



The start of the duel between Whitehouse's 998 c.c. Cooper-H.R.D. and Matthews' ex-Newsome Jaguar, at the West Essex Car Club's Chelmsford Speed Trials last Sunday. The former burned a hole in a piston crown; the latter—on a later run—put up f.t.d.

THE SPORT

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THE ART OF RACING

KEEN students of motor racing will hardly need any reminder that races are rarely won by the optimist who keeps his foot flat on the loud pedal from the beginning; much depends on what may fairly be called track craft. Motor racing history is full of excellent examples of this, both in Grand Prix racing and in sports car events such as Le Mans and the T.T.; the moral has often been driven home that it is brain which wins most races.

One of the more recent excellent examples which springs to mind is that of the 1947 French Grand Prix, which was won by that past master in the art, Louis Chiron. Although his Talbot was a very sick car towards the end of the race, he concentrated on going fairly fast past the pits and in looking happy and making O.K. signs, thus deluding the pit staff of his nearest rival into believing that all was well with him and that their driver had consequently no chance to catch up—which he might well have done.

Among the best present-day drivers, both for sheer artistry and for the use of his brains, is the veteran Luigi Villorosi, and it really seems that in the Marseilles G.P. (briefly reported last week) he excelled himself. He and Ascari found themselves up against Fangio, all driving similar 2-litre Ferraris of approximately equal performance. Therefore it was decided that Ascari should lead Villorosi at a safe engine speed, and if Fangio risked pushing his machine far enough to pass them, then Ascari was to hang on to him and try to make him blow up. Fangio, no fool himself, demurely followed them for the first part of the race and then just held on to a low gear for long enough to pass Villorosi coming out of a corner; he then hung on to Ascari, but did not try to

pass him, planning to make his bid with-in sight of the finishing line. However, when the race was two-thirds over, Fangio made an error of judgment on a corner and got caught behind a slower car, whereupon Villorosi neatly slipped by him and this time stayed in front. As the three cars came down to the finishing line Fangio commenced his big effort; Villorosi, however, was watching for this and, realizing that Ascari was unaware of the danger, put his own foot down and held it there, crossing the line a bare length in front of his team mate. Ten yards past the finishing line Fangio had got past Ascari—just too late.

Incidentally, disturbing news is that Farina crashed in practice.

RAYMOND MAYS and Peter Walker have been appointed as the official drivers for the B.R.M. team. As, at first, it is probable that there will only be one car taking part, one or other of these drivers will take the wheel. Other drivers will be engaged as soon as the full team is ready. In the future, it is Raymond Mays' intention to concentrate on sprint events and hill-climbs in his own car and to the finding and training of young drivers for Grand Prix racing.

The B.R.M. will make its first public appearance at Silverstone on May 13, in the form of a demonstration run over a number of laps of the circuit. The Committee of the British Motor Racing Research Trust has decided not to enter the car in the G.P. d'Europe, in accordance with their policy not to race the car until its final tests are completed. It is, however, confidently expected that one, or more cars will compete in several events this season.

THE second Coppa Inter-Europa meeting, run last Sunday at Monza, consisted of two races, each of two hours' duration and with a Le Mans-type start.

ASTON MARTIN SECOND AT MONZA

The morning's race was open to cars conforming with the new international touring car regulations, while that in the afternoon was confined to sports cars—in both cases only closed and convertible bodies were admissible.

There were 32 starters in the first race, which was a spectacular affair with several crashes, but fortunately no serious injury to competitors. In both of these races there was, strictly speaking, no general classification, but there were separate class awards. However, in this case, the best average speed was put up by a 1,500 c.c. Maserati driven by Bordoni.

The sports car race, in which there were 23 starters, had the added interest—for us—of the lone British entry, the first production Lagonda-engined Aston Martin, driven by Lance Macklin. He had, apparently, entered originally in the touring car event, but later transferred—or more probably had been transferred—into the sports category. For the first part of this race the Aston Martin was in the lead, but was passed later by an Alfa-Romeo, driven by Sanesi, and two Ferraris. However, Macklin put up the fourth best average speed, was second in his class and won a cup in the concours d'élégance, which was held for finishers only. This last strikes me as a good idea, conducive to care during the race itself and proving the practicability, as well as the beauty, of the coachwork.

Duration of each race 2 hours; 3.912-mile lap.

TOURING:

750 c.c.: Fiat (Ferrario), 58.99 m.p.h.; 1,100 c.c.: Cistadin (Paranti), 79.12 m.p.h.; 1,500 c.c.: Maserati (Bordoni), 79.50 m.p.h.; Unlimited: Alfa-Romeo (Piotto), 79.12 m.p.h.

SPORTS

750 c.c.: Fiat (Zagato), 65.08 m.p.h.; 1,100 c.c.: Abarth (Scagliarini), 85.01 m.p.h.; 2,000 c.c.: Ferrari (Stagnoli), 90.17 m.p.h.; Unlimited: 1, Alfa-Romeo (Sanesi), 91.78 m.p.h.; 2, Aston Martin (Macklin), 85.90 m.p.h.

This weekend sees the famous Targa Florio race in Sicily, in which the principal interest from the British viewpoint lies in the participation of Macklin's Aston Martin, Sydney Allard with a J2 Allard, and possibly Biondetti in an XK120 Jaguar, and at least one Frazer Nash, also in Italian hands.