

AUTOSPORT

FEBRUARY 17, 1956

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EVERY FRIDAY

Vol. 12 No. 7

BRITAIN'S MOTOR SPORTING WEEKLY



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MOSS-MENDITEGUY-MASERATI WIN THE ARGENTINE 1,000 Kms. RACE : THE 'MONTE' IN RETROSPECT
THE REWARDS OF GRAND PRIX RACING—AN INVESTIGATION INTO THE VALUE OF MERCEDES-BENZ' VICTORIES

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 7

February 17, 1956

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EDITORIAL

DETROIT AND COMPETITIONS

WITH the announcement that the Chevrolet division of the vast General Motors combine will take part in International motoring sport, as part of the development programme for the Corvette, the tycoons of Detroit have at last admitted the necessity of a competitions background for a high-performance machine intended to compete with European-built cars. Ford will no doubt quickly follow suit with the Thunderbird, as it is no secret that both companies will fight tooth and nail to establish their new sporting models as best-sellers in every market open to them. At one time, Detroit dismissed the high-performance car market as insignificant, and not worth disturbing the passenger vehicle assembly lines in order to enter a market estimated at considerably under 1 per cent. of the total demand for private cars. Now things have changed. The "New Look" in U.S.A.-built cars is distinctly sporting in character, and vehicles having a prestige value are a definite asset to a manufacturer's list. While enthusiasts for European cars may continue to scoff at many of the Detroit products, it should be realized that some of the finest brains in automobile engineering are to be found in U.S.A. They have built cars ideally suited to American conditions, and, given encouragement from the top, can and will produce machines for a much wider market. However, without competition successes, it is extremely difficult to achieve universal publicity. Carefully noting the reaction of the general public to racing successes by Mercedes-Benz and Jaguar in widely publicized International events, those responsible for the Corvette now fully realize why competitions are so essential in the proving and development of machines destined to attack what is more or less a specialized market. It may well be a fact that the true importance of full-scale Grand Prix racing for prestige purposes is, at the moment, being assimilated by manufacturers in U.S.A. For the first time for many years, overseas markets are necessary to balance the vast annual turnover of passenger vehicles in U.S.A., quite a sizeable percentage of which cannot even be swallowed up in the domestic consumer market. It would appear that the efforts of Briggs Cunningham to establish a reputation for American-built products in International motoring sport have at last borne fruit. No doubt Jaguar, M.G., Triumph, Austin-Healey, Aston Martin, Porsche, Mercedes-Benz, Lancia, Alfa Romeo, Maserati, Ferrari and others will acknowledge the importance of a decision, coming as it does, from the most powerful automobile combine in the world.

OUR COVER PICTURE

REAL ROAD RACING: It might well be a stretch of the Kingston By-Pass, but this dual roadway and roundabout are outside the city of Buenos Aires, and formed part of the 5.9-mile circuit routier over which the Buenos Aires 1,000 kilometres race was run on 29th January. This photograph, taken on the second lap, shows Luigi Musso (Ferrari No. 44) leading Stirling Moss (Maserati No. 31) and a Monza Ferrari. The race is reported on pages 184-185 of this issue.

PIT & Paddock

KEN WHARTON is to drive a B.M.C. Riley Pathfinder with Gordon Shanley and Colin Batchelor in the R.A.C. Rally—his first British Rally for several years.

EVERY competitor was penalized in the most difficult Rallye des Routes du Nord ever held. Outright winners in classification and Index were Buchet/Storez (Porsche), with Monneret (300SL Mercedes) runner-up. In the speed trial at Rheims, Pertin's Mille Miglia Ferrari achieved nearly 100 m.p.h.—on the ice!

THAT bright and breezy monthly from "down under", *Australian Motor Sports*, celebrates its 10th birthday this month.

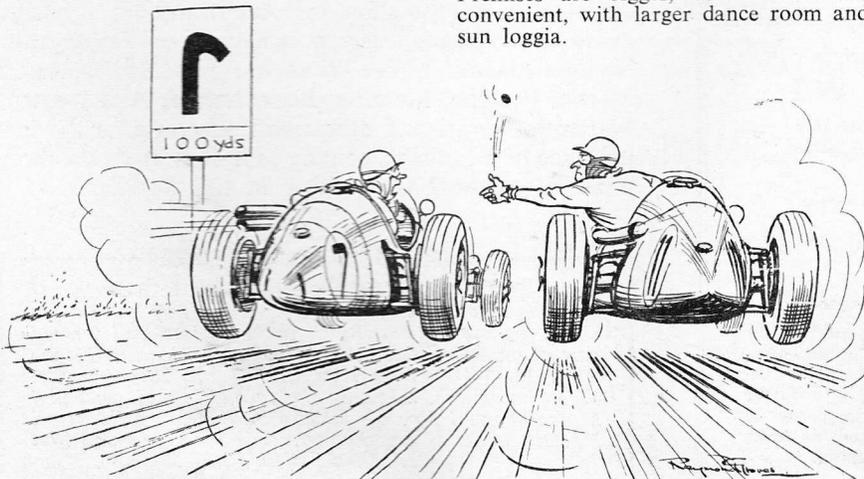
FILMS: the Mobil Oil Co., Ltd., announce two new ones. *Scramblemania* is a 27 min. motor-cycle feature, while *Mobilgas Economy Run*, 1955 records the first of these events to be run on British soil, and lasts 30 mins. Both are 16 mm., and both are available from the Information Section, Mobil Oil Co., Ltd., Caxton House, Westminster, S.W.1, or from Divisional offices of the Company.

THE Dewar Challenge Trophy, awarded by the R.A.C. for the most outstanding British technical performance in automobile engineering, will not be awarded for 1955.

WHEN is a Lancia a Ferrari? Italian components manufacturers are advertising Fangio's successes in Argentina with the Ferrari-modified and prepared V8 Lancia as Ferrari Automobili victories.

DICKY GREEN, ex-Aston Martin mechanic, ex-M.G. competitions department, has left for the United States, where he will take up a position in Los Angeles, preparing sports and competition cars.

MR. WALTER SEMPLE, Chairman of the R.S.A.C., has been elected Chairman of the Standing Joint Committee of the R.A.C., the A.A. and the R.S.A.C. in succession to Mr. Wilfred Andrews, Chairman of the R.A.C.



★

OLD HANDS: (Right) confer at Rheims—a Monte Carlo Rally flashback, featuring Raymond Roche, director of the Rheims circuit, and veteran driver Louis Chiron.

★



HIS MASTER'S HAT: Pet dachshund puppy of our Parisian correspondent Gérard Crombac poses happily for AUTOSPORT in his owner's crash helmet.

CHANGE of address is announced for the Millwater Country Club, formerly in Ockham Mill Lane, Ripley, to Wood Court, Seven Hills Road, Cobham, Surrey (Phone: Cobham 3224). Premises are bigger, better and more convenient, with larger dance room and sun loggia.

THE BMW concern of Munich have had to raise prices of their eight-cylinder cars and the BMW-Isetta, the former by approx. £43 and the latter by approx. £17, owing to increased labour and material costs.

STIRLING MOSS's car for the Mille Miglia will be either the 4-cylinder, 2-litre Maserati or possibly the 1,500 c.c. car, which had its greatest success to date at the Nürburgring last year in the hands of Jean Behra.

Two 2½-litre works Connaughts will be competing in next month's Syracuse G.P.—the race they won so brilliantly last year.

THE \$1,000 first prize for the Argentine 1,000 km. race was doubled at Enzo Ferrari's request, to persuade the Modena firm to take part. Their sports cars made the long trip to Buenos Aires, only to see Maserati win the money!

IF you ask the San Diego police who Prisoner No. 3437 was, the answer will be—Stirling Moss, racing driver, put "inside" for a couple of hours for not agreeing to pay a fine of an unknown amount for a doubtful traffic offence!

PROTEST by Ugolini of Maserati, that Fangio's Ferrari-Lancia was assisted by spectators after running off the road during the Argentine G.P., has been rejected by the Sporting Commission of the Argentine A.C. Maserati now propose taking the case before the F.I.A.

IF you have a Ford, Triumph, Healey, Porsche or Singer whose overall length does not exceed 12 ft. 9 ins. your cross-Channel or Irish Sea air ferry charges by Silver City will be cheaper by some £5 10s. to £7, cars of up to that wheel-base being rated in future at the same price as those of up to 12 ft. 6 ins. In other words, normal return fares to Le Touquet or Calais are reduced from £24 to £18, or from £21 to £15 during off-peak periods, while the Irish crossing comes down from £20 to £14.

KEN WHARTON, Norman Garrad and Frank and Lola Grounds will be members of a panel of experts answering questions at a Brains Trust session on the "Monte", to be held by the Birmingham Exchange and Engineering Centre and the Midland A.C. on 22nd February at the Centre. Starting time is 7.30 p.m., and applications for tickets (limited accommodation only) should be made to the Secretary, Birmingham Exchange and Engineering Centre, Stephenson Place, Birmingham.

PUBLISHER'S NOTE

WE very much regret that "Auto-sport" has again been reduced in size, in an attempt to keep faith with our readers, and to cut delay in publication to a minimum. The continued dispute in the printing industry, over which we have no control, has forced us to take this step. Readers may be assured that, pending the conclusion of the dispute, certain future issues will be enlarged to make up for the smaller number of pages.

GOLD STAR PLACINGS

CURRENT scorings in the B.R.D.C. Road Racing Gold Star for 1956, following events in New Zealand and Argentina, are as follows: 1, S. Moss, 50.75 points; 2, A. Gaze, 28; 3, P. N. Whitehead, 22; 4, J. M. Hawthorn, 18; 5, L. Marr, 14; 6, R. Parnell, 13.

CIRCUIT OF IRELAND RALLY

REGULATIONS are now available for the Ulster A.C.'s 1,000 miles Circuit of Ireland Rally (it used to be "Trial" but the name has been changed) to be held during the Easter week-end. In general, arrangements follow those of last year fairly closely. The Rally will start from Belfast and Dublin on the evening of Good Friday, 30th March. The first night will be spent motoring via Newry, Omagh, Ballygawley and Londonderry to cross the Ulster-Eire border into Donegal and then south to Sligo. After Sligo comes a run down the west coast to Killarney and the first night halt. On Easter Sunday the run will be from Killarney back to Killarney and the

SPORTS NEWS

entire route for this stage is secret. On Easter Monday a long run from Killarney will bring the Rally back to Belfast and on Easter Tuesday a comparatively short section will end at the Final Control at Bangor, County Down.

Of the 11 eliminating tests to be held, only five have been announced and only one detailed (the traditional braking test in a curved channel). The regulations indicate a navigation test, a hill-climb, an acceleration test and a speed test. Details of the others will be made known before starting time.

The trial is open to (a) production touring cars, and (b) production sports cars, all manufactured after January, 1946. The regulations list the permitted modifications which may be made. Production touring cars may also compete for class awards in the following categories: up to 1,000 c.c.; from 1,001 c.c. to 1,300 c.c. and over 1,300 c.c. Production sports cars are in the one class irrespective of capacity. Other awards are: a team prize in both the touring car and sports car classes; a novice trophy; a ladies' trophy; a visitors' trophy and navigator awards.

Entries close on Saturday, 3rd March, with: The Ulster Automobile Club, Donegall Place, Belfast. The trial counts in the B.T.D.A. Gold Star series and Silver Garter competition.

W. A. McMASTER.

NEW YORK'S INTERNATIONAL SHOW

THE world of motor travel will be presented at the International Automobile Show, to be held from 28th April to 6th May in the main hall of New York's new Coliseum. Apart from U.S. firms many British manufacturers are exhibiting, among them Aston Martin, Austin-Healey, Ford, Morgan, Riley, Sunbeam and Triumph, while the continent of Europe will be represented by Borgward, Mercedes-Benz, Porsche, Citroën, Ferrari, Lancia and Maserati. The American consumer has never before been able to compare the world's cars on such a scale under any one roof, and it is expected that this exhibition will be widely appreciated and a resounding success.

NEW ITALIAN STABLE

A NEW Italian racing stable, the Rome-based Scuderia Centro-Sud, will field two Formula 1 Maseratis, and examples of 3-litre, 2-litre and 1½-litre sports Maseratis in international races this year. The team, it is reported, will include Giuseppe Farina, when not engaged, as is likely, driving either Vanwall or B.R.M. F1 cars, Baron Emanuel de Graffenried, G. Scarlatti, Giuseppe Musso (brother of Luigi) and José Behra (brother of Jean). Harry Schell may also drive on occasions.

One aim of the new stable, of which the manager is Sig. M. Dei, Maserati agent in Rome, is to produce the new drivers Italy so markedly lacks at present, but foreign drivers will also be considered.

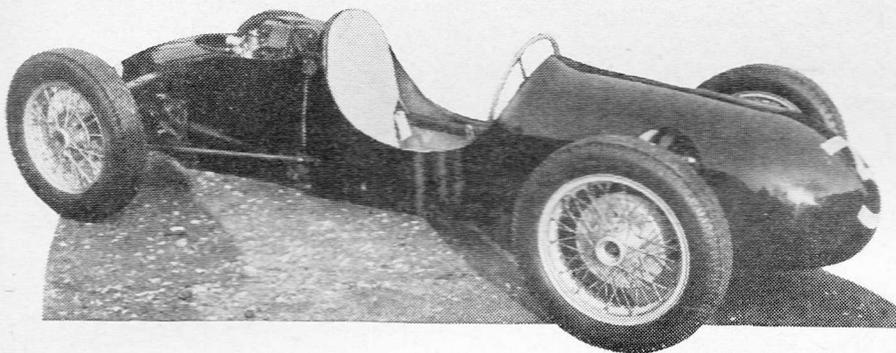
ANGLIA WIN IN BELGIUM

EVARD/COLLIGNON (Ford Anglia) won the IVth Randonnée des Routes Blanches, run in two special stages of 212 kiloms. and 534 kiloms. respectively. Only other crew to escape penalization were Hacquin/Blondiau (Simca Aronde). Class winners were Van Loo/Van de Castele (Porsche), Caeyman/Holvert (DKW) and De Bilde/Career (2CV Citroën).

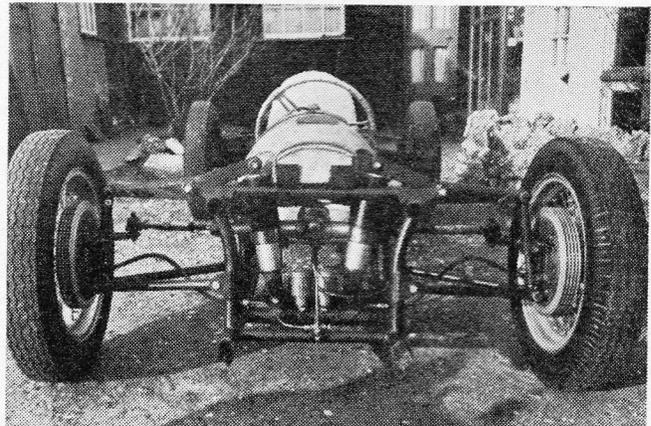
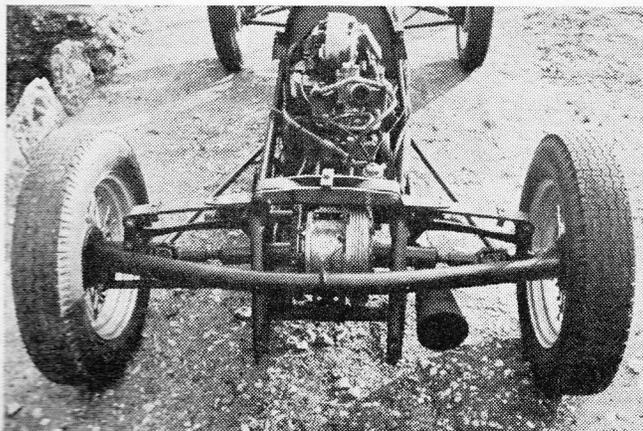
CRITERIUM NEIGE ET GLACE

Provisional Results

1. Galtier (850 Renault Zagato Spl.), 41 mins. 24 secs.
2. Dussert (850 Panhard S), 41 mins. 44.2 secs.
3. Monnoyeur (Jaguar XK 120), 42 mins. 2.3 secs.
4. Christophe (Volkswagen Spl.), 42 mins. 17 secs.
5. Perroud (Triumph TR2), 42 mins. 24.1 secs.
6. Guichet (Citroën), 42 mins. 44.2 secs.
7. Collange (Osca), 43 mins. 29.2 secs.
8. Charala (Panhard X86), 43 mins. 35.3 secs.
9. Prestall (DS19 Citroën), 43 mins. 40.2 secs.



LATEST "500": Three views of the new Petty-Norton, built by Ray Petty, and first raced by A. V. Cowley at Brands Hatch on Boxing Day. The design features a de Dion-type rear axle (below, left) with transverse leaf spring; front springing (below, right) is by wishbone links and top rocker arms to hydraulic suspension units mounted within the ladder-type tubular frame.





THE REWARDS OF GRAND PRIX RACING

An Investigation into the Value of Race Victories, with Particular Focus on the Activities of Mercedes-Benz

By **JERRY AMES**

Former P.R.O. to Daimler-Benz A.G. in U.K.

FOR as long as I can remember there has always been an argument about the cost of racing, and much discussion as to whether the firms that take part ever see their money back. Many of them don't because they don't set about it in an efficient way. Even when they can afford to race, many firms only nibble at it in a half-hearted manner and wonder why they don't cover themselves with glory. Then, of course, they blame racing, when it is really quite clear that the fault lies within their own organization.

So it is rather interesting to look at some figures I have recently obtained from a firm prepared to seize this demon racing and grapple with it in a way that has brought a big return for their outlay.

Perhaps some of our big motor magnates, who are not yet convinced that racing is worthwhile, would care to join us as we look over some rather interest-

ing figures of the past and present export turnover of Daimler-Benz.

This firm has just spent around one million pounds sterling on motor racing. The money was spent for development, also for sales and prestige reasons, and the figures I am going to show you prove beyond doubt that they achieved everything they set out to do, and more.

Let us first of all examine the export turnover figures for the past six years. I give the figures as supplied from Stuttgart:

1949	£500,000	No racing
1950	£5,500,000	No racing
1951	£13,250,000	No racing
1952	£19,000,000	Sports car racing
1953	£20,500,000	No racing
1954	£30,000,000	G.P. racing only

I understand that the total turnover of the Company in 1954 was more than one billion Deutschmarks, which, translated into sterling, equals some 83 million pounds. For 1955 the export figure alone is expected to exceed half billion DM, which equals more than 41 million pounds, an increase of more than one-third over the previous year.

I hope you will note the rapid acceleration of these figures when there is a racing programme, and more particularly when the firm competed in Grands Prix.

In 1954 Daimler-Benz lost two races out of six, and—let's be fair—the cars did not always give a convincing demonstration, yet the prestige of the Company and its exports to the world took a tremendous jump forward; so great, in fact, that Daimler-Benz was encouraged to go out for a grand slam in 1955. Looking back we can see that they were batting on a very good wicket. Their

RIVAL ITALIANS: Ferrari chases Lancia during the 1955 Argentine G.P. The two teams have now been combined under Scuderia Ferrari management, and Fiat financial backing, an indication of Italy's appreciation of National prestige in motor racing

export turnover definitely proves that.

No wonder the Germans are so jubilant about their future prosperity. But we should remember that the main Daimler-Benz factory at Unterturkheim, as well as their smaller factories at Sindelfingen, Gaggenau, Mannheim and Berlin-Marienefelde, were severely bombed by the R.A.F. during the war, which was naturally a great handicap they have had to overcome. In spite of this, their production is now very large and still increasing. By comparison our factories suffered little damage and should have been in a much better position to step up production at the end of the war.

British Indifference

With one or two exceptions, notably Jaguar and Aston Martin, I can't help feeling that many of our big motor car magnates had made little preparation after the war for a big sales push in the future, and they seemed so surprised when their exports were given a big jolt by the Germans.

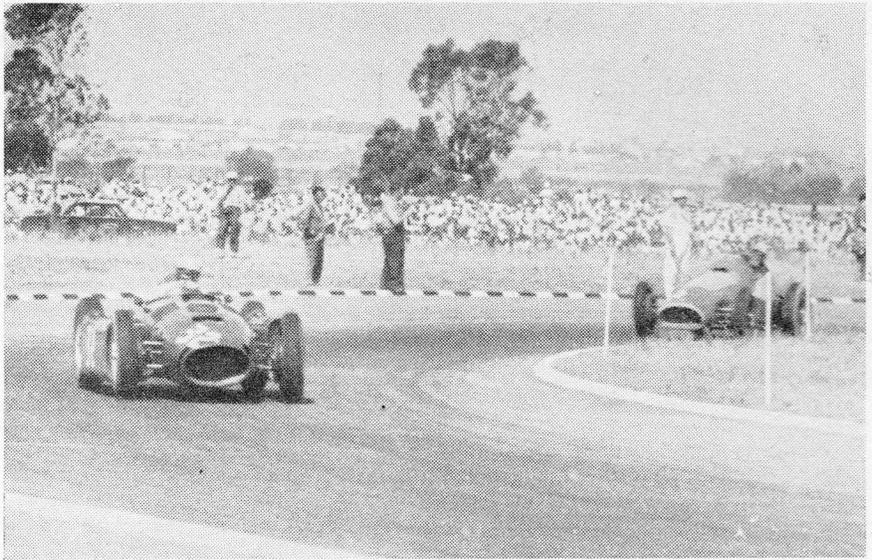
What have British motor firms done during the last few years to gain prestige abroad for themselves and England? Certainly nothing comparable with the achievements of Daimler-Benz' recent racing successes. The production capacities of Daimler-Benz are being still further increased to cope with the demand for their products from abroad. Already they employ more than 45,000 people in their several factories. Many of these workmen owe their employment to the very full order books, full for many years ahead and gained by the Company's racing programme.

How are the cars selling abroad? During 1954 45 per cent. of their production was exported and this increased to nearly 50 per cent. in 1955. Sports car figures are even higher. During the first six months of 1955, 90 per cent. of all Type 300 SL and 190 SL models were shipped abroad, a large proportion of them destined for the dollar markets. Something like 1,200 Type 300 SLs have been built, whilst the 190 SL is being turned out at the rate of more than 300 per month.

Of the non-sporting production cars, the 180 side-valve saloon was something in the nature of a breadwinner, selling in its thousands, chiefly because it was the lowest-priced car in their range. It will probably be replaced before long. For the 220 A, there is a long waiting list throughout the world, and in Germany itself the waiting time is as much as two years.

Now let us glance at another set of figures and note the spread of the Daimler-Benz exports to more and more countries in the world. Watch how the spread increases during the years of a

INDEPENDENTS have little chance these days, when the big teams are around, but here is the Spanish Marquis de Portago (Ferrari) being harried in the Oulton Park Gold Cup race by Bob Gerard (Cooper-Bristol). With proper backing, men with the talent of Gerard could be out in front, fighting the issue with the Continental works teams.



racing programme, and note how much more expanded world markets are today than before the war. Doesn't this suggest that motor racing, allied with good publicity, can be more worthwhile today than it was in pre-war days?

Daimler-Benz products were exported to the following number of countries:

1929	34	countries	Sports car racing
1939	75	"	After five years G.P. racing
1949	20	"	No racing
1950	44	"	No racing
1951	67	"	No racing
1952	78	"	Sports car racing only
1953	89	"	No racing
1954	116	"	G.P. racing only
1955	126	"	G.P. and sports car racing

You will notice that during the last two years, when the firm participated in Grand Prix racing, it introduced their products to a further 37 countries.

Therefore, racing not only improves the breed, it also opens up a wider market for the product, but only if the publicity department is really alive and has an international outlook.

What We Can Do

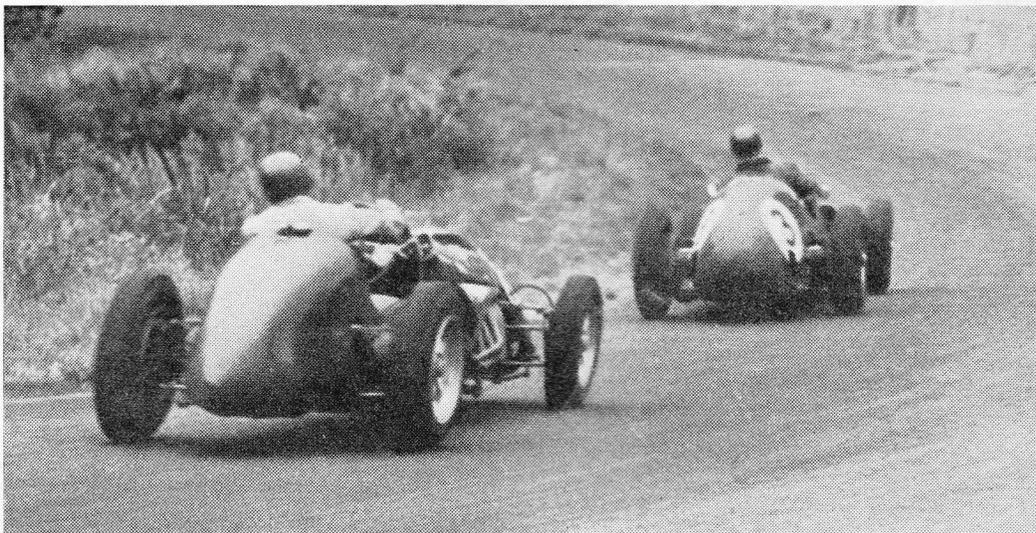
There is still much that Britain can do now towards strengthening her foothold on world markets. I am convinced that our great opportunity in the future lies in turbine cars. We are entering a new phase of motoring and once again Britain has got off to a flying start, thanks to

Rover. But we have got to pull our stops out, for at least 10 of the major car manufacturers in the world are very actively interested in the turbine car, including Mercedes-Benz.

As we may see turbine racing cars competing with piston-engined cars in Grands Prix by 1958 or 1959, we should strive our utmost to field a team of well-prepared cars right from the beginning. We must see that they are given first-class backing with every opportunity to win races. No dabblers please; such a team should be run as a major business undertaking. It would cost a lot of money, but we could get back a great deal of lost prestige for England and achieve very big sales in countries abroad.

If we miss this opportunity I think British motor car exports are likely to run into serious difficulties within the next few years. Maybe one or two of our bigger manufacturers will give this matter serious thought.

Some of the firms with large aero interests like Rolls-Royce, Armstrong Siddeley, Bristol and Vickers must possess a tremendous amount of valuable data on turbine engines, also the necessary facilities and the resources to finance a Grand Prix team of turbine cars, which could show the world that Britain is still a force to be reckoned with in motor engineering.



GRAN TURISMO models from France and Italy—a 2.3-litre Salmson heads a 2.4-litre Lancia during the Mountain Circuit tests.



XXVI^{me} Rallye Monte Carlo

THE "MONTE" IN RETROSPECT

AS far as organization was concerned, the XXVI^{me} "Monte" was one of the best of the post-war series as M. Taffe and his henchmen of the A.C. de Monaco had gone to great pains to remove the causes of justified complaint in previous years.

At the Paris control many crews with little time in hand had difficulty in getting from the entrance to the exit clock, which led to the rumour that they would be penalized for late leaving, but it was rightly ruled that the booking-in time was the only one which counted.

The secret checks were reasonably sited, two being in built up areas, and with one exception the "Printogines" time-clocks worked admirably.

Although not favoured with real winter weather from all starting-points—Rome and Stockholm being notable exceptions—torrential rain, floods, fog and ice-bound roads proved no bad substitute for snow and verglas as only 233 crews were classified at the finish out of 308 starters—a figure of 75.6 per cent, as compared with 85.2 per cent, in 1955—of which only 19 completed the true road section without penalty.

Rally Not Won on the Road Alone

It is, therefore, unfortunate that M. Taffe cannot claim to have achieved the ideal of all Rally organizers, i.e., to have decided the final order as a result of the road section alone. Instead of being used only to decide ties, as many experienced crews thought would have been better, the 800-yard braking-acceleration test carried penalty points in relation to the time taken with the result that it carried as much weight as the more difficult test, Paris to Monte Carlo, some 650 miles, which had just preceded it.

In other words the fruits of sustained hard driving in the dangerous mountains covered with fog could be, and were, offset by a short test under superb conditions, and moreover, a test suited to high-performance cars and the only one

By JOHN GOTT

in which no co-efficient was applied to Modified or *Grand Tourisme* cars.

The weighting attached to this test was the more unfair in that only 35 crews reached Monte Carlo with clean sheets on the road and the selection of the 90 crews to attack the final Mountain Circuit could easily have been determined without any reference to this test at all.

Possibly the best example of the unjust weighting is shown by the placing of the Renault of Monraisse and Feret, finally classified 34th. They were one of the 19 crews—and the only Modified or *Grand Tourisme* crew—to go through the section Paris-Monaco and the Mountain Circuit without penalty, yet found themselves headed, because of an error in a 50 second test, by crews who could not manage this feat.

Fortunately this did not affect their class win, but it appears a flaw in the regulations which should be amended for 1957.

Rally Won by the Most Consistent Combination

No one can, however, say that Ronnie Adams and his crew won because of a flaw in the regulations. Their performance on the stage Paris-Monaco and on the Mountain Circuit was consistently brilliant and they returned the second-best time in the braking test with a large car which was far from suited to the test.

Their Jaguar win was a most popular and very well-deserved one and was a worthy reward for several years of hard trying with some near misses at victory.

Eclipse of the Category 2 Cars

As in 1955, the Modified or *Grand Tourisme* cars were unable to cope with their extra handicap and the best-placed

was the 1,286 c.c. Porsche of Gacon and Arcan in equal 15th position, a placing largely achieved by a good braking-test time as they were late on the run to Monaco.

The handicaps for the Paris-Monaco section and for the Mountain Circuit were differently calculated; for the former the category 2 cars had to average approximately 7 per cent, higher speed than the standard machines, for the latter the speeds were graded according to c.c. and category so that, for example, a fully modified Renault 747 c.c. had to average the same as a standard car up to 1,300 c.c.

The effect of this is well shown by the fact that up to Monte Carlo the Renault of Monraisse/Feret and the Peugeot of Guiraud/Beau and David/Mettin were alone clean amongst the

modified cars, whilst on the Mountain Circuit the Renaults of Monraisse/Feret, Gilberte Thirion/Lise Renaud and Condillier/Cazon, the Zagato Alfa Romeo of Boilet/Chanay and the Porsche of Gacon/Arcan, were the only "clean" crews in this class.

It is noteworthy that neither the Mercedes 300SLs, the Lancia *Gran Turismo*, the XK Jaguars, the big Allard, the modified Austin A90s, the Sprint Alfa Romeos nor all the Porsches could get round clean, despite being driven by top-flighters such as Louis Chiron, Tak, Fabregras Bas, Ken Wharton, Sydney Allard, Olle Persson and Georges Ubezzi, all potential winners, but the best-placed of whom finished 35th.

In this connection it is significant that René Cotton, who drove a Salmson in 1955 and therefore experienced the millstone of the modified handicap, this year took a standard Dyna-Panhard and was rewarded with 22nd place and a class win.

Unless the handicap system used for the Mountain Circuit is employed in 1957 it is safe to bet that there will be very few modified cars competing; if that handicap is used, there is likely to be a queue for modified Renaults which cars are unduly favoured thereby.

Taken by and large, it is probably fairer to set a higher average for all the modified cars than to discriminate upon a cubic capacity and modified basis combined; it is, for example, not completely fair to set a fully modified 747 c.c. Renault a lower average speed than a standard M.G. Magnette.

An Interesting Struggle for the Ladies' Cup

For the Coupe des Dames there was probably the finest entry of top-flight drivers ever. In addition to the reigning Rally Champion, Sheila Van Damm, and her runner-up, Greta Molander, there were eight drivers who had won the Coupe des Dames in other rallies, including a former Monte winner, Mme.

MIST on the Mountain Circuit is encountered by Ken Wharton, cornering close in with his Austin A90 Westminster.



The British Effort

As far as British cars are concerned, the honours must go, as so often in the past, to Jaguar and Sunbeam, but Fords, with the Harrisons, father and son, got two cars in the first 20.

Gatsonides and Becquart brought their new Standard Vanguard into eighth position, a feat achieved by probably the hardest and most daring drive in the whole rally, as their front tyres were worn completely smooth.

However, a satisfyingly large number of British cars got into the select 90, the actual figures being: Austin, five, Riley and Jaguar, three each, Ford and Sunbeam, two each, and M.G., A.C., Bristol and Standard Vanguard, one each.

One should not, however, in the complacency caused by a British win overlook the ominous fact that a Mercedes was second, a DKW third, equal with the Sunbeam, a Volkswagen fifth and a BMW sixth, whilst the new D.S. 19 Citroën, on its first competition outing, not only took seventh position, but won its class against strong opposition from cars of the calibre of Alfa Romeo.

These are the cars which the British Industry must beat in the sales field and the first step towards that is beating them in open competition.

The next real rally round is the Tulip Rally, and it will be interesting to see what manufacturers have learnt from the Monte in respect of electrical equipment and brakes, which seemed, whether fairly or no, to be the greatest source of criticism.

It should not, however, be thought that British equipment was unique in this. Paul Guiraud changed two dynamos and installed several batteries on his Peugeot, and Chiron's Lancia *Gran Turismo*, a machine built for competition, was noticeably short on braking effort on the Mountain Circuit.

If specialised machines of this type give trouble it is perhaps not surprising that humble bread-and-butter cars give similar trouble; the remarkable thing is that the trouble was not more serious and did not prevent a large number of cars from finishing, in what was a tough event.

It is now up to entrants to sort out the mechanical problems for next year and for the A.C. de Monaco to devise a formula which does not hazard the results of a well chosen road section upon one short test, apart from which the "mixture as before" would make a good basis for the 1957 event.

DANCING with elation as Peter Harper—third place winner in the Rally—goes past at Turini during the Mountain Circuit in his Sunbeam is Sheila Van Damm. Watching with her is team manager Norman Garrad.

Rouault (1938 and 1950). The battle was bound to be fierce—and fierce it was. Only Greta Molander (Mercedes), Mme. Blanchoud (Porsche Super), Nancy Mitchell (M.G. Magnette), Gilberte Thirion (Modified Renault), Joan Johns (Austin A90), and Joy Cooke (Ford Zephyr) got into the last 90, and it was rather poignant that Sheila Van Damm, whose last rally it was, could not be in there too to slug it out to the end. Of these, Greta Molander alone had come through "clean", although only leading Mme. Blanchoud by six points, due to the French driver compensating for lateness on the road by a good braking test.

To maintain their places the ladies had to get round "clean" and Mme. Blanchoud had to average the highest speed and Mlle. Thirion the lowest. This she succeeded in doing with some ease, but as Mme. Blanchoud was only 12 seconds late, the Belgian girl finished 71 points behind the Porsche driver with Nancy Mitchell third—as last year—417 points behind. Neither Greta Molander nor Joan Johns completed the circuit, the former due to mechanical trouble and the latter due to an accident.

In addition to their fine driving, one must also admire the ladies for their honesty and quick thinking. When almost every bar was a hubbub of hard luck stories and complaints about their mounts it was refreshing indeed to hear Sheila explain her failure to get into the last 90 by the quiet remark that she "didn't drive fast enough in the fog" and Nancy saying that she lost marks on the Mountain by "going a little too fast on a bend and clouting a wall".

Finally, not every male crew would have had the wit of Joan Johns, Pat Moss and Doreen Rich who, shaken by a nasty crash, immediately started to throw grit on to the oil spilt from their wrecked Austin to prevent following drivers skidding on it.

The Battle for the Team Prize

As proof of "marque" consistency the Charles Faroux Challenge Trophy for the best performance by a nominated team of three cars carries great prestige and is always keenly contested. This year 39 teams were entered, of which only 14 arrived at Monte Carlo with teams intact. The three leading teams were the D.S. 19 Citroëns, the Sunbeams under Sheila Van Damm's captaincy

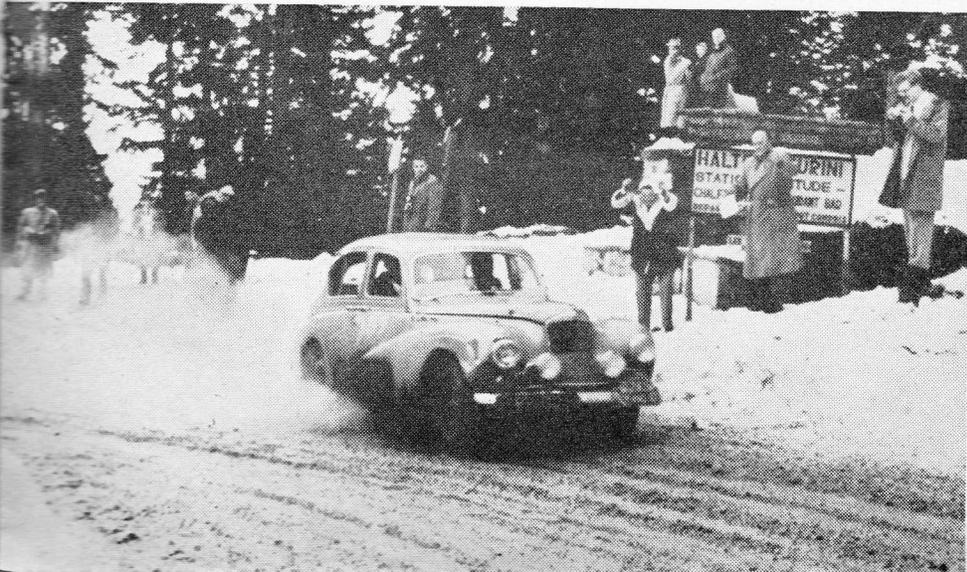
and the Austin Westminsters of Göt, Burgess and Joan Johns.

The Citroëns had all three cars "clean" on the road and in the last 90, the Sunbeams had Peter Harper and Jimmy Ray, both "clean" on the road, in the last 90, and Sheila Van Damm in 122nd position, whilst the Austins had all cars in the last 90, of which only one had been "clean" on the road, although penalized for a defective light.

As this prize is decided by the addition of the final placings achieved by the team cars, the Citroëns and the Austins had three chances of improving their placings to two chances for the Sunbeams. Things looked rosy for the B.M.C. when the Citroëns of Marion and Marang, then lying 26th and 36th respectively, failed to complete a Mountain section in the maximum delay allowed, but shortly afterwards the Austins of Burgess and Johns ran out of road, so that Sunbeams triumphantly carried off the trophy for the third time.

The officials at the prize-giving had not apparently appreciated that the Challenge thereby became the outright property of Sunbeams, which led to an amusing interlude. It is the custom when challenge cups are presented to allow the trophy to be photographed on the car and then hastily taken away for storage until next year. Peter Harper, who finished a magnificent third, came up, received his awards, but refused to let the Charles Faroux Trophy go, until overwhelmed by official demands. Jimmy Ray, who finished 10th, went through the same performance, but eventually had to relinquish the trophy also. By the time that Sheila had arrived, the officials had appreciated the true position and she was allowed to retain it.

It is thus delightful to be able to record that even if she had not achieved her usual high personal honours, she had captained the winning team which permanently took back to Britain one of the Continent's most envied trophies.



BUENOS AIRES 1,000 Kms. RACE**MOSS—MENDITEGUY—MASERATI**

A MAGNIFICENT victory was obtained by the British champion Stirling Moss and his co-pilot, Argentinian Carlos Menditeguy, in the third Buenos Aires 1,000 Kilometres Race, for sports cars, run on 29th January. This event opened the 1956 World Sports Car Championship of the marques, and turned out a clean revenge for Maserati after having been beaten by Ferrari in the Grand Prix the previous week. In the sports-car race, though, Maserati was decidedly handicapped, their works 3-litre machines being pitted against several more powerful cars. Ferrari's official team consisted of two "4.9s" and one "3.5", while among the independents, there was another 4.9 and two 4.5 Ferraris. But it was to be a complete Maserati day; first and third place went to the 3,000 c.c. cars and fourth place to a 1,500 c.c., Ferrari scoring second place with a 3,500.

At the traditional Le Mans start, at 1 p.m. on Sunday, the Gendebien/Hill 3.5 Ferrari was first away, followed by the 4.9s of Fangio/Castellotti and Saenz Valiente/Camano. At the end of the first lap, the Ferrari works 4.9s had already taken the two first places: Fangio was leading, followed by Musso (co-pilot: Collins). Local independent driver Saenz Valiente was holding third, but his 4.9 didn't seem to be in top condition. He began losing ground and then hit a kerb, coming out with a damaged front wheel. At the end of 20 laps of the "circuit-routier" (5,888 miles to the lap) Fangio was leading at an average of 97.79 m.p.h., followed by Musso, Moss, Gendebien and Gonzalez (Maserati 3,000). Six laps later, Italy's woman champion, Maria de Filippis, rolled her 2-litre Maserati over, emerging with slight injuries. She was running seventh at the time.

The race progressed with little change in positions. The field had opened out considerably, and public interest was dropping lap after lap. However, pit-stops for relief soon began, reviving the excitement of the early laps. Gonzalez



WINNING MASERATI: (Above) Stirling Moss cornering in the car which he and Carlos Menditeguy brought through to victory in the Argentine 1,000 kms. race.

SECOND-PLACE FERRARI: (Right) Olivier Gendebien, new Belgian recruit to the Scuderia Ferrari, seen on a tight corner in the 3.5-litre six cylinder car with which he and Phil Hill of California were runners-up to the Maserati.

handed over to Behra on the 29th lap, Gendebien to Hill on the 35th, and Fangio to Castellotti on the 37th. Musso thus got the lead, but was called to his pit on the 38th lap to be relieved by Peter Collins. Stirling Moss took advantage of these stops, to take the lead, with Castellotti and Collins close behind.

Castellotti then stopped—after hitting the hay-bales at a very remote point of the long course, with a bent wheel. Limping into the pit, the Ferrari was ready to go after a wheel-change, but had dropped back to fifth place. Then Collins, running second, was called to his pit and Musso took over again, getting into the lead as Moss stopped on his 52nd lap to be relieved by Menditeguy. At the 60-lap mark, Musso was in front, at 97.98 m.p.h. average,

followed by Menditeguy, Hill, Castellotti and Behra, but a broken rear axle forced Musso's 4.9 Ferrari out on the 68th lap.

Thus it was Menditeguy in front, the Maserati lapping fast but with apparent ease—that was the picture at the end of the 70th lap, and the Ferrari outfit had to do something about it. They did the customary thing; Fangio was ordered to take over Castellotti's car and chase the Maserati. This step obviously paid; Fangio was clipping from two to four seconds off the gap on each lap, so now it was Maserati's turn to move. Menditeguy pulled in the pit, to give the car back to Moss. That stop shortened the Maserati's lead to 3 mins. 9 secs., and Fangio passed Moss on the 86th lap, now one lap behind.

Maintaining a terrific pace, Fangio appeared quite capable of making up this lap on Moss, and with 20 laps to go a most dramatic finish was anticipated. Alas, all excitement sank to zero when Fangio had to quit with a broken transmission on the 90th lap. Moss had been doing a wonderful job, trying to maintain his edge on Fangio and from then on slowed to a moderate pace; he had two laps to the good on

LAST YEAR'S WINNER Carlos Enrique Diaz Saenz Valiente has to change a wheel away from the pits, after hitting a kerb with his 4.9-litre Ferrari. He eventually retired.



LA RONDE: (Right) A batch of cars, headed by a C-type Jaguar and a Maserati, sweep round the roundabout in pursuit of the leaders way ahead.

Gendebien and was signalled to play safe.

The winning Maserati covered the 624.128 miles in 6 hrs. 29 mins. 37.60 secs., at an average of 96.110 m.p.h., a new record for the race. Fastest lap of all was put up by that other fine British driver Peter Collins in one of the 4.9 Ferraris, at a speed of 102.558 m.p.h.

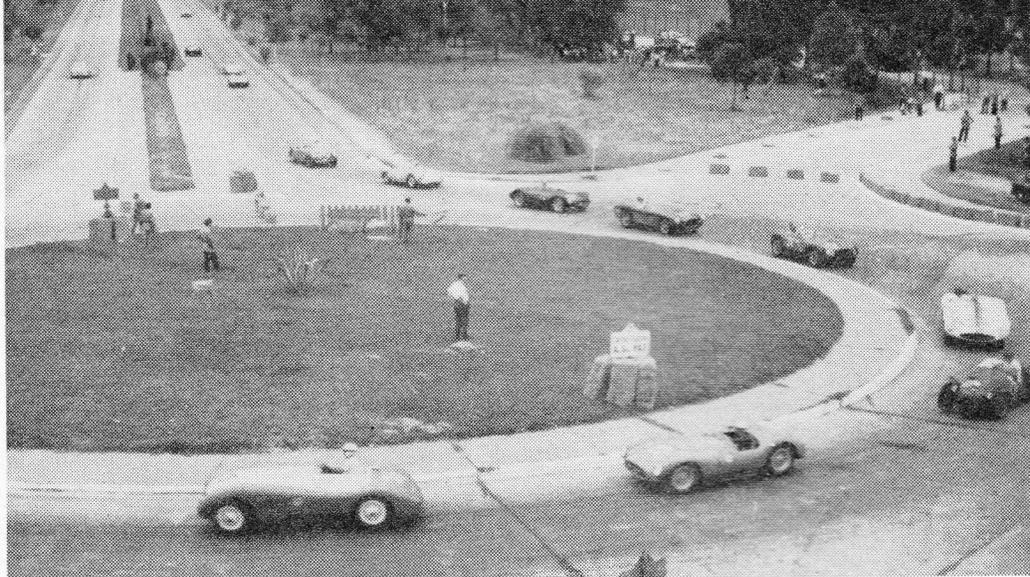
J.V.L.

Results

1, Moss/Menditeguy (Maserati 3,000 c.c.), 106 laps, 96.11 m.p.h.; 2, Gendebien/Hill (Ferrari 3,500 c.c.), 104 laps; 3, Behra/Gonzalez (Maserati 3,000 c.c.), 101; 4, De Tomaso/Tomasi (Maserati 1,500 c.c.), 94; 5, Muro/Pola (Ferrari 2,000 c.c.), 93; 6, Kovacs/Jara (Mercedes-Benz), 90.

Class winners (up to 3-litres): Moss/Menditeguy. **Up to 1,500 c.c.:** De Tomaso/Tomasi.

Lap record: Peter Collins (Ferrari 4,900 c.c.), 3 mins, 26.7 secs., 102.558 m.p.h.



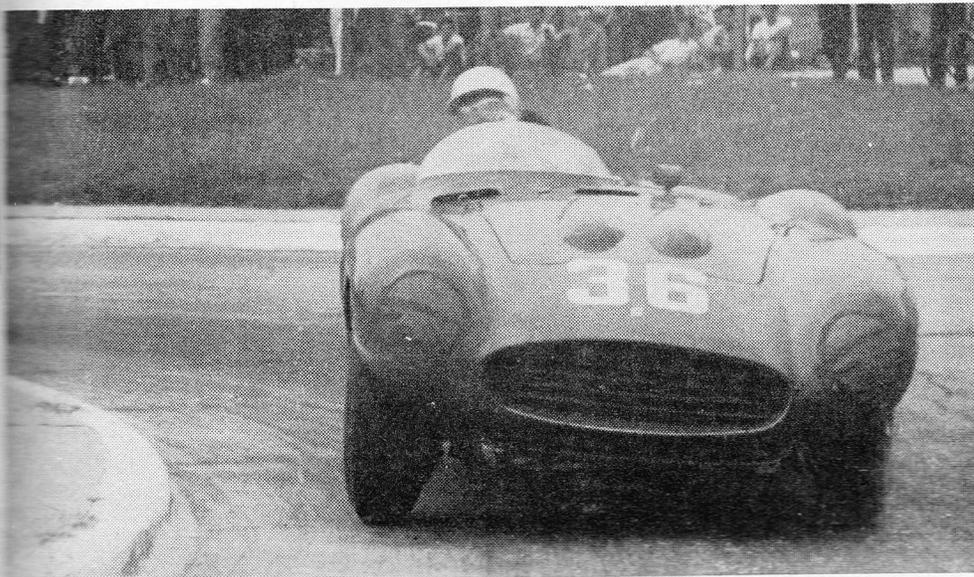
SPEED AND SPECTACLE AT DAYTONA

DAYTONA Beach, Florida, famous in days of yore for the successful attempts made there on the world land speed record by Sir Malcolm Campbell, Sir Henry Segrave and others, has come back into fashion as a speed venue since the war.

The American organization, known as NASCAR (National Association for Stock Car Auto Racing, Inc.), has been principally responsible for this, and their 7th Annual "Speed Weeks" fixtures are being run from 12th to 26th February, as already announced. These comprise a series of sprints for various types of cars over a measured mile, and three long-distance events over a combined beach-cum-road circuit measuring 4.1 miles. Each day's events go under a special title, honouring a person or product, e.g., Tom McCahill Day, Pepsi-Cola Day, Perfect Circle Piston Day, Paul Whiteman Day . . . and activities will include runs by U.S. turbine-powered cars, hybrid sports cars and European machines, amongst them single-seaters. Last year at Daytona, Bob Said clocked 174.334 m.p.h. in the 4½-litre G.P. Ferrari driven at Indianapolis in 1952 by the late Alberto Ascari.

Already, as a prelude to the Weeks, Miss Betty Skelton has set up six new American sports car records in a 1956 Chevrolet Corvette, reaching 130.838 m.p.h. through the flying mile, and 85.59 m.p.h. in a standing mile, these constituting new figures in the U.S. standard production sports, Class 4 European or U.S. production sports, and ladies' sports car classes. We note with interest that, *vide* a NASCAR Bulletin, "Miss Ouida Dean, 19-year-old beauty from Lanett, Alabama, . . . sophomore at Auburn University . . . Chattahoochee Valley Queen . . . Navy ROTC Color Girl . . . Sweetheart of the Key Club . . . Engineer of the Eyeful . . . Loveliest of the Plains . . . Miss Southeastern Tobacco . . . vital statistics 37-24-36, green-eyed, black-haired, weight 118 lbs." will reign over the 7th NASCAR Speed Weeks. . .

NEW directors on the board of Armstrong Siddeley Motors are Mr. R. J. Ashley and Mr. J. E. Attwood. Mr. W. B. Price-Owen has been appointed export manager of the same company.



FALSE BAY "100"

FOR the second year in succession, Bill Jennings of Cape Town won the *Formule Libre* event in the recent False Bay "100" car races at Cape Town. Jennings was 1954 Road Racing Champion of South Africa and was this year again driving his 1½-litre Riley. Second came Jimmy de Villiers of Salisbury in a Cooper-Bristol, and Tony Fergusson (Johannesburg) in a Mark 9 Cooper finished third. The latter, it will be remembered, made quite a name for himself driving Coopers in the U.K. during 1955. The handicap event was won by D. E. Jennings with Fergusson second and G. Phillip third.

On the first lap of the big event, the Salisbury driver Macpherson, who had already won the sports car race in his Healey, had to take avoiding action and in braking hard went off the course. Up to the 20th lap the order was Jennings, de Villiers, Lindsay and Fergusson. Philp (M.G.), Kotze, van Niekerk (Peugeot Special) retired, then Lindsay (Cooper-Bristol) spun off in the closing stages and Jennings romped home, having lapped consistently at about 92 m.p.h.

Some of the drivers travelled some 1,600 miles from their homes to com-

pete in the False Bay races—a round journey of over 3,000 miles!

BARRY COUPLAND.

NEW SHOWROOMS IN W.11

THE presence of Rootes competition manager Norman Garrad, Sheila Van Damm's travel-stained Monte Carlo Rally Sunbeam, and the Charles Faroux Trophy won by the Sunbeam team, added lustre to the opening by Kelvin Court Garage, Ltd., of new car showrooms in Pembridge Villas, London, W.11, on 6th February. Norman Garrad performed the opening ceremony, and in introducing the Rootes team manager to the gathering, Mr. Alexander Samuels, A.M.I.Mech.E., Chairman of the London and Home Counties Traffic Advisory Committee, volunteered the interesting information that Garrad began his motoring career as an apprentice, and later drove an Arrol-Aster in the 1929 T.T.; his first rally ever was in 1923, and he was, of course, a member of the successful Talbot team in the pre-war Alpine Trials. Regrettably, Les Leston and Ken Gregory could not attend the function.

CORRESPONDENCE

What Makes the Vintage Movement Tick?

IN reply to Mr. R. M. Andrews's letter in your issue of 27th January and John Bolster's remarks in his article "Road Test Ethics" in the same number, I think the Vintage enthusiast and the lover of old furniture may be very similar. While both admire and appreciate the quality and workmanship in the older stuff, they may well use modern articles for purely utilitarian purposes.

The V.S.C.C. member frequently uses a modern car for going to and from work and at other times when transportation as such is all that is required, just as the old furniture lover may use a steel filing cabinet in his office or stainless steel sink in his kitchen, but in neither case can the owner feel any pride or interest in the mass-produced article. The complaint that I personally, and I think a good number of our members have, as regards the modern car, is not so much that it is bad, but that it is not so much better than it is.

With all the developments made by engineers in the past 30 years in the field of brakes, suspension, carburetters, and metals, it is surely inexcusable that a car should suffer from brake fade, dipping its nose on braking, poor cornering, rapid cylinder wear, failure in transmission, wheelspin unless a weight is carried in the boot, not to mention chrome peeling off and electrical and speedometer troubles.

The modern car maker *should* be able to produce a superlative vehicle, but does he?

I very much doubt if the finish and workmanship of the "best car in the world" comes anywhere near their pre-war standard.

T. W. CARSON,
Secretary, V.S.C.C.

NEWBURY.

MR. R. M. ANDREWS says that so many V.S.C.C. members "profess to despise" modern cars. No doubt even that erudite body has its lunatic fringe; but if Mr. Andrews were to canvass a more representative cross-section of the membership he would find that the Club's origin and following are based simply upon an appreciation of the fundamentals of car design and operation. And may I remind him that "obsolescent" means "becoming (*i.e.*, not yet completely) obsolete".

TR2 (ex type 35 Bugatti),
CLAUD POWELL.

LONDON, S.W.7.

WITH reference to Mr. R. M. Andrews's good-tempered letter about "What makes the Vintage movement tick?" I feel it is time someone pointed out that people who think that the majority of V.S.C.C. members despise modern cars are about 20 years out of date in their ideas.

Last September, at the 21st birthday party of the V.S.C.C. at Goodwood, the club's President wrote the following in the programme:—

"In the autumn of 1934 a handful of motoring enthusiasts decided to form a club based on their common dislike of what was then the modern motor-car".

He then went on to say:—

"We claimed that our vintage sports cars were better than their successors of the '30s, and in open competition we regularly made good our boast.

"Since the war most of the faults we criticized so vociferously in the cars of the '30s have gradually been eradicated from modern design, and we no longer claim our vintage cars are 'better' than their modern equivalents in quality".

He then said that, with the passing of the years, the vintage car has developed a new sort of appeal, mainly because of the pleasure of owning something of high quality, something of character and personality, and *something different*.

Mr. Andrews says, in effect, that Vintage cars are not old enough to be considered historic, as are the Veterans. And yet, mechanically speaking, Vintage cars are really getting very old now. The youngest having topped the quarter century.

This is more vividly illustrated in the case of my 1927 Alfa Romeo, which this year celebrates its 29th birthday. It is surprising to realize that when this Alfa was new anybody

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

then running a 29 year old car would have been driving a model made in 1898—an early primitive, in fact. Time passes quicker than we are sometimes willing to realize!

Mr. Andrews says that the modern car is the obvious choice for serious motoring, be it for pleasure, sport, or business. For business, yes, but for pleasure and sport perhaps many of us prefer not to let our motoring get too overpoweringly serious.

"22/90".

OAKINGTON, CAMBS.

A New Anglia/Prefect Club

MAY I, through the correspondence column of your paper, draw attention to the fact that I have started a new type Ford Anglia and Prefect Owners' Club and should be pleased to furnish interested types with particulars. I must ask them to send stamped and addressed envelopes to speed up answering.

I have owned three of these cars and raced them with success in West Australia; winning the under 1,500 c.c. closed car class in the six-hour race, at an average of 61 m.p.h., this despite a typical Silverstone cloudburst. I also gained second place at Goomalling in the round-the-houses race there, second in the Northam round-the-houses event, three thirds at Caversham circuit, and first in the under 1,500 c.c. State Championship, closed car class.

The aims of the club are to have a touring and sporting section, and to try to obtain reduced insurance rates for members, also assisted legal aid, for motoring offences; technical advice and to publish a quarterly magazine, with sell and swap section, etc. When the backing is strong enough rallies, hill-climbs and racing will be aimed at.

This is for the man who just cannot afford two cars, yet longs for a chance to dice his Anglia or Prefect in true competition.

The badges are ordered and should be available in four or five weeks.

I should like your readers to pass on this message if they will be kind enough.

HUGH W. MACKINLAY.

TOLLGATE COTTAGE, CRAWLEY DOWN, SUSSEX.

Road Tests—and Criticism

I BOW to no one in my admiration of Mr. John Bolster, having been an Honorary Vice President of the Bolster Fan Club (Chelsea Lodge), since a windy afternoon in the middle 30s when I first beheld a determined pugnacious figure, perched amidst flying chains, upon a ridiculously rapid, apparently lethal, mobile bedstead, ascending, in very short order, a certain hill in the County of Worcestershire; nevertheless, I feel that in his article, on road testing in AUTOSPORT of January 27th, he has got his ethics crossed.

I would refer you to the part where he discusses what a tester should do when presented with a bad motor car. Mr. Bolster's solution is to send it back, with a report, to its manufacturer and print nothing. This, theoretically enables the shattered builder to re-design where necessary until the snags have been overcome, but in the meantime what? The maker sells his car as he can, his bad car, with all its snags, and to whom? Not to Mr. Bolster, but to you, to me, to the poor sucker down the road who mortgages his house, and has a tense interview with his Bank Manager in order to raise the money to buy the stinker, to Joe Soap (or to his Continental cousin, Giuseppe Sapone), in fact, to the readers of the Magazine who are the chaps who keep Mr. Bolster employed.

If John Bolster bought expensive seats at a theatre to see a show and had a most dismal evening, and the next day ran into his favourite dramatic critic, he might well say, "I saw Such and Such last night, absolute rubbish, waste of money". His F.D.C. would then reply "Too true—utter tripe from beginning to end".

Bolster: "Funny—I do not remember it being slated in your column".

F.D.C.: "No indeed, it was far too bad to do anything about. I did write to the management though. I thought that if I wrote my opinion of it publicly, the thing might fold and there might be some nice actors and stage hands out of work".

Is this simile far fetched? I honestly don't think so. The fact that many of the other reputable motoring journals meet this problem in the same way is no defence. Your and their first loyalty should be to your readers.

BRIAN KEMP.

LONDON, W.I.

(More Readers' Letters on page 188)



Showpiece

This new and superbly styled 100 m.p.h. saloon, created by Carrosserie Graber of Berne, is one of the most beautifully proportioned cars ever offered to British motorists. The exterior is matched by an equally attractive interior, faultlessly trimmed and luxuriously appointed. Performance and road-holding are of the very high standards always associated with Alvis and the *tout ensemble* has everything to enhance the pride of ownership and the sheer joy of driving.

Price £1,850. P.T. £926. 7s. Total £2,776. 7s.

ALVIS OF COVENTRY



Correspondence, continued from page 186

Hawk-Eyed Reader

IN the picture on page 133 of the 3rd February issue I see the 2.4 Jaguar in the front row carries the trade number as did Jaguar No. 6 at Le Mans.

LONDON, N.W.1.

V. J. DAY.

Is Moss a Master?—Controversy Rages

IN reply to Umberto Perelli's letter, I would like to say that I entirely disagree with his views. Admittedly, S. Moss's 1955 British G.P. victory was a fairly easy one, and if it wasn't for the charity of Sicilian public, he would not have won the Targa Florio, but Signor Perelli called Mike Hawthorn's 1955 Le Mans win a well earned one. One must remember that the Jaguar, being the fastest car on the circuit and many laps ahead of any opposition after Mercedes withdrew, had only to tour round to victory.

Hawthorn's Sebring 12-hour race win was quite well earned, but Stirling Moss came sixth with an ordinary production Austin-Healey 100S, equally creditable, but not so glamorous, perhaps. In the 1955 T.T., Moss did hit a bank, but it was a burst tyre that caused the removal of a rear wing, and in the Targa Florio, Collins also drove the car off the road, and the Titterton/Fitch car had a badly mangled rear end.

But the highlight of Moss's 1955 season was undoubtedly his Mille Miglia victory. I entirely agree with your excellent magazine in putting Stirling in the Ascari-Fangio-Nuvolari class.

EDINBURGH, 11.

W. MICHAEL GOLLAN.

AFTER reading Mr. U. Perelli's outcry against Stirling Moss in AUTOSPORT of 3rd February, I felt that I must stir myself to challenge him to a couple of rounds.

We agree that Stirling Moss's victory in the Mille Miglia was a very fine one. But Mr. Perelli says that at Dundrod Moss crashed and damaged the car so badly that a part of the bodywork had to be removed, leaving his right rear wheel exposed. Might I point out to Mr. Perelli that Moss did not crash at Dundrod, but his rear tyre threw a tread, necessitating some of the bodywork to be cut away. However, appendix "C" of the International Sporting Code, which specifies sports car bodies and other requirements, also permits Supplementary Regulations to be so framed as to require cars to finish intact. No such requirement was included in the Tourist Trophy regulations, and it was perfectly in order for Moss to carry on.

On the Targa Florio, in the fourth lap after using the gutter to straighten the road out at a left-hand bend, Moss got mud on his left-hand tyres, and while negotiating a right-hand curve which followed: to quote Moss's words: "I suppose at nearly 100 m.p.h.—the muddy tyres let the back slide away and I hit the bank on the right":—after which the car climbed halfway up a bank, bounced back on to the road, spun and finally finished perched on some rocks in a sloping field six feet below the road. Following this nerve racking experience, which was obviously caused through a stroke of hard luck rather than mishandling, Moss finally, with the help of a crowd of spectators (outside help being quite permissible in this race), was pushed back on to the road and aided by the excellent co-driving of Peter Collins went on to score a great victory.

I personally consider Moss to be one of the world's top ranking drivers, and close by saying he is my bet for the 1956 World Champion.

GERALD P. BLOOR.

BIRMINGHAM.

More Moss letters on page 192

NEWS FROM THE CLUBS

By Stuart Seager

ONCE again AUTOSPORT is being produced under almost impossible conditions due to the printing disputes, and I have to apologize to those helpful club officials who have been good enough to send me news of their events and who find that it does not appear in print; also in general for any errors, omissions and inconsistencies that do appear. I shall continue to try to give as much "meat" as possible during these difficult weeks. For the first time I am unable to provide Club Fixtures and Coming Attractions—however, the events for the weekend of 18th-19th February were covered in our extended diary published last week. So if you can borrow a copy. . . .

* * *

THE racing season is nearly with us now, and regulations are ready for this year's first race meeting at Snetterton, which will be held under a National permit on 25th March. There will be events for Formula 3 cars, and once again the organizers have divided sports cars and "sports racing" cars. There is also a 7-lap race for Lotus cars only. Further details from Oliver Sear, Little Rowley, East Harling, Norwich, Norfolk. . . . The **Shenstone & D.C.C.** are holding their V. T. Fellows Memorial Trophy Trial on 4th March. This looks at first to be a normal "observed section" trial, but the club has considerably widened the scope

of the event by having separate classes for production sports cars and saloons and further, with "standard" or non-standard tyres, apart from the specials classes. Entries close on 27th February and regulations are obtainable from E. K. Ashby, 21 Branton Hill Lane, Aldridge, Staffs. . . . The **Edinburgh University M.C.** are holding a driving test meeting at Drem Airfield, East Lothian on 26th February. It is open to members of the Scottish Sporting, Combined Universities, Berwick, Lothian, M.G. (Scottish), Falkirk and Bentley Drivers' Club. Entries close on 18th February with the club secretary, E.U.M.C., University Union, Park Place, Edinburgh 8.

PENNINE POINT-TO-POINT

SMALL family saloons proved their worth in the winding narrow roads of the Pennines, in the Pontefract De Lacy M.C.'s annual point-to-point rally on 21st January, claiming five out of the first six positions. Of the 35 competitors whose route took them into the shadow of the Holme Moss television transmitter—not to mention flooded fords, muddy tracks which bogged down half-a-dozen cars, and one-in-three climbs on ice-bound tracks—seven retired.

The winner, Mike Hurst (M.G. 1½-litre saloon), was the last man off in the rally, and the Lee brothers both did well in their Morris Minors.

Results

1, Mike Hurst (M.G. 1½ saloon); 2, J. Claxton-Smith (Morris Minor); 3, Martin Lee (Morris Minor); 4, Brian Lee (Morris Minor); 5, Dr. Sutcliffe (Ford Zephyr); 6, Fred Smith (Morris Oxford).

RECENT A.G.M.s

EVESHAM A.C.

The following officers were elected at the A.G.M. of the Evesham A.C., held at the Northwick Arms Hotel, Evesham, on 18th January: *President:* Dr. S. R. Goodwin; *Vice-President:* V. A. Morrall; *Chairman:* F. Preece; *Vice-Chairman:* D. J. Everall; *Hon. Treasurer:* F. N. Mills; *Committee:* G. Davies, J. Hemsworth, M. J. Hodges, C. Wakefield, B. O. Williams; *Secretary:* E. J. F. Andrews, 19 Offenham Road, Evesham.

WEST HANTS AND DORSET C.C.

At the A.G.M. of the West Hants and Dorset C.C., held at the Grand Hotel, Bournemouth, on 27th January, the Chairman, P. G. Cooper, said that plans were afoot to revive the Bournemouth hill-climb in 1956, to replace the loss of the racing circuit at Ibsley. The feeling of members, however, was that racing at Ibsley should be revived if the track became available again in the future. After a report that the Club had had a very successful year in all respects, the following officers were elected: *President:* Maj.-Gen. A. H. Loughborough, C.B., O.B.E.; *Vice-Presidents:* C. Oldham, C. F. B. Bissil, C. B. K. Milnes, T. W. J. Bryant, R. Emerson-Tavener, D. S. Ship, O.B.E., J. B. Jesty; *Chairman:* P. G. Cooper; *Vice-Chairman:* D. S. Ship; *Hon. Secretary:* Mrs. B. Lanz; *Treasurer:* E. P. Huxham; *Asst. Treasurer:* H. H. White; *Social Secretary:* N. J. Griffith; *Press Secretary and Magazine Editor:* A. Hollister; *Awards Secretary:* O. L. Leighton; *Captain:* G. N. Dear; *Committee:* A. G. Cooper, R. R. Mountford, N. Moseley, A. Stevens, G. Hall, D. Bowles, D. Williams.

BURNHAM-ON-SEA M.C.

The following officers were elected at the A.G.M. of the Burnham-on-Sea M.C., held at the Royal Clarence Hotel, Burnham-on-Sea on 24th January: *President:* V. G. Tucker; *Chairman:* G. H. Mayhew; *Hon. Secretary:* L. J. Chamberlain, Westfield Lodge, Westfield Road, Burnham-on-Sea (Tel. 3017); *Hon. Asst. Secretary:* R. J. B. Flockton; *Hon. Treasurer:* G. S. Kearns; *Car Captain and Competitions Secretary:* J. Buncombe; *Hon. Social Secretary:* Miss T. Maunsell-Eyre; *Hon. Auditor:* C. W. Robinson; *Committee:* W. Brown, J. Rowland-Hobsons, R. T. Mason, D. Palmer, Miss E. Stevens, T. D. Warren, E. J. Wensley, R. A. Wright.

PLYMOUTH M.C.

The following officers were elected at the A.G.M. of the Plymouth M.C., held at the Elfordleigh Hotel, Plympton, on 19th January: *Chairman:* L. B. Fredman; *Vice-Chairman:* A. R. Burn; *Treasurer:* A. G. Burn; *Secretary:* J. P. Bevan Shepherd, 17 Woodland Terrace, Greenbank, Plymouth; *Asst. Secretary:* D. E. Algate; *Competition Secretary:* D. F. Hussell; *Social Secretaries:* G. C. Andrewartha, W. Squires, W. Flynn; *Press Secretary:* A. R. Burn; *Editor:* Mrs. B. W. Metcalf; *Committee:* O. P. Trubshawe, B. W. Metcalf, J. Pascoe, H. Davy, M. Fell, M. Brown, Mrs. L. B. Fredman, Mrs. J. P. B. Shepherd, and two members of the R.N. Engineering College.

SOUTH OF SCOTLAND C.C.

The following officers for 1956 are notified: *Chairman:* F. D. Dundas; *Vice-Chairman:* W. J. Cambage; *Secretary and Treasurer:* H. L. Nicholson, 15 Bank Street, Dumfries (Tel.: Dumfries 1914-5); *Press Officer:* N. Douglas Wilson, 220 King Street, Castle Douglas.

Geoff Newman

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Kent.
23rd December, 1955

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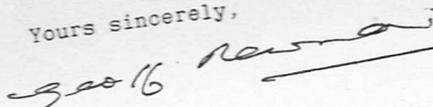
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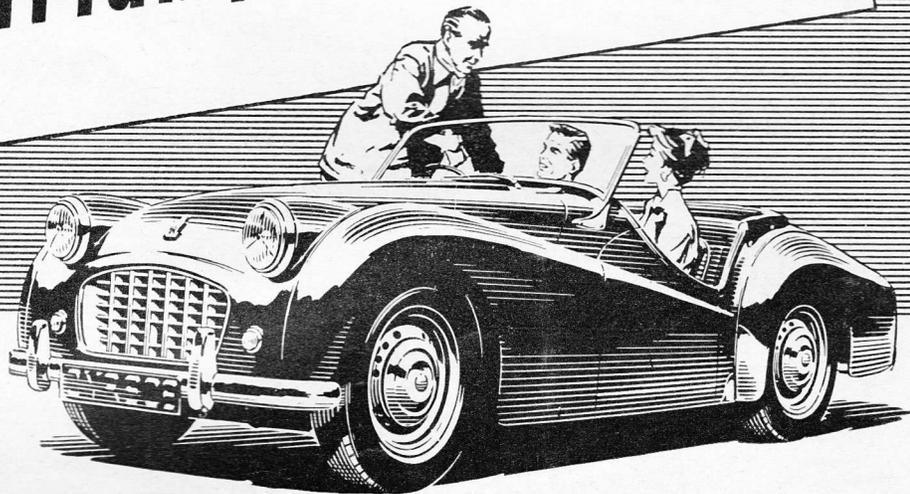
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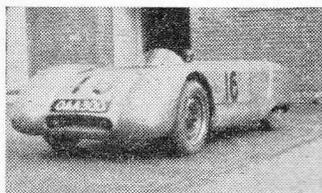
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(Continued overleaf)

Correspondence, continued from page 188

More Moss Letters

How generous of Mr. Perelli to suggest that Stirling Moss's "Victory in the Mille Miglia at record speed was a marvellous achievement" and not to imply it was a fluke. If he knew anything about formula team racing, he would know that the drivers drive to orders, otherwise last year's results might well have been very different. Apparently Maserati realized this in choosing Moss as their number one driver for this year.

HAMMERSMITH, W.6.

G. CONSENTIUS.

drove. In the T.T. the lone works car from Coventry was dominant against the full team of Mercs. and Moss might not have won if Jaguar had taken a bigger interest in the race. Lastly, let us consider the Targa Florio—again no Jaguars and no Hawthorn; this race, in my opinion, was won by the scintillating Peter Collins, who so ably made up for lost time after Stirling's crash.

No, sir, S. M. is not the outstanding British driver of today, even his magnificent record lap at Monza will not convince me of that. I am inclined to agree with my Italian friend in his choice for that honour.

A. J. SIMPSON.

LIVERPOOL.

WITHOUT wishing to enter into a futile comparison of the driving abilities of Stirling Moss and Mike Hawthorn, I should like to correct Umberto Perelli on two points concerning Moss's drive at Dundrod.

In the first place, the damaged bodywork of his Mercedes was due to a thrown tyre tread and not to a crash. In the second place, the removal of the damaged panelling did not render Moss liable to disqualification, as it was a safety measure, and in any case the regulations did not require cars to finish intact, as they started.

CAMBRIDGE.

BOB TORRENS.

WHY will people rush into print on subjects about which they know nothing? It is true that Mr. Perelli admits his ignorance, but he need not have done so, as it is so very obvious. His letter also shows that he does not even read motor racing reports accurately, otherwise he would know that the damage to Stirling Moss's car in the Dundrod race was from a thrown tread, and not a crash. Moreover, the complaint was not dropped but disallowed by the stewards, and the winner of the 1955 T.T. was Moss for the third time.

KAY NEWLEY.

ILFORD.

AN Oscar, say I, for correspondent Umberto Perelli, the first to challenge the wave of "Mossomania" which seems to have swept the British motoring journals, including your own excellent publication.

After all, let us consider Stirling's victories during the 1955 season, remembering that they were all achieved in the most highly and expensively developed racing cars of all time. His win in the Mille Miglia was brilliant, but there were no Jaguars in the race. His win in the British G.P. was not very convincing as Fangio could obviously have run away from him. At Le Mans we find Hawthorn setting up the fastest lap in a more orthodox and far less expensive machine than Moss

REPLYING to Mr. Perelli's letter, Mr. Umberto Perelli must be more ignorant of motor racing than he admits, otherwise he would know that Moss has been British champion more times than anyone else, namely five. Perhaps, being an Italian, he does not consider a British championship worth remembering.

R. PERKINS.

PETERBOROUGH.

More readers' letters on this subject will be published in our next issue.

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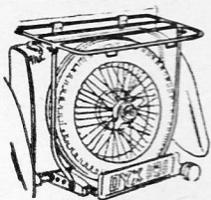
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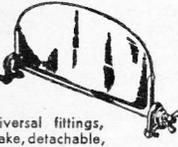
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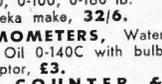
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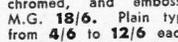
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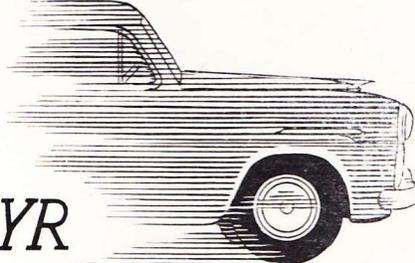
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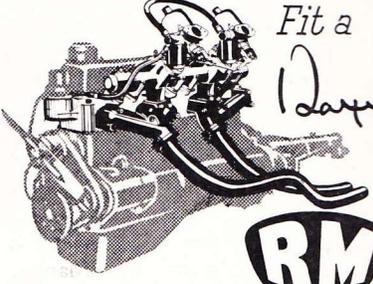
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