

AUTOSPORT

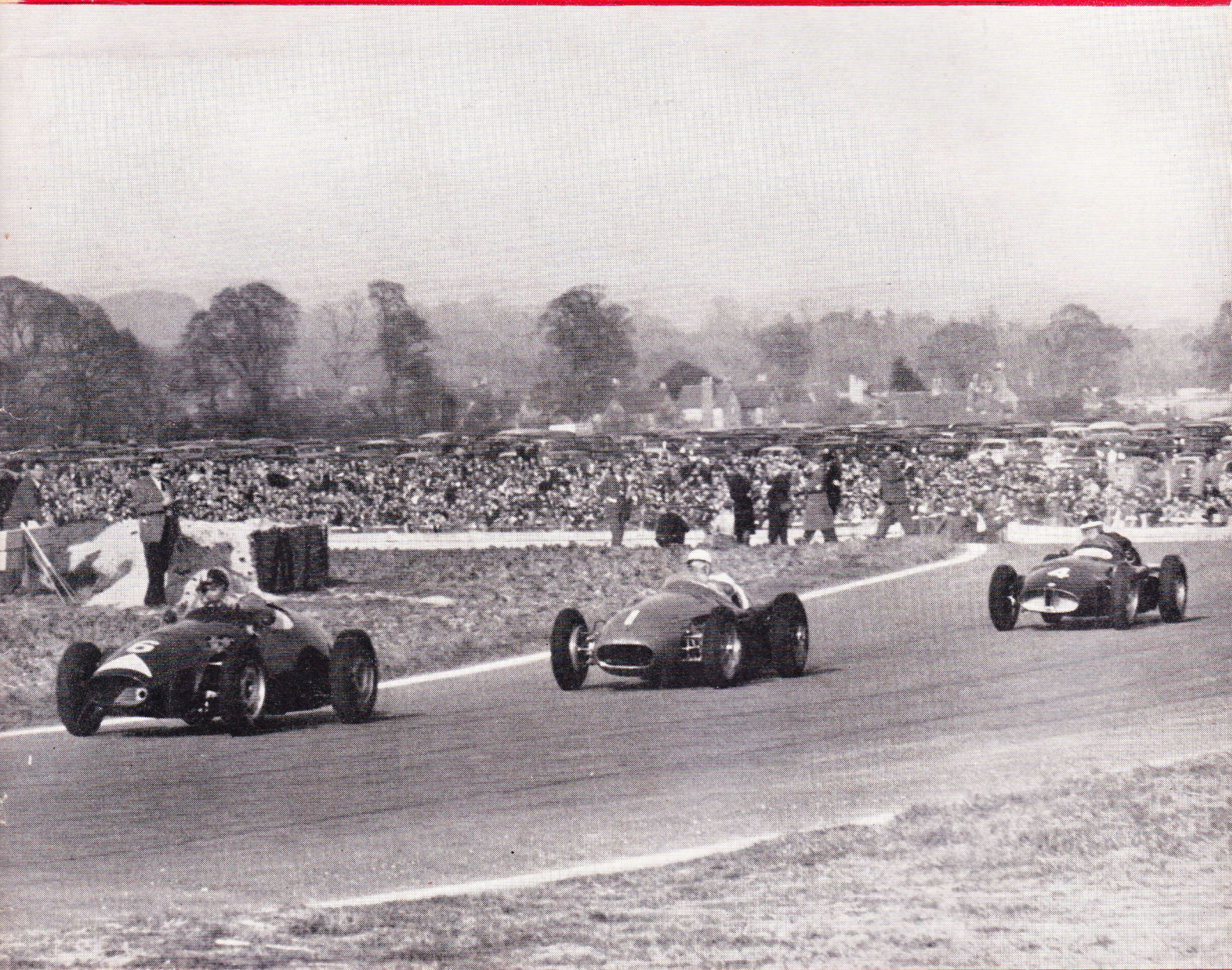
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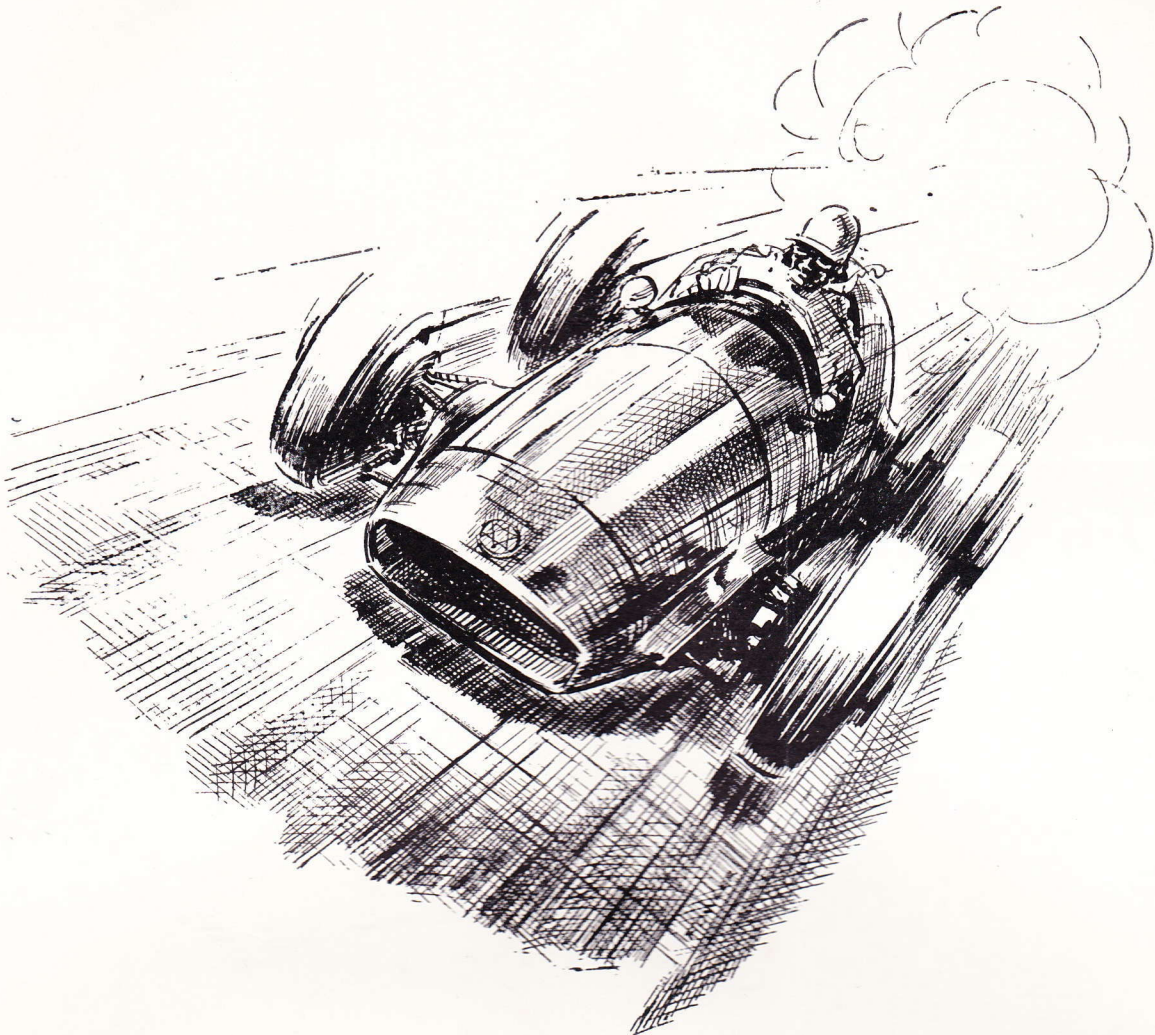
BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

ANGLO-ITALIAN STRUGGLE IN EASTER INTERNATIONAL MEETING AT GOODWOOD

WHAT IS A "GRAND TOURER"? : RACING AT BRANDS HATCH AND SNETTERTON



HOW FAST IS FAST....?

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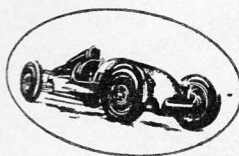
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R.R. Tanner, Esq.,
Competitions Section,
Esso Petroleum Company Limited.,
36, Queen Anne's Gate
London S.W.1.

Dear Mr. Tanner,

1st November 1955

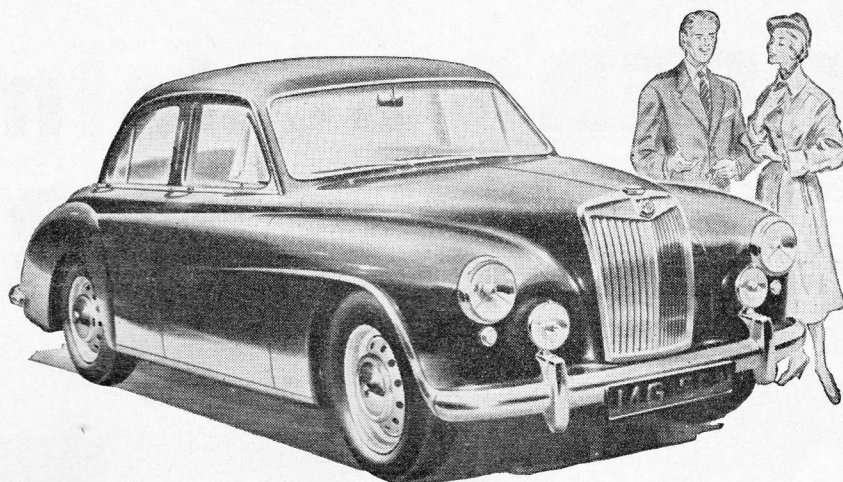
As you are aware we made a successful attempt at various International Class 'G' World Speed Records with one of our standard production 1100 c.c. Coventry Climax engined Sports Cars last month at Montlhery.

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.

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Yours truly,
THE COOPER CAR COMPANY LIMITED.,

J.N. Cooper
Managing Director.



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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY
Vol. 12 No. 14 April 6, 1956

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EDITORIAL

DISC BRAKES

THE success of the disc brake-equipped Jaguars at Le Mans led to world-wide publicity. It was openly admitted that the phenomenal stopping-power of these brakes gave Jaguars a tremendous advantage over their rivals, being worth, in fact, many seconds per lap in actual time saved. However, Sebring, 1956, has cast doubts on whether or not disc brakes have been fully developed for use on very fast cars on circuits involving a multiplicity of corners, over a considerable distance. There is a vast difference between the billiard-table circuits of Le Mans and Rheims, with their comparatively few corners, and long straights, and circuits such as the Targa Florio, parts of the Mille Miglia course, and, of course, the "Pan-American". Undoubtedly disc brakes are coming on series-production machines, as is proved by their adoption on the DS19 Citroën. Even so, one could better assess their value on ultra-high-performance machines if victory was forthcoming (say) in the Monaco Grand Prix or the German Grand Prix (Nürburgring), by a car so equipped—or even by best performance in rallies such as the "Alpine", "Liège-Rome-Liège", "Lyon-Charbonnières" and "Evian-Mont Blanc", where constant braking on mountain roads is essential to keep up the average speeds required.

FERRARI ASCENDANT

So far, 1956 has seen an impressive row of Ferrari victories—Argentina G.P., Mendoza, Agadir, Dakar and now Sebring, have all fallen to the "Prancing Horse", with the 1,000 kilometres of Buenos Aires as Maserati's sole recompense. As AUTOSPORT pointed out some time ago, the powerful Ferrari-Lancia-Fiat fusion is definitely aimed at restoring Italian prestige. That shrewd businessman, Juan Manuel Fangio, certainly knew what he was doing when he cast in his lot with Maranello, with ideas of a fourth World Championship in his mind.

MOSS THE MASTER

THE mastery of Stirling Moss was never more evident than at Goodwood last Monday, first with the Gilby DB3S Aston Martin, and then with the fuel-injection Maserati. Faced with a tremendous challenge from Archie Scott-Brown (Connaught) and Mike Hawthorn (B.R.M.), Moss refused to be rattled and sailed on to victory, setting up a new lap record in the process. Nevertheless, the Italians must now be fully aware that the green cars of Great Britain may be a power with which to reckon in future races!

OUR COVER PICTURE

GOODWOOD SANDWICH: Highlight of the Richmond Formula 1 race at Goodwood on Easter Monday—the longest race of its kind to be held at that circuit—was the stirring battle between Archie Scott-Brown (Connaught), Stirling Moss (Maserati) and Mike Hawthorn (B.R.M.). They are seen in the early stages of the race, with Moss sandwiched between the two British cars before both were eliminated.

SPORTS NEWS

LE MANS—1956

DESPITE rumours to the effect that the Le Mans 24 Hours Race will not take place as planned on 28th/29th July, AUTOSPORT has been unable to obtain any confirmation of cancellation or postponement.

THE HORCH RETURNS

ONE of the original members of the Auto Union combine (which also included DKW, Wanderer and Audi), the Horch concern of Zwickau, in the Eastern German Zone, have returned to the German market. Their new model, entitled the "Sachsenring", is smaller than the luxury 8 cylinder Horch of tradition, having a 6 cylinder, 4-stroke o.h.v. engine of 78 mm. x 84 mm. (2.4 litres), giving 80 b.h.p. at 4,250 r.p.m. Four-door, six-light saloon bodywork, somewhat similar in form and two-tone finish to Humber or Hillman designs, is mounted on a chassis having torsion bar suspension.

BAD news from Molsheim: chances of the G.P. Bugatti running in the French G.P. in July are growing smaller, while the provisional entry of three new 1½-litre sports cars for Le Mans this year has been cancelled.

RETURNING TO NORMAL

AN improvement in the position of the dispute in the printing industry has enabled "Autosport" to be printed once again in London. It has not been possible to produce a normal 32-page issue immediately, but next week we shall be back to our normal size. Features will include the full illustrated story of the Sebring 12 hours race and further pictures of the Goodwood International meeting. Order your copy now.



FROM RALLIES TO RACING: Though her work at the Windmill Theatre has compelled Sheila Van Damm, 1955 Woman's Touring Champion, to retire from full-time rallying, she plans to combine a Continental holiday with driving in the Mille Miglia in this Rootes Group-entered Sunbeam Rapier, with Peter Harper (left) as co-driver.



PIT STOP PAR EXCELLENCE: The Salvadori/Shelby Aston Martin which finished fourth and won its class in the Sebring 12 Hours race, seen at the pits when it took on oil, 28 gallons of fuel, had all four wheels, and the front pads of its disc brakes changed, all in 5 mins. 45 secs. In the pits can be seen team manager John Wyer, and driver Roy Salvadori, waiting to take over.

SILVERSTONE BOOKINGS

YOU'LL have to hurry if you want a pits grandstand seat at Silverstone for the 5th May B.R.D.C./Daily Express International meeting; most of the 6,000, at 30s. each, have already been sold. Other seats available include Abbey and Stowe grandstands at 25s., all-in cars, 25s. (30s. on day); grandstand car parking 10s. Though costs in almost every branch of the organization are higher than before, the old prices are retained, and all (any) profits go to furtherance of the sport and to circuit upkeep for future racing. Daily Express, Fleet Street, London, is the address to write to.

THIS year's German Grand Prix will be for sports cars, and not for Formula 1 as in the past few years. The date has been changed from 29th July to 5th August, one week after Le Mans is due to be held.

HYÈRES 12 Hours race, due on 6th May, has been cancelled owing to cost of modifying the circuit to comply with safety regulations.

THE SEBRING FERRARI

THE new 3½-litre Ferrari which Fangio and Castellotti drove to their Sebring victory has a 4 cylinder 102 mm. x 105 mm. bore and stroke, twin-cam, twin carburetter engine giving 280 b.h.p. at 5,600 r.p.m. Chassis is tubular, with de Dion back end, and total weight, dry, is approximately 812 kg.

WORLD Sports Car Championship—Ferrari have a four point lead over Maserati after their Sebring 1-2 success. Jaguar are third, Aston Martin fourth and Porsche and Mercedes jointly fifth. Next round will be the Mille Miglia.

A. P. O. (BERT) ROGERS



THE loss of A. P. O. Rogers in an accident at Goodwood is a severe blow to motoring sport. A tremendous enthusiast, Bert was popular wherever he went. Motor racing was his hobby, and his maroon-painted Cooper-Bristol was a familiar sight at all British sports car meetings. He was also a staunch Riley man, and supported the marque in many production car races, as well as rallies. No one ever saw Bert Rogers despondent, nor did he ever do an unsporting act in all his life. To his wife, "Bluebell", AUTOSPORT extends its deepest sympathy.

G.

A. F. F. (TONY) DENNIS

TONY DENNIS's fatal crash in the Easter Goodwood meeting deprives motor racing of one of its keenest enthusiasts. He raced an Austin-Healey 100S in club events last year, and last Monday's race was his first with one of Duncan Hamilton's D-type Jaguars, with which he had planned a full season's competition. An expert skier, Dennis was 26, and lived at Buntingford, Herts.

D-TYPE TRIO: Through the Esses go the Jaguars of Ron Flockhart and Alan Brown with Michael Head's D-type-engined Cooper-Jaguar between them. Bringing up the rear is Kasterine's Lotus-Bristol.

ONE of the best days of racing ever seen on the Norfolk circuit took place at Snetterton on a Spring-like, dry and partly sunny Sunday, 25th March. Organizers were the Snetterton M.R.C., and of the seven events, none was dull, and the large crowd that turned out certainly got value for money. An innovation was the race for Lotus cars only, an experiment that proved eminently successful, and one, it is hoped, which will set a precedent to be followed.

As a curtain-raiser, the five-lap event for sports cars under 1,500 c.c. saw Robin Richards leading throughout in his MGA, having removed the oil-filter element from the engine to combat lack of oil-pressure during practice. In second place lay Robin Carnegie driving a similar car, with S. J. Digby (1,172 c.c. D.B.M.) third, while the duel between L. J. Coe (948 c.c. F.C.B.) and M. G. Hoffman (M.G. PA) was won by the former after a certain amount of place-changing.

From the outset the second sports car race over five laps became an extremely hard-fought duel between Dick Stoop's Sebring Frazer-Nash and J. F. Dalton's very fast Austin-Healey 100S. Leading the field, both cars changed places continually, until the last lap when Dalton spun momentarily, but just long enough to give Stoop the race. Keeping close company with the leaders all this time was J. L. Ogier's Jaguar XK 120, holding third place for the whole race and winning the unlimited class. However, a long gap separated the leading trio from the rest of the field—five Triumph TR2s, four Austin-Healeys, with Sir Gawaine Baille's Lancia Gran Turismo and the hardtop XK 120 of A. W. Taylor thrown in for good measure, the mixture being led home by G. C. Shepherd driving a 300SL Mercedes.

The popularity of the Climax engine was much in evidence in the 10-lap event for sports-racing cars up to 1,500 c.c., when 12 of the 17 cars on the grid were so powered. Of these, nine were Lotus and three Cooper, one of the latter, Peter Gammon, setting a pace from the moment the flag fell that no one else could match. He went straight out in front, set fastest lap of the race, and

SPRINGTIME AT SNETTERTON

Flockhart (Jaguar D) Wins for Ecurie

Ecosse—Exciting First-ever Lotus-only Race

finished virtually unchallenged. Incidentally, the writer suggests that an eye might in future be kept on three promising Lotus-Climax drivers—Lumsden, Barnard and Ashdown. The last-named held second place throughout staving off the threat of Dick Steed, while Lumsden and Barnard fought it out for fourth and fifth places, the former winning this particular battle.

Wheel-to-wheel duels while someone else led the field by a considerable margin were becoming almost a habit by the end of the 15-lap Formula 3 event. This time it was the turn of comparative newcomer T. Bridger (Cooper Mk. 9) and almost old-timer Stuart Lewis-Evans (Cooper Mk. 10). However, with Snetterton's own Jim Russell entered, it can be guessed who was out in front, and the Norfolk driver was going as he has never gone before, tearing down the straights, hurling his Cooper into the bends and streaking out of them. It crossed the mind of more than one spectator that perhaps even a Cooper couldn't stand the strain, and unfortunately it didn't. Passing the pits at the end of lap 7, Russell pointed at something dangling from the front suspension. He slowed considerably and on the ninth circuit came in and gave up with a

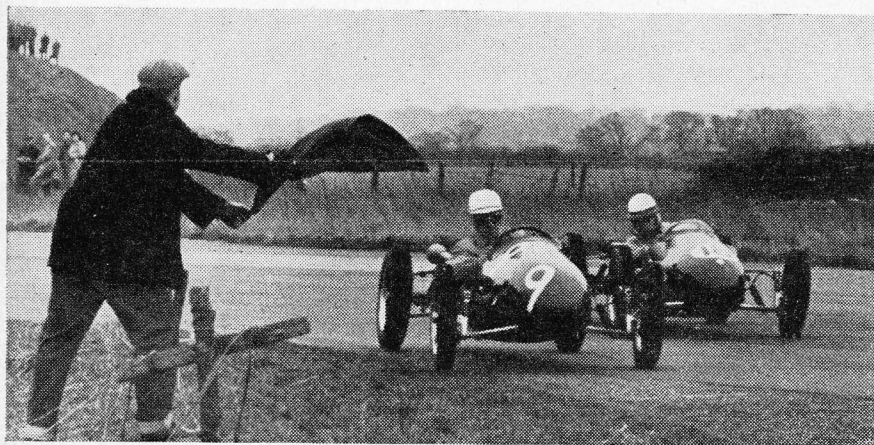
fractured offside rear wishbone arm. All this time second and third place had been ever-changing between Bridger and Lewis-Evans, but on Russell's retirement Bridger had just scraped past the opposition for the third time, and so took over the lead. At precisely the same moment another scrap, for fourth and fifth places, between the Coopers of Hall and Wicken, resolved itself with Hall leading; while Bridger, finding added inspiration from being in front, pulled away from Lewis-Evans and scored an excellent victory by some nine seconds.

With entry lists all over the country full of Lotuses, sooner or later there had to be a Lotus-only race, and lo and behold! here it was. Ranging from Ford-engined Mk. 6s, through Climax-engined Mk. 9s, to a single Bristol-powered Mk. 10, the event was a handicap over seven laps, the unenviable job of working out the handicaps being left to Ian Smith and a Club Lotus committee. The limit men, West and Rope (Mk. 6 Ford), had a whole lap's start over Dimitri Kasterine's Mk. 10 Bristol.

But Kasterine penalized himself even further by stalling on the line, which made him scratch minus ten by the time he got away. It hardly looked as though he had a hope of catching the faster Climax cars, such as Steed's and Lumsden's, in the course of 7 laps. But how wrong we were! Both going and sounding like a very healthy rocket, Kasterine streaked round at a frightening rate, shot past four cars in the length of the pit area alone at the end of lap 4, caught the rest of them during the first half of the fifth, and had an unassailable lead by the time he started the sixth! In second place, leading home the Climax contingent, came Steed, and behind him the trio already mentioned, Lumsden, Ashdown and Barnard. A most interesting and successful race.

For the big event of the day over 15
(Continued on page 306)

BLUE FLAG FOR A COOPER: T. Bridger passes Stuart Lewis-Evans to take a lead in the Formula 3 race which he held to the end.



WHAT IS A "GRAND TOURER"?

Monnoyeur's Disqualification in Lyon-Charbonnières Rally Spotlights many Loopholes in Regulations

THE exclusion of Monnoyeur's XK 140 Jaguar from the awards in the Lyon-Charbonnières Rally was thoroughly justified. Officials had no option but to uphold René Cotton's protest, as the car was a sports car which had been modified, and was not of Grand Touring specification as described by the entrant in his "demande d'engagement". If visual checking had been undertaken at the start, this unhappy affair might never have occurred. In point of fact, Monnoyeur, as an experienced rally driver, must have realized that he was taking a chance in modifying a car which had been built as a sports machine, in order to qualify for the event.

Correspondence between AUTOSPORT and the A.C. du Rhone prior to the rally, made it quite clear that sports cars would not be admitted. Ken Richardson made a flying visit to Paris to approach both the F.F.S.A. and the F.I.A. regarding the eligibility of a TR3 hard-top, equipped with proper windows. Technical representatives of both organizations were extremely sympathetic and helpful, but pointed out that the car was in fact a sports car modified to G.T. specification, and would therefore come into Class V—International Sports Category, and not even the series-production sports class. If the car had been originally produced with non-detachable side-screens, and the form of recognition passed by the F.I.A., then it would automatically have been admitted to the Grand Touring class.

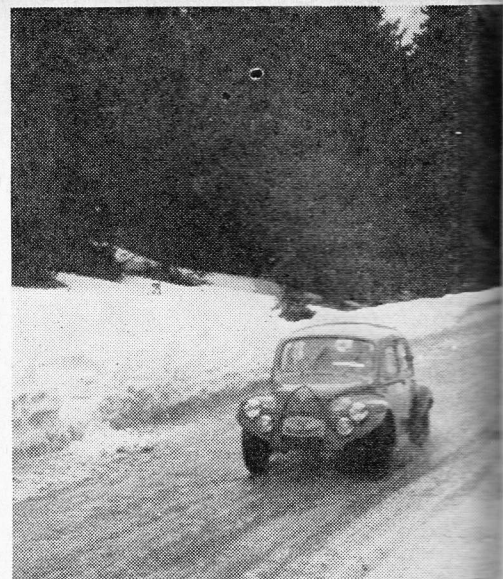
The anomaly of the G.T. category is this: both Panhard Junior and Denzel are recognized as Grand Tourers. They are undeniably sports cars, even to the extent of having canvas hoods; but because they are produced in series with proper windows, they are admitted to the *Grand Tourisme* category. Jaguar coupé and convertible XK 140 models are G.T., but the open version is a sports car, and cannot be modified to come into any other class. Yet Cotton's Salmson, which is unlike any other series-built Salmson, even to the extent of a special body and knock-on wire wheels, is admitted. Why? Presumably because it is based on a standard chassis!

It would appear that special bodies which do not even resemble the series-built versions, are admitted so long as they look like Grand Touring vehicles. The organizers readily accepted Roy Clarkson's Morgan, because the concern actually do produce a coupé which conforms to the requirements of the category, and there is no difference in weight.

The free-and-easy interpretation of F.I.A. regulations has long been a feature of French events. For example, in the series-production modified (special-series) class, entrants are prohibited from altering the external appearance of the vehicles. Apart from the latitude regarding seats and so on, modifications are allowed which improve the performance. Yet, in the "Lyon-Charbonnières", several cars ran without bumpers which are standard on the normal production version!

Undoubtedly the marque Porsche anticipated Grand Touring requirements, and in producing the "Carrera", they have evolved a high-performance machine which falls naturally into the category. It is a compromise between the existing "Super" and the sports-racing Type 550 "Spyder", and conforms to G.T. specifications, and presumably to the numbers-built clause, as the F.I.A. have accepted the form of recognition submitted several months ago. The same is true of D.B., and it is no secret that in order to qualify as to numbers built, a certain amount of finance was supplied to the concern by the premier French motor organization. In other words, it was as if the R.A.C. had financially supported a small British manufacturer to ensure his eligibility in International events!

At the present time, there seems to be a recognized list of cars eligible in the Grand Touring category, for which forms of recognition have been accepted by the C.S.I. of the F.I.A. Among these cars are Jaguar XK 140 coupé and convertible, A.C. Aceca, Bristol, Aston Martin DB2 and DB2/4, and Sunbeam Alpine. It would seem that, in order to produce cars which may qualify for the majority of rallies to be



CUT-BACK WINGS and no bumpers on the Chardin/Cochery 4CV Renault are obvious "mods." which quarrel technically with F.I.A. regulations.

held in the future, British high-performance machines may have to be made available in both sports and grand touring type, a fact that appears to have been speedily recognized abroad.

One very significant feature of the "Lyon-Charbonnières" was the performance of Estager's Ford Thunderbird. Until its elimination at Grenoble with a minor mechanical failure, this American car had not lost a single mark over the most difficult part of the course—a course which is recognized as being particularly suited to short-wheelbase machines. Truly, one cannot afford to underestimate the potentialities of the new U.S.-built Grand Touring vehicles.

GREGOR GRANT.

NO SPORTS CARS IN THE "TULIP"

IN consequence of regulations which prohibit the use of sports cars in rallies running on French soil, the organizers of the Tulip Rally have had to abandon Category 4. Competitors already entered in this category can switch to other cars, however, and entries will be accepted up to 21st April with no additional entrance fee.

"AUTOSPORT" SERIES PRODUCTION SPORTS CAR CHAMPIONSHIP

ENTRANTS should note that events in the Championship series will be staged by the British Racing and Sports Car Club, Ltd., at Mallory Park (7th July), Brands Hatch (6th August) and Silverstone (29th September). Applications for entry should be made to K. A. Gregory, 35 Strand, London, W.C.2.

"AUTOSPORT" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP

Provisional Placings (2nd April, 1956)

1,201 c.c.-1,500 c.c.

1. D. J. Calvert (H.R.G.)	9*
2. S. F. Wilder (Porsche)	6
3. R. W. Fitzwilliam (M.G.)	4
4. W. P. U. Constable (M.G.)	3
5. A. T. Foster (M.G.)	2
6. P. Simpson (M.G.)	1

1,501-2,500 c.c.

1. K. N. Rudd (A.C.)	9*
2. R. J. W. Utley (Frazer-Nash)	6
3. S. A. Hurrell (Triumph TR2)	4
4. D. F. Sidnell (Swallow Doretti)	3
5. M. D. Mainwaring-Evans (A.C.)	2
6. R. P. Stanbridge (A.C.)	1

Over 2,500 c.c.

1. J. Dalton (Austin-Healey)	9*
2. R. C. Green (Austin-Healey)	6
3. Earl of Northesk (Jaguar)	4

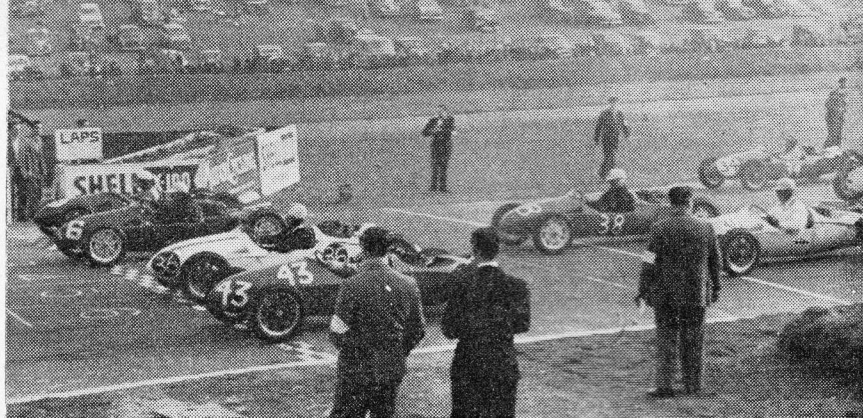
Up to 1,200 c.c. class.—No event staged.

* Includes 1 point for fastest lap.



ONE of the beautiful little D.B.-Panhard coupés, of which the necessary number has been built to render the type eligible, seen at a night control.

AFTER its winter sleep, Brands Hatch awoke once more to the snap, crackle and pop of Formula 3 engines on Easter Monday, and thanks to a fine day, crowds of enthusiasts turned out to watch a lively programme of racing. The sports car events were rather unspectacular, because in both the 1,200 and 1,500 c.c. races, Peter Gammon had an easy win in his Cooper-Climax, although his lap speeds were deceptively high. However, among the 500 brigade, there were pitched battles galore, and each victory was hard-fought. Stuart Lewis-Evans by no means had everything his



Brands Breakfast

First 1956 Brands Hatch Meeting brings victories to Wicken, Mayne, Taylor, Raby and Gammon (all Coopers)

own way, giving best to Hall in the heat and Wicken in the final, with Bridger very close behind.

The fun started in the first heat, for Lewis-Evans' initial lead was immediately challenged by Hall, who pursued him furiously for seven laps before getting past on Druids' Hill. In an early scrimmage at Kidney Bend, Strange went off course, his car catapulting end over end in a horrifying fashion, the driver being flung out, although miraculously only stunned. In the second heat, a trio consisting of Bridger, Wicken and Boshier-Jones led the field, Wicken gaining the lead for a few laps before losing it again to Bridger, although keeping him very close company all the way.

From the drop of the flag in the 1,500 c.c. sports car race, Peter Gammon shot into the lead, his Cooper-Climax having found quite a few more horses since last season. On the second lap he had the whole length of the bottom straight between him and Hayles in a finless

Lotus-Climax. Barnard, in a very spruce Mark 9, was next in the running and these two provided the duel, while Gammon eased back in his unassailable position. On the fourth lap Barnard took second spot and moved ahead, while a tussle for fourth place developed between Bailey's Tojeiro-M.G. and Stacey's Mk. 6 Lotus-Climax. Bailey was obviously faster on the straight, but his engine was suffering from fuel surge and Stacey kept ahead on the corners. On the last run up the straight, Bailey spurted and passed Stacey—but just *beyond* the flag!

The J.A.P. race brought a creditable win for Henry Taylor, for he was pressed hard for most of the 10 laps by G. M. Jones, but managed to keep ahead. Iszatt was right in with them at first, but his motor was misbehaving all day, and he gradually dropped back, letting T. J. H. Bennett through into third place.

The 1,200 c.c. sports car race followed a very similar pattern to the 1½-litre event: Gammon went into the lead and Gammon stayed there, with cars 1 and 6 tussling some way behind. However, this time it was Frost driving the finless Lotus instead of Hayles, and this time Barnard managed to keep ahead of it, although generally out of sight of Gammon, half a lap in front.

The front row of the grid in the F3 final for the *Sporting Record* Trophy consisted of Bridger, Wicken, Hall and Stuart Lewis-Evans: quite a cast! It was a close race right through, although the first three places were settled by the sixth of the 15 laps. From the start, the leading bunch comprised Lewis-Evans, Wicken, Hall, Bridger, Raby and Taylor, but on the fifth lap Wicken took the lead at the bottom bend, Bridger having moved up into third place. Hall's very rapid Cooper seemed to be tiring a little—or perhaps it was Hall himself, anyway, he began to drop back and after eight laps retired. The first three now had some 200 yards' lead on the field, and Bridger began to challenge Lewis-Evans strongly, actually passing him for a while on the 12th lap, only to be repassed, and the first three cars went past the flag with about two car-lengths between each. In his efforts, Bridger had made fastest lap, at 73.66 m.p.h.

GARLANDED with laurels, the winners of the main events line up for their lap of honour. In front is Mayne, then Wicken, Taylor and Gammon.

START OF THE F3 FINAL: An impressive line-up on the grid, with Bridger, Wicken, Hall and Lewis-Evans in the front row, and an impressive array of spectators' cars in the background.

I. E. Raby made up for earlier misfortunes by winning the "Consolation Final" after leading all the way. Second place was held first by Iszatt, then by G. M. Jones, then by Barrett. Jones held third place until the last lap, then coasted in with a dead engine, giving Iszatt (lucky 13) third place.

The last race, the "Second Final", saw R. F. Mayne in the lead from the third lap, while C. W. A. Heyward drove a very good race to finish second, after a lively scrap with Summers.

S. P. S.

Results

"Sporting Record" Trophy Race (Formula 3)

Heat 1: 1, E. Hall (Cooper), 70.93 m.p.h.; 2, S. Lewis-Evans (Cooper); 3, H. C. Taylor (Cooper).

Heat 2: 1, T. Bridger (Cooper), 71.47; 2, G. Wicken (Cooper); 3, D. Boshier-Jones (Cooper).

Final: 1, G. Wicken (Cooper), 72.31; 2, S. Lewis-Evans (Cooper); 3, T. Bridger (Cooper).

Second Final: 1, R. F. Mayne (Cooper), 64.53; 2, C. W. A. Heyward (C.H.S.); 3, C. G. Summers (Cooper).

Consolation Final: 1, I. E. Raby (Cooper), 68.82; 2, R. Barrett (Cooper); 3, D. F. Iszatt (Cooper).

J.A.P. Race: 1, H. C. Taylor (Cooper), 67.13; 2, G. M. Jones (Kieft); 3, T. J. H. Bennett (Arnott).

Sports Car Races

Up to 1,500 c.c.: 1, P. D. Gammon (Cooper-Climax), 66.96; 2, T. Barnard (Lotus-Climax); 3, D. J. Hayles (Lotus-Climax).

Up to 1,200 c.c.: 1, P. D. Gammon (Cooper-Climax), 68.71; 2, T. Barnard (Lotus-Climax); 3, W. S. Frost (Lotus-Climax).

CONNAUGHT drivers for the Syracuse G.P. on 15th April will be Desmond Titterton and the Italian Ferrari and Maserati exponent, Piero Scotti.

SHEILA VAN DAMM, who retired from rallying after the "Monte", is sharing the driving of a works-entered Sunbeam Rapier with Peter Harper in the Mille Miglia. A second Rapier is also entered privately by the Germans Wulf Wisniewski and Fritz Boesmuller.

ONE of America's most successful drivers of all time, Ralph de Palma, died in California recently at the age of 73. Amongst his victories was the Indianapolis 500 miles race of 1915 with a Mercedes and the 1912 and 1914 Vanderbilt Cups. He finished second in the 1921 French G.P., driving a Ballot.

TWO A.C.-Bristols have been entered for the Mille Miglia by French driver Francis Mortarini.

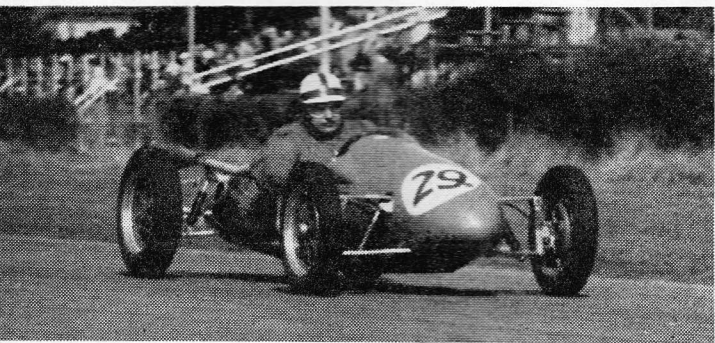
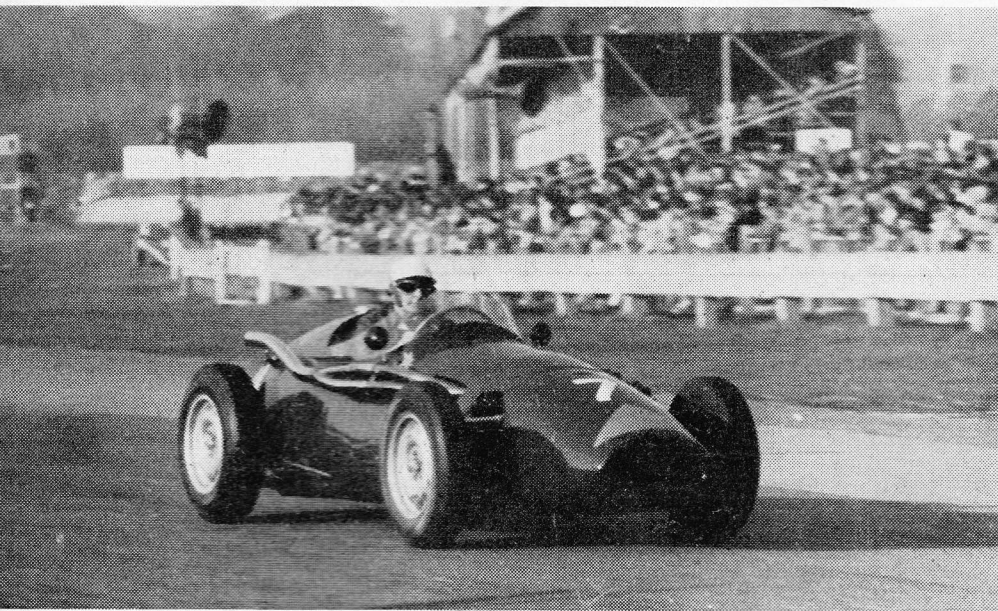
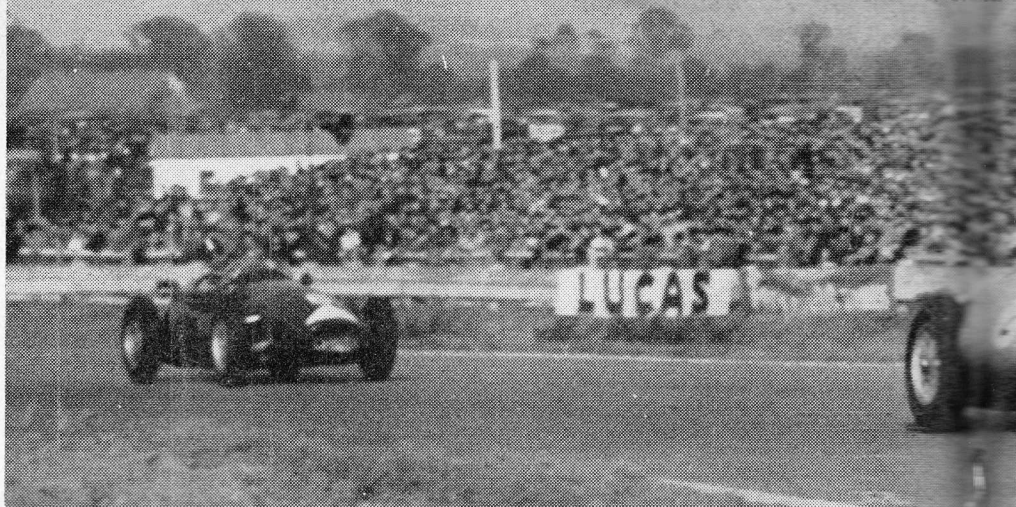
DANNY MARGULIES has entered a Lotus for the Circuit of Sicily sports car race on Sunday.



ATTENTION, ROBERT! (Right) Archie Scott-Brown (Connaught "Syracuse"), leading the Formula 1 race from Moss and Hawthorn, prepares to lap the French driver Robert Manzon in the latest eight cylinder G.P. Gordini.

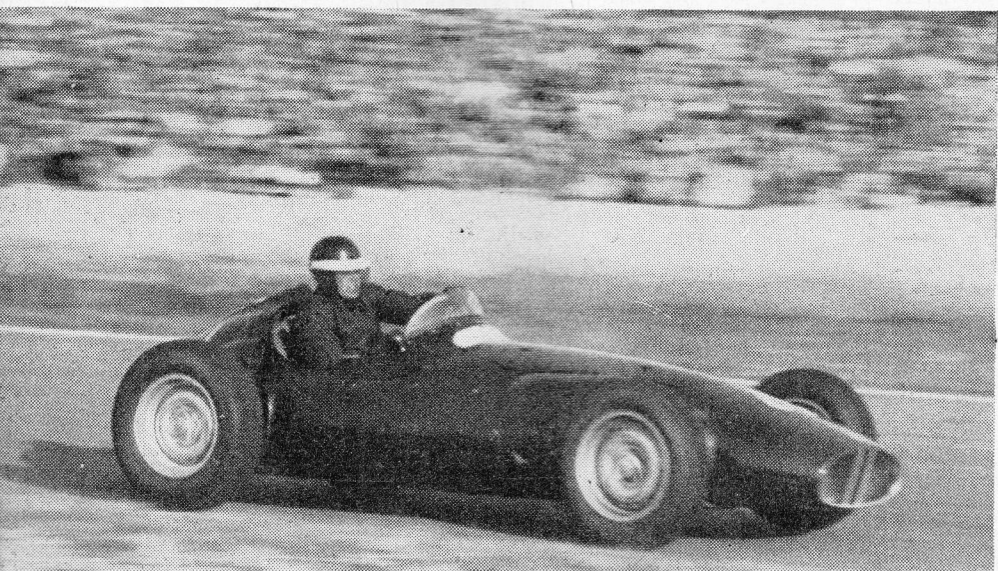
★

THE "SYRACUSE": (Below) The three works 2½-litre Alta-engined Connaughts nobly upheld Britain's colours at Goodwood. Here is Les Leston, who finished third in his second race for the team.



STILL ASCENDANT: (Left) Though he has left the Cooper works team, Ivor Bueb was unassailable in the Earl of March Trophy Formula 3 race.

GREMLINS AGAIN: (Below) Although performing well, the Type 15 B.R.M.s of Tony Brooks and Mike Hawthorn, seen here, were both eliminated from the day's big race.



EASTER

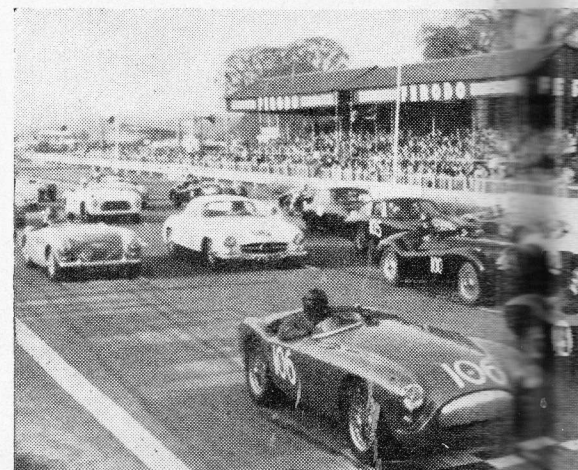
Stirling Moss (Fuel Injection Maserati) wins, Archie Scott-Brown (Connaught) and Hawthorn (B.R.M.).

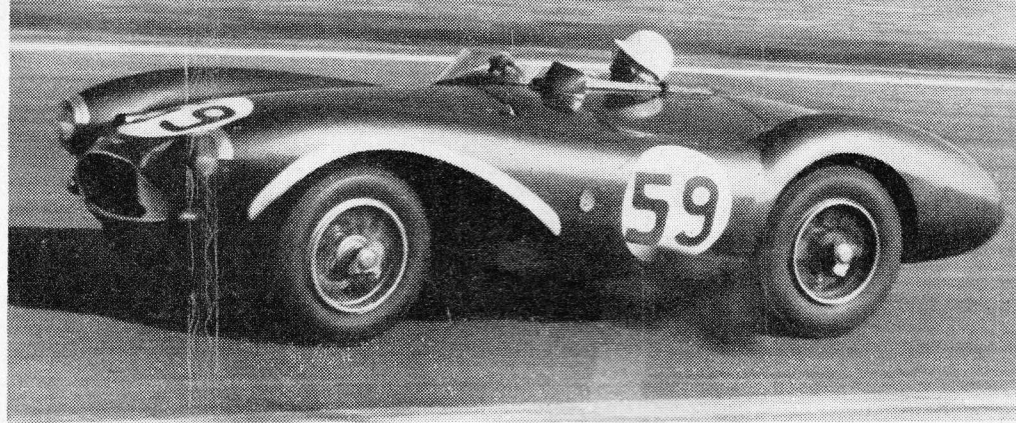
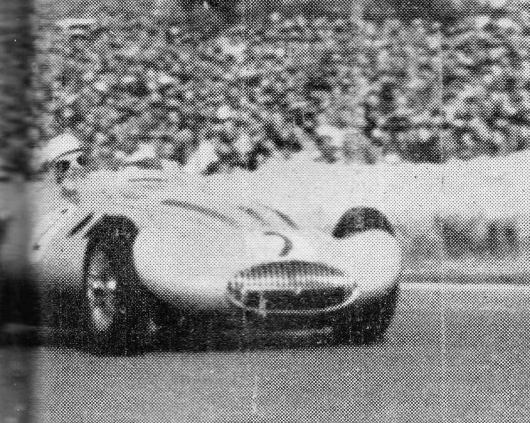
THAT fantastic battle involving Archie Scott-Brown (Connaught), Stirling Moss (Maserati) and Mike Hawthorn (B.R.M.) made the B.A.R.C. International meeting at Goodwood on Easter Monday a memorable one. That the green cars could hold Italy's latest G.P. machine for so long must have been very satisfactory to British enthusiasts, and gives promise of a highly interesting season. The new 1½-litre Cooper-Climax proved that this country has nothing to fear in this category—nor in the proposed new Formula 2 class! Ken Rudd's runaway victory with the A.C.-Bristol did not diminish interest in the AUTOSPORT Series-Production Sports Car Championship, a type of racing which will become more and more popular as the season progresses. Unhappily the day was marred by two tragedies, underlining yet again that motor racing produces risks which are fully understood by all who take part in the sport.

* * *

Over 60,000 people attended the meeting, which was graced by the first real sunshine of a rather chilly holiday period, and long queues of cars were still forming in the approach roads when the first race, the Lavant Cup (unblown 2-litres, 7 laps) got under way at 1.30 p.m. on the dot. This was Roy Salvadori's

ANY SECOND NOW: (Below) Starting grid scene of the Production Sports Car event for the AUTOSPORT Championship. In the front row are the race winner Ken Rudd (A.C.-Bristol), D. J. Calvert (H.R.G.), P. G. Fletcher (H.R.G.) and R. J. W. Utley (Frazer-Nash), who finished second.





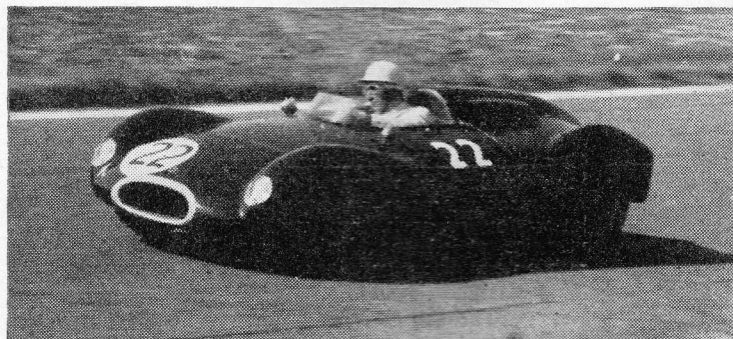
GOODWOOD

Wins Richmond Formula 1 Race after Stirring Struggle with B.R.M.)—A "Double" for Salvadori (1½-litre Cooper-Climax)

race from start to finish, the little green Cooper with new 1,470 c.c. Cooper-Climax engine haring away, with Bob Gerard's "old school" Cooper-Bristol in hot pursuit. It was on the opening lap that poor Bert Rogers crashed his new Bristol-engined Sun-Pat Special at Lavant Corner, being killed instantly. John Young drove an ex-works F2 Connaught very well to hold third place throughout, while Les Leston in the Willment Speed Shop's new 1½-litre Cooper-Climax lay a threatening fourth for a round, then retired when one of the dashpots of his twin SUs detached itself. F3 man Ken Tyrrell went well with a new acquisition, a 2-litre Cooper-Bristol, but dropped out after five laps, while John Coombs, whose Lotus now has the ex-Beauman 2-litre Connaught engine, made a terrific bid to rob Cliff Davis's Lotus of fourth place, the pair howling across the line almost neck and neck.

Some smart-looking newcomers added interest to the 500 c.c. race for the Earl of March Trophy, and two of them, the wire-wheeled, fibreglass-bodied Beart-Cooper driven by Colin Davis, and A. V. Cowley's orange Petty, did their darndest to disrupt the customary Cooper domination. But ex-works driver Ivor Bueb, now turned independent, showed them all a clean pair of wheels with his Cyril Preece-tuned Cooper-Norton, with the

HABITUAL WINNERS: (Above) Stirling Moss taking St. Mary's in the Aston Martin with which he won the unlimited sports car race by 23 secs. (Right) Roy Salvadori won both the Lavant Cup and the 1,500 c.c. sports car event with the new 1½-litre Climax-engined Cooper.



Beart-Cooper, not yet completely *au point*, a sure second nonetheless. Excitement centred on the gripping battle between non-Cooper exponents Tony Cowley (Petty) and Reg Bicknell (Revis), a battle which the former looked like winning until the sixth round, when Bicknell came through with a safe lead.

Stirling Moss (Aston Martin) led Race 3 (sports cars over 1,500 c.c.) throughout at formidable pace. George Abecassis revealed the ever-mounting potency of the H.W.M., holding off a bevy of D type Jaguars without trouble. Ron Flockhart (Ecurie Ecosse Jaguar D) lost yards on getaway with excess wheelspin, apparently shading his eyes from the sun just as the flag fell. He worked back to fourth place, then retired, as did Cliff Davis, whose Lotus-Bristol staged a monumental blow-up.

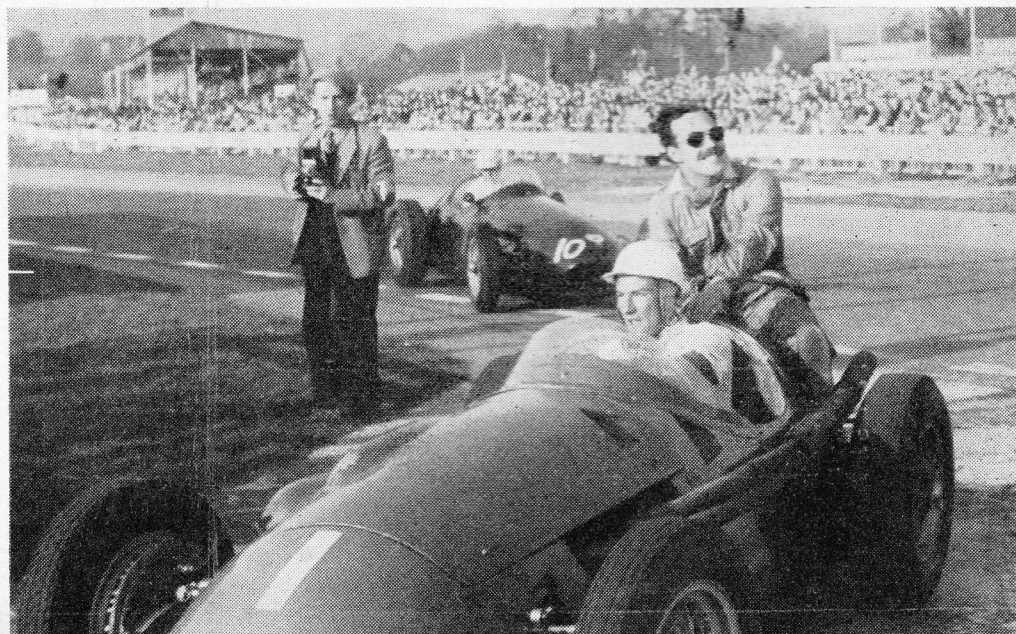
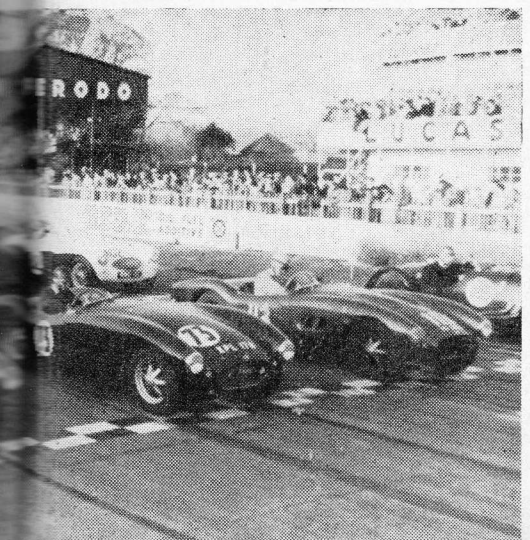
On his 13th lap A. F. F. Dennis in a Hamilton-entered D-type Jaguar got into difficulties coming down to Woodcote; the Jaguar's rear wheels locked, the car slewed off the road, then turned end over end, raising an immense pall of dust and smoke. The unfortunate driver,

a promising young protégé of Duncan Hamilton, was gravely injured and died before reaching hospital.

Roy Salvadori scored another victory in the 1½-litre sports car event, again getting his fleet little Cooper away like a rocket, while his Cooper team-mate Jim Russell took up station behind, keeping Leston in the Willment-entered Cooper at bay. Dennis Taylor in yet another 1½-litre Cooper-Climax was slow off the line, but went very fast thereafter, while French visitor Louis Cornet in a brand new 1,500 c.c. Maserati was handicapped from the start with seized rear shock absorbers. Trying hard nonetheless, he lost control at the Chicane and slid off, badly damaging his beautiful little machine.

So to the race everyone was waiting for, the Richmond Formula 1 event over 32 laps—the longest ever of its kind at Goodwood. The line-up was exciting to British eyes, to say the least, with five *real* Grand Prix challengers wearing the green, in the three Connaughts—the latest "Syracuse" models—and two 2½-litre B.R.M.s. All we needed

LUCK OF THE GAME: (Right) Winner Stirling Moss gives loser Archie Scott-Brown a lift back to the paddock after the exciting Formula 1 race. Moss broke Mike Hawthorn's absolute Goodwood lap record, set up in the 4½-litre Thin Wall Spl. Ferrari, at a speed of 95.79 m.p.h.



to make everyone completely happy was a Vanwall team! The opposition comprised the latest fuel-injection works Maserati with Moss at the wheel, two Gordinis—one the new, semi-streamlined "eight"—and two Louis Rosier-entered cars, one a Maserati with Rosier driving, the other his old Ferrari, driven by Ken Wharton.

Fastest in practice, and therefore front row occupants, were Moss, Scott-Brown, Hawthorn and Gerard—one red and three greens. Mike Hawthorn's getaway was electrifying, and into Madgwick the B.R.M. led narrowly from Scott-Brown and the Maserati. Round they tore on lap 1, and through the Chicane in a tight bunch, still with the compact little B.R.M. ahead—by inches. Then Scott-Brown sprinted past, and so did Moss, while Tony Brooks in the second B.R.M. now began tearing through the field in support of Hawthorn. He caught sixth man Salvadori on lap 2, and fifth man Gerard on lap 3, but this was too much for Salvadori, who spurted past Gerard and retook Brooks on round 6. The latter fought back, but vanishing oil pressure ended the duel, the B.R.M. retiring after nine laps. Wharton (Ferrari) also abandoned after a fruitless race with a sick car.

Out in front, Scott-Brown was absolutely brilliant, and all Moss's efforts couldn't get him past while the Connaught was in full health. Alas, Archie's brakes were giving out, and on lap 16 Moss was at last leading. Worse was to befall the Connaught: a leaking camshaft cover caused serious oil loss, and on the next lap, as the Connaught sped down to Woodcote, the crankshaft broke and Archie's valiant race ended in a bang, a whirl and a cloud of dust as he slid off-course. Unharmful, he had now perforce to watch Moss carry on to unassailable victory at record speed, with a new absolute lap record at 95.79 m.p.h. to boot. Fortune next frowned on Hawthorn, who looked a sure second ahead of Leston, Gerard and Parnell (Connaughts) and Manzoni's Gordini, over a lap behind. With nine laps to go, the B.R.M. suddenly slewed when approaching the flat-out bend at Fordwater, the offside rear wheel broke away and the car overturned, Hawthorn luckily emerging with little worse than a twisted ankle and a shaking. So the final order in this dramatic event became Moss, Salvadori, Leston, with Gerard, Parnell and Manzoni next home. And how the crowd roared its approval when those two heroes of the race, Moss and Scott-Brown, came in together, the latter straddled across the tail of the victorious Maserati.

The 13-lap Production sports car scratch race, first round in the AUTOSPORT Championship, followed. Twenty cars, ranging from M.G.s and H.R.G.s to Jaguars and a 300SL Mercedes, turned out in almost ghostly silence compared to the previous race, and Ken Rudd in a new Bristol-engined A.C. Ace went off to a clearcut victory. Stirring things were going on in his wake, however, with John Dalton (Austin-Healey) fighting hard to stave off a determined attack by R. J. Utley in the ex-O'Hara Moore Frazer-Nash. Mainwaring-Evans spun his A.C. in the Chicane, while John Coombs in the immaculate 300SL moved up from ninth to fifth place in one lap, but eventually went out with brake trouble. J. L. Ogier's Jaguar was well up when it blew a core plug on the

fourth round. Rudd's A.C. won by nearly a minute, Utley headed Dalton comfortably at the end, and Calvert (H.R.G.), Green (Austin-Healey) and S. F. Wilder (Porsche) were next in.

Last of the day came the seven lap handicap, notable for many non-starters, although the quality of the race did not suffer. Limit man W. F. Moss (E.R.A.) stalled on the line, but soon got away, Abecassis (H.W.M.) spun on the far side of the circuit and soon retired, and Moss contacted Somervail's Cooper-Bristol, but held his car well in the consequent gyrations. Ecurie Ecosse men Flockhart and Alan Brown entrenched themselves firmly in the lead, though Reg Parnell in Walker's G.P. Connaught strove mightily to get past Brown's D-type and finished a fifth-second behind him, waving his fist in high dudgeon. And then the 60,000 attendance went home...and a very long drawn-out process that turned out to be, with roads choked with Easter traffic.

Results

Event 1. Lavant Cup (7-lap scratch race, unsupercharged racing cars up to 2 litre): 1, R. Salvadori (Cooper-Climax), 11 mins. 33.6 secs. (87.17 m.p.h.); 2, F. R. Gerard (Cooper-Bristol), 11 mins. 34.6 secs.; 3, J. A. Young (Connaught), 11 mins. 51.6 secs.; 4, F. C. Davis (Lotus-Bristol), 12 mins. 20.4 secs.; 5, J. Coombs (Lotus-Connaught), 12 mins. 20.6 secs.; 6, J. Somervail (Cooper-Bristol), 12 mins. 32.6 secs.

Fastest lap: Gerard, 1 min. 37.2 secs. (88.89 m.p.h.).

Event 2. Earl of March Trophy (Formula 3, 7 laps) 1, I. Bueb (Cooper), 12 mins. 6.6 secs. (83.24 m.p.h.); 2, C. C. H. Davis (Cooper), 12 mins. 10.4 secs.; 3, C. Allison (Cooper), 12 mins. 22.4 secs.; 4, R. G. Bicknell (Revis), 12 mins. 34 secs.; 5, A. V. Cowley (Petty), 12 mins. 34.4 secs.; 6, R. K. Tyrrell (Cooper), 12 mins. 37 secs.

Fastest lap: Bueb, 1 min. 42.4 secs. (84.37 m.p.h.) (New 500 c.c. lap record).

Event 3. Sports Cars (over 1,500 c.c. unsupercharged, 15 laps): 1, S. Moss (Aston Martin DB3S), 24 mins. 13.2 secs. (89.18 m.p.h.); 2, G. Abecassis (H.W.M.), 24 mins. 36.2 secs.; 3, R. E. Berry (Jaguar D), 24 mins. 39.8 secs.; 4, A. E. Brown (Jaguar D), 25 mins. 7.6 secs.; 5, N. Cunningham-Reid (H.W.M.), 25 mins. 58.8 secs.; 6, M. W. He'd (Cooper-Jaguar), 24 mins. 21.2 secs. (14 laps only). No finishers in 2-litre class.

Fastest lap: Moss, 1 min. 35 secs. (90.95 m.p.h.).

Event 4. Sports Cars (up to 1,500 c.c. unsupercharged, 7 laps): 1, R. Salvadori (Cooper-Climax), 11 mins. 40.8 secs. (86.30 m.p.h.); 2, J. Russell (Cooper-Climax), 11 mins. 41.2 secs.; 3, L. Leston (Cooper-Climax), 11 mins. 56.6 secs.; 4, R. G. Bicknell (Lotus-Climax), 11 mins. 58.2 secs.; 5, I. Bueb (Cooper-Climax), 11 mins. 57.4 secs.; 6, M. G. H. McDowell (Cooper-Climax), 12 mins. 20.4 secs.

Fastest lap: Salvadori and Russell, 1 min. 38.8 secs. (87.45 m.p.h.).

Event 5. Richmond Formula 1 Race (32 laps): 1, S. Moss (Maserati), 48 mins. 50.4 secs. (94.35 m.p.h.); 2, R. Salvadori (Maserati), 49 mins. 53.6 secs.; 3, L. Leston (Connaught), 50 mins. 25.8 secs.; 4, F. R. Gerard (Connaught), 31 laps; 5, R. Parnell (Connaught), 31 laps; 6, R. Manzoni (Gordini), 30 laps.

Fastest lap: Moss, 1 min. 30.2 secs. (95.79 m.p.h.) (New lap record).

Event 6. Production Sports Car Race (13 laps): 1, K. N. Rudd (A.C.-Bristol), 23 mins. 44.6 secs. (78.84 m.p.h.); 2, R. J. W. Utley (Frazer-Nash), 24 mins. 42.4 secs.; 3, J. Dalton (Austin-Healey), 24 mins. 49.6 secs.; 4, D. J. Calvert (H.R.G.), 24 mins. 52.4 secs.; 5, R. C. Green (Austin-Healey), 25 mins. 21.4 secs.; 6, S. F. Wilder (Porsche), 25 mins. 39 secs.

Class A (over 2,500 c.c.): 1, J. Dalton; 2, R. C. Green. **Class B (1,500-2,500 c.c.):** 1, K. N. Rudd; 2, R. J. W. Utley. **Class C (1,200-1,500 c.c.):** 1, D. J. Calvert; 2, S. F. Wilder.

Fastest lap: Rudd, 1 min. 47.8 secs. (80.15 m.p.h.).

Event 7. The Easter Handicap (7 laps): 1, R. Flockhart (Jaguar D), 12 mins. 41 secs. (86.77 m.p.h.); 2, A. E. Brown (Jaguar D), 12 mins. 49 secs.; 3, R. Parnell (Connaught), 12 mins. 49.2 secs.; 4, R. Salvadori (Maserati), 13 mins. 2.8 secs.; 5, F. R. Gerard (Cooper-Bristol), 13 mins. 14.2 secs.; 6, J. Young (Connaught), 13 mins. 16.8 secs.

Fastest lap: Parnell, 1 min. 34 secs. (91.91 m.p.h.).

Springtime at Snetterton—continued

laps, the Ecurie Ecosse D-type Jaguars of Ron Flockhart and Alan Brown were pitted against the D-type-engined H.W.M. of George Abecassis and Michael Head's similarly powered Cooper-Jaguar, together with an assortment of C-types and DB3S Aston Martins. Abecassis made a beautiful start, but from that moment Flockhart was after him like a greyhound chasing an electric hare. Brown took off in a cloud of rubber smoke to chase Head, and passed him on the third lap when the Cooper-Jaguar spun off and dented its tail. The Abecassis-Flockhart duel was one of drum brakes versus disc. The tail-lights of the H.W.M. flashed on first at each corner. The Jaguar closed up, and eventually, just halfway through the race, the disc brakes won. Flockhart took the lead and kept it, though not by very much. From this stage, too, the first seven cars circulated in unchanged order until the 13th lap, when Head disappeared from fourth place and everybody closed up one. There was a duel down the field in this race as well—between David Piper's Jaguar C and A. H. Bryant's Aston Martin DB3S—and this, too, was won on brakes, Piper leaving his stopping until later and finishing fifth, behind Berwyn Baxter's similar car.

That it was Flockhart's day (his first for Ecurie Ecosse and first in a D-type incidentally) was borne out by the last race, a 10-lap handicap for everyone. That it was Peter Gammon who led this event from first to last is perhaps incidental. He drove his Cooper-Climax so well and so fast that with his handicap no one had a chance of getting near him. But Flockhart certainly tried all he knew. From ninth place on the first lap, the Scotsman climbed to third on the sixth, 35 secs. behind Gammon, and second on the eighth, catching the leader at a pace of 3 secs. per lap. At the end Flockhart was 18 secs. behind and still making up distance, with Abecassis, in third position, setting up the fastest lap of the day (89.67 m.p.h.), but still not quite able to do anything about the D-type.

MAXWELL BOYD.

Results

(1) Sports Cars up to 1,500 c.c., 5 laps Scratch: 1, R. Richards (MGA), 11 mins. 38.6 secs.; 2, R. Carnegie (MGA); 3, S. J. Digby (D.B.M.). **Fastest lap:** R. Richards, 2 mins. 16.2 secs., 71.36 m.p.h.

(2) Sports Cars up to 2,700 c.c. and Unlimited, 5 laps Scratch: 1, R. Stoop (Frazer-Nash), 10 mins. 22.4 secs.; 2, J. F. Dalton (Austin-Healey 100S); 3, J. L. Ogier (Jaguar XK 120). **Fastest lap:** J. F. Dalton, 2 mins. 1.8 secs., 79.80 m.p.h.

(3) Sports-Racing Cars up to 1,500 c.c., 10 laps Scratch: 1, P. Gammon (Cooper-Climax), 19 mins. 53.6 secs.; 2, P. Ashdown (Lotus-Climax); 3, R. Steed (Lotus-Climax). **Fastest lap:** P. Gammon, 1 min. 56.8 secs., 83.22 m.p.h.

(4) Formula 3 Racing Cars, 15 laps Scratch: 1, T. Bridger (Cooper Mk. 9), 29 mins. 20.4 secs.; 2, S. Lewis-Evans (Cooper Mk. 10); 3, E. Hall (Cooper Mk. 6). **Fastest lap:** J. Russell (Cooper Mk. 9), 1 min. 54.4 secs., 84.97 m.p.h.

(5) Lotus Handicap race, 7 laps: 1, D. Kasterine (Lotus-Bristol), 16 mins. 20.8 secs.; 2, R. Steed (Lotus-Climax); 3, P. Lumsden (Lotus-Climax). **Fastest lap:** D. Kasterine, 1 min. 53 secs., 86.02 m.p.h.

(6) Sports-Racing Cars, Unlimited, 15 laps Scratch: 1, R. Flockhart (Jaguar D), 27 mins. 59 secs.; 2, G. Abecassis (H.W.M.); 3, A. Brown (Jaguar D). **Fastest lap:** R. Flockhart, 1 min. 50 secs., 88.36 m.p.h.

(7) Sports-Racing Cars, 10 laps Handicap: 1, P. Gammon (Cooper-Climax), 19 mins. 11 secs.; 2, R. Flockhart (Jaguar D); 3, G. Abecassis (H.W.M.). **Fastest lap:** G. Abecassis, 1 min. 48.4 secs., 89.67 m.p.h.



Showpiece

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ALVIS OF COVENTRY



NEWS FROM THE CLUBS

by Stuart Seager

Now that AUTOSPORT is once again being printed in England, we shall be able to resume the publication of reports of club events, an aspect of the sport that has been quite crowded out of late. To those who sent in reports which we were unable to use, I can only apologize; let us hope it will not happen again!

REGULATIONS are now available for the **Lancashire A.C.** Morecambe National Rally, which is being held this year in association with the *Daily Mirror*. There will be five starting points, and the route will be of around 500 miles for those starting from Glasgow and Luton, and between 300 and 400 for the Morecambe, Buxton and Pontefract starters, finishing of course at Morecambe, Lancs. Competitors will set out on Friday afternoon or evening, 11th May, converging on Skipton, Yorks, for a 300-mile night section. Arriving at Morecambe on Saturday morning, there will be a driving test session on the Promenade, which will be used to decide ties on the road, and which carries its own awards. Then there is a further driving test session on Sunday morning, also separately marked. For the night section there is the innovation (for a national rally) of each competitor being provided with a sealed watch (supplied by Ingersoll) which will be used for timing at controls, thus avoiding many arguments with marshals! Entries close on 20th April at the Rally Office, Lancashire A.C., Sudell Cross, Blackburn. . . . The **250 M.R.C.** will be holding their first race meeting of the season at Brands Hatch on 15th April; details of the club are obtainable from 45 Hollywood Road, London, S.W.10. . . . There has been a Secretarial change in the **B.A.R.C. North-West Centre**. The new Secretary is R. Maitland-Hughes, 116-118 Prescot Street, Liverpool 7. . . . Entries close on 25th April for the **Isle of Wight C.C.** Rally which runs from 4th-6th May. The 480-mile route starts from Abingdon, Berks, takes competitors around Wales for the navigation section, finishing on the Isle of Wight. Regulations are available from Mrs. I. Wooldridge, Delamare Hotel, Sandown, I.O.W. The invited clubs are the London, Herefordshire, Cheltenham, West Hants & Dorset, Southsea, B.A.R.C. and M.C.C. Entries close on 17th April for the **Lancs and Ches C.C.** 15th Derbyshire Trial, which takes place on 22nd. Entries are invited from R.A.C. Trials Championship contenders or members of the London, Sheffield and Hallamshire, North Midlands, Yorkshire S.C.C., Lancashire, Hagley and Sunbac. Secretary of the Meeting is J. A. Sivey, 7 Brookfield Crescent, Cheadle, Ches, and the event starts and finishes near Ashbourne, Derbys. . . . Entries close on 12th April for the **North Devon M.C.** Ilfracombe Rally on 21st-22nd April, announced recently, and regs. are now available from S. J. Guard, 32 Vicarage Lawn, Barnstaple.

LEINSTER M.C. LINCOLN & NOLAN CUP TRIAL

10th March

Lincoln & Nolan Cup: K. P. Murray (M.M.), 419.7 marks.

Specials Class: J. S. Rutledge (Ford), 431.6; F. Bradshaw (Ford), 432.5; G. Harrison (Dellow), 510.0. **Sports Car Class:** V. Hartigan (M.G.), 456.8; L. P. Beshoff (Triumph), 471.7. **Saloon Car Class:** W. J. O'Donoghue (Fiat), 450.5; J. C. Millard (Fiat), 452.4; R. E. Newell (DKW), 486.0. **Club Team Prize:** Trials Drivers' Club (Murray, Rutledge, Bradshaw).

I.M.R.C. SPRING TRIAL

17th March

Spring Cup: I. S. Catherwood (Dellow), 143.4 marks.

First-Class Awards: E. Connell (M.M.4), 150.9; A. D. Malcolm (Buckler), 151.5; C. Vard (Volkswagen), 151.5. **Second-class Awards:** I. P. O'Connell (Volkswagen), 152.9; J. C. Millard (Fiat), 153.2; J. Toohey (Dellow), 154.0; K. P. Murray (M.M.3), 158.1; S. V. Baker (Ford), 158.4; R. Redmond (DKW), 160.9. **Special Award:** B. K. Hood (Ford), 174.6.

M.G. CAR CLUB (IRISH CENTRE) GROVES CUP

24th March

Groves Cup: P. B. Hopkirk (Dellow), 125.4 marks (96.6 per cent.).

Specials Class: E. Connell (M.M.4), 132.8; J. Toohey (Dellow), 138.6. **Open Car Class:** C. Vard (Triumph), 136.2 (90.4 per cent.); A. D. Malcolm (Triumph), 140.2; L. P. Beshoff (Triumph), 143.6. **Saloon Car Class (Experts):** W. J. O'Donoghue (Fiat), 147.8 (84.5 per cent.); R. E. Newell (DKW), 156.0; H. G. McMahon (Volkswagen), 162.0. **Saloon Car Class (Non-Experts):** N. O'Flaherty (Volkswagen), 167.8 (83.4 per cent.); J. P. Elliot (Ford), 169.2; D. C. Reynolds (Ford), 172.2.

1955/56 HEWISON CHAMPIONSHIP (EIRE)

1. J. D. O'Leary, 102; 2. L. Catherwood, 99; 3. S. Rutledge, 98; 4. E. Connell, 83½; 5. S. Logan, 76½; 6. J. Toohey, 75½; 7. G. Dyer, 74½; 8. F. Bradshaw, 69; 9. P. Hopkirk, 67½; 10. W. J. O'Donoghue 67½; 11. A. Malcolm, 65½; 12. C. Manders, 59.

Class Awards: Saloons: J. D. O'Leary. **Specials:** I. Catherwood. **Sports:** P. Hopkirk. **Team Award:** Trials Drivers' Club.

B.A.R.C. (EAST SUSSEX CENTRE)

March Hare Rally, 24th March, 1956

Provisional Results

Hardy Trophy (best performance): R. G. Clayton (Vauxhall), 14.3 marks lost; 2. D. R. Rawson (Sunbeam Rapier), 23; 3. F. H. Parkinson (Austin A30), 23.1. **First Class Awards:** D. R. Milton (Austin A30), 24; R. Holmes (Ford Zephyr), 25; M. A. Hutton (Vauxhall), 29; W. T. Robins (M.G. Magnette), 31; J. E. B. Hissey (Kenya Buckler), 44. **Second Class Awards:** G. F. Faulkner (Ford), 44; Mrs. D. R. L. Wallace (MGA), 45; Miss Jill Hawkins (Ford Anglia), 51; H. J. Harper (M.G. Magnette), 54. **Consolation Award:** Mrs. Diana Checkley (Austin A30).

SUNBAC COLMORE TROPHY TRIAL

24th March

Best Performance: 1. R. W. Faulkner (Paul Spl.), 0 marks lost; 2. R. W. Phillips (Fairley), 15. **Langley Trophy:** R. Davis (Austin), 21.

Colmore Trophy Awards: M. R. B. Cannon, 17; P. Barden, 22; F. T. Lewis, 23; G. J. Newman, 25; M. H. Lawson, 30; A. E. Marsh, 36; B. H. Dees, 37; R. F. Chappell, 38; B. J. Bodenham, 40; R. Kemp, 45.

AIREDALE & PENNINE M.C.C.

Snowdrop Rally, 25th March

Premier Award: E. Illingworth (M.G.); 2. J. Watson (Morgan); 3. D. Mitchell (M.G.); 4. K. Kelsall (Morris); 5. E. Snowden (M.G.); 6. G. Scott (M.G.). **Team Prize:** E. Illingworth, J. Watson, G. Scott.

CEMIAN M.C. CORONATION RALLY

24th/25th March

Best Performance: S. Moore (M.G.A.). **Vice-President's Trophy (best C.M.C. member):** N. W. Norman (Vauxhall Velox).

Up to 1,500 c.c.: R. C. A. Smith (Morris Minor). **Over 1,500 c.c.:** P. S. Ford (Austin A70). **Awards of Merit:** L. N. Needham (TR2); F. E. Still (TR2); A. M. Piggott (VW); M. W. Bateman (Hillman); D. W. Roberts (M.G.); G. H. Proctor (Jowett Javelin); R. Leathwood (Vanguard); P. Leathwood (Rover 90).

Team Award: (Cemian M.C.) R. C. A. Smith, N. W. Norman, B. G. Norman.

Club Fixtures

Bexley L.C.C.—Social Meeting, 9th April, Travelers' Home, Long Lane, Bexleyheath.

750 M.C.—Social Meetings, 9th April, Abbey Hotel, North Circular Road, Stonebridge Park, London; Royal Thorne Hotel, Wythenshawe, Manchester; Maybush Inn, near Standlake, Oxon; 10th April, Railway Inn, Patchway, Bristol; 11th April, Neville Arms, Kinoulton, Notts.

Cambridge '50 C.C.—Social Meeting, 9th April, Ancient Shepherds, Fenditton.

Sussex C. & M.C.C.—Social Meeting, 10th April, Southwick & Fishersgate Community Centre, Southwick.

Lea-Francis O.C.—Social Meeting, 10th April, Albert Hotel, Kingston Hill, Surrey.

Coventry & Warwicks M.C.—Film show, 10th April, Fletchamstead Hotel, Fletchamstead Highway, Coventry.

Sheffield & Hallamshire M.C.—Dance, 10th April, Millstone Inn, Hathersage.

B.A.R.C. (Yorks)—Social Meeting, 10th April, White Hart, Pool-in-Wharfedale.

Aberavon M.C.—Social Meeting, 10th April, Welcome to Town Hotel, Aberavon.

Billerica M.C.—Social Meeting, 10th April, Duke's Head, Laindon Common, Billerica.

Hagley & D.L.C.C.—Social Meeting, 11th April, Lyttelton Arms, Hagley.

Club Lotus.—Talk by Colin Chapman on Sebring, 11th April, Abbey Hotel, North Circular Road, Stonebridge Park, London, 8 p.m.

North London M.C.—Film show, 11th April, Gas Showrooms, Sydney Road, Enfield.

Romford Enthusiasts' C.C.—Technical Evening, 12th April, White Hart, Collier Row, 8.15 p.m.

Sunbac.—Social Meeting, 12th April, Boat Inn, Catherine-de-Barnes.

Surrey Sporting M.C.—Social Meeting, 12th April, Warwick Hotel, Redhill.

Vintage S.C.C.—Social Meetings 12th April, Red Lion, Church Street, Birmingham; Greyhound Inn, Fenny Bridges, Devon; The Bell, Seend, near Devizes, Wilts.

Buckingham & D.M.C.—Social Meeting, 12th April, Swan Inn, Great Horwood, Bucks.

Birmingham Y.C.M.C.—A.G.M., 12th April, Empire House, 96 Edmund Street, Birmingham, 3, 8 p.m.

Bristol M.C. & L.C.C.—Film show, 13th April, Mauretania, Park Street, Bristol, 7.30 p.m.

Coming Attractions

April 14th. B.R.D.C. British Empire Trophy Race Meeting (S), Oulton Park, near Tarporley, Cheshire. Start, 1 p.m.

Twenty-Second B.A.R.C. Members' Race Meeting, Goodwood, near Chichester, Sussex. Start, 2 p.m.

April 14th/15th. Southsea M.C. Hunt Trophy Rally. Start from Messrs. Wadham Brothers, The Avenue, Southampton.

M.G.C.C. (Midland Centre) Welsh Rally. Start, 8.30 a.m. from Market Street, Bromsgrove.

M.G.C.C. (N.W. Centre) Cockshoot Cup Rally.

Cheltenham M.C. Jubilee Rally. Start, Cheltenham.

Huddersfield M.C. "Dusk 'til Dawn" Rally. Start, 10 p.m. from Crescent Hotel, Ilkley.

April 15th. Grand Prix of Syracuse (F1), Syracuse, Sicily.

B.A.R.C. Brunton Hill-Climb.

North London Enthusiasts' C.C. Driving Test Meeting, Heston Aerodrome.

250 M.R.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 12.30 p.m.

Morecambe C.C. Driving Test Rally, Morecambe, Lancs.

Northampton and D.C.C. Autocross, Wakefield Lawn, near Paulersbury (on A5). Start, 12.30 p.m. (Practice 10.30 a.m.).

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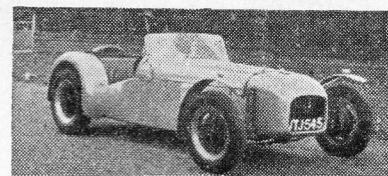
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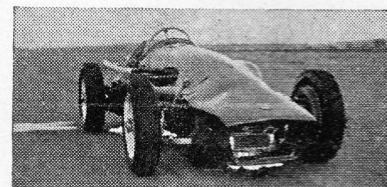
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YOU CAN DRIVE NOW WITH THE HOOD DOWN ON A COLD NIGHT OR EVEN IN WINTER AND STILL BE COMFORTABLY WARM!

For the attention of SPORTS CAR OWNERS we quote below relevant fragments of the *Industrial Programme of the Overseas Press Services* on the 13th January, 1956.

"A new and unique form of car heating is now being marketed by a U.K. firm. The general principle of the electric blanket has been adapted for the motorist in the form of a seat cushion powered by the car battery. . . . This personal heater can be easily fitted and detached, is perfectly safe in operation, yet comes into close contact with the user's body, is independent of engine temperature, and achieves a high standard of efficiency, combined with the low current consumption of 30 watts from a 12-volt battery, as compared with 36 watts required to operate one dipped head lamp bulb. . . . An additional refinement, available as an extra, is a rheostat control, to enable the driver to maintain the heat at the most comfortable temperature. . . . During the test in an open sports car, on an extremely cold and foggy day, he felt comfortably warm after a period of only two minutes."

Being independent of the air temperature inside vehicle, as well as of the temperature of the engine, it introduces new standards of comfort to all motorists generally and sports car users in particular. If you use an electric blanket—you WILL use CAMBRAY MOTORIST'S PERSONAL HEATER.

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YOU SIMPLY SIT ON IT AND IT REPLACES LOST WARMTH.

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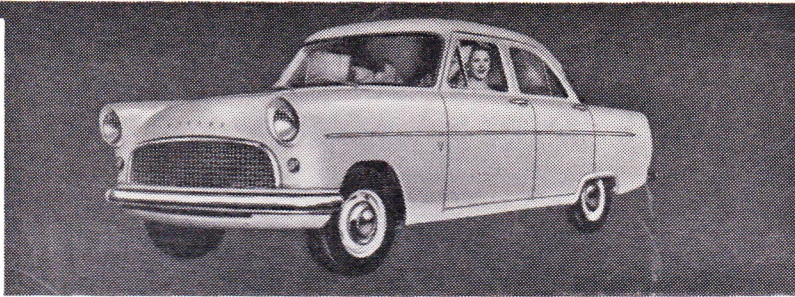
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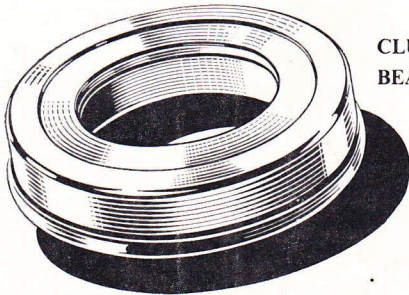


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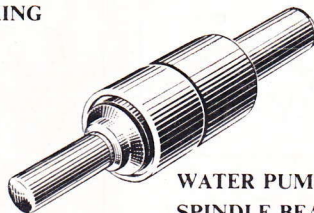
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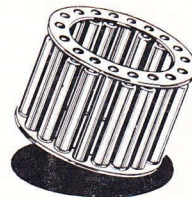


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