

MONTE CARLO RALLY

90-odd

In Glasgow the 96 British cars were started by Lord Provost Kerr on their 2,000-mile drive to Monte Carlo. Motoring's biggest sporting road race this year attracts the ~~biggest~~ largest number Britain has ever entered. Hardly a year goes by when ~~Alpine~~ conditions <sup>in the Alps</sup> don't wreck the hopes of many

30 competitors; this year our own contingent ran into some very thick weather ~~long before leaving England.~~

~~The~~ <sup>Punch's H/L</sup> ~~Dunlop~~, Doncaster, ~~was~~ the first check point, the Mayor greeting first arrivals, Lucas and Handley, driving a Jaguar. The night hours were a foretaste of what lay ahead on the road to the hoped-for sun and warmth of the Mediterranean. Unbroken seals verified, competitors were <sup>for</sup> ~~now~~ passed on ~~at~~ the long run to Dover.

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And what a night they had. <sup>What men will put up & 4</sup> ~~with the sea~~ <sup>for</sup> the sake of sport! And women too, for there were some women competitors.

First car in at Dover was a Zephyr, driven by the Harrisons, father and son. There was just time for a brief sleep. At Lydd airport next morning two cars used the air-ferry, an Austin Cambridge driven by Sleeman and Holmes, and a standard 8, run by R.W. Merrick, Grant and Bevan. They <sup>at least</sup> made sure of reaching France without being seasick.

From Dover the rest went by sea. The Appleyards drove a Jaguar. Dr. Hardman drove a Ford. H.R. Harrop drove down with a broken windscreen. Pat Ozanne was the pretty co driver of R. Davis's Sunbeam. All the gadgets under the sun helped to smooth the way. Very efficiently the cars were driven into the Channel ferry Lord Warden, a ~~much~~ <sup>far</sup> simpler matter than in the days of being hoisted aboard by crane. Good luck to them and an exciting trip.