

AUTOSPORT

JANUARY 27, 1956

1/6


EVERY FRIDAY

Vol. 12 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY



THE MONTE CARLO RALLY



Another **MINTEX** Monte Carlo

Once more, British cars equipped with MINTEX Brake Liners took pride of place in the gruelling Monte Carlo Rally.

And, once more, we take pleasure in offering our congratulations to . . .

FIRST AND OUTRIGHT WINNER

The MINTEX equipped

JAGUAR Mk. VII SALOON

(R. J. Adam F. Biggar D. Johnston)

WINNERS OF THE TEAM PRIZE

(nominated cars)

The three Mintex-equipped SUNBEAMS driven by:—

Peter Harper	Jimmy Ray	Sheila Van Damm
David Humphrey	John Cutts	Anne Hall
Peter Elbra	John Waddington	Yvonne Jackson

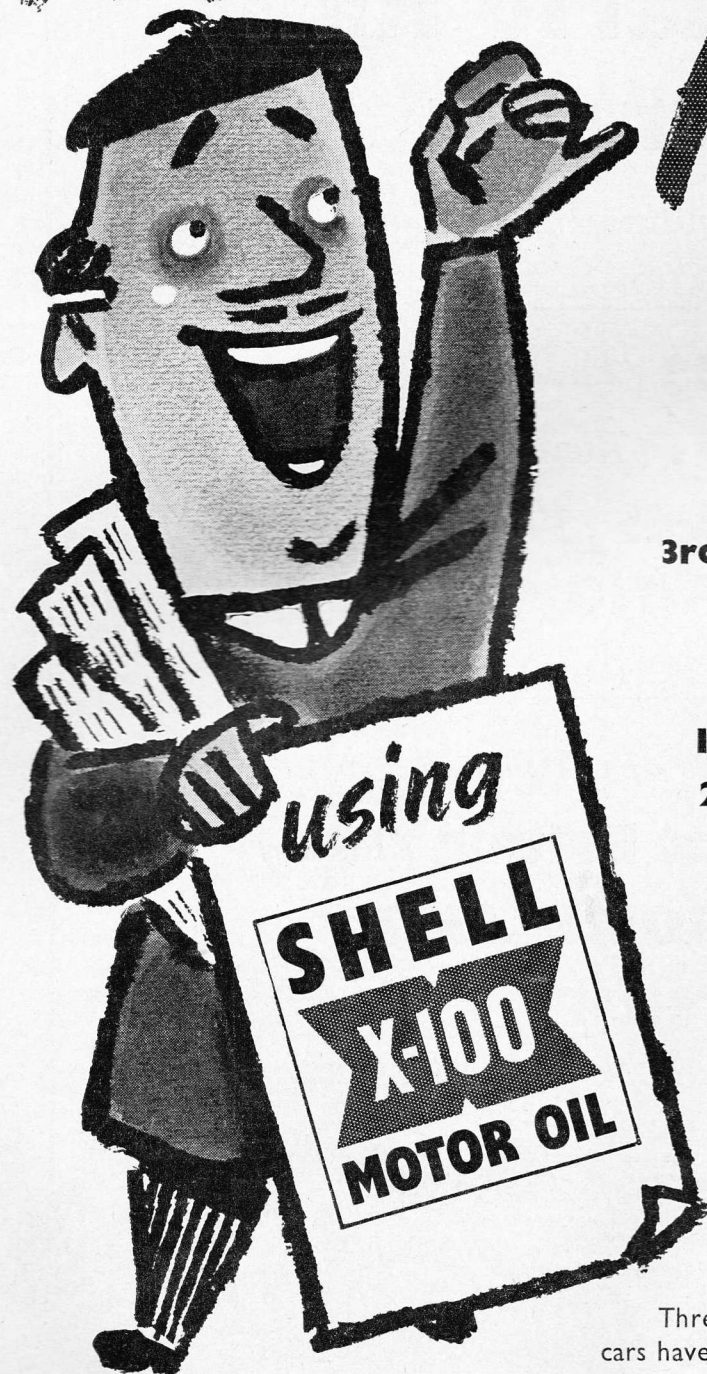
(Subject to official confirmation)

when high performance counts

you can rely on

MINTEX
BRAKE LINERS

Monte Carlo Rally



SHELL Sweeps the Board

General Classification

1st JAGUAR (R. Adams)

3rd (equal) SUNBEAM (P. Harper)

D.K.W. (M. Grosgeat)

Coupe des Dames

1st PORSCHE (Mme. Blanchoud)

2nd RENAULT (Mlle. Thirion)

Team Prize

(Charles Faroux Challenge Trophy)

SUNBEAM

and five class wins

Also using SHELL with ICA

(Subject to official confirmation)

Three times in the last four years British cars have won the Rally. Each one used Shell petrol and Shell X-100 motor oil.

SHELL X-100 MOTOR OIL—THE RIGHT PARTNER FOR SHELL WITH ICA

JAGUAR

wins

Monte Carlo Rally

outright

to add to these outstanding International successes

INTERNATIONAL RACES

LE MANS (*Three Times*)

T.T. (*Twice*)

RHEIMS (*Twice*)

SEBRING (*Twice*)

INTERNATIONAL RALLIES

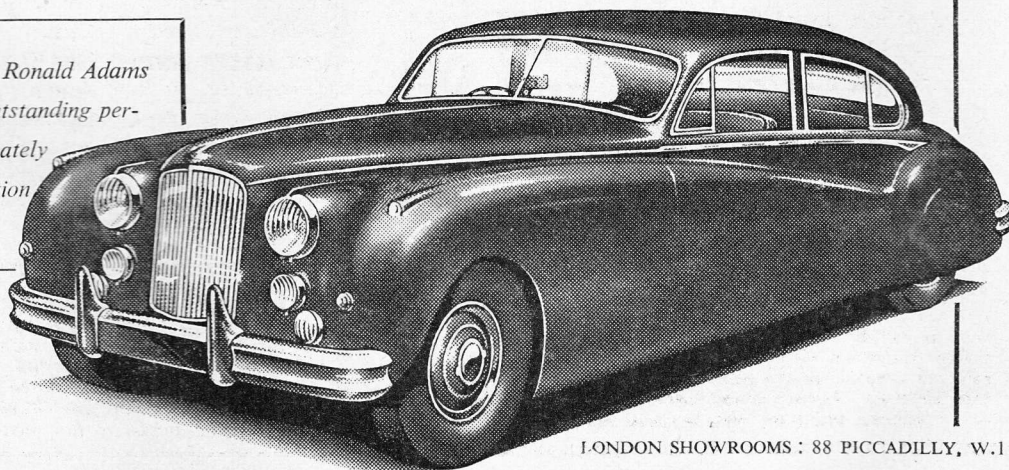
ALPINE (*9 Coupes des Alpes – 1 Coupe d'or*)

R.A.C. Great Britain (*Twice*)

LIEGE-ROME-LIEGE

TULIP

*Congratulations to Mr. Ronald Adams
and his crew on their outstanding per-
formance with their privately
entered standard production
Mark VII Saloon.*



LONDON SHOWROOMS : 88 PICCADILLY, W.1

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 4

January 27, 1956

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EDITORIAL

WEARIN' O' THE GREEN

AUTOSPORT dons its first green cover of 1956 in tribute to the three Irishmen, Ronnie Adams, Frank Bigger and Derek Johnston, who won the 26th Monte Carlo Rally with their Mark 7 Jaguar. This combination was outstanding: on arrival at Monaco the Jaguar led the field and victory was assured by a faultless performance on the highly dangerous Mountain Circuit, during which test many cars crashed. The marque Sunbeam was once again prominent, Peter Harper/David Humphrey and Jimmy Ray/John Cutts being third and 10th respectively and being members of the winning team. The new Standard Vanguard of Gatsonides/Becquart was eighth, and Fords in the hands of Edward Harrison/James Furse and Cuth Harrison/Dick Habershon were 15th and 18th. The Citroën DS19 covered itself with glory. Six of these machines started, all finished and five qualified for the Mountain Circuit, Courtes/Court-Payen winning the 1,300-2,000 c.c. class.

RELIABILITY FACTORS

A HIGH percentage of British entrants suffered from electrical troubles. Unlike 1955, batteries did not have to be sealed, and only by replacing this vital component were many crews able to reach Monte Carlo. It is evident that the equipment used on British cars can be improved, and systems developed which are capable of standing up to the requirements of modern long-distance rally work. AUTOSPORT hopes that the manufacturers will benefit by the experiences of the 1956 event, and make every effort to ensure that crews can participate in events requiring a high percentage of night driving with full confidence in their equipment. In so doing, the general equipment of normal touring cars would be immeasurably improved.

THE MASTER WINS AGAIN

SOMEWHAT overshadowed by the exciting final stages of the Monte Carlo Rally the same weekend was the Argentine Grand Prix at Buenos Aires, opening round in the 1956 World Drivers' Championship. Prospects of a Fangio-Moss/Ferrari-Maserati tussle were fulfilled, and the teeming spectators, better-protected and firmly shepherded behind barriers this year, beheld a thrilling spectacle. As on other dramatic occasions in the past, Stirling Moss's luck in a works Maserati did not hold, and his retirement after a great fight for the lead left the *Gran Premio* securely in Fangio's hands. Once again the incomparable Argentinian demonstrated his adaptability by handling a car new to him, a Ferrari of the latest type, and adding one more to his long list of victories, gained all over the world. The next round in the Championship is at Monaco on 13th May—time enough for Maserati to get their cars mechanically *au point*.

OUR COVER PICTURE

BRITAIN WINS AGAIN: British cars have now won the Monte Carlo Rally outright four times in five years. Allard, Ford, Sunbeam—and now Jaguar add another victory to their competition history. Here Ronnie Adams, with fellow Irishmen Frank Bigger and Derek Johnston, takes his big Mark 7 saloon round one of the hairpin bends on the tortuous mountain circuit test.

PIT & PADDOCK



STAND DE RAVITAILLEMENT: (Above) "Monte" competitors Archie Scott-Brown, Peter Murrell, Sam Croft Pearson, Ian Walker and Jack Sears indulge in some personal refuelling at Rheims.

WHO'S THE LADY? (Below) René Cotton, Panhard driver, believes in navigators of dogged character, to judge from this picture, taken in Paris.



FIFTEENTH in 1953, sixth in 1954, eighth in 1955—and first in 1956! Congratulations, Ronnie Adams, on a fine "Monte" victory, and to Frank Bigger and Derek Johnston, not forgetting the Mk. 7 Jaguar which brought you there.

CONGRATULATIONS too, to the B.B.C. and their broadcasting team comprising Raymond Baxter, Robin Richards and Brian Johnston, for their full and authoritative coverage of the Monte Carlo Rally.

THE R.A.C.'s special Monte Carlo Rally Information Centre, set up at their London H.Q., was inundated with hundreds of phone inquiries asking for times and places where Glasgow competitors could be seen, *en route* to Dover.

OPEN cars may be permitted again in the "Monte"—provided they are touring and not of "sporting" type.

SEVENTIETH anniversary of the patenting of Karl Benz's "vehicle with gas motor propulsion", taken out in 1886, will be celebrated in Germany on 29th January.

LANCE MACKLIN will drive the Marquis de Portago's newly acquired 2.5-litre G.P. Ferrari in certain Formula 1 races this season. The car is being shipped to England next week.

ALFA ROMEO have received an order for 2,000 Giulietta Sprint models from the United States.



WISHING each other "the same as last year" (above) — 1955 Coupe des Dames winner Sheila Van Damm meets 1955 Rally co-winner Gunnar Fadum at Stockholm before this year's start.

★

OWING to disputes in the printing industry, this issue has been produced under difficulties over which we have no control. We ask the indulgence of our readers, particularly for any lateness in delivery. We regret, also, that circumstances have prevented the issue of our special Air Mail News Supplement for overseas readers.

FILMS may be made in Italy on the lives of Tazio Nuvolari and Alberto Ascari. Richard Basehart is named to play the part of Nuvolari.

AFTER his New Zealand G.P. victory, Stirling Moss flew to California, and attended the Torrey Pines meeting on 14th/15th January, putting in some fast laps of the course with an Austin-Healey 100S. After watching Masten Gregory (3-litre Maserati) win the "feature" race, he set off south for the Argentine races. Busy man. . .

TWO D-type Jaguars have been entered by Briggs Cunningham for the Nascar Speed Weeks contests at Daytona Beach (12th/26th February). Record attempts through the measured mile by turbine-powered cars are amongst the attractions of the fortnight.

C. C. WAKEFIELD & CO., LTD., have now issued a Castrol lubrication chart for the new Morris Isis. Copies are available, free, from 46 Grosvenor Street, London, W.1.

MRS. KITTY MAURICE has given up her Race Secretaryship of the Castle Combe circuit near Chippenham, Wilts, but will still organize the hire of the course.

ON Sunday, 19th February, racing on frozen Lake Freden, in Sweden, takes place. George Abecassis, who last year entered an H.W.M.-Jaguar but could not start owing to final drive failure, may try his luck again in this event.



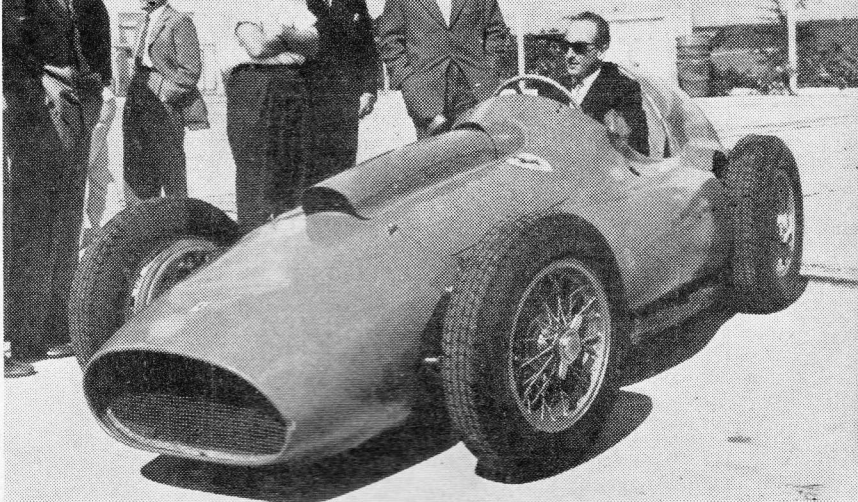
SPORTS NEWS

BROOKS FOR B.R.M.

TONY BROOKS, winner of the 1955 Syracuse G.P. with a 2½-litre works Connaught, signed up on 21st January to drive in the B.R.M. team this year. He will be No. 2 driver to Mike Hawthorn.

Brooks will also be a member of the David Brown team of Aston Martin sports cars, but has been released to drive for the Owen Organization in Formula 1 and *Formule Libre* events this year.

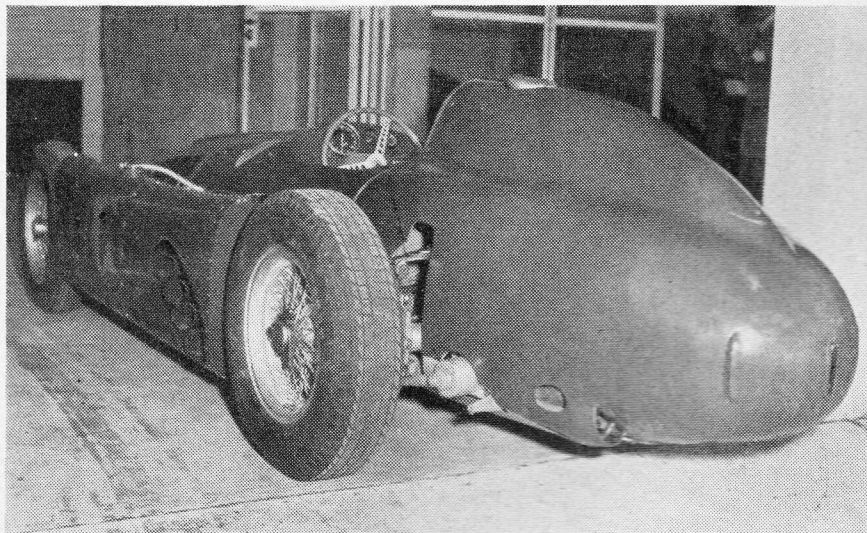
LATEST FERRARIS: Fusion of the Lancia team cars with the Scuderia Ferrari has resulted in some exciting G.P. "specials". On the right, the V8 Lancia-engined Super-Squalo-based car, with Maserati driver Roberto Mieres sampling the driver's seat. Below, a G.P. Lancia with modified tail containing a fuel tank, and exhausts passing through the side sponsons.



RUSSIAN RECORDS

THE Russians have been making a series of high-speed tests recently, over the Simferopol-Dshankoy highway, with fully-streamlined, record-type cars ranging from 250 c.c. to 2 litres. Alexis Ambrosenkov is claimed to have reached a speed of 111 m.p.h. in a 250 c.c.-engined Svesda; D. Lorent in a 500 c.c.-engined machine attained 138 m.p.h.; J. Cevirov in an 1,100 c.c.-engined car clocked an average of 118.61 m.p.h. over 50 kilometres, and V. Nikitin recorded 167.71 m.p.h. over 10 km., and 135.9 m.p.h. over 50 km. in a 2-litre engined car.

Little appears to have developed concerning the Russians' avowed desires to take part in European International racing events, but *Soviet Sport*, a leading Russian sports journal, last year urged the Russian automobile industry to produce cars capable of competing successfully in foreign races.



IT'S FANGIO AGAIN!

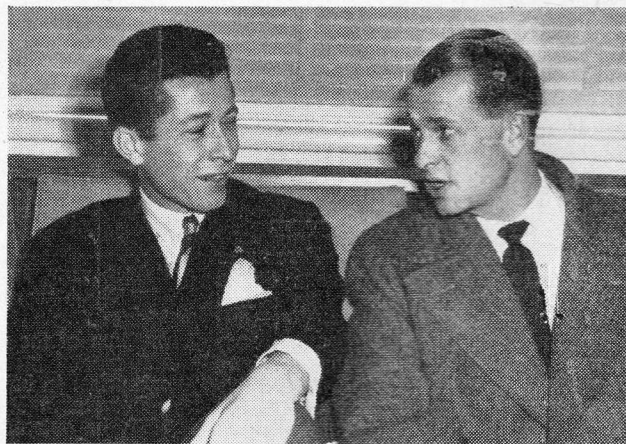
Ferrari v. Maserati in the Argentine G.P.—Moss Retires after Duel with Fangio—Hawthorn (Owen Maserati) Third

THE first round of the 1956 World Championship, last Sunday's Argentine G.P. at Buenos Aires, was won by reigning champion Juan Fangio in a Ferrari, after a terrific duel with Stirling Moss. Despite a pit stop, the latter wrested the lead from Fangio, only to be slowed by trouble on his Maserati, finally retiring with a broken piston.

At the start, Musso (Ferrari) led, soon to be caught by Froilan Gonzalez, who has returned to racing in a Maserati, and then by Carlos Menditeguy, also Maserati-mounted. Menditeguy's pace was terrific, and he passed Gonzalez to lead the race, with Castellotti moving up to third. Fangio's Ferrari proved out of sorts, and after two pit stops he pulled in, and took over Musso's car. Meantime, Menditeguy continued to lead, now with Stirling Moss closing in. Fangio ran out of road at a corner on lap 26, but rejoined the fray in fifth place.

Then Menditeguy spun his Maserati, lost the lead to Moss, and retired shortly afterwards. Gonzalez and Castellotti also dropped out, and now Fangio began to put the pressure on, moving up to second place behind Moss's Maserati. At half-distance there were some 40 seconds between the two ex team-mates of yesteryear, but Moss's car began to

★
"NEW BOYS" in the Ferrari team: Olivier Gendebien of Belgium and Peter Collins of Britain, waiting for the fog to clear at Rome before flying to the Argentine.



flag, and a halt to cure oiling trouble let Fangio through to lead.

Moss speedily rejoined the fight, and a tremendous duel followed, in which the British driver repassed Fangio, pulling out a fair lead, then lost it again. Clearly his Maserati's snap had gone, and soon Moss's team-mate Behra overtook him, to be followed by Mike Hawthorn, a late entry in the disc-braked Owen Maserati.

Moss retired before 80 laps were run, and the order Fangio, Behra, Hawthorn, remained to the finish, with "Chico" Landi of Brazil fourth and young Gendebien fifth in his first race for Ferrari. Peter Collins (Ferrari) started, but details

of how he fared were not available at the time of going to press. After the race, Ugolini, new Maserati team chief, entered a protest that Fangio had received aid from spectators when his Ferrari left the circuit on the 26th lap.

ARGENTINE G.P. Provisional Results

1, J. M. Fangio/L. Musso (Ferrari), 98 laps, 238.25 miles, in 3 hrs, 0 min, 3.7 secs., 79.39 m.p.h. 2, J. Behra (Maserati), 3 hrs, 0 min, 28.1 secs. 3, J. M. Hawthorn (Maserati), 3 hrs, 1 min, 26.2 secs., two laps behind. 4, F. Landi (Maserati), six laps behind. 5, O. Gendebien (Ferrari), seven laps behind. 6, Uria (Maserati), 10 laps behind.

Fastest lap: Fangio, 1 min. 45.3 secs., 83.11 m.p.h.

ROOTES REDUCE SINGER PRICES

FIRST result of the entry of Singer Motors into the Rootes Group is a substantial reduction in price of the Hunter de Luxe and Hunter Special saloons. The De Luxe now retails at £863, inclusive of P.T., as against the old figure of £1,032 12s. 0d. inclusive, a reduction of £168 15s. 0d. Price of the Special Saloon is reduced from £919 7s. 0d. to £796 7s. 0d., P.T. included.

The Hunter de Luxe Saloon, formerly the Saloon, has, as standard features, all the refinements of a modern luxury car, including heating and ventilating equipment, twin fog lamps, over-riders, rim-bellishers, windscreen washers, etc. The Hunter Special Saloon, formerly the Hunter "S", will now have chromed radiator and air intake grilles, while a spare wheel and tubeless tyre will be included in the basic price.

Mr. William Boss, formerly Sales Promotion Manager for the Rootes Car Manufacturing Division at Coventry, has been appointed Sales Manager for Singer Motors, Ltd.

THE 8th "TULIP"

HOLLAND'S Tulip Rally for 1956, which takes place from 6th to 12th May, will not differ much from the 1955 event so far as regulations are concerned. The handicap system will be maintained, and a preliminary list of handicaps will be given in the Regulations, to be published during February. The Tulip is, of course, one of the European Touring Championship events, and starting points will be Noordwijk, Brussels, Paris, London, Munich and Hamburg, while the organizers are considering the inclusion of Milan and Barcelona.

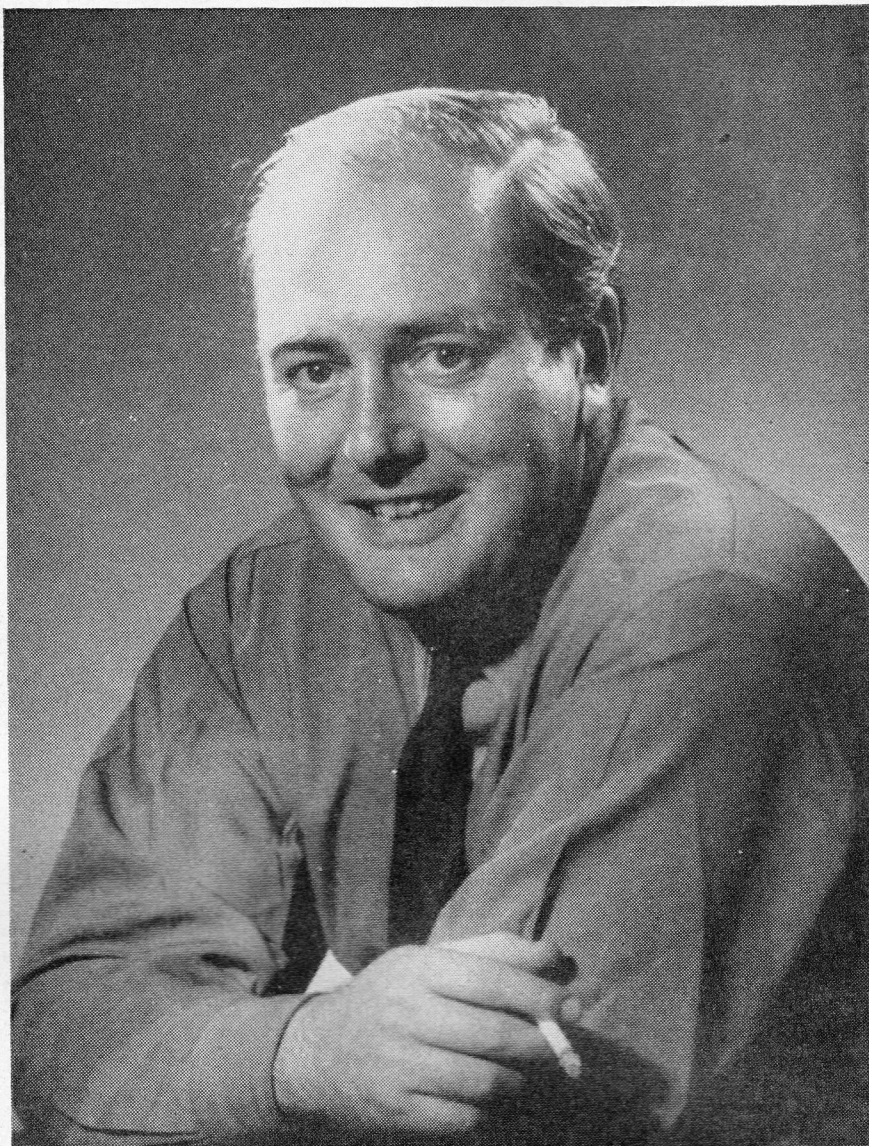
The preliminary routes (450-500 miles) all converge on Champagnole in the French Jura, after which competitors take a common route of about 1,600 miles, split into two stages, and separated by a night's rest at Monte Carlo. Finishing point will be Noordwijk. Regulations will shortly be available from the Secretary, International Tulip Rally, 21 Jan van Nassastraat, The Hague, Netherlands.

ANTIPODEAN ACTIVITIES

NEW ZEALAND driver Fred Zambucka plans to race his Zambucka Stable Maseratis in various Australian events this year, beginning with the Orange races in New South Wales on 30th January. As already reported in these pages, he has acquired two 3-litre eight-cylinder Grand Prix Maseratis, derived from the 1938-39 Formula design. These were built by Maserati for Indianapolis. Zambucka also possesses an older Type 6C Maserati; he will keep one car in New Zealand, the other in Australia, and will fly between the two countries to take part in a full season of Antipodean races.

THE G.P. BUGATTI

BUGATTI'S second Type 251 Grand Prix engine is now complete and undergoing tests. It embodies many more light alloy components than the first prototype, and runs on a 12.5 to 1 compression ratio, as against 7.3 to 1 of the first unit. A considerable improvement on the 260 b.h.p. first realized may therefore be expected.



Photograph by Patrick Benjafield

PORTRAIT GALLERY**No. 47 — ROBIN RICHARDS**

"AND now, for the latest news of the Glasgow starters, over to Robin Richards."

These words, coming to us over the air every evening during the week of the Monte Carlo Rally, have introduced to us one of the voices which, through the medium of the B.B.C., have probably done more to popularize motoring sport among the general public than any other single factor, not to mention their service to the enthusiast in bringing the sport straight to his fireside from all corners of Europe.

But Robin Richards is not a professional broadcaster. Born in North Devon in 1920, he entered the Regular Army by way of the R.M.A. Woolwich and the Army Staff College, serving from 1939 to 1950. In that year he founded the London firm of Richards and Carr, dealing in high-quality sports cars, a business which is still his major occupation. A member of the B.R.D.C., he was active in competition motoring from 1947 to 1950, taking part in the Tourist Trophy and the Mille Miglia. In 1948 he drove an H.R.G. in the Alpine Rally, winning the 1,100 c.c. class and a Coupe des Alpe, as well as being a member of the winning team. In the same year and same car, driving with Eric Thompson, his was the second British car to finish in the Paris 12 Hour race, while, with Leonard Potter in an Allard in the Monte Carlo Rally of 1949, they were fourth in General Classification, the highest placed British competitor and a member of the winning team.

A family man with two daughters and living at Weybridge, Richards has commented as a free-lance with the B.B.C. each year since 1950, covering most major motoring events. Although much of his radio work has been without incident, he has had his "moments", such as the time during the 1955 British Empire Trophy race at Oulton Park when Joe Kelly's Jaguar went off course and mowed down the stilts on which Richards' commentating hut was perched. He fell some 15 ft. with the debris, but when Raymond Baxter next brought him on the air, the voice continued describing the race, unruffled and undisturbed, from a hastily improvised microphone, in the best B.B.C. tradition.

M. B.

STERLING FOR STIRLING

Moss's New Zealand "Double" with Maserati and Porsche at Ardmore

STIRLING MOSS made an auspicious beginning to his racing season by winning the first Grand Prix on the International Calendar in New Zealand on 7th January. Approximately 50,000 people from all over New Zealand made their way to Ardmore Aerodrome circuit, on a grey day which promised rain that never quite fell. Hampered by the impossibility of erecting permanent buildings, the organizers spent a busy fortnight prior to the race, building tubular steel grandstands, putting together the prefabricated pits, and dragging into position their pride and joy: a race control building specially designed to suit the needs of the timekeepers and lapscorers.

Practice days took their toll of the entrants. With the direction of the race changed to a clockwise direction, College Corner became rather tricky, car after car spinning out until its vagaries were sized up. Terry Nixon rolled his Cooper but emerged unhurt; George Smith, the veteran New Zealand sportsman, spun into the corner behind Lionel Bulcraig's Northland Special bending the suspension and damaging the chassis beyond repair.

Of the 42 entrants in the Grand Prix, only 24 could start, so qualifying trials were held to select the starters and decide the grid positions. Three drivers smashed the 1 min. 30 secs. lap record set by Ken Wharton during practice, with Moss averaging 84.94 m.p.h. on the 2.1-mile twisting circuit.

While the Grand Prix cars warmed up in the pits, a "Grand Prix for Veterans" was staged over five laps. A magnificent 1928 Hispano-Suiza paced the veterans, with brasses shining and paintwork gleaming, for their rolling start. Winner was M. A. Hunt's 1914 Minerva with a 1915 Buick second, and a 1914 Model T Ford third. Fastest lap recorded by a Veteran was 3.03, compared to an average of 1 min. 50 secs. for a sports car or 2.21 for an Austin A30 or Minor.

The major race, following the pattern of previous years, was almost incident-free. The most disappointed man as the flag fell must have been Jack

★
TROPHY AND LAURELS: Stirling Moss receiving the New Zealand G.P. Trophy from Mayor J. H. Luxford of Auckland. He also won the 31½-mile Ardmore Handicap with a Porsche, earning a total of £1,725 in prize and lap money—less tax!

★



Brabham, whose perfectly-tuned streamlined Cooper-Bristol was picked as the car most likely to "push" Moss. The week before the race he had trouble with his rev. counter and a new one was flown from Australia on the night before the race. Testing it out before the race by driving behind the pits, he hit some bumpy ground, cracking the gearbox housing. With only half an hour to get onto the grid there was no hope of repairs.

This was the beginning of a series of misfortunes for the Australian contingent. Alec Mildren with an orthodox Cooper-Bristol retired after two laps. David McKay hit a drum with his DB3S Aston Martin, damaging the suspension, and retired after nine laps, and Tom Sulman, his stable mate, retired before half way. Frank Kleinig's Porsche Super was the only Australian entry to survive the distance, finishing 10th.

At the fall of the flag, Gaze led the closely packed field down the pit straight into the tight right-hand turn at College

Corner. The field made the corner without the hair-raising incidents everyone expected, then spread out along Hangar Straight. Stirling Moss took over the lead before the end of the first lap, and succeeded in remaining there for the whole distance, incidentally earning an extra bonus of £1,000 in the process, each lap of the N.Z. Grand Prix being worth £10 to the leading driver. Stirling said afterwards, "I was mentally adding those tenners every time past the pits."

Most eyes were on the Connaught driven by Leslie Marr, which seemed fated to miss the meeting. The car was shipped to Wellington in a crate, arriving just before the New Year holidays (all facilities in New Zealand being withdrawn for four days at Christmas and New Year), and was not unloaded until January 6th. Marr's manager, Derek Edwards, was in Wellington, and chartered a Bristol freighter to bring the car to Auckland, where it arrived late on the day before the race, was unpacked and taken once or twice around the circuit before dusk. Without a practice time to his credit, the car was placed on the back of the grid, then was further handicapped by the presence of two of the starting officials who did not move off the grid in time, Marr having to brake to avoid them.

Marr drove the Connaught brilliantly, reaching 140 m.p.h. on the back straight, but was hampered by lack of practice on the tricky corners. His lap times improved consistently and he was placed a well-merited fourth.

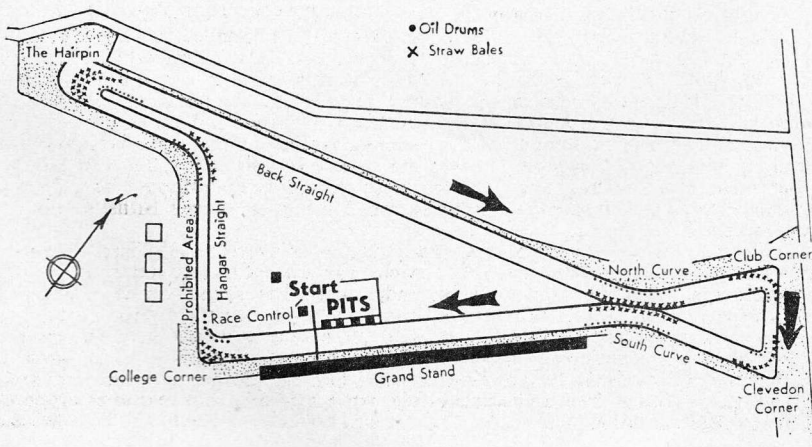
Tony Gaze never appeared to be in trouble, and both he and Peter Whitehead drove a confident and fast race.

Reg Parnell was another driver who suffered misfortune during practice, when he blew up his new Aston Martin monoposto on the second practice day. Driving the Cooper-Jaguar loaned by Peter Whitehead, he made it an all-British finish—one, two, three, four, five.

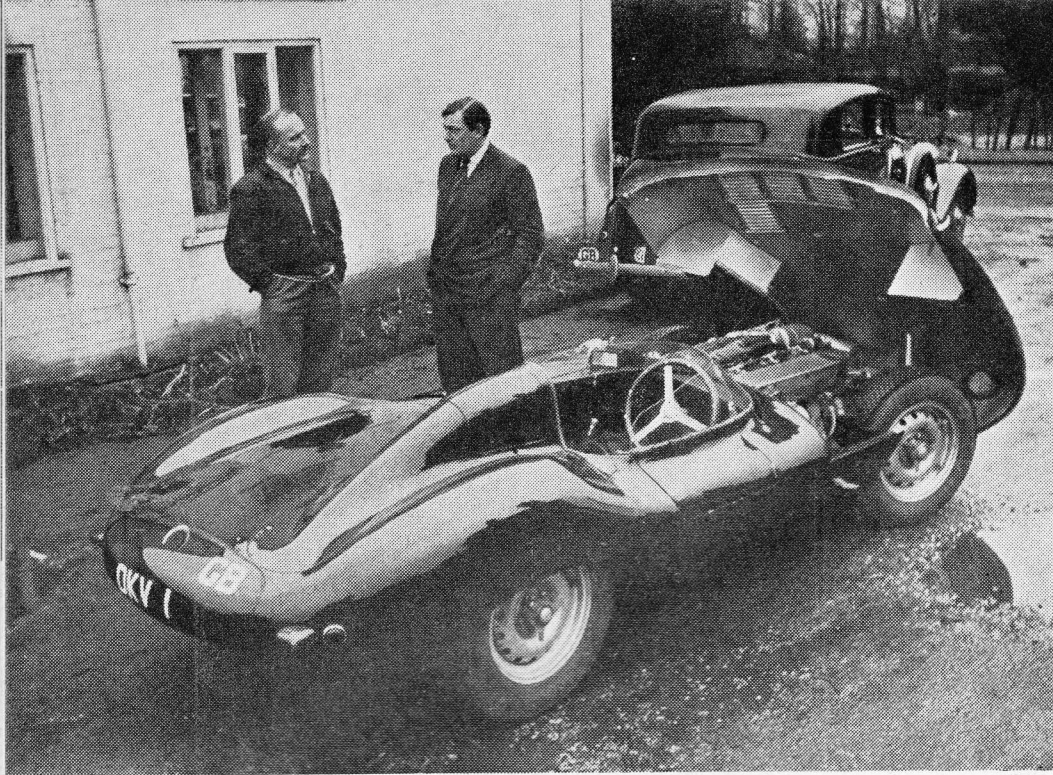
In each of the three Grands Prix held in New Zealand the winner has been

(Continued on page 105)

THE ARDMORE CIRCUIT, about 20 miles from Auckland, where Stirling Moss won the third New Zealand G.P. with his private 2½-litre Maserati at an average of 78.9 m.p.h. for the 210 miles.



"BRITAIN'S FASTEST CAR", the 3½-litre D-type Jaguar, was tried by John Bolster at the beginning of last year. It was, in fact, Duncan Hamilton's own machine, in which he and Tony Rolt finished second at Le Mans in 1954 at an average of 105 m.p.h. Here Bolster and "Dunc" talk over this famous vehicle.



JOHN BOLSTER DISCUSSES

ROAD TEST ETHICS

IT is curious how the interest of readers becomes focused on different subjects. I have a voluminous correspondence which, owing to my absences abroad, frequently gets thoroughly out of hand. From this, however, I am able to learn a great deal, and for the last few months, the emphasis has been on one subject—Road Tests. As I cannot answer all the letters in as much detail as I would like, a few general notes may be helpful.

First of all, there is the question of performance figures. Some people write to say that their car is faster than the identical model I have tested, and how do I account for it. Without wishing to be rude, the answer to that one is, "nonsense!"

Take the matter of maximum speed. I use a carefully measured course on an absolutely straight and level piece of road. The car under test is given a long enough "run in" to be definitely at the highest revs, it can attain on top gear, and steadily holding that velocity. It is timed over the measured distance, and then immediately turned round and timed in the opposite direction. Thus, no speedometer or rev-counter is used, and the effect of any wind is neutralized, since the speed quoted is the mean of

both runs. There is no other honest way of measuring maximum speed.

As regards acceleration, the standing quarter-mile is also taken in both directions. I have had many years of sprint and hill-climb driving, which help me to get the best out of a car, but I am never brutal in handling clutch or gears. Admittedly, if you over-rev your engine, crash your gears, and drive with no mechanical conscience, you can beat my figures, but who cares? The prospective buyer wants to know what the performance will be during daily driving, and not as a result of a test to destruction.

Of course, the other acceleration figures require a speedometer or rev-counter. Unfortunately, the variety of vehicles tested, including competition machines with no bumpers or other attachment points, renders the use of a "fifth wheel" speedometer all but impossible. It is, therefore, necessary to calibrate the car's own instruments, and that is a long and tedious business. Most speedometers are accurate at 30 m.p.h., but may exaggerate by as much as 20 m.p.h. in the 100 m.p.h. area. One might expect to find the most dishonest speedometers on the cheapest cars, but that is

not the case. I can think of a couple of very expensive Continental sports cars which have hilariously fast speedometers, and even the best British machines offend to some extent. In all fairness, it must be pointed out that manufacturers always fit road test cars with racing tyres if they are capable of maintaining three-figures velocities, for safety reasons. Different makes and types of tyres vary considerably in rolling radius, and have different rates of expansion under centrifugal force. Consequently, errors in speedometer calibration are easily introduced.

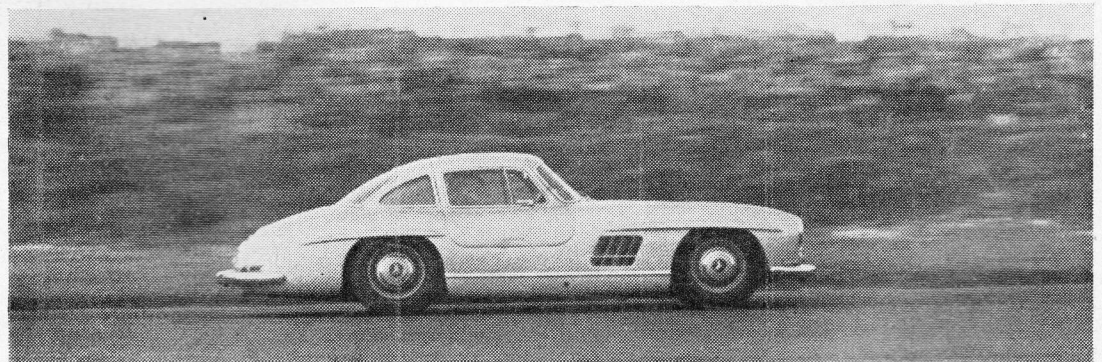
Another type of letter makes me very angry. It is from the chap who asks me what I *really* thought of such and such a car. What I *really* thought, sir, is what I wrote in the road test, and to suggest otherwise is an insult to me. Kindly step outside!

I have the Editor's full permission to say just what I like about any car. It is the only way, for any false statement would soon be proved wrong, and then I would lose the reputation that I have earned by years of hard work. Frankly, I wouldn't be such a fool! This reputation is my dearest possession, and it now works very much to my advantage. A manufacturer who believes he is making something really good will at once apply for an AUTOSPORT road test. He knows that he will get an absolutely honest write-up, entirely uninfluenced by name, nationality, or advertising contracts. That is the reason why we get first pick of all the really exciting cars.

Somebody recently wrote to ask if I ever got a truly bad car. Naturally, this seldom occurs, for the makers of the less brilliant productions very wisely refrain from submitting them for criticism. I have, however, been handed a machine on occasion which fell short of a reasonable standard in one or more particulars. Here one is faced with a quandary, but again I think that there is only one answer.

If I were to write a searing indictment of the car, I would receive wild applause from a certain vulture-like section of the public, who revel in such destructive criticism. If, as is likely, the firm were neither large nor very wealthy, I would also almost certainly sound its death knell. Dreams would be shattered and

★
"SHEER JOY of handling", acceleration "almost beyond belief", "one of the world's greatest cars"—some of the phrases with which Bolster expresses his approval of the Mercedes-Benz 300SL.
 ★





"BY FAR THE BEST car that has ever come out of Abingdon", was Bolster's verdict on the M.G. prototype, Ex. 182, now in production as the MGA.

men would become unemployed. It is a responsibility which must be faced.

There is only one ethical thing to do; cancel the test. The car must be at once returned with a full report of its deficiencies. No word will be printed, but the manufacturer will be spared to build a better car in the future. Curiously enough, many engineers are surprisingly ignorant about any car other than their own. They are working so hard in developing one vehicle that they lose touch with what is going on elsewhere. Such a report may therefore be of value to them, and the time and money spent on the test not entirely wasted. Incidentally, a similar policy is pursued by other reputable motoring journals, and for the same humane reasons.

I am also beset by people who think that cars used to be better than they are

to-day. Now, I am an incurable addict where old cars are concerned, and I am a member both of the Veteran Car Club and of the Vintage Sports Car Club. At the risk of being flung out of both these estimable organizations, I will assert that the modern car is faster, more economical, just as reliable, and much, much more comfortable than any of its predecessors. I love the old 'uns, and have several of them in my garage at this moment. I love working on them, restoring them, and driving them, but to compare them with the vehicles of the present time is absurd.

There are a few cars to-day that I heartily dislike, but there were even more real "wrong-'uns" in the past. Competition is keener, and the public better educated, so the survival of bad makes is less likely than ever before.

New Zealand G.P.—continued

extremely lucky. In 1954, Stan Jones' engine block was held together by pieces of petrol pump after an all-night session. In 1955, Bira's camshaft was burned blue, and he could not have completed another lap. Now in 1956 Moss passed over the finishing line with fuel gushing out of a fracture in the fuel line. One more lap and he would have been flagged in as a danger to the other competitors, or would have been forced to retire with the fumes. He said after the race that he had first noticed the leak about 40 miles from the end of the race, and could feel the petrol blowing back into his face. "Thought it was rain," he said, "until I started to choke and the fuel gauge fell to nothing."

With a comfortable lead, he pulled into the pits with seven laps to go, and took on another eight gallons of fuel. This was the most dramatic moment of the race, when, with time running out, he finished with only a 23 second lead over Gaze.

Apart from this, Moss was never in trouble. He had lapped all but the fastest half dozen cars by lap 15, and two laps later knocked a second off the lap record held by Ken Wharton (1 min. 30 secs.). He was to repeat this in the 56th and 58th laps, then to reduce it by another second in lap 98.

Although the first five positions remained virtually unchanged throughout, the sixth was hotly contested by Syd

Jensen in a Cooper Mk. 9, who was first New Zealand driver in 1955, and Ron Roycroft in a Bugatti-Jaguar, who, apart from being first New Zealander in 1954, is also New Zealand champion. Roycroft led the New Zealanders until Lap 50 when he came in to refuel. Jensen shot past, with Zambucka in a Maserati and Clark close behind. Twenty laps later Roycroft took over the lead again and stayed there.

Arnold Stafford and Ron Frost (remembered from their days at Brands Hatch before coming to New Zealand) now form the Ecurie Pomme with Mk. 9 Coopers, and although putting up a creditable performance, had bad luck. Stafford broke a chain—luckily right in front of the pits—which was repaired and he continued in the race, finishing 13th with 85 laps to his credit. Frost was forced to retire at Lap 68 when, in his own words, "I was coming around the corner, when suddenly nothing happened."

A great deal of interest centred on Fred Zambucka's 500 h.p. 8CL Maseratis recently imported from Italy. Unfortunately they have too much power for the Ardmore circuit and were not seen to the best advantage. It will be interesting to watch their performance at Orange (Australia) next month on a circuit better fitted to their capabilities.

Tom Clark with a vintage Maserati drove forcefully and gave no quarter. He spun out on College Corner, tossing

Yet the myth persists. Almost whenever I stop at a filling station with one of my old treasures, an expert will appear and give tongue. "Ar," he will pontificate, "they don't make 'em like that now!" This is indisputable, but he will then be emboldened to opine that, "they 'ad the workmanship and material in them days," which, of course, is poppycock.

It is perfectly true that more hand labour was involved, and very skilful some of it was. Modern machinery can manufacture better finished parts to even closer limits, though, and interchangeability is greatly improved thereby. As regards "material", this consisted mostly of mild steel, cast iron, wood, and some aluminium alloy of low tensile strength. The old cars would have been much lighter and faster if modern materials had been available to their designers.

Yet it has always been so, and I would not have it otherwise. I am old enough to remember when the 3-litre Bentley was a new car. "Trashy modern stuff", said the experts. "These aluminium pistons will never last, and the high-speed engine is just a passing craze". I have no doubt that, before I was born, the Silver Ghost Rolls-Royce was described as "modern tinware" by the lunatic fringe of the Edwardian motoring cognoscenti.

So, I am delighted to be a tester of new cars, and I look forward with mounting excitement to the ones that will come my way in 1956. Already some dates in my calendar have famous names tentatively pencilled against them. As the weather improves, I anticipate enjoying the best motoring I have ever had. Tens of thousands of miles will pass beneath my wheels in England, France, and Belgium. It is an alluring prospect, for cars are getting better all the time, and I can hardly wait to sample these delectable models.

bales right and left, and emerging onto the track with half a bale streaming from his tail.

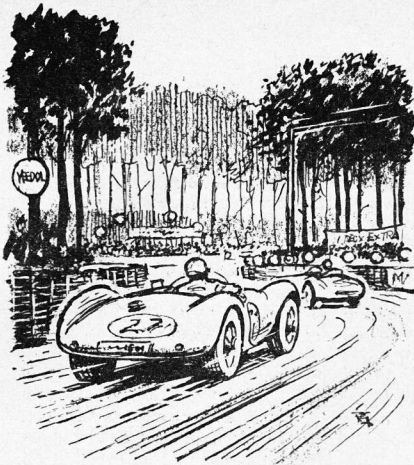
Supporting events for the day were a saloon car race in two classes (up to and over 2,000 c.c.) which were a triumph for Porsche. Alex Stringer lapped the circuit in 1 min. 56 secs., only one second slower than the winning Jaguar. This driver will bear watching when he graduates to Grand Prix calibre.

The Ardmore Handicap for sports cars was again a triumph for the Porsche Spyder, driven by Moss. The race was a complete vindication of time handicapping, with the four back-markers finishing 1, 2, 3, 4. Moss, Whitehead and Gaze started three laps behind, and had over 90 cars to pass to come into the lead. Moss threaded his way through the field, never failing to acknowledge the slower drivers as they gave way to him, and blasting his horn on the corners to give the unwary due warning of his approach.

Following the Grand Prix, an "anticlimax" race for non-qualifiers in the Grand Prix was held to try to spread the traffic leaving the circuit, but despite a long day by British standards (first race 9.30 a.m.) very few left their seats while there were still cars to be watched.

H. R. DAVIDSON.

Full results of the New Zealand G.P. meeting were published in last week's issue.



At a dinner given by the R.A.C. in London recently, Tony Rolt made some pertinent remarks about various aspects of motor racing. He emphasized that greater attention should be given to spectator safety and to the safety of the circuits themselves; that a higher standard of driving and track discipline should be enforced; that driving manners and the spirit of sportsmanship should be improved, thus lessening protests and their cause; that there should be fewer meetings and of higher quality, run on fewer but more suitable circuits and that sports car racing should be returned to its proper role in relation to Grand Prix racing.

In connection with this last point, Rolt emphasized the fact that G.P. racing is the safest form of motoring sport, for two reasons—there are not too many cars on the circuit and the drivers are all masters of their craft. He went on to stress that Grand Prix racing should be the fastest form of the sport, although it was now rivalled both in speed and spectacle by sports car racing. For this reason, rather than attempt to curb or

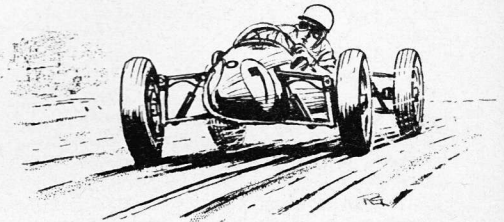
reduce the speed of G.P. cars, the next Formula should increase the permitted maximum capacity for unsupercharged engines to 3-litre; nor should there be any limitations on the quality of fuel.

Again, on the subject of sports cars, Rolt said that at Le Mans, with 24 hours of possible adverse weather, many of them in darkness or half-light, with the number of drivers involved (some 120, and not all of them experts), and with maximum speeds varying between 80 and 160 m.p.h., danger was inevitable. As to the future of Le Mans, Rolt said that he was himself against the inclusion of prototypes; however, if they were to be permitted, there was no point in limiting them to engines of 2½-litre. This would be simply begging for disguised Grand Prix cars. But the real trouble of the 24-hour race was the great speed differential, rather than ultimate maximum speeds; in any case there was no sensible way of reducing the latter except by revising the circuits themselves. In this connection he believed that the "country lane" type of circuit should be abandoned in favour of artificial courses or road circuits constructed with racing in mind. The track must be of adequate width; if this was impossible, then there must be wide grass verges to compensate for any narrowness.

Any attempt to define a sports car lay in the engine. Both the Aston Martin DB3S and Jaguar D-type qualified as such because they both had engines designed for use in road cars. On the other hand, the Ferrari and

Mercedes-Benz 300SL did not since their power units were simply modified Grand Prix engines. This did not imply criticism of the manufacturers concerned, as they were quite entitled to enter cars according to the regulations; his criticism was of the regulations themselves. Engines should be limited to those in current production, a minimum of 200 being constructed each year.

Rolt agreed with the proposal to re-introduce a Formula 2, as it would constitute a good training-ground for both drivers and designers before entering the highly specialized field of Formula 1. As far as Formula 3 was concerned, however, he felt that light weight, big entries and relatively high speeds were liable to develop bad habits among competitors, many of whom were novices. Stricter control was required from qualified observers and flag-marshals. From the design point of view, tracks should be kept wide to counteract the cars' high centre of gravity, despite the slightly greater weight involved, and roll-bar protection should be compulsory.



THE BUENOS AIRES 1,000 KMS. RACE

ON 29th January—this Sunday—the second event in the Argentine 1956 *Temporada*, the 1,000 kms. race for sports cars at Buenos Aires, takes place over a 5.9-mile circuit embracing the Autodrome perimeter track and dual carriageways outside the course. The layout is similar to that used in 1954, but will be run clockwise this time. As in last Sunday's Argentine G.P., the field is largely Ferrari and Maserati, with the odds on Ferrari by virtue of greater engine capacity.

Two 4.9-litre V12s, a six-cylinder 3.5-litre, and another 4.9-litre machine which may have a six-cylinder engine comprise the most formidable Ferrari entries, while the Scuderia have Fangio, probably teaming up with Peter Collins, Castellotti, Musso, Gendebien and two Argentinians to call upon as drivers; last year's winner, Saenz Valiente, would seem one obvious choice; second man Najurieta may be the other.

Maserati are fielding three 3-litre sixes, a 2-litre and a 1½-litre car; their fund of drivers includes Moss, Behra, Landi, Gonzalez, Menditeguy and Piotti, also perhaps Mieres. A private 1,500 c.c. car has been entered for Miss Isabel Haskell of U.S.A. to drive, and other Maserati independents include Sra. de Filippis of Italy, Cornacchia, de Tomaso, Tomasi and Grandio (2-litre). Porfirio Rubirosa of Dominica may drive a Ferrari, while other Argentine entrants include Bruno

(Cadillac-Allard), Milan (3-litre Ferrari), Bucci (4.5 Alfa Romeo, ex-Varzi monopo), Millet (C-type Jaguar) and the 1955 co-winner Ibanez, driving a 300SL Mercedes-Benz.

AND THEN MENDOZA . . .

AFTER the Buenos Aires 1,000 kms. sports car race has been run on 29th January, the European equipes revert to their Grand Prix cars, trekking some 600 miles westwards from Buenos Aires to Mendoza, at the foot of the Andean chain. There, on a 2.6-mile circuit, to be covered 60 times, they will contest the Argentine *Formule Libre* G.P. Entries are broadly as in last Sunday's Argentine G.P., with full Maserati and Ferrari teams.

LE MANS SAFETY PLAN

THE commission appointed by the French Government after the Le Mans disaster last year, has reported that it is satisfied with the safety measures now being taken by the A.C. de l'Ouest to improve the track. These will cost some £250,000 and include the construction of a deceleration track leading to the pits, the levelling of the embankment for about a mile before the grandstands, a protective wall of non-inflammable straw bales in front of the public enclosures, and an escape road at the exit of the first S-bend of Arnage. Work is well in hand on these alterations, and the destruction of the pits, prior to their being rebuilt further back from the track, is complete. There will be 50 new pits, covering about 330 yards.

THE KIEFT SPORTS CAR CO., LTD.

RACING driver Berwyn Baxter has taken over Kieft Cars, Ltd., and is at present operating the concern as the Kieft Sports Car Co., Ltd., from Nixon's Garage, Soho Road, Handsworth, Birmingham. A new works is under construction in Birmingham, and work is going ahead with small scale production of the Kieft-Climax for 1956. This is to have an optional body style, currently under development, and all bodies will be of aluminium instead of fibreglass. The new concern hope to enter works-prepared Kiefts in major events such as Le Mans and the T.T., while in addition a DB3S Aston Martin and a C-type Jaguar will also be raced, drivers Baxter and J. M. Trimble of the Company. An 1,100 c.c. Kieft is being sent to U.S.A. to take part in the Sebring 12 Hours race in March.

Specification of the Kieft 1,100 c.c. sports model included 3¼ ins. tubular frame, independent front suspension by wishbones and helical springs, independent rear suspension by transverse leaf spring and wishbones, Lockheed hydraulic brakes, cast alloy wheels and rack and pinion steering. The 1,098 c.c. Coventry Climax engine has been well-proved in competition; it is a four-cylinder, with single o.h.c., and bore and stroke of 72.39 mm. x 66.6 mm. Compression ratio is 8.8 to 1, and 75 b.h.p. is produced at 6,400 r.p.m. A Moss gearbox and Borg and Beck dry single-plate clutch are used. Maximum speed of the car is in excess of 110 m.p.h.

The SPORTING SIDE at BRUSSELS

Continental Glamour and American
Glitter in the Palais du Centenaire

THIS year the Brussels motor show was rather an unusual one. Chiefly it is expected to be the playground of American automobile producers and nothing much else. However, this time visitors were pleasantly surprised to see a number of Continental additions to the market, as well as several British cars which had not been displayed before in the Low Countries. Thus the Palais du Centenaire offered a pleasant bird's eye view of 1956 world production.

The American way is, of course, still "the bigger the better". U.S. models continue to grow larger and the decorating business is working at full speed. The quantity of horsepower per car is reaching an almost astronomical height, power brakes are advertised even on the pedals and radios are inscribed with the magic words "more stations". However, U.S. sports car building is not yet an accomplished art. There was, of course, Ford's Thunderbird, and General Motors proudly unveiled their enormous "Espada". For Americans this is quite a sporting motor car, but it does seem just a bit big for the European connoisseur.

Although the introduction on the Continent of the Jaguar Two-Point-Four did not create quite the sensation caused by the appearance of the Citroën "Déesse" at the Paris Salon, it certainly did not pass unnoticed. For sports car fans there was much to admire on the Cooper stand, where the 1,100 c.c. Cooper-Climax was displayed next to its 500 c.c. Formula 3 racing sister. And speaking of sports cars, much attention was attracted by the glittering display of chassis on both the M.G. and Austin-Healey stands, though whether it was psychologically quite the thing to put these cars on their side remains to be seen. It looked rather as though they had overturned. . . .

Ferrari, Maserati, Porsche, Lancia and Panhard had their production models fitted with traditionally beautiful Italian and, in the case of Panhard, Belgian coachwork. On the Lancia stand a breathtaking, sleek, four-door hardtop by Pinin Farina attracted notice with its

rear-window screen wipers, a practical touch that could well be adopted for touring cars as well. This elegant "Florida" was considered by many to be the "belle of the ball". Porsche also had a "cut-away" Spyder engine and BMW showed their 507, resembling an Italian-improved Mercedes 300SL, with the 3.1-litre, 140 b.h.p., V8 engine.

The most interesting news of the Brussels Show was provided by Fiat, who unveiled their unusual derivative of the 600, the six-seater Multipla, while Abarth produced a really beautiful Spyder, with a Fiat 600 engine producing 40 b.h.p., instead of the normal 22, giving it a top speed of some 95 m.p.h. Next to the Abarth stand was a typically Italian sports coupé from the Moretti works, equipped with a 1,200 c.c., 80 b.h.p. engine.

Although not exactly a sports car, EMW offered a behind-the-Iron Curtain answer to the DKW. Up to

now the Eisenacher Motoren Werke have produced nothing but imitations of the pre-war BMWs, but this new P-311 Warburg, with its forward-mounted, three-cylinder, two-stroke engine gives proof of an entirely new trend.

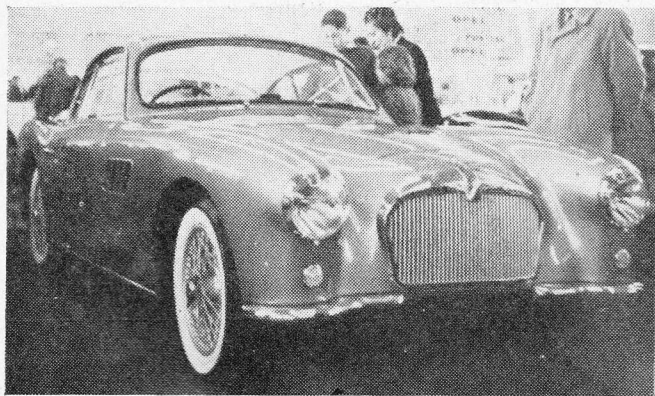
Apart from showing their normal range of production cars, Mercedes-Benz accented the extremely successful racing aspect of their activities by displaying a Grand Prix car and a 300 SLR on their stand, which also enabled enthusiasts to make a close examination of these beautiful pieces of machinery. G. BERK.

A LONGER BRANDS

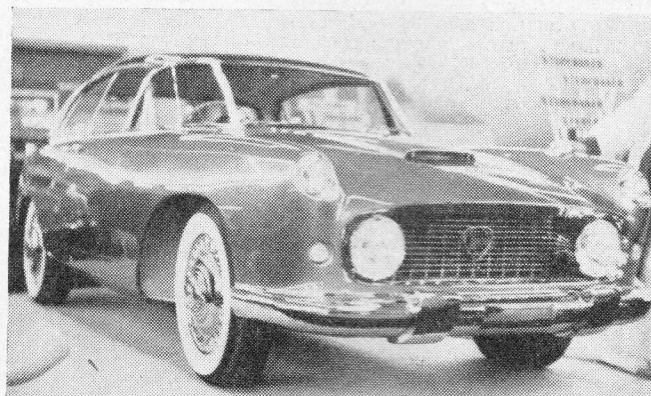
PROPOSED extensions to the Brands Hatch circuit in Kent from 1.2 miles to 2.5 miles have been approved by the Ministry of Housing and Local Government. The Ministry's decision upholds the appeal of Brands Hatch Circuit, Ltd., against an earlier decision by Kent County Council not to permit the extensions. Brands Hatch Managing Director John Hall said on receipt of the news, "This ends a major stage in a long battle for the extension of motor race facilities in the London area. . . . We are not precluded from extending the circuit still further. . . ." Precise plans on the extension of the course will be announced within a few weeks.



FROM EAST GERMANY: The new EMW P-311 Warburg, with its sleeker and more clean cut lines, is an answer from the Eisenacher Motoren Werke to the products of DKW.



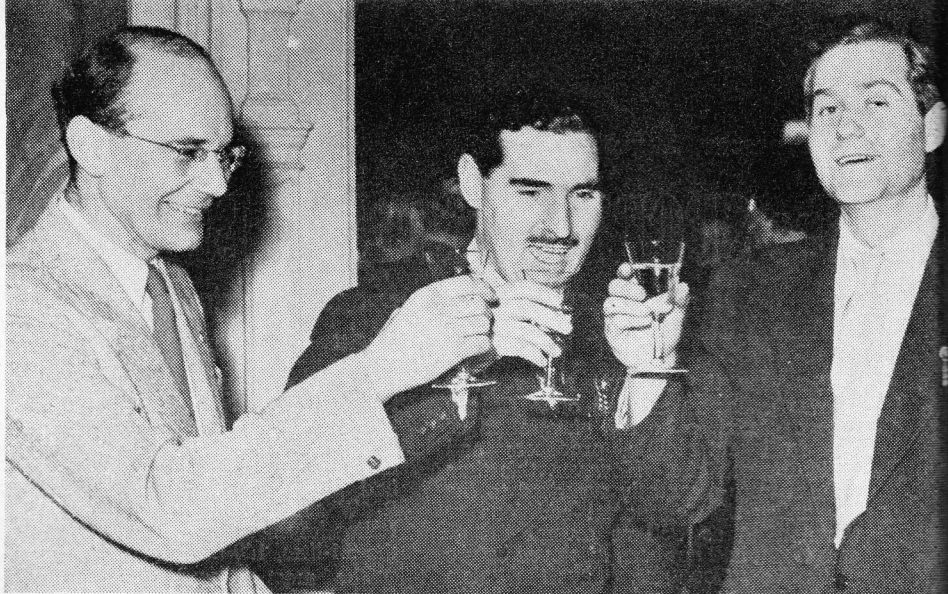
FRENCH GLAMOUR: With a "big-four" 2½-litre engine, giving some 120 b.h.p., beneath its bonnet, this Talbot sports coupé was exhibited for the first time at Brussels.



ITALIAN GLAMOUR: This Lancia "Florida", with bodywork by Pinin Farina, was thought by many to be the "prima ballerina" of the Brussels Show.

CHEERS!—for a victorious trio. The crew of the winning Jaguar drink a toast to their success. In the centre is skipper Ronnie Adams, on his left is Frank Bigger and on his right Derek Johnston.

A BRITISH car has again won the Monte Carlo Rally, thanks to the skill of Ronnie Adams of Lisburn, Northern Ireland, and his crew comprising Dubliner Frank Bigger and Derek Johnston of Belfast. Leading at the end of the 2,500-mile road section, Adams conducted his big, Mk. 7 Jaguar saloon



AN ULSTERMAN WINS THE "MONTE"

Ronnie Adams/Frank Bigger (Mark 7 Jaguar) Win the 26th Monte Carlo Rally — Mercedes Second, Sunbeam and DKW equal Third — Manufacturers' Team Prize for Sunbeam — French Win in Coupe des Dames

coolly and competently over the 150-mile Mountain Circuit behind Nice to clinch outright victory by 6 points from the Type 220 Mercedes-Benz driven by the Germans Walter Schock and K. Raebe. Peter Harper and David Humphrey brought their Sunbeam through to take third place, equal with the Grosgeat/Biagini DKW, while the Sunbeam of Jimmy Ray and John Cutts was 10th overall. Sheila Van Damm and Mrs. Anne Hall in the third works car, though their chances of a repeat Coupe des Dames victory had faded early,

finished the Rally to secure the Manufacturer's Team Prize (the Challenge Charles Faroux) for Sunbeam—this marque's third team win, which therefore gained them the Trophy permanently.

1953 Rally winner Maurice Gatsonides drove a works Standard Vanguard with 1950 winner Marcel Becquart into eighth place this year, and also won the Concours of Road Safety, held last Monday. 1955 co-winner Per Malling shared a Panhard with Jensen Lund of Norway to finish ninth. Mike Couper (Austin Westminster) carried off his

customary premier award in Monday's Concours de Confort. Jaguar, Citroën, DKW, Panhard, Lancia, Alfa Romeo, Porsche and Renault all scored class wins.

Mrs. Nancy Mitchell and Mrs. Doreen Reece had hard luck in the mountain circuit test when well up for the Coupe des Dames, the Coupe eventually being won by the French couple Mme. Blanchoud and Mme. de Roquefort in a Porsche with which they were placed 29th overall. Second came Mme. Thirion of Belgium and Mme. Renaud in a Renault, and Nancy Mitchell's M.G. was third. Also unlucky in the Ladies' class were those Norwegian stars Greta Molander and Helga Lundberg, whose Mercedes-Benz suffered from engine trouble during the decisive Mountain Test.

This Test brought many accidents; fog was encountered in the heights, slowing cars and spoiling their meticulously calculated average speeds, while although ice was not encountered, the whole route was wet. Archie Scott-Brown (Austin A50) shot off-course and down a sheer drop; Mrs. Joan Johns (Austin A90) also overturned, while Ken Wharton, John Bremner, Nancy Mitchell and Gerry Burgess were all involved in alarming incidents.

TEAM PRIZE was awarded to the Sunbeam contingent, seen at Stockholm before the start. Left to right they are Peter Harper, Peter Elbra, David Humphrey, John Cutts, Jimmy Ray, John Waddington, Sheila Van Damm, Yvonne Jackson and Anne Hall.



LITTLE GIANT—the 896 c.c. DKW of Frenchmen Grosogeat and Biagini, which shared third place with the Harper/Humphrey Sunbeam in general classification.

ALTHOUGH snow and ice were encountered in northerly regions, particularly in Western Sweden and Norway, the weather this year grew kinder as cars and crews made their determined way south from the various starting points. There was rain in Portugal and Spain, rain on the Swedish west coast, sunshine in Denmark, spasmodic fog and rain in Germany and France, warm sunshine in Italy, and ice in the higher regions throughout Europe. But by the time the competitors from Glasgow, from Stockholm, Paris and Lisbon, Munich, Rome and Athens had reached and passed through Rheims, the common focal point, and were well on the road to the south, better weather was easing the task for tiring crews. But all had their tale to tell, as they climbed from grimed and dusty cars after clocking in



sealing of the sump owing to the underbody construction and suspension. Much time passed before it was decided to use the car's own special jack. In contrast, Lord Avebury's Jaguar was beautifully prepared, the sealers having only to cut and remove the guiding wires and substitute their own. All was eventually completed by about 7.30 p.m.

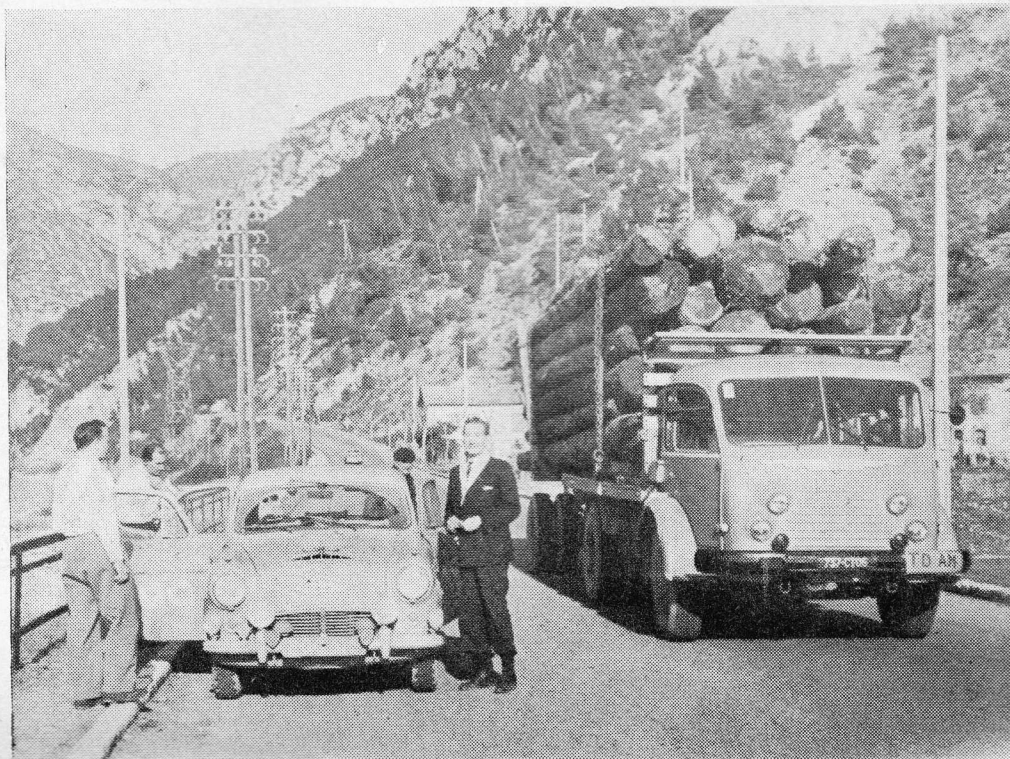
This year there were 11 Lisbon non-starters, these including Redélé and Lecat (Renaults), N. Walmsley (Vanguard) and Baboin (Peugeot). Conditions on the day of the start were miserable, but when Gatsonides (Vanguard), last man away, had left, the rain had decreased to a drizzle. Peter Easton and Peter Garnier were in excellent spirits, despite a last-minute rush in getting their A.C. Aceca to Lisbon,

WEATHER on the route varied from fog, in which Peter Bolton's Vanguard is seen approaching Sisteron (left) to bright sunshine (below) as the Ken Wharton/Gordon Shanley A90 stops for the crew to stretch their legs, while a substantial example of French road transport goes by.

at "Monte" on Thursday after the long, hard journey.

Lisbon starters set off in a downpour of rain—for the second year running—after a pre-start flap over checking and sealing. The A.C. de Portugal had the day before Monday's start for this operation, and *les concurrents*, some 50 cars, were advised to go early to the garage where it was being performed. Amongst the first to arrive was Tommy Wisdom, and his Standard 10 was so thoughtfully prepared for checking and sealing that he was soon through. But by about 9.45 a.m. trouble started with a seeming avalanche of cars arriving, and in no time the garage was full, and a queue forming outside.

Main cause for the delay was the necessity to wire and seal the engines, while the checking of tyres and their numbers took toll of more minutes. The B.M.C. cars had to be drilled for engine sealing, with Dickie Green from Longbridge supervising, while a Citroën DS19, the first to be seen in Portugal, could not be lifted by normal jacks for



HOLD-UP! No less than four times were competitors delayed at Serres by this train. At the head of this queue is the Standard of Leslie Brooke/Ninian Sanderson, followed by a Peugeot, Lancia, Dyna-Panhard and Sunbeam (Hooper/Nelson).

and a flat battery to add to their difficulties. Before the contingent had left Portuguese territory, the Domingo/Foret Panhard had already fallen by the wayside, so the Rallye had "started" even earlier than expected!

Stockholm was this year, after Glasgow, the most popular starting point, with 76 entrants, of which 64 eventually appeared. As Oslo in Norway was scratched this year as a starting place, most of the Scandinavian entries had chosen Stockholm, together with a fair selection from other countries. From Britain came 10 cars, including Sheila Van Damm's Sunbeam, Nancy Mitchell's M.G. Magnette, Ken Wharton's Austin A90, Cuth Harrison's Ford and Raymond Baxter and Reg Phillips in the "B.B.C.-B.M.C." Austin. Mesdames Terray and Gordine (Peugeot) were non-starters, having crashed after skidding on ice-bound roads near Charleville on the way to Stockholm. They suffered injuries and were taken to hospital.

Norway had 14 representatives, with last year's winners Per Malling and Gunnar Fadum the centres of interest. This year they had split up, Malling driving a Panhard and Fadum once again a Sunbeam. Greta Molander and Helga Lundberg were there, now putting their faith in a 220 Mercedes. From Finland came 10 entries, from Holland eight, from France three, Germany two and Sweden 13.

Stockholm's streets were richly sprinkled with cars wearing the distinctive red Rally plates as starting day drew near. Scrutineering took place on Sunday in one of the city's largest garages, with plenty of interested spectators enjoying a bit of the "atmosphere" as cars varying from tiny Lloyds to impressive Jaguars, Mercedes 300SLs and huge American Fords were rolled forward in double rows.

So to Monday morning, 6.30 a.m., when the first car was sent off from the H.Q. of the R.A.C. of Sweden. Many forsook their morning slumber to watch; the B.B.C. were there with television cameras, photographers a-plenty circulated, crews smiled hastily as they set



off, and after little more than an hour, this chapter in the "Monte" was finished.

The route led westwards to Oslo and then, after two hours rest, south to Gothenburg and Helsingborg. Then came the ferry crossing to Helsingør, and on to Odense and the road to Hamburg in Germany. Slippery roads, snow and cold weather greeted the competitors *en route*, changing to high winds and rain as they went down the Swedish west coast, while in Denmark they found brilliant sunshine! After Germany, Brussels, when only three of the 64 starters from Stockholm had dropped out.

Many hundreds of miles south, conditions were vastly different, and glorious weather prevailed in Rome when the 14 starters took their cars to the Auto-

mobile Club di Roma for scrutineering. This was most efficiently carried out, but there was a bit of trouble sealing the Spaniard Fabregas Bas's 300SL Mercedes, owing to the awkward situation of cylinder head and sump bolts.

Louis Chiron, of course, was the centre of interest and his Gran Turismo Lancia looked—and sounded—particularly potent. He had bound his gear lever with sorbo rubber to prevent it chafing his legs.

The Gregor Grant/Cliff Davis M.G. Magnette had a fairly adventurous trip getting to Rome. The road up to St. Pierre d'Entremont was sheet ice, and several hills were more or less impossible. However, Toledo Woodhead snow-grips solved the problem, and they sailed up the worst sections. They had to stop and manhandle several huge boulders which had tumbled down the mountain-side. Truly the "chutes des pierres" are a constant source of danger.

Near the Col de Rousset the M.G.'s exhaust pipe fell off, and they drove all the way to Monte Carlo sounding like a Tiger Moth. Norman Davis found that the speedometer was exactly 20 per cent. fast; the average speed indicator packed up almost immediately. The engine pinked its head off on French "Super?" and they lost all the water in the radiator after some fast touring on the main road.

Coming into Rome they stopped at a "Trattoria"; the chef had a proper handlebar moustache, and when Cliff Davis marched in, his eyes popped out of his head with envy. Service people were conspicuous by their absence at the control, although Castrol were very prominent with Doctor Verduzio in charge. B.M.C. agents, Faltore e Montani, could not have been more helpful.

At 0319 hrs. the hot-sounding Simca of Marchand/Colucci crackled off from the California restaurant to lead the cavalcade on the 1,800 kilometre preliminary stage to Paris. Thirteen cars altogether got away, the Peignaux/Legrand Jaguar being a non-starter. South through Naples without incident they went, to the bottom of the Italian "boot", then north up the



COMING OUT: Landing at Stockholm from its chartered transport plane is the Austin A90 of Raymond Baxter/Reg Phillips, hastily prepared after the first was damaged by fire.

GOING IN: En route for the Paris start, the F. Grantham/F. Brown Ford Zodiac boards the Bristol freighter at Ferryfield.

Adriatic coast to Pescara, Rimini, Padua and into Austria. At Klagenfurt, failure of the voltage regulator on the Grant/Davis M.G. precipitated a series of electrical troubles which included the loss of wipers and heating, dynamo failure, and a flat battery. A new one was obtained, but also went flat. At Grenoble, faced with a long night drive minus lights, let alone other electrical benefits, they finally retired.

Weather was good, too, at the Munich starting point in Germany, where 48 cars turned up for the fray, the sole non-starter being the Estager/Carpentier Ford. Notable entries included two Jaguars with American crews, Walter Schluter's lone works DKW, and a very well equipped batch of Skodas and uniformed crew from Czechoslovakia. The expected snow and ice *en route* to Stuttgart did not materialize, and incidents were few. Retired racing driver Yves Giraud-Cabantous drove an Aston Martin, but at a later stage missed his road and lost time and marks. The Johnson/Taylor M.G. retired at Clermont-Ferrand.

At Paris, 41 cars lined up in the chilly small hours in the Place Vendôme, but the "Jackie" Pollet/de Quemper de Lanescol A.C. Aceca was not amongst them, the Gordini racing driver having omitted to renew his competition licence! Racing driver Ken Carter started with an Aston Martin, and there were several of the new DS19 Citroëns, with racing driver/manager Jean Lucas in charge ("La voiture est O.K."). All ran into fog near Chaumont, but thereafter things went well as they headed for their roundabout tour through Italy and Austria, and back to Rheims and Paris.

While Glasgow starters found ice and snow to cope with in parts of Scotland, as related in last week's issue, 16 cars left Athens under a clear Grecian sky. Four Greek entries were left behind as non-starters, while the Fiat of Georgiades/Danon tarried with mechanical troubles, and retired at the first control at Larissa. The remaining 15 motored steadily over varying roads for Belgrade and Zagreb, then crossed into Austria, and took the long road to Rheims and Paris.

As the Rally progressed, news came of competitors assailed by trouble. The Easton/Garnier A.C. had suspension maladies and was proceeding slowly; Mme. Bagarry (Renault) retired at Strasbourg; the Lisbon starters had more than their fair share of fog. Bill Banks (Bristol) retired with a burnt-out dynamo and flat battery.

By Wednesday, after two long days of motoring, *les concurrents* converged on Rheims, focal point for the seven itineraries from different parts of Europe. From there, all cars turned westward for Paris, and the run from Paris to Monaco, a distance of some 640 miles, constituted the first *Epreuve de Classement*. This required that competitors maintain average speeds according to their category, calculated by a complex formula, and secret time checks *en route* were installed

DARK DIÉ: Passing through the night control at Dié, on the Paris-Monaco regularity section, is the Riley Pathfinder of R. Merrick/A. Grant.



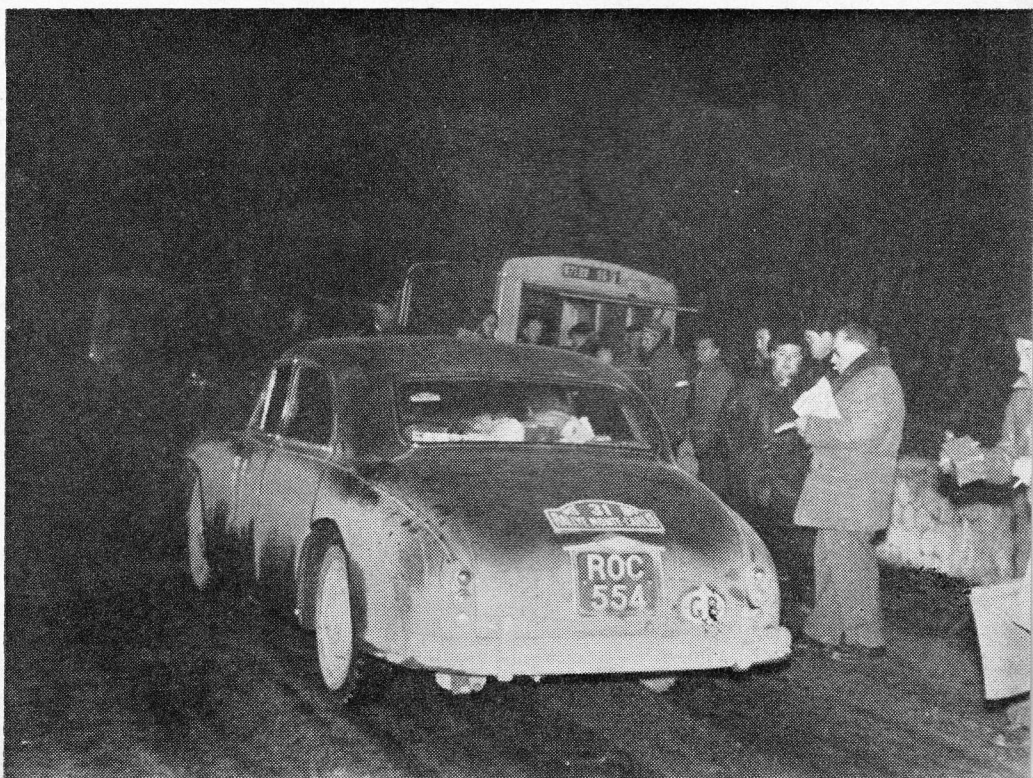
to enforce it, and catch out the unwary. The route passed through Beaune to enter the *col* country as Chambéry and Grenoble drew near. The Col du Porte, Villard de Lans, Col du Rousset, Dié, Col de Cabres, Sisteron, Digne, La Roquette; all featured, with La Turbie heralding at last the approach to Monte Carlo, the goal of some 250 drivers who had safely reached Rheims.

Mist and low cloud in the heights between Chambéry and Grenoble hampered many, while ice was also to be found here and there. The Col de Granier was in dense fog. Sheila Van Damm, contender for a second Coupe des Dames with Mrs. Hall and Yvonne Jackson, and running in her last Rally, lost 7 minutes. Sydney Allard, 1952 winner, lost several, too; Louis Chiron's Lancia struck, and killed, a Great Dane which ran across its path; one of the Citroën DS19s retired, two Renaults, a Peugeot, two of the Skodas, a Simca, an Alfa Romeo and others suffered points losses, but others considered this first *Epreuve* farcical as a means of sorting out the winners. By the time the final control of the road section at Monaco was reached, 73 cars had retired from the Rally—approximately 20 per cent. Coming into La Turbie, last halt before



the finish, Leslie Brooke's Standard shed a wheel—he made the last kilo. on the brake drum! Of the remaining 236, selection of the best 90 depended all too much on the second *Epreuve*, the downhill braking test on a 1,100-metre stretch of the Mont des Mules, in which cars had to pull up within two white lines, six metres apart, after driving from a flying start down a zig-zag section of just over half-a-mile. There were points penalties for those who overshot the second white line—and many were the unfortunates who forfeited them. Best time was

(Continued on page 114)





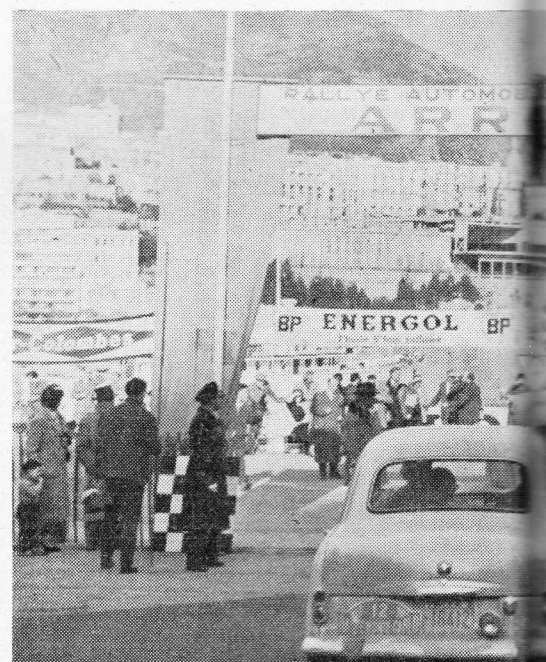
RARITY: C. A. Johansson and Nils Hagen competed in this 1,089 c.c. Skoda from Czechoslovakia, one of several in the Rally.



DEBUT: First appearance in competition of the new Citroën DS 19 saw works-entered cars first and fourth in the 2-litre class. Pictured is that of racing driver Jean Lucas.



ON THE WAY to a third place in Gen... Humphrey Sunbeam, one of the Team Prize...



END OF THE ROAD for the 236 cars that... Monte Carlo. In the foreground is the Gree...



OUT OF LUCK was previous winner, Sydney Allard, seen on the Col de Cabres (left).



Classification is the Peter Harper/David [unclear] [unclear], seen during the mountain circuit test.



GERMANIC motor cars—though not their crews. At the top is the Mercedes 300SL of Dutchmen Tak and Van der Vlugt and below it the Ford Taunus of Danes Nelleman and Skarring.



Arrived the road section: the final control at [unclear] Ford Zephyr of Chronides/Margaritis.



SALMSON, between Digne and Charbinère, is that of Pierre Lespiat and Jacques Pialoux (right).

EARLY STAGES: Pulling in to the control at Barnby Moor, Yorkshire, amid crowds of spectators is the Vauxhall of E. Ross and A. E. Elliott.

recorded by the Porsche of Vilreón/Chevroton in 41 secs. dead, but Ronnie Adams took his much heavier Jaguar down the *lacets* in a brilliant 42.6 secs.; another Porsche was third, and fourth, in 43.4 secs., came Les Leston in the Prince de Palitana's Aston Martin DB2/4. This time was equalled by the American Nuthall's Jaguar XK 140 hardtop—and that despite a door flying open on one of the hairpins. Next was the Schock/K. Raebe Mercedes 220, followed by Salmson, Mercedes, Alfa Romeo and Lancia cars. John Mansbridge (Riley) clocked 44.6 secs., which proved to be eighth best, equalled by three others. When it was all over, last year's co-winner G. Fadum (Sunbeam) had his clutch burn out and was forced to retire.

So, after clocking in at Monte Carlo, to Saturday's Mountain Circuit speed/regularity test, with the Adams/Bigger Jaguar heading the select 90 who were eligible. Schock's Mercedes and Grosgeat's little DKW were close on points, with Peter Harper's Sunbeam next, just ahead of Guiraud's Peugeot, best placed French car. The full list of qualifiers was as follows:

1, Adams/Bigger (Jaguar), 213 points; 2, Schock/K. Raebe (Mercedes-Benz), 219; 3, Grosgeat/Biagini (DKW), 222; 4, Harper/Humphrey (Sunbeam), 227; 5, Guiraud/Beau (Peugeot) and Gerdum/Kuhling (Mercedes-Benz), 228; 7, Maasland/Slotemaker (Alfa Romeo), Levy/Kokott (Volkswagen) and Courtes/Court-Payen (Citroën), 229; 10, David/Mettin (Peugeot) and Löffler/Rathjen (BMW), 230; 12, Roque/Sanglas (Lancia), 231; 13, Ingier/Askesrud (Skoda), 232; 14, Gaissonides/Becquart (Standard) and Verzijl/Bergh (Fiat), 233; 16, Mallong/Jensen (Panhard), 234; 17, Ray/Cutts (Sunbeam) and Hartley/Karlsson (Ford), 236; 19, Dugat/Gillard (Panhard) and Wollert (Volkswagen), 237; 21, Spiuth/Ohlstrom (Mercedes-Benz), 238; 22, Gacon/Arcan (Porsche), Harrison/Furze (Ford) and Fraser/Holmes (Sunbeam), 240; 25, Dunod/Basille (Fiat), 241; 26, Marang/Manoukian (Citroën), 242; 27, Rusch/Rusch (Fiat), Molander/Lindberg (Mercedes-Benz) and Bremner/Oldworth (Riley), 243; 30, Harrison/Habershon (Ford) and Davagnier/Pizaro (Peugeot), 244; 32, "Pericles"/Spiliotakis (DKW), 245; 33, Cotton/Leclerc (Panhard) and Mme. Blanchoud (Porsche), 249; 35, Grial/Auriaac (Simca), 251; 36, Masson/Laurent (Panhard), Roze/Dubessay (Citroën), Pathey/Renaud (Volkswagen) and Marion/Peyrot (Citroën), 252; 40, Boilet/Chany (Alfa Romeo), 253; 41, Laroche/Radix (Alfa Romeo) and Weikkola/Puustine (Peugeot), 255; 43, Fabreas/Basadonna (Mercedes-Benz) and M. Levy/R. Levy (Simca), 256; 45, Johansson/



Hagen (Skoda), 257; 46, Coltelloni/Mme. Coltelloni (Citroën), 260; 47, Gott/Shepherd (Austin) and Parucci/Martin (Panhard), 263; 49, Chiron/Longo (Lancia), 264; 50, Lier/Mesritz, (Lancia), Sears/Scott-Brown (Austin) and Heliop/Aalto (Skoda), 265; 53, Meignen/Consten (Peugeot), 267; 54, Avebury/Croft (Jaguar), 268; 55, Kaiser/Nathan (Volkswagen), 275; 56, Fasnacht/De Meyer (Simca), 276; 57, Tak/Van der Vlugt (Mercedes), 288; 58, Cattieu/Bonavera (Peugeot) and Monraisse/Feret (Renault), 289; 60, Vilreón/Chevroton (Porsche), 292; 61, Ingier/Ekkornes (Skoda), 294; 62, Burgess/Croft/Pearson (Austin), 296; 63, P. Jopp/G. Jopp (Jaguar), 307; 64, Mme. Mitchell (M.G.), 318; 65, Von Zedlotz/Diemer (Mercedes-Benz), 320; 66, Mettermick/Von Kerebusch (BMW), 330; 67, "Sarayat"/Buchet (Salmson), 331; 68, Mme. Thirion/Mme. Renaud (Renault), 332; 69, Mme. Johns/Mme. Moss (Austin), 334; 70, Wharton/Shanley (Austin), 339; 71, Mansbridge/Mme. Mansbridge (Jaguar), 341; 72, Dore (Panhard), 342; 73, Sutherland/Sutherland (Riley), 343; 74, Schwind/Gutbrod (BMW), 344; 75, Cauchy/Cauchy (Simca) and Clarke (A.C.), 352; 77, Quinlin/Behra/Pecker (Simca), 354; 78, Kvarnstrom/Dagrup (Ford), 355; 79, Jaminon/Capra (Simca), 356; 80, Gondrillier (Renault), 359; 81, Bebis/Myrogiannis (Fiat), 366; 82, Nellenman/Skarring (Ford), 390; 83, Clarou/Joly (Renault), 395; 84, Rolland/Delaye (Peugeot), 396; 85, Sims/Stokes (Riley), 398; 86, Cooke/Mme. Hamilton (Ford), 402; 87, Penon/Girier (DKW), 403; 88, Utley/Bardman (Bristol), 420; 89, Davis/Lewis (Sunbeam) and Wagberg/Zaine (DKW), 429.

Though not freezing, the tortuous 150-mile circuit in the mountains behind Nice was treacherously wet and there were a few miles of snow 4,000 ft. up on the Col de Turini. Ronnie Adams, amongst the earlier runners, drove a masterly circuit, Derek Johnston and Frank Bigger wielding the watches skilfully. The

Jaguar never put a wheel wrong, and its 213 points deficit, on the road section, stood unchanged, though none would know whether the Ulsterman had won until results were given later in the day. Incidents came thick and fast. Mrs. Joan Johns (Austin A90) found herself with no brakes, tried to avoid hitting a wall, but made contact and overturned, though both she and her crew—Pat Moss and Doreen Rich—emerged safely. Miss Rich, though, was unlucky enough to sprain her ankle by falling over a rock after the crash! John Gott, observing the accident in his mirror, stopped, only to resume when reassured by Archie Scott-Brown, who also had stopped, that all was well. Shortly afterwards, Scott-Brown found his Austin A50 without brakes and capsized, while Gerry Burgess (Austin A90) was in a similar predicament, with a similar result. Ken Wharton lost a wheel, two Citroëns crashed into a cliffside, a Panhard went end over end twice, Peter Jopp (Jaguar) burst a tyre and Nancy Mitchell's chances for the Coupe des Dames faded when she ran out of fuel, losing several minutes; amusingly, she also glanced off a wall at the exact spot where Sheila Van Damm happened to be watching the proceedings! Joy Cooke (Ford

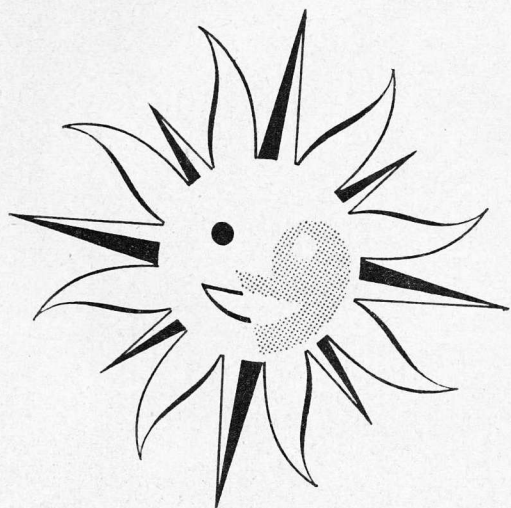
(Continued on page 116)



REMEDY for a broken windscreen on the White/McAdam Jaguar was a sheet of glass stuck over the hole with Bostik.



NO REMEDY for this rather permanent shunt involving the Jowett Javelin of Brierly/Hartnell and a non-competing Peugeot.



MONTE CARLO RALLY

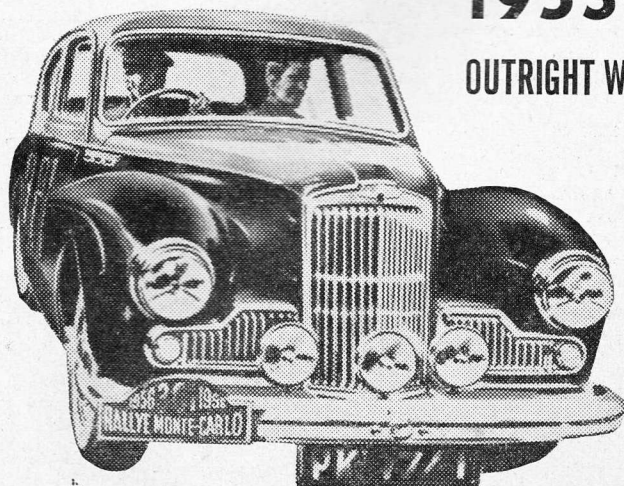
For the third time

SUNBEAM WINS

THE MANUFACTURERS' **Team Prize**

1953 - 1954 - 1956

OUTRIGHT WINNER of the Charles Faroux Challenge Trophy



This most coveted Team Prize is awarded to the nominated team of three cars achieving the best aggregate performance, irrespective of size, class or price.

The three successful Sunbeams in this year's event were driven by Peter Harper (with David Humphrey and Peter Elbra), Jimmy Ray (with John Cutts and John Waddington) and Sheila Van Damm (with Anne Hall and Yvonne Jackson).

Subject to official confirmation

The New

SUNBEAM RAPIER

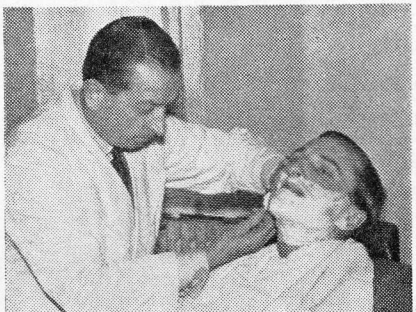
latest addition to this famous family of Rally Champions

A ROOTES PRODUCT



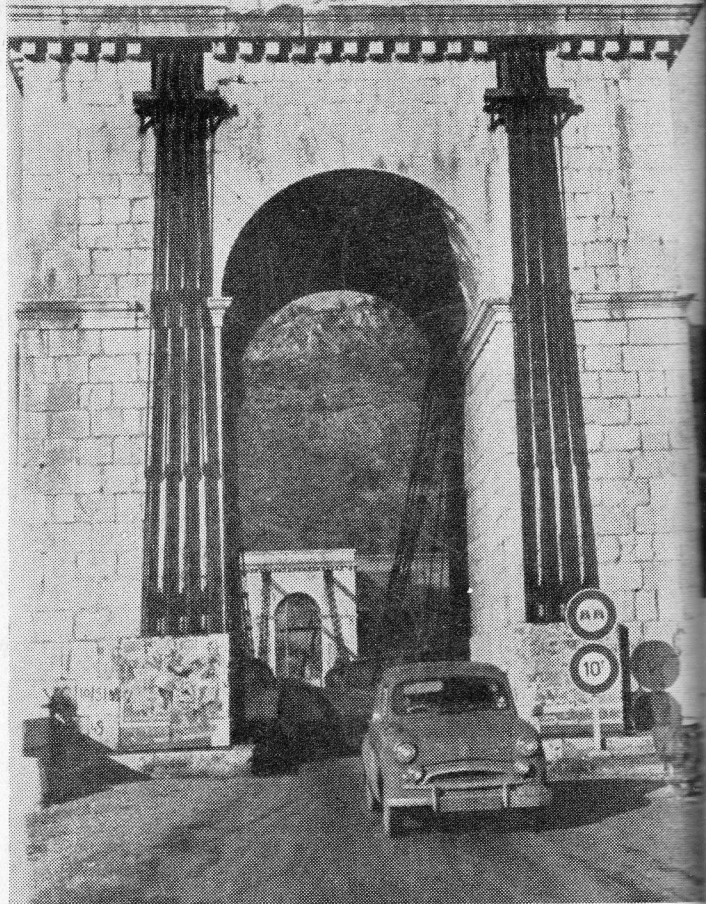


★
UNLUCKY Greta Molander (left), who was leading for the Coupe des Dames until her Mercedes 220 developed engine trouble.



LUCKY Jack Sears (left, below), who found time to have a shave in Rheims.

CROSSING the Pont Durand at L'Escale (right) is the Standard 10 of Lew Tracey and D. O'M. Taylor.



Zephyr) also went off the road, damaging the car's bodywork, as did Lyndon Sims (Riley Pathfinder). The latter, however, avoided fuel-supply trouble by having his gallant passenger crouched in the boot, pouring in the cans! Peter Harper, hot for third place, arrived with such dispatch at a filling station that his Sunbeam charged and demolished the only electric Supercarburant pump on the circuit, much to the chagrin of subsequent drivers in a hurry, especially John Bremner, who lost 9½ mins. trying to refuel there. Later Bremner ditched his Riley Pathfinder avoiding a non-competing car. Greta Molander's Mercedes spat and spluttered its way round, a valve having stretched on the run down to Monte; indeed, she did extremely well to finish at all, really having to drive her car every inch of the Mountain Circuit, there being no power to help throw the rear end round the constant succession of hairpins.

If this last *épreuve* really "sorted them out", it also decimated them, for of the 89 who started, 14 crashed or retired. The 90th car? This was John Young's Anglia, and his crew overslept. Perhaps they were lucky.

At the end of it all, Ronnie Adams's fine victory was confirmed, and Britain had won her fourth Monte Carlo Rally victory. Germany was second, Britain and France equal third, while to cap it, Sunbeam carried off the Team Prize for the third time, winning the Charles Faroux Trophy outright. And in the Concours de Confort et Sécurité on Monday came two more successes, when Gatsonides/Becquart (Standard) won the Road Safety Prize, and W. M. Couper (Austin) the Concours de Confort, with Mr. and Mrs. Vivian (M.G.) second.

RALLY NOTES

PROVISIONAL winners of the AUTOSPORT Monte Carlo Trophy are Ian Suther-

SURVIVOR of the unfortunate A.C. team was the Tom Clarke/Keith Baker Aceca, which finished 57th.

land/Bill Sutherland (Riley). Griffiths/Underhill (M.G.) arrived at the Paris control with 11 secs. to spare after being delayed with carburettor troubles. . . . The front tyres of the Gatsonides/Becquart Vanguard were completely lacking tread at the finish. . . . Swedish-built Halda average speed instruments proved remarkably accurate, and were used by Sunbeams and Gatos's Vanguard. . . . The Mont des Mules hill-climb was cancelled and a driving test on the seafront substituted. Best time was put up by Fabregas Bas in his very battered Mercedes 300SL. Fastest British competitor was Raymond Baxter (Austin); the over 2-litre class went to Jimmy Ray (Sunbeam). . . . There was any amount of spare batteries for sale around Monte Carlo during the weekend. . . . Keen rivalry was seen between the B.B.C. and I.T.A. to get exclusives on the winners.

Ronnie Adams, his crew and car were flown to England by the B.B.C. and Jaguars on a Bristol freighter. . . . There were 75 officially posted as abandoned or "hors de course". . . . Mrs. Ronnie Adams flew from Belfast to help celebrate her husband's great victory.

Further report and full results on page 118.

**MORE NEWS AND PICTURES,
ON THE MONTE CARLO RALLY
WILL BE PUBLISHED IN OUR
NEXT ISSUE.**



4th ST
DUNLOP

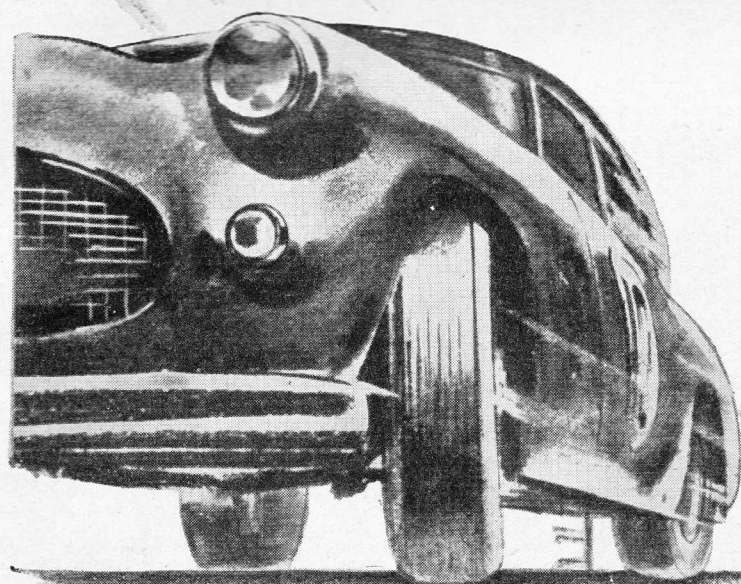
MONTE CARLO RALLY

1st.
JAGUAR

R. J. ADAMS—F. BIGGER

*also fitted
with Dunlopillo
seating*

(Subject to official confirmation)



*-and Dunlop makes the tyre **YOU** want!*

The Victors Return

An Interview with Three Men and a Car

To the motoring enthusiast, the arrival back in this country of a British Monte Carlo Rally winner should have something of a See-the-Conquering-Hero-Comes! air about it. To a certain extent it did, but owing to severe headwinds over France, the plane bearing Ronnie Adams, his crew and their car, was some four and a half hours late in arriving, which was, perhaps, inclined to take a little of the colour out of the red carpet.

However, if Blackbushe Airport, about 40 miles from London, at 10.15 on a clear but freezing Tuesday evening was not exactly homely, there was certainly enough of sufficient interest going on to make us forget little things like firesides, slippers and good books.

As the Silver City Airways Bristol transporter touched down from Nice and taxied up to the airport buildings, it broke into the circle of light provided for the newsreel cameras. The nose was opened and Jaguar Mk. VII, PWK 700 drove forward to be photographed with its crew, without its crew and with its crew, again and again, from every angle.

Examining the car under the arc-lights, the body showed a good deal less damage than it might have done driving around England on normal business for a week or two. The paintwork was slightly scratched in two places (one of these being a souvenir of the sea-crossing from Belfast to Glasgow for the start) and one headlamp glass was

cracked. The front rally plate, however, was well-peppered and showed only about half of its red paint. But this was no new car built specially for the Rally. It had, in fact, done the same long trip to Monte Carlo in last year's event, with the same driver at the wheel, when they finished eighth in the General Classification, and noters of registration numbers will remember seeing the car driven into second place, by Jimmy Stewart, in the 1955 Silverstone Production Car Race. In between times it is used as day-to-day transport by a Jaguar works service-engineer. It can, therefore, be safely presumed that PWK 700 has had a hard life, all its life.

Later, talking to Adams, Frank Bigger and Derek Johnston, it was evident that this team had not employed any "military" tactics in their driving routine. No one man was "chief boffin", for example, nor did they change drivers at any exact pre-arranged time. Instead, they kept to no strict routine, sharing the navigating and driving, leaving Adams to deal with the more tricky parts and "resting" him meanwhile. There was the feeling that he was "the gaffer" rather than "the C.O.", and it appears that this air of friendly co-operation paid off handsomely, as their Rally seems to have gone off exactly as foreseen—with the consequent lack of hair-raising stories of incidents or tales of "how we managed to do it in the end".

On the braking test, which decided so much, they crossed the start-line at about 25 m.p.h., descended the lacets of the Mont des Mules, and only knew when to stop because they foresaw the usual Continental crowd milling around

the braking area! Evidently they started to draw up opposite the correct Frenchman as their time was second best of the whole field. Incidentally, to quote Bigger, throughout the entire run they "had not the slightest whisper of brake trouble". The complete car, in fact, "ran like a bird", apart from a near-flat battery near Rheims.

In a broadcast before the final Mountain Circuit test, Adams said that he hoped for no snow. His luck was in, and although the road was soaking wet all the way, the Jaguar was completely controllable. An added advantage was that they were among the early numbers, which meant that the road was never filled by gyrating or crashed cars. A refuelling stop was necessary during the 150 miles of the Circuit; in their hurry they stopped the car too far from the pump and in stretching the pipe a quantity of fuel soaked Ronnie Adams from the waist down, causing him an uncomfortable drive back to Monte Carlo, almost sitting in a pool of Supercarburant!

And what of "the gaffer's" driving ability? Well, talking about the fog, or low cloud, or what have you, on the section from Chambéry, which wrecked the chances of many competitors, Frank Bigger told me that with the fog-lamps on, visibility at its worst was about 50 ft. They were moving fast, they had to, but that distance was "enough for the boy", which would seem to indicate a superior ability to say the least.

A final word about the Rally as a whole—as it was it was reasonably easy, but if snow had fallen, it would have been "the rally to end rallies".

MAXWELL BOYD.

Provisional Results of the 1956 Monte Carlo Rally

General Classification: 1. R. J. Adams/F. E. A. Bigger (3,442 c.c. Jaguar), G, 213 pts. lost; 2. W. Schock/K. Raebe (2,172 Mercedes-Benz), M, 219; 3. P. Harper/D. Humphrey (2,667 Sunbeam), S, and Grosgeat/Biagini (896 DKW), S, 227; 4. W. Levy/G. Kokott (1,192 Volkswagen), M, 229; 5. W. Löffler/H. Rathjen (2,580 BMW), S, 230; 6. P. Courtes/A. Court-Payen (1,911 Citroën), L, 231; 7. M. Gatsonides/M. Becquart (2,088 Standard), L, 233; 8. P. Malling/E. Jensen Lund (851 Panhard), S, 234; 9. J. Ray/J. Cutts (2,267 Sunbeam), S, 236; 10. I. Wollert (1,192 Volkswagen), S, and R. Dugat/G. Gillard (850 Panhard), M, 237; 11. C. Spjuth/H. Ohlstrom (2,195 Mercedes-Benz), S, 238; 12. H. Maasland/R. Slotemaker (1,884 Alfa Romeo), M, 239; 13. E. Harrison/J. Furse (1,172 Ford), S, and A. Gacon/H. Arcan (1,290 Porsche), L, 240.

17. Dunod/Basille (1,089 Fiat), P, 241; 18. T. C. Harrison/R. Habershon (2,262 Ford), S, and Dellière/Robin (2,327 Salmson), L, 244; 20. Pericles/Mme. Spiliotakis (896 DKW), A, 245; 21. Verzigl/Bergh (1,089 Fiat), S, 248; 22. R. Cotton/Leclère (745 Panhard), P, 249; 23. Grail/Auriach (1,290 Simca), L, 251; 24. Rozé/Dubessay (1,911 Citroën), P, Patthey/Renaud (1,192 Volkswagen), A. Masson/Laurent (745 Panhard), M, and Guiraud/Beau (1,290 Peugeot), L, 252; 28. Boillet/Chany (1,975 Alfa Romeo), P, 253; 29. Mme. Blanchoud/Mme. de Roquefort (1,488 Porsche), L, 261; 30. Parucci/Martin (745 Panhard), P, 262; 31. Lier/Mesritz (2,266 Lancia), R, 265; 32. Kaiser/Nathan (1,192 Volkswagen), S, 275; 33. Gerdum/Kuhling (2,171 Mercedes-Benz), M, 285; 34. Mouraisse/Feret (747 Renault), L, 289; 35. Chiron/Longo (2,451 Lancia), R, 307; 36. Levy/Levy (1,290 Simca), P, 321; 38. Cattieu/Bonavero (1,468 Peugeot), L, 326; 39. Tak/Van der Vlucht (2,996 Mercedes-Benz), S, 330; 40. Mme. Thirion/Mme. Renaud (747 Renault), L, 332; 41. Dore/Meneau (850 Panhard), L, 342; 42. I.

Sutherland/W. Sutherland (2,443 Riley), G, 343; 43. Schwind/Guthbrod (2,580 BMW), M, 344; 44. Cochy/Cochy (1,290 Simca), P, 352; 45. J. Mansbridge/Mrs. Mansbridge (3,442 Jaguar), G, 355; 46. Jaminon/Capra-Billard (1,290 Simca), R, 356; 47. Condriillier/Cazon (747 Renault), L, 359; 48. Weikkola/Puustinen (1,468 Peugeot), S, 366; 49. Von Zedlitz/Diemer (2,171 Mercedes-Benz), M, 368; 50. Quinlin/Behra-Pecker (1,290 Simca), M, 403; 51. Vibrean-Chevrolet (1,488 Porsche), S, 413; 52. Claron/Joly (747 Renault), L, 423; 53. J. Cuff/W. Fleuriot (1,172 Ford), G, 437; 54. Rolland/Delaye (1,290 Peugeot), L, 495; 55. J. Gott/W. Shepherd (2,639 Austin), L, 571; 56. K. Wharton/G. Shanley (2,639 Austin), S, 621; 57. T. G. Clarke/K. Baker (1,991 A.C.), P, 622; 58. A. Fraser/R. Holmes (2,267 Sunbeam), M, 656; 59. Mrs. N. Mitchell/Mrs. D. Reece (1,489 M.G.), S, 678; 60. "Sarayat"/Buchet (2,327 Salmson), P, 722; 61. Bebis/Myrogiannis (1,901 Fiat), A, 915; 62. J. Utley/J. K. Boardman (1,971 Bristol), G, 1,119; 63. Mrs. J. Cooke/Mrs. M. Hamilton (2,262 Ford), S, 1,150; 64. Hartley/Karlsson (4,780 Ford), S, 1,165; 65. L. Sims/R. Stokes (2,443 Riley), G, 1,293; 66. David/Mettin (1,290 Peugeot), L, 1,230; 67. Ungier/Askersrud (1,089 Skoda), S, 1,232; 68. Marang/Manoukian (1,911 Citroën), P, 1,242; 69. Mme. G. Molander/Mme. Lundberg (2,195 Mercedes-Benz), S, Busch/Busch (1,089 Fiat), S, and J. Bremner/A. Oldworth (2,443 Riley), L, 1,243; 72. Marion/Peyrou (1,911 Citroën), L, 1,252; 73. Fabregas Bas/Basadonna (2,996 Mercedes-Benz), R, 1,256; 74. Johansson/Hagen (1,089 Skoda), S, 1,257; 75. "Capravescnes"/Alexandre (1,911 Citroën), P, 1,260; 76. J. Sears/A. Scott-Brown (1,489 Austin), L, and Melpio/Aalto (1,089 Skoda), S, 1,265; 78. Meignien/Consten (1,468 Peugeot), P, 1,267; 79. Lord Avebury/R. Croft (3,442 Jaguar), L, 1,268; 80. Fasnacht/De Meyer (1,221 Simca), P, 1,276; 81. Lumme/Zeliner (1,089 Skoda), S, 1,294; 82. G. Burgess/S. Croft-Pearson (2,639 Austin), L, 1,296; 83. P. Jopp/G. Jopp (3,442 Jaguar), G, 1,307; 84. Metternich/Von Kukebusch (2,580 BMW), P, 1,330; 85. Mrs. J. Johns/Miss P. Moss (2,639 Austin), L, 1,334; 86. Kvarnstrom/Dagrup (4,460 Ford), S, 1,355; 87. Nellenam/Skarring (1,498 Ford), S, 1,370; 88. J. Young/J. Coombs (1,172 Ford), G, 1,403; 89. R. Davis/I. Lewis (2,267 Sunbeam), G, and Wagberg/Zaine (896 DKW), S, 1,429.

Starting Points: A—Athens; G—Glasgow; L—Lisbon; M—Munich; P—Paris; R—Rome; S—Stockholm.

The Class Winners

Category 1 (Production Touring Cars):—

Over 2,000 c.c.: 1. R. J. Adams/F. E. A. Bigger (Jaguar); 2. Schock/Moill (Mercedes-Benz); 3. Harper/Humphrey (Sunbeam); 4. Löffler/Rathjen (BMW); 5. Gatsonides/Becquart (Standard).

1,301-2,000 c.c.: 1. Courtes/Court-Payen (Citroën); 2. Maasland/Slotemaker (Alfa Romeo); 3. Dellière/Robin (Salmson); 4. Rozé/Dubessay (Citroën); 5. Cattieu/Bonavero (Peugeot).

750-1,300 c.c.: 1. Grosgeat/Biagini (DKW); 2. Levy/Kokotte (Volkswagen); 3. Malling/Jensen-Lund (Panhard); 4. Wollert (Volkswagen); 5. Dugat/Gillard (Panhard).

Under 750 c.c.: 1. Cotton/Leclère (Panhard); 2. Masson/Laurent (Panhard); 3. Parucci/Martin (Panhard); 4. Claron/Joly (Renault); 5. Viazzi/Roux (Renault).

Category 2 (Modified Production Touring and Gran Turismo):—

Over 2,000 c.c.: 1. Chiron/Longo (Lancia); 2. Roque/Sanglas (Lancia); 3. Tak/Van der Vlucht (Mercedes-Benz); 4. K. Wharton/G. Shanley (Austin); 5. "Sarayat"/Buchet (Salmson).

1,301-2,000 c.c.: 1. Boillet/Chany (Alfa Romeo); 2. Mme. Blanchoud/Mme. de Roquefort (Porsche); 3. Vibrean/Chevrolet (Porsche); 4. Clarke/K. Baker (A.C.); 5. J. Utley/J. K. Boardman (Bristol).

750-1,300 c.c.: 1. Gacon/Arcan (Porsche); 2. Guiraud/Beau (Peugeot); 3. Rolland/Delaye (Peugeot); 4. David/Mettin (Peugeot); 5. Marchand/Colucci (Simca).

Under 750 c.c.: 1. Mouraisse/Feret (Renault); 2. Mme. Thirion/Mme. Renaud (Renault); 3. Condriillier/Cazon (Renault).

Coups des Dames: 1. Mme. Blanchoud/Mme. de Roquefort (Porsche); 2. Mme. Thirion/Mme. Renaud (Renault); 3. Mrs. N. Mitchell/Mrs. D. Reece (M.G.).

Team Prize (Challenge Charles Faroux): 1. Sunbeam (Harper/Humphrey, Miss Van Damm/Mrs. Hall, Ray/Cutts); 2. Citroën (Marang/Manoukian, Marion/Peyrot, Courtes/Court-Payen); 3. Jaguar (Vard/Jolley, Adams/Bigger, Mansbridge/Mrs. Mansbridge); 4. Standard (Gatsonides/Becquart, Bolton/Slater, Cooper/Kimber); 5. Austin (Burgess/Croft-Pearson, Gott/Shepherd, Mrs. Johns/Miss Moss).

MONTE CARLO RALLY

1ST JAGUAR

2ND Mercedes-Benz

3RD Sunbeam

(Subject to official confirmation)

ARGENTINE GRAND PRIX

1ST FERRARI

2ND Maserati

3RD Maserati

(Subject to official confirmation)

all used

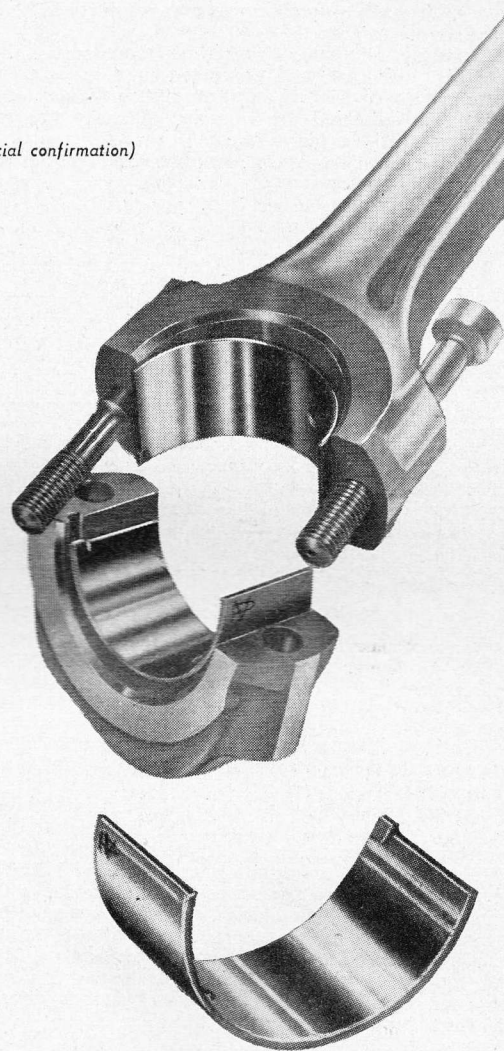
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CORRESPONDENCE

The Sitges Circuit

I WAS most interested to read the letter about the Sitges "Autodrome" in AUTOSPORT recently.

When serving in the Mediterranean in 1926, my ship visited Barcelona, and I went to Sitges. At that time, there were several Brooklands model Austin Sevens there, which appeared to belong to a club, and I was invited to drive one round the track.

I soon learnt that much local knowledge was needed to obtain the best lap speeds, the most successful drivers going straight to the top of the banking on entry, and then descending in a spiral path to work up to maximum speed on reaching the very short straights.

I understood that, at that time, members of the club drew lots for their cars, and competed in a series of races, which were usually of 25 laps duration, but as the day of my visit was a practice day, and the language difficulty was great, my information may be inaccurate.

J. B. ROOPER (Commander R.N. Retd.)

ISFIELD, SUSSEX.

I WAS most interested in Mr. Longton's letter about the Sitges Autodrome and to hear that the track still exists.

Am I not right in saying that the reason it fell out of use was because the designers either grossly miscalculated the radii of the entering and leaving curves or omitted these curves altogether, making the track simply two straights and two plain semi-circles? This, of course, made entry to and exit from the banking at high speed very hazardous.

The slow lap record would also be accounted for by this omission.

Perhaps, under the circumstances, it was just as well that Mr. Longton had not got his Healey with him.

W. E. C. DAVY,
CAPT., R.N. (RETD.).

PLYMPTON, DEVON.

What Makes It Tick?

I WAS interested in Stuart Seager's query concerning, "What makes the Vintage movement tick?" as this has always been a mystery to me. It certainly has no practical application and it is a peculiar feature of the movement that so many V.S.C.C. members, whilst professing to despise modern cars, own and drive them. To refer to these cars as "sardine tins on wheels", which many Vintagers do, and then rely on them for personal transport shows a peculiar sense of values, not without a touch of hypocrisy.

Broadly speaking cars can be divided into three categories, Veteran, Vintage and Modern. The latter is the obvious choice for serious motoring be it for pleasure, sport or business; the Veteran deserves preservation as a link with the earliest days of motoring. By comparison the Vintage lacks the historical association of the Veteran and cannot compare with the modern car as a means of efficient and comfortable transport. With very few exceptions it is difficult, therefore, to justify the time and money lavished on these obsolescent relics. However, since we are all entitled to our own opinions, good luck to the V.S.C.C. if that's the way they want it.

R. M. ANDREWS.

BUSHEY HEATH, HERTS.

TO SINGAPORE AND BACK

THE Oxford and Cambridge Far Eastern Expedition which left London in Land Rovers in the early autumn to drive overland to Singapore and back, passed through Assam, India, in the middle of January. By now they will have started the most difficult part of their journey, through Burma, over roads built during the war, which have not been maintained since and have been practically obliterated by ten years of summer monsoons. The expedition hopes to have passed through Burma, Thailand and Malaya by early March.

WESTERN F2 PROJECT

WITH H.Q. at Castle Combe, Wilts., a small company is being formed for the development of a reasonably-priced competition engine for use in the proposed Formula 2 for up-to-1,500 c.c. racing cars. W. L. (Bill) Thomas, late of the Bristol Car Division, Mrs. Kitty Maurice, owner of Castle Combe circuit, Horace Gould, G.P. Maserati driver, and Henry Digby, sports car driver, are the progenitors of the scheme, and work on the prototype unit is nearing completion.

A hemispherical cross-flow cylinder head has been designed, to be fitted to Ford Consul-type block. This head is

designed to incorporate individual ports on both inlet and exhaust sides, the inlet port measuring 35 mm. The valve gear is operated by the existing push rods, together with cross-rods; ignition is by coil, and 10 mm. long-reach plugs, one per cylinder, are used. Special dome-shaped pistons are employed, giving a 9:1 compression ratio on pump fuel. The c.r. may be increased at a later stage of development.

Also in process of development is a similar design to suit the Ford Zephyr and the T series M.G., the latter being produced especially for the American market.

Noise

I FULLY agree with your Cheltenham correspondents. I can imagine no more deplorable eventuality than the elimination of noise from racing and sports racing cars.

I attended my first Formula 1 meeting at Silverstone in 1954 (in spite of my 42 years) and the aspect of that memorable day which most impressed me was the noise of the field moving off from the start, as heard from the first corner. I thought then (and still think now) that this was the most exciting noise I have ever heard.

This impression was confirmed last year at Aintree when, on practice day, the Mercs were started up at the pits.

The idea should at once be cast forever into the outer darkness. Let us hear no more of such desecration. I wonder if John Bolster, when a child, ever pretended to be a racing car? I bet he didn't do it with a silencer fitted!

JOHN ROGERS.

KNARESBOROUGH.

Proposed Ford Championship of Ireland

YOUR many readers may be interested to know that I have received several inquiries from cross-channel Ford enthusiasts re above which I am hoping to persuade the 500 Club of Ireland to run in early summer.

It is true that these letters came from people I do NOT know but their names are very familiar to me through the "Winners' Department" in AUTOSPORT. I am hoping that my Club will be duly impressed, and will organize the event, paying visitors' expenses, but more anon!

May I add that while I respect Frank Harrison's undoubted ability to tune a sprint Ford, I must say that in my humble opinion there are at least three Irish Fords which would go quicker than his (a) in a straight line; (b) round a course; or (c) up a hill. (Swords or pistols, Mr. Harrison?)

One last point—"What was the secret of Fred Smyth's many successes?" The Dundrod kilometre revealed that he had NOT the fastest Ford. The answer is in two parts (1) The motor kept its tune for at least 100 miles. (2) Fred got round the corners quicker than the rest of us—and in a cart-spring Ford, too!

REG TURNER.

BELLAGHY, CO. DERRY.

IN his letter printed on 30th December Mr. Turner threw out a challenge to all of us in England and Scotland who race Ford-engined sports cars. This is a challenge I am sure we ought to accept, by turning up in force wherever our Irish opponents wish to stage the battle. I for one will be delighted to go over to take part in a Ford Championship of Ireland, especially if Mr. Turner and his fellow enthusiasts in Ulster can pay travelling expenses! And I hope all last year's 1,172-Formula friends will join me. Incidentally, this is an opportunity, too, for owners of fast non-1,172 cars.

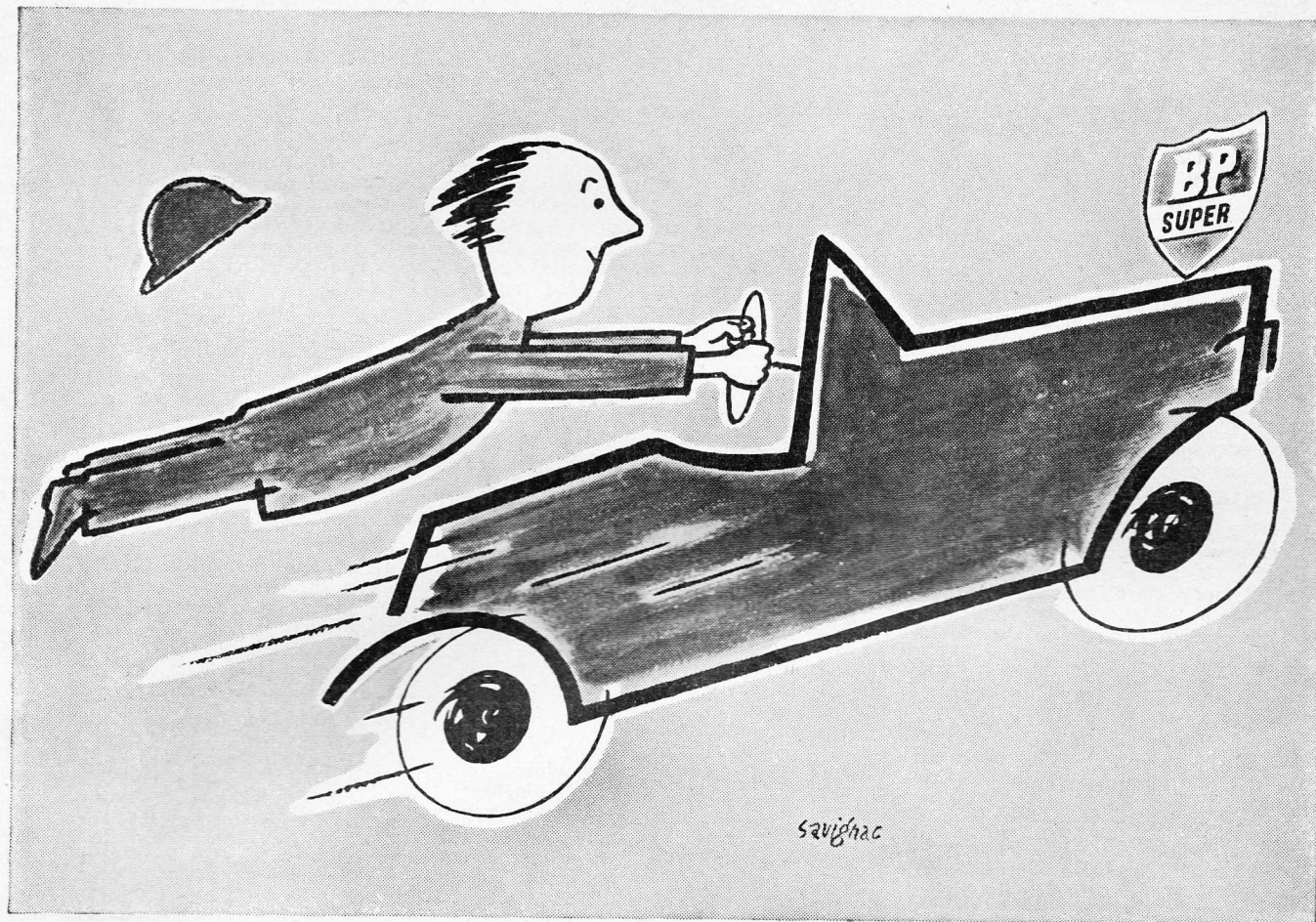
I don't agree with Mr. Harrison's counter-proposal to hold sprints. By all means let's *race*. What about at least 20 miles to prove reliability as well as speed?

K. D. LAVERTON.

BRANTHAM PLACE, SUFFOLK.

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

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NEWS FROM THE CLUBS

By Stuart Seager

AFTER taking a look at the following collection of coming events, it seems to me that the citizens of Wales would be well advised to stay in bed over the week-end of 18th-19th February, for members of no less than 24 motor clubs will be engaged in three separate full-size navigation rallies in that principality. I sincerely hope that their routes do not coincide! At the same time there is another similar one just over the border and two more in the south of England. Quite a week-end!

APART from the R.A.C. International British Rally and the International Scottish Rally (details in next week's issue), we now have regulations for the 9th Welsh Rally, to be run by the **South Wales A.C.** on 18th-19th February. A restricted event, the clubs invited are the Herefordshire, London, Midland A.C., Pembrokeshire, Severn Valley, Swansea and Welsh Counties. The route will be 450-500 miles long and one marked 1-inch map will be provided for the navigation section. Entries close on 4th February with C. Dowsett, 41 Churchill Way, Cardiff. . . . On 19th February, the **Warrington & D.M.C.** are holding their third Daffodil Rally. This day-time event of some 180 miles is open to members of the Lancs & Ches., Lancs A.C., Wirral 100, Rhyl, Manchester University, Chester and Mid-Cheshire clubs, and regulations may be obtained from R. J. Mann, 2 Waverley Ave., Appleton, Warrington, Lancs. . . . As the South Wales A.C. Welsh Rally comes to an end, so the **Birmingham University A.C.** Welsh Rally begins, on 19th February. This is a 220-mile day-time run and the invited clubs are the Shenstone, Hagley, North Staffs., Wolverhampton & South Staffs., Midlands M.E.C., C.U.A.C. and Sunbac. The route starts at Stourbridge and finishes near Stourport, and entries close on 14th February with W. J. Whittall, B.U.A.C., The Union, University Road, Edgbaston, Birmingham 15. . . . Evacuate Wales, somebody! On the very same week-end, 18th-19th February, the **Blackpool & Fylde M.C.** are holding their Welsh Midnight Rally, and have invited the C.A.C., Lancs & Ches., Liverpool, Bolton, Chester, R.A.F.A. and Knowledale clubs to participate. Regulations from John Curtis, West End Garage, Blackpool Road, Kirkham, Lancs. . . . The **A.C.O.C.** diary shows a Novices Point-to-Point on 18th February (75 miles) and the 1956 Night Rally on 10th-11th March. Details from Basil Martin, 5 Parkgate Avenue, Hadley Wood, Herts. . . . The **Surrey Sporting M.C.** will be holding their spring meeting at Brands Hatch on 4th March, and members of the Mid-Surrey, Tunbridge Wells, Sevenoaks, Brighton & Hove, 750,



THE THINGS THEY DO with—and to—classic motor cars. This Balilla Fiat is Ronnie Edwards's car, seen in the M.G.C.C. Irish Trial. It is fitted with a Ford 10 engine, using Castrol R.

B.A.R.C. and V.S.C.C. are invited. Regulations will shortly be available from P. Lindsay Plews, "Redstone", Redstone Hill, Redhill, Surrey. . . . Three events are coming up for those owners of everyday motor cars who don't mind venturing off the road (intentionally, that is!). On 19th February, the **North London Enthusiasts C.C.** will run their Jacobean Trophy Trial. This has a 90-100 mile road course in the Chiltern Hills area, which will include navigation and regularity sections, and there will also be a number of observed hills to climb and driving tests to do: something of everything, in fact. Clubs invited are the Chiltern, Harrow, Harlow, Herts County, M.G., Public Schools and Renault Owners, and entries close on 11th February with G. Bance, 11 Bath Road, Reading, Berks. . . . The other one is the **Chiltern Car Club's** Committee Cup Competition (what a mouthful!). It also takes place in the Chilterns, but on 26th February, is a closed event, has a 50-60-mile navigation route plus observed sections suitable for standard cars, and the Secretary of the Meeting is David Dixon, Pickett's Field, Great Missenden, Bucks. . . . Thirdly, the **Nottingham S.C.C.** will be holding their Cuckney Caper this Sunday (29th). This is an entirely off-the-road event and details may be obtained from D. Rogers, 100 Trent Vale Road, Beeston, Notts. . . . There are yet two more rallies taking place on That Week-end. The **Maidstone & Mid-Kent M.C.** have their annual Hastings Rally on 17th-18th February and the **United Hospitals & University of London M.C.** have their popular Rosette Rally on 18th-19th. The former has a 450-mile route, using 1-inch and 1-inch maps and finishing at Hastings. The invited clubs are the Hants & Berks, Thames Estuary, London, Kentish Border, Tunbridge Wells, M.G. and B.A.R.C., and the man to write to (before 8th February) is D. F. Bailey, Anglesey Cottage, Harrietsham, Kent. The "Yoohoo Do" has a 300-mile route in three loops centred at Wilton, Wilts., with part of the route on a supplied, marked map, London Rally style. The clubs participating are the Hants & Berks, West Hants & Dorset, Harrow, Haslemere and Lloyds M.C., and the

regulations are available from B. R. Hardcastle, 5 Wyvern Road, Purley, Surrey.

RENAULT OWNERS' CLUB

THE annual dinner-dance of the Renault Owners' Club was held on Saturday, 14th January, at the Rembrandt Hotel, London. Vice-President of the Club and guest of honour, John Bolster made an amusing speech during which he mentioned that "Quatre Chevaux (4 C.V.) is the French for Renault".

It was much regretted that the Earl of Shrewsbury, President of the Club, was unable to be present owing to the fact that he is still in hospital recovering from polio.

Brian Cumbers was presented with a prize for winning both the Spring and Autumn Rallies. He also received a mention for the run he made in January, 1955, when he covered 1,000 miles in 24 hours, averaging 54 m.p.g.

TAUNTON MOTOR CLUB

THE Annual Dinner and Dance was held at the Empire Hall, Taunton, on Thursday, 19th January. Over 300 members and friends sat down to dinner, presided over by Sir Jeremy and Lady Boles. The chief Guests of Honour were the Mayor and Mayoress of Taunton, Councillor and Mrs. S. W. Shepperd and the Chief Constable of Somerset, Mr. K. W. L. Steele.

The toast "The Taunton Motor Club" was proposed by the Mayor and responded to by the President, Sir Jeremy Boles. Mr. Arthur Stone, the Chairman, welcomed the Visitors in a very able manner and the new Chief Constable of Somerset replied in a like vein. Lady Boles very kindly presented the numerous awards and dancing commenced at 10 p.m. to music supplied by Tommy de Rosa and his band of London.

Everyone voted the evening well up to the standard of past Taunton "do's" in this the Golden Jubilee year of the club.

WINDSOR C.C. SIGNPOST RALLY 15th January

Best Performance: 1, J. Easden (Morris); 2, D. H. Emerson (M.G.); 3, A. Rising (Riley) and C. W. Robertson (Riley).

Trial - Irish Style

Declan O'Leary wins Le Fanu Cup in Leinster Boxing Day event

BOXING Day left many of the motoring fraternity in Eire with mixed feelings. The Leinster Motor Club's Le Fanu Cup Trial used to be an easygoing affair wherein it was possible to take the wife and kids out for a gentle drive after a midday repast of cold turkey and other seasonal left-overs. Contrary to this tradition and contrary to very broad hints, some uttered many months ago, Leinster insisted on making this year's event a serious affair, and obtained Hewison status for it. While about 80 of our blood brothers, the motorcyclists, disported themselves in fancy dress and a farcical piece of amusement on the slopes of the Dublin Mountains, approximately 40 car crews sallied forth to do battle in 100 miles of navigation and seven driving tests en route.

Starting from Phoenix Park at the rather ungodly early Boxing Day hour of 11.30 a.m., the trial meandered through parts of Counties Meath and Louth to finish at Skerries as darkness fell. Declan O'Leary, who now seems to have the Hewison Trophy nice and tightly parcelled and labelled for his Cork address, won his third (Hewison) Premier Award in a row, with his Volkswagen. Declan, who became a proud father on Christmas Eve, made no navigational errors and though he never won a test he was sufficiently quick and consistent in all of them. Of the few who got into navigational bothers,

★

LIGHT AND SHADE
in winter sunshine as
Premier Award winner
Declan O'Leary hurls
his Volkswagen through
Test 3 in the L.M.C.
Boxing Day Trial.

★



Arthur Knowles had the bad luck to break a half-shaft on his TR2 when he clouted a bank during the phenomenal avoidance of another competitor who was off-route. An amusing and revealing sidelight on our present-day trials driver was the storm of criticism levelled at the Leinster Club over the last test of the day at Skerries. This consisted of a dice amongst and around some pylons set out on a piece of waste ground near the sea-shore. As might have been expected, the surface was of hard sand overgrown with grass. As should have been expected and anticipated, this quickly became very rough and the test became progressively more difficult with the passing of each succeeding car unless particular care was

taken in choosing a line. A few of the late arrivals got stuck, but be it said to the credit of others like Bob Kenny in a little 600 Fiat that it was quite possible to complete the manoeuvre despite the undersurface if the thing was approached in the right way.

J. O'DONOGHUE.

Results

Le Fanu Cup: J. D. O'Leary (Volkswagen), 238.0 marks lost.
Saloon Class: 1, J. G. Dyer (Ford), 252.8; 2, R. E. Newell (DKW), 254.3; 3, T. V. Connolly (Volkswagen), 258.7; 4, R. Redmond (DKW), 260.4; 5, S. H. M. Logan (Volkswagen), 261.9; 6, J. C. Millard (Fiat), 265.5.
Sports Car Class: 1, L. P. Beshoff (Triumph), 239.7; 2, W. E. Kilroy (Triumph), 243.4; 3, R. A. Laird (Triumph), 247.5.
Specials: 1, J. S. Rutledge (Ford), 242.0; 2, E. Connell (M.M.4), 246.0; 3, C. H. W. Manders (Ford), 246.1.

Trial - English Style

Mike Lawson wins Brian Lewis Trophy in dry mud-plug

IT is quite a pleasant change to have a mud-trial (in the middle of the season) that does not count towards the R.A.C. Trials Championship, and while this branch of the sport is by no means a grimly serious one, the eighth annual Brian Lewis Trophy Trial, on 22nd January, had an extra flavour of informal enjoyment. Run by the Maidstone and Mid-Kent M.C., the usual group of trials-loving clubs were invited to the event, with an all-star cast of expert drivers and "passengers". At the end of the day's activities, a clear victory was recorded by Mike Lawson, with 1955 Champion Geoff Newman taking second place.

The date coincided with a particularly fine day's weather, and in spite of the previous heavy rain, the course on the chalky North Downs, near Maidstone, had drained off almost completely, leaving no mud, but only loose topsoil, trees, gradient and the considerable ingenuity of the sections, to contend with. The use of the course originally laid out was withdrawn only eight days before the event, and the organizers had to work fast to lay out a new one at Boxley. That they worked well is borne out by the fact that out of the 11 sections, three proved unscalable, two were conquered by one man each, one by two, one by three, one by six, one by nine, one by 11 and one by 17 of the 20 starters: a nicely graded set of hills.

The five sections attempted in the morning were slightly modified for use again after lunch, and as the course was finished early, a real "stinker" was added for good measure.

Section one included a very tricky turn at which all except Lawson, Barden and Dees went straight on through the markers. It was straightened out after lunch—and all but one sailed over the top! Section two was scaled in the morning only by Lawson and Chappell, but although this one was unmodified, six people reached the top with the aid of a meal. Section three was not too bad in the morning, with nine victories, and although it was made even twistier for the second round, 11 people went all the way. Section four was a long, long trek up the hill, and only Newman reached the summit, while number five proved insoluble, finishing as it did with a sharp right turn followed by an almost vertical ascent. For the afternoon session this was altered to incorporate a chicane, then a fairly easy but fast run up a very steep hump—all most spectacular for the spectators and gratifying to the competitors—but the sting in the tail was an immediate sharp right turn on an adverse camber which fixed everyone, until the very last man up, Mike Lawson, eased his car round the bend, inch by inch, and away to rousing cheers from the crowd.

Then the special extra section was

marked out: a variation on the last hill, but culminating in an appalling gradient on a right-hand curve. The eager on-lookers perched like vultures on every vantage point, and with engine screaming Mike Lawson made first assault, making the most use of the long approach run to take it at impressive speed, scrambling well up the slope. One after the other the remainder tried, but no one could equal that opening performance. Percy Barden made a most resolute attack but clipped a tree trunk which knocked him off course; he came backwards down the hill, scattering spectators, while marker stakes fell like corn under the scythe!

The climax came when J. J. Liddell, who had been driving very competently in his very first trial, overdid things and overturned, the car bouncing down the hill end-over-end, throwing out the occupants, who luckily escaped with only bruises. After that, technique became subdued, but in spite of this (or because of it!) Jim Appleton eventually equalled Lawson's climb on that slope.

So the mechanized units retreated. There were many battered wings, Liddell's car was undrivable and W. F. E. Armstrong and G. R. B. Clarke had retired, with crownwheel and half-shaft failures respectively. But it had been a grand day's fun! S. P. S.

Results

Brian Lewis Trophy (Best Performance): 1, M. H. Lawson (M. & L.), 17 marks lost; 2, G. Newman (Cannon 7), 29; 3, B. H. Dees (P.A.B.), 35; 4, R. Chappell (Cannon), 37. **First Class Awards:** D. L. B. Cannon (Cannon V), 41; P. A. Barden (P.A.B.), 41. **Team Award:** M. H. Lawson, P. A. Barden, B. H. Dees.

More News from the Clubs on page 124

Coming Attractions

January 28th/29th. Cambridge University A.C. "Miniature Monte". Start, 3.30 p.m. from Harrogate and Northampton.

Guildford M.C. Six-Hour Night Rally.

Welsh Counties C.C. Night Navigation Rally. Start, midnight, from Museum Avenue, Cardiff.

January 29th. Argentine 1,000 km. Race (S). Buenos Aires, Argentina.

Peterborough M.C. Warco Cup Trial. Start, 11 a.m., from City Cinema Car Park, Bridge Street, Peterborough.

Stockport M.C./Manchester University M.C. Five Ways Rally. Start, 10.30 a.m., from Hazel Grove, Stockport.

Sevenoaks and D.M.C. Fleabite Rally. Start, 2 p.m., from Whitley Forest, near Ide Hill.

Circle C.C. "Caramble".

Alvis O.C. Kentish Rally. Start, 10.30 a.m., from Badger's Café, Badger's Mount, Halstead, Kent.

Brent Vale M.C. Winter Rally. Start, Queen Mary Reservoir, near Staines, 10 a.m.

January 30th. A.C.C.C. Orange Road Races (F. Libre, S), New South Wales, Australia.

LIVERPOOL MOTOR CLUB

THE Liverpool M.C. held its annual New Year Rally again this year in conditions of snow and ice, in the hillier parts of Lancashire and parts of the West Riding, on 14th-15th January. By the time that the first Time Control was reached, the entire entry of 23 cars was penalized with the exception of last year's winner, the TR2 of Ken James, a lead which he maintained until after the next control. Then came the snow and after James had been unable to climb a hill at Hebden Bridge after a long detour to get there the lead at the Night Halt passed to G. E. Cubley's Morgan.

After the re-start however, both the leading cars were badly baulked on a snow-covered hill and were penalized the maximum amount at the following control. By this time it could have been anybody's rally, since everyone was running well behind time, but when the masses of lost marks were computed by the organizer David Vernon at breakfast

it was discovered that the first two cars were both in the closed class, these being the Vanguard of Dick Radforth (appropriately enough, No. 1 in the rally) and the Oxford of Norman Jones. The open class went to Ken James, since Cubley had entered his Morgan coupé in the closed class.

RESULTS

Best Performance: 1, R. E. Radforth/J. M. Dovener (Standard Vanguard); 2, N. H. Jones/G. Edwards (Morris Oxford). **Open Class:** 1, K. H. James/I. J. Hall (Triumph TR2); 2, H. Whiteside/J. Egerton (Triumph TR2).

Team Award: R. E. Radforth, K. H. James, G. E. Cubley/N. P. Dingley (Morgan Plus Four).

Fastest in Special Test: K. H. James, 20.2 secs.

SPORTING C.C. OF NORFOLK

THE Annual General Meeting of the Sporting Car Club of Norfolk was attended by a large number of members on Tuesday, 17th January.

The retiring Chairman, Dr. Ian Pearce, reviewing the past year, spoke of the advance that the club had made in the organization of its events and how the experience gained in these was proved

when members came to compete in National and International Rallies. Four cars driven by club members competed in this year's Monte Carlo Rally.

The President, Mr. Sydney Allard, was re-elected; Mr. Stanley Boshier, who had to retire from office two years ago on account of a motoring accident, was re-elected Chairman, and Mr. John Olorenshaw was re-elected Secretary.

BEXLEY A.G.M.

AT the Annual General Meeting of the Bexley L.C.C., held on 15th January, the following officers were elected:—

Chairman, J. Lawrence; **Secretary,** A. Francis, 116 Dorchester Avenue, Bexley, Kent; **Treasurer,** B. Francis; **Competitions Secretary,** N. Lobley; **Press Secretary,** Miss J. Manning; **Social Secretary,** Mrs. D. Cherry.

LINSEY A.C. NIGHT NAVIGATION TRIAL

14th January

Best Performance: 1, N. S. Huntley (Standard); 2, W. T. Oxtoby (Healey); 3, J. A. Black (Ford Consul); 4, K. S. Jacklin (Vauxhall).

Club Fixtures

Northampton & D.C.C.—Annual dinner/dance, 27th January, Franklins Hotel Salon, 8 p.m.

250 M.R.C.—Social meeting, 27th January, 45 Hollywood Road, London, S.W.10.

Liverpool M.C.—Annual buffet dance, 27th January, Hotel Victoria, New Brighton; Social meeting, 1st February, Hare & Hounds, Tarbock, near Liverpool.

Mid-Surrey A.C.—A.G.M., 27th January, Queen Adelaide, Kingston Road, Ewell, 8 p.m.

Shenstone & D.C.C.—Annual dance, 27th January.

Midlands M.E.C.—Dinner/dance and Prizegiving, 27th January, Greswolde Hotel, Knowle, Warwick.

Hants & Berks M.C.—Talk by Connaughts, 27th January, New Inn, Eversley.

Linsey A.C.—Annual dinner, 27th January, Crosby Hotel, Scunthorpe, Lincs, 7.30 p.m.

Cambridge '50 C.C.—Social meeting, 27th January, Ancient Shepherds, Fenditton.

Bentley D.C.—Social meeting, 28th January, Halfway House Hotel, Aylesbeare, Devon; Elcot Park Hotel, Newbury, Berks; 30th January, The Hogsmill, Worcester Park, Surrey.

Berkhamsted M.C. & C.C.—A.G.M., tea and film show, 29th January, King's Arms, Berkhamsted, 3 p.m.

Volkswagen O.C.—Inaugural meeting of Midland Centre, 29th January, Crown Inn, Broad Street, Birmingham, 11 a.m.

Bexley L.C.C.—Novelty trial, 29th January. Start, 9.30 a.m., Townley Road Car Park, Bexleyheath; 30th January, Social meeting, Traveller's Home, Long Lane, Bexleyheath.

Harrow C.C.—Social run, 29th January. Start, 2.30 p.m. from Stanmore L.M.R. Station; Social meeting, 2nd February, Battle Axes Inn, Aldenham.

Bristol M.C. & L.C.C.—A.G.M., 31st January, Mauretania Banqueting Hall, Park Street, Bristol, 1.

Aberavon M.C. & L.C.C.—Social meeting, 31st January, Welcome to Town Hotel, Aberavon.

Sussex C. & M.C.C.—Social meeting, 31st January, Southwick & Fishergate Community Centre, Southwick.

Eastern Counties M.C.—Social meeting, 31st January, Red Lion, Martlesham, near Woodbridge.

Lagonda Club—Social meeting, 31st January, Red Lion, Holme-on-Spalding-Moor.

North London M.C.—Social meeting, 1st February, Rising Sun, Chase Side, Southgate.

Wolsley Hornet S.C.—Social meetings: 1st February, Mason's Arms, Maddox Street, London, W.1; 2nd February, Bull's Head, Horse Fair, Birmingham.

Diss & D.M.C. & L.C.C.—Social meeting, 1st February, Scole Inn, Diss, Norfolk. Eastern Counties M.C. invited.

West Essex C.C.—Film show, 1st February, Three Jolly Wheelers, Woodford Bridge, Essex.

Midlands M.E.C.—Film show, 1st February, White Swan, Edmund Street, Birmingham, 7.45 p.m.

B.A.R.C. (S.W.)—Annual dinner/dance, 1st February, Polygon Hotel, Southampton.

Vintage S.C.C.—Social meetings: 2nd February, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose & Crown, Elham, near Folkestone, Kent.

Nottingham S.C.C.—Social meeting, 2nd February, Boat Inn, Trent Road, Beeston.

Singer O.C.—Social meeting, 2nd February, Three Cranes, Queen Street, Sheffield.

Buckingham & D.M.C.—Social meeting, 2nd February, Swan Inn, Great Horwood, Bucks.

Sunbac—Social meeting, 2nd February, Royal Oak, Lozells Road, Birmingham, 6.

750 M.C.—Social meeting, 2nd February, Red Lion, Knowle, Warwick.

Romford E.C.C.—Social meeting, 2nd February, White Hart, Collier Row.

Surrey Sporting M.C.—Social meeting, 2nd February, Warwick Hotel, Redhill.

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(Continued overleaf)

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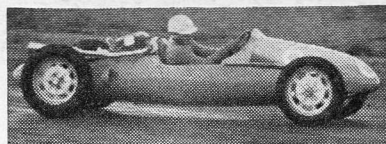
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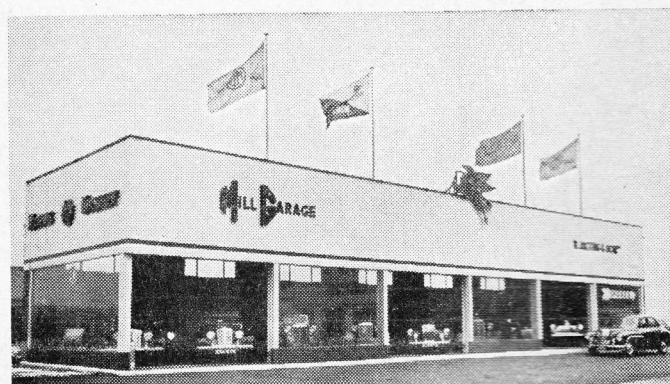
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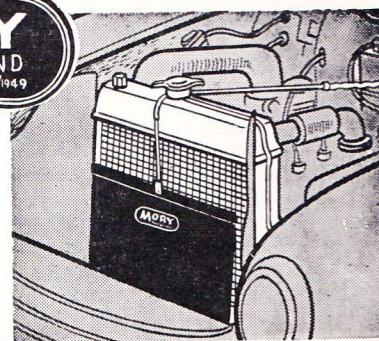
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