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Just arrived, Annual volume of road tests made by John Bolster. Originally appeared in *Autosport*, Britain's motor sporting weekly. Partial Table of Contents: A British Master, Stirling Moss; High Performance for Export; Competitions with a Triumph TR2; How Road Tests are Carried Out; Mercedes-Benz 300SL; Mercedes-Benz 220A; Porsche Spyder; Packard Clipper; Lotus Mk. VIII; M.G. Ex 182; Alvis TC21/100; D-type Jaguar; H.W.M.-Jaguar; Sunbeam "Monte" Winner; Daimler Century; R.G.S. Atlanta; Elva; 2.3 litre Salmson; Sports-Racing & Series Production (Thea Page); Riley Pathfinder; Production Car Racing; Modified Standard Ten; Alfa Romeo Giulietta; Ford Thunderbird; Drawings by Thea Page; New for 1956—from Europe; Hill-Climb Championship; The Motor-Racing Year.

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LETTERS

to the Editor

The View From Dederick's MG

It was with great pleasure I read the article "Shortcuts Thru Europe." However, I noted one glaring error.

You say "... gave the address to a funny little man driving a funny little taxi and two bob (\$2.89) later we were at the Regency. . . ." If I remember my slang of English currency correctly, two bob is the same as two shillings and would be worth about .26 cents or thereabouts with the exchange as it is today. . . .

Vancouver, B. C. Jim Billingsley

. . . . I call your attention to the following misstatement: "Paris can be quite expensive, especially if you allow the travel agents to book you into the George V or the Ritz on the Champs-Élysées. This fashionable section of Paris is often referred to as the American ghetto. . . ."

Well, to begin with, neither the George V nor the Ritz is on the Champs-Élysées. The George V is on the Avenue George V, and Rue Pierre Charron and the Ritz is on the Place Vendôme. The Champs-Élysées is NOT a section of Paris, but a street in Paris. The George V is in the section known as the Etoile, and the Ritz in the Opéra.

The Ritz is one of the three finest hotels in Paris, and one of the world's great. How ridiculous to disparage this just because one can't afford it. It's like saying, "Don't stay at the Waldorf or the Plaza . . . They're full of those lousy furriners."

Palo Alto, California Gerold Eaton Read

. . . . Mr. Dederick states that "We found a nice hotel, The Bourges, in the heart of Montmartre with excellent service and a beautiful view of the Eiffel Tower. . . ." It must have been quite a hotel, for to my knowledge no one has ever had a beautiful view of the Eiffel Tower from Montmartre, unless by analogy one can say that one has a fine view of the Statue of Liberty from 74th St. Mr. Dederick might have had a beautiful view of the Eiffel Tower from Montparnasse or a beautiful view of Sacré Coeur from Montmartre, but by now I'm beginning to doubt his stay in Paris. . . .

Cambridge, Mass. F. France, Jr.

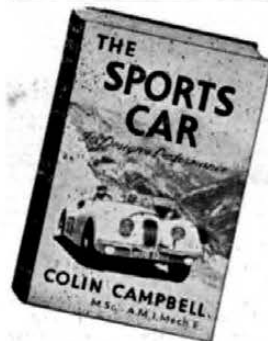
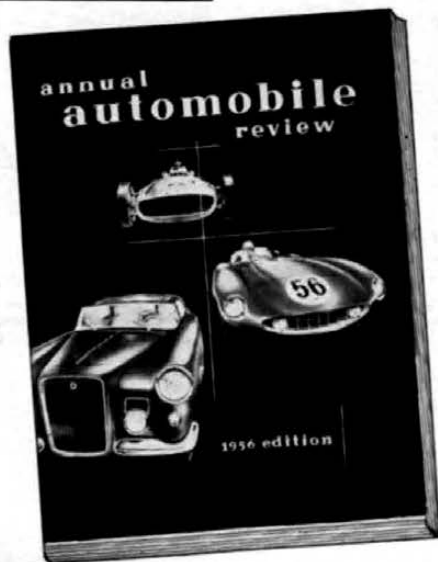
To all of which, Author Jack Dederick says: 1. I am a lousy typist and my writing is like chicken scratching. In writing about the English taxi-ride, I happily wrote that the fare was only 2 bob-28c. My young niece, who did the typing, saw it as 289. A bob is a shilling, or at the current rate of exchange, 14c. 2. The travelled reader who called me on the hotels was right—and wrong! There are a number of exclusive hotels nestled in the shadow of the Arch of Triumph. The street leading directly east of the Arch is the famed Champs-Élysées. A few blocks away, at the corner of the Champs-Élysées and Avenue George V, is the Hotel George V. Nearby are the elegant hotels Royal Monceau, Plaza-Athenee, Crillon, Claridge, et al, all patronized by wealthy Americans. Some distance away are the Ritz and the Maurice, equally luxurious. I agree with my critic that they are indeed wonderful hotels and probably a lot of fun to stay there, but out of the question on a budget of less than \$15.00 a day—for two! I probably should have transposed the names to read: "Paris can be quite expensive, especially if you allow the travel agents to book you

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into the Ritz or the George V on the Champs-Élysées." I realize that the Ritz is not in the Etoile section, but the name Ritz is synonymous with luxury hotels the world over. 3. Someone, without really thinking, wrote that the Eiffel Tower could not be seen from the Montmartre. The Montmartre section (literally, Mount of the Martyrs) is on a hill, and from Room 501 of the Bourges Hotel at 100 Boulevard Rochechouart, a beautiful view of the Tower can be had. The Tower is not near, but it's there in full view, and it's beautiful. Note the photo I took in April from the balcony of our charming 900 francs-a-day room looking southwest.



Pidgin-Smidgin

Your Pidgin-German was a good try (Tech. Corr., Feb.) but D.I.N. means DAS IST NORM. (This is the Standard).

Philadelphia, Pa.

John Maass

The Public Library is a marvelous thing. According to the "Chambers Technical Dictionary," D.I.N. stands for "Deutsche Industrie Normale"—or German Industry Standards.—Ed.

Italian Abdication?

Since the war, Italy has led the world in producing beautiful automobiles. The use of simple plane surfaces and oval shapes produced boldly masculine designs that have yet to be surpassed. Attention was concentrated on the sports car as a functional machine—it looked like what it did—go fast as hell. A few Italian designs, notably the 3000S Maserati, and the Monza and Mondial Ferraris, still look fast, but the less fierce machinery that has come out of Italy recently has shown a discouraging lack of the simplicity and forcefulness that made not a few Italian sports cars fit to be classed as true works of art.

The tendency now is to adorn and decorate the automobile. Gaps and louvers of every size, shape, and description pop up in the most unlikely places. The simple egg-crate grill that almost became the escutcheon of the Italian sports car has given way to a myriad of shapes and forms; there even seems to be some sort of informal competition to see who can stick the most headlamps in, around, and behind the grille. The simple, slightly arched bumper has been displaced by curvaceous curlicues of chromium, gyrating in a multitude of divergent directions. All manner of lines and creases have appeared everywhere—hoods, sides, tops and the crowning insult: Detroit's answer to the yearly body change, the thrusting spear of chromium that can seemingly be made to go in an infinite number of directions, has violated the formerly chaste flanks of the Italian sports car—not to mention that abortion, the wrap-around windshield.

What surprises me most is that Road & Track, which is eager to leap on the slightest flaw in American design, and with only the faintest praise mentions the few half-way decent designs that sneak past the drawing board, has kept completely mum on what seems to me to be a major trend in Italian styling.

Say what you will, the Italians seem to be abdicating their throne, and I don't see anyone to fill the gaping vacancy.

Ithaca, New York

Thomas Oleson

★ IMPORTANT NEWS!



...for the sports-car enthusiast

A whole issue of "The Autocar"—Britain's leading automotive weekly—devoted to a survey of some of the world's leading 1956 sports cars.

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- Tabulated design and performance data of 48 leading sports cars.
- Five-page technical description (with 7 photographs and 5 drawings) of a world-renowned marque.
- Four-page illustrated road performance test of another famous sports model.
- Sammy Davis' road impressions of a popular 100-m.p.h. roadster.
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M ART/36

New Breed

The following advertisement, which I though R & T readers might enjoy, appeared in a recent edition of a local newspaper:

"1955 BOSTON HEALEY with Le Maus kit."

Hermosa Beach, Calif. C. S. Osborne

Probably wanted to trade for an Alfa Romeo with a Dyrin' rear-end.—Ed.

Counterfeit Badges

It has been brought to our notice that at least one firm in the U.S.A. is making and selling facsimiles of our Club car badge.

Of course, there is no authority for them to do this but there is little action we can take.

Meanwhile, I feel certain that any self-respecting followers of motor sports in the U.S.A. would not wish to display the insignia of a club to which they do not belong. Your readers may not know that a form of "over-seas membership" of the British Automobile Racing Club is available to them at a very modest subscription.

We are well known as organizers of motor racing in this country at Goodwood, Aintree and Crystal Palace, and we publish a magazine which is sent post-free to all our members. If any reader of your paper cares to send me a line I will gladly forward the details and see that he receives the real B.A.R.C. car badge for display.

British Auto Racing Club H. L. Morgan
55 Park Lane, London, W.1. General Sec'y.


COMING EVENTS

- Feb. 11/12* CSCC races, Palm Springs, Calif.
- Feb. 12/26 NASCAR Speed Wks., Fla.
- Feb. 22/26 Autorama Show, Hartford, Conn.
- Mar. 25 Sebring 12 hours, Florida
- Apr. 15 Targa Florio, Sicily
- Apr. 21 Turin Show, Italy (to May 12)
- Apr. 21/22 SCCA races, Pebble Beach, Calif.
- Apr. 26/29 Swiss Driving School, Interlaken
- Apr. 28/29 Mille Miglia, Brescia, Italy
- Apr. 28/6 International Auto Show, N. Y.
- May 13 G. P. of Monaco, Monte Carlo
- May 27 1000 km. of Nurburgring, Ger.
- May 30 Indianapolis 500
- June 3 G. P. of Belgium, Spa.
- June 17 G. P. of Holland, Zandvoort
- June 23/24 Road America races, Wisc.
- July 1 G. P. of France, Reims
- July 1 Reims 12 hrs.
- July 4 Pike's Peak Hill Climb, Colo.
- July 6/12 Alpine Rally, France
- July 14 G. P. of England, Aintree
- July 29 G. P. of Germany, Nurburgring
- Aug. 4/5† LeMans 24 hrs., France
- Aug. 5 G. P. of Sweden, Kriatianstad
- Aug. 12 Road America 6 hrs., Wisc.
- Aug. 19 G. P. of Switzerland, Berne
- Sept. 2 G. P. of Italy, Monza
- Sept. 15 Tourist Trophy, Ireland
- Oct. 28 G. P. of Spain, Barcelona

* cancelled
† tentative

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ROAD & TRACK, March, 1956



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