

**AUTOSPORT TESTS A GRAND PRIX CAR**

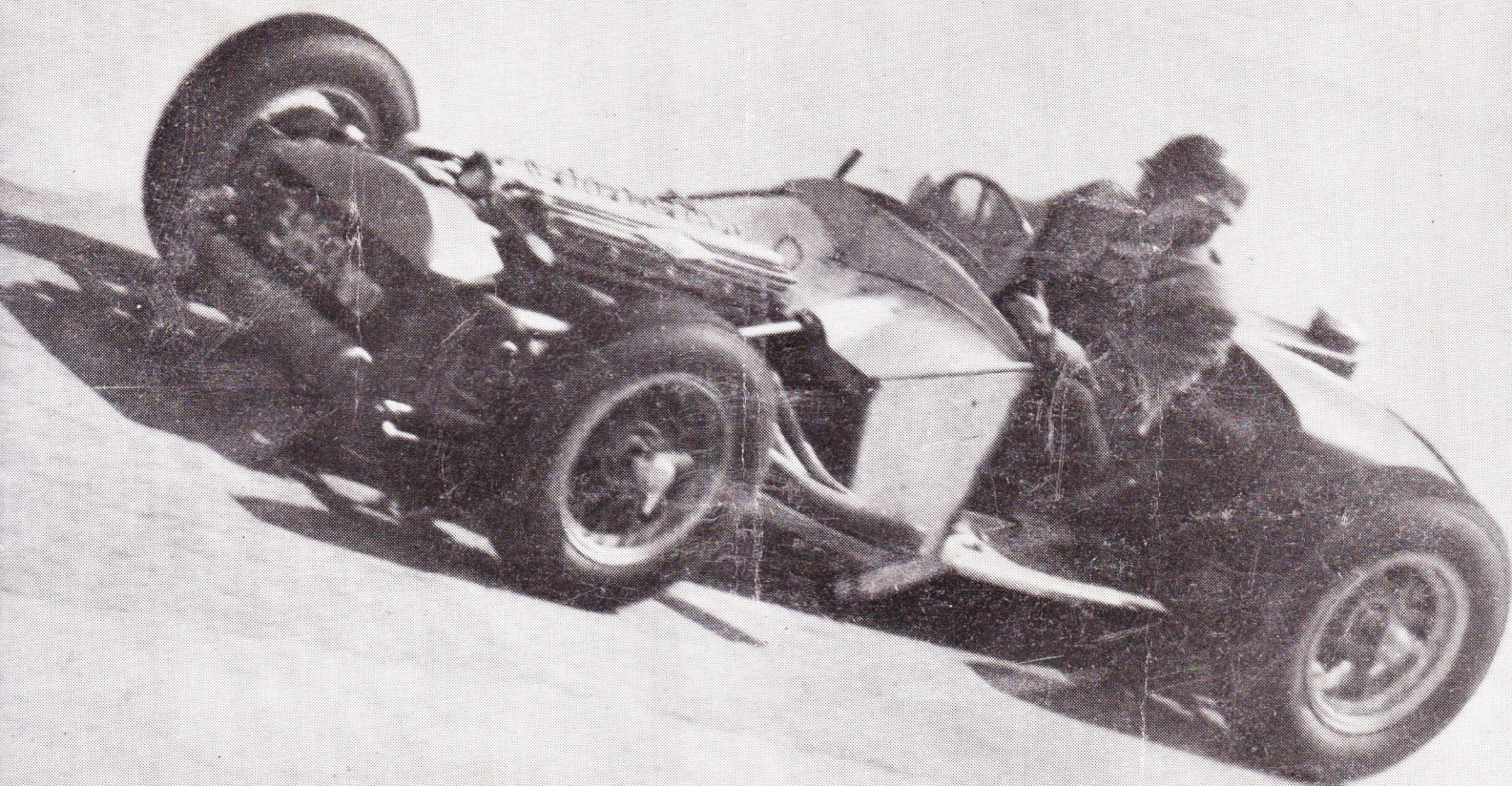
# AUTOSPORT

MARCH 30, 1956

**1/6**

EVERY FRIDAY  
Vol. 12 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

JOHN BOLSTER TRIES THE NEW 8-CYLINDER G. P. GORDINI : TULIP RALLY HANDICAPS : MEMBERS' DAY AT GOODWOOD : THE 9TH LYON-CHARBONNIERES RALLY : ENTRIES FOR B. A. R. C. INTERNATIONAL MEETING ON EASTER MONDAY.



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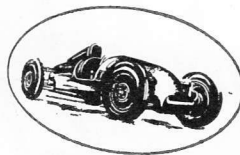
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R.R. Tanner, Esq.,  
Competitions Section,  
Esso Petroleum Company Limited.,  
36, Queen Anne's Gate  
London S.W.1.

Dear Mr. Tanner,

1st November 1955

As you are aware we made a successful attempt at various International Class 'G' World Speed Records with one of our standard production 1100 c.c. Coventry Climax engined Sports Cars last month at Montlhery.

The oil used for engine lubrication was Esso Extra Motor Oil, and a distance in excess of 1000 miles was covered during practice runs and Record attempts. For most of the time the engine was revving at about 7000 R.P.M., and speeds approaching 140 m.p.h. were attained in a continuous run of over six hours.

When the engine was stripped, on our return, at the Coventry Climax works, everything was found to be in perfect condition. To my mind this is an outstanding tribute to the excellent quality of your new Esso Extra Motor Oil.

Yours truly,  
THE COOPER CAR COMPANY LIMITED.,

*John Cooper*

J.N. Cooper  
Managing Director.



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 12 No. 13

March 30, 1956

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Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2

Editorial and General Office  
Advertisement Department

PADdington 7673  
PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY  
Annual Subscription £4 9s. 0d.  
(U.S.A. and Canada \$13.00)

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for contributions will be made the month following  
publication, unless by special arrangement.

## EDITORIAL

### A QUESTION OF ELIGIBILITY.

THE remarkable scenes following the distribution of prizes for the "Lyon - Charbonnières" shocked French motoring circles, and brought out the need for visual checking of vehicles at starting controls. The Jaguar XK.140 of Monneyeur was entered, and accepted by the organizers, as a Grand Touring machine. In actual fact, it was an open car which had been modified to include windows on each door. Now both hard-top coupé and convertible Jaguars are eligible in the G.T. category, but the modified machine automatically comes into Category V, and is thus excluded from participation in French rallies. Monneyeur won his class, and finished third in general classification, but, following a protest by his nearest rival, Cotton (Salmson), the organizers had no option but to disqualify him. If cars had been checked at the start, this situation would not have arisen, as officials could have compared the Jaguar with the entries made in the form of recognition. Everyone realizes that there is a free and easy interpretation of rules and regulations in France, but it was impossible to disallow Cotton's protest in view of the wide publicity given to the sports car ban. Nevertheless, there was no possible excuse for the disorders which broke out in the Casino at Charbonnières, which were an affront to the organizers of the most sporting of all French rallies, and which may seriously jeopardize the future of this superb épreuve.

### A MATTER OF POWER-WEIGHT.

THE début of the Porsche Carrera in the "Lyon - Charbonnières" resulted in a 1-2 victory, and demonstrated that the power-weight factor is vital in the construction of vehicles used for competitions. Continental manufacturers have tackled this question in earnest, and a snap weight check by the organizers at Annecy, showed that the lone Standard Ten in rally trim, scaled 900 kilogrammes, as compared to the 535 kilogs. of a plastic-bodied D.B. The M.G. Magnette, which won the Coupe des Dames for Nancy Mitchell and Doreen Reece, was much heavier than the majority of its 2-litre rivals. That both British cars finished the arduous course was a tribute to their reliability, but the handicap of excessive weight is one that faces the entrants of all British series-production machines in events which depend so much on maximum performance in the mountains.

### OUR COVER PICTURE

ONE-FORTY PLUS: John Bolster takes the bodyless 8-cylinder Gordini round the banking at Montlhéry during "Autosport's" first-ever test of a modern Grand Prix car.

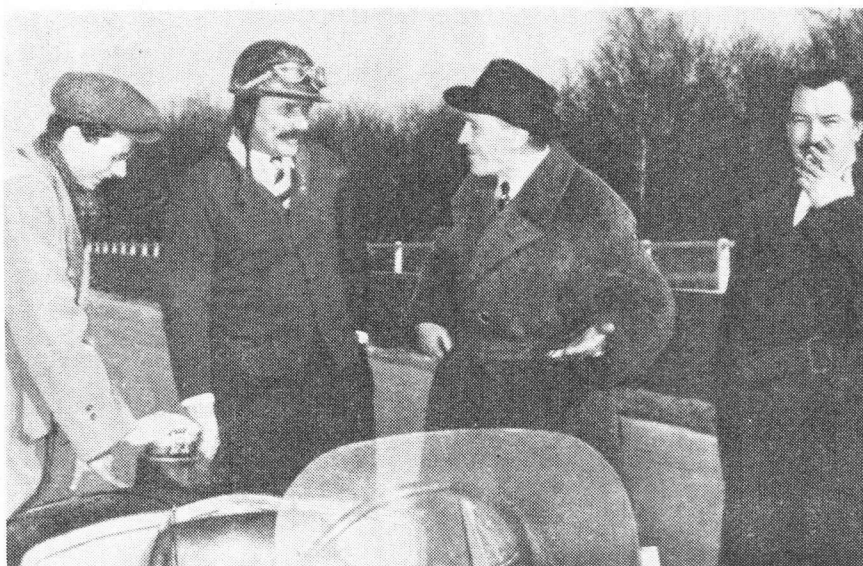


*"C'EST TOUT POUR VOUS, Monsieur Bolstaïre", says Amédée Gordini at Monthéry. Also seen are (left), Gerard ("Jabby") Crombac, and (right), the Editor of "Autosport".*

THE testing of cars is an absorbing profession, and I have had the luck, recently, to drive some most mouth-watering vehicles. Those of you who envy me my opportunities will now reach a state of apoplexy, for I have actually been testing a new Continental Grand Prix car!

The party started in Paris, where those three musketeers, Pozzoli, Crombac, and Bolster visited the small works of Amédée Gordini. We were shown the new 2½-litre Grand Prix car in chassis form, and also an engine on the bench. "All straight eights are beautiful", murmured Serge Pozzoli, as he caressed the twin camshaft covers lovingly. However, the work of the moment concerned not

JOHN BOLSTER TRIES



## THE GRAND PRIX GORDINI

"AUTOSPORT" Breaks New Ground with First-Ever Test of a New Formula 1 Machine.

Photography by Maurice-Louis Rosenthal.

engines but chassis, and very "soft" torsion bars were being fitted to the ingenious independent rear suspension. New Messier dampers were also being tried, and M. Gordini kindly invited me to drive the car in its tests.

Accordingly, we embarked for Monthéry in an Aronde and a Dauphine, where lunch was taken at L'Escargot. M. Gordini proved himself a connoisseur of Scotch whisky, but test-driver Bolster imbibed several litres of Coca-Cola—after all, Stirling drives alright on the stuff! I expected to see the racer arrive in a lorry, but was amazed when it

turned up, still without a body and with fully open exhausts, driven from Paris on the road by one of the mechanics. Formidable!

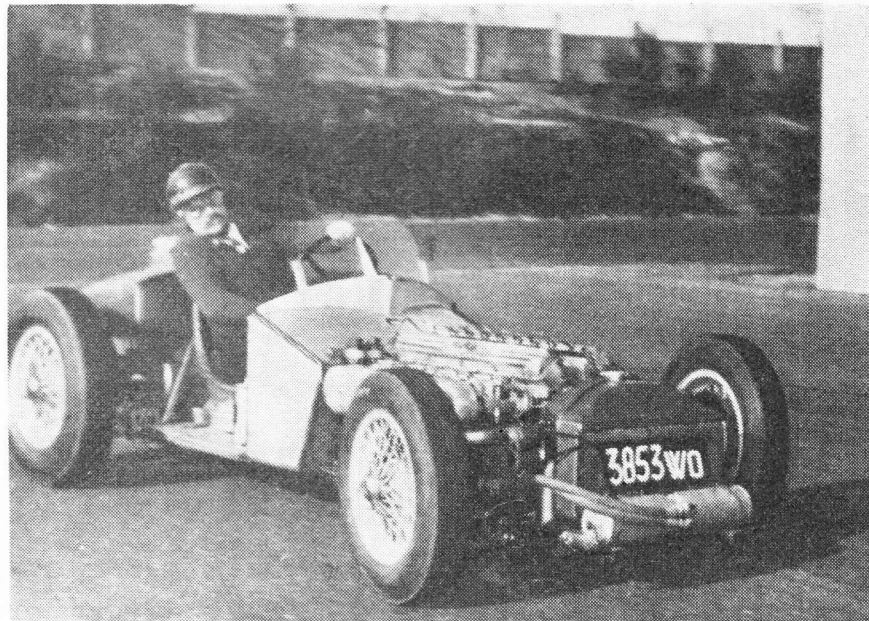
My friends having put in a few warming up laps, I took over the car for some tours of the banked track. This circuit is very bumpy, as is well known, and it would certainly provide a good test for the springing. The torsion bars at the rear were so flexible that one could push the tail up and down with one hand. I took my seat, and found myself in the authentic Grand Prix position.

The steering wheel was right for-

ward, so that my arms were almost at full stretch. One sat astride the bell housing of the engine, with one's feet splayed wide apart. The gear lever was on the right side of the cockpit, controlling a five-speed box. The Gordini has four speeds for normal use, all synchronised and marked 1, 2, 3, 4 on the gate. However, if one raises a light sliding sleeve round the lever, one can enter a fifth gear called VD. This stands for "vitesse de demarrage", and means that it is an extra low starting gear, without synchronisation. It is not used during a race, except for slow hairpin bends, and is on the same selector as reverse.

I am very familiar with the old supercharged racing straight eights, such as the Alfa Romeo and the Bugatti. In spite of being "unblown", the new Gordini shares their quality of feeling exactly the same at all speeds. It is quite impossible to judge engine speed, except by constant reference to the rev-counter. 7,500 r.p.m. is a normal speed for Grand Prix races, but as I was supposed to be testing the suspension, and would never have forgiven myself if I had broken anything, I set myself a personal limit of 6,500.

Naturally, with eight carburetter chokes and lots of valve overlap, the motor "fluffs" a little at the bottom end. As soon as the revs begin to rise, though, she is smooth and sweet. The gear change is absolute heaven, the lever being held between finger and thumb and flicked almost instan-



**SERIOUS BUSINESS:** John Bolster takes the new 8-cylinder Gordini round the hairpin of the "Deux Ponts" on the Monthéry road circuit, during the first pre-race test of a modern F1 car ever conducted by a journalist.



taneously from gear to gear. On the track, I succeeded in reaching my rev. limit on top gear. Having regard to the ratio fitted, and making the usual allowance for centrifugal expansion of the tyres, this probably amounted to something like 140 m.p.h.

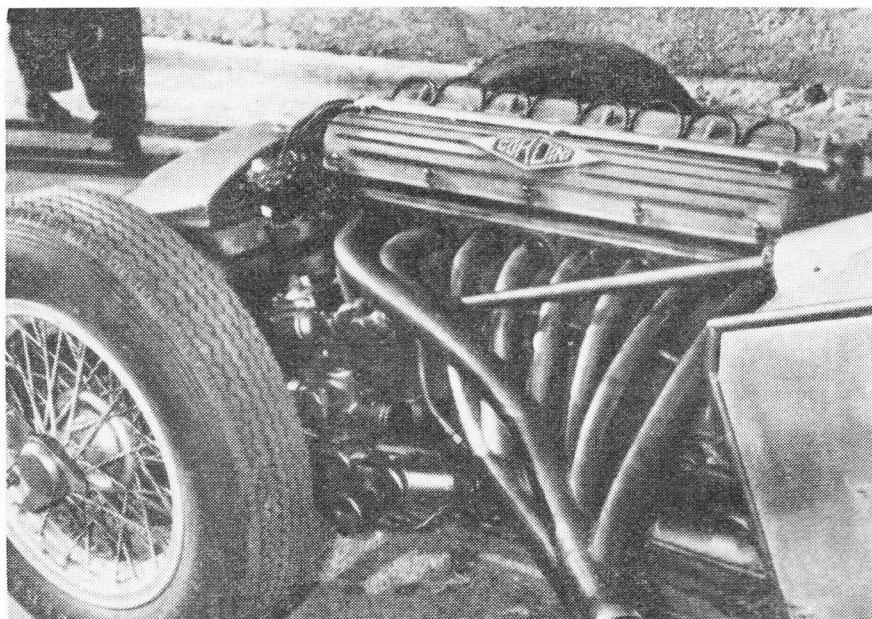
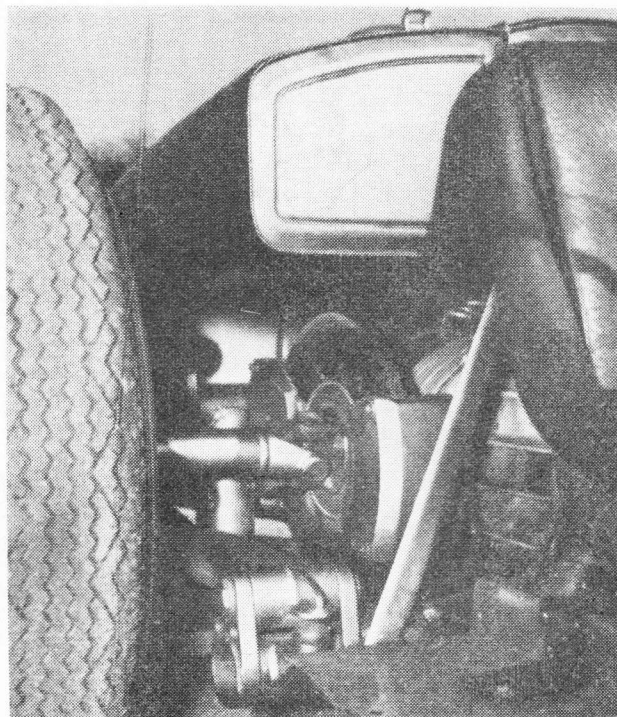
I must say, straight away, that the ride over the bumps was superb. Even at a mere 100 m.p.h., many touring cars are leaping from crest to crest with their axles hitting the bump stops. It is paradoxical, and a commentary on modern design, that one has to go to a Grand Prix single seater for the ultimate in luxury. Sitting on a stripped chassis, the speed felt tremendous, but the car ran absolutely straight and true, and never wagged its tail over even the most atrocious bumps.

After all that, we repaired to the road circuit, an even more interesting experience in its way. There is nothing of the "fierceness" about the Gordini that one finds in four-cylinder racing cars. Indeed, the engine must be kept turning over fairly fast to secure good acceleration. The ratios in the gearbox are extremely close, and it is no hardship to make intelligent use of that delightful lever. I at first concentrated my researches on fast corners, and found that the chassis remains level, in

*BACK END of the Gordini (left), showing the Messier disc brakes, near suspension, and large-capacity fuel tank.*

★

*PLUMBING DEPT. (Below) Eight separate exhaust pipes, of scientifically calculated length are led outwards from the twin-o.h.c. engine.*



spite of the very supple springs. On one particular bend, which I entered at 6,200 r.p.m. in third gear, I found that full throttle gave me sufficient drift to position the car in that authentic "nose in" attitude.

The Messier disc brakes are very powerful. They have a different response from a normal brake, requiring a fairly heavy initial pressure, but thereafter only a moderate increase is needed for panic retardation. Once the "feel" has been obtained, they are easy and safe to use, and constant in action.

It is true that the employment of fore and aft arms for the suspension

imposes a change of castor angle during considerable deflection. Under the extreme conditions of an ultimate travel from full rebound to full bump, the maximum castor is 8 degrees and the minimum 4 degrees. In practice, no noticeable variation is apparent to the driver, and certainly the immense rigidity of the whole structure ensures that the designed limits are not exceeded. My only criticism concerned a tendency for the front wheels to bounce on very bumpy slow corners, and this will be cured by setting up the front dampers. The rear end stays glued to the road under all condi-

tions and never "breaks away"; furthermore, freedom from wheelspin is a great attribute.

The Gordini is quite the least temperamental racing car I have ever driven. During a whole afternoon of rapid motoring, nobody touched a spanner, and when at last we adjourned to La Potinière, the track bar-restaurant, a happy mechanic jumped into the racer and diced back to Paris. Amédée Gordini has for years been making his mark in big time racing on almost less than a shoestring. The construction of this "all-independent" straight-eight Grand Prix car would appear to be nothing short of a miracle. Nevertheless, M. Gordini assures me that, "there are no miracles in France, only hard work!"

I am sure that I can wish M. Gordini, and his team, the very best of luck from all of "Autosport's" readers. I can assure him, that, if he wins a Grand Prix victory, my deerstalker will be thrown higher than any Frenchman can chuck his beret!

#### ULSTER "T.T." HOPES

THE Ulster A.C. are maintaining a discreet silence on the prospects of the 1956 T.T. being staged at Dundrod next September. It will be recalled that, when the A.G.M. of the club took place last November, the accounts showed a distinctly reddish glow. Much of this has, or can be, reduced to more manageable proportions, what with grants from the Ulster Government and personal guarantees from U.A.C. members. But, with last year's accounts squared, little is left for financing the 1956 race. Still, optimism runs high that ways and means will be found to ensure that the T.T. remains at Dundrod. A definite decision is expected before long.



# TOUGHER THAN EVER!

**Over 50 per cent Retirements in Lyon-Charbonnières Rally—Gacon/Arcan Head 1-2 Porsche Carrera Victory—Nancy Mitchell/Doreen Reece (M.G. Magnette) Win Coupe des Dames—"Autosport" Peter Reece Memorial Trophy to Kit Heathcote (Standard Ten).**

by GREGOR GRANT

Photography by Maurice-Louis Rosenthal.



★

(Top) The Mrs. Mitchell/Mrs. Reece Coupe des Dames-winning M.G. Magnette on the Col du Rousset. (Above) The Grant/Heathcote Standard Ten.

(Below) Monneyeur's Jaguar—later disqualified.

(Bottom) Mlle Carrot-Dulac who crashed her D.B. when leading the "Coupe des Dames".

★



ALTHOUGH marred by some disastrous incidents following the disqualification of Monneyeur's Jaguar, the 9th Lyon-Charbonnières Rally was as wonderful an event as any of its predecessors. The route was extremely difficult, and black ice between Tournon and St. Agreve, and Le Puy-Le Monestier, played havoc with time schedules and caused many crashes. Of the 113 cars which started, 58 failed to finish, one was excluded, and of the 54 classified, only 24 were unpenalized. Outright victory went to the "Ecurie Noire" pair Gacon and Arcan with their Porsche Carrera, followed by the similar car of Claude Storez and Mlle Thirion. Nancy Mitchell and Doreen Reece (M.G. Magnette) won the Coupe des Dames from half-a-dozen rivals. Our little Standard Ten was 9th in a class which comprised 34 entries made up of D.B., special Panhards, Renaults and D.K.W. It was runner up in the foreign crew category. On the advice of the organizers, the "Autosport" Peter Reece Memorial Trophy was awarded to my co-driver, Kit Heathcote. Class awards went to Cotton/Leclerc (Salmson), Gacon-Arcan (Porsche), Michy-Ramnaud (Denzel), Tartarolo/Petiot (Panhart) and Marchal/Munez (2CV Citroen). The Roy Clarkson/Arthur Tatham Morgan was retired at Mende after losing all its oil. A secret control at Dommartin caught out several crews, just before reaching Charbonnières on Friday.

Shortly after 10 p.m., the first car set out from the Charbonnières concentration area for Terrenoire where a standing kilometre was staged. It was interesting that the Standard did 47 secs., as compared to the 46.8 secs. of the Magnette! From Tournon the real mountain stuff started. The little Standard was going like a bomb, when, on the Col de Montrenaud, the steering became suspiciously light—black ice! Down came the speed, and it was a case of caution from then on. Kit nudged my arm; headlights poked into the sky from the bottom of a small ravine, the Bertranier/Malibert Porsche had gone over the top. The road was like a skating rink, and this persisted all the way to St. Agreve. We clocked in 3 mins. late, as did Roy Clarkson; Nancy Mitchell was 4 mins. out. In all, 31 crews were penalized, and 18 had lost time at Tournon. It was still icy to Le Puy, but we had several minutes in hand.

Conditions were a bit better as far as le Monastier, which was a good thing, for a 10 metres straight is about all you get on this section. Then on came the rain, which froze immediately, turning the roads into a sheet of glass. Cars skidded in all

directions; the Quinlin/Simon Alfa Giulietta vanished over a cliff. In all, 32 crews late were at Lencogne; we lost 5 mins, as did Nancy Mitchell, and Clarkson dropped 3 mins.

It was press on all the time. At Mende, Clarkson packed up with loss of oil. The Standard buzzed merrily on. Pont de Montvert and then Villefort, with time in hand, although 31 were late at the last-named due to ice and snow, including the Magnette which dropped another 5 mins.

On the terrifying Genolhac-Gravieres section we started a couple of minutes behind time owing to the need for fuel and oil, although we clocked in O.K. As we hurtled round the "Black Gorge", I felt sorry for Kit having to look down into nothingness. The little Ten held the road like a leech; with 6 kilometres to go we had made up the lost couple of minutes, but were baulked from then on by a Panhard, which would not let us past. To my disappointment, we were just 20 secs. over the time, making us one minute late. There were several prangs on this section, including the de Lagneste/Maitresse Peugeot which broke a wheel and its front suspension. Near St. Privat, Mme Honore's Alfa Romeo hit a wall and was badly damaged; Sermouard's Salmson had a stone through its radiator, losing all the water.

Best time on the Col du Rousset was put up by Gacon/Arcan (Porsche Carrera) with 11 m. 32.4 secs., followed by Storez/Mlle Thirion (Porsche Carrera) with 11 m. 35.4s. Next was the Cotton/Leclerc Salmson (12 m. 8.2s.), then Monneyeur's Jaguar (12 m. 10.2s.). Best time in our class was the DKW of Jouve/Argoud with 13 m. 18.2s. The Standard did 14 m. 48.4s, and the Magnette, 14 m. 38.4s. for the 14 kiloms climb. Michy (Denzel) broke a wheel, but still wobbled to the finish in 12m. 36.3s. The Mary/Salmsona Jaguar crashed and was badly bent.

From the Rousset to Pont-en-Royans, the local gendarmerie had imposed a 65 k.p.h. maximum. Sure enough, we were timed over 10 kiloms from mobile wireless trucks. From Pont-en-Royans to Villard du Lans is 24 kiloms., and we had 24 mins to do it in. Over that winding mountain road, with its many tunnels, the Standard scorched to arrive with a couple of minutes in hand.

There were now less than 65 cars still running. At Grenoble, Estager and Perrel, who had done magnificently in bringing their Ford Thunderbird through unpenalized, retired with engine trouble. Mme Thaon's Renault 1063 packed up with a broken half-shaft.



The 16 kiloms from Grenoble to Col de Porte was accomplished without penalty, but we had to go like the clappers over the Col de Granier to make Chambéry on time, overtaking a Renault, a Renault Alpine, and a Panhard on the way. The driver of the Panhard tried so hard to re-pass, that he dropped a valve.

Then came the climb of the Mont Revard. The Gacon/Arcan Porsche repeated its Rousset success, with 8 m. 05.4s, compared to the 8m. 12s. of Storez/Mlle Thirion. Next best was the Sprint Alfa of Boilet/Dollin with 8m. 24.8s, and then Monnoyeur's Jaguar with 8m. 28.6s. This ended the specials tests, and Gacon/Arcan had a clear lead of 11.8secs. from the other Carrera.

Still more mountain roads, this time with snow and slush to add to the fun. However we made Sevrier in plenty of time to have a quick drink with Marcel Becquart who had come to welcome us. Then followed some gentle motoring to Gex, and some hectic work over the Col de la Faucille and down the icy, snow-covered slopes to pick up the tortuous road to St. Claude where the ever cheery British colony had turned out to welcome us. Over 30 crews were penalized on this section.

As usual an enormous crowd turned out to greet the survivors at Charbonnières. We waited for the arrival of Nancy Mitchell and Doreen Reece to tell them, much to their astonishment, that they were likely winners of the Coupe des Dames, Mme and Mlle Carrot Dulac had crashed their red D.B.-Panhard near Sevrier, losing many minutes.

Altogether a wonderful event, superbly organized by M. Prylli and his aides. The hospitality afforded by Michel Blanchon and the staff of the Casino is overwhelming, with barbers, hot showers and massage experts laid on before the start of the tough sections. Press service and information was absolutely first-class, and we were also grateful to M. Plantivaux and the B.P. organization for siting replenishment points at handy spots. The little Standard did everything that was asked of it, but proved the difficulty of competing in an event of this nature against highly-developed Continental small-capacity Grand Tourisme vehicles, built specifically for rallies—and even racing!

This was my fifth successive "Charbonnières", having been classified in all; first as co-driver to Stirling Moss (Jaguar), then as entrant with the late Peter Reece in the prototype Austin Healey 100, followed by a non-penalized run in an early-type TR2 Triumph (6th in general class, and 2nd in sports category) then 4th in class in 1955 (TR2)—both with Peter as co-driver. If anything, each event gets better than the previous one, and is the nearest thing to a pocket "Liège-Rome-Liège" there is.

**R**ECENTLY announced is a twelve-million dollar permanent motor racing circuit 32 miles outside Los Angeles, which will have two circuits, 4½ miles and 5½ miles, two ovals, and a speed strip. The circuit is expected to be able to accommodate the world's fastest Grand Prix and sports cars.



(Above) Rally winners Gacon and Arcan congratulating. Coupe des Dames victors, Nancy Mitchell and Doreen Reece at Charbonnières.



(Right) The victorious Porsche Carrera flashes past the finishing line on the Col du Rousset hill-climb.

## TULIP RALLY, 1956.

### Provisional Handicaps.

0 minutes. 2CV Citroën; Lloyd LP400. 13 mins. Goggomobile T300. 15 mins. Fiat 500/500C; Morris Minor s.v. 17 mins. Morris Minor o.h.v.; Austin A30; Standard 8. 25 mins. Fiat 600. 26 mins. Goliath GP-700E; Lloyd LP600. 32 mins. Renault 1062; Volkswagen. 33 mins. Hillman Mk VIII. 35 mins. Mercedes 180; Rover 75; Saab 2-cyl. 36 mins. Fiat 1400; Standard 10. 37 mins. Fiat 1400A; Volkswagen 1192 c.c.; Renault Dauphine; Austin A40; Skoda 440; Ford Taunus 12M. 38 mins. Austin A40 Sports; Peugeot 203; Opel Olympia and Rekord; Ford Consul; Morris Oxford; Ford Anglia; Ford Prefect; Austin A50. 39 mins. M.G. Magnette; Renault Fregate; Simca Aronde. 40 mins. Fiat 1100; Fiat 1900; Citroën 11. 41 mins. Fiat 1100TV; Simca Aronde 1300; Renault Fregate Et.; Goliath GP900E; Borgward Isabella. 42 mins. Volvo P444; Peugeot 403. 43 mins. Renault 1063; Standard Vanguard Mk III. 44 mins. Dyna-Panhard. 45 mins. Citroën DS19; Ford Zephyr and Zodiac; Ford Consul 1.703 c.c.; Saab 3-cyl. 46 mins. Alfa Guilietta; Ford Taunus 15M; Dyna Panhard Junior; Porsche 1300; Ford Versailles; Opel Kapitän; Alvis 3-litre; Rover 90; Daimler Conquest; Vauxhall 6-cyl. 47 mins. Austin A90; BMW 6-cyl.; Armstrong-Siddeley 3.4-litre; All American cars up to 3,500 c.c.; Citroën 15;

Riley 2.5-litre. 48 mins. DKW F93; Mercedes-Benz 300. 49 mins. Sunbeam 90. 50 mins. Porsche 1500; Ford Zephyr and Zodiac 2.5-litre; Porsche 1300S; Mercedes-Benz 220A; All American cars with 4 seats over 3,500 c.c. 51 mins. BMW V8; Porsche 1600; Lagonda 3-litre. 52 mins. Austin Healey 100; Mercedes-Benz 190SL; Alfa Guilietta Sprint. 53 mins. Bristol 401 and 403; Aston Martin DB2 and DB2/4 2.5-litre; Jaguar Mk VII, Mk VIII; Jaguar 2.4-litre. 54 mins. Bristol 404; Alfa Romeo Super T1; Lancia Gran Turismo; A.C. Ace. 55 mins. Alfa Romeo Super Sprint; Porsche 1500S; Triumph TR2. 56 mins. Triumph TR3. 57 mins. Jaguar XK.120; Aston Martin DB2/4 3-litre. 59 mins. Jaguar XK.120C; Jaguar XK.140. 60 mins. Porsche Carrera; Frazer-Nash M2; Mercedes-Benz 300SL.

## THE GENEVA RALLY

**C**OUNTING towards the European Grand Touring Championship, the Geneva Rally takes place on 25th-27th May, on a course of 1,570 kilometres. Leaving Geneva on the afternoon of the 25th, the route goes to Forez for a mountain test on closed roads. At St. Etienne will take place the Plan-

foy hill-climb, then follows mountain routes via Anonay, Tournon, Gap, Mt. Genevre Pass, Suse and thence to Monza for a 60 kiloms. speed test. After a rest halt, competitors go on to Switzerland via Sierre.

## RALLY CHAMPIONSHIP OF FRANCE

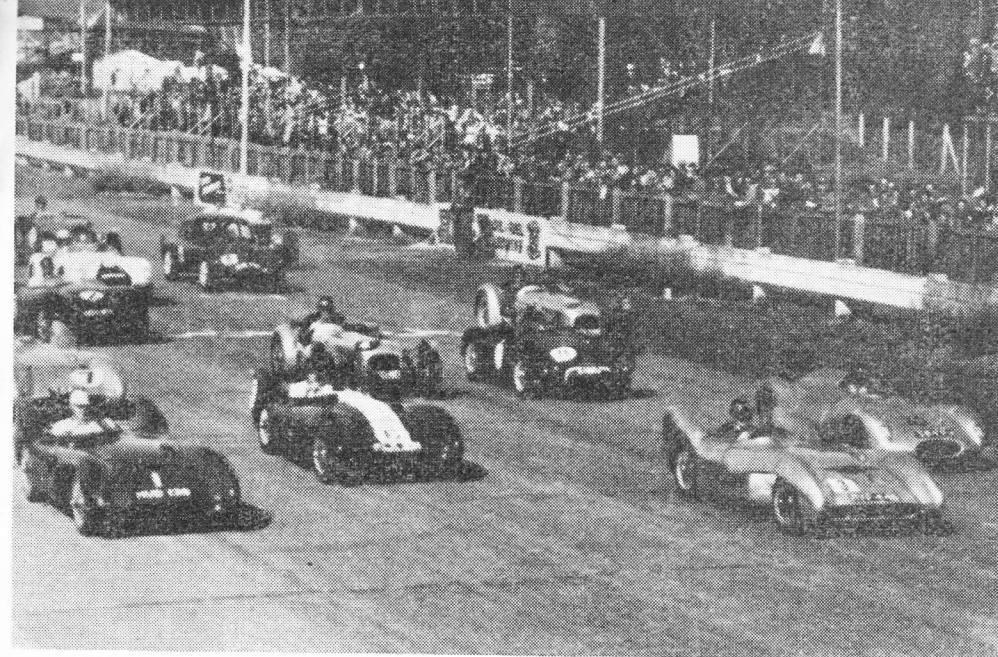
### (Positions up to 18th March)

1, Gacon (Porsche), Arcan (Porsche), Storez (Porsche), tying with 775 points; 4, Buchet (Porsche) 575; 5, Cotton (Salmson), Leclère (Salmson), 490; 7, Grosgeat (Panhard), 440; 9, Masson (Panhard), 414; 10, Boilet (Alfa Romeo), 372; 11, Tartarolo (Panhard) and Petiaut (Panhard), 325.

## YORKSHIRE EXPERIMENT

**T**HE Yorkshire S.C.C. White Rose Trial, which was won by Stan Jenkins (Austin), saw an interesting experiment, in that for part of the event, all formula trials cars had to have a minimum tyre pressure of 14 lb. per sq. in. This proved to be fairly successful, although several competitors thought that 10 lb. per sq. in. should have been permitted.





## THE CURTAIN RISES

A QUIET but entertaining overture to what promises to be a most exciting season was played at Goodwood on 17th March, when a record crowd of 8,000 saw the 21st Member's Meeting of the B.A.R.C. run off in brilliant spring sunshine

Both five-lap scratch events, under 1250 c.c. and under 1500 c.c., were Lotus Climax benefits, Dick Steed winning the former without trouble, having taken P.J. Lumsden on the second lap. In the latter, the Lotus Climax lap leaders were Lumsden, Steed and P.H. Ashdown after the first circuit, Lumsden, Ashdown and Steed after second, then Ashdown, Steed and Lumsden after the third and fourth. On the last lap, Steed regained the lead on Lavant Straight, only to lose it again on braking for Woodcote. Ashdown headed him into the chicane by inches, but once through they both spun in unison, leaving an astonished Lumsden a clear run to the chequered flag. Of the spinners, Steed got away first to take second place, while Ashdown finished third, in front of Bloxam's Lotus-M.G. In both races Lotus filled five of the six leading positions.

With finely manicured hands gripping the steering wheel and curls peeping from beneath crash helmets, the stage was set for the Ladies 5-lap handicap. As in the race last year, limit-woman was Mrs. R.C. Ashby (Wolseley 6/80); on the scratch mark were Miss M. Hornby (A.C. Ace), Mrs. J. Bloxam (Lotus-M.G.) and Miss Betty Haig (Elva). Mrs. Ashby held her lead for the first two laps, but was taken on the third by Miss Rosemary Seers (Cooper-Zephyr), who was herself passed on the final

lap by Mrs. Bluebelle Gibbs (H.R.G.). Mrs. Bloxam spun at the chicane, but managed to finish fourth, behind Mrs. Mary Seed (Austin-Healey).

The first of the two races for novices saw 12 "first-timers" on the grid, ranging from the M.G. of actor André Morell, who should have been at rehearsal for a new play, to E.H. Portman's Aston Martin DB3, two Jaguar XK 140s, and the Cooper Climax of Keith Greene, son of Gilby Engineering's Sid Greene. Limit-man Morell's lead was soon disposed of by R. Jameson (A.C. Ace), who very nearly overdid it at the chicane in the process, but Greene passed the Ace halfway along Lavant Straight on the third lap, to finish 15½ secs. in front. A convincing first-meeting victory. In third place came J.M. Fleming, whose Triumph TR2 started to make the most expensive noises on

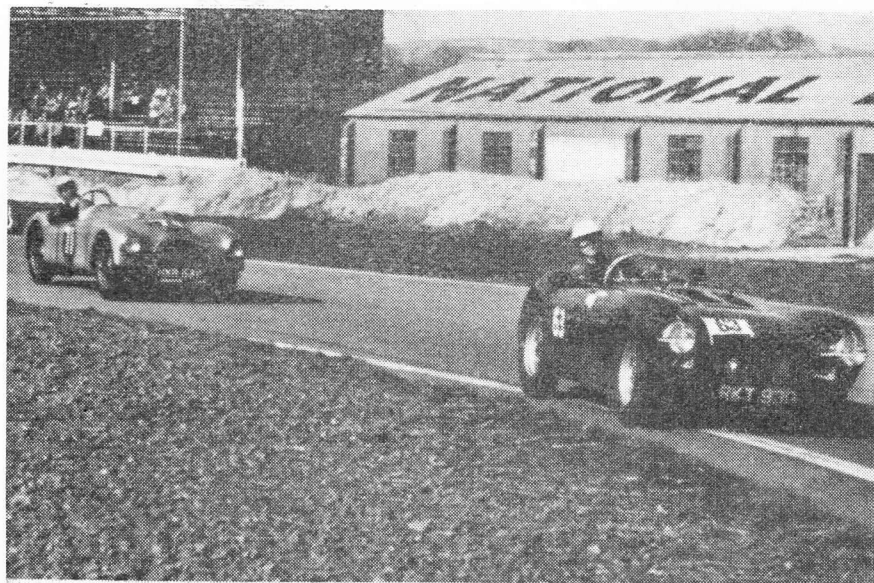
*THEY'RE OFF to the start of a new racing season. The up to 1,200 c.c. Sports Cars, the opening event at Goodwood, was won by Dick Steed (Lotus-Climax).*

lap 3, and must have finished with very little left in the way of big-ends.

In the second novices' race, R. Dore's Morris Minor had a handicap of only 50 secs. compared with the 1½ min. 20 sec. of H.E. Moss's 750 Renault, but the very good reason for this was Dore's Jowett Jupiter engine, which took him into second place on lap 3 and into the lead for the chequered flag, having passed D. Acland's Triumph TR2, the latter being second by a bonnet's length from B. Nisbet (Lotus).

The longest race of the day, 10 laps from scratch for the powerful machinery, amassed what was probably the most impressive grid ever seen at a B.A.R.C. Club Meeting, there being, amongst others, two Jaguar Ds, three Cs, two each of Aston Martin DB3 and DB3S and P.A. Everard's interesting Cooper-Aston—a DB2 engine in a sports body and mounted on the chassis of the original Mike Hawthorn Cooper-Bristol. But it was the H.W.M. of George Abecassis that sprinted away from the flag to lap the tail-enders by the halfway mark and finish with a six second lead over Michael Head's new Cooper-Jaguar. The first six cars in the finishing order held their positions from lap 3 onwards, Peter Blond's Jaguar C-type notably beating the D-types of Baillie and McMillan by a couple of places and 13.4 secs. B. Ferrari's A.C. Ace retired to the paddock on the penultimate lap, while, on the first circuit J.L. Ogier's Jaguar XK 120 hit something very hard very fast, but without harm to the driver.

More or less the same field turned out for the all-comers handicap event, plus several cars of lower capacity. Abecassis's performance in the earlier race had earned him a re-handicap



*THE LADIES: Miss Rosemary Seers (Cooper-Zephyr) leads Mrs. Bluebelle Gibbs (H.R.G.) through Woodcote.*



of scratch minus 10 secs., which left him with an entire lap to make up. He could not do it, but settled instead for beating Head in the Cooper-Jaguar. This involved them both in a lively scrap, which Abecassis won, during which he put in the fastest lap ever made in a Goodwood member's meeting, 87.45 m.p.h. The event was won by Berwyn Baxter (Aston Martin DB3S), second past the flag being the American, A.H. Bryant, driving a similar car. The latter, however, was penalised 5 secs. for jumping the start, which meant that he and P.T. Nott (Lotus) changed places in the results.

The last race of the day, a handicap for closed cars, saw P.A. Everard trying to catch up a whole lap on a very mixed field indeed. His Mercedes-Benz 300SL gradually came through, but he lost a few precious seconds by sliding off at Madgwick on lap 3. Then, on the next time round, it looked as though the race would have a Sammy Davis-ideal-handicap-ending, every car crossing the line at the same time. The road past the pits was very full indeed, but Everard ploughed through, horn blowing and lights flashing. But, in spite of passing everyone else, he could not catch J.M. Sparrowe's very fast M.G., to whom he had to concede first place, and only just managed to pass Pool's Lester-M.G. by sheer acceleration out of the chicane.

M. B.

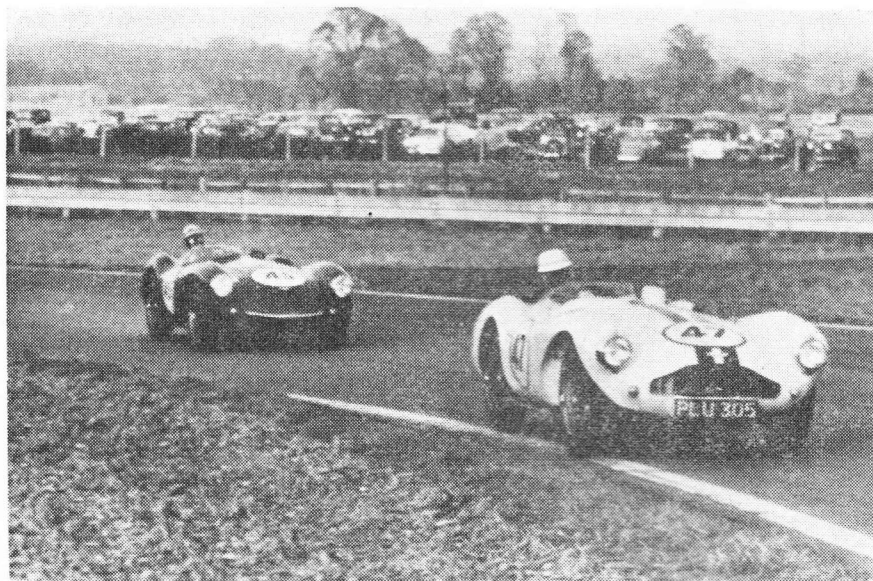
### Results.

1. 5-lap Scratch up to 1,250 c.c.: 1, R. D. Steed (Lotus Climax), 80.30 m.p.h.; 2, P. J. S. Lumsden (Lotus Climax); 3, T. P. Barnard (Lotus Climax); 4, P. H. Ashdown (Lotus Climax). *Fastest lap:* Steed & Ashdown, 1 min. 45.6 secs., 81.82 m.p.h.

2. Ladies 5-lap Handicap: 1, Mrs. R. B. Gibbs (H.R.G.), 67.52 m.p.h.; 2, Miss R. Seers (Cooper-Zephyr); 3, Mrs. M. Seed (Austin-Healey); 4, Mrs. J. Bloxam (Lotus-M.G.). *Fastest lap:* Mrs. Bloxam, 1 min. 56.4 secs., 74.23 m.p.h.

3. 5-lap Scratch up to 1,500 c.c.: 1, P. J. S. Lumsden (Lotus Climax), 79.30 m.p.h.; 2, R. D. Steed (Lotus Climax); 3, P. H. Ashdown (Lotus Climax); 4, R. F. Bloxam (Lotus-M.G.). *Fastest lap:* Steed, 1 min. 44.4 secs., 82.76 m.p.h.

4. Novices 5-lap Handicap: 1, K. A. Greene (Cooper Climax), 75.42 m.p.h.; 2, R. Jameson (A.C.Ace); 3, E. H. B. Portman (Aston Martin DB3); 4, J. M. Fleming (Triumph TR2). *Fastest lap:* Greene, 1 min. 51.6 secs., 77.42 m.p.h.



FELTHAM FIGHT: Commander A. Bryant, USN, and Berwyn Baxter, in their DB3S Aston Martins at Madgwick.



5. 10-lap Scratch, 1,500-3,500 c.c.: 1, G. Abecassis (H.W.M.), 84.26 m.p.h.; 2, M. W. Head (Cooper Jaguar); 3, P. Blond (Jaguar XK120C); 4, B. Baxter (Aston Martin DB3S). *Fastest lap:* Abecassis, 1 min. 39.6 secs., 86.75 m.p.h.

6. Novices 5-lap Handicap: 1, R. Dore (Moris Minor), 65.14 m.p.h.; 2, D. Acland (Triumph TR2); 3, B. Nisbet (Lotus); 4, A. G. Cochrane (Morgan). *Fastest lap:* Cochrane, 2 mins. 1 sec., 71.40 m.p.h.

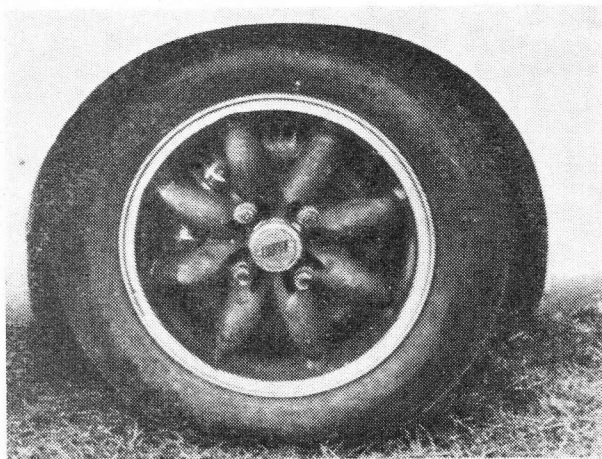
7. 5-lap Handicap: 1, B. Baxter (Aston Martin DB3S), 81.02 m.p.h.; 2, P. T. Nott (Lotus); 3, A. H. Bryant (Aston Martin DB3S); 4, D. Howard (Triumph TR2). *Fastest lap:* G. Abecassis (H.W.M.), 1 min. 38 secs., 87.45 m.p.h.

8. 5-lap Handicap for closed cars: 1, J. M. Sparrowe (M.G.), 69.03 m.p.h.; 2, P. A. Everard (Mercedes-Benz 300SL); 3, E. Pool (Lester-M.G.); 4, L. Potter (Porsche). *Fastest lap:* Everard, 1 min. 53.4 secs., 76.19 m.p.h.

DUEL: George Abecassis (H.W.M.-Jaguar) presses Michael Head (Cooper-Jaguar) at Madgwick. Abecassis made the fastest lap ever at a Goodwood Members' Meeting.

★

NOVEL (left) New-type light alloy wheel on a Cooper-Climax a 1956 feature.





## GOOD GOODWOOD PROSPECTS

**S**TIRLING MOSS will drive the latest—type, 270 b.h.p. works Maserati at Goodwood in the Richmond Trophy race on Easter Monday. Jack Brabham, the Australian, has purchased Moss's modified 1954 Maserati, and will race it in the same event. A third Maserati will be handled by Roy Salvadori.

B.R.M. nominations are Mike Hawthorn and Tony Brooks, while apart from the works Connaught entries, to be driven by Archie Scott-Brown, Les Leston and Bob Gerard, Reg Parnell is driving Rob Walkers 2.5 litre single-seater car. There will be no Vanwalls at this meeting, but two Gordinis will appear, a new "eight" being driven by Robert Manzon.

## GOODWOOD ENTRIES

*Richmond Trophy (F.I.) Connaught* A. Scott-Brown, L. Leston, F. R. Gerard, R. Parnell *B.R.M.* J. M. Hawthorn, C. A. S. Brooks *Maserati* S. Moss, R. Salvadori, J. Brabham, *Gordini* R. Manzon, E. Bayol. *Emeryson* P. R. Emery.

*Lavant Cup (2-litres, U/s):* *Cooper-Bristol*, F. R. Gerard, J. Somervail, *Cooper-Alta*, A. E. Brown, *Lotus-Bristol*, P. Scott-Russell, F. C. Davis, M. Antony, *Lotus-Connaught*, J. Coombs, *Connaught*, J. Young, C. T. Atkins, R. Gibson, *Cooper-Climax*, R. Salvadori, *Tojeiro-Bristol*, P. R. Crabb, *Sun Pat Spl.*, A. P. O. Rogers.

*Earl of March Trophy (F3):* *Cooper*, J. Russell, I. Bueb, C. Allison, R. K. Tyrrell, C. C. H. Davis, S. Lewis-Evans, J. Somervail, J. Denley, J. F. Westcott, H. S. Howlett, F. C. Finucane, L. Schofield, R. H. R. Hett, M. C. Brackenbury, *Kieft*, D. Parker, *Revis*, R. G. Bicknell, *G.M.*, F. J. Mays, *Petty*, A. V. Cowley, *Jason*, R. Messervy, *Staride*, E. Fenning, *R.G.W.*, B. Sparks.

*Sports Cars (over 1,500 c.c.):* *Ferrari*, H. McKay Fraser, *Jaguar*, J. M. Hawthorn, J. D. Hamilton, A. F. F. Dennis, N. Sanderson, A. E. Brown, R. Flockhart, R. E. Berry, J. L. Ogier, *Cooper-Jaguar*, M. W. Head, *Tojeiro-Jaguar*, P. Blond, *H.W.M.*, G. E. Abecassis, N. Cunningham-Reid, *Aston Martin*, R. Salvadori, A. G. Whitehead, A. H. Bryant (or M. H. Morris-Goodall), B. Baxter, *Lotus-Bristol*, P. Scott-Russell, F. C. Davis, M. Antony, *Sun Pat Spl.*, A. P. O. Rogers, *Tojeiro-Bristol*, P. R. Crabb, *Lister-Maserati*, A. Scott-Brown, *Lister-Bristol*, A. Moore (reserve).

*Sports Cars (up to 1,500 c.c.):* *Maserati*, Louis Cornet, *Cooper-Climax*, J. Russell, R. Salvadori, I. Bueb, L. Leston, D. Taylor, M. G. H. MacDowel, G. Nixon, A. E. Marsh, R. Moore, *Lotus-Climax*, C. Chapman, R. G. Bicknell, Allison, J. K. Hall, E. Lewis, P. H. Ashdown, *Lotus-M.G.*, J. Higham, *H.R.G.*, D. J. Calvert or R. C. Green, *Hal-seytee*, E. Brandon, A. E. Brown or P. Jopp, *Beart Rodger-Climax*, I. A. Forbes, *Elva*, D. G. Addicott, *Kieft-Climax*, J. Fisher, *Par-Son*, S. G. Young.

*Production Sports Cars (AUTOSPORT Trophy):* *Mercedes-Benz 300SL*, J. Coombs, *Jaguar*, J. G. Allison, D. Piper, *Earl of Northesk*, J. L. Ogier, *Austin-Healey*, R. C. Green, J. Dalton, *Alfa Romeo*, N. H. Mann, *A.C.*, M. D. Mainwaring-Evans, R. P. Stanbridge, A. C. Cars Ltd, *Frazer-Nash*, V. W. Derrington, H. M. Denton, R. J. W. Utley, *Triumph TR2*, A. Samson, S. A. Hurrell, *Swallow-Doretti*, D. F. Siddell, *H.R.G.*, P. G. Fletcher, D. J. Calvert, *M.G.*, A. T. Foster, W. P. U. Constable, R. W. Fitzwilliam, P. Simpson (reserve), *Porsche*, R. D. Steed, S. F. Wilder.

The programme will also include a handicap event. First race is at 1.30 p.m.

## SPORTS NEWS

**S**TIRLING MOSS cannot obtain release from five European races in which he is due to compete between 5th May and 3rd June, and so will be prevented from driving the John Zink Special in the Indianapolis "500" on 30th May.

**A**MONGST the noteworthy entries for the British Empire Trophy Race at Oulton Park on 14th April, is Mike Hawthorn, down to drive a 1500 c.c. Lotus.

**R**ESURFACING of the Crystal Palace circuit has now been completed, using the same type of cold asphalt as at Goodwood. It is now extremely smooth, and no longer will lift in hot weather. Motor cycles will use it on Easter Monday, while the first car event over the new surface will be the B.R.S.C.C. National meeting on Whit Monday.

**N**EW lightweight Alfa Romeo Giulietta named the "Sprint Veloce" is going into series-production. The 1.3-litre engine develops 90 b.h.p., and the gear-lever for the 4-speed gearbox is floor-mounted. Maximum speed is about 115 m.p.h. Several will run in the "Mille Miglia".

**S**NETTERTON results last week-end shows "firsts" for Flockhart (Jaguar), Gammon (Cooper-Climax), Bridger (Cooper-Norton), Kasterine (Lotus), R.N. Richards (M.G.A.) and Stoop (Frazer-Nash). More news of this meeting next week.

XXIII<sup>e</sup> MILLE MIGLIA

**A**N English translation of the regulations for this year's Mille Miglia has been published. The race will be run on 28th/29th April over a circuit which, for the first time, will be officially closed to other traffic. It is the same course as that used last year. The race is reserved to invited drivers at the discretion of the organizers, is limited to 400 starters, while, to quote the regulations, 'drivers of sports cars of over 2,000 c.c. must have a record and experience equivalent to that possessed by an Italian driver of the Premier Category'. Classification will be according to the least time taken to complete the course, under the following headings: General classification, by classes, Special Series Touring and Gran Turismo, and Index of Performance. Queries can be answered and information and regulations obtained from John Eason Gibson, B.R.D.C., 9 Down Street, London, W.I.

**F**IVE Renault Dauphines will probably run in the Mille Miglia, to be driven by Maurice Trintignant, Louis Rosier, Paul Frère and Louis Chiron, and possibly Mlle Thirion.

**E**NTRIES close on 3rd April for the Aintree International meeting on 21st April. The principal race is the Aintree "200" for Formula 1 cars, over 67 laps, or 201 miles, of the 3-mile circuit. The remainder of the day's events include under 2,000 c.c. and unlimited sports car races (8 and 10 laps respectively) and a Formula 3 event, also over 10 laps.

**B**ROUGH car races for F3 were won by Don Parker (Kieft) and E.T. Dawson (Cooper).

## FANGIO/CASTELLOTTI FIRST AT SEBRING

Ferrari First and Second—Jaguar Third—Aston Martin Fourth and Class Winner.

**L**AST Sunday's Sebring 12 Hours race in Florida was won by Fangio and Castellotti in a new 3.5 litre Ferrari, with Schell and Musso second in a similar car. 1955 Indianapolis winner Sweikert was third in a Jaguar, and the Salvadori/Shelby Aston Martin was 4th, winning the 3 litre class. Hawthorn/Titterton (fuel injection Jaguar) fought a great duel with Fangio and led at half-distance, but retired with brake trouble when lying second. Other retirements included Moss/Collins (Aston Martin) when in second position, Hamilton (Jaguar) and Menditegu, who crashed his Maserati and is seriously injured. A full Sebring report will be published in a forthcoming issue.

## Sebring Results.

*General Classification:* 1, Fangio/Castellotti (3.5 Ferrari) 194 laps, 1008.77 miles, in 12 hrs. 84.06 m.p.h.; 2, Musso/Schell (3.5 Ferrari) 192 laps; 3, Sweikert/Ensley (3.5 Jaguar) 188; 4, Salvadori/Shelby (3.0 Aston Martin) 186; 5, Behra/Taruffi (3.0 Maserati) 186; 6, Herrmann/Von Trips (1.5 Porsche) 182; 7, McAfee/Lovely (1.5 Porsche) 179; 8, Mena/Gonzales (3.5 Jaguar)

176; 9, Fitch/Hanegan (4.4 Chevrolet) 176; 10, Rubirosa/Pauley (2.0 Ferrari) 172; 11, Stiles/Hunton (2.6 Austin-Healey) 168; 12, Cunningham/Bennett (3.5 Jaguar) 168; 13, Ballinger/Stewart (2.0 Arnolt-Bristol) 158; 14, Marshall/Brundage (1.5 Porsche) 158; 15, Armagnac/Mercader (7.5 D.B.-Panhard) 155.

*Index of Performance:* 1, Herrmann/Von Trips (Porsche); 2, McAfee/Lovely (Porsche); 3, Fangio/Castellotti (Ferrari); 4, Armagnac/Mercader (D.B.-Panhard); 5, Musso/Schell (Ferrari); 6, Salvadori/Shelby (Aston Martin).

## Class Placings.

*Over 4 litres:* 1, Fitch/Hanegan (Chevrolet Corvette).

*3-4 litres:* 1, Fangio/Castellotti (Ferrari); 2, Musso/Schell (Ferrari); 3, Sweikert/Ensley (Jaguar).

*2-3 litres:* 1, Salvadori/Shelby (Aston Martin); 2, Behra/Taruffi (Maserati); 3, Parnell/Brooks (Aston Martin).

*1.5-2 litres:* 1, Rubirosa/Pauley (Ferrari); 2, Ballinger/Stewart (Arnolt-Bristol); 3, Boynton/Peterson (Arnolt-Bristol).

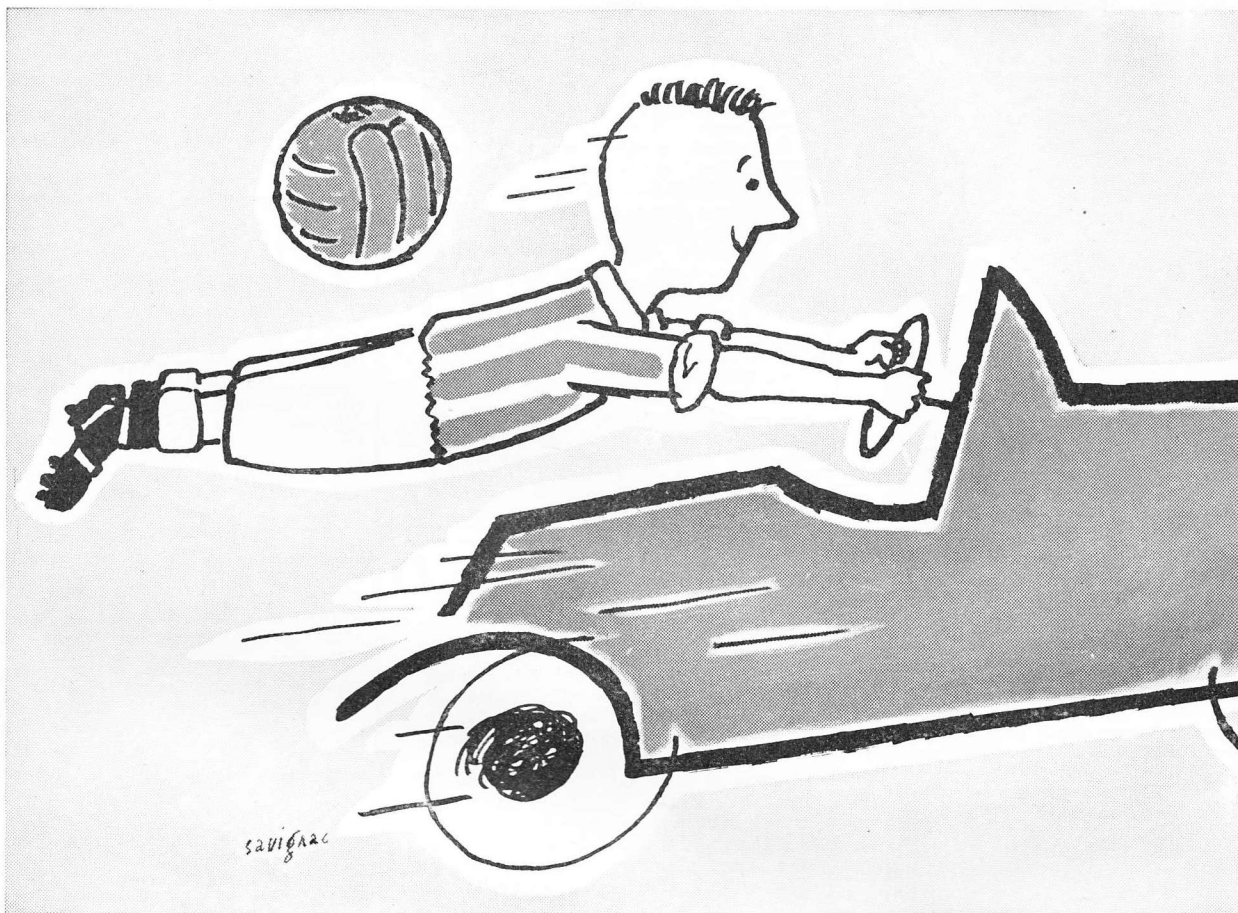
*1,100-1,500 c.c.:* 1, Herrmann/Von Trips (Porsche); 2, McAfee/Lovely (Porsche).

*Up to 1,100 c.c.:* 1, Armagnac/Mercader (D.B.-Panhard).





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# NEWS FROM THE CLUBS

by Stuart Seager

THE SOUTH WALES A.C. are holding a speed hill-climb at Castel Hill, near Bridgend, Glam., on Easter Monday; it will be the first round in the new Junior Hill-climb and Sprint Championship mentioned elsewhere in this issue. The proceedings start at 2 p.m. . . . On 7th-8th April the Rhyl & D.M.C. will be running their annual "Rali Gogledd Cymru"—a Rally qualifying for the B.T.D.A. Silver Star. Regulations are available for this 300-mile event, from A.H. Rutt, Basinwerk, Greenfield, Holywell, Flintshire. . . . Entries close on 2nd April for the Vintage S.C.C. Silverstone Race Meeting on 21st. This is the opening event of the Silverstone "Club" season and is open to members of the V.S.C.C. driving Vintage, Edwardian, "Thoroughbred" and Historic Racing Cars. Regs are available from T.W. Carson, Brook Cottage, Bishops Green, Newbury, Berks. . . . On the 5th-6th May, the V.S.C.C. and the Bentley D.C. are jointly promoting a night rally in Devonshire. It is a 150-mile run and details may be obtained from R. Redvers Lewis, The Rectory, Buckland St. Mary, near Chard, Som. . . . On 28th-29th April there is to be held the Wallasey "Rallye des Etages", run by the Wirral Hundred M.C. This is a 300-mile event, not of a navigational nature, for the route is fully route-carded, with additional driving tests. The start and finish is at New Brighton, and the regs are obtainable from Mrs. M.H. Cranshaw, 2 Nigel Road, Heswall Hills, Barnston, Wirral, Ches. The invited clubs are the Chester, Liverpool, Mid-Cheshire, North Staffs, Oswestry, Rhyl and B.A.R.C. . . . On 14th-15th April will be held the "Dusk till Dawn" Rally of the Huddersfield M.C. This is open to members of the Sheffield & Hamshire, 750, Yorkshire S.C.C., Combined Universities, Ilkley, Lancs and Ches and B.A.R.C. The navigational route is of 400 miles, starting from Ilkley and finishing near Huddersfield, and details are obtainable from MM. Roberts, Highfield House, Elland, Yorkshire. Closing date for entries is 10th April. . . . The secretarial address of the **Wolsey Hornet Special Club** has been changed to 2 Longmead, Barton Stacey, near Winchester, Hants.

## RECENT RESULTS.

### MORGAN 4/4 CLUB

Driving Test Meeting, 18th March.

**Team Challenge Trophy:** M.G.C.C. Team—R. J. Randall, C. Shove, G. K. Hale. **Team Challenge Trophy (Best in opposite class):** Hagley & D.C.C. Anglia Team—J. H. Dorsett, P. J. Anton, B. J. Smith. **Runner-up Award:** Morgan 4/4 Club Team—A. L. Yarranton, A. J. Blair, B. E. Phipps. **Best Individual Performance:** R. J. Randall (M.G. TF). **Best in opposite class:** J. H. Dorsett (Anglia). **Runner-up:** B. E. Phipps (Morgan).

## COMING ATTRACTIONS

7TH-8TH APRIL. Rhyl & D.M.C. "Rali Gogledd Cymru". Start, Marine Hydro Hotel, Rhyl and Planetree Service Station, near Queensferry. Vintage S.C.C. Buxton Road Trial and Driving Tests. Start, 10 a.m. from Old Hall Hotel, Buxton. Driving Tests and Concours, 10.30 a.m. (8th) at Pavilion Gardens, Buxton. Maidstone & Mid-Kent M.C. "Hopper" Night Rally. Start, 8 p.m. the Tudor House. Bearsted.

8TH APRIL. CIRCUIT OF SICILY (S.T.). London M.C. Sprint Meeting. Brands Hatch, near Farnborough, Kent. Start, 1 p.m. Hagley & D.L.C.C. Hagley-Ludlow Handicap Rally. Start, 10 a.m. from Lyttelton Arms Hotel, Hagley. Romford E.C.C. Driving Test Meeting. Stapleford Aerodrome, Abridge, Essex. Start, 2 p.m.

### LONDON M.C.

Lawrence Cup Trial, 18th March.

Lawrence Cup: D. L. B. Cannon, 148 pts.; Ripley Cup: M. H. Lawson, 146; Wick Cup: M. R. B. Cannon, 141; First Class Awards: R. Chappell, J. H. Appleton; Second Class Awards: H. R. Smart, B. Blundell.

### CAMBRIDGE UNIVERSITY A.C.

Inter-Varsity Speed Trial, 11th March. B.T.D.: H. C. Taylor (Cooper-Norton), 48.94 secs.

Class 1: W. A. Scott-Brown (DKW), 60.70; Class 2: K. Taskent (Lotus-Climax), 53.60; Class 3: P. Riley (Lotus-M.G.), 53.90; Class 4: K. Taskent (Lancia G.T.), 58.51; Class 5: E. G. Kemp (A.C. Ace), 53.20; Class 6: A. Burton (Jaguar XK140), 56.30; Class 7: C. Wick (Allard-Cadillac), 54.40; Class 8: H. C. Taylor (Cooper-Norton), 48.94.

Best Sports Car: E. G. Kemp (A.C. Ace).

Best Lady Driver: Miss E. A. Neale (Cooper-JAP), 50.6.

### NEWCASTLE & D.M.C.

Leith Cup Trial, 11th March.

Best Performance: R. Allman-Smith; 2. T. B. Hutchinson. First Class Awards: P. G. Walton, R. S. Alexander, K. M. Pattinson. Best Novice: D. K. Laing.

### CHESTER M.C.

Martini Rally, 26th February.

Premier Award: J. N. H. Wood/J. G. Norbury (Volkswagen).

Class 1: H. W. Pearson/R. V. Jones (M.G.); Class 2: A. H. Hill/Mrs. Hill (Renault); Class 3: K. V. Taylor (TR2); Class 4: H. A. Lee/J. Smith (Ford). Team Award: A. Culver, R. Dando, G. B. Ward. NORTH LONDON ENTHUSIASTS C.C. Jacobean Trophy Trial, 19th February.

Jacobean Trophy: S. G. Cobban (M.G. TF). Yew Tree Trophy: B. E. L. de Casmebrook (Ford Anglia). First Class Awards: R. E. Roberts (Consul); J. A. Sinclair (TR2); G. K. Hale (M.G. TF); J. B. Cruikshank (Sunbeam); J. Bekaert (Anglia); B. Cecile-Pritchard (Sunbeam-Talbot); R. N. Richards (M.G.A.).

## CLUB FIXTURES

750 M.C.—Social Meetings, 3rd April, Albert Hotel, Bypass, Colchester; Dog & Gun, Banbury, Oxon; 5th April, Red Lion, Knowle, Warwicks; 6th April, Malt Shovel, Carlisle; A. G.M.: 8th April, Abbey Hotel, North Circular Road, Stonebridge Park, London.

Aberavon M.C. & L.C.C.—Social Meeting, 3rd April, Welcome to Town Hotel, Aberavon.

Sussex C. & M.C.C.—Social Meeting, 3rd April, Southwick & Fishergate community Centre, Southwick.

B.A.R.C. (Yorks)—Social Meeting, 3rd April, White Hart, Poole-in-Wharfedale.

Coventry & Warwicks M.C.—Social Meeting, 3rd April, Fletchamstead Hotel, Fletchamstead Highway, Coventry.

Wolsey Hornet Special Club—Social Meetings, 3rd April, Mason's Arms, Maddox Street, London, W.1.; 4th April, Bull's Head, Horse Fair, Birmingham.

Bristol M.C. & L.C.C.—Social Meeting, 3rd April, Mauretania, Park Street, Bristol.

North London M.C.—Social Meeting, 4th April, Rising Sun, Chase Side, Southgate.

Romford Enthusiasts M.C.—Social Meeting, 5th April, White Hart, Collier Row.

Buckingham & D.M.C.—Social Meeting, 5th April, Swan Inn, Great Horwood, Bucks.

Nottingham S.C.C.—Social Meeting, 5th April, Boat Inn, Trent Road, Beeston.

Vintage S.C.C.—Social Meetings, 5th April, Phoenix Hotel, Hartley Wintney, Hants; Scott's, Rose Street, Edinburgh; Rose & Crown, Elham, near Folkestone, Kent; 6th April, Manor Barn, Burley, near Ringwood, Hants.

Surrey Sporting M.C.—Social Meeting, 5th April, Warwick Hotel, Redhill.

Harrow C.C.—Social Meeting, 5th April, Battle Axes Inn, Aldenham, Herts.

Singer O.C.—Social Meeting, 5th April, Three Cranes, Sheffield.

Newry & D.M.C.—Film Show, 6th April, Territorial Hall, Downshire Road, Newry, 8 p.m.

M.G.C.C. (N.E.)—Dinner Dance, 6th April, Parkway Hotel, Leeds.

Mid-Surrey A.C.—Social Meeting, 6th April, Queen's Head, Kingston Road, Ewell.

Triumph Sports O.A.—Film Show, 6th April, Ottershaw Hall, near Chertsey, Surrey.

Cambridge '50 C.C.—Social Meeting, 6th April, Ancient Shepherds, Fenditton.

Berkhamsted M.C. & C.C.—Social Run, 8th April, Start, 2.30 p.m. from King's Arms, Berkhamsted.



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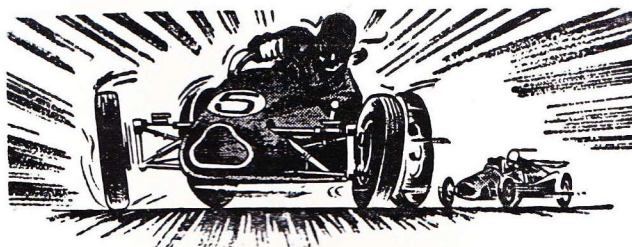


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