

AUTOSPORT

MARCH 9, 1956

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EVERY FRIDAY

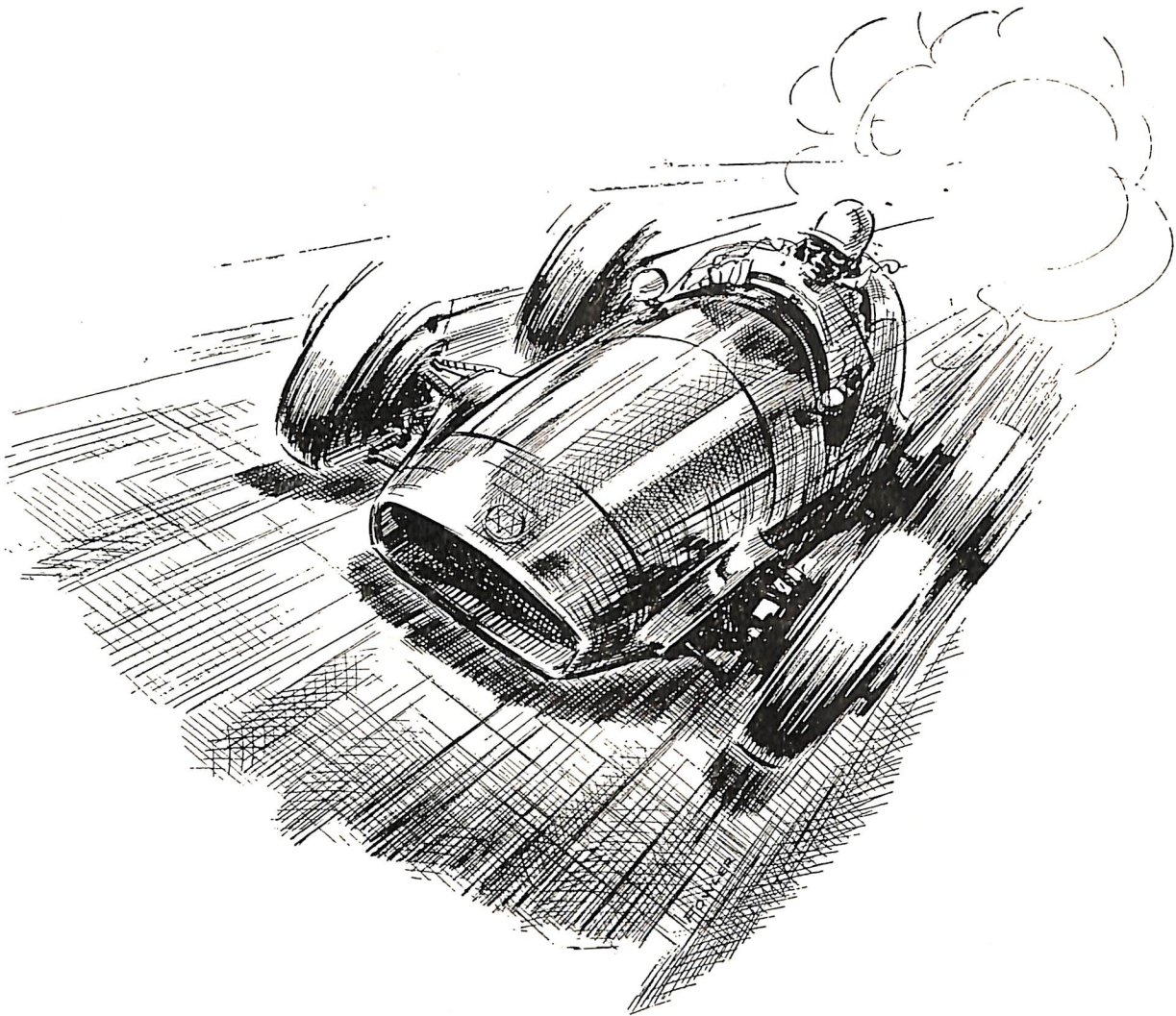
Vol 12. No. 10

BRITAIN'S MOTOR SPORTING WEEKLY



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B. R. D. C. TACKLE THE NOISE QUESTION : THE 7th SESTRIERE RALLY
RACING AT AGADIR : THE NEW RENAULT "DAUPHINE" : JOHN BOLSTER
ON EXTENDED ROAD TESTS : B. A. R. C. GOODWOOD PLANS FOR EASTER.



HOW FAST IS FAST....?

THERE IS, OF COURSE, NO ANSWER TO THAT QUESTION BUT **GIRLING** ARE CONSISTENTLY ANSWERING THE BRAKING PROBLEMS THAT BECOME APPARENT AS RACING SPEEDS CONSTANTLY INCREASE — PROVIDING FRESH INFORMATION THAT IS CONVERTED TO IMPROVE STILL FURTHER THE EFFICIENCY OF **GIRLING BRAKES** IN WIDER — IF LESS SPECTACULAR — FIELDS.

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 10

March 9, 1956

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EDITORIAL

NUMBER OF CARS BUILT ETC.

THE insistence by the F.I.A. on the number of cars built or sold, to qualify for participation in International events, leads to endless confusion. In the Grand Touring categories, for example, cars are continually seen in events which could not possibly have qualified on the numbers-built clause, i.e., 100 in a twelve months period. By his own statement, Signor Enzo Ferrari automatically excludes all vehicles bearing his name from taking part in International rallies. Interviewed by a representative of the French paper "L'Equipe", Signor Ferrari stated that the total number of Ferrari machines of all types, built and sold to customers during 1955, did not exceed 90. This means that no type of Ferrari is eligible for rallies, nor can the marque be accepted as a production machine at Le Mans, as the A.C.O. insist on at least 100 vehicles having been built, sold, or having provision made for being built. In the forthcoming "Autosport" Series Production Sports Car Championship, no numbers-built clause has been inserted. In its place, a list of cars built primarily for road use, is given. We feel that it is unfair to penalize the smaller manufacturers by insisting on a specified number of vehicles having been produced. The F.I.A. would find it much easier to invite manufacturers to supply specifications of their machines, and to publish annually a classified list showing clearly for which type of event each vehicle qualifies. The onus of selecting cars would be on the shoulders of the C.S.I., and no deviation from the published list would be permitted until the following year. "Autosport" feels reasonably certain that all manufacturers, large or small, would welcome such a move. At the beginning of the year, they would immediately know how they stood in relation to every other manufacturer, and could plan accordingly, rather than be at the mercy of the interpretation of the numbers-built clause by different organizers. Publication of such a list would automatically make any car that does not feature in it a prototype, and organizers themselves would be in a better position to meet the requirements of both private owners, and manufacturers, when arranging their events. If the International body which controls motoring sport would consent to adopting such a scheme, it stands to reason that they would give a lead to be followed by the hundreds of motoring clubs throughout the world, who can never fully understand which cars qualify for which events.

OUR COVER PICTURE

AGADIR: Highlight of the recent G.P. of Agadir was the lap by lap struggle between Vanwall team drivers, Harry Schell and Maurice Trintignant with their Ferraris. After the elimination of Jean Behra and André Pilette, Trintignant won with his teammate runner-up.

PIT and Paddock

SNOW and ice greeted competitors in the last leg of the Cape-Mediterranean Rally as they drew near to Algiers, the finishing point!

MASERATI's new 2½-litre sports car, intended for Le Mans, ran its first race at Agadir, driven by Cesare Perdisa.

OWNERS of Fiat 1100 TVs with racing and/or rally experience are invited to contact Peter Easton, c-o "Autosport", with a view to establishing a racing/rally team to be known as "Scuderia Millecento".

SOLE foreign entry in the International ice-racing meeting on Lake Freden, Sweden, on 19th February, was George Abecassis in an H.W.M. Handicapped by unspiked tyres, he finished sixth in the unlimited class, the winner being Gunnar Carlsson (Ferrari) with Joakim Bonnier (Alfa-Romeo) second.

STOCKHOLM Motor Show will open at 10.30 a.m. on 16th March until 25th. Exhibits will include Ferrari, Alfa-Romeo, Jaguar, M.G., Triumph, Mercedes-Benz, Porsche—and Moskvitch, Pobeda and Zim.

THE Light Car Club of Tasmania recently ran a three-day rally over the Australia Day holiday weekend. This was a new venture for the club, which runs principally speed events. Outright winners were Mr. and Mrs. Imber in a Y-type M. G., with N. M. Marr second and P. Hookway third, both in TF M.G.s.

AIR travel to Continental racing venues is being well catered for by Charterspace Ltd. Special excursion flights are being arranged to the Belgian, Netherlands, French, and German Grands Prix; also to Le Mans, Monza and Berne. A brochure may be obtained from 266a High Street, Uxbridge, Middlesex.



★
APPRECIATION
Rob Walker receiving a silver cigar box from Mr. L. T. Lewin for his successes during 1955 with his 300SL Mercedes-Benz.



★
A new racing "autodrome" is being projected at Salzburg, in Austria.

DAVID Boshier-Jones will be racing a new Cooper Mk. X, with Jackson twin-plug head in Formula 3 events this season.

NORMAN Garrad, competition manager of Sunbeam, is at present giving a production Rapier a thorough testing over the rougher roads and mountains of France and Italy. If his report is satisfactory, the Rapier will be entered in rallies by the factory.

THE A.C. Marseille-Provence are trying to reopen the disused Miramas circuit near Marseilles, and recently Robert Manzoni in a Jaguar and Elie Bayol (Osca) covered many experimental laps, expressing themselves as satisfied with the condition of the 5.094 km circuit. Miramas is a permanent circuit, first opened in 1924 and last used in 1937. The French G.P. took place there in 1926.

REST AND BE THANKFUL

THE date of the French Grand Prix having been changed once again the Rest and Be Thankful Hillclimb fixture will now revert to its original date 7th July, to avoid conflict with the race meeting.

"They call him nature's air-brake!"

EASTER MONDAY GOODWOOD

Varied Programme at International Meeting Includes First Round in "Autosport" Series Production Sports Car Championship—Two Vanwalls Likely for 32-lap Race.

THE B.A.R.C. have arranged for a very full programme for the Easter Monday International meeting at Goodwood. The events include the very first qualifying race for the "Autosport" Series Production Sports Car Championship, which will be run over a distance of 13 laps (31 miles). This will be for cars of up to 1,200c.c., 1,201-1,500c.c., 1,500-2,500c.c., and over 2,500c.c.

As this will be the first International meeting in Europe at which Grand Prix cars will appear, a very representative selection of the latest G.P. machinery will do battle for the 32-lap (76 miles) Richmond Trophy race. Two Vanwalls are down to race. Other events include a 4-lap Formula 3 race, a 15-lap scratch race for sports cars over 1,500 c.c. (with a special 2-litre award), a 7-lap race for sports car up to 1,500 c.c. (with 1,100 c.c. award), and one or more Easter Handicap events for racing cars over 500 c.c.

It is possible that Goodwood may see the first 1,500 c.c. sports Maserati to be raced in this country, the performance of which would be studied by all sports-car racing enthusiasts.

INTERLAKEN RALLY

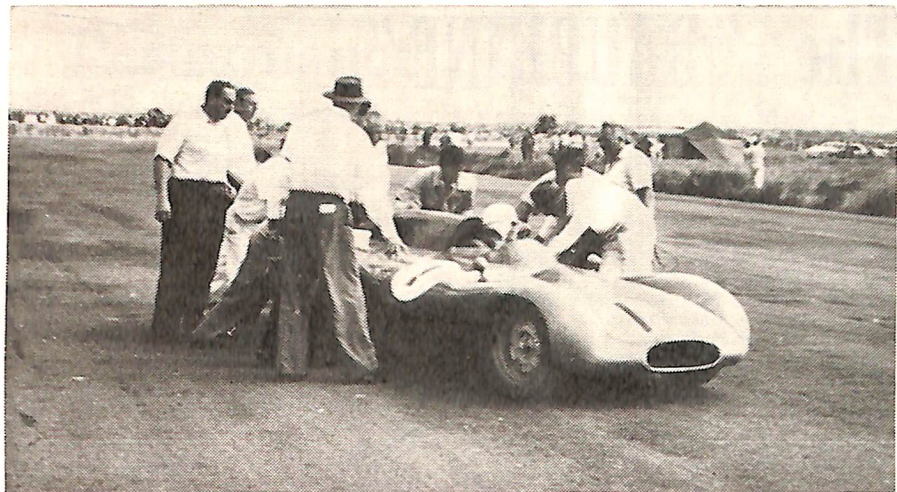
Cook's Autotravel Service is organizing the Sporting Rally to Interlaken from 27th May to 10th June. The outward route is across Northern France and the Vosges Mountains, returning through the Black Forest, along the Rhine and across the Ardennes. Also included is a photographic competition, a Concours D'Élegance, regularity tests, a treasure hunt and a Rally Ball. Entry fees vary according to the length of the car and the number of persons carried, and include all costs except fuel. A complete explanatory leaflet and entry form may be obtained on request from Thos. Cook & Son Ltd., Berkeley Street, London, W.1.

SPORTS NEWS

THE SESTRIERE RALLY

**Schock / Moll (Mercedes) First
B.M.W. Runner-up: Class Wins
for Porsche, Fiat, Dyna-Panhard
and Alfa Romeo.**

DRIVING a 300SL Mercedes-Benz, the Germans Schock and Moll scored a narrow victory over their compatriots Gutbrod and Schwind (V8 B.M.W.) in the 7th Sestriere Rally, second of the events counting towards the 1956 European Touring Championship. The performance of the B.M.W. was particularly praiseworthy, as it was in the touring category. It would appear that this machine will be a serious rival to



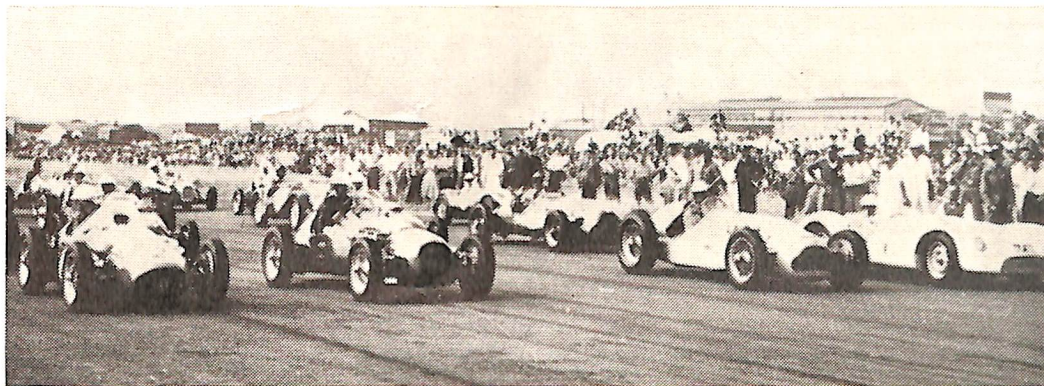
★

VICTORIAN TROPHY

(Above). Officials frantically try to start Jack Brabham's Cooper-Bristol, before the start of the 1956 Victorian Trophy race, at Fishermen's Bend, Australia.

(Left). Front row of the grid comprises (L. to R.): Reg Hunt (Maserati), the eventual winner, Lex Davison (H.W.M.), Doug Whiteford (Talbot) and Stan Jones (Cooper-Jaguar).

★



the 220A Mercedes-Benz in all future events.

Although the Alfa Romeo Giulietta Sprint had to give way to Porsche in the G.T. Class, the recently-introduced 4-door saloon provided a minor sensation in the 1,300 c.c. touring category, Alberti and D'Erricho defeating a strong works team of D.K.W.'s and a flock of TV Fiats.

Near-Arctic conditions were experienced on the mountain sections, particularly on the pass to La Spezia, where, surprisingly enough, class-leader Paul Guiraud (Peugeot) was penalized for late arrival. His co-driver was Monte Carlo Coupe des Dames co-winner, Mme Alziary de Roquefort. Of the 74 starters, 20 had retired, and 42 had lost no penalty marks at the Modena control. The A6G Maserati of Buffa/Munaron, first in the Imola test and second at Modena, was retired. Tak/Niemoller (300SL) lost many penalty marks. The rally was actually decided on the circuit of Sestriere, the first six cars in each class, taking part in a two-lap regularity test. The qualifiers were selected by times on the preceding special tests.

This regularity test, on snow-bound mountain roads, was made even more interesting by the narrow margin which separated the three leaders, who were considerably in advance of the rest of the field.

By reason of a remarkable climb on the Grottaferata Maddona—del Tufo, Gutbrod/Schwind (B.M.W.) led the list of qualifiers with a total of

2 points. In second place were Schock/Moll (300SL), with 4 pts., followed by Lena/Jacazio (TI Alfa Romeo) with 5.1 pts. In fourth place was the Alfa Romeo Giulietta of Alberti/D'Erricho with 24.2 pts.

The B.M.W. driver was inclined to take things too gingerly, and was penalized a total of 11.3 pts. The Alfa Romeo charged into a snowdrift, and was penalized no less than 105 points, which dropped it down to sixth place in the class, and from 3rd to 28th in general classification. Schock made few mistakes with the 300SL, and his 8 penalty points put him in an unassailable position.

Best performance on the circuit was put up jointly by Masson/Laurent (Dyna-Panhard) and Taramazzo/Gerino (Alfa Romeo), who had 2.5 penalty pts. Next best was one of the new DS19 Citroens, in the hands of Lucas/Dufaure, with 2.7 pts.

Results.

General Classification

1, Schock/Moll (300SL Mercedes-Benz), 12 pts; 2, Gutbrod/Schwind (B.M.W.), 13.3; 3, Taramazzo/Gerino (TI Alfa Romeo), 25.7; 4, Straehle/von Wenker (1300S Porsche), 26.9; 5, Mantovani/Morolli (Lancia Aurelia B12), 46.9; 6, Alberti/D'Erricho (Alfa Romeo Giulietta), 49.2; 7, Toselli/Zanardi (8V Fiat Zagato), 50.4; 8, Masson/Laurent (Dyna-Panhard), 51.2; 9, Superti/Fiorani (TV Fiat), 51.3; 10, Guiraud/Mme de Roquefort (203 Peugeot), 53.7; 11, Musso/Scarlati (Alfa Romeo), 58.9; 12, Monaco/De Sanctis (Fiat 600), 63.1; 13, Engel/Vidal (220A Mercedes-Benz), 63.2; 14, Nathan/Sauerwein (1500S

Porsche), 63.5; 15, Von Schroeter/Theden (DKW), 70; 16, Boilet/Therard (Alfa Romeo), 76; 17, Berner/Holder (220A Mercedes-Benz) and Franchi/Zannini (Alfa Romeo Giulietta), 77.2; 19, Wilhelm/Friederichs (Alfa Romeo Giulietta), 93; 20, Blendl/Korner (1500S Porsche), 95.2; 21, Von Westerholt (220A Mercedes-Benz), 97.7; 22, Schluter/Eikelmann (DKW), 102.

Grand Touring and Special Series Classes.
Over 2,000 c.c.: 1, Schock/Moll (300SL Mercedes-Benz); 2, Engel/Vidal (300SL Mercedes-Benz); 3, Arezzo/Dagnino (Lancia Gran Turismo). 1,301-2,000 c.c.: 1, Toselli/Zanardi (8V Fiat); 2, Nathan/Sauerwein (Porsche); 3, Boilet/Therard (Alfa Romeo). Up to 1,300 c.c.: 1, Straehler/Von Wenker (Porsche); 2, Guiraud/Mme de Roquefort (Peugeot); 3, Franchi/Zannini (Alfa Romeo).

Touring

Over 2,000 c.c.: 1, Gutbrod/Schwind (B.M.W.); 2, Mantovani/Morolli (Lancia B12).

1,301-2,000 c.c.: 1, Taramazzo/Gerino (Alfa Romeo); 2, Musso/Scarlati (Alfa Romeo).

751-1,300 c.c.: 1, Alberti/D'Erricho (Alfa Romeo); 2, Superti/Fiorani (TV Fiat).

Up to 750 c.c.: 1, Masson/Laurent (Dyna-Panhard); 2, Monaco/De Sanctis (Fiat 600).

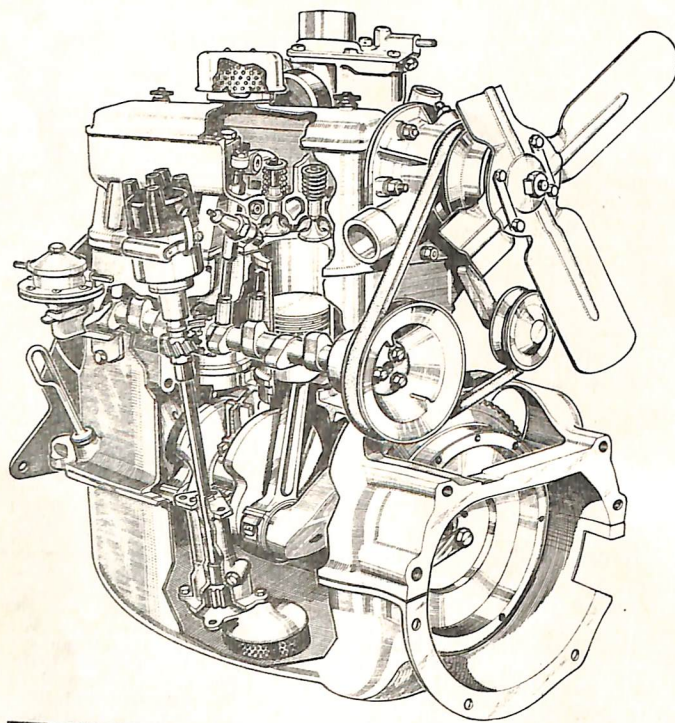
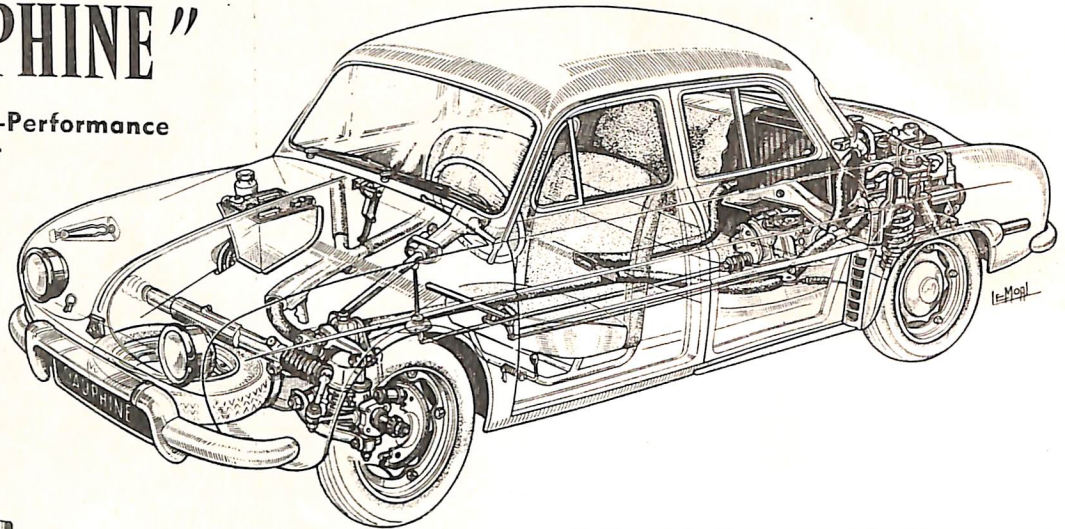
AINTREE "200" IN APRIL

THE B.A.R.C. announce that they are organizing an International Meeting at Aintree circuit on 21st April this year. Regulations and entry forms will be out shortly, and the programme comprise races for saloons, sports cars for up to, and over 2000 c.c., Formula 3 and Formula 1 cars. The latter will contest the Aintree International "200" race over 67 laps, a distance of 201 miles. The meeting has full International status.

The "DAUPHINE"

France's Latest High-Performance
Small Car

★
A sectional drawing of the new Renault "Dauphine" which has all-independent suspension, a top speed of 71 m.p.h., fuel consumption of 43 m.p.g., and weighs 12½ cwt.
★



★
(Above). Interior decoration used to demonstrate the roominess of the new Renault.

★
(Left). The 4-cyl., o.h.v., 845 cc. "Ventoux" engine develops over 30 b.h.p. A 50 b.h.p. competition version is already projected for a Grand Tourisme model.
★

B. R. D. C. TACKLES NOISE QUESTION

Efficient Silencers Demanded for British Empire Trophy Race at Oulton Park, 14th April.

IN the supplementary regulations for the 18th British Empire Trophy race at Oulton Park on 14th April, the B.R.D.C. have inserted a clause to the effect that all competing cars must have efficient silencers, and tail pipes which do not point downwards. Secretary John Eason Gibson informs us that the scrutineers have been instructed to make a closer examination of silencing devices, and that any machine which has no silencer, or the equipment of which is deemed to be inefficient, will be liable to exclusion from the race.

The B.R.D.C. make it quite clear that, although it is quite impractical to enforce silencing regulations for formula racing, the Club can, at least,

assist in minimizing nuisance to the general public, by insisting that competitors in sports-car events run under B.R.D.C. jurisdiction have efficient silencers. It is pointed out that, at Oulton Park, as at other circuits in the United Kingdom, complaints have been received from local residents of the excessive noise created by racing and sports-racing cars.

The British Empire Trophy will be decided on 3 heats, each of 16 laps (44.17 miles), and a final of 25 laps (69.03 miles). The entry will be divided into classes for up to (a) 1,500 c.c., (b) 1,501-2,700 c.c. Handicaps for the final will be (a) 2 credit laps minus 1m 40s. (b) 1 credit lap minus 1m 40s. (c) Scratch.

JAGUAR TOPS THE POLL

A national poll held in the United States by Popular Mechanix magazine picked Jaguar as the world's most representative sports car, while for the second time in the past two months a survey organized by Road and Track magazine shows that Jaguar is the most popular sports car in the U.S. Both polls name Porsche and M.G. as second and third choice.

THE SCOTTISH RALLY

THE International Scottish Rally 21st-25th May) will now start from the R.S.A.C. Clubhouse in Glasgow, and not from Dumfries as planned originally. The first day's route has been reversed, but will still be through the South of Scotland.

Towards Higher Performance

Some Tests of the Laystall-Alexander Conversions on Normal Production Machines.

A WEEK or so ago we received a mouth-watering invitation to come along to Chalgrove Aerodrome, near Oxford, where there would be available a collection of interesting motor-cars to try out. The occasion was a press showing to mark the new association of Alexander Engineering and Laystall Engineering in the field of "modified production cars". Each company has made its name in this work and now they are pooling resources and experience to widen their field of activity, although remaining as separate concerns.

As we hustled our own (unmodified) Standard Eight along the Oxford road on a very cold and frosty morning we remembered the considerable success of "modded" Eights and Tens in competitions, and looked forward to trying one in comparison with our own, and after viewing with some trepidation the snow-bound countryside we were relieved to find the perimeter track at Chalgrove almost completely free of ice.

Michael Christie of Alexanders and J.R.T. Gibson Jarvie of Laystalls were presiding over a line-up consisting of Austin A30 and A90, Ford Anglia, Consul and Zephyr, M.G. Magnette, Morris Minor (o.h.v.) and Oxford, Nash Metropolitan and Standard Eight. The Nash, of course is the "export only", American-style small car made over here, with body by Fisher-Ludlow and with Austin A40 machinery. Christie himself has said that the small Standards are particularly amenable to tuning and one lap was enough to bear this out. The usual engine modifications had been made, viz. high compression head, twin SU carburettors and flowed out manifolds and straight through silencer, but in addition the axle ratio had been changed from 4.875 to 4.55 (current Eights have the higher ratio as standard) and an anti-roll bar had been fitted at the front. The stock Eight and Ten handle very well, but do roll rather a lot, which gives heavy steering and on a tight corner can cause the inside rear wheel to lift and spin. The 53s. stabiliser is a vast improvement. As for the performance, that is really something for an 803 c.c. four-door saloon. The engine has a harder note and apart from markedly improved acceleration there is an immediate improvement of about 10 m.p.h. on all performance figures. For example, one changes into top at 60 instead of 50, with a maximum of 65 in third instead of 55, while the top gear maximum goes up to an easy 75 instead of a struggling 65. On the twisty bits of the circuit one could use third most usefully between 50 and 60 without any feeling of engine strain. These of course are speedometer figures, and these runs were to gain impressions only, not for scientific test.

The B.M.C. Minor was of quite a different character. It has no need

of a stabiliser as the steering and cornering powers are outstandingly good anyway. The standard Minor is very low geared, which gives good top gear acceleration without recourse to the excessively wide ratio gearbox but at the cost of high engine revs. However, apart from the engine mods. Alexander-Laystall change the axle ratio to 4.5:1. This seems to give a disappointing top gear performance until it is realised that one can now cruise at 60 without the engine screaming its head off. Also third gear can now be used up to around 50 when it would scarcely reach 40 before. The A30 we did not have time to try, but the figures would be comparable.

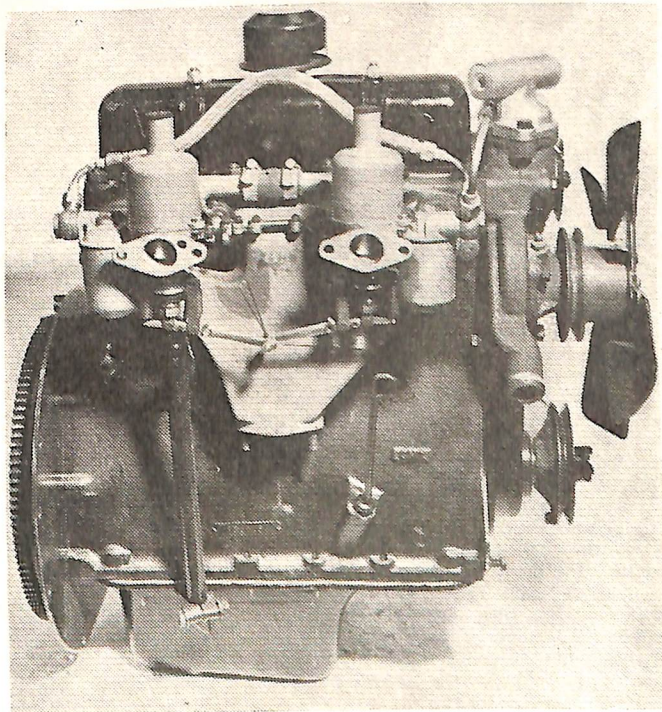
Leaving the little'uns, we were next invited to try John Morcombe's own Zephyr, with the full three-carburettor treatment. Equipped as it is with full instrumentation and a great deal of extra equipment including 2-way radio telephone, this is probably a heavier Zephyr than most, but the performance was most impressive. The stock car will reach about 80, but we found the speedo, needle went off the end of the scale past 95 on each of the short straights; this in overdrive top with the engine unstrained! Urge in the gears was comparably good, second and overdrive second coping with the corners in an exhilarating fashion, the overdrive switch being fitted to the gear lever itself. Stiffer dampers had been fitted which made this powerful machine handle in a very satisfying manner.

★
Twin S.U. carburettors, special manifold and a raised compression ratio bring the engines of the 8 h.p. and 10 h.p. Standard up to "Grand Tourisme" specifications. With a slightly higher axle ratio, all-round performance figures in the gears show a gain of as much as 10 m.p.h.

★

There was a stock Ford Consul available for comparison with the modified one, which latter turned out to be the one with which Basil de Mattos won the 2-litre class at the 1954 Daily Express Production Car Race at Silverstone, and was third last year, so the car has had a hard life. Nevertheless, it was some 10mph faster than the standard car in each gear, with really biting acceleration. The Anglia was a little disappointing, being very little faster than the production car, although acceleration was better. —It went very quickly up to 50 in second, then flattened right out, while the maximum was about 68.

It may seem surprising, but an interesting comparison could be made between the Magnette and the Morris Oxford. The engines and general mechanical specification are basically similar and in standard trim there is not a great deal to choose on performance. However, modification, as usual, puts another 10mph on the figures and while the Magnette reached 95, the Oxford could touch 90. The handling qualities of the Oxford, with torsion bar front springing and rack-and-pinion steering were well up to the extra power, so that when driving the M.G. we found the Oxford difficult to shake off, and when we swapped cars, we bowed to the Magnette only on the straight. The substitution of a higher axle ratio in both cases makes third gear really useful up to around 70 while giving easy cruising in top. The biggest difference is of course the gear-change. On the Magnette it is a nice sensible, vertical, floor "stick", while the steering-column change on the Oxford is so indescribably bad as to invoke a wish for the old low axle ratio so that one didn't have to use it so often, and blow the noise, engine wear and petrol consumption. Such a pity to ruin an otherwise excellent car.



The last car we had time to try was the Austin A90 Westminster. Fitted, like the Zephyr, with a three-carburettor conversion to the 2½-litre 6-cylinder engine, plus the higher axle ratio, its performance in a straight line is formidable—close on "the ton" being available very quickly indeed. However, through no fault of the "modifiers", it was only possible to use that performance in a straight line, for the cornering characteristics were not worthy of it. The gear-change, too, was little better than the Oxford's.

After lunch, Messrs. Christie and Gibson Jarvie made a number of points of interest in reply to questions. In most cases, after conversion petrol consumption is in fact less than before. As regards any fear of over-stressing the engine, the Standard Motor Co. guarantee is still valid on converted Eights and Tens, while a

Ten engine on test has been run with a 10:1 C.R. with no increase in bearing wear. The Zephyr we tried had covered 58,000 miles, including 38,000 since conversion, and had recorded an overall consumption figure of 26 m.p.g. despite habitual hard driving. Since these commercial modifications were begun about two years ago, more than 700 Morris Minors and Austin A30s had received "the treatment".

As to costs, the exchange price for the engine mods. to a Standard 8 is £32 10s. plus £10 for installation if required, while the change of axle ratio costs £16 10s. including fitting. The anti-roll bar costs £2 13s. while prices for other vehicles are in proportion. Certainly Alexander-Lay-stall have opened up an inexpensive way of making *Gran Turismo* cars out of "family" transport.

S. P. S.

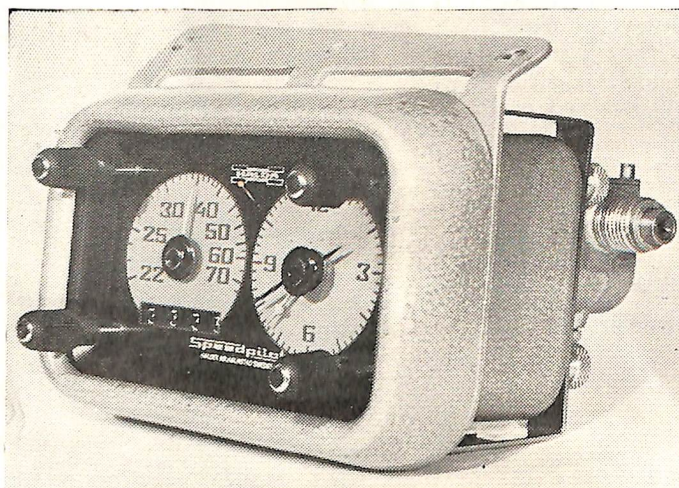
The Halda Speed-Pilot

A Most Accurate Average-speed Computer Thoroughly Proved in Rallies.

★

Simple and compact, the Swedish-made Halda speed Pilot can be fitted to any make of vehicle. It was used successfully on the Monte Carlo Rally by Maus Gatsonides (Standard Vanguard), and the Sunbeam team.

★



SOME time in the 1890's, the Swedish engineering firm of Haldex A.B. began supplying taximeters for London's horse-cabs. Subsequently, Halda taximeters were fitted to the new motor cabs—and now the latest models are supplied in thousands to taxis and hire-cars all over the world.

As taximeters are essentially computing devices coupled to the speedometer drive, it would seem that the specialised "know-how" acquired in their development could well be applied to the production of a successful average speed computer. Halda have done just that, and the Speed-Pilot is the result.

We have had a Speed-Pilot on test in a staff car for some weeks; as a result of this trial we feel confident in saying that it is a considerable advance upon anything of the kind previously marketed, as regards usefulness, compactness, mechanical simplicity (and hence reliability), simplicity of operation—and price.

The complete unit is quite small (about 6×4 in. overall). There are four control knobs and two dials. The left-hand dial is set at the start of the journey to the average speed required. The right-hand dial is an eight-day clock, but incorporates a third hand, a red one with a distinguishing "Blob" on it, which is set immediately beneath the minute hand of the clock at the time of departure. This "Pilot" is coupled (indirectly!) to the speedo-drive and this moves at a rate proportional to the road speed. Thus, if for example one is required to average 30 m.p.h., the left-hand dial is set accordingly, and if one maintains precisely 30 m.p.h. the Pilot hand will remain co-incident with the minute hand of the clock. If one travels at more than 30, the Pilot will gain on the clock, and if slower will lag behind. Thus at any point on the journey, regardless of stops or delays, one can see at a glance exactly how many

minutes one is ahead of or behind schedule. The speed dial can be set to any average from 22-75 m.p.h. and a variable escapement mechanism makes the necessary adjustment; what could be simpler? In addition, the clock can be used as a clock, and there is also a trip mileage recorder, calibrated in tenths and hundredths.

Installation is easy. A T-drive is coupled between the speedometer and its cable, and a further short cable brings the drive to the Speed-Pilot, which can be fitted flush in a hole cut in the dash, or hung on its own bracket in any suitable place. An internal bulb gives effective edge illumination to the dials. Once installed, the instrument is adjusted to suit the particular car, entirely by means of a calibrating screw. The very comprehensive instruction sheet gives precise details of how many turns are required, and once set, final adjustment may be made on the road to a very high degree of accuracy, irrespective of the accuracy of the car's odometer. Even a change of tyre size can be allowed for, and it is a simple matter to switch the device from one car to another. It is available marked either in m.p.h. or k.p.h.

Being entirely mechanical, there are no electrical or electronic devices to give trouble and as can be seen, it is no bulky or unsightly addition to a car's equipment. Lastly, the price. Complete for installation with all cables and bracket, it costs £19 19s. which is by far the cheapest such device yet marketed. Enquiries about the Speed-Pilot should be directed to Halda Ltd., Brandon Road, York Way, London, N. 7. By the way, with each kit is supplied a disc calculator (time/speed/distance) plus (and this beats all the window pennants) a red Scotch-lite label reading "Speed-Pilot"!

SMOKER ROOM BALLAD

A controversy rages
In the correspondence pages
Re a gentleman whose name is Stirling Moss,
A Signor V. Perelli
Initiates the meleé
His opinions making lots of readers cross.
Their utter indignation
At the Signor's imputation
That their Stirling is not undisputed King,
Causes chaps who should know better
To invest Perelli's letter
With a virtually sacrilegious ring.
Then suddenly the pensive
Launch a quick counter-offensive,
Claiming pride of place to one we know
as Mike,
With a handicap of zero,
Implying that their hero
Could beat the Silver Arrows on a bike.
When comparisons have ended
And the passion's all expended
When the last of all the epithets are hurled,
The thought could not be sweeter,
That with Stirling, Mike (and Peter)
We've got three among the finest in the world.

BRIAN KEMP.



RACING AT AGADIR

by GRAHAM WHITEHEAD.

FOR the sixth race meeting to be staged by the A. C. of Agadir, a fine entry was received, possibly due to the fact that the event was raised from National to International status. An entirely new circuit, located on the outskirts of the town was used. This was of 3.3 kilometres, and had to be lapped 100 times.

Maserati sent Jean Behra and Cesare Perdisa, who were supported by Musy's private entry. Scuderia Ferrari had Maurice Trintignant and Harry Schell, backed up by independents André Pilette, Rosier, Picard and Lucas. Gordini had three machines, Guelfi with the 3-litre which Bayol crashed at Le Mans, and Rinen and Da Silva Ramos with 2½-litres. My Aston Martin was the one Roy Salvadori drove last year, while Kerguen, who hails from Casablanca had a brand new one. Three 300SL Mercedes completed the field, driven by Descamps, Lacaze and Pollet.

It was far from tropical when unofficial practice began, and most drivers were content to learn the circuit. Saturday's official training was virtually washed out by an "orage" to end all "orages". Even the grandstand seats were blown on to the circuit. In the evening drivers and officials confabbed, and the result of a protracted argument was the laying on of another practice session at 10 a.m. on race day. Not a very happy scheme, but try and allocate starting positions any other way! Anyway Harry Schell took pole position with a lap in 1m. 13s. (158 k.p.h.), with Pilette's "Ecurie Belge" Ferrari runner-up with 1m. 16s., and Behra next (1m. 18s.).

At the drop of the flag, Harry Schell shot into the lead, followed closely by Pilette and Trintignant. Behra

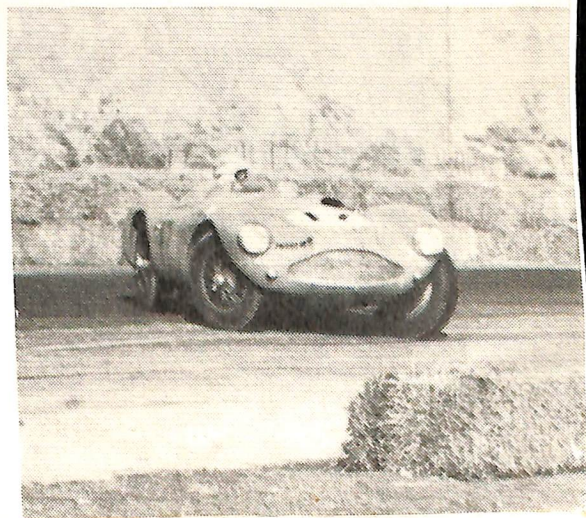
made, for him, a fairly slow start, but soon began to whistle through the field. Pilette forged ahead of Schell, with Behra now in second place. This was Belgium versus France with a vengeance, a duel which was to last for most of the race. Pilette, driving extremely rapidly, held off the Maserati for 17 laps. Seven tours later, the Belgian was again in front, only to be re-passed on lap 27. Some distance behind, Schell and Trintignant were having a ding-dong battle for third place. Musy, when in 5th position, retired. I was in 10th spot when the throttle stuck wide open, and had to make for the pits using the ignition switch. About 10 laps were lost while repairs were being made—a most exasperating business altogether!

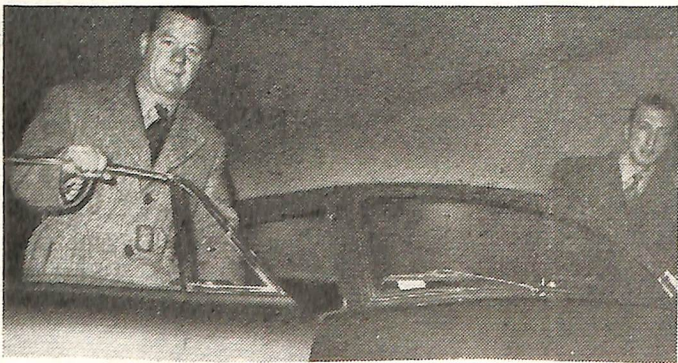
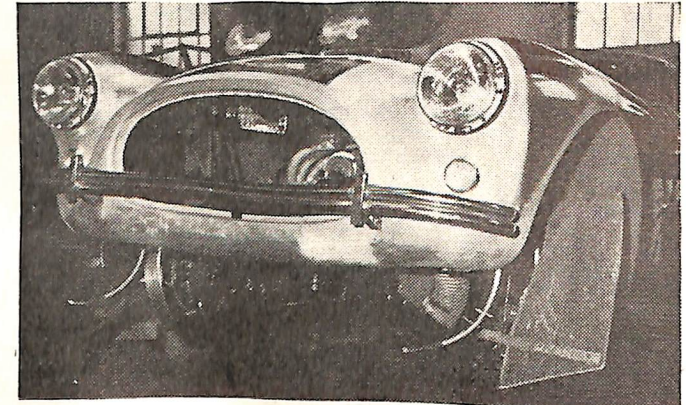
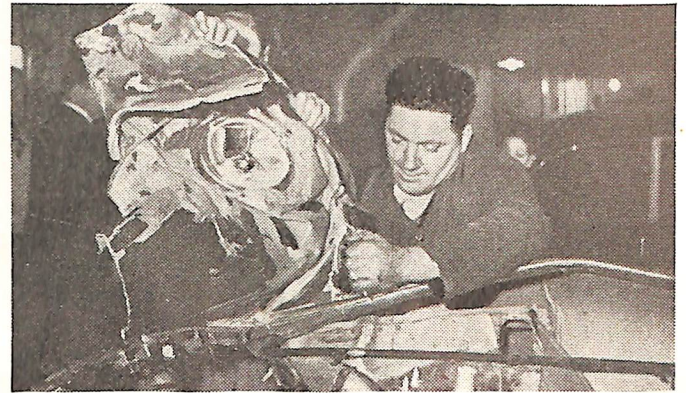
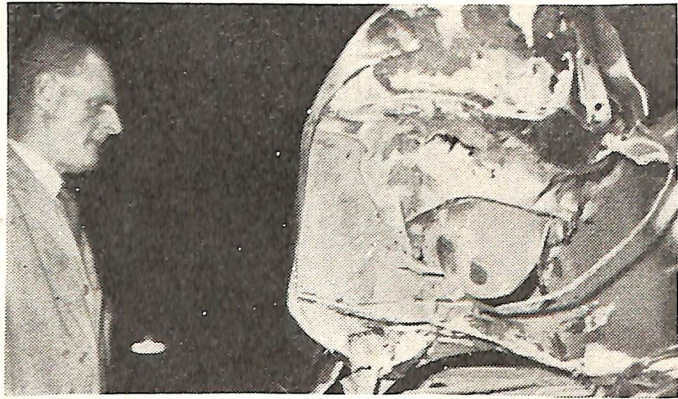
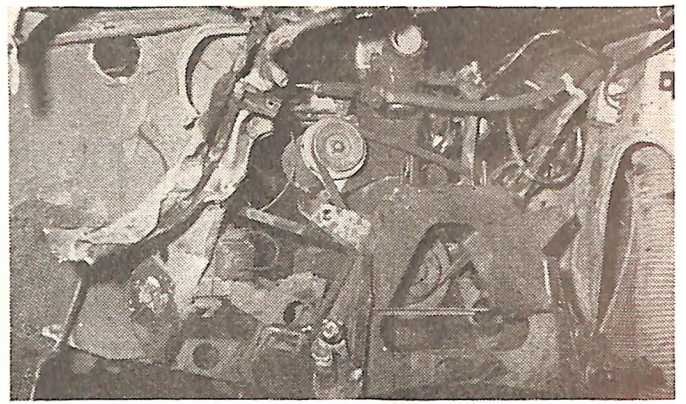
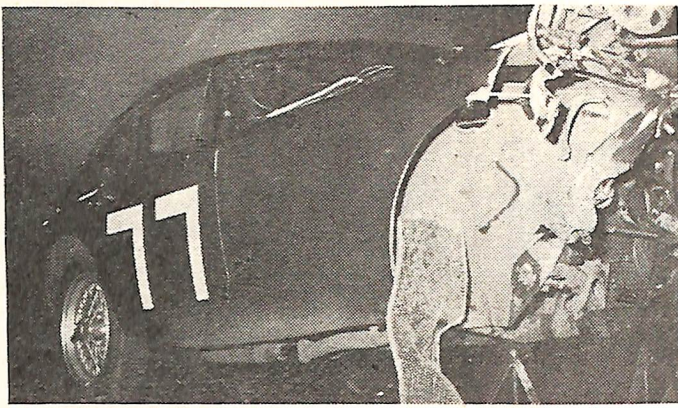
Meanwhile Louis Rosier went out with transmission trouble. Kerguen was doing well with his new DB3S, keeping company with Gordini's of Rinen and Ramos. Local man Guelfi, who had been well up with the leaders, abandoned after 45 laps. Around half-distance Pilette spun, letting Behra increase his lead to 40 secs. The Schell-Trintignant duel still continued, to the huge delight of the crowd. Behind came Picard and Lucas, Perdisa having retired on his 31st lap with a car that never sounded too happy.

(Continued on page 236.)

(Top, left): Schell (Ferrari), Pilette (Ferrari), Behra (Maserati) and Trintignant (Ferrari) passing the pits during the early stages.

(Top, right): Remarkable antics by a TV Fiat and (centre) by a DKW, in the production race. (Bottom) Local driver Kerguen spinning with his new DB3S Aston Martin.





THESE PICTURES show just what can be accomplished by skill and determination. Just 36 hours before Tommy Clarke was due to clock in at Paris for the start of the Monte Carlo Rally, a service company's tester pranged the A.C. Aceca into the back of a lorry. At first, A.C. technicians said it was impossible; however, after surveying the mangled wreckage, the chief engineer said: "We'll do it!" The bent bits were removed, welders got to work, and Thames Ditton even had the whole job re-sprayed. Tommy went on to be one of the few drivers of a Grand Touring machine to qualify for the Mountain Circuit—and to finish the rally!

John Bolster on

EXTENDED ROAD TESTS

IT is, I suppose, natural, that the cars owned by my friends, my family, and myself are bought largely as a result of AUTOSPORT road tests. I thus have an opportunity to confirm—or otherwise—the judgments that I made originally. In this article, I propose to discuss three cars which I drive regularly, and of which I have now had a reasonably prolonged experience.

The first of these is a Sunbeam-Talbot "90", and is the car which my mother normally drives. Of course, everybody knows that this is a tough little car, for its wonderful performances in rallies during the last few seasons could only have been achieved by a model combining performance with reliability and sheer "guts". Let me say, straight away, that my mother's car has proved worthy of this exalted competition background.

It was bought "off the peg" from Messrs. Rootes' showrooms in Rochester in 1954, and has literally given no trouble at all. When I originally road tested the model, I was very impressed with the remarkable smoothness of the 4-cylinder engine. I still feel the same about it, and the effortless way in which the car will cruise at 70 or even 80 m.p.h. greatly endears it to me. It is a small machine—narrow enough for country lanes or London traffic—and the unusually long bonnet gives one something to aim. The very sturdy build means weight, but the powerful engine copes well with this, and the fairly high third gear gives useful acceleration into the "sixties". It is in keeping the body down to four seats only that the makers have been so clever, for if they had stretched it to carry five or six, this might have been just another ordinary British 2½-litre saloon.

The Sunbeam does not handle like a racing car, but it is extremely controllable. It is a particularly safe car for the moderately fast driver, giving him plenty of warning as he approaches the limit, after which the tail begins to slide gently. The suspension gives a good compromise for British roads, though it is not up to Continental standards in ironing out really bad pot holes. Considering that it has a normal axle on semi-elliptic rear springs, however, this vehicle provides a useful combination of stability and comfort.

The general standard of equipment and finish is good, and there is something particularly attractive about the car. I do wish, though that it had a "proper" gear lever instead of the steering column device, for the gearbox is rather a nice one. Taken all round, this is an ideal ladies car which can yet give pleasure to the hard-driving male.

The second car on my list is a baby Renault, but as I have already mentioned it in these columns, I will not describe it now in great detail. Ever since I first drove a "Quatre Chevaux" in Paris, I longed to own one myself, and each time I tried one the longing

grew. Temptation is no good if you don't give way to it, and so I finally bought one last year, and have been having fun ever since.

Of course, this is the perfect traffic car. Small and very nippy, it can dart through the narrowest gap, and I am afraid that some drivers of more ponderous vehicles resent this extreme mobility. Whether driven in traffic or on the open road, the petrol consumption is almost ridiculously small, and the oil consumption is virtually nil.

The independent suspension of all four wheels gives extremely high cornering power and an excellent ride. "The 4 CV is the best riding small imported car on the market today", says an American contemporary, with which I wholeheartedly agree. To drive the car right on the limit requires a special technique, but once this has been learned one can out-corner any other small saloon. With a slightly tuned engine, 60 m.p.h. is my normal cruising speed, and I have no hesitation in filling it to the brim with humanity and piling luggage on the roof. A family holiday in France, five up, will long be remembered. Though the car is tiny, every inch of space is used to the best advantage. There is a surprising amount of leg room, and a large map tray and door pockets. The boot, under the normal bonnet in front, is naturally not very large.

The Renault has two faults, to place against its many virtues. For practical reasons connected with the location of the rear swing axles, the engine cannot be allowed much free movement on its rubber mountings. In consequence, some vibration is transmitted to the body, and can be felt by passengers in the rear seats. Its other fault is that it tends to be deflected by sudden fierce gusts of wind, though never to a dangerous degree.

In 15,000 hectic miles, my only expense has been one fan belt. Yet I am comforted, on my frequent trips to France, by the knowledge that there are spares and service in almost every village. I am also comforted by the moderate charge that Silver City make for flying so small a car across the Channel.

The third member of the family fleet is also the latest addition. This is a Packard, and is about as different from the other two as it could possibly be. It is an enormous car, but the 245 b.h.p. eight-cylinder engine, of nearly 6-litres capacity, simply plays with this considerable bulk. A genuine 110 m.p.h. can be achieved in almost complete silence, which means that the car has an immense reserve of power at 80 m.p.h., and can flash up to 100 m.p.h. with a mere touch of the toe.

The Americans seem to be ahead of everybody else in using very high compression ratios, yet they attain a degree of smoothness and silence

that no other country can equal. This pays dividends in fuel economy, too, and the gigantic vehicle achieves 14 m.p.g., even though one often drives at 100 m.p.h.

The automatic transmission works magnificently, and greatly reduces the fatigue of driving in traffic. Should one suddenly feel like taking over the reins, it is possible to change down for a corner, doing an authentic "heel and toe" if so inclined. Normally, however, the "little man" drives so well that I leave all the gear changing to him.

Power steering is another big improvement, and I would not willingly drive a big, heavy car without it. The Packard version does not take away the "feel", and has no disadvantages whatsoever. Should any defect develop, one could continue to drive without its aid.

The ingenious "Torsion-Level Ride" gives an entirely new conception of how soft suspension can be. An automatic electric motor winds the car up to a level position, irrespective of load. The sheer comfort of this ride is superb, and it is aided by the luxurious seats, the powerful and quick acting heater, and the complete absence of all mechanical noise, in providing a degree of luxury that no other car approaches.

Naturally, the very great size of the vehicle is sometimes a disadvantage, and in heavy traffic it cannot compete with a lively small car. For touring, however, it is delightful, and the enormous luggage boot seems impossible to fill. It is under these conditions that the superb all round visibility comes into its own, as I proved in Scotland last September. The wrap-around windscreen and rear window greatly contribute to this, and one notices no distortion or dazzle, in spite of the considerable curvature of the glass. Although the dashboard locker is extra large and can be locked, it is annoying that there are no map trays or door pockets.

Nothing is perfect, and I am afraid it must be recorded that I had some trouble with the brakes of this car. The concessionaries, Messrs. Leonard Williams Ltd., have taken a great deal of trouble to cure the fault, but only further extended use will prove whether the brakes are in fact worthy of the rest of this great car, though they seem excellent now.

I feel that the American style of body, with large window area and no blind spots, is a definite safety feature, and could be applied to smaller cars. Though these very large vehicles will never become popular in this country, they do contain many lessons that we cannot afford to ignore. A drive in a Packard might be quite a surprise for some of our more complacent engineers. After which, would they please get together and produce a car with the speed and silence of the Packard and the overall dimensions of the Renault!



NEWS FROM THE CLUBS

By Stuart Seager

SINCE being granted R.A.C. recognition last December, the East Surrey M.C. has increased its membership to nearly 150. They are holding their Valentine Rally on 18th March, with a full-scale night rally on 7th-8th April and another daytime event on 6th May. Enquiries about these events and/or about membership should be addressed to E.W. Moorehouse, 124 Eswyn Road, Tooting, S.W.19. . . . The 250 M.R.C. are preparing for their second season and now have 16 cars ready for action. They have three meetings booked at Brands Hatch, plus three sprints to be held at Stapleford aerodrome, Essex. Enquiries should be addressed to I.A. Betteridge, 19 Beverly Court, Wellesley Road, Chiswick, London, W.4. . . . Regulations are available for the Caernarvonshire & Anglesey M.C. Palferman Rally, which takes place over 200-300 miles entirely on the island of Anglesey on 12th May. Clubs invited are the Liverpool, 750, North Staffs, Rhyl, South Caernarvonshire and B.A.R.C. Secretary of the Meeting is A. McDermid, "Colwyn", Lony-Bryn, Bangor, Caer. . . . Driving tests will be held at Heston Aerodrome on 15th April under the auspices of the North London Enthusiasts C.C. Regs. are obtainable from G. Bance, 11 Bath Road, Reading.

RECENT RESULTS.

B.R.S.C.C. (NORTHERN CENTRE)

Midnight Rally 18-19th February.
K. Geddes (Sunbeam Talbot); 2, M. Gomersal (Standard 10); 3, R. Moat (Austin A30).

ROMFORD E.C.C.

February Rally, 19th February.
Best Performance: 1, S. Greenfield/D. Greenfield (Ford Zodiac), 0 marks lost; 2, J. Dunn/F. Coker (TR2), 78; 3, D. Baynes/A. Hellings (A30), 87; 4, J. Ellingworth/L. Turtle (M.G. TA), 93.

NEWCASTLE & D.M.C.

Tommy Cup Trial, 19th February.
Best Performance: S. Carruthers (Vauxhall). Best Closed Car: P.W.E. Heppell (Volkswagen). Best Open Car: W.G. Johnson (TR2). First Class Awards: P.G. Walton (Ford), T. A. Irvine (Fiat), P. Bravis (Volkswagen), R. A. Wilson (Ford). Navigators' Awards: G. Allen, K. J. Hilton, I. L. Francis.

CHILTERN C.C.

Committee Cup Competition, 26th February
Best Performance: T. Wood (Dellow). Open Cars: C. R. Leigh-Jones (A. C. Ace). Closed Cars: 1, J. Daniel (TR2 Hardtop); 2, B. Cecile-Pritchard (Sunbeam Talbot). Team Award: T. Woods, C. R. Leigh-Jones.

WARRINGTON & D.M.C.

Daffodil Rally, 19th February.
Best Performance: A. H. Hill (Renault). Class A.: J. R. Clayton (Standard). Class B.: E. R. V. Walker (Simca). Class C.: P. Brierley (M.G.). Class D.: L. Noy (Sunbeam Talbot). Class E.: C. Abbott (Triumph). First Class Awards: R. A. Dando (TR2), P. Farrington (M.G.), P. W. D. Bennett (Renault), J. Forsyth (Renault).

SOUTH WALES A.C.

Welsh Rally 18th-19th February.
Best Performance: W. H. Morgan (TR2), 77 mark lost. Best Performance in Opposite Class: Max Rogers (Volkswagen), 95. Class 1 A.: A. T. Fisher (Austin), 135. Class 1 B.: Max Rogers (Volkswagen), 95; G. Heaps (Ford), 147.4. Class 1 C.: J. S. Turner (Riley), 156; W. L. P. Lougher (Vauxhall), 180. Class 1 D.: J. Casewell (Austin), 149.5. Class 2 A.: A. D. Beet ham (Ford), 223.4. Class 2 B.: W. H. Morgan (Triumph TR2), 77. S.W.A.C. Challenge Trophy: C. M. Seward (Triumph TR2), 79.8. Team Award: P. G. Saunders, 400.4; G. Heaps, 147.4; E. H. Sullivan, 283.4. Starting Control Awards: Cardiff, Max Rogers, 95; Swansea, N. A. R. Tallis, 179.4; Gloucester, W. H. Morgan, 77. Best Performance on Navigation Section: W. H. Morgan. Penarth Special Test Awards, Class 1 A.: E. Creighton-Griffiths, 62.2 secs. Class 1 B.: D. H. Jones (Ford), 52.2 secs. Class 1 C.: C. G. Priddey (Triumph), 55.2 secs (including 10 secs. handicap). Class 1 D.: J. J. Da-

NOT THE MONTE—but C. Taylor's Morris Minor near Charing, during the Kentish Border C.C.'s "Kentish Border Rally".

COMING ATTRACTIONS

MARCH 17TH. B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex, Start, 2 p.m.
500 M.R.C. of Ireland Race Meeting, Kirkistown, Co. Down. Start, 2 p.m.
Bristol M.C. & L.C.C. Full Moon Trial. Start, 2 p.m. from Stoke Gifford, Bristol.

MARCH 18TH. Horsham & D.M.C. & L.C.C. Spring Rally. Start, Horsham.
Hants & Berks M.C. Blackwater Trial.
Guildford M.C. Driving Tests. Start, 2.15 p.m., the Cattle Market, Woodbridge Road, Guildford.
Southsea M.C. Rally. Start, 2.30 p.m., near The George, Portsdown Hill.
East Surrey M.C. Valentine Rally.

vies (Jaguar), 59.4 secs. Class 2 A.: D. H. Webb (Dellow), 56.4 secs. Class 2 B.: K. J. Vincent (Triumph), 48.2 secs.

YORKSHIRE S.C.C.

"White Rose" Trial, 26th February.
Best Performance: (White Rose Trophy), J. S. Jenkins (Austin), 82 marks.
Opposite Class Award: G. Wood (C. W. H.), 73. First Class Awards: F. Harrison (F. H. IX), 83; J. D. Ackenley (Harford), 78; T. C. Wise (Ford), 77.

M.G.C.C. (N.E. CENTRE)

Bronte Rally, 26th February.
Best Performance: A. P. Riddell (Ilkley), Morris Minor, 19 marks lost.
Up to 1,000 c.c.: G. S. Claybourn (Austin A30), 478. 1,000 to 1510 c.c.: R. W. Bates (M.G. Magnette), 26. Over 1510 c.c.: L. C. Stross (Bristol 405). Best Lady: S. Royle. Novice Award: M. W. Sledge (Ford Anglia), 30. Team Award: L. S. Stross, R. J. Dack (Fiat), R. W. Bates.

BIRMINGHAM Y.C.M.C.

Welford Rally, 26th February.
Best Performance: L. Jones (Standard 8), 14 marks lost; 2, P. Barwell (Austin A30), 32; 3, J. Shakespeare (Standard 8). 36. Team Award: L. Jones, D. Holmes (Morris Minor), J. Shakespeare.

WEST ESSEX C.C.

Clover Leaf Rally, 25th-26th February.
Best Performance: K. W. J. Picken/Pounds (Ford), 110 marks lost.
Class A: B. C. Piercy/Davies (Standard), 138. Class B: B. H. Leader/Leader (Ford). First Class Awards: A. F. Lappage (Ford), G. B. Player (Austin), C. S. Perkin (Wolseley), J. Trimble (Ford), P. Davis (Ford), S. Richards (Austin). Team Award: A. F. Lappage, G. B. Player, O. S. Whitehead (Morris).

A CHEAPER MERCEDES?

As first reported in Alan Bruce's "German Newsletter" in November last, it is now confirmed that several prototypes of a new Mercedes-Benz family car have been built. All are under test, and should production be decided upon, a price target of between 6000 and 7,000 marks is aimed at. This would bring it in the same price class as the Taunus 15M, the 1½ litre Opel and the Borgward Isabella. It is generally supposed that this new vehicle will be introduced at the 1957 Frankfurt Show.

CASTROL WINS

SESTRIERES RALLY

OUTRIGHT WINNERS

SCHOCK and MOLL

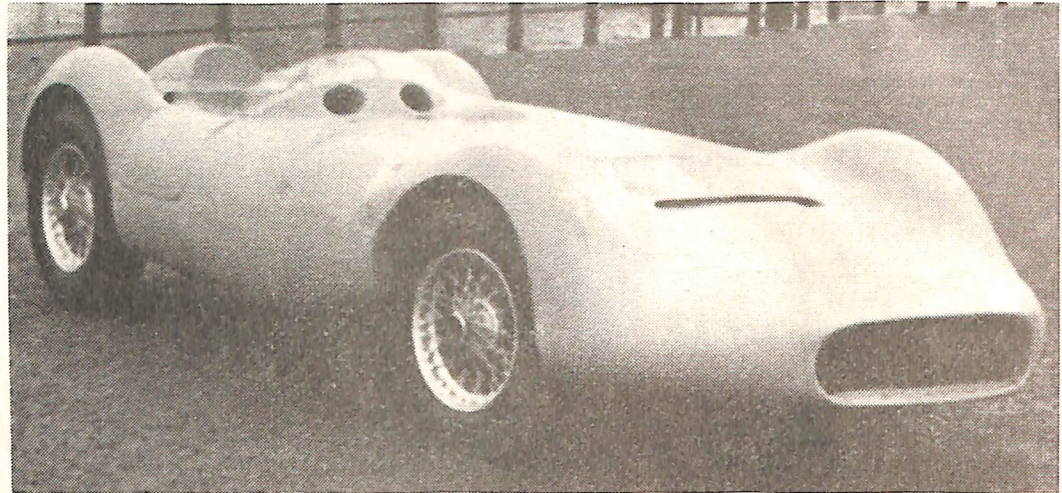
(MERCEDÉS-BENZ)



THE MASTERPIECE IN OILS

★

LATEST FROM LISTER: This is the new Lister-Maserati which Archie Scott-Brown will drive this season. Based on the very first Lister chassis built, it has an A6GCS 2-litre engine giving 173bhp. Dry weight should not exceed 10½ cwt. Girling disc brakes are a feature of this very low-built machine. Description and more pictures will be published next week.



★

NO APRIL CASTLE COMBE

THE Bristol M.C. and L.C.C. announce with regret that their proposed race meeting at Castle Combe circuit on 7th April will not take place. This is due to the cost of the safety measures now being requested by the R.A.C., together with the short time available for their incorporation.

The Club unfortunately sustained a loss of some £700 on their October meeting last year, and this, together with the cost of necessary safety measures for the coming season, has crippled hopes of an early season meeting. In their desire to continue the promotion of race meetings to satisfy enthusiasts and drivers in the West, the Club are hoping that outside assistance can be found to help them organize the meeting normally run during the first week in October.

CLUB FIXTURES

Bexley L.C.C.—Social Meeting, 12th March, Traveller's Home, Long Lane, Bexleyheath.
Allard O.C.—Film Show, 12th March, Shell-Mex House, Strand, London.
750 M.C.—Social Meetings: 12th March, Abbey Hotel, North Circular Road, Stonebridge Park, London; Royal Thorne Hotel, Wythenshawe, Manchester; Maybush Inn, near Standlake, Oxon.; 13th March, Railway Inn, Patchway, Bristol; 14th March, Neville Arms, Kinoulton, Notts.
Bristol M.C. & L.C.C.—Social Meeting, 13th March, Mauretania, Park Street.
Northampton & D.C.C.—A.G.M., 13th March, Plough Inn, Northampton, 8 p.m.
Aberavon M.C.—Social Meeting, 13th March, Welcome to Town Hotel, Aberavon.
Billericay M.C.—Social Meeting, 13th March, Duke's Head, Laindon Common, Billericay.
Lea-Francis O.C.—Social Meeting, 13th March, Albert Hotel, Kingston Hill, Surrey.
Sussex C. & M.C.C.—Social Meeting, 13th March, Southwick & Fishergate Community Centre, Southwick.
Guildford M.C.—Film Show, 14th March, Stoke Hotel, Guildford, 7.30 p.m.
North London M.C.—Social Meeting, 14th March, Rising Sun, Chase Side, Southgate.
North London E.C.C.—"Brains Trust", 14th March, Pimm's Restaurant, Mason's Avenue, Coleman Street, London, E.C.2, 8 p.m.

West Essex C.C.—Social Meeting, 14th March, Three Jolly Wheelers, Woodford Bridge, Essex.

Fairey Aviation M.C. & C.C.—A.G.M., 14th March, ayes Canteen, 7.30 p.m.

A.C.O.C.—Social Meeting, 14th March, Churchill Inn, Churchill, Langford, Somerset.

Vintage S.C.C.—Social Meeting, 15th March, White Lion Hotel, Cobham, Surrey; Mill Inn, Withington, near Cheltenham.

Buckingham & D.C.C.—Social Meeting, 15th March, Swan Inn, Great Horwood, Bucks.

Lagonda Club—Social Meeting, 15th March, Coach & Horses, Maddox Street, London, W.1.

Romford E.C.C.—Social Meeting, 15th March, White Hart, Collier Row.

Yorkshire S.C.C. & B.A.R.C. (Yorks)—Film Show, 15th March, Liberal Club, Hough Lane, Bramley, Leeds 13.7.30 p.m.

Surrey Sporting M.C.—Social Meeting, 15th March, Warwick Hotel, Redhill, Surrey.

Harrow C.C.—Film Show, 15th March, Abbey Hotel, North Circular Road, Stonebridge Park, 7.30 p.m.

Oxford M.C.—Dinner-Dance, 16th March, Randolph Hotel, Oxford, 7 p.m.

B.A.R.C. (East Sussex)—A.G.M., 16th March, Cavendish Hotel, Eastbourne.

Warrington & D.M.C.C.—Annual Dinner-Dance, 16th March, Lion Hotel, Warrington, 7 p.m.

Mid-Surrey A.C.—Social Meeting, 16th March, Queen Adelaide, Kingston Road, Ewell.

Cambridge '50 M.C.—Social Meeting, 16th March, Ancient Shepherds, Fenditton.

Aston Martin O.C.—Social Meeting and run to Goodwood, 17th March, Dog & Pheasant, Brook, 11.30 p.m.

JAGUAR SUCCESS

A JAGUAR driven by the Parisian Le Guézec and Hébert carried off the Rallye de Printemps, held last week by the A.C. Lorrain. Heavy rain fell through most of the 16 hours duration of this event, which included a hill-climb at Tannois, where Le Guézec made best time. Class winners were Dagonet (2CV Citroen), Thaon (4CV Renault Alpine), Gille (Simca Aronde), George (Alfa Romeo) and Le Guézec (Jaguar).

OWING to the Le Mans circuit not being available for rally use this year, the Rallye Sables-Solesmes has been cancelled.

COUNT Lurani's latest record breaker has a 350cc Guzzi motorcycle racing engine and Ghia ultra-streamlined bodywork with the cockpit covered in with plexiglass. Over 120 m.p.h. is expected.

A CASTROL lubrication chart for the Sunbeam Mk.III and Alpine Mk.III models is now available free, on request to C.C. Wakefield & Co. Ltd., 46, Grosvenor St., London, W.1.

AT the British Monte Carlo Rally Competitors Club dinner, held at the Paviour's Arms, Westminster, last Saturday, Mrs. Jack Kemsley presented the "Autosport" Monte Carlo Trophy to Ian and Bill Sutherland. Among those present was Mr. Piet Nortier, chief organizer of the Tulip Rally.

Racing at Agadir—Contd.

On the 86th lap the element of real drama was introduced. Pilette, then in second place, tried to overtake my DB3S at the corner after the pits. hit the straw bales, and the car somersaulted several times. André was thrown out, and fortunately escaped with a broken collar bone. At this same corner Behra's Maserati went straight on, after experiencing, as the French papers put it, a "ruptured direction". Anyway something broke in the steering box itself.

It was Monaco 1955, all over again. To his huge surprise, Maurice Trintignant found himself a whole lap in the lead, Harry Schell having had to call in at the pits to examine a wheel after pranging the straw bales. It was certainly a Ferrari day, the Maranello cars finishing 1-2-3-4 followed by Ramos (Gordini) and Kerguen (Aston Martin).

Pilette was credited with fastest lap; this was on his 22nd tour, when he was in the lead, and was announced as 1m. 14.2s. (160 k.p.h.). As for the rest of the racing, a lone Simca met and defeated a whole flock of D.K.W.s in an up to 1,300 cc. production car race.

Next event in our African pilgrimage will be at Dakar. Duncan Hamilton is bringing a couple of D-type Jaguars, one of which I hope to drive. Behra may try out the new 3½-litre Maserati which is said to be extremely rapid.

(Results were given in last week's issue.)

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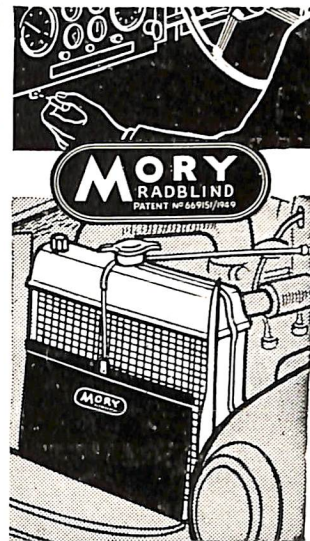
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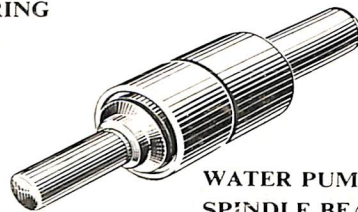
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