

THE ARGENTINE GRAND PRIX

AUTOSPORT

FEBRUARY 3, 1956

1/6

EVERY FRIDAY

Vol. 12 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY



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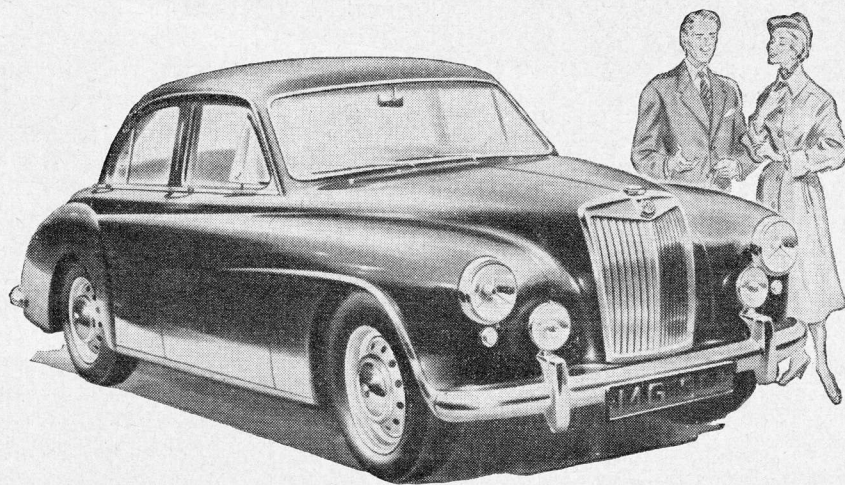
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 5

February 3, 1956

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EDITORIAL

ADDING RISKS IN RALLIES

THE very tight section between Chambéry and Monaco during the Monte Carlo Rally meant that crews had little or no time for adjustments. Immediately after the La Roquette-La Turbie stage came the downhill braking test on the Mont des Mules, which, as a guide to possible braking weakness was not exactly foolproof, as times taken will indicate. In point of fact, from there on, cars were driven to the *parc fermé* where, after a technical examination for possible penalty marks, they remained under guard until the Mountain Circuit. AUTOSPORT feels that, in the interests of safety, a short period, under strict supervision, should be permitted for crews to adjust brakes, tighten wheel nuts, and, in general, effect the sort of maintenance which anyone would do before attempting such a difficult circuit. It so happened that abnormally dry weather made the set average speeds from Chambéry to Monaco attainable. This meant that brakes were used more than would have been the case if wintry weather conditions had prevailed. In short, the organizers anticipated that every entrant would have lost many marks in the mountains, and that the downhill braking test would not assume anything like the importance that it eventually did. Although it is easy to be wise after the event, and to realize that many cars experienced no troubles, one is inclined to the view that several crashes could have been avoided if the crews had been given the opportunity for a short spell of maintenance work. Another aspect of safety is peculiar, to say the least of it. Recently the French have insisted that in no case would average speeds in rallies exceed 60 k.p.h. Yet, in the modified class, entrants were permitted to average up to 72 k.p.h. without penalty, the 60 k.p.h. being their *minimum* speed. It is all very puzzling!

BRITISH CAR SERVICE ABROAD

AFTER conversations with several distributors and agents for British-built cars on the Continent, AUTOSPORT is convinced that there is a woeful lack of interest on the part of several manufacturers as to after-sales service. Spares appear to be extremely difficult to come by, and, in many cases, cars are off the road awaiting components. One prominent agent for several British makes stated that, since the war, he has not had a single visit from a sales or service representative from the group, the products of which he has been handling for many years. Due to poor after-sales service owing to the inability to obtain spares, he has been finding a serious drop in demand for British cars. Recently he received a letter from the concern in question demanding to know why he had not placed as many orders as in the previous year. So far, his reply has not even been acknowledged. Meanwhile, his rivals report ever-increasing sales for Volkswagen, Fiat, Renault, Citroën, Simca and other Continental best-sellers!

OUR COVER PICTURE

THE JUST REWARD. Climax of a distinguished career of rallying to Monte Carlo came with the presentation to Ulsterman Ronnie Adams of the Prince Rainier Cup for his premier place in the General Classification of this year's event. With Adams in this photograph are his co-driver, Frank Bigger, of Dublin (left), and behind him, navigator Derek Johnston.

PIT & Paddock

HIS many friends in this country will be sorry to hear that A. P. ("Hitch") Hitchings is leaving this country to take up residence in Rhodesia. During seven years, "Hitch" has raced at Le Mans, Dundrod, the I.O.M., Nürburgring, Montlhéry, Mont Ventoux and many British circuits, and was the "English half" in the Ecurie Bull-Frog during the past season or two. He hopes to resume racing when he gets to Rhodesia.

INDIANAPOLIS 500 Miles Race (30th May) will follow the established ruling (3 litres blown, 4½ litres unblown), as preparation of many cars is too advanced to introduce changes at this stage. But the rules for 1957 will be changed, and details of changes will be made known by June this year. Provisions may be made for the inclusion of stock-type engines in the race.

RALLY MAPS, LTD., of Bay Road, Bracknell, Berks, announce that the cost of their "Eolite" map reading magnifier, referred to in AUTOSPORT dated 6th January, will be increased, owing to higher production costs, from £3 15s. to £4 15s.

THE Sunbeams which won the Manufacturers' Team Prize in the Monte Carlo Rally were fitted with Laycock overdrive, which proved its worth particularly on long-sustained, high speed sections.

KEN MILES, British driver based in California, has sold his highly successful M.G. Special, and will race a Porsche Spyder for Johnny Von Neumann; he will also drive Parravano Stable machines.

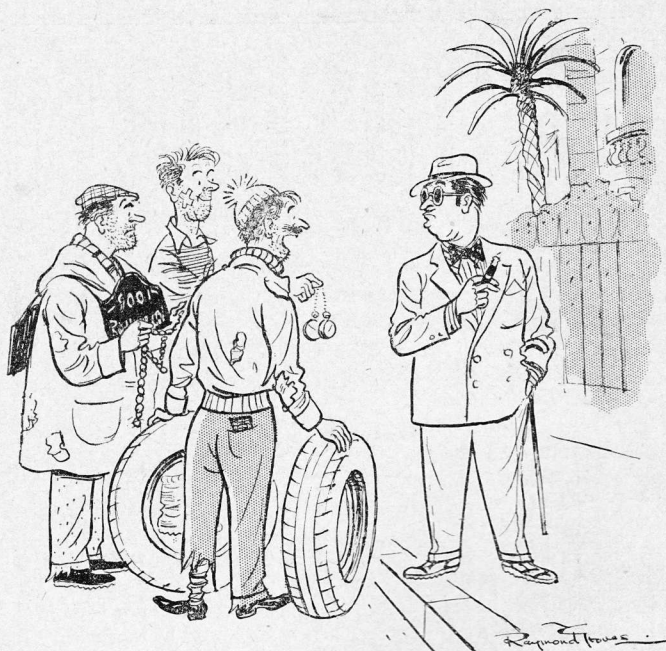
Two Ford Thunderbirds and three Chevrolet Corvettes will meet in the Sebring 12 Hours race in March. Both are manufacturers' entries, and though neither marque expects to win in the face of Ferraris, Maseratis, Jaguars and the like, some invaluable experience should be gained.

MAN who helped make the tyres which carried Sir Henry Segrave, Sir Malcolm Campbell, G. E. T. Eyston and John Cobb on their successful world record runs, Mr. Albert Bastin, fabric cutter at Dunlop's, has retired after 63 years' service.

★

"Could we interest you in a couple of tyres, two stop watches, a set of snow chains or a pair of Rally plates—no export licences and no questions asked? . . ."

★



P. D. WESTLEY, a regular competitor at Silverstone and elsewhere with a K3 M.G. and A30 Austin, has recently taken over the Hunt Hotel at Linslade, Leighton Buzzard. He was formerly at the Wine Lodge, Leighton Buzzard, which has now been taken over by Wing Cdr. C. P. Osmond, Comps. Sec. of the Bugatti O.C., the pair now being business associates. Enthusiasts will be welcome at both premises.

FERRARI are already thinking about the Mille Miglia, and have a 3½-litre machine well advanced.

WEDDING bells for Desmond Titterington and his bride-to-be Patricia Davis will ring at St. Columba's Church, Knock, Belfast, on Tuesday, 14th February. Heartiest good wishes to them both.

SPEAKING of "Des" Titterington, we did him less than justice in the Formula 1 Seasonal Survey in crediting him with fourth place in the Oulton Park Gold Cup race with the Vanwall; he was, of course, third—and it was his first Formula 1 race ever.

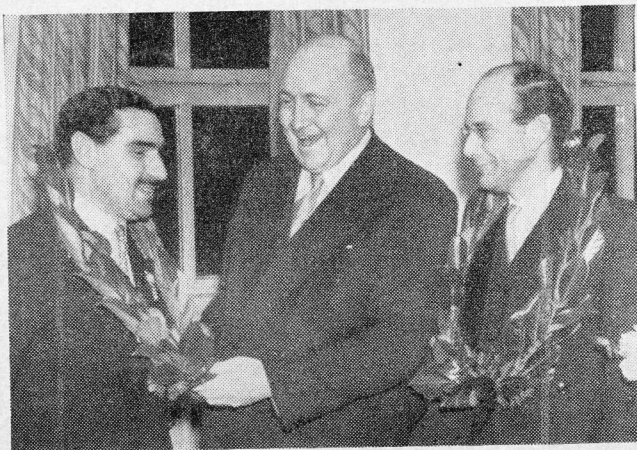
WHILE the sackcloth is out, we hasten to affirm that Jaguar have won at Le Mans three times—in 1951, 1953 and 1955—and not twice, as stated in the Editorial on 6th January.

FRAZER-NASH came out well in Class E, Modified, of the 1955 S.C.C. of America's National Championship, James R. Lowe (Mk. II Le Mans) finishing first, and Mrs. Marion Lowe (Targa Florio) and Bill Wonder (Mille Miglia) tying with a Mondial Ferrari for second place.

BMW of Munich announce that their new and very graceful 503 drophead model achieved a maximum speed of 117.75 m.p.h. during a recent type-test. The car will be in production by the spring.

THE vital letter R was unfortunately omitted from "Mercedes-Benz 300SLR" in last week's article "Tony Rolt on Racing", wherein he referred to this car (and not, of course, the production-type 300SL) and the Ferrari as having modified Grand Prix engines.

ONCE again we ask the indulgence of our readers for delays in production of this issue of "Autosport", owing to disputes in the printing industry, over which we have no control. Every effort will be made to ensure that copies reach subscribers and the bookstalls as early as possible, but we regret that future issues may be subject to very considerable delays.



WELCOME FOR THE WINNERS: (Left) Commodore C. A. R. Shillington, Ulster A.C. Chairman, presents laurel wreaths to Ronnie Adams and Derek Johnston, Ulster members of the Monte Carlo Rally winning team, on their return to Northern Ireland. Over 100 Ulster enthusiasts waited more than two hours at Belfast airport to greet them.

★

GLUCOSE AT GLASGOW: (Right) All competitors starting from Glasgow in the "Monte" were supplied with special packages of Lucozade drink, distributed free at the Control room.





NEW TRIALS COURSE? No, just *Le Mans*, where the pits have been demolished prior to rebuilding and road-widening for this year's 24-Hour race.

SPORTS CAR FROM GUERNSEY

LESLIE LE TISSIER, an engineer of Castel, Guernsey, has produced the prototype of the M.V.M., a light sports car with a rear-mounted 325 c.c. twin-cylinder, two-stroke Anzani engine and an all-in-one plastic body, which gives it the appearance of a scaled-down Austin-Healey. With Girling-type four-wheel independent suspension, rack and pinion steering, hydraulic brakes, and a chassis of three-inch tubular chrome steel, the prototype is estimated to have a top speed and fuel consumption of 65 m.p.h. and m.p.g. Also planned is a slightly larger version of the car powered by a Coventry Climax engine, giving it a maximum speed of 100 m.p.h. It is hoped that the M.V.M. will go into production for the home market later this year, the price being roughly £350.

WHITEHEAD'S SECOND WIGRAM WIN

FOR the second year in succession, Peter Whitehead has won the Lady Wigram Trophy race, held at Christchurch on 21st January. He completed the 150 mile race in 1 hr. 48 mins. 3 secs., with his 3-litre Ferrari, heading Tony Gaze's similar car by over 15 secs. Third came Leslie Marr in his Jaguar-engined aerodynamic Connaught, while Reg Parnell brought the single-seater Aston Martin, now with another, but less potent 2.5-litre engine installed, home to fourth place, over 5 mins. behind Whitehead's winning car.

The sports car event at the same meeting went to Tony Gaze's H.W.M.-Jaguar, with Archibald (Jaguar XK 140), and the Kangaroo Stable drivers D. McKay and Tom Sulman in DB3S Aston Martins following him home.

GAZE WINS AT DUNEDIN

A WEEK after the Christchurch meeting, the racing scene in New Zealand shifted to Dunedin, where a 75 mile, 44 lap round-the-houses event was held. News was somewhat sparse at the time of going to press, but Tony Gaze (3-litre Ferrari) won after leading throughout, and Reg Parnell was second in the monopoosto Aston Martin. Syd Jensen, ex-racing motor-cyclist, is reported to have finished third with his 500 c.c. Cooper-Norton, with Peter Whitehead fourth. Leslie Marr's Connaught-Jaguar retired on lap 1 with oiling trouble. We hope to publish more detailed news on this event shortly.

OFF THE LINE (below) and on to the road, en route for the showrooms, come a dozen of the new Two-Point-Four Jaguars, production of which is well advanced and increasing.

SPORTS NEWS

BUENOS AIRES 1,000 kms. RACE

MOSS AND MENDITEGUY WIN FOR MASERATI

LAST Sunday's Buenos Aires 1,000 kms. sports car race, held over a 5.9-mile circuit formed by the perimeter of the city Autodrome and fast dual roads outside, was won by Stirling Moss and Carlos Menditeguy in a 3-litre Maserati. The Belgian Olivier Gendebien and the American Phil Hill co-drove a 3.5-litre Ferrari into second place, and the second works Maserati, that of Behra/Gonzalez, finished third. Maserati thus lead in the World Sports Car Championship.

It was a race of destruction, 26 cars starting and only 11 finishing. The Fangio/Castellotti and Musso/Collins 4.9-litre Ferraris made best practice times and Fangio and Musso were at the head of the Le Mans-type start, setting the pace from flag-fall to lead for the first two hours. Driver changes then interrupted the sequence but Castellotti and Collins soon settled down at the head of affairs, with the Moss/Menditeguy Maserati in train. Castellotti's car had minor troubles which let Peter Collins past, with Moss now closing. At around the 40th lap, Moss passed Collins, and then Castellotti moved up to second, only to have more trouble when he apparently struck one of the dogs which seem to feature regularly in this event.

Musso had burnt an arm on his Ferrari's exhaust, so co-driver Collins found himself faced with the task of driving all the way himself. Fate, however, settled things when the Ferrari's differential broke. That made the order Moss/Menditeguy first, Gendebien/Hill second, but now Fangio took over from Castellotti and, driving like the World Champion he is, moved up from third to first place. But his efforts, too, were in vain, for the 4.9 Ferrari had transmission trouble and retired after 89 laps.

Moss and Menditeguy went on to win, two laps ahead of the Gendebien/Hill Ferrari, and five laps ahead of the Behra/Gonzalez Maserati. The de Tomaso brothers in a 1½-litre Maserati were fourth, winning their class, in which the American girl Isabel Haskell was second with a similar car.

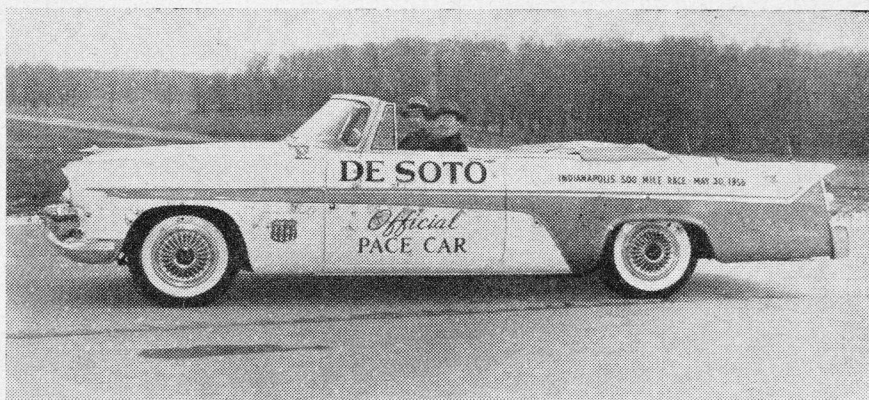
Provisional Results

1. **Stirling Moss/Carlos Menditeguy** (Maserati), 106 laps, 1,004 kms., in 6 hrs. 29 mins. 37.9 secs. 96.10 m.p.h.; 2. **Olivier Gendebien/Phil Hill** (Ferrari), 104 laps in 6 hrs. 29 mins. 39.2 secs.; 3. **Jean Behra/Froilan Gonzalez** (Maserati), 101 laps in 6 hrs. 31 mins. 35.5 secs.; 4. **A. de Tomaso/C. de Tomaso** (Maserati); 5. **E. Muro/J. Pola** (Ferrari); 6. **Kovacs/Jaja** (Mendes-Benz).
Class Winners: Over 3 litres: Gendebien/Hill (3.5 Ferrari). **1,500-3,000 c.c.:** Moss/Menditeguy (3.0 Maserati). **Up to 1,500 c.c.:** A. de Tomaso/C. de Tomaso (1.5 Maserati).



THE WORLD CHAMPIONSHIP

ALTHOUGH Fangio won the recent Argentine G.P., Round 1 of the 1956 World Drivers' Championship, he did it in the Lancia which Musso had driven in the opening stages of the race, the two drivers therefore sharing points. As a result Jean Behra, who finished second, gains a lead of 1 pt. over Fangio in the Championship scoring, while Musso and Hawthorn each get 4 pts. The scoring stands as follows: 1, Behra (Maserati), 6 pts.; 2, Fangio (Ferrari), 5 pts.—4 for sharing the winning car and 1 for fastest lap; 3, Musso (Ferrari), 4 pts., for sharing the winning car, and Hawthorn (Maserati), 4 pts. for third place. These positions are, of course, provisional.



SELF-EXPLANATORY (above) as to its purpose, this De Soto will be awarded to the winner of this year's Indianapolis "500" as part of his prize.



DOLLAR DRAW: (Left) In the heart of London's America are the new Austin-Healey showrooms in North Audley Street, off Grosvenor Square.

DERBY ROAD RACING CIRCUIT PLAN SHELVED

THE Derbyshire County Council has decided to shelve its plan for a proposed 12-mile road racing circuit in the Peak National Park between Ashbourne and Buxton, no club being found willing to hire the course for £8,000 per year. At a recent meeting of the Council it was disclosed that appeals for financial help had been rejected by the Treasury, the Ministry of Transport, Board of Trade, the R.A.C. and the S.M.M. and T. Estimated cost of the project would have been £106,000.

The plan remains open, should financial aid be forthcoming. Alderman White commented that he had received hundreds of letters on the subject of the circuit, and that, significantly, there was no opposition from Derbyshire itself. They were led to believe, he said, that the Government of the day had great need of a racing track to compare with those in Europe, and that the lack of such a track was seriously handicapping the British motor industry. Later, however, he sensed a change in the official attitude. "I would like to make it clear", he continued, "that the policy of this Council is not going to be dictated by long-haired men and short-haired women outside the County. It is interesting that when two Ministers were driven round the track on two different occasions, not a single hiker was seen."

FIFTY SWISS YEARS

THE Swiss motoring journal *Revue Automobile* celebrates its 50th year of publication with a much enlarged special issue surveying the history of Switzerland's automobile movement during the half-century. Memories of past Swiss cars, such as the Martini, Stella, Picard-Pictet (known as the "Pic-Pic"), Turicum, Fischer, etc., are recalled, and we are reminded of the valuable contribution made to automobilism by such figures as Marc Birkigt, founder and director of Hispano-Suiza, Hippolyte Saurer, of the famous Swiss commercial vehicle concern, and—a surprise, this—Louis Chevrolet, former racing driver, Indianapolis winner and co-founder of the American Chevrolet concern, believed variously to have been French or French-Canadian, but who was a native of the Swiss village of La Chaux-de-Fonds. Oddly, the great designer Ernest Henry, who was responsible for several pre-Great War Peugeot designs, the 5-litre and 3-litre G.P. Ballots, and the 1922 Sunbeam, gains a lesser mention in the text.

THE AUSTIN GAS TURBINE

SINCE commencing experiments with gas turbines in 1949, the Austin Motor Co.'s efforts in this entirely new sphere of automobile engineering have progressed to a marked extent, and the

company's target of an economical and practical unit for use in road cars is drawing nearer. The Austin gas turbine runs on diesel fuel, not paraffin, and incorporates a heat exchanger which utilizes the energy of the exhaust gases to warm up the incoming gas flow, thereby improving thermal efficiency to the extent where fuel consumption is reduced.

The unit has a maximum speed of 23,000 r.p.m., while a smaller engine being developed for the Ministry of Supply is designed to run at 56,000 r.p.m.! Dr. J. H. Weaving, head of Austin gas turbine research, warns that several problems still lie ahead, notably in the production of a cheap, lightly constructed heat-exchanger. With this achieved, and improvements effected in compressor and turbine efficiencies, he foresees turbine cars with a fuel economy comparable to that of present day diesel-engined vehicles.

FINAL MEETING AT TORREY PINES

MOTOR racing on the Torrey Pines circuit came to an end on 15th January, when Masten Gregory drove Tony Parravano's 3-litre Maserati to victory in the main event of a two-day meeting, the last to be held at this well-known Californian venue. Ernie McAfee took second place, driving a 4.4-litre Ferrari, close behind Gregory, the latter covering the 70.9 miles at an average speed of 70.2 m.p.h. Third and fourth were Ken Miles (Porsche Spyder) and Sherwood Johnston (Jaguar D-type), while Phil Hill (Ferrari Monza) was forced to retire with engine trouble after leading for the opening laps. The event for cars of under 1,500 c.c. was completely dominated by Porsche-engined machines, the British driver, Ken Miles, with his Spyder, leading four other cars from the same factory, plus one Porsche-Cooper. They were followed by two Lotuses and an M.G. TC. The first three places in the large and small production car races were taken by Mercedes-Benz and Porsche respectively, while Pat Sawyer in a Frazer-Nash won the Ladies' race, and a D-type Jaguar the six-hour event, held the previous day.

TECHNICAL & OTHERWISE

BY JOHN BOLSTER

CORNERING POWER

THE current crop of Grand Prix racing cars, and many of the better competition sports cars, are capable of lap speeds on road circuits that, by earlier standards, bear no relation to their engine performance. This is due to three main factors, two of them minor, and one major.

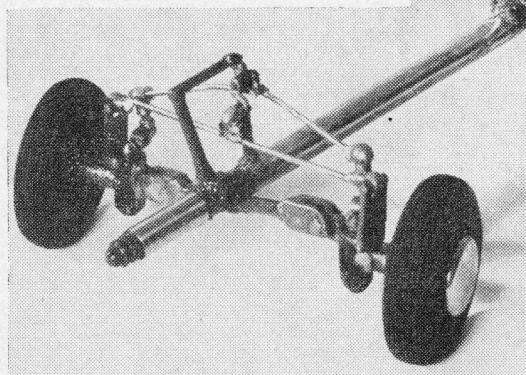
In the first place, the best engines have the right shape of power curve. Under the 1½-litre supercharged formula, many of the cars had a too steeply rising curve. It is possible to go to the other extreme and have too much "bottom end", as American "Hot Rod" drivers have proved. With a light and very high-powered car, the shape of the curve is fairly critical, and an extra 25 b.h.p. may actually be bought at the expense of lower lap speeds, if the power in the accelerating range is curtailed thereby. The whole behaviour of a car in a corner may be affected by its response to the throttle. Much of the ease, or otherwise, of handling it in a drift is dependent on this factor.

The second factor is brakes, and these are getting better all the time. In particular, the disc is proving to be the success that we always hoped it would be, in spite of some earlier setbacks. In this field, Britain leads the world. Absolute consistency of braking performance, as much as sheer power, allows drivers to rely on the race-long use of cut off points that could formerly only be employed as a last resort in direst emergency.

Let us admit, then, that favourable engine characteristics and better brakes are playing a valuable part in today's very high race averages. The greatest advance, however, is in the sheer cornering power of the cars. Since nothing in the way of a revolution has apparently taken place in chassis design, it is worth while examining this matter fairly closely. The rigidity of the frames has certainly improved, the chassis of only a season or so ago appearing very whippy by comparison with today's elaborate structures.

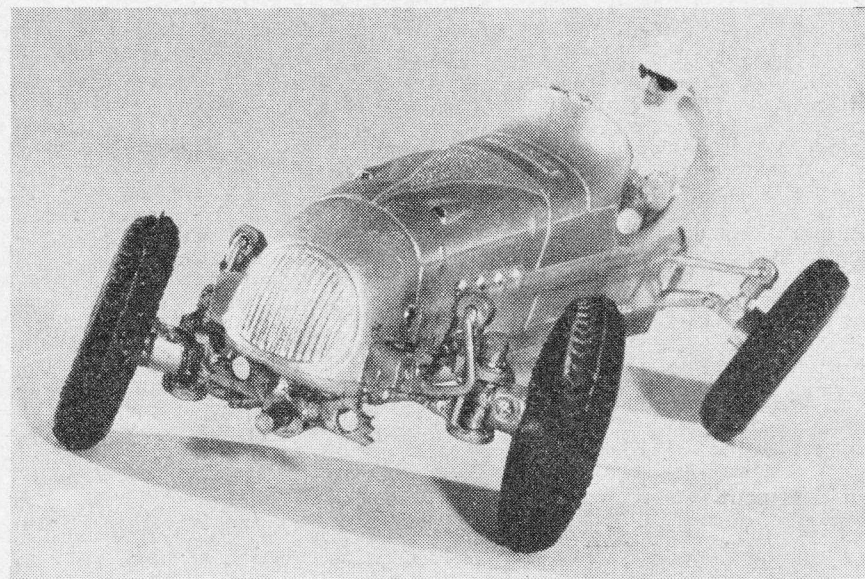
In Grand Prix designs, it is normal to mount the engine rigidly, and regard it as a stressed frame member. Naturally, such an expedient could never be employed in a car sold to the public, and so sports car frames must be heavier and more elaborately braced. Disguised racing cars, such as the Mercedes-Benz 300SLR, have been built with the engine holding the front end together, but I deprecate the construction of such vehicles, spectacular though their performance admittedly is. However, there is no reason why every available component, even including the engine, should not be used as a stressed member in a Grand Prix car.

Given a really rigid frame, it is permissible to let the suspension deflect through a considerable distance. It is noticeable that many of the fastest cars have very large wheel movements, and this keeps the tyres in contact with the road surface over quite extensive bumps and hollows. Incipient bouncing has been found to affect the wet weather behaviour considerably, many a skid



MODEL of a tubular "backbone" chassis, as proposed by Werner Wünsch, containing shaft for steering and banking wheels.

(Below) Wünsch's model of the complete car, showing how all wheels bank as the steering is operated to give increased cornering power.



being started by such a momentary lack of wheel adhesion. I am certain that much development work remains to be done on racing tyres, and I forecast the eventual adoption of an entirely different shape. Broadly, I envisage a tread supported by tyre walls spreading out at an angle of about 45 deg., and securely attached to a wheel with a very wide rim. Thus, an extremely resistant form would be evolved to take care of lateral cornering forces, with a much smaller slip angle than that of any normal tyre.

Another approach to the problem of increasing cornering power would be to force the wheels to "bank", like a motorcycle. That has already been done with sidecars, the one and only Freddie Dixon having produced a banking sidecar that actually worked. There was also the Chevallier car, a little Amilcar-based machine that its owner ran in many French races more than two decades ago. Now the thing has been revived by a German called Werner Wünsch.

Herr Wünsch has patented a method of causing a car to bank, and has also written articles on the subject. It would appear that his idea is at present only in its earliest stages, and that no actual full-

scale experiments have been carried out, though he has built some models. He proposes to couple the steering to the banking mechanism; but whereas the front wheels steer and bank, the rear wheels bank only.

The main feature, which is the subject of the patent, is a shaft which runs down the centre of the car. It would appear that a central tubular backbone chassis is favoured, and that the shaft should be contained thereby. The shaft can be tubular too, and embrace the propeller shaft if desired. The point is that, by turning this shaft with the steering wheel, through a system of gears, the body and the wheels all adopt a suitable angle of bank.

Now, I don't think the simple layout, as proposed by Herr Wünsch, would be practicable, but I do think that if it had a power servo, like the excellent arrangement on the larger American cars, the steering effort could be quite moderate. Drawings and photographs show no springing, but many possibilities at once come to mind; the Cooper system of independent four-wheel suspension could easily be adapted, for instance.

(Continued overleaf)

It is well known that any suspension system which allows the wheels of a car to lean away from their work as the car rolls has reduced cornering power. Conversely, cars with swing axle suspension can have their lateral adhesion improved by allowing the axle shafts to have a downwards inclination from wheel hubs to universal joints, even in the static position. This causes both back wheels to be banked in an opposite sense, and as the outside tyre takes most of the lateral load on a bend, the ultimate cornering speed is improved. However, this permanent inclination of the wheels reduces the maximum speed on the straight and increases tyre wear, since to bank a wheel at once generates a cornering force. Try bowling a tyre like a child's hoop and you will see what I mean.

With the very low build of modern Grand Prix cars, I cannot see that the banking of the body as well as the wheels, as proposed by Werner Wünsch, is necessary. I do think, though, that the banking of the wheels is most advantageous. One gets, in effect, the best of both worlds, for the extra cornering power of the inclined swing axle is available, without the drag that it imposes on the straight.

The interesting part about most cars with very high cornering power is that, in general, they are not particularly easy to drive. The early racing cars, which were virtually unsprung by modern standards, did warn the conductor when he was approaching the limit. Old films remind us how wild the drivers could be without coming completely unstuck. Their cars had low cornering power and were not stable on the straight, but they

could be "thrown about" in a manner that is foreign to the present-day racer.

The modern Grand Prix car is the safest racing vehicle that has ever been built. To attain its full potential, however, it demands a driver with the finest perceptions. In other words, you or I could take it round a circuit at a respectable velocity without any danger, but it needs Stirling or Mike to produce the sort of lap speed of which the machine is really capable. As we learn to make more and more use of those four little areas of rubber where the tyre treads touch the ground, so cornering speed will continue to increase; and I think that as it does so, the most brilliant drivers will shine even more brightly compared with their merely competent rivals. The virtuoso needs a Stradivarius before he can prove what a superb musician he is, and perhaps that is no bad thing.

AMERICAN ANGLE

by Ruth Sands Bentley

New York City, January 23, 1956.

G.M.'s Motorama

ACTING as a sort of aloof vanguard to the General Motors Annual Motorama, now in full swing at New York's Waldorf-Astoria Hotel, is the handsomest car so far produced in the entire history of the Cadillac Division. Its name is the Eldorado Brougham and it stands cordoned off in the lobby, an arresting symbol in gleaming black of a new styling trend which depends for its effect on dignity, compactness and restraint. The dull metallic finish of the roof and the grey leather upholstery contrast gently with its ebony finish, which in turn emphasizes the gleaming chrome-work. It's a low-slung machine, this new Eldorado—only 55.5 inches high from ground to roof—and its proportions are excellent. So is the front vision through a widely curved windshield.

Another interesting but highly unconventional "family car" is the Firebird II, with gullwing doors, powered by an internal combustion turbine. This complex unit can run as many miles on a gallon of kerosine as a piston engine can cover on a gallon of high-octane fuel.

To the sports car devotee, however, the highlight of the show is probably not among the six "dream cars", but among the production exhibits which anyone can buy. The Chevrolet Division with its new Corvette featuring restyled bodywork, improved suspension and brakes, a close-ratio gearbox and a more powerful engine, is making a definite bid for the sports car market. It began auspiciously a week ago when Zora Duntov (who sparked the revival of this machine) set a new record for American sports cars on Daytona Beach, covering the flying mile at 150.53 m.p.h.

Jaguar Residence

JAGUAR OF NEW YORK, INC., have opened their new showroom at 32 East 57th Street, in the heart of New York's

fashionable shopping district. The charming room, decorated in British tradition with massive beamed ceiling, is an ideal setting for the handsome cars. Offices for President Briggs Cunningham and the officials of Jaguar Cars North American Corporation are located in the rear of the showroom and on the mezzanine floor.

S.C.C.A.'s Annual Meeting

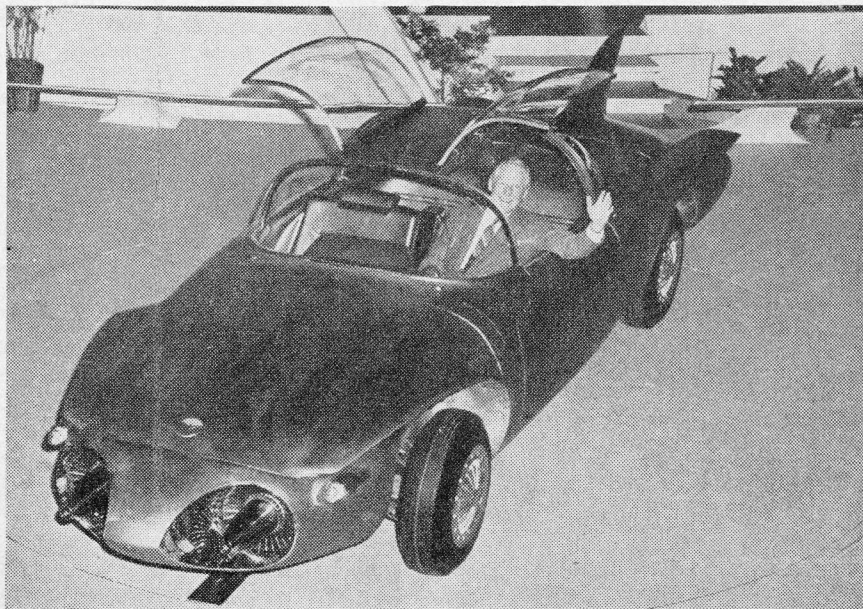
THIS past weekend the Sports Car Club of America held its most interesting national election meeting in Detroit. Members met on Saturday and elected James H. Kimberly, president; William B. Lloyd, vice-president; James R. Lowe, secretary; Fred P. Stratton, treasurer; and Ben F. Harris III, director of publications. President Kimberly's first official act was to clarify the Sebring situation for Club members who feared they would lose their competition licences if they participated in a U.S.A. race awarding money prizes. They may participate in the Sebring race, as it has World Sports Car Championship status, provided they maintain their full amateur status in accordance with S.C.C.A. regulations. So, those S.C.C.A. members

who want to race can still have fun—but not for money. There are many who plan to run if they can, but with 35 foreign entries already listed and only 60 starters allowed, it is doubtful if any openings are available.

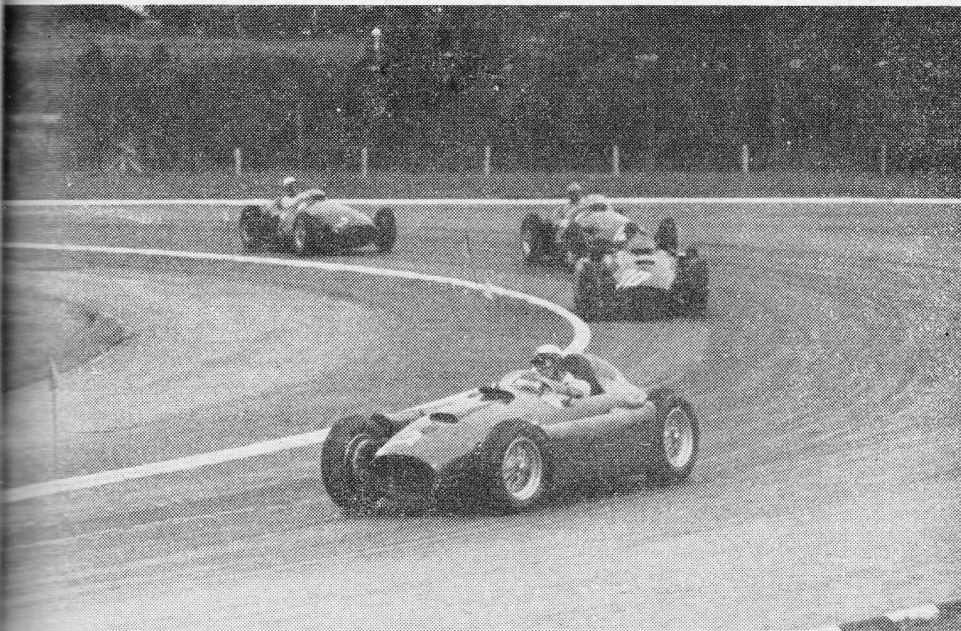
Pace Car for Indy

DE SOTO DIVISION of Chrysler Corporation held two Press parties on January 11—one in New York and the other in Los Angeles—to introduce a white and gold convertible which will pace the 500-mile race on 30th May. Powered by the 255 h.p. Fireflite V8 engine, the pace car combines every up-to-date safety feature embodied in the 1956 De Soto. The car will be impressive as it leads the first lap on Memorial Day.

Simultaneously, De Soto announced the production of their first super-powered hardtop sports car, the Adventurer, which will have a 315 h.p. engine, now in production. One of the editors attending the party at the Waldorf-Astoria in New York, made the observation: "They'd better not make the mistake of dropping the Adventurer engine into the pace car. It would run away from the Offices."



FIREBIRD II: This is the latest version of the General Motors experimental gas turbine-powered car, as exhibited at the G.M. Motorama at the Waldorf-Astoria Hotel, New York.



LANCIAS AND "MASERS": Eugenio Castellotti and Fangio, both in Lancias entered by the Scuderia Ferrari, lead González and Moss in Maseratis in the early stages of the race.

ARGENTINE GRAND PRIX

HAT-TRICK FOR FANGIO

The World Champion Wins with two Lancia-Ferraris—Fine Driving by Menditeguy (Maserati)—Moss and Collins Retire

A HODGE-PODGE—that is the only way to describe the bevy of cars which Scuderia Ferrari brought to Buenos Aires to contest the Argentine Grand Prix. Obviously, Ferrari, having been given the run of the team Lancias after their withdrawal from the scene, and knowing that (a) his Squalos were stable but not fast enough for the Maseratis, and (b) the Lancias were tremendously fast but definitely unstable, decided to experiment with a view to combining the best features of both cars and thus deciding what horse to back for 1956. The results were somewhat confusing, and the list of Grand Prix cars should be memorized to avoid hopeless confusion in the following report.

- No. 30—Lancia, fuel tank in tail, reserve tanks in side pontoons. Exhaust pipes passing through rear, "empty" part of pontoons. Oil cooler now located in nose. New de Dion rear end incorporating new parts but, apparently, no modification to principle or geometry.
- No. 32—Lancia D.50, unmodified, 280 b.h.p.
- No. 34b—As No. 30, but conventional Lancia rear end.
- No. 36—Ferrari Squalo, normal, four-cylinder engine.
- No. 38—Ferrari Squalo with Lancia V8 engine, 270 b.h.p.
- Unnumbered—As No. 38.
- Unnumbered—Ferrari four-cylinder with short, "Squalo" wheel-base but no side tanks. Did not practice or race.

The Maseratis were far less confusing to journalists, as the only major modification was a five-speed gearbox, although an extra fuel pump was added in order to avoid the trouble they had last year with this component.

Early practice lap speeds were well below González' 1954 practice lap record of 1:43.1 (84.9 m.p.h.). Fangio doing 1:48.5 the first day, then improving to about 1:45 or so. However, early practice times did not count for starting-line positions, which were decided according to the time set up on the Saturday, when the "classification trials" were held. Fangio and González blew up Lancia modified and Maserati respectively in the course of a hot duel for supremacy—in which González seemed to be gaining a clear advantage until he spilt a lot of oil on to the track—which Fangio did

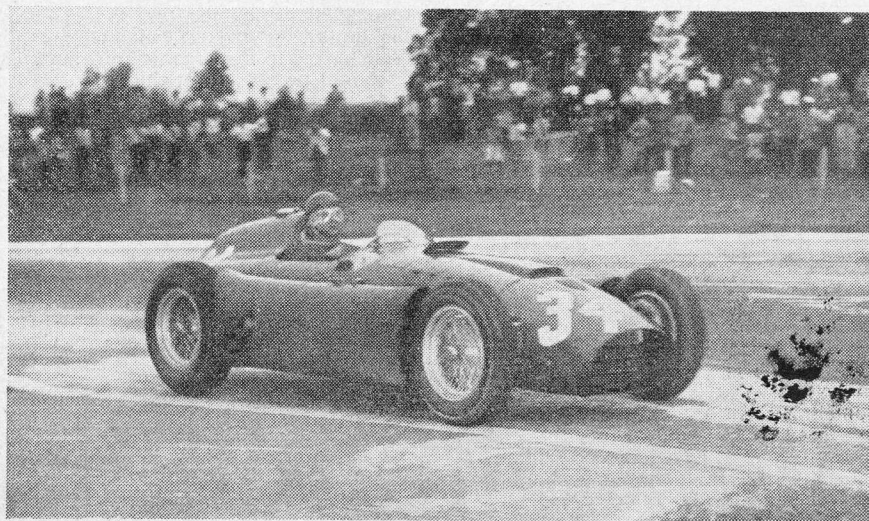
as well, but Fangio apparently felt his engine go and steered round a bend on one of the auxiliary circuits, thus avoiding creating a large oil patch on the main circuit.

After this Fangio took out the other Lancia *modifié* and then the fun started. First he did 1:43.5, then 1:43.0 (breaking the year-old González record for the first time) then 1:42.7, then 1:42.5 (85.2 m.p.h.), but what makes all this even more amazing is that the next best drivers—Castellotti in the same car and Musso in the standard Lancia shared the second time with 1:44.7, or exactly 2.2 seconds more than Fangio! The Maseratis were not tremendously fast, although my guess is that they were keeping something up their sleeve. Moss only did a few laps and Behra was the fastest Maserati driver with 1:45.1, Menditeguy 1:45.6 and Moss 1:45.9. During practising we timed several drivers in-and-out of a sharp hairpin and

the results are more or less as follows:

Hawthorn and Behra, 12.9 secs.; Fangio, 13.0 (driving the Ferrari V8); Fangio, 12.9 (driving Lancia before blow-up); Collins (Squalo), 13.2; Menditeguy, 13.7; González, 13.0; Moss, 13.1; Castellotti (Lancia normal), 13.2.

Gendebien did not know if he would be able to start, thanks to a damaged wrist, and Mieres wandered around trying to get a drive. He had differed sharply with Maseratis over the question of fees and consequently will not be in the Trident stable for 1956. Collins would, I think, have liked one of the Ferrari-Lancias but Don Enzo wanted him to drive the Squalo to see how it performed against the Maseratis, which were fast and raucous. Hawthorn drove the Owen Racing Motors Maserati, with disc wheels and disc brakes, and the car's



THREE IN A ROW: Juan Manuel Fangio has now won the G.P. of Argentina three years in succession; in 1954 with a Maserati, in 1955 with a Mercedes-Benz, and in 1956 with this Lancia, also driven by Musso.

braking was a revelation, streets ahead of the opposition. Hawthorn told a local English-language newspaper that he hoped to last out and wait for the faster machines in front to blow up. Musso was wild and fast with the modified Lancia.

Fangio's engine was changed overnight and when the cars came to the line he had his No. 30 Lancia, next was Castellotti with the standard No. 32, then Musso (Lancia modified No. 34), Behra (Maserati), Menditeguy (Maserati), and the rest, with Piotti (Maserati, independent) and Uria from Uruguay, driving the ex-Daponte, ex-Fangio 1953 Maserati fitted with a 250F engine, last.

At the start, with dull, overcast skies, young Musso jumped into the lead, and González tucked in behind, to pass during the first lap and lead on his first circuit, Musso second and Menditeguy (Maserati) third. Castellotti was fourth, then Fangio, then Moss, who just before the start had suffered the indignity of his car running over his foot while it was being pushed to the line, and was thus in not inconsiderable pain. Furthermore, the car did not sound too happy.

Fangio's car was already "acting up" and he dropped back, while the revelation of the race, Menditeguy, sliced past González and took the lead, while Castellotti worked himself up into third place and Musso ran fifth behind González. At 12 laps Fangio stopped for a look at his oil pump and set out again, obviously unhappy. Meanwhile, Behra was hounding Musso and Hawthorn had unobtrusively worked his way up into seventh spot, Collins running eighth very neatly, and Gendebien preoccupied with a damaged wrist. Piotti was giving unmistakable signs of having far too much b.h.p. for his own tranquility, and his driving grew more and more erratic as more and more people tried to pass him. In contrast, the Uruguayan Uria was actually faster with his obsolete Maserati and was driving much more neatly and carefully, if not tremendously fast.

At 25 laps González fell out with a broken valve—Maseratis were apparently not pleased with the fuel—while polo, tennis, squash and golf champion player Menditeguy led from Stirling Moss and Castellotti. However, Castellotti retired on lap 27 after a brilliant drive and round about the same time Musso was flagged in while fourth, handed over to Fangio and stepped into Fangio's ailing machine. While Fangio was accelerating away Behra flashed past into fourth place, but three laps later Fangio was past again. However, he lost his place momentarily when he spun round, to regain it for good a few laps later. At 42 laps, to everybody's regret, Carlos Menditeguy's staggering drive finished abruptly when he tried to engage third to accelerate out of the hairpin, failed, and the car slid off the road and bounced into a fence, Menditeguy just ducking in time to avoid being decapitated by a strand of wire.

By this time Fangio, driving like Hell's fury, had collected second place, with Moss leading, but Moss' car was by this time on five cylinders and Fangio soon swept by and led the race, to the imaginable delight of his countrymen. Soon after Behra passed Moss, and then Stirling retired with an engine which sounded ghastly, and a squashed foot to boot. He was taken off to the local British hospital for attention.

All these retirements had let Hawthorn up to third place, although he had lost a lap and was to lose another to Fangio before the race's end. Behra trailed Fangio all through the race, never very far behind, and at one stage the Frenchman was gaining on Fangio, but spun round and after that went rather more sedately. After his T.T. accident, the Frenchman had his left ear completely built up by plastic surgery. However, despite his succession of frightful crashes his enthusiasm has never waned, and he is as fast as ever.

Peter Collins was running fifth (while Moss was still in the race), and so regular was his going that he would most

likely have been fourth at the end had he not shunted the erratic Piotti, who was given the blue flag and braked hard at the hairpin. Collins was following right behind. *Verb sap.* . . . However, despite Moss's and Collins's misfortunes, Hawthorn upheld the British colours most brilliantly. It is, of course, regrettable that he could not do so with the B.R.M., but it is to be hoped that we will see the little green cars from Bourne next year. Stirling Moss told me he was most impressed by the way the B.R.M. had performed on test, and said he thought it was probably the fastest Grand Prix car today, but the steering was imprecise as the front end tended to lift.

I hear Eugenio Castellotti doesn't want to be No. 2 driver to anybody, and is thinking of going over to another team. However, Maseratis already have Moss and Behra, so it seems likely that Castellotti will have to try his luck at the doors of, say, Bourne, Molsheim, Send. . .

Footnote: Piotti, driving 1956 Maserati on the Autodrome circuit No. 2, best time, 1:57.9.

Jesus Iglesias, driving home-made single-seater with 1938 Plymouth side-valve engine and non-independent f.s., 1:52.1 (figure set up two years ago).

After the race, Ugolini, for Officine Alfieri Maserati, presented a protest, claiming that Fangio had been pushed to restart when he spun round just after taking over the Lancia from Musso. The protest was to be considered on Friday, as there is some doubt as to whether the pushers were track officials (allowed to push by the regs.) or mere bystanders.

PIERRE VILEBREQUIN.

Results

(Duration 3 hours; lap distance 2.43 miles)

1, L. Musso/J. M. Fangio (Ferrari-Lancia), 98 laps in 3 hrs. 00 mins. 3.7 secs. (79.3 m.p.h.); 2, J. Behra (Maserati), 3 hrs. 00 mins. 28.1 secs. for 98 laps; 3, J. M. Hawthorn (Maserati), 96 laps; 4, F. Landi/G. Guerini (Maserati), 92 laps; 5, O. Gendebien (Ferrari-Lancia), 91 laps; 6, A. Uria/O. González (Maserati), 88 laps.

Fastest lap: Fangio, 1 min. 45.7 secs. (82.8 m.p.h.).

9ème RALLYE LYON-CHARBONNIERES

REGULATIONS are now available for the ninth Lyon-Charbonnières Rally on 16th-18th March. Starting points are London (Calais), Liège, Baden-Baden, Paris, Lausanne, Lyon, Milan, Nice, Bordeaux and Barcelona, involving a preliminary distance of from 630-660 kms. The common route from Charbonnières will be the same as was used last year, and will include the very difficult Genolhac-Privas section, and timed climbs of the Cols de Rousset and Mont-Revard. There will also be a timed standing kilometre. Distance of the *étape* is 1,249.5 km.

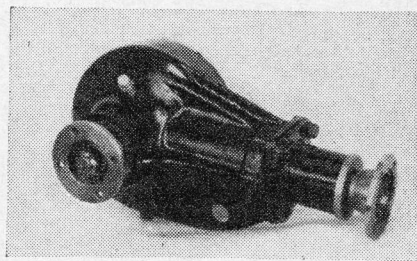
Average speeds will be strictly regulated, and will not, in any circumstances, exceed 70 k.p.h. for the smallest category, and 80 k.p.h. for the others, between controls. Penalties will be made for early or late arrival, with two minutes grace in case of the former. One minute grace will be given for late arrival, but, as is "Charbonnières" custom, this can only be used once. Competitors are responsible for stamping their own road-books on Printogines clocks. Penalties are 60 points per minute.

Severe penalties will be made for various road traffic infringements. (a) Transgression of local speed limits, 600 points; or, if by more than 20 per cent, exclusion. (b) Infringement of highway code, 300—articles stated in regulations. (c) Other infringements, 50.

As the entry is restricted to 150, intending British competitors should notify the Editor, AUTOSPORT, who will submit their names to the organizing committee. It should be noted that this rally is open to cars of which at least 100 must have been made, and that standard and modified touring cars both run in the same series, subdivided into classes. Other authorized types, including *grande tourisme*, are in the second series. It is possible that open cars of certain types may qualify for this series.

A NEW DIFFERENTIAL

SPECIAL builders will be interested to hear of a new differential unit, suitable for all forms of axle suspension systems, recently placed on the market by Leonard A. Schofield, Peter Street, Yeovil, Somerset. This unit, the Lasdiff, is based upon the current differential of a prominent car manufacturer and can be used in all types of home-built cars.



The Lasdiff differential unit

The overall length is 15.5 ins., overall height 8.375 ins., and weight 40 lbs. The ex-works prices are: 4.125 to 1, £52; 4.72 to 1, £43; 5.5 to 1, £40; further particulars are available from the manufacturers.

THIRD RALLYE TRIFELS

A THREE-DAY event starting on 23rd March, the third International Rallye Trifels will include a night road section of 600 kms., a regularity test of 450 kms., a hill-climb and a brake and acceleration test over roads in Western Germany. The rally is organized by the International Sports Car Club, Hochgerichtsstrasse 230, Wattenheim, Pfalz, Germany.



XXVI^e RALLYE MONTE-CARLO

Fine Weather Defeated Organizers' Plans for Heavy Road Penalties—Many Braking and Electrical Failures—
The Superb Performance of Ronnie Adams and his Crew with the Mark VII Jaguar—Sunbeam Again to the Fore

OUTRIGHT victory and the coveted team award, that was the sum total of Great Britain's successes in the 26th Monte Carlo Rally. As they are the most important of all awards, the manufacturers of Jaguar and Sunbeam vehicles cannot be other than highly delighted. Ronnie Adams has, of course, been knocking at the door for several years, and was ably supported by co-driver Frank Bigger from Dublin, and Ulsterman Derek Johnston, navigator and time-keeper *par excellence*. It was not expected to be a big car year, and, in fact, the Mark VII was the only machine of over 2½-litres to figure among the first 38 competitors!

Sunbeam's record of consistency resulted in a third win for the "Charles Faroux Trophy", the much-coveted nominated team award. Peter Harper and David Humphrey shared third place in the general classification with Michel Grosgeat's DKW, while Jimmy Ray (Hoo-ray) and John Cutts were 10th. Sheila Van Damm and Anne Hall were unlucky enough to encounter the worst of the fog on the Col du Granier, and were late at Grenoble. This put them out of the "first 90", but they were placed high enough to ensure the team award from the surprising DS19 Citroëns. Actually British car teams

BY GREGOR GRANT

Photography by George Phillips

did extremely well, Jaguar, Standard, Austin and Riley all finishing in the first six.

The B.M.C. entry had a fine representation among the "90", no less than eight of the works entered cars qualifying, with Lloyds men Bremner/Oldworth/Turnbull (Riley) heading the list in 27th place. However, the Mountain Circuit proved disastrous; Bremner crashed into a wall in avoiding a non-competitor; Sims ran out of brakes and also crashed; Wharton shed a wheel; Scott-Brown first lost a wheel and then pranged; Burgess's brakes vanished; Nancy Mitchell ran out of fuel and then road; Gott suffered from brake troubles; Joan Johns inverted her Austin. In the end Gott/Shepherd (A90), in 55th place, were the highest-placed B.M.C. entry. However, a privately owned Riley driven

by the Sutherland brothers won the AUTOSPORT trophy, and Mike Couper's Austin A90 gained the Grand Prix in the Concours de Confort!

Of the Fords, the Harrisons did well, with Edward's Anglia finishing above Cuth's Zephyr in the general classification. The Dennis Scott/Stam Asbury Anglia succumbed to back axle trouble.

Once again, modified and grand touring machines were outclassed. Fog on the Col du Granier made the higher speeds difficult to attain, otherwise it might have been different. Best placed were the "Ecurie Noire" pair, Gacon and Arcan, whose Porsche finished 15th, and won its class. Nevertheless, the Coupe des Dames victors, Mmes. Blanchard and de Roquefort, were in the modified category with a Porsche!

In the preliminary routes to Paris, starters from Athens, Rome and Paris had the most difficult task. The passage over the Austrian Alps from Klagenfurt to Salzburg took heavy toll. In addition, there were ice-covered autobahnen from Stuttgart, and very treacherous roads on the Franco-German frontier.

For the majority, the rally proper started at Chambéry. Although the Col du Granier was free from ice and snow, it was shrouded in thick cloud,

MOUNTAIN CIRCUIT: The outright winner, Ronnie Adams (Jaguar) descending the tortuous Col de St. Roche during the final classification test.



VANGUARD: (Above) Marcel Becquart is at the wheel of the Gatsonides-entered Standard, as it traverses the Col de Turini.

RUNNER-UP: (Right) Walter Schock's Mercedes 220 leading a similar model on the Col de St. Roche.

and the surface was treacherous owing to loose gravel. One or two cars came to grief, a Renault dropping into a miniature ravine, a Panhard colliding with a heap of stones, and tyre marks of an unknown competitor finishing at the edge of a precipice—with no sign of a return! Jo Ashfield/Bobby Winton-Clarke / Mary Handley-Page (Vanguard) had a puncture in the middle of the Col. The girls changed the wheel in about 12 mins., while vehicles loomed from all directions in the swirling mist.

A surprise "speed limit" check in Grenoble caught out many crews, including Louis Chiron (Lancia), who lost 35 points for being advance of schedule. General view was that the Grenoble check was no real safety precaution, as practically everyone passed through the

town when the streets were practically deserted.

With nineteen clean sheets in the preliminary sections and the first classification test, the braking test on the Mont des Mules took on an importance far above its real purpose which was to attempt to discover cars with faulty brakes and perhaps prevent them taking part in the Mountain Circuit.

Marks debited were 5 points per sec. and 1 point per $\frac{1}{5}$ of a sec. Best performance was by Vitréon (Porsche) with 41 secs. (205), and runner-up was Ronnie Adams (Jaguar) with 42.6 secs. (213). An excellent performance was that of Joan Johns (Austin) with 45.6 secs.—easily fastest of all lady competitors. Les Leston did 43.4 secs. with his Aston Martin. Outstanding times were as follows:—

Vitréon/Chevroton (Porsche 1500)	..	41	secs.
Adams/Bigger (Jaguar)	..	42 $\frac{3}{4}$	..
Dobler/Tietsch (Porsche)	..	42 $\frac{3}{4}$	..
Leston/Salamone (Aston Martin)	..	43 $\frac{3}{4}$	..
Nuthall/Albrecht (Jaguar)	..	43 $\frac{3}{4}$	..
Schock/Raabe (Mercedes)	..	43 $\frac{3}{4}$	..
Langlois G./Langlois R. (Salmon)	..	44	..
Fabregas/Basadonna (Mercedes)	..	44 $\frac{1}{2}$	..
Ubezzi/Dollin/About (Alfa Romeo)	..	44 $\frac{1}{2}$	..



Andres/Soler (Lancia)	..	44 $\frac{1}{2}$	secs.
Tak/Van der Vlugt (Mercedes)	..	44 $\frac{3}{4}$	..
Boilet/Chany (Alfa Romeo)	..	44 $\frac{3}{4}$	..
Maasland/Slotemaker (Alfa Romeo)	..	44 $\frac{3}{4}$	..
Mansbridge/Mrs. Mansbridge (Jaguar)	..	44 $\frac{3}{4}$	..
Roque/Sanglas (Lancia)	..	44 $\frac{3}{4}$	..

Thus leaders in general classification on arrival at Monte Carlo were found purely and simply on the ability to dash down a tortuous $\frac{1}{2}$ -mile stretch of road, and to stop between white lines. The weather, of course, caused this, as the organizers fully anticipated that the entire entry would have been penalized by the time they arrived at La Turbie. I can quite endorse this. If the rally had been held a week earlier, the ice and snow on the Cols of Granier, Cucheron and Porte, would have played havoc. There were sections which were



"TULIP" WINNER Willem Tak (left) takes his 300SL Mercedes through Turini.

almost impossible, without special equipment, and even the run from Sassenage to Villard de Lans was highly perilous owing to frozen, rutted snow. However, that is the luck of the game: next year the Massif Central and Alpine routes might prove to be impassable. Just prior to the start of the rally, even the St. Andre des Alpes, Puget-Theniers road was ice-covered and bombarded with "chutes des pierres". A few days later and it was just like summer!

I cannot see the need for the strict *parc fermé* rules which at present apply. Surely all cars which have reached Monte Carlo should be given a certain time under supervision to do a few necessary maintenance tasks, such as adjusting brakes, checking wheel-nuts and so on. To send cars which have had virtually a non-stop bash from Chambéry to Monte Carlo out on the dangerous Mountain Circuit, is asking for accidents. One wonders whether or not several crashes would have been



DÉBUT in the "Monte" for the A.C. Aceca: Tom Clarke's car is sending out a peculiar smoke-screen as it passes through Turini.

BEST MODIFIED: (Left) The Gacon/Arcan combination and their Porsche at Turini.



an *épreuve* such as the Mountain Circuit, crews would far rather risk the less penalty marks for infringement, than be late at named controls. Therefore, it cuts either way. If penalties at secret checks exceeded those at named controls, then folk would not be tempted to drive like lunatics. This has been duly noted by other rally organizers, particularly the people behind the Lyon-Charbonnières.

The "Monte" brought out an important point for British manufacturers. It would seem that, apart from machines of over 2-litres, this country has no vehicle capable of winning the rally outright. Apart from Jaguar, no British-built vehicles figured in any of the class awards, which seems to point to something. Also, those who worship at the

avoided if crews had been given an opportunity to adjust and/or bleed brakes before setting out on the final *épreuve*.

Actually, the dry conditions prevailing in the mountains caused many drivers to use their brakes more than was anticipated had snow and ice been present, in order to get to the controls within the time limit. Rarely have I seen so many completely burnt-out brake linings and cracked drums, as I viewed at Monte Carlo after the event was finished.

Many competitors believe that the secret check at Drap was badly sited, and that accidents could have been averted by putting a check (say) at the top of the Col de Turini. Be this as it may, there were nothing like the secret checks one expected. In fact, the threat of secret controls tends to act as a deterrent to excessive speeds, but in



BIG YANK: The Swedes Hartley and Valler Karlsson did well to qualify their big V8 Ford for the Mountain Circuit.

COUPE DES DAMES: Mesdames Blanchoud and de Roquefort who were highest-placed lady competitors with their Porsche.

mention. Apart from Lamb, none had ever done a "Monte" before, and it is all the more meritorious that both crews should qualify for the Mountain Circuit. "Pop" Jopp emerged as a real character, and one would like to get one's hands on the wretched "voleur" who pinched valuable equipment when the Jaguar was parked in Paris.

The "racers", Salvadori and Co., have been thoroughly bitten by the rally bug, and are already making inquiries about the R.A.C. and the "Tulip". They certainly are an asset to the rally crowd, and together with the Davis brothers, are guaranteed to add life to any party.

Cuth Harrison (Zephyr) put up an immaculate performance with Dick Habershon as co-driver. Cuth took it

shrine of foreign-made machines must have been delighted to see DKW and Volkswagen finish third and fifth respectively. All credit to both marques: they were expertly driven, and put up quite remarkable performances on all eliminating tests. The V8 BMW is a promising newcomer and Peter Harper can vouch for its performance when it passed his Sunbeam on the Mountain Circuit.

With more power, Standard's latest Vanguard will be in a position to challenge any of the Continental touring vehicles. One wonders whether the excellent performance of Gatsonides and Becquart will encourage this go-ahead concern to produce a high-performance version with the TR3 type of engine—or concentrate entirely on making the normal version more powerful than it is at present. The condition of the front tyres showed the need for really hard driving, in order to make up time lost in climbing.

Once again the Mercedes-Benz 220 proved its worth, the Schock/Raebe car finishing second—only 6 points behind the winning Jaguar. Edward Harrison and J. D. Furze headed the lower-price British cars with their Ford Anglia, and their 15th place was a stout effort. I feel also that the performances of Peter Jopp/"Pop" Jopp/David Lamb (Jaguar), and John Young/John Coombs/Roy Salvadori (Anglia) are worthy of

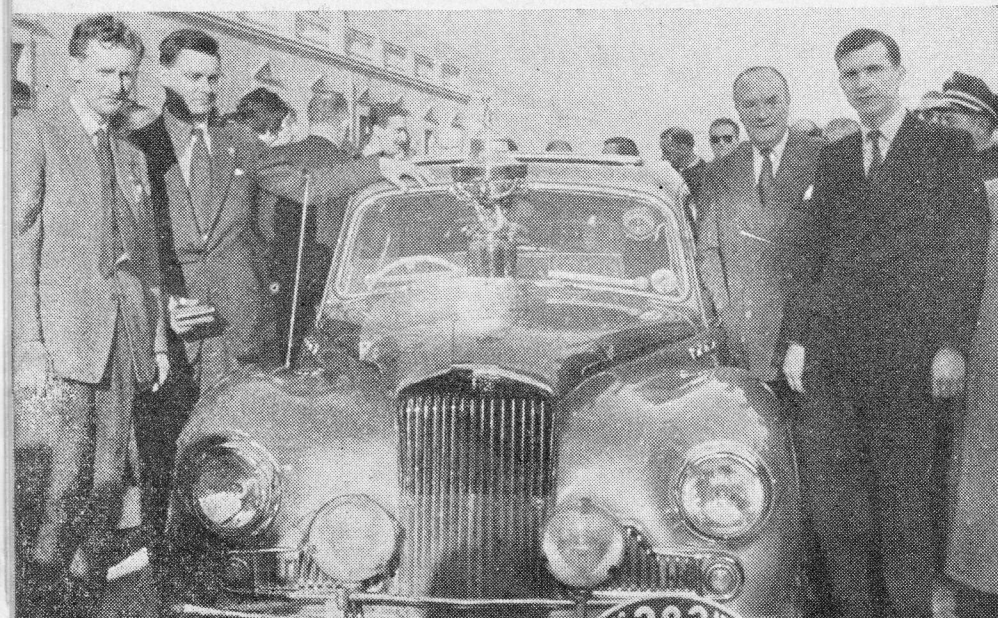


"AUTOSPORT" TROPHY WINNERS: (Above) The Scottish pair, Ian and Bill Sutherland with their Riley at Turini. They won this award which is restricted to private owners.

SUNBEAM BOYS: Peter Harper, Peter Elbra and David Humphrey with the Charles Faroux Trophy, which now becomes the property of the marque Sunbeam.

fairly easy in the braking test—if one can call 48.8 secs. as being easy. Ian and Bill Sutherland (Riley) were best-placed (42nd) of the private entrants, and thus won the AUTOSPORT Monte Carlo Trophy. Close behind, in 45th spot, came Mr. and Mrs. Mansbridge (Jaguar), then Cuff and Fleuriot, who drove their Anglia like a ding-bat. Jack Utley and John Boardman (Bristol) also did well, and Joy Cooke/Marion Anderson (Zephyr) might have done better than fourth in the "Coupe des Dames" but for a prang on the Mountain Circuit.

Lyndon Sims/R. E. Stokes (Riley)



CONCOURS DE CONFORT: Winner of the Grand Prix was Mike Couper with his splendidly prepared Austin Westminster, complete with the famous Couper headlamp-wipers.

were, as usual, among the "possibles", but fell victims to serious brake troubles. This also affected the well-placed Sunbeam of Alan Fraser/R. Holmes which dropped from 22nd to 58th place.

MIKE COUPER AGAIN

Austin Wins "Prix de Confort"—Two Road Safety Awards for Vanguard

THE Concours de Sécurité Routière et Confort was held in brilliant sunshine. Clever seating arrangement on the Gatsonides/Becquart Standard Vanguard caught the judges' eyes, and the car was awarded both the R.A.C. Challenge Trophy and the Premier Prix de Sécurité Routière.

In the "Confort" section there was close competition between Mike Couper's lavishly equipped Austin Westminster and the M.G. Magnette of Bill Slocombe, entered by Mr. and Mrs. F. J. Vivian. The M.G. lost a point for



TWO AWARDS were won by Gatsonides's Vanguard (above) in the "Safety" competition. The car is seen here with its novel de-ditching mat.

MONACO PALACE: General view of the prize-giving in the Palace square, featuring Mlle. Thirion's Renault. She was runner-up in the Coupe des Dames.

inability to adjust the passenger's seat, and the premier award went to the Westminster.

PARTENZA DI ROMA

EVERYONE said we were crazy to start from Rome. Nevertheless, if the weather experienced on the run down had been maintained, we would have had several tricks up our sleeves. You see, we did the entire Paris-Monaco *étape*, and discovered the most likely spots on the Chambry stage where it would be necessary to stop and fit our Toledo-Woodhead grips. These grips certainly do work; some say that they are difficult to remove, but the knack is soon

mastered, and up to three per wheel can be removed in about a couple of minutes. We also found that the easiest way to fit them is to reverse on to them.

Talking about aids, I must mention outside thermometers and the Eodolite. The first-named are invaluable; on wet roads sudden drops in temperature often result in black ice, as we discovered on the German autobahnen. A close watch on the gauge, and these conditions can be anticipated. As regards the Eodolite; without this map-reading magnifier, Norman Davis would not have spotted an insignificant lane, which prevented us having to take a deviation which would almost certainly have made us late at Metz.

The run from Rome to Naples was uneventful. A star-studded, velvet sky gave way to a glorious dawn, and soon the sun began to beat down from a clear blue sky. We thought of the others who had started from places like Glasgow and Stockholm, while we lolled in our shirt sleeves with the windows open. South of Naples, the squalor in the villages was shocking. Barefooted

(Continued on page 148)



ON THE MOUNT



SAD SIGHT: (Above) John Bremner's Riley Pathfinder which seemed certain of a high place until it ended up in a ditch after avoiding a non-competing car at L'Escarene.



THIRD MAN: (Above) Michel Grosogea struggles to extricate his DKW from a snow-bank.



BATTERED: (Above) Joy Cooke's Ford Zephyr on the Col de St. Roche, just after running out of road; she was fourth in the Coupe des Dames.



SUNBEAM'S NUMBER ONE: (Above) Peter Sunbeam's Porsche (Left) Nancy Mitchell and Doreen Reece (Middle) were third in the Coupe des Dames. (Right) The team with their Porsche at Turini in the



NTAIN CIRCUIT



... who shared third place with Peter Harper, ... at Turini. He won the 750-1,300 c.c. class.



... Harper at Turini. DOUGHTY LADIES: ... (G. Magnette) on the Col de St. Roche. They ... winners, Mmes. Blanchoud and de Roquefort ... smoke screen from Clarke's A.C.



SORRY STATE: (Above) The Wagberg/Zaine DKW after crashing at the bottom of the Col de St. Roche. They failed to complete the course.



AUSPICIOUS DÉBUT: (Above) The class-winning DS19 Citroën of Pierre Courtes and André Court-Payen at Turini. This was the first competitive event for the much-discussed machine.



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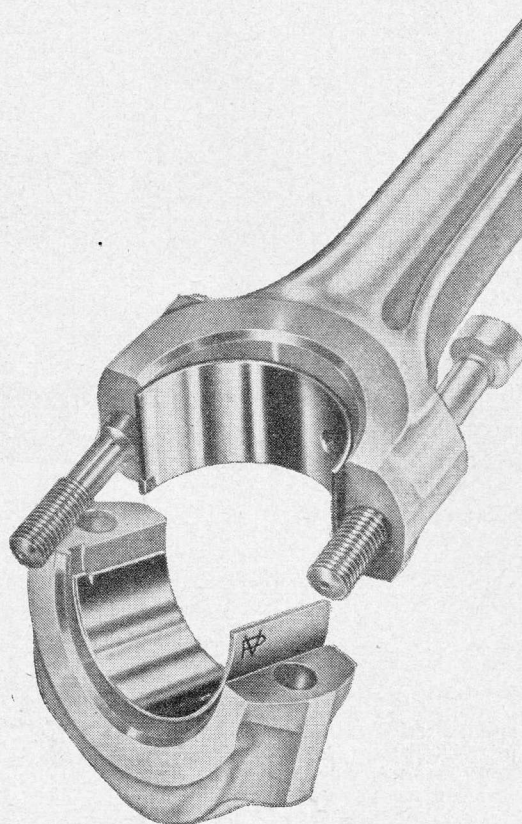
1ST FERRARI

(Subject to official confirmation)

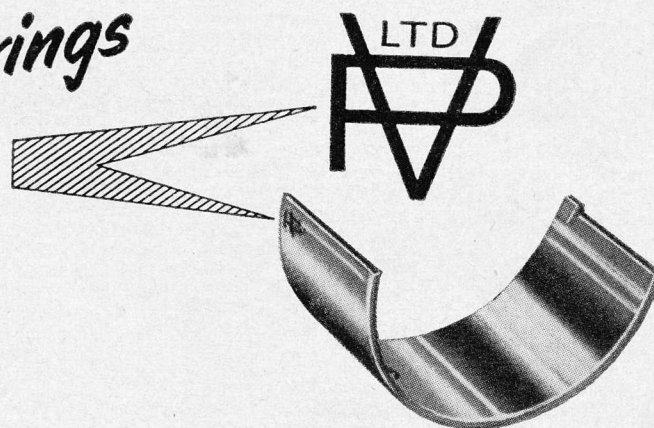
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ROME: With navigator Norman Davis in the rear seat, the Gregor Grant/Cliff Davis modified M.G. Magnette leaves the Italian capital on the Via Appia.

Monte Carlo Rally—continued

children of incredible filthiness played in the gutters, and the main traffic was made up of old-fashioned carts drawn by oxen, horses, mules and even donkeys. This part of Italy knows the stark reality of extreme poverty, yet, amidst it all, the people seem to enjoy life.

Vesuvius was gently smoking as we entered Pompei; the slow movement of the primitive traffic earlier caused us to be running late, and it was now a case of "press on", for we had the crossing of the Appenines ahead of us. The roads were completely free of snow, which was a good thing, for every second bend appears to be a hairpin. We overtook Ray Merrick's Riley, which eventually faded its brakes and gently bumped a bank; an oil seal had also gone.

Near Laurito we came into a village on market day. Suits, shirts, underwear, blankets and what not were strewn all over the road, and the entire population of a score of mountain villages crowded the streets. We had no choice. With horns blasting we just drove over the merchandise, the only regret being that Merrick and Co. following behind might not have an ideal reception from an obviously hostile populace.

Torre Orsaia was a route check, and as Cliff Davis accelerated away, the Riley appeared with smoking front brakes. Chiron had been involved in a great argument with the *polizia*; some light-fingered character had gently extracted his wallet containing about £200, while the car was being refuelled. It was also in this district, that Merrick's spare wheel mysteriously disappeared!

Up and down, round and round; we were getting heartily sick of mountains by this time. For 200 kilometres we never saw a petrol pump. A bunch of locals at Lauria told us that we would find *benzina* three kilometres farther on—it was over 30 before we did so. While stationary, and surrounded by about a thousand peasants, Chiron's Lancia roared past, followed by Fabregas Bas and his 300SL, obviously having gone astray somewhere. Merrick also pulled in, his tank nearly empty. There was no "super", and the M.G. pinked its head off on some mysterious *benzina normal*.

The time control was at Stazi di Nova Siri, a bleak spot on the Adriatic in the

Gulf of Tarranto. Queer folk in black capes and broad-rimmed black hats seem to be the main inhabitants, many carrying shotguns. We had a hasty meal in the sole *ristorante*; Cliff and Norman objected to the excessive bill for an indifferent omelette, stale bread and evil-tasting coffee. The dapper little white-coated waiter—a direct contrast to the shambles which was the dining room, with chickens strutting around, and females feeding their children in corners—spoke to one of his friends, a huge fellow of about 6 ft. 6 ins., and as wide again. He carried a double-barrelled shotgun. I had the engine running, and while Cliff banged down a *mille* note, we scrambled into the M.G. and went down to the control like scalded cats, expecting every minute to have the rear window shattered!

Down came the rain, and the screen wipers almost immediately packed up. Fortunately we had a Trico-Folberth auxiliary wiper. At Bari everything was superbly organized, as it was at Foggia. At Rimini we came across some of the Paris starters, including Tom Clarke (A.C.) and Ken Carter (Aston Martin). They had had an easy passage up till then, with no sign of snow in either the Massif Central or the Alps. Fortunately the night was fairly clear, and we could conserve our lights; it was, however, a trifle cold without the heater.

At Padua the Castrol representative turned up trumps, and arranged for a flat battery to be boosted. The dynamo charge rate was almost nil, and we did not look forward to nightfall, unless aid was forthcoming at Klagenfurt. After we left Padua, the Austrian Alps were a beautiful sight, with dazzling white peaks standing out against a bright blue sky. The reception at Klagenfurt was beyond belief, the entire town having turned up in the square to watch arrivals and departures. B.M.C. agents immediately started to service the car, and the local Lucas rep. adjusted the dynamo and changed a faulty voltage-regulator unit.

We had toyed with the idea of taking the train-tunnel route via Malnetz, the train times suiting us exactly, but decided against it in case it was not considered to be quite the thing—although we learned later that several others had done so. For nearly 100 kilometres I

drove in fog and on sheet ice; the Katzberg pass was highly dangerous, and a 1 in 5 descent meant bottom gear. Cars shot off the road at various points, one Alfa falling 20 feet into a ravine, but being prevented from a full 500 ft. drop by trees. The car was quickly extricated with the aid of a tractor, and the driver (a Belgian) carried on, with his wife more than somewhat shaken. On the Tauern Pass I foolishly lifted my foot on another 1 in 5, and the M.G. came to a full stop. Once again the Toledo-Woodhead grips came to the rescue; Cliff took over, and we sailed up. The temperature gauge registered 23 degrees of frost! At Radstadt we removed them; we were many minutes behind, and it was a case of flat out to Salzburg. Fortunately the car was "modded", otherwise we would never have made it. Cliff pushed the speedo up well past the 160 k.p.h. mark wherever possible, and we made Salzburg with one minute in hand, hardly any water in the radiator, and requiring five pints of oil in the sump.

The Munich control was efficiently organized, and the local B.M.C. distributor looked after our creature comforts. We did a piece for A.F.N., and found that the interviewer owned a Magnette. A fleet of BMW Isettas was used to lead cars out of the city, and as it was a straight autobahn run to Stuttgart, Norman took over, while Cliff and I had a sleep. We were rudely awakened when the M.G. started gyrating wildly. Rain was falling, and immediately froze, making the autobahn like glass. Lorries were all over the place, in some cases being underneath their own trailers. Sole traffic consisted of us rally lunatics. Ken Carter, proceeding cautiously at about 40 k.p.h., was passed by a French car—on its roof. Luckily no one was hurt. Few people had more than five minutes to spare at Stuttgart, which was unfortunate as a free meal had been arranged. With the prospect of more ice, we could not afford to loiter. It was decided to take the shorter route and cross the frontier at Wissembourg; we guessed wrong, and while the folk who went via Strasbourg had a comparatively easy trip, we had over 120 kilometres of sheet ice.

Coming into Metz we ran into one of those wretched *deviations*. As we veered off, Norman yelled "stop". He made Cliff take a small lane which brought us back on to the unmade N3, and we whistled along to the complete unconcern of gangs of workmen. Gendarmes were surprised to see the M.G. emerge from behind a "route barrée" sign, but good-humouredly waved us on. On the outskirts of the town, there was one-way traffic—against us—but we carried on, and came out right opposite the control, thanks to other drivers who had quickly pulled to the side to let us through. We had 11 minutes in hand, but Ray Merrick arrived just outside his time limit, having made the full detour which Norman had avoided.

Owing to a mix-up at Rheims, the car was idle in the *parc fermé* for 50 minutes, while B.M.C. mechanics waited to service it. It was no consolation to learn that

(Continued on page 150)

**THIS WINTER
most
modern cars
will use
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**the
balanced
multi-grade
oil**



THE MASTERPIECE IN OILS

Castrolite is a balanced multi-grade oil (20W-20-30) which being thin when cold gives immediate oil circulation. This ensures easy starting in winter, reduces petrol consumption and engine wear. At high temperatures the oil retains its body and provides the engine with "Castrol XL" protection. No special precautions are necessary when changing over to Castrolite—which is sold at standard Castrol prices.



★
SHUNTED : Prince Paul von Metternick's V8 BMW, which skidded on the ice between Stuttgart and Metz. Seen here at Rheims, much of the damage was later ironed out.
★

Monte Carlo Rally—continued

the officials later waived their own rules, which, after all, were contrary to the regulations. We clocked out, went round to B.M.C.'s temporary H.Q., where the car had a quick check-up, and a Lucas man fitted a new wiper motor. Mrs. Marcus Chambers arranged for full provisions, and we set off for Paris well behind schedule. Secret controls or not, we batted the M.G. to the capital; Jabby Crombac met us outside Le Bourget, and led us to the control. We arrived with seven minutes in hand, and radiator almost bone dry.

While Norman worked out the speeds and times for the Paris-Monaco classification test, we ambled gently down N6. I forgot to mention that our navigator's task was made even more difficult as the speedometer read between 10 and 20 per cent. fast, and the average speed indicator had never worked at all. However, we had kilometre stones and dead accurate Heuer Autavia timers, and three other clocks. The wipers packed up again just to make it more trying. At Semur-en-Auxois, mysterious blue flashes appeared under the bonnet, and the ammeter needle flickered wildly. We stopped at a small filling station, and found that the flashes came from the voltage regulator. We carried on to Bourg, with the ammeter reading a 30 amp discharge at times. At Bourg we found an "electrician", who proceeded to make a complete and utter "snafu". We were delayed for nearly an hour, before we were able to start off for Chambéry—using sidelights only. At Chambéry I managed to purchase a new battery, taken from a

Simca in a showroom window, and we set off to do the Col de Granier. We ran into thick fog, switched on one spot lamp, which gradually became more feeble. The fog froze on the screen; we had only the circulatory heating, and no wipers; the auxiliary wiper had cast its blade far into the night.

Several cars had met disaster, and there were ominous wheel marks which stopped at a precipice—and no sign of a return. At Grenoble the new battery went dead flat; after a long delay we found a garage with a charging plant. Thoroughly fed up, and with the prospect of four more hours of darkness ahead we decided to wait until daylight and carry on to Monte Carlo, even if it meant arriving outside the time limit.

It was a disappointing end to what had seemed a promising run. The modified Magnette had proved itself to be extremely rapid, but a thirst for water, and a tendency to pink its head off on the best fuels available on the Continent, meant inability to make use of its full potentiality. Further experience should result in a most desirable grand touring saloon, which, after all, was the object of the exercise. Anyway, the trip resulted in a discovery, namely that Cliff's brother Norman is just about the finest navigator I have ever come across. During our trip we were welcomed almost frantically by M.G. enthusiasts, the octagon motif being much in evidence. The publicity value of doing the Rome route must have been very great, as at practically every control we were interviewed by radio, TV and news-reel men. It would seem that there is

a vast market for Abingdon products in Europe, if satisfactory after-sales service could be maintained. Apparently there is a lamentable shortage of spare parts all over the Continent. This, and the small allocation of "A-types", comprise the main moan of all B.M.C. distributors we encountered.

Postscript: Replacement electrical equipment was fitted at Monte Carlo. Long before reaching Aix-en-Provence on the return trip, the dynamo ceased charging. As the instrument came out of Jack Sears's disabled car, perhaps he was lucky to reach Monte Carlo at all!

The Awards

Coupe de S.A.S. le Prince Souverain de Monaco: Coupe de l'A.C. de Monaco: Coupe du R.S.A.C.: Challenge de la B.T.D.A.: Stuart Trophy: **Ronnie Adams/Frank Bigger/Derek Johnston (Jaguar).**

Late Public Schools Trophy: **Ronnie Adams (Jaguar).**

The AUTOSPORT Monte Carlo Rally Trophy: **Ian Sutherland/W. Sutherland (Riley).**

Challenge Charles Faroux (Won Outright): Automobiles Sunbeam (**P. Harper, J. Ray, Miss Van Damme**).

Challenge Hotchkiss: Automobiles **Jaguar.**

Coupe de la C.S. de l'A.C. de Monaco: Coupe Anthony Noghes: **M. Gatsonides/M. Becquart (Standard Vanguard).**

Coupe de la Riviera: Challenge de l'A.C. de Portugal: **P. Courtes/A. Court-Payen (Citroën DS 19).**

Coupe de Monte Carlo: Coupe de l'A.C. de Nice et Côte d'Azur: Challenge de l'A.C. du Grand Duché de Luxembourg: Coupe de la Cristallerie Daum: **M. Grosgeat/P. Biagini (DKW).**

Coupe du Country-Club: **R. Cotton/J. Leclerc (Panhard).**

Coupe de la C.S. de l'I.S.C.: **Louis Chiron/G. Longo (Lancia).**

Coupe des Dames: Challenge "Officiel de la Couture": **Mme. Blanchoud/Mme. de Roquefort (Porsche).**

Coupe de la Condamine: **A. Gacon/H. Arcan (Porsche).**

Challenge l'Equipe: Challenge Le Nord Assurance: Automobiles Volkswagen.

Challenge l'Action Automobile: Automobiles Panhard.

Coupe du Mont-Agel: **K. Boilet/P. Chany (Alfa Romeo).**

Coupe du Beach: **G. Monraisse/J. Feret (Renault).**

Challenge A.C. von Deutschland: **W. Schock/K. Raabe (Mercedes-Benz).**

Challenge Club de Grece: Coupe Ethnos: Challenge E.L.P.A.: "Pericles"/**Mme. Spiliotakis (DKW).**

Coupe de Norvege: Challenge Viking (Won Outright): Challenge Afterposten: **Per Malling/E. Jensen-Lund (Panhard).**

Coupe Vredestein: **W. Levy/G. Kokott (Volkswagen).**

Challenge A.C. de Suisse (Won Outright): **W. Lier/C. Mesritz (Lancia).**

Replica: **H. Patthey/C. Renaud (Volkswagen).**

Coupe de R.A.C. de Belgique: **Mlle. Thirion/Mme. Renaud (Renault).**

Coupe Acropole: **H. Patthey/C. Renaud (Volkswagen).**

Coupe de l'Ecurie Monaco: **M. Jamine/F. Capra (Simca).**

Challenge Robert Poole: **I. Hartley/V. Karlsson (Ford V8).**

Challenge Comte Andrassy: **C. Bebis/A. Mycogiannis (Fiat).**

Challenge de Skeel: **R. Nelleman/P. Skarring (Ford Taunus).**

Challenge Fraisse-Demey: **G. Dunod/W. Basille (Fiat).**

Concours de Sécurité Routière et Confort

R.A.C. Trophy: **M. Gatsonides (Standard Vanguard).**

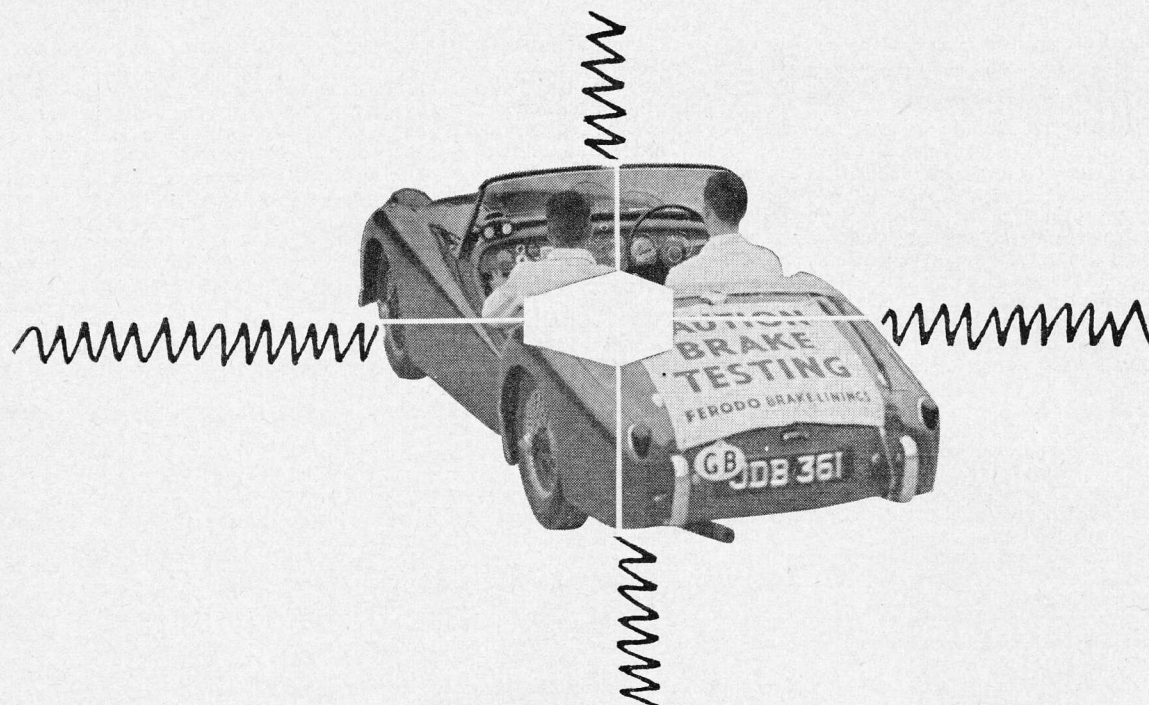
Premier Prix de Sécurité Routière: **M. Gatsonides (Standard Vanguard).** 2nd, **P. Courtes (Citroën DS 19).**

Premier Prix de Confort: **W. Couper (Austin Westminster).** 2nd, **F. Vivian (M.G. Magnette).**

Coupe de Radio Monte-Carlo: **Vernon Cooper (Jaguar).**

PARIS: Scene at the Place de Vendôme just before the start. Pilgrim's Jaguar is seen on the left. The Paris starters joined up with those from Rome and Athens at Rimini.



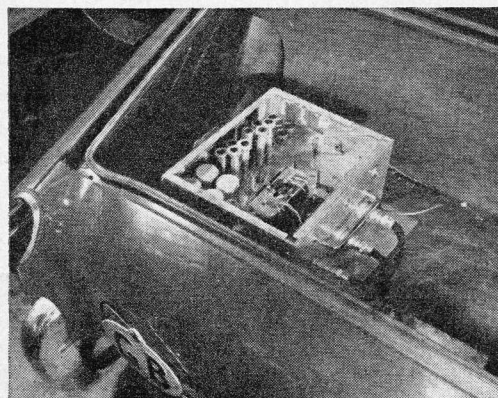


The car with a Built-in brain

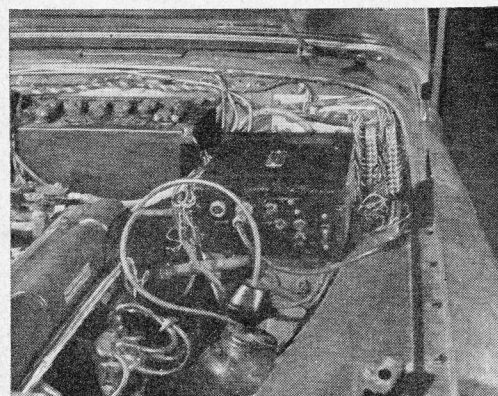
This car of the Ferodo Test Fleet is packed with equipment to record and analyze brake performance. For, when arranging schedules for tests, Ferodo research workers must know what a brake lining is expected to do under practical conditions, and that is what these instruments tell them.

There is a high-speed multi-pen recorder which notes four parameters of brake performance: speed, deceleration, brake drum temperature and rate at which work is done at the brakes.

This information is collected electronically, and used by Ferodo to devise accurate, reliable testing schedules that help to produce brake linings highly resistant to fade and wear.



The electronic calculating unit installed in the boot of the TR.2.



The power pack for the electronic apparatus, on the right of which may be seen some of the intricate cable connections.

FERODO
ANTI-FADE Brake Linings

HOME AGAIN

Big Ulster Welcome for "Monte"
Co-Winners

ULSTER gave Ronnie Adams and Derek Johnston a tremendous welcome when they returned home after their successful Monte Carlo expedition. The Prime Minister of Northern Ireland, Viscount Brookeborough, had already wired congratulations to Adams at Monte Carlo. When their London-Belfast plane touched down at Belfast Airport at 10 p.m. on a very foggy night of 26th January, about 150 enthusiasts had braved the elements to see the boys home.

Commodore C. A. R. Shillington expressed the congratulations of the Ulster A.C. and bedecked the boys with garlands. Then the chairman of the Lisburn Urban Council (with which town both rallyists have associations) congratulated them on behalf of the townsfolk. Newspaper reporters scrummed between the drivers and the reception committee, while B.B.C. men tried to fix a date for a broadcast. Eventually, after Eddie McAlinden had managed to get in a word on behalf of the Newry and District A.C., the drivers, their wives and their luggage was packed into a placarded Humber Super Snipe which Charles Eyre Maunsell had thoughtfully provided and they were driven home. Next morning they had a civic reception by the Lord Mayor of Belfast, who spoke of the citizen's admiration for their driving ability. The third team member, Frank Bigger, had flown direct

to Dublin and was not present on this occasion.

The Lisburn Urban Council are to give the boys a civic reception very soon, while the Ulster A.C. have already planned a dinner to be held on 16th February.

W. A. McMASTER.

BRITAIN'S INTERNATIONAL RALLY

Seventeen Tests in R.A.C.'s Classic

LEADING rally drivers throughout Western Europe are being invited to participate in the R.A.C.'s sixth British International Rally, which will take place between Hastings and Blackpool from 6th-10th March.

As in previous years, the entry list will be restricted to 240 for the rally, which qualifies for the 1956 Touring Championship of Europe. This year it will consist of a 2,000 mile road section, interspersed with 17 tests. On Tuesday, 6th March, after an initial test on the Promenade, two convoys, each 120 strong, will set out at two minute intervals from Blackpool and Hastings at 9 a.m.

The two contingents will converge at Prescott hill, near Cheltenham, for a timed climb before continuing to the West Country for navigation trials near Barnstaple and Exeter during the night of 6th-7th March. Next day drivers will face four tests on the way to Hastings at Castle Combe, Matcham's Park Stadium near Ringwood, Goodwood, and Brands Hatch. On arrival at Hastings

in the early evening a further test on the promenade is included before the crews get a 12-hour break for sleep.

When the rally resumes, the first car will leave Hastings before dawn on 8th March, heading north for tests at Silverstone, Cadwell Park, Louth and Gamston (or Bawtry) to a second night navigation trial in Yorkshire.

After an early break at Scotch Corner on 9th March, the route goes still farther north into Southern Scotland for more tests at Otterburn and Charterhall race circuit, near Berwick, before the cars swing back to England again for trials in the Lake District on their way to Blackpool, which competitors will reach during the night of 9th-10th March.

After a second night's rest the event concludes with three tests at Blackpool on 10th March.

Entries will close on 14th February. The Rally will be open to four groups of cars, as follows: normal series production touring cars; grand touring series production cars; special series production touring cars and series production sports cars.

Competitors will be required to cover the route at an average speed, tests excepted, not exceeding 30 m.p.h. Secret checks may be operated to ensure that drivers do not travel at grossly excessive speeds.

Last year's British Rally was won by Jimmy Ray, in a modified Standard 10. He also won the Blackpool award. Sheila Van Damm (Sunbeam) won the Ladies' Cup, and A. G. ("Goff") Imhof gained the Hastings award.

CORRESPONDENCE

Sub-Standard Equipment

IT appears that British production cars are losing their chances of success in international competitions because the large car manufacturers, in order to cut costs, incorporate certain proprietary parts which are not really up to the required standard. Usually in turn, these parts are being produced by an impersonal giant who is more interested in mass-production and low costs than in improving his product.

We are all familiar with the striking advertisements following a motoring success when X firm claim that Y won using X's product. Perhaps it is a pity that finances prevent the other side of the picture being shown.

Would it not be a good thing if after, say, the recent Monte Carlo Rally, an advertisement appeared listing all the famous names and makes of car which were prevented from winning because X's wheels folded-up or Z's dynamo just ceased to function?

IAN SMITH.

OLD COULSDON, SURREY.

Noise

MR. BOLSTER's article, in the 16th December, 1955, issue of AUTOSPORT was both a surprise and a disappointment—as well as an irritant—and I feel morally obliged to register a small protest.

The word "noise" is defined by Webster as: 1. *sound, esp. of a loud, harsh, or confused kind*. . . . It is frequently used in reference to toppling buildings, screeching infants, fingernails against blackboards, cats at midnight, and gunfire; yet, the truth is that the word is every bit as personal and abstract as *beauty* or *love*, and by no means the cold and definite noun Mr. Bolster seems to think. With *loud* or *soft* one cannot quibble; nor can one dispute that c above c is a high note; but *noise*, like *evil*, is quite open to interpretation. And let those who doubt the statement inquire of a mother whether

she considers her newborn child "noisy" or ask a pistol expert to describe the sounds his guns make.

Although he is welcome to his opinion, I venture to suggest that Mr. Bolster's public use of the word *noise* in reference to the sounds of racing car engines is flatly heretical. Well enough for Grandmother Feebleknees to object to "all that racket" but from an automotive authority we expect sensitivity to be centred not entirely in the ear drums. I would not try to convince Grandmother that a Ferrari accelerating out of a turn is putting forth music, because Grandmother is not an enthusiast; no more would I explain patiently again and again to her that Beethoven's Fifth Symphony has several sections marked *crescendo* and that she mustn't turn the hi-fi set down, because *crescendo* means loud, and that's the way Beethoven meant the music to be played—because Grandmother is not a musician, either. So long as she sits on the porch muttering to herself, I will not try to influence her. However, once she moves off the porch and starts getting up petitions which propose to silence all Ferraris and keep the volume on Beethoven's Fifth down to near-inaudibility, then I fight, for she is not merely a cantankerous reactionary any more: she is a dangerous force, imposing her personal prejudices upon others.

Mr. Bolster is, if anything, more dangerous than his octogenarian sisters, for his voice carries, and there is, I fear, a slight chance that his proposals and objections will be taken seriously. I therefore wish to make it clear that there are many of us—*sans* deerstalkers and the backing of an influential magazine, true enough; but *aficianados* nonetheless, with deep love for the sport and dollars to spend—who consider that such an event would be calamitous.

Silencing racing cars and sports cars would be, in our opinion, tantamount to filing the horns of fighting bulls, or insisting that the *toreros* wear grey flannel suits; it would be more grievously a crime than ordering opera *divas* to sing perpetually *sotto voce*, and equal to censoring all the violence out of Shakespeare. For to those who have approached a field at early morning and heard the savage choir of revving engines, and felt this powerful music to the marrow of their bones, the *sound* of racing is an indivisible portion of the whole, and without it the game would be poorer.

For any who think Mr. Bolster has a point, I suggest this. Take motion pictures of a good race—one in which there is a representative assortment of cars: Ferraris and Maseratis,

with their high-pitched and hysterical screams; a few deep-throated Cad-Allards, grumbling along; some Porsches with straight pipes, skimming the track like agile opera buffos; a handful of Panhards, razoring their way around the corners on three wheels; some subterranean-voiced Buick-Kurtises; a righteous field of eternally wicked-sounding Jaguars and M.G.s and Austin-Healeys and Triumph TR2s; throw in a couple of 300SLs, if you wish, only the kind they run in California, with the Bowdlerizing mufflers removed; and, of course, a brace of Specials—Meyer-Drake, Jag, M.G.—prepared by backyard tunesmiths. Then, take the motion pictures home, and run them—without sound. Watch the big Monza accelerate out of corner No. 5, silent as a ghost; watch the whole field jump quietly away from the starting line and soundlessly pour into the first turn; watch the whole silent, soundless procession; and see if it is the same.

Then decide whether, as Mr. Bolster urges, we ought to do away with "noise".

CHARLES BEAUMONT.

HOLLYWOOD, CALIFORNIA, U.S.A.

Moss the Master?

THERE are a lot of people who are talking about the "master driver" S. Moss, and now your magazine (Seasonal Survey, 20th January) quotes him as "the sports car driver of the year" and establishes Moss without question upon the pedestal of fame alongside Ascari, Benoist, Caracciola, Fangio, Nuvolari, Seaman and Segrave, etc.

I am an Italian reader of your excellent magazine, I am not a racing driver, the only thing I know about racing is what I read (and it is a lot) and what I have seen. From this background I have to disagree with you and the Moss fans. I shall try in a short summary of the 1955 racing season to express my views.

First of all we must agree that the Mercedes cars did not have any serious competition, the only menace being a lone Jaguar, which against a Mercedes team was like a mouse against a cat. As far as S. Moss's victories, I shall start with the first victory in the "Mille Miglia", which was certainly a marvellous achievement. At Dundrod on wet roads Moss

crashed and damaged his car so badly that a part of the bodywork of the car had to be removed, leaving his right rear wheel exposed. This being against the rules should have enforced his disqualification, and I understand that the Jaguar people put forward a complaint but dropped it when M. Hawthorn had to retire. At Madonie, in the Targa Florio, quoting an English motor magazine, Moss on dry roads "made a mistake and found himself off the road in a field and nearly over a precipice. It was thanks to the Sicilian public that Moss was able to win, without their help he would never have got the car back on the road". There being no violent rules in the "Targa Florio", Moss was not disqualified like Maglioli in the "Argentine 1,000 kms."

Concluding, with all respect to S. Moss, I shall say that before qualifying any driver as a champion, he has to prove his ability in races where there is the most fierce competition of cars and drivers, something on the lines of the 1953 French G.P., 1954 Spanish G.P., 1955 Sebring 12 Hours, Le Mans 1955 and T.T. 1955, and I am quite sure everybody interested in motor racing knows the racing driver to whom I refer.

I shall be very interested to read comments to this letter and I wonder if you would publish it so as to see what your readers think about it.

UMBERTO PERELLI.

LONDON, S.W.9.

Keith Hall Not a Scotsman

ON reading C. Posthumus's excellent Seasonal Survey on "Formula 3 Racing" I see he refers to Keith Hall as being a Scotsman. Well I am sorry, but Hall is not a Scotsman; he comes from Newcastle-on-Tyne, though he did drive for the Scottish Border Reivers stable.

Before finishing I feel I must congratulate you on a first-class periodical, and wish the very best for the future.

R. E. RICHARDSON.

LONDON, E.4.

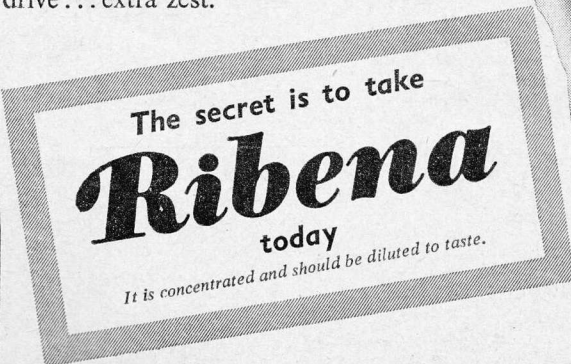
The Editor is not bound to be in agreement with opinions expressed by readers.

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NEWS FROM THE CLUBS

By Stuart Seager

WE are frequently hearing about the activities of an unusual motoring club; one that only came into being in 1953, but which now has some 2,000 members and a very busy programme of events: the Forces Motoring Club. To increase still further the club's membership and make its activities more generally known, the club has now published a leaflet giving full details of membership and of the many facilities available to members in the way of cheaper insurance, tyres, batteries, sparking plugs, oil, anti-freeze—and legal aid. The club is also associated with the R.A.C. and thus members can enjoy reduced R.A.C. subscriptions.

But the main object of the club is "the promotion of Motoring and Motor-sport among past and present members of the Armed Forces" and a great many sporting events are run each year by the various regional centres. As it becomes more widely known, doubtless the club will be more frequently included in the lists of "invited clubs" taking part in other people's competitions; in any case, anyone who is, or has been, a member of H.M. Forces (including the Women's Services) may obtain a copy of this very informative leaflet on request from the General Secretary, F.M.C., 2 Charterhouse Mews, London, E.C.1. It should be pointed out that the club is entirely run by its members, like any other, and is not a Government department!

COMING up, on 12th February, is the **Northampton & D.C.C.** Deragate Trophy Trial. In its third year of being, this annual mud-plug has assumed considerable importance in the Midlands. It is open to members of the Leicester, Falcon, Hagley, London, Shenstone and Sunbac, and regulations may be obtained from E. T. Holt, 21 St. John's Terrace, Northampton. . . . On the same day, 12th February, the **Coventry & Warwicks M.C.** are holding their closed *Coventry Evening Telegraph* Cup Rally. It is a 150-mile daytime event and further details are obtainable from L. K. Lord, 270 Broad Lane, Coventry. . . . The **Confectionery & Allied Trades S.A.** will be running their second annual Safe Driving Rally on 21st April; anyone in the Trade should write to F. Copeman, Stafford House, Norfolk Street, Strand, W.C.2. . . . Advance notice is given of the **London M.C.** "Little Rally"—which in fact was the biggest event on the calendar last year, with over 400 entries! It is a closed event, but with a club the size of the London, that makes it practically National. Anyway, Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey, will supply further details. . . . The **Triumph Sports O.A.** will be holding a map reading and



BON VOYAGE from the Forces M.C. to members G. D. Mills, O.B.E., and his wife, who recently set off for the Middle East on a refugee welfare tour in this Hillman Husky.

regularity trial for their members on 4th March; any TR2/3 owner interested should contact T. W. Brown, 1 Gateway, Epsom Road, Guildford, Surrey. . . . Regulations are now available for the Road Race Meeting to be held at Brough Aerodrome on 25th March by the **Blackburn Welfare M.C.** The man to write to is J. Barker, Welfare Department, Blackburn and General Aircraft, Ltd., Brough, Yorks. . . . On 25th-26th February, the **Fillydyke Rally**, co-promoted by the **Fairey Aviation M.C. & C.C.**, the **E.M.I.M.C. & C.C.** and the **Per Ardua M.C.**, will take place over a 150-mile route finishing on the Watford By-pass. Members should contact J. L. Wildhaber, at 70 Toorack Road, Harrow Weald, Middx. . . . The **Mid-Thames C.C.** are holding their Winter Rally on 19th February, starting a 150-180-mile route from the Kingston By-pass. Regulations are obtainable from R. Avey, 5 Cardinal Avenue, Kingston-upon-Thames, Surrey. . . . Regulations are now available for the **Sunbac** Colmore Trophy Trial, to be held near Shipston-on-Stour on 24th March. Secretary of the Meeting (which qualifies for the R.A.C. Trials Championship) is J. D. Woodhouse, 106 Jockey Road, Sutton Coldfield, Birmingham. . . . The **Birmingham Y.C.M.C.** Welford-on-Avon Rally is to be held on 26th February and details of this 120-mile closed event may be obtained from Miss Jean Rimell, "Idona", Welford-on-Avon, Warwicks. . . . Of similar mileage is the **Horsham & D.M.C. & L.C.C.** annual Spring Rally (cheerful thought!) on 18th March. This is open to members of the B.A.R.C., C.S.M.A., Cranleigh, Haslemere, London, 750 and Surrey Sporting clubs, and finishes at Storrington, Sussex. The man to write to is E. E. Campbell, 2 The Link, West Green, Crawley, Sussex. . . . Spring comes a little earlier to the **Cirencester C.C.**, for their Spring Rally will be on 25th-26th February. Clubs invited are the London, Oxford, Cheltenham, M.G. (S.W.), Stroud, Morgan 4/4 and Bristol. Write to F. R. Parkes, 31 Ashcroft Road, Cirencester, Glos, for further details. The **Plymouth M.C.** are running a "standard car" trial on 26th February starting from South Brent, South Devon, and have invited the

M.C.C., West Hants & Dorset, N. Devon, N. Cornwall, Torbay, Taunton, and Cornish Vintage C.C. Further information from David Hussell, Amberley, Little Fancy, Crownhill, Plymouth. . . . On the social side—the **O.R.M.A.** will be holding their annual dance at the Feathers Hotel, Ealing Broadway, London, W.5, on 10th February. Tickets, 5s. each, from Kent House, Market Place, Oxford Circus, London, W.1.

TONY MARSH TRIES OUT NEW SPECIAL

AFTER several days of heavy rain the weather for the Leicestershire Car Club's sporting trial for the Silver Starting Handle was fine and sunny, though a trifle chilly for marshals in exposed country. Owing to the aforesaid rain the course was still rather wet and one section had to be abandoned owing to floods. Tony Marsh, having forsaken the Dellow, duly unveiled his new special, the T.M.S., and very nice it looked too. Unfortunately, Tony dropped 12 marks at the first section and never quite managed to overcome this initial loss.

Fastest time in the Special Test was W. H. Green (W.H.G. Spl.) 23.2 seconds, followed by B. Potts in 23.6. At the lunch break J. L. Thompson (Dellow) had lost only 8 marks, W. H. Green 11 and M. Hazelwood (M.H.S.) 14.

The afternoon's run commenced with six climbs on Mickle Hill and here M. Hazelwood, with perhaps some slight advantage in running number 1, established a clear lead by clearing five without loss and losing five marks on the other. The next best were Tony Marsh and B. Potts, losing 12 marks each on the six sections.

On to the last watersplash where L. Newey (Bold Spl.) ran into trouble and completed the journey to the finish at the Three Pots, Hinckley, at the wrong end of a tow rope.

O.F.W.

Provisional Results

Silver Starting Handle: M. Hazelwood (M.H.S.), 26 marks lost. First Class Award: J. L. Thompson (Dellow), 39. Second Class Award: W. H. Green (W.H.G.), 46.

Coming Attractions

February 3rd/4th. *Leeds University Union M.C. Night Rally.* Start, *Red House Café, Pool-in-Wharfedale*, from 10 p.m.

February 4th/5th. *Thames Estuary A.C. National "Cat's Eyes" Rally.* Start, 2.30 p.m. from *Brick Hill Service Station, Little Brick Hill, near Dunstable, Beds and Seaway Car Park, Southend-on-Sea, Essex.*

Rhyl & D.M.C. Braid Rally. Start, 10 a.m. from *Braid's Garage, Colwyn Bay.*

February 5th. *Circuit of Mendoza (F. Libre), Mendoza, Argentina.*
Mount Druitt Meeting (F. Libre, S), Australia.

Hagley & D.L.C.C. Clee Hill Trial. Start, 10 a.m., *Angel Hotel, Ludlow.*

M.G.C.C./750 M.C. "Salisbury Trally". Start, 10 a.m., from *High Post Hotel, Middle Woodford, near Salisbury, Wilts.*

Forces M.C. Winter Rally. Start, 10.30 a.m. from *Grasshopper Inn, Westerham, Kent.*

CAMBRIDGE '50 CAR CLUB

DESPITE the minor attraction of the Monte Carlo Rally, which robbed the annual dinner and dance of the Cambridge '50 Car Club of its two most important guests, the event was well up to the high standard that it has set itself in recent years and the attendance was, if anything, rather bigger than last year's which in itself was a record.

Both the main speakers for the club, the Chairman, Bruce Graham-Cameron and the vice-chairman, Dennis Williams, took the minds of members back to the initial days of the club's history when it was formed in 1950, through the early struggles, to the present day when the club has a strong membership and holds at least one competition a month.

Speaking on behalf of the visitors, the Deputy Mayor of the City of Cambridge, Councillor H. Mallett (who endeared himself to club members at last year's Dinner when he remarked in all seriousness during his speech that he had never heard of Mike Hawthorn who was at the time sitting beside him), was once again

the complete "innocent abroad" and his amusing stories, mainly against himself, had the boys rolling in the aisles. The year's trophies were presented by Mrs. Mallett, largely, it appeared, to Victor Ludorum winner Harry Norman, and John Sheldrick.

J. RICHARD ALEY.

"BRIDGE PARTY"

THE Midlands M.E.C. Evening Trial contested on the 22nd January received 33 entries, of which there was one non-starter and one non-finisher.

Known as the "Bridge Party" because the object of the competition is to find and record playing card clues attached to some 21 bridges, this novelty trial was the third of the series.

Competitors had some three and a half hours to cover the 75-mile course, but five of those miles were on foot and in

spite of eight-figure map references playing cards hidden on bridges take some finding. Crews of three or more bods carried a five mark handicap this year, but nevertheless large crews were the order of the day, the greatest number, six, being in John Axon's Squire. No one, however, had thought of bringing a tracker dog, so the organizers were happy.

An unfortunate last minute ditching incident robbed Stan Farmiloe of the premier award, but he finished runner-up for the second year in succession. Club champion Ray Best thus made a successful start to the season by adding yet another piece of silver to his over-worked sideboard.

Results

"Bridge Cup": R. W. Best (A40 Sports), 115 marks; 2, S. T. Farmiloe (Zephyr), 110; 3, E. N. Ludlow (Consul), 95. **First Class Awards:** Dr. Humphries (Acceca), 85; J. Axon (Squire), 85. **Bottle of Rum** (Best open car without heater): L. B. Mayman (TR2), 55.

Club Fixtures

750 M.C.—Annual dance, 3rd February, Abbey Hotel, North Circular Road, Stonebridge Park, London, N.W.10; Social meetings: 3rd February, The Malt Shovel, Carlisle; 7th February, Albert Hotel, Bypass, Colchester; Dog & Gun, Banbury; 8th February, Neville Arms, Kinoultun, Notts.

Bolton-le-Moors C.C.—Social meeting, 3rd February, Robin Hood Hotel, Manchester Road, Clifton.

Mid-Surrey A.C.—Film show, 3rd February, Sugar Bowl, Burgh Heath.

B.A.R.C.—Midnight film matinees, 3rd and 8th February, Curzon Cinema, Curzon Street, London, W.1, 11.15 p.m.

Cemian M.C.—Annual dinner-dance, 3rd February, Rembrandt Hotel, South Kensington, 7 p.m.

Hants & Berks M.C.—Annual dinner-dance, 3rd February, Phyllis Court Club, Henley-on-Thames.

Aston Martin O.C.—Marshals' dinner, 3rd February, Rubens Hotel, London, S.W.1, 6.30 p.m.

Yorkshire S.C.C.—Annual dance and prizegiving, 3rd February, Craiglands Hotel, Ilkley.

Chiltern C.C.—Annual dinner-dance, 3rd February, Bull Hotel, Gerrards Cross.

Triumph Sports O.A.—Social meeting, 3rd February, Otter Hotel, Ottershaw, near Chertsey, Surrey.

Vintage S.C.C.—Social meetings: 3rd February, Manor Barn Hotel, Burley, Ringwood, Hants; 9th February, Red Lion, Church Street, Birmingham; Greyhound Inn, Penny Bridges, Devon; The Bell, Seend, near Devizes, Wilts.

Cambridge '50 C.C.—Social meeting, 3rd February, Ancient Shepherds, Fenditon.

Sporting Owner D.C.—Annual dinner-dance, 3rd February, Old Sugar Loaf, Dunstable, Beds, 7.30 p.m.

Newry & D.M.C.—Dinner-dance, 4th February, Ballymascannon Hotel, near Dundalk, 6.30 p.m.

Southsea M.C.—Children's party, 4th February, The Heroes, Waterlooville, 3 p.m.

Glossop & D.C.C.—Social meeting, 6th February, Royal Oak, Sheffield Road, Glossop.

Bexley L.C.C.—Social meeting, 6th February, Travellers Home, Long Lane, Bexleyheath.

Oxford M.C.—A.G.M., 6th February, George Hotel, George Street, Oxford, 7.30 p.m.

Northampton & D.C.C.—Film show, 7th February, White Hills Hotel, Northampton, 8 p.m.

Jersey M.C. & L.C.C.—Film show, 7th February, Hotel de l'Europe, 7.45 p.m.

Haslemere M.C.—Film show, 7th February, St. Christopher's Hall, Haslemere, 7.30 p.m.

B.A.R.C. (Yorks).—Social meeting, 7th February, White Hart, Poole-in-Wharfedale.

Aberavon M.C.—Social meeting, 7th February, Welcome to Town Hotel, Aberavon.

Coventry & Warwicks M.C.—Social meeting, 7th February, Fletchamstead Hotel, Fletchamstead, Highway, Coventry.

Sussex C. & M.C.C.—Social meeting, 7th February, Southwick & Fishersgate Community Centre, Southwick.

Bristol M.C. & L.C.C.—Social meeting, 7th February, Mauretania, Park Street, Bristol.

Sheffield & Hallamshire M.C.—Annual dinner-dance, 8th February, Grand Hotel, Sheffield.

West Essex C.C.—Social meeting, 8th February, Three Jolly Wheelers, Woodford Bridge, Essex.

BMW C.C.—Technical talk, 8th February, Ecclestone Hotel, Ecclestone Square, London, S.W.1.

North London M.C.—Social meeting, 8th February, Rising Sun, Chase Side, Southgate.

Surrey Sporting A.C.—Social meeting, 9th February, Warwick Hotel, Redhill.

Romford E.C.C.—Social meeting, 9th February, White Hart, Collier Row.

West Hants & Dorset C.C.—Social meeting, 9th February, Westbourne Hotel, Bournemouth.

Buckingham & D.M.C.—Social meeting, 9th February, Swan Inn, Great Horwood, Bucks.

Sunbac.—Talk by Leslie Brooke, 9th February, The Boat, Catherine-de-Barnes, Solihull, Birmingham.

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★
SIGNING OUT at the start of the U.A.C. Night Trial is Dellow driver Sammy Moore, who finished third.
★

Ulster by Night

Esdale Dowling (Hillman) wins U.A.C. Night Trial

THE normal routine of Ulster A.C. trials was upset on the evening of Friday, 13th January, date of the annual Night Trial, when, with one or two exceptions, the regular winners were set upon by the not-so-regulars and soundly defeated. The cause of the defeat was, according to one of the "regulars", the result of a guessing competition rather than driving ability, but that is only an opinion. Anyway, the guessing part was open to all—and the regulars had their chance at guessing correctly.

After all, it was Friday the 13th. As if that were not ominous enough, the U.A.C. had elected to locate their nine passage controls on a new "grid" map which was unobtainable in grid form, but which the competitors were invited to "square off" before the start of the trial. Some did, some did not, until they made the shocking discovery that the references given in the final instructions made a "grid" essential. Then came the further handicap of real winter conditions, made all the more "wintry" by reason of the fact that the trial route lay solidly in the area of the Dundrod Circuit—which area, even in high summer, has been declared winter enough by sceptics.

At starting-time 43 competitors lined Stranmillis Embankment and soon the trial was in full swing—later to become full four-wheel drift as the cars encountered the ice-bound roads of Dundrod. There were three time controls and, although the average set was only 15 m.p.h., many found themselves in immediate bother. Heavy time penalties were suffered by Desmond Montgomery (Austin A30), Billy Chambers (M.G.A.) and Desmond Sloane (1,172 McCandless). The second time control also caught Eddie McNally (Ford) and John Davidson (Ford).

Only three driving tests were given. These were at a dispersal point at Belfast Airport, at a road junction near Wheeler's Corner, and on the internal roads at Dundrod beloved by all those questionable officials at Dundrod races who seem to hold roving commissions. It is worth repeating that the surfaces at all three tests were ice-bound and that astronomical times were registered by cars in which the drivers had carried out the proper drill, but couldn't induce the wheels to grip.

At the test at Wheeler's Corner Billy

Chesney (1,172 Hayrake) was sensational in 17.4 secs., beating Desmond Titterington (1,172 McCandless) who took 17.8 secs. Brian Emerson (Ford) was good in 18.4 secs, but even better, comparatively, was Esdale Dowling (1,390 Hillman) in 18.6 secs.

Sammy Moore was the boy at the Belfast airport test, his 14 secs. not being equalled all night. Chesney clocked 15.4 secs. and Titterington 17 secs. A newcomer, R. Draper (Ford), put in a splen-

did run in 17.2 secs., a time equalled by Roger McBurney (Volkswagen), while Bob Nesbitt, who had forsaken his Dellow for the comfort of a Ford saloon, clocked 17.4 secs. Quite late in the proceedings Mervyn Glover sent his Dellow through in 16.4 secs.

Then came the "guesswork test". This was a simple one and, as happens so often, it sorted out the entry in a devastating manner. All that was required was that the car, with sidelights only alight, was to be stopped exactly 30 feet from a red lamp set on the ground. Only one man, G. W. Callister (Ford), stopped exactly at that distance. Everybody else lost marks and it is a fortunate thing that the maximum penalty set was 40 marks, otherwise truth would have compelled me to report that some boys have the queerest ideas about distance.

Chesney lost 15 marks in this test, which cost him the trial. He ought, logically, to have handed over to Titterington, but Desmond also dropped five marks, while Sammy Moore lost seven. Poor Glover dropped the whole bag, losing 40 to finish in 27th place, which is no place for the Irish champion.

W. A. McMASTER.

Results

1, Esdale Dowling (1,390 Hillman), 38.6 marks lost; 2, Desmond Titterington (1,172 McCandless), 39.8; 3, Sammy Moore (Dellow), 40.2; 4, and best small saloon, G. W. Callister (Ford), 40.4; 5, Brian Emerson (Ford Utility), 42.4; 6, and best large saloon, Roger McBurney (Volkswagen), 43. **Best Novice:** J. C. Taggart (Ford), 49.2.

Limerick Winter Trial

Premier Award won by Irwin Catherwood (Dellow)

THE Hewison Championship race has now entered its last phase and we are beginning to see the pattern it may take with but five more trials to go. Declan O'Leary is still firmly in the lead, but specials drivers Irwin Catherwood or Stan Rutledge could still beat him, particularly as one of the remaining trials is a mud-plug and Declan is a saloon car addict. So the Limerick Club's Winter Trial, which started from "The Hurlers" just outside Limerick City on Sunday 15th, saw a good entry of 31. Icy roads made getting there a hazardous business and a sheet of black ice on a corner near the start caught several drivers unawares. The trial consisted of 13 driving tests or two laps of a short course in the Newport area of the Slievefelim Mountains in North Tipperary, wherein everyone had two bashes at six tests. Heretofore, this correspondent has had occasion to compliment the Limerick Club on the excellence of their driving tests, but alas, this time, such is not the case. Except for two notable exceptions the tests were far too "open" and lacking in "devil", so much so, in fact, that the trial was a walkover for the boys with specials and fast open cars. All the more credit therefore to Declan O'Leary who succeeded in finishing seventh with his Volkswagen saloon.

Irwin Catherwood showed his ability by winning the Premier Award rather easily in his Dellow despite losing 10 marks for hitting a pylon in one test and despite the very (the writer can testify to this) directionally happy front

end of his car. Easily the best test and one which was well up to Limerick standards was the last of the day. This involved much manoeuvring between sets of pylons placed near a "T" junction, as well as a reverse up the leg of the "T". Driving ability immediately came to the fore in this, and saloons, specials and sports cars were reasonably equated. Jack Toohey won the first round here and Catherwood won the second. In all Catherwood won seven out of 13 tests and his nearest challengers were Val Baker, Stan Rutledge and Jack Toohey who won two apiece.

One disturbing feature of the trial was the sight of three separate competitors who, when they came unstuck while reversing, kept the boot hard down and tore the sides of their cars along a ditch rather naturally doing a considerable amount of damage to them. Such shinnanegans are not only unnecessary but unseemly, and are not calculated to give the sport a good reputation amongst the onlookers. It seems to be high time that penalties be written into regulations for *all* trials just as they are for the bigger rallies—then scrutineering would help discourage unnecessarily crude driving techniques.

J. O'DONOGHUE.

Results

Premier Award: I. Catherwood (Dellow), 405.6.
First Class Awards: E. Connell (MM 4), 410.8; S. V. Baker (Ford Spl.), 411; S. Rutledge (Ford Spl.), 416.6; W. Kilroy (Triumph), 422.
Second Class Awards: J. Toohey (Dellow), 427.6; J. D. O'Leary (Volkswagen), 429; A. D. Malcolm (Buckler), 439.2; F. Bradshaw (Ford Spl.), 446.2; R. J. Nash (Dellow), 447.

AUTOSPORT

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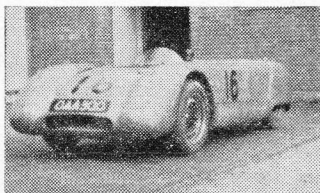
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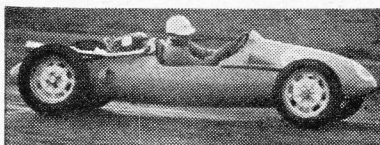
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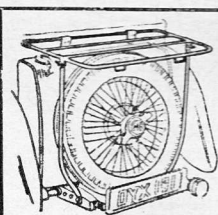
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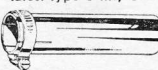


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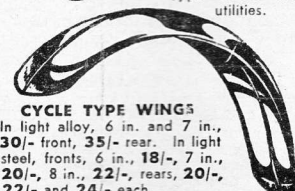
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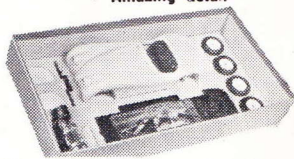
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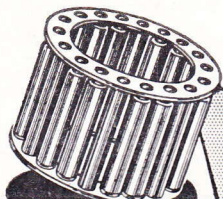
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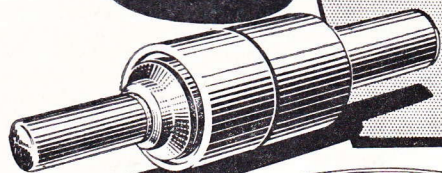
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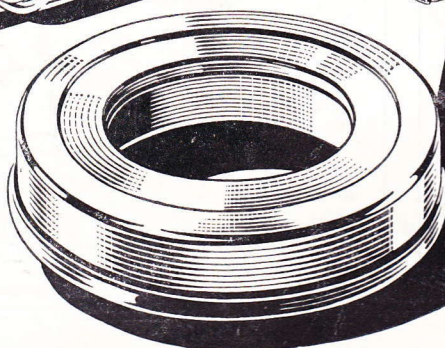
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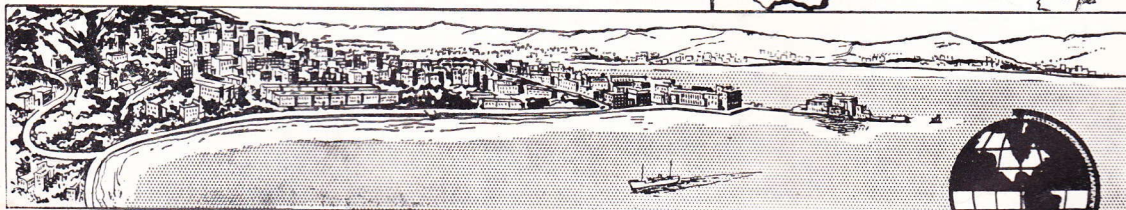
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