

## SEBRING

On March 24th, the date of the 12-Hour Sports-Car Race, the weather was perfect for motor racing and sixty starters came up to the line. The Le Mans-type getaway saw Moss move off first, with Hawthorn close behind, and Fangio some way down the field in the four-cylinder Ferrari.

Hawthorn in the D-type Jaguar (with fuel injection) had taken the lead from Moss in the first lap, and before long Fangio had crept slowly up to third place. This order remained at midday but soon after Menditguy overturned on a bend and suffered severe head injuries, from which he is now recovering. By half time the pace had showed up the inequalities of the cars. Now in the lead was the Fangio-Castellotti Ferrari, the Moss-Collins Jaguar engine having seized. Other troubles encountered were those of brakes which began to give out under the strain, and towards the end of the race Hawthorn had to retire with only about 1½ hours to go, leaving Fangio in front with Musso, in another Ferrari, and Parnell (Aston Martin) next in line. Parnell also had to retire, leaving fourth place open to Salvadori in the remaining Aston Martin, with Sweikert and Ensley third in a Jaguar.

### General Classification :

1st :	Fangio/Castellotti (3.5 Ferrari)	...	...	194 laps	...	84.0 m.p.h.
2nd :	Musso/Schell (3.5 Ferrari)	...	...	192 "	...	83.2 "
3rd :	Sweikert/Ensley (3.4 Jaguar)	...	...	188 "	...	81.5 "
4th :	Salvadori/Shelby (2.9 Aston Martin)	...	...	186 "	...	80.7 "
5th :	Behra/Taruffi (2.9 Maserati)	...	...	186 "	...	80.7 "
6th :	Herrmann/Von Trips (Porsche 1,500)	...	...	182 "	...	78.9 "
7th :	McAfee/Lovely (Porsche 1,500)	...	...	179 "	...	77.4 "
8th :	Mena/Gonzalez (3.4 Jaguar)	...	...	176 "	...	76.2 "
9th :	Fitch/Hansgen (Chevrolet Corvette)	...	...	176 "	...	76.2 "
10th :	Rubirosa/Pauley (2.0 Ferrari)	...	...	172 "	...	75.4 "
11th :	Stiles/Huntoon (2.7 Austin-Healey)	...	...	168 "	...	72.8 "
12th :	Cunningham/Bennett (3.4 Jaguar)	...	...	168 "	...	72.8 "

Fastest lap : Behra (Maserati), 3 min. 29.8 sec.

### Index of Performance :

1st : Herrmann/Von Trips (Porsche); 2nd : McAfee/Lovely (Porsche); 3rd : Fangio/Castellotti (Ferrari).

### Series Production (Sports Cars) :

1,500 c.c. :	Herrmann/Von Trips (Porsche)	...	...	78.9 m.p.h.
2-litre :	Ballinger/Stewart (Arnolt-Bristol)	...	...	68.5 "
5-litre :	Sweikert/Ensley (Jaguar)	...	...	81.5 "
Unlimited :	Davis/Gatz (Chevrolet Corvette)	...	...	58.9 "

## GOODWOOD MEMBERS' MEETING

April 14th at Goodwood saw another Members' Meeting take place. The first events were five-lap scratch races, the first part for cars up to 1,250 c.c. and the second part for cars over 1,250 c.c. and up to 1,500 c.c. P. J. S. Lumsden in a Climax-engined Lotus won the first round at a speed of 78.26 m.p.h., with K. Greene in a Cooper-Climax in second place. R. F. Bloxam led the others over the finishing line in his Lotus-M.G. for the second part of the event for the larger-engined cars. Mrs. J. Bloxam, in the same car, won the ladies' five-lap handicap race, which was followed by the 10-lap scratch race (1,500c.c.-3,500 c.c.), led by M. W. Head in a Cooper-Jaguar at an average speed of 81.20 m.p.h. A series of five five-lap handicap events then followed. Winners were : J. K. Bell (Morris Minor), at 60.66 m.p.h.; M. C. Sleep (Healey Silverstone), 68.55 m.p.h.; M. J. Clay (Lotus-Climax), 73.44 m.p.h.; T. Kyffin (Aston Martin DB3S), 80.96 m.p.h.; R. McG. I. Ireland (Riley), 70.52 m.p.h. The Earl of Suffolk overturning his TR2 at Fordwater in the 10-lap scratch race and E. Pool doing likewise in his Lester-Climax at South Tower constituted the major incidents of the day, but both were unhurt.

Positions in the MOTOR SPORT Brooklands Memorial Trophy are as follows : P. J. S. Lumsden (11 points), K. A. Greene (9 points), R. D. Steed (7 points), M. W. Head (7 points), T. Kyffin (7 points), Mrs. J. Bloxam (5 points), and B. Baxter (5 points).

The next instalment of this serial at Goodwood will take place on July 7th. B.A.R.C. members are admitted free.—I. G.

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and kept up amongst the leaders, but G. N. S. Davis' f.w.d. super-charged Alvis was slow and failed to lap the little Talbot as did most of the others. Marley's Bentley picked up a marker-bin at Copse and carried it along under the front wheels most of the way to Woodcote. Winner's flag here went to P. J. Nunn in his Frazer-Nash at 67.63 m.p.h., with Michael in the Lagonda second and Morley third.

The Itala Trophy Race, the highlight of the day, saw Burton's Bentley open the proceedings with Tozer in one of the pretty G.P. Amilcars nearly taking the escape road at Copse before coming round again in time to continue to Woodcote, where he did the same again. On the third lap Eminson (Bugatti) took McDonald and kept the lead. The Razor Blade Aston Martin, driven by Attwood, had difficulty overtaking the vast Itala with Cecil Clutton at the wheel. Melville (Vauxhall 30/98) and McDonald played games at Copse

but the Vauxhall came out on top. S. G. Bayliss had to retire with his Bugatti owing to the unpleasant noises and smoke emanating therefrom. Eminson won at 70.86 m.p.h. and Burton's Bentley was second in this magnificent all-round tussle of cars of all shapes and sizes.

Following this came the 16-lap handicap race. Hollis in the 3-litre Bentley and Crowley-Milling (22/90 Alfa-Romeo) got off to a good start, with Binns closing in on them at every lap. M. R. Hipkins in the Anzani-engined Frazer-Nash found the car tending to slide from under him on some corners but he corrected well and carried on; the Halkyard Austin was another steady motor which cruised along at a workmanlike speed, noticeably little motion being required on the part of the helmsman to produce the most dire results, as is customary on all early Sevens.

In the Edwardian Handicap Race Sir Francis Samuelson in the 1914 T.T. Sunbeam led the Itala driven by J. A. Williamson, but distances between them lessened as the race progressed, K. Neve in the 1914 T.T. Humber motoring along very happily indeed. At the finish the Rolls-Royce Ghost of 1913 vintage, still being rebuilt, owned by S. J. Skinner, and the T.T. Sunbeam came in neck and neck, but the official results confirmed that the Rolls had won at 49.80 m.p.h.

In the 10-lap scratch race Spero's Maserati was away first, but Tozer's Amilcar was left on the line and required some pushing before coming to life. Vessey in the Monoposto Alfa gained first position on the first lap, with Carson's E.R.A. right behind, but his colleague Stuart in a similar car was seen to retire to the Paddock amidst a certain amount of smoke. Another fight went on between Wilkinson's E.R.A. and McDonald's Bentley but again the E.R.A. retired in smoke, final placings being Carson, Vessey, and Spero third, a somewhat disappointing position in view of the apparent potency of his machine.

The next five-lap handicap event produced a pleasant entry of Frazer-Nashes, with a sprinkling of Austons, Rileys and Bentleys. L. L. Beavis in a Riley and D. G. Le Clair in a Frazer-Nash held the first positions until the Bentleys of Hollis and Bradley worked off their handicap and took first and second places, respectively, with Le Clair third.

A similar event again followed, in which R. C. R. March in the curious-looking Nash-A.C. Special lost some of his exhaust apparatus on the first lap but stopped to fix it up before returning to the battle. M. W. Macquaker's Talbot kept first place to the end, with Hopton's fine Alfa and Burton's Bentley, later to take second place, coming along behind. The Aston Martin of P. A. Sims appeared to blow out clouds of exhaust smoke during gear changes.

Another of the highlights of the V.S.C.C. Silverstone meetings is the Light Car Handicap. A variety of Austin and Humbers appeared with J. E. D. Cochrane's sprightly Talbot right in original trim except for sealed-beam headlamp units. D. E. Shaw Stewart drove a beautiful original 1927 Austin Chummy and D. C. Webl in a blue Trojan received applause from the large crowd of spectators when he cruised in to the finishing line way behind the others. A lovely collection of A.C.s was entered, all were in excellent condition even to the Klaxon on M. W. R. Hooson's 1925 model, which was sounded when "Mimsers" such as the Trojan got in the way. G. L. Young's 1928 Fiat took the honours at 50.7 m.p.h.

Finally came the MOTOR SPORT Race. This handicap event saw Bradley's Bentley and Le Clair's Frazer-Nash start almost simultaneously with Macquaker's Talbot, the Monza Alfa (Mudd) and the Riley (Binns) next. On the second lap the order was Le Clair, Bradley, Macquaker, Mudd and Binns. On the third lap Mudd took Macquaker after Woodcote and on the final lap the order was Binns, just coming over the line at the last moment, followed by Mudd's Alfa, Bradley's Bentley, Macquaker's Talbot and Le Clair in the Frazer-Nash last, so concluding this excellent meeting, at which a tour of the Paddock can make even the most ordinary motorist feel quite envious of the possessions of others.—I. G.

### Results :

#### One-Hour High-Speed Trial :

Class A (Up to 1,100 c.c.) : P. J. E. Binns (Riley), A. R. Norton (Riley); R. Gibson-Jarvie (Riley), W. L. T. Winder (Humber), Squadron-Leader Lisle (Amilcar), H. L. Halkyard (Austin).

Class B (Up to 2,000 c.c.) : A. M. O'Connor (Frazer-Nash), D. M. Thirlby (Frazer-Nash).

Class D (Over 3,000 c.c.) : G. G. McDonald (Bentley), P. J. G. Pancheri (Bentley), B. R. Eastick (Bentley), L. R. Durdin (Vauxhall).

#### Race Events :

Five-lap Handicap : W. F. Moss (E.R.A.).

Five-lap Handicap (Event 3) : P. J. Nunn (Frazer-Nash).

Grand Prix Itala Trophy Race : A. F. Eminson (Bugatti).

16-lap Handicap (Event 5) : P. J. E. Binns (Riley).

Three-lap Handicap for Edwardian Cars (Event 6) : S. J. Skinner (Rolls-Royce).

10-lap Scratch Race (Event 7) : T. T. Carson (E.R.A.).

Five-lap Handicap (Event 8) : M. D. Hollis (Bentley).

Five-lap Handicap (Event 8a) : M. Macquaker (Talbot).

Five-lap Light-Car Handicap (Event 9) : G. L. Young (Fiat).

Five-lap Handicap, "Motor Sport" Trophy (Event 10) : P. J. E. Binns (Riley).