

# AUTOSPORT

JUNE 18, 1954

1/6

EVERY FRIDAY  
Vol. 8 No. 25

BRITAIN'S MOTOR SPORTING WEEKLY



LE MANS—FULL REPORT AND PICTURES



# Hats off again

to

## JAGUAR

*for another outstanding performance at LE MANS*

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**2nd in 1954** always using **Mintex Brake Liners**

(Subject to official confirmation)

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 8 No. 25 June 18, 1954

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## NOTICES

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## EDITORIAL

As was generally expected, the 22nd Grand Prix of Endurance at Le Mans resolved into a duel between the big 4.9-litre Ferraris, and the 3½-litre Jaguars—and what a duel it was! Right up until the closing stages the issue was in doubt. Both teams had lost two cars, and Gonzalez and Trintignant battled grimly to hold what was often a slender lead over last year's winners, Tony Rolt and Duncan Hamilton. The Ferrari's final pit stop was dramatic; the engine refused to start and when at last the red car moved off, Rolt in the Jaguar had all but caught him. Possibly the reason why Rolt eventually handed over to Hamilton is not clear. Actually, Rolt pulled in for a vizzor when the Ferrari was stationary and torrential rain was falling, but the team manager signalled him to carry on in order to save precious seconds. However, it was obvious that Rolt was having difficulty in seeing properly and that a vizzor was essential.

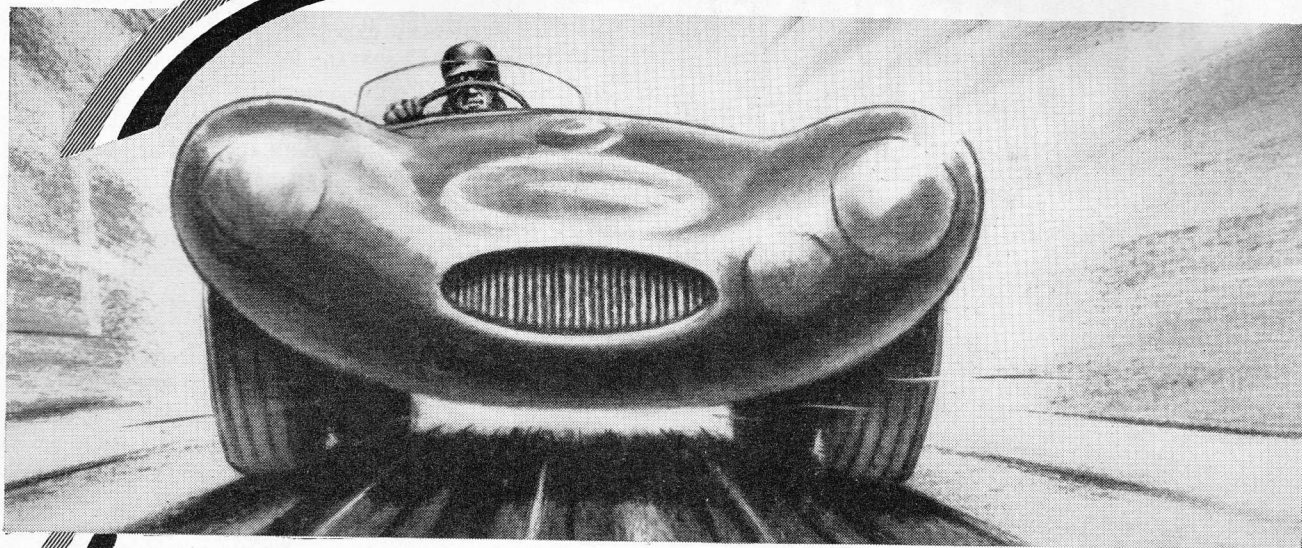
Consequently Hamilton prepared to drive again, complete with vizzor, as the rules were interpreted that Rolt would have to get out of the car if he came in again. He did come in, and the team manager immediately ordered Hamilton to take over—again to save time. Rolt, as a disciplined team driver, never thought of disputing the decision. As it so happens, the complex rules of the 24 Hours Race do not specifically insist that the driver must leave the car during a halt. Rolt came in, believing that his vizzor would be thrown into the cockpit and he would be off again with a minimum loss of time, but in any case, the Jaguar team manager was not willing to risk disqualification for an infringement of the regulations. Whether or not the Jaguar could have caught the Ferrari will always be debatable, and the Coventry concern would be the last to grudge the Modena people their brilliant victory with what is known to be a difficult machine to handle.

It was a most gruelling event, with only 18 finishers out of 57 starters. British cars did well: Jaguars scored second and fourth places in the general classification; Bristols were 1-2-3 in their class—a splendid 100 per cent. result; a Frazer-Nash and a TR2 Triumph also figured in the list.

It was a good thing for the future of Le Mans, that Ferrari, Jaguar, Cunningham and the David Brown organization fulfilled their contract. One could visualize a very dull race if these four marques had not been represented! Nevertheless the presence of slowish machines in a race in which the larger cars exceed 180 m.p.h. on the straights still constitutes a danger, and the organizers might care to consider enforcing a minimum qualification of (say) a five minute lap—or, stage two races!

## OUR COVER PICTURE

*MASTERY: In following up successes on wet roads at Bordeaux and Silverstone by his great Le Mans triumph with Trintignant, driving the powerful 4.9-litre Ferrari, Froilan Gonzalez consolidated his newly-acquired reputation as a master of racing in the rain.*



# JAGUAR

*congratulate*

Major A. P. R. Rolt and Mr. J. Duncan Hamilton  
on their magnificent performance in the 1954

## LE MANS

24 HOUR GRAND PRIX D'ENDURANCE

where they gained second place, following their great victory last year when they set up a still unbeaten record for speed and distance by achieving an average of 105.85 m.p.h. for 2540.3 miles.

### JAGUAR'S LE MANS ACHIEVEMENTS

1951 ... 1st

1953 ... 1st, 2nd & 4th

\*1954 ... 2nd & 4th



*LE MANS?*—No, this is the start of the 12 Hours race at Hyères, on France's Côte d'Azur, run a week previously and won by Trintignant's Ferrari. Nearest cars are Nigel Mann's DB3 Aston Martin and George Abecassis's H.W.M., their two drivers being second and third from the left.

### SUNDAY AT SPA

THIS coming Sunday, 20th June, the Belgian G.P. for Formula 1 cars takes place on the extremely fast Spa-Francorchamps circuit close to the German frontier. The entry list promises a further round in the Ferrari/Maserati battle, with Gonzalez, Trintignant, and possibly Farina, in the former, and Marimon, Claes and perhaps Fangio in the latter. Four works Gordinis are down to run, while Lancia may compete, should a car, or cars, be in a state of readiness.

## SPORTS-NEWS

### CRYSTAL PALACE TOMORROW

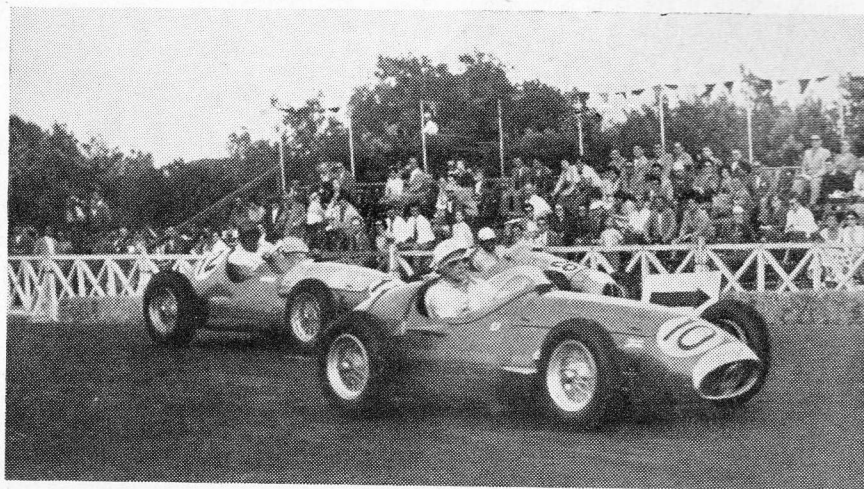
TOMORROW'S joint L.C.C./B.A.R.C. National meeting at Crystal Palace will comprise seven 10-lap racing and sports car events. Big race of the day will be the Crystal Palace Trophy for Formula 1 cars, in which Reg Parnell will drive his 2½-litre Ferrari, and Roy Salvadori the G.P. Maserati.

Peter Collins will appear at the wheel of Rob Walker's Connaught and other entries include A. Brown, R. Nuckey, L. Leston and J. K. Hall with varying Coopers, Paul Emery (Emeryson), C. Chapman (Lotus), Don Beauman and Bill Whitehouse (Connaughts) and A.V.M. Don Bennett (Cooper).

A very full entry has come in for the Formula 3 race, which, consequently, will be divided into two 10-lap events. Names of note include Lewis-Evans, Leston, Parker, Bicknell, Brandon, Nuckey, M. Keen, Headland and Tyrrell. Racing begins at 2 p.m.

### RACING IN ILLINOIS

JIM KIMBERLY of Chicago won two out of four races forming the day's programme at Chanute Air Force base, Rantoul, Illinois. He was driving his highly successful 4½-litre Ferrari. Race 1 went to Chuck Wallace (Jaguar) at 74 m.p.h., race 2 to Kimberly at 82 m.p.h., race 3 for up to 1,500 c.c. cars to the little Osca of Rees Makins, averaging 53 m.p.h., and race 4, longest of the day, over 151.8 miles, went to Kimberly at 79 m.p.h. Fred Wacker drove an Arnolt-Bristol in this event, winning his class.



MOSS MIXING IT in his G.P. Maserati with Jean Behra (Gordini) and Roberto Mières (Maserati) during the Rome G.P. on Whit-Sunday. Marimon (Maserati) won, and Moss came sixth with a crippled car.

### THE SECOND REDEX TRIAL

A TOTAL of 263 entries has been received for this year's Redex Around Australia Reliability Trial, which starts on 3rd July. The list includes numerous Austins, Humbers, Fords, Standards, Vauxhalls, Peugeots and Holdens, plus examples of Armstrong Siddeley Sapphire, Bristol, XK 120 Jaguar, Lagonda and Mercedes-Benz, and many American cars whose rugged qualities will be of great value in this gruelling event.

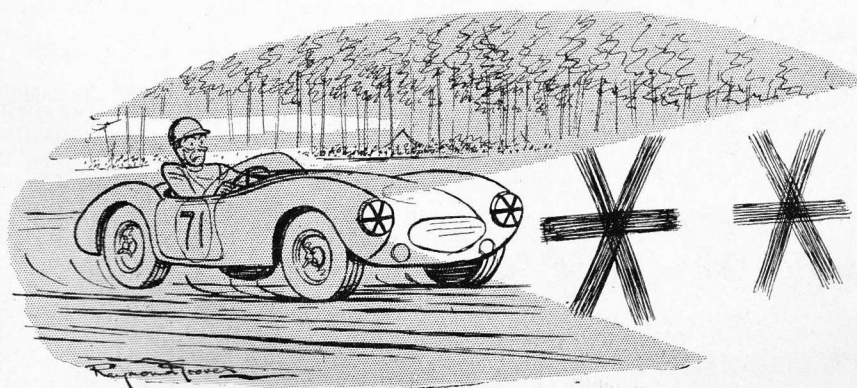
### COOPER WIN IN ITALY

DRIVING a works Formula 3 Cooper-Norton, Stuart Lewis-Evans won last Sunday's 750 c.c. race at Castello di Terano by over half a minute from Giaur "750s" driven by Berardo Taraschi and Biondi. The Bexleyheath driver averaged 52.16 m.p.h. over the 69½-mile race, run on a slow, twisting circuit.

### —AND IN SPAIN

THE German driver Theo Helfrich headed a resounding 1-2-3-4-5-6 class victory by Formula 3 Coopers in the recent Rabassada International hill-climb in Spain. Helfrich's climb in 3 mins. 39.2 secs. was best of the day, breaking the old hill-record by ¼ sec. Place men were Kurt Ahrens, Adolf Lang, Lex Beels, Paul Hoffmann and Peter Korn.

The Spanish sports Pegasos appeared en masse in the sports classes, occupying the first eight places in the up to 3,500 c.c. class, and running first and second amongst the 2,600 c.c. cars, heading a Lancia. A French D.B., driven by Fabregas, won its class, as did Renault, Porsche and Nardi. Fastest in the up to 1,300 c.c. racing class was S. Claret (Fiat), over a minute slower than the best 500 c.c. Coopers.



# FIRST AGAIN



*leads!*

## LE MANS 24 HOUR RACE

<b>1st FERRARI</b>	GONZALEZ & TRINTIGNANT
<b>2nd JAGUAR</b>	- - ROLT & HAMILTON
<b>4th JAGUAR</b>	- - LAURENT & SWATERS

### INDEX OF PERFORMANCE

**WON BY D.B.-PANHARD** - - BONNET & BAYOL

### CLASS WINS

<b>3,000 to 5,000 c.c.</b>	<b>FERRARI</b>	Gonzalez & Trintignant
<b>2,000 to 3,000 c.c.</b>	<b>GORDINI</b>	- - Guelfi & Pollet
<b>1,500 to 2,000 c.c.</b>	<b>BRISTOL</b>	- - Wilson & Mayers
<b>500 to 750 c.c.</b>	<b>D.B.-PANHARD</b>	Bonnet & Bayol

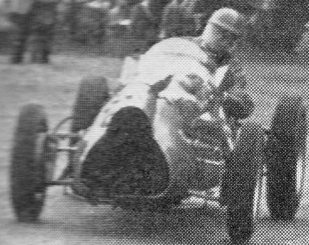
*(Subject to official confirmation)*

*You can be sure of*



# OULTON PARK "NATIONAL"

Wins for Gerard, Titterington, Gammon, Higham, Leston and Crook at Mid-Cheshire M.C.'s Road Race Meeting



*NEW RECORD at 76.17 m.p.h. went to Bob Gerard, winner of the Formule Libre race in his 2-litre Cooper-Bristol. He improved on the old figure three times.*

THE National Meeting at Oulton Park last Saturday, organized by the Mid-Cheshire Motor Club, attracted over 130 entries, and, in spite of the attraction of Le Mans, proved a most interesting meeting with Bob Gerard and Les Leston taking premier honours. Run in the fine weather for which Oulton Park is becoming well known, there were numerous incidents on a circuit which calls for skilled driving.

Peter Gammon was away like a flash

second place was a magnificent drive.

Event 2 was a 15-lap race for Formula 3 cars, wherein G. H. Brown (J.P.) and R. E. Hall (Cooper) got away to a bad start. D. G. Walker (Kieft) and J. W. Higham (Kieft) led the pack on lap 1, but H. Phillipson (Staride), had taken the lead by the fifth. A ding-dong then ensued between Phillipson and Higham, the latter eventually winning, while Austen May (Cooper) navigated carefully through the field to find himself in second place at the finish.

Thoughts turned to Le Mans when the typical line-up came in event 3. Ninian Sanderson (Jaguar) got away to a start for which the Ecurie Ecosse is becoming famous and his lead into Old Hall just after the start was considerable. Tony Crook (Cooper-Bristol) was almost as lively and these two led Desmond Titterington (Jaguar) and A. McMillan (Cooper-Bristol). Titterington was driving extremely well and by lap 5 was up behind team-mate Sanderson. Crook came back strongly; so much so, in fact, that he displaced the pair of them for first place! Sanderson replied with a thrilling drive to take the lead on lap 10 but, by gosh! the smaller car came sweeping down in first place on the

next two circuits! Titterington then took up the challenge, displacing Sanderson and chasing Crook, and not in vain, because when the 15th lap was over (with only two to go) the Northern Irishman led. Sanderson had refused to be outdone for he took Crook as well, the latter having spun, and they finished in that order. Desmond Titterington established a class record of 74.06 m.p.h.

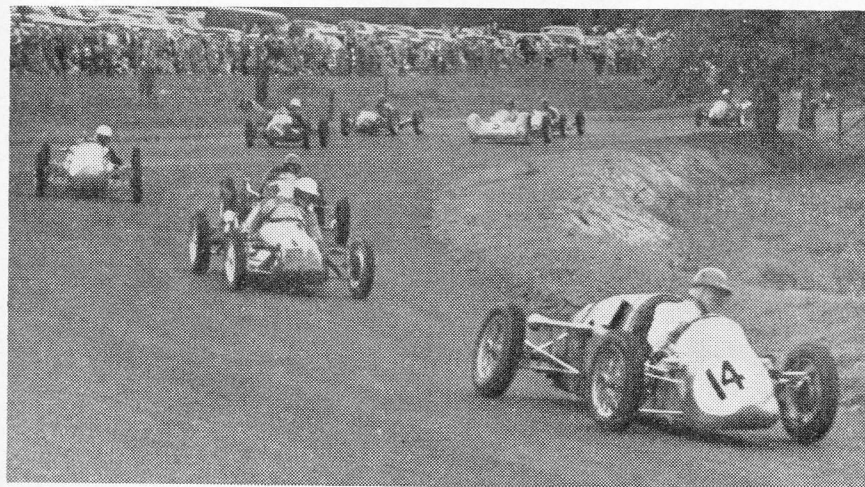
Event 4 was a "star" Formula 3 event, which C. Headland (Martin-Headland) led from the start for three laps with Bob Gerard (Cooper) in second place. Les Leston (Cooper-Norton) spun at the Cascades early and the resulting manoeuvring lost him valuable ground. He promptly set about catching the field, a job which he did almost contemptuously. On lap 7 he was fifth; two laps later fourth. Another couple of rounds and he lay third. Two laps later and Sanderson (Staride) and Gerard (Cooper) were behind the diamond tread of Leston's tyres and so the race finished. C. Headland and Don Parker (Kieft) collided, Headland going to hospital. This incident held Bob Gerard back since it happened right across his bows at Lodge. However, he set a new F3 lap record at 72.59 m.p.h.

The *Formule Libre* event never looked like being anybody's but Gerard's. He went away to an absolutely cracking start and was never remotely challenged. He lapped the field, putting up a course record of 76.17 m.p.h. G. N. Richardson's R.R.A. went remarkably well for its second place and Ninian Sanderson (Jaguar) crowned a most consistent day with a third position.

The final race for sports cars between 1½ and 2½ litres saw a very fine drive by Tony Crook in his Cooper-Bristol. In fact this marque scored a brilliant 1, 2, 3, when J. H. Walton and A. McMillan followed Crook home.

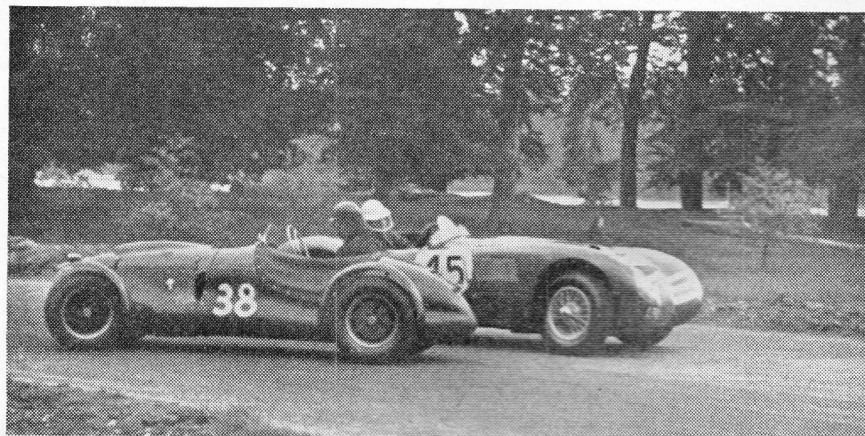
WILSON ROGERS.

(Results on Page 775)



in Event 1, followed into the first bend by Allan Moore (Tojeiro-M.G.) and J. B. Naylor (Cooper-M.G.). This order was short-lived, however, for Scott-Brown (Lister-M.G.) came into third place by the end of the first lap. Two laps later he had replaced J. B. Naylor for second place with Moore dropping out of the hunt at fifth. At 10 laps the order was still the same, with the redoubtable Gammon holding a 22 secs. lead. He won at a 68.80 m.p.h. average in his 36½ secs. margin over Scott-Brown, whose

*OH-OH! The spin, caused by a stuck throttle, that cost Tony Crook a possible first in the unlimited sports car race. Eventual winner Desmond Titterington passes.*



*CASCADES: 500s coming round in a long string, R. Anderson (Staride) leading Howard.*

*The car you judge  
behind the wheel...*

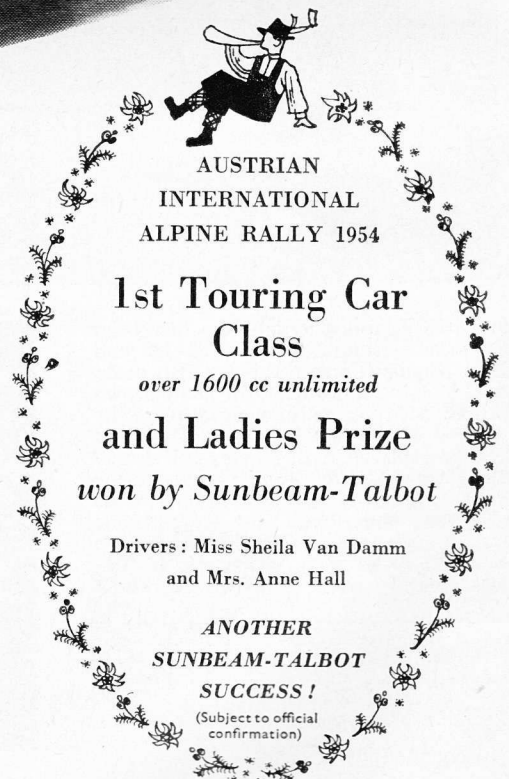


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THE 2 $\frac{1}{4}$  LITRE

**Sunbeam**  
**TALBOT AND ALPINE**

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AUSTRIAN  
INTERNATIONAL  
ALPINE RALLY 1954

**1st Touring Car  
Class**

*over 1600 cc unlimited*

**and Ladies Prize**

*won by Sunbeam-Talbot*

Drivers: Miss Sheila Van Damm  
and Mrs. Anne Hall

ANOTHER  
SUNBEAM-TALBOT

**SUCCESS!**

(Subject to official  
confirmation)



# THE TWELFTH SCOTTISH RALLY

Keen Competition Among Class Winners—Rex Neate (Renault), Peter Hughes (Ford Zephyr) and Jimmy Ray (Morgan) Repeat Last Year's Successes

THE Twelfth Scottish Rally, organized by the Royal Scottish Automobile Club on 7th/11th June, may not have been a particularly tough rally by International standards, but there is no doubt that it was an interesting one. There was sustained competition for the various class awards and, among the drivers of touring cars with engines not exceeding 1,000 c.c. Rex Neate (Renault) was hard worked to repeat his class win of last year against the tidy driving of Bert Fursdon, who was also at the wheel of a Renault. In the class for touring cars not exceeding 1,600 c.c. the lively duel between D. J. Morley (Ford Consul) and W. B. Caldwell (Riley) finally ended in a tie, while—in the class for sports cars exceeding 2,600 c.c.—Jimmy Shand and Leslie Stross matched their Jaguars against each other from first day to last and finished with Shand in the lead by but three points. Sidney Pentland, capable and likeable Irish competitor, used his Citroën well and gave Peter Hughes (Ford Zephyr) a run for his money among the touring cars up to 2,600 c.c. In winning the class for sports cars with engines not exceeding 2,600 c.c. Jimmy Ray was a delight to watch in all of the eight driving tests and his crisp handling of his familiar white Morgan wasted no movements in manoeuvrings and was always allied to speed. The organization of the event was done in the inimitable manner of the R.S.A.C., which combines informality with efficiency, and proof of the event's popularity lies in the fact that among the entry were many competitors who were taking part for the fifth or sixth time, while, at its conclusion, initial entrants were already talking about how "The Scottish" could be fitted in next year.

The event started from Glasgow on Monday, 7th June, and the first stage included some 760 miles of motoring which took the entry as far north as John o' Groats and out into the far North-West of Scotland by Durness to Lairg, Lochinver and Ullapool, to finish at Grantown-on-Spey on Tuesday afternoon. The all-night motoring was over narrow and undulating roads that were made even more hazardous by a night mist from the sea, and sent a few of the competitors into the ditches by the roadside. J. B. G. Campbell overturned his Morris Oxford twice and the second topsy-turvy did it no good whatever. In fact, it resulted in Campbell's retiral and although both he and his crew were uninjured the wheels of the Oxford were almost square, which made his journey back to his home in Aberdeen an intriguing one.

It was well that the daylight hours are long in this part of the world, so that the mist cleared early and competitors were granted some fine views of scenery that is among the most magnificent in Britain. And that the time allowances for these sections were adequate is shown in a results sheet in which only Charlie Kerr's S.S. 100 was penalized for late arrival and this was due to some bolts shearing and having to be replaced.

Tests in this first stage were a stop and re-start test on the Little Rest, in Glen Croe, and a speed hill-climb of Rest-and-Be-Thankful itself. Almost a fifth of the entry were caught out on the starting test and either rolled back on the tell-tale or failed to get away within the required five seconds. In the speed hill-climb the big sports cars had the best of it, revealed by Leslie Stross making B.T.D. in his Jaguar, but even the drivers of little Austin A30s enjoyed the experience and it is to be hoped that we will always have this climb as an integral part of the Scottish Rally. To conclude the first stage a very fine manoeuvring test was set out in the grounds of Castle Grant and the weary found themselves knocking over pylons or failing to stop astride lines in a manner that was a great help in sorting out the results a bit. It certainly shook us when we saw an old campaigner like Dr. Watson (Allard) not being content with one pylon, and having a go at another before he was through with the test.

Wednesday's programme consisted of some 220 miles of road sections and four tests which included a fine new hill-climb of almost a mile over the rough surfaces and tight hairpins of Balliemore



Hill. No one lost marks on the road until the final stretch, where Francis Dundas had some radiator trouble with his Javelin and Anne Neil (M.G.) found herself missing the willing horses of her Morgan. The tests were good and the hill so taxing that 15 of the entry failed to get up in the standard time for their class. Perhaps the best test was a pylon, plus two garages, set around a diagram of motions that, on paper, looked like a design for a pair of forceps. Such seasoned types as Jimmy Gibbon (Rover) went into a garage the wrong way round, while Dennis O'Mara Taylor took his little Standard to the offside instead of the nearside of the pylon.

On Thursday the 250 miles of roads took the entry from Grantown-on-Spey to Aberdeen and, on the return, the route took in such famous hills as Cairn o'Mount, The Devil's Elbow and the long Lecht road that climbs up to Tomintoul. This was very fine motoring that demanded good driving amidst excellent scenery, and the day's test on the promenade at Aberdeen was a long one which involved two garages, a blind towards a figure of eight and then a final blind to stop in a very limited space. Jimmy Ray was outstanding in this test. He never appeared to be

motoring the Morgan really hard, but he skimmed around pylons and whipped the car in and out of garages so very tidily that he was a full two seconds better than his nearest opponent, D. W. Watkin, who spoiled a very spectacular performance by broadsiding his Triumph TR2 over the limit line.

For the final day A. K. Stevenson and his merry men handed each competitor a route card as they took their cars from the *parc fermé* in the morning and, between Grantown and Drymen, there were three controls to be visited before a gentle bit of motoring into Glasgow and the end of a fine event. And you had to keep motoring to get those three controls, so much so that eight of the entry were penalized before they got to Glasgow to take part in the Rally Ball, with its usual good fellowship and presentation of awards from a results sheet reading as follows:

A. N. FORD.

## SCOTTISH RALLY Provisional Results

**Class 1, Touring Cars up to 1,000 c.c.:** 1, Rex Neate (Renault), 279 marks; 2, B. W. Farsdon (Renault), 268; 3, D. O'M. Taylor (Standard), 261.

**Class 2, Touring Cars, 1,001-1,300 c.c.:** 1, G. Read (Ford), 288; 2, J. L. Dowling (Ford), 283; 3, W. R. Sutherland (M.G.), 276.

**Class 3, Touring Cars, 1,301-1,600 c.c.:** 1, D. J. Morley (Ford Consul), 285; 2, W. B. Caldwell (Riley), 285; 3, Miss Norman (Porsche), 265.

**Class 4, Touring Cars, 1,601-2,600 c.c.:** 1, Peter S. Hughes (Ford Zephyr), 279; 2, S. Pentland (Citroën), 274; 3, A. B. Fraser (Sunbeam-Talbot), 271.

**Class 5, Touring Cars over 2,600 c.c.:** 1, J. Hally (Jaguar), 268; 2, H. E. Gibbon (Rover), 256; 3, E. Parsons (Jaguar), 245.

**Class 6, Sports Cars up to 1,600 c.c.:** 1, N. T. Lithgow (H.R.G.), 281; 2, A. C. Westwood (Dellow), 258; 3, Mrs. Hague (Riley), 243.

**Class 7, Sports Cars, 1,601-2,600 c.c.:** 1, J. H. Ray (Morgan), 297; 2, G. Hoyle (Morgan), 274; 3, Lord Bruce (Triumph), 261.

**Class 8, Sports Cars over 2,600 c.c.:** 1, J. M. C. Shand (Jaguar), 280; 2, L. S. Stross (Jaguar), 277; 3, F. M. Marsh (Austin-Healey), 271.

## OULTON PARK NATIONAL

(Continued from page 773)

### Results

**Event 1, Sports Cars up to 1,500 c.c. (17 laps):** 1, P. D. Gammon (Lotus M.G.), 33 mins. 03½ secs.; 68.80 m.p.h.; 2, W. A. Scott-Brown (Lester-M.G.), 33 mins. 40 secs.; 3, J. B. Naylor (Cooper-M.G.), 34 mins. 08½ secs.

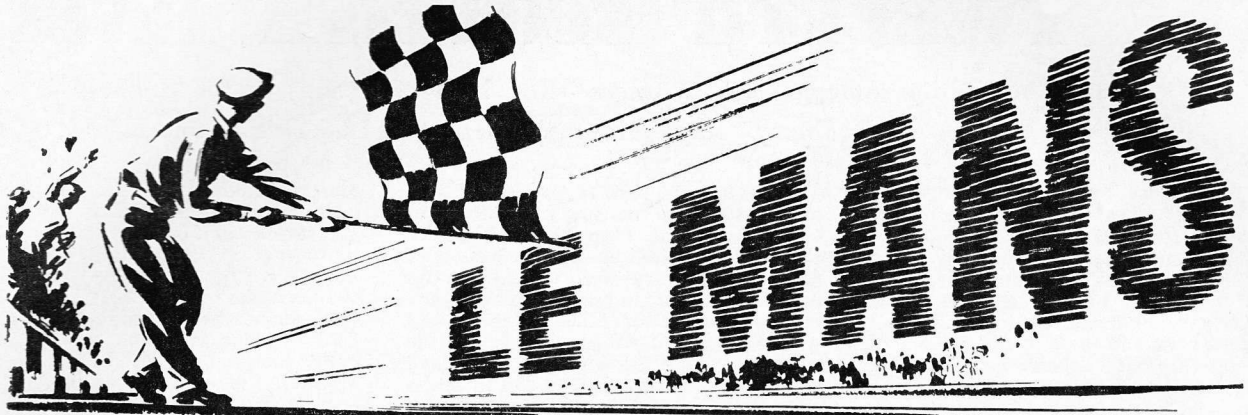
**Event 2, Formula 3 (15 laps):** 1, J. W. Higham (Kieft), 30 mins. 04 secs.; 66.75 m.p.h.; 2, C. A. N. May (Cooper), 30 mins. 32½ secs.; 3, T. Dixon (Staride), 30 mins. 40½ secs.

**Event 3, Sports Cars, unlimited (17 laps):** 1, J. D. Titterington (Jaguar), 31 mins. 44½ secs.; 71.65 m.p.h.; 2, N. Sanderson (Jaguar), 31 mins. 48½ secs.; 3, T. A. D. Crook (Cooper-Bristol), 31 mins. 54½ secs.

**Event 4, Formula 3 (15 laps):** 1, L. Leston (Cooper), 28 mins. 39½ secs.; 70.03 m.p.h.; 2, N. Sanderson (Staride), 28 mins. 42½ secs.; 3, F. R. Gerard (Cooper), 28 mins. 44½ secs.

**Event 5, Formule Libre (25 laps):** 1, F. R. Gerard (Cooper-Bristol), 44 mins. 20½ secs.; 75.44 m.p.h.; 2, G. N. Richardson (R.R.A.), 24 laps, 44 mins. 30½ secs.; 3, N. Sanderson (Jaguar), 24 laps, 44 mins. 49 secs.

**Event 6, Sports Cars, 1,501-2,700 c.c. (17 laps):** 1, T. A. D. Crook (Cooper-Bristol), 32 mins. 29½ secs.; 70.01 m.p.h.; 2, J. H. Walton (Cooper-Bristol), 32 mins. 32½ secs.; 3, A. McMillan (Cooper-Bristol), 33 mins. 32½ secs.



## GENERAL CLASSIFICATION

**2nd** JAGUAR  
A. P. R. ROLT — J.D. HAMILTON

## INDEX OF PERFORMANCE

**1st** D. B. PANHARD  
E. BAYOL — R. BONNET

**2nd** PANHARD  
P. HEMARD — P. FLAHAULT

**3rd** JAGUAR  
A. P. R. ROLT — J.D. HAMILTON

## BIENNALE CUP

D. B. PANHARD E. BAYOL — R. BONNET

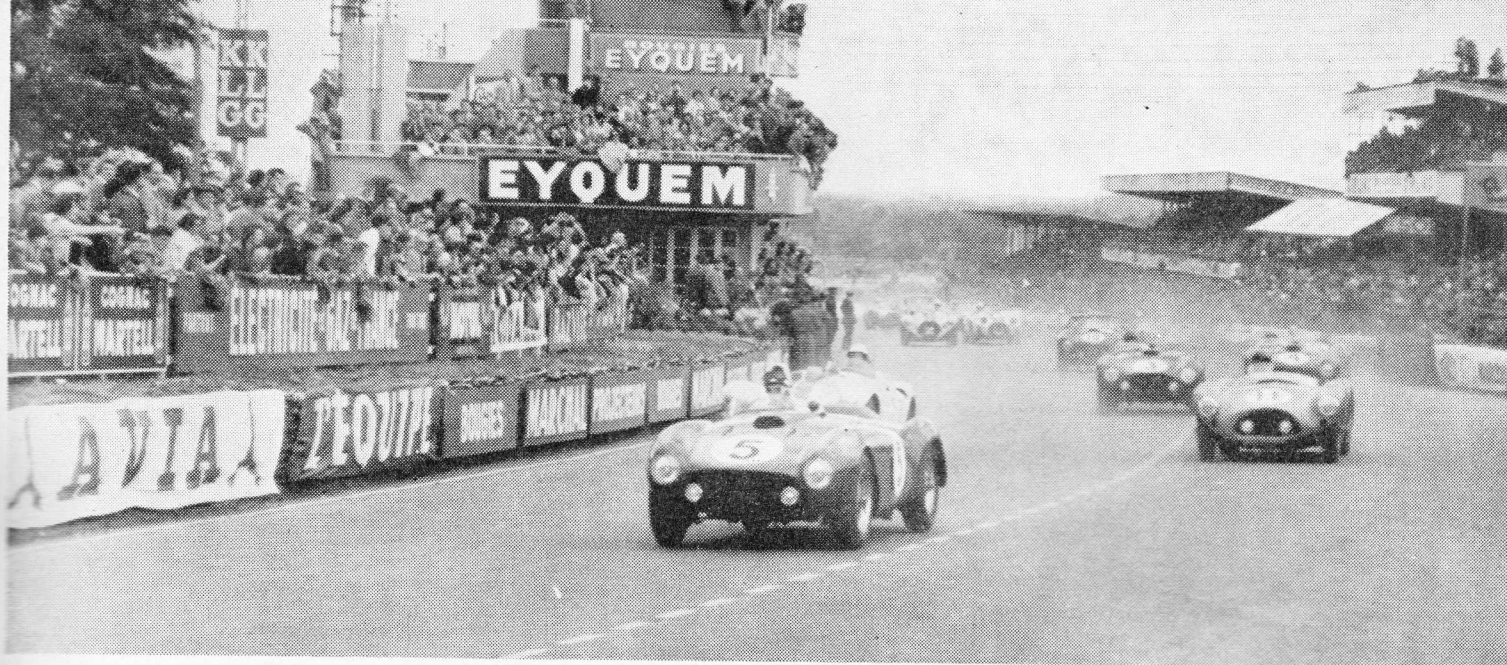
## CLASSES

UP TO 750 C.C.	<b>1st</b> D. B. PANHARD
	<b>2nd</b> PANHARD
	<b>3rd</b> D. B. PANHARD
751 — 1100 C.C.	<b>1st</b> PORSCHE
1101 — 1500 C.C.	<b>1st</b> PORSCHE
1501 — 2000 C.C.	<b>1st</b> BRISTOL
	<b>2nd</b> BRISTOL
	<b>3rd</b> BRISTOL
3001 — 5000 C.C.	<b>2nd</b> JAGUAR
	<b>3rd</b> JAGUAR

(Subject to Official Confirmation)



*The tyre for endurance*



FERRARI, CUNNINGHAM, TALBOT—and two more Ferraris. Robert Manzon leads at the start from Briggs Cunningham, Blanc, Paolo Marzotto and Gonzalez.

## DUEL IN THE RAIN

Le Mans Victory for Ferrari After Dramatic Battle With Jaguar—Rolt and Hamilton Again Prominent—Impressive 100 per cent Bristol Performance—Cunninghams to the Fore—Triumph TR2 Wins Sarthe Spurs

ONE of the most dramatic struggles ever seen on the Sarthe circuit resulted in outright victory for José Froilan Gonzalez and Maurice Trintignant (4.9 Ferrari) by the narrow margin of some three minutes from the 1953 winners, Tony Rolt and Duncan Hamilton, in the new 3½-litre Jaguar. A fierce battle between three of the big Italian cars and the three rival Jaguars developed from the very first lap, and the result was in doubt right up until the last minute.

The pace was so furious that Ferrari and Jaguar both lost two machines with mechanical trouble. Heavy rain fell through much of the race, making conditions appallingly difficult for the drivers, and there were many crashes. With just over 1½ hours to go, the leading Ferrari refused to start after its routine pit stop until, after a tense halt of more than seven minutes, Gonzalez finally shot off, pursued by the Rolt-Hamilton Jaguar.

From a field of 57 starters, there were 35 retirements and four disqualifications. The three Bristols dominated the 2-litre category, and finished seventh, eighth and ninth in the general classification after a most impressive demonstration of speed and reliability. Once again the Ecurie Francorchamps Jaguar entry finished high up, Roger

Laurent and Jacques Swaters taking fourth place. Cunninghams had a most successful Le Mans, with third and fifth places; the Gatsonides/Becquart Frazer-Nash finished 11th, and, to the delight of the vast army of British supporters, Edgar Wadsworth and Bob Dickson brought their perfectly standard production TR2 Triumph into 15th place.

What looked like being another British class victory, in the 3-litre category, ended in near-tragedy when both of the unblown works Aston Martins crashed. Jimmy Stewart and Bira were injured, and Class D fell to the 2½-litre Gordini of Guelfi/Pollet, which finished sixth. To add to the discomfiture of the David Brown équipe, the new 4½-litre Lagonda was eliminated during the early stages of the race by spinning in the Esses, with consequent irreparable damage to its rear lights, after showing a promising turn of speed in the first few laps.

Johnnie Claes and Pierre Stasse limped home in the sole survivor of the 1½-litre Porsches, which were outpaced by the marque Osca. Two of the Italian machines were eliminated by crashes in the final stages, the Macklin/Leygonie entry being disqualified for infringement of the race regulations. The 1,100 c.c. Porsche of Duntov/Olivier led its class all the way, although rather

put to shame by the Bonnet/Bayol D.B.-Panhard. This astonishing 745 c.c. machine not only won its class and the Index of Performance, but actually covered 24 laps more than the Class G winner—finishing 10th in general classification ahead of many cars of very much greater capacity. Moreover, it won the Biennial Cup, with Rolt/Hamilton second and Spear/Johnston third.

The victorious Ferrari just failed to beat the Jaguar 1953 record for the distance, but Gonzalez shattered the lap record with the remarkable time of 4 mins. 16.8 secs., which represents a speed of 117.71 m.p.h.

\* \* \*

THE absence of Mercedes-Benz, Lancia and Alfa Romeo from the XXIIème Grand Prix d'Endurance de 24 Heures failed to detract interest from what promised to be the fastest ever sports car event to be run on the Sarthe circuit. Both Ferrari and Jaguar had been driven round in practice at lap speeds exceeding 118 m.p.h., with Peter Walker making the faster circuit with one of the impressive new Coventry machines.

An accident to a lorry caused the official works Maserati team to be late for the verification, and neither car was permitted to start by the organizers. The Ecurie Francorchamps C-type Jaguar was crashed on the way to Le Mans, and was presented to the scrutineers in a very sorry state. However, Jaguar came to the rescue, and replacement bits and pieces were flown over from Coventry to enable the privately entered machine to start.

*SCRUTINEERING scene, featuring Stirling Moss, Duncan Hamilton, and the sleek, shining works Jaguars.*

The refusal of the two Maseratis, and the defection of the Mann/Brackenbury Aston, brought the list of starters from 60 to 57, of which 19 were British machines, comprising four Jaguars, five Aston Martins, three Bristols, three Frazer-Nashes, two Kiefts, one Lagonda and one TR2 Triumph.

Prince Bernhard of the Netherlands arrived before the start, having piloted his personal Dakota. Charles Faroux, G.O.M. of French motoring sport, looked remarkably fit and fully recovered from a recent accident. Wilfrid Andrews and Harold Parker represented the R.A.C., the former being guest of honour at a lunch put on by the Guild of Motoring Writers on the day before.

As zero hour approached, the crowds became thicker and thicker. Long queues of cars rolled slowly into the giant car parks, and aeroplanes kept constantly arriving at the airport next to the circuit, until a total of 64 had landed. The pits were packed full of people, whilst gendarmes struggled to keep the area in front of the pits clear.

At last the maroon sounded and the flag fell. Drivers sprinted to their cars, starters whirred and they were off on the 22nd Le Mans 24 Hours race. For once Stirling Moss did not get away first, the honour falling to Blanc and his Talbot, which was immediately overwhelmed before Dunlop Bridge by Manzon (Ferrari), Cunningham (Cunningham), Marzotto (Ferrari) and Gonzalez (Ferrari). Rippon's Kieft remained stationary for a couple of minutes before responding to the starter motor.

Thousands of pairs of eyes looked towards White House Corner to spot the leaders. Then a shout was heard—"Ferrari"! Sure enough, streaking down to the pits at a tremendous speed came three red cars. As they roared past the tribunes it was Gonzalez, Marzotto and Manzon in the big 4.9-litre cars, pursued by Moss (Jaguar), Rolt (Jaguar) and Wharton (Jaguar). Wharton's car was damaged on its nearside, evidence of a shunt during the traffic jam at the start.

The new four o.h.c. Porsches startled the motor sporting world by circulating at under five minutes in practice, which represents a speed of over 100 m.p.h.—far faster than many cars of a much larger capacity.

Driver problems caused Scuderia Ferrari to make up their team with a third 4.9-litre car to replace the ex-G.P. 4½-litre machine of Rosier and Manzon. The Modena challenge was led by José Froilan Gonzalez and Maurice Trintignant, Mike Hawthorn and Farina being non-starters.

The turn-out of the new Jaguars was superb, and the Coventry cars were being freely tipped to win. The little 1,100 c.c. Coventry-Climax-powered Kieft (Rippon/Black) caused much comment, but the standard of finish could be criticized. On the other hand the finish of the 1½-litre Oscas, and the tiny Crosley-powered Nardi was exquisite. Zsa-Zsa Gabor was prominent in the Baggio/Rubirosa set-up with the 4.5-litre closed Ferrari, the drivers of which could not be classed as being exceptionally rapid.

The accident to Pat Griffith at Hyères caused a reshuffle of the David Brown team, Bira partnering Peter Collins in a DB3S coupé, another one being shared by Graham Whitehead and Jimmy Stewart. Reg Parnell and Roy Salvadori took over the open, supercharged DB3S, whilst Eric Thompson and Dennis Poore were down to drive the V12 Lagonda, which went very fast in practice. The American driver Carroll Shelby had Paul Frère as co-driver in his white DB3S, which he drove at Aintree, whilst Colas and Da Silva Ramos had a 2.9-litre DB2/4 saloon with DB3 engine.

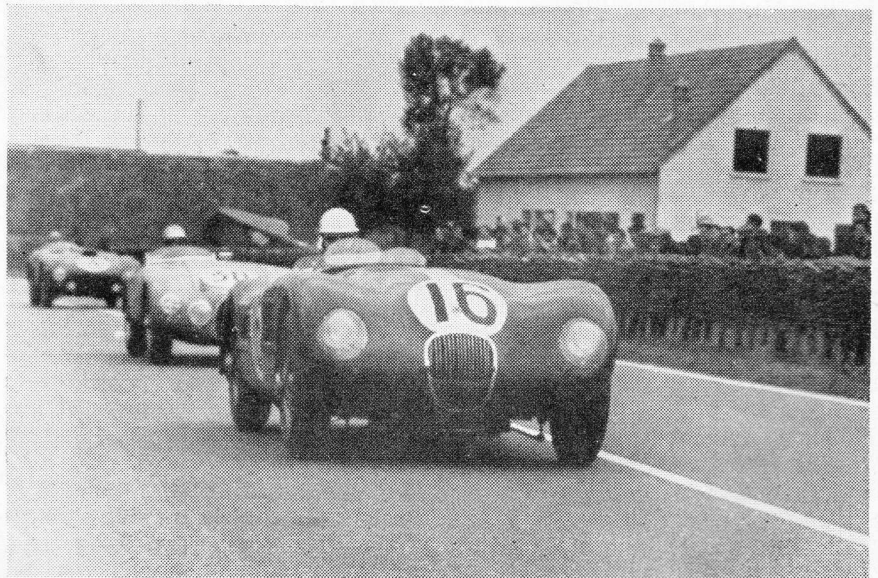
There were few incidents during the practice sessions; Michael Keen shunted one of the Bristols after a spectacular revolving act under the Dunlop Bridge, but the car was not badly damaged, although the French press erroneously reported it as having caught fire.

Despite weather forecasts of rain, the crowds which rolled into Le Mans were

greater than ever before. High prices and atrocious service made Gruber's less popular than in previous years, to the advantage of smaller cafés around the Place de la Republique. Cars with GB plates were even more numerous, and the presence of the popular Cunningham team caused a vast invasion of Americans, several of whom flew over from U.S.A. merely to watch the race.

One gathered that the withdrawal of Austin-Healey was most unpopular with the French; the statement issued by the Warwick concern was generally regarded as an insufficient reason for not appearing.

Race day dawned with cloudy weather and the threat of rain. Long before 4 p.m., enormous crowds were all round the circuit. Behind the pits, a Welcome Village had sprung up, where the various components, accessories and oil concerns had erected attractive buildings to dispense hospitality to their friends and advertise their products. The Paris racing stable, Los Amigos, had a South American style hut, complete with thatched roof; this was used as a rest-house.



*INDEPENDENT and highly successful was the Belgian-entered XK 120C Jaguar, with which Laurent and Swaters finished fourth. Behind them are the Guelfi/Poller Gordini and the winning Ferrari.*

**KEEN LINE** at Arnage, taken by the Keen Line Bristol, ninth finisher and third in the 2-litre class behind its teammates.

Behind the Coventry cars came Walters in the Cunningham 4.5-litre Ferrari, Parnell (blown Aston-Martin), Levegh (Talbot), Cunningham (Cunningham), Spear (Cunningham), Collins (Aston Martin), Laurent (Jaguar) and Thompson (Lagonda). Leading the smaller cars, and about to pass Baggio's 4½-litre Ferrari was Frankenberg's 1½-litre Porsche—actually in 20th place—ahead of all the 2-litre machines!

Lap 2, and the order was unchanged, although Behra's Gordini had come between the Cunninghams. The red Ferraris ran in line ahead, with Moss rapidly closing up. Polensky passed Frankenberg's Porsche, but the German cars were being threatened by Lance Macklin (Osca) and Jacque Peron (Osca). With only four laps recorded, Frankenberg drew into the pits to retire shortly afterwards. On lap 5, Baggio shot up the sand banks at Tertre Rouge, the Ferrari being firmly embedded, much to the dismay of the glamour in No. 18 pits. Baggio dug and dug, but the car remained firmly stuck, the scene being recorded on the French TV cameras.

Then the 1,100 c.c. Kieft of A. P. Hitchings and Georges Trouis came in, the bonnet was swiftly removed, and mechanics set to. A few minutes, and the little green car was away again, but now the Chancel brothers' Panhard, last year's Index of Performance winner, drew in for a one-minute halt, and the Storez-Vidilles D.B. and Michel's Renault were other visitors to the pits.

Now the rain came on, and many spectators in the start area and at every vantage point on the course relaxed their vigilance and ran for cover. Soon the 1,100 c.c. Gordini of André Pilette, taking Mme. Thirion's place, came in on the first of many stops. The Hitchings' Kieft was in again, too, a bad omen at so early a stage of the race.



Pailler's Panhard crashed badly at White House, the driver being taken to hospital. Storez's DB stopped with a broken gearbox and the little Nardi packed up with water pump trouble.

Moss began to press the Ferraris, and on lap 6 moved into third place behind Gonzalez who had relinquished the lead to Paolo Marzotto. Rolt was also closing up, whilst Wharton led Walters (Ferrari) and Behra (Gordini). Levegh (Talbot), Parnell (Aston Martin) and Spear (Cunningham) were having a titanic battle behind, with Thompson (Lagonda) and Collins (Aston Martin) not far away. Lance Macklin (Osca) had disposed of all the four o.h.c. Porsches, and lay 19th in general classification.

Amidst scenes of great enthusiasm, Moss passed Gonzalez into second place and settled down to chase Marzotto. The pace of the leading cars

was astounding, and they were said to be exceeding 180 m.p.h. on the Mulsanne straight. Marzotto, Moss and Gonzalez battled grimly for the lead, and Rolt swept ahead of Manzon. Behra began to creep up on Wharton, and Parnell brought the blown DB3S into ninth place. Shelby was going great guns with his DB3S, and passed Cunningham to take 14th place behind Collins.

The rather homely but fast Peugeot-based Constantin then pulled in, driver Mouche holding the completely detached bonnet top with his right hand. The 1,100 c.c. Gordini kept coming in for plugs, then rushing off again, while Carroll Shelby made a 3-minute halt in the distinctive white and blue DB3S.

Gonzalez and Marzotto continued to swap places, Moss dropping back slightly. Levegh managed to overtake Parnell, and Collins began to threaten Spear's Cunningham. Thompson was



**AMERICANS ABROAD:** Largest-engined cars in the race were the two Cunninghams, here approaching Arnage, Bill Spear leading Briggs Cunningham. They were the sole contenders in Class B.

*DESTRUCTION of A. Paillet's 611 c.c. Panhard after charging off the road at Arnage corner.*

Trintignant car led, and all three Ferraris were a lap ahead of the Moss/Walker and Rolt/Hamilton Jaguars. The Cunningham Ferrari was in sixth place, followed by the Behra/Simon Gordini, the P. Whitehead/Wharton Jaguar, the Parnell/G. Whitehead Aston Martin, and the Collins/Bira Aston Martin in that order. The Herrmann/Polensky Porsche had taken the lead from the Oscas in the 1½-litre class, whilst the 2-litre category was headed by the Wilson/Mayers Bristol. At this stage the leaders had covered 39 laps.

The Moss/Walker Jaguar's troubles, due to foreign elements in the fuel were getting worse and worse, and the car remained at the pits for some considerable time. Moss had set up a new lap record of 4 mins. 20.8 secs., 186.239 k.p.h. (115.79 m.p.h.), and had been timed over the measured kilometre at the fantastic pace of 278.208 k.p.h.—172.87 m.p.h.!—this was on his 17th lap. The race speed of the leaders exceeded 180 k.p.h.

On lap 26, Gonzalez had nudged the lap record to 4 mins. 19 secs., 187.533 k.p.h., which he eventually lowered to 4 mins. 16.8 secs., 189.139 k.p.h.

Behra brought the 3-litre Gordini into the pits at 6.54 p.m., and tried vainly to rectify distributor trouble. He restarted, but 7.51 p.m. found him just past Arnage, working away in the rain. At the corner itself, drivers were finding their brakes almost useless on the greasy road, and one after another had to take the slip-road. The Claes/Stasse Porsche had to be pushed back to the course, having apparently lost reverse gear.

The very beefy 4½-litre Talbot of Blanc and Nersessian drew in to the pits, markedly betraying its Formula 1 Grand Prix ancestry when the bonnet was raised. The pits were kept busy, the Herrmann/Polensky Porsche, Cotton's Panhard, de Portago in the black and yellow—and very healthy-sounding—2-litre Maserati, and the Collins/Bira Aston Martin all calling for short, or in some cases disastrously lengthy, halts. Cotton's Panhard, off again, made a rapid return, sand pouring out of its front wheels betokening a spot of off-course motoring.

With four hours of racing gone, the position was:—

**Fourth hour**

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Maglioli/Marzotto (Ferrari). 3, Rosier/Manzon (Ferrari).

**Class C:** As above. **Class D:** Collins/Bira (Aston Martin). **Class E:** Rinen/Moyne (Gordini). **Class F:** Herrmann/Polensky (Porsche). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).



gradually moving up with the big Lagonda, and came into 11th place when Spear stopped at his pit. In the 2-litre class, de Portago (Maserati) was duelling with the Bristols, which circulated impressively and more quietly than in 1953. Rippon's neat little Kieft overtook the "Ecurie Bull Frog" M.G.-powered car driven by Georges Trouis, and Bob Dickson motored steadily round with the dark green TR2. Lance Macklin (Osca) was giving the Porsches a headache in the 1½-litre category, and was joined by Péron in a similar car.

Hand timing at Tertre Rouge showed Moss to be getting through the right-hander in 6.1 secs., against 6.5 secs for Parnell, 6.8 for Rolt, and 7 secs. for Gonzalez and Bill Spear. The passage of Collins's and Whitehead's Aston Martins was most impressive, and brought forth cries of admiration from the crowd.

The combat amongst the leaders continued. Moss repassed Marzotto and Thompson overtook Parnell and Levegh to take ninth place just behind Behra's very fast, disc-braked 3-litre Gordini.

With 1½ hours of racing gone, the rain came down in earnest. At exactly 5.40 p.m., a great cheer denoted that Moss had taken the lead. This was on lap 22, but almost immediately Gonzalez repassed and Marzotto slip-streamed the Jaguar. It was now obvious that Moss had been given the task of trying to break up the Ferraris, with Rolt sitting back to take over if anything should happen, and holding off Manzon.

At five minutes to six, just past the abandoned Dussous/Savoye Panhard (which had lost a wheel on its very first lap), the Lagonda spun in the middle of the Esses, smashing in the tail and the nearside rear wing. Eric Thompson jumped out and tried to lever back the panelling with jack handle and hammer, but as the nearside was now facing out (owing to the spin) his position was an uncomfortable one. Other cars kept flashing by only a few inches away from him, and more than an hour elapsed before he could make his way slowly round to the pits, where the car had to be retired because of its damaged rear lights.

**Second hour placings**

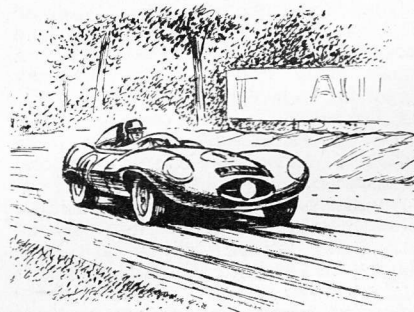
**General Classification:** 1, Gonzalez/Trintignant (Ferrari). 2, Maglioli/Marzotto (Ferrari). 3, Moss/Walker (Jaguar).

*PACEMAKER of the Jaguar team until delayed by fuel feed and brake troubles was Stirling Moss, here emerging from White House and aiming up the pits straight.*

**Class C (3,001/5,000 c.c.):** As above. **Class D (2,001-3,000 c.c.):** Behra/Simon (Gordini). **Class E (1,501-2,000 c.c.):** Keen/Line (Bristol). **Class F (1,101-1,500 c.c.):** Macklin/Leygonie (Osca). **Class G (751-1,100 c.c.):** Olivier/Duntov (Porsche). **Class H (501-750 c.c.):** Bonnet/Bayol (D.B.).

On lap 27, Marzotto took the lead once more, and Gonzalez held off Moss. Two laps later, Rolt made a brief pit stop, letting Manzon into fourth place. Levegh came into the pits with seized front brakes, then set off slowly, only to retire shortly afterwards.

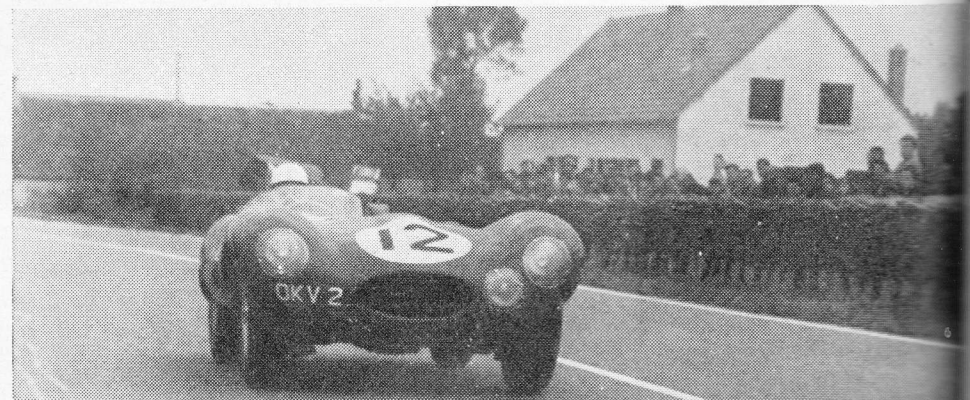
With 31 laps on the board, Rolt came in to refuel and handed over to Hamilton, only to stop again a lap later to clear a fuel filter. Moss also came in and handed over to Pete Walker. Marzotto refuelled, but carried on himself. Manzon refuelled, and dropped



back to fifth place behind Wharton. Parnell came in and handed over to Graham Whitehead.

Then came consternation to the British contingent. Walker came into the pits, a fuel filter was cleaned, and he did another lap, only to come in again. Meanwhile Peter Whitehead had taken over from Wharton, mechanics having straightened the Jaguar's bashed front wing as best as they could.

The three Ferraris were now firmly in the lead. Gonzalez had already refuelled, and Trintignant took over. After three hours of racing, the Gonzalez/

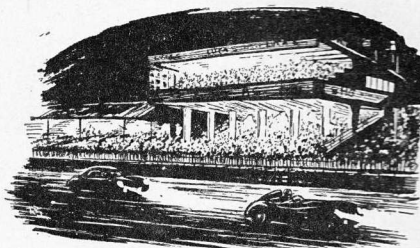


As expected, the Chancel brothers led the Index of Performance with their 610 c.c. Panhard. The Behra/Simon Gordini stopped again at Mulsanne, Behra climbing wearily out to tackle the distributor once more. Twelve cars had been retired, including the Trouis/Hitchings Kieft and the Peacock/Ruddock Frazer-Nash, which Ruddock had slid into the fence at Indianapolis at 8.27 p.m., damaging the steering. Ten minutes later, the Gignoux/Cornet D.B. had followed his example, but with the help of several marshals managed to get moving again, the offside headlamp smashed to pieces.

The rain had eased off considerably, but the roads were still slippery. At 9 o'clock the Gonzalez/Trintignant Ferrari led, having covered 64 laps, followed by the other two Ferraris and the Whitehead/Wharton Jaguar.

At 9.30 p.m., the Meyrat Talbot was hit by Jimmy Stewart's Aston Martin on the fast section down to White House, when the DB3S overturned after running along the right-hand side of the road, struck a 100 metres stone, bounced on its roof and ended up on the other side of the road completely and utterly wrecked. The Scotsman was fortunate to escape with a fractured elbow and bruises, and was thrown out before the car somersaulted.

The evening clouds were now gathering, and as light after light snapped on around the circuit, Le Mans began to assume its famous and unique "night look". The pits became a blaze of colour, and sundry ingenious illuminated signalling devices were produced for use during the long night run.



Collins/Bira Aston Martin headed the 3-litre category, the Wilson/Mayers Bristol the 2-litres and the Herrmann/Polensky Porsche the 1½-litres. The 1,100 c.c. class was led by Duntov/Olivier (Porsche), the little Kieft being in fourth place, now driven by Bill Black. Bonnet and Bayol headed the "750s" with their D.B.

After seven hours, the Maglioli/Marzotto Ferrari was retired with gearbox trouble, and the Whitehead/Wharton Jaguar moved up to second place. At midnight, after 8 hours of racing, the position was:—

**Eighth hour**

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, P. Whitehead/Wharton (Jaguar). 3, Rosier/Manzon (Ferrari).

**Class C:** As above. **Class D:** Collins/Bira (Aston Martin). **Class E:** Wilson/Mayers (Bristol). **Class F:** Herrmann/Polensky (Porsche). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

Shortly after midnight, the 3-litre Gordini packed up with magneto trouble. Stirling Moss shot down the Mulsanne escape road when his brakes vanished. He later came into the pits, the car remained stationary for a long time and was then pushed sadly away. The little

Kieft was retired with back axle trouble.

Although it was a cold, wet night, thousands of spectators remained around the course. Some stayed in the stands to watch the pit activity, the changing scoreboard, and the vaguely defined shapes of the cars flashing down the straight—their speeds scarcely reduced at all. Others turned their attention to the cafés, roundabouts and sideshows at each corner, or crawled into little bivouac tents to snatch a few hours' sleep.

The leading Ferrari continued to hold a lead of just over a lap from the Jaguar. At 2 a.m. the scoreboard read as follows:

**Tenth hour**

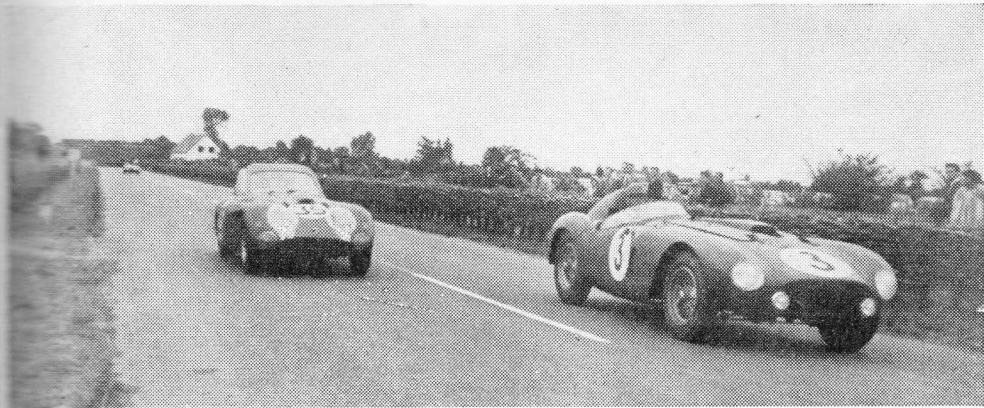
**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rosier/Manzon (Ferrari). 3, Rolt/Hamilton (Jaguar).

**Class C:** As above. **Class D:** Collins/Bira (Aston Martin). **Class E:** Wilson/Mayers (Bristol). **Class F:** Herrmann/Polensky (Porsche). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

The second Ferrari had now moved up into second place, and the Rolt/Hamilton car into third place ahead of its team mate. Troubles beset the Whitehead/Wharton car and it remained stationary at the pits whilst mechanics worked on it. Collins/Bira (DB3S) moved up to fourth spot, six laps behind the Jaguar and closely followed by the supercharged machine. The Shelby/Frère car broke a front hub housing and was eliminated. Both Cunninghams were going round steadily and were split by the impressive Belgian-entered C-type of Laurent and Swaters. The Bristols were 1-2-3 in the 2-litre class, de Portago's Maserati going out with no oil pressure.

On through the night went the cars. Flames shot from exhausts as drivers cut off for the corners, and the big Ferraris and the Cunninghams sounded like Pom-pom guns on the over-run. Ill-fortune once again struck at Aston Martin, when Bira ran off the road near Stewart's car, completely wrecking the machine, but escaping with minor injuries.

Out went the Whitehead-Wharton Jaguar, having covered 131 laps. The Jaguar's trouble was a completely blocked fuel line, and when news of its retirement spread, rumours of sabotage—wisely denied by the team—began to gather momentum. Other retirements included the Colas/Ramos Aston Martin, which had suffered a damaged differential bearing, and the Azéma/de Burnay D.B., which lost a wheel.



*CONTRASTS in sizes and shapes, provided (above) by Paolo Marzotto's 4.9-litre Ferrari and the Wilson/Mayers 2-litre Bristol along the home straight, and . . . (right) by the Olivier/Duntov 1,100 c.c. Porsche, the Rolt/Hamilton 3½-litre Jaguar, and the Spear/Johnston 5.428 c.c. Cunningham, at Mulsanne.*

**Sixth hour**

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Maglioli/Marzotto (Ferrari). 3, P. Whitehead/Wharton (Jaguar).

**Class C:** As above. **Class D:** Collins/Bira (Aston Martin). **Class E:** Wilson/Mayers (Bristol). **Class F:** Herrmann/Polensky (Porsche). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

Darkness fell and the scene changed. Yellow and not-so-yellow headlamps glittered as cars continued to circulate with the Ferraris ever in the lead. The



The Rippon/Black Kieft dropped out with a damaged back axle, and the Nottorp/Anderson Frazer-Nash was disqualified for coming in too early for refuelling. Then, at 4 a.m. precisely, the little supercharged Constantin was retired because of clutch trouble.

#### Twelfth hour

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rolt/Hamilton (Jaguar). 3, Rosier/Manzon (Ferrari).

**Class C:** As above. **Class D:** Collins/Bira (Aston Martin). **Class E:** Wilson/Mayers (Bristol). **Class F:** Herrmann/Polensky (Porsche). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

THE passage of the bigger cars through the night was most spectacular, the Cunninghams booming their way around, emitting a harsh series of crackles and long stabs of flame on the over-run. The Ferraris were frighteningly fast, their high-revving 12-cylinder engines sounding verily inspiring. The class-leading Gordini of Moroccan driver Guelfi and Frenchman Pollet was also a snappy performer, and led Class D after the Aston crash had been confirmed. Lance Macklin's Osca also relieved the Herrmann/Polensky Porsche of Class F leadership when the German car blew a cylinder head gasket at dawn.

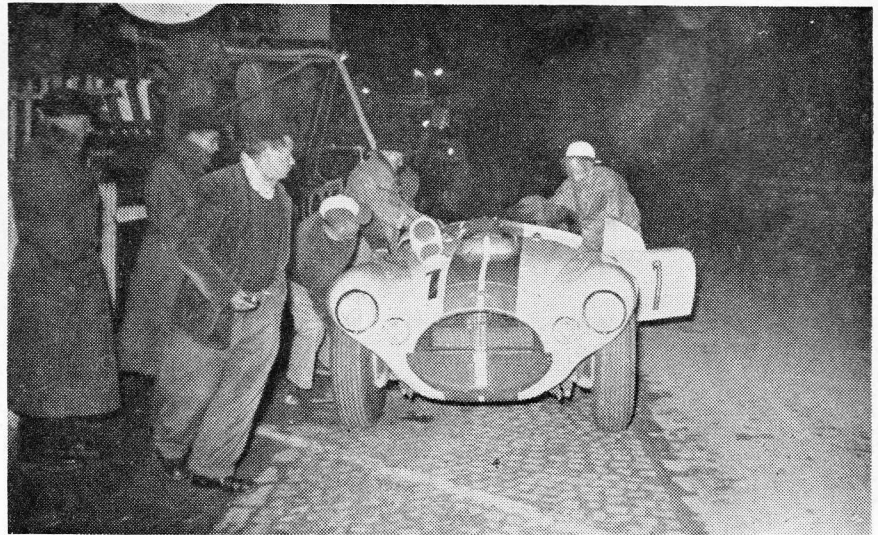
The Cunningham Ferrari, distinctive in white and blue, and with C4R-style grille, went out a few minutes after 4 a.m. with rear axle failure, putting *finis* to the race for Phil Walters and John Fitch.

#### Fourteenth hour

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rolt/Hamilton (Jaguar). 3, Rosier/Manzon (Ferrari).

**Class C:** As above. **Class D:** Guelfi/Pollet (Gordini). **Class E:** Wisdom/Fairman (Bristol). **Class F:** Macklin/Leygonie (Osca). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

The rain was easing again, now, although the track was still very wet, and the scoreboard told the story of a long and arduous race, with only 26 cars still running. At 6.30 a.m., the Rosier/Manzon Ferrari was still lying third, but five minutes later it stopped for good with gearbox trouble, letting the Spear/Johnston Cunningham into third place and the Cunningham/Bennett car into fifth, with the Belgian Jaguar in between. Most of the smaller cars now made refuelling stops, and wheels were changed on the Macklin/Leygonie Osca, which Leygonie brought back 20 minutes later with a crumpled tail. At 7 a.m. the



**BIG AMERICAN:** The Chrysler-powered C4R Cunningham of Briggs Cunningham and John G. Bennett in at the pits on a routine stop.

## AFTER

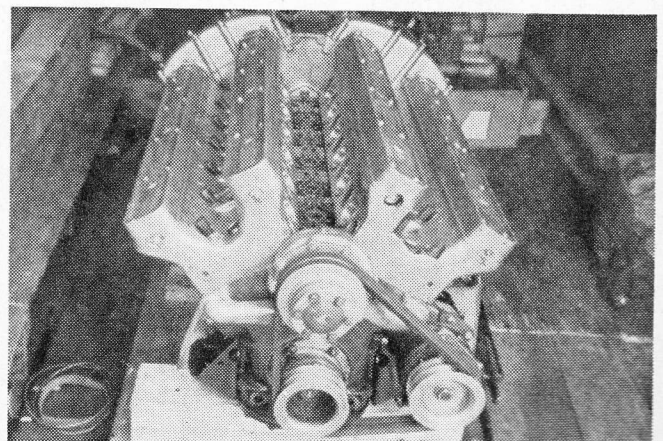


Ferrari was still two laps ahead of the Jaguar, and at 7.04 a.m. it came in for a two-minute refuelling stop. Trintignant took over, and everyone at the pit seemed very confident of the car's ability to finish the race, for no attempt was made to examine it.

**SMALL BRITISH:** Mechanics strive to remedy troubles on the 1,100 c.c. Coventry Climax-engined Kieft of Alan Ripon and W. B. Black. The car ran well until eliminated by a broken rear axle.



**5½-LITRES:** A pre-race scene in the Cunningham workshop, showing one of the V8 Chrysler engines.



**4½-LITRES:** David Brown's vee-12-cylinder Lagonda engine en déshabille.





**DARK**

*FRUSTRATION for Jean Behra, who pushes the 3-litre 8-cylinder Gordini in after a long struggle against faulty ignition.*



*AND for the Jaguar team, plagued by fuel-feed obstructions. Here is the Moss/Walker car having its filters cleaned. After lying well up, it retired during the night.*

At 7.15 a.m. the Osca again came to its pit, while the Blanc/Nersessian Talbot made one of many halts. The leading Cunningham refuelled in two minutes at 7.18 a.m., while Hamilton was now ahead of the Ferrari on the road, although still one lap behind. Gradually,

**Sixteenth hour**

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rolt/Hamilton (Jaguar). 3, Spear/Johnston (Cunningham).

**Class C:** First two places as above. **Class D:** Guelfi/Pollet (Gordini). **Class E:** Wisdom/Fairman (Bristol). **Class F:** Macklin/Leygonie (Osca). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

he pulled away a little, and hopes began to rise in English breasts.

Only one minute was needed for the works Jaguar's refuelling, which took place at 8.05 a.m., when Rolt took over. The Laurent/Swaters Jaguar, too, was attended to speedily at 8.14 a.m. The big Talbot had yet another plug-change, and the TR2 slowed momentarily at its pit, but did not stop. The course was now dry, but rain was threatening, and at 8.23 a.m. another heavy shower fell. Trintignant, passing under the Dunlop Bridge at a terrific pace, very nearly lost the Ferrari completely, but remained cool and handled the slide well. Blanc, back at his pit, found that the Talbot's engine would not turn over on the starter. He eventually managed it by jacking up the rear wheels, whose spinning betrayed considerable gearbox drag. At 8.51 a.m. the 1,100 c.c. Porsche of Olivier/Duntov, which had been going so well, stopped for more than half an hour for work on the gear lever, while the 1½-litre Porsche also paid a brief visit.

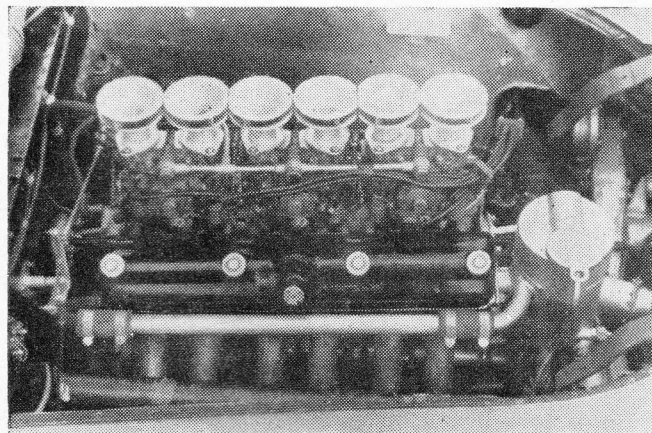
Gonzalez drove the Ferrari after its next refuelling, at 9.25 a.m., and after this stop Rolt was only 2 mins. 55 secs. in arrears, followed by the Spear/Johnston Cunningham, the Belgian Jaguar, the Cunningham/Bennett Cunningham, the supercharged Aston Martin, the 2½-litre Gordini and the Macklin/Leygonie Osca, which refuelled soon afterwards.

**Eighteenth hour**

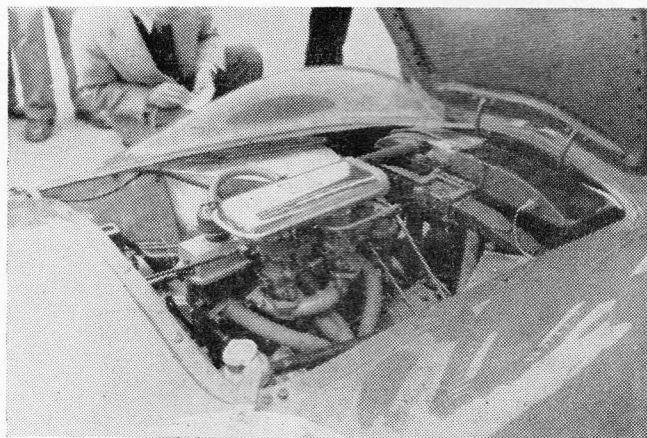
**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rolt/Hamilton (Jaguar). 3, Spear/Johnston (Cunningham).

**Class C:** First two places as above. **Class D:** Guelfi/Pollet (Gordini). **Class E:** Wilson/Mayers (Bristol). **Class F:** Péron/Giardini (Osca). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

Just after 10 o'clock, the 1,100 c.c. Porsche stopped for further work on the recalcitrant gear-lever, while the Jaguar made a surprise halt at 10.13 a.m.—Rolt had overslid at Arnage, and the nearside front wing was crumpled. It was hurriedly beaten out and Rolt continued, having lost just under two minutes, while it was announced that he



**2-LITRES:** The 6-cylinder, three d/d, twin-choke carburettor, pushrod o.h.v. engine which powered the highly successful Bristols.



**½-LITRE:** The little Italian Nardi "750" has a 4-cylinder, twin-carburettor American Crosley power unit.



TENSION grips the Ferrari equipe and on-lookers as mechanics strive to bring the leading car to life at its last pit stop, an hour and a half before the finish.

had been put off the road by a slower car. The leading Cunningham then refuelled and went on, without losing position. At 10.24 a.m., Rolt was one lap and 43 secs. behind the Ferrari—and 10 mins. later the Spear/Johnston Cunningham also ran out of road at Arnage, but managed to continue. It stopped at the pits for a quick check-over, but showed no obvious signs of damage.

#### Roads Wet and Dry

The course was now in a most treacherous condition, for the weather constantly alternated between showers and sunshine. The road scarcely dried after one shower before another started, and drivers had no idea what surface to expect on the bends. Added to that, each man was showing signs of strain and fatigue.

Hamilton screamed away from the pits in a fine burst of acceleration, after the Jaguar's next refuelling at 10.53 a.m., and turned in a first flying lap in 4 mins. 35.0 secs. to Gonzalez's 4 mins. 32.4 secs. Then came another shower, and he dropped to 4 mins. 39.0 secs., to which the Italian replied with an even 4 mins. 32.0 secs. The supercharged Aston was refuelled in three minutes at 10.55 a.m., and the Claes/Stasse Porsche began to give trouble, stopping repeatedly at the pits.

By 11 a.m., 32 cars had retired and an hour later the sole remaining Aston Martin stopped for good with a blown cylinder head gasket (222 laps). Johnnie Claes's Porsche remained stationary for a long time, with mechanics fiddling about with the engine.

#### Twentieth hour

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rolt/Hamilton (Jaguar). 3, Spear/Johnston (Cunningham).

**Class C:** First two places as above. **Class D:** Guelfi/Pollet (Gordini). **Class E:** Wilson/Mayers (Bristol). **Class F:** Macklin/Leygonie (Osca). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

The weather remained unfriendly, keeping drivers and spectators ever in

doubt, rain visiting one part, then another, of the long circuit. At around 1 o'clock it came down in torrents and drivers were blinded by spray. All attention was being focused on the Ferrari-Jaguar duel. At 1.38 p.m., Duncan Hamilton refuelled and Tony Rolt took over and immediately began to pull back seconds each lap from Trintignant, a fact which did not pass unobserved in the Ferrari pit.

#### Twenty-second hour

**General:** 1, Gonzalez/Trintignant (Ferrari). 2, Rolt/Hamilton (Jaguar). 3, Spear/Johnston (Cunningham).

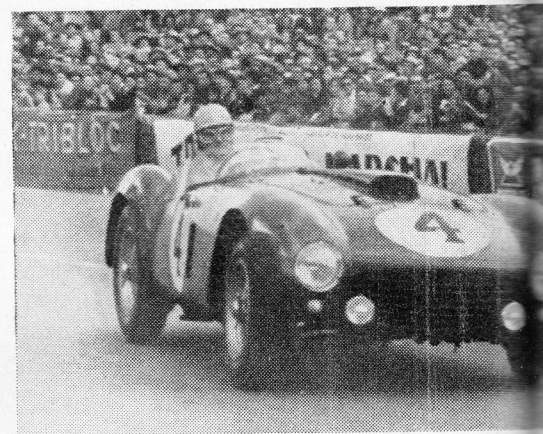
**Class C:** First two places as above. **Class D:** Guelfi/Pollet (Gordini). **Class E:** Wilson/Mayers (Bristol). **Class F:** Péron/Giardini (Osca). **Class G:** Olivier/Duntov (Porsche). **Class H:** Bonnet/Bayol (D.B.).

At 2.22 p.m. Trintignant brought in the Ferrari and Gonzalez took over. Excitement ran high as the car failed to start and mechanics lifted the bonnet. Gonzalez got out again and there was a tremendous flap in the Ferrari pit as the battery turned over an engine which just wouldn't fire.

Desperately the mechanics worked, while all the time Rolt was drawing nearer. Rain was lashing down, and to the dismay of Jaguar supporters, Tony made to pull in beside the stationary Ferrari. He wanted a vizor, but the team manager waved him away again before the Jaguar had fully halted.

Still the mechanics fiddled with the Ferrari engine. At last it fired, and one mechanic held the accelerator pedal till Gonzalez jumped in, whilst another replaced the bonnet. Off went the red car, its lead of over eight mins. having been cut down to less than two.

At 2.35 p.m. the gap was 1 min. 37 secs., but by the next lap Gonzalez had gained another 6 secs. Giardini over-turned his Osca near Mulsanne, the Wadsworth/Dickson TR2 halted at its pit, and Blanc brought the Talbot in yet again. Once more the rear wheels were jacked up, and everything made ready for a final lap, as close to four o'clock as possible. The Giraud-Cabantous V.P. crawled down the straight to the dead car park at 2.42 p.m.



GONZALEZ AWAY again after the heart-breaking incident which brought the Rolt/Hamilton Jaguar up against the Ferrari.

#### Another Bump for the Osca

Then the start area was swept by rain again, and Leygonie spun the remaining Osca under the Dunlop Bridge, giving it a front-end dent to match the existing one at the rear. The driver walked back to his pits before restarting 20 mins. later, unaware that he had earned disqualification for "abandoning on the course".

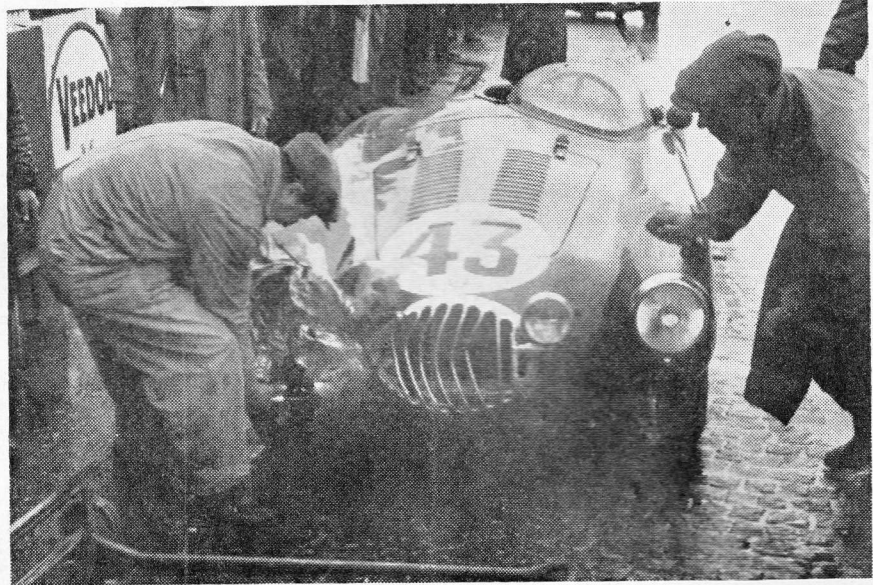
To the amazement of all, Rolt stopped just after three o'clock and quickly handed over the Jaguar to Hamilton, who covered his first flying lap in 5 mins. 13 secs. Everything started to happen at once, and it seemed impossible that so much incident and activity could be packed into each minute. A voice came from the loudspeakers—and Britishers groaned to hear that Fairman had spun one of the Bristols at Tertre Rouge. It was 3.16 p.m. when he arrived at his pit, the front and sides of the body badly battered, and mechanics worked frantically for six minutes to ease the body-work off the wheels before the car restarted. The Gatsonides/Becquart

*UNKEMPT OSCA, after Leygonie spun off into the barrier on the Dunlop Bridge bend beyond the start. This incident resulted in the car's disqualification.*

Frazer-Nash was sounding rough, and stopping repeatedly for attention, while the Osca also halted at 3.28 p.m. for Macklin to take over—no announcement of its disqualification having been made.

Still the rain poured down, but Hamilton was driving wonderfully, and the gap closed from 2 mins. to 1 min. 36 secs.—then, as the rain eased off, to 1 min. 28 secs. Was it possible? There was less than half an hour to go, but the Jaguar was gaining ground on a track which was still streaming with water. It looked like being a fantastically close finish; the pressmen were practically falling over the front of their stand with excitement, and the air was filled with multi-lingual ejaculations.

But the Argentinian realized his danger, and by dint of superlative driving lapped in 4 mins. 45 secs., an amazing performance under the prevailing conditions. Slowly but surely the all-important gap opened out again—1 min. 32 secs.—1 min. 40 secs.—1 min. 42 secs.—1 min.



44 secs.—until there just wasn't time and distance enough to spare for Hamilton to make up his deficit, and the issue was settled. Gonzalez eased up slightly, and the Ferrari crossed the line for the 301st time, just 8.8 secs. before four o'clock.

#### Vain Effort

Unnoticed, the unfortunate Blanc had restarted his Talbot at 3.50 p.m., let it off the jack, and driven away to do a slow final lap—only to be disqualified after all his weary efforts to rank as a finisher. A touch of pageantry was provided by the side-by-side appearance of the two class-winning Porsches, and a beautiful, team-order finish by the three Bristols, numbers 33, 34 and 35, with the Frazer-Nash coupé (36) tucked in behind. From the French and other spectators, there came a great cheer when the Bonnet/Bayol D.B.-Panhard

arrived, to gain a splendid tenth place on general classification, and first on index of performance.

After the long, long race the fêting began. Gonzalez drew in to his pit, the Ferrari disappearing from view beneath a rushing crowd of well-wishers. High dignitaries of the A.C. de l'Ouest and many public celebrities gathered, and a string of French mobile police, mounted on antiquated René Gillet side-valve vee-twin motor-cycles, prepared the road before the pits for the victory cortège. At the head of the procession, the blazing red of the winning car was practically invisible beneath the mass of blue-clad Italian mechanics riding on it—and driving it was slim Maurice Trintignant, not the thick-set Gonzalez.

Tony Rolt and Duncan Hamilton shared heroic No. 14 with many Jaguar mechanics, while practically the entire personnel of the Cunningham équipe, together with a large American flag, were



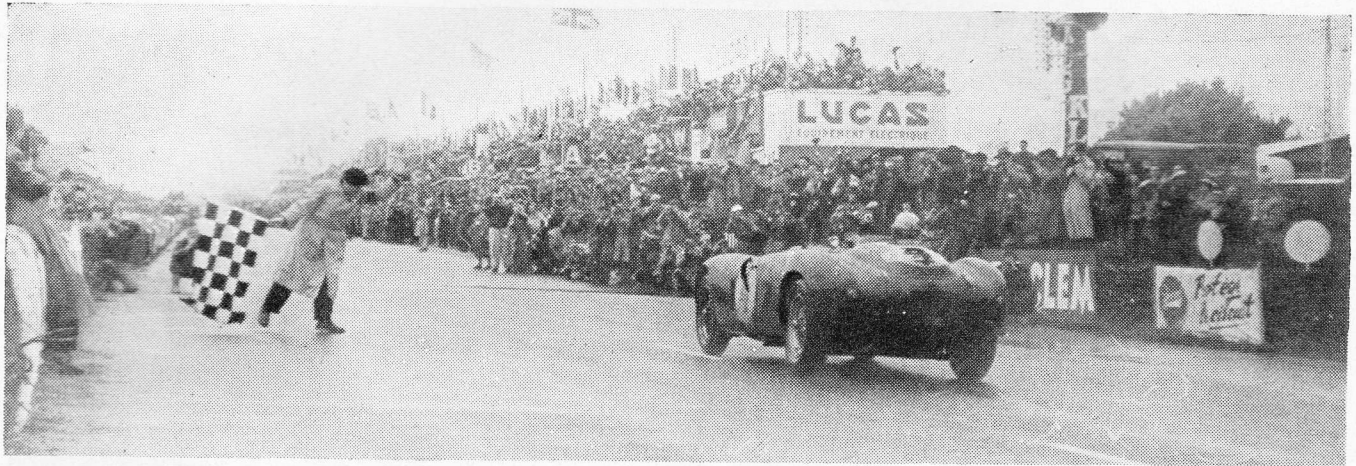
*...ing eight minutes' halt  
... the same lap as the*

★

*TENSION TRANSFERRED to the Jaguar pits, anxiously watching for Tony Rolt after Gonzalez had rejoined the race. Here are Mrs. Lyons (her fingers crossed), Peter Walker, W. Lyons and Bill Heynes.*

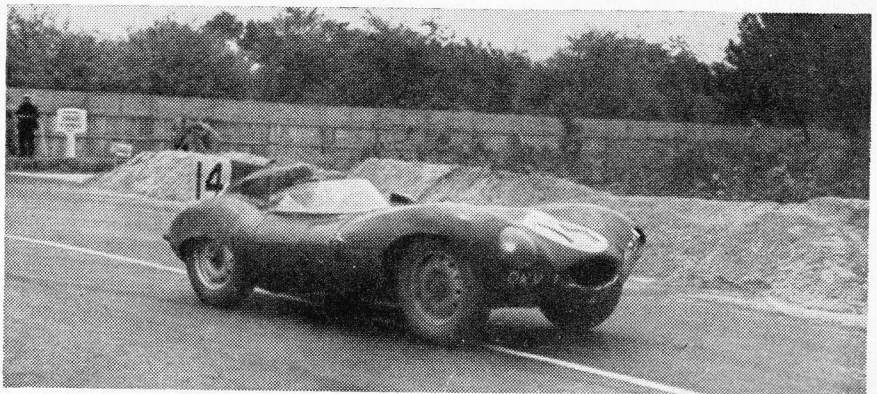
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**LE VAINQUEUR:** A great moment for José Froilan Gonzalez as the winner's flag falls to signify his magnificent victory with the Ferrari.

accommodated on the big Chrysler-engined cars which finished third and fifth. Boom! Boom! Boom! went the maroons, and the sky above the pits became filled with parachute-borne advertising banners discharged from canisters. The crowds thickened, the wine poured, toasts were drunk to "les Vainqueurs" and "les Vaincus"; the booming engines which had dominated all other sounds for 24 hours were silent at last, but now music blared triumphantly and the excited chatter of thousands of excited people rose high as they went their diverse ways. Le Mans, 1954, was over.



**SECOND HOME** after great efforts during the last hour, Duncan Hamilton in the Jaguar he drove with Tony Rolt. They also gained third place on Index of Performance and second in the 3.5-litre class.

## HOW THEY FINISHED

### General Classification

1, J. F. Gonzalez/M. Trintignant (4.9-litre Ferrari), 4,061.15 km. (2,527.59 miles); 169.215 k.p.h. (105.15 m.p.h.).  
 2, **A. P. Rolt/J. D. Hamilton (3.5-litre Jaguar)**, 4,057.06 km. (2,521.057 miles); 169.044 k.p.h. (105.04 m.p.h.).  
 3, W. Spear/S. Johnston (5.5-litre Cunningham), 3,809.932 km.  
 4, R. Laurent/J. Swaters (3.5-litre Jaguar), 3,725.12 km.  
 5, B. Cunningham/J. G. Bennett (5.5-litre Cunningham), 3,687.7 km.  
 6, A. Guelfi/J. Pollet (2.5-litre Gordini), 3,544.61 km.  
 7, **P. Wilson/J. C. C. Mayers (2-litre Bristol)**, 3,505.57 km.  
 8, **T. H. Wisdom/J. E. G. Fairman (2-litre Bristol)**, 3,465.13 km.  
 9, **M. J. Keen/J. T. Line (2-litre Bristol)**, 3,437.16 km.  
 10, R. Bonnet/E. Bayol (745 c.c. D.B.-Panhard), 3,232.52 km.  
 11, M. Gatsonides/M.

Becquart (2-litre Frazer-Nash), 3,072.29 km.  
 12, J. Claes/E. Stasse (1.5-litre Porsche), 3,064.13 km.  
 13, J. Hémarde/P. Flahault (612 c.c. Panhard-Monopole), 2,988.32 km.  
 14, Z. Duntov/Olivier (1.1-litre Porsche), 2,902.26 km.  
 15, **E. B. Wadsworth/R. Dickson (2-litre Triumph)**, 2,885.9 km.  
 16, R. Gignoux/E. Cornet (745 c.c. D.B.-Panhard), 2,867.29 km.  
 17, R. Cotton/Beaulieu (611 c.c. Panhard), 2,628.31 km.  
 18, Preuil/Py (747 c.c. B.G. Renault), 2,613.06 km.

**Fastest lap:** Gonzalez (Ferrari), 4 mins. 16.8 secs., 189.439 k.p.h. (117.71 m.p.h.).

### Index of Performance

1, Bonnet/Bayol (745 c.c. D.B.-Panhard), Index 1.334.  
 2, Hémarde/Flahault (612 Panhard-Monopole), 1.310.  
 3, **Rolt/Hamilton (Jaguar)**, 1.297.  
 4, Gonzalez/Trintignant (Ferrari), 1.284.  
 5, Spear/Johnston (Cunningham), 1.205.  
 6, Laurent/Swaters

(Jaguar), 1.191.  
 7, **Wilson/Mayers (Bristol)**, 1.187.  
 8, Gignoux/Cornet (D.B.-Panhard), 1.183.  
 9, **Wisdom/Fairman (Bristol)**, 1.174.  
 10, Guelfi/Pollet (Gordini), 1.169.  
 11, Cunningham/Bennett (Cunningham), 1.169.  
 12, **Keen/Line (Bristol)**, 1.130.  
 13, Cotton/Beaulieu (Panhard), 1.120.  
 14, Duntov/Olivier (Porsche), 1.110.  
 15, Preuil/Py (B.G. Renault), 1.100.  
 16, Gatsonides/Becquart (Frazer-Nash), 1.090.  
 17, Claes/Stasse (Porsche), 1.080.

### Class Placings

**5,001-8,000 c.c.:** 1, Spear/Johnston (Cunningham).  
 2, Cunningham/Bennett (Cunningham).  
**3,001-5,000 c.c.:** 1, Gonzalez/Trintignant (Ferrari).  
 2, **Rolt/Hamilton (Jaguar)**.  
 3, Laurent/Swaters (Jaguar).  
**2,001-3,000 c.c.:** Guelfi/Pollet (Gordini).  
**1,501-2,000 c.c.:** 1, **Wilson/Mayers (Bristol)**.  
 2, **Wisdom/Fairman (Bristol)**.  
 3, **Keen/Line (Bristol)**.  
 4, Gatsonides/Becquart (Frazer-Nash).  
 5, **Wadsworth/Dickson (Triumph)**.  
**1,101-1,500 c.c.:** 1, Claes/Stasse (Porsche).  
**751-1,100 c.c.:** 1, Duntov/Olivier (Porsche).  
**501-750 c.c.:** 1, Bonnet/Bayol (D.B.-Panhard).  
 2, Hémarde/Flahault (Panhard-Monopole).  
 3, Gignoux/Cornet (D.B.-Panhard).

(Continued on page 788)

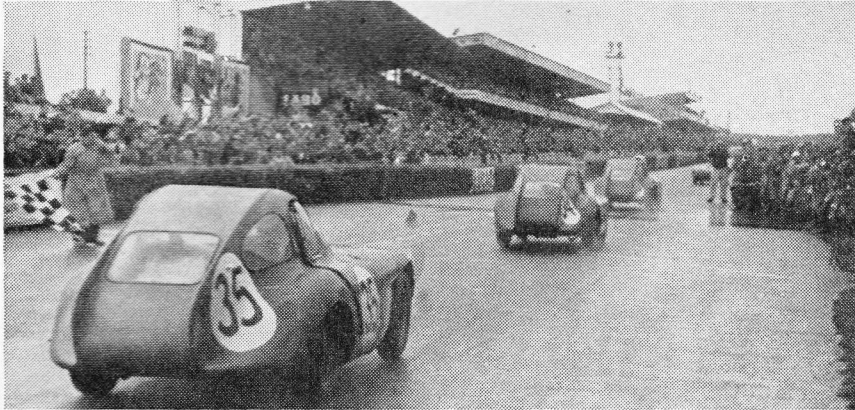




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**DRIVING IT HOME:** The Bristol team accentuated their brilliant 1-2-3 success in the 2-litre class at Le Mans by crossing the finishing line in close formation and correct numerical order.

### Le Mans—continued

#### RETIREMENTS (35)

Maglioli/Marzotto (Ferrari), 88 laps, gearbox; Rostier/Manzon (Ferrari), 177 laps, gearbox; Walters/Fitch (Cunningham), 120 laps, rear axle; Thompson/Poore (Lagonda), 25 laps, damaged rear lights; Parnell/Salvadori (Aston Martin), 222 laps, head gasket; Rosier/Meyrat (Talbot), 62 laps, crashed; Levegh/Fayen (Talbot), 33 laps, brakes; Moss/Walker (Jaguar), 92 laps, brakes; P. Whitehead/Whartson (Jaguar), 131 laps, fuel filter; Baggio/Rubirosa (Ferrari), 5 laps, crashed; Behra/Simon (Gordini), 74 laps, ignition; Collins/Bira (Aston Martin), 138 laps, crashed; G. Whitehead/Stewart (Aston Martin), 84 laps, crashed; Shelby/Frère (Aston Martin), 98 laps, front hub housing; Farnaud/Macchieraldo (Osca), 199 laps, back axle; Storez/Vidilles (D.B.), 4 laps, gearbox; Pilette/Gendebien (Gordini), 76 laps, valve rockers; Colas da Silva Ramos (Aston Martin), 121 laps, differential bearing; Portago/Tomasi (Maserati), 116 laps, oil pressure; Rinen/Moyne (Gordini), 54 laps, ignition; Peacock/Ruddock (Frazer-Nash), 49, crashed; Frankenberg/Glockler (Porsche), 4 laps, head gasket; Herrmann/Polensky (Porsche), 148 laps, head gasket; Péron/Giardini (Osca), crashed; Mouche/Constantin (Constantin), 95 laps, clutch;

Rippon/Black (Kieft), 86 laps, back axle; Trouis/Hitchings (Kieft), 26 laps, header tank; Giraud-Cabantous/Vernet (V.P.), 191 laps, crashed; Michel/Guillard (Renault), 73 laps, crankshaft; Azéma/de Burnay (D.B.), 102 laps, lost wheel; Gacon/Damonte (Nardi), 7 laps, water pump; P. Chancel/R. Chancel (Panhard), 157 laps, broken valve; Pailler/Dewez (Panhard), 5 laps, crashed; Dussous/Savoie (Panhard), crashed on 1st lap.

#### EXCLUSIONS (4)

Blanc/Nersessian (Talbot); Macklin/Leygonie (Osca); Faucher/Hegert (Renault); Nottorp/Anderson (Frazer-Nash).

**SARTHE GOSSIP:** For the second year in succession the David Brown organization suffered misfortune, all five Aston Martins and the V12 Lagonda being eliminated. . . . The 1,100 c.c. Porsche had a 4 o.h.c. engine, like its larger brothers. . . . Several prominent M.G. folk were seen around: seeing what's what for 1955? . . . Rippon's neat little 1,100 c.c. Kieft was much admired,

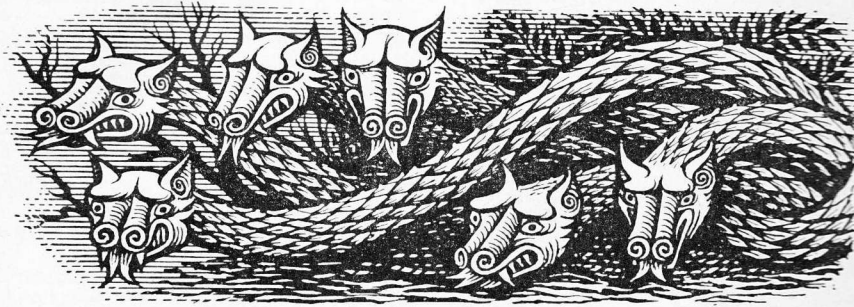


**CLASS DOUBLE:** Germany's Porsche cars won two classes. Here are Olivier and Duntov, victors in the 1,100 c.c. category, enjoying the parade after the race, accompanied by Paul Frère (right).



**AWAY** from the sound and fury of the race, Jaguar personnel relax in their rest bay. (L. to r.): Peter Walker, Peter Whitehead, Mrs. Lois Rolt, Duncan Hamilton, "chef" Tim Seccombe and Mary Walker.

although the finish of the fibreglass body and the seats left much to be desired. . . . The organizers provided the occupants of the Press Tribune with a large-screen TV. . . . Several Americans in the Robert Benoist tribune organized themselves into a Cunningham cheer-leader group. . . . Ferrari mechanics, stationed at the Hostellerie des Iffs, maintained that Farina would be fit for Spa. . . . A certain Jaguar team driver was the subject of a leg-pull which caused him to walk several kilometres round the course during practice to look for a car which was in the pits. . . . A member of the Jaguar "behind-the-pits" was easily recognizable with the word "Guinness" on his naval-type jersey. . . . David Brown arranged for the injured Jimmy Stewart to be flown back to Scotland in his personal D.H. Dove. . . . Unscrupulous persons removed the triple Weber carburetters, value about £150, from the wreckage of the Aston Martin. . . . The Gignoux/Cornet D.B. gained speedy aid after a prang at "Indianapolis, but no help was forthcoming when Gerry Ruddock's Frazer-Nash performed the same manoeuvre. . . . Gonzalez was using a TV Fiat for personal transport.



## Sparking Plugs between Scylla and Charybdis

Like Ulysses, steering perilously between Scylla the six-headed monster and Charybdis the ship-swallowing whirlpool, a sparking plug must find a nicely calculated middle way between the opposite dangers of overheating and fouling. The safe path between these dangers is a narrow one. To find it, a plug must have a heat value that suits your engine *exactly*. The exceptionally complete K.L.G. range of plugs offers you your best chance of finding the plug you need.

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## Le Mans 24 hour

SPORTS CAR RACE

1½-2 LITRE CLASS

### 1st

P. Wilson and J. C. C. Mayers **BRISTOL**

### 2nd

T. H. Wisdom and J. E. G. Fairman **BRISTOL**

### 3rd

M. Keen and J. T. K. Line **BRISTOL**

### 4th

M. Gatsonides **FRAZER-**  
and M. Becquart **NASH**

**BRISTOL** were the only team to finish in the entire race, and **BRISTOLS** covered the greatest distance ever by 2 litre cars in this race . . . .

(Subject to Official Confirmation)

REMINISCENT of a Nürburgring starting scene is this photograph, depicting the Formula 2 line-up in the rain on the broad runway.

keeps. Meanwhile, Risely-Prichard had closed the gap on Walton, and on lap 6 took over the lead which he held to the finish. The luckless Gould was again in trouble, the engine of his Kieft packing up completely.

The *Formule Libre* race was run as a handicap, which was kept a close secret by the timekeepers, and one was rather in the dark as to who was leading and when. It eventually transpired that Scali (H.W.M.-Jaguar) had won from Allan Brooke (H.W.M.) and Risely-Prichard in Rob Walker's Connaught.

It was after this race that the meeting had to be abandoned, due to the accident to the footbridge, and again poor Gould was indirectly involved, for his service

# WET MONDAY AT DAVIDSTOW

## Risely-Prichard Wins Four Events—Horace Gould Dogged by Bad Luck—Meeting Curtailed by Freak Accident

CIRCUMSTANCES beyond their control again marred a meeting promoted by Cornwall Motor Racing Ltd., at Davidstow. At their Whit-Monday fixture, briefly reported in last week's issue, heavy rain prevailed throughout the day, and the programme was prematurely ended when a van conveying Horace Gould's cars collided with a temporary footbridge over the track. Two spectators were slightly injured, the structure was completely wrecked, and the top of the van ripped completely away.

Despite all this, the crowd, estimated at some 20,000, saw some excellent racing. The smaller sports cars, limited to 1,500 c.c., provided some keen competition. Risely-Prichard (Cooper-Connaught), after a poor start and spinning violently in Melbourne corner, tracked Peter Jackson (Cooper-M.G.) for five laps, and finally took him on the back straight to win at an average speed of 66.11 m.p.h.

Some of the best racing of the day was seen in the 20-lap Formula 3 event. Bueb (Cooper) led into Melbourne corner, closely followed by Westcott (Kieft) and Loens (Staride). After four laps Loens slipped past Westcott and went hard in pursuit of the Cooper. On lap 7 he had closed right up, soon to pass into the lead. Two laps later Bueb regained the lead, very hard pressed by Loens and Westcott. Then, with five laps to go, Bueb retired, leaving Loens with a lead of 3 secs. over Watts, now up to second place. Two laps from the finish Westcott came inside Watts at South Bend, pushing him slightly off course, for which breach of etiquette the stewards relegated him to third place.

The Formula 2 scratch race was a highlight of the meeting. From the flag Gould (Cooper-Bristol) shot into the lead, followed by Risely-Prichard, Marr and Boulton (Connaughts) with Coombs, Watts and Brooke huddled together in the rear. Gould was really motoring down the back straight, and the Connaughts could make no impression on him. On lap 4, however, he entered the chicane too fast and crashed into the bales. Having extricated himself without much damage, and now relegated to fourth place, he set off, nothing daunted, to overhaul the leaders. He was lapping at 78.25 m.p.h. taking the slight curve on the back straight in a complete drift, sending up showers of



DISASTER: The chaotic scene in the straight, when a van struck the footbridge causing its collapse and the premature end to the meeting.

spray. Alas, on the sixteenth lap Gould came to a standstill at Altarnun corner with a stripped camshaft drive. Risely-Prichard now led to the end, with Leslie Marr within a few seconds, and Boulton and Coombs third and fourth.

Heat 3 of Class 6, sports cars unlimited, was another thrilling affair between Tom Sopwith (Sphinx) and Gerry Scali in the ex-Oscar Moore H.W.M.-Jaguar. In practice Sopwith had the misfortune to damage a camshaft and lose a push rod, but his mechanics worked all through Sunday night to rectify the damage, and were gratified that their efforts had not been in vain. His was by no means an easy win, however, Scali pushing him to the limit with one lap at 74.06 m.p.h.

During the race for Formula 1 cars the rain eased slightly, and Jack Walton fairly shot away from the grid, followed by Risely-Prichard, Marr, Boulton, Brooke and Gould, this time in his Kieft. On lap 3 Leslie Marr got into an uncontrollable spin at South Bend and shot clean through the straw bales, and the resultant damage to the front end of the Connaught put him out for van with the Kieft inside was completely wrecked. In an interview he told me

that this was his last meeting, due to a family bereavement which necessitated his taking over his father's business, and one could only have wished that it might have been a happier retirement.

The meeting was admirably organized, and from the crowd's reaction, it would appear that racing has come to stay at Davidstow.

JOHN MARTIN-LEWIS.

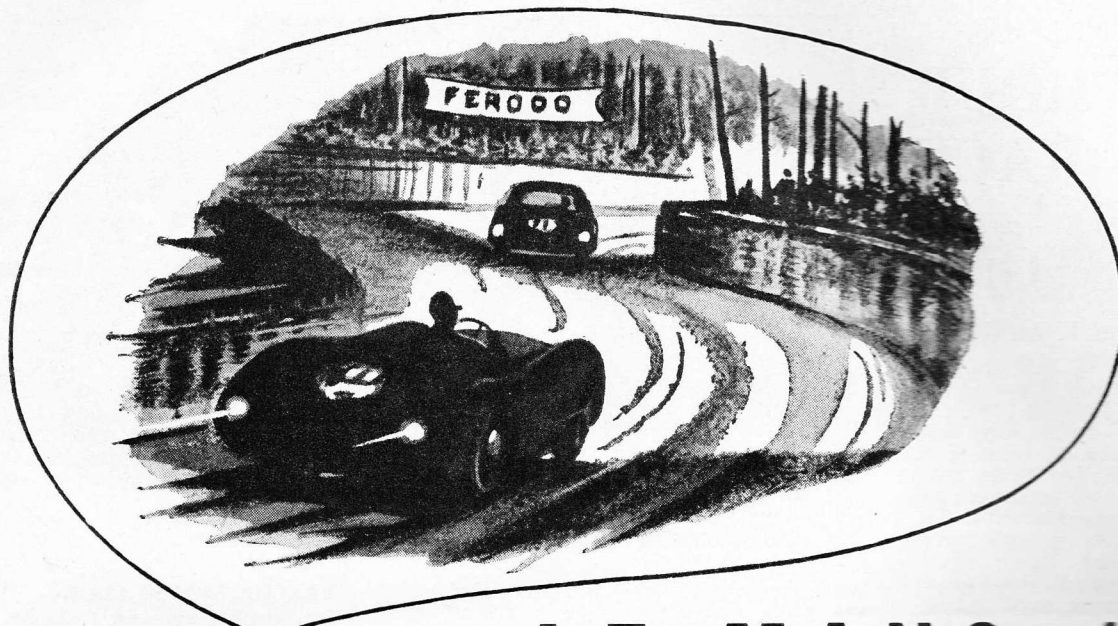
(Results published in last week's issue)

### BUGATTI O.C. MEMBERS' HILL-CLIMB

Prescott, 13th June

**Sports Cars, up to 1,500 c.c., U/s:** 1, H. Porteous (Porteous Spl.), 53.96 secs.; 2, J. H. Greenwood (Lester-M.G.), 55.52; 3, L. Jones (Kieft-M.G.), 56.13. **Up to 1,500 c.c., S:** 1, A. E. Marsh (Dellow), 55.43; 2, E. J. P. Reynolds (Dellow), 56.48; 3, S. R. H. Loxton (M.G.), 63.03. **1,501-3,000 c.c., U/s:** 1, M. Burn (Frazer-Nash), 54.97; 2, P. A. Everard (Aston Martin), 55.02; 3, H. L. Yates (Frazer-Nash/BMW), 55.21. **1,501-3,000 c.c., S:** 1, A. K. Haworth (Bugatti), 54.79; 2, J. Berry (Bugatti), 56.64. **Over 3,000 c.c., U/s:** 1, A. W. Francis (H.R.G.-Mercury), 52.54; 2, G. E. Pinkerton (Alvis), 53.86; 3, J. P. Chapman (Chapman-Mercury), 54.88. **Racing Cars, up to 750 c.c.:** 1, M. Kearon (Cooper), 50.87; 2, C. A. N. May (Cooper), 51.46; 3, W. E. Ford (Cooper), 54.64. **751-1,500 c.c.:** 1, D. Henderson (Cooper), 49.13; 2, Hon. E. G. Greenall (Cooper), 49.90; 3, M. A. H. Christie (Cooper), 50.01. **1,501-2,000 c.c.:** 1, A. E. Marsh (Cooper), 50.01; 2, W. A. Taylor (Caesar Spl.), 51.95; 3, M. Burn (Frazer-Nash), 55.41. **Over 2,000 c.c.:** 1, R. W. Phillips (Ford Spl.), 53.12; 2, G. E. Pinkerton (Alvis), 54.18; 3, P. J. Stubberfield (Buckler), 62.04. **Handicap:** 1, S. R. H. Loxton (M.G. S), 49.53 nett; 2, J. Broad (Bentley), 49.54; 3, A. W. Francis (H.R.G.-Mercury), 50.54. **Saloon Cars:** 1, R. S. Hawkwood (Healey), 61.84; 2, P. Nichols (Ford Zephyr), 62.85; 3, T. A. Roberts (Morris), 69.11. **Bugatti Handicap:** 1, A. K. Haworth, 54.95 nett; 2, J. Berry, 55.16.





# LE MANS 1954

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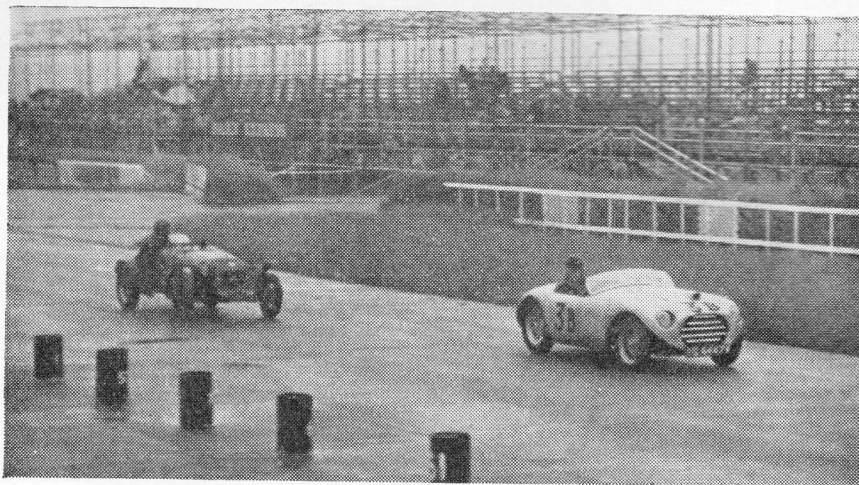
## 750 M.C./M.G.C.C. THREE HOUR RELAY RACE AT SILVERSTONE

Plenty of Rain but Keen Racing

THE Three Hour Relay Race, jointly organized by the 750 and M.G. Car Clubs at Silverstone on Saturday last, was intended to relieve the pressure of entries for the classic Six Hour affair in August. However, so successful did it prove, despite vile weather conditions, that it may well require its own "overflow" meeting next year!

Once more the formula was "go as you please and keep the sash circulating"; there were no handicaps, and teams were divided into three classes, for 750 and 1,172 Formula cars and T-type M.G.s in non-racing tune and with standard bodywork. As an exercise in team management also the day was a success, many being the problems facing the harassed chefs d'équipe, from a total absence of serviceable motor-cars and mysterious differences between lap-charts and P.A. announcements, to the soggy disintegration of the only piece of chalk. Literally the brightest feature of the meeting was the M.G. "Revolvers" pit, whose cars, helmets and equipment were liberally bedaubed with cerise fluorescent paint, whilst Tymon's car of this team had had a high-speed engine rebuild due to a practice blow-up.

The opening stages of the race saw G. B. Hewitt's TC (M.G. S.E. Centre) and J. J. Richards's Lotus (Southern 1,172) start a battle which lasted throughout the race, with G. T. Greenhalgh's TD (M.G. Independents) harrying them along in sheets of spray. Interest in the 750 class centred mainly on the two London Centre teams and the "Hot-heads" (N.W. Centre), the latter holding the lead during the first hour until misfortune overtook their B and C cars, but the No. 1 London team was always in the picture, greatly aided by the efforts of W. E. Wilks, whose Austin motored with deceiving rapidity, making a noise like an expiring one-lunger through its serpentine exhaust system, and by Marler's Chummy Special, which, driven by Gane, was lapping at nearly 55 m.p.h. The Southern Centre 750s were beset by fearful troubles and ran out of cars, the No. 2 London team suffered ignition bothers and deranged steering, and Davy of the Revolvers gyrated in sight of his pit, then solemnly signalled the mishap to his team chief! The Bristol 750s lost M. J. Concannon with a run big-end, whilst their spare car was still in the paddock, whereupon willing hands clapped a helmet upon its driver and fairly shot him into the fray through the paddock gate. This team were notably fast on the sash-changes, carried out "mail-bag" fashion. Millard's Austin ran out of fuel at Copse, Rees was towed in from Becketts, and fellow hothead C. F. Lawton burned out his ignition points, leaving the N.W. Centre fortunes



TWO OF A KIND: C. F. Lawton's pretty 750 Special passes C. P. Zingel (No. 2, London 750s) during a prolonged scrap in the three hours event.

largely in the hands of M. J. Harris, who was going magnificently. The Bristol team were sternly rebuked by Father Holly in person for running sans bonnet, and the Reece Mews team of M.G. TCs lost both Posner and Finucane with run big-ends. Meanwhile Hewitt, Jacobs and Shove had been circulating like trains, and J. Abbott's agricultural-tailed Ford Special continued the good work for the Southern 1,172 team. After the failure of Clare's Ford, a terrific sprint by one of the Southern 1,172 pit-staff to retrieve the sash, followed by a fine drive by S. Lambert (Lotus), put this team in the lead by half a minute, with 102 laps accomplished as the chequered flag fell. The S.E. Centre led the M.G.s home with 108 laps, and No. 1 London 750 team, after a fine last 15 mins. motoring by Wilks, recorded 101 laps against the N.W. Centre's 100.

The weather played havoc with the scheduled speed for the High Speed Trial, in which only P. B. Zingel's Austin, L. A. Bouts's rapid Ford Anglia and G. C. Power's determinedly driven Austin-Healey qualified in their respective classes, and the day finished with a two-heat Novices' Handicap for M.G. cars. D. Smith's TA ran away with the first of these, from the limit mark, neither B. Applebee's Leonard M.G. from scratch nor any of the back-markers getting a sight of him. In the second heat, however, J. Tymon brought his TD through from scratch to score a nice win from K. Hales's 1½-litre saloon, which he caught between Becketts and Woodcote, and led over the line by some 20 yards.

G. H. DEASON.

### THREE HOUR RELAY RACE

#### Results

**750 Formula:** 1, London Centre (W. E. Wilks, S. Marler/N. W. Crane, F. A. R. de Paula Hanika and L. L. West), 101 laps; 2, N.W. Centre, 100; 3, London Centre, 92.

**1,172 Formula:** 1, Northern (J. Corfield, M. H. Clare, S. Lambert), 102 laps in 2 hrs. 59 mins. 20.8 secs.; 2, Southern, 102 laps in 2 hrs. 59 mins. 50 secs.

**T-Type M.G.s:** 1, M.G.C.C., S.E. Centre (C. Shore, G. B. Hewitt, R. W. Jacobs), 108 laps; 2, The Revolvers, 106; 3, M.G. Independents, 103.

**High Speed Trial (up to 850 c.c.):** P. B. Zingel (Austin), 18 laps. **Up to 1,250 c.c.:** L. A. Bouts (Ford), 21. **Unlimited:** G. C. Power (Austin-Healey), 22.

**M.G.C.C. Novices Handicap:** 1, D. Smith (TA), 8 mins. 57.8 secs.; 2, D. Brough (TF), 9 mins. 18.8 secs.; 3, D. T. Seymour (TF), 9 mins. 21.4 secs.

### FALCON MOTOR CLUB SPEED TRIALS

DESPITE rain in the morning, the weather at Tempsford on Whit Monday relented in the afternoon for the Falcon Motor Club's Speed Trials. The event took the form of a standing quarter-mile sprint on a course which was slightly uphill, so that in conjunction with a fresh wind, times were on the long side. A large entry had been received and, despite bothers with the timing apparatus, all competitors were allowed two timed runs and still departed in time for tea.

Of the sports car classes, no less than three were taken by Austen Nurse, driving his newly acquired ex-Hill Empire Lotus. In the unlimited sports car class, Jack Williamson, driving his well-known battered but potent 4½-litre Bentley, took first place with a spirited drive in which he used all his gears but little clutch. Second place went to a real "drag iron"—an M.G. Magnette fitted with a Ford V8 engine.

The closed car class was a battle of the Jaguar coupés, Bertie Bradnack beating Monty Mostyn's newly acquired sister car and Ray Playford's similar vehicle coming third, despite or because of much wheelspin.

Bradnack was again on the course for the shortest time in the racing classes, making B.T.D. in his blown Cooper. A close second came R. Wilkinson with the ex-Walker Cooper-E.R.A., making real racing-car noises from its stub exhausts, and the driver obviously relieved that the track had dried. Norris (Alta Special) was the only other driver to better 14 secs., in a run that looked faster to onlookers than to the time-keepers, while Rivers Fletcher (Cooper) could not get below 14.4. Disappointment was caused by the non-appearance of the Steyr Allard, after a practice run in which never more than three cylinders seemed to be functioning at once.

J. RICHARD ALEY.

#### Results

**750 c.c. Sports:** 1, J. A. Miles (Austin), 20.4; 2, L. M. Williams (Austin), 20.8.

**1,100 c.c. Sports:** 1, A. J. Nurse (Empire Lotus), 17.7; 2, D. R. Moore (M.G.), 17.9.

**1,172 Formula:** 1, Dr. A. M. Goldthorpe (Pelican), 19.9; 2, W. G. Marriot (Buckler), 20.1.

(Continued on page 794)



## Goodwood Whit Monday

### THE JOHNSON'S SPORTS CAR CHALLENGE TROPHY RACE

- 1st J. STEWART** *Jaguar* 82.82 m.p.h.  
CAR ENTERED BY ECURIE ECOSSE
- 2nd N. SANDERSON** *Jaguar*  
CAR ENTERED BY ECURIE ECOSSE
- 3rd G. DUNHAM** *Jaguar*

### 1st WHITSUN HANDICAP

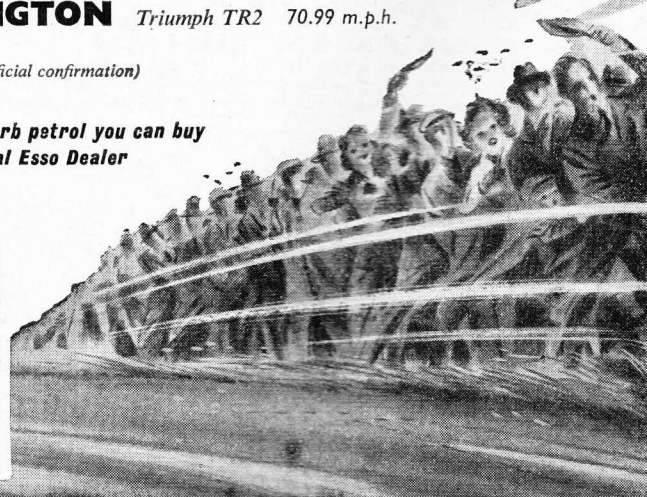
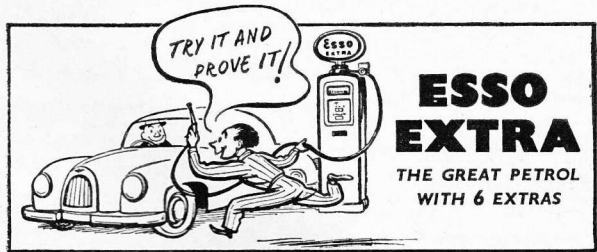
- 1st SIR JEREMY BOLES** *Aston-Martin* 76.06 m.p.h.

### 2nd WHITSUN HANDICAP

- 1st J. D. TITTERINGTON** *Triumph TR2* 70.99 m.p.h.

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# NEWS FROM THE CLUBS

By Wilson McComb

ON one accustomed merely to races at Silverstone, Snetterton and the like, a visit to Le Mans makes a considerable impression, and I cannot help feeling that the A.C. de l'Ouest could teach us a great deal about race organization. I am not suggesting that the average English airfield should sprout dodgems and merry-go-rounds (at Mulsanne there was even a show of *Les Nues!*), but a touch of bright colour here and there certainly makes a world of difference. The combined effect of gay music, bunting, banners and flags at Sarthe is delightful, and many a dull venue in these islands might attract more spectators if a little attention were paid to making it attractive to the eye. Paint is cheap enough, and some might well be applied to the rusty corrugated iron or asbestos sheds which we all know so well.

Also impressive—although unnecessary on an airfield course with no blind corners—was the alarm bell-cum-light system. Some yards before each corner, a large amber light is placed, mounted high on a post and backed by a loud alarm bell. When the corner is blocked—by a spinning car, for instance—the marshal immediately presses a switch, whereupon the light flashes and the bell rings at intervals until the obstruction is cleared and the alarm switched off. This system does not supplant flag marshals—it merely supplements them—and gives a bold and clear warning which no driver can fail to see when entering the corner.

**EASTERN Counties M.C.'s** H. F. Murland has had to give up his position as competitions secretary; enquiries should, for the time being, be sent to L. J. Coe, Crown Street, Ipswich. N. G. Perkins, 1 Lattice Avenue, Ipswich, is still general secretary. . . . **South Wales A.C.** will hold their delightfully named "Rally of the Seven Vales" on 4th July. Entries close tomorrow, 19th June, with J. G. Coleman,



**WEIGHT REDUCTION?:** The 40-minute High Speed Trials held during the Eight Clubs' Silverstone meeting, on 29th June, were enlivened by this incident. P. J. Agg's Triumph TR2 lost a wheel (arrowed) at Woodcote, but came to rest safely—albeit in a shower of sparks.

4 Murch Road, Dinas Powis, Glamorganshire. . . . **Sunbeam M.C.C.'s** Commemoration Rally on 25th July will be open to Veteran and Vintage cars as well as motor-cycles; details from R. G. V. Venables, Tilford, Farnham, Surrey. . . . **North London Enthusiasts' C.C.** are running a Concours d'Elégance at 6 pm. on 1st July in conjunction with the Hendon Show. There are classes for almost every conceivable kind of vehicle—including racing cars—and entries should reach G. Bance, 11 Bath Road, Reading, by 26th June. . . . **East Anglian M.C.'s** Regional Driving Test Championship, due to be held tomorrow at Wormingford, has been cancelled owing to lack of support. . . . **Pembrokeshire M.C.** have had to abandon the idea of a hill-climb on 3rd July, because of difficulties with the Civil Aviation authorities. . . . **Mid-Surrey A.C.'s** Barnstaple Rally will start from the Sugar Bowl, Burgh Heath, Surrey, on 27th June; details from B. Tuckley, 64 Eastwood Street, Streatham, S.W.16. . . . **Hagley and D.L.C.C.** combine with **Sunbac** on 4th July, to hold their "Sporting Day" of driving tests at Upper Marlbrook; entries to J. W. Cox, "Timberdine", Hyperion Road, Wollaston, Stourbridge, by 29th June. . . . **Nottingham S.C.C.'s** next "first Thursday" meeting will be on 1st July at the Travellers' Rest, Plains Road, Mapperley.

Meetings will be held alternately at this venue and at the Plough Inn, Sandiacre. . . . **Vintage S.C.C.'s** Frazer-Nash Section members will gather tomorrow at the White Hart Hotel, Buckingham, after the V.S.C.C. Silverstone meeting. . . . **Coventry and Warwickshire M.C.'s** "Attleboro Trophy" driving tests will take place on 27th June at Brandon Speedway Car Park, and entries close next Monday, 21st June; Secretary of the Meeting is Mrs. H. S. Wolseley, 532 Allesley Old Road, Coventry.

## PETERBOROUGH A.G.M.

**THE** Peterborough M.C.'s chairman, C. B. Beckett, stated at the A.G.M. on 3rd June that 1953-54 had been the club's most successful year. No less than 16 trophies were now owned, he said, and membership was 195.

Other officers elected were: *President*, J. W. E. Banks; *Vice-Presidents*, Ken Wharton and John Bolster; *Secretary*, G. H. Woodcock; *Treasurer*, J. S. Olleson; *Asst. Secretary*, R. F. Horrell; *Social Secretary*, J. Huggins; *Press Representative*, H. A. Lyall; *Committee*, R. A. Johnson, S. A. Cooke, K. J. Robinson, J. J. Walker and P. Brand.

More News from the Clubs on page 800

## Falcon M.C. Speed Trial—continued

**Closed Cars up to 1,500 c.c.:** 1, M. Bond (H.R.G.), 19.9; 2, D. G. Nixon (Jupiter) and R. G. Goodearl (H.R.G.), 20.2.

**Best Four-Seater Saloon:** R. A. Paul (M.G.), 22.3.

**1,300 c.c. Sports:** 1, A. J. Nurse (Empire Lotus), 17.6; 2, D. R. Moore (M.G.), 18.3.

**500 c.c. Racing:** 1, F. J. Mays (G.M.), 16.3; 2, F. Rust (Cooper), 16.4.

**Closed, Unlimited:** 1, B. E. Bradnack (Jaguar), 17.7; 2, M. Mostyn (Jaguar), 18.1.

**Best Four-Seater Saloon:** J. C. Smith (Allard), 19.9.

**1,500 c.c. Sports:** 1, A. J. Nurse (Empire Lotus), 17.5; 2, H. T. Peake (Tucker-M.G.), 17.7; 3, J. M. Pattinson (M.G.) and A. F. Bray (T.E.S.T. 1), 18.2.

**750 c.c. Racing:** F. Rust (Cooper), 16.7.

**2,000 c.c. Sports:** 1, L. Gillbanks (BMW), 16.9; 2, H. T. Peake (Tucker-M.G.), 17.2.

**1,100 c.c. Racing:** 1, B. E. Bradnack (Cooper S), 13.2. **B.T.D.**

**1,500 c.c. Racing:** A. F. Rivers Fletcher (Cooper), 14.7.

**Unlimited, Sports:** 1, J. A. Williamson (Bentley), 15.9; 2, Sqd.-Ldr. M. Gray (M.G.-Ford), 17.4.

**Unlimited, Racing:** 1, R. Wilkinson (Cooper-E.R.A.), 13.4; 2, J. B. Norris (Alta Special), 13.6.



**GAY ABANDON** (Left) by R. Sawdon, whose Zephyr is dislodging quantities of Bedfordshire in the recent London M.C. /S.O.D.C. Autocross meeting. He did this on almost every lap!

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**D. W. PRICE**, 490 Neasden Lane, London, N.W.10. **GLADstone 7811.** Windscreens for sports and specials and all other standard vehicles.

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**HEALEY** 2 or 4-seater body, for 46/50 2-litre chassis. Condition immaterial.—Benmotors, 1 Clarendon Road, Holland Park, London, W.11. **PAR 5066-7** (50 yds. Holland Park Tube).

**JOWETT** Jupiter wanted to buy or exchange for TD.—Box 1505 (Lanes).

**MAYFAIR GARAGES, LTD.**, urgently want Fiats for cash at highest prices.—Balderton Street, W.1. **MAYfair 3104-5.** Open 9-6, Sats. 9-1.

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**PRE-WAR ROLLS-BENTLEY**, any model or condition.—Box 1485 (Middlesex).

**WANTED.** Ford or similar Special suitable for Autocross and trials. Full details and lowest price.—Box 1500 (Surrey).

**WANTED** M.G. engine XPAG type (Ex TC, TD or Y type). State price, condition.—Ridley, 14 Albert Crescent, Bury St. Edmunds.

**WANTED** XK 120 engine and gearbox. Write giving condition, price and state of tune to Box 1502 (Middx).

**£90 PLUS** £1 per week offered for Riley 9 Kestrel or Lyncock.—Box 1503 (London).

## COMING ATTRACTIONS

**June 18th/19th.** Knock M.C.C. All-Night Trial, Belfast, N. Ireland.

**June 18th/20th.** 6th Dauphiné Rally, France.

Maidstone and Mid-Kent M.C. Margate Rally and Concours d'Elégance. Start, Tudor House, Bearsted, Kent, 8.30 p.m.

**June 19th.** B.A.R.C. National Race Meeting, Crystal Palace, London. Start, 2 p.m.

A.M.O.C. 2nd National U.S.A.F. Trophy Race Meeting, Snetterton, nr. Thetford. Start, 11 a.m.

Vintage S.C.C. Race Meeting, Silverstone, nr. Towcester. Start, 12.15 p.m.

Veteran C.C. S. F. Edge Trophy Meeting, Bexhill-on-Sea. Start of speed trials, 2.30 p.m.

Sporting O.D.C. Speed Event.

Leinster M.C. Veteran Car Run, Eire.

**June 19th/20th.** Cheltenham M.C. Fuel Economy Contest. Start, Cheltenham, 5 p.m.

S.C.C.A. Hill-climb, Mt. Equinox, Vermont, U.S.A.

Furness D.M.C. 4th Festival Rally. Start, Rampside, Kendal and Caterall, 8 p.m.

North London E.C.C. Radcap Rally. Start, Messrs. Clayton-Mayers, Ltd., North Circular Road, N.W.2, 5 p.m.

Guildford M.C. Night Point-to-Point. Start, The Withies, Compton, after 9.30 p.m.

**June 19th/July 4th.** Sunbeam-Talbot O.C. Continental Rally.

**June 20th.** Belgian Grand Prix (F.1), Francorchamps, Belgium.

Imola G.P. (S), Italy.

12th Circuit of Villa-Real (S), Portugal.

Prix de Picardie (F.3, S, T), Amiens, France.

Midland A.C. National Hill-climb, Shelsley Walsh, nr. Worcester. Start, 12 noon.

Gosport A.C. Speed Trial.

Northampton and D.C.C. Sprint Meeting.

Morecambe C.C. Autocross, Clawthorpe Hall Farm, Burton, Westmorland.

**June 24.** Jersey M.C. and L.C.C. Sand Racing.

## SOME RECENT RESULTS

## VETERAN C.C. SOUTHPORT RALLY

22nd May

Class A: 1, H. T. Clarke (1904 De Dion Bouton); 2, G. H. Brockington (1899 Benz); 3, T. W. Lightfoot (1902 Panhard-Levassor).

Class B: 1, J. R. G. Downs (1905 Renault); 2, W. C. Hughes (1905 Darracq); 3, C. Tufnell (1908 Rover).

## M.G.C.C. (S.W.) GYMKHANA

Bristol, 30th May

Premier Award: 1, C. M. Seward (M.G. TD), 16 pts.; 2, C. J. Toomer (Triumph TR2), 15; 3, A. W. Morrish (M.G. Spl.), 12; 4, G. W. Best (Ford Anglia) and —, Noble (M.G. TF), 6.

## SHEFFIELD AND HALLAMSHIRE M.C.

## KENNING TEST RALLY

13th June

Kenning Trophy: J. S. Jenkins (Austin Spl.), 188.8 secs. Bisby Trophy (opposite class): K. Scales (Ford Anglia), 189. Open Class: 1, J. S. Jenkins; 2, A. Hopkinson (M.G.), 196.8; 3, S. Fox (Austford), 199.2. Closed Class: 1, K. Scales; 2, E. Harrison (Ford Anglia), 210.2. Team Prize: F. Harrison (Ford) and J. S. Jenkins, 403.6 secs.

## PUBLIC SCHOOLS' M.C./INC. AUCTIONEERS' C.C. LONDON TROPHY RALLY

13th June

P.S.M.C.: 1, A. D. Heilbron (Morris), 2 marks lost; 2, M. F. Ellis (Vauxhall), 24; 3, A. C. Simond (M.G.), 28.

I.A.C.C.: 1, J. Shutter (M.G.), 0; 2, R. E. Roberts (Citroën), 14; 3, H. F. A. Minter (Standard), 25.

## DUBLIN UNIVERSITY M.C. AND L.C.C. HILL-CLIMB

Stepaside, Eire, 14th June

Under 1,200 c.c. Handicap: 1, H. G. MacMahon (1,192 c.c. Volkswagen), h'cap 18 secs., 46.84 secs.; 2, R. E. Newell (896 c.c. DKW), 19 secs., 49.66; 3, M. D. D. Heather (1,089 c.c. Fiat), 18 secs., 51.34.

Over 1,200 c.c. Handicap: 1, M. Kineen (3,442 c.c. Jaguar), 1 sec., 51.89; 2, L. G. Earl (2,088 c.c. Vanguard Spl.), 4 secs., 52.89; 3, R. W. Shanks (1,250 c.c. M.G.), 13 secs., 53.94.

Unlimited Capacity Handicap: 1, H. G. MacMahon (1,192 c.c. Volkswagen), 18 secs., 46.79; 2, R. E. Newell (896 c.c. DKW), 19 secs., 47.20; 3, M. D. D. Heather (1,089 c.c. Fiat), 18 secs., 50.28.

Under 1,500 c.c., scratch: 1, V. Hennessy (1,200 c.c. Austin), 58.13; 2, L. Collen (495 c.c. Leprechaun), 58.44; 3, R. M. D. MacGregor (1,368 c.c. M.G.), 58.84.

Open Scratch: 1, M. Kineen (3,442 c.c. Jaguar), 52.89; 2, J. J. Flynn (1,250 c.c. M.G. S), 54.16; 3, L. G. Earl (2,088 c.c. Vanguard Spl.), 54.93.

## SOUTH WALES HILL-CLIMB

AFTER the South Wales A.C.'s Bridgend hill-climb on Whit Sunday, a member ruefully suggested that the club's initials must stand for "Soaking Wet All Competitions"! However, although there was a lot of rain, the course was clear of the mist which persisted at their first meeting on 3rd April, and several class records were broken.

M. Seal (Triumph TR2), who won his class at the previous meeting, shared B.T.D. with M. Charles (Jaguar XK 120), their time of 25.3 secs. being 0.8 sec. outside J. A. Williamson's course record.

## Results

Best Times: 1, M. Seal (Triumph TR2) and M. Charles (Jaguar XK 120), 25.3 secs. (tie); 2, P. J. Collins (Triumph TR2), 26.1 secs.; 3, H. R. Bond (Jaguar XK 120), 26.5 secs.; 4, M. J. Clay (Healey), 27.3 secs. Class 1: 1, L. V. Thomas (L.V.T.); 2, K. Dyer (Austin). Class 2: 1, Mrs. V. G. Bevan (Morris). Class 3: 1, D. J. Parsons (Frazer-Nash); 2, G. Houston (M.G.). Class 4: 1, D. L. Hayman (Jowett); 2, K. J. Cox (Morris). Class 5: 1, M. Seal (Triumph TR2); 2, P. J. Collins (Triumph TR2). Class 6: 1, M. J. Clay (Healey); 2, L. Sims (Riley). Class 7: 1, M. Charles (Jaguar XK 120); 2, H. R. Bond (Jaguar XK 120). Class 8: C. Sgonina (Aston Martin).

## CLUB FIXTURES

North London M.C.—Meeting, 18th June, Cat Inn, Cat Hill, East Barnet.

Mid-Surrey A.C.—Meeting, 18th June, Queen Adelaide Hotel, Kingston Road, Ewell.

Nottingham S.C.C.—Treasure hunt, 19th June. Start, Nottingham Forest F.C. Car Park, Trent Bridge, 2.30 p.m.

Vintage S.C.C. (Frazer-Nash Section)—Meeting, 19th June, White Hart, Buckingham, after V.S.C.C. Silverstone meeting.

Bentley D.C.—Meetings: 19th June, Rock Inn, Chiddingstone, Kent; The Crown, Brackley, Northants; 20th June, Royal Hotel, Hayfield, Derby, 12 noon.

Circle C.C.—Annual picnic, 20th June.

750 M.C.—Meeting, 21st June, Abbey Hotel, Stonebridge Park, N.W.10.

Welsh Counties C.C.—Talk by A. F. Rivers Fletcher, 21st June, St. Mellons Golf Club, 8 p.m.

Northampton and D.C.C.—Ladies' Night, 22nd June, Pytchley Hotel, West Haddon.

London M.C.—Meeting, 22nd June, Paviour's Arms, Page Street, Westminster.

Liverpool M.C.—Meeting, 23rd June, Childwall Abbey Hotel, Liverpool.

Vintage S.C.C.—Meetings: 23rd June, Ferry Boat, Holywell, St. Ives, Hunts; 24th June, Jolly Farmers, Enfield Road, Enfield; Smoker Inn, Plumley, nr. Northwich; Crescent Hotel, Ilkley.

Sunbac.—Meeting, 24th June, Mason's Arms, Solihull.

Surrey Sporting M.C.—Meeting, 24th June, Warwick Hotel, Redhill.

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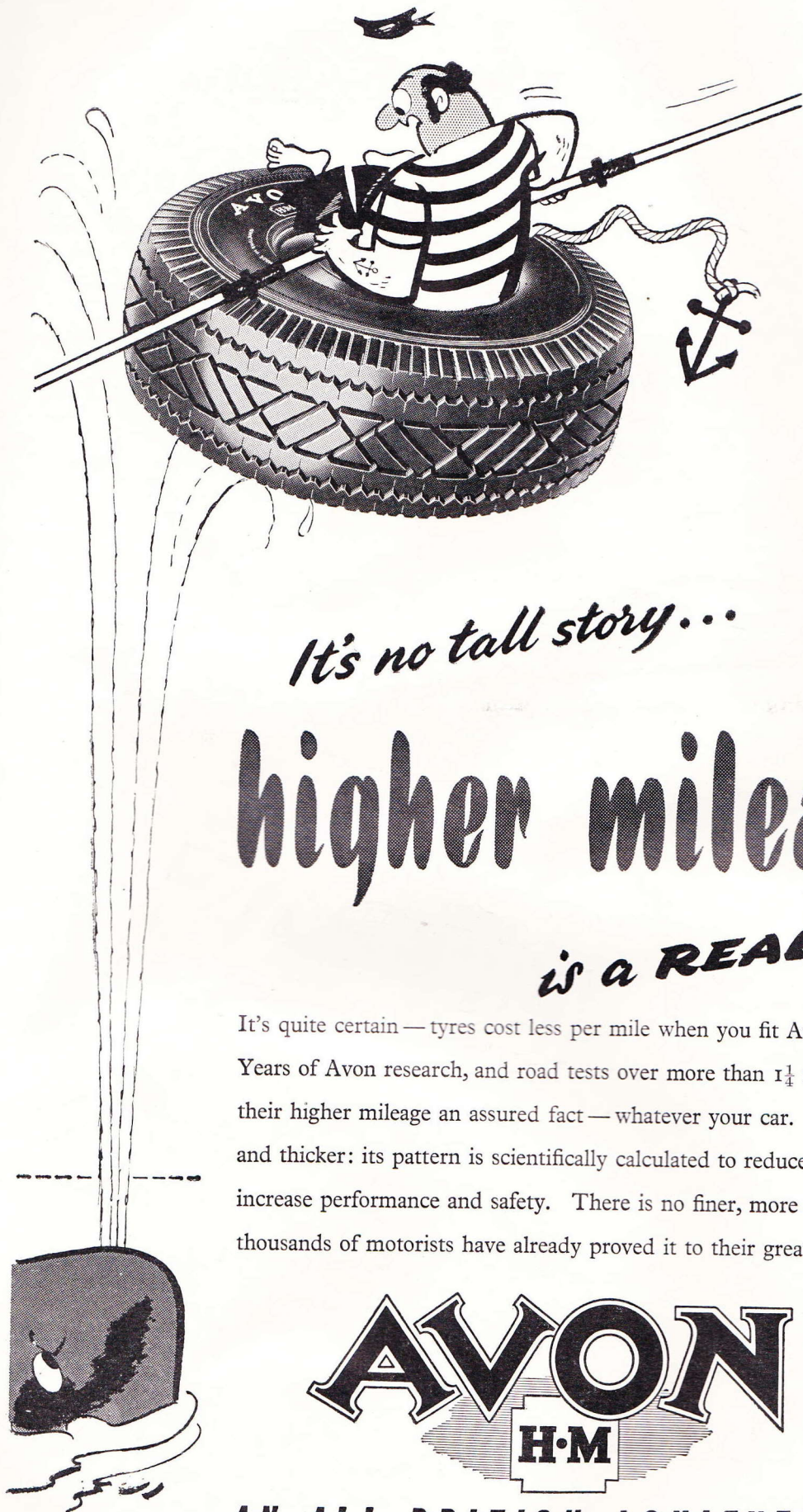
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