

AUTOSPORT

JANUARY 20, 1956

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EVERY FRIDAY

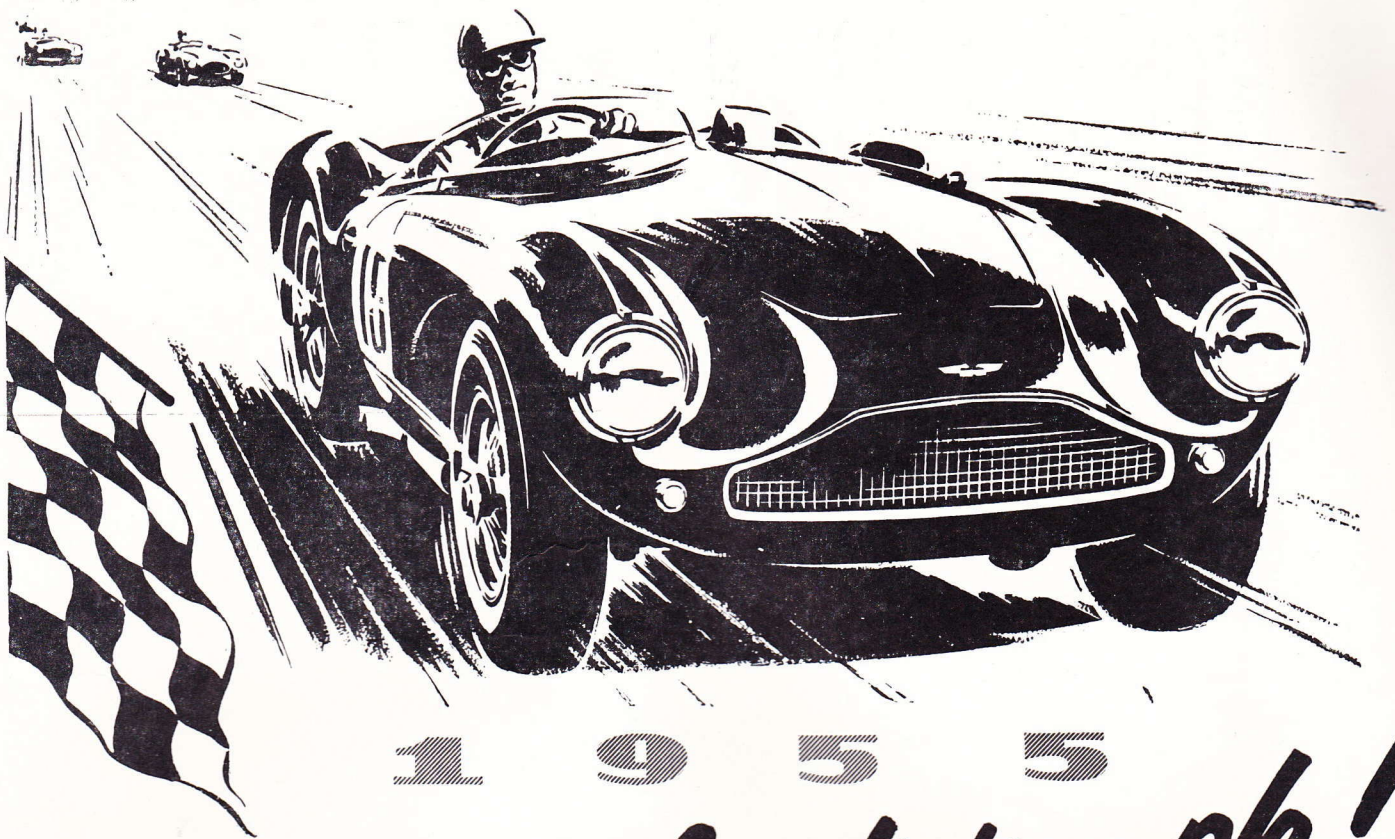
Vol. 12 No. 3

BRITAIN'S MOTOR SPORTING WEEKLY



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SEASONAL SURVEY, PART III—SPORTS CAR RACING : WORLD SPORTS CAR CHAMPIONSHIP SCORESHEET



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 3

January 20, 1956

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office
Advertisement Department

PADDington 7673
PADDington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £4 9s. 0d.

(U.S.A. and Canada \$13.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

TOMORROW WE SHALL KNOW...

THE Concise Oxford Dictionary has not found it necessary as yet to define the word "Rally" in its particular motoring sense, but for a general definition gives "to bring or come together...for concentrated action". Fair enough; some 350 expert crews, in the best motor cars available, have, during the past few days, set off from seven different starting points in Europe, and have now "come together" at Monte Carlo. Yesterday's 1,100-metre speed/braking test down the Mont des Mules brought their first spell of "concentrated action", and tomorrow the 90 least-penalized competitors on the road sections have the Mountain test before them.

The lucky 90 will have earned their chances; they have overcome the hazards of fog, ice and snow in their long journey to the sunny Mediterranean. And on that final classification test, over the serpentine, snow-covered mountain roads behind Nice, will be decided the winners of the 1956 Monte Carlo Rally. Speculation as to who they will be runs rife. There are many hardened "Monte" veterans taking part, and many talented younger drivers to challenge them, so the battle will assuredly be a stern one. May the winning team be the best, with no flukes, disqualifications or protests to mar their victory.

WISE WORDS...

THAT fine British driver Tony Rolt had some sage and constructive things to say on the subject of sports car racing, at a recent dinner at the R.A.C. in Pall Mall. He advocated the use of artificial courses or specially prepared road circuits, and stressed the importance of adequate road width and of proper drivers' qualifications. The cars, he said, should in no way be dressed-up G.P. machines. Capacity limitations were pointless, and would cut out sports cars such as the Corvette and Thunderbird, while by limiting prototypes to 2½ litres (at Le Mans) they were simply asking for disguised G.P. cars. Attempting to define a sports car, he said the heart of the matter lay in the engine. Both the DB3S Aston Martin and the D-type Jaguar qualified; the Mercedes 300SLR and the Ferrari, having modified G.P. engines, did not. Engines should be limited to those in current production, with a minimum of 200 produced each year.

The foregoing are but brief excerpts from his speech, to which we hope to accord more space next week, but in pondering upon their wisdom, it is of interest to observe that John Bolster stressed the same point concerning the Ferrari in his article last week, declaring it to be "a typical Continental competition sports car; that is to say, it has approximately the performance of a current G.P. single-seater—and you can't use it as a sports car!"

OUR COVER PICTURE

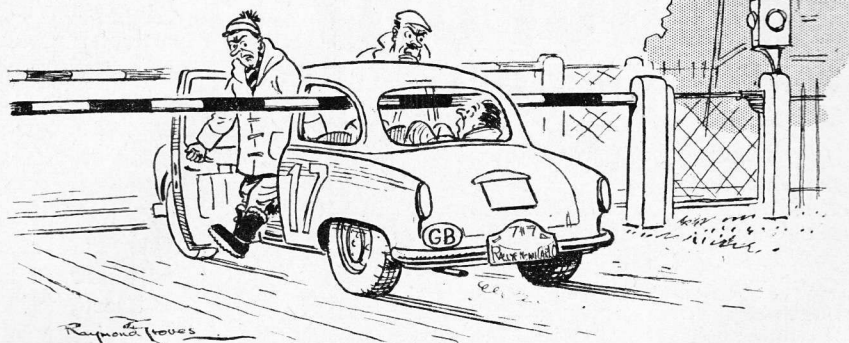
WELL ON THE WAY: With several hundred miles already under their snow-tyred wheels since they left the start at Glasgow, Mr. and Mrs. F. Vivian, one of several husband-and-wife crews in the 1956 Monte Carlo Rally, arrive in their M.G. Magnette at Clifton's service station, the traditional unofficial halt on the Sidcup by-pass, just south of London.

PIT AND PADDOCK

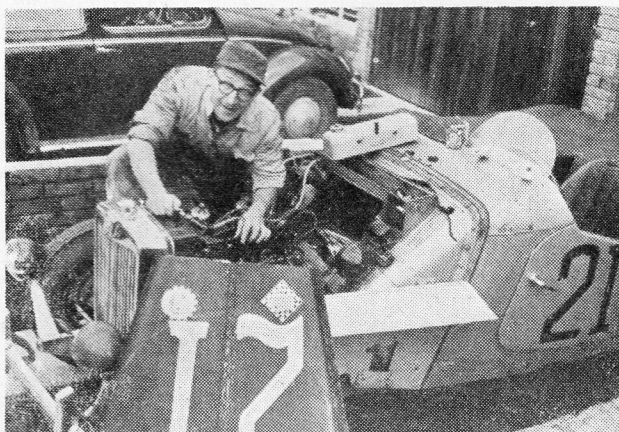
RAYMOND BAXTER's replacement Austin A90 (the original was, of course, badly damaged by fire) was flown over to his Stockholm starting point by a Bristol freighter. With Baxter are Reg Phillips and Ian McKenzie.

GLASGOW starters in the "Monte" were fortified by excellent Scotch Cheddar cheese, a pound of which was supplied to each crew, together with presentation knife, by the Company of Scottish Cheesemakers.

PORSCHE entry for the Argentine 1,000 kms. race on 29th January will have fuel injection and an improved rear axle.



"Now let's keep calm and try to work this thing out logically. . . ."



★
COMING OUT: Budd Weltschegg, racing enthusiast and AUTO-SPORT correspondent for Colombia, busy removing the engine from his competition M.G. After three years of racing, and eight "firsts" in 12 events, it is to be scrapped, a 1,466 c.c. power unit replacing it.

★

IT seems G. L. and Peter Jopp are not the only father-and-son team in the Monte. Charles Key, 48, and his son, John Key, 23, are sharing the only Daimler in the event, with Joseph Shaw as navigator.

TWO Gibson battery-wound clocks, in which a torch-type battery keeps the movement fully wound at all times, were used to time Glasgow competitors into the Dover control in the opening stages of the Monte Carlo rally.

REGULATIONS for the classic Indianapolis 500 Miles Race, which have been unchanged since 1938, may be revised for 1957.

THE Swiss G.P., cancelled last year after the Le Mans disaster, will be held on 19th August, 1956, over the usual circuit in the Bremgarten of Berne. Rigid measures have been taken to ensure public safety. The Formula 1 G.P. will count for the 1956 World Drivers' Championship.

GORDINI's works team for the coming season will comprise Robert Manzon, Jacques Pollet and Hernano De Silva Ramos.

LATEST from the Maserati works at Modena, the four-cylinder 2-litre sports machine which appeared in the Targa Florio last October, was out doing high-speed tests in Behra's hands recently.

A NEW Plymouth model, the Fury, recently broke U.S. stock car acceleration and flying mile records in its class at Daytona Beach. Driver was Phil Walters, who clocked 82.54 m.p.h. for the standing start mile, and 124.01 m.p.h. through the flying mile.

LOTUS CLUB have been invited to run a Lotus-only handicap race at Snetterton in the 25th March meeting. There will be classes for 1,100 c.c., 1,500 c.c. and 2-litres.

RICHARD STEED has now taken delivery of his new Porsche "Carrera".

THE husband of Mme. Annie Bousquet, French racing/rally driver, was recently killed in a road crash. Mme. Bousquet herself has only recently recovered from a bad accident at Montlhéry, while attacking class records with a Porsche.



ULSTERMEN in the "Monte" this year are (left) "Wilby" Todd of Lisburn, who has entered a Ford Zephyr this time, with co-driver Brian McCaldin (centre) of Monaghan and navigator Geoff McCrea of Belfast. (Right) Ronnie Adams of Lisburn is again a member of the Jaguar works team. With him and the Mk VII is Derek Johnston.

SPORTS NEWS

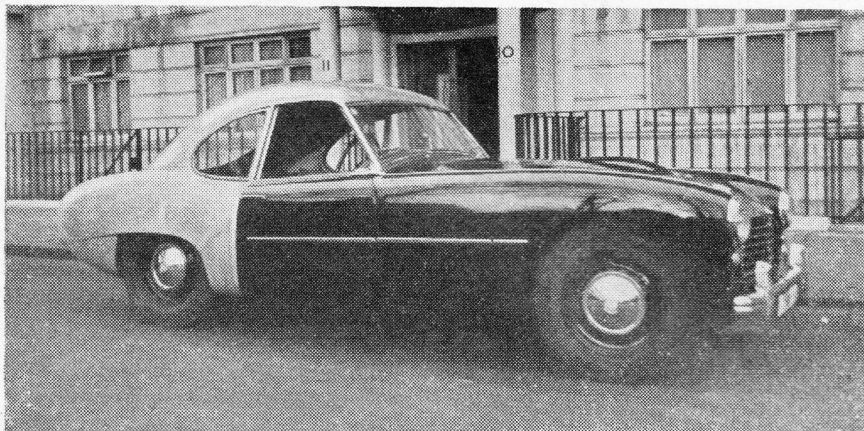
PAU GRAND PRIX CANCELLED

FRANCE'S traditional Easter Grand Prix, *la course dans la cité* at Pau, will not take place this year. Following an examination by the French Commission *permanente des circuits*, improvements in the pit area and elsewhere were requested, which the organizers, the A.C. Basco-Bearnais, cannot effect in time for the race on 1st April. Costs for the necessary improvements will amount to some 70 million francs. But, say the organizers, there will be a G.P. in 1957, without any doubt.

B.R.D.C. 1956 FIXTURES

THREE major British race meetings, the British G.P. at Silverstone, the British Empire Trophy at Oulton Park, and the 8th *Daily Express* International Trophy meeting, will be organized by the B.R.D.C. during this coming season.

The British Empire Trophy takes place on 14th April and, as before, will be for sports cars. There will be three 44-mile scratch heats, and a 69-mile Final on class handicap. The *Daily Express* meeting takes place on 5th May, and will comprise a 180-mile Formula 1 race, a 120-mile sports car event, a 75-mile touring car race and a Formula 3 50-miler. Details of the British Grand Prix will be announced later.



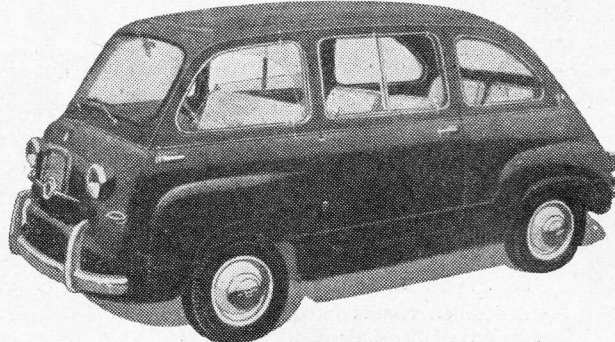
RECOGNIZE IT? (Above). It's a Doretti, with attractive body conversion at the rear, affording greater accommodation and luggage space. It was produced for P. R. Kirwan-Taylor, of 62 Westbourne Terrace, W.2, who may market the conversion for Doretti, Austin-Healey and similar cars.

ALL-ALUMINIUM: (Right) This is the new Gregoire sports car from France, with 2.1-litre flat-four engine in a one-piece cast aluminium chassis structure. The front wheels are disc-braked.

ZANDVOORT SEASON

NINETEEN FIFTY-SIX fixtures at Holland's premier racing circuit near Haarlem include the Dutch G.P. on 17th June, the Tulip Rally Final Tests, 10th May, a National sports car race meeting, 21st May, and another sports car meeting on 19th August.

FORM OF THE FUTURE? The latest from Fiat, the rear-engined 600 "Multipla" as seen at the Brussels Show, dispenses with the conventional bonnet entirely, thereby gaining room for six people in a small car with four-cylinder o.h.v. engine of 633 c.c.! The lower picture shows how it's done.



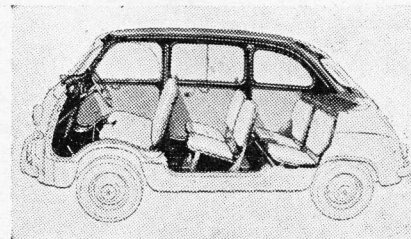
"DOWN ARGENTINE WAY"

THE first Formula 1 race of 1956, and the opening round in the seventh World Drivers' Championship, takes place this Sunday, 22nd January, at the Buenos Aires autodrome, outside the Argentine capital city. Circuit No. 2, measuring 2.43 miles per lap, will be used. In the absence of Gordini and Connaught, both of which marques find the journey to South America too great a strain to their resources, the race will devolve into a straight Ferrari-Maserati fight, five of the former, and seven of the latter being entered. Works men for the "prancing horse" include Fangio, Castellotti and Collins; while Moss, Behra and Gonzalez should lead the cars bearing the "trident". A late entry is that of Mike Hawthorn in the Owen Maserati.

The Entries

Ferrari: J. M. Fangio, L. Musso, E. Castellotti, P. J. Collins, O. Gendebien.

Maserati: S. Moss, J. Behra, F. Landi, L. Piotti, C. Menditeguy, J. F. Gonzalez, J. M. Hawthorn; also possibly R. Mieres.



THE BRUSSELS SHOW

THE 39th Brussels International Motor Show opened at the Brussels Centenary Hall on 14th January. It remains open until the 25th. Amongst the exhibits, which comprise a fair cross-section of British, Continental and American automobile productions, are the new Fiat 600 "Multipla" six-seater, "forward control" adaptation of the 600 chassis, the Ferrari "Superamerica" with Pinin Farina body, Alfa Romeo, Maserati, Mercedes-Benz, Citroën, including the new DS19, full ranges of B.M.C. and Rootes Group products, and cars from Russia, Czechoslovakia and Eastern Germany. Largest car present is an American 6-litre luxury saloon; the smallest is the tiny 200 c.c. Isetta.

SHELL MALAYAN RALLY

A CITROËN 15 saloon driven by A. Brazier and P. H. Stewart won the General classification in the Shell Malayan Motor Rally, W. R. Wyllie/Miss L. M. Cochrane (Triumph TR2) were second, and W. H. Dyson/A. MacDonald (Jaguar Mk VII) third. All three won their respective classes, other winners being Maj. Heathcote/Maj. Henn (Morris Minor), Capt. Murphy/Capt. Youngs (Austin A40), Col. Gray/A. Goodall (Austin A70), and F. Barouch/E. Ooi (M.G. TD).



HAWTHORN FOR B.R.M.

MIKE HAWTHORN has signed with the Owen Organization for 1956 as No. 1 driver for B.R.M. in Formula 1 races. His first engagement with the Organization, while the B.R.M. is still being prepared, will be to drive the dis-braked Owen Maserati in the Argentine Grand Prix on 22nd January.

THE NEW ZEALAND G.P.

MORE detailed results have now been received of the New Zealand Grand Prix meeting at Ardmore airfield circuit, outside Auckland. They are appended herewith. A full report will be published in AUTOSPORT shortly.

Results

Grand Prix (100 laps, 210 miles): 1. S. Moss (Maserati), 2 hrs. 32 mins. 43.1 secs. (78.9 m.p.h.); 2. F. A. O. Gaze (Ferrari), 2 hrs. 33 mins. 6.7 secs.; 3. P. N. Whitehead (Ferrari); 4. L. Marr (Connaught); 5. R. Parnell (Cooper-Jaguar); 6. R. Roycroft (Bugatti-Jaguar); 7. S. H. Jensen (Cooper Mk. IX); 8. T. E. Clark (Maserati); 9. F. Kleinig (Porsche); 10. R. McCutcheon (Normac); 11. F. Shuter (Cadillac Spl.); 12. F. Zambucka (Maserati); 13. A. Stafford (Cooper Mk. IX); 14. J. McMillan (Alfa Romeo); 15. D. S. McDonagh (Thomas-Mercury).

Ardmore Sports Car Handicap (15 laps, 31.5 miles): 1. S. Moss (Porsche Spyder), h'cap. 4 mins. 47 secs., time 29 mins. 49.6 secs.; 2. P. N. Whitehead (Cooper-Jaguar), h'cap. 5 mins. 15 secs., 29 mins. 59.8 secs.; 3. F. A. O. Gaze (H.W.M.-Jaguar), h'cap. 4 mins. 56 secs., 30 mins. 19 secs.; 4. R. Jensen (Austin-Healey 100S); 5. B. F. Harris (Allard); 6. S. Robinson (Triumph).

Saloon Car Event (10 laps, 21 miles). Up to 2,000 c.c.: 1. A. P. Stringer (Porsche), 21 mins. 20 secs.; 2. J. Boyd (Ford Consul); 3. V. L. Neate (Borgward Isabella); 4. D. C. Gardner (Goliath); 5. J. N. Gardner (Goliath).

Over 2,000 c.c.: 1. T. E. Clark (Jaguar Mk. VII), 20 mins. 40 secs.; 2. F. D. Conwell (Jaguar Mk. VII); 3. R. Jensen (Austin A90); 4. N. Dickson (Ford Zephyr); 5. C. Martin (Jaguar Mk. VII).

Veteran "Grand Prix" (5 laps, 10.5 miles): 1. M. A. Hunt (1914 Minerva); 2. C. Faithful (1915 Buick); 3. P. A. Jones (1914 Ford); 4. O. Swan (1913 Ford).

Racing Cars (10 laps, 21 miles): 1. G. C. Smith (Gee Gee Ess), 17 mins. 49 secs.; 2. R. Crowther (Maserati); 3. W. E. Thompson (Bugatti); 4. H. Beckett (Maserati); 5. T. Nixon (Cooper).

"CARBUROL" AND RACING

At a recent dinner given by United Lubricants Ltd. (makers of Carburol upper cylinder lubricant) to area sales managers, J. L. Callaghan, Sales Director, announced that the Company intends to support motor racing, and local motor club activities, during 1956.



SPECIAL driving gloves, made by Dent, Allcroft & Co., Ltd., were presented to the Standard, B.M.C., A.C., Ford and Sunbeam team drivers in the Monte Carlo Rally. Known as "Reg Parnell" gloves, they are in non-slip leather, with perforated palm, thumb and fingers, with open back, and will be available through motoring clubs at a cost of 29s. 6d. per pair.

THE TURNER 8 H.P. SPORTS

Moderately priced Open 2-3 seater
based on Austin A30 Components

THE name Turner is well known in motoring circles, both for sports cars and for engines, including the diminutive 500 c.c. four-cylinder unit built for Formula 3 work. Interest has mounted of late with the news that an Austin A30-engined sports car was to go into limited production. The Turner A30, embodying a tubular frame and the engine, gearbox, front suspension and rear axle of Austin manufacture, should meet a long felt want for a smaller, economical, good handling sports car at a low price. A neat open two-seater body of plastic construction is fitted, and the total cost is £475 plus £238 17s. P.T.

The chassis specification includes 3 ins. dia. steel tube side members, helical spring and wishbone i.f.s., A30 rear axle modified to use trailing link suspension

DISTINCTIVE: The new Turner has a smart and sporting appearance, as these pictures show. Austin A30 front and rear suspension units are modified and adapted to a tubular frame.



with laminated torsion bars, rack and pinion steering, and hydraulic brakes (2LS at front). Wheelbase is a compact 6 ft. 8½ ins. and track (front) 3 ft. 9 ins., (rear) 3 ft. 10½ ins. The A30 engine is, of course, a four-cylinder o.h.v., of 58 mm. x 76 mm. bore and stroke, giving 803 c.c. and a b.h.p. of 30 at 4,800 r.p.m. The standard A30 gearbox is employed, with ratios of 4.09, 2.59, 1.68 and 1 to 1; rear axle ratio is 4.875 to 1, and 5.20 x 15 tyres are used.

Hill's Fibreglass Developments, Ltd., are building the plastic bodywork for the Turner A30. It is moulded from Cellobond polyester resins reinforced with glass fibre, supported on a light steel open framework. The saving in weight by use of plastics is considerable, and 80 m.p.h., and 45-50 m.p.g. are claimed for this promising new small sports model.

(Left) The plastic bodywork follows the clean, modern styling, and affords a valuable saving in weight. The dash is simple and unadorned.

JAGUAR "OLD BOY"

FOR the fifth consecutive year, Duncan Hamilton has signed to drive in the Jaguar team in major sports car races. When not committed with works team activities, he will run his two private D-type Jaguars in a number of non-Championship events, and with these will shortly be leaving for West Africa, to take part in the G.P. of Dakar on 11th March, after which he crosses to the United States for the Sebring 12 Hours race on 24th March. Other drivers in his équipe will include Graham Whitehead and Anthony Dennis.

The Dakar race will be run over the very fast Colombani circuit, which measures 10.4 km. and has been lapped at over 120 m.p.h. Improvements to the course should make it even faster this year and the organizers, the Association Sportive de l'A.C. du Sénégal, anticipate a winning average approaching 125 m.p.h. The race is for sports cars of between 2½ and 3½ litres capacity.

PORSCHE EXPANSION

ALREADY renowned for their highly successful "flat-four" sports cars based on the Volkswagen engine design, Porsche activities in Germany are expanding. On 1st January the Porsche Diesel Motorenbau GmbH. company was registered, having taken over from the firm of Allgaier the production of tractors and stationary diesel engines. The tractors produced by Allgaier were powered by engines built under Porsche licence. The works are at Friedrichshafen on Lake Constance, on the site previously occupied by the Dornier aircraft concern. Porsche intend to increase production of diesel engines considerably, with a particular eye to the export market.

A CHAMPION APPRECIATED

TRIBUTE was paid to Jim Russell, 1955 National 500 c.c. Champion, by Council members and citizens of his "home town", Downham Market, Norfolk, at a recent ceremony in the Town Hall. Chairman of the Council, Mr. A. L. Fox, presented Russell with an illuminated address, recording his 1955 achievements, while engine "wizard" Steve Lancefield spoke of Jim's racing feats and concluded: "Downham Market is entitled to be proud of Jim Russell. He has been a very good ambassador for you". Esso films, including one of Russell's victory in the *Daily Telegraph* Trophy race at Brands Hatch, wound up a successful evening.

THE RALLY ROUTES

WE much regret that the Monte Carlo Rally map, published on pages 48/49 of last week's AUTOSPORT, showed an incorrect route between Gournay-en-Bray and Blois, leading westward to Nantes instead of south to Mantes. This map was taken from the French edition of the official Rally Regulations book; the map published in the English version which we subsequently received had the route corrected.

NO 1956 RALLYE FÉMININ

NEWS which will be received with regret by many Continental and British women rally drivers is that the classic Paris-St. Raphael Rally Féminin has been cancelled this year.



Photograph by Patrick Benjafield

PORTRAIT GALLERY**No. 46—PETER JOPP**

IN future years it may be interesting to see whether, when we look back on the careers of our successful drivers, we say of them, "But of course, old boy; remember, he had a Brands Hatch education." For this little Kentish circuit has discovered more driving talent than perhaps any other single "school" in the world, while one of its recent promising "pupils" is Peter Munro Jopp, a Londoner of 27, whose business is selling cars and his hobby racing them.

Starting his racing career in 1953, Jopp drove a Cooper Mk. IV and, for Paul Emery, one of his attractive front-drive, half-litre Emerysons, as well as the Formula 2 Emeryson, thus gaining immediate and valuable experience with three different cars, large and small. The following year he drove a Cooper 500 for the entire season and, apart from a full season at Brands Hatch, he took part in three International continental races. All were eventful. At Agen he drove 22 laps of the 25-lap heat with a burst front tyre, managing to avoid being black-flagged and finishing 5th in the final; at Montauban he broke a chain in the heat and push-started himself in order to qualify for the final, while at Bressuire, the Dutchman, Hutchinson, drove straight over him. "I looked up," said Jopp, "and there was a Cooper's undertray!"

1955 saw Jopp driving with the Team Lotus: as reserve to Chapman and Flockhart at Le Mans, being placed in National and Club events, winning from Gammon and being second to Leston at Brands Hatch, winning his class at Castle Combe and co-driving with Chapman in the Goodwood Nine Hours, where they were 6th overall and leading even the 2-litre class when the crankshaft came apart. In the Tourist Trophy he raced briefly, becoming involved in the tragedy of the second lap, though without harm to himself. Having graduated already from 500s to sports cars, it is Peter Jopp's wish to drive "bigger and better" in the future, while to this end his personal dictum of "drive fast but safely, fast but don't break the car", successfully adhered to so far, is one that is more than likely to endear him to team managers.

M.B.

★
THE NIGHT HAS EYES:
A fine impression of the Goodwood "Nine Hours", showing a D-type Jaguar passing a Lister-Bristol during the final stages of the race.
 ★

SEASONAL SURVEY

PART III

Sports Car Racing

A Year of Tragedy — Mercedes-Benz Domination in Championship Races — The Brilliance of Stirling Moss and Other British Drivers

IF the 1955 sports car racing season will live for ever in memory for the appalling disaster at Le Mans, and the grim toll of life elsewhere, it will also long be remembered as the year of Stirling Moss, and of other Britons. Never have drivers from these islands performed more brilliantly or successfully than during last year, right from Sebring in March, when Mike Hawthorn in a Jaguar shared victory in the 12 Hours with the American Phil Walters, to the gruelling Targa Florio in October, when Stirling Moss and Peter Collins scored a resounding triumph, and won for Mercedes-Benz of Germany the World Sports Car Championship. Of the six events eligible for the contest, British drivers competed in five—and won five!

Undoubtedly the sports car driver of the year has been Stirling Moss, whose skill, level-headedness and stamina in long-distance events has eclipsed even that of Fangio. To Moss, aided by Denis Jenkinson, fell the Mille Miglia, Italy's greatest race; to Moss fell the

Dundrod T.T.—his third—and to Moss, with Peter Collins, fell the legendary Targa Florio in rugged Sicily. These unparalleled achievements establish Moss without question upon the pedestal of fame alongside Segrave and Seaman, Nuvolari, Ascari, Fangio, Caracciola, Benoist and other stars of today and yesterday.

British sports cars, too, have fared well, Jaguar winning at Sebring, Le Mans, Watkins Glen and elsewhere, Aston Martin at Spa, Silverstone, Aintree, Oulton Park and Goodwood; and Lotus, Cooper and Lister all doing well in smaller capacity events. Abroad, the once invincible Ferraris have suffered eclipse, not only by Mercedes, but by Maserati, whose brilliant No. 1, Jean Behra, has brought several victories to "the Trident". France has had a poor year, if one excepts the little D.B.s, whose astonishing velocity has gained them more than one Index of Performance win. Germany's 1½-litre Porsches have shone wherever they raced, notably at Le Mans, where they won on Index,

and finished fourth, fifth and sixth in general order.

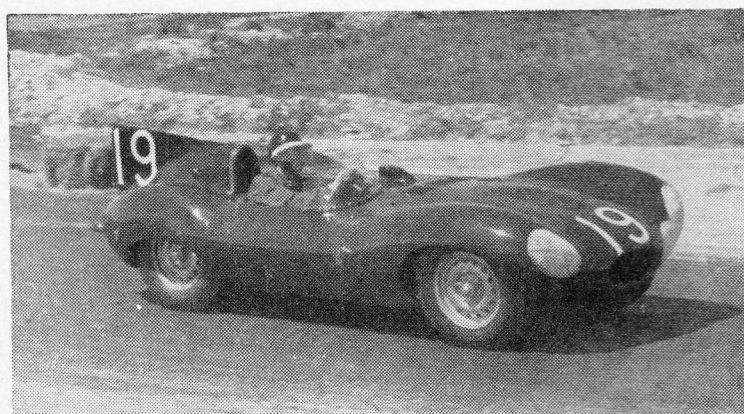
The debits in the 1955 account have been heavy. Of Levegh's crash and the terrible carnage his Mercedes precipitated at Le Mans, words enough have been written, while the repercussions throughout the motor sporting world are still being felt. Stringent safety precautions are being enforced on circuits—and races are still being cancelled for lack of them; revised Le Mans regulations have been drawn up, and the course drastically altered; races and rallies are in the public eye as never before—and not in the way desired. Time can heal many things, but the question still looms—are the current 160-170 m.p.h. "sports" cars really too fast for safety? Similar questions have cropped up regularly in motor racing since its infancy, but the safety in question, since Le Mans, is that of the public, not of the drivers.

Yet the toll of drivers has been heavy, too. Ascari died at Monza, Mayers, Smith and Mainwaring at Dundrod,

Around the World with the Sports



BUENOS AIRES, January: Local driver Saenz Valiente in the winning 4.9-litre Ferrari during the Argentine 1,000 kms. race.



SEBRING, March: The winning Jaguar in the Florida 12 Hours race, Phil Walters at the wheel. He co-drove with Mike Hawthorn, their entrant being Briggs Cunningham.

Keen at Goodwood, Valenzano and Dalla Favera in Italy—all in sports cars. Motor racing is manifestly a dangerous sport, as has all too bitterly been demonstrated in the black year of 1955. We can but hope that its like will never be seen again, and that motor racing can win back its place as the most exciting of all forms of sport.

Championship Sextet

ORIGINALLY totalling eight, the Le Mans calamity reduced eligible events for the World Sports Car Championship to six. Chronologically, these were the Argentine 1,000 kms. race in January, the Sebring 12 Hours in March, the Mille Miglia at the end of April, Le Mans in June, the Dundrod T.T. in September, and the Targa Florio in October.

First Round in Argentina

The opening round at Buenos Aires was a comparatively dull affair, with a mere quartet of European entries—two Ferraris and two Gordinis—to meet a large home contingent in older Ferraris, Maseratis, etc. Prospects of little excitement and torrid heat resulted in a meagre crowd around the 10½-mile circuit, formed from part of the October 17 course and fast local roads. This layout favoured the big, fast machines,

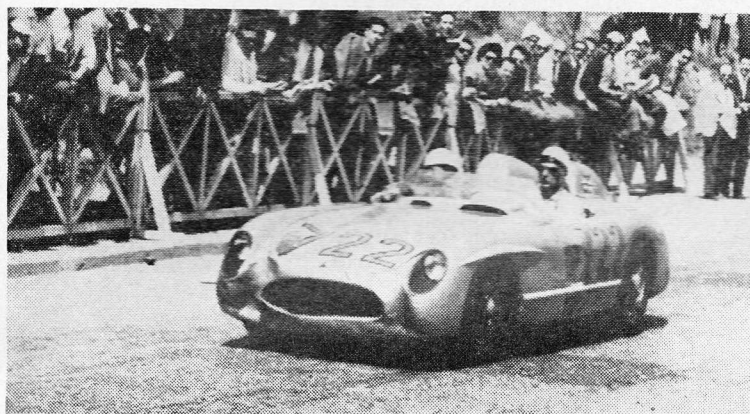
and Trintignant in a works 3.7-litre Ferrari had the mortification of being passed by local boy Saenz Valiente in a 1954 Le Mans-type 4.9 Ferrari, who proceeded to draw away at the smart average of 103 m.p.h. Froilan Gonzalez, returning to the wheel after his 1954 T.T. accident, relieved Trintignant and set out to catch Valiente. He succeeded in setting the day's fastest lap, but fuel pump defects then slowed him, and this "old hand" at motor racing did a surprising thing in taking a short-cut across-course to reach his pit, a step which enraged the Ferrari pit manager and, of course, meant disqualification of the car.

Then the other works Ferrari, driven by Maglioli and Bucci, also had bothers, halted, and was pushed off with the help of spectators—another disqualification! Thereafter the sole comfort to the Ferrari équipe was the secure lead of Valiente's independent car, though they got the jitters when Ibanez took over and hit a dog at about 150 m.p.h. The dog, alas, was irreparable, but to straighten up the Ferrari's nose and repair the radiator and water hose cost the leaders a quarter of an hour, letting Najurieta's 4.5 Ferrari through. Valiente took over again and by lap 40, with 18 to go, was back in the lead, there to stay to the end. The 4.5 was second and the Grandio/Faraone 2-litre

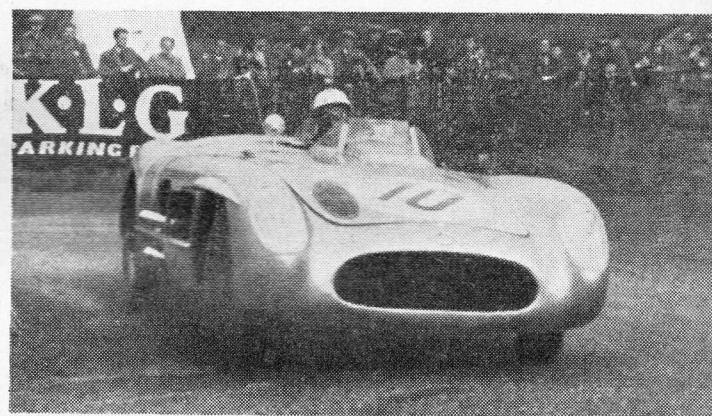
Maserati and the 1½-litre Porsche of Guatemalan star Juhan were nicely ahead of the 3-litre Gordini of Bayol and Schell, sole Europeans still running.

Confusion in Florida

Although matters were eventually cleared up, Sebring was an unsatisfactory affair, with protests delaying the confirmation of Mike Hawthorn's and Phil Walters' victory in Briggs Cunningham's D-type Jaguar. The Le Mans getaway of some 80 cars was an impressive spectacle, and when the field had sorted itself out around the 5.2-mile circuit, Hawthorn led from Bob Said and de Portago (Ferraris), Ensley's Kurtis, Moss's Austin-Healey 100S (Stirling effecting his usual lightning start), McAfee, Taruffi and Hill (Ferraris) and a long, long string behind. Redélé (Renault) and Said (Ferrari) made early exits through crashes, while that wily Italian, Piero Taruffi, began to move up, soon to rob de Portago of second place behind the flying Hawthorn. Rubirosa crashed his Ferrari and was out, Kimberley (Ferrari) also retired, and then Taruffi nipped past the leading Jaguar, only to be firmly put down again by Hawthorn. Then Mike pulled in, and Walters took over, the time loss being sufficient to let the Italian up, though his stop to hand over to Harry Schell restored the *status quo*. Maglioli's

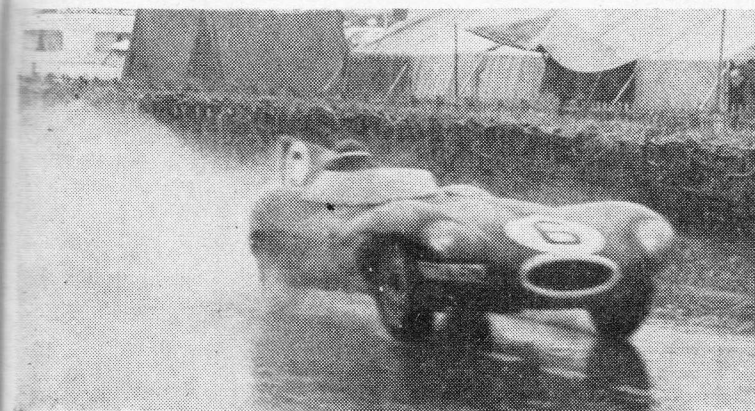


MILLE MIGLIA, April: Stirling Moss and Denis Jenkinson sweep into Rome in the 300SLR Mercedes-Benz with which they won the Italian classic.



DUNDROD, September: Round the Hairpin goes T.T. victor Stirling Moss, scoring another "First" for Mercedes-Benz.

Car Championship Races...

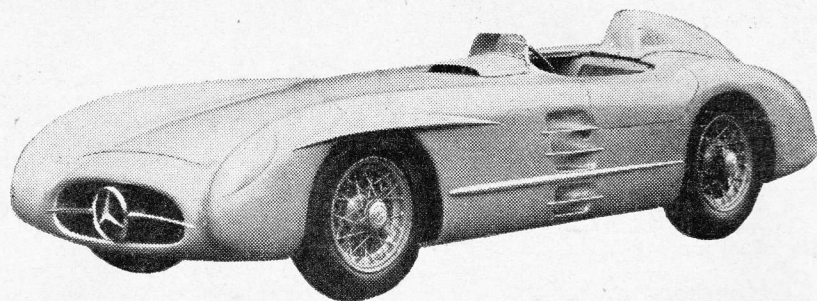


LE MANS, June: The Hawthorn/Bueb works D-type Jaguar which won the great French 24 Hours race under tragic circumstances.



MADONIE, October: Stirling Moss's co-driver Peter Collins in the Targa Florio-winning Mercedes. Their brilliant drive secured the Championship for the German marque.

CHAMPIONSHIP CAR: The eight-cylinder, fuel injection 300SLR Mercedes-Benz, which won the Mille Miglia, the T.T. and the Targa Florio, to gain the World Sports Car Championship. Other successes for this formidable machine during the season were scored in the Swedish G.P. and the Eifelrennen.



Ferrari went out with gearbox maladies, the Meyer-Drake engined Cunningham C6R had its flywheel fly to pieces, and by halfway the Jaguar had both the race and handicap leads. Cesare Perdisa in one of the 3-litre Maseratis was now third.

Drama was reserved for the last hour, when Walters in the Jaguar made several halts for plugs, while Carroll Shelby and Phil Hill (3-litre Ferrari) drew closer and closer; half a lap to go, and both cars were on the same lap. Shelby went flat out and when the 12th hour maroon exploded, the Jaguar fled across the line 25.4 secs. ahead of the Ferrari. Maseratis were third and fourth, Taruffi/Schell fifth, Moss and Macklin an amazing sixth in the production Austin-Healey. Locally driven Lotuses lost the 1,100 c.c. class by dire ill-luck, while the Lloyd/Huntoon Osca won the 1,500 c.c. class by sheer tenacity, ending up with one gear and no brakes.

Then the storm broke. Allen Guiberson, entrant of the Shelby/Hill Ferrari, lodged a protest that the lap scoring was incorrect and that his Ferrari had won; while Briggs Cunningham protested that his Osca entry, driven by Lloyd and Huntoon, had won the Index of Performance, and not the Guiberson Ferrari. Eight days passed—and with them the glory of the Jaguar victory—before A.A.A. confirmation came of the original placing.

A Record-breaking Mille Miglia

The third round was the Mille Miglia, and in that unique road race, the sole modern survivor of the classic town-to-town events, history was made by Stirling Moss, who drove the greatest of all his great races, and became the first British driver to win Italy's 1,000 miler. He won at record speed, and he won at the wheel of a Mercedes-Benz.

The great German firm had spared no efforts to win this race, and all their drivers and team personnel practised assiduously and exhaustively. Moss himself wrote two cars off in the process, while Kling covered some 30,000 miles

before ever race day dawned. Jaguar neglected the race, while Aston Martin sent only one DB3S plus two DB2/4s; three works Austin-Healey 100Ss and three independent Triumph TR2s took part, but major interest focused on the Mercedes attack and the Ferrari defence. Castellotti in a 4.4-litre car shot off as in a Grand Prix, led through Ravenna, and blew up before Ancona, while a calm, methodical, but very fast Moss, with his valiant passenger and guide, Denis Jenkinson, were employing saner, winning methods. The menace of Taruffi (Ferrari), to say nothing of their Mercedes team-mates, was ever in the minds of Moss and "Jenks"—and Taruffi, last starter, had the advantage of knowing how those ahead were faring. He led at Pescara, but was passed on time by Moss before Rome; and long before Florence was reached the Ferrari had retired with oil pump failure.

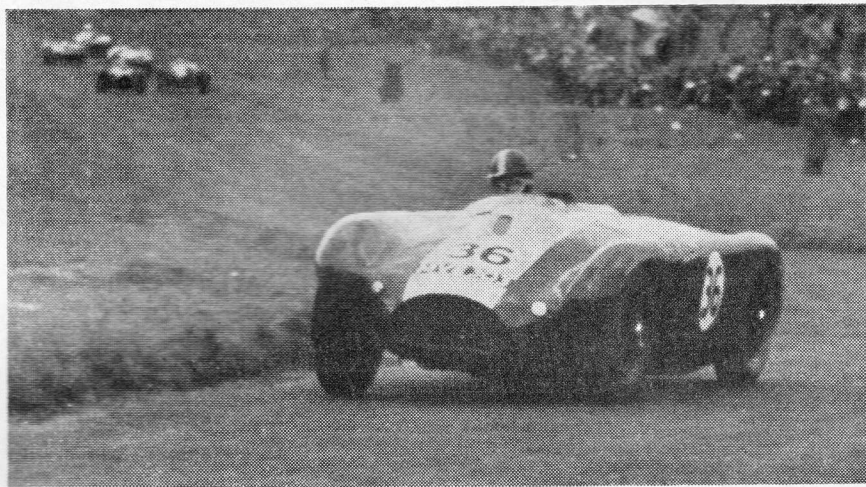
Marzotto, too, went out with the third works Ferrari, Karl Kling crashed, Herrmann, too, retired, and Fangio's car was delayed with injector trouble, but none of this could Moss know in detail,

and his drive to victory was masterly in every way. The roll of circuit notes, drawn up in practice and operated with signs by "Jenks" in the race, the canny skill of Moss on flat, fast roads and through crowd-lined streets, all point to brilliant generalship and culminated in a brilliant triumph by the British pair, their average speed bettering Ascari's in 1954 by over 10 m.p.h.!

Next highest-placed Briton was George Abecassis in a normal Austin-Healey 100S in a creditable 11th place, Collins's Aston Martin having retired. Undoubtedly the 1955 Mille Miglia was Mercedes' race throughout. Moss and Fangio were first and second, Fitch and Kessler in a 300SL were fifth overall and won the Grand Touring class. Gendebien and Casella in 300SLs were seventh and 10th, and another Merc. carried off the Diesel class!

A Grim Le Mans

So to Le Mans on the 11th and 12th of June—dates which were to have a dire effect on the sport of motor racing. Prospects before the day looked brilliant,



POPULAR WIN (Above) Archie Scott-Brown carried off the British Empire Trophy at Oulton Park with the 2-litre Lister-Bristol, in the face of strong opposition.

MONZA 1,000 KMS.: Jean Behra, winner of the Supercortemaggiore G.P. at Monza in a works 3-litre Maserati, scraps with Mike Hawthorn, runner-up in a Ferrari.

with Jaguar, Ferrari, Aston Martin, Mercedes, Maserati, Lagonda, Cunningham and Gordini all bidding for the main honours, plus Porsche, Lotus, Bristol, Osca, Connaught, M.G., Cooper, D.B. and others as candidates for the smaller classes and the "Index". The contest opened in magnificent style, with Italy's "firebrand", Eugenio Castellotti, in a 4.4 Ferrari, leading at fantastic speed from Hawthorn and





PITS PANORAMA: Starting scene at Le Mans, showing the team M.G.s, the McAlpine/Thompson Connaught, the Cabianca/Sgorbati Osca and three Porsches.

Maglioli. It took Hawthorn 16 laps to pass the Ferrari, by which time that great master, Juan Fangio, had worked through from a poor start to second place, and then began a most gripping duel between the Jaguar and Mercedes stars. Repeatedly the course record fell, the pair lapping at over 120 m.p.h. and passing and re-passing. It was motor racing at its most thrilling peak, culminating in a new, absolute lap record by Mike Hawthorn at 122.393 m.p.h.

Then came grim tragedy, in an accident which far exceeded the notorious Paris-Madrid of 1903 in its terrible consequences. Hawthorn brought his leading Jaguar in, sweeping past Lance Macklin's Austin-Healey as he made for the Jaguar pits; Macklin moved outwards to clear the Jaguar, and Pierre Levegh, coming through fast in his Mercedes-Benz, swerved to clear him, but struck his tail. The Austin-Healey cannoned off, charging first the pits, then the opposite bank, but the Mercedes hit the bank and shattered; the fuel tank

exploded and the forepart of the car and the engine were projected forward into the packed stands. Over 80 people were killed, Pierre Levegh being amongst them. A split second before the crash he managed a lightning signal to warn Fangio, close behind, and the Argentinian went through unscathed.

In these grim circumstances, Ivor Bueb set off in Hawthorn's Jaguar, and Moss took over Fangio's Mercedes. A little later, Dick Jacobs in one of the prototype 1½-litre M.G.s overturned at White House and was injured. Moss now assumed the lead from Bueb and the Castellotti/Marzotto Ferrari, while news of the calamity gradually widened. Mercedes sought to withdraw, but consulted the Stuttgart directors first, and an hour or so after midnight the German team, holding first and third places, withdrew their cars. With them departed

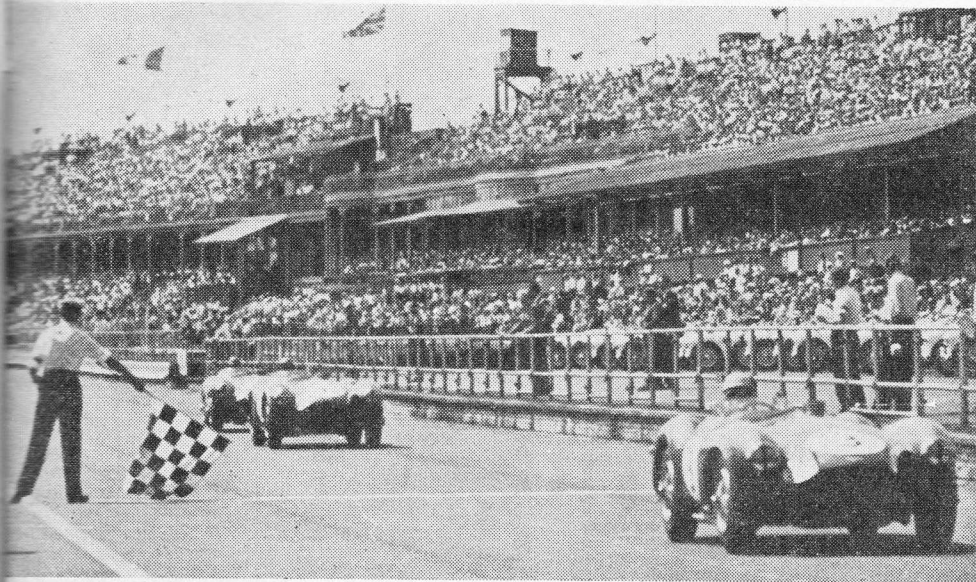
such interest as still remained in this sad event.

Castellotti's Ferrari, Walters's Jaguar, Brooks's Aston Martin, Maglioli's Ferrari, Beauman's Jaguar, Salvadori's Aston, Chapman's Lotus, Trintignant's Ferrari—all had gone from the race, and by now the Hawthorn/Bueb Jaguar had a five-lap lead over Valenzano's Maserati and the Collins/Frère Aston Martin. Came the dawn, and with it rain. The Rolt/Hamilton Jaguar retired, the last Gordini departed and then, a few hours later, the gallant Maserati came to a halt. Not so the rain, which fell on the melancholy scene to the 4 p.m. finish. The brilliant driving of Hawthorn and Ivor Bueb—first time ever in a big sports car—had gained Jaguar another victory; the Frère/Collins Aston was second and the Claes/Swaters D-type Jaguar third—British cars 1-2-3, but under heavily clouded circumstances.

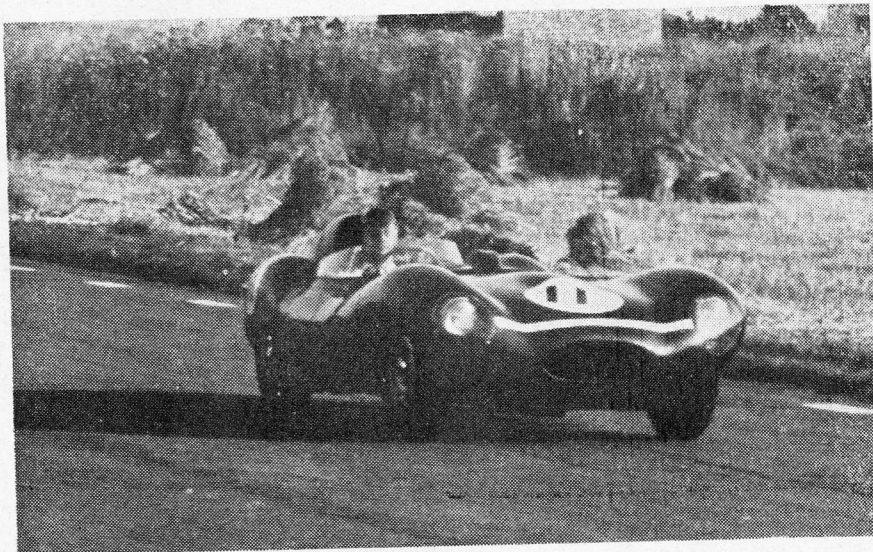
To Porsche went the Index of Performance and fourth place, Porsches were also fifth and sixth, and next in were the three neat open Bristols, gaining 1-2-3 in the 2 litre category. Both the remaining M.G.s finished, as did all three Triumphs; Porsches also won the 1.100 c.c. class, while the inevitable D.B.-Panhard collected the 750 award.

Tragedy Mars the T.T.

The immediate impact of the Le Mans tragedy was a wholesale cancellation of Continental races and rallies, and its repercussions are far from terminated as yet, as seen by the recent cancellation of the G.P. of Pau on grounds of inadequate safety measures. Amongst races



ONE-TWO-THREE by Aston Martin was scored at Aintree on Grand Prix day, Roy Salvadori leading the trio. The David Brown Astons also won at Oulton Park in the Daily Herald Trophy, at Silverstone and at Goodwood in the Nine Hours Race.



to be abandoned was the Nürburgring 1,000 kms., and, subsequently, the Pan-American road race, both eligible for the Sports Car Championship. With Jaguar having won two events, and Mercedes and Ferrari one each, the next event on the list, the Dundrod T.T., organized by the Ulster A.C., assumed major importance, drawing entries from Mercedes, Ferrari, Maserati, Aston Martin and Jaguar. The latter marque, alas, found it possible to run one works car only, driven by Hawthorn and Titterton, an able pair indeed, but hard put to it in the face of such mighty opposition.

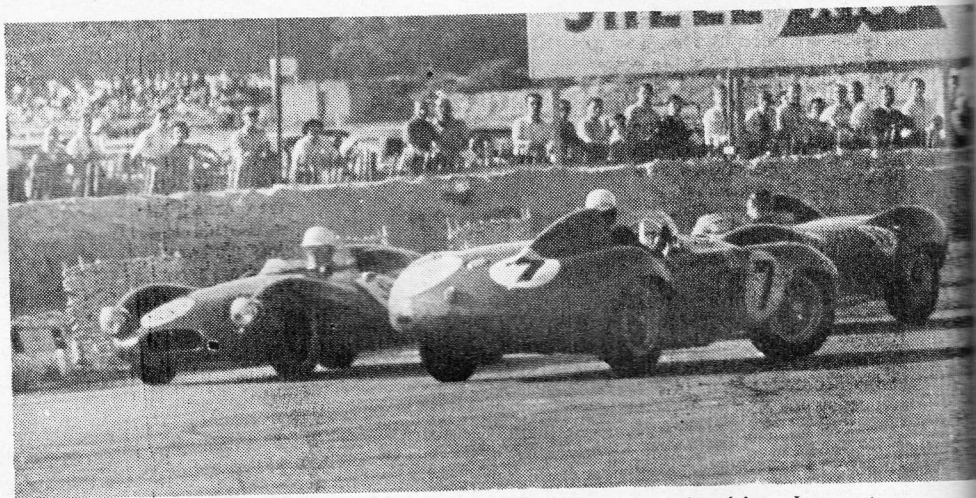
Again an epic race resulted, but yet again in that black 1955 season, it was to be marred by tragedy. Stirling Moss and Hawthorn, in silver 300SLR Mercedes and green D-type Jaguar respectively, led the pack away, with Von Trips (Mercedes), Behra (Maserati), Walker (Aston Martin) and Fangio (Mercedes) in train. Two laps, and Fangio passed Walker; three laps and an ominous pall of smoke rising over Cochrans town, with seven cars missing on the lap charts, sent a chill of apprehension through all at the pits. In trying to pass de Barry's 300SL Mer-

cedes on the right, Jim Mayers (Cooper-Climax) struck a massive stone gatepost, his car disintegrating and the fuel exploding. Kretschman (Porsche) and Bill Smith (Connaught), immediately behind, were involved, as was Wharton (Frazer-Nash), Russell (Cooper) and others. Poor Mayers was killed instantly, while

SCOTTISH JAGUAR: Desmond Titterton of Ulster in the Ecurie Ecosse D-type Jaguar with which he and Ninian Sanderson gained second place in the Goodwood Nine Hours race. Sanderson also won the sports car race at Aintree in September.

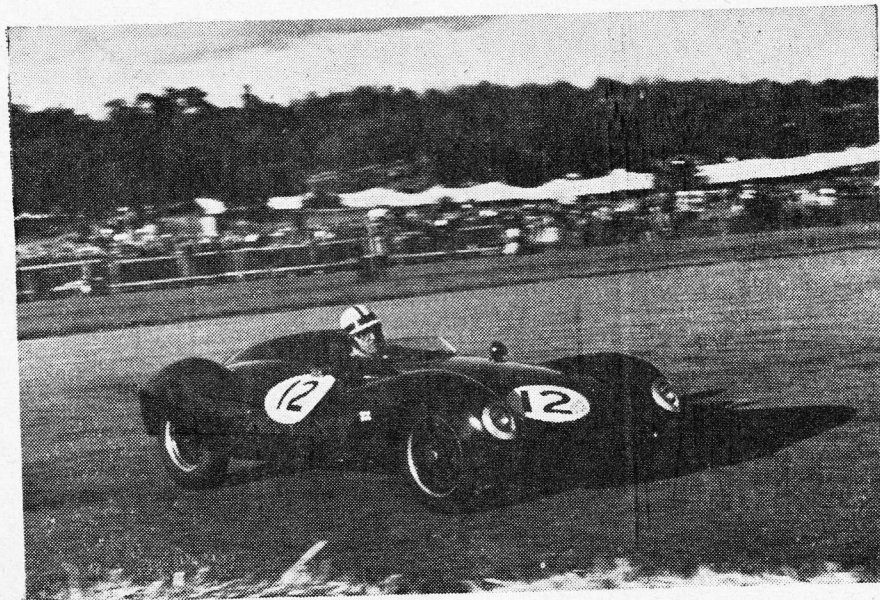
Smith died shortly after the accident, both their cars being burnt out.

Meanwhile Moss was drawing steadily away from Hawthorn, and Fangio was soon at the latter's tail; it looked like the Le Mans battle all over again. Fangio passed on lap 10, but Hawthorn clung to his tail and repassed six laps later, setting a new Dundrod circuit record at 94.67 m.p.h. in the process. Then Fangio went by again, but Hawthorn retaliated, swept past the World Champion and soon began to outstrip him. Von Trips, fourth, was driving very well indeed, but Peter Collins soon began to menace the young German's position. At 25 laps, Hawthorn handed over to Desmond Titterton, and four laps later, after refuelling, Karl Kling took over Fangio's car. Moss came in next, a rear tyre in ribbons and the surrounding body damaged; over 2 mins. elapsed before the car got going again, now with John Fitch driving, and the new order emerged as Titterton, Fitch, Kling, with Collins now fourth, heading Von Trips.



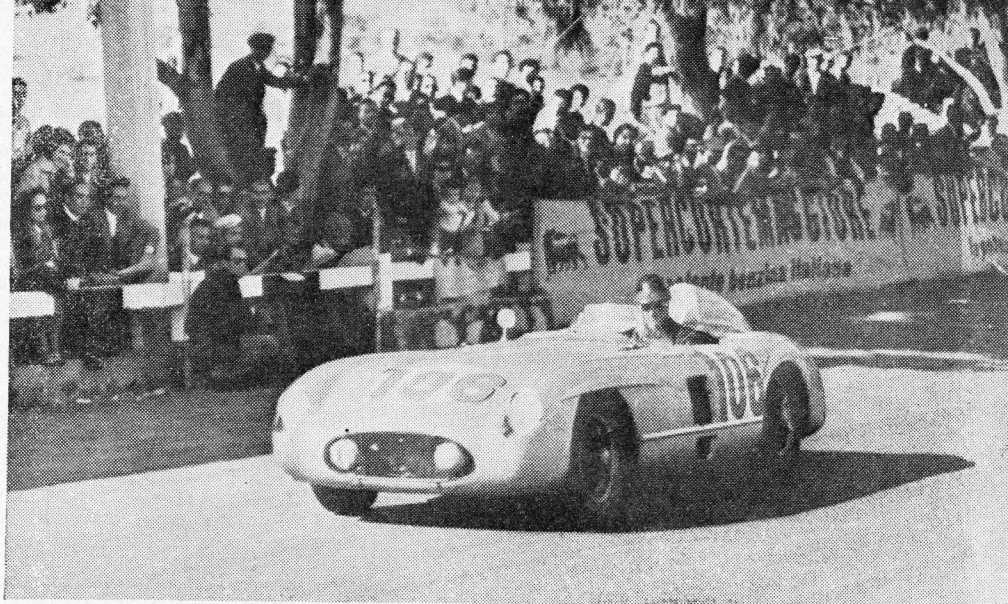
WHICHWAYS? Swiss driver Jonneret (above) performs a tête-à-queue in the Goodwood chicane during the Nine Hours, while a Cooper-Climax and D-type Jaguar go through.

PORSCHEs?—Let 'em all come! (Left) Ivor Bueb (1,100 c.c. Cooper-Climax) winning the International 1,500 c.c. race at Skarpnack, Sweden, from the 1½-litre Porsches of Nathan and Lautenschlager.



Collins next caused sensation by passing Kling, but an oil-soaked distributor forced the Aston in a lap later—wretched luck, for two laps afterwards Collins retired. Rain was now falling heavily, and Titterton, on his home ground, was pulling away steadily from the three Mercedes. He led by over 2 mins. when Moss took over again from Fitch, and a subsequent stop by the Jaguar when Hawthorn replaced Titterton cost that pair a vital minute. Moss went all-out in the wet and on the 56th lap caught Hawthorn; then he lost time in a stop for fuel and rear tyres, and Hawthorn led again by 9 secs. Another lap, and Moss was leading again,

SPOTTED by Neubauer, for his fine T.T. performance with Jaguar, Desmond Titterington, together with Peter Collins, received—and accepted—an invitation to drive for Mercedes in the Targa Florio. Co-driving with John Fitch, the Ulsterman, seen here, finished fourth.



never thereafter to lose it, while Fangio, back in the race, was now third, followed by Von Trips/Simon.

Meantime Colin Chapman had been leading the 1,100 c.c. class in his Lotus, only to lose it to Bueb/MacDowel (Cooper-Climax) when an oil-pipe broke. Behra crashed badly in his Maserati, then tragedy stalked again, poor Dick Mainwaring losing his life when his Elva overturned at Tornagrough and caught fire. The last act of the 1955 Dundrod drama was reserved for the last lap, when Mike Hawthorn's Jaguar, securely second, locked up solid at Quarry, letting the Mercs. through to a devastating 1-2-3 victory, while Hawthorn walked home... a bitter lesson to Jaguar of the need for team strength in racing.

Class winners were Armagnac/Laureau, who also won the Index of Performance with their 750 D.B., Bueb/MacDowel (Cooper), Shelby/Gregory (Porsche) and Loens/Bonnier (2-litre Maserati), while D.B. won the team prize. The best-placed British car was the Aston Martin of Walker and Poore, fourth home ahead of a works Maserati and two works Ferraris.

The Targa Florio

Neither Jaguar nor Aston Martin contested the final round of the Championship, the Targa Florio, staged over 13 laps of the notoriously difficult 45-mile Madonie mountain circuit in Sicily. After the fine display of driving by Titterington and Collins in the T.T., therefore, Mercedes lost no time in securing the services of these talented young men for Sicily—a striking tribute to the current prowess of British racing drivers. Ferrari still led the Championship by 19 points to the 16 of Mercedes and Jaguar, and the Germans meant business!

Ferrari fielded Castellotti and Maglioli with their best cars, but lost Taruffi through a financial dispute; Mercedes had Moss/Collins, Fangio/Kling, Titterington/Fitch; Maserati had Villoresi/Musso, Bracco/Bordoni and others.

Stirling Moss's pace from the start was fantastic, and his first lap a veritable "sizzler", breaking the old lap record by over 2 mins.—and setting him well ahead of Castellotti and Fangio! Bracco crashed, Villoresi also retired, and on his fourth lap, after a wake of broken records, Moss himself went missing. Mud washed down by recent rainfall on to the roads had caused him to slide into a wall and from there down a bank into a field. Somehow he extricated the car, bringing it, badly battered, to the pits, now 6 mins. down. After hasty repairs Collins took over, now behind Castellotti and Fangio.

The young Briton, first time in a Merc., drove superbly to make up time; Kling, relieving Fangio, hit a wall but continued in a mangled car; Fitch, too, found the Sicilian countryside hard, battering his tail on a rock but likewise carrying on. Manzoni, in Castellotti's Ferrari, lost time, partly through a flat tyre out in the country, and when Castellotti resumed, the race had already been lost to Ferrari by the brilliance of the Mercedes pilots. Collins had forced through to the front before Moss took over again, the Fangio/Kling car was second, and Titterington took over from Fitch, holding fourth. Moss was simply untouchable, finishing the nine and three-quarter hour's race over 4 mins. ahead of Fangio, who now had 5 mins. over a desperate Castellotti, and 6 mins. over the other Mercedes.

With first, second and fourth places in the Targa, Mercedes had turned a 3-point deficit to a 1 point advantage and won the 1955 World Sports Car Championship—and without any doubt it was Stirling Moss, aided by Peter Collins, who had made this achievement possible. By his magnificent victories in the Mille Miglia, the T.T. and the Targa Florio, verily can Moss be ranked among the really great in motor racing; had there been a World Sports Car Drivers' Championship, Stirling Moss would unassailably have won it by his 1955 achievements.

Non-Championship Races

APART from the Championship series of races, 1955 has meant a busy time for sports car exponents at home and abroad. The traditional late-March to October season has nowadays gone by the board, and never a month in the year passes without its motor race somewhere on the globe. Four weeks after the Argentine 100 kms. in January, the Agadir race in Morocco loomed up, and the opportunity to escape a little of Britain's winter was seized with alacrity by Duncan Hamilton, Danny Margulies and Graham Whitehead, with D-type Jaguar, C-type Jaguar and DB3S Aston Martin respectively. Luck didn't go with them, however, Margulies being the only finisher, in seventh place, Mike

WORLD SPORTS CAR CHAMPIONSHIP SCORE SHEET

MAKE OF CAR	QUALIFYING EVENTS						TOTAL POINTS	FINAL POSITION
	BUENOS AIRES 1,000 KMS., ARGENTINA	SEBRING 12 HOURS, U.S.A.	MILLE MIGLIA, ITALY	LE MANS 24 HOURS, FRANCE	TOURIST TROPHY, N. IRELAND	TARGA FLORIO, SICILY		
MERCEDES-BENZ	—	—	8 (1st)	—	8 (1st)	8 (1st)	24	1st
FERRARI	8 (1st)	6 (2nd)	4 (3rd)	—	1 (6th)	4 (3rd)	23	2nd
JAGUAR	—	8 (1st)	—	8 (1st)	—	—	16	3rd
MASERATI	4 (3rd)	4 (3rd)	3 (4th)	—	2 (5th)	2 (5th)	15	4th
ASTON MARTIN	—	—	—	6 (2nd)	3 (4th)	—	9	5th
PORSCHE	3 (4th)	—	—	3 (4th)	—	—	6	6th
GORDINI	2 (5th)	—	—	—	—	—	2	7th
AUSTIN-HEALEY	—	1 (6th)	—	—	—	—	1	8th

SCORING BASIS: 1st, 8 pts.; 2nd, 6 pts.; 3rd, 4 pts.; 4th, 3 pts.; 5th, 2 pts.; 6th, 1 pt.

*Best performance only, by each marque, to count.

Sparken winning in a Ferrari from two Gordinis.

Still closer to the Equator two weeks later came the Dakar G.P., and there Duncan Hamilton took third place behind two Ferraris in his D-type. Rosier's lap record at 122.42 m.p.h. indicates how fast the circuit was. April in Britain means British Empire Trophy time to race followers, all of whom were overjoyed when the brilliant Archie Scott-Brown carried off the race at Oulton Park in a Lister. Sparken and Piotti brought Ferraris over, Péron an Osca, and Seidel and Ahrens two Porsches, but it was Britain's day. Leston (1½-litre Connaught), Parnell (in a 2½-litre version of the DB3S Aston Martin) and Sparken won the three heats, and Scott-Brown led McAlpine's Connaught and Parnell throughout the 70-mile final.

An equally popular win with his compatriots came Piero Taruffi's way in the Circuit of Sicily, that wild and wearing 671-mile lap of the Mediterranean island. He drove a 3.7 Ferrari to beat teammate Maglioli and Maserati man Musso. At Monthéry a fortnight later, Duncan Hamilton in his D-type Jaguar found himself embroiled in a scrap with Pollet in a G.P. Gordini at the Coupes de Paris meeting. "Dunc" won the international sports class from two Ferraris, and was second overall. It was in one of Hamilton's D-types, too, that Michael Head made his customary Finnish trip three weeks later, and carried off his customary first prize at the Helsinki meeting. At home it was Silverstone and the *Daily Express* meeting, in which Reg Parnell and Salvadori in Aston Martins took first two places, after unlucky Mike Hawthorn (Jaguar) blew a radiator hose when leading with four laps to go.

That same week-end brought an Aston Martin victory over two Ferraris at Spa, when Paul Frère won the 175-mile production sports car event at the impressive average of 107.91 m.p.h. Next came that intriguing exercise, the six hours' night race at Bari, in Italy. This fell to the works 3-litre Maseratis of Behra and Musso, with American driver Masten Gregory a fine third. The same day saw the successor to the Bol d'Or, the Paris 24 Hours, staged at Monthéry on a damp, miserable day. A number of British drivers went, but did not figure in the Porsche-dominated results, while the best French car, the Da Silva Ramos/Pollet 2-litre Gordini, was fourth, making fastest lap.

Whitsun brought a positive welter of sports car events, with four major ones on the Sunday! Fangio and Moss in two 300SLR Mercedes collected the Eifelrennen in Germany, with the customary fractional margin between them, while Masten Gregory followed in, beating Kling's Mercedes and Farina's Ferrari. B. Musy, the Swiss, won the Frontières G.P. with his 2-litre Maserati after Claes set the pace, then slammed his Ferrari into a bank on the final lap. Canonica and Munaron (Ferrari) won the Hyères 12 Hours down on the Côte d'Azur, after valiant efforts by the Kangaroo Stable of DB3S Aston Martins, which finally finished second, third and fourth. Behra and Musso in a 3-litre Maserati beat Hawthorn/Maglioli (Ferrari) by 17 secs. in the Supercortemaggiore 1,000 kms. race at Monza, the meeting overshadowed by

the tragic death of Alberto Ascari when driving a Ferrari in practice.

On Whit Monday, Duncan Hamilton (Jaguar) won both his heat and the final of the Johnson's Trophy race at Goodwood, pursued by Berry in another D-type and Anthony's 2-litre Lotus. In Spain the same day, Swiss Ferrari exponent Willy Daetwyler ran the home-based Pegasos out of breath in the Montjuich Cup race at Barcelona. A week later an old Italian classic, the Targa Mugello, was revived, Maglioli winning for Ferrari.

The numbing shock of Le Mans followed, and with it widespread cancellations. But the Shell G.P. at Imola, Italy, was run the following week-end, as was the revived Tunis G.P. Cesare Perdisa (Maserati) won brilliantly at Imola, while Piotti, whose early drive in the Empire Trophy race at Oulton Park was unimpressive, must have improved considerably to win the Tunis race and take the record lap. At home, the Eastern Counties C.C. ran a successful 100 miles race at Snetterton, Roy Salvadori (Aston Martin) leading Scott-Brown's Lister home.

It was that man Behra again at Oporto on 26th June, his five-speed, 3-litre Maserati outdistancing Gregory's Ferrari in the Portuguese G.P. Britons Hamilton, P. N. Whitehead and Berry were third, fourth and fifth. A surprise for the Italians came in early July, when the young Belgian Olivier Gendebien took a 300SL Mercedes-Benz to Cortina for the Dolomite Gold Cup race, and proceeded to beat up the local boys and win the general classification.

Came British Grand Prix day at Aintree and its supporting races, Aston Martins scoring an impressive "grand slam" in the 51-mile sports car event, with Hawthorn's and Sanderson's D Jaguars way back. Outright winner was Roy Salvadori, who also won his class, as did Hampshire (Lister) and Chapman (Lotus). The Messina 10 Hours race and the Lisbon G.P. clashed the following Sunday, but that did not notably affect the quality of the racing. At Messina the Musso/Behra Maserati was for once outpaced by the Ferraris, finally retiring, while the Trintignant/Castellotti works Ferrari romped away to win. Lisbon drew fewer works entries, but was significant in providing the first major win by an American driver—Masten Gregory (Ferrari)—since Jimmy Murphy won the French G.P. back in 1921. Even so, it was touch and go, de Graffenried chasing Gregory hard and finishing right on his tail. Stirling Moss drove a Porsche to a clear-cut victory in the 1,500 c.c. race.

Two weeks later Moss was back in a 300SLR Merc., shadowing Fangio round the rather bumpy Rabelov circuit, the pair scoring an easy 1-2 victory in the Swedish G.P. from Castellotti, Behra and Musy. Next came Britain's "baby Le Mans", the Goodwood Nine Hours, in which David Brown's Aston Martins scored their third successive win, Walker and Poore sharing the winning car, with Collins/Brooks third, sandwiching the Ecurie Ecosse Jaguar of Titterton/Sanderson. It was a fine race, with three Ferraris starting and none finishing. Stirling Moss had bad luck when his Porsche was put out by a collision, while he was leading the 1,500s by seven laps. Leston and Scott-Brown came through in a Connaught to win that class, David Hampshire (Lister) scored another 2-litre

class win with P. Scott-Russell, while Mike Hawthorn (Ferrari) turned fastest lap at an impressive 91.14 m.p.h. Poor Michael Keen lost his life when his Cooper-Bristol overturned at Fordwater.

Up to Oulton Park, then, the following Saturday, for another thrilling Ferrari-Aston Martin struggle in the *Daily Herald*/B.R.S.C.C. 221-mile race. Again it was the British marque which gained the day, Reg Parnell driving absolutely brilliantly to hold off Mike Hawthorn from start to finish, while Peter Collins in a non-works entered DB3S was third ahead of Masten Gregory's Ferrari. Moss appeared again, this time in the Peter Bell 1½-litre Connaught, winning his class after a fine drive.

The Germans had the next shock, at Nürburgring in the 500 kms. race for 1,500 c.c. cars, substitute for the cancelled Championship 1,000 kms. event. They fielded a very full force of Porsches and EMWs, while Jean Behra turned up with a single experimental 1½-litre Maserati "four". The Frenchman led from beginning to end, though Von Frankenberg (Porsche) and the EMWs did their best, following the little red car home. Just to rub it in, Chancel (Panhard) and Blanchet (Panhard) won their classes, too.

At the Aintree September meeting, no works Aston Martins entered, and though Salvadori in the Gilby Eng. Co.'s DB3S tried valiantly, the Ecurie Ecosse D-type Jaguars could not be caught, Sanderson and Titterton gaining a clear victory. Schell's rather tired Ferrari was fourth over the line. In Sweden the following day Ivor Bueb's 1,100 c.c. Cooper-Climax routed the Porsches at Skarpnack, while bearded Joakim Bonnier won the unlimited race in his ex "Disco Volante" Alfa Romeo. While the T.T. next occupied Europe's sports car teams, over in America the Watkins Glen G.P. was being run the same day. It proved a fine Jaguar victory for Sherwood Johnston, who stayed all attacks by the 3-litre Maseratis of Bill Spear and Bill Lloyd—though Spear took the lap record and his class as consolation.

Porsche met EMW again in the Avus-rennen the following Sunday, and it was Von Frankenberg who finally won for Porsche by 6 secs. from Rosenhamer's EMW—and at a rousing 122 m.p.h., what is more—in a "1500"! The Targa Florio wound up both the Championship and the European seasons, but the fun wasn't over yet. Venezuela decided they'd have a Grand Prix, and duly held it on 6th November, by which time Fangio was on his way home from Mercedes. So Juan Manuel made a detour with a 3-litre Maserati, and collected one more victory at the expense of the Marquis de Portago and Baron de Graffenried in Ferraris.

The young Spanish Marquis hadn't finished his season, however, and in the Nassau races in December certainly made his mark. With his Ferrari he won the 104-mile Governor's Trophy from Phil Hill (Ferrari) and Sherwood Johnston's Jaguar, then chased Hill spiritedly throughout the 210-mile Nassau Trophy race, pushing the lap record for the Bahamas circuit to 104.22. Thus, with 20 days to go to the 1st January, 1956, the 1955 sports car racing season concluded. And the next race? The Argentine 1,000 kms. on 29th January, giving factories, mechanics and drivers the luxury of a seven-week lull!

C. POSTHUMUS.

PRINCIPAL 1955 SPORTS CAR RACE RESULTS

Date	Event	Circuit and Race Duration	First	Second	Third	Winner's Speed	Fastest Lap
23rd January	BUENOS AIRES 1,000 Kms., ARGENTINA	"October 17"-cum-Road circuit, 58 laps, 1,000 kms.	Valiente/Ibanez (4.9 Ferrari)	Najurieta/Rivero (4.5 Ferrari)	Grandio/Faraone (2.0 Maserati)	93.75 m.p.h.	J. F. Gonzalez (3.7 Ferrari) 104.708 m.p.h.
27th February	Circuit of Agadir, Morocco	Agadir; 60 laps, 90 miles (over 2 litre class)	M. Sparken (3.0 Ferrari)	F. Bordoni (3.0 Gordini)	A. Guelfi (3.0 Gordini)	60.56 m.p.h.	Guelfi 63.19 m.p.h.
13th March	SEBRING 12 HOURS, U.S.A.	Sebring, Florida (5.2 mile lap) 12 hours	J. M. Hawthorn/P. Walters (3.5 Jaguar)	P. Hill/C. Shelby (3.0 Ferrari)	W. Spear/S. Johnston (3.0 Maserati)	79.3 m.p.h.	Walters (Jaguar)
		<i>Index of Performance:</i>	Hill/Shelby (Ferrari)	Lloyd/Huntoon (Osca)	Hawthorn/Walters (Jaguar)		
13th March	G.P. of Dakar, Senegal, West Africa	Dakar; 35 laps, 227.5 miles	E. Carini (3.0 Ferrari)	L. Rosier (3.0 Ferrari)	J. D. Hamilton (3.5 Jaguar)	118.55 m.p.h.	Rosier 122.42 m.p.h.
2nd April	British Empire Trophy	Oulton Park; Three 16 lap, 45 mile scratch heats, and 25 lap, 70 mile Final (handicap)	W. A. Scott-Brown (2.0 Lister-Bristol)	K. McAlpine (1.5 Connaught)	R. Parnell (2.5 Aston Martin)	73.52 m.p.h.	L. Leston (1.5 Connaught) and Parnell 79.53 m.p.h.
3rd April	Circuit of Sicily	Palermo-Palermo, around coast of Sicily; 1 lap, 671 miles	P. Taruffi (3.7 Ferrari)	U. Maglioli (3.7 Ferrari)	L. Musso (3.0 Maserati)	65.85 m.p.h.	—
17th April	Coupe de Paris (Sports Class) France	Montlhéry; 16 laps, 62.45 miles	J. D. Hamilton (3.5 Jaguar)	F. Picard (3.0 Ferrari)	A. de Portago (4.5 Ferrari)	99.77 m.p.h.	—
28th April/1st May	MILLE MIGLIA, ITALY	Brescia-Rome-Brescia; 976 miles	S. Moss/D. Jenkinson (3.0 Mercedes-Benz)	J. M. Fangio (3.0 Mercedes-Benz)	U. Maglioli/G. Monteferrario (3.7 Ferrari)	97.90 m.p.h.	—
		<i>Class Winners.</i> Sports: 750 c.c., Storez (D.B. Panhard); 1,100 c.c., Bourillot (Osca); 1,500 c.c., Seidel (Porsche); 2,000 c.c., Giardini (Maserati) Grand Touring: 1,100 c.c. Viola, (Fiat); 1,300 c.c., Von Frankenberg (Porsche); Over 1,300 c.c., J. Fitch/Kessler (Mercedes-Benz) Modified Production Touring: 750 c.c., Galtier/Michy (Renault); 1,300 c.c., Mandrini (Fiat); Over 1,300 c.c., Castelli/G. Musso (Alfa Romeo) Diesel-engined: Retter/Larcher (Mercedes-Benz)					
8th May	B.R.D.C./Daily Express International Trophy	Silverstone; 40 laps, 117.2 miles	R. Parnell (3.0 Aston Martin)	R. F. Salvadori (3.0 Aston Martin)	A. P. R. Rolt (3.5 Jaguar)	93.58 m.p.h.	J. M. Hawthorn (3.5 Jaguar) 96.67 m.p.h.
		<i>Class Placings.</i> Over 3,000 c.c.: 1. Rolt (Jaguar); 2. Hawthorn (Jaguar); 3. Hamilton (Jaguar); 3,000 c.c.: 1. Parnell (Aston Martin); 2. Salvadori (Aston Martin); 3. Collins (Aston Martin); 2,000 c.c.: 1. Brooks (Frazer-Nash); 2. Crook (Cooper-Bristol); 3. Moore (Lister-Bristol); 1,500 c.c.: 1. Bueb (Cooper-Climax); 2. Leston (Connaught); 3. McAlpine (Connaught)					
9th May	Helsinki meeting, Finland	Djurgard Park	M. Head (3.5 Jaguar)	K. Lincoln (3.5 Jaguar)	E. Brandon (1.1 Halseylec)	—	—
9th May	Belgian Production Sports Car Race	Spa; 20 laps, 175 miles	P. Frère (3.0 Aston Martin)	J. Swaters (3.0 Ferrari)	R. Laurent (3.0 Ferrari)	107.53 m.p.h.	Swaters 110.02 m.p.h.
		<i>Class Placings.</i> 2,000 c.c., B. Musy (Maserati); 1,600 c.c., C. Storez (Porsche)					
15th May	Bari G.P., Italy	Lungomare, Bari; 50 laps, 172 miles	J. Behra (3.0 Maserati)	L. Musso (3.0 Maserati)	M. Gregory (3.0 Ferrari)	82.07 m.p.h.	P. Taruffi (3.7 Ferrari) 85.88 m.p.h.
15th May	Paris 24 Hours (2 litre cars)	Montlhéry; (4.97 mile lap) 24 Hours	Veillet/Olivier (1.5 Porsche)	Jeser/Mme. Bousquet (1.5 Porsche)	Guyot/Parsy (2.0 Maserati)	82.21 m.p.h.	Da Silva Ramos (2.0 Gordini)
29th May	Hyères 12 Hours, France	Iles d'Or, Hyères; (4.5 mile lap) 12 Hours	Canonica/Munaron (3.0 Ferrari)	A. Gaze/D. McKay (3.0 Aston Martin)	L. Cosh/R. Cobden (3.0 Aston Martin)	83.05 m.p.h.	—
29th May	Supercortemaggiore G.P. (3 litre cars) Italy	Monza; 160 laps, 626.37 miles	J. Behra/L. Musso (3.0 Maserati)	J. M. Hawthorn/U. Maglioli (3.0 Ferrari)	C. Perdiss/R. Mieres (3.0 Maserati)	109.98 m.p.h.	Behra 114.39 m.p.h.
29th May	G. P. des Frontières, Belgium	Chimay; 22 laps, 149 miles	B. Musy (2.0 Maserati)	Herzet (2.0 Ferrari)	Meunier (3.5 Jaguar)	94.82 m.p.h.	J. Claes (3.0 Ferrari) 100.42 m.p.h.
29th May	Eifelrennen, Germany	Nürburgring; 10 laps, 140 miles	J. M. Fangio (3.0 Mercedes-Benz)	S. Moss (3.0 Mercedes-Benz)	M. Gregory (3.0 Ferrari)	80.88 m.p.h.	S. Moss 83.51 m.p.h.
30th May	Johnson's Trophy	Goodwood; 21 laps, 50.4 miles	J. D. Hamilton (3.5 Jaguar)	B. Berry (3.5 Jaguar)	M. Anthony (2.0 Lotus-Bristol)	84.41 m.p.h.	Hamilton, 86.22 m.p.h.
30th May	Montjuich Cup, Spain	Barcelona; 30 laps	W. Daetwyler (3.0 Ferrari)	C. Fernandez (3.1 Pegaso)	R. Bay (3.1 Pegaso)	66.65 m.p.h.	Daetwyler 68.23 m.p.h.
5th June	Targa Mugello, Italy	Mugello; 15 laps, 269.8 miles	U. Maglioli (3.0 Ferrari)	G. Cabianga (1.5 Osca)	M. Dalla Favera (2.0 Ferrari)	66.65 m.p.h.	Maglioli 67.88 m.p.h.

Continued overleaf

Date	Event	Circuit and Race Duration	First	Second	Third	Winner's Speed	Fastest Lap
11th/12th June	LE MANS 24 HOURS, FRANCE	Sarthe; (lap distance 8.35 miles) 24 hours	J. M. Hawthorn/ I. L. Bueb (3.5 Jaguar)	P. Collins/P. Frère (3.0 Aston Martin)	J. Claes/J. Swaters (3.5 Jaguar)	107.072 m.p.h.	Hawthorn 122.393 m.p.h.
		<i>Index of Performance.</i> 1, Polensky/Von Frankenberg (Porsche); 2, Hawthorn/Bueb (Jaguar); 3, Collins/Frère (Aston Martin) <i>Class Placings.</i> Over 3,000 c.c., Hawthorn/Bueb (Jaguar); 3,000 c.c., Collins/Frère (Aston Martin); 2,000 c.c., Wilson/Mayers (Bristol); 1,500 c.c., Polensky/Von Frankenberg (Porsche); 1,100 c.c., Duntov/Veuillet (Porsche); 750 c.c., Cornet/Mougin (D.B.)					
19th June	Shell G.P., Italy (2 litre cars)	Imola; 50 laps, 155.8 miles	C. Perdica (2.0 Maserati)	U. Maglioli (2.0 Ferrari)	H. Schell (2.0 Ferrari)	—	—
19th June	Tunis G.P.	Belvedere, Tunis; 84 laps, 156.6 miles	L. Piotti (3.0 Ferrari)	Y. Bordonaro (3.0 Ferrari)	Storez (1.5 Porsche)	115.436 k.p.h.	Piotti 125 k.p.h.
25th June	Eastern Counties 100 Miles Trophy	Snetterton; 37 laps, 100 miles	R. F. Salvadori (3.0 Aston Martin)	W. A. Scott-Brown (2.0 Lister)	W. T. Smith (3.5 Jaguar)	86.3 m.p.h.	—
		<i>Class Placings.</i> Over 3,000 c.c., W. T. Smith (Jaguar); 3,000 c.c., R. Salvadori (Aston Martin) 1,500 c.c., J. Russell (Cooper-Climax)					
26th June	G.P. of Portugal	Oporto; 55 laps, 252.9 miles	J. Behra (3.0 Maserati)	M. Gregory (3.0 Ferrari)	J. D. Hamilton (3.5 Jaguar)	91.65 m.p.h.	Gregory
10th July	Dolomites Gold Cup, Italy	Cortina d'Ampezzo; 188 miles	O. Gendebien (3.0 Mercedes-Benz)	E. Castellotti (3.0 Ferrari)	G. Cabianga (1.5 Osca)	55.75 m.p.h.	—
16th July	Daily Telegraph International Trophy (British G.P. Meeting)	Aintree; 17 laps, 51 miles	R. F. Salvadori (3.0 Aston Martin)	P. Collins (3.0 Aston Martin)	R. Parnell (Aston Martin)	81.32 m.p.h.	Collins 83.33 m.p.h.
		<i>Class Winners.</i> Over 2,000 c.c., R. Salvadori (Aston Martin); 2,000 c.c., D. Hampshire (Lister-Bristol); 1,500 c.c., C. Chapman (Lotus)					
24th July	Messina 10 Hours, Italy	Messina; (lap distance 4.75 miles) 10 hours	M. Trintignant/ E. Castellotti (3.0 Ferrari)	J. Dos Santos/ Caballen (2.0 Ferrari)	M. de Fillipis/ Musitelli (2.0 Ferrari)	74.71 m.p.h.	R. Mieres (3.0 Maserati) 83.06 m.p.h.
24th July	Lisbon G.P., Portugal	Monsanto, Lisbon; 55 laps, 186 miles	M. Gregory (3.0 Ferrari)	E. de Graffenried (3.0 Maserati)	F. Godia-Sales (3.0 Ferrari)	82.88 m.p.h.	Godia-Sales 85.56 m.p.h.
	Civil Governor's Cup (1,500 c.c. cars)	Monsanto; 25 laps, 84.5 miles	S. Moss (Porsche)	F. Nogueira (Porsche)	F. Mascarenhas (Porsche)	80.99 m.p.h.	Moss 83.53 m.p.h.
7th August	Swedish G.P.	Rabelov, Kristianstad; 32 laps, 129.28 miles	J. M. Fangio (3.0 Mercedes-Benz)	S. Moss (3.0 Mercedes-Benz)	E. Castellotti (4.4 Ferrari)	99.64 m.p.h.	Fangio/Moss
20th August	Goodwood 9 Hours	Goodwood; (lap distance 2.4 miles) 9 hours	P. D. Walker/ R. D. Poore (3.0 Aston Martin)	J. D. Titterton/ N. Sanderson (3.5 Jaguar)	P. J. Collins/ C. A. S. Brooks (3.0 Aston Martin)	82.24 m.p.h.	J. M. Hawthorn (3.0 Ferrari) 91.14 m.p.h.
		<i>Class Winners.</i> Over 2,000 c.c., Walker/Poore (Aston Martin); 2,000 c.c., D. Hampshire/P. Scott-Russell (Lister-Bristol); 1,500 c.c., L. Leston/W. A. Scott-Brown (Connaught)					
27th August	Daily Herald International Trophy	Oulton Park; 80 laps 220.8 miles	R. Parnell (3.0 Aston Martin)	J. M. Hawthorn (3.0 Ferrari)	P. J. Collins (3.0 Aston Martin)	81.16 m.p.h.	Parnell 82.97 m.p.h.
		<i>Class Winners.</i> Over 2,000 c.c., R. Parnell (Aston Martin); 2,000 c.c., P. Scott-Russell (Lotus-Bristol); 1,500 c.c., S. Moss (Connaught); 1,100 c.c., J. Russell (Cooper-Climax)					
28th August	Nürburgring 500 kms., Germany (1,500 c.c. cars)	Nürburgring; 22 laps, 310 miles	J. Behra (1.5 Maserati)	R. Von Frankenberg (1.5 Porsche)	E. Barth/Rosenhammer (1.5 E.M.W.)	77.116 m.p.h.	Behra
3rd Sept.	Daily Telegraph Meeting	Aintree; 17 laps, 51 miles	N. Sanderson (3.5 Jaguar)	J. D. Titterton (3.5 Jaguar)	R. F. Salvadori (3.0 Aston Martin)	80.97 m.p.h.	Sanderson 83.08 m.p.h.
		2,000 c.c. Class: 1, N. Cunningham-Reid (Lister-Bristol) 75.65 m.p.h.					
		1,500 c.c. Race; 17 laps, 51 miles	A. C. B. Chapman (Lotus)	C. A. S. Brooks (Connaught)	L. Leston (Connaught)	77.96 m.p.h.	Chapman 79.18 m.p.h.
4th Sept.	Stockholm Meeting, Sweden	Skarpnack; 25 laps, 26.1 miles	J. Bonnier (3.5 Alfa Romeo)	J. Tak (3.0 Ferrari)	—	—	—
		<i>Class Events.</i> Series Production: 1, A. Loens (2.0 Maserati); 2 litre sports: 1, I. L. Bueb (1.1 Cooper-Climax)					
17th Sept.	TOURIST TROPHY, N. IRELAND	Dundrod; 84 laps, 623 miles	S. Moss/J. Fitch (3.0 Mercedes-Benz)	J. M. Fangio/K. Kling (3.0 Mercedes-Benz)	Von Trips/A. Simon (3.0 Mercedes-Benz)	88.32 m.p.h.	J. M. Hawthorn (3.5 Jaguar) (94.6 m.p.h.)
		<i>Index of Performance:</i>	Armagnac/Laureau (750 c.c. D.B.)	S. Moss/J. Fitch (3.0 Mercedes-Benz)	Cornet/Storez (750 c.c. D.B.)	—	—
		<i>Class Placings.</i> 3,000 c.c., Moss/Fitch (Mercedes-Benz); 2,000 c.c., Loens/Bonnier (Maserati); 1,500 c.c., Shelby/Gregory (Porsche); 1,100 c.c., Bueb/MacDowall (Cooper-Climax); 750 c.c., Armagnac/Laureau (D.B.)					
17th Sept.	Watkins Glen G.P., U.S.A.	Watkins Glen; 101.2 miles	S. Johnston (3.5 Jaguar)	W. Spear (3.0 Maserati)	W. Lloyd (3.0 Maserati)	81.92 m.p.h.	Spear (Maserati)
25th Sept.	Avusrennen, Germany (1,500 c.c. cars)	Avus; 30 laps, 154.6 miles	R. Von Frankenberg (Porsche)	A. Rosenhammer (E.M.W.)	P. Thiel (E.M.W.)	122.78 m.p.h.	—
16th Oct.	TARGA FLORIO, SICILY	Madonie; 13 laps, 581.6 miles	S. Moss/P. J. Collins (3.0 Mercedes-Benz)	J. M. Fangio/K. Kling (3.0 Mercedes-Benz)	E. Castellotti/ R. Manzoni (3.5 Ferrari)	59.8 m.p.h.	Moss, 62.22 m.p.h.
		2 litre Class. 1, Giardini/Manzini (Maserati)					
6th Nov.	G.P. of Venezuela	Los Proceres, Caracas; 85 laps, 232.4 miles	J. M. Fangio (3.0 Maserati)	A. de Portago (3.0 Ferrari)	E. de Graffenried (3.0 Ferrari)	113.59 k.p.h.	Fangio, 135.92 k.p.h.
9th Dec.	Governor's Trophy	Windsor, Nassau; 30 laps, 104.4 miles	A. de Portago (3.0 Ferrari)	P. Hill (3.0 Ferrari)	S. Johnston (3.5 Jaguar)	92.40 m.p.h.	—
11th Dec.	Nassau Trophy	Windsor, Nassau; 60 laps, 210 miles	P. Hill (3.5 Ferrari)	A. de Portago (3.0 Ferrari)	M. Gregory (3.0 Maserati)	98.2 m.p.h.	A. de Portago 104.22 m.p.h.

SCANDINAVIAN scenery is the setting as Sheila Van Damm's Sunbeam sets off in the early morning from the Stockholm starting point.

GLASGOW TO LONDON

from Nevil Lloyd

(Navigating with Mike Couper in No. 184)

SURELY nobody can really like being up and about at 5.24 of a cold, dark, wet, January, Monday morning? All the same, an astonishing number of stout-hearted Glaswegians seemed to be enjoying themselves under those conditions last Monday, when Mrs. Walter Semple, wife of the chairman of the Royal Scottish Automobile Club, flagged off the



The Monte is "On" *The first reports start rolling in*

Sunbeam of Len Potter and Mike Lawson, from the Club's premises in Blythswood Square, to start 73 cars from the British end of the 26th motorist's pilgrim's progress to Monte Carlo.

A. K. Stevenson, Secretary of the R.S.A.C., was there too, of course, to wish each competitor good luck. "A.K.'s" 24th Monte—quite a record. Of non-starters there were only two, Johnny Claes (Vanguard) and Bill Whitehouse (Ford Zodiac), both withdrawals being caused by illness.

Scrutineering had been without incident, except, perhaps, for the last car through, the Jaguar Mk. VII of John

ships. Hours of hard work were put into trying to put right a badly battered front-end, but Mitchell was forced to retire after what must be the shortest Monte Carlo Rally on record.

To Stranraer it kept on raining, which made conditions unpleasant, though fairly easy. From Stranraer to Dumfries, quite nasty icy patches occurred, which tended to keep crews on their toes, but from that point onwards, all the way down to London the going was perfectly easy, even for the least intrepid of rallyists, except perhaps for those who struck off the Great North Road, seeking an alternative route into the metro-

polis; some of them hit fog, unpleasant though not very serious.

At the Barnby Moor control, indeed all the way along the route, large crowds turned out to cheer the Rally through, and at this point it was reported that the Jaguar of John and Joan Mansbridge was in trouble and receiving mechanical aid from Appleyards of Leeds, Ian himself being only too pleased to get back into the Rally atmosphere, not being a competitor this year. Another afflicted Jaguar was the Ashworth/Sparrowe car, with a reoccurrence of hub trouble, while the similar car of champion cyclist Reg Harris had succumbed to a surfeit of clutch bothers and was officially out of the running, a rumour later confirmed by the Rally authorities.

So, with Mike Couper and Pat Fillingham in the A90, we set off from England on nothing worse than damp roads and a hint of mist in the air, fortified with gifts of Scottish Cheddar cheese and bottles of Ribena. No odder gastronomic mixture than that with which we left Lisbon last year—a bottle of port and tins of sardines. . . !

* * *

LONDON TO BOULOGNE

from Maxwell Boyd

FOREIGNERS have been saying it for years, but now it must be true, for hardened rally drivers have said it as well—our police are simply wonderful! Two among many who voiced this tribute last Monday evening, as the British starters of the Monte Carlo Rally called

(Continued on page 82)



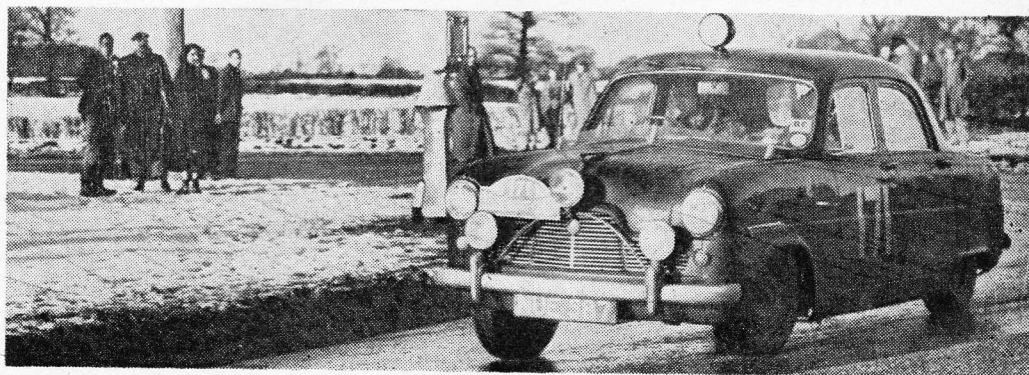
GLASGOW starter Les Leston sets off from Blythswood Square, with Philip Salamone in the Prince of Palitana's left-hand-drive DB2/4 (left).

★

SCOTCH CORNER in snow and sunshine (below) as the Handley/West Zephyr swings south towards Doncaster.

Ashworth/Jeff Sparrowe, whose front-hub bearings had collapsed on the way up to Glasgow, and the Leslie Brooke/"Doc" Hardman "works" Standard which had to be hastily repaired following an argument with a lorry in the Potteries. Roy Salvadori and John Coombs flew to Glasgow to join John Young's Anglia—much more sensible than driving all that way!

And so, from a rainy start, we set off into a wet and very unromantic dawn. But one of them, unfortunately, did not get far. Out of the square, round the corner and scarcely 200 yards from the flag, Dr. Alex. Mitchell's Wolseley hit a Corporation bus fair and square amid-



THE VITA

These are the crucial mountains decided the final result of the

FOR
EVERYONE
1ST.
CLASSIFICATION
TEST

CHAMBERY

COL DU
GRANIER

COL DU
CUCHERON

COL DE
PORTE

SASSENAGE

GRENOBLE

GORGES D'ENGINS

GORGES DE LA
BOURNE

VILLARS
DE LANCE

COL DU
ROUSSET

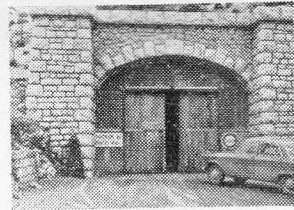
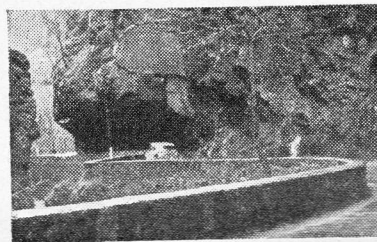
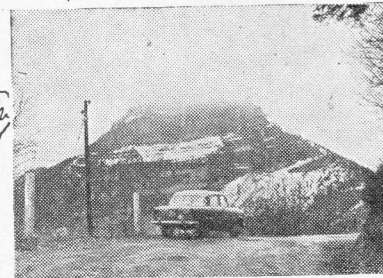
STATION DES
ENFANTS

LA
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DIE

RIVER VAR



The result of this year's "Monte" will be on the mountain roads shown in this map. The routes from the seven starting points converge on Paris for the first Classification Test, 600 km. from Paris to Chambéry are made but from Chambéry onwards the routes are different. From there to the finish the only route is a few long easy straights, at the beginning of which the organizers are liable to make time checks so that even under good conditions everyone is liable to be late. The toughest conditions are expected on the 300 miles of the Rally, when competitors certainly encounter ice, snow and rain. The second Classification Test is the "down" on a tortuous 1.1 km. of the Monte Carlo familiar to all post-war competitors as a hill-climb. The top 90 survivors will have to take a day's rest) the very tricky mountain behind Nice, where the worst Alps weather will prevail, even if the weather else be good.

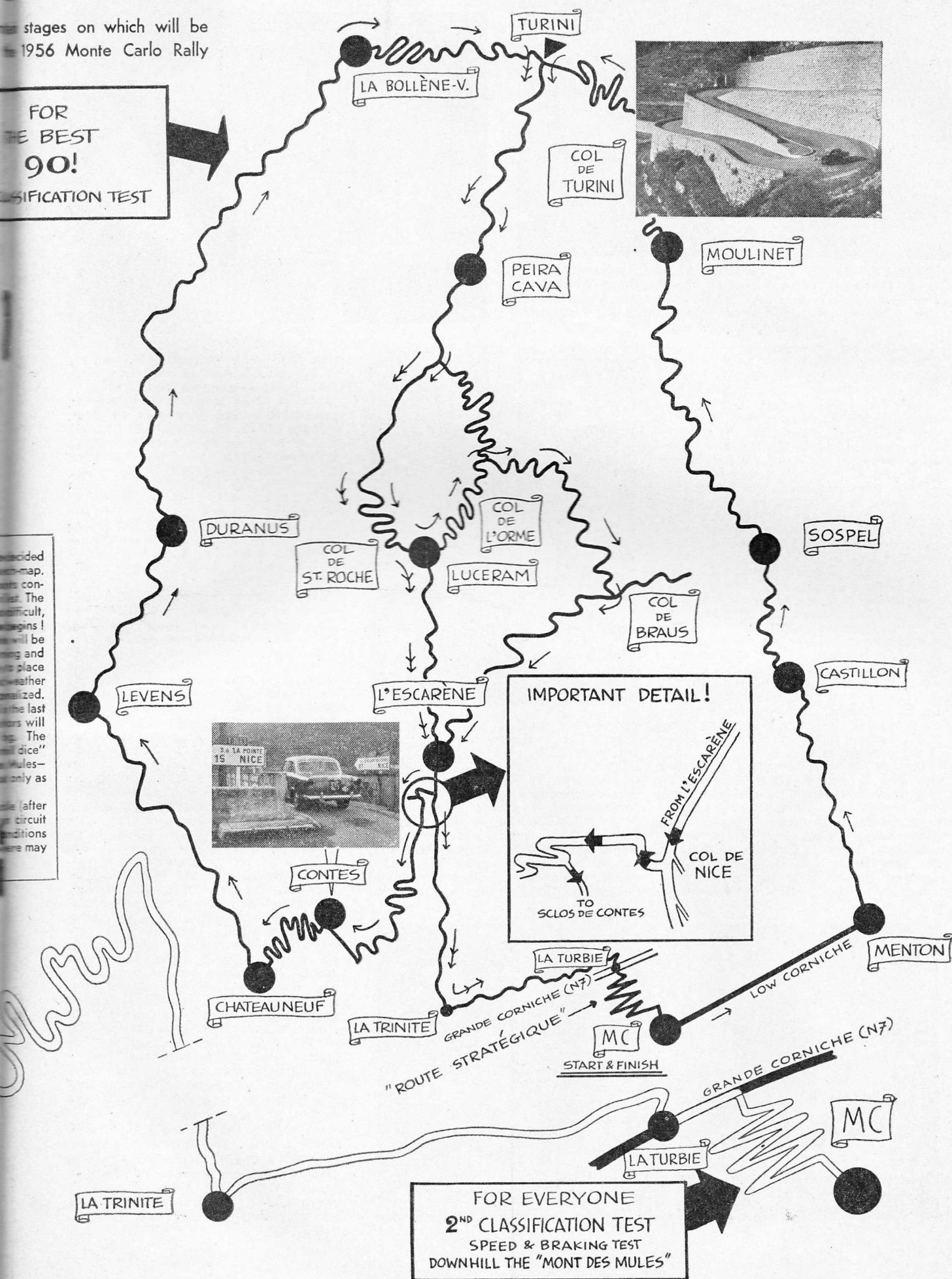
TESTS!

stages on which will be
the 1956 Monte Carlo Rally

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CHANNEL CROSSING completed, Richard Davis and "Tiny" Lewis (Sunbeam, above) drive off the S.S. Lord Warden at Boulogne. On the way over John Young, John Coombs and Roy Salvadori take refreshment (right), while Kit Heathcote (below) takes a nap.



The Monte is "On"—continued

at Clifton's Garage, on the Maidstone Road, were Lyndon Sims (Riley Pathfinder) and Frank Bigger, co-driving a Jaguar with Belfastman Ronnie Adams. Both their cars had been met by motorcycle-mounted police escorts and had been conducted through London's evening traffic in the shortest possible time by the shortest possible route. "Paris just wasn't in it," said Sims, "they were terrific!" And if the provincial forces think their, perhaps less spectacular, efforts were ignored, let me assure them that this was far from the case.

At 7.45 p.m. word was 'phoned through from Stirling Corner, on London's Northern outskirts, that the first Rally car had passed that point, and at 8.34 p.m. the first car reached Clifton's, the Rally's unofficial, but much patronized stopping-point, on the last leg out of England. A very large crowd had gathered in the road outside the garage and in the forecourt with some even swarming over the petrol pumps. It was so much more convenient of the Rally to pass through in the evening instead of at five o'clock in the morning, as before.

Pushing its way through, completely swamped by people, came No. 149, a diminutive Ford Anglia, out of which in due course there managed to struggle the three (large) members of the crew—John Young, John Coombs and Roy Salvadori. Later, in Clifton's snack-bar, they reported a little snow and ice in Scotland, but no other adverse weather conditions. Also reported was a side-



ways slide caused by Young getting his finger stuck in the steering wheel while correcting a four-wheel drift!

The Anglia was followed a couple of minutes later by Winston Henn/I. Henderson-Cameron (Rover), and then by Mr. & Mrs. Frederick Vivian (M.G. Magnette), while Philip Walton and John Stafford (Ford Anglia) overshot the entrance in the crush. A loud cheer went up to herald the arrival of Sydney Allard, driving one of his own cars, and the entire Allard family was there to

wish him well, while the Neil sisters, Annie and Christine, at once became the focal point of a dozen cameramen.

Having been arriving singly so far, the trickle became a flood at 9 o'clock, and the crowd almost went out of hand, getting a gallon of petrol becoming a man-sized job for some of the crews. The wiser ones approached the garage, had a look and wisely decided to press on, the brothers Uren (Ford Anglia), R. Haddow/J. Pearson (Ford Zephyr) and Eileen Cullen/J. Graves (Austin) among them. The father-and-son team of George and Peter Jopp, however, did as most of the others—a tankful, a check-over, a quick coffee and off!

All the way to Dover the people turned out to see the Rally through, as they had done down the whole road from Glasgow. Cars pulled up at the kerbside, little knots of enthusiasts gathered on corners, even on traffic islands; they crowded around garages at which the Rally cars might pause and they had to have a policeman to push them back in Maidstone. And they waved and cheered as each pair of yellow headlamps swished along the road towards Dover. There were a few patches of fog, but on the whole the weather gave the drivers the most welcome send-off of all.

On the quayside at Dover the now somewhat travel-stained cars formed up to board the Lord Warden for the cross-Channel trip. Meanwhile some had called to accept the customary and welcome hospitality offered by Martin Walker, Ltd., the Folkestone motor dealers, while everyone was presented with bottles of Lucozade and Ribena. The various oil and accessory concerns were very much in evidence, giving help where it was needed. John Nairn and Frank Dundas were having speedometer trouble with their M.G. Magnette; James Kenyon and Gordon Clark (Ford Zephyr) got professional assistance to sort out front wheel trouble and the Aston Martin of Prince de Palitana, driven by Les Leston and Philip Salamone, had a speedometer cable changed. This crew, incidentally, found enough time in transit in London to have a full dinner chez Leston!

Everything was very quiet on the trip



GLEEFUL GAELS seen aboard the S.S. Lord Warden are (from left) L. Burnett, Denis O'M. Taylor, Frank Dundas, C. Nairn and J. Payne. Perhaps it's the duty-free cigarettes!



★
OVER THE WATER
—a scene of great activity as the Glasgow starters check out from the Boulogne control (left) and experience a slight hitch when the customs barrier (below) is found temporarily closed.

over, most crews taking the chance, as in previous years, of catching up some sleep, the opportunity for this during the coming days being very remote indeed.

Having reached Boulogne, there seemed to be a little trouble, following the mayoral reception, about carnets—to sign or not to sign. Then the first car away apparently left some minutes behind schedule, after which a policeman put down the barrier and would let nobody go, until he was persuaded, and about eight cars left the immediate dock area in a Grand Prix start and a cloud of dust. As the writer's knowledge of French stops short of the Boulogne patois, he was unable to discover exactly what, if anything, was amiss!

At the time of going to press (Tuesday night) it was known that less than 300 cars were still in the Rally. Of British entries, Edwin Lambert's Mignette had

been involved in an accident in France and both he and his co-driver were reported to be in hospital, while the Harper/Wright Mignette retired after striking a 70-year-old French pedestrian who subsequently died. Gerry Burgess, starting from Lisbon, was reported to have been disqualified, while Louis Chiron lost many marks through taking the wrong route out of Rome.

Dutchman Willem Nout (Opel), from Munich, went down a ravine, while two Stockholm starters collided with each other in Sweden. On the other hand, "Gatso" (Maurice Gatsonides), who started from Lisbon, had time enough in hand for a haircut near the Spanish-French frontier.

Alas, A.C. chances for the team award were lost when Jacques Pollet turned up at Paris with an out-of-date competition licence, and was not allowed to start.



Racing in Rhodesia

Twelve Spirited Races in December Meeting at Marlborough—Widow of Ray Amm Wins Ladies' Race

A DOZEN races, for production, sports, special and racing cars, the first-ever Ladies' race in Central Africa, a relay race and a vintage event, added up to an excellent day's sport at the Mashonaland M.C.C.'s meeting at the recently opened Marlborough circuit near Salisbury, Southern Rhodesia. Amongst the many outstanding performances was the victory in the Ladies' race of Mrs. Jill Amm, widow of Ray Amm, famous racing motor-cyclist who was killed at Imola, Italy, last year. The way the ladies sped into the first hairpin was an eye-opener indeed, but none could hold off Jill Amm who, driving her XK 120 Jaguar very coolly, worked her way swiftly through the field to become the most popular winner of the day.

The relay race caused much excitement, each team comprising a saloon car, a sports car and a racing car, and when the faster first cars completed their runs and sports and racing became mixed with slower saloons, entertainment value was high. The scratch team, "the Tailwaggers", put up a terrific performance and tore through to a last-minute win. Showers of rain fell intermittently, but didn't stop the fun in the Vintage race. The drivers of a Model T and a Model A Ford kept quite dry, but the occupants

of a 1924 Fiat, a 1923 Vauxhall, and one or two Lancias became very damp as their race progressed.

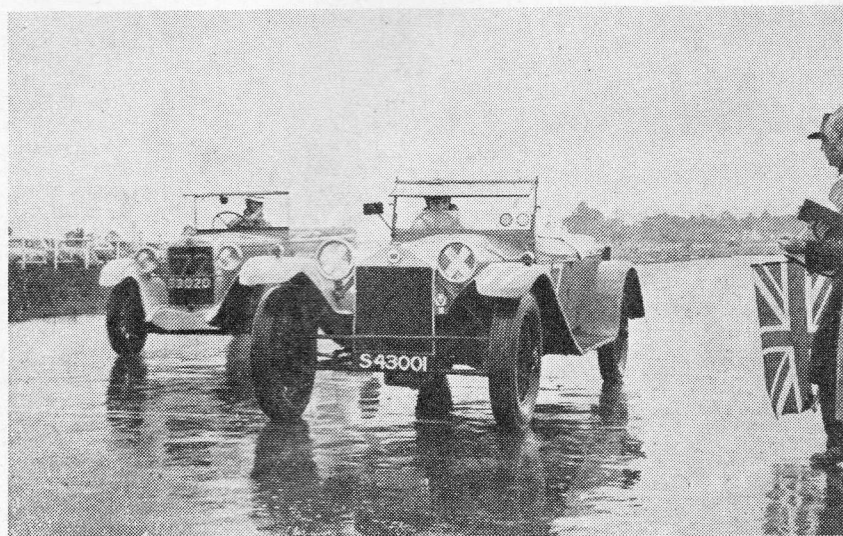
Other events, for sports and racing cars, proved the local stars to be on form. Johnny Love from Bulawayo, in a 500 c.c. Cooper, came within a second of the lap record, which stands to a Cooper-Bristol. MacPherson's Healey proved potent indeed, as it had at Pretoria earlier, winning two races, while Jimmy Shields's Ford Special was another good performer.

MacPherson's third win came in the big race, a handicap notable for first

class work by the handicapper, who succeeded in bringing all the competitors bunched together for the last two laps. It was only at the very last corner of the last hectic lap that MacPherson squeezed past Davidson's TR2 to win; Love's Cooper was third and Munro's Morris Minor Special fourth. Yes, this new Marlborough circuit certainly provides exciting racing, and is due to be the scene of much bigger meetings during 1956—though it would be difficult to imagine a more pleasant one than the December affair.

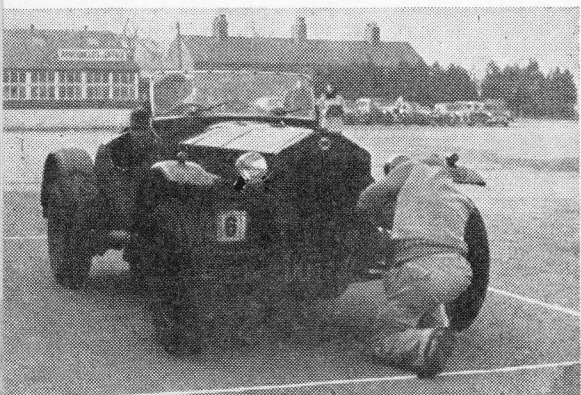
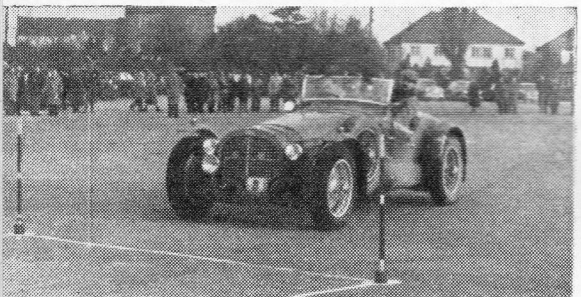
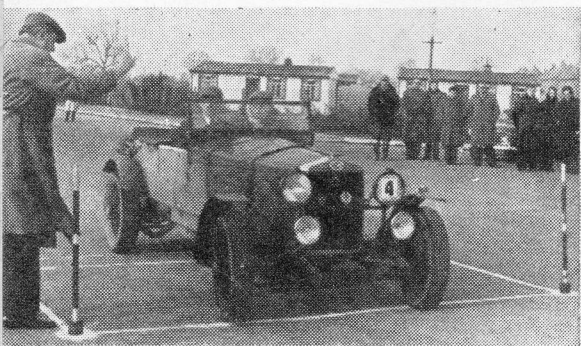
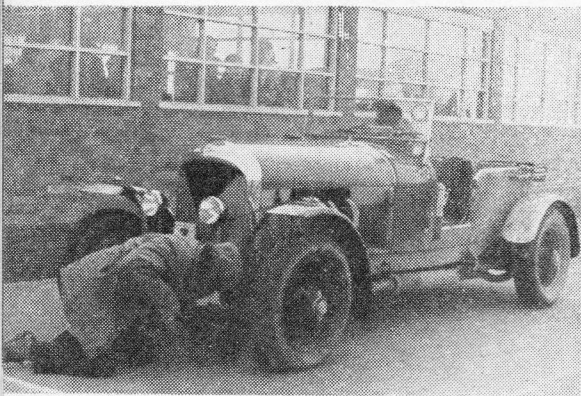
B. COUPLAND.

★
NO AFRICAN SUN, but a wet journey for this Fiat and Lancia Lambda coming up to the starting line in the Vintage event at Marlborough.



Motoring to Measham

Pat McNaughtan (1926 Sunbeam) Wins Measham Trophy in V.S.C.C. Rally; Best Performance by A. L. Yarranton (1955 Morgan)



1954 AND 1956 will go down as vintage years for Pat McNaughtan's 3-litre Sunbeam, for after winning the V.S.C.C. Measham Rally two years ago he followed up with another victory last week end. Russell Noble (Alvis) pressed him very closely and the two contested the issue through the night and into the final tests. The 1926 Sunbeam took the Measham Trophy by a mere $3\frac{1}{2}$ points when all was done.

Of the modernists, A. L. Yarranton turned in a fine performance driving the Morgan, for he finished a clean road sheet with some excellent driving. His "points against" figure was 10, and that proved to be $15\frac{1}{2}$ better than anyone else.

Of the 78 entrants, only A. P. Wauchope (Rolls-Royce) and P. H. Wardall (Alvis) failed to come under starters orders at Church Stretton on Saturday evening, the remainder leaving the Long Mynd Hotel and heading generally west over the hills to Llandyssil. The route from here to Newbridge-on-Wye was tricky but by no means impossible. If the roads were narrow and little used, at least they were well-located by map references on the route cards. Les Winder admitted to one map reference appearing to be in the margin of each of three maps, but he did get his 1924 Humber back to the finish again in spite of the varied assortment of weather.

During the run, rain, falling snow, ice and sleet were all met but not, fortunately, in excess.

Near Newbridge-on-Wye a Restart Test was located on a 100-yard long hill, where Pat McNaughtan (Sunbeam) and Gordon McDonald (Bentley) were outstanding. This, of course, very much according to the book. As Vintage cars they were in Class 1, but the Class 2 cars were thoroughbred Post-Vintage, and D. H. Coates in his $4\frac{1}{2}$ Lagonda was the pick of this group. The moderns in Class 3 came later and old hands Tommy Gold (TR2) and A. L. Yarranton were very good. No less lively was E. H. Whittles (Triumph TR2), while other Triumphs driven by C. B. Taylor, D. H. Wilson-Sratt and W. A. Machin were only slightly less so.

There were seven time controls in all and at the fifth, at Shetton T.A. Camp, the usual 1 hour compulsory stop was taken along with some refreshment. It

is of interest to record Pat McNaughtan's ideas of sustenance to beat Lee-on. He and passenger Alan Reeves bought some sausage rolls and placed these between the twin-cams of his fine old Sunbeam engine. At suitable times they raised the bonnet and there was the N.A.A.F.I. canteen all laid on!

The route had something in common with that used on the London Rally and some of the interesting roads which abounded were not sheer child's play. In spite of this 11 cars returned to Measham with clean sheets but (dare it be said?) none were Vintage. Of the latter Russell Noble (Alvis) was the best on the roads with John Rowley (Lancia) and J. J. Woodcock (Humber) following. Not that the others didn't enjoy themselves. J. M. Hill (O.M.) led one contingent up a private drive and into a pebbled courtyard. The full details cannot be divulged, but the whole party moved out with most unvintage-like haste.

There were three tests awaiting the 41 finishers, the first being a start/roll affair where competitors accelerated over a short distance and then coasted to a finish line. N. R. Buckle (Lancia) and M. C. S. Barnard ($1\frac{1}{2}$ Bugatti) were good here with the modern boys gaining somewhat with their performances.

A. L. Yarranton (Morgan), T. A. Gold (Triumph), W. A. Machin (Triumph) and E. H. Whittles (Triumph) again shared test honours.

A welcome breakfast preceded a figure-of-eight test and the V.S.C.C. Measham hardy annual, the pit stop test.

While they were getting themselves organized it was noticed that Les Winder had Harry Spence as passenger in the Humber. Jock Sinclair was in a 1927 Chrysler which was new to Vintage events. Although Jock has had the car some 12 months now this one-owner-since-new machine was not quite perfect mechanically, although Jock said he enjoyed the comfort.

Amongst the Class 3 Visitors' cars, A. Polack's Morgan was distinguished by shovels and whatnots on the back ready for any emergency.

In the tests Pat McNaughtan rapidly regained some marks as he hurtled around Measham's macadam. And the post-war cars had nothing on the twist-war machines for Russell Noble (Alvis), N. R. Buckle (Lancia) and Peter Binns (O.M.) all got around the pylon "sticks" quicker than most. Yarranton, of course, kept the "new" flag flying and J. R. Crow (M.G. saloon) put in some good work particularly in the figure-of-eight.

The pit stop tests include a couple of laps around some of the sale rooms, in the middle of which circuits the passenger had to leap out and jack up the nearside front wheel sufficiently to be able to spin that thing.

(Continued on page 92)

COMBATANTS in the driving tests at Measham included (from top) G. G. McDonald (Bentley) remaining seated whilst his passenger works on the jacking test; Peter Binns (O.M.) who put up an excellent test performance; Pat McNaughtan's rebuilt Sunbeam that won the Measham Trophy; J. V. Rowley (Lancia) also during the jacking test; and, representing the "moderns", D. H. Holland (Austin A40).

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Argentine Grand Prix	Buenos Aires 1,000 kms. Race
Buenos Aires City Grand Prix	Agadir Circuit (Morocco)
Sebring, Florida International 12-hour Grand Prix	Oulton Park British Empire Trophy
Bari Grand Prix (Italy)	Goodwood Lavant Cup
Grand Prix of Europe (Monaco)	Goodwood Chichester Cup
Supercortemaggiore Grand Prix (Italy)	Goodwood Glover Trophy
Imola Grand Prix (Italy)	Goodwood Easter Handicap
Portuguese Grand Prix	Silverstone International Trophy Race
Australian Grand Prix	Hyères 12-hour Race (France)
Syracuse Grand Prix	Eifel Race Meeting (Germany)
Venezuela Grand Prix	Leinster Trophy Race
	Dolomite Gold Cup Race (Italy)
	Messina 10-hour Race (Italy)
	Oulton Park International Gold Cup

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Monte Carlo Rally

Sestriere Rally (Italy)

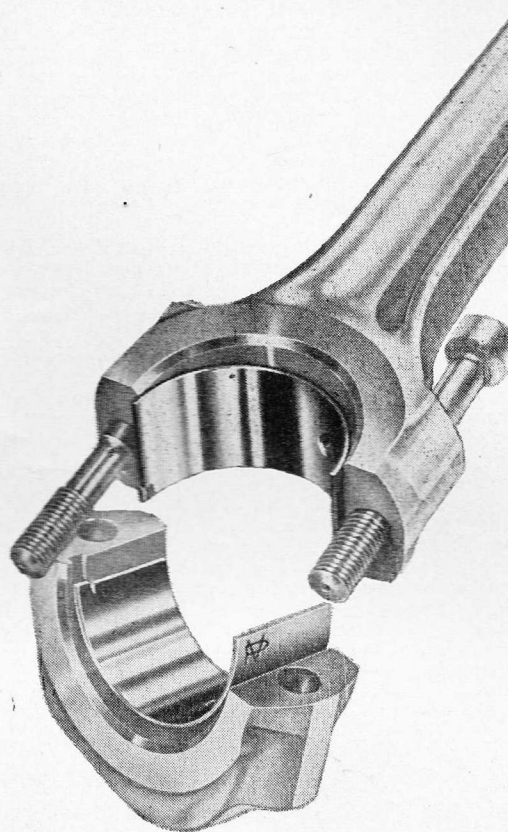
Lyon—Charbonnières Rally (France)

Soleil—Cannes Rally (France)

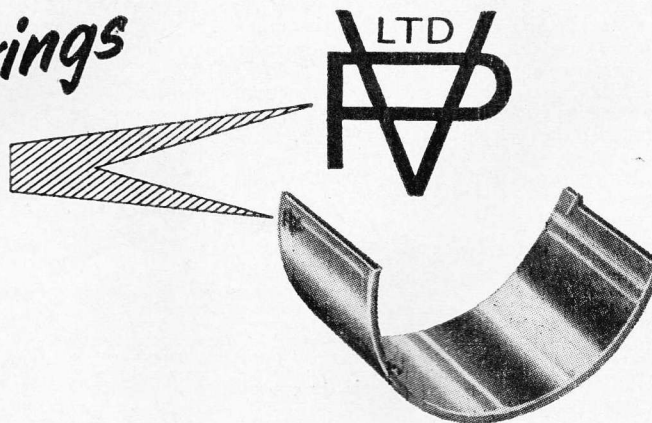
Pau Grand Prix (France)

Liège—Rome—Liège Rally (Belgium)

Round-Portugal Rally



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CORRESPONDENCE

Noise

WHAT an appalling thought! Silent Silverstone and Ghostly Goodwood—to say nothing of Occult Oulton!! Gentlemen, we wish to lodge a heartfelt protest against the knavish movement that is afoot to silence racing cars.

Our health is being impaired by restless nights, our minds raving in a nightmare involving pit staff in carpet slippers, racing motorists in cars with foam rubber engines, the Antone people being marched out one cold dawn and shot down like dogs—and a large stern-faced gentleman clumping about with two pieces of cotton wool suspended from a truly Teutonic neck by lengths of string!

No one complains about the Hampden Roar! We don't hear criticisms of the fanatical cheering at Twickenham. One can scream "blue murder" as the favourite is challenged over the last furlong before the post. The alleged efforts being made to quieten jet aircraft are a mockery! We do not read of the countless fines imposed on members of the 125/197 c.c. fraternity for excessive noise!!

We put it to you, sirs, that supporters of this idea must be either without souls or totally lacking in the finer elements that go to make up the dividing line between those creatures that walk upright and those that still shamble about on all fours.

The heart-stirring thrill that the average racegoer must get from hearing Stubberfield and Co. winding up Prescott, or the old V.16 B.R.M. howling around Castle Combe, shrieking up the revs for the change down into Quarry, is a thing that must not be tampered with, for here is one of the essentials from almost any angle—who wants Brandy and Soda without the Brandy? Or is this just a subtle move backed by the recording people to sell more of their praiseworthy but rather high-priced "noise recordings"?

PS.—Want to make some easy money? Back Juan Manuel for the 1956 World Championship.

CHELTHENHAM.

J. GIFFORD, G. A. HOLTHAM.

The Denzel, John Bolster and Sir Henry Royce

I SUSPECT that most of your readers accept without question everything that John Bolster tells them in his articles, and that comparatively few of them have the experience in the industry to recognize that, at the conclusion of his article on the Denzel car in your issue of 30th December, 1955, his final statement on the relative importance of design and development is completely wrong.

It is a fortunate coincidence that a recent number of the *Rolls-Royce News* gives the opinion of Sir Henry Royce on this point and the support which Mr. A. G. Elliott gave to Sir Henry's policy on this and other matters.

After 25 years in the industry, including racing and high performance sports cars, there is certainly no doubt in my mind on this point.

FRANK H. STARK.

CHELLASTON, NR. DERBY.

[John Bolster said *re* the Denzel "... don't imagine you can rush off and make a copy of this car. It's those four years of intensive research that have made it what it is, which once more proves that development is even more important than design." Mr. A. G. Elliott, retiring Vice-Chairman of Rolls-Royce, Ltd., said, "... Sir Henry Royce always said that the last responsibility he retained was the design, as being of the first importance. If the design was not right, nothing else could be right. These are Rolls-Royce maxims. It is difficult to go wrong on the engineering and technical side if we follow the policy laid down by Sir Henry. ...—Ed.]

The Boxing Day Brands

I WOULD be grateful if you would kindly allow me to air a point of view in answer to the letter of Mr. Revner Banham, in the issue of AUTOSPORT dated 6th January, 1956.

Firstly, I should like to thank Mr. Banham for his enthusiasm and kindness in his toast to the marshals, and in particular to the oilskin hero responsible for traffic direction of the circuit via the paddock gate.

The oilskin hero in question happens to be our Chief Paddock Marshal, H. W. (Bert) Lamkin, who entirely of his own volition and enthusiasm for the sport, placed himself at the disposal of the spectators in directing the traffic off the circuit.

Mr. Banham's letter suggested to readers of AUTOSPORT

The Editor is not bound to be in agreement with opinions expressed by readers.

that the organizers, either the club or the circuit, had been responsible for allocating this unfortunate and uncomfortable responsibility at the conclusion of the meeting. It is at this point that Mr. Banham's letter departs from the facts in that it is a measure of Mr. Lamkin's irrepressible enthusiasm that he chose to carry out this task willingly. I am sure that Bert Lamkin will be as distressed as I at the suggestion that the British Racing & Sports Car Club, of which he is the staunchest possible supporter, should be charged with lack of consideration for its officials.

K. A. GREGORY, *Secretary, B.R.S.C.C.*

LONDON, W.C.2.

British and Foreign

DURING the past few months I have read many words in your excellent magazine about the virtues of certain Continental makes of cars in relation to our own products. The news from the Austin factory recently seems to confirm many of your readers' opinions.

The news of short time at one of the country's largest plants is somewhat alarming in view of all the Government's slogans about exports and higher productivity.

Is the true reason for the short time a decreasing demand overseas? Is it because certain German, Italian and French concerns are giving the motoring public more value for their money? A certain German product which is becoming more and more popular in many countries is an attractive proposition with regard to price, running costs and above all adequate spares being available at all times.

I feel sure that if our automobile industry took a greater interest in the motor sporting world, such as support for the gallant Connaught people, success would be the order of the day and any motor car that was British made would be in great demand.

EDWARD ODOM.

STONELEIGH, SURREY.

The Driver Problem

I WOULD like to bring up this question as it is so acute at the moment, for there are few really top drivers. One often hears that team managers need only come to this country to find them. I quite agree with them, but it seems that some of our teams do not.

Let us look at the problem. We have, for instance, Moss, Hawthorn, Collins and Wharton, all first-class drivers with plenty of experience, but what of the others such as Salvadori, Bueb, Titterton, Leston, Scott-Brown, etc. Admittedly their rise to comparative fame was not as meteoric as, say, Moss's, but they are, nevertheless, very good drivers. Yet our teams either do not think so or else they dare not take the plunge. For Vanwall's have Schell as their number one and B.R.M. are seemingly negotiating for the ageing Farina.

If it is experience our teams want, then they have only to look at Bueb's fine win at Le Mans, and Brooks's equally fine win at Syracuse, both in strange cars, to see that it is not always needed.

PETER MULLER.

LONDON, N.12.

What Makes it Tick?

YOUR contributor, Stuart Seager, says (13th January, 1956) that he has not yet pinned down what "makes the Vintage movement tick". I can assure him that is quite all right; a lot of people haven't, including even some of the most rabid Vintagers. But after that, he goes on to say that he does not think it is *only* a matter of money (his italics) and that is quite another story.

The introduction of a question of money is slightly invidious and I would rather have nothing to do with it. Nevertheless, such a suggestion needs to be answered by somebody. In the first place, a well-maintained Vintage car is *not* a cheap thing to own and if Mr. Seager ever attends the V.S.C.C. meetings he must surely have observed how marvellously many of them are maintained. He would, perhaps, be surprised how many V.S.C.C. members also own modern cars, and also how many do not own Vintage cars at all but insist on being members just the same. I myself use a Morgan Plus-Four for most of my motoring and keep a 1927 Invicta wrapped up in cotton wool for occasional use.

So now Mr. Seager can start speculating, if he wishes, about what makes *me* tick! But I'm not going to help him on that one.

JOHN AHERN.

ST. JOHN'S WOOD, N.W.8.

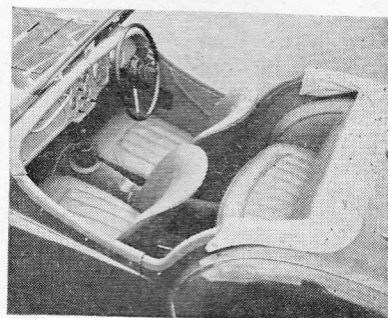
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NEWS FROM THE CLUBS

By Stuart Seager

WE could not resist "lifting" the following little narrative from *Autofair*, the journal of the Fairey Aviation M.C. & C.C.—without further comment!

"Whilst we are parked at the kerbside waiting for a friend to get some cigarettes, another customer comes out of the shop to get into an A30 parked immediately in front of us.

"A pause—and then a 'clunk' as the starter engages—and jams. A further pause—and then, making a hasty exit from the car, the occupant opens the bonnet and takes a bewildered look at 'the works'. Deciding that this is far too complicated for him, he shuts down the bonnet and dives back into the car to 'have another bash' at the starter.

"Still no response and then suddenly—a flash of inspiration—he vaguely remembers someone telling him that a jammed starter can be freed by rocking the car. He does so, using the driver's door as a lever (we thought it was going to come off in his hand) but rocks the car SIDEWAYS.

"We hadn't the heart to interfere. . . ."

AN event somewhat out of the ordinary is to take place in the Salisbury area on 5th February, and goes under the appropriately strange name of "The Salisbury Trally". In fact it will incorporate elements of a reliability trial, a navigation rally and a driving test meeting, and is being co-promoted by the M.G.C.C. (S.W. Centre) and the 750 M.C. The course is described as being of "a mild nature", starting and finishing at Middle Woodford, near Salisbury. Entry is limited to members of the two promoting clubs, and regs. may be obtained from the club secs.; entries should reach J. M. Noble, Corn Hills Poultry Farm, Shaftesbury, Dorset, by 2nd February. . . . While on the subject of the 750 M.C., members should note that a new centre was recently founded in East Anglia, with D. P. Golding, 82 Shrub End Road, Colchester, Essex, as secretary. There is also a movement afoot to start a Scottish centre, and a meeting to that end will be held next Monday (23rd) at the Arduan Hotel, Strathblair. . . . On 11th-12th February, the West Essex C.C. are running their second Clover Leaf Rally. The course is something under 200 miles in length and the event is open to the Chaseside, Thames Estuary, South Essex, Marconi, London, Ford Sports M.C. and M.G.C.C. (S.E. Centre). The start is at Woodford, Essex, and entries should reach K. Gibson, 57a Old Church Road, Chingford, E.4, by 6th February. . . . Advance notice is given of the North Devon M.C. Ilfracombe Rally on 20th-21st April—once again a B.T.D.A. Silver Star event. More information later, but impatient types should contact S. Guard, Vicarage Lawn, Barnstaple, North Devon. . . . Similarly, information on the Maidstone & Mid-Kent M.C. race meeting at Silverstone, to be held this year on 12th



TRADITIONAL style in sports cars is exemplified by the rugged and popular 1500 H.R.G. Seen on Stretes in the recent Exeter Trial, P. G. Riviere's car climbs through the mist with spotlight in action.

May, is obtainable from L. G. Riley, Rilco Glass Co., Ltd., Maidstone, Kent. . . . Similarly, too, W. L. B. Callander, 100 West Regent Street, Glasgow C2, will answer queries about the 1956 Scottish Daily Express Highland Rally (National Permit), which is to be run by the Scottish Sporting C.C. at Easter.

. . . The Cambridge University A.C. remind would-be entrants in the "Mini-Monte" on 28th-29th January, that entries close on 23rd. . . . Entries must be in by next Thursday (26th) for the Peterborough M.C. Warco Cup Sporting Trial on 29th January, open to the London, Northampton, Hagley, Leicestershire, Shenstone, Cambridge '50 and Sunbac. Secretary of the Meeting is W. J. Wardle, 34a Priestgate, Peterborough. . . . Entries close on 31st January for the seventh post-war Yorkshire Rally, to be run by the Yorkshire S.C.C. on 10th-11th February. Clubs eligible to participate in this B.T.D.A. 1956 Silver Star event are the Bolton-le-Moors, East Yorkshire, London, North Midland, Sheffield & Hallamshire, Shenstone and the B.A.R.C. The 500-mile route starts from Ilkley and the S. of the M. is P. J. Clay, Hollings Mills, Sowerby Bridge, Yorks. . . . A little group of closed-to-club events includes the Forces M.C. Winter Rally, on 5th February, a 100-mile affair starting from Westerham, Kent, for which regulations may be obtained from A. V. Mathison, 93 Fairlands Avenue, Thornton Heath, Surrey. . . . Then there is the Guildford M.C. "Six-Hour" night rally on 28th-29th January. Details (quickly!) from D. S. Morgan, "Friars Oak", Abbotswood, Guildford, Surrey. . . . And the Rhyl & D.M.C. Braid Rally on 4th-5th February, run over minor roads in the mountains of North Wales. "In the past", they say, "snow on the high ground has made the event very interesting!" Regulations from R. H. Piper, Bexley, Conwy Street, Rhyl, Flintshire. . . . Also the Circle C.C. "Caramble" on 29th January, starting from Aldenham, Herts. Details from John Criford, "Tamar", Rowlands Avenue, Hatch End, Middlesex. . . . The London M.C. Coventry Cup Trial will be held on 12th February, starting from

Stokenchurch, and full details may be obtained from W. C. Podevin, 68 Bute Road, Ilford, Essex. . . . On the social side, the Volkswagen O.C. are holding a meeting on 29th January, at the Crown Inn, Broad Street, Birmingham, to form a Midland Centre. Further details from D. Richards, 87 Rathbone Road, Smethwick 41, Staffs. . . . The Allard O.C. are holding their dinner-dance on 10th February, at the Criterion Restaurant, Piccadilly. Tickets from the club at 24-28 Clapham High Street, S.W.4. . . . The Liverpool M.C. are holding their dinner-dance at the Hotel Victoria, New Brighton, on 27th January, and tickets are obtainable from Brian Harrocks, 6 Redcar Road, Wallasey. . . . The B.A.R.C. have a series of Midnight Film Matinees in the offing. The East Sussex branch are holding one at Eastbourne on 17th February, preceded by a supper, and the club as a body have four of these shows at the Curzon Cinema, Mayfair, on 3rd, 8th, 10th and 15th February. Tickets for the Eastbourne show are obtainable from W. W. Paul, Flat 2, 14 Hardwick Road, Eastbourne, Sussex, and for the London shows, from club H.Q. at 55 Park Lane, London, W.1.

A.G.M. AT RHYL

SIXTY members were present at the Rhyl and District Motor Club Annual General Meeting on 11th January.

An appeal for winners of awards and trophies to be more courteous was made by Mr. Malcolm P. Rutt, the secretary. He said that after sending out 35 cups and trophies, which were not collected at the awards dinner in November, he only received one letter of thanks. "Some of these cups are silver and valuable, but as yet I have no idea whether they have been received or not", he said.

Officials elected were: Chairman, Mr. T. J. Chilwell Davies; Vice-chairman, W. Wain; Secretary, Malcolm P. Rutt; Treasurer, Gordon Moore; Press Secretary, J. Esmor Thomas; Motor Cycle Secretary, G. Wilson; Bulletin Editor, A. N. Lovatt.

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congratulates

David Brown

ASTON MARTIN

on outstanding successes in the 1955 season

7th May

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1st & 2nd B.R.D.C. Daily Express International Sports Car Race

8th May

SPA

1st Sports Car Grand Prix

11th - 12th June

LE MANS

1st 3 litre Class · 2nd General Classification

16th July

AINTREE

1st & 2nd B.A.R.C. Daily Telegraph Sports Car Race

30th July

CRYSTAL PALACE

1st International Sports Car Race

20th August

GOODWOOD

1st & 3rd International Nine Hour Race

27th August

OULTON PARK

1st & 3rd B.R.S.C.C. Daily Herald International Trophy Race

all won on

AVON

to-day's

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*On your car — fit the **AVON H·M** for Higher Mileage*

Motoring to Measham—continued

McNaughtan went so hard in this event that one wondered, momentarily, if he would arrive between the finish pylons. He did!

When R. E. D. Fenning piloted his 1926 saloon Rolls-Royce around the buildings he looked as though he was moving one of the original stately homes of England. But the Rolls purred its gracious way on.

Woodcock's Humber was driven with great gusto, and while J. M. Hill's passenger elected to sit in the back of the O.M., D. H. Holland (Austin) nearly had his passenger in the driving seat. G. Abusk (Ford) displayed some of the scars of the journey on the side panels of the car.

The assortment of jacks used for this manoeuvre was weird and wonderful, and while some had the raising gear all ready to hand as they jumped out some, such as R. C. A. Mackworth (1938 Lancia) and W. G. Teale (1955 Fiat), had theirs in the boot. Mackworth's passenger even replaced the jack in the boot and took time off to fasten the lid properly.

It was Polack in the Morgan who gave the best time for this lively and interesting test which took place on a fine but fearfully cold day. The Vintage class were not to be outdone, however, for Peter Binns was only fractionally slower on the last test and indeed by his consistent run on all tests took the "best driving test" award.

As is usual with the V.S.C.C. Measham, the results were out in quick time, the excellent result master sheet giving a true overall picture of an enjoyable rally.

WILSON ROGERS.

Results

Measham Challenge Trophy (Best Vintage Car): P. W. McNaughtan (1926 Sunbeam), 82½ marks lost.

Best Car in any Class: A. L. Yarranton (1955 Morgan), 9½.

Class 1, Vintage Cars: 1, R. E. B. Noble (1930 Alvis), 85½; 2, G. G. McDonald (1927/30 Bentley), 106½; 3, J. W. Rowley (1929 Lancia), 118½. **Class 2, Thoronchred Post-Vintage Cars:** 1, S. B. Bowskill (1932 Riley), 231½. **Class 3, Visitors' Cars:** 1, A. Polack (1952 Morgan), 25; 2, T. A. Gold (1954 Triumph), 28½; 3, C. B. Taylor (1954 Triumph), 33½. **Vintage Touring Class:** 1, J. J. Woodcock (1928 Humber), 207; 2, J. M. Hill (1927 O.M.), 411½. **Best in Driving Test (not having won another award):** P. J. E. Binns (1927 O.M.), 32.

BOXING DAY TESTS

THE "Festive Frolics" Driving Tests held on Boxing Day by the B.A.R.C. (N.W. Centre), drew a record entry of 50 cars, and despite an hour's delay at the start due to torrential rain and high winds, the six tests laid out on the New Brighton Promenade went off smoothly and some excellent driving and handling was seen by those who braved the elements.

A Yuletide innovation was an attempt by competitors to reverse a 10-ton articulated vehicle into a garage in the shortest time without incurring a penalty. A very handsome trophy, the "Backers" cup, was won by J. Boardman, who completed the manoeuvre in 26 seconds, beating the regular driver's time by 3 seconds.

Results

Premier Award (The Regent Trophy): A. C. Watmough (Sunbeam), 93 points lost.

Class 1 (Closed): 1, A. Newman (Ford Anglia), 501.2; 2, A. H. Senior (Austin A50), 510.4. **Class 2 (Open):** 1, P. W. D. Smith (TR2), 480.2; 2, A.

Coming Attractions

January 21st. Lady Wigram Trophy Race (F. libre, S), Christchurch, New Zealand.

B.A.R.C. (East Sussex) Seaford Rally. Start, Seaford Head Hotel, 6.30 p.m.

January 22nd. Argentine Grand Prix (F1), Buenos Aires, Argentina. Maidstone & Mid Kent M.C. Brian Lewis Trophy Trial. Start, 10.30 a.m. from Rootes Car Park, Palace Avenue, Maidstone.

Leicestershire C.C. "Silver Starting Handle" Trial. Start, The Three Pots, Hinckley.

Eastern Counties M.C. "Winter-cross" Driving Tests, Messrs. W. & J. Cordle, Gravel Quarry, near Needham Market. Start, 2 p.m.

Mid-Thames C.C. Driving Tests, Heston Aerodrome. Start, 10 a.m.

Midlands M.E.C. "Bridge Party" Rally. Start, 4.15 p.m. from The Boot, Lapworth.

Northampton & D.M.C. Signpost Trial. Start, 1.45 p.m. from Weedon Road Industrial Estate.

Dendo (TR2), 485.8. **Class 3 (Special):** 1, T. H. Crutchley (Morris Oxford) 542.6. **Novice Award:** M. McBurrows (Doretti), 564.2. **Best Performance by a Lady:** Mrs. P. M. Mudie (Standard 10), 842.2. **Team Award:** R. Whiteley, J. A. Ashall, Ken James (TR2s), 1,543.8.

WELSH COUNTIES CAR CLUB

OVER one hundred members and guests spent a most enjoyable evening at the W.C.C.C.'s Annual Dance at the St. Mellon's County Club, Cardiff, on Friday, 13th January and, in spite of the date, the function proved to be one of the most successful in the club's history.

The guest of honour was a founder member and the club's first chairman, Lt.-Col. T. E. Rhys-Roberts, G.M., who presented the Victor Ludorum Shield, held annually by the club member gaining the highest number of points in all fields of the sport throughout the year, to the very popular David Boshier-Jones, a member of whom the club is justly proud. Dennis Parsons ("Chain-gang" Frazer-Nash) who shared the shield last year with Monty Seal (TR2), who, incidentally, presented the shield to the club, was an equally popular runner-up.

Credit for the success of this grand evening goes to the whole of the hard-working committee, but, in particular, to Sandy Palmer, treasurer, Bill Woodroffe, secretary, and Maxwell Rogers.

J. W.

BILLERICAY MOTOR CLUB

THE Billericay Motor Club held its first Annual General Meeting on Tuesday, 10th January, 1956, at The Duke's Head Hotel, Laindon Common, Billericay. The Officers elected for this year were: **Chairman**, A. E. Collins; **Treasurer**, C. G. Giachardi; **Secretary**, R. L. Westlake, Castle House, Tanfield Drive, Billericay, Essex; **Competition Secretary**, D. L. Greenfield; **Press Secretary**, P. V. Day.

Since the formation of the Club on 20th September, 1955, the membership has risen to 60.

STAFFORD A.G.M.

THE Annual General Meeting of the Stafford & D.C.C. was held at the Swan Hotel, Stafford, on 9th January, 1956. The Officers for 1956 are: **President**, D. Scott Moncrieff; **Chairman**, J. A. Lines; **Vice-Chairman**, C. W. Maynard; **Secretary**, D. Montgomery; **Assistant Secretary**, L. R. Clews; **Treasurer**, K. P. Lloyd; **Competition Secretary**, D. Peatfield; **Committee**; J. R. Brandon, M. F. Grove, B. G. Harris, G. Keys, D. P. McIntee, P. W. Rogers.

WEST ESSEX C.C.**CAPRICORN RALLY**

8th January

Best Performance: B. White/J. O. Thomas (M.G.), 45 marks lost.

First Class Awards: C. S. Perkin (Wolseley), 55; J. D. Holder (Jowett), 70; K. W. Picken (Ford Consul), 90; R. Randall (A40 Sports), 95; R. McTurk (Ford Prefect), 115; A. G. Davis (Ford Zephyr), 150; W. J. Prince (Sunbeam-Talbot), 180.

NEWCASTLE & D.M.C.**NON-WINNERS & NOVICES TRIAL**

8th January

Best Performance: R. E. Kassel/L. H. Stockill (Austin), 58 marks lost; 2, W. Robson/P. Wylie (Ford), 70. **Best Novices:** K. G. Holloway/ A. C. Thompson (Austin), 90. **First Class Awards:** K. S. Perkins (Ford), 85; J. C. Knox (Vauxhall), 120.

Club Fixtures

Chester M.C.—Annual dinner-dance, 20th January. B.I.C.C. Helsby, 7.30 p.m.

Ilkley & D.M.C.—Annual dinner, 20th January. Crescent Hotel, Ilkley, 7.30 p.m.; A.G.M., 25th January, Royal White Horse Hotel, Otley, 7.30 p.m.

Cornwall Vintage C.C.—Annual dance, 20th January. Hotel Bristol, Newquay, 9 p.m.

Cambridge '50 C.C.—Social meeting, 20th January. Ancient Shepherds, Fenditton.

Bentley D.C.—Social meetings: 21st January, Imperial Hotel, Henley-on-Thames; 24th January, Hautboy Hotel, Ockham, Surrey; 25th January, Ragbalds Inn, Queensbury, Yorks; 26th January, Bull's Head, Shenstone, Staffs.

Billericay M.C.—Social run, 22nd January. Start 2.30 p.m. from Duke's Head, Laindon Common Road, Billericay, Essex.

Cheltenham M.C.—Social run, 22nd January. Start 3 p.m. from Priory Lawn, High Street, Cheltenham; 25th January, film show, Priory Lawn, 7.30 p.m.

Bexley L.C.C.—Social meeting, 23rd January. Traveller's Home, Long Lane, Bexleyheath.

Eastern Counties M.C.—Social meeting, 24th January, Red Lion, Martlesham.

O.R.M.A.—Film show, 24th January, Town Hall, Kensington High Street, London, W.8, 7.15 p.m.

Northampton & D.M.C.—Social meeting, 24th January, Whyte Melville Hotel, Boughton.

Aberavon M.C.—Social meeting, 24th January. Welcome to Town Hotel, Aberavon.

London M.C.—Social meeting, 24th January. Paviour's Arms, Page Street, London, S.W.1.

Sussex C. & M.C.C.—Social meeting, 24th January. Southwick and Fishersgate Community Centre, Southwick.

Bristol M.C. & L.C.C.—Social meeting, 24th January, Mauretania, Park Street.

North London M.C.—Social meeting, 25th January. Ring Sun, Chase Side, Southgate.

A.C.O.C.—Social meeting, 25th January, Marlborough Head, North Audley Street, London.

Yorkshire S.C.C.—Social meeting, 25th January. Windmill Inn, Shelf; film show, 26th January. Liberal Club, Hough Lane, Bramley, Leeds 15, 7.30 p.m.

B.A.R.C. (S.W.)—Social meeting, 25th January. Little Testwood Club, Totton, Southampton.

Surrey Sporting M.C.—Social meeting, 26th January. Warwick Hotel, Redhill.

Romford E.C.C.—Social meeting, 26th January. White Hart, Collier Row.

750 M.C.—Social meeting, 26th January, Windmill Inn, Shelf, Yorks.

Sunbac.—Social meeting, 26th January, Royal Oak, Lozells Road, Birmingham 6; see also Midlands M.E.C.

Buckingham & D.C.C.—Social meeting, 26th January. Swan Inn, Great Horwood, Bucks.

Vintage S.C.C.—Social meetings: 26th January, Jolly Farmers, Enfield Road, Enfield; Crescent Hotel, Ilkley, Yorks; Golden Pheasant, Plumley, Ches.

Midlands M.E.C.—Quiz with Sunbac, 26th January. Boat Inn, Catherine-de-Barnes, Warwicks, 8 p.m.

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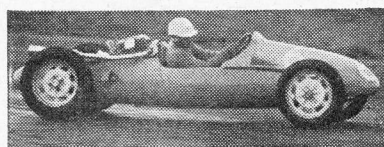
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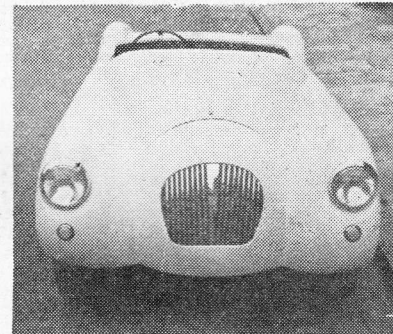
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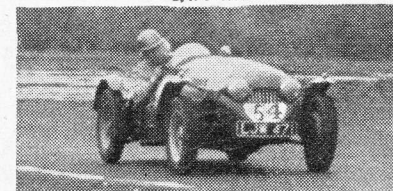
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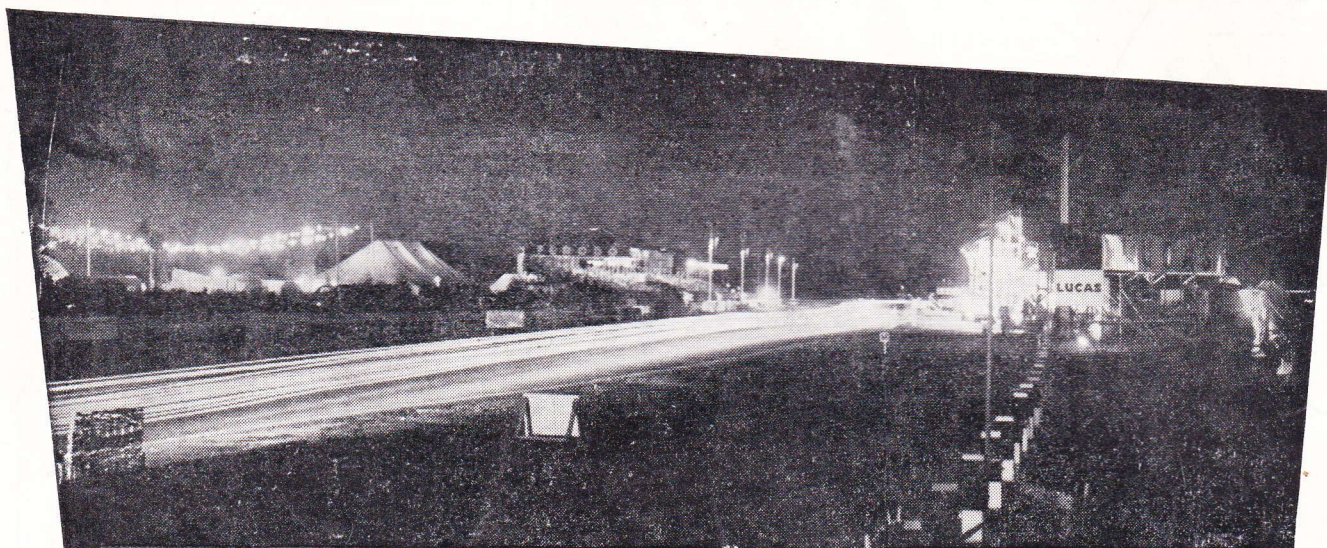
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Kelher, Hudson & Kearns, Ltd., Hatfields, Stamford Street, London, S.E.1, England.