THE HAT TRICK

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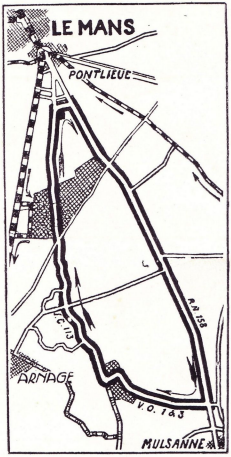
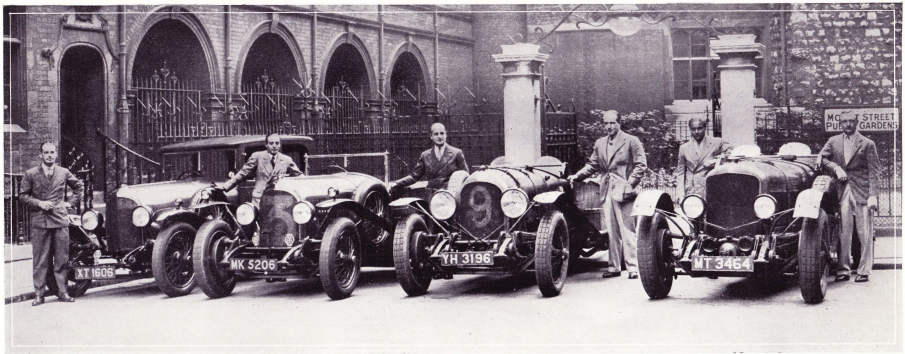


SKETCH MAP OF COURSE OF THE MOST IMPORTANT EUROPEAN ROAD RACE

Reproduced by courtesy of "The Motor"

"Bentley a le droit de revendiquer présentement le titre de champion du monde de la route"

from the Paris Journal "L'Auto," 17/6/29



"Autocar" photo

This photograph is of special interest because it shows the Four Bentley Cars which won the Le Mans 24-Hour Race in 1924, 1927, 1928, and 1929. From left to right: The first car is the Three Litre Bentley driven to victory in 1924 by Capt. J. F. Duff and Mr. F. C. Clement. It is interesting to note that this chassis has since been fitted with a saloon body, and is still in use by a private owner. The second car is the famous Three Litre Bentley driven by Mr. S. C. H. Davis and Dr. J. D. Benjafield which won after the historic crash in the 1927 race. This car is also in daily use by a private owner. The third car is the Veteran 4½ Litre, the first of its type made. After putting up fastest time at Le Mans in 1927 and being put out of action in the crash, it went to Montlhery to win the 24-hour race. It was then used by its owner, Capt. Barnato, for private touring and re-appeared at Le Mans in 1928, being driven to victory by Capt. Barnato and Mr. B. Rubin. The fourth car is the 6½ Litre Speed Model which won this year, completing the "hat trick" and setting up record speed for the course, driven by Capt. Barnato and Capt. Birkin. With the exception of Capt. Duff all the drivers mentioned above are shown in this photograph.

THE SEVENTH GRAND PRIX D'ENDURANCE 24 HOUR INTERNATIONAL ROAD RACE AT LE MANS 15TH AND 16TH JUNE 1929 FOR FULLY EQUIPPED STANDARD CARS

Won for the fourth time
—at record speed—
and thrice consecutively—
by Bentley Cars

		Driven by	*Average Speed m.p.h.*	*Miles covered*
1st	6½ LITRE BENTLEY	Capt. Woolf Barnato and Capt. H. R. S. Birkin	73.6	1,765
2nd	4½ LITRE BENTLEY	Lt.-Comdr. Glen Kidston and Mr. J. Dunfee	70.5	1,695
3rd	4½ LITRE BENTLEY	Dr. J. D. Benjafield and Baron H. d'Erlanger	67.5	1,614
4th	4½ LITRE BENTLEY	Mr. F. C. Clement and Monsieur J. Chassagne	66.3	1,592

The 6½ Litre Bentley also won the Rudge-Whitworth Cup

After last year's victory "The Autocar" wrote :—

"It is rare in international competition that victory goes to the same designers, constructors & country on two successive occasions."

The Hat Trick has not previously been scored.

THE DRIVERS OF THE BENTLEY TEAM TO WHOM OUR GRATEFUL THANKS ARE TENDERED. READING FROM LEFT TO RIGHT: BARON H. D'ERLANGER, CAPT. WOOLF BARNATO, CAPT. H. R. S. BIRKIN, MR. J. DUNFEE, LT.-COMDR. GLEN. KIDSTON, DR. J. D. BENJAFIELD, MONSIEUR J. CHASSAGNE, MR. F. C. CLEMENT.

THE STORY OF THE HAT TRICK AT LE MANS, 1929

As told in "The Autocar" and "The Motor" by whose kind permission the following descriptions are reproduced.

"Times" photo

LAST YEAR'S WINNERS, CAPT. WOOLF BARNATO AND MR. B. RUBIN, OPENING THE COURSE IN ACCORDANCE WITH THE CUSTOM OF L'AUTOMOBILE CLUB DE L'OUEST. AS AN ACT OF ADMIRATION BY THE CLUB, MRS. VICTOR BRUCE WAS INVITED TO ACCOMPANY THE DRIVERS.

The Hon. Mrs. Victor Bruce on the 6th & 7th June, 1929 achieved the most meritorious feat of endurance in the history of motoring by driving, single handed, a 4½ Litre Bentley four seater, fully equipped, for 24 consecutive hours at Montlhery Autodrome at an average speed of 89.57 m.p.h.

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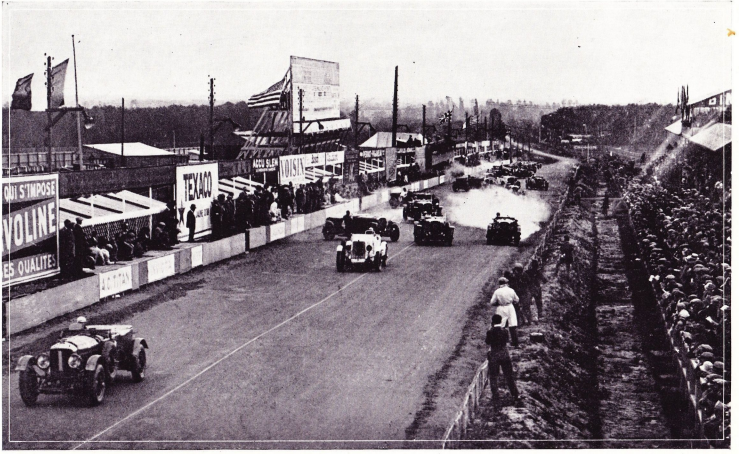

Photo reproduced by courtesy of "The Motor"

THE START OF THE RACE. BENTLEY NO. 1, THE ULTIMATE WINNER, IS FIRST AWAY FOLLOWED BY THE WHITE DU PONT.

Reprinted from "The Motor" by kind permission

BRITISH VICTORY AT LE MANS

BENTLEY CARS SWEEP THE BOARD

FINE EFFORT BY LEA-FRANCIS AND CHRYSLERS. ONLY ONE STUTZ FINISHES. TWO FRONT-DRIVE TRACTAS ARE ONLY FRENCH CARS TO FINISH.

THE 24-hour race for the Rudge-Whitworth Cups took place on Saturday, June 15th, and Sunday, June 16th, at Le Mans, in the Departement of the Sarthe, France. A modified course was used this year, cutting out the famous Pontlieue hair-pin bend. The cars, which were of touring type, were, with slight alterations, production models and were required to average certain performances according to the size of their engines. The vehicle which covered the greatest mileage above that required by the rules was the winner, although a cup was also given for the greatest distance covered in the 24 hours. As usual, the report of this race was written in the air as "The Motor" representative hurried back 350 miles to England immediately after the event.

TOURING pleasantly over an amazingly green countryside, with our Moth flying very low to keep out of the wet, misty clouds that drift barely 400 feet up, we seem to be creating something of a sensation. A mare and her foal have just galloped madly away from our threatening shadow. A yokel has gazed at us spell-bound. He is probably more thrilled at the sight of an aeroplane over the Mairie gables than we have been at any moment during the Le Mans race this last week-end.

For it was not a thrilling race. Yet it was, in its way, very wonderful. Three nations—France, America and Great Britain—were striving to win a classic road race in which they won the right to run in a similar race last year. The French could not hope, with the small cars they had entered, to cover anything like the maximum distance in the 24 hours. But they did hope to win under the rules of the race, which took engine size into consideration. It was a foregone conclusion that one of the big cars would succeed in doing so; but not until the race had been going on for a few hours could one safely foretell that a British Bentley would triumph.

Indeed, the much-vaunted Black Hawk Stutz cars proved less of a menace to the British team than did the two white Chryslers. The latter, through silent, speedy running, were never very far behind and finished immediately after the only Stutz that stood the ordeal.

Beautiful workmanship, magnificent driving and, above all, the most minute preparation enabled the Bentley team to pull off the double victory. For this year, not content with covering the biggest distance in the 24 hours, a Bentley also won the final of the race on a cylinder-capacity handicap basis. Moreover, on the score of distance,

three other Bentleys were respectively second, third and fourth, and they finished together, crossing the finishing line like a squadron of battleships in "line-ahead."

Another British achievement that calls for the highest praise is that of the lone Lea-Francis, privately owned and driven by a couple of amateur enthusiasts. Without any works backing, this 1,500 c.c. car ran steadily right through those gruelling 24 hours at an average speed of 57.7 m.p.h. and qualified, with points to spare, for next year's final.

Of the other representatives of Britain—the Alvis, Lagonda and Invicta—it can be said that they went down with colours flying, having, in their respective classes, averaged extremely creditable speeds until trouble overtook them.

Where were the big French cars, the products of La Belle France which once held the proud distinction of leading the world in automobile construction? We asked this question of Charles Faroux, the greatest authority on motoring in France, and he cried "C'est une honte! It is a disgrace! I am ashamed for my own country! Perhaps next year . . . ." Yet the French wonder why the Americans are establishing themselves on the French market, selling their cars well despite the formidable price-handicap of a 67 per cent. import duty!

The French entry was limited to small firms trying to make a name for themselves. The most interesting were, perhaps, the front-wheel-drive Tracta cars, two of which were, incidentally, the only French vehicles to finish. Then there were the air-cooled S.A.R.A. entries, interesting not only technically but because they are the prototype of the new Scotsman car and because three out of the four drivers were British. The B.N.C. cars were component-built with good proprietary makes of engines, the same applying to the single d'Yrsan.

While the foregoing was in process of writing, the sun came out. Fulford, the pilot, has just handed over a stick of chewing gum to try to keep me awake. The country looks singularly lovely. . . But this is no time for gossip. On with the race!

Right up to the moment of the start no man could have foretold what sort of weather would be experienced. A lowering sky, a gusty south-westerly breeze and a certain dampness in the air suggested rain. The last announcement was made on the loud-speakers and the deathly hush which always precedes the start of a big road race was broken for a moment by a rattle of drums and blare of trumpets as the Champion plug band, in white coats and jockey caps, strutted past the front of the grand-stand. Then silence fell once more on the crowd that surged against the barriers, and . . . it began to drizzle.

The drivers, lined up on the far side of the road from their cars, turned up the collars of their overalls or raincoats and crouched ready to sprint away as the starter dropped his flag. Then the flag fell, there was a rush for the cars and the whirring of starter pinions. Who would be first away?

From the line of cars parked diagonally across the road shot a low, black and white sports model—the Lagonda! But hardly had it reach the crown of the road when, with a deep rumble from its exhaust, the big Six Bentley, Birkin driving, leapt into the fray and, ere the bridge spanning the road was reached, led the procession.

Twenty-five cars started, and among the leaders past the end of the enclosures were Clement's and Benjafield's two Bentleys, the two Chryslers, the S.A.R.A. driven by Hutchison, and the Invicta. Immediately behind were the Alvis and the Lea-Francis. Almost the last to get away was the eight-piston, four-cylinder, two-stroke Tracta, with clouds of blue smoke pouring from every nook and cranny of chassis and body. One car remained behind—a d'Yrsan—which Trilland (replacing Siran, who was ill) pushed miserably into the middle of the road. Long after the rumble of exhausts had died away in the direction of Pontlieue the wretched man tottered up the almost imperceptible incline past the pits, pushing his refractory cyclecar, until at last the engine spluttered and burst into life. He started off, seven precious minutes lost.

While the crowd, aware of the Big Bentley's great speed, craned their necks in the direction of Arnage, news came through from the first of the two new corners (the course was modified a little this year) that the Big Bentley and three of the "$4\frac{1}{2}$-litres" were leading at Le Tertre Rouge. Behind were two Black Hawk Stutz, a Chrysler and the big white Du Pont.

The announcer was still speaking when there came a gasp of awe from the spectators. Away in the direction of Arnage appeared a dark speck; as it roared round the two slight bends within view of the grand-stand it rapidly took form. It was Birkin's six-cylinder Bentley. Amid huge excitement it tore past the pits, having completed a standing-start lap in 7 mins. 57 secs.—about 76 m.p.h.!

Clement, Glen Kidston and Benjafield were next, with Bouriat and Eyston, on Stutz cars 5 and 6, behind, Lord Howe, the two Chryslers and the Du Pont next. Benoist's Stutz stopped at the pits after only one lap, but was soon off again, what time the Lagonda swept by, with Cyril Paul (Alvis) trying to overtake Doré's B.N.C. on his heels. Behind another B.N.C. came the Invicta and Newsome's Lea-Francis.

There seemed hardly breathing space before Birkin came roaring round once more—this time in 7 mins. $44\frac{3}{5}$ secs.—with four Bentleys following this time, for Lord Howe had passed the two Stutz. There was an enormous gap—three-quarters of a mile, perhaps—before any of the smaller cars came into view. The difference in speed was so obvious that there seemed to be two quite separate races going on—one for the large cars and another for the "little fellows."

On the next lap the difference was even greater. The Lagonda came along all by itself, midway between two gangs of cars. The leader of the second pack, however, was the Alvis, and this was fast

spanning the distance separating it from the car in front. By the fourth lap the Alvis had overtaken the Lagonda and was on the heels of the great white Du Pont.

After three-quarters of an hour's running Lord Howe stopped at the pits. His Bentley engine was misfiring. Soon he had to take drastic steps to cure it. First the sparking plugs were changed and then, as there was no improvement, a new magneto was fitted. The onlookers, anxious for the big car to get going again, seemed quite impatient at Lord Howe's steady and deliberate working on the car. Eventually, when the task was done, Rubin took over the car—apparently with a view to forming an opinion as to what was the matter.

The result was evidently not very satisfactory, as Rubin brought the car back and Lord Howe again worked on it—for just about an hour. This time the magneto was replaced and eventually the car got going again. The respite was only temporary, however, for somewhere about 6.30 on the Friday evening, when he was some six minutes overdue at the pits, Lord Howe was reported as having stopped by the ninth kilometre post, not far short of the Mulsanne corner. Long afterwards the news trickled through that the cross-shaft driving the two magnetos had broken—a hitherto unheard-of source of trouble which may possibly have been due to the too hasty fitting of the new magneto.

There had been other calls at the pits in the meanwhile—one of the S.A.R.A.s, Benjafield's Bentley, the Invicta and No. 5 Stutz had been in—the last mentioned several times—but the first retirement was that of the d'Yrsan, which was pushed back down the slope beyond the pits and parked in the pit enclosure.

H. R. S. Birkin, driving the big "Speed Six" Bentley, was doing wonderfully well. After a number of extremely fast laps he proceeded to beat the record for the circuit by lapping in 7 mins. 37 secs., which is equal to 79.78 m.p.h. The previous record of some 79 m.p.h. was made by Birkin last year in the course of his historic last lap in the 4½-litre Bentley.

From the lofty Press stand—probably the finest of its kind in Europe—the distant scene was extraordinarily calm. A gentle breeze idly fanned the Union Jacks, Tricolours and Stars and Stripes with which the grand-stand enclosure was decorated. The soft greens and blues of the feathery-looking pines and the blue, tree-covered hills in the far distance were very restful if the eyes had for long gazed at the advertisements in crude primary colours, more vivid than ever this year, which gave such a gay aspect to long rows of pits. Over to the left, where a great arch representing a section of a Dunlop tyre spanned the path, one could see a never-ending stream of people scurrying like ants to and from the other "leg" of the course, 900 metres distant.

After two hours, four Bentleys still led, with one of the Stutz, driven by G. E. T. Eyston, on their heels. With the high averages maintained by the Bentleys, it was not surprising that they were in

to the pits for replenishments, which were only permitted every 20 laps, in a much shorter time than in previous years. Birkin came in, filled up very quickly and very efficiently and handed over the car to his team-mate, Woolf Barnato. When he had taken off his "crash hat" and goggles and the queer fingerless gloves he uses for driving he was absolutely radiant. The car, he declared, was wonderful, and so far he had only "toured" the circuit. It had never been necessary to hurry at all. It went more than fast enough for the purposes of the race without the accelerator pedal ever being fully depressed.

Just as Barnato let in his clutch to go roaring up the slope towards Pontlieue, Clement dashed up to the pits in Bentley No. 8; his filling up with petrol was wonderful to behold. It was a great jangle of empty tins, which were thrown bodily into the interior of the pit and oil and water supplies were taken in at the same time. Then Chassagne, a veteran now, but still a splendid driver, stepped from the pit counter into the driving seat and restarted, the total stop having occupied 3 mins. 27 secs.

No. 9, driven by Kidston and Dunfee, was also quick, four tins at a time being emptied into the giant, galvanized-iron funnels. In his haste Kidston slammed down the lid of the petrol filler and there was a chorus of shouts of "Open it," and after one or two attempts he got it satisfactorily closed. So full was the tank after this replenishment that the driver had to scoop excess fuel out of the tank with his hands, throwing it all over the road. Dunfee took over from him immediately afterwards, so that the total stopping time of this car at the pits was only 2 mins. 8 secs.

In the hours which followed Birkin again beat his own record, his speed working out at 81.12 m.p.h. With such valiant deeds being done it was an extraordinary but a true thing that by quarter to nine on Saturday evening it was almost impossible to believe that a race was in progress. It was a beautiful, calm evening, with a soft, south-westerly wind; from a suitable position one could look up and down the course for a considerable distance without seeing a car. The bulk of the spectators, too, were eating in the large, open-air restaurant adjacent to the grand-stands, which left the paddock in a singularly deserted condition.

The Du Pont, which had been notably unsteady on corners for several laps, was withdrawn at the 20th lap with a bent propeller shaft. The reason for the failure of the shaft was curious. The ballast shifted, broke through the floorboards and fell on the shaft, with the dire results which we have mentioned.

After it had covered only 28 laps the Lagonda, which, driven by Rose Richards, had been doing so well, came into the pits because the floorboards had been on fire. For a considerable time it was thought that one of the exhaust-pipe joints had gone and that it was simply a question of fitting a new joint for matters to be put right. Eventually, however, the fire was traced to an escape through the

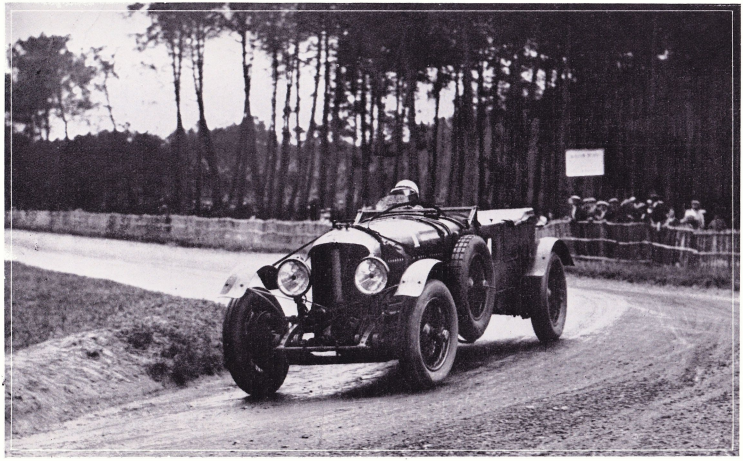

Photo reproduced by courtesy of "The Motor"

BARNATO AND BIRKIN'S VICTORIOUS SIX-CYLINDER BENTLEY TAKING THE CORNER AT MULSANNE. THESE DRIVERS BEAT ALL RECORDS FOR THE RACE.

cylinder-head gasket. This actually sounded the death-knell of the Lagonda so far as this race was concerned, because if a new gasket were fitted all the water would have to be run out of the radiator and cooling system.

Now, in the Le Mans race fuel, water and oil may only be taken in every 20 laps. As the Lagonda had done 28 laps at the time, it therefore meant that if the gasket were replaced the car would have to cover another 12 laps before any water could be put in the engine. It was not practical, and the drivers had regretfully to signify their retirement and the car was pushed off the course. This Lagonda, it will be remembered, was privately entered for the race by a syndicate of enthusiasts and was being run independently of the manufacturers. So successful did the car prove in practice that it was prepared in ample time for the event. Hearing that a certain amount of mechanical trouble had been experienced with the Lea-Francis car, however, two of the Lagonda mechanics came round to the Lea-Francis headquarters and voluntarily offered to work for seven hours on the car, although they had already been working all day themselves. This shows the true sporting spirit that prevails in a race of this nature.

AN AMUSING INCIDENT.

The Lea-Francis, by the way, was going round very well and the driver had to be called in in order to be told to switch on his lights. There was a certain amount of laughter when it was realized that the driver was still apparently unaware that opaque covers were fitted over all his lamps. He had until then been blaming the lamps for not giving enough light!

The big, supercharged Stutz, driven by Brisson and Chiron, was not running any too well, and there was a pronounced spitting from the carburetter. A few minutes later this car came into the pits and during replenishments some petrol was accidentally spilt on the white-hot exhaust pipe. The result was an immediate and alarming outbreak of fire which, fortunately, was got under with commendable promptitude. Practically every Pyrene in the pits for their entire length was called into requisition and soon there were no flames visible and only a black plume of smoke, looking very evil in the glare of the electric lights, showed that anything was wrong. Poor Brisson got considerably burnt; so much so that he had to be taken away on an ambulance and was unable to drive for the remainder of the race. Chiron was, therefore, left in the position to drive himself for 24 hours, but as his car subsequently had to be withdrawn from the race owing to pronounced and apparently incurable clutch slip, fate shortened the drive for both of them.

When we visited the Stutz pit, which was still a centre of excited conversation, we saw Colonel Warwick Wright dashing about to see what could be done and uttering hopes that the car would be able to restart. Eventually the car got going again at 10.15 p.m. with

Chiron at the wheel. In his haste, however, he had overlooked the fact that his tail light, if it existed at all, was not visible, and a few laps later he was called in and told to make a proper job of his lamp.

At the sixth hour the six-cylinder Bentley was leading with 44 laps, Kidston and Dunfee's car having completed the same number of circuits. The other two Bentleys, driven by Clement and Chassagne and Benjafield and d'Erlanger, had both 43 laps to their credit, while the foremost Stutz, driven by Bouriat and Philippe, occupied fifth place in the general classification with 42 laps; another Stutz and the two Chryslers had all, by this time, covered 41 laps.

As late as 11.30 p.m. the enormous crowds showed no signs of going home, and opposite the Bentley pits a strong contingent of Britishers seated in the grand-stand called out at intervals, not unmusically, "B-e-n-t-l-e-y," Bentley! and they sang loudly, also, to keep themselves awake.

Slowly darkness crept in and one by one the cars were called in to their pits to remove lamp covers, while the pits and all the buildings in the grand-stand enclosure were lit up in the most attractive fashion. It is probably this unique feature of the Le Mans 24-hour race which makes it always attract such a large crowd of people. The sight of an exceedingly long row of pits lit up like so many shop windows is one which will not easily be forgotten. At 10.15 p.m. the S.A.R.A. driven by Motett and Douglas Hawkes retired.

The night hours were calm and rather devoid of incident from midnight until nearly 3 a.m. The four Bentleys still led, with No. 6 Stutz a bad fifth, nearly four laps behind the last Bentley. No. 1 Bentley continued its astonishing career, frequently breaking its own lap records, whilst second, third and fourth positions alternated between Nos. 9, 8 and 10. Shortly before 3 o'clock, however, the Stutz began to increase speed and on No. 9 Bentley coming in to the pits it climbed into fourth place. At ten minutes to three d'Erlanger, on No. 10, at that time running second, was reported in trouble with his lights at Arnage corner. He came in shortly after 3 o'clock and handed over to Benjafield. The lamps appeared to be all right, but a water leak had developed. This proved to be at the pump joint and Benjy put matters right with quiet encouragement from Kensington Moir. The leak stopped, Benjafield got into the car, but the starter refused to work. "Look at the leads; take the lid off the battery boxes." Nothing doing! "Kick the batteries." This had the desired result, and the car got away again. Much time had been lost, however, and the Stutz was close on his heels, followed by No. 14 Chrysler. Shortly afterwards the Stutz came in for a change over and the Chrysler took fifth position. At half time (4 a.m.) the four Bentleys were still leading, but Chrysler and Stutz were only a few minutes behind Benjafield.

The curious two-stroke Tracta which had been making frequent pit

THE FOUR BENTLEYS AT THE FINISH

stops retired shortly before the end of the 12th hour with a broken petrol pipe. By 5 a.m. No. 14 Chrysler managed to pass No. 10 Bentley and get into fourth position. Amongst the rest of the field the Invicta and Lea-Francis were doing best at this time, followed by a Tracta, a B.N.C., and a S.A.R.A. The Invicta retired at 5.30 a.m. Ran out of oil and then ran out a big-end. Stoffel and Benoist had evidently been holding back their Chrysler, for the car steadily increased speed from 5 o'clock onwards, until by the 14th hour the car had been worked into third place. No. 8 Bentley came into the pits a little before six, and this gave the Chrysler its chance. The ballast had shifted and fouled a brake-control rod. The latter, unfortunately, broke off short in the joint and the repair proved difficult, delaying the car for over an hour. Clement worked at the job like a galley slave, and finally drove off amidst cheers. By this time the Chrysler had reach third place, it was running less than two laps behind Kidston and Dunfee's Bentley No. 9.

At. 7.30, No. 19 S.A.R.A. (the only remaining one) stopped about a kilometre from the tribunes and the driver walked in.

No. 6 Stutz retired in 15th hour. Only 12 cars now left in the race. The Chrysler held its position well, and the two Stutz cars now ran into fifth and sixth places after Benjafield and d'Erlanger's Bentley, No. 5 Chrysler being very close indeed. At the 16th hour the Chrysler was barely a lap behind the second Bentley.

When the crowd began to trickle back to the tribunes on Sunday morning they found only 10 cars still running. Of these five were British, three American and two French. As usually occurs at Le Mans, those which were still running fairly easily on the Sunday morning were still capable of a good performance at 4 o'clock in the afternoon, when the 24 hours had expired.

Of those that fell by the wayside the Invicta deserves mention, because it had been putting up a valiant show notwithstanding the fact that trouble with the oiling system had resulted in a big-end bearing being run. The repairs that were needed were only completed at 11 o'clock on the day on which the race started. The car was very fast and behaved well until the oil pressure failed once more in such a way that the occupants of the car knew that the end had truly come.

Knowing that their engine was likely to burst any minute, the driver continued to press on the accelerator and actually succeeded in covering three laps, or over 30 miles, at a very high speed before, with a somewhat distressing noise, one or more big-ends went again. The two drivers, Davies and Feinnes, who had done so well up to this time, then returned to the town in a taxi and gave up racing, at any rate so far as that race was concerned!

"*Fax*" *photo*

BARNATO AND BIRKIN AFTER THEIR FINE VICTORY.

THE ALVIS RETIRES.

Another car that retired in the night was the 1,500 c.c. supercharged straight-eight Alvis. This had been putting up a very good show, lapping consistently at between 68 m.p.h. and 70 m.p.h. Unfortunately, however, the cylinder block cracked and the water poured out. It was impossible to do anything and the car was parked in the pit enclosure. The performance of this car was exceptionally fine in view of the fact that it had to carry ballast equivalent to the weight of four persons, including the driver, while four-seater bodies were also compulsory. Incidentally, in our opinion, the eight-cylinder Alvis looked better with a four-seater than with a two-seater body.

In the early morning, when George Eyston had only one lap to go before coming into the pits to fill up, he ran out of petrol and found the cause to be a split petrol tank. With the supercharged Stutz out of the race with clutch trouble, only one car of this make, that driven by Bouriat and Philippe, remained. This put up a very good show considering the cumulative effect of the many small stops which occurred throughout the race. The Tracta, with the curious engine which we have already mentioned, retired at 3.55 a.m., the reason being given as a broken petrol pipe.

For the rest of the race there was really nothing of very great importance and certainly nothing of a thrilling nature. Some of the Bentleys came in at intervals for minor adjustments and replenishments, while the Chrysler handled by Stoffel and Benoist developed some sort of transmission trouble, so that all four wheels had to be jacked off the ground for examination. After losing a considerable amount of time, however, the car was able to continue and finished at a satisfactory speed.

A feature which makes the Lea-Francis performance all the more meritorious is that, owing to the breakage of one shock absorber and a shock-absorber bracket, the car had to be driven the last four hours of the race without any form of spring dampers. The car, by the way, is a 1929 T.T. chassis, similar to those prepared for the Double-twelve Hours' Race.

There were extraordinarily few tyre changes in the race, and all the cars that finished were running on Dunlops. The big Bentley changed its first and only tyre after 12½ hours' running as a precautionary measure ; a flint cut a tyre on the Lea-Francis, without, however, penetrating as far as the tube, and two back wheels were changed on Kidston and Dunfee's Bentley. Otherwise all the cars that finished ran for 24 hours on the same tyres as those with which they started.

When the result of the race already seemed certain, and some journalists were engaged in sending our wires giving the results, it was suddenly announced that the Tracta driven by Grégoire and Valon had run into the ditch near White House corner. The driver, however, was unhurt. By a herculean effort he managed to extricate his car and, amid loud cheers, finished the course on time.

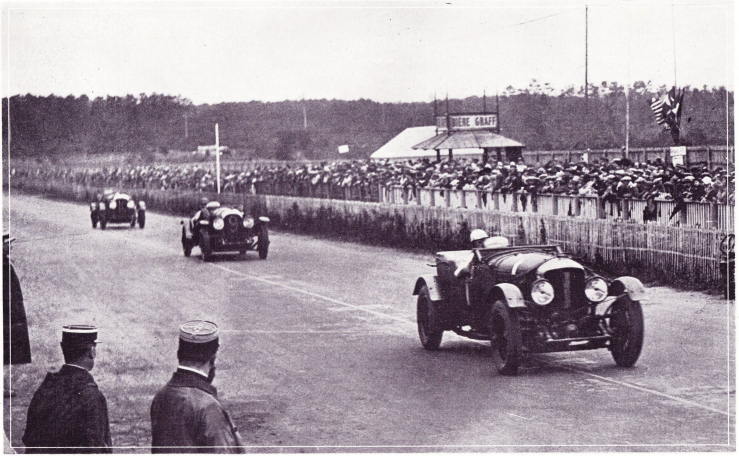

Photo reproduced by courtesy of "The Motor"

THE ALL-BRITISH FINISH AT THE END OF 24 HOURS—THREE OF FOUR BENTLEYS ABOUT TO CROSS THE LINE IN CLOSE FORMATION.

Fifteen minutes before the end of the race the Bentleys went by in slow and solemn procession amidst a buzz of animated conversation from the enclosure. Every man, woman and child who could get on to a pit counter did so and all eyes were fixed on the bend in the road towards Arnage. Then from the green of the distant trees four shapes became detached. They were the victorious Bentleys coming into the finish unhurried, dignified, superb, disposed in line ahead like a squadron of battleships. This slightly theatrical finale created an enormous impression, and those that thought of this striking little procession deserve every praise.

There was not time to wait for more. As the cars were being arranged in front of the grand-stand, with their occupants almost hidden beneath gigantic bouquets of beautiful flowers, we sped to the aerodrome on one of the latest straight-eight Ballot cars which had been put at our disposal by its manufacturers. A few minutes later and we were in the air speeding towards England.

THE SEVENTH GRAND PRIX OF ENDURANCE.

Car.	*Drivers.*	*Miles.*
1. Bentley	Barnato and Birkin	1,765
2. Bentley	Kidston and Dunfee	1,692
3. Bentley	Benjafield and d'Erlanger ...	1,620
4. Bentley	Clement and Chassagne ...	1,593
5. Stutz	Bourait and Philippe	1,565
6. Chrysler*	Stoffel and Benoist	1,550
7. Chrysler*	De Vere and Mongin	1,513
8. Lea-Francis	Peacock and Newsome ...	1,375
9. Tracta	Balart and Debeugny	1,303
10. Tracta	Grégoire and Valon	1,236

*Did not run in eliminating race for Sixth Rudge-Whitworth Cup.

FIFTH BI-ANNUAL RUDGE-WHITWORTH CUP (FINAL).

(Cars which ran in this had to qualify last year.)

Car.	*Drivers.*	*Miles.*
1. Bentley	Barnato and Birkin	1,765
2. Bentley	Benjafield and d'Erlanger ...	1,620
3. Chrysler	Stoffel and Benoist	1,550
4. Chrysler	De Vere and Mongin	1,513
5. Tracta	Balart and Debeugyn	1,303
6. Tracta	Grégoire and Valon	1,256

Hartford shock absorbers and Dunlop tyres were fitted to every car that finished. The six-cylinder Bentley used Champion plugs, but the 4½-litre models used K.L.G. plugs. The Bentleys used Super Shell oil, Lucas lamps, Young batteries, and Rudge-Whitworth wheels. Shell petrol was the official fuel for all cars.

"THE AUTOCAR" ACCOUNT OF THE RACE AT LE MANS

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Reproduced from a Drawing by Gordon Crosby by kind permission of "The Autocar"

THE BIG BENTLEY AT SPEED LEADS WATNEY'S STRAIGHT EIGHT STUTZ ON THE RUN TOWARDS MULSANNE.

BRITAIN'S VICTORY AT LE MANS

Bentley finish first, second, third, and fourth; Rudge-Whitworth Cup and Grand Prix d'Endurance won by new Six-Cylinder Speed Model driven by W. Barnato and H. R. S. Birkin at an average speed of 73.62 m.p.h.

JUST before four o'clock on Saturday, June 15, the twenty-five cars which were to fight for twenty-four long hours on the historic course at Le Mans were driven or pushed into place in front of the gaily decorated grandstand. Punctually at four the big yellow flag was dropped, the twenty-five drivers sprinted across the road to the long line of silent machines, there was a moment's furious but orderly activity, and then it seemed as though the mass of machines roared off simultaneously, though Birkin and Clement were undoubtedly a second or two in front of their rivals, and quite certainly

two cars, one the unwieldy, supercharged, two-stroke Tracta, the other a small d'Yrsan, remained stationary, the one just stubborn, the other because the starting battery was badly short-circuited.

Many minutes after the mass of competitors had disappeared towards the new turn at Pontlieue these two cars got away, the two-stroke emitting a terrific, unpleasant snarl and a big cloud of exhaust smoke.

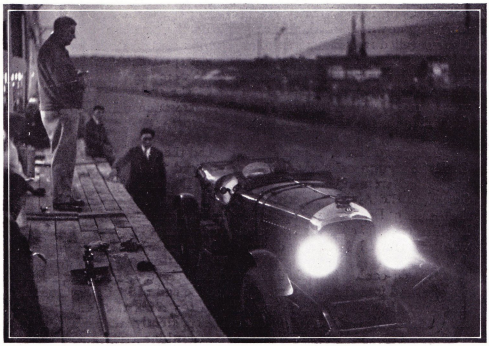
Something like eight minutes elapsed. Then, from the far distance, the listening crowd heard a faint murmur which grew and grew until it became a steady roar. Behind the railings the spectators struggled to obtain a better view. Against all regulations, the pit personnel stood upon the counters. Who would head the line? The Bentley "four-and-a-half's"? The new big six? Or would the cars come round in one bunch, Bentley and Stutz mixed together in the "dog fight" beloved by all who have handled a racing wheel?

Suddenly a long green car shot into view, and the big Bentley six-cylinder went magnificently past the grandstand with "Tim" sitting bolt upright at attention, and not another machine in sight anywhere. The interval grew, then a group of three more green Bentleys swept by, driven by Clement, Kidston and Benjafield. The English team was running right away from its rivals.

When Brisson's supercharged Stutz arrived it was obviously slowing, and a moment later it pulled up at the pits, ran backwards, bumped the safety bank and stopped, Chiron, who had only just come back from Indianapolis, changing places with Brisson prior to some hot and irritating work replacing a full set of plugs. Bouriat's Stutz held fifth place, but close behind was the remaining Bentley of the team, and one round later the Bentleys held the first five places with every single car running exactly according to schedule and keeping station.

After five rounds Earl Howe pulled in with No. 11 Bentley, the car with which Mrs. Bruce recently ran twenty-four hours at Montlhery. He proceeded to change his plugs and to test the ignition, an operation which took so much time that when he set out again he had dropped from fifth to twenty-first place. At the end of another round he came in again with more misfiring, and a round later the magneto had to be changed.

Judged by racing standards the work was slow—so slow, indeed, that when No. 11 started out again it had lost ten laps to the leaders and was so far back that there was some doubt about it being able to maintain its average for the first twelve hours. But the matter was settled when on the Hunaudières stretch the engine petered out and an examination showed that the cross shaft driving the two magnetos had broken.



"*Autocar*" *Photo*

BENJAFIELD GETTING AWAY, DURING THE NIGHT, AFTER HIS PARTNER, D'ERLANGER, HAS REFILLED NUMBER 10 BENTLEY.

While No. 11 Bentley was limping to its fall, the Speed Six, driven by Birkin, was displaying extraordinary pace. It covered a round at 79.7 m.p.h., a couple of rounds later increased this to 80.46 m.p.h., and still later *set up a record of* 81.1 *m.p.h., the highest speed ever attained by a car in this race.*

Under the rules cars were not allowed to come in for petrol, oil or water at intervals of less than 20 rounds, or rather more than 200 miles. No. 1 Bentley was the first to stop. The "plombeurs"—the men whose duty it is to detach and affix the seals—jumped to their work. Birkin seized a jug of oil, tipped it into the funnel and left it to flow. The act of opening the oil filler cap also opened the big oil level cock, thus making it impossible to overfill. When the funnel was withdrawn and the filler cap snapped down and sealed, the overflow remained open, and it was not until the clutch pedal was depressed that it was automatically closed. While the oil was flowing, Birkin filled the radiator, then slipped round to the rear and began juggling with the two-gallon petrol cans, which were tipped full into the big funnel and flung back empty to be caught by some pit attendant. A turn on all the shock absorber nuts, and Birkin jumped into the pit to allow the more phlegmatic Barnato to take his place at the wheel of the leading car.

Hardly had this car gone when Clement went through the same operations on No. 8 Bentley before turning it over to Chassagne. A few yards down the road, at the second Bentley replenishment station, No. 10 pulled in and Benjafield, after refilling, turned his car over to Baron d'Erlanger. If Birkin was the most spectacular of the Bentley men on pit work, Chassagne and Clement were the most methodical. The two pits, handled respectively by Clarke and Kensington Moir, were a model of precision and careful organisation which drew forth the unbounded admiration of the spectators.

After two hours' running Bentley had the first four places, with G. E. T. Eyston on No. 6 non-supercharged Stutz lying fifth. One lap behind were the two Chryslers, the Dupont, the supercharged Stutz and the Alvis. Another lap in the rear, or three laps behind the leading Bentley, were the Lagonda, Bouriat's Stutz, and the Lea-Francis. The Invicta had covered eleven laps and was in company with two small B.N.C.'s, and two of the front wheel-driven Tractas.

The air-cooled Saras had dropped far behind and a D'Yrsan had been pushed into the cemetery. Just at the end of its first 200 miles, exactly at the time when it was due in for refill, the Alvis supercharged straight eight developed trouble apparently from some defect in the cylinder head. It was found that nothing could be done, as water was running from the exhaust pipe.

With nightfall the scene changed. The 450 yards of replenishment stations and offices became as brilliantly lighted as shops in Bond Street. *The Autocar* tea rooms, the Weymann bar and the Repusseau Hotel filled to overflowing; wonderful meals were prepared in extraordinary kitchens; corks popped; music and laughter filled the air. Behind the grandstands dancing held its devotees, and still further in the rear the lights of myriads of cars twinkled in the darkness and two long trails showed the processions coming from and returning to Le Mans—a procession which did not cease until the grey light of dawn had appeared in the east.

POSITIONS AFTER SIX HOURS.

		Miles
1.	Bentley (Birkin and Barnato)	445
2.	Bentley (Kidston and Dunfee)	445
3.	Bentley (Clement and Chassagne)... ...	434
4.	Bentley (Benjafield and d'Erlanger) ...	434
5.	Stutz (Brisson and Chiron)	424
6.	Stutz (Eyston and Gordon Watney) ...	414
7.	Chrysler (De Vere and Mongin)	414
8.	Chrysler (Stoffel and R. Benoist) ...	414
9.	Stutz (Bouriat and Philippe)	394

"*Fox*" *Photo*

D'ERLANGER, UNDER KENSINGTON MOIR'S PUNGENT INSTRUCTION, FILLING THE BENTLEY'S SUMP WHILE A MECHANIC INSPECTS THE REAR TYRE TREAD.

10.	Invicta (Davies and Fiennes)	...	...	374
11.	B.N.C. (Devaux and Caralp)	...	...	354
12.	Lea-Francis (Peacock and Newsome)		...	354
13.	Tracta (Grégoire and Valon)	...	...	333
14.	Tracta (Balard and Debeugny)	...	...	323
15.	Tracta (Lemesle and M. Benoist)...		...	303
16.	Tracta (Bourcier and Thibaudeau)		...	202
17.	Sara (Mottet and Hawkes)...	...	...	182

But behind all the gaiety was stern reality: attentive team managers, untiring chart-keepers, harassed mechanics, hopeful drivers —for the man who is in the heart of the fray is the one least inclined to be discouraged.

"Look at that Stutz exhaust pipe; it's red hot," remarked somebody in the Bentley replenishment station. No. 4 Stutz, driven by Brisson, was endeavouring to make up some of its early loss. The blower was being kept in operation nearly all the time and the result showed itself in the excessive heat of the exhaust. At 10.30 p.m. Brisson pulled in for supplies. Water was taken aboard, the big tank at the rear was filled to the brim and over; Brisson stepped on one

side to allow the official to affix the seals on the filler cap and at that precise moment the whole rear of the car burst into flames.

The " plombeur " heroically tore off his coat, which was instantly consumed by the flames. Brisson staggered back with a cry of pain, his hands and face severely burned. From all quarters helpers rushed in with Pyrene fire extinguishers, the Alvis fire party among them, but so fierce was the blaze that it was difficult to get to close quarters. Every instant one expected the twenty-five gallons of petrol to explode. Working in an unbreathable atmosphere of smoke and flame, the men kept the flames down until, after a quarter-of-an-hour, the Stutz stood with its front portion intact but its rear badly damaged.

When the gendarmes had cleared the track, Chiron stepped out and took charge of the car. With the exception of the tail light, the whole of the electrical installation was in working order. The tank and the piping appeared to have withstood the ordeal, and to the amazement and admiration of the spectators Chiron drove off into the night. As his team mate had been carried away to the hospital, Chiron would have to drive unaided for eighteen hours.

Sunday morning revealed a strange sight at the pits. Door after door was opened to discover motionless figures on camp beds on the floor, hunched up on boxes or stretched out on garden chairs. Pace kills, and the pace at Le Mans had been so fast that the first twelve hours had ploughed big gaps in the ranks of the competitors.

Mottet, having stopped with the Sara, had a message sent back to his pit to the effect that he would not be long, but that he had to change a piston and cylinder ; in actual fact he did change piston and cylinder, since the car carried these extraordinary spares, and Mottet worked as few people have worked to get the car going again, losing, however, so much time that when more trouble developed it was impossible to proceed with any hope of success.

The immaculately white Du Pont had covered only 19 rounds of the circuit when, according to its drivers Moran and Miranda, the ballast broke through the floor boards and bent the propeller-shaft. Others claimed that the gears had stuck. The three B.N.C. and the D'Yrsan cracked up their engines. Bourcier and Thibaudeau's harsh-toned two-stroke Tracta broke an oil pipe and went out with a seized bearing, much to the relief of the drivers of the faster cars, as this machine had been a nuisance during the night owing to the vast clouds of its exhaust smoke that formed a smoke screen of a particularly unpleasant type.

A second Tracta, with a normal four-stroke engine, handled by Benoist and Lemelle, was eliminated with a broken magneto bracket. The lone Lagonda, in charge of T. E. Rose Richards and B. E. Lewis,

"Fox" Photo

RE-FUELING THE WINNING CAR

blew out its cylinder head gasket after 283 miles. The Invicta, driven by A. O. S. Davies and C. W. Fiennes, was vanquished by a connecting rod after 780 miles.

Chiron's heroic effort on the Stutz did not meet with its reward, for in the early morning a seam gave out on the petrol tank, and fire-scarred No. 4 had to be abandoned by the roadside with 646 miles as its score. G. E. T. Eyston, who had worked No. 6 Stutz up to fifth place immediately behind the Bentleys, and held it there for more than four hours, suffered in exactly the same way, the tank apparently collapsing and putting the car out of the race.

Meantime, the Bentleys had been travelling at a pace which made it certain that all records for the race would be beaten, and that, moreover, the increased speed was not only due to the shortening of the course. But when everything seemed to be going exactly as it should, and when, indeed, for all practical purposes opposition had been crushed, trouble of the most unexpected type commenced.

It began with the head lamps of Bentleys Nos. 9 and 8 flickering; then on one or the other a lamp would go out, and finally both lamps.

Imagine what that must be like at a speed of nearly 100 m.p.h. with a right-hand corner just ahead! The cars were stopped at the pits and in methodical haste the drivers set about repairs, for what had happened was that the bulb carriers inside the lamps had shaken loose. It was a trouble which cost the Bentleys quite a lot of time, and it was serious in that it was quite impossible to drive at any speed without the head lamps. There could have been no people more relieved than the Bentley team *personnel* when the first faint light of drawn showed greyly on the horizon.

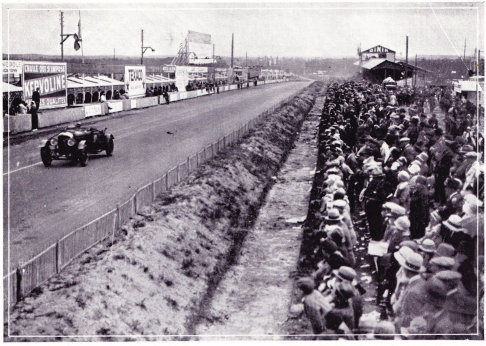
In addition, No. 10 Bentley, which already had made history in the "Double-Twelve" as No. 6, cracked a connection between the cells of its battery, which caused the head lamps to go out whenever the car took a right-hand turn, and in the early hours of the morning the same car developed a leak in its water-pump gland which Benjafield dealt with effectively under the stern guidance of Kensington Moir, though water still ran out whenever the engine stopped.

The team certainly did not have luck entirely its own way, for it was in the early hours of the morning, also, that the ballast shifted on No. 8 Bentley and bent the brake rod, rendering the brakes inoperative and dropping the car from second to eighth place before repairs could be completed, thus giving Stoffel and the famous Benoist a chance to bring up the Chrysler to fourth place, while De Vere and Mongin with the second Chrysler gained fifth place for a few laps. Actually, of course, the Bentleys had the matter well in hand. Just after midnight No. 9 had led for two laps, thereafter giving place once more to the big six, and signals soon brought the rest of the team back into formation.

POSITIONS AFTER TWELVE HOURS.

		Miles.
1.	Bentley (Birkin and Barnato)	904
2.	Bentley (Clement and Chassagne)... ...	843
3.	Bentley (Kidston and Dunfee)	833
4.	Chrysler (Stoffel and R. Benoist) ...	833
5.	Bentley (Benjafield and d'Erlanger) ...	833
6.	Stutz (Eyston and Gordon Watney) ...	823
7.	Stutz (Bouriat and Philippe)	802
8.	Chrysler (De Vere and Mongin)	802
9.	Lea-Francis (Peacock and Newsome) ...	690
10.	Tracta (Grégoire and Valon)	660
11.	Tracta (Balard and Debeugny)	640

About 8.30 on Sunday morning, when going past Hunaudiéres, Stoffel realised that the Chrysler petrol tank was practically empty, and the replenishment station was about six miles away. He must



"Fox" Photo

A 4½ LITRE BENTLEY PASSING THE STANDS

get there at any cost. Where the road allowed it he free-wheeled; at times he got out and pushed; he zig-zagged across the road to get the use of the remaining drops of petrol; he even decided to run on the electric starting motor, until one of the two storage batteries was sacrificed; and he had the forethought to realise that he must try to reserve a few drops of petrol to get up the slight rise to the pits.

He got there, repaired the leak and filled up. While petrol cans were flying and the pit was buzzing with excitement, somebody cried out, "The two gold stop watches have been stolen!" "Lock the door and search everybody, starting on me," yelled the team manager. In the pit they discovered a youth who had no connection with the team. He was pounced on and accused of having stolen the two gold watches. He professed his innocence, explaining that he had been pushing a disabled car and had stepped into the pit with a companion. The case was clear. He had stolen the watches and given them to his companion who had run away. The companion must be found. Protesting tearfully, he was led into the terrible presence of a captain and a score of gendarmes, who proceeded to put him through his paces. While the cross-examination was going on, somebody rushed in with the cry, "The watches have been found!" The time-

keeper had heard that No. 12 Chrysler was in difficulties, and before going out to the telephone to get confirmation had prudently slipped the watches in his pocket. The accused youth was given fifty francs and told to keep away from racing pits in future. Meantime Stoffel quietly continued the reorganisation of the Chrysler's fuel system.

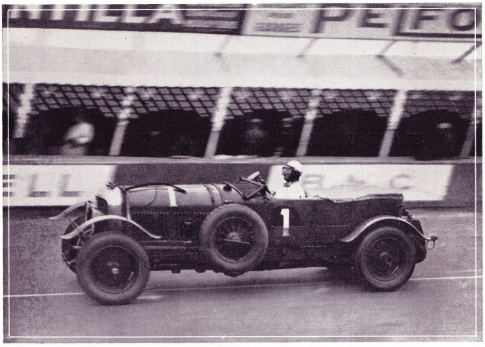
POSITIONS AFTER EIGHTEEN HOURS.

		Miles.
1.	Bentley (Birkin and Barnato)	1,341
2.	Bentley (Kidston and Dunfee)	1,270
3.	Bentley (Benjafield and d'Erlanger) ...	1,229
4.	Bentley (Clement and Chassagne) ...	1,198
5.	Stutz (Bouriat and Philippe)	1,188
6.	Chrysler (Stoffel and R. Benoist) ...	1,188
7.	Chrysler (De Vere and Mongin) ...	1,127
8.	Lea-Francis (Peacock and Newsome) ...	1,046
9.	Tracta (Balard and Debeugny)	974
10.	Tracta (Grégoire and Valon)	955

These troubles to the two Chryslers allowed the Bentleys to regain and permanently establish themselves in first four positions seven hours before the end, and it also enabled No. 5 Stutz to get fifth place. The American car, however, was in frequent trouble with its plugs, the pit management was poor, even the proper tools not being available for plug changing. Thus, during all Sunday morning and afternoon it was known that unless a disaster occurred the result would be a quadruple Bentley win.

Another British car, the Lea-Francis, handled practically as a private venture and run under handicaps which only its drivers fully knew, was now attracting attention by its great regularity and freedom from trouble, though at one point the shock absorber brackets in front broke away, making the car difficult to hold, and on another occasion there was a slight but very worrying mistake with the lubricant supplied at the pit. The car had done nothing sensational, yet had travelled extremely well, and it is no light business to take a car through the Le Mans 24-hour Race for the first time.

Towards the end of the race, as always, the tension and worry in the pits were greatly increased, for so near the end fate has often been known to strike an unexpected blow; barring that, a magnificent English victory was assured. Round after round the Bentleys swept by, held by their pit signals to a definite speed. No. 10, driven for the last long spell by Benjafield, was not in the best of condition, since the only means of starting the engine was for the driver to bridge a break in the accumulator connections with his hand and receive a severe shock every time the starting motor came into operation;



"Fox" Photo

THE 6½ LITRE BENTLEY PASSING THE PITS AT 95 M.P.H.

moreover, the front brakes had worn so much that they had had to be disconnected entirely. Notwithstanding this, Benjafield was treading so stoutly on the pedal that the car was soon back in third place and was never thereafter challenged.

Gradually the hands of the clock approached the fateful hour, at regular intervals the loud speaker began to announce the passing of time. Then for a moment those who did not know the team's arrangements, received the shock of their lives, for the first three Bentleys were overdue. A minute passed, another minute—some people became almost sick with apprehension—then the three passed, and instead of being spaced some distance apart they had closed by arrangement and passed the grandstand slowly in correct order not a car's length apart, while, from behind, the fifth car of the team hurried forward to take its appointed place.

On the last lap of all a high official stepped forward with the big yellow flag, and then, in two groups of two cars each and in close formation, the Bentley team crossed the line, having won not only the Grand Prix d'Endurance for the fourth time, at an average of 73.62 m.p.h., which is a record for the race, but the Rudge-Whitworth Cup as well, for the first time for England; for the first time also one make held the leading four places.

Behind them Grégoire's Tracta violently overturned at Arnage, but its intrepid driver righted it, and the much battered car finished, together with the second Tracta, the two Chryslers, both of which had run very impressively, and one of the Stutz. Peacock and Newsome in the little Lea-Francis were the fifth British entry to cross the line. At last the finish of this great race had filled, as all Britishers hoped it would be filled one day, with British cars.

GRAND PRIX D'ENDURANCE 24-HOUR RACE.

		Miles.
1.	Bentley (Capt. Birkin and Woolf Barnato) Average: 73.627 m.p.h.	1,767.25
2.	Bentley (Glen Kidston and J. Dunfee) ...	1,695.95
3.	Bentley (Dr. J. D. Benjafield and Baron H. d'Erlanger)	1,614.57
4.	Bentley (F. C. Clement and J. Chassagne)	1,592.8
5.	Stutz (Bouriat and Philippe)	1,556.26
6.	Chrysler (H. Stoffel and R. Benoist) ...	1,544.03
7.	Chrysler (Cyril De Vere and Mongin) ...	1,512.95
8.	Lea-Francis (K. S. Peacock and S. H. Newsome)	1,380.63
9.	Tracta (Balart and Debeugny)	1.299.7
10.	Tracta (Grégoire and Valon)	1,280.13

RUDGE-WHITWORTH CUP PLACINGS.

		Distance	*Coeff.*
1.	Bentley (Capt. Birkin and Woolf Barnato)	1,767.25	1.274
2.	Bentley (Dr. J. D. Benjafield and Baron H. d'Erlanger) ...	1,614.57	1.182
3.	Chrysler (H. Stoffel and R. Benoist)	1,544.03	1.136
4.	Chrysler (De Vere and Mongin)	1,512.95	1.110
5.	Tracta (Balart and Debeugny)...	1,299.7	1.104
6.	Tracta (Grégoire and Valon)...	1,280.13	1.088

THE DAILY PRESS does not usually report Motor Races, but the importance of this victory was recognised by full reports on principal pages in many journals. We have selected the "Morning Post," "Daily Mail" & "Daily Express" as the best accounts to reprint

The Morning Post

LONDON, MONDAY, JUNE 17, 1929.

BRITISH CARS' TRIUMPH

First Four Places at Le Mans

BENTLEYS AGAIN

Thrilling Escapes in 24-Hour Race

Another great triumph for British motor-cars was registered yesterday, when Bentley cars occupied the first four positions in the 24-hour endurance race at Le Mans, France. The winning car did the record average speed for the course of more than 72 miles an hour.

By the Hon. MAYNARD GREVILLE
("Morning Post" Motoring Correspondent)

LE MANS, Sunday.

The endurance race at Le Mans over the week-end resulted in one of the most astonishing British victories that has ever been recorded.

For 24 hours on Saturday and Sunday, Britain and America battled on the Sarthe circuit for the supremacy of the standard sports car. Britain won a complete and overwhelming victory.

The first four cars were Bentleys. The new speed model six-cylinder, driven by Mr. Woolf Barnato and Captain H. H. S. Birkin, which first appeared on the week, Double 24-hour race at Brooklands, swept everything before it. It lapped the course at a average speed of more than 1[illegible] miles an hour, and covered more than 1[illegible] miles an hour on the straight portions, and was easily. It covered a distance of nearly 2,000 miles in [illegible] hours.

The next car was a 4-litre Bentley, the veteran that won last year. This time the number was 9, and it was driven by Mr. Glen Kidston and Mr. Jack Dunfee. It was followed by the 3-litre Bentley, driven by Mr. Sammy Davis and Mr. Clement, and the super-sports Bentley No. 4, driven by Mr. J. C. Clement and M. Chassagne.

These were all miles ahead of the 5th car, a Stutz (American) driven by M. Boerner and M. Philippe, and the 6th, a Chrysler, driven by Mr. Stoffel and M. Robert Benoist.

A PROCESSION

Unfortunately during the later stages the race developed into a procession, the four Bentleys running like clockwork behind one another.

Only one Bentley fell out, and that was the winner of the race, who on No. 1, the 42 litre Sunbeam driven by Mr. Victor Rigal, received accumulator trouble. Unfortunately at Mulsanne race track at nearly two in the morning, developed magneto-drive trouble. This car was driven by Earl Howe and Mr. Bernard Rubin.

Only ten cars out of the 25 finished the gruelling course, and five of these were Bentleys.

Both the Stutz and Chrysler fought hard for America. In the early hours of Sunday morning the super-charged Stutz driven by Bordino and Chiron, came to the pit to fill up. The petrol cans were strewn on the pitted tracks and suddenly, to the amazement of the spectators, the whole tank burst into flames. Some of the petrol poured down the exhaust pipe and ignited the flames. Alec Ivan in charge at the pits, with great presence of mind, screwed on the tank top and so saved the entire contents of the tank from catching fire.

In doing this he was severely burned about the hands and face, but his plucky act undoubtedly saved the car from a great disaster, probably the loss of the race, due to his assistance. With the Bordino car we were speculating from the Bentley pit which was near. Though the car was able to resume, with Chiron in sole charge, it had to retire later.

During the night first No. 8 and then No. 9 Bentley had trouble with their lamps, and No. 8 actually completed two laps with its side lamps alone.

NARROW ESCAPE

Later Clement, driving No. 9 Bentley, had a narrow escape. He was travelling behind another car at some thirty-five miles an hour when he had to slow up. He stamped on the brake pedal but nothing happened. The instant weight had soared and fractured one of the brake rods. A repair was effected, however, but the time lost finally put the car in the fourth place.

At another time Mr. Woolf Barnato touched another small car while he was dropping the big 6 Bentley at more than 100 miles an hour. Had the driver of the small automobile of his own free will direct it would have resulted in disaster.

It was fairly obvious from the beginning that the Bentleys had the situation well in hand, and the running of the Big 6 drew immense crowds to the faster portions of the course. Another car which promised well was the Ice Francis, driven by Mr. Dudley Froy and Mr. Ernest Hamilton. The Lycoming had to retire, water is faulty geared, and the Alvis was forced to retire through engine trouble.

Bob Itch dogged Epstein and Whitney on a Bugatti Stutz. Tony petrol tank was holed by a stone, and they ran out of petrol only 200 yards from the pit. The Invicta, in the hands of Mr. Saunders Davies and Capt. Dale, N.V.T. ran well for 13 hours, and then retired through engine trouble.

Hour after hour the Bentleys came from points round the course, and danced and cavorted out during the night.

Bentley are to be congratulated on taking once more upholst the honour of Britain on the Sarthe circuit. This is the fourth time they have won the race, and it is third in succession.

The crowd cheered the British team frantically at the conclusion of the race.

From the Leading article

MADE IN ENGLAND

Another proud achievement by British racing motorists was recorded yesterday at Le Mans, when Englishmade cars secured the first four places in the twenty-four hours' endurance race. Of the twenty-five competitors, fifteen were French or American; and only ten of the cars were left in the race after sixteen hours' driving. Of these four Bentleys "showed their heels" to all the others, and the actual winner, slowed to victory by Captain Woolf Barnato and Mr. H. R. S. Birkin, set up a new world's record by travelling 2,814 kilometres at an average speed of 74 miles per hour.

This is a magnificent performance, which will redound to the credit, not only of the designers and craftsmen responsible for the machines, but of their gallant drivers. The prestige of British engineering skill is mounting steadily. The recent triumph of the Golden Arrow on Daytona Beach is still fresh in our memories; and this further success points to the obvious conclusion that there is nothing to approach, in efficiency and grace, the mechanical thoroughbreds of England. When they are ridden to victory by Englishmen, our satisfaction is enhanced. The tragic death at Allcoma of Mr. Ray Keech serves to remind us that the winning of such victories is not child's play.

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Daily Mail

FOR KING AND COUNTRY.

MONDAY, JUNE 17, 1929.

BRITISH CARS' TRIUMPH.

FIRST FOUR IN BIG RACE.

20,000 SPECTATORS AT 3 A.M.

THREE MILLIONAIRE DRIVERS.

From OUR SPECIAL CORRESPONDENT

LE MANS, France, Sunday.

British motor-cars won an overwhelming triumph in the 24-hours Grand Prix Endurance Race at Le Mans, the most important and testing of all the great Continental road races.

The three fastest makes of car in the United States were competing as well as some of the greatest French cars and drivers.

It was a proud moment for the English spectators among the great cosmopolitan crowd that thronged the course when four British Bentley cars passed the grand stand, having gained the first four places. I cannot recall a greater triumph for any nation in an international race of so important a character. The positions were:

(1) British Bentley, driven alternately by Mr. Woolf Barnato, the millionaire sportsman, and Mr. H. R. Birkin, another wealthy young sportsman. They covered 1,794 miles in the 24 hours at an average speed of 75 miles per hour, a record for the race.

(2) British Bentley, driven by Mr. Glen Kidson and Mr. S. Dunsee, who covered 1,691 miles at an average speed of 70.5 miles per hour.

(3) British Bentley, driven by Dr. Benjafield, a West End doctor, and Baron d'Erlanger, a member of the millionaire banking family, who covered 1,642.76 miles at an average speed of 67.19 miles per hour.

(4) British Bentley, driven by Mr. S. Clement and M. Chassagne, who covered 1,602.17 miles at an average speed of 66.75 miles per hour.

(5) United States Stutz, driven by Mr. Fyston and Mr. R. Watney, who covered 1,502.56 miles at an average speed of 62.58 miles per hour.

(6) United States Chrysler, driven by M. Benoist, the champion driver of France, and Mr. Stassi-Robert, who covered 1,341.76 miles at an average speed of 61.24 miles per hour.

The leading British car covered 192 miles more than the leading United States car. Out of 29 cars that entered only 9 finished the gruelling course.

There was a remarkable scene at the finish. The British drivers lined up before the grand stand. The band played our National Anthem, and a crowd composed of all nations stood up. Afterwards the drivers were pelted with flowers, and the winning cars were filled by pretty French girls with bouquets of blooms until they looked like florists' shops.

Towards the end of the race the British cars were so far ahead that one of the drivers stopped to have a cup of tea.'

DRIVER BADLY BURNED.

Early in the race misfortune overcame the United States Stutz car driven by M. Brisson. The driver, in his excitement, over-filled his tank at the pits and a stream of petrol poured out. Suddenly the car was enveloped in flames. M. Brisson dashed through the smoke and flames and put the cap over the filler.

He saved his car, but he was so badly burned that he had to be taken to hospital.

At one time the flames rose to a height of 15ft. and a trail of lighted petrol was running down the road alongside the pits. In the pits were hundreds of gallons of petrol packed in tins. Mechanics formed a human chain and moved a large number of tins of petrol from the danger zone. After M. Chiron had driven the charred car over a few more laps it collapsed and he had to retire.

Through the whole of last night the Bentley cars were steadily increasing their lead. Although the French cars were early out of the running, thousands remained through the night to watch the Anglo-American duel. At 3 a.m. the crowd round the course must have numbered 20,000.

Loud-speakers fixed in the branches of trees in the woodlands blared out merry music, and couples danced beneath the trees to the glare of the headlights of the racing cars.

MR. BARNATO'S ESCAPE.

Mr. Woolf Barnato nearly met with an accident in the early hours of this morning. He was passing a French car at 105 miles an hour when both lurched on the rough road. They actually touched. The crowd waited for the smash, but both drivers missed death literally by a coat of paint.

A little later Mr. Clement, driving another Bentley, had a narrow escape. He was racing behind one of the United States Chryslers, which had to slow down for a bend. He applied his brakes. Nothing happened. It was only by a miracle that he prevented his piling up on the back of the Chrysler.

The ballast in his car had shifted and broken the brake connecting rod.

The front brakes of another Bentley also came adrift, but that daring driver Baron d'Erlanger, whom nothing seems to discompose, continued the lap at nearly 70 miles per hour. His popular nickname among the pit attendants is "Poker Face," because nothing appears to disturb him.

The Bentley team were probably the most aristocratic that have ever entered for a road race. Among the drivers were three millionaires and a peer, Earl Howe, who had mechanical trouble in the first few laps and had to retire. Two other peers, the Earl of March and the Earl of Brecknock, were assisting in the pits.

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Daily Express

TO-DAY'S WEATHER:
Fair and warm.

MONDAY, JUNE 17, 1929.

GREAT BRITISH MOTORING TRIUMPH.

LE MANS RACE LED FROM START TO FINISH.

FIRST FOUR PLACES.

DAY AND NIGHT OF THRILLS.

"Daily Express" Special Correspondent.

LE MANS, Sunday, June 16.

THE annual twenty-four hours' struggle here in the titanic dual motor-car race, the Grand Prix d'Endurance and the race for the Rudge-Whitworth Cup, has ended in a crowning victory for Captain Woolf Barnato and Birkin with Captain Barnato's six-and-a-half litre Bentley motor-car.

In the twenty-four hours ending this afternoon the motor-car covered 1,774 4-5 miles, an average of nearly seventy-four miles an hour.

It was a triumph for British motor-cars, for Bentley machines took the first four places. An American Stutz came next, followed by two American Chrysler-Imperials, a Leo Frames (England), and two French Tractas.

40,000 SPECTATORS.

These two were all that finished out of twenty-six entries. There were at one time 40,000 people present. Thousands of motors occupied the parks, and excursion trains were run from all parts of the country.

The great duel of the race occurred between midnight and midnight yesterday.

Brisson had pulled in the Stutz, which he was driving, to the pit to replenish his petrol. This replenishing is always a hurried business, has to be done by the driver himself, and the result is invariably a wave cascade of a gallon or two. This waste splashed over the Stutz tank at the rear. Brisson promptly snapped down the cover.

That instant a terrific blaze of flame spluttered up, momentarily enveloping Brisson. A second later the whole of the rear of the car was alight in flames.

Somebody made a dash for Brisson, and snatched him from the furnace. He was led away blinded by a scorched face. There was immediately fear that the wooden of the Stutz adjacent pit would be envelopes.

The Stutz had pulled up the about a quarter of a mile on the right-hand side of the track, presenting the appearance of a fashionable stalls with a long wooden counter five feet or so built in front of it. From a point where Brisson stood immediately opposite the fire it looked as if the Stutz, though the pits were actually on fire.

ANXIOUS MOMENTS.

There were five minutes of terrible peril and anxiety. No sooner was the alarming fire seen than one hundred mechanics along the line of the pits, their coveralls and, further, of anxiety. Men came from all parts from eighty to a hundred miles per hour along the track, pushed for the blaze, carrying extinguishers and anything that would be useful.

Ten thousand people in the enclosure opposite and near the stands rushed forward, the nearest point of observation. Fortunately the harriers were so excellently devised that not one was able to reach the order, or the mad rush might have crowded the track and led to tremendous disaster.

The fire was extinguished and the Stutz, pushed by the men wheeled out of the way, but later Chiron, the silver native driver, took it on the track again and finished twenty-eleventh.

Brisson, despite the agony of his burns, declared his intention to go on the wheel, and he was so determined that he would do so it was made through a loud speaker; but it was found that his burns were more serious than he would admit, and, still protesting, he was taken to Le Mans Hospital.

It is glad to say that on inquiry tonight his injuries are superficial. The hospital authorities told us that despite the fact that his hands are badly burned and his chest and lower part of his face seared, it is expected he will be able to leave the hospital in a day or two.

CHIEF BATTLE.

The chief battle of this great twenty-four hours race was between the Bentleys, outstanding of the cars a fight between England and America, fought out on French soil, a contest that narrowed down to a trial of Bentleys against Stutz.

The conditions of the race, which lasted twenty-four hours, were very novel. It is, in the first place, a trial of endurance, and the motor-cars have to conform to standard conditions. Wings, hoods, and other ordinary arrangements have to be carried.

Firms whose motor-cars enrolled in this endurance race for the Grand Prix and prez have the right to enter on the same cars for the coveted Rudge-Whitworth Cup.

When the race is run, therefore, some of the motor-cars are racing for

GREAT BRITISH MOTORING TRIUMPH.

(CONTINUED FROM PAGE ONE.)

the Grand Prix d'Endurance and the Rudge-Whitworth Cup, while others are racing for the Grand Prix and the right to enter for the cup the following year.

Thirteen motor-cars which had qualified lost per cent. running the week-end, with many other motor-cars that had not qualified, the organisation machine is handicapped according to capacity.

The favourite for the Rudge-Whitworth Cup was Woolf Barnato's six and a half litre Bentley, the most powerful motor-car entered. It was driven by Barnato and Birkin. Barnato set off, Birkin, who shared, took the lead at once, and never lost it. The motor-car did the first ten in about nine minutes, and when warmed up it was roaring over the course at about eighty miles per hour.

FAMOUS DRIVERS.

There were four other Bentleys in the two rows, one of them in the qualified section driven by the famous drivers Benjafield and D'Eataque. This motor-car at one time or another offered a challenge to the leaper car, but after the first five or six hours was not in the running. The other Bentleys in the night were out, two dominos of big leader from the second and the rest of the field gradually fading back.

D'Eataque drove with dash. Meanwhile the other Bentleys in the purple qualifying section were making a good bid for honours.

Lord Howe (Viscount Curzon), with Dubois, was in one of them, but something went wrong, with the gauge apparently, and after a long delay somebody pushed the car in. The Bentley finally gave out five miles away.

The other two were making a hot pace. No 9 particularly.

The Bentleys' chief rivals were the Stutz brigade. There was one Stutz in the qualified section, and this great car was driven by the famous drivers Brisson and Wagner. It was a formidable rival for more than 1,000 miles, and kept in the fire fire, but, unfortunately, in the 20th lap the petrol run out, and as the regulations demanded that replenishment could only be made at the pits, the race had to be abandoned.

CAR ON FIRE.

One of the other Stutz Bears was Bilstein's car, which carried fire and spontaneously ignited. Another abandoned the race after a flight of 1,000 miles, and the third was Chiron's car.

Thousands of people from Paris, England, and the whole countryside in Western France stayed through the night, which remained fine, despite thunderstorms in Paris.

Nowhere in England (Surrey) has been such an omen scene. Great clouds, big eyes, like the blazing eyes of dragons, came glaring through the blackness.

One moment it was pitch dark, then the lightning flashed, and there was in a few seconds the car passed with a roar that rose and died away again until it was lost in a moan amid the forest.

Fifty minutes of quiet forest and then Bilstein with a hurricane of roar, two dominos, a series of roars and blaze, a crumbling splashing of fire-balls.

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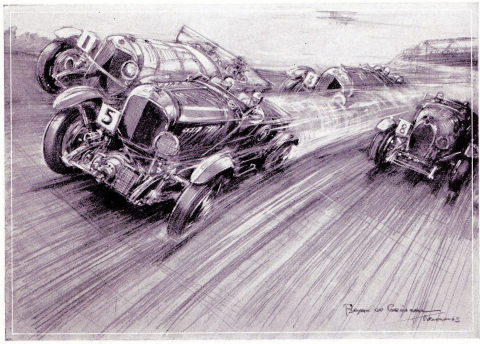
S U B S E Q U E N T L Y



Drawing by Bryan de Grineau, reproduced by courtesy of "The Motor

Brooklands, 1929

SIX HOUR ENDURANCE RACE FOR FULLY EQUIPPED STANDARD TOURING CARS. 1st ON SPEED, DISTANCE AND FORMULA 6½ LITRE BENTLEY SPEED SIX AVERAGE SPEED 75.8 M.P.H., 2nd ON SPEED AND DISTANCE AND 3rd ON FORMULA 4½ LITRE BENTLEY AVERAGE SPEED 72.9 M.P.H.

Dublin, 1929

IRISH INTERNATIONAL GRAND PRIX. BENTLEYS CARS 1st AND 2nd ON SPEED AND DISTANCE AVERAGE SPEED 79.8 M.P.H. AND 79 M.P.H. 2nd, 3rd, 4th, 5th, 7th and 8th ON FORMULA. SIX CARS STARTED—ALL FINISHED.

"All the products of Bentley Motors, Ltd. have that nicety of control which is seldom if ever met with on cars emanating from factories which have never had a racing chassis under their roof."

From the "Sphere," March 17th, 1928

C A T A L O G U E S O N R E Q U E S T

P R E V I O U S L Y

Brooklands, 1922

THE BRITISH DOUBLE 12 HOURS RECORD WON BY 3-LITRE BENTLEY (2,083 MILES) AVERAGING 86.79 M.P.H.

Le Mans, 1924

24 HOURS' GRAND PRIX D'ENDURANCE WON BY 3-LITRE BENTLEY SPEED MODEL, 1,380 MILES IN 24 HOURS, AVERAGING 57.5 M.P.H.

Montlhery, 1925

24 HOURS' WORLD'S RECORD, CLASS D, 2,280 MILES, AVERAGING 95 M.P.H.

Le Mans, 1927

24 HOURS' GRAND PRIX D'ENDURANCE WON BY 3-LITRE BENTLEY, 1,472.6 MILES, AVERAGING 61.36 M.P.H.

Montlhery, 1927

24 HOURS' GRAND PRIX DE PARIS WON BY 4½-LITRE BENTLEY 1,257 MILES, AVERAGING 52.5 M.P.H.

Brooklands, 1928

SIX HOURS' RACE FOR STANDARD CARS. 4½-LITRE BENTLEY FIRST, SECOND AND THIRD ON SPEED AND DISTANCE, WINNERS AVERAGE, 72.27 M.P.H.

Le Mans, 1928

24 HOURS GRAND PRIX D'ENDURANCE WON BY 4½ LITRE BENTLEY. 1,658.6 MILES, AVERAGING 69.1 MILES.

Ulster, 1928

TOURIST TROPHY RACE, FASTEST TIME, AVERAGING 71.16 M.P.H.

Brooklands, 1929

DOUBLE TWELVE HOURS RACE FOR STANDARD CARS. 4½ LITRE BENTLEY, 1st ON SPEED AND DISTANCE, 2nd ON FORMULA. AVERAGE SPEED, 81.39 M.P.H.

Montlhery, 1929

24 HOURS' INTERNATIONAL CLASS C RECORD, 89.57 M.P.H.

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