere, Belgium 2427.9 miles, Average speed 101.2 mph. (Winner Class F)
5—PORSCHE, 1.498 liters, Karl Godin de Beaufort and Herbert Linge of Holland, 2402.81 miles, 100.12 mph.
6—FERRARI, 2.953 liters, Jean Buerlies and Alain de Shagny, France 2325.4 miles, Average speed 97.51.
7—FERRARI, 2.953 liters, Edward Hugus, U.S.A., and Ernest Erikson, U.S.A. 2318.22 miles, Average speed 96.59 mph.
8—A. C. Bristol, 1.971 liters, James Stoop and Peter Bolton, Great Britain, 2142.36 miles, Average speed 89.26 mph.
9—A. C. Bristol, 1.971 liters, Hubert Patty, Great Britain and Georges Berger, France, 2127.93 miles, Average speed 88.66 mph.
10—PORSCHE, 1,498 liters, Jean-Paul Colas and Jean Kerguen, France, 2120.82 miles, 88.37 mph.

MONZA by McCluggage

(Continued from Page 1)

vantage of his gear box and moved up behind the leaders from a last row starting position. Musso and Rathmann, the heats eventual winner, swapped the lead for a few laps with Hill tailing. Then, on lap 26, unusual tire wear forced the 4.1 into the pits. Musso, exhausted from the intense car heat, was dragged from the cockpit and Hawthorn took over.

But, time was running out and on lap 63 Rathmann took the checkered flag, followed home by Bob Vieth in the Bowes Seal Fast Special and Bryan. Stirling Moss in a cigar - shaped Maserati Special, finished fourth and Johnny Thompson was fifth. Hawthorn placed the Ferrari sixth and Troy Ruttman ran home seventh.

Musso, revived, managed to start the second heat but could find only enough strength to wheel 19 laps before Hill, whose 3-liter quit after ten laps of the first heat with ignition trouble, relieved him. Another pit stop, this one in lap 34 for tires, further opened the gap for Rathmann, and the Miami, Florida driver coasted home for his second win of the day. Bryan was second, followed by Ruttman and Moss in a photo finish. A.J. Foyt of Houston was fifth and Reece and Crawford sixth and seventh.

Mike Hawthorn started the last heat in the 4.1 and went 31 laps before Hill took over (of the 189 laps completed by the Modena machine, Hill drove 78, Hawthorn 66 and Musso 45). Once behind the wheel, Phil drove the Ferrari very hard and, aided by Ruttman's broken fuel tank, Veith's lost wheel and an extremely frightening, though not serious, accident in which Moss slammed into the south banking at 160 mph, he, (Hill) was able was able to move the car from eighth up to third.

The finish of the third heat found Rathmann first, Bryan second, with Hill, Crawford, Reece and Ivor Bueb in the 3800 cc. Jaguar, third through sixth respectively.

Moss, who was plagued with bad luck throughout the entire 500 miles, played midget racer with Bryan and Ruttman in the early laps of Heat number three. Displaying impressive virtuosity against great odds, he was able to keep the bump-in Maserati up in front with the Indy cars until the accident, a rather terryfying indident, sent the Maserati out of control after the steering broke. Fortunately, the car's direct contact with the high banking absorbed the blow, pushing the car back down the bank and into the infield. Moss climbed out, unhurt.

Fangio, whose car had a broken piston and did not start until the third heat, retired immediately with a broken fuel pump.

The overall impression here seemed to be that the chassis spelled the difference this year. The American units appeared to have little difficulty with the fierce surface of the track as opposed to the extreme bumping and thrashing that the Italian cars suffered.

As for oval track competition, Hill pretty well summed up how the Europeans felt about this form of afternoon diversion when he exclaimed "It will never replace motor racing!". "As far as I'm concerned," he continued, "this oval business is merely a matter of how much physical discomfort you'll put up with!". —McCluggage

FINAL OVERALL PLACINGS

1. Jim Rathmann—John Zink Special
2. Jimmy Bryan—Belond AP Special
3. Hill - Musso - Hawthorn — Ferrari 4.1
4. Ray Crowford — Maguire Mirror Glaze Special
5. Jimmy Reece—Hoyt Machine Special
6. Hoyt-Trintignant — Sclavi & Amos Special
7. Stirling Moss—Marerati
8. Bob Veith — Bowes Seal Fast Special
9. Ivor Beub—Jaguar 3.8
10. Troy Ruttman—Agajanian Special
11. Jack Fairman—Jaguar
12. Masten Gregory—Jaguar
13. Harry Schell — Ferrari
14. Johnny Thompson — D-A Lubricant Special

As an Editor of the well-known English motor racing magazine Autocourse, Philip Hutchinson is a young man with a deep knowledge of the British and Continental scene. Educated at Cambridge and Harvard, Phillip has grown up among the young motor racing set in London. We selected him as our British Editor because we felt he, as a confirmed enthusiast, could best portray to you the personalities and events that are making Empire auto racing history.—Editor.

LETTER FROM LONDON



by Philip Hutchinson

LONDON, June 30—The talking point in Britain at the present time is the remarkable upsurge in the prowess of our cars in international **grand prix** racing. Of the four grandes epreuves run so far this season, two have been won by Coopers and two by Vanwalls.

To understand the astonishment that prevails so generally over here, it must be recalled that for the past ten years a growing band of enthusiasts has attempted to put Britain on the grand prix racing map. Success was a very, very long time in coming.

The first abortive attempt was the superbly conceived but thoroughly ill-fated V16 B.R.M. This became the laughing stock of the circuits owing to its bursts of fantastic performance and inability to last the distance of even the shortest races. Just when things seemed to be going well the formula was changed: the 4½ litre unblown and 1½ litre blown sizes were reduced respectively to 2½ litre unblown and 750 cc blown and the V16 was finished.

Thereafter, the attempt continued with a less ambitious, but technically interesting, 4-cylinder design of 2½ litres capacity. Meanwhile Mr. Tony Vandervell had begun work on a car whose engine consisted basically of four "double-knocker" Norton motorcycle engines (500 cc each). This was subsequently unified and modified to give the present 2½ litre Vanwall engine.

So sporadic were the British efforts at this time that no complete team of three or more cars even attempted to complete a grand prix 'season' on the circuits of Europe. In 1956 Vanwall showed promise, but o more. B.R.M. showed a magnificent excess of power without road-holding to match. When both stables announced their intention of doing a full season in 1957, hopes were frankly not high.

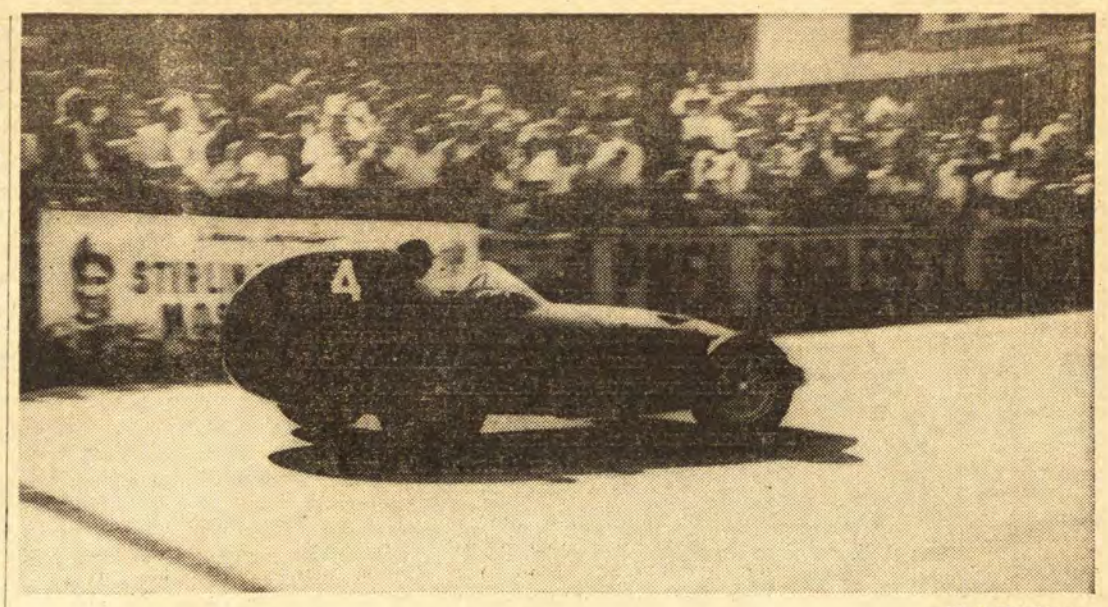
Both suffered troubles during the early part of the season, Vanwall with various mechanical defects, mainly in the fuel injection equipment, and B.R.M. with deficient road-holding. Then suddenly, on home ground, in a glorious day of July last year the Vanwall stormed home to win the British and European Grand Prix by a convincing margin. It followed this up by winning two more championship events, the Pescara Grand Prix and the Italian Grand Prix at Monza, defeating the might of Maserati and Ferrari on their own terrain while doing so.

Before the new season began this year, the backroom boys of the C.S.I. (Commission Sportive Internationale), insisted on aviation fuel only for grand prix cars, instead of methanol, alcohol or what-have-you. Maserati promptly dropped out, (which they would probably have done anyway) and Vanwalls were more than a little upset, talking darkly of not carrying on.

That they eventually did is now history. Despite trouble with the fuel injection equipment, by careful lightening of an already light car, the Vanwall was going as fast as ever at the beginning of '58.

As the facts emerged for 1958, it became apparent that there would be no less than four British grand prix teams: Vanwall, B.R.M., Cooper and Lotus. In opposition there would be only Ferrari and a few privately entered Maseratis. But the Ferrari motor had been developed especially for

(See—LETTER FROM LONDON—Page 6)



—Photo-Hutchinson

Tony Brooks aboard the Vanwall that he won his first Grand Prix event in. Note alloy bolt-on wheels in front—knock off in rear.

BROOKS AND VANWALL WIN GP OF EUROPE

By PHILIP HUTCHINSON
Staff Editor

The major Grand Prix of the European season was scheduled this year to be run at the Spa-Francorchamps circuit in Belgium. Although it has claimed as victims two of Britain's finest drivers, Dick Seaman at the wheel of a Mercedes before the war and this year Archie Scott-Brown in his Lister Jaguar, the Francorchamps circuit is undoubtedly one of the finest road racing avenues in the world.

Measuring approximately 9 miles in length, it winds its way through a series of sweeping fast curves around the valleys of L'Eau Rouge and the Gustave River. Although set in mountains, the circuit proved conclusively this year that it is the fastest road course in Europe with a possible lap speed in excess of 130 m.p.h. for current grand prix machinery.

The race was organized in normal European style, being run on a Sunday with three practice sessions on the Thursday, Friday and Saturday preceding The contenders were made up from the five works teams currently engaged in grand prix racing. Scuderia Ferrari, Vanwall, B.R.M., Cooper and Lotus together with the private equipe of Scuderia Centro-Sud, running 1957-type Maseratis, and a number of other private entries using similar vehicles.

In the first practice session on Thursday evening, the British teams were more than a little startled by the performance of Mike Hawthorn in one of the Dino 246 Ferraris. He lapped in 4 min. 0.6 sec., an approximate speed of 126 m.p.h., beating by nearly 10 sec. the existing circuit record held by the Belgian driver Olivier Gendebien. The B.R.M.s did not seem to be at home on the circuit, not having the turn of speed that was expected of them. Jean Behra had a particularly sharp reminder of the speed of this circuit when an oil leak soaked one of his rear tires causing him to spin at approximately 140 m.p.h. Through a combination of remarkable luck and superlative skill he managed to keep the car on the road when, if it had left it, contact with trees or a precipitous decent down a bank would have been inevitable. Nevertheless, the Frenchman was considerably shaken and never showed his true form either in the rest of practising or during the race.

Vanwalls were not altogether happy during this session because a tendency to weave during the high-speed curves had made itself apparent. The Coopers and Lotuses were obviously out-classed for maximum speed on this circuit but were performing creditably.

On Thursday, however, the situation altered with a vengeance. Attention to damper settings, tire sizes and pressures, etc., had improved the handling of the Vanwall and Stirling Moss proceeded to put in some startling quick lap times. Over the course of a number of tours, he worked his way down to the fantastic time of 3 min. 57.6 sec. The other Vanwalls, in the hands of Brooks and Lewis-Evans, were not so quick but Brooks did manage to clip his time to 4 min. 1.7 sec. Luigi Musso and Peter Collins also tried extremely hard and succeeded in returning times close to 4 minutes.

In the final session on Saturday the tables were turned by Ferrari once more. Hawthorne really started motoring again to finish up by beating Moss's remarkable time, return a lap in 3 min. 57.1 sec. Not to be outdone, Musso in the third Ferrari, also beat Moss's time with 3 min. 57.5 secs. Only fractionally slower than Moss was Collins with 3 min. 57.7 sec. The final grid therefore read Hawthorne (Ferrari), Musso (Ferrari), Moss (Vanwall) in the first row, Collins (Ferrari), Brooks (Vanwall) in the second row and Gendebien (Ferrari), Schell (B. R. M.), Brabham (Cooper) in the third row.

The day of the race was as perfect as had been any of those preceding it. A huge crowd streamed in from Germany, Holland, France and, of course, all over Belgium to see the major event of the European motor racing calendar. Preliminaries included a touring car race for the local drivers which was distinguished only for the poor standard of driving displayed by a number of the entrants.



The time came for the start of the Grand Prix and, in due course, all the cars were lined up on the grid with engines running. Unfortunately, there was a rather longer delay than usual before the fall of the starter's flag and, with a few seconds to go, it was seen that Collins's Ferrari was boiling furiously. The starter moreover made a number of unintelligible gestures meant to indicate the passing of seconds to the start, but they only served to confuse the drivers so that a number of cars in the back rows had moved forward before the flag had actually dropped. One of those who took advantage of this confusion at the start was Brooks, who slipped swiftly through the front row of cars on the heels of Stirling Moss as the cars roarer away from the line. These two Vanwalls went into the lead, pursued by Collins and Gendebien. Musso made a very bad start indeed and Hawthorn also was slow off the mark. At the tail of the field came the only woman currently engaged in Grand Prix racing, Maria Theresa de Filippis, in her own Maserati.

From the stands it is possible to see up the circuit for two or three kilometres in

(See GP of Europe, Page 7)

Lime Rock Rampage

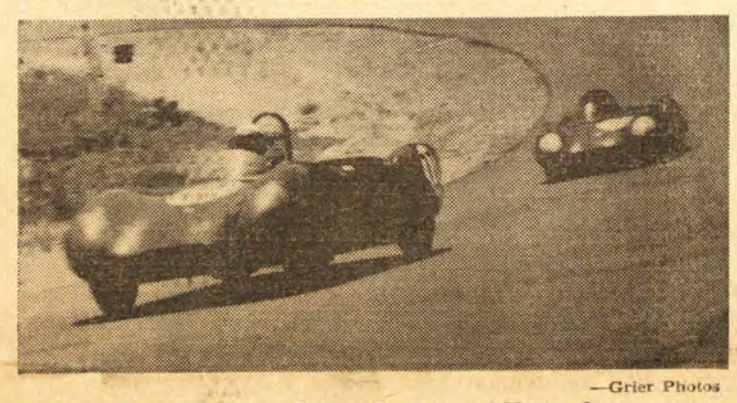
(Continued from Page 1)

vette, George Arents (Stamford, Conn.) in a Ferrari 250 GT, Walt Hansgen (there's that man again) in a Jaguar XK150 S roadster and George Constantine (Sturbridge, Mass.) in an Aston Martin DB2/4 coupe. Jim Jeffords, driving as he had never driven before on a short course, was holding firm onto first place while the darndest jockeying you ever saw was going on right behind him for the next four places. The way this group went through the U-turn at the end of the home straight and through the following esses, has never been seen before at Lime Rock and may never be seen again. In fact, the action resembled the curving and snapping of a bull-whip that has just been cracked.

But . . . this was a 20-lap race and we have said Jeffords led for 15. It was at this point that he lost his fan belt—which, of course, operates the water pump on the Corvette—and over heating was almost immediate. In a great sportsman-like gesture, he pulled onto the shoulder to continue at a slower pace while the remaining four scrambled on to a fantastic finish. When the checkered flag came down, Fred Windridge was first across the line followed in close formation by George Arents, Walt Hansgen and George Constantine. Hansgen's drive with the XK150S was very outstanding against the more-potent and more-expensive opposition.

But to get back to the beginning, it all started with race 1 on Saturday afternoon when George Arents, George Reed (Midlothian, Ill.) in a Ferrari 250GT and George Constantine won the Grand Turismo race with Arents averaging 72.5 MPH on the twisting 1.5 mile course that is Lime Rock.

In the second race, it was Bob Holbert all the way averaging an amazing 77.5 MPH while being hotly chased by Denise McCluggage (New York Herald Tribune columnist and COMPETITION PRESS Staff Editor) in a second 550RS and with Dick Thompson (Washington, D.C.) right behind in an older Porsche 550. In this same race, which was for F & G modified Frank Baptista (Washington, D.C.) in a



—Grier Photos

Two of the cars from the newly formed Team Lotus sweep into Lime Rock's steep up-hill section.

Lotus MK-XI, Floyd Aaskov (Milton, Mass.) and Paul Richards (Poughkeepsie, New York) in a Cooper 1100 made it 1, 2 and 3. Baptista and Aaskov settled in their favorite spots early in the race and were never troubled. But Paul Richards and fourth GM place man, Frank Macauley (another Lotus Mark XI) battled it out lap after lap until the disc-braked Lotus out-braked the Cooper going into a turn and the resulting shunt gave Richards an unassailable lead.

Race 3, for class G production, H production and H modified was won hands down at an average speed of 70.4 MPH by John Clapp (Danielson, Conn.) in an Alfa Veloce. Second place was George Fogg (Chestnut Hill, Mass.) in a new Veloce coupe and third was Barry Budlong (Rochester, New York) in a Veloce. The really big jobs, however, were done by the class H modified winners, Candy Poole (S. Glastonbury, Conn.) in the East-Coast fabulous special, the P.B.X., and Richard Toland (Devon, Pa.) in the Sebring D.B. These two each finished first in class and cleaned up on the field for a fourth and fifth overall.

Saturday's finale was the special no-national-point race for the Formula III cars. Six of the mighty pints put on a terrific show with Paul Richards and George Alderman (Wilmington, Del.) leading Lex DuPont (Wilmington, Del.) home for the silverware. Paul averaged 71.6 MPH.

The Sunday curtain raiser was for classes D and E production and developed into a fantastic 20-lap duel between Harry Carter (S. Sudbury, Mass.) and Jordon King (Poughkeepsie, N.Y.) in Ace Bristols. The lead switched back and forth during the first 12 laps, but Carter held from the 13th to win by a couple of car lengths, at an average speed of 69.8 MPH. In class D, it was Dick Thompson all the way over Colonel Fred Moore (Arlington, Va.) and John Colgate (Lewes, Del.). Thompson and Colgate both drove Austin-Healy 100/6's while Moore was in the older 100M. The flying dentist from Washington averaged 69.2 MPH for his win.

Race 5, for Production Porsche's and MGA's was a push-over for the National Fp point leader Emil "Pup" Pupulidy (Freeport, L.I.) in his Porche Carrera GT. He was followed by Ed Hoyos (Irvington, N.Y.) in a second Porche, and by Sherman Decker (Oneonta, N.Y.) in the leading MGA. "Pup" averaged 71.5 MPH to yet another thousand points toward a national championship.

We can only conclude by repeating what we said in the beginning . . . that this was one of the finest weekends of sports car racing seen by many a jaded eye in many a long month. Lime Rock Park, with its wonderful visability for spectators, and it's "equalizer" 1.5 mile course is a front runner for popularity honors in the east. — Art Peck

USAC ANNOUNCES FIRST PRO SPORTS CAR "GO"

The Road Racing Division of the United States Auto Club (the sports car division of USAC . . . for short) has announced that their first "go for dough" pro sports car race will be at Lime Rock Park (Conn.) on Sunday, Sept. 7. The eyes of the sports car world will be on this one as there are many divided opinions as to how (and if) the plan will work out.

The RRD of USAC has opened offices in Room 701, Newsweek Bldg., 42nd Street & Broadway, NYC, and is open for business with regard to aplications for owners, drivers, and general membership.

LIME ROCK SUMMARIES

NEW YORK REGION SPORTS CAR CLUB OF AMERICA
NATIONAL EVENT
Lime Rock, Connecticut
Saturday-Sunday, June 14-15, 1958

* * *

RACE ONE—20 LAPS
OVERALL
Winner's Aver. Speed: 72.5 MPH
George Arents, Ferrari 250.
George Reed, Ferrari 250.
George Constantine, Aston Martin.

CLASS ONE
Same as overall.

CLASS TWO
George Fogg, Alfa 1300.
David Knott, Alfa 1300.
Dan McNally, Porsche.

CLASS THREE
Ray Saidel, Jomar.
Richard Tolland, D.B.
Howard Hanna, D.B.

* * *

RACE TWO—20 LAPS
OVERALL
Winner's Aver. Speed: 77.5 MPH.
Robert Holbert, Porsche RS.
Denise McCluggage, Porsche RS.
Dick Thompson, Porsche.
CLASS F.M.—SAME AS OVERALL

CLASS G.M.
Frank Baptista, Elva.
Floyd Aaskov, Lotus MK XI.
Paul Richards, Cooper 1100.

* * *

RACE THREE—20 LAPS
OVERALL
Winner's Aver. Speed: 70.4 MPH.
John Clapps, Alfa 1300V.
George Fogg, Alfa 1300V.
Harry Budlong, Alfa 1300V.
CLASS G.P.—SAME AS OVERALL

CLASS H.M.
Candy Poole, P.B.X.
John Igleheart, Nardi.
William Speed, Crosley Spec.

CLASS H. P.
Richard Tolland, D-B.
Howard Hanna, D-B.

* * *

SATURDAY EXTRA
Winner's Aver. Speed: 71.6 MPH.
F-III
Paul Richards, Cooper 500.
George Alderman, Cooper M-V.
Lex. Dupont, Cooper 500.

* * *

RACE FOUR
OVERALL
Winner's Aver. Speed: 69.8 MPH.
Harry Carter, AC Bristol.
Jordan King, AC Bristol.
Richard Thompson, A-H, 100/6.

CLASS E
Harry Carter, AC Bristol.
Jordan King, AC Bristol.
Harold Hurtley, TR-3.

CLASS D
Richard Thompson, A-H 100/6.
Col. Fred Moore, A-H, 100M.
John Colgate, A-H, 100/6.

* * *

RACE FIVE—20 LAPS
Winner's Aver. Speed: 71.5 MPH.
Emil Pupilidy, Porsche Carrera GT.
Edward Hoyos, Jorsche Carrera GT.
Sherman Decker, M.G.A.

* * *

RACE SIX—20 LAPS
OVERALL
Winner's Aver. Speed: 73.0 MPH.
Fred Windridge, Corvette.
George Arents, Ferrari 250 GT.
Walt. Hansgen, Jag. XK 150 S.

CLASS BP
Fred Windridge, Corvette.
Tom Kerr, Corvette.

CLASS CP
George Arents, Ferrari 250 GT.
Walt. Hansgen, Jag. XK 150 S.
George Constantine, Aston Martin

* * *

RACE SEVEN—40 LAPS
OVERALL
Winner's Aver. Speed: 79.5 MPH.
Walt Hansgen, Lister Jag.
Bob Oker, Aston Martin DBR-2.
Bob Holbert, Porsche Spyder.

CLASS C. M.
Walt Hansgen, Lister Jag.
Bob Oker, Aston Martin DBR-2.
Fred Windridge, Lister Corvette.

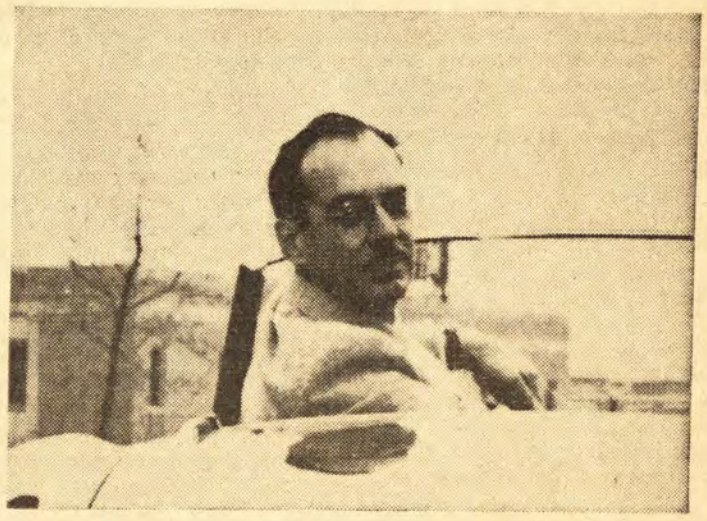
CLASS D.M.
Allen Markelson, Aston Martin D-B.
Joe Giubardo, A-H Spec.
James Jackson, A-H 100M.

CLASS E.M.
John Fitch, Maserati 200S.
Gaston Andrey, Ferrari TR.
Frank Baptista, Ferrari TR.

CLASS F.M.
Bob Holbert, Porsche Spy.
Denise McCluggage, Porsche 550RS.

Perhaps we selected Art Peck to cover the Eastern scene because he's one of the best informed motor sports people in New York. Or, maybe we asked him to join COMPETITION PRESS because he's a talented, humorous writer who can see a laugh and a story in just about anything automotive. But, whatever the reason friendly ol' Art is smiling out at you, we're sure you are going to enjoy his twice-monthly commentary on the busy East Coast World of racing.—Editor.

east coast EXHAUST NOTES



by ART PECK

DEAR DON:

The word has gotten around these parts that you are starting a new venture called COMPETITION PRESS, The Twice Monthly Journal of Motor Sports. Also, "the word" has stated that you could use a column of fact and fancy; items from usually reliable and/or unreliable sources. With these thoughts in mind, I hereby throw my head in the ring.

Now, Don, you might as well learn right away where the news sources are. First of all, you should know about the Chanteclair in midtown Manhattan. Owned and hosted by the brothers Dreyfus, this is the location of "The Round Table" where one and all of the motorsport world gather for informal luncheons. Rene Dreyfus, former grand prix driver and champion of France, sees to it that the walls are lined with sports car pictures, that there are club badges above the bar and that the "library" is filled with the latest sports car publications. We'll look for you at lunchtime any day now, Don.

Only a few blocks away, is the new Sardi's East Side with the fascinating STEERING WHEEL BAR. Here, Austin-Healy driver, Vince Sardi, is host and you'll always find a friendly face, especially at cocktail hour. Vince has inangurated a "photo salon" after every big race in these parts and all the drivers drop in to see how they looked in "that fast turn at Bridgehampton." The last two displays have been from the camera of Harry Holtzman . . . and Vince has forthcoming "spectaculars" lined up by such greats as Danny Rubin, Diana Bartley, Robert Grier and the like. We'll expect you over there, too, Don.

While in the east, don't miss a trip out Long Island way to visit the Bella Vista in Centerport. Practically a clubhouse for all the Long Island sports car clubs, there's always a rally starting or finishing here at the BADGE BAR BAR. And the juke box plays English hillclimb records instead of rock 'n roll.

Now, if you've planned your trip right, you'll be in town on the second Tuesday of any month and will be my guest at a "Chowder Luncheon." Don't worry, you won't get any chowder . . . just automotive talk and full-floating elbow action. At Sardi's West Side (the famous theatrical restaurant), the famed Madison Avenue Sports Car Driving and Chowder Society meets at noon each second Tuesday for the most fun-and-fact anywhere. This club, dedicated to "no know purpose and trying to accomplish nothing" actually gets the best of the guest speakers and the first showing of the new films. Be sure you set up your date book for one of these affairs, but soon.

Just saw a sneak **pre**-preview of MEN WITH CARS, the new AMOCO film of Sebring, 58. The "pre-view" will be at the July Chowder luncheon and I'll guarantee it will be received with acclaim. All of us at the **pre**-preview thought it was great. Club entertainment chairmen will want to get on the band wagon and write to American Oil Co., —Advertising Dept., 555 Fifth Ave., New York 17, N. Y., for loan of the film for local showing.

JOHN THORNLEY, General Manager of the MG Car Company, is in town and will be guest speaker at the Chowder lunch. We can't reveal his subject, but rumors are flying about the "competition MG" finally being a reality . . . dual-overhead cams, disc brakes and all. This column will have the full story in the next issue.

(See—EXHAUST NOTES—Page 6)

LE MANS by McCluggage

(Continued from Page 3)

raris faster pace in tones that were almost British Racing Green in their favoritism. Duncan Hamilton—"that master of the wet" — he explained, was handicapped by a full load of petrol which made it difficult going. The Ferrari, he mistakenly announced, had yet to stop for its fuel and driver change. An hour later he was still muttering about the Jaguar's full petrol tank and announced with glee that Hill in the Ferrari now was gaining "only" three seconds each lap.

However it was figured, the lead had stabilized at one full lap and a half of another by the time Hill brought the car back to Gendebien. Hill's drive had broken the back of any chance for the Jaguar to out-race the Ferrari. The only British hope now was for car failure and number 14 was receiving hospital care from both Gendebien and Hill. "I thought I would get as far ahead as I could in the wet when it could be done without demanding too much of the car," Hill explained as he sloshed through the mud back to Shell to rest.

Time gained in the rain is hard only on the driver, not the car. In the darkest hour, in the wettest torrent, the Ferrari pits caught Hill in three consecutive laps at 4:17. Hawthorn had the fastest lap of the race in the daylight before the rains came at 4:09.

DEATH AND DESTRUCTION

In the meantime crashes had taken a heavy toll of machinery and one life. Bits and pieces of D-Jaguar and Lotus decorated the bend between White House and the pits. A Lotus was stranded for three hours in a sandbank. At dusk, the Aston Martin of Stewart Lewis-Evans (driving instead of Carroll Shelby who had a 102 degree temperature race morning and was put to bed) spun around under the Dunlop Bridge and kept twirling on the mirrored surface like a child's pinwheel. On the last whirl, it caught the wall. It managed to get back to the pits before retiring. (The third factory Aston, driven by Tony Brooks and Maurice Trintignant went out before noon the next morning with a broken gear box.)

About 9:00 p.m. up the hill beyond the Dunlop Bridge the fatal accident happened. A French industrialist and amateur sportsman racing under the name Jean Mary had lost 45 minutes in the pits with his light blue D-Jaguar. He was overextending himself on the treacherous course when he lost control and smashed the wall. He was thrown out on his head and killed instantly. His car, in three sections, was scattered across the road. Coming into the impasse was Bruce Kessler in the fourth-place Ferrari starting his last lap before handing the car back to fellow Californian, Dan Gurney.

Kessler's only choice was which piece to hit. The smallest was not small enough and his car careened out of control from wall to wall ending smashed and burning against one embankment. Kessler was thrown clear on the first bounce and, although a badly battered and bruised young man, was out with a cane less than a week later.

Another American-shared car came to grief not long afterwards with Jay Chamberlain escaping with a broken wrist from an accident that started with his spin just before the Dunlop Bridge. Picard's Ferrari was smashed when he plowed into the Lotus rather than risk hitting Jay who was sprawled for a few terrifying moments in the middle of the track.

Dawn promised a pleasant Sunday and a dry finish, but it was a promise not to be kept. There was not a cloud at seven a.m. By nine it was pouring again. Then it stopped. Then it started again — violent summer-like showers that darkened the sky and pelted rain.

In the midst of one storm Hamilton crashed in the second-place Jaguar at White House. The Jaguar plowed down the road sideways, then was gone the other way, off the road backwards and end over end. Hamilton was not damaged beyond cuts and bruises and an injured leg.

ASTON RUNS SECOND

And so what was left in second was the ancient Aston-Martin of the brothers Whitehead, Alfred and Peter. It was fourteen laps back. So it was a matter of "balloon-footing" for Hill and Gendebein and, for the last hour and a half, Hill again. (He even permitted the Whiteheads to make up a lap.)

But actually the second place car's race was coming from behind. It was the "two-liter" Porsche ((actually 1588 c.c.) of Jean Behra and Hans Hermann. An overheated brake had lost it much valuable time in the pits and it was trying hard to make them up. It managed all but two laps for a well-earned third. Fourth came the Barth-Frere Porsche and fifth the de Beaufort-Linge Porsche. Sixth was a Belgian 3-liter Ferrari and seventh was an American Ferrari driven smoothly and safely by Ed Hugus and Ernie Erickson.

The Le Mans victory cinched another world title for Ferrari. It was the third year in a row that Hill had shared a title-cinching victory. Last year he and Collins did it at Caracas and the year before he and Trintignant did it at Sweden.

—McCluggage



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East Coast Exhaust Notes

(Continued from Page 5)

GIANT' DESPAIR HILL CLIMB committee have been sending us material on their new "Brynfan Tyddyn" closed race course at Berwick, Penna. It's a one-mile paved circuit, shaped sort of like an hourglass. The inaugural will be on July 19, the day after the hillclimb and we wish them all the luck. We can't say that another closed course is "just what we needed" as we feel in these parts that the cars, drivers and workers—not to mention the paying spectators —are being spread too thin. Things have gotten so that many of us welcome a "Sunday off."

HEARD 'ROUND THE ROUND TABLE: That the SCCA Contest Board will not clamp down on the mandatory helmet rule on July 15. Rather, they will declare that all the evidence is not in and further study is to be made. This ties in with a gag going around about one of the Round Table regulars, JOHN PORTER. John bought one of the recommended west-coast helmets, complete with non-resilient liner and all. He was not a little disturbed when it arrived in a carton marked "fragile." Seriously, while the helmet situation has been somewhat confused, there's no doubt in anyone's mind but what much good has come—and will continue to come—from the Snell Foundation and the work of Dr. Snively.

I drove a Volvo with the new (at no extra cost) four-speed gear box the other day. It's a honey. If you've stirred the gears in a Porsche, you know what it's like. Positive synchro on all four cogs and you can go into first at 25 with ease . . . 30 if you're brave. Which brings up a point: Why are Saab GTs on the approved SCGA Grand Touring list and not the Volvos? Both are two-door, fast-back four passenger cars and both are outstanding in performance and handling. Granted (Chrysler, please pardon) that when you see one, "Suddenly it's 1940," the fact still remains that a well-driven Volvo eats up MGAs . . . and as for ruggedness, there wasn't a failure in the "Lime Rock Little LeMans" last fall while we know of three collapsed wheels within the last two weeks on "approved" popular sports cars.

STEERING WHEEL SCUTTLEBUTT: Now that Ferrari has broken the Jaguar Le Mans domination, look for the "E" type to be brought out in 1959 instead of 1960 . . . which was the best guess if the Jags had pulled it off again.

And on a lighter vein: The gag of the month. "What do you have if you cut 500 brassieres in half?" Answer: "1000 beanies with chin strips." Oh well, Don, I'd rather keep them in one piece and have 500 dual-overhead cam covers.

See you in two weeks,

ART PECK

Letter From London

(Continued from Page 4)

running on petroleum fuels, whereas all the British units were adapted from previous types.

During 1957 Cooper had quietly entered two cars in every major grand prix, without ever doing more than run round at the rear of the field. The fruits of this reconnaissance were reaped in 1958 by Rob Walker who bought three of the little rear-engined cars, two being fitted with 1½ litre Coventry Climax twin-overhead camshaft engines, the other with a bored-out 1960 cc unit. With this latter and Stirling Moss at the wheel, he calmly lifted the first **grande epreuve** of the 1958 season at the Argentine. With Frenchman, Maurice Trintignant, at the wheel he gave a repeat performance at Monaco. So the diminutive Cooper had won the first two major races of the season!

Since then there have been two more: the Dutch Grand Prix at Zandvoort and the Belgian (European) Grand Prix at Spa. Both these have been won by VanWall. At Zandvoort Stirling Moss led two B.R.M.'s driven by Schell and Trintignant home, the other Vanwalls having retired. At Spa it was Tony Brooks who won, ahead of Hawthorn's Ferrari, Lewis Evan's Vanwall, Allison's Lotus and Schell's B.R.M.

In short, British cars have achieved a remarkable domination of grand prix racing this year. In fairness to Ferrari it must be pointed out that his opposition is now formidable, since the British have a car that is ideally suited for **every type of circuit**, whereas the Dino 246 Ferrari must be a maid-of-all-work. From Cooper for the slowest and narrowest circuits to Vanwall for the fastest, with B.R.M. and Lotus between the two, Ferrari faces a specialist car with full supporting cast at each new encounter. But even so, ten years of seeing the red cars out in front cannot be wiped out in a moment and we are still pinching ourselves . . . !

Windscreen

(Continued from Page 2)

the form of subscription and the support of our advertisers through the purchase of space. Too many good publications have gone by the boards because of ill-practiced and ill-counciled circulation methods. We do not intend to let COM PETITION PRESS fall to such a fate. Our plans call for SUBSCRIPTION ONLY distribution. We feel the devoted motor racing follower (and after all that's the one we are publishing for) is too concious of his chosen sport and too news-starved for results to take the chance of missing a vital issue through sporadic newsstand circulation. Thus, our plan to sell by subscriptnon only was adopted. If you as an enthusiast want twice-monthly coverage of your sport, you can tell us and show your faith in motor racing's future by subscribiing to COMPETITION PRESS today. We need your support — we hope you need our publication.

Round a Canadian Corner



By ROBERT PODVIN, Staff Editor

A Recap of the Year So Far . . .

Racing in Canada received the traditional green flag May 4th, when the Grand Valley Car Club of Kitchener, Ontario held their first Canadian Automobile Sport Club sanctioned racing event at Harewood Acres, near Jarvis, Ontario. This was followed by the British Empire Motor Club's Spring Hill Climb. The results of that event are as follows:

1.	Peter Hayes	Ace Bristol	1:10:30
2.	Bruce Peck	Triumph TR 3	1:11:85
3.	Ray Liddle	Triumph TR 3	1:13:14
4.	C. Bovaired	A-Healy 100	1:13:62
5.	Al Sands	Morgan 4	1:13:85
6.	Dave Graham	MG-TC 1500	1:14:96*
7.	Bill Simpson	Triumph TR 3	1:14:50
8.	Don Stewart	Jaguar XK SS	1:14:56
9.	Jack Broad	MG A	1:14:95
10.	Brock Farrow	Ghia-Porsche	1:15:64

*(New Class "F" Record)

Two weeks later at Port Albert, Ontario, (Green Acres"), located 10 miles north of Goderich, the London Automobile Sport Club held their Closed Invitational.

As most sport car events held in Canada are within access to the Canadian and United States borders, entries from the states of New York and Michigan added an International flavour to the day's racing. The S.C.C.A. was well represented as their entries won four "overall" awards.

NOTE—COMPETITION PRESS will be covering the major Canadian events this season and will include complete results of all important competition that takes place north of the border.—Editor

GP of Europe

(Continued from Page 4)

either direction. In very little over 4 minutes the cars could be seen streaming into the hairpin of La Source with Tony Brooks just leading the three Ferraris of Collins, Gendebien and Hawthorn. Lewis-Evans was well behind Hawthorn, and Stirling Moss, who had led as the cars disappeared from sight on the first lap, was nowhere to be seen. He had, in fact, missed a gear-change on the back part of the circuit, over-revving the engine and damaging it irretrievably. He coasted into the pits at the rear of the field to retire.

On the next lap round, Collins had overtaken Brooks and the other two Ferraris were close on his heels. Farther back, Musso had taken Lewis-Evans who was in turn well ahead of the leading B.R.M. driven by Jean Behra. On the third lap, Tony Brooks put on the pressure by bringing the lap time down to 4 min. 0.2 sec. and taking a narrow lead from Collins. The order behind was as before. When another lap had passed it was Collins in the lead again, ahead of Brooks who was now being pressed by Hawthorne. It was noticeable, however, that an ominous trail of smoke was coming from Collin's car as he accelerated from the hairpin.

Collins' tell-tale smoke wisp was proved on the next lap when Brooks came round with a 3-second lead on Hawthorn, Collins coming into his pit and retiring after a rapid inspection.

Twenty seconds behind Hawthorn came Musso, leading Lewis-Evans by a further 10 seconds. Jean Behra also brought his B.R.M. into the pit at this time to retire with unspecified troubles. With a clear run at the circuit and no-one near enough to cause him undue concern, Tony Brooks began to speed up. Driving in masterly fashion, he proceeded to open the gap on Hawthorne by approximately 5 seconds per lap. Never the fastest driver at the beginning of a race, Brooks is capable of working gradually up to sustained high-speed average and, in all probability, he is the most skillful driver on this most nerveracking of circuits in Europe today.

Farther down the field, a remarkable performance was being put up by Roy Salvadori in the 2 litre Cooper. Although making a slow start, he gradually worked his way up through the field catching and passing his team-mate Brabham, after disposing of both B.R.M.'s, and then pursuing Allison in the floying Lotus until, on lap 11, he passed him also. Thereafter an increasingly slipping clutch caused him to drop back. Allison's driving was completely unruffled throughout and the Lotus continued to run like a train through to the end of the race. The result at half-way (12 laps) seemed a foregone conclusion, since Brooks was continuing to pull out his 5 seconds per lap with monotonous regularity. Hawthorn was managing to pull away from Lewis-Evans at a slightly slower rate.

In fact, things did not turn out quite so, for Brooks eased off slightly, and Hawthorn suddenly managed to find new speed from somewhere. Between laps 12 and 15, the distance between them stayed static at approximately 40 seconds, which is not an excessive amount for a long and difficult circuit such as Spa.

The apparent calmness of the closing laps belied the facts, and Dame Fortune nearly had the last laugh. Originally scheduled for 30 laps the race was reduced to 24: had it been only 25 the results would have been vastly different.

Tony Brooks coasted across the finishing line with the car in neutral. Rumor had it that the gearbox had broken, although Tony later told me that he had merely missed his gear-change. Mike Hawthorn, in second place, there was no doubt about! He blew up in a big way about 200 yards before the finish, crossing the line in a cloud of blue smoke after putting up a last lap in well under 4 minutes **even so!** In his final burst he had also achieved a new lap record. Finally, to complete the charade, Lewis-Evans in third position came gingerly down from the hairpin with a front wheel at a crazy angle due to a broken wishbone!

The amazingly fast Lotus of Allison took fourth place—and it could well have been first or second! Although Harry Schell took a creditable fifth position, the B.R.M. was definitely well down on power, probably due to a new "improved" carburetor lay-out.

So it was more honors to Vanwall, more honors to British cars (four of the first five), more honors to British drivers (four of the first five) and a much merited first **grande epreuve** win for Tony Brooks.

1958 Competition Calendar For Canada

SATURDAY, JULY 19
Harewood Races
British Empire Motor Club

SUNDAY, AUGUST 10
Sport Car Races
Laurentian Autosport Club

SATURDAY, AUGUST 16
Eighth Annual Trophy Races
Sports Car Club (Toronto)

SATURDAY, AUGUST 23
Green Acres Trophy Races
London Automobile Sport Club

MONDAY, SEPTEMBER 1
Connor Airport Circuit Races
Quebec Region

SATURDAY, SEPTEMBER 13
Indian Summer Trophy Races
British Empire Motor Club

SATURDAY, OCTOBER 4
Fall Hill Climb
British Empire Motor Club

SUNDAY, OCTOBER 12
MG Car Club National Races
Montreal MG Car Club

Results of "Green Acres"

10 Laps, Sports Cars, Gran Turisimo, Under 160cc: 1, W. M. Bradley (Elva-3); 2, G. W. Brown (MG A). Time: 21 mins. 31.3 secs.

12 Laps, 1600c.c. to 2700c.c.: 1, R. L. Durbin (A-H 100-6); 2, S. R. Gallagher (TR-3). Time: 26 mins. 20.3 secs.

10 Laps, Mod. & Prod. Sedans, 1300c.c. to 2000c.c.: 1, J. S. Polivka (Volvo); 2, N. J. Babcock (Volvo). Time: 18 mins. 20.1 secs.

12 Laps, Over 2600c.c.: 1, L. Morrisett (Corvette), 2, J. Cooke (Thunderbird). Time: 24 mins. 19.4 secs.

12 Laps, Prod. MG's TC to MG A): 1, I Grant (MG A); 2, J. Broad (MG A). Time: 21 mins. 28.1 secs.

20 Laps, McGee Trophy Race: 1, L. Morrisett (Corvette); 2, D. M. Coad (Lotus-9). Time: 35 mins. 22.7 secs.

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Formula 1 Maserati 250F

Identical to Moss's private GP car. Recently left Modena with complete factory re-build. Inquires to the Estate of Edward J. Biddle-Smith, 853 Lakepointe Drive, Grosse Pointe 30, Michigan.

Ferrari 250 GT

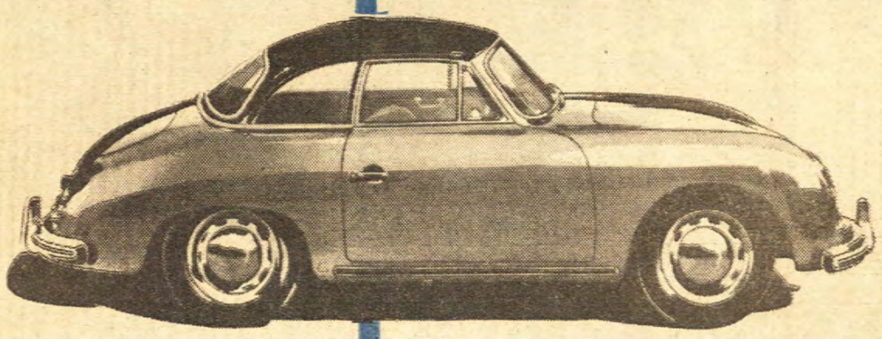
BRAND NEW — Never registered—Car purchased in Italy, May, 1958. IRR with buff leather. Fitted racing Pirellis, RHD. Need capital to purchase racing yacht. Ferrari, Box 31, Grand Central Station, N. Y.

1957 KG VOLKSWAGEN, Blue/Blue with WW tires Telefunken — Want Porsche Speedster, Super or Carrera. Suzanne Beuerle, 29712 Quail Hollow, Farmington, Michigan.

3.5 liter Maserati Gran Turismo

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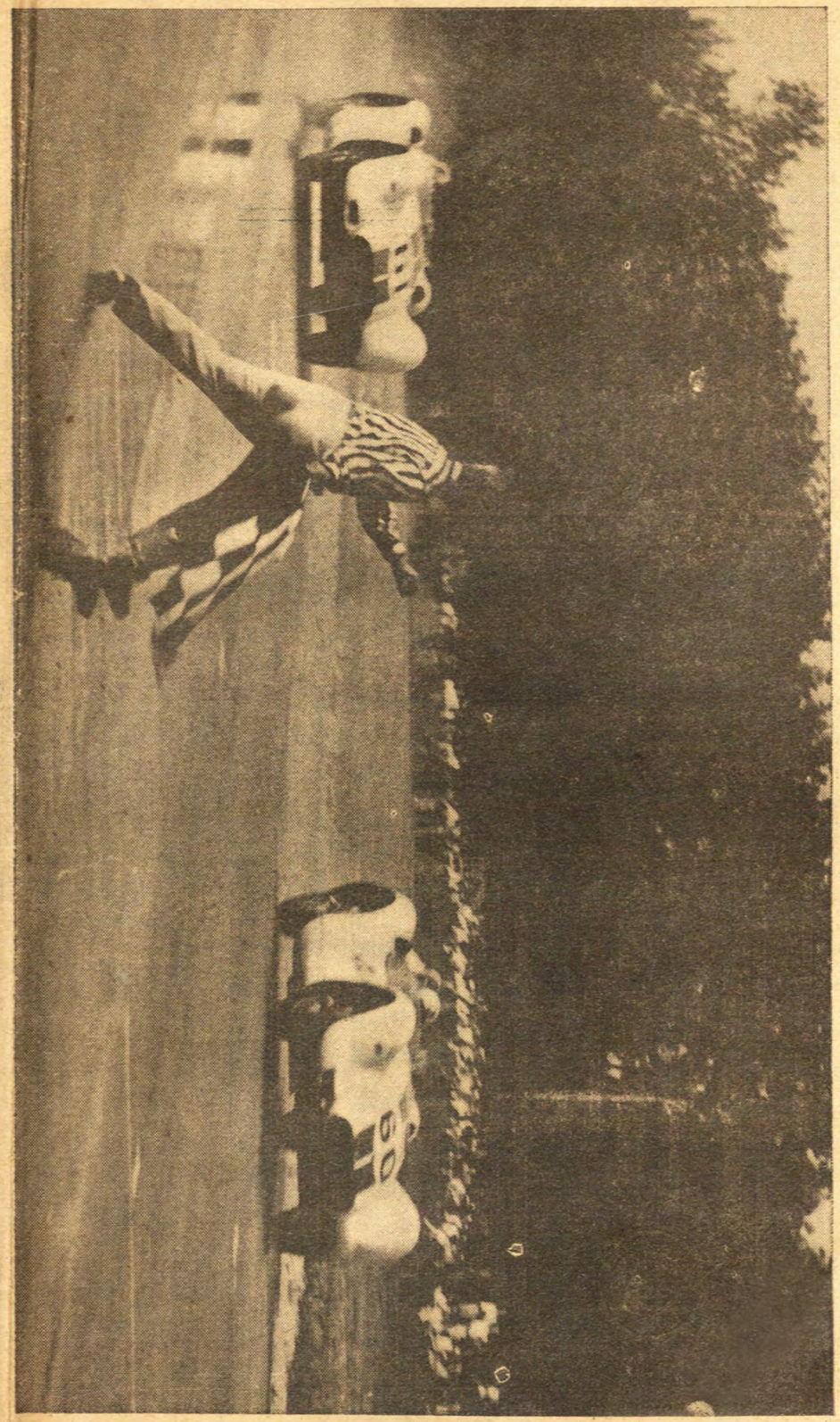


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