

AUTOSPORT

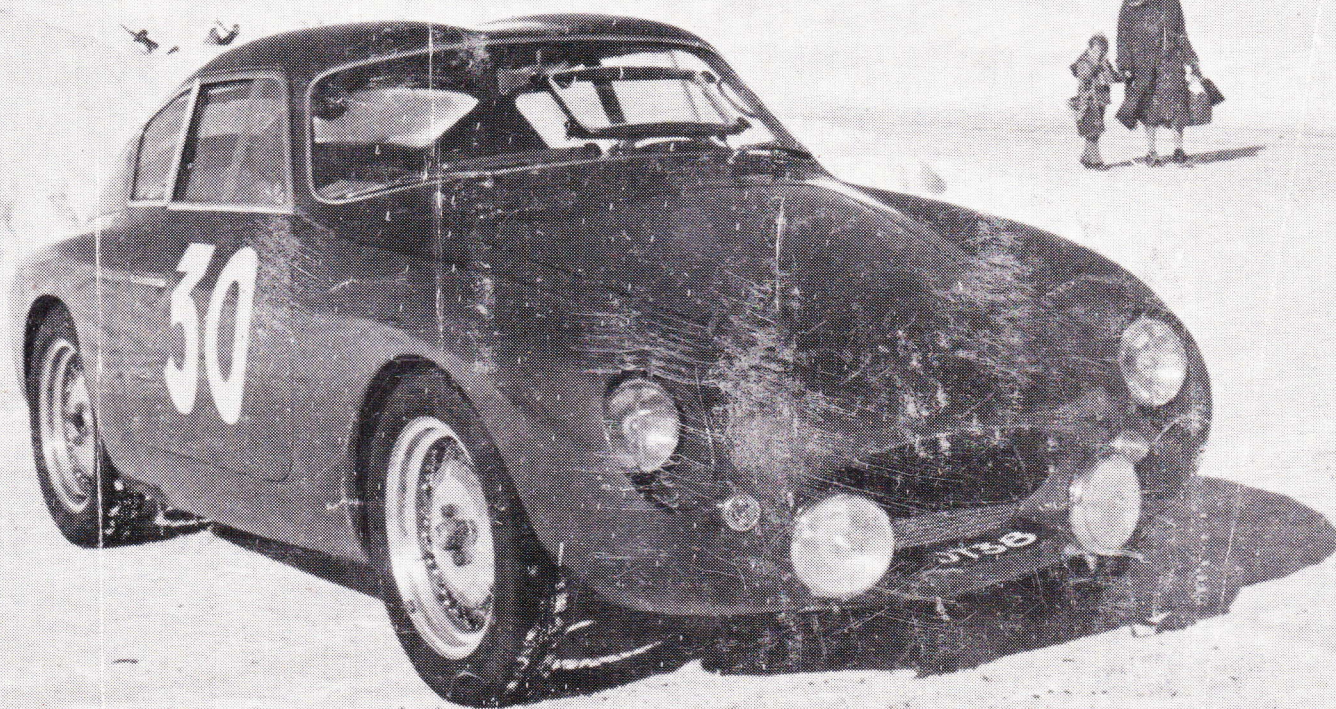
MARCH 2, 1956

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EVERY FRIDAY

Vol. 12 No. 9

BRITAIN'S MOTOR SPORTING WEEKLY

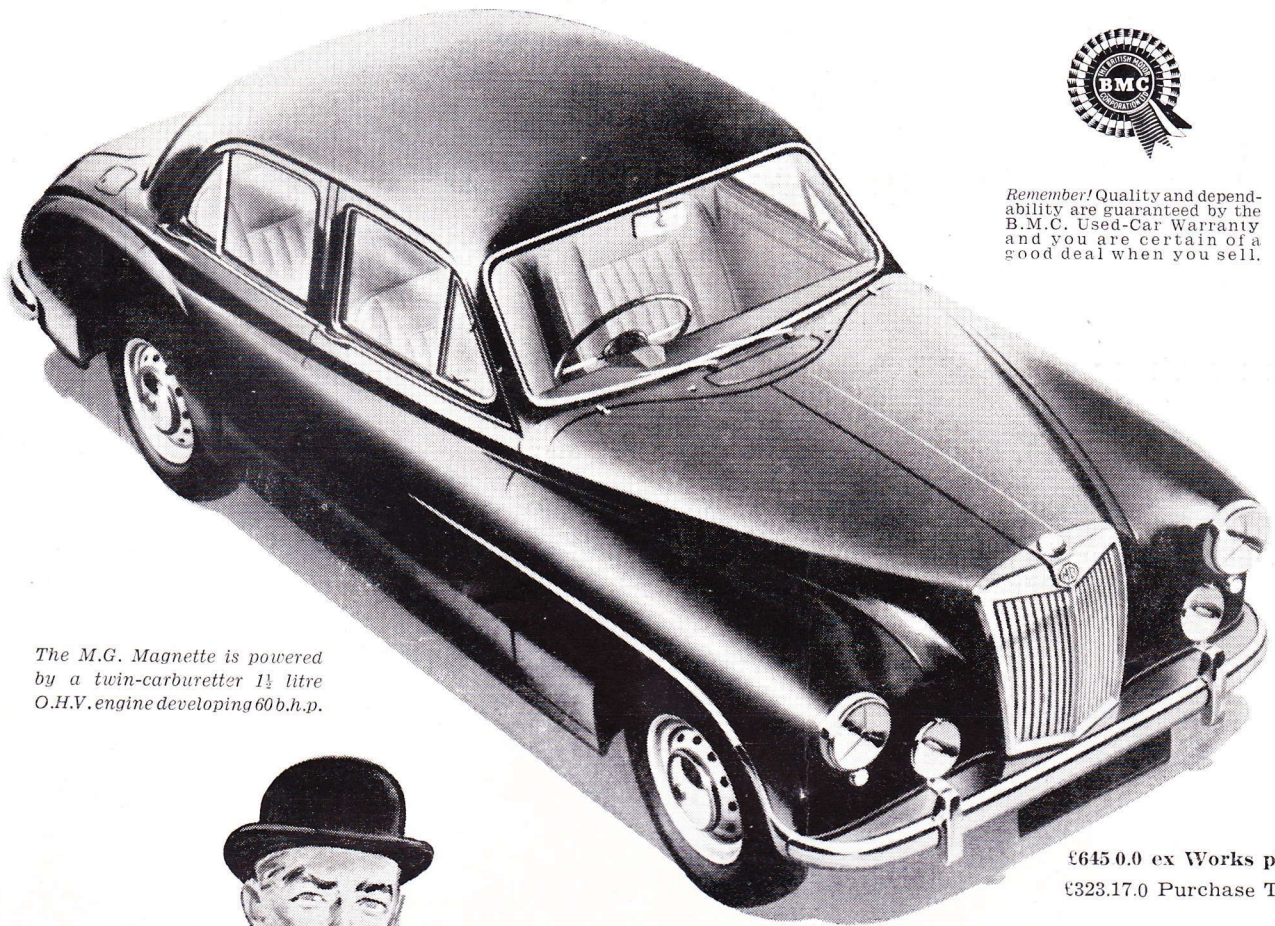


IN THIS ISSUE

JOHN BOLSTER TRIES THE "MONTE"-WINNING JAGUAR: FERRARI 1-2-3-4 AT AGADIR
LE MANS REGULATIONS—LATEST: REG HUNT (MASERATI) WINS AT ORANGE.



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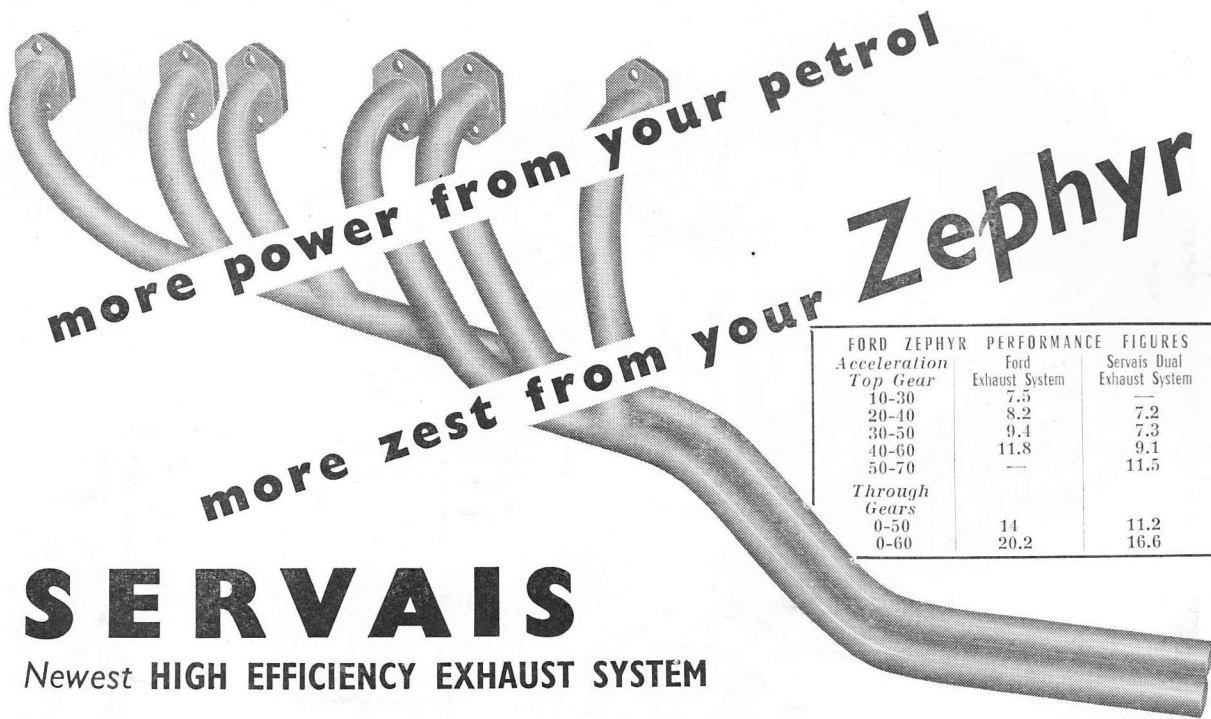


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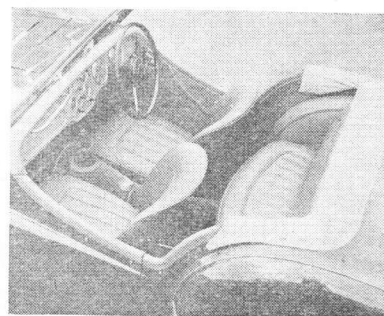
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 9

March 2, 1956

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EDITORIAL

THE R.A.C. RALLY.

NEXT Monday the R.A.C.'s British Rally starts from Hastings and Blackpool. Although this is an event which counts towards the European Touring Championship, it has not, so far, attracted entries from the Continent to a degree numerically comparable with those which go from the U.K. to the Monte Carlo or Tulip Rallies. Last year there was a near-fiasco, when dozens of cars were completely at a standstill in narrow, ice-covered Welsh lanes. The few foreign competitors could not understand how this came about, and experienced drivers such as the 1954 Touring Champion Walter Schluter retired after losing a great many marks through no fault of their own. It is to be hoped that the R.A.C. have studied the question of "one-way" traffic when adverse weather conditions are experienced, and that the "force majeure" ruling will be applied if all competitors do not get a fair crack of the whip. After all, the R.A.C.'s Rally of the Tests is this country's premier road event, and as such should be organized to the standards maintained by the Continentals. It is true, however, that the chief reason for the antipathy on the part of foreign competitors to British rallies, is this country's rule of the road. "Tenez à gauche" dismays the largest proportion of intending entrants, which is hardly the fault of the Royal Automobile Club.

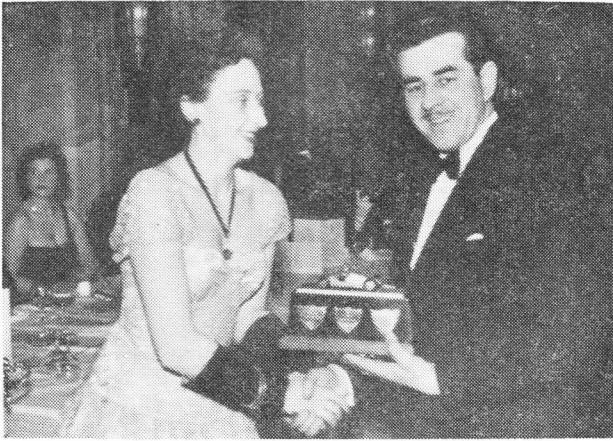
GRAND TOURING.

IN this issue are published photographs of Jean Galtier's Renault coupé, a vehicle which typifies the modern trend towards machines of Grand Touring specification. Another French marque, D. B.-Panhard, have also announced a new G.T. car to supplement their existing sports-racing design. It is known that practically every Continental builder of high-performance cars has either produced, or is about to market, vehicles of the Grand Touring type. "Autosport" would stress that this market is a most valuable one, and that the future of present day high-performance machines is bound up with the general design of such cars as are capable of being used both in sports car racing and in Rallies. It is now more or less certain that machines of the sports-racing type will not be permitted to run in rally-type events, even though it must be admitted that certain G.T. vehicles are as close to sports-racers as the ingenuity of constructors can make them.

OUR COVER PICTURE

MIGHTY ATOM: One of the most efficient under-1,000 c.c. "Grand Tourisme" cars of today, the Renault of the French driver Galtier is fitted with a modified "Dauphine" engine and close-ratio, 5 speed gearbox, and is typical of the new trend in Continental competition machines.

SPORTS NEWS



★
CHAMPION: *Jim Russell being presented with the "Autosport" 500 c.c. National Championship Trophy by Mrs. Billie Carter, wife of the B.R. and S.C.C. chairman, at the Club's annual dinner-dance last Friday.*

★

SPORTS CAR CHAMPIONSHIP

OWING to the printer's dispute, it has not been possible to arrange for the early issue of regulations, as planned. However, mimeographed sheets are being prepared, and will be sent to intending entrants on application. Classes remain as up to 1,200 c.c., 1,201-1,500c.c., 1,501-2,500 c.c., and over 2,500 c.c. The first event counting towards the Championship will be at Goodwood on Easter Monday, at the B.A.R.C.'s International Meeting. Fuller details of the Championship will be published as soon as possible.



★
*The late
 Jack Walton*

★

JACK WALTON

THE Sport is the poorer for the loss of Jack Walton, who died on 17th February at Harrogate after a long illness. A great enthusiast, Jack had a large number of successes to his credit, mainly with his immaculate Frazer-Nash and Cooper-Bristol sports racing cars. It was his intention to establish a Yorkshire racing team for British circuit events, and plans were in hand to build and acquire fast sports machines. To his wife and family "Autosport" extends its deepest sympathy in their sad bereavement.

THE R.A.C. RALLY

ON Tuesday, 6th March, nearly 200 competitors will set out from Blackpool and Hastings on the sixth R.A.C. British International Rally. As is customary, the event will start with a driving test at each starting point, and the routes will converge in the afternoon on Prescott for a hill-climb test. That night there will be a special navigation section in the West Country, which is followed by four tests on the way to Hastings for

PUBLISHERS' NOTE

ONCE again we apologize for the reduced size and possible late delivery of "Autosport". The printers' dispute, which remains unsettled in the London area, has caused the non-appearance of many periodicals, and this magazine has had to make arrangements to print abroad, as it was felt that this was essential to keep faith with our readers.

a further test and a night's sleep. On Thursday morning the combatants set out again, this time for tests at Silverstone and Cadwell Park and another night navigation section in Yorkshire. On Friday there are further tests in the North of England, in Scotland and the Lake District, and in the evening the weary crews arrive at the finish of the road section, at Blackpool. However there are still more tests at Blackpool on Saturday bringing the total up to 17 main tests plus a number of subsidiary ones. No wonder it is known as "The Rally of the Tests"!

Among the many well-known names in the entry list is Monte Carlo winner, Ronnie Adams, and we also

note Walter Schluter (DKW), European Touring Champion in 1954, Ian Appleyard, Cecil Vard, Johnnie Wallwork, Reg. Phillips, Cuth Harrison, Goff Imhof, Messrs Yarranton, Morgan, Spare and Goodall (Morgans), Ken Wharton (Riley), Jimmy Ray, last year's winner, and Peter Harper (Sunbeams), Ken Gregory, Gerry Burgess, Sidney Allard and Jack Sears. Among the ladies, there are Nancy Mitchell, Anne Hall, Joy Cooke, Pat Moss, Pat Ozanne, Lola Grounds, and Angela Palfrey. Quite a star cast for the most important touring event to be held in this island this year.

* * *

THE co-winner of the 1955 Argentine 1000kms. race, Enrique Diaz Saenz Valiente, died in a recent air crash in the Andes. Apart from his prowess at the wheel of the big 4.9 litre sports Ferrari, Valiente was also a champion in the art of pistol shooting.

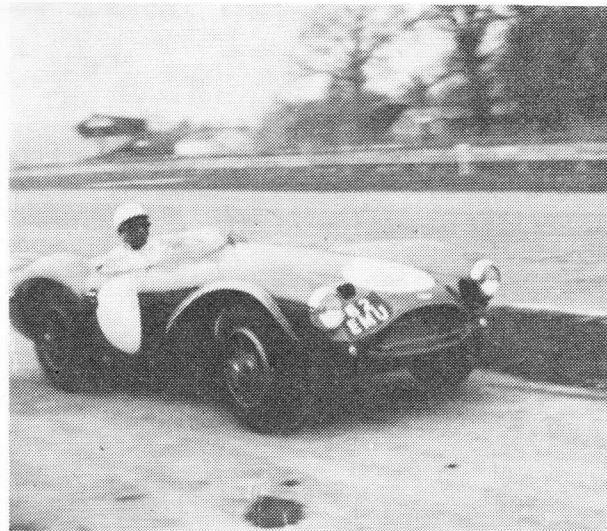
TWO Austin-Healeys should be running in the Sebring 12 Hours race, one with Lance Macklin and Archie Scott-Brown sharing the wheel.

BRIGGS Cunningham is entering a 1½-litre Coventry-Climax engined Lotus for the Sebring race. Colin Chapman and Len Bastrup will probably be the drivers.

A FRENCH racing exponent of the 'thirties, Benoit Falchetto, contemplates a return to racing this season, probably with a sports car.

FOR the Dakar race this Sunday, Jean Behra and Cesare Perdisa are driving works 3 litre Maseratis; the Brazilian Chico Landi is down to drive one independently, while a pair of works 2 litre machines will be in the hands of Giardini and Bellucci.

MERCEDES-BENZ are to give direct support to private owners in the Mille Miglia, under the direction of Alfred Neubauer.



★
TRY-OUT: *Stirling Moss, in the process of turning a practice lap at Goodwood with the DB3S Aston Martin in 1 min. 34 secs. 0.6s better than the existing sports-car record held by Mike Hawthorn (Ferrari).*

★

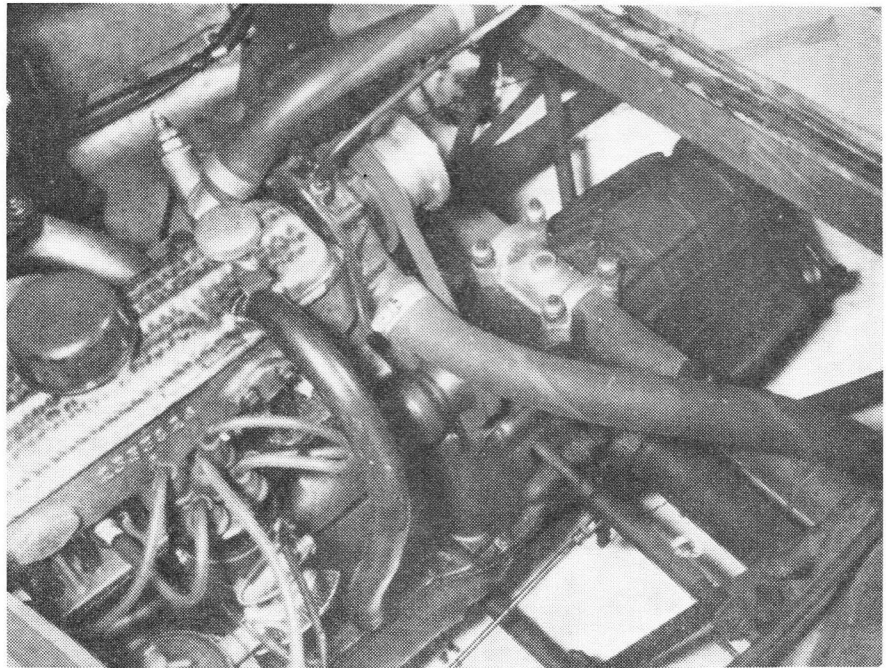
'NINE HOURS TO MIDNIGHT'

THE above is the selected title for the film on the Goodwood 9 Hours Race made by Christine Bruce Productions Ltd. It was submitted by London, S.E.24, who accordingly is to receive the first prize of £5, awarded by the producers.

Christine Bruce Productions are now seeking a title for their new film on the 1956 Monte Carlo Rally and, once again, are offering a prize of £5 for the best suggested title from an "Autosport" reader. Entries should be addressed to 159 Praed St. London W.2., marked "Film Titles", to reach this office not later than 31st. March, 1956.

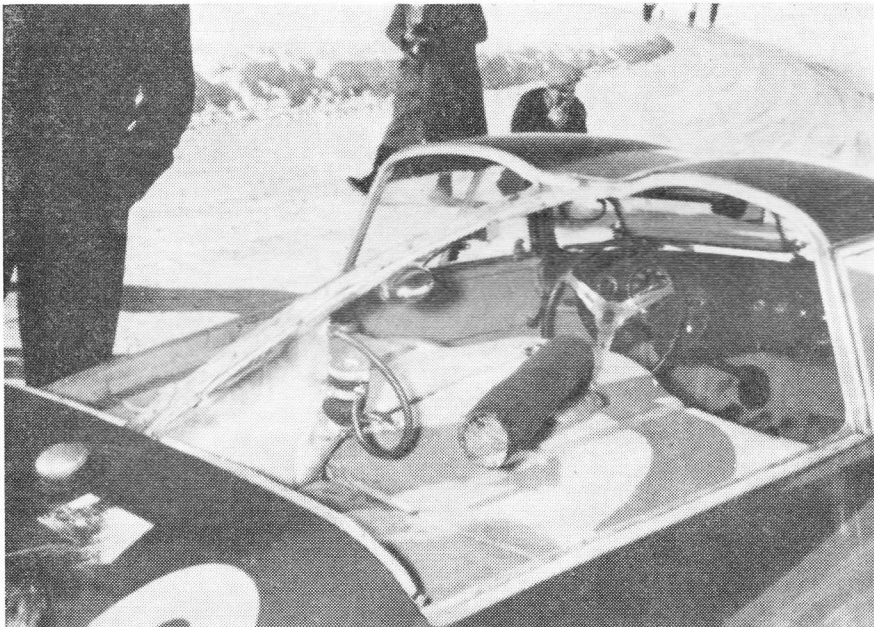
A NEW STANDARD

AN interesting addition to the range of Standard Eights and Tens is the new Family Ten, just announced by the Standard Motor Co. This is in effect a Standard Ten with a Super Eight body, including the unique lidless luggage boot. What will interest the competition types, however, is the reduction in weight, for this simplified body is 1980 lb. lighter



(Above) The "Dauphine"-based engine of Galtier's fascinating "Grand Tourisme" Renault, winner of the recent Criterium Neige et Glace, drives through a 5-speed gearbox.

(Left) Removable hard-top, showing the centre support member for the roof, which is shaped to accommodate driver and passenger.



than the current Super Ten. It is priced at £409, plus £205. 17s. 0d. purchase tax, and deliveries have already commenced.

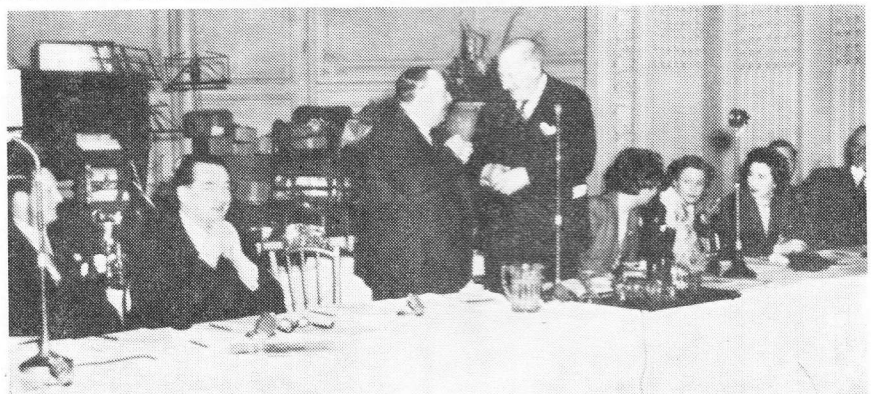
THE Maserati strength in sports car racing is now further increased by the signing-up of Piero Taruffi, who has particular designs on the 1956 Mille Miglia.

DAVID Murray of Ecurie Ecosse is seeking 16mm. colour film of races featuring the Ecurie's cars in action, to add to his own, taken with the object of producing a cinematic history of the team. Any readers who can help are invited to contact him at Ecurie Ecosse, 8, Merchiston Mews, Edinburgh 20.

PHIL Hill, brilliant Ferrari exponent from California, also intends to race over here during 1956.

DESMOND Titterton of Belfast is to drive for the official Connaught team in this year's Formula I races.

CHANGE OF OFFICE (Right) Retiring President of the Veteran C.C. of G.B., Mr. Fred S. Bennett, invests the new President, J. A. ('Jackie') Masters, with his badge of office at the Club's recent A.G.M. Seated (l. to r.) are Vice Presidents S. E. Sears and E. Philip Shaw, Miss J. E. Nagle (Secretary), Miss G. R. Mulvain (assistant Secretary), Mrs. McIndoe and Air Chief Marshal Sir W. A. Coryton, K. C. B., Committee member.



CORRESPONDENCE

Noise

JOHN BOLSTER'S article in the December 16th issue of "Autosport", seems to have caused quite a controversy, to which I would like to add a suggestion.

Firstly I would like to state that his suggested method for measuring the noise, would be extremely expensive, if not impractical. For five years, I served an Apprenticeship in the Electronic Musical Instrument Industry, and I am certain that it would prove almost impossible to measure the sounds of the various exhausts, with any consistency, even with the most expensive equipment, *in the open air*, and to build a soundproof studio at every race track for this purpose would be difficult to say the least. (Think of the cost).

Even with a soundproof studio, strict regulations would have to be enforced, such as the positioning of the exhaust relative to the microphone, the number of people present, and even the contours (and the material) of the car's bodywork which would cause variations in "standing wave" effects; whilst the difference in exhaust pitch, a resonance, of separate cars would be a shocking headache even for an expert.

Yet I agree with John Bolster on one point. *Sports cars are too noisy.* By all means let the racing cars make as much noise as is necessary, *that* is part of the racing scene, as other correspondents have so rightly insisted; but *sports cars* are supposed to be capable of being driven on public roads, without offending anyone, including the ever-waiting policeman. After all, there is a law against excessive noise, and if some "sports cars" were driven on public roads, public tolerance would be strained even further.

Therefore I suggest that the simplest solution to the problem would be, have the car driven three to four hundred yards away, revved up, and if you can still hear the exhaust, *its too loud.* Perhaps if this rule were enforced, it might be possible to persuade the disgruntled parties to allow the Goodwood Nine Hours, and other meetings to be run again.

B. WIGGLESWORTH.

GILDERSOME, NT. LEEDS.

I HAVE been following your correspondence pages on the subject of noise in racing with great interest, and agree entirely with all that has been written in favour of it.

In my own opinion, there is one other noise which has not been mentioned. This noise is every bit as thrilling as any other, and does not rely wholly upon sheer power to obtain it. I refer to the high-frequency beats when two cars are accelerating together, and their respective exhaust notes interfere and resonate with each other. This can produce a tingle in my soul that equals even a Humphrey Lyttleton trumpet crescendo or an Avon aircraft engine taking off when on re-heat!

Only one noise have I ever disliked, and that was at Aintree during the Grand Prix last year. Here the exhaust notes of the works Maseratis passing the crowd out of Tatts Corner was so intense as to cause physical discomfort to the ear drums. Still, I was breathing up their twin pipes as I pressed against the promenade enclosure railings, so I mustn't grumble.

In conclusion, I have seen mentioned once or twice a certain gramophone record of the unique 1½ litre B.R.M. I have not been able to trace this through the record shops, and would very much like to know how and where this record can be obtained.

C. T. SUTTON.

DERBY.

(The B.R.M. record which our correspondent, and several others seek, is available from the Owen Racing Motors Organisation, Kent House, Market Place, Oxford Circus, W.1., or from Stoneham's Ltd., 79, Cheapside, London, E.C.2. Readers may also be interested to know that gramophone records of races at Jersey/Silverstone, and hill-climbs at Shelsley Walsh/Prescott are still available from Stoneham's or from Antone Ltd., Longdown Lane South, Epsom, Surrey.)

Grand Prix Prospects.

I MUST disagree with the general idea that is being voiced by several leading motoring magazines that this year's Grands Prix will either be won by Fangio or Moss. I think many people failed to realize that the reason Mercedes won in such a convincing manner was not because Fangio and Moss were superior drivers but because the cars they were driving were almost 100 per cent reliable and very much more powerful than those of their opponents. Bearing this in mind it would appear from your report of the Argentine Grand Prix that, far from being a Fangio or Moss benefit, 1956 racing is going to be extremely close with all the leading drivers having cars of more or less equal performance, and Gonzalez, Musso, Castellotti, Hawthorn, Behra and other drivers are all capable of winning.

The B.R.M. and Vanwall cars would also appear to have a very good chance of winning a major Grand Prix, as neither Maserati nor Ferrari appear to be reliable, only two works cars out of the five works Ferraris, and only one works Maserati out of five finishing in the Argentine.

P. G. WORLEY.

WOODFORD, E.18.

Is Moss a Master?

IT was quite right of you to publish the letter of Signor Perelli.

In Switzerland we, too, are clear about who is the best English driver. It is one thing to drive aided by the most perfect machinery and organisation, but quite another to keep inferior machinery in front by sheer brilliance and genius; for example, to stay in front of the World Champion, who is driving what is little more than a bored-out GP car, the other powered by a long stroke saloon engine; to take the lap record on a circuit of wet country lanes in a car designed to win only at Le Mans; that is something. And I speak only of sports cars, for you call Moss the greatest sports car driver.

In G.P. racing I do not think that you could find many on the Continent to deny that the greatest Englishman—unlike S. Perelli I have no hesitation in mentioning his name—is Mike Hawthorn. Indeed, since the death of Ascari we rate him as the second greatest driver in the world.

I do not write much to the press, so should like to make this opportunity of thanking you for your excellent, up-to-date, reportage of the Sport all through the World. Kindest regards.

KARL WIENERAY.

BURGENER, ZERMATT, SWITZERLAND.

I AM writing in reply to Mr. U. Perelli's letter concerning Stirling Moss. At the present there are perhaps four or five driver who are head and shoulders above the rest, in a class by themselves, and Stirling Moss is definitely one of them. His achievement in the Mille Miglia cannot be over-rated. At Dundrod he drove a magnificent race in the rain and as for leaving the road in the Targa Florio, who did not?

In the years 1950/1951 he gave battle to the might of the Italian stables, both Formula 1 and 2, driving a Formula 2 H.W.M. almost every weekend in the summer on the Continent. Anyone doubting his ability to do battle should read of these races. His record at Le Mans shows that while his car lasted he was always with the leaders. Then there was the Italian Grand Prix of 1954 which he nearly won—after having dived with Fangio, Ascari, Gonzalez and Villorosi.

In the Mercedes-Benz 300 SLR he at last found a machine to do him justice. If Stirling Moss never drives again, he can rest assured that his name is firmly etched on the roll of fame.

J. L. WHITE.

WESTON SUPER MARE.

More letters on page 220.

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

HUNT (G. P. MASERATI) WINS AT ORANGE

Australian Driver in Newly-Acquired Formula 1 Car Gains South Pacific Championship at Gnoo Blas Circuit—Jones (Maybach) Retires.

DRIVING a newly acquired 250 F Maserati, Reg Hunt won the Formule Libre 100 Miles South Pacific Championship over the Gnoo Blas circuit at Orange, N.S.W. on 31st. January. Hunt recently paid a flying visit to Italy and acquired this car, which embodies the latest modifications, being lucky enough to land it before a nation-wide dock strike stopped work at all ports. Although of International status, the meeting failed to attract any overseas entries as there was insufficient time for the stars competing in New Zealand to reach Australia.

While witnessing the Auckland Grand Prix, Stan Jones bought Peter Whitehead's Cooper-Jaguar. In an attempt to get it to Orange in time he flew an employee to New Zealand to accompany the car to Sydney by ship. Being accompanied, it was discharged on the day of the race. As it was a public holiday however, it could not be registered, and therefore could not be driven the 165 miles to the starting line.

The fourteen entries for the South Pacific Championship included Jones' Maybach, Brabham's Cooper-Bristol, Kevin Neal in a beautifully-prepared earlier model, Alf Harvey in his first appearance in the ex-Bira 12 cylinder OSCA, Dick Cobden's 2-litre Ferrari to be driven by Curly Brydon, and the first Australian appearance of a Porsche Spyder, the car which Moss drove to victory at Ardmore, here driven by Frank Kleinig.

Practice on the 375 mile circuit proved full of interest. Over a timed flying quarter on the 175 mile "Mental Straight"—aptly named as the circuit encloses a Mental Institution—the Maybach recorded 160 m.p.h. Hunt's new Maserati gave 153 m.p.h., while Brabham brought the little rear-engined Cooper through at 150 m.p.h. He had now fitted wishbones to the rear of the chassis, and with torsion bars has succeeded in lowering the centre of roll several inches, thereby improving the handling considerably. During practice Harvey had the misfortune to blow the OSCA up.

A record crowd gathered on race day. As the flag dropped for the start of the principal event, Jones's blue Maybach leapt from the grid with a good lead from Hunt's Italian red Maserati, which was followed by the Cooper-Bristols of Brabham and Neal, Jack Robinson's XK120 Special and Brydon on Cobden's Ferrari.

On lap two the Maybach still held the lead, but Hunt had closed the gap to a few yards. On the third lap, as they came into the pit straight, the red car shot through to the lead.

Meantime Brydon had brought the Ferrari past Robinson's Jaguar, and among the smaller cars a great duel was being fought by Barnes and Johnson in evenly matched M.G. Specials.

By lap 9 Hunt had 14.5 seconds lead on the Maybach, and seemed to have backed off a little, keeping a safe distance ahead of the 4½-litre car. Jones drove one of the hardest races of his life, trying every trick to make up time. Brabham, realising he could not catch the leading two cars, kept station at a lower rev. limit, no doubt not wishing a repeat performance of a burst gear box.

By lap 14 the Maserati and Maybach had lapped all but the Cooper-Bristols of Brabham and Neal. They were followed by Brydon (Ferrari) and Robinson (Jaguar) while the smaller cars were led by Collin James's M.G. Special, which gave off plenty of noise through stub exhausts.

By lap 24 the distance between the leading cars had altered little, and with but 3 laps to go, the result looked obvious. Not so however—the public address screeched with excitement from Brandy Corner, where the announcer said, the Maybach lost a wheel and only by superb handling missed a public enclosure. In Jones's pit speculation was rife as to which wheel, and more important, who had put it on! So much for public address, however—speculation was unnecessary, as it was not such a simple malady as a lost wheel. With fuel injection, Jones found it necessary to keep up higher revs. than normal, using first gear on what were formally second gear corners. While changing back in this instance, the motor decided it had had enough, threw a rod through the side and locked solid!

Timing for this meeting seemed most accurate, thanks to the elaborate equipment of Longines, who had

a perpetual film record of the finish line and times.—but it still required human interpretation. As a result, Hunt received the chequered flag one lap early, and coasted quietly around the circuit. About to enter his pit, he received frantic signals to continue, and fortunately had sufficient way to pass the finish line. He recorded fastest lap at 99.5 m.p.h. and fastest flying quarter at 161.8 m.p.h. This car is a great acquisition for the sport in Australia, and Hunt has shown himself quite capable of making the most of the equipment. With maintenance under the thorough supervision of Melbourne engineer Ott Stone, there is little doubt that this combination will be carrying off most major awards until such time as similar machinery is imported. By finishing fourth Curly Brydon gave the best performance yet seen from Cobden's Ferrari, and Kevin Neal showed that he had learnt much in the few seasons spent at the wheel of his XK120 in sports car events, being well able to handle the Cooper Bristol and take 3rd place.

Provisional Results.

1, R. Hunt (Maserati), 62 mins. 45 secs; 2, J. Brabham (Cooper-Bristol); 3, K. Neal (Cooper-Bristol); 4, A. H. Brydon (Ferrari); 5, J. Robinson (Jaguar Spl.); 6, C. James (M.G. Spl.); 7, J. Johnson (M.G. Spl.); 8, N. Barnes (M.G. Spl.).

Results of the minor events supplementing the Championship were:

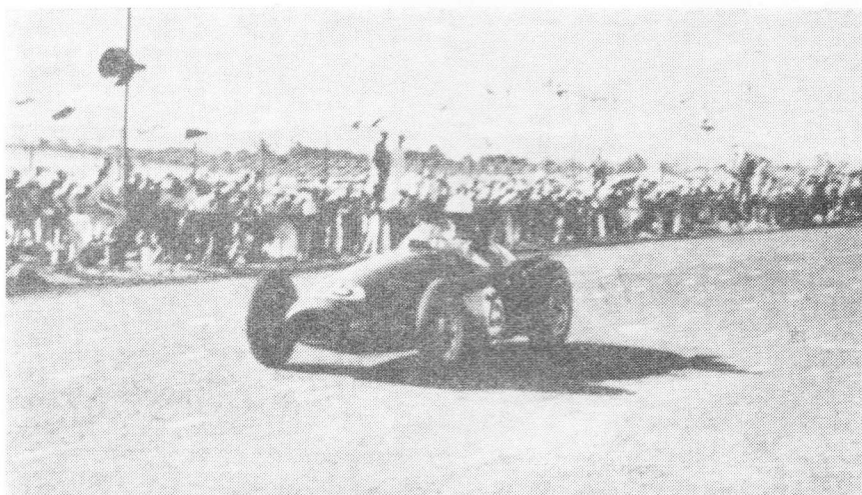
Sports Car Handicap (5 laps): B. Tonen (M.G. T.F.); 2, R. Williams (M.G. T.F.); 3, R. Beer (M.G. T.F.).

Saloon Car Handicap (5 laps): 1, F. Hann (Jaguar); 2, J. Bono (Volkswagen); 3, J. Passmore (Zephyr).

Sports Car Championship (10 laps): 1, A. Gray (XK-120); 2, K. Bennett (Austin-Healey); 3, N. Bolton (Austin-Healey).

Saloon Car Championship (10 laps): 1, M. Patterson (XK-140); 2, J. Aldis (Bristol 404); 3, J. Myers (Holden).

Racing Car Handicap (5 laps): 1, J. Johnson (M.G.); 2, C. James (M.G.); 3, R. Hunt (Maserati).



WINNER ON THE WAY: Reg Hunt passing the pits in his new acquisition, the 2½-litre G.P. Maserati with which he won the South Pacific Championship race at Orange, N.S.W.

THE REAL STUFF: More snow than on the Monte Carlo Rally itself was encountered by John Bolster when driving Ronnie Adams's Mk. VII Jaguar around Kent. This wintry setting is at Brands Hatch.

DURING really wintry weather, all normal road testing must come to a stop. The figures for a standing quarter mile on ice are not of much interest, and nor is the timed-both ways maximum speed over, or through, snowdrifts. However, the recent temporary hiatus provided an opportunity to try a rally car in conditions far worse than were experienced this year on the way to Monte Carlo.

Accordingly, it was decided to take the winning Jaguar straight from Henly's showroom, and really give it the works among the snowy mountains of Kent. The car was topped up with petrol and oil and given a quick greasing, after which I set off through London for the frozen South. In heavy traffic, the big Mark VII saloon seemed a lot of motor car to

JOHN BOLSTER TRIES

The Jaguar that won the "Monte"

handle, but as soon as the open road was reached, it appeared to diminish in size.

This particular "Jag" is quite an old stager. It has done a couple of "Montes", as well as a Production Car Race at Silverstone, among other things. Compulsory dismantling and an extremely thorough check of all components proved, at the end of the Rally, that this machine is absolutely standard. Therefore, Ronnie Adams had exactly the same performance at his disposal as any private owner, which made a trial of his car all the more interesting.

On the road, the famous vehicle

was soon in its stride. First speed (seldom used) was a little more audible than is sometimes the case, but the other gears emitted only a gentle, well-bred hum. The central gear lever was well placed and, as is usual with this make, the synchromesh was adequate for any normally competent driver, though an absolute novice might make himself heard. The clutch took up the drive well, both for standing starts and rapid gear changes, only a slight smell of warm linings denoting that one was using this component hard.

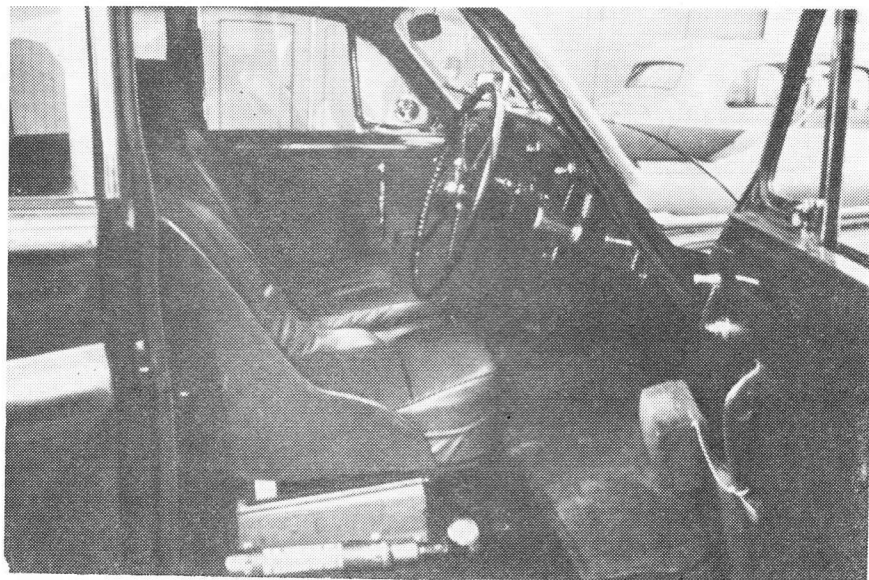
The twin-cam XK engine had the mastery of the big saloon, and the

machine accelerated particularly strongly in the useful 70 m.p.h. range, reaching 95 m.p.h. surprisingly quickly and exceeding 100 m.p.h. on any reasonably long straight. The power unit was as smooth and quiet as is normal with this model, and pulled evenly from low speeds.

My entry into the snow belt was somewhat dramatic, for I had inadvertently chosen a road home that had been closed for some hours. As the drifts got larger and larger, I felt that there was no hope of turning back, and I pressed on hard in second gear, while the screaming wind covered in my tracks almost as soon as I had passed. The sheer weight of the car, once it was really in motion, carried it through drifts that would have stopped even some four-wheel-drive vehicles.

Frequently, all the lamps and the screen became completely obscured, and I had to brake to a stop in a panic to clear them. Eventually, miles from anywhere, in the early hours of the morning, I suddenly saw before me a drift much higher than the roof of the car, which stretched as far as the eye could see. To drive head first into that would guarantee a cold wait till the snow plough arrived in the indefinite future!

There was only one solution, which was a long drive in reverse, but the blizzard was making drifts behind me. Speed was vital, so I flung my-



MONTE CARLO MOD. CONS.: Special equipment on the Adams/Bigger/Johnston Mk. VII includes a bucket seat for the driver, and head rest for the front passenger.

self on my back on the ground, wildly fitting tyre chains with fingers that were soon almost insensible. That did the trick and, more by luck than judgment, I managed to race backwards through the drifts until I found slightly less impossible road. Naturally, the eventual completion of this foolhardy journey gave me an extremely high regard for the Jaguar.

My road tests invariably include a dice round a racing circuit, and I had always had a secret longing to lap Brands Hatch when covered with bags of neige. Plunging through the snow-filled tunnel from the paddock, I was soon zooming uphill to "Druids" ("wheelspin all the way in third, old man"). The corners could be taken surprisingly fast, and the Jaguar could be slid quite considerably without loss of control. Above all, one could drive continuously right on the limit without any conscious effort, which is the greatest virtue of the Mark VII as a winter rally car. When braking for Paddock Bend, I found no tendency for the tail to sway or for the wheels to lock unexpectedly.

Subsequently, I was able to find a clear main road and to test the brakes more thoroughly. They were very powerful and had light pedal pressure, but I expected to make

them fade without difficulty, in view of the considerable weight involved. However, they confirmed their excellent performance in the Monte Carlo braking test, and obviously had a great deal of life left in them, in spite of their ordeal.

All four wheels were fitted with the Extra Grip tyres that Dunlops make for arduous winter use. They behaved perfectly well at 100 m.p.h., and only betrayed their presence by being a little heavy on the steering. However, the front ones were considerably worn, which could account for this.

As is usual in rally cars, the front passenger's seat had an extra head rest. The driver's seat had been replaced by a narrow bucket seat, giving superior location and a fairly high position. The heater had been fitted with flexible pipes, to warm any selected part of the car. Actually, the engine tended to run rather too cool, and the heater was not very powerful in consequence. Two speedometers, both calibrated in kilometres, a stop clock, and the usual collection of extra dash lamps, fog lamps, switches, and horn buttons had been installed. A second windscreen wiper was mounted above the screen, as well as the two-speed twin wipers in the normal bottom position. The

suspension was fairly firm, but there was no objectionable up and down movement; thus, the "spare bod" could sleep easily in this spacious saloon.

In general, the accessibility was quite good, the carburetters, valve gear, battery, and dynamo being easy to service and the distributor not too badly obstructed. The gearbox was quickly reached by removing a few screws from the shaft tunnel, and only the starter, which I had occasion to clean, called for a little bit of contortionist work with the spanners. A very good point was the two separate fuel tanks on either side of the car, each with its own electric pump, selected at will by a switch. This car also had a tap to allow one pump to draw from the other tank, so no breakdown or accident could jeopardise the fuel supply.

To many of us, the name "Jaguar" conjures up a vision of the XK140; we unconsciously associate the Mark VII with the many highly polished and chauffeur-driven examples that one sees waiting for V.I.P.'s outside West End hotels. Let us imagine, instead, that dark green PWK 700 with which Ronnie Adams, Frank Bigger and Derek Johnston beat decisively the finest rally drivers and cars in the world.

TRINTIGNANT WINS AT AGADIR

FERRARI scored a 1-2-3-4 victory in the Grand Prix of Agadir last Sunday, Maurice Trintignant finishing ahead of Harry Schell and Picard. Jean Behra (3-litre Maserati) took the lead at the start, and was involved in a duel with André Pilette (3-litre Ferrari). The Belgian shot in front on the 25th lap, and, driving superbly, held off Behra for lap after lap. Behind this pair, Schell and Trintignant battled wheel-to-wheel.

Behra managed to re-take Pilette, and by lap 50 was 40 secs. in front. Schell was delayed at his pits when a nail went into a tyre, leaving Trintignant firmly in third place. Behra gradually increased his lead, and was given the "slower" signal by Ugolini. He and Pilette had both lapped the entire field, but with 20 laps to go, the race dramatically changed. Behra's steering failed and he spun off the road, luckily without injuring himself. Pilette was not so fortunate; on the same lap, and when in the lead, he crashed into the straw bales whilst overtaking Rinen's Gordini and Whitehead's Aston Martin. The Ferrari somersaulted and the Belgian driver was thrown out. He was taken to hospital, but happily his injuries were confined to a broken collar-bone.

This left Trintignant with a comfortable lead, and an unexpected victory just as he had at Monaco last year.

Results.

1, Trintignant (Ferrari), 330 kiloms in 2 hrs. 12 mins. 22 secs.; 2, Schell (Ferrari), 1 lap behind; 3, Picard (Ferrari), 4 laps; 4, Lucas (Ferrari), 9 laps; 5, Da Silva Ramos (Gordini), 9 laps; 6, Kergen

(Aston Martin), 10 laps; 7, Rinen (Gordini), 12 laps; 8, Lacaze (Mercedes 300SL); 9, Pollet (Mercedes 300 SL); 10, Graham Whitehead (Aston Martin); 11, Descamps (Mercedes 300SL).

Fastest lap: Pilette (Ferrari), 1 min. 14.2 secs. (160.108 k.p.h.). Record.

LE MANS REGULATIONS

THE A.C. de l'Ouest has at last published the provisional regulations for the 1956 Le Mans 24 Hours Race. Dates are given as 4th/5th August, with 31st March as closing date for entries. While the regulations are not confirmed in their entirety by the F.I.A., the A.C.O. is convinced that only minor modifications to the text will be made.

Prototypes are still limited to 2,500 c.c., but the production car category is made a little clearer. The regulations state "At least 100 cars must have been built, sold, or provision made for that number. The manufacturer must sign a declaration to this effect, and a catalogue must be sent to the organizers which was in the printers' hands before 29th February, 1956. A declaration to this effect must also be signed by the printers concerned".

As regards bodywork, although the A.C.O. do not insist on the provisions of their own regulations (published "Autosport", Vol. 11, no. 20, and Vol. 12, no. 1.), they will give preference to entrants who comply with these regulations. Dimensions have been altered slightly. Seats are ABC 1.10 metres, instead of 1.20 metres. Rear windows on closed cars are now 50 cm., 20 cm. vertically. The body width of 1.20 metres is

taken from just behind the steering wheel, and must be maintained for a height of 25 cm. vertically.

The next meeting of the C.S.I. sub-committee is due to take place during the Geneva Motor Show, when it is expected that the 1956 Le Mans regulations will be made final.

GERARD CROMBAC.

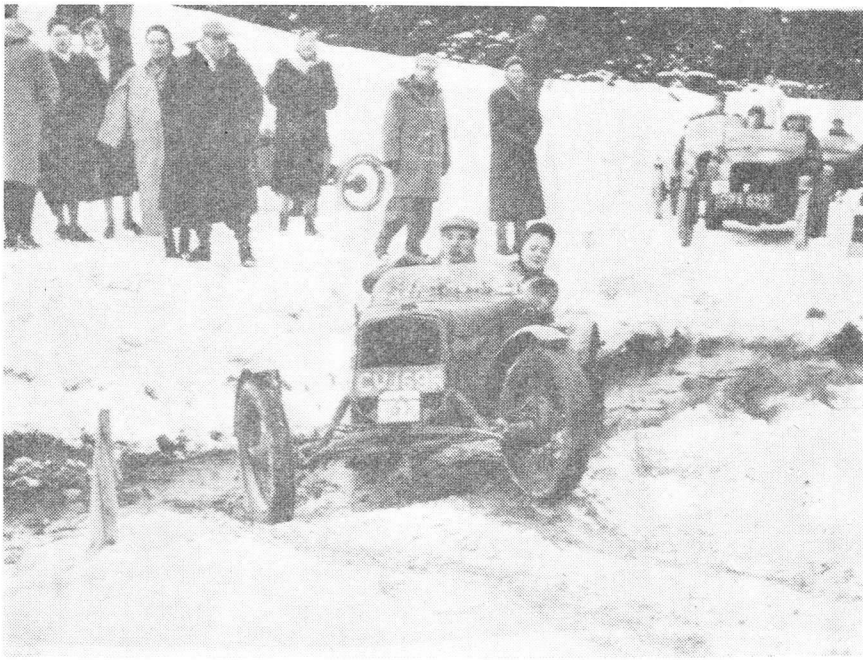
B.R.S.C.C. DINNER/DANCE

LAST Friday's annual Dinner/Dance of the B.R.S.C.C., at the Park Lane Hotel, was a magnificent affair—it was also the 10th anniversary of the 500cc movement, and Earl Howe cut a gigantic cake to commemorate the occasion. The toast "The Club" was given by Gregor Grant, the reply being made by the Chairman, Billie Carter. Nevil Lloyd proposed the health of "the Guests" in a one-man cabaret turn, to which film actor Donald Sinden responded. Mrs Billie Carter presented the awards, the "Autosport" Championship Trophy going to Jim Russell, and the Clubman's Award to Henry C. Taylor.

The Club Trophy went to "Pop" Lewis-Evans, who has made 38 consecutive appearances at Brands Hatch. After a cabaret in which Tommy Cooper excelled himself, dancing began to the music of Sid Phillips and Humphrey Lyttleton. Many valuable prizes were presented by various people and concerns, for a "Tombola" in aid of the Racing Drivers and Mechanics Benevolent Fund.

* *

IF ready in time, Jaguar may field a car at Sebring fitted with fuel injection, to be driven by Mike Hawthorn and Desmond Titterton. Two other Jaguars are due to compete in the race, drivers to be Hamilton/Bueb and Johnston/Spear.



KITCHING TROPHY: Edward Harrison on snow-swept "Rootee 5". This North Midland M.C. trial, held on 19th February, was won by Mike Lawson, with Trials Champion Geoff Newman runner-up.

NEWS FROM THE CLUBS

By Stuart Seager

LAST year the Harrow C.C. staged their annual Walton & Frinton Rally on Friday the 13th of May, and were disappointed to find only a handful of entrants unsuperstitious enough to set out on such a date. A pity, because those who did take part found it a first-rate event. This year it will be on 11th-12th May, so a good turn-out is expected from the invited clubs, which are the Hants & Berks, Cemian, Circle, Fairey Aviation, East Anglian, London and U.H.U.L.M.C. The route covers 250 miles, finishing at Walton-on-the-Naze, Essex, and this year will be on 6-figure refs. only, while the driving tests at Frinton on the Saturday will be an entirely separate event. Full details of rally and/or driving tests from Leslie Loveday, "Werfield", Ducks Hill Road, Northwood, Middlesex. The 500 M.R.C. of Ireland are holding a closed race meeting on the Kirkistown airfield circuit, Co. Down, on 17th March. There will be events for 1172 and F3 cars plus one for TR2s and Austin-Healeys, as well as open handicap races. Entries close on 3rd March with J. Robb, Lynwood, Marino, Co. Down, N. Ireland. . . . The A.C.O.C. are running their seventh annual night rally on 10th-11th March. This event has gained a reputation for being one in which 6-figure references will not be the only devices used to find controls. Rubber boots are also recommended by the organisers of this 200-mile jaunt and the invited clubs are the Herts Country, Lagonda, Hants & Berks, Singer Owners, North London Enthusiasts, Cemian and Harrow.

The run finishes at South Mimms, Herts, and entries close on 3rd March, with B.H. Martin, 5 Parkgate Avenue, Hadley Wood, Herts. . . . That big Little Rally is approaching once more, and the London M.C., have published the regs. for the 1956 version. The mixture is largely as before: a 200-mile route-carded run in the country, with about eight really good driving tests en route, starting and finishing from Farnborough, Hants. Although it is "closed to clubs", last year's event attracted no less than 466 entries. Enquiries, please to Mrs Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey. . . . In the same way that the London M.C. Little Rally is the little brother of their "London", so the Thames Estuary A.C., as well as running the "Cat's Eyes", have their Anniversary Rally. This closed run takes place on 25th March over some 150 miles of East Anglia, and also has a completely route-carded route, plus driving tests. Details from S.L. Offord, 68 Exford Avenue, Westcliff-on-Sea. . . . Members of the Vintage Sports car Club will be dispersing themselves on 24th-25th March in the Pomeroy Memorial Trophy Competition. This seems to be a most comprehensive and highly technical contest, involving a 50-mile road regularity test, plus a series of tests at Silverstone that include a $\frac{1}{4}$ mile sprint and a "one-hour blind". Over the whole event, fuel consumption will be checked to count towards the involved formula for finding the winner. Cars will be classified into Vintage, Edwardian and others, but may not be less than 1950c.c. in capacity. Secretary of the Meeting is Tim Carson, Brook Cottage, Bishops Green, Newbury, Berks. The V.S.C.C. also give notice that the regular social meeting at the Cavendish Arms, Brindle, has been discontinued. . . . It's nice to see that autocross is not being allowed to die. The

North Devon M.C. will be running one in the vicinity of Barnstaple on 2nd April, and have invited the B.A.R.C., Burnham-on-Sea, Taunton, Torbay and the M.C.C. to participate. Further details from I.T. Bale, Bale's Garage, The Square, Barnstaple, Devon. Entries close on 14th for Sunbac's Colmore Trophy Trial on 24th. Apart from the event being a qualifying one for the R.A.C. Trials Championship and the B.T.D.A. award, the organisers are now offering the Langley Trophy for the best performance by a driver who has never qualified to take part in the Championship. Regs. are available from J.D. Woodhouse, 106 Jockey Road, Sutton Coldfield. . . . The B.A.R.C. are holding a members race meeting at Goodwood on 17th March, all the events being for sports cars only. Details from 55 Park Lane, London W.1. The Yorkshire centre are holding their "All Fools" Rally on 24th-25th March in the North and West Ridings of that county, and in spite of its name, it seems to be a serious enough event, covering about 225 miles, and starting and finishing at the Victoria Hotel, Bradford. Entries close on 10th March, with M.S. Jilson, Silver Royd House, Leeds 12.

RECENT RESULTS.

LEICESTERSHIRE C.C.

Winter Rally, 19th February.

Premier Award: B. Herbert (Jowett Javelin). First Class Awards: A. Shibley (Jowett Javelin), A. Payne (Ford prefect). Second Class Awards: C. Abel (Standard Vanguard), M. Taylor (Triumph TR2).

RILEY M.C.

Winter Rally, 18th February.

Open Class: S. H. Smyth (Riley Nine). Closed Class: 1. G. H. Grace (Pathfinder); 2. R. Neate (13-litre). Ladies Award: Mrs. A. M. Yeats (13-litre). Novice Award: K. J. Anderson (24-litre). Best Performance on Ace Formula: G. R. Booth (Riley 12). First Class Awards: R. Lumsden, A. Farrar, W. M. B. Smith, J. Puffick, R. S. Pook, T. F. G. Hawley, D. F. Delves, W. S. Wellden, D. C. C. Roberts, K. M. Banks, W. A. James, J. C. Bennett.

UNITED HOSPITALS

& UNIVERSITY OF LONDON M.C.

Rosette Rally, 18th-19th February.

Best Performance: F. W. Scott/G. S. Sutcliffe (Hillman). 18 marks lost. Up to 1,300 c.c.: J. N. Eldeen (H.R.G.). Over 1,300 c.c.: P. H. Flindt (Velox). First Class Awards: G. A. Robins (Vanguard), L. N. Needham (TR2).

SHEFFIELD & HALLAMSHIRE M.C.

Harrison Trial, 12th February.

Best Performance: J. S. Jenkins; 2. F. Harrison; 3. J. Broadhead. Team Award: F. Harrison, A. Hopkinson.

MID-SURREY A.C.

Half-Day Rally, 12th February.

Best Performance: G. Lewis (Morris Minor). Best in Open Car Class: M. Horsman (M.G.).

COVENTRY & WARWICKSHIRE M.C.

"Coventry Evening Telegraph"

Cup Rally, 12th February.

Best Performance: F. R. Larrad/J. A. Avern (Triumph TR2). First Class Awards, Closed Class: R. Johnson/W. B. Florsham (M.G. Magnette); M. J. Kirby/

K. R. Perkins (Standard Vanguard); A. Baillie/Mrs. Baillie (Ford Zodiac). *Open Class:* P. P. Brayshaw/B. Wilkinson (Morgan). *Second Class Awards, Closed Class:* Mrs. O. Brittain/R. P. Gilbert (Hillman Minx); D. O'Clarey/D. A. Newman (Triumph TR2 Hardtop). *Open Class:* L. G. Higham/Mrs. Higham (TR2). *Team Award:* F. R. Larrad, P. P. Brayshaw, S. Keen.

GRIMSBY M.C.

Night Rally, 18th February.

Best Performance: P. Strawson/Mrs. Strawson (Jaguar), 170 marks lost; 2, J. J. Blackburn/A. Thornally (Ford), 695; 3, R. Hammond/Mrs. Hammond, 915. *Ladies Award:* Mrs K. Hammond.

KNOWLDALE C.C.

Crescent Rally, 12th February

Best Performance: G. P. Crabtree/F. Trickett (Morris Minor); 2nd, G. Parker/J. Turner (Morris Minor); 3rd, Mrs. M. Woolley/M. Woolley (Austin A50).

BURNHAM-ON-SEA M.C.

Rally Femina, 12th February.

1st Class: Miss Monica Turner (Ford Anglia), Miss Diana Beauchamp (Triumph TR2), Mrs. Nancy Bennett (Triumph Renown); *Class F:* Miss Valerie March (Austin A30); *Class N:* Mrs. R. N. Waldon (Austin A10); *Class M:* Mrs. S. E. Hicks (Austin A50).

HERTS COUNTY A. & A.C.

Nocturnette, 11th February.

Premier and Novice Award: P. C. Cobb (Triumph Roadster); *First Class Awards:* A. K. Hirst (Standard 8), I. W. Delvin (Vanguard), B. Church (Morris) J. A. Sinclair (Triumph TR2); *Second Class Awards:* H. L. Marshall (Austin), E. J. Buxton (Ford Anglia), P. J. E. Bims (Lancia Aprilia).

EAST ANGLIAN M.C.

Winter Rally, 12th February.

Best Performance: E. Cleghorn (Morgan); *Open Class:* E. Cleghorn; *Under 1,000 c.c.:* W. E. Ray (Standard 10); 1,000-1,600 c.c.: G. E. Morley (Ford Prefect); *Over 1,600 c.c.:* D. M. Hodge (Vanguard Estate).

DUBLIN UNIVERSITY L.C. & M.C.C.

Winter Rally.

Premier Award: R. A. Laird (Triumph TR2); *Saloon Class:* J. D. O'Leary (Volkswagen); *Open Class:* P. B. Hopkirk (Triumph TR2).

ALVIS O.C. (SOUTHERN SECTION).

Kentish Mudlark, 29th January.

1st, G. C. Chace; 2nd, E. F. Reay; 3rd, S. Clark; Navigator's Award: R. G. Mortimore; *Longest Distance Prize:* A. Edwards.

ULSTER A.C.

Driveability Trial, 4th February.

1st, J. D. Titterington (McCandless); Best Small Saloon: E. Robb (Ford Popular); *Best Large Saloon:* E. Dowling (Hillman); *Best Novice:* G. Kidney (Ford).

DUBLIN UNIVERSITY M.C.

Grafton Cup Trial, 7th January.

Premier Award: W. Chesney (A.R. Special); *First Class Awards:* J. Toohey (Dellow), F. B. Bradshaw (Ford Spl.); *Second Class Awards:* R. Sheane (VW Spl.), C. Manders (Ford Spl.).

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NOTTINGHAM S.C.C.

Cuckney Caper, 29th January.

Class 1, 2 and 3: A. N. Lowe (Ford), R. Preston (Morris Minor), J. W. Warriss (Renault); *Class 4:* J. P. Attenborough (Ford), H. R. E. Prince (Standard 8), J. Taylor (Ford); *Class 5 and 6:* H. A. Shaw (Austin A70), D. D. Barclay (Triumph TR2), J. B. Owen (Ford Consul).

WELSH COUNTIES C.C.

Night Rally, 29th January.

Premier Award: David Lawrence; *Open Class:* Dennis Parsons; *Closed Class:* Bob Phillips; *Navigator's Award:* Dr. Turner.

SWANSEA M.C.

J. Owen Smith Challenge Cup Rally, 22nd January.

Premier Award: J. W. Fallows (Standard); *Class 1:* G. G. L. Thomas (Austin); *Class 2:* R. Rumble (M.G. Magnette); *Class 3:* G. Brown (Vanguard); *Class 4:* S. Lewis (Austin); *Class 5:* D. H. Webb (Dellow); *Class 6:* G. Heaps (Triumph TR2); *Best Navigator:* L. Williams.

KING'S COLLEGE M.C.

Allendale Rally, 14/15th January.

Allendale Trophy: S. E. Bird (Standard 10); *Navigator's Awards:* G. Chaytor, J. Davidson, R. Patterson; *Allendale Shield:* G. Talbot (Austin A50); *Sunday Section:* 1, R. S. Alexander; 2, G. Dunn; 3, W. Robson.

CAMBRIDGE UNIVERSITY A.C.

Miniature Monte, 28/29th January.

Best Performance: G. H. Breakall/A. R. Wellbourne (Triumph TR2); *Class A:* J. C. Hanson/J. Claxton-Smith (Morris Minor); *Class B:* A. H. Hill/R. L. Ward (Renault); *Class C:* K. W. H. Geddes/D. Ham (Sunbeam Talbot); *Team Award:* Loughborough College (A. Polack, G. H. Breakall, J. W. Peach); *Novice Award:* C. Marsden/J. W. Bramall (Morris Minor); *Best B.T.D.A. Member:* A. H. Hill/R. L. Ward; *Best C.U.A.C. Member:* T. J. Threlfall/A. Mackay (Standard 10).

SEVENOAKS and D.M.C.

Fleabite Rally, 29th January.

Best Performance: C. M. Evans (Austin A30); 2nd, R. M. Jordan (Riley Adelphi); 3rd, B. E. Langton (M.G. TC) and J. Holmes-Higgin (Ford Anglia).

NORTH DEVON M.C.

Houlford Trophy Trial, 12th February. *Houlford Trophy:* R. J. Harris; *North Devon Trophy:* W. Knill; *Haslam Trophy:* D. Ayres.

LONDON M.C.

Coventry Cup Trial, 12th February.

Coventry Cup: G. J. Newman; *First Class Awards:* P. A. Barden, R. W. Faulkner; *Second Class Award:* R. Davis.

NORTH MIDLAND M.C.

Kitching Trophy Trial, 19th February. *Premier Award:* M. Lawson; 2, G. Newman; 3, R. Faulkner; 4, M. Cannon. *Souvenir Awards:* E. Harrison, J. Deeley, B. Dees, A. Lilley, A. Marsh, J. Broadhead, R. Kemp. *Team Award:* (B.T.D.A. Kentish Border team) G. Newman, M. Cannon, R. Chappell. *Passengers' Award:* J. Pen-tony.

S.C.C. OF NORFOLK

Pancake Rally, 19th February.

Best Performance: J. Morley (Ford Anglia); 2, R. Stanforth (Ford Prefect); 3, J. Risk (Ford Anglia).

MID-THAMES C.C.

Winter Rally, 19th February.

Best Performance: S. M. Actman (Ford Anglia). *Best Visitor:* C. Hoile (Triumph Renown). *Class 1:* D. D. Slater (Morris Minor).

HANTS & BERKS M.C.

Riverside Rally, 11th-12th February.

Premier Award: P. S. Ford/R. A. Hubbard (Austin A70), 68 marks lost.

Up to 1300 c.c.: 1, J. R. D. Ruston/M. P. W. Britton (Standard 10), 120; 2, R. N. Crispe/Miss D. M. Healey (M.G. TD), 129; 3, J. Church/R. A. Harvey (Ford Prefect), 136. *1301-2000 c.c.:* 1, B. L. Purnell/E. A. Gardner (Ford Consul), 101; 2, R. C. Boucher/R. C. Nicoll (M.G. Magnette), 120; 3, L. N. Needham/S. P. Seager (Triumph TR2), 125. *Over 2000 c.c.:* 1, R. Parker/D. Donovan (Austin A90), 83; 2, E. J. Chandler/M. Ness (Ford Zephyr), 96; 3, H. G. W. Kendrick/Miss P. Wright (Austin-Healey), 106.

Team Award: (Circle C.C.) J. R. Paul, R. C. Boucher, B. L. Purnell; *Mixed Crew Award:* H. G. W. Kendrick/Miss P. Wright. *Best Performance in Tests:* R. Randall (Austin A10 Sports).

COMING ATTRACTIONS

MARCH 6TH-11TH. R.A.C. BRITISH INTERNATIONAL RALLY. Start, 8 a.m., March 6th, from Blackpool and Hastings.

MARCH 11TH. INTERNATIONAL SPORTSCAR RACE, DAKAR, WEST AFRICA.

MARCH 10TH-11TH. A.C.O.C. Night Rally.

MARCH 11TH. Combined Universities M.C. Inter-Varsity Speed Trial, Great Dunmow Airfield, Essex.

CLUB FIXTURES

Bexley L.C.C.—Social Meeting, 5th March, Traveller's Home, Long Lane, Bexleyheath.

Oxford M.C.—Film Show, 5th March, George Restaurant, Oxford.

Glossop & D.C.C.—Social Meeting, 5th March, Royal Oak, Sheffield Road.

Sussex C. & M.C.C.—Social Meeting, 6th March, Southwick & Fishersgate Community Centre, Southwick.

Coventry & Warwicks M.C.—Annual General Meeting, 6th March, Fletchamstead Hotel, Fletchamstead Highway.

Aberavon M.C. & L.C.C.—Social Meeting, 6th March, Welcome to Town Hotel, Aberavon.

750 M.C.—Social Meeting, 6th March, Dog & Gun, Banbury; Albert Hotel, Colchester Bypass.

Bristol M.C. & L.C.C.—Social Meeting, 6th March, Mauretania, Park Street.

B.A.R.C. (Yorks)—Social Meeting, 6th March, White Hart, Poole-in-Wharfedale.

Southsea M.C.—Film Show, 7th March, Three Jolly Wheelers, Woodford Bridge.

Midlands M.E.C.—Film Show, 7th March, Midland Hotel, Birmingham, 7.30 p.m.

Wolseley Hornet S.C.—Social Meeting, 7th March, Mason's Arms, Maddox Street, London W.1.

Sunbac—Social Meeting, 8th March, Boat Inn, Catherine-de-Barnes.

Epping Forest M.A.—Film Show, 8th March, St. Mary's Hall, 201 High Road, Loughton, Essex, 7.45 p.m.

West Hants & Dorset C.C.—Social Meeting, 8th March, Westbourne Hotel, Bourne-mouth.

Romford E.C.C.—Social Meeting, 8th March, White Hart, Collier Row.

Surrey Sporting M.C.—Social Meeting, 8th March, Warwick Hotel, Redhill.

Vintage S.C.C.—Social Meeting, 8th March, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon;

The Bell, Seend, near Devizes, Wilts.

Buckingham & D.M.C.—Social Meeting, 8th March, Swan Inn, Great Horwood, Bucks.

Knowldeale C.C.—Annual Buffet Dance, 9th March, Dunkenhalgh Hotel, Clayton-Jemoors, Lancs.

Alvis Register—Social Meeting, 9th March, Kings Head, Rochester, Middx.

Cambridge 50 M.C.—Social Meeting, 9th March, Ancient Shepherds, Fenditton.



NEW FORD: The 1956 Zephyr, one of a range of 3 new models, recently announced by Dagenham. Both Consul and Zephyr have now larger-capacity engines.

BORDER MOTOR RACING CLUB

SOME 35 enthusiastic supporters of motor racing at Charterhall, from Edinburgh, Newcastle and the Borders, assembled at Berwick on Tuesday, 14th February, despite the bad roads, and the "Border Motor Racing Club" was duly founded. Jock McBain was elected Chairman, Ian Scott Watson, Secretary, John Somervail, Assistant Secretary, and Bill Martin, Treasurer. It was felt that those present did not represent a particularly wide area and it was decided not to elect a full committee of ten meanwhile, J.S. McCaig, (Edinburgh) and C.N. Fairbairn and L.H. Stockill (Newcastle) being the only three elected.

Jock McBain reported that over 50 letters from all over the country had been received, expressing encouragement and support. It is envisag-

ed that the Club will be represented on the Competitions Sub-Committee of the Winfield Joint Committee; that the Club will provide the necessary marshals from its ranks for the running of events; that members will have various concessions and privileges to the value of their subscription, probably supplied in the form of a book of vouchers. It was also pointed out that, if enough competing members joined, it will be possible for the B.M.R.C. to stage closed permit club events at the venue, be it Charterhall or any other circuit which may be chosen later.

The actual amount of the subscription was left to the discretion of the committee after negotiation with the Winfield Joint Committee. However, particular emphasis was laid on the fact that it is not the intention to take over any financial liability for Charterhall, its principal purpose being a liaison between the public

and the W.J.C. in the form of a "Supporters' Club".

Many well-known figures in motor sport have given the venture their blessing, including David Murray, Jimmy Gibbon, Peter Jackson, Frank Elliot, Alastair Birrel, Harry Ballantyne, Brig. Morris, John Garden, Jimmy Somervail and A.R. Miller.

Any enquiries should be addressed meanwhile to Ian Scott Watson, Easter Softlaw, Kelson, Roxburghshire.

CAPE-ALGIERS RALLY

THE 8,150 miles Cape-Algiers Rally was won by Martignoni/Schwar (TV Fiat), and Dr Haldeman/Mrs. Haldeman (Ford Range Wagon), who both finished absolutely equal. The special Stanleyville-Algiers stage was won by Marinai/Marine (Peugeot 203).

ALFA ROMEO will probably re-enter motor racing in 1957. Secret trials have been made of the flat-12 G.P. car, but it is likely that the Milan concern will concentrate on sports car racing at first. The new "Sportiva" will be seen at Turin Show.

WORLD Champion Juan Manuel Fangio will not be detained in Argentina as rumour has had it. His passport, which was surrendered to the Minister of the Interior, will be returned to him in time for the European racing season.

DEPENDING on the weather, Stirling Moss will either drive a 3-litre or 2-litre Maserati in the Mille Miglia. Dennis Jenkinson will again be his co-driver.

Correspondence — Contd.

Moss the Master.

AFTER much painstaking research (and with acknowledgements to that great jazz drummer, the late Dave Tough, who settled a Louis Armstrong-v-Someone controversy in a U.S. publication similarly), I hope I can now end the current Moss argument.

$$S. Moss = \frac{(Fangio + 300SLR) - U.S. ex-Peron}{(Peter Collins + Nitro) \times (Monroe-Laurence)}$$

Let us hope that the above will act as a strong dose of weed killer on these hardy annual perellils. Ouch!

CAMBRIDGE.

BRIAN H. LISTER.

IT is interesting to read the many letters your magazine has printed on the Moss—Hawthorn controversy. I personally think there is very little to choose between them.

The point that does worry me is the apparent lack of patriotism shown by some of our leading drivers. I can quite understand that, in the past, we have had no suitable Grand Prix cars for our leading drivers, but this has never been the case in the sports car field, and it does seem from the facts available that, if it had not been for Stirling Moss, the Mercedes Company would not have won the Sports Car Championship of the world and consequently, with the prestige gained, dealt the

British Motor Industries export markets quite a considerable blow.

I would also like to point out that Stirling Moss has never finished a World Championship Grand Prix in a Maserati (four events) so why should he choose to drive foreign instead of in one of the three British teams, one of which has had to resort to signing foreign drivers to complete its team? Moss is quoted as saying the reasons were not financial.

SOUTH WOODFORD, LONDON, E.18.

P. W.

This correspondence is now closed—Ed.

Road Test Ethics.

I WOULD like to thank Mr. Brian Kemp for his kind remarks, but his commentary on road test ethics does perpetrate a few fallacies.

In the first place, most makers of bad cars certainly will not submit them for road test. Suppose another maker of a merely indifferent car has the courage to let me test it, why should I destroy him and his product while letting these others continue to live on champagne and caviare?

Secondly, many people only skim through a road test report, while admiring the beautiful pictures that George Phillips takes. Thus, even a very critical road test may be worth many hundreds of pounds in free advertising!

I respect your views, Mr. Kemp, but you haven't convinced me yet.

WROTHAM, KENT.

J. V. BOLSTER.

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Rally to Les Leston's Accessory Store. Map Lamps 8/6d: Dimmer Switches 1/6d: "Magnalite" Illuminated Magnifiers 55/-: "Helphos" Windscreen Lamps 69/6d: Combined Compass/Map Measurers 10/6d: Nylon Tow Ropes 25/-: Outside Air-Temp Thermometers 25/-: Eolopress Inflator/Extinguishers 84/-: G. P. Driving Gloves 19/6 pr.

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The engagement of persons answering these advertisements must be made through a Local Office of the Ministry of Labour or a Scheduled Employment Agency if the applicant is a man aged 18-64 inclusive or a woman aged 18-59 inclusive unless he or she or the employment is excepted from the provisions of the Notifications of Vacancies Order, 1952.

Factors covering Scotland for the sale of Motor Accessories are desirous of further Agencies for special equipment for the enthusiast. write giving full details to Box 2023.

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Coventry Climax 1100 c.c. engine wanted. Write Box 2018.

Wanted: Morris 8 Series E 1939 Back Axle casing or assembly. Also 5 Ace Wheeldiscs to fit 17" wheels. S.A.E. Babington "Lynden" Llanddulas, Abergele, North Wales.

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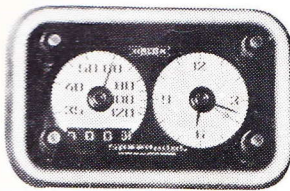
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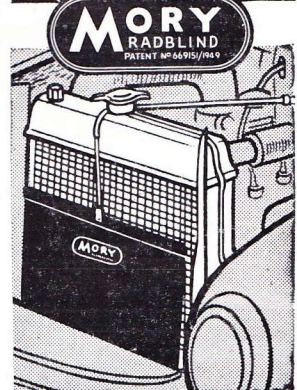
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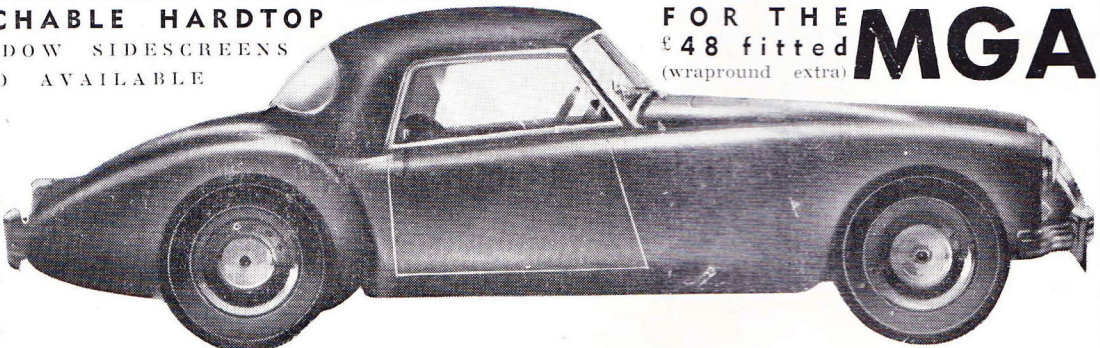
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