



Note 118 Part 2 PICTURES in PRACTICE

1955 practice for Crystal Palace

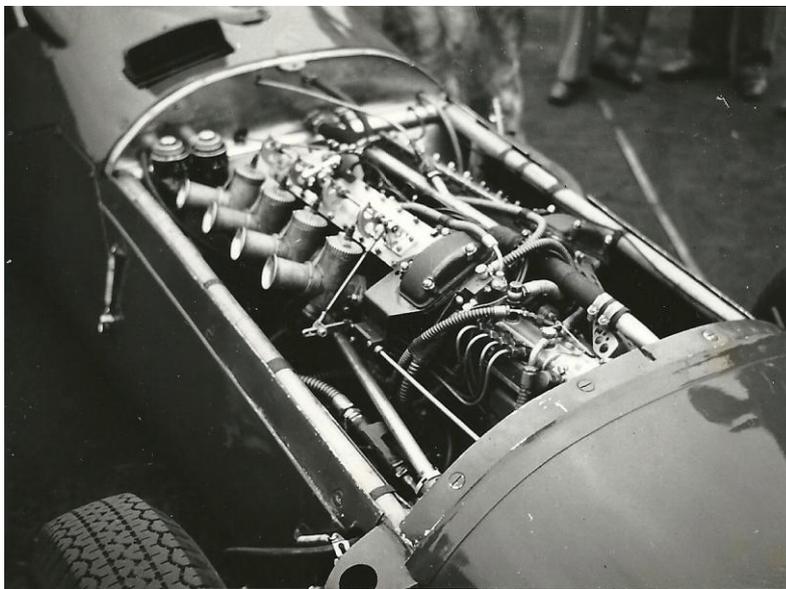
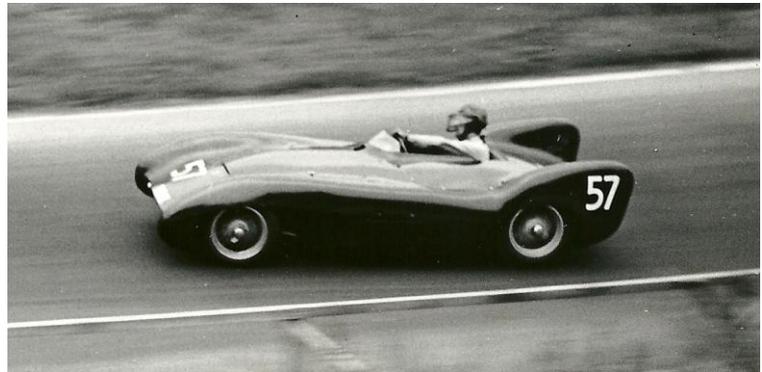


Mike Hawthorn tries Stirling Moss' Maserati 250F for size. Alf Francis, holding the seat cushion, is on the left. Tony Robinson, Alf's assistant is on the right.

After Hawthorn was 2nd to Harry Schell in a Vanwall in practice, Francis improved the 250F by dropping the axle ratio and taking a leaf out of the rear spring (DASO 147). Hawthorn then won the race from Schell.

This was just after Hawthorn had left Vandervell's team, dissatisfied with their reliability, and returned to Ferrari for the classic GPs. He and Vandervell had exchanged discourteous gestures as he arrived in the paddock!

Colin Chapman showing a masterful elbow at Ramp corner in his Lotus Mk IX with an MG 1½ litre engine.



The port fuel injection engine of the 1955 Vanwall.

The Bosch pump was driven from the front of the inlet camshaft and the fuel flow was controlled mechanically. The airflow was controlled by otherwise-empty Amal carburetter bodies close to the ports.

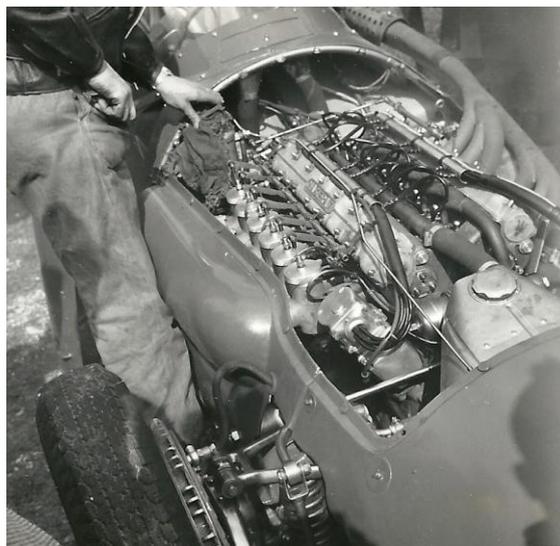
This system can be contrasted with the unsuccessful SU system on Moss' Maserati at Easter Goodwood.

1956 Practice for Easter Goodwood



The new BRM P25 (1L4 2½ litre naturally-aspirated). This was its 3rd event after a non-start at Aintree and a DNF at Oulton Park in 1955. Hawthorn drove it but after transmission failure in the race which resulted in the car overturning was lucky to escape serious injury.

The works Maserati 250F of Moss was fitted with port fuel injection by a Bosch pump. This picture also can be contrasted with the unsuccessful SU system on Moss' private Maserati seen at the 1955 Easter Goodwood. The 6 individual throttles were motor-cycle-type carburettor bodies close to the engine. The pump was mounted under the now-single-final-pipe exhaust, driven by a triple-row exposed chain from the near-side magneto drive. The fuel flow was controlled mechanically (as on the Vanwall) instead of pneumatically on the SU.



Moss hurling the Maserati into the chicane. Once again the medium-RPM torque was not so good as his own car, back on carburettors. However in the main race, which he won, he lapped in 1min.30.2 sec which beat the previous record set by the 4½ litre "Thinwall".

Maserati did not persist with the injection engine.

1956 Practice for Whitsun Goodwood

Hawthorn driving a new Lotus Mk 11 (IL4 Coventry Climax 1½ litre single overhead camshaft).

In those days Grand Prix drivers could be seen in anything from 500cc cars upwards in pursuit of a few pounds! Hawthorn was then contracted to BRM but, as with Vanwall the previous year, its unreliability led him to leave and return to Ferrari for 1957.



1957 VSCC at Oulton Park

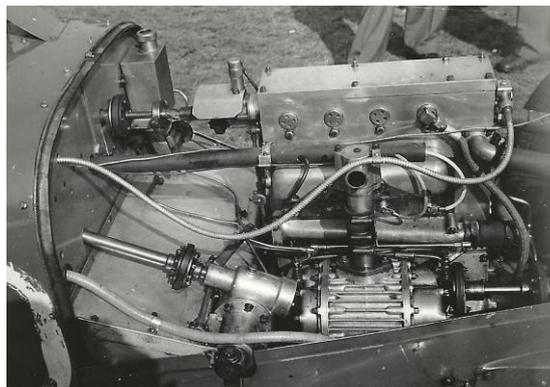


The famous 1934 Maserati 8CM (IL8 3 litre supercharged), ex-Whitney Straight ex-Bira, then owned and driven by H.C. Spero.

This plan view show clearly the x1.5 difference in spring base of the rear and front half-elliptic leaf springs. With roll-resisting couple the square of the spring base, i.e. rear 2.25 x front and with a horizontal roll axis, this meant the car was an over-steerer, except in so far as the front/rear spring rates might be different and a torsionally-weak frame did not modify that effect. This was the same as the contemporary Alfa Romeo type B ("P3").

A Bugatti engine is always worth a picture. This was Eminson's T37A (IL4 1½ litre supercharged).

Bugatti Roots-type superchargers had 3 lobe rotors with multi-fin sealing at the tips, which two features should have made them more efficient than the usual 2-lobe design, but no comparative figures are known. The central feed to the inlet manifold was also better than the usual end feed.



1956 practice for the British GP at Silverstone



Lancia D50 engine (60° V8 2½ litre naturally-aspirated) as raced by Ferrari in 1956. Unusually Lancia chose Solex PII 2-choke carburetters, after trying Webers. One of the two bolt-in struts added to the engine compartment by Ferrari can be seen, not trusting to the engine to take all the loads from the front to the centre structure as Lancia had done.

The front wishbone extension operated a telescopic damper. The spring was transverse leaf, end just visible.



Peter Collins in the Lancia D50-Ferrari, as modified by Ferrari in 1956 with the original pontoon side tanks now integral with the body and most of the fuel now in a tail tank.

He retired in the race but then took over de Portago's car and finished 2nd to team-leader Fangio

Connaught Engineering.
The drivers were (race numbers):-
No. 19 Archie Scott-Brown;
No. 20 Desmond Titterton;
No. 21 Jack Fairman.
No. 22 spare.

Fairman finished 4th but 3 laps down.
The team seemed to this author as rather military in an "officers and other ranks" way.





“Senor Gonzalez “ (as he was paged on the Tannoy) tries a Vanwall –the seat had to be stretched wider to suit him!

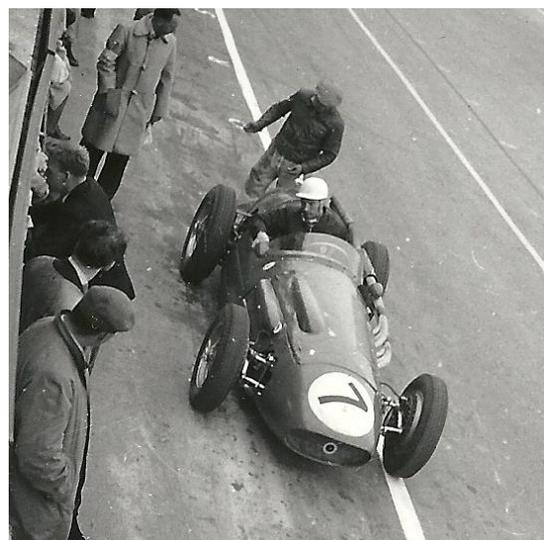
He had a universal joint break on takeoff at the start of the race. As he was pushed back to the pits afterwards, standing up in the wrap-round cockpit, this author mentally likened him to a U-boat captain in his conning-tower coming in to surrender after WW2!

This was Gonzalez first visit to Europe since 1954. He never drove a Vanwall again.

Stirling Moss, team-leader for Maserati with his preferred no. 7.

The lower bonnet bulge cleared the 3 Weber 45DCO3 carburetters, but the top bonnet bulge did not seem to serve any purpose,

Moss was leading the race at lap 69 but then trouble struck and eventually he DNF.



1956 practice for September Goodwood



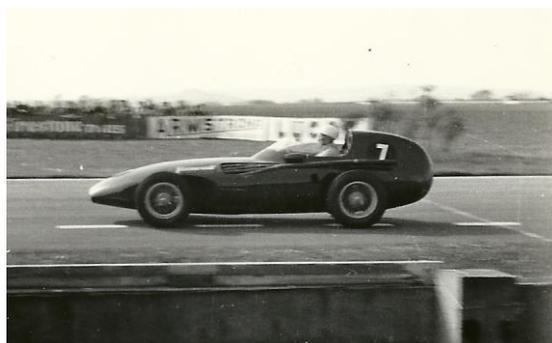
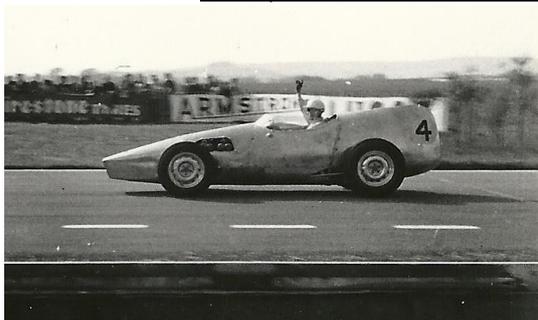
No picture series of the '50s would be complete without one of a 500cc F3 car. This formula gave a start to very many drivers, some of whom went on to much greater heights, Stirling Moss and Peter Collins being two.

Others concentrated solely on the 500s, such as Don Parker, seen here in his modified Kieft. The engine was a double overhead camshaft “Manx” Norton which was essential to win after 1949. Famous motorcycle tuners such as Francis Beart, Steve

Lancefield, Ray Petty and Robin Jackson were engaged to provide the best engines. Parker’s unit was modified by Jackson with a 2-side-plug head, the usual plug position being left unbored, as can be seen.

Moss continued to drive in F3 events up to the end of 1954. In that year he entered 7 such races in a Cooper Mk 8A developed by Beart and powered by a Beart-tuned Norton and won 6, being 2nd once.

1957 practice for Easter Goodwood



A contrast in body styles
 Connaught "Toothpaste Tube"
 Stuart Lewis-Evans

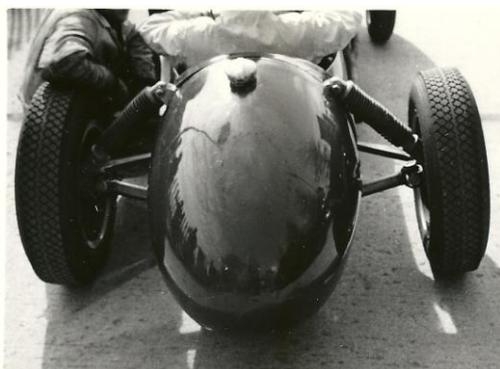
Vanwall
 Stirling Moss

Both IL4 2½ litre naturally-aspirated.

Moss was in tremendous form and lapped in 1.28.2, 2 seconds inside his own record. He had his throttle linkage break when leading the main event – a common Vanwall trouble caused by 4-cylinder vibrations (it was cured with flexible connections soon afterwards). Lewis-Evans won. He joined the Vanwall team in mid-season after Connaught had to retire from lack of money.

The first Lotus single-seater, Mk 12, with the new Coventry Climax FPF IL4 1½ litre naturally-aspirated double-overhead-camshaft engine, for the new F2 formula.

The car was driven by Cliff Allison.

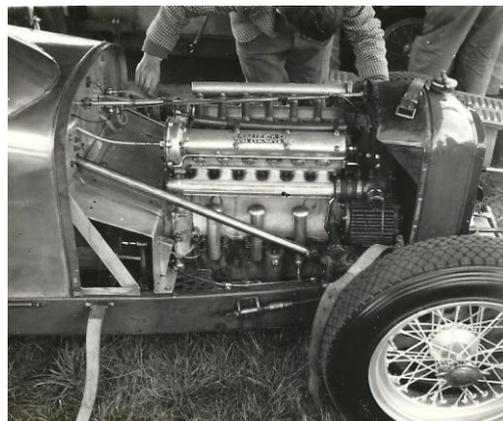


This shows the "Chapman Strut" L12 rear suspension, which was actually a driven McPherson layout. The lateral location was by solid double-jointed half-shafts (patented by

Georges Roesch before the war, as he reminded people when the idea was used in the '50s!).

1957 Vintage Goodwood

The very-first de Dion back axle!

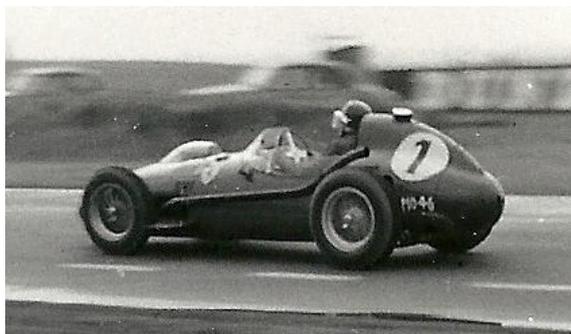


A classic six; 1926 Amilcar:-
 IL6 Bore 56mm Stroke 74mm = 1,094cc.
 Double-overhead camshafts, supercharged.



The front suspension of ERA R5B (IL6 1½ litre supercharged) “Remus”, ex-Bira, driven by Bill Moss. This car has its rigid front axle located by Watts’ linkage, the leaf spring being shackled at both ends. Moss won his event, as he usually did.

1958 practice for Easter Goodwood



Mike Hawthorn versus Stirling Moss

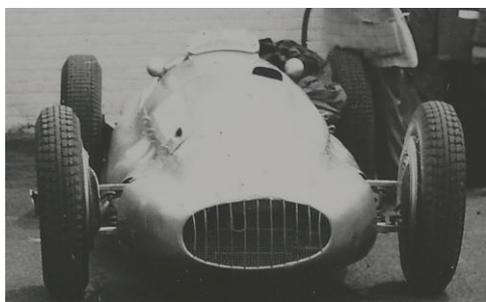
Ferrari 246
65°V6 2½ litre naturally-aspirated.

Cooper Climax T43
Coventry Climax FPF IL4 enlarged to 2 litre naturally-aspirated.

Moss in a similar Cooper, privately-owned by Rob Walker and prepared by Alf Francis, had won the 1st Grand Prix of the season in Argentina. At Goodwood the track was damp for practice and Moss’ best lap was only 1.31.8. Hawthorn was a second slower. However, he won the main event, as Moss stalled on the line and his engine blew up as he tried to catch up. They both lapped at 1.28.8.

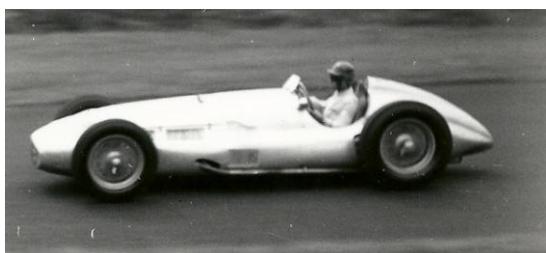
Note “Modena 46” on the Ferrari tail – a “trade number” of a series seen previously on many earlier cars from that works, where they often used the local roads for tests!

1958 Vintage at Oulton Park



1939 Mercedes Benz W154/M163 (60°V12 3 litre supercharged). It was brought for a demonstration at this Seaman Trophy meeting in honour of their works driver who died after crashing a similar car in the rain at Spa in 1939 when leading.

The de Dion-suspended rear wheels have negative camber, not an original feature. The author later queried this with Rudolf Uhlenhaut. He replied that it was tried on the car when they were settling the design of the 1954 W196.



Peter Collins in the W154/M163.

1958 practice for the British GP at Silverstone

Vanwall having brakes tested.
David Yorke, Team Manager, striding in on the left.

This car has light alloy disc wheels.
Brooks preferred these but Moss and Lewis-Evans preferred the handling of their cars with the slight flexibility of the original wire-spoked wheels at the front



Mike Hawthorn supervised the un-loading of his Ferrari 246.
As seen, Ferrari raced with Belgian Englebert tyres in 1958.

Ferrari "Dino" 246 engine. By this stage the Weber 42DCNW carburetters received air from a metal forward-facing scoop (see next picture), whereas the early 1958 spec. seen at Easter Goodwood had a Perspex static-pressure shield with a rear opening.



Hawthorn setting off to practise.
He had just won the previous classic GP at Rheims and finished 2nd at Silverstone to his team-mate and close friend Peter Collins. After that Vanwall won the remaining 4 races.

In memory of Stuart Lewis-Evans, who sometimes practised faster than Stirling Moss.
The NACA-type duct to the Vanwall inlets is well shown, although the original creators did not recommend its use for this purpose!
The front wheels were wire-spoked.
Sadly, Lewis-Evans died shortly after the last race of 1958 in Morocco from burns suffered when his engine broke and sent the car off the road.





Graham Hill brought the new Lotus 16 (IL4 2 litre Coventry Climax) back to the pits after one lap to complain that the cockpit wrap-round screen was so snug that he could not see the rev-counter!

Jean Behra drove the latest version of the BRM. He had given the team its first 4-cylinder win at a small race in Caen the previous year.



1958 practice for the Tourist Trophy at Goodwood

Colin Chapman sized up the ELVA MkIV opposition (IL4 Coventry Climax 1100cc). Hazel Chapman with him?

The ELVA MkIV had an interesting wish-bone type rear suspension in which one transverse link was formed by a solid universally-jointed half-shaft (but Chapman is looking at the front!).



Stirling Moss drove the Aston Martin DBR1 (IL6 3 litre naturally-aspirated), new in 1958.

He and co-driver Tony Brooks won the race, the Aston team having little opposition.

He is approaching Madgewick corner.

The way in which the DBR1s drove out of that corner was very impressive to this spectator.

1959 Stirling Moss' trial of the BRMs at Goodwood, Tuesday 30 March,



Stirling Moss did not have a works drive at the start of 1959 because Tony Vandervell had withdrawn his team. He drove Rob Walker's Cooper with the new full-formula-2½ litre size Coventry Climax engine to win the main event at the Easter Goodwood meeting

He had meanwhile arranged to obtain a BRM engine, more powerful than the Climax, for installation in another Walker Cooper. As part of the arrangement with BRM he agreed to test their car on the day after Easter Monday, at Goodwood.

He is shown setting off in Harry Schell's car, untouched since coming 3rd the previous afternoon in the 100 mile race.

As the rear tyres were well worn Moss came in to have them changed and is seen here discussing the car with Tony Rudd.

The nose cowling had pulled away from a rivet and this was replaced with an Allen screw, then Moss tried harder. He brought the lap down to 1. 27.4 and came in, concerned about water and oil temperatures. He was reassured about those but the cowling had torn away from the un-washed screw. Berthon decided that Moss should take out the other car, in which Joakim Bonnier had finished 4th.

In the second car Moss then achieved a lap in 1. 26.4, precisely 100 MPH. He did not exceed the BRM limit of 8,000 RPM.

Moss actually came in because a rivet fastening the air intake had broken with a bang at full speed, which he heard. No doubt 4-cylinder engine vibration had caused these metalwork failures (a bonnet catch came off the first car as well as the cowling problem). The instrument panel was flexibly mounted, presumably detuned from the vibrations so the gauges could be read! There would be later serious trouble from that vibration – as with the 4-cylinder Vanwalls two years earlier.



And now for something completely different!

The Senior TT Velocette ridden by Stanley Woods in 1936 – 1939, as seen at its owner's, Ivan Rhodes, in September 1986.

Bore 81mm x Stroke 96mm, 495cc.

Woods on this machine finished 2nd to Nortons in 1936, 1937, 1938 and also 1939 if the two leading supercharged BMWs are discounted. The time deficits were respectively:- 18sec; 15sec; 15sec; and 6 sec,

totalling 54 seconds over 1,056 miles of the Isle of Man circuit. The Norton riders were respectively:- Jimmy Guthrie; Freddy Frith; Harold Daniell and Frith again.



Picture credit: Mike Taft.