AUGUST 3, 1956

AUTOSPORT

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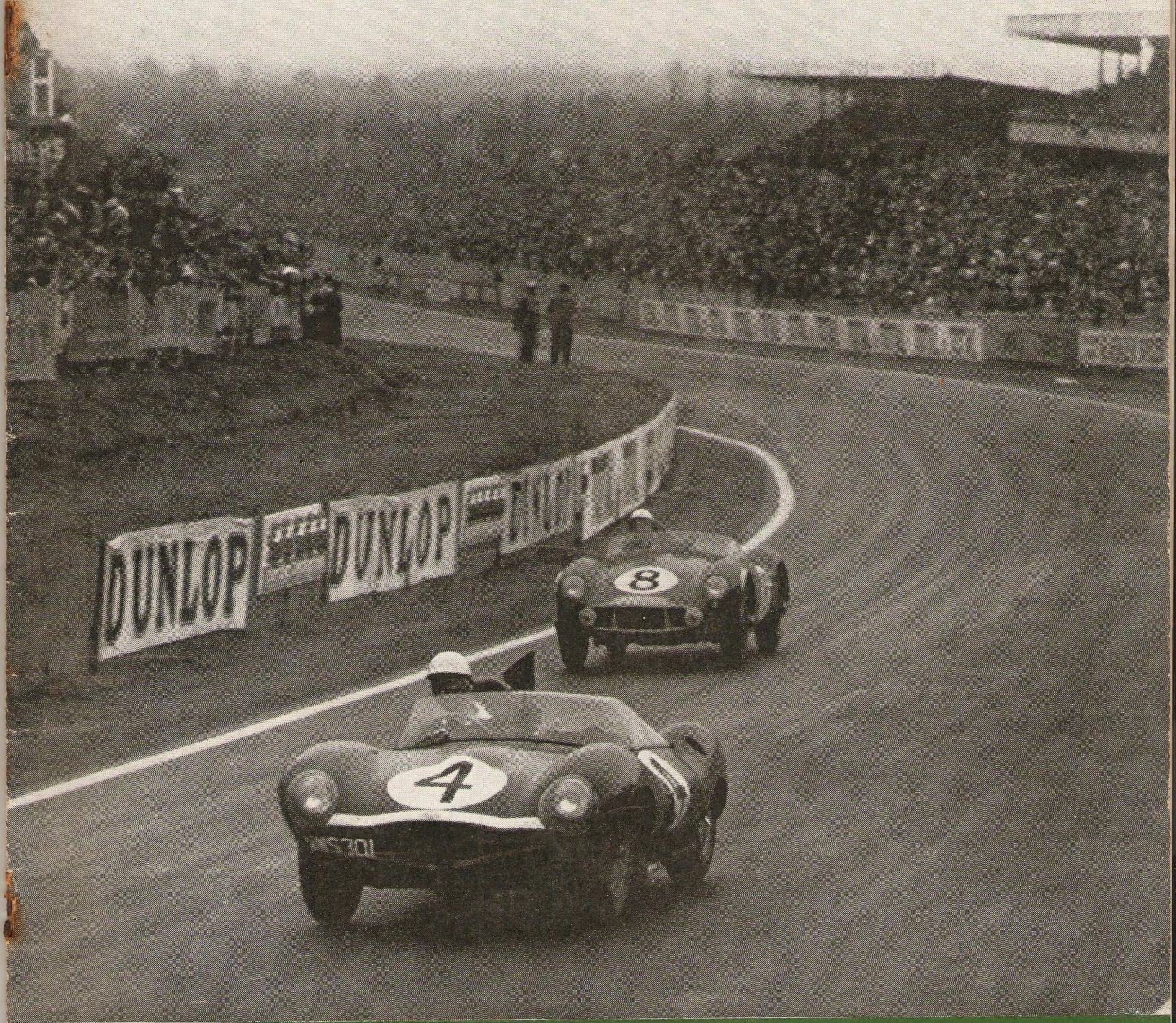
EVERY FRIDAY

Vol. 13 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY



LE MANS: FULL STORY OF THE ECURIE ECOSSE VICTORY

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 13 No. 5 August 3, 1956

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EDITORIAL

VICTORY AT LE MANS

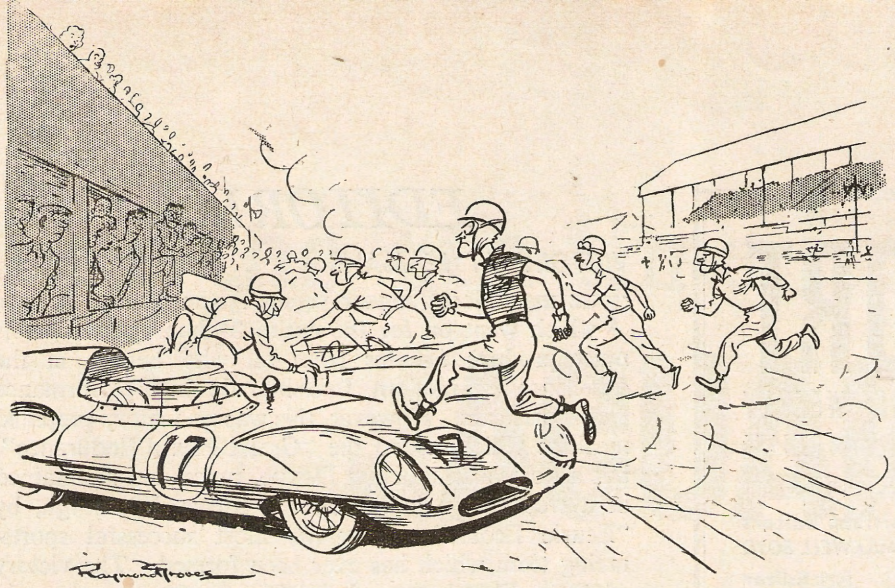
THE magnificent Jaguar versus Aston Martin struggle which went on for the entire 24 hours at Le Mans must produce tributes from all who believe in the excellence of modern British-made high-performance and sports cars. However, this was no factory-prepared machine which gained the "Grand Prix d'Endurance", but a normal production D-type, tuned and maintained in a wee garage in Merchiston Mews, Edinburgh, by "Ecurie Ecosse"—surely *the* most successful sports-racing team which has ever been formed. The victory of Ron Flockhart and Ninian Sanderson must do Jaguar a great deal of good, and will draw even more attention to the fact that the Coventry concern put as fine workmanship into their series-production cars as on any of their team cars, be they prototype or otherwise. One recalls that Jaguar were accused of "cheating" by certain critics, but this win must prove to be a complete vindication of their policy. Anyway, it is thanks mainly to Sir William Lyons and Mr. David Brown that the British sports car has been raised to the highest possible standard of eminence.

One must also congratulate Colin Chapman, whose car, driven by Reg Bicknell and Peter Jopp, won the 1,100 c.c. class and, like the Cooper, proved the ability of these small-capacity British machines to last the distance. Following on Chapman's recent victory for Lotus at Rouen, that of David Piper at Les Sables d'Olonne, and Salvadori's fine Cooper success in Portugal last month, these ultra-light, Coventry-Climax-engined cars are gaining wide International renown. Of their Continental rivals, a single Maserati survived, while the small Gordini and all but one of the works Porsches retired. But that one Porsche finished a rousing fifth, winning its class. Without doubt, the German marque is still the most formidable opponent to Lotus and Cooper at present.

The Le Mans authorities went all out to make their race a success, and whilst congratulating the large body of officials on their efficiency, one must not forget the "gendarmerie" who, this year, set an extremely high standard in politeness and good-humoured crowd control. Admittedly the attendance was not as high as anticipated, but it was still a typical Le Mans crowd, eager to watch the race and enjoy themselves to the full. The safety arrangements worked admirably, and although there were numerous crashes, not a single member of the public was in any way involved. A repetition of last year's tragedy, even on a much smaller scale, might well have spelled the end of motor-racing, not only in France, but in other countries.

OUR COVER PICTURE

ANGLO-SCOTTISH VICTORY: Competing for the first time at Le Mans, David Murray's Ecurie Ecosse *brilliantly won last week-end's 24 Hours classic with their Jaguar, driven by Ron Flockhart and Ninian Sanderson. Flockhart is seen leading the Moss/Collins Aston Martin which finished second and won the 3-litre class. Seventh overall, and first in the* 1,100 *c.c. category were Reg Bicknell and Peter Jopp in a Lotus. We celebrate these fine British achievements with our fourth green cover of* 1956.



PIT & PADDOCK

NO Le Mans cars have been built in anything like the time in which Colin Chapman produced the three Lotuses.

TONY LAGO is extremely satisfied with the performance of the new Maserati-powered Talbot. Series-production will be begun almost immediately.

IF everything goes according to plan, Mike Hawthorn will drive a Ferrari at Nürburgring in the German G.P. There is only one difficulty, and it has nothing to do with existing contracts.

MANY Le Mans visitors were delighted to meet a famous ace of the past, to wit, René Thomas, veteran Delage Grand Prix driver. He spent some time in the Mintex pit.

THE annual rumour that Alfa Romeo are to return to motor racing in a big way has received its annual denial from Ing. Quaroni.

RENAULT'S gas turbine car, "L'Etoile Filante", was due down at Monza on 30th/31st July for testing purposes.

GEORGE GRIGS has retired from his job as Chief Marshal of the V.S.C.C. after eight years' service, and is succeeded in that capacity by John Hinchliffe.

FOLLOWING the Continental lead of Paris in having a taxi service equipped with radio-telephone, a similar service has recently started in Brussels. Both taxi fleets use Pye equipment.

STIRLING MOSS is considering competing in the Tour de France, which begins on 17th September—his birthday. His co-driver may be Peter Collins. Their car? Who knows?

THE "S" in ZIS—that very American-style Russian car—standing for Stalin, has forthwith been changed to L, which apparently stands for Lichachev, whoever he might be.

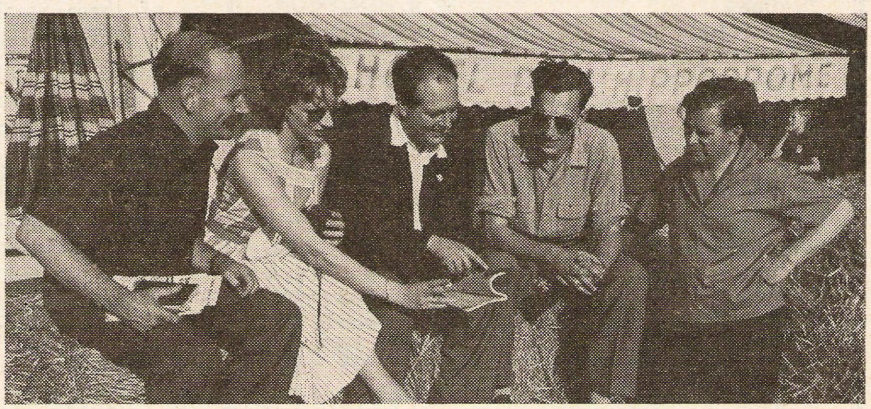
THE spare parts and service replacement dept. of Smiths Motor Accessories, Ltd., has been transferred from Gt. Portland Street to the South London depot at Putney Vale, London, S.W.1. (Tel.: PUTney 9281/2.) The Great Portland Street premises are now closed.

QUOTE from an American motoring magazine: "This baby digs out like a demon, handles like a dream, corners like a chopped-down 'rod' with a load of sand. It features a hefty 260 h.p. mill and giant 12 ins. centre-plane brakes". What is it? The Dodge D500.

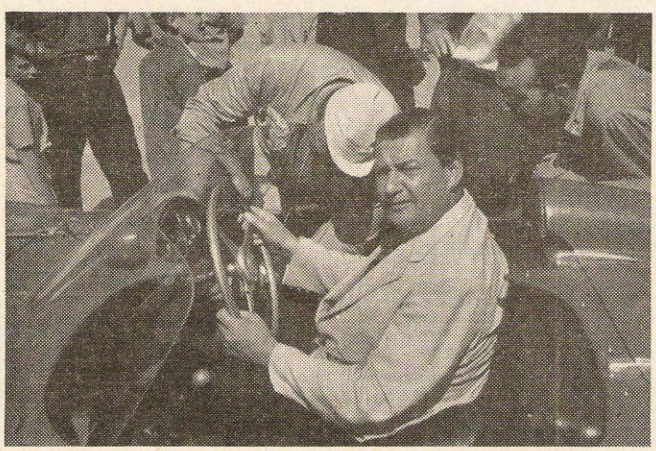
AVAILABLE from 1st August is the National Benzole Co.'s new 100 octane spirit, "Super National Mixture", a blend of high octane petrol and all-round aromatic benzole. It costs 4*s.* 11*d.* per gallon (inner zone), 4*s.* 11½*d.* (general zone) and 5*s.* (outer zone).

A BRIEF note from Milan has it that Stirling Moss intends to attack Class F and G international records at Monza on 20th-21st August, driving two Lotuses.

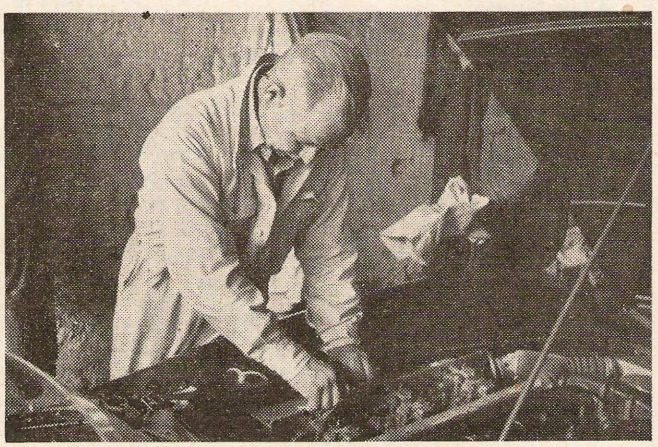
CHANCES are that the Indianapolis race regulations will be changed for 1957, in order to reduce speeds. At present the capacity limits follow the old 1938-39 G.P. Formula rulings, *i.e.*, 3 litres supercharged, 4½ litres unsupercharged. Capacity may be reduced considerably. Since the 500 Miles classic ranks as a World Championship event, why not adopt the current G.P. Formula—2½-litre unsupercharged or up to 750 c.c. supercharged?



WORKING OUT their B.B.C. Le Mans broadcasting schedule outside the Café de l'Hippodrome are (l. to r.): John Bolster, Pam Guyler, Robin Richards, Raymond Baxter and Antony Hopkins.



BETTER LUCK next time, Duncan. . . . Ill chance deprived Le Mans expert Duncan Hamilton of a drive with Ferrari this year, when his co-driver de Portago crashed the car early in the race.



HUNTER of B.H.P. and M.P.G.—Jack Sopp of Aston Martin busy seeking the best compromise between speed and economy on the three Weber carburetters of one of the Feltham cars.

SPORTS NEWS

HAMILTON SIXTH AT BARI

Too late for inclusion in last week's report of the Bari G.P. came a correction to the results, which showed Duncan Hamilton (D-type Jaguar) in sixth place of the Grand Prix, displacing Bordoni's Maserati to seventh position and Ken Wharton's Ferrari to eighth. This was a creditable performance, considering that the Jaguar, Hamilton's own D-type, was competing with the latest Italian machines, on their own ground, in a road race with many corners where the rigid-type rear axle of the D-type was at a disadvantage. Hamilton finished a lap behind Moss's winning 3-litre Maserati. Fastest lap in the G.P. was put up by Moss in 2 mins. 28.9 secs., an average of 83.20 m.p.h.

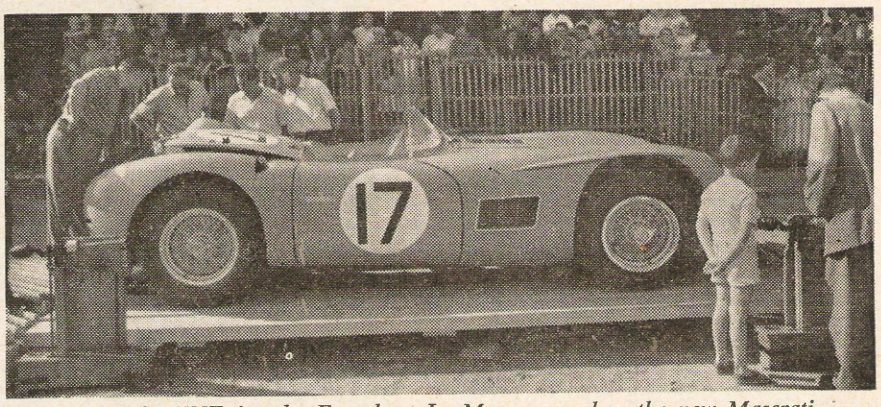
ALL EYES ON NÜRBURG

This Sunday, 5th August, the German G.P. for Formula 1 cars takes place over the renowned Nürburgring circuit in the Eifel mountains. As a World Championship event, it brings the leaders, Collins, Moss and Fangio, into conflict once again, although from the British point of view the race will be disappointing in that no Vanwalls or Connaughts will be taking part, while B.R.M. have already withdrawn.

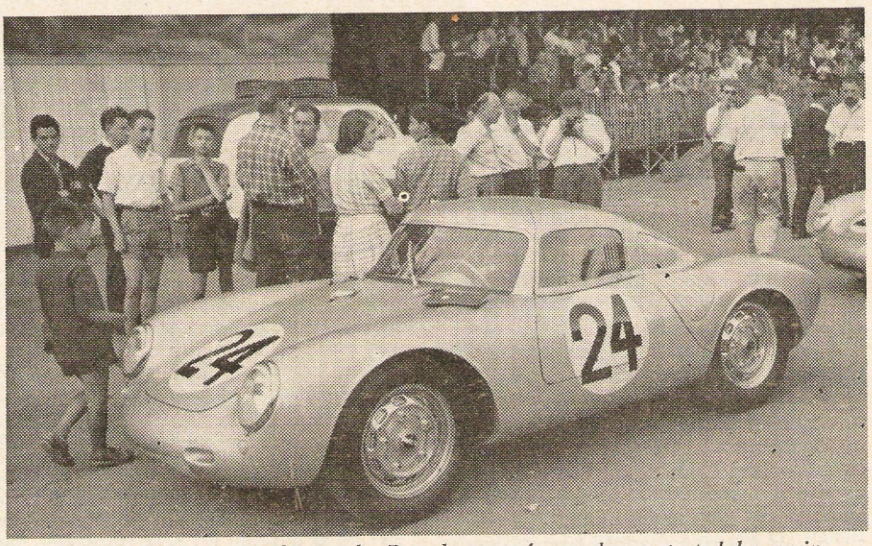
In the preliminary sports car events, Salvadori and Brabham drive works Coopers, Piper and Hicks their own 1,100 c.c. Lotuses, and Moss and Behra works 1½-litre Maseratis. Home representation by Porsche, AWE, Mercedes-Benz and Borgward is strong.

The Grand Prix Entries

Ferrari: J. M. Fangio, Peter Collins, E. Castellotti, L. Musso, X. **Maserati** (Officine Maserati): Stirling Moss, J. Behra, C. Perdisa, X. (Scuderia Centro-Sud): H. Schell, I. Scarlatti. (Independents): L. Rosier, R. Salvadori, U. Maglioli, L. Villoresi, H. H. Gould, B. Halford, O. Volonterio.



BIG MOMENT for the French at Le Mans was when the new Maserati-engined Talbots turned out for scrutineering. With the two Gordinis, they were France's sole representatives, other than in the "baby" class, in her classic sports car race.



ULTRA-LOW were the works Porsche coupés, as demonstrated by a six year old French boy standing next to the Maglioli/Herrmann car. Access to the rear engine is provided solely by the side hatches, one per side, aft of the doors.

HOLIDAY SPORT

Apart from the holiday week-end's most important motoring event, the German G.P. on Sunday, enthusiasts at home will find ample entertainment in a variety of British meetings. On Saturday, 4th August, the Bentley D.C. congregate at Silverstone for their annual summer date, while at Great Auclum, near Reading, the Hants and Berks M.C. are holding their National hill-climb, for which an excellent entry has been received.

On Monday come meetings in Kent, Leicester, Cornwall, London and Lincs. The B.R.S.C.C. seem to have secured the brightest entry for their National Brands Hatch meeting, but sports car fans may favour Crystal Palace, where the B.A.R.C.'s programme also includes a Ladies' race and a vintage event. In the Midlands are the Mallory Park fixture of the Nottingham S.C.C. and the Louth Club's mixed motor-cycle/Formula 3 meeting. Down in the South-West on the Monday is the West Cornwall M.C.'s Trengwainton hill-climb, while an "autocross" is being run by the Taunton M.C. in Somerset.

The Menu at Brands . . .

Star attractions at Brands Hatch in the B.R.S.C.C.'s Monday meeting will include Archie Scott-Brown and Les Leston, driving two works G.P. Connaughts in the *Formule Libre* event, Roy Salvadori with the Silverstone-winning single-seater Formula 2 Cooper in the F.2 race, and Les Leston, driving the new, forward-engined Willment Formula 2 car in its first race. This car has a 1,460 c.c. Coventry-Climax engine and was built by the Willment Speed Shop at Twickenham. Strong opposition comes from numerous sports-type Lotuses and Coopers, together with the new Elva-Climax, in Jim Russell's hands.

Apart from the Connaughts, the *Formule Libre* event will see Jack Brabham in his G.P. Maserati, Bill Holt (Connaught), Emery's Emeryson and Salvadori's F.2 Cooper challenging the "bigger boys". The Television Trophy race for 1,500 c.c. sports cars, in two heats and a final, has drawn an excellent entry, including strong Lotus and Cooper works representation.

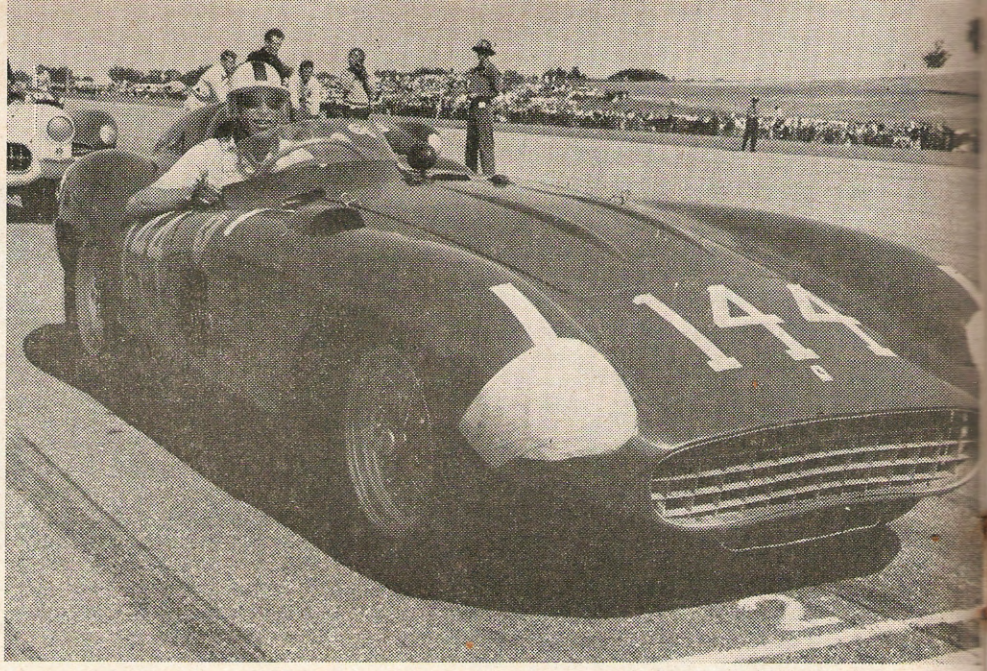
The Autosport Series - Production Sports Car Championship race will be over 24 laps. Formula 3 races, contested by all the "names", an over 1,900 c.c. sports car event and a 3-lap Veteran handicap complete a full day's entertainment. The meeting begins early for Brands—at 11 a.m.—and is being televised and broadcast.

. . . At "The Palace" . . .

The B.A.R.C.'s programme at Crystal Palace on August Bank Holiday Monday comprises six races, three of which are for sports cars, one the Ladies' Handicap, one a Vintage Handicap and one the Invitation Handicap for the first three finishers in each of the other races. Amongst the very full provisional entry list, notable names include Cliff Allison, Keith Hall, E. Protheroe, R. Mackenzie Low, Mike Llewellyn, Tom Kyffin and P. J. Lumsden. Cars nominated include no less than 26 Lotuses.

And at Mallory

Ten races are laid down in the Nottingham S.C.C.'s programme at Mallory Park, Leics., on Holiday Monday. "The feature" will be the 20-lap Parnell Trophy for *Formule Libre* racing cars, which should provide a stirring spectacle on the 1.3-mile circuit. In addition there will be races for sports cars in various capacities and Formula 3 events.



DESIRABLE PROPERTY: Carroll Shelby takes the sleek, potent 4.4-litre Ferrari up to row 1 of the grid for the start of the big race at Beverly. Behind is Perrin's Corvette which caused a temporary traffic jam when it stalled as the flag fell.

S.C.C.A. NATIONAL RACES, BEVERLY, U.S.A.

CARROLL SHELBY "COPS THE FEATURE"

Report and Photographs by RUTH SANDS BENTLEY

A TALL Texan thrilled the throng at Beverly, Massachusetts, on Saturday, 7th July, with his splendid driving of Roy Cherryholme's 4.4 Ferrari. Having the lead for all but a couple of seconds, Carroll Shelby sped across the finish line 15 seconds ahead of Masten Gregory, in Temple Buell's Monza Ferrari, to win the main, 91-mile race.

This was the second National event of the Sports Car Club of America at the Beverly Airport, located some 17 miles north of Boston. Planning was far from that usually exerted for a "National" event. Practice on Friday was delayed some two hours while communications were being installed; and food and beverages were non-existent on that cold, drizzly day. Hungry drivers, pit crews, and race officials tightened their belts and carried on, as did the members of the Press. Next day, the start of the first race was delayed while the timers' and scorers' stand was being erected! Other facilities were not up to standard. But despite poor organization, the racing was excellent.

The *start* of the big race was the *end* of it for some of the drivers. While Shelby (Ferrari), Johnston (D Jaguar), Benett (D Jaguar), McAfee (3.5 Ferrari), Brero (D Jaguar), and Gregory (Monza Ferrari) shot forward at the drop of the flag, directly behind Shelby in the field of 35 cars Perrin's Corvette stalled and five cars ploughed into it. Jim Woods' C Jaguar wound up with smashed headlights and its mudguards wrapped around its tyres. Woods tearfully retired the C. Billy Wonder's Frazer-Nash was also too badly bruised for racing, as was Herb Hoefler's C Jaguar. Bill Procter's Maserati went on to race with many rear dents, while Perrin's damaged Corvette was pushed to safety as the roar of approaching engines was heard.

Shelby, Johnston, and Gregory had a slight lead over McAfee, Benett, Erickson (D Jaguar) and Lloyd (Maserati) as they flashed by. Brero, who finished second at Elkhart Lake two weeks ago, spun at the second turn but was soon back in the race, but Stewart's Maserati was burning and a fire extinguisher was rushed to the back turn. On Lap 2, Shelby turned the 2.6 miles in 1 min. 55 secs., and Gregory was running awfully close to Johnston, passing him next time around. Shelby quickened to 1 min. 53 secs. on lap 4 and Gregory was right with him, getting nearer and nearer as they began lapping stragglers. By lap 6 a brief 1.5 secs. separated the two leaders, and the three drivers behind them—Johnston, Erickson, and McAfee—were in positions they would hold to the end. Running with a broken oil line, which probably occurred during his first-lap spin, Brero was finally forced to retire his D Jaguar. The other Ds were lapping the Cs and the pace was extremely fast for the course, which had become rather slick with rubber and spilt oil from the previous six races of the day. But nothing seemed to bother the affable Texan. Driving in a completely relaxed manner and garbed in "sho' nuff" farm overalls, he smiled at his pit crew each time he passed.

Briggs Cunningham, who had planned to drive one of his D Jaguars at Beverly until three of them were flipped at Elkhart Lake two weeks before, was behind the wheel of the XK 140MC shown on the Momo Corporation's stand at the International Automobile Show. Equipped with a McCulloch supercharger, the car was fast in practice, but the blower quit blowing after five laps of the race and the Jaguar immediately became outclassed. Sherwood Johnston drove the lone Cunningham team D Jaguar, and John Gordon Benett, piloting one owned by Hansen and MacPhee, was having braking problems.

Gregory pressed Shelby relentlessly, the two completing their 14th lap dead even, with Shelby having a fast 1 min. 53 secs. Next lap, the Kansan went into the lead with the fastest lap of the day, 1 min. 52.2 secs., but they were nearing the tricky hairpin at the end of the main straight; Shelby was on the outside and Gregory waved him into the lead again. From then on it was Shelby's race. His 4.4 Ferrari, on a chassis similar to the 3.5—the only car of its kind in America—seemed to be giving him no worries at all. He covered the 91 miles in 1 hr. 6 mins. 37.4 secs. for an average speed of 75.9 m.p.h., and the only drivers not lapped by the winner were Gregory, Johnston, Erickson and McAfee. The winner's average was below last year's 79.9 m.p.h. set by Phil Hill, but Shelby needed to go no faster to win.

Results

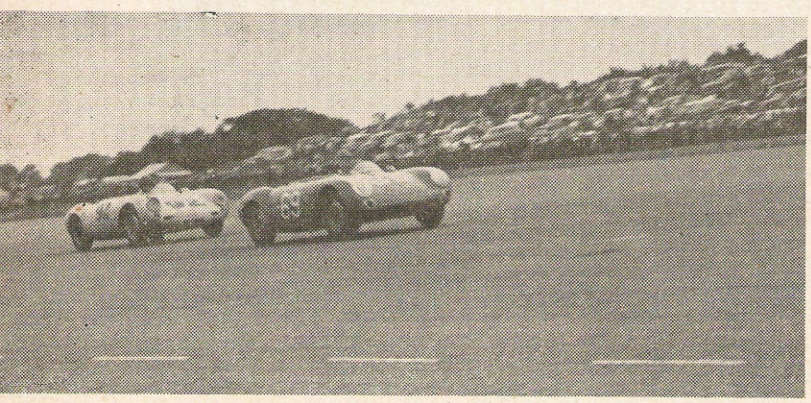
Class B Modified: 1, Bob Busher (Allard JR); 2, Charles Moran (Cunningham C4R); 3, Briggs Cunningham (Jaguar).

Class C Modified: 1, Carroll Shelby (4.4 Ferrari); 2, Sherwood Johnston (D Jaguar); 3, Ernie Erickson (D Jaguar).

Class D Modified: 1, Masten Gregory (Monza Ferrari); 2, Bill Lloyd (Maserati); 3, Gene Greenspun (2.9 Ferrari).

Class E Modified: 1, Ebby Lunken (Ferrari Mondial); 2, Ted Boynton (Maserati); 3, Paul Norair (Ferrari).

E. Pupilidy (1,300 c.c. Porsche) led from start to finish in the first race of the day, a 15-lap event for production category cars in Class G, attracting 13 entries. Kerr (Alfa Romeo Giulietta)



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CLOSE BATTLE—the closest of the day—was between Crawford and Jack McAfee in similar Porsches during the 1,500 c.c. race. Both set a new course record.

★

tried hard to catch him and almost succeeded as the flag fell. But the battle of the race, which lasted all the way, was between Marion Windridge in another Giulietta and Brown (M.G. TC) for third spot. The lady won by one second.

Result

1, E. Pupilidy (Porsche), 35 mins. 48.8 secs., 65.6 m.p.h.; 2, T. P. Kerr (Alfa Romeo); 3, Marion Windridge (Alfa Romeo).

Only five cars participated in the Unlimited Category race, with Cade's monoposto Maserati leading through the first lap and disappearing on the second. Weaver, in another old single-seater Maserati, moved to first place and Keith's Cooper to second. Michael's Bandini-Offy, which was so outstanding at Thompson last week, started last but was on the move, reaching second place by the end of the 5-lap event. Cade showed up again while the others were on their fourth lap.

Result

1, George Weaver (Maserati), 10 mins. 47 secs., 72.2 m.p.h.; 2, Dave Michaels (Bandini-Offy); 3, Roland Keith (Cooper).

Far and away the fastest and most exciting was the third race, for modified-category cars in classes F, G. and H. At the head of the 24-car line-up were Crawford (Porsche), Kimberly (Osca) and McAfee (Porsche), backed by Sagan (Porsche) and Lipe (Pooper). Lipe leapt at the starting signal, but the gleaming blue-and-white Porsche of Crawford was first around the course, with McAfee and Lipe right behind. Cunningham (Osca) and Kimberly (Osca) were fourth and fifth, and were destined to change places several times before the end of the 18-lap race. Crawford completed his second lap in a brisk 1 min. 58 secs. With McAfee less than a second slower, the two circled bumper-to-bumper, McAfee going into the lead on lap 4, holding it through lap 7, then losing it to Crawford again in lap 8, while the officials took out field glasses for examining a loose muffler on Crawford's Porsche. Next time around Colonel Terry Field readied the black flag to give it to Crawford, but the loose muffler was gone and the Porsche's speed was increasing. McAfee was running neck-and-neck with Crawford and the two were 51 seconds ahead of Kimberly and 60 seconds ahead of Cunningham who had a wide lead over the rest of the field.

Crawford now seemed to be pulling away from McAfee's crisp-sounding car; but next time only three car lengths separated them and they were resuming their ding-dong tactics to the delight of cheering spectators. Lap 15 they were neck-and-neck; lap 16 McAfee moved into the lead, and then lost it again before the finish line was reached. Both drivers not only achieved the fastest average speeds of the day in their double-overhead cammed bolides, but set a new average for the 2.6-mile course.

Results

Class F Modified and Overall: 1, Ed Crawford (Porsche 550-5), 35 mins. 3.75 secs., 80.2 m.p.h.; 2, Jack McAfee (Porsche 550-5); Briggs Cunningham (Osca).

Class G Modified: 1, Frank Baptista (Lotus Mk. IX); 2, Len Bastrup (Lotus Mk. IX); 3, Rod Nerney (Abarth).

Class H Modified: 1, Henry Rudkin (Bandini); 2, Ken Wanamaker (Oleiweiller); 3, Howard Hanna (DB).

Lake Underwood's Porsche Carrera had a clear sweep in the fourth race, for production cars in classes E and F. At first it looked as if Evelyn Mull would challenge him, but her A.C.-Bristol rattled badly as it passed on lap 4 and retired with a broken pushrod when it returned to the pit area. Underwood's friend Bengt Soderstrom (Porsche 1600) finished 40 seconds behind the winner and 45 seconds ahead of third man, Gaston Andrey (Morgan TR3).

Results

Class E Production: 1, Bengt Soderstrom (Porsche 1600); 2, Gaston Andrey (Morgan TR3); 3, Bill Whittemore (Arnold-Bristol).

Class F Production: 1, Lake Underwood (Porsche Carrera), 32 mins. 34.4 secs., 72.5 m.p.h.; 2, J. F. Clapp, Jr. (Porsche); 3, Chandler Lawrence (Porsche Speedster).

The anticipated Wallace-O'Shea Mercedes-Benz battle failed to come off in the fifth race, for production category cars in Class D. After a first-lap duel, Wallace's red 300SL, lapping in 2 mins. 03 secs., began asserting its superiority over the other 16 cars as last year's S.C.C.A. Champion, Paul O'Shea, in a like car, slowed with oil troubles. Fleming's snow white 300SL ran a consistent third. Geitner (Austin-Healey) spun at the last turn, striking two safety men, injuring one very slightly and the other not at all.

Result

1, Charles Wallace (Mercedes-Benz 300SL), 39 mins. 18.6 secs., 71.6 m.p.h.; 2, Paul O'Shea (Mercedes-Benz 300SL); 3, Bill Fleming (Mercedes-Benz 300SL).

The Production Class C race, usually extremely exciting because all Jaguars are stock and driving ability shows up, changed its complexion at Beverly because of a Corvette. At the grid for the sixth race were 12 Jaguars and 3 Corvettes with Dr. Richard Thompson (Corvette) in the centre of the first row. Thompson took an immediate lead, and Constantine (Jaguar) cut fast through the traffic from a back starting position. By the lap's end it was Thompson (Corvette), Carter (Jaguar), Constantine (Jaguar), Kessler (Jaguar), Windridge (Corvette), Malone (Jaguar), and Rubin (Jaguar).

Bucher retired his Jaguar with expensive noises; Kessler was closing on Constantine by lap 4; and the leading Corvette passed with a screaming sound reminiscent of an old Grand Prix Maserati. By lap 7, Dr. Thompson had a 12-sec. lead over Carter, 27 secs. over Constantine, 31 secs. over Kessler, 40 secs. over Sarle (Jaguar), 41 secs. over Rubin, and 53 secs. over Huggler (Jaguar). Grossman retired his Jaguar in clouds of black smoke; Kessler retired on lap 16 with clutch trouble; and by lap 17 Thompson's Corvette was lapping Austin's Corvette. Right through the 25th lap the three cars which led at the first lap were still leading, and the race had become a procession rather than the usual spirited Jaguar affray.

Result

1, Dr. Richard Thompson (Chevrolet Corvette); 2, Harry Carter (Jaguar XK 140MC); 3, George Constantine (Jaguar XK 120M).

FUEL TANK PROTECTION

MORE than a few races have been lost owing to split fuel tanks, and Stirling Moss's unfortunate retirement when leading the recent British Grand Prix comes readily to mind. One method of safeguarding against this particular hazard, is simply to cover the tank with a skin of glass-reinforced plastic, a cheap and easy task which can be carried out by the car owner, or establishment preparing his car, without difficulty. The sole penalty for cladding the tank in this manner is, of course, a slight weight increase of around 2-3 lbs., which would surely be worth the difference between finishing or retiring from a race. Those interested in this simple precaution may care to contact the Automobile Plastics Co., Ltd., glass-reinforced plastic experts, of 62 High Street, Barnet, Herts, for further details.

THE 16th G.P. OF EUROPE

ON 2nd September the Italian G.P. for Formula 1 cars—this year the 16th in the series of G.P.s of Europe—will take place over 50 laps of the 10 kms. Monza circuit, making a total distance of 500 kms. The race counts, of course, for the World Drivers' Championship of 1956, and has a total prize fund of 5,000,000 lira, of which the winner gains 1,500,000 lira.

ALESSANDRO ANZANI

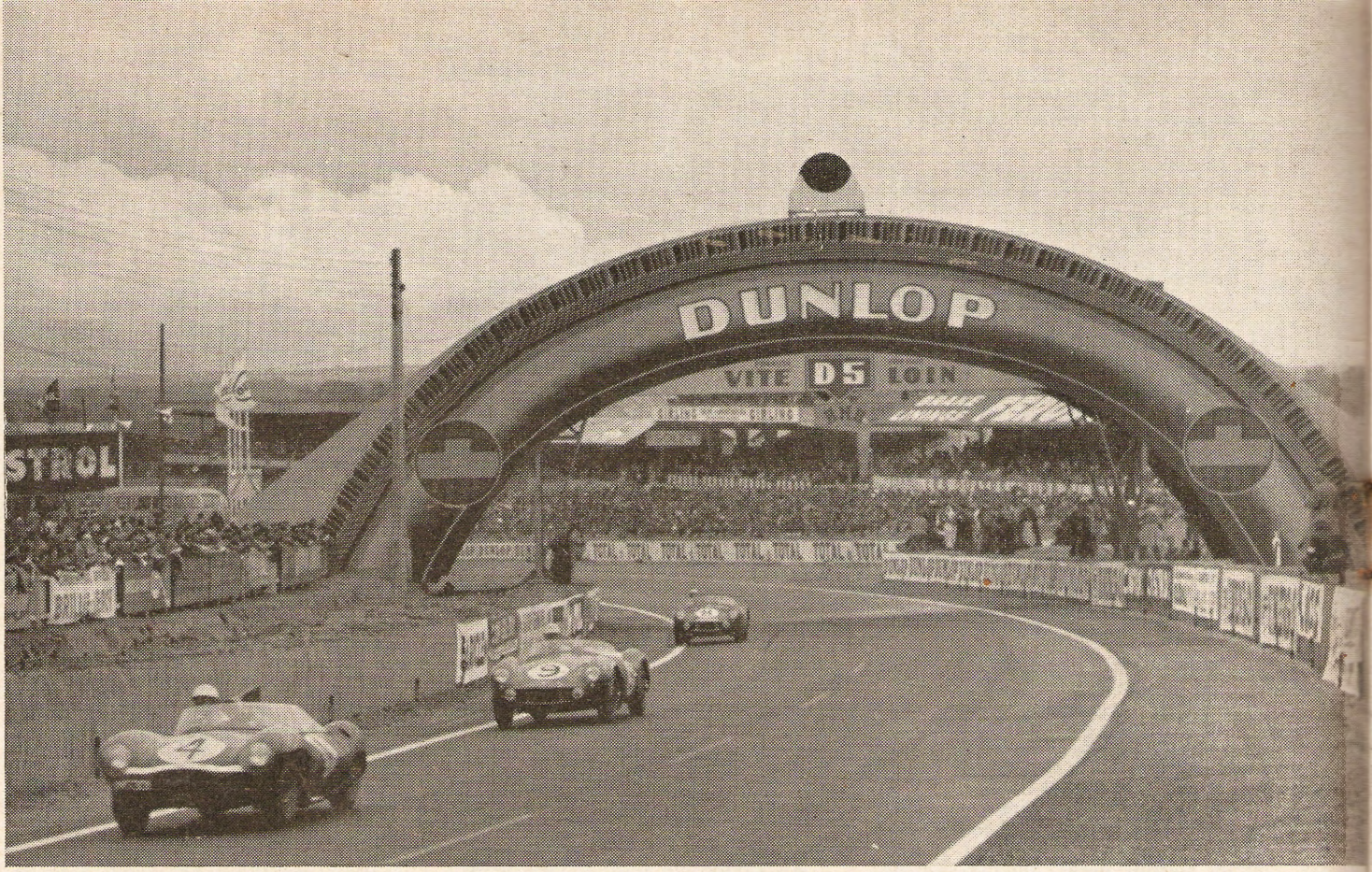
THE recent death at Merville-Franceville of Alessandro Anzani severs another link with the '20s in motoring history. Anzani was an Italian, born in Milan, who raced cycles in the early days, then produced an engine with which to motorise them, and with which he gained many successes. Early in his career he moved to France, and his products achieved world fame when Bleriot crossed the English Channel using an Anzani engine in his monoplane. Subsequently the Anzani works were established at Courbevoie, where the famous engines which powered many motor-cycles, cycle-cars and light cars in the post-Great War years were manufactured. A branch was opened in England, and currently the British Anzani concern, of Hampton Hill, Middlesex, are producing motor-cycle and outboard boat engines.

AOSTA HILL-CLIMB

SWITZERLAND'S hill-climb expert Willy Daetwyler beat Umberto Maglioli of Italy by over 4 secs. in the 18th Aosta-Grand St. Bernard Hill-Climb in the Italian Alps, held on 22nd July. Both were driving Ferraris, Daetwyler's having 3 litres, and Maglioli's a 3.4-litre engine. The winner's time of 22 mins. 41.4 secs. for the 21.1-mile climb, containing 418 bends, was 5.4 secs. slower than Maglioli's record for the event. Far from gaining any advantage from the extra 4 litres under his bonnet, Maglioli found the extra power an embarrassment under the difficult conditions.

Class wins were recorded by Gorza (Alfa Romeo Giulietta), Tedesci (2.0 Maserati), Giovanardi (2.5 Ferrari G.T.), Rigamente (Disco Volante 750) and L. Mantovani (Osca).

"THE RACING WORLD—a guide to some of the famous motor racing circuits", is a finely produced 25-page booklet, issued by Dunlops, reviewing such classic courses as Rheims, Spa, Nürburgring, Silverstone, Le Mans, Monza, Monaco, etc., with the 1¼-mile Brands Hatch circuit unduly honoured by inclusion amongst such elite venues. Copies are available, free, on application to the Advertising Manager, Tyre Division, Fort Dunlop, Erdington, Birmingham, 24.



LES VINGT-QUATRE HEURES DE L'ECURIE ECOSSE

Great Victory at Le Mans by Flockhart/Sanderson (Jaguar) from Moss/Collins (Aston Martin) After Race-long Struggle—Bicknell/Jopp. (Lotus) Win 1,100 c.c. Class—Only 14 Cars Complete Gruelling Race

By GREGOR GRANT *Photography by George Phillips and Maxwell Boyd*

WHAT a turn-up for the book! Few teams have ever started such hot favourites as the three factory-entered Jaguars, two of which had the latest Lucas fuel-injection equipment. Yet with just one lap registered, two of them were out of the race, and not long afterwards the remaining machine was in and out of the pits with fuel blockage problems. However "Ecurie Ecosse" rose to the occasion, fighting off the strong Aston Martin, Ferrari and Gordini challenge. Ron Flockhart and Ninian Sanderson drove brilliantly, wet or dry, controlled by David (The Chieftain) Murray, and a most efficient pit staff, with the one and only Wilkie listening to every engine beat as the blue car sang past the tribunes.

This 1956 victory at Le Mans was surely a vindication of Jaguar policy. It will be recalled that there was some criticism, mainly from U.S.A., alleging that there was no resemblance between the D-type Jaguars used by the factory, and those sold to private owners. Apart from the provision of a new-type windscreen, revised disc brakes, and a smaller-capacity fuel tank, the "Ecurie Ecosse" car was exactly as offered in the catalogue—the main difference being that it was tuned and prepared by W. E. Wilkinson.

David Brown's Aston Martin was magnificently driven by Stirling Moss and Peter Collins. Conceding half-a-litre to the Coventry-built machine, the DB3S was always in the hunt, and gained second place ahead of the latest Ferrari,

LES VAINQUEURS: The successful crews fraternize with some comely local talent after the race; in the group can be seen, l. to r., Peter Collins and Stirling Moss, second for Aston Martin, and Ron Flockhart, Ninian Sanderson, "Wilkie" Wilkinson and David Murray of the victorious "Ecurie Ecosse" from Edinburgh.

FIRST AND SECOND: (Left) Ron Flockhart in the Ecurie Ecosse D-type Jaguar which he and Ninian Sanderson drove to victory leads the second place Aston Martin of Stirling Moss/Peter Collins through the new curve past the pits.

with modified G.P. engine. Astons had bad luck to lose a second DB3S when Peter Walker crashed at Dunlop Bridge in a rainstorm. The very noisy 2½-litre prototype went extremely well for 21 hours, and was then retired at Mulsanne with rear suspension troubles.

The Frankenberg/Von Trips Porsche was the sole survivor of the new Type 1500RS. It finished in fifth place at an average speed of 98.18 m.p.h., and was runner-up to the D.B.-Panhard in the Index of Performance. The Colin Chapman/Mackay Fraser Lotus went like a rocket for 179 laps, then fell victim to big-end bolt troubles. In the 1,100 c.c. class, it was a straight Lotus-Cooper battle, victory finally going to the Reg Bicknell/Peter Jopp Lotus.

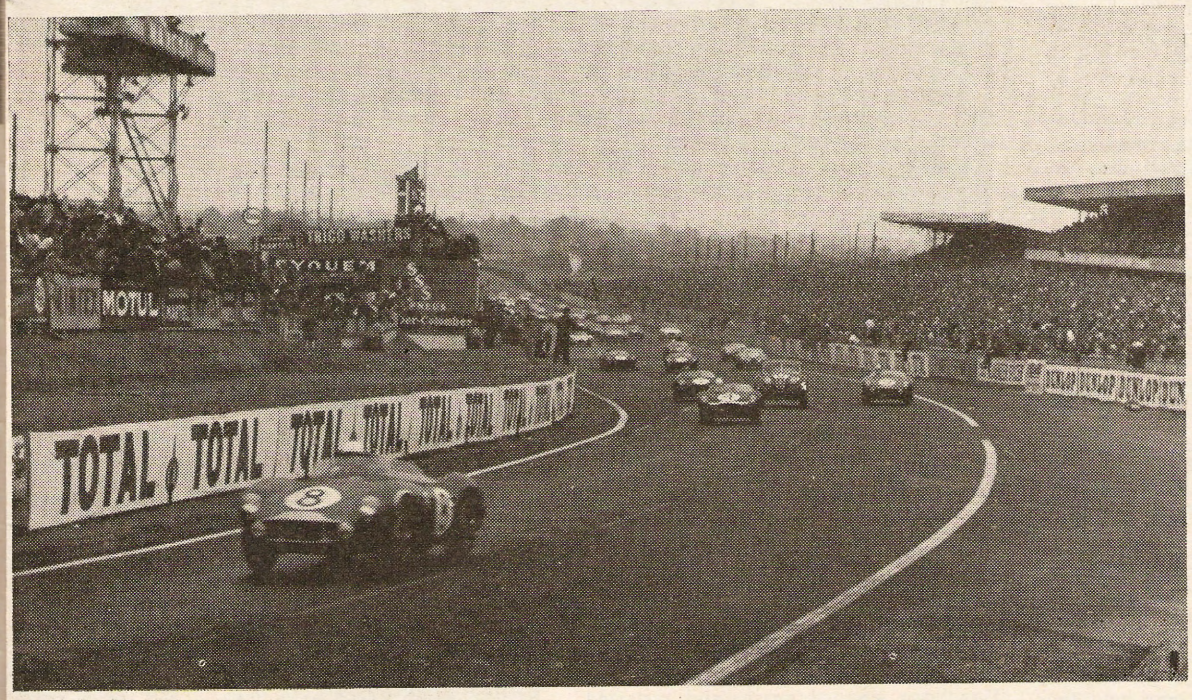
Hawthorn and Bueb made a great getaway, and was on the move long before the majority of the others even had their doors open. At Dunlop Bridge he had a lead of over 50 yards from Ron Flockhart (Jaguar); then came Bob Walshaw in the XK 140 hardtop, Mike Hawthorn (fuel-injected D-type), Peter Walker (Aston Martin), Jack Fairman (fuel-injected D-type), Paul Frère (D-type), Robert Manzon and Da Silva Ramos (Gordinis). Jean Lucas's Talbot-Maserati was motionless for some time, getting away after the rest of the field had disappeared.

Hawthorn took the lead on the Mulsanne straight. Glasses were focused on "Maison Blanche". Yes—Mike was in front, and as the dark green D-type crackled past the crowded tribunes, it was followed by Moss, Flockhart, Walker, Frère, Fairman, de Portago (Ferrari), Hill (Ferrari), Manzon (Gordini), Ramos (Gordini), Gendebien (Ferrari), Laurent (Jaguar), Storez (Porsche), Brooks (2.5 Aston Martin), Cornet (1.5 Maserati), Chapman (1.5 Lotus), Behra (Talbot-Maserati), Einsiedel (300SL Mercedes), de Changy (Ferrari), Rinen (1.5 Gordini) and so on. Chancel's Panhard, one of the favourites for the "Index", stopped briefly at Mulsanne.

Mike screamed through on his second lap, 6 secs. ahead of the "Ecurie Ecosse" car, with Walker and Moss close behind. But where were Frère, Fairman and de Portago? Anxious eyes checked numbers as cars flashed by—but they were missing. Rumours came of a multiple crash, but it transpired that none of the three was injured. Apparently Frère took Fairman in the Esses, lost it and broadsided. Jack swerved violently, missed his team-mate, but rammed the bank. He managed to re-start, but just as he was looking for a chance to rejoin the race, round came Alfonse de Portago's Ferrari—and smack!

Frère's car was definitely "hors de combat", but Fairman eventually managed to bring his machine to the pits, where it was found to be too badly damaged to continue. De Portago got going again, only to stop with not a drop of oil in his tank—the oil-cooler had been split wide open.

This completely altered the entire



LIGHTNING start (left) was made, as usual, by Stirling Moss, whose Aston Martin is well ahead of the Jaguars of Flockhart and Hawthorn, Walker's Aston Martin and the Walshaw / Bolton XK 140 Jaguar.

*

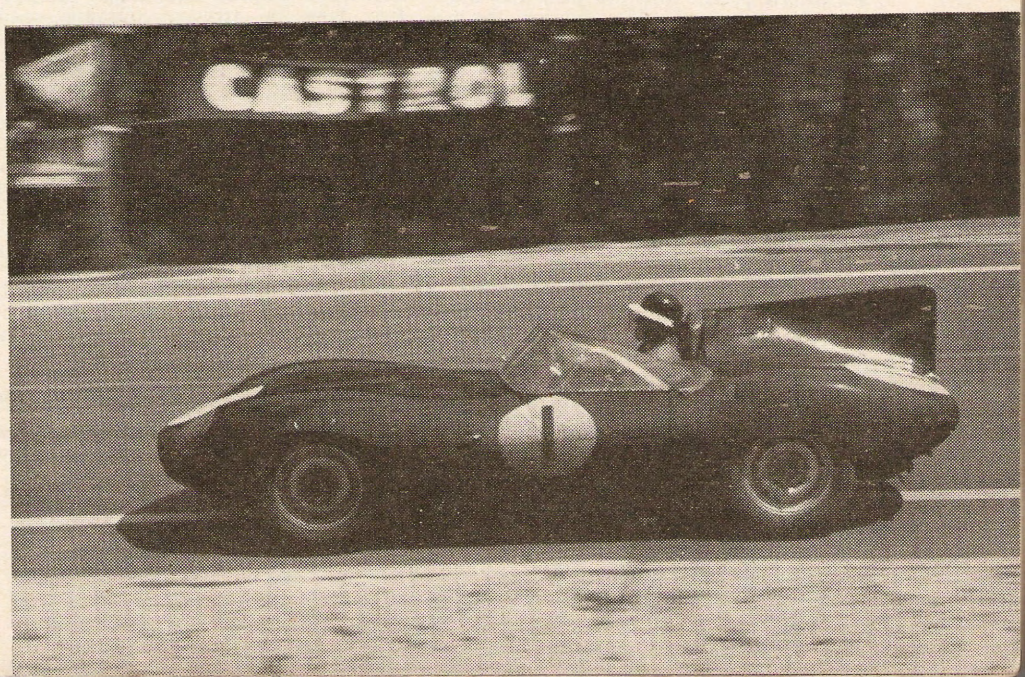
RACE AGAINST TIME, after many early halts through a split fuel pipe, was driven brilliantly by Mike Hawthorn, seen below, and Ivor Bueb in the fuel injection Jaguar. They lost 21 laps before the fault was remedied, but achieved sixth place and fastest lap.

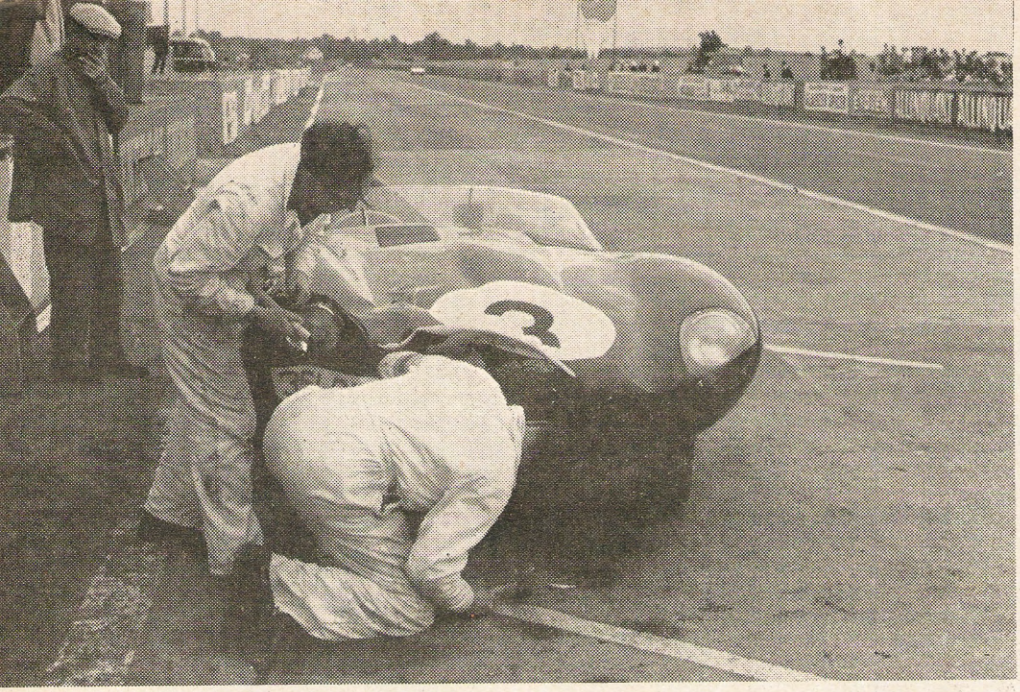
effort to bring the fuel-injected Jaguar into the first half-dozen, after their lengthy delays. In this they succeeded, but could not catch the fantastic Porsche, which was being timed down the Mulsanne straight at about 140 m.p.h.

Anyway it was a great day for Scotland, with two native drivers winning the 24th 24 Hours Race. Not since 1949 has a privately entered car won the Grand Prix d'Endurance, when Louis Chinetti and Lord Selsdon were victorious with the 2-litre Superleggera Ferrari—and seldom has a long-distance race been fought out so closely. At no time did a distance of more than one and a half laps separate the Jaguar and the Aston, and for hours they ran with only seconds difference.

* * *

A LIGHT drizzle was falling as the 49 drivers lined up opposite the new pits. Moss made a really remarkable





DRAMA CAME EARLY when the Jaguars of Paul Frère and Jack Fairman, and de Portago's Ferrari were involved in a triple-car mix-up in the Esses. (Above) Jaguar mechanics strive frantically, but in vain, to repair the damage on the Fairman/Wharton car.

(Right) The Marquis de Portago's battered 2.5-litre Ferrari, abandoned by the circuit.

aspect of the race. With two works Jaguars, and a works Ferrari out, the onus of the prestige of Coventry fell on the Hawthorn/Bueb, Flockhart/Sanderson and Laurent/Rousselle cars.

While the fight between Jaguar and Aston continued, news came of a tragedy at "Maison Blanche". Rally driver Louis Héry crashed on his fourth lap with his Panhard, succumbing to injuries. The machine was utterly wrecked, parts of it being hurled into a garden.

Mike was not finding it easy to shake off the two Astons and Flockhart. Already, after three laps, the quartet had completely outstripped Phil Hill (Ferrari), Manzon (Gordini), Gendebien (Ferrari) and Ramos (Gordini), the last two having a grim battle, well ahead of Laurent (Jaguar) and Brooks (Aston Martin)—easily the noisiest car in the race. Storez's blue Porsche led the 1½-litre class, but Colin Chapman's Lotus was well up with the "works" coupés.

Then came another shock for Jaguar. Hawthorn pulled into the pits, and the bonnet was opened. After fiddling about with the fuel-injection system, the car restarted in 20th place at 4.22 p.m., sounding very rough. Walker now had the lead, and Moss was pressing Flockhart all he knew. The rain had eased up considerably, but it was still extremely slippery on many parts of the course. Fairman's battered car arrived about this time, but hopes did not run high that it would restart.

Anyway the two Astons and the "Ecurie Ecosse" car were making it a real race. Flockhart was driving brilliantly, never conceding anything to Moss whose car was, of course, 500 c.c. down on engine capacity. On the seventh lap, Flockhart came through in the lead, with Walker and Moss side-by-side. A long way back, Hill and Manzon still led Ramos and Gendebien, but Tony Brooks had passed Laurent into eighth place. Hawthorn was already 10th, but the engine was misfiring continually, and he stopped again on his eighth tour, just as Moss took Walker for second place. The "works" Porsches had overtaken the French-owned "Spyder", and lay just behind Behra's Talbot. Chapman was content to tail Cornet's Maserati, and Allison's Lotus led Bicknell's similar car in the 1,100 c.c. The Laroche/Radix Osca had disappeared, having crashed near "Maison Blanche".

Moss managed to squeeze past Flockhart with Walker a few yards behind. Hawthorn stopped again, and restarted two laps in arrears. Drying roads caused speeds to rise. Moss was now getting the Aston round in under 4 mins. 40 secs. His 11th tour occupied 4 mins. 37.9 secs. (174.398 k.p.h.), but Flockhart was 1.3 secs. faster, and retook the lead on his 12th circuit.

Fairman's car was pushed away to the dead car park. Gendebien had at last managed to shake off the Gordini, and began to close up on Manzon. Einsiedel's 300SL stopped at the pits, and set off on five cylinders.

At 5 p.m., Flockhart had covered 12 laps at 166.585 k.p.h., leading Moss by 1.2 secs. The actual position after one hour was:—

1. Flockhart/Sanderson (Jaguar), 12 laps, 58 mins. 10.8 secs. (166.585 k.p.h.).
2. Moss/Collins (Aston Martin), 58 mins. 12 secs.
3. Walker/Salvadori (Aston Martin), 58 mins. 28.9 secs.
4. Hill/Simon (Ferrari), 59 mins. 3.4 secs.
5. Manzon/Guichet (Gordini), 59 mins. 39.6 secs.
6. Gendebien/Trintignant (Ferrari), 59 mins. 59 secs.
7. Ramos/Guelfi (Gordini), 11 laps.
8. Parnell/Brooks (Aston Martin), 11.
9. Laurent/Rousselle (Jaguar), 11.
10. Behra/Rosier (Talbot), 11.
11. Frankenberg/Trips (Porsche), 11.
12. Herrmann/Maglioli (Porsche).
13. Storez/Polensky (Porsche), 11.
14. Picard/Tappan (Ferrari), 11.
15. de Changy/Bianchi (Ferrari), 11.
16. Cornet/Mougin (Maserati), 10.
17. Chapman/Fraser (Lotus), 10.
18. Metternich/Einsiedel (Mercedes), 10.
19. Zehender/Lucas (Talbot), 10.
20. Bourillot/Perroud (Maserati), 10.
21. Rinen/Milhoux (Gordini), 10.
22. Allison/Hall (Lotus), 10.

Etc., etc.

Moss set up a new record for the revised circuit on his 12th lap in 4 mins. 35.7 secs. (175.769 k.p.h.) but this was immediately shattered by Flockhart with 4 mins. 32.9 secs., and then 4 mins. 28.4 secs. (180.550 k.p.h.).

MORE DRAMA followed swiftly, when Hawthorn brought in the leading Jaguar with persistent misfiring after three rounds. Mike, explaining things to "Lofty" England, looks understandably incensed!

Gradually the blue car got away from Moss, and Peter Walker fell back. His car was now being threatened by Hill's Ferrari, and Gendebien was running neck-and-neck with Manzon's blue Gordini. All three Gordinis were running well, with Rinen's 1½-litre car among the leading 1,100s, outpaced of course by the Porsches and Chapman's superb little Lotus.

Hawthorn was in and out of the pits,

and Ivor Bueb took over the sick-sounding car at 5.35 p.m. The trouble had now been diagnosed as dirt in the injector filters. Jaguars could only hope that it would eventually clear itself. Flockhart kept a lead of around 12 secs. over Moss. Herrmann had overtaken Frankenberg to lead the 1½-litre class, the two squat silver cars running in line Flockhart, and John Green operating the fuel line. Then in went Ninian Sanderson, just as the rain started again, in just over a minute. This put Moss in the lead, but only temporarily, as he came in next lap to hand over to Peter Collins. If anything, John Wyer's men were even slicker than the Scots-men, and in well under a minute Peter was off in pursuit of Sanderson. Cars came in and went out again. Roy Salvadori took over from Walker, André Simon from Phil Hill, Rousselle from Laurent, Rosier from Behra, Trintignant from Gendebien, Mackay Fraser from Chapman, Jopp from Bicknell, Parnell from Brooks—and so on.

It was very wet and all treated the slippery curve under Dunlop Bridge with the deepest respect. Jean Lucas's Talbot disappeared, having left the road somewhere near Mulsanne. However, the Behra/Rosier car was running extremely well.

Ninian Sanderson refused to take any risks whatsoever on the soaking circuit. Relentlessly Collins came closer and closer, and then went into the lead. With three hours of racing gone, the Phil Hill/Simon car had dropped well back behind the remaining "works" Ferrari, and the surprising Gordinis. Herrmann was being threatened very definitely by Mackay Fraser in the 1½-litre Lotus, both cars being a lap ahead of Rosier's Talbot, now in 12th place.

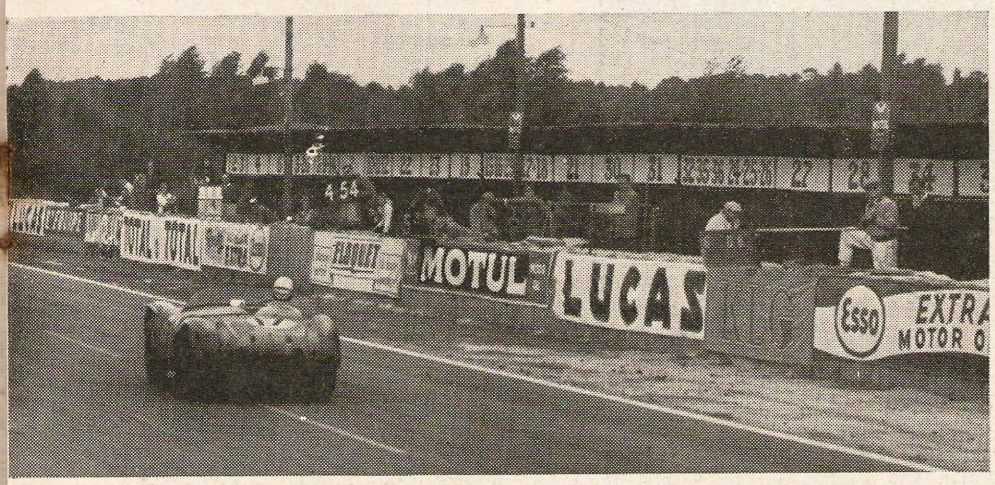
This Aston Martin-Jaguar duel was keeping the crowd's interest. Then came a thrill for the Scots. Over the P.A. was heard the skirl of the bagpipes—a fine gesture by the A.C.O. to allow these records to be played. Sanderson, of course, couldn't hear them, but his grin to his spotters at Mulsanne rather indicated that he realized something was up!

The wet was playing havoc, and cars slid and slithered in all directions—that is except the leaders, who were not inclined to take foolish risks at this stage. The Hawthorn/Bueb car was at the pits for many minutes, while mechanics struggled to clear the blocked fuel lines. It set off again at half-past seven, some 20 laps behind the leaders. The Hémard/Flahaut Panhard supplanted Manzon's Gordini to lead the "Index".

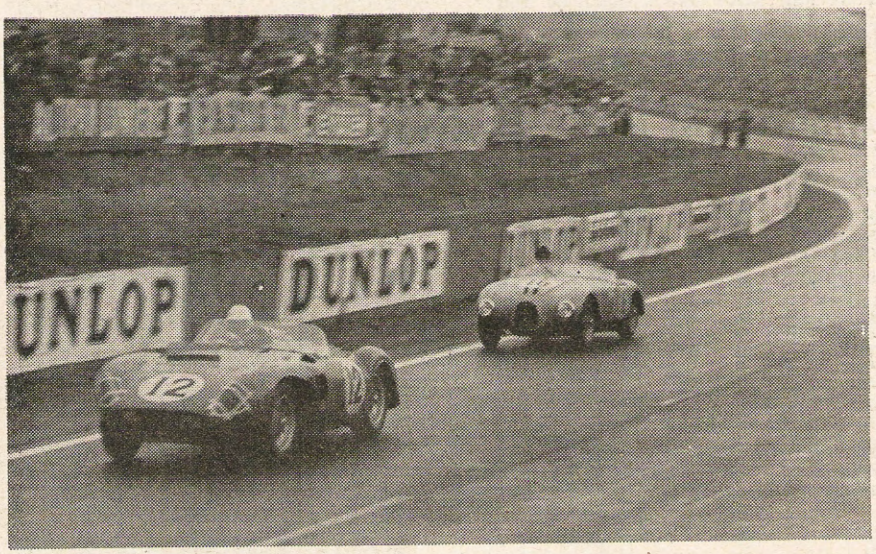
With four hours gone, Collins led ahead, followed some distance behind by Storez and then Chapman. The Hugus/Bentley Cooper was holding third place behind the Lotuses in the 1,100 c.c. class. Manzon's Gordini led in the Index of Performance. The poorly supported 2-litre class was led by de Changy (Ferrari), followed by Tavano (Ferrari), Picard (Ferrari) and, some way back after a pit stop to fix a petrol union, Dick Stoop's Frazer-Nash.

Now came the question of fuel stops. With a minimum distance of 34 laps to be covered on 130 litres maximum of fuel, the bigger-engined cars had to be watched like hawks. No over-revving and hanging too long on the gears, otherwise a cough and a splutter would spell the end of the race for them.

Flockhart came in first, and the "Ecurie Ecosse" mechanics went into action—no panic, no flaps, with David Murray keeping his eyes on his lap chart, "Wilkie" checking everything with

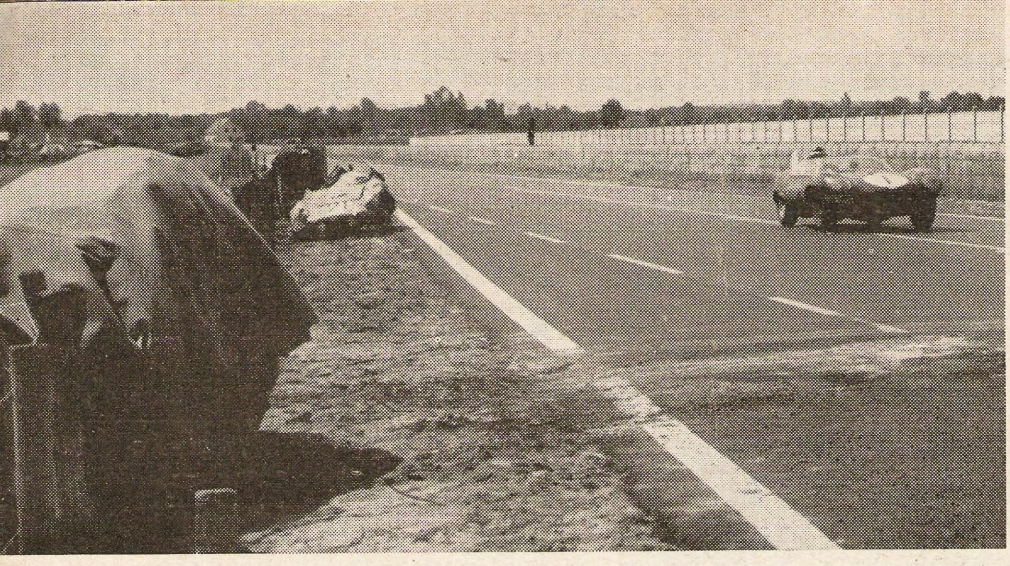


INFORMATION BUREAU: The new signalling depot, positioned away from the pits on the exit to Mulsanne Corner. Passing is Jean Behra's Talbot.

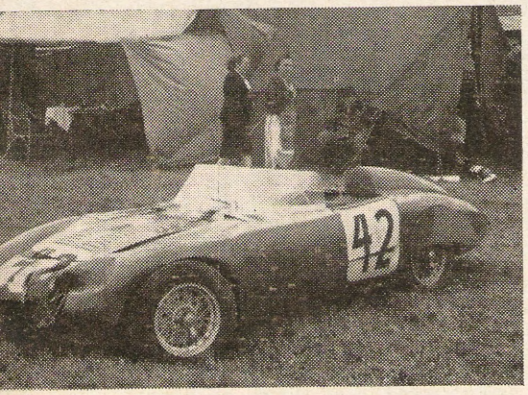


THIRD HOME was the 2½-litre Ferrari of Trintignant/Gendebien, seen (left) ahead of the Da Silva Ramos/Guelfi 2.5-litre Gordini.

New from Feltham was the 2.5-litre DBR1 Aston Martin, with 5-speed rear-mounted gearbox, driven by Parnell/Brooks. Below, the latter is leading the little V.P. of Dumazer/Campion and the Laurent/Rousselle Jaguar through Tertre Rouge.



MOTOR MORTUARY: By Sunday morning, bruised, battered and deserted cars were littered around the Sarthe circuit, the majority being at White House. (Above) The Hawthorn/Bueb Jaguar passes the covered remains of the burned-out Nathan/Glockler Porsche. Note the scorched road. Behind is the Meyrat/Tavano Ferrari, into which the Porsche ran during darkness.



PARKED in a trackside field, the damaged Osca of Laroche/Radix. It was eliminated after only three laps of the race.

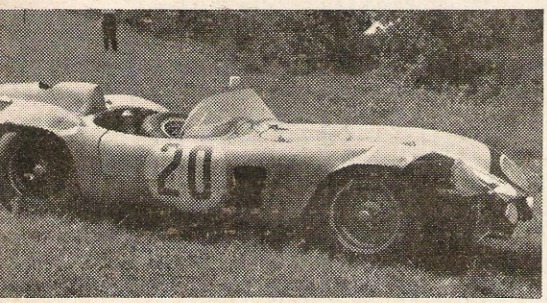
Sanderson by 36 secs., having covered 49 laps at 167.751 k.p.h. Simon had brought the Ferrari up to within 3½ mins. of his team-mate. Parnell was about 3 mins. behind Flockhart. Rousselle had overtaken Ramos, and Fraser still stuck like a leech to Herrmann's Porsche. Eight cars had been officially retired.

Once again both "Ecurie Ecosse" and Aston Martin had model pit stops, Flockhart taking over from Sanderson, Moss from Collins, and Walker from Parnell. The Storez/Polensky Porsche was stationary at the pits for a long time, while mechanics tried to get the engine to run on four cylinders. Different distributors were tried, but the trouble was finally diagnosed as being in the valve department, and the blue car was pushed away.

Five hours gone, and the light began to fade. Moss still held Flockhart by just over a minute, and both cars were a full lap ahead of the Gendebien/Trintignant Ferrari which, in turn, was a lap in front of the Hill/Simon car, and the Walker/Salvadori Aston. The last-named lost time at the pits when the engine backfired and bent the starter shaft. Out came the instrument, and a wallop from a hammer put it right. The Chapman/Fraser Lotus was now third behind the two Porsches. The surviving Talbot was getting slower and slower, the back axle beginning to sound peculiar as it was wheeled round under Dunlop Bridge.

Moss's plan was obviously to try to pile up the greatest possible lead while the roads were wet—hoping maybe to tempt Flockhart into overdoing things. But the Scot was not going to be led into trouble.

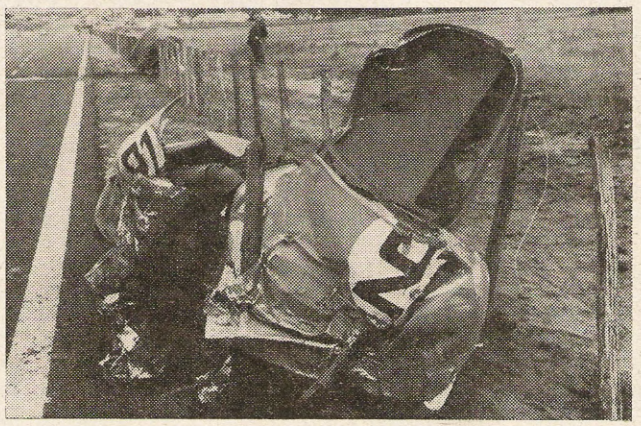
Then, just before 10 p.m., flames shot high into the air just at the beginning of the pit area. The crowd was stilled: was it another terrible disaster? Fortunately none of the public was involved. The Meyrat/Tavano Ferrari collided

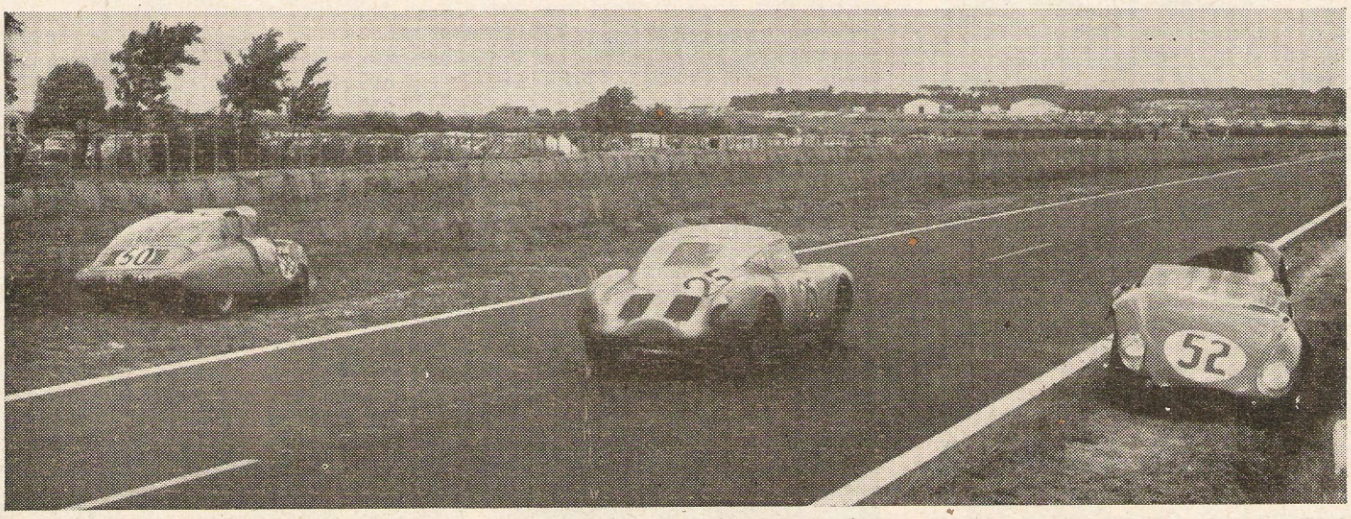


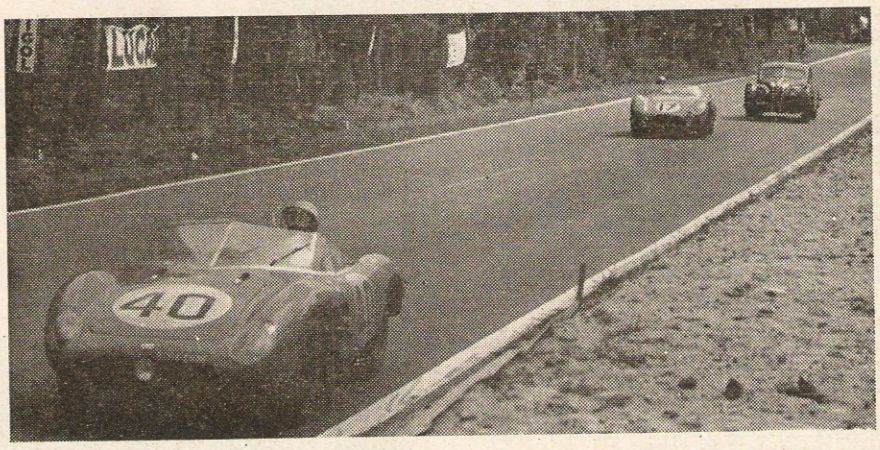
AT THE END of the Mulsanne straight, the damaged and deserted Ferrari of De Changy/Bianchi who led the 2-litre class until their steering failed.

CLOSE-UP (right) of the wrecked Meyrat/Tavano Ferrari with which Glockler's Porsche collided between White House and the pits.

(Below) Also at White House, the class-winning Frankenberg / Trips Porsche passes between the battered Chancel / Beaulieu Panhard (No. 50) and the Faure/Foury Stanguellini.







FIRST ON INDEX of Performance, the Laureau/Armagnac 750 c.c. D.B.-Panhard briefly leads the Behra/Rosier Talbot-Maserati and the Walshaw/Bolton XK 140, as they shape up for Arnage.

with Glockler's Porsche Carrera, and both cars overturned. Tavano was shot into a field, and was picked up suffering from a broken nose. An ambulance man pulled out Glockler, just as the car burst into flames, and the German was taken to hospital suffering from burns and a broken leg.

While the Porsche blazed, cars were slowed down and came through the dense smoke almost at walking pace. The road was cleared of debris, and eventually the still-smoking wreckage was up-ended against the fence. Then news of more retirements, Chancel's fast Panhard colliding with a Stanguellini, both being too badly damaged to continue.

When Sanderson took over from Flockhart again, the road had been drying, but once again down came "la pluie". Still the Aston led, but all was well in the "Ecurie Ecosse" pit. With seven hours gone, 20 cars had been abandoned. Herrmann's incredible Porsche was now in eighth place, and runner-up in the "Index" to the Laureau/Armagnac D.B.-Panhard. The U.S.A.-entered Cooper had managed to get in front of the two 1,100 c.c. Lotuses.

Now came the hour of "Ecurie Ecosse". At midnight the Scotsmen were in the lead from the Moss/Collins car, followed by the two Ferraris. The actual race position was:—

1. Flockhart/Sanderson (Jaguar), 98 laps, 7 hrs. 58 mins. 23.2 secs. (165.453 k.p.h.).
2. Moss/Collins (Aston Martin), 98 laps, 7 hrs. 59 mins. 5 secs.
3. Gendebien/Trintignant (Ferrari), 95.
4. Hill/Simon (Ferrari), 94.
5. Walker/Salvadori (Aston Martin), 94.
6. Laurent/Rousselle (Jaguar), 93.
7. Parnell/Brooks (Aston Martin), 92.
8. Herrmann/Maglioli (Porsche), 91.
9. Frankenberg/Trips (Porsche), 90.
10. Behra/Rosier (Talbot), 88.
11. Picard/Tappan (Ferrari), 87.
12. Chapman/Fraser (Lotus), 87.
13. Hugus/Bentley (Cooper), 82.
14. Bicknell/Jopp (Lotus), 81.
15. Bourillot/Perroud (Maserati), 81.
16. Allison/Hall (Lotus), 80.
17. Walshaw/Bolton (Jaguar), 80.
18. Ramos/Guelfi (Gordini), 80.
19. Stoop/Gaze (Frazer-Nash), 78.
20. Hawthorn/Bueb (Jaguar), 76.
21. Laureau/Armagnac (D.B.), 75.

29 cars still running.

The Manzon/Guichet Gordini, which had been running in seventh place, was eliminated shortly before midnight with oil pressure troubles. On went the Jaguar—always in the lead. A cold wind, accompanied by continual showers of rain, thinned the crowd. However, it was still Le Mans, with booths, stalls and all the fun of the fair. One could hear the shriek of the new DBR1 Aston above the clatter of dishes, hurdy-gurdy music and the chatter of the P.A. One also heard John Bolster on the P.A. talking in French, by gosh—or so it was alleged to be. He was taking over from the regular commentator, AUTOSPORT'S Gerard Crombac. James Tilling was doing the English bulletins from the *Motor* pit, where this chronicler was given a first-class meal.

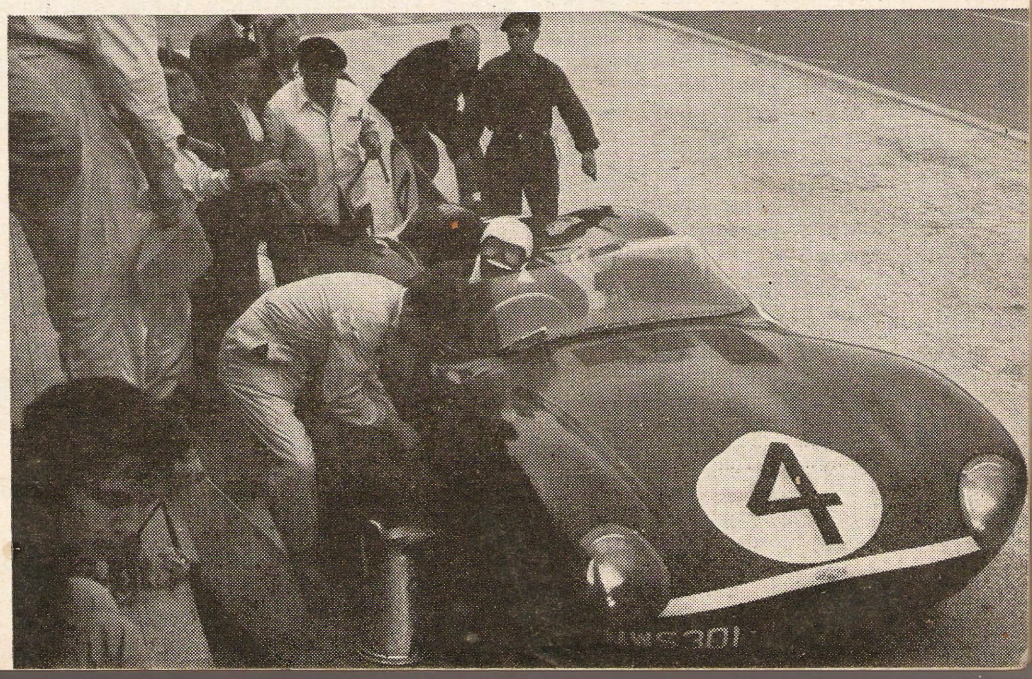
During the wee sma' 'oors plenty of hospitality is apparent. Mintex, Ferodo, Dunlop, B.P., Shell, *Motor* and *Autocar*, etc., and so on, keep meals going all night for those who are doing jobs of work.

Anyway, back to the race, with Moss and Collins hurling their Aston Martin round, always threatening the blue Jaguar, being driven so well by Flockhart and Sanderson. The Parnell/Brooks Aston moved into fifth place ahead of the Frankenberg/Trips Porsche. André Simon took over the Ferrari from Phil Hill, but almost immediately retired with a broken rear axle.

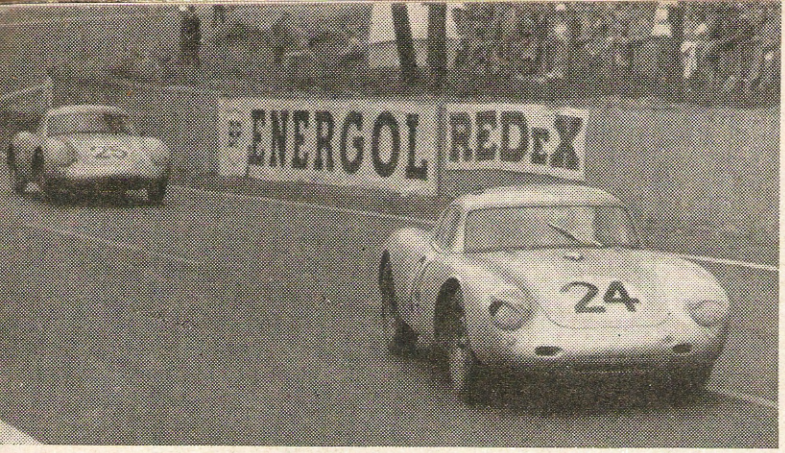
Cliff Allison, coming down from the Hippodrome, hit one of France's biggest dogs, killing it stone dead and bashing in the front of the Lotus so badly that it had to be retired. Dick Stoop's Frazer-Nash spun in the Esses, and landed up against the fence. This left the blue and white Ferrari of Picard/Tappan as sole survivor in the 2,000 c.c. category. This car was also to disappear, but not through trouble or accident. It was disqualified for refuelling at 32 laps, instead of the regulation minimum of 34.

With the glimmering of the false dawn, the Aston Martin went back into the lead, and began to draw away from the Jaguar. The Herrmann/Maglioli Porsche went very sick, and was withdrawn with an engine sounding like a bunch of old nails. At half-distance (4 a.m.), Moss/Collins had covered 146 laps, at an average speed of 164.386 k.p.h., and the Aston was 19.3 secs. ahead of its rival. Twenty-seven cars

STIRRING UP the inside verge at the Esses is Stirling Moss, seconds-saving with the 3-litre Aston Martin.



ROUTINE STOP by the winning Jaguar, with Ecurie Ecosse personnel and French officials intermixed, and Flockhart taking the seat just vacated by Sanderson.



DOWN TO EARTH: (Left) Two of the strikingly low-built works Porsche coupés going through the Esses. No. 25 is the class-winning Von Frankenberg / Von Trips car.

were out of the race. Hawthorn and Bueb were rocketing round, the Jaguar now sounding healthy—they were 20 laps behind the leaders. The Talbot was still running, in eighth place, behind the Belgian Jaguar which was circulating with the reliability which has now come to be associated with the yellow-painted machine.

With 13 hours gone, Ecurie Ecosse was back in the lead, increasing the distance between the Jaguar and the Aston Martin as the road dried again. Came morning and the smell of bacon and eggs from behind Jaguar, Lotus and Aston Martin pits. Duncan Hamilton was also serving this dish up for the Ferrari équipe, in his caravan.

At 6 a.m., 21 cars were still running. Rosier spun the Talbot at Tertre Rouge, but carried on. He maintained that he could not obtain adhesion in the wet—with which Behra agreed. With all three Gordinis out, this was the only hope for the blue cars—apart from the Index of Performance.

At 7.30 a.m., disaster struck at Aston Martin. Peter Walker crashed under the Dunlop Bridge, was catapulted against the bank, and finished upside down in the middle of the road. Pete was still inside, and was almost immediately removed from the cockpit by wide-awake officials and police. He was taken to hospital suffering from multiple contusions and concussion. (Latest news is that he is very badly bruised, has a broken finger, but will be O.K.)

This was shocking luck indeed. He had driven a magnificent race, both he and Roy Salvadori rapidly making up time lost with that bent starter shaft. At the time of the incident it was raining heavily, and the road was like a skating rink.

Hawthorn, going like a train, had set up new lap records on successive tours with 4 mins. 22 secs. (184.538 k.p.h.), and 4 mins. 21.3 secs. (184.456 k.p.h.) respectively. He and Bueb never gave up their apparently hopeless task of winning back 21 laps.

With eight hours left to go, the Scottish-entered car had built up a lead of 3 mins. 10 secs. over the Aston, both cars having covered 197 laps. Eighteen cars were left in the race, and the race average had gone up to 166.488 k.p.h. There was a suspicion that the Moss/Collins car was missing second gear, which might explain why it had lost so much ground to its rival.

As time began to run out, the crowds increased in size—but nothing to the extent of some former years. The sun came out, but as Ninian Sanderson observed: "It's just waiting till my turn to start pouring down again".

Just before midday, Bolton came in and handed over to Bob Walshaw. The coupé had been going extremely well, but now its run was to end. Officials declared that it had come in on the 203rd tour, and not the 204th, which would have given it the 34 completed laps. Anyway, Walshaw was still circulating, while fierce arguments were going on in the timekeeping establishment. The Behra/Rosier Talbot was finally abandoned at 12.15 p.m. with a broken rear axle.

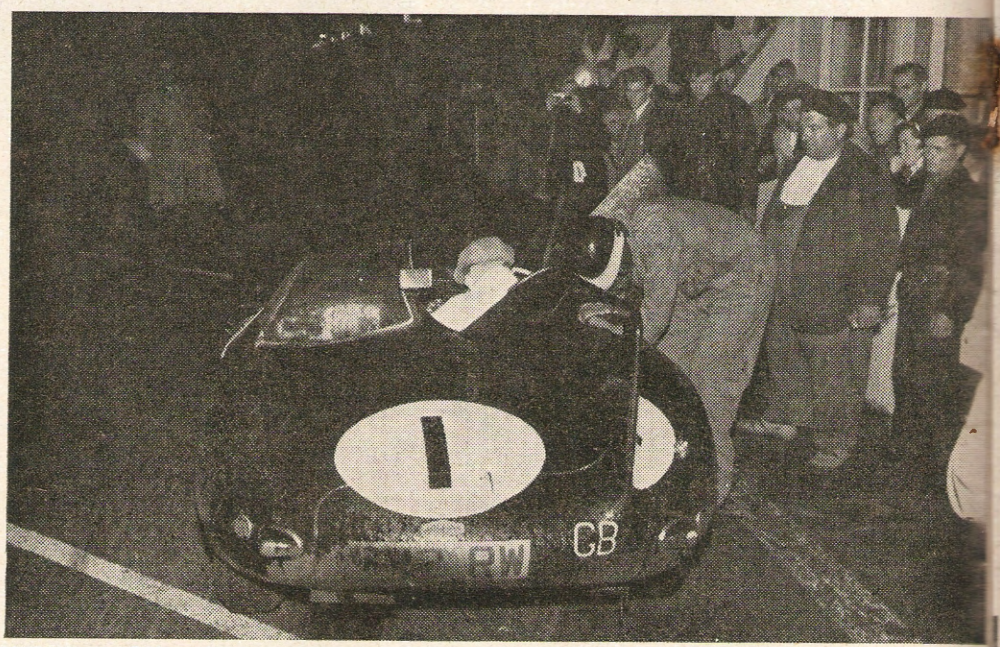
Team Lotus received a cruel blow when the little green car of Chapman/Fraser went out with a broken big-end bolt. However, the Bicknell/Jopp car was steadily winning its long duel with the Hugus/Bentley Cooper, and Colin could look forward to the possibility of a class win.

With three hours to go, the position was most interesting. The "Ecurie Ecosse" car was two laps ahead of the Moss/Collins Aston Martin. Five laps behind came the Trintignant/Gendebien Ferrari, which was one tour ahead of the Laurent/Rousselle Jaguar. Then came the remarkable 1½-litre Porsche, just one lap in arrears. However the most intriguing part was the pace at which Mike Hawthorn was pulling up the remaining works Jaguar in an attempt to catch the Porsche before the end. In eighth place came the Bicknell/Jopp Lotus, leading the 1,100 c.c. category from the American-entered Cooper. Only 15 cars now remained in the race.

In the "Ecurie Ecosse" pit, David Murray was calm and collected, but now began to argue in favour of the Walshaw/Bolton XK 140.

Bolton, on the advice of the R.A.C. representative, signalled to Walshaw to stop and the green XK 140 was pushed round to the dead car park. This was the worst of bad luck. Here was a hack car with 25,000 miles on the clock, keeping its end up with the very latest sports-racing cars, brought to a standstill by a slight miscalculation—but that is motor-racing.

(*Continued on page* 146)



NIGHT WORK in the Jaguar pit. Hawthorn is working on the side of the car, a mechanic is in the driving seat, and the plombeur *stands by with his pincers, ready to seal everything again.*

KEY to Theo Page's illustrations opposite

1. *The Moss/Collins 3-litre Aston Martin had removable seat flaps, which reduced the seat width to that permissible by the regulations.*

2, 2A *and* 2B. *Gear change lever of the new DBR1 2½-litre Aston Martin driven by Parnell/Brooks. When engaging gears 1, 2 and 3 of the five-speed gearbox, mechanism is as in sketch* 2A; *when engaging gears 4 and 5 mechanism is as in sketch* 2B. *This arrangement makes it impossible to move the lever into fifth when using lower gears; likewise, it is impossible to find second when in fifth gear.*

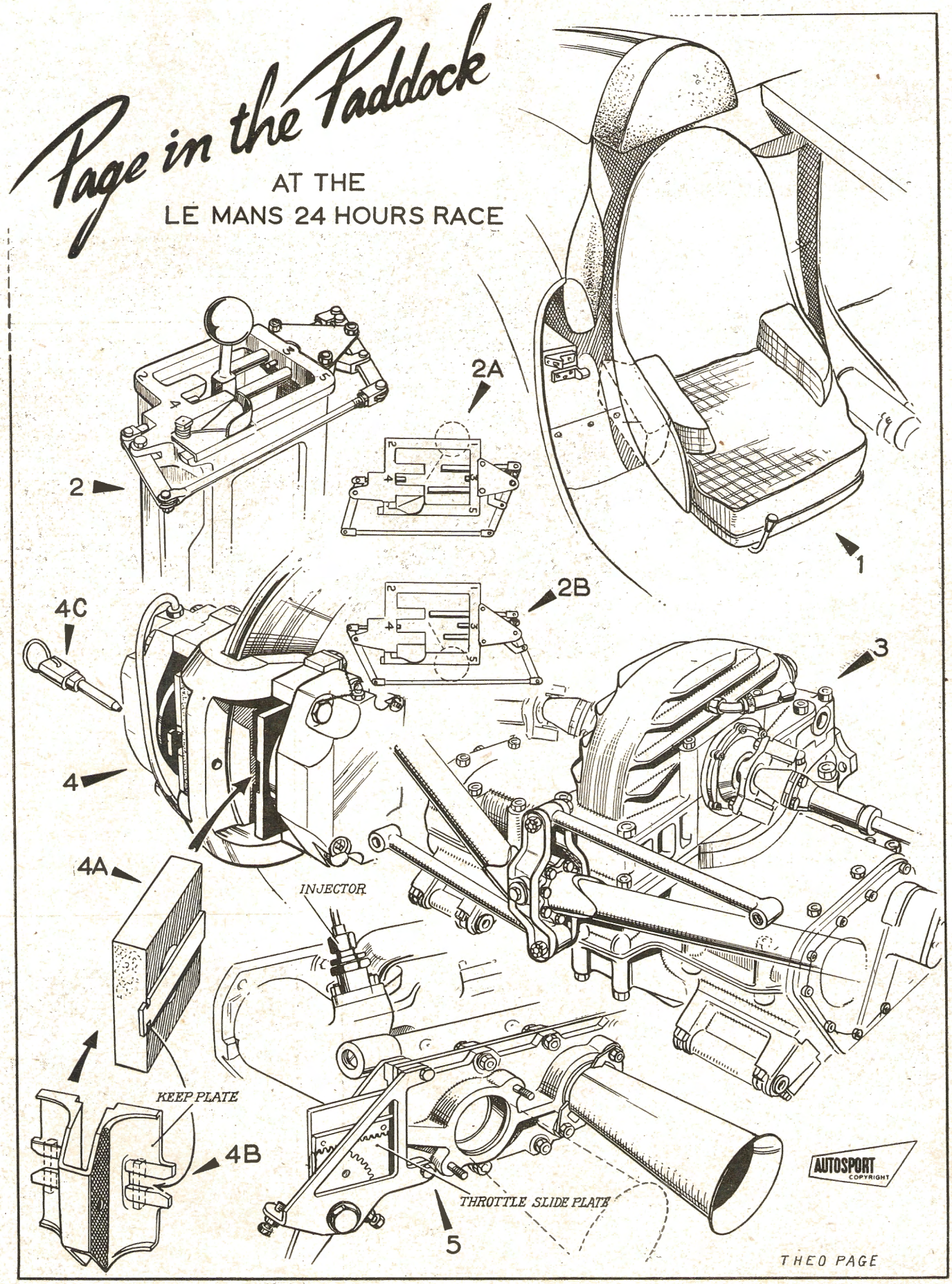
3. *The five-speed gearbox of the 2½-litre Aston Martin which is integral with the final drive. The de Dion rear axle is fitted with lateral torsion bars; and transverse location is by Watt linkage.*

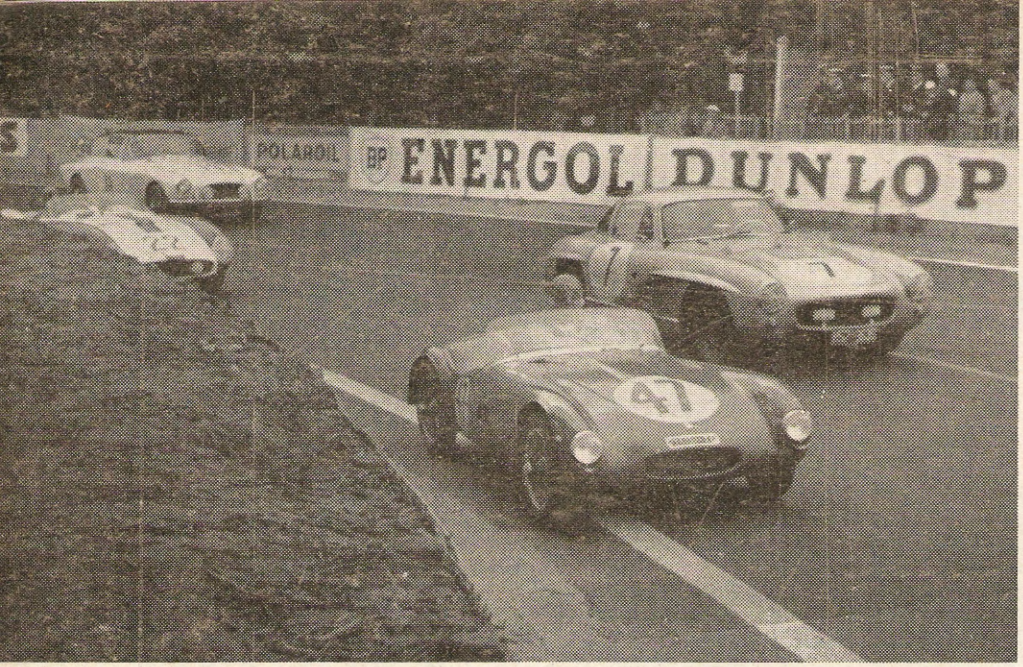
4, 4A, 4B *and* 4C. *The new Dunlop disc brakes as fitted to the works Jaguars. Sketch* 4 *shows the brake assembly with one brake pad in position and the other removed. On the back of the removed pad* (4A) *is the slide plate, the end of which engages in the keep plate* (4B). *The latter, in turn, is held in place by the clip pin* (4C). *It is thus an extremely simple matter to change the pads if heavy braking produces excessive wear.*

5. *Dunlop fuel injection system on the Hawthorn/Bueb Jaguar. The sketch shows the fuel injector, the throttle control mechanism and throttle slide plate.*

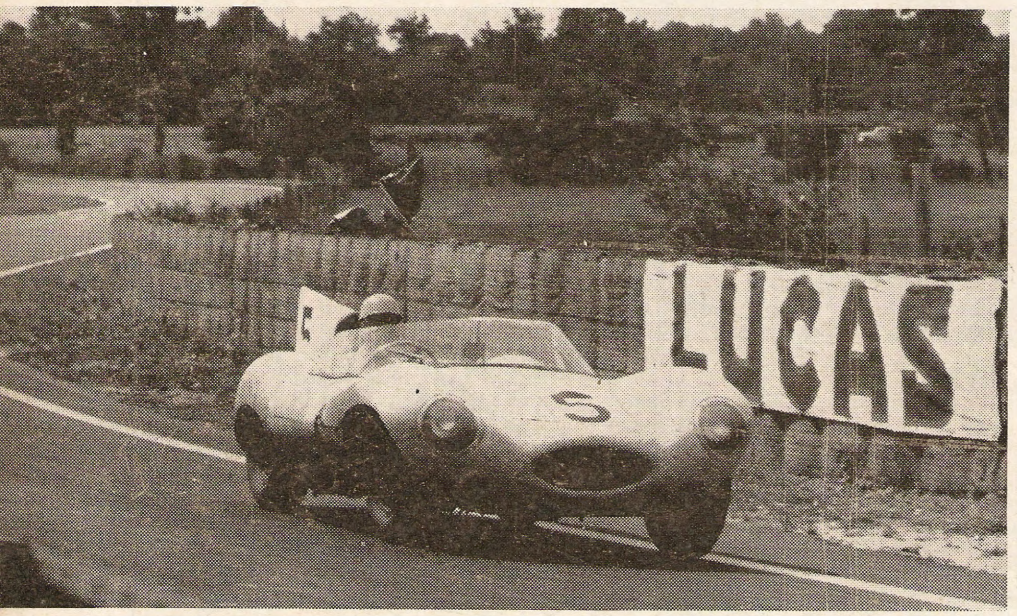
Page in the Paddock

AT THE LE MANS 24 HOURS RACE



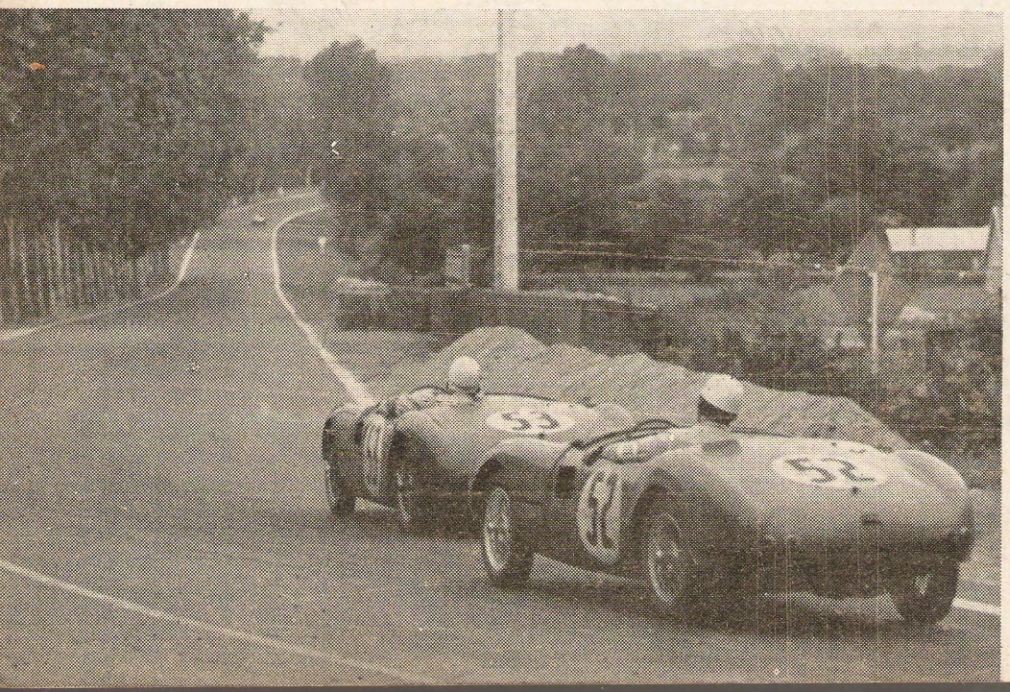


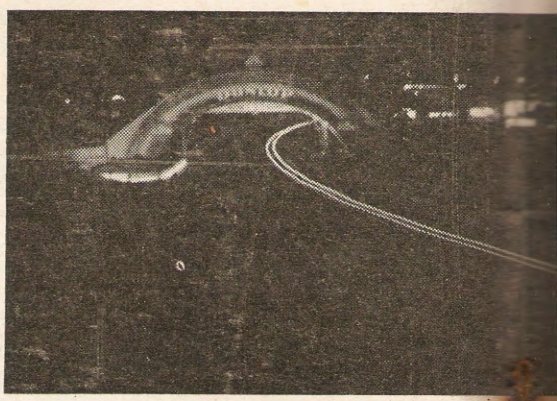
SCRAMBLE at Tertre Rouge, featuring the 746 c.c. Moretti of Escubes/Durif, the Mercedes-Benz 300SL of Metternich/Einsiedel, the Picard/Tappan Ferrari and the Nersessian/Monneret Salmson.



FOURTH PLACE was taken by the Belgian-entered D-type Jaguar (above) of Laurent/Rousselle, seen at White House Corner.

OPENING of the long Mulsanne straight (below) is slightly downhill; the Italian Stanguellinis of Duval/Guyot and Faure/Foury are just entering it.





SOUS LE PONT de Dunlop: the ne

LE MANS

General Classification: 1, **Ron Flockhart/Ninian Sanderson (3,442 c.c. Jaguar),** 299 laps, 4,034.929 km. (2,507.28 miles) 104.47 m.p.h.; 2, **Stirling Moss/Peter Collins (2,922 c.c. Aston Martin),** 298 laps, 4,018.63 km.; 3, Maurice Trintignant/Olivier Gendebien (2,500 c.c. Ferrari), 292 laps, 3,937.81 km.; 4, R. Laurent/Rousselle **(3,442 c.c. Jaguar),** 283 laps, 3,816.67 km.; 5, R. Von Frankenberg/Graf Von Trips (1,498 c.c. Porsche), 281 laps, 3,792.24 km.; 6, **Mike Hawthorn/Ivor Bueb (3,442 c.c. Jaguar),** 279 laps, 3,759.88 km.; 7, **Reg Bicknell/Peter Jopp (1,098 c.c. Lotus-Climax),** 252 laps, 3,397.66 km.; 8, John Bentley/Ed Hugus **(1,098 c.c. Cooper-Climax),** 251 laps, 3,383.77 km.; 9, Bourillot/Perroud (1,487 c.c. Maserati), 244 laps, 3,293.81 km.; 10, Laureau/Armagnac (747 c.c. D.B.-Panhard), 230 laps, 3,103.35 km.; 11, Vidilles/Thépenier (747 c.c. D.B.-Panhard), 224 laps, 3,020.90 km.; 12, Héchard/Masson (747 c.c. D.B.-Panhard), 219 laps, 2,955.75 km.; 13, Bourel/Slotine (1,290 c.c. Porsche), 211 laps, 2,851.65 km.; 14, Dumazer/Campion (845 c.c. V.P.), 209 laps, 2,820.83 km.

Fastest lap: Hawthorn/Bueb (Jaguar), 4 mins. 20 secs., 186.383 k.p.h. (115.818 m.p.h.).

Index of Performance: 1, Laureau/Armagnac (D.B.-Panhard), Index 1,166; 2, Von Frankenberg/Von Trips (Porsche), 1,159; 3, Vidilles/Thépenier (D.B.-Panhard), 1,135; 4, **Bicknell/Jopp (Lotus),** 1,118; 5, Bentley/Hugus **(Cooper),** 1,114; 6, **Moss/Collins (Aston Martin),** 1,113; 7, Trintignant/Gendebien (Ferrari), 1,110; 8, Héchard/Masson (D.B.-Panhard), 1,110; 9, **Flockhart/Sanderson (Jaguar),** 1,101; 10, Laurent/Rousselle **(Jaguar),** 1,041; 11, **Hawthorn/Bueb (Jaguar),** 1,026; 12, Dumazer/Campion (V.P.), 1,010; 13, Bourillot/Perroud (Maserati), 1,008; 14, Bourel/Slotine (Porsche).

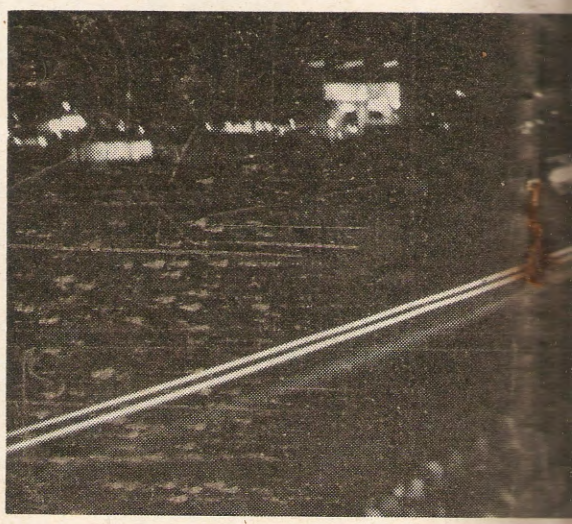
Class Placings

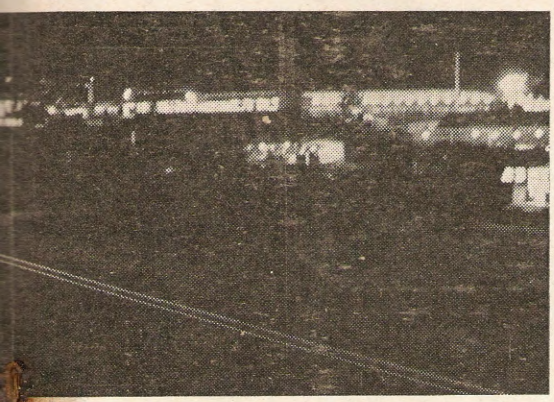
501-750 c.c.: 1, Laureau/Armagnac (D.B.-Panhard), 80.35 m.p.h.; 2, Vidilles/Thépenier (D.B.-Panhard); 3, Héchard/Masson (D.B.-Panhard).

751-1,100 c.c.: 1, **Bicknell/Jopp (Lotus-Climax),** 87.97 m.p.h.; 2, Bentley/Hugus **(Cooper-Climax);** 3, Dumazer/Campion (V.P.).

1,101-1,500 c.c.: 1, Von Frankenberg/Von Trips.

NIGHT at Le Mans: (Below) cars sweeping





urve, as delineated by the cars' tail-lights.

S RESULTS

(Porsche), 98.187 m.p.h.; 2, Bourillot/Perroud (Maserati); 3, Bourel/Slotine (Porsche).

1,501-2,000 c.c.: No finishers.

2,001-3,000 c.c.: 1, **Moss/Collins (Aston Martin),** 104.047 m.p.h.; 2, Trintignant/Gendebien (Ferrari).

3,001-5,000 c.c.: 1, **Flockhart/Sanderson (Jaguar),** 104.47 m.p.h.; 2, Laurent/Rousselle **(Jaguar);** 3, **Hawthorn/Bueb (Jaguar).**

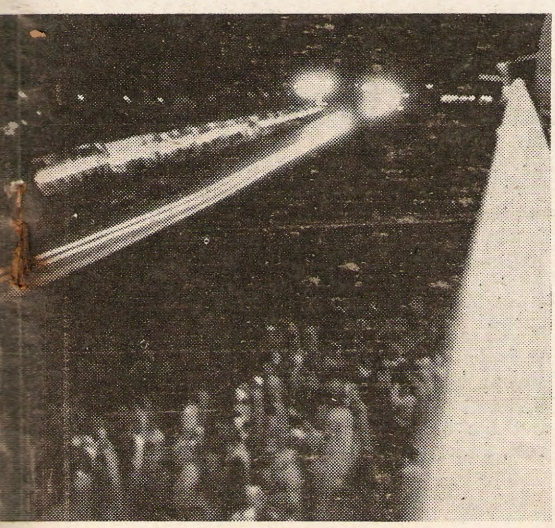
Coupe Biennale, 1955-56

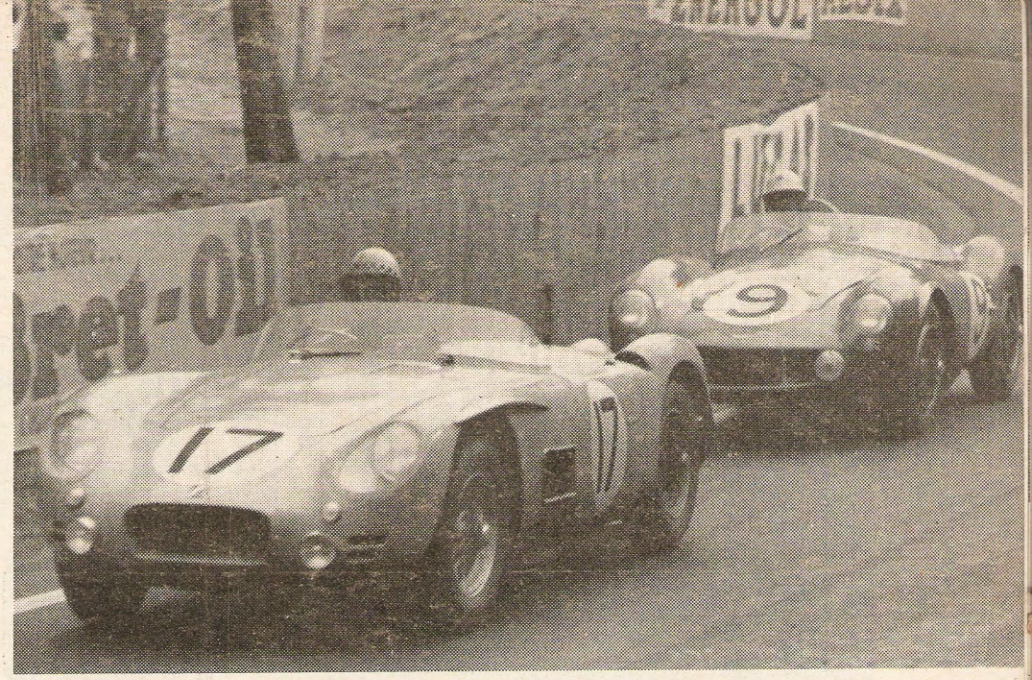
1, D.B.-Panhard (Laureau/Armagnac); 2, Porsche (Von Frankenberg/Von Trips); 3, **Aston Martin (Moss/Collins); 4, Jaguar (Hawthorn/Bueb).**

LE MANS RETIREMENTS

Frère/Titterington (Jaguar), 2 laps, accident. Fairman/Wharton (Jaguar), 2 laps, accident. De Portago/Hamilton (Ferrari), 2 laps, accident. Carpentier/Savary (D.B.-Panhard). Laroche/Radix (Osca), 3 laps, accident. Héry/Pailler (Panhard), 4 laps, accident. Escubes/Durif (Moretti), 22 laps, ignition. Duval/Guyot (Stanguellini), 23 laps. Zehender/Lucas (Talbot), 32 laps, accident. Cornet/Mougin (Maserati), valve. Faure/Foury (Stanguellini), 36 laps, accident. Storez/Polensky (Porsche), 45 laps, valves. Chancel/Beaulieu (Panhard), 46 laps, accident. Seidel/de Beaufort (Porsche), 45 laps, rear suspension. Hémard/Flahaut (Panhard), 50 laps. Metternich/Einsiedel (Mercedes-Benz), 58 laps. Meyrat/Tavano (Ferrari), 60 laps, accident. Nathan/Glockler (Porsche), 61 laps, accident. Lauga/Guillaud (Moretti), 62 laps, piston. Milhoux/Rinen (Gordini), 67 laps, fuel. De Changy/Bianchi (Ferrari), 76 laps, steering. Manzon/Guichet (Gordini), 80 laps, Nersessian/Monneret (Salmson), 80 laps. Allison/Hall (Lotus), 89 laps, accident. Da Silva Ramos/Guelfi (Gordini), 90 laps, ignition. Stoop/Gaze (Frazer-Nash), 100 laps, accident. Hill/Simon (Ferrari), 107 laps, accident. Breuil/Py (R.B.), 116 laps, gearbox. Picard/Tappan (Ferrari), 135 laps, refuelling too early. Maglioli/Herrmann (Porsche), 136 laps. Chapman/Mackay Fraser (Lotus), 172 laps. Walshaw/Bolton (Jaguar), 209 laps, refuelling too early. Behra/Rosier (Talbot), 220 laps, rear axle. Parnell/Brooks (Aston Martin), 246 laps, rear suspension.

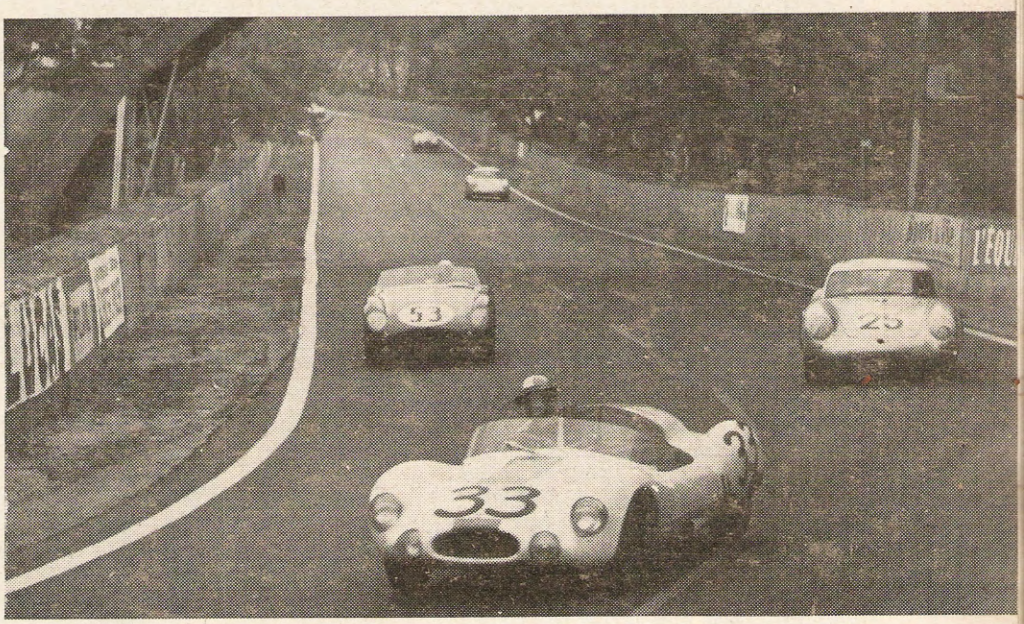
past the pits, which were not floodlit this year.



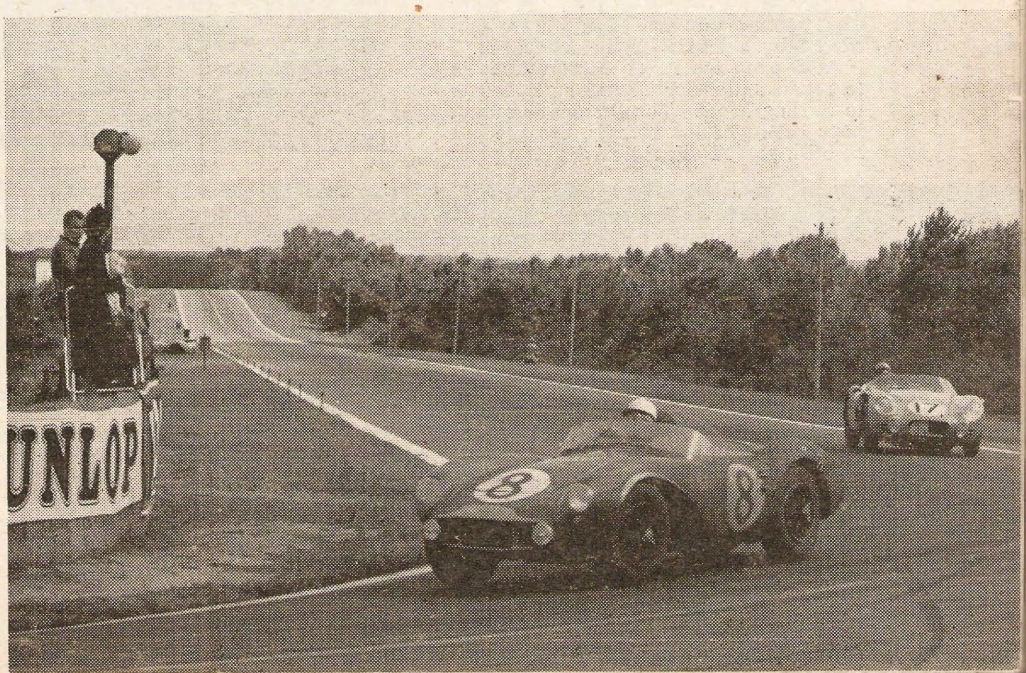


CLOSE COMPANY at the Esses (above) with Peter Walker's Aston Martin harrying Behra's Talbot-Maserati as they emerge.

AMERICAN COLOURS (below) were borne on the Bentley/Hugus 1,100 c.c. Cooper-Climax, looking unusual with its right-hand drive and full-width screen.

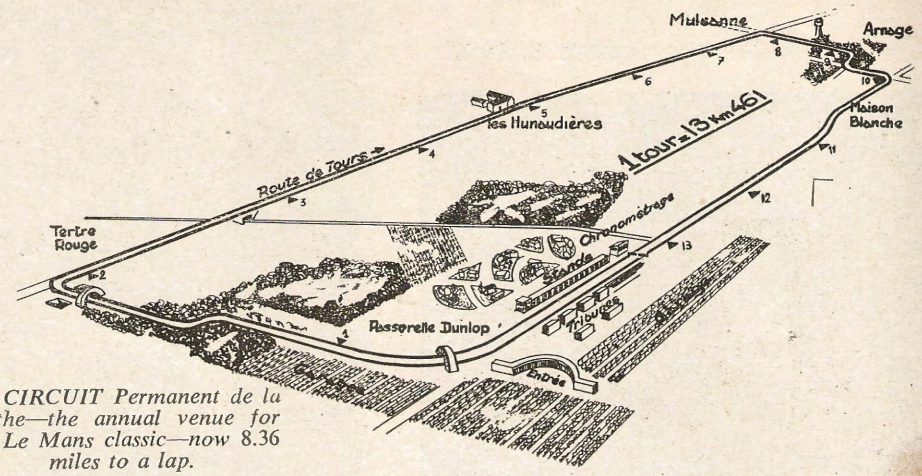


RIVALS NOW (below) as they enter Mulsanne, the right-angled corner at the end of the straight, are Moss (Aston-Martin) and Behra (Talbot), Maserati team-mates when in Formula 1 racing.

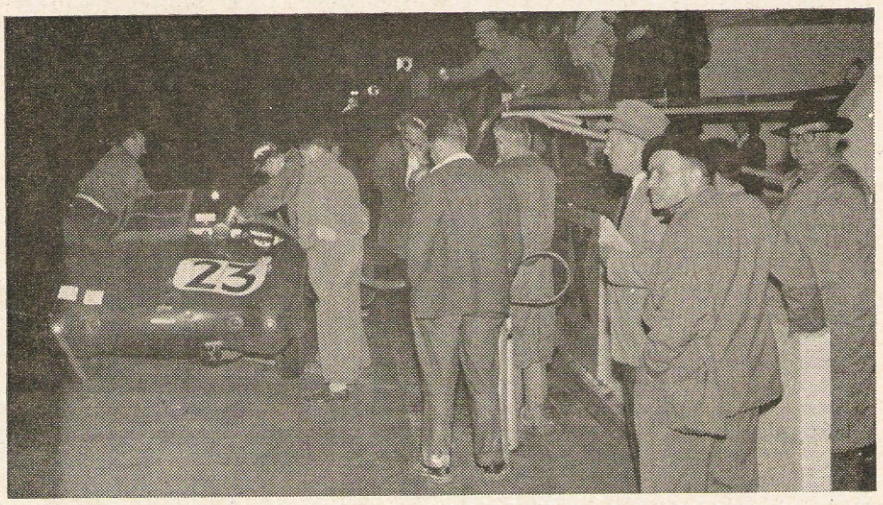


Le Mans—*continued*

Now the Parnell/Brooks prototype was in trouble, touring round very slowly with a broken U.J. coupling on the De Dion axle. It came to rest at Mulsanne, and was abandoned, leaving 14 cars still running. Moss came in and handed over to Collins, who changed straight from bottom gear to third, rather indicating that all was not well in the "boite de vitesse" department. Peter Jopp came in, and handed over to Reg Bicknell, neither oil nor fuel being taken aboard. The Lotus was one lap ahead of the Hugus/Bentley Cooper, which now had a somewhat altered body shape. The tremendously rapid Porsche began to threaten the D.B. in the Index of Performance.



LE CIRCUIT Permanent de la Sarthe—the annual venue for the Le Mans classic—now 8.36 miles to a lap.



'NASH NOCTURNE: The Stoop/Gaze Frazer-Nash in at the pits (left), with a pit staff, commissaires and plombeur in attendance.

Hawthorn handed over to Ivor Bueb, the fuel-injection car being in sixth place. With less than a couple of hours to go, the Jaguar had three laps to make up on the Porsche. Bueb began to pull out the stops, but the little silver car was gaining on the Belgian-entered Jaguar, and passed it in front of the tribunes at 2.50 p.m., to make it exactly one lap behind.

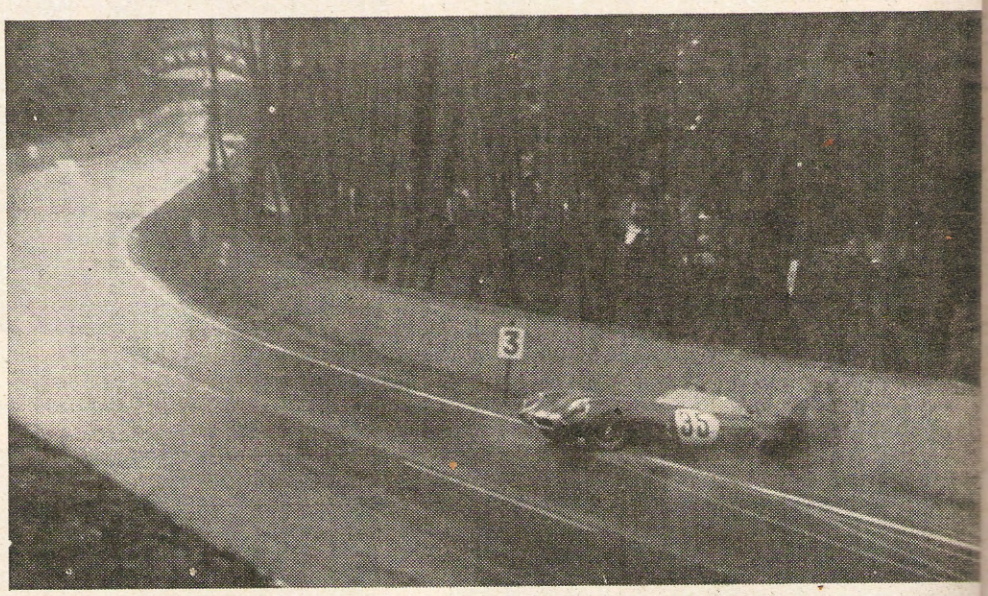
Ninian Sanderson, having had several laps without rain for a change, came in for the last time to hand over to Ron Flockhart. The blue Jaguar was running like clockwork. Every Scotsman kept his fingers crossed, as did thousands of Frenchmen, who kept muttering "l'entente cordiale". The bagpipes were no longer heard over the P.A. A story went around that the records were destroyed by a horde of the Sassenach.

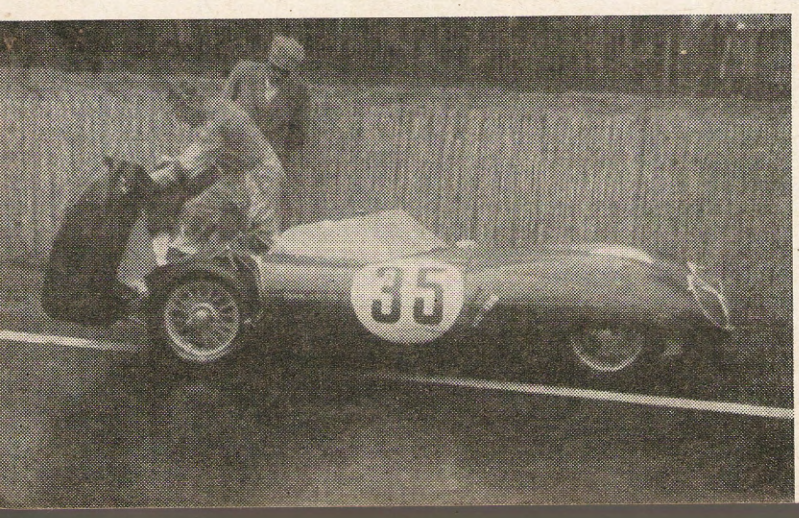
At 3 p.m., the Aston Martin came in to refuel and Peter Collins handed over to Stirling Moss. The Sassenach cannot have destroyed the records, because just as Stirl. moved off, the skirl o' the pipes was heard, and the "Ecurie Ecosse" boys formed up for a Strathspey. One of the French journalists asked me if we had made sure of a recording of "Scots wha' hae", under the impression that it was the proper National Anthem to play.

The sun was now shining brightly. Gerard Crombac and James Tilling gave out their last P.A. broadcasts. Flockhart sailed serenely round, the Jaguar sounding as if it could go on for ever. Moss's Aston Martin, healthy-noted as ever, was secure in second place, out-distancing the sole surviving Ferrari. Belgium was in the picture again, the yellow-painted Jaguar of Roger Laurent and Rousselle taking fourth place, one lap ahead of the sensational Porsche, with the Hawthorn/Bueb Jaguar in sixth position—and so they finished. At 4 p.m. on Sunday, the blue Jaguar took the chequered flag from Charles Faroux, but Flockhart carried on to do another lap.

Yes, there were happy faces in "Ecurie Ecosse", Aston Martin and Lotus pits. David Murray and "Wilkie" scarcely believed that they had pulled it off, but the blue car had out-distanced the rest, during a wonderfully controlled run,

(*Continued on page* 148)

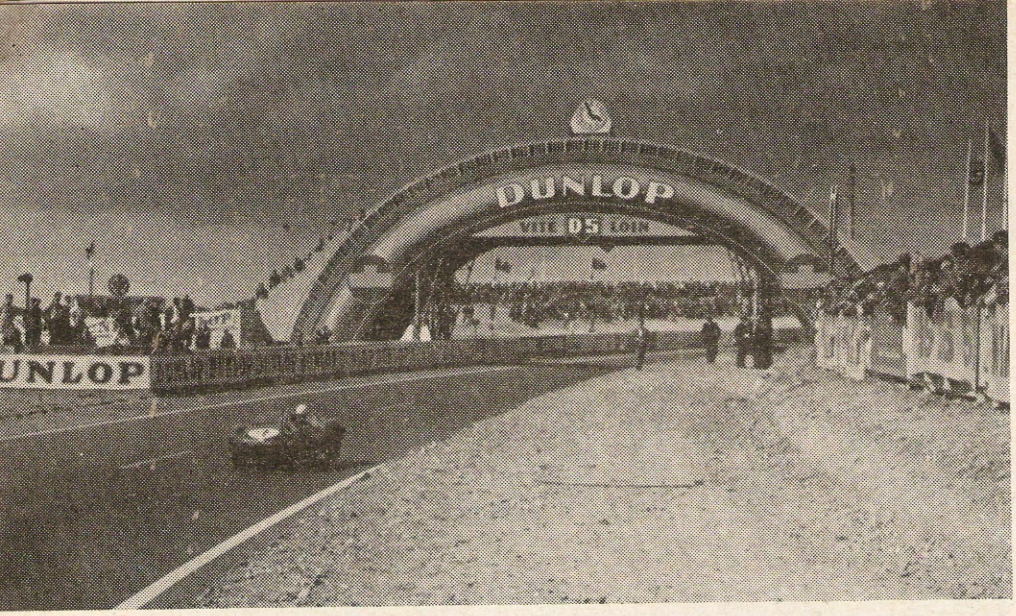




SO EARLY IN THE MORNING: Keith Hall spins in the wet at the Esses, early on Sunday.

(Left) He climbs out to inspect the damage to the 1,100 c.c. Lotus-Climax. The car retired much later, after hitting a large dog.

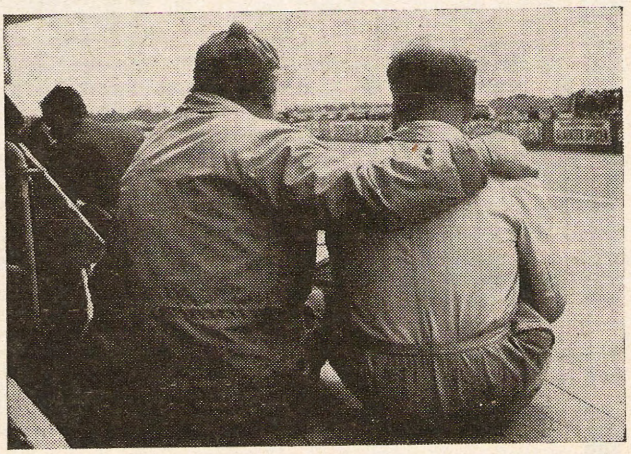
Photographs by J. Talbot-Frith



FIVE MINUTES TO FOUR on the Dunlop Bridge clock, as Ron Flockhart (above) in the winning Jaguar passes on his 299th and last lap; by careful timing he crossed the finishing line virtually on the stroke of 4 p.m.

Once again a small-capacity French car lifted the Index de Performance, the little D.B. keeping ahead of the Porsche. Great Britain could afford to smile, with six cars in the first 10—three Jaguars, an Aston Martin, a Lotus and a Cooper, with three class wins to boot. It was indeed a gruelling race, with only 14 cars still running out of the original 49 who had taken the depart.

SARTHE SIDELIGHTS: Highest speed recorded over the measured kilometre was the "Ecurie Ecosse" car with 252.455 k.p.h. (156.88 m.p.h.). The Moss/Collins Aston did 234.071 k.p.h., the class-winning Porsche 223.603 k.p.h., Chapman's 1,500 c.c. Lotus, 206.304 k.p.h. and the new 2½-litre Aston, 210.887 k.p.h. Full-width screens were said to have reduced speeds considerably. The absence of Fangio was due to an attack of shingles, whilst Castellotti was still suffering from his Silverstone shunt. . . . Duncan Hamilton will again be in the Scuderia Ferrari team—this time in Sweden, where "Ecurie Ecosse" will have two cars. . . . Plans are afoot to make next year's 25th "Le Mans" a real jubilee occasion. . . . Princess Grace of Monaco seemed to enjoy her first glimpse of Le Mans. . . . John Bolster, complete with deerstalker, was described in a local paper as the most typical of all British journalists. . . . From all reports, the B.B.C. boys did a magnificent job of coverage.



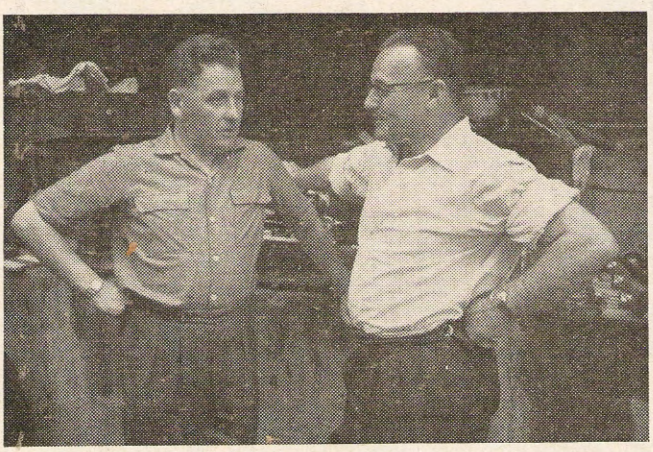
SWEATING IT OUT: Ecurie Ecosse "heid man" David Murray and chief mechanic "Wilkie" Wilkinson wait tensely on the pit counter while Flockhart completes that final lap.

HURRAH FOR HORNSEY: The 1,100 c.c. class-winning Lotus équipe: Colin Chapman, Reg Bicknell and Peter Jopp, after their great success.

Le Mans—*continued*

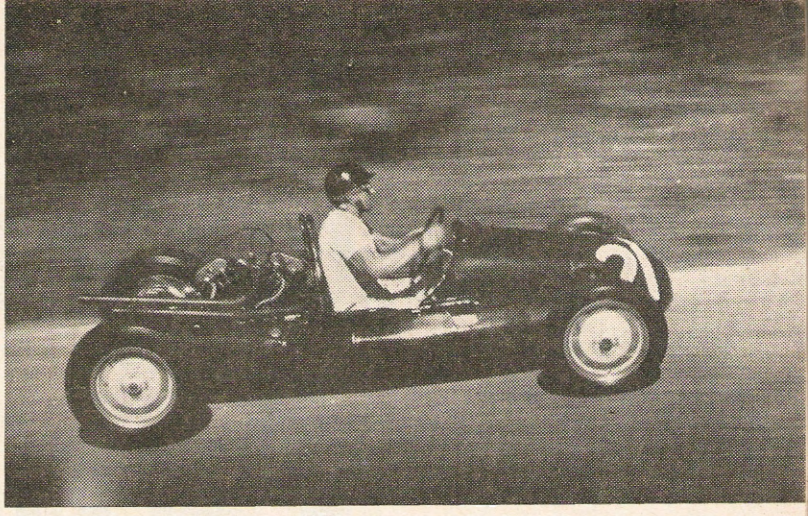
and magnificently driven by Sanderson and Flockhart.

What a reception the Scotsmen received! The crowd went crazy with excitement; in the "Ecurie Ecosse" pit, David Murray finished the final entry in his lap chart. He had never closed his eyes during the entire duration of the race. The mechanics let out some "hoots", and did some impromptu reels. Meanwhile some dirty character had pinched a couple of bottles of the hard stuff from Ninian Sanderson's van—but when in France, etc., etc., and there was no shortage of the necessary liquid for celebration purposes.



TECHNICAL TALENT from Jaguars, chief tester Norman Dewis and Bill Heynes, principal designer of the highly successful D-type.

SPOTTED at Gruber's, (l. to r.) Ken Wharton in natty headgear, Ivor Bueb, Mike Hawthorn and, behind them, Bertie Bradnack.



★

FLAT-OUT between Les Platons and Radio Corner is Ken Wharton in the record-breaking 1,100 Cooper, which brought him B.T.D. and a class win.

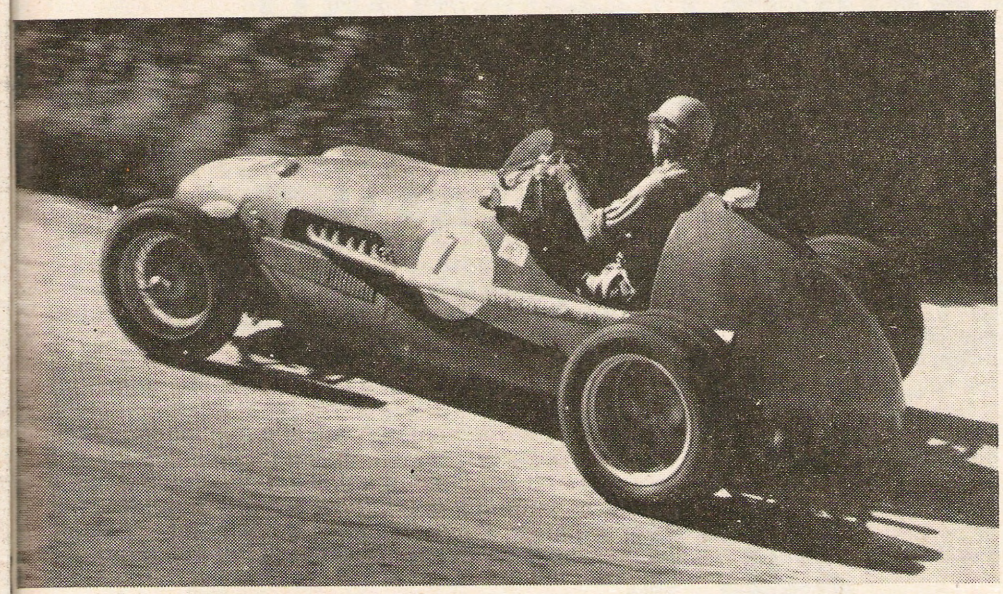
★

WHARTON'S SEVENTH "BOULEY BAY"!

Joint 1955 Hill-Climb Champion Breaks Jersey Hill Record —Michael Christie and Tony Marsh Equal Runners-up

RACING drivers certainly lead a busy life. On 22nd July, Ken Wharton of Smethwick, Birmingham, was in Bari, Italy, taking eighth place in the sports car Grand Prix there with a Ferrari. The following Saturday he was due to drive in the Jaguar team at Le Mans. On the Thursday in between, he was in the Channel Islands, in Jersey, knocking up his seventh consecutive B.T.D. at the Bouley Bay International Hill-climb, organized by the Jersey M.C. and L.C.C.

Thousands of holidaying visitors and racing enthusiasts lining the slopes of the hill in warm sunshine watched his brilliant performance, when he clipped 0.2 sec. off his 1953 record of 52.3 secs., driving his latest Cooper-J.A.P. with 1,098 c.c. engine. His older 966 c.c. blown car of Mk. IV Cooper basis was also present, and with this machine he clocked 54.8 secs., fifth best of the day. All in all a useful day's work for Ken, and one which, following on his best performance in the wet at Shelsley, sets him ahead of Mike Christie and Tony Marsh in the R.A.C. British Hill-climb Championship.



SUN-WORSHIPPER, J. Berry, takes the nicely rebuilt 1,980 c.c. E.R.A. Spl. up the hill to finish top of his class.

Frank Le Gallais, local hill-climb ace, driving his well-known L.G. Special with Jaguar engine mounted at the rear of the chassis, set up a new over 2,000 c.c. class record, returning a time of 54 secs., actually the fourth best of the day, behind Christie and Marsh, who dead-heated in 52.8 secs. with their Cooper twins. Le Gallais's time bettered his old record, standing for two years, by 0.3 sec.

Another local man, W. D. W. Knight, in a 1,100 Cooper-J.A.P., was placed sixth in the up to 1,100 c.c. racing class with 55.6 secs. He was narrowly beaten by Dick Henderson of Staffordshire, whose similar but supercharged Cooper returned 55.4 secs.

Jim Berry did well with his smart-looking 1,980 c.c. E.R.A. Spl., winning the up to 2,000 c.c. racing class in 57.6 secs. The Hon. E. G. Greenall was another class winner, taking his Lotus-Climax up the picturesque gradient in a brisk 58.4 secs., to win the up to 1,500 c.c. sports car category. Second to him came Jerseyman Arthur Owen in a Cooper-Climax with which he clocked 59.4 secs.

The over 1,500 c.c. sports class brought success for Tony Everard in his 2,580 c.c. Aston Martin-engined Cooper in 61 secs., comfortably beating the islands Coupland, Smith, Pratt and Mrs. Coupland, all handling TR2 Triumphs with praiseworthy competence, but understandably being unable to match the higher-powered Cooper's pace. Austen May notched up another Formula 3 class win in his Cooper-J.A.P., and Mrs. P. Steveney of Hants in an 1,172 c.c. Ford-engined Buckler gained an unchallenged win in the up to 1,500 c.c. racing class.

Provisional Results

B.T.D.: 1, Ken Wharton (1,100 c.c. Cooper-J.A.P.), 52.6 secs., **(new hill record)**; 2, Michael Christie (1,100 c.c. Cooper-J.A.P.) and Tony Marsh (1,100 c.c. Cooper-J.A.P.), 52.8 secs.; 4, Frank Le Gallais (3,442 c.c. L.G.S.), 54 secs.; 5, Ken Wharton (996 c.c. Cooper-J.A.P. S).

Class Placings

Sports cars, up to 1,500 c.c.: 1, Hon. E. G. Greenall (1,094 c.c. Lotus-Climax), 58.4 secs.; 2, A. Owen (1,094 c.c. Cooper-Climax), 59.4 secs.; 3, J. Turner (1,172 c.c. Buckler Mk. V), 68.6 secs.; 4, R. G. Varney (803 c.c. Turner-Austin), 76.6 secs. **Over 1,500 c.c.:** 1, P. A. Everard (2,580 c.c. Cooper-Aston Martin), 61 secs.; 2, E. W. Coupland (1,991 c.c. Triumph TR2), 65.6 secs.; 3, R. Smith (Triumph TR2), 67.2 secs.; 4, W. J. Pratt (Triumph TR2), 69.6 secs.; 5, Mrs. E. W. Coupland (Triumph TR2), 71.6 secs.

Racing cars, up to 500 c.c.: 1, C. A. N. May (Cooper-J.A.P.), 57.2 secs.; 2, J. Lanyon (Cooper), 63.8 secs. **Up to 1,100 c.c.:** 1, Ken Wharton (1,098 c.c. Cooper), 52.6 secs.; 2, M. A. H. Christie and A. E. Marsh (1,100 c.c. Coopers), 52.8 secs.; 4, Ken Wharton (996 c.c. Cooper S), 54.8 secs.; 5, D. Henderson (1,100 c.c. Cooper S), 55.4 secs.; 6, W. D. W. Knight (1,100 c.c. Cooper), 55.6 secs.; 7, A. E. Marsh (1,100 c.c. Cooper-Climax), 56.2 secs.; 8, P. Alluto (1,100 c.c. Cooper), 60.2 secs.; 9, D. Richmond (1,100 c.c. Lagonda Rapier S), 64.4 secs.; 10, Mrs. D. Richmond (1,100 c.c. Lagonda Rapier S), 69.6 secs. **Up to 1,500 c.c.:** Mrs. P. Steveney (1,172 c.c. Buckler-Ford), 78.4 secs. **Up to 2,000 c.c.:** 1, J. Berry (1,980 c.c. E.R.A. Spl.), 57.6 secs.; 2, D. J. Varnon (1,760 c.c. Connaught), 64.6 secs.; 3, J. Casey (1,776 c.c. Jaguar Spl.), 67.6 secs. **Over 2,000 c.c.:** 1, F. Le Gallais (3,442 c.c. L.G.S.), 54 secs. (new class record); 2, W. Alluto (3,485 c.c. A.V.S.), 63 secs.; 3, C. J. Lawley-Walker (2,700 c.c. Dodge), 69.6 secs.

THE 750 M.C. SIX HOURS RELAY RACE

WOULD-BE competitors in the 750 M.C.'s National Six Hours Relay Race, due to take place at Silverstone on 18th August, are encountering some difficulty, when attempting to arrange a team entry, over the new R.A.C. regulation requiring the endorsement of the full F.I.A. licence to be cancelled by the R.A.C. before the holder can compete in a National or International race meeting. The 750 M.C. wish to emphasize to prospective entrants:—

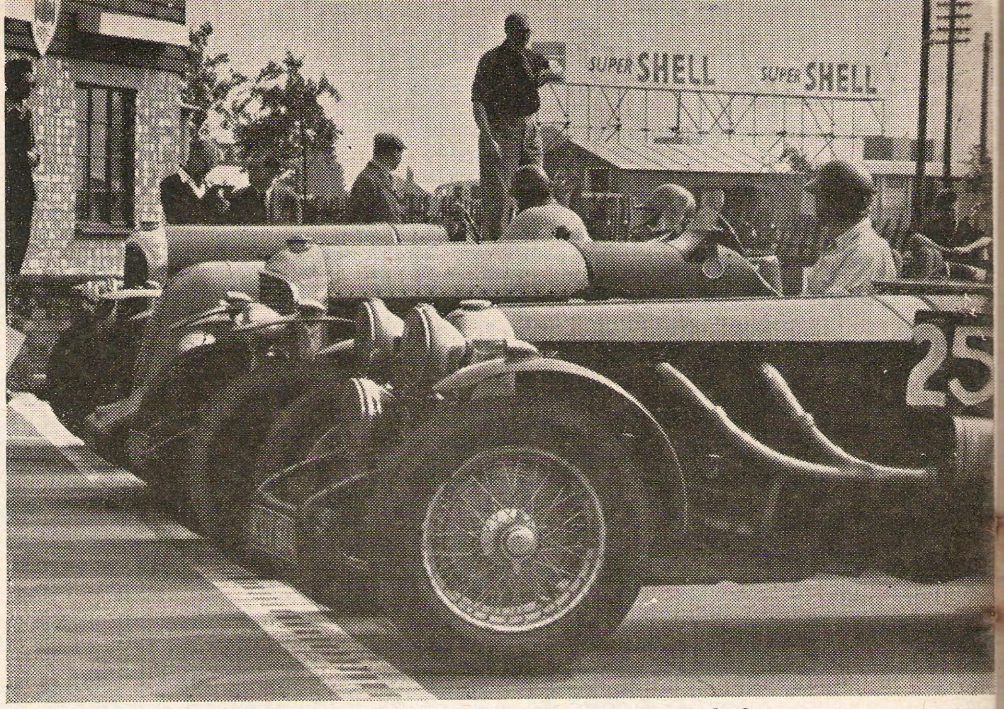
(a) That holders of competition licences prior to 1956 can have their endorsement cancelled on application if they have had any racing experience at all. Only those who have taken out their first licence this year, or who have no previous experience, have to obtain experience of six closed or restricted race meetings before they qualify for the cancellation;

(b) that the organizers are just as happy to have individual entries as those from full teams, since these very often match up with others, or serve to reinforce a team depleted by withdrawals;

(c) that entries will be accepted after the closing date, provided there is a vacancy in a suitable team.

Prime of Life

Vintage Sports Car Club Silverstone Race Meeting



BATTLE ORDER: Tim Carson, secretary of the club, surveys the line-up of heavy machinery for the Vintage scratch race. In the foreground of a row of Bentleys is Bamford's Invicta.

IT rained all the way to Silverstone last Saturday, and it rained all the way home; but in between, the Vintage Sports Car Club were lucky enough to have a day's racing with no rain at all and even some sunshine. This meant that the track was entertainingly wet for the first two or three races of the programme, which comprised seven handicap races, two scratch races and a handicap relay race.

The first two handicaps were for the slower and the faster cars respectively, the latter being exciting for the presence of a number of "real" racing cars, of which Stuart's E.R.A. made fastest lap at 72.36 m.p.h.—but not quite fast enough to catch the winner, Dunham, in a front-drive Alvis. Event 3 was for the "Chain-gangers" only. It looked as though Thirlby's Anzani-engined 'Nash might win until he revolved on the slippery surface at Woodcote on the third lap, and Day moved into the lead, with Skirrow second.

The next event was the most impressive of the day—the 10-lap "All-Comers" scratch race. The calico-tearing notes of blown 1½-litre racing cars filled the air and this time J. T. Stuart had no handicap to overcome. In fact the order, Stuart (E.R.A.), Vessey (Alfa Romeo), Pitts (Jack Broad's E.R.A.) and Williamson (E.R.A.), remained the same from the fifth lap. Spero's 3-litre blown Maserati, which had retired in Event 2 and had started slowly in this one, suddenly found its form and whipped through the field to finish fifth and make fastest lap of the day at 77.39 m.p.h.

Event 5 was a fine piece of handicapping, for although Eastick's Bentley was a clear winner, close behind came the next six cars all in a bunch, narrowly led by le Clair's Frazer-Nash and Davies's Alvis. Event 6 was almost a light car race, which was won by M. J. Harris in an incredibly fast Austin 7 special that made rings round Rileys, Frazer-Nashes and a couple of Bentleys, and on the last lap took Lisle's single-seat Amilcar. Race 7, the 10-lap scratch race for Vintage sports cars, was led all the way by McDonald's Bentley, with Le Gras (Riley) winning the 1,100 c.c. class and B. E. Brown (Frazer-Nash) the 1,500 c.c.

Race 8 was notable for the appearance of Dr. Pinkerton in the famous and monstrous 10-litre 1910 Fiat that he has acquired from Anthony Heal. As limit car, it thundered round in the lead for three laps until engulfed by more nimble vehicles, and Dunham's Alvis won. Race 8a, at the other extreme, was also led by the limit car for three laps, but this time it was Halkyard's "bathtub" baby

(*Continued on page* 156)

Results

Five-lap Handicap Race: 1, P. A. Lazarus (1933-4 Talbot), 59.12 m.p.h.; 2, R. P. Bradley (1930 Bentley); 3, E. J. Lisle (1927 Amilcar); 4, P. J. E. Binns (1929 Riley). **Fastest lap:** Binns, 61.98 m.p.h.

Five-lap Handicap Race: 1, G. Dunham (1932 Alvis), 64.38 m.p.h.; 2, J. T. Stuart (1937 E.R.A.); 3, M. L. Quartermaine (1921-5 Vauxhall); 4, J. A. Williamson (1936 E.R.A.). **Fastest lap:** Stuart, 72.36 m.p.h.

Five-lap Handicap Race, Chain-driven Frazer-Nash and G.N. Cars: 1, G. A. B. Day (1932 F.-N.), 57.18 m.p.h.; 2, J. V. Skirrow (1930 F.-N.); 3, D. G. Le Clair (1933 F.-N.); 4, B. E. Brown (1930 F.-N.). **Fastest lap:** M. S. Geoghegan (1928 F.-N.), 62.38 m.p.h.

Ten-lap "All-comers" Scratch Race: 1, J. T. Stuart (1937 E.R.A.), 73.11 m.p.h.; 2, J. G. Vessey (1932-3 Alfa Romeo); 3, A. G. Pitts (1936 E.R.A.); 4, J. A. Williamson (1936 E.R.A.). **Fastest lap:** H. C. Spero (1934 Maserati), 77.39 m.p.h.

Five-lap Handicap Race: 1, B. R. Eastick (1930 Bentley), 64.96 m.p.h.; 2, D. G. Le Clair (1933 Frazer-Nash); 3, G. N. S. Davies (1928 Alvis); 4, R. P. Bradley (1930 Bentley). **Fastest lap:** J. A. Walker (1929 Bentley), 67.47 m.p.h.

Five-lap Handicap Race: 1, M. J. Harris (1929 Austin), 59.68 m.p.h.; 2, E. J. Lisle (1927 Amilcar); 3, G. A. B. Day (1932 Frazer-Nash); 4, R. E. B. Noble (1930 Alvis). **Fastest lap:** Harris, 60.81 m.p.h.

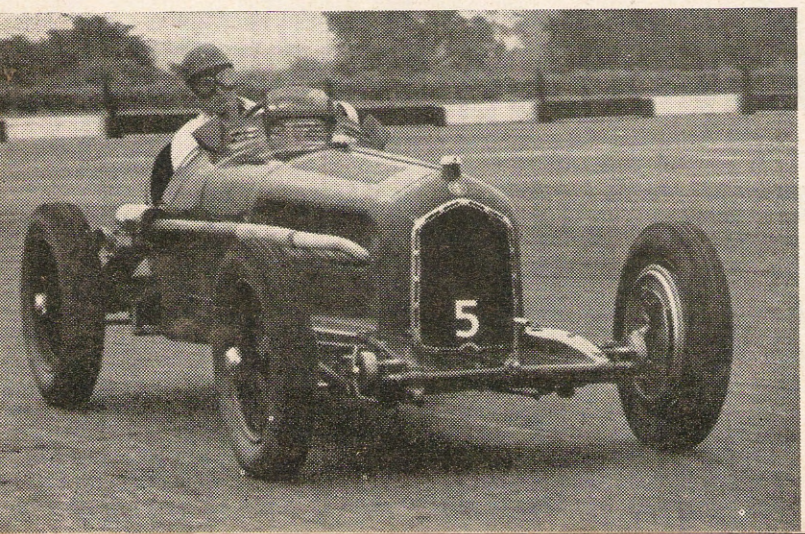
Ten-lap Scratch Race, Vintage Sports Cars: 1, G. G. McDonald (1927-30 Bentley), 68.95 m.p.h.; 2, J. A. Walker (1929 Bentley); 3, M. L. Quartermaine (1921-5 Vauxhall); 4, A. R. Ainsworth (1930 Invicta). **Up to 1,100 c.c.:** J. M. Le Gras (1930 Riley). **1,101-1,500 c.c.:** B. E. Brown (1930 Frazer-Nash). **Over 1,500 c.c.:** McDonald. **Fastest lap:** McDonald, 70.52 m.p.h.

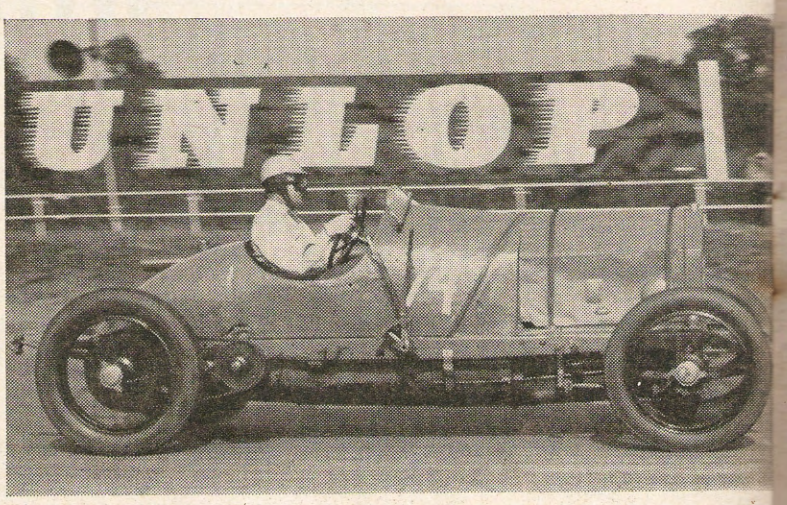
Five-lap Handicap Race: 1, G. Dunham (1932 Alvis), 69.91 m.p.h.; 2, C. J. Freeman (1936 Aston Martin); 3, J. C. Tozer (1927 Amilcar); 4, R. P. Bradley (1930 Bentley). **Fastest lap:** Freeman, 71.29 m.p.h.

Five-lap Handicap: 1, J. A. Walker (1929 Bentley), 66.57 m.p.h.; 2, M. J. Bradley (1923-8 Bentley); 3, L. S. Richards (1932 Alvis); 4, R. E. B. Noble (1930 Alvis). **Fastest lap:** Walker, 67.78 m.p.h.

Twelve-lap Relay Race: 1, B. E. Brown (1930 Frazer-Nash), C. L. Archdale (1932 Frazer-Nash), D. G. Le Clair (1933 Frazer-Nash), 60.87 m.p.h.; 2, M. S. Geoghegan (1928 Frazer-Nash), M. Vaughan (1924 Frazer-Nash), J. V. Skirrow (1930 Frazer-Nash); 3, A. R. Ainsworth (1930 Invicta), E. Bamford (1930 Invicta), W. R. G. West (1928 Invicta).

HISTORIC—and almost prehistoric—cars were seen in action, including J. G. Vessey's beautifully preserved B-type monoposto Alfa (below), and Dr. Pinkerton's enormous 10-litre Fiat (right) of the type that won the Grand Prix de France in 1911.





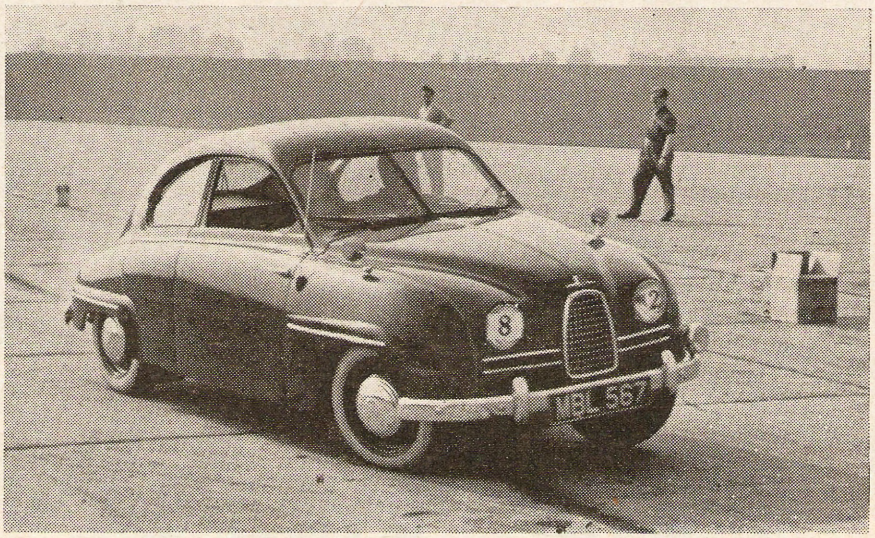
Club News

By STUART SEAGER

THE **'55 Car Club,** which was formed last year to cater for the enthusiasts in East Central Scotland, will be running their annual "Grouse Rally" on 18th-19th August. It is open to members of the Scottish Sporting, Falkirk and District, Highland, M.G.C.C., Aberdeen, Lothian and Lanarkshire clubs and runs over some 450-500 miles "of varied road surfaces", starting from Dundee and finishing near Perth. Entries close on 9th August, with J. A. Franchi, 8 Victoria Street, Kerriemuir, Angus. . . . On 19th August the **B.A.R.C. (Yorks), East Yorks C.C.** and the **Yorkshire C.C.** are jointly running an autocross at Walkington Wold Farm, near Market Weighton. Entries from members of these clubs should reach M. S. Wilson, Silver Royd House, Leeds, 12, by 16th August. . . . Regulations are available for the **Peterborough M.C.** and **Northampton and D.C.C.** race meeting to be held at Silverstone on 15th September. The invited clubs are the London, Bentley Drivers, S.O.D.C., V.S.C.C., B.R.S.C.C., 750 and Sunbac. There are classes for all kinds of saloon and sports cars, Vintage, 750 and 1,172 Formulæ, and F3 racing cars, and entries should be in by 4th September to P. C. Brand, Woodcroft Lodge, Peterborough. . . . On 30th September the **Hagley and D.L.C.C.** are holding a sprint meeting at Staverton Airfield, near Cheltenham, and have invited the Cheltenham, North Staffs, Bugatti Owners, Midlands A.C., B.A.R.C., B.R.S.C.C. and Sunbac. There are classes for racing, sports-racing and sports cars and regulations are obtainable from G. I. Tucker, 115 Bewdley Hill, Kidderminster. . . . The S.E. Centre of the **M.G.C.C.** meets on 9th August at the Sugar Bowl, Burgh Heath, Surrey.

ESSEX CAVALCADE

ON behalf of the Chelmsford and Essex Hospital League of Friends, the Essex Cavalcade of Motoring is being held on 8th September in Central Park, Chelmsford, and is largely organized by the Essex Police Advanced Wing Driving School. There is to be a *Concours d'Élégance* and driving tests, in classes on an age-on-vehicle basis, from Veteran to modern. There are over 50 awards and full details may be obtained from R. E. M. Perkins, 54 Bruce Grove, Chelmsford, Essex.



STRANGER to competition motoring in this country is this neat Swedish SAAB, seen at the Guildford M.C. driving tests at Odiham. The driver is no stranger—he is Douglas Johns and he won his class.

SINGER OWNERS' CLUB

DUE to recent changes on the committee of the Singer Owners' Club the hon. secretary is now Miss M. E. Green of Derek Mead, Derek Road, Maidenhead, Berkshire. All inquiries regarding the club should in future be sent to Miss Green.

Recent Results

ABERDEEN & D.M.C.

Crimond Race Meeting, 28th July

Sports Cars up to 1,500 c.c.: 1, T. Dickson (Lotus-Climax), 73.5 m.p.h.; 2, J. B. Naylor (Lotus-Maserati); 3, A. Birrell (Lotus-Climax). **Fastest lap:** Dickson, 74.2 m.p.h.

Sports Cars up to 2,700 c.c.: 1, J. B. Naylor (Lotus-Maserati), 73 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, A. Birrell (Lotus-Climax). **Triumph TR Prize:** N. L. Barclay (TR3).

Sports Cars Unlimited: 1, J. N. Lawrence (Jaguar C), 69.2 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, R. Fielding (H.W.M.-Jaguar).

Racing Cars Unlimited: 1, J. N. Lawrence (Jaguar C), 65.5 m.p.h.; 2, T. Dickson (Lotus-Climax); 3, R. Fielding (H.W.M.-Jaguar).

Production Saloon Cars (Handicap): 1, D. G. Duncan (Jaguar XK 120 coupé); 2, W. M. Cheyne (Renault 750); 3, A. J. Watt (Ford Anglia).

THAMES ESTUARY A.C.

Southend "300" Rally, 21st-22nd July

Best Performance: 1, R. G. Forster/L. N. Needham (M.G. TD); 2, K. W. Barrow/R. C. Nicoll (Ford Anglia). **Best Open Car:** B. A. Page/A. Twigg (TR2). **Best Closed Car:** P. Tooley/J. Tooley (Hillman Minx). **Ladies' Award:** Miss P. R. Smith/Mrs. E. Price (Hillman Minx).

Open Cars up to 1,500 c.c.: W. C. Slocombe (M.G.A). **1,501-2,500 c.c.:** R. Michalkiewicz (Morgan Plus 4). **Closed Cars up to 1,500 c.c.:** D. H. W. Thompson (Ford Anglia). **1,501-2,500 c.c.:** R. G. Purnell (Sunbeam). **Over 2,500 c.c.:** R. W. Russel (Jaguar Mk 7).

Team Award: 1, W. N. Basson (Anglia), D. H. W. Thompson, G. C. H. Wilsdon (Sunbeam); 2, A. W. Worth (Austin), J. Sprinzel (TR2), K. C. Chambers (Ford).

VETERAN C.C.

Hastings Rally and Speed Trials, 21st July

Rally, Class A: 1, R. D. Gregory (1904 Darracq); 2, R. Schimp (1903 Renault); 3, Sir Alec Coryton (1902 de Dion Bouton). **Class B:** 1, Mrs. C. A. Oakden (1911 Rover); 2, S. E. Sears (1914 Sunbeam); 3, A. G. Stock (1907 Robinson).

Speed Trials, Best Performance on Handicap: R. D. Gregory (1904 Darracq). **Best Time of the Day:** S. E. Sears (1914 Sunbeam). **Class 1:** 1, E. D. Woolley (1897 Daimler); 2, P. Fotheringham-Parker (1903 Renault); 3, G. Mawer (1904 Oldsmobile). **Class 2:** 1, G. Oliver (1902 Mercedes); 2, C. A. B. Eastmead (1902 Panhard-Lavassor). **Class 3:** 1, A. F. Reeves (1911 de Dion Bouton); 2, R. D. Sulley (1907 de Dion Bouton); 3, M. R. Ray (1905 Rover). **Class 4:** 1, F. M. Wilcock (1912 Clement-Talbot); 2, S. E. Sears (1914 Sunbeam); 3, E. A. Stradling (1913 Unic).

Coming Attractions

August 4th. *Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants. Start,* 12 *noon.*

Hants and Berks M.C. National Hill-climb, Great Auclum, near Reading, Berks. Start, 2.30 *p.m.*

August 5th. German Grand Prix (*F1, S*), *Nürburgring, Germany.*

Liverpool M.C. Driving Test Meeting, Speke Airport, near Liverpool. Start, 1 *p.m.*

August 6th. *B.R.S.C.C. National Race Meeting, Brands Hatch, near Farningham, Kent. Start,* 11 *a.m.*

Nottingham S.C.C. Race Meeting, Mallory Park, Kirkby Mallory, Leicester. Start, 1.30 *p.m.*

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

B.R.S.C.C./Louth and D.M.C.C. Race Meeting, Cadwell Park, near Louth, Lincs. Start, 12 *noon.*

West Cornwall M.C. Hill-climb, Trengwainton, Madron, near Penzance, Cornwall. Start, 2 *p.m.*

Taunton M.C. Autocross, Walford Cross, near Taunton, Som. Start, 2.30 *p.m.*

August 11th/12th. Swedish Grand Prix (1,000 *km., S*), *Christianstad, Sweden.*

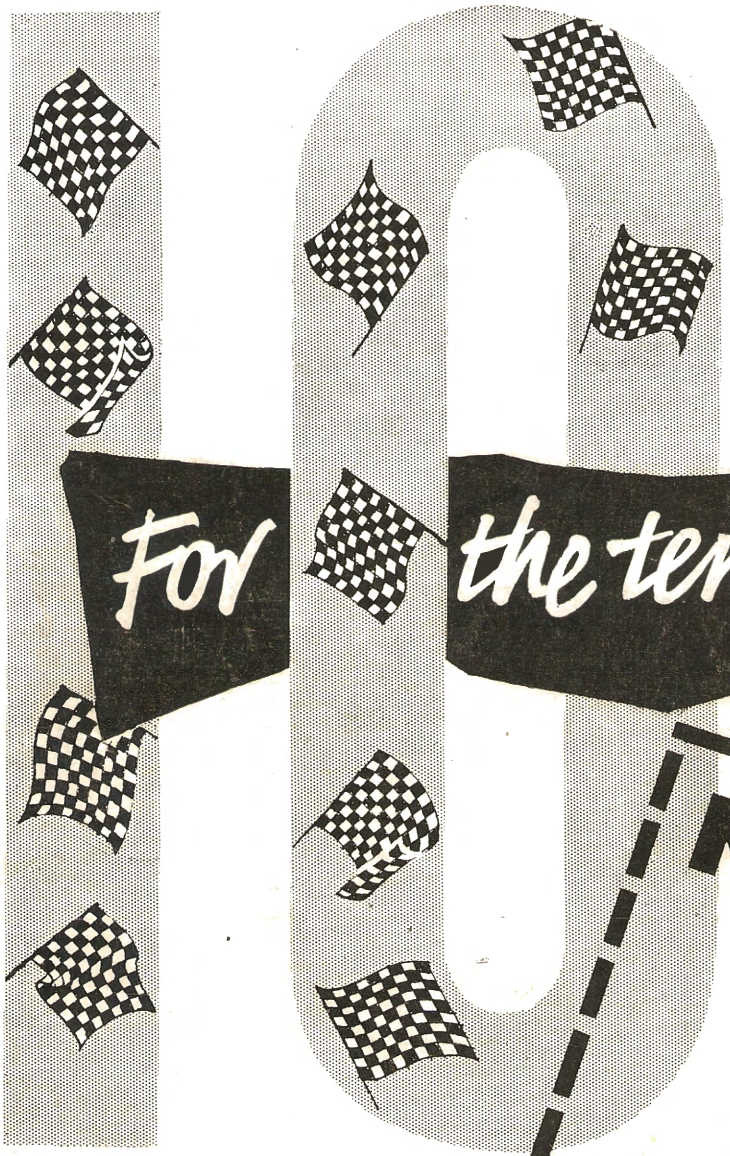
August 12th. La Baule Races (*S, T*), *La Baule, Brittany, France.*

Prime of Life—*continued*

Austin that was eventually displaced by a pack led by Walker's Bentley. Barlow's Bentley displayed incredible understeer at Woodcote—or perhaps the loud pedal was not loud enough?

Finally a 12-lap relay race in which there were eight teams of three cars, each car covering four laps before handing over the sash. Handicapping was good here, too, for the first two teams, both of Frazer-Nashes, although starting 25 secs. apart, finished within 0.4 sec. of each other, with the Invicta team only another 4.8 secs. behind.

STUART SEAGER.



For the tenth time

MINTEX wins at Le Mans

ECURIE ECOSSE

1st JAGUAR

Ron Flockhart & Ninian Sanderson

(Subject to official confirmation)

"The Le Mans Race has now been won 4 times by Jaguars using MINTEX"

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