

under the hood

BONNEVILLE NATIONAL SPEED TRIALS

Aug. 26 to Sept. 1, 1957

The Contest Board of the world-famous Bonneville National Speed Trials has just announced regulations for the ninth edition of this classic event. Due in part to encouragement given by SCI, this year's week-long meeting on the world's greatest and safest straightaway course will offer greatly increased scope for sports car competition. In place of the four sports classes provided at previous Bonneville meets. The '57 rules define ten classes of sports cars. Last year's meet was enthusiastically endorsed by all its sports car contestants and the Board extends a warm and cordial invitation to all those who wish to run in sports car categories this fall.

Whether you'd like to scream for records in a blown Monza or just explore the effects of simple tuning on an MGA, you'll find running on the land speed record course an unforgettable experience. The Nationals are justly renowned for smooth organization, precise timing, safety, technical stimulation and good fellowship. The \$20 entry fee (\$35 post-entry, after Aug. 1) entitles contestants to any number of timed runs during the seven-day event and there will be excellent trophies for top cars in classes.

REGULATIONS

I.

Sports cars will be divided into four groups with separate engine classes as follows: (Production will mean produced in quantities of 500 or more; open and closed cars will run in the same classes.)

SPORTS CARS, PRODUCTION

Class O: Up to 91 cu. ins.

Class A: 92 to 170 cu. ins.

Class B: 171 to 305 cu. ins.

Cars competing in these classes must be equipped with production sports-car type bodies, unaltered in height, width and contour. Engines, bodies, chassis, windshields, fenders, hood and grille must be of the same year and make and mounted in the conventional manner. No streamlining will be allowed.

SPORTS CARS, AMERICAN PRODUCTION

Class C: Up to 368 cu. ins.

Cars competing in this class must be equipped with American production sports car type bodies, unaltered in height, width, and contour. Engines, bodies, chassis, windshields, fenders, hoods and grilles must be of the same year and make and mounted in the conventional manner. No streamlining will be allowed. American

production sports cars with engines above 368 cu. ins. will run in Class CM.

SPORTS CARS, MODIFIED

Class OM: Up to 91 cu. ins.

Class AM: 92 to 183 cu. ins.

Class BM: 184 to 305 cu. ins.

Class DM: 306 to 488 cu. ins.

Cars competing in these classes must be equipped with sports car type bodies, either modified production or fabricated. Supercharged engines will be limited to 368 cu. ins.

SPORTS CARS, AMERICAN MODIFIED

Class CM: Up to 425 cu. ins.

Cars competing in this class must be equipped with American production sports car type bodies which have been modified or streamlined. Engine make is optional.

ADDITIONAL REGULATIONS

II.

All sports cars, in addition to the general safety and technical regulations, must comply with the following rules:

S1: Suitable for competition. Cars entering for sports car classes will be qualified as per the 1957 FIA Sporting Code.

S2: Fuel. All cars must run pump gasoline without any type of additive.

S3: Bodies. Minimum width 48 inches; must have two functional seats side by side.

S4: Doors. All cars must have at least one functional side door.

S5: Fenders. These must be securely mounted and must cover tread of tire for 120 degrees, down to a point on the rear tire no higher than a horizontal plane through the rear axle. Cycle-type fenders will not be permitted except where factory production.

S6: Windshields. These are required on production classes, American production class, and American modified class.

S7: Exhaust systems. These may be modified.

S8: Only single-engine chassis will be allowed.

Misc.: Cars must have battery-operated starter, positive-operated generator, headlights, tail lights, horn, spare tire. Quick-change and locked rear ends will be allowed.

For entry blanks or further information write to Mr. Jim Khougaz, Secretary-Treasurer, Bonneville National Speed Trials, 20304 Gresham St., Canoga Park, Calif.

Last Mille Miglia?

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sitting there, turning over relatively quietly in comparison to some of the other iron already gone, all white with a bit of blue showing—Doug and Ak looking like two jet pilots—the mob of Italian photographers on a platform over our heads shouting themselves crazy to get Ak's attention. Seat belts adjusted, shoulder harnesses set, the seconds were counted out and the flag fell; every American present felt a wonderful pride in that machine as Ak let in the clutch—easily—to avoid going down the ramp too quickly and banging the car's rear as they hit the street. With all four wheels on black top, Ak really poured it on, and away they went, a white and blue bomb passing between a mass of waving, cheering humanity that opened like a wave as they roared through. Moss was off at 5:37, preceded by the Ferraris of de Portago, Collins, Taruffi and Von Tripps. We returned to the press office to follow the race from there.

Within 5 minutes the Maserati threat had completely dissolved. Moss, boring through a 140 mile-an-hour corner just seven and a half miles out of Brescia, shifted down into fourth, hit the brakes, and nothing happened. His foot went clear to the floor, the pedal itself breaking off on the stem, metal failure. Stirling's guardian angel must have been on duty at that moment for if the incident had occurred a minute or two before, he wouldn't be alive to tell about it. Bitterly frustrated and disappointed, Moss and Jenkinson got the Maserati to a halt safely, and with the help of some peasants, turned her around and headed back to Brescia. Even if the pedal could have been replaced or repaired on the spot, the fact that they had started last meant that any delay would make it impossible for them to get back into the race as the road would be jammed with the public—minutes after the time they were to have passed. Hermann's new V-12 didn't last much longer. In true Maserati form, the car had been finished the day before without any opportunity to try it out on the road; Hans managed to get a bit of highway time in but nowhere near enough; its handling just wasn't right and he retired near Ferrara. This left only Scarlatti in the 3 liter six cylinder to uphold Maserati's honor.

Collins in his Ferrari was burning up the roads; the new quadruple cam 4 liter twelve averaging 118.4 mph to Verona. Then as the road reached Padua and turned South for the run along the Adriatic Coast, Taruffi put his foot in it. Running as if at Le Mans or Monza, he flew South towards Ferrara, Ravenna and Pescara—here there are numerous blind hills; the man who knows which way the road goes—which ones can be taken at full throttle, is well ahead of his competitors; Tripps was in the lead, but not for long; he was first at the Ravenna control averaging 115.7 mph., Collins just 36 seconds behind him and Taruffi just one minute and 20 secs. behind him. By Rimini, 37 miles farther on, Taruffi had made up this minute and 20 seconds, passed Tripps and by the

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