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**very sincerely yours:**

**E**ARLY in December came the announcement that Maserati would drop out of racing probably for good. The reason given was that the combine was "short on funds" which could probably be freely translated to read "not selling enough passenger cars." Another reason could lie in the fact that the '58 season is going to have a requirement that says gasoline and only gasoline will be used for fuel and it's an accepted fact that Maserati has been doing what's known at Bonneville as tipping the jug in order to stay ahead during the season just past. In other words the gospel according to chemistry has reached the Grand Prix scene and doses of nitro have been used in varying amounts by various teams.

The old man of Maranello has, on the other hand, been quietly experimenting with gasoline in Formula II machinery with the result that the Ferrari team is way out ahead of everyone else when it comes to cooking with gas. The way the new V6 Formula I car went at Casablanca proved that.

Tony Vandervell's people have been working like beavers to catch up but the work may be to no avail. Vandervell announced just before Christmas that he didn't see any sense in joining in a season-long two-team dice with Ferrari and that very possibly he would pull his potent Vanwalls out of contention too. He didn't say he *would* do it but he left the door open for a jump either way. The excuse that there is "no sense" in fighting out with Enzo seems to this corner to be a weak one. The door, as we said, is left open but it would seem that it was left ajar just in case Norton and the Vanwall people can't get their four-banger to put out on gasoline.

Does this leave Ferrari's number one driver winner of next year's championship by default? It could, but it doesn't necessarily follow as night the day. As of this writing it is fairly certain that David Brown will be at least getting his feet wet in Formula I. BRM is always a dark horse and that old fox Gordini is said to have gotten back into business if only in a small way. All of which makes Mr. Vandervell's reported remarks about not having any competition somewhat specious.

Mind you, Mr. Vandervell and the Orsi brothers are businessmen and it doesn't make good business sense to field a certain loser but it seems strange that the top runners of 1957 would give up the ghost for the '58 season as early as last December.

The list of missing in last November's air disaster over the Pacific carried the names of Mr. and Mrs. Robert LaMaison, head of Renault's widening enterprise in the United States. It is now, of course, certain that both were indeed lost. And the loss was not that of their family alone nor even that of Renault. Mr. LaMaison was one of the leading lights in the import field and one of those most responsible for its current rapid growth. The industry and all those connected with it will miss him.

—john christy



"... LET'S GO OVER OUR SCHEDULE JUST ONCE MORE. NOW, IF WE LEAVE HERE AT 0730 AND MAINTAIN 37 MPH WE SHOULD ARRIVE AT POINT 'A' AT 0751 EXACTLY, THEN IF WE PROCEED TO POINT 'B' AT 42 MPH WE SHOULD CHECK IN AT 0917 ON THE NOSE AND IF..."

"YOU'D BETTER TELL 'EM, MAE, I HAVEN'T THE HEART. HIS WATCH IS 30 MINUTES SLOW."