

**BRITAIN'S GREAT VICTORY AT LE MANS**

JUNE 28, 1957

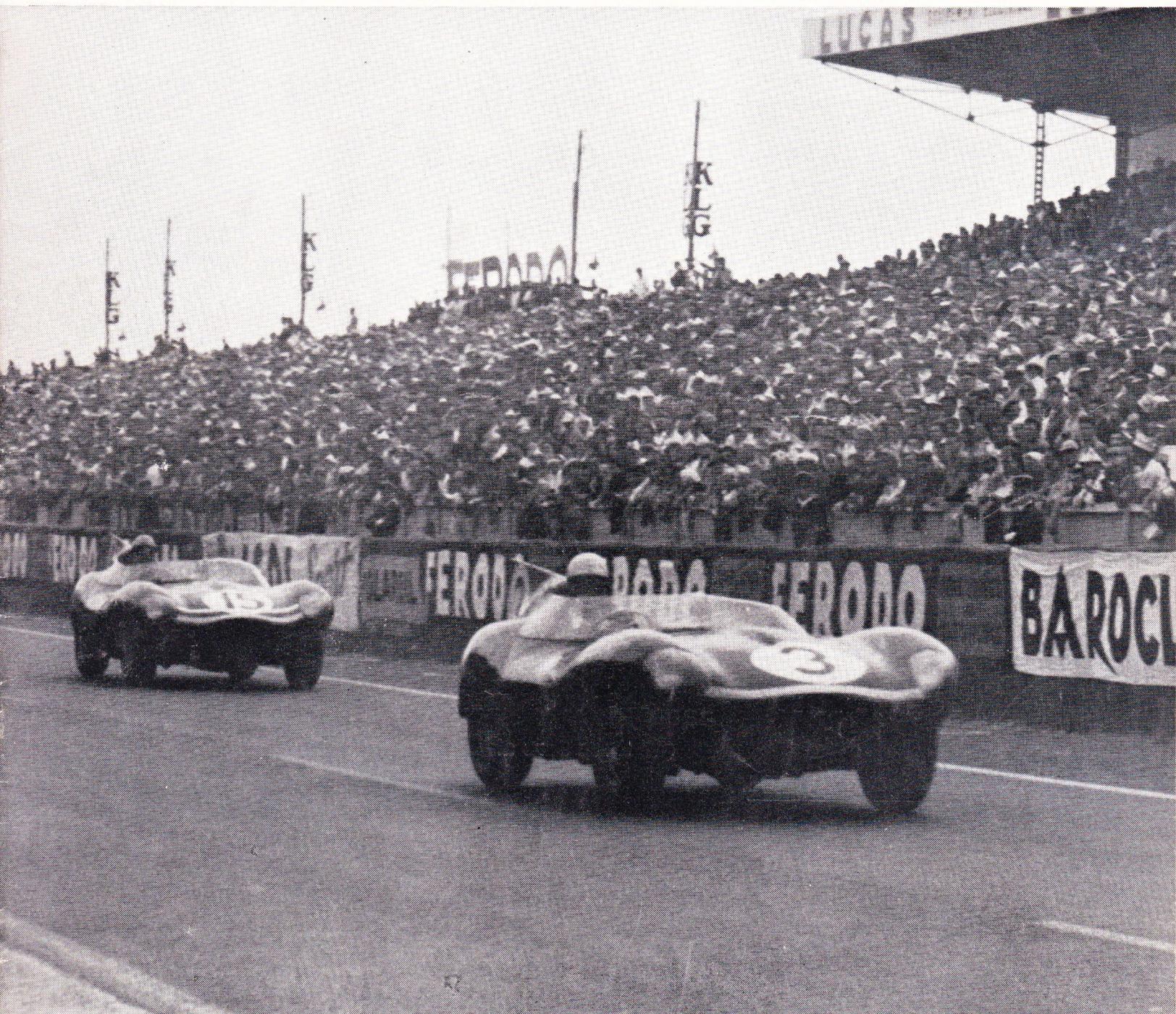
# AUTOSPORT

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EVERY FRIDAY

Vol. 14 No. 26

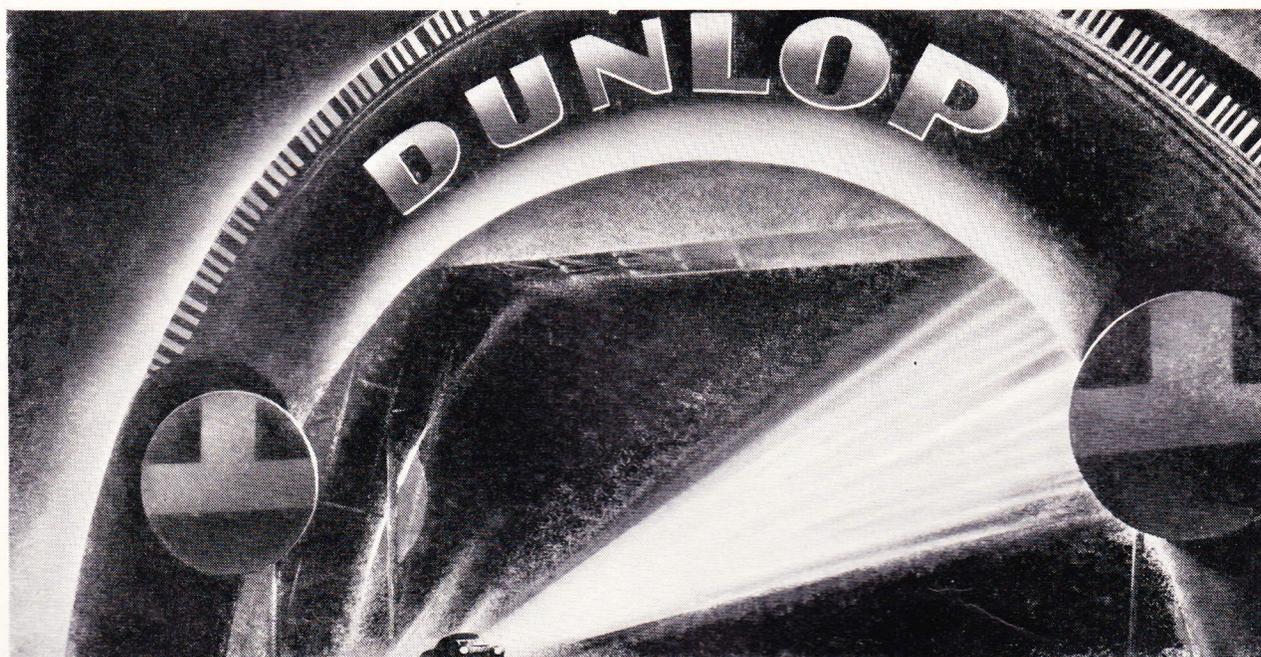
BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

LE MANS 24 HOURS G.P. d'ENDURANCE—THE FULL STORY : MONZA'S 500 MILES RACE  
COPENHAGEN CUP MEETING : CLUB RACING AT MALLORY PARK, GOODWOOD AND SILVERSTONE

FURTHER PROOF THAT  
 they build durability  
 at Fort Dunlop



**SUCCESS AT LE MANS** *for the 18th time!*

The International 24-hour event at Le Mans is the most gruelling test in the racing calendar. For the 18th time, out of a total of 25 races, it has been won on Dunlop tyres.

**GENERAL CLASSIFICATION**

<b>1st</b>	<u>JAGUAR</u> R. FLOCKHART I. BUEB	<b>2nd</b>	<u>JAGUAR</u> N. SANDERSON J. LAWRENCE	<b>3rd</b>	<u>JAGUAR</u> J. MARIE J. LUCAS
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(All three Cars also fitted with DUNLOP DISC BRAKES)

**INDEX OF PERFORMANCE**

<b>1st</b>	<u>LOTUS</u> G. ALLISON K. HALL	<b>2nd</b>	<u>LOTUS</u> J. CHAMBERLAIN M. FRASER	<b>3rd</b>	<u>D.B.</u> L. CORNET PERRIER
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12 OUT OF 14 CLASS AWARDS — BIENNALE CUP

(Subject to Official Confirmation)

**DUNLOP** *built better to last longer!*



# LODGE

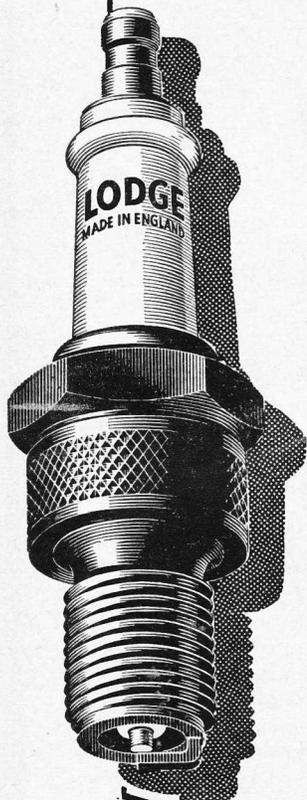
*—are proud to be associated with the  
sweeping success of*

## JAGUAR & LOTUS

AT

# LE MANS

25th GRAND PRIX OF ENDURANCE



**1<sup>st</sup>** R. FLOCKHART & I. BUEB (*JAGUAR D-TYPE*)

**2<sup>nd</sup>** N. SANDERSON & J. LAWRENCE (*JAGUAR D-TYPE*)

### INDEX OF PERFORMANCE

**1<sup>st</sup>** C. ALLISON & K. HALL (*LOTUS*)

**2<sup>nd</sup>** H. MACKAY FRASER & J. CHAMBERLAIN (*LOTUS*)

### EVEN IN AMERICA

—British Lodge spark plugs  
were fitted by the winner of the

**INDIANAPOLIS 500 MILE RACE**

*When performance and  
reliability are needed  
**LODGE** plugs  
are used*

*(Subject to official confirmation)*

FROM ALL GOOD GARAGES AND ACCESSORY DEALERS

**LODGE PLUGS LTD., RUGBY**

# The Fifth Jaguar Victory in Seven Years

## LE MANS

24 HOUR GRAND PRIX D'ENDURANCE · 1957

### 1st JAGUAR

*Private Entry ECURIE ECOSSE (Ron Flockhart and Ivor Pueb)*

### 2nd JAGUAR

*Private Entry ECURIE ECOSSE (N. Sanderson and J. Lawrence)*

### 3rd JAGUAR

*Private Entry LOS AMIGOS, FRANCE (J. Lucas and J. Marie)*

### 4th JAGUAR

*Private Entry ECURIE BELGE (Paul Frere and L. Rouselle)*

### 6th JAGUAR

*Private Entry DUNCAN HAMILTON (D. Hamilton and M. Gregory)*



#### JAGUAR'S LE MANS RECORD

1951 .. 1st  
1953 .. 1st 2nd 4th  
1954 .. 2nd 4th  
1955 .. 1st 3rd  
1956 .. 1st 4th 6th  
1957 .. 1st 2nd 3rd  
4th 6th

*In a race where only 21 cars finished  
out of 56 starters*

**5 JAGUARS STARTED...5 JAGUARS FINISHED**

*Congratulations to Ecurie Ecosse on a superb victory with*

**RECORD DISTANCE...2732 MILES**

**RECORD RACE SPEED 113.84 m.p.h.**

*(Subject to official confirmation)*

*winning the race outright for the 2nd year running*

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 14 No. 26

June 28, 1957

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## EDITORIAL

### A SWEEPING BRITISH VICTORY

ONCE again private enterprise has brought great prestige to British automobile engineering, the Jaguar of Scotland's Ecurie Ecosse winning the important Le Mans 24 Hours Race, and breaking all records for the distance. Not only that, but it was followed home by three other Jaguars, the second one from the Edinburgh concern, then the yellow machine of Ecurie Belge and the blue car of the Paris "Los Amigos" stable. Sheer reliability at speed had conquered the formidable red cars of Ferrari and Maserati. To add to the wonderful performance of the Coventry-built cars came the extraordinary deeds of Colin Chapman's Lotus machines. His 750 c.c. projectile won the coveted Index of Performance by a vast margin. Not only that, but an 1,100 c.c. machine of the same marque was runner-up, breaking all records for the category and actually finishing ninth in general classification. It is significant that all five Jaguars finished, as did the four Lotuses. Success also came to Cooper and A.C.-Bristol, the last-named creating a fine impression in its very standard-looking form. Fortunately the race was free from any serious accidents, despite the high speeds attained by the larger cars, one or two of which were attaining three miles a minute on the Mulsanne straight. The great Jaguar victory must in some way compensate Sir William Lyons after the disastrous fire at his works, and while the Ecurie Ecosse win was not entirely unexpected, few would have betted on the almost total annihilation of the Italian cars. It only goes to show that long-distance races cannot be run like Grands Prix which last only 500 kilometres. David Murray, clever tactician that he is, realized that, and purposely left the red cars to battle among themselves to destruction—a plan that was also adopted by Aston Martin who, unhappily, had a bad run of misfortune.

Jaguar have now won the endurance classic five times—in 1951, 1953, 1955, 1956 and 1957!—equalling the Bentley achievements of 1924, 1927, 1928, 1929 and 1930, and bettering Alfa Romeo's record of four wins in 1931, 1932, 1933 and 1934. But there is a significant difference; namely, that Bentley and Alfa Romeo, revered names in the sports car world through the years, were also in the most expensive price class, whereas Jaguar are in a far less costly category, selling their cars in many thousands in today's highly competitive medium price markets. This latest achievement in the world's greatest sports car race will not go unnoticed by the world, nor will the fact that the superb six-cylinder, twin-overhead camshaft engine of the competition D-type is basically the same as that in the ordinary 3½-litre Jaguar saloon.

### OUR COVER PICTURE

*BRAVO, ECURIE ECOSSE! The two D-type Jaguars of Ron Flockhart/Ivor Bueb and Ninian Sanderson/Jock Lawrence sweep past the packed stands at Le Mans en route to their brilliant double victory in the classic 24 Hours race. Already winners in 1956, the Scottish stable fully justified the Jaguar Company's confidence in taking over the ex-works 1956 cars, to head the Coventry marque's overwhelming 1-2-3-4-6 victory.*

# SPORTS NEWS

## AN A35 AT MONTLHÉRY

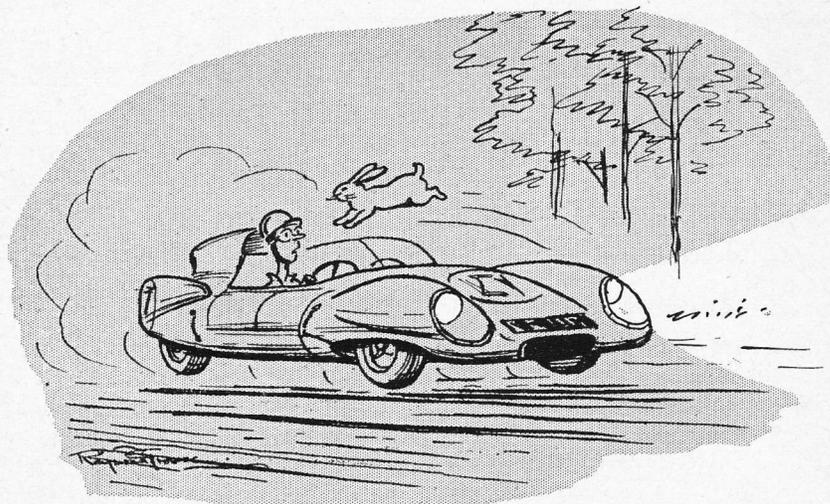
WITH the object of attacking International Class G (751-1,100 c.c.) records from three to seven days inclusive, and up to 12,000 miles, Gyde Horrocks will be at Montlhéry track, near Paris, on 29th June, with a works-prepared Austin A35. He will be assisted by various members of the Cambridge University A.C. Currently the records stand to a DKW, the four-, five- and six-day figures standing at just over 66 m.p.h.

## GENEVA RALLY

AN Alfa Romeo 1900 driven by Leto di Priolo and his wife, and a DKW driven by the Swiss crew Brugger/Difenthaler, shared first place in the Geneva International Rally which finished on Sunday last. Meyrat/Mayer in another DKW were third and Bornand's Alfa Romeo fourth. Highest-placed British car was the Jaguar of the Poncet brothers in seventh position. The A.C. Ace of Berger and Walter was eighth. Of the 57 starters, 37 finished the rally.

## GERMAN VETERAN/VINTAGE RALLY

OVER a score of British entrants took part in the first Hamburg-Travemünde Rally for Veteran and Vintage cars, held in glorious summer weather from 31st May to 2nd June. Some 80 cars from eight countries—Britain, Germany, France, Holland, Finland, Sweden, Belgium and Norway—competed, the British contingent being met by members of the Dutch Pioneer Club at the Hook, and escorted all the way to the German border, cars and selves being lavishly victualled *en route* by courtesy of the Shell concern. The route measured about 60 miles, and had to be covered at a set average speed, hidden controls being incorporated. There were two driving tests, one for manoeuvring, the other acceleration/braking. The turn-out of vehicles proved highly interesting to the public, who gathered in force to watch. There were examples of Daimler, Benz, de Dion and Panhard, a 1904 Polymobil, Fitzpatrick's vast 1907 Metallurgique, a Sporn, and an intriguing little 1904 German machine called the Piccolo, with 5 h.p. vee-twin engine. Roy Clarkson (1902 Panhard-Levassor), J. P. Smith (1907 Rolls-Royce) and P. C. Tulley (1914 Ford) all succeeded in winning their class, other successful competitors being the Germans Peter Merck in an 1898 Mors and H. C. Prahel, who won the Vintage category in a 1924 Opel.



## BRANDS TRIO MEETING

THREE of Britain's most interesting motor clubs join forces to promote a joint race meeting at Brands Hatch on Sunday. They are Club Lotus, the 750 Motor Club and the 250 Motor Racing Club. There are 15 races and over a hundred entries. Included in the field are no less than 35 Lotuses and the Lotus-Climax which, in the hands of Cliff Allison and Keith Hall, won outright the Index of Performance at Le Mans is scheduled to complete a special lap of honour. It will be the first occasion on which the car has been seen at a race meeting in Britain.

As well as the strong Lotus entry, around forty 1172 and 750 Formula specials will race and there is also a large field of sports, sports-racing and "family saloon" cars. There will be an event for 250 c.c. racing cars, and the meeting starts at 1 p.m.

## JAPANESE ENTER COMPETITIONS

THE first Japanese entry in a major International motoring competition is announced—three manufacturers, Toyopet, Fuji and Nissan, are each entering a car in the Mobilgas 10,000 Miles Round-Australia Rally. Overseas entries now total 13, including a Standard from the U.K., to be driven by George Heaps of Cardiff, Leyraud/Jacquet in a DS19 Citroën, three Fiats from Thailand, led by Bira, three Porsches from Germany, led by Von Hanstein, and two New Zealand nominations. Further entries, including one or more from Indonesia and New Zealand, plus an American crew, are hoped for before the entries close on 5th August.

NANCY MITCHELL'S co-driver on the Alpine Rally will be her daughter Maureen. The latter, by the way, has just become engaged to John O'Sullivan of Wimbledon Park.

ANDRÉ LOENS drove his 500 c.c. Loweno to victory in the Circuit de La Chatre for Formula 3 cars, after a tense duel in the Final with the German Philip Meub (Cooper). Mechanical trouble forced the latter to slow, and second place was taken by the Dane Borge Nielsen (Cooper).

FRENCH hill-climb at Cran d'Escalles saw a Porsche driven by G. Olivier break the old sports car record. Dutoit (Porsche) was second. Gourdin's Austin-Healey won the over 2-litre Grand Touring class. The only "racing" car, Delachapelle's Simca-based vehicle, was hopelessly outclassed.

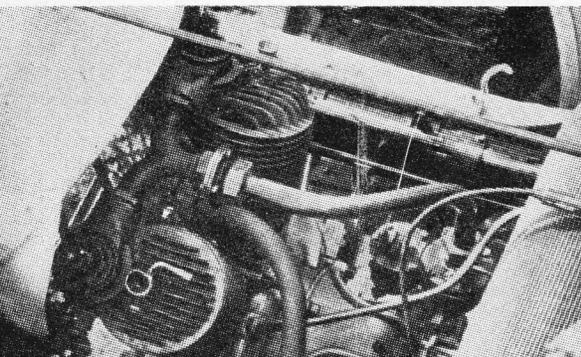
A TICKFORD-BODIED Aston Martin entered by Mlle. Vinci scored a class win over a Ghia Chrysler and a Vignale-bodied Ferrari at the annual Concours d'Élégance at Enghien, France.

BUGATTI'S Type 251 2½-litre Formula 1 car, with laterally-mounted 8-cylinder engine, has apparently been scrapped. Now Molsheim are thinking about a V8 Formula 2 car, also a 1½-litre Grand Touring two-seater for production.

CZECHOSLOVAKIAN hillclimb—three rear-engined single-seater Tatras took first, second and third places in the recent Ecce Homo climb. Winning driver was A. Vermirovsky; J. Vlcek in a Magda beat a BMW and a Hakar to win the 1,100 c.c. sports class, while S. Seifert (BMW Spl.) won the 750 c.c. category.

**T R O P H Y - L A D E N:** (Right) Winners of Classes 1, 2 and 3 in the Hamburg - Travemünde Veteran/Vintage Rally, J. P. Smith, Roy Clarkson and P. C. Tulley with their prizes.

**R A R I T Y:** The vee-twin engine of the 1904 five h.p. Piccolo.



**FASTEST EVER** recorded lap speed on the Monza high speed section was set up by Pat O'Connor in 58 secs. dead—263.79 k.p.h. (163.9 m.p.h.) driving the 5.5-litre Kurtis-Chrysler in preliminary tyre tests.



racing type Jaguars the speed potential of the Indianapolis single-seaters, and the latter machines—eight with the “big banger” four-cylinder Offenhauser engine, which is ideal for sustained high speed work, and two with supercharged Novi V8 units—will be difficult to hold.

Just how these cars will fare in three 166-mile heats on the bumpy Monza

## "500 miglia di Monza"

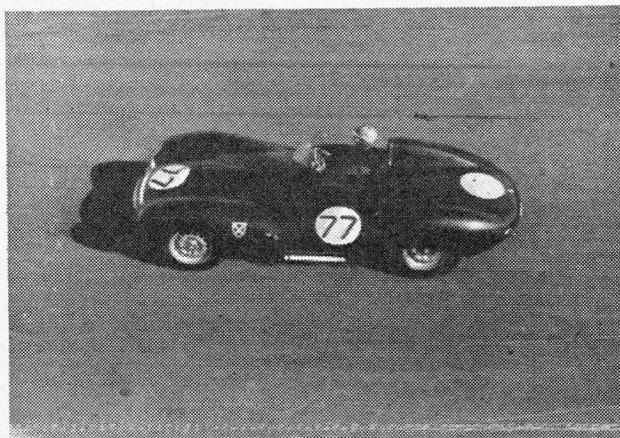
*Novel Italian Track Event to Take Place Despite U.P.P.I. Ban*

ALTHOUGH the original plans for a truly International match between European and American drivers and cars have gone considerably awry, the A.C. d'Italia's 500 Miles of Monza race will, nevertheless, take place as scheduled tomorrow, 29th June, over the 4.25 km. (2.64 miles) high speed banked section of the rebuilt Monza circuit.

Owing to anticipated lap speeds approaching 160 m.p.h., and consequent strain on tyres and chassis, let alone that on the drivers, the race is being divided into three equal 63-lap, 267.75 km. (166.38-mile) heats, with about an hour's interval between each. Starting order for Heat 1 will be determined on practice times, that of Heat 2 on the results of the first heat, and that of Heat 3 on the aggregate results of the two preceding heats. The outright winner will be the car covering the full combined distance in the shortest time. Cars not appearing in Heat 1 will not be allowed to compete in subsequent heats.

The Indianapolis racing formula will be applied, supercharged cars being permitted up to 2,800 c.c. (170.85 cu. ins.)

*JAGUAR "D" of the Ecurie Ecosse achieved laps speeds of around 152 m.p.h. during preliminary tests, driven by Jack Fairman. Three cars from the Scottish stable are running, drivers Flockhart, Fairman and Sanderson or Lawrence.*



and unsupercharged up to 4,200 c.c. (256.28 cu. ins.) with no weight or fuel restrictions. The race is being run in an anti-clockwise direction, as at Indianapolis. Original intentions were that 10 American drivers would race against 10 Europeans, but the U.P.P.I. ban on the Monza "500", primarily as being unnecessarily dangerous, has markedly reduced the field, and it now seems that the United States contingent will be faced by three D-type Jaguars only—those of the Ecurie Ecosse, victorious at Le Mans last week-end. But the glories of that victory cannot impart to sports-

banking remains to be seen. The Ecurie Ecosse cars have given rough rides in preliminary tests, whereas Pat O'Connor, who unofficially broke the lap record at 165 m.p.h. in the Firestone Tyre concern's 5½-litre Kurtis-Chrysler test car, has stated that he found Monza "according to American standards quite smooth". His car was, of course, outside Formula capacity, and was probably of substantial weight. The lighter Indy types might prove less manageable or durable.

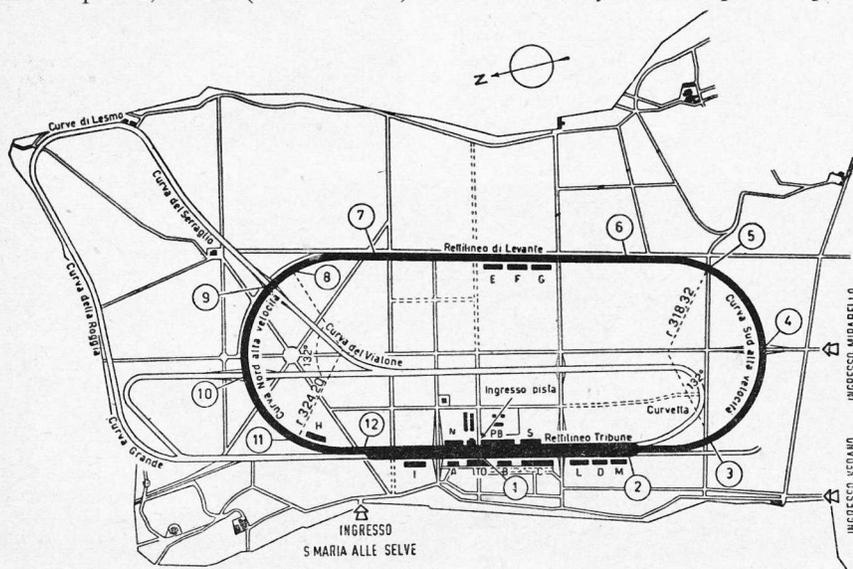
Hopes were evinced of a late appearance of Ferrari and Maserati entries, but these have now faded. There is a possibility that Giuseppe Farina may be persuaded to drive one of the 11 American cars, which disembarked at Genoa on 20th June. It will be remembered that the Italian veteran travelled to Indianapolis for the 500 Miles race in May, but was unable to compete when his car was crashed in practice, killing Keith Andrews.

The provisional entry list stands as follows:—

Jim Rathmann (Chiropractic Spl.), Bob Veith (Bob Estes Spl.), Pat O'Connor (Sumar Spl.), Eddie Sachs (Greenman Sals Spl.), Tony Bettenhausen (Novi), Ray Crawford (Mequiara Spl.), Troy Ruttman (John Zink Spl.), Paul Russo (Novi), Andy Linden (McNamara Spl.), Jimmy Bryan (Dean Van Lines Spl.), Johnnie Parsons (Aquaianian Spl.), Ron Flockhart (Jaguar), Jack Fairman (Jaguar), Ninian Sanderson/John Lawrence (Jaguar).

Reserves: Rodger Ward, Marshall Teague, Chuck Weyert.

189 LAPS of the 2.64-mile high-speed banked circuit at Monza will constitute the full distance of Sunday's Monza 500 Miles race



*ON PARADE* before the start of the Copenhagen Cup race for up to 1,500 c.c. sports cars; in front are Latchford's Halseylec, the winning Porsche Spyder and A. Geil's Cooper.

24.3 secs. Children and drunk people tell the truth, we are told. There were none of the latter at Roskilde, but while I was remarking on Voigt-Neilsen's fine performance, a nice little girl, fanatically interested in the racing (she was a daughter of driver Poul Rasmussen!) observed to me that it wasn't all that remarkable, since before the races she had found three four-leaved clovers, which she carefully placed in Voigt-Neilsen's, Raby's and her father's cars!

K. B.

#### CHARTERHALL ON SUNDAY

FOR the first time, the Border M.R.C.'s race meeting at Charterhall, Scotland, this Sunday, will include a handicap event for touring and sports cars. Entries for this include Porsche, DKW, Standard, Ford, Fiat TV, Morris and Volkswagen cars. The meeting combines two-wheel and four (albeit sometimes three!) wheeled racing, with 14 races including six for cars. Entries include Tony Marsh and his 1½-litre Cooper, fresh from Rest-and-be-Thankful hill, Tom Dickson (Lotus), John Ogier (Tojeiro), Gilly Tyrer (Jaguar), Derek Strange in John Broadhead's Cooper, John Higham (Lotus), N. V. Barclay (E.R.A. and Triumph), F. Elliot (Lister-Bristol) and A. C. Goodfellow (Cooper). Racing begins at 2.35 p.m., and is scheduled to finish just before 9 p.m.

## COPENHAGEN CUP RACE

*Win for Danish Driver in Porsche at Roskilde Ring—Ian Raby (Cooper) Second and W. S. Frost (Lotus) Third*

SUNDAY, 2nd June, saw the biggest race meeting so far held at the Roskilde Ring, that ultra-short circuit situated west of Copenhagen, Denmark. The day's big race was for the Copenhagen Cup, for up to 1,500 c.c. sports racing cars, and the race committee announced that this event is to be put up for annual contest, with the hope of securing really representative International entries. With this in view, the present circuit is to be extended to about 1½ miles lap length, and it is hoped that the Copenhagen Cup at Roskilde will become established as one of the major Scandinavian meetings.

Race day dawned with fine, sunny weather, and the public set the first record by coming to the number of 30,000-plus. The Cup race was run in three eight-lap heats and a 12-lap Final. There were seven entries, these being Ian Raby (Cooper), W. S. Frost (Lotus) and D. F. Latchford (ex-Eric Brandon Halseylec) from Britain, Arthur Owen (Cooper), that regular Roskilde visitor from Jersey, Jon Fast of Sweden in the Osca he drove at Prescott last month, and two Danish drivers, Andreas Geil (Cooper-Climax 1,100) and Julius Voigt-Neilsen in the Scuderia Palans Porsche Spyder.

The first heat brought a grand fight between Neilsen's Porsche and Ian Raby, the lead continually changing, until at last Neilsen got ahead to win. Behind Raby came Owen, Frost and Geil. Neilsen showed that he is a worthy Danish champion by also winning the second heat, Bill Frost being second this time, and Raby and Fast following in. Heat 3 and again it was Neilsen and that very fast Porsche who won. Raby next, and Frost third.

The 12 laps of the Final were driven hard and fast, and although Raby did his utmost, local star Neilsen could not be denied, his Porsche crossing the line a winner for the fourth time in one day. Britons Raby and Frost in Cooper and Lotus respectively were second and third.

Surprises came in the race for 1,400-2,700 c.c. production sports cars, contested in two eight-lap heats and a 12-lap Final. Although the starters

included Jean Beurlys of Holland and Serge Orban of Belgium, both in Mille Miglia Ferraris, Wiese in an A.C. Ace, and four Austin-Healeys, the Dane Gösta Larsson emerged overall winner on aggregate performance in a TR3 Triumph, having taken third and fourth places in the heats and third in the Final. Dutchman Beurlys (Ferrari) took one heat and Elo Sörensen (Austin-Healey) the other and the Final.

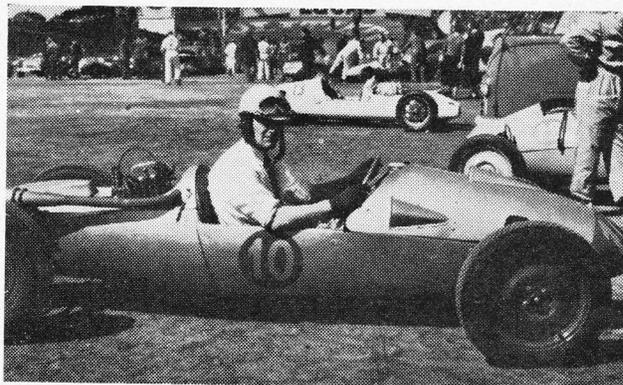
Formula 3 cars perform as regularly at Roskilde as at Brands Hatch. Their race was split up into three heats and a Final, contested by 10 of Denmark's best F3 men, plus Sven Andersson, Rolf Meuer and Alvar Strandberg from Sweden, Phillip Meub (Cooper) from Germany, and a single British entrant, D. F. Latchford, in an old Cooper. Danish star Poul Rasmussen won Heat 1, while Gunnar Henriksen took Heats 2 and 3. Rasmussen had to give up in the third heat with a defective carburettor float chamber, but rectified this in time to win the Final from Henriksen. The latter became the aggregate winner, however.

The day concluded with attempts on the lap record by three drivers. Ian Raby strove mightily, but did not quite succeed with the Cooper, then Voigt-Neilsen whisked his Porsche round in 23.6 secs., beating the old figure—his own property—of 24.5! Poul Rasmussen also bettered the latter figure in



*FIGHTING* for the lead (above) during one of the heats are eventual winner Voigt-Neilsen in his Porsche and Britain's Ian Raby (Cooper-Climax).

*NOT* just another Cooper "500" (left), this is one of Denmark's Norton-engined Alfa-Dana Formula 3 cars seen with the constructor Uno Jensen. One finished third in the F3 race.



# EIGHT-HOUR OCTET

## M.C.C.'s Full Day of Racing at Silverstone

IN startling contrast to the preceding 10 glorious days, a belt of March-like weather swept down the Eastern half of England last Saturday and did its best to put a damper on the Motor Cycling Club's very full programme of races for cars and motor-cycles at Silverstone; more credit, then, to the organizers that by half-past six, after eight hours of racing, everyone appeared to feel that it had been a good day.

The first event for the cars, and the curtain-raiser for the whole show, was a half-hour blind in which the vast majority of the entry qualified for first-class awards with some ease. The bikes then held the stage for an hour, during which the rain started, and the first actual race, a 10-lap handicap, was run off in the tail end of a shower. This was notable for the spirited driving of K. W. Mackenzie, who has deserted his Elva for an M.G.A with which he won from the 20-second mark, and the amazing speed of the little Goggomobil of J. Menzies on limit, which buzzed around like an angry bee and kept the rest of the field at bay. W. S. Bader did not have a happy time with his Riley, spinning frantically at Becketts and subsequently retiring with a stoppage in the fuel feed, and S. W. Cooper lost his TR2 at Woodcote on the last lap.

The next race was a five-lapper, and nobody could do anything about K. Brierley with one minute start in his Jupiter, though Peter Morgan tried very hard from scratch with the "works" Plus 4. In both these races Miss Neale upheld the honour of the fair sex with some very pretty driving in another Jupiter.

Next came the only scratch race of the day, and there was some slight shunting just after the start, Syd. Hurrell's TR3 being assaulted by one Lotus and nudged into another. No great damage resulted and the offender, who was taken to task by the stewards, apologized profusely and proceeded to drive a very good race later in the day. Johnny Bekaert with the C-type Jaguar made a beautiful start from well back on the grid and got clear of the kerfuffle; having established a useful lead over Len Gibbs, his most dangerous rival, on the first lap he won in comfort without ever being extended, while W. G. Wilks (Frazer-Nash) and Syd. Hurrell maintained third and fourth positions throughout.

A five-lap handicap for saloons followed and, claiming four seats, there on limit was P. Coleby with a Goggo taking only one minute from K. Piper and J. Shute in Prefects, which were said to have Aquaplane mods. Be that as it may, these two Fords had a wonderful scrap from the drop of the flag, with Shute holding the advantage initially, but Piper kept his back wheels on the ground that little bit more and got in front on the last lap, just gaining the decision from the Goggo as the three cars crossed the line in a bunch. However, the man who beat the handicapper was Robin Richards (not the one who was commenting at Le Mans!) with his "Alexandered" A35; he gave five seconds to the Fords and it took him only a lap

and a half to establish a commanding lead over them, and the Goggo devoured along the straight between Becketts and Woodcote on the last lap—a convincing win at a very creditable speed. Peter Binn's Riley gave up the ghost, and scratch-man Oldham's Ford Zephyr also departed into the paddock after emitting a very rude noise.

The 1172 Formula boys, plus one Austin, had the next 10-lapper, and A. M. Goldthorpe (Pelican) spun his chances away at Copse on the third lap—a pity, as a little more helm and determination would have produced a perfect cornering technique. John Anstice Brown, who was driving very forcefully, also slightly overdid it at Becketts on the next lap, giving victory to Tony Coakley in the yellow Mark XI Lotus.

A five-lapper followed, in which the short handicap men were given too much of a task, but it produced another stirring drive from Wing-Cdr. Mackenzie, who tried very hard but could not quite hold off the challenge of the Austin-Healey of Bemrose, who conceded only five seconds to the M.G.A. Tony Coakley and W. A. G. Goodall came through the field in fine style to land third and fourth places ahead of Colin Shove (M.G.A) and K. P. Tomei in the very rapid ex-Constable TD.

Then came the 10-lapper in which there was a certain amount of drama. A wonderful scrap developed between Peter Morgan and W. A. G. Goodall, with J. Venn in the Austin-Healey in close attendance, and these three finally collected the honours; a very determined effort was made by the 4½ Bentley of R. P. Bradley, but when passing the pits for the third time the old car let out the most almighty bang, accompanied by a huge cloud of black smoke, and his day's racing was done—fortunately it was nothing more serious than a cross-shaft gear that went. Then Len Gibbs disappeared with the Lotus-Climax, and it transpired that his car had gone on fire on him, but prompt action by Len himself got it out before any damage was done—he thinks he had probably dropped a valve, but he's amazingly philosophical about it all, saying that he wouldn't mind if the crankshaft had gone, as he's had two years' trouble-free motoring out of that car. Another strong challenger in the early stages of the race was John Bekaert, but after a few very swift laps his times got slower and slower as the car became less and less steerable—his

trouble was that the shoulder wore off the near-side front Michelin, and this gave him so much understeer that he was virtually confined to straight-and-level flight regardless of the position of the helm! Finally, the man with the chequered flag was evidently supplied with some "duff gen", as he brought it down smartly over Mackie's DB3S Aston Martin as it entered its last lap, while W. A. G. Goodall, the true winner, was just entering Woodcote.

The last race was a five-lap Winners' Handicap *cum* Motor Sport Trophy affair, and this produced the best handicapping of the day, practically the whole field crossing the line in a solid lump. At first it seemed that Robin Richards would repeat his performance with the Austin, but by the beginning of lap 4 it was evident that A. Thomas's R4 Jupiter was going to prove too fast for him. Nobody had seriously reckoned with Johnny Bekaert, who had sat disconsolately on the line long after everyone else had left, but by the beginning of the last lap he was halfway through the field although still with an apparently impossible task. However, having changed the offending tyre he found he could once more guide his vehicle, and he'd obviously tasted blood. His progress through the pack on that last lap was meteoric, and he just "did" the R4 on the last corner to win by a length. Rumour had it that Thomas had run out of fuel, but he seemed to have bags of "go" in the final dash to the line, though, of course, not enough to cope with a C-type Jag.

DAVID PRITCHARD.

### Results

**10-lap Handicap:** 1, K. W. Mackenzie (M.G.A), 62.41 m.p.h.; 2, J. Menzies (Goggomobil); 3, C. Shove (M.G.A); 4, A. Thomas (Jupiter R4).

**5-lap Handicap:** 1, K. Brierley (Jowett Jupiter), 60.12 m.p.h.; 2, P. H. G. Morgan (Morgan Plus 4); 3, A. Thomas (Jupiter R4); 4, R. J. Randall (M.G.A).

**5-lap Scratch:** 1, J. Bekaert (Jaguar "C"), 73.65 m.p.h.; 2, L. Gibbs (Lotus-Climax); 3, W. G. Wilks (Frazer-Nash Le Mans Replica); 4, S. Hurrell (Triumph TR3).

**5-lap Handicap (saloons):** 1, R. N. Richards (Austin A35), 55.66 m.p.h.; 2, K. Piper (Ford Prefect); 3, P. Coleby (Goggomobil); 4, J. Shute (Ford Prefect).

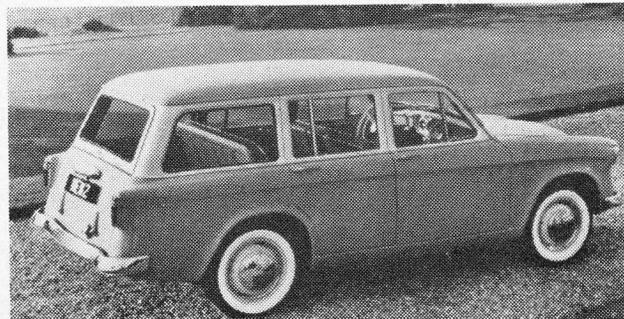
**10-lap Handicap (750 and 1172 Formula):** 1, A. F. Coakley (Lotus Mk. XD), 67.86 m.p.h.; 2, J. W. Anstice Brown (Lotus Mk. IX); 3, A. M. Goldthorpe (Pelican); 4, D. W. Inglis (Lotus Mk. VD).

**5-lap Handicap:** 1, W. Bemrose (Austin-Healey), 68.07 m.p.h.; 2, K. W. Mackenzie (M.G.A); 3, A. F. Coakley (Lotus Mk. XD); 4, W. A. G. Goodall (Morgan Plus 4).

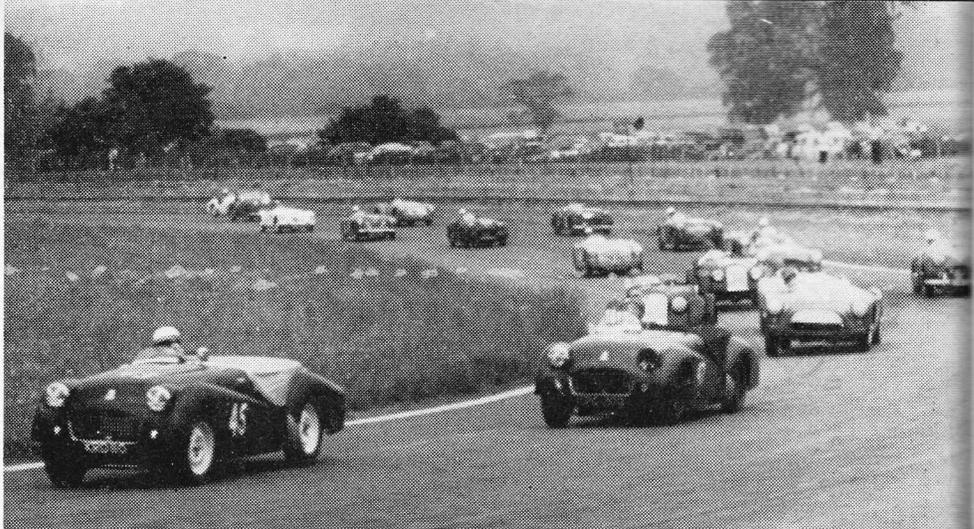
**10-lap Handicap:** 1, W. A. G. Goodall (Morgan Plus 4), 70.13 m.p.h.; 2, P. H. G. Morgan (Morgan Plus 4); 3, J. Venn (Austin-Healey); 4, S. A. Hurrell (Triumph TR3).

**5-lap "Motor Sport" Trophy Handicap incorporating Winners' Handicap:** 1, J. Bekaert (Jaguar "C"), 74.11 m.p.h.; 2, A. Thomas (Jupiter R4); 3, P. H. G. Morgan (Morgan Plus 4); 4, C. Shove (M.G.A).

*FIVE-DOORED for ease of access is the latest vehicle from the Rootes Group, the Hillman Estate Car, costing £625 basic, plus £313 17s. P.T. It is based on the popular Minx, and can accommodate four adults in comfort, plus a 400 lb. load, or two adults and 700 lb.*



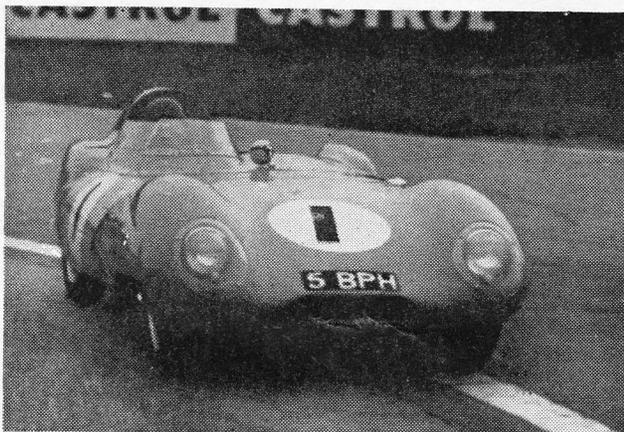
*FIRST LAP* scramble at Madgwick at the start of the "marque" scratch race for the popular makes of sports cars. In the lead is N. N. Bentley, who set up fastest lap, but rolled the car later in the race.



IN common with most of south-east England last Saturday, Goodwood circuit had its share of rain, but fortunately, the clouds did not open in earnest until the racing was virtually over and the 26th B.A.R.C. Members' Meeting took place with the customary smoothness of organization, a pleasant day's motoring being enjoyed by—

## Ireland's Day at Goodwood

*Innes Ireland (Lotus) Wins Two Races and Records Day's Fastest Lap at 26th B.A.R.C. Members' Meeting*



★  
*WINNING trend in the career of Innes Ireland was continued by his gaining two more victories during his day at Goodwood with this Lotus XI.*

★

well, if not all, at least by most of the competitors, for there was a regrettable number of damaged cars at the end of the proceedings. Goodwood members' meetings are excellent starting points for racing careers, and the circuit is essentially a "safe" one, but enthusiasm can so easily over-reach experience, with expensive results.

The first race was a scratch contest for sports cars up to 1,250 c.c.—which meant the 1,100 Climax-powered contingent of Lotuses and Coopers. Innes Ireland (Lotus), continuing his very promising run of success, led comfortably all the way, finishing three seconds ahead of Bristow's Cooper. R. A. Page had a considerable dice with Keith Greene, the former's Mk. 8 Lotus crossing the line mere inches ahead of Greene's Cooper-Climax, the two recording identical times.

The second event was the first of the day's series of handicap races, and fielded a variegated collection of vehicles ranging from G. V. Coles's blown 750 M.G. Midget to P. J. Sargent's very potent XK 120. Coles, as limit-man, held his lead for three of the five laps, but then the car went sick and was engulfed. G. A. Naylor's strange Lagonda, and W. J. Watson's even stranger Alvis, started off the same mark and went at it hammer and tongs, very evenly matched, until Watson's car too,

took sick and died. N. D. Sheffield's TR2 had by this time worked well ahead of the others of its tribe, and on the fourth lap took the lead, with Fleming's Ace in hot pursuit, followed by Alan Foster in Dick Jacobs's disc-braked M.G.A which had started seven seconds behind the more "stock" M.G.s.

The next scratch race saw another victory for Innes Ireland, this time with Keith Greene in second place, which he inherited after Bristow had dropped out on the second lap with mechanical trouble. H. Digby (Cooper-Climax) held third place to the finish, but behind him was a battle royal between J. M. Copeman and D. B. Mathieson in Lotuses, and S. G. Young in the Parson-Maserati. On the last lap Young managed to get in front of Mathieson and very nearly caught Copeman on the line.

A light drizzle fell before the next race started, and for the first couple of laps of this handicap there was the general additional handicap of a slippery track. However, it began to dry out towards the end of the race and only Lewis's Lotus-Connaught spun off—on the first lap. The Fitzwilliam Racing Team had entered the venerable 4½-litre Lago-Talbot, raced by Guy Gale and others in its historic career. "Fitz" himself had driven it in an earlier race, but this time the *pilote* was E. W. Cuff-

Miller. Having passed Mrs. Margaret Ashby's Leco-M.G. on the third lap, the Talbot stayed in front for the remaining two. Meanwhile F. W. Marriott (Lotus) had scrambled up through the field and finished second, 4½ seconds behind the big blue car, with P. J. Sargent's XK third.

The race that followed, the five-lap "marque" scratch race, was one of the wildest contests that we have ever seen! It was open only to drivers of TRs, Austin-Healey 100s, A.C.-engined Aces, Morgans and M.G.As, and as might be expected, enthusiasm and spirit of inter-marque rivalry did in many cases outweigh experience and discretion. The official bulletin showed the longest list of race incidents out of the whole programme and, at times, TR2s seemed to be spinning off in all directions. N. N. Bentley (TR2) shot away in the lead and held it for three laps, recording fastest lap of the race, only to lose the car altogether at Madgwick on the fourth round, when it rolled in spectacular fashion. By very good fortune indeed, the driver was virtually unhurt, but the car was considerably bent. Meanwhile, M. G. Beckwith (M.G.A) spun coming out of the chicane and retired on the second lap, and on the third lap N. D. Sheffield (TR2) broad-sided at the same point, demolishing the wattle fencing and lost the second place he was holding at the time, re-suming the race in fifth spot and pressing on hard again. Next time round it was J. Fleming's Ace that spun there, losing *him* the lead in which he had found himself after Bentley and Sheffield had disappeared. Now J. K. McKechnie was heading the field in his Morgan, hotly pursued by Alan Foster's M.G.A. On the run down to Woodcote on the last lap, the disc-equipped M.G. was able to close up on braking, and the two leaders made for the chicane side-by-side—an unsatisfactory state of affairs, for there is room for but one car at a time through that bottle-neck! Quite what happened in those last few seconds was hidden from our view, but simultaneously with Foster's appearance, conventionally, to go on and take the flag, McKechnie erupted from a breach in the middle of the chicane wall, planks and general woodwork falling about his ears as he came to a battered standstill! Foster was followed home by Sheffield's TR2, Looker's Morgan, McCulloch's TR2 and Fleming's Ace. However, the B.A.R.C. invoked their very wise "no spinning" rule, and Messrs. Sheffield and Fleming were disqualified, letting R. N. Robinson (A.C. Ace) into fourth place. Whew—what a shambles!

A five-lap handicap for closed cars was next on the menu. In the lead, first time round, appeared one Peter Gammon, driving a very un-Popular Bellamy-modified Ford, and by dint of a combination of intrepid driving and the considerably "ameliorated" road-holding of the Ford, Peter stayed in front for three laps, only to be taken at the end, first by R. Dore's Morris Minor and then J. M. Sparrowe's odd little M.G. coupé, to finish a creditable third. Dore's Minor convertible looked outwardly a normal 1950 model; a little tired even, but under the bonnet had been installed a 1½-litre Jowett Javelin engine—very neatly too, with no out-

ward sign of this extra power apart from the woofly exhaust note. Come to think of it, the Minor was originally designed for a flat-four motor, so perhaps it is only justice.

Two more handicap races completed the programme. The first was another one mainly for the Climax owners, but with a few rapid exceptions that included Maurice Charles's D-type Jaguar. Innes Ireland, all the same, was scratch man, and certainly had no chance of winning this time. Leader for four laps was Patsy Burt, who drove one of her finest races in her Cooper-Climax. She had been given a "good" handicap and made the most of it, only being taken on the

last lap by Tony Page who went on to win in his Mark 8 Lotus.

Rain began to fall dismally as the last race was started and a very varied field swished round in most unpleasant conditions. The handicapper had been most generous to J. Goddard-Watts, who started off with the limit cars in his tiny Berkeley, but had only to complete four laps instead of everyone else's five. He really exploited this chance and romped home an easy winner at the excellent average of 58.86 m.p.h., and in doing so raised the 350 c.c. class lap record to exactly 60 m.p.h. STUART SEAGER.

**Results**

**5-lap Scratch, up to 1,250 c.c.:** 1, I. Ireland (Lotus-Climax), 83.95 m.p.h.; 2, C. Bristow (Cooper-Climax); 3, R. A. Page (Lotus-Climax); 4, K. A. Greene (Cooper-Climax). **Fastest lap:** Ireland, 85.54 m.p.h.

**5-lap Handicap:** 1, N. D. Sheffield (Triumph TR2), 72.36 m.p.h.; 2, J. Fleming (A.C. Ace); 3, A. Foster (M.G.A.); 4, N. N. Bentley (Triumph TR2). **Fastest lap:** P. J. Sargent (Jaguar XK 120), 77.98 m.p.h.

**5-lap Handicap, up to 1,500 c.c.:** 1, I. Ireland (Lotus-Climax), 83.37 m.p.h.; 2, K. A. Greene (Cooper-Climax); 3, H. Digby (Cooper-Climax); 4, J. M. Copeman (Lotus-Climax). **Fastest lap:** Greene, 84.87 m.p.h.

**5-lap Handicap:** 1, E. W. Cuff-Miller (Lago-Talbot), 67.80 m.p.h.; 2, F. W. Marriott (Lotus-Climax); 3, P. J. Sargent (Jaguar XK 120); 4, M. Charles (Jaguar D). **Fastest lap:** Charles, 75.13 m.p.h.

**5-lap Scratch:** 1, A. Foster (M.G.A.), 73.92 m.p.h.; 2, J. Looker (Morgan); 3, I. W. McCulloch (Triumph TR2); 4, R. N. Robinson (A.C. Ace). **Fastest lap:** N. N. Bentley (Triumph TR2), 76.32 m.p.h.

**5-lap Handicap, closed cars:** 1, R. Dore (Morris-Javelin), 65.93 m.p.h.; 2, J. M. Sparrowe (M.G. Spl.); 3, P. Gammon (Ballamy Ford Popular); 4, J. Sieff (Jaguar XK 140). **Fastest lap:** Mrs. Jean Bloxam (Aston Martin DB2), 74.74 m.p.h.

**5-lap Handicap:** 1, R. A. Page (Lotus-Climax), 79.88 m.p.h.; 2, Miss Pat Burt (Cooper-Climax); 3, H. B. Digby (Cooper-Climax); 4, K. A. Greene (Cooper-Climax). **Fastest lap:** I. Ireland (Lotus-Climax), 85.04 m.p.h.

**5-lap Handicap:** 1, J. Goddard-Watts (Berkeley), 58.86 m.p.h.; 2, Mrs. B. Naylor (Lagonda); 3, R. A. Palmer (H.R.G.); 4, C. J. Lawrence (Rotacks-M.G.). **Fastest lap:** Lawrence, 66.87 m.p.h.



WELL-USED veteran of the circuits is this 4½-litre Lago-Talbot, which was entered by the Fitzwilliam Racing Team and is seen here driven by "Fitz" himself at St. Mary's. The car won a later handicap, driven by Cuff-Miller.

# La Belle Epoque

## Wonderful Veteran/Edwardian Turnout at Le Mans

THERE is something about elderly cars, when they are well prepared and competently driven, that makes them quite irresistible. We have for long known this in England, but now the craze is sweeping France. At Le Mans, on the day before the big race, a manifestation for Veteran and Edwardian cars was held which really captured the imagination of an enormous crowd.

First, a procession through the town in the morning aroused the public's interest, and they flocked to the circuit in their thousands, paying 200 francs for the privilege. And what a privilege it was! Some 60 cars of *la belle époque* took part, and though some famous French makes were represented, there were also a number of very rare machines. The marque Léon Bollée, of local origin, was in great force, as were various types of Renault. These ranged from the original single-cylinder and *deux pattes* models to the superb six-cylinder 40 h.p. tourer of Ramon Prendes from Spain.

There were many Panhards, and several examples of the tiny Le Zebre, a fast voiturette almost as small as the

famous baby Peugeot. Some very early French primitives included a Hugo of 1888 and a Lacroix-de-Laville of 1898. The latter vehicle is a large tricycle, with a phenomenally long tiller controlling the single unsprung front wheel, and a flat belt drive of unprecedented length. The engine of the 1906 Niclause is a four-cylinder that appears to reach double figures in litres.

A *concours d'élégance* in front of the pits was followed by a regularity competition on the circuit. This at once degenerated into a splendid race, in which de Dietrich, Chenard-Walcker, Panhard, and Richard Brasier once again fought out the battles of old. The crowd loved every moment of it, and the applause rose to a crescendo as groups of cars raced past.

With their genius for such things, the

CLEMENTINA was the 1910 Clement-Bayard driven in the celebration regularity run by John Buncombe on the Sarthe circuit. Seen here with his wife and family, Buncombe's home is at Burnham-on-Sea.

French girls excelled themselves in dressing for the part. Their clothes matched the date of the cars in which they travelled, and their male escorts vied with them in elegance, superb military uniforms abounding. I know that there are those who decry "dressing up", but in this case the spectacle was vastly improved thereby.

This event was such a success that it is bound to be held again. I shall certainly enter a veteran myself next time, for this was a really delicious piece of nonsense.

JOHN V. BOLSTER.



**REPEAT PERFORMANCE:** Ron Flockhart in action at Mulshanne in the Ecurie Ecosse Jaguar with which he and Ivor Bueb won the 1957 Le Mans 24 Hours race at record speed.

**T**HIS was indeed a famous victory.

Faced with opposition from the most powerful sports cars ever built by Ferrari and Maserati, the Jaguars of Ecurie Ecosse completely outpaced and outwitted the opposition, to finish first and second, with the Bueb/Flockhart car breaking all records for the distance. Belgian-entered and French-entered Jaguars were third and fourth, completing the Coventry triumph, made even more so by the sixth place of Hamilton/Gregory behind the sole surviving Ferrari, driven by Stuart Lewis-Evans and mechanic Severi.

Lotus were wonderfully successful. All four cars finished in the money, with the sensational 750 c.c. car winning the Index of Performance from its 1,100 c.c. sister, the latter finishing as high as ninth in the general classification, and



## ENCORE LES VINGT-QUATRE

Scottish-entered Jaguars Lead Great British Dominates the Index of Performance—Failure

**By GREGOR GRANT**



*FINAL CHANGEOVER before their great victory—Flockhart awaits the signal to jump in, Ivor Bueb, his spell over, watches the mechanics, while David Murray, chef d'ecurie, supervises their work on the Jaguar.*

the smaller car 14th. Out of the 54 starters, only 21 terminated the course; the Aston Martins had a most unfortunate Le Mans, two being eliminated with mechanical trouble, and Tony Brooks being involved in an accident at Tertre Rouge during the night.

Undoubtedly the failure of the Italian cars was in some measure due to the "Grand Prix" which took place during the first couple of hours, when the Maseratis of Behra and Moss were at grips with the Ferraris of Hawthorn and Gendebien. Lap records were established by both Behra and Hawthorn, the latter finally doing over 203 k.p.h. However, the fastest car on the circuit was Duncan Hamilton's 3.8 Jaguar which was timed over the measured kilometre at over 180 m.p.h.

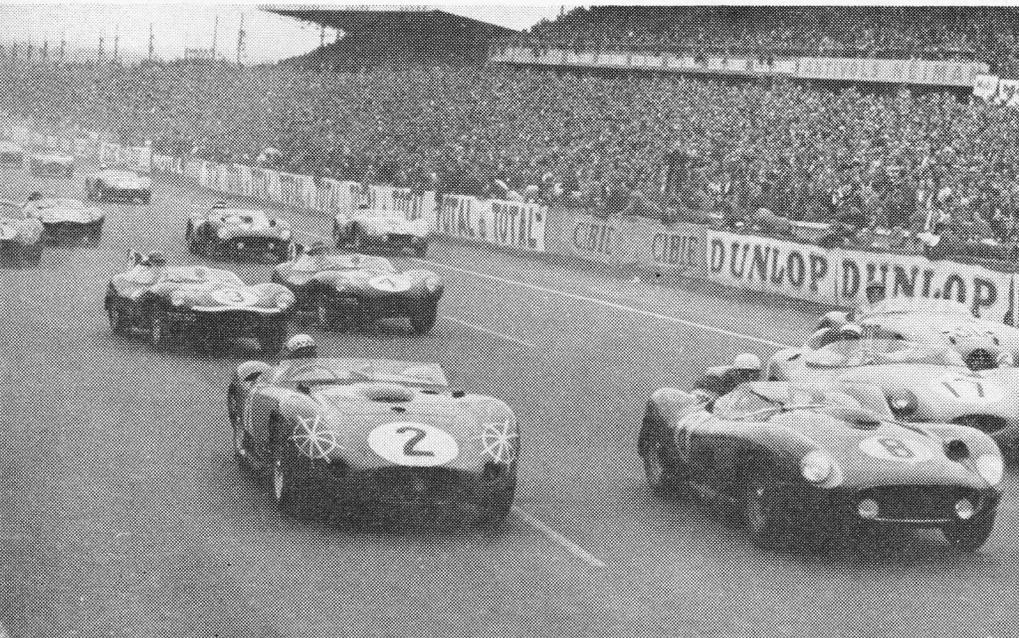
One by one the Italian cars fell by the wayside, the Ferraris being plagued with piston trouble, and the 4.5 Maseratis with rear axle failure. For a long time only the Ferrari of Lewis-Evans/Severi was in a position to challenge the British cars, but eventually it slowed and could do no better than finish in fifth place behind the Jaguars.

\* \* \*

**C**HIEF topic during practice was the doubt as to whether or not Fangio would drive for Maserati. He had already made it quite clear that, so far as he was concerned, the 24 Hours race did not interest him; however, he was willing to be nominated as reserve driver to the team.

*THOUSANDS of brake horse power are unleashed and the field gets away (left) in a thrilling rush. Nearest are Behra (Maserati, No. 2), Lewis-Evans (Ferrari, No. 8), Lucas (Jaguar, No. 17), Flockhart and Hamilton (Jaguars) and Rinen's Gordini (No. 30).*

*TOWARDS the Esses on the first lap (right) and Peter Collins leads the race in No. 6 Ferrari, followed by Salvadori and Brooks (Aston Martin).*



Thus we had the remarkable position of a reserve driver making fastest lap in practice, with a time of 3 mins. 58.1 secs., 203.526 k.p.h. This was achieved in Behra's open 4.5-litre Maserati. Stirling Moss's much-discussed aerodynamic coupé could do no better than 4 mins. 10.8 secs. Ventilation was not all that it might have been, despite claims to the contrary—and there was also the very real problem of keeping the windscreen clear.

In actual fact, first driver to break 4 mins. and do the magic 200 k.p.h. lap was Mike Hawthorn in the 4.1 Ferrari. Duncan Hamilton's 3.8 Jaguar got down to 4 mins. 8 secs., Gendebien's 3.1-litre Ferrari to 4 mins. 7.4 secs., Brooks's Aston Martin to 4 mins. 6.5 secs., and Salvadori's Aston Martin to 4 mins. 11 secs. The 3.7 Aston was rather disappointing, best time being

registered as 4 mins. 22.6 secs. The fuel-injection 3.8 Jaguar of Ecurie Ecosse did 4 mins. 10.8 secs., and the Sanderson/Lawrence car, 4 mins. 14.6 secs.

However, sensation of the practice session was the 2-o.h.c. Lotus of Mac. Fraser and Jay Chamberlain which did 4 mins. 25.2 secs. Fastest 1½-litre Porsche was the experimental machine of Maglioli's with the new low-centre swing axles: it achieved 4 mins. 30 secs. Then the 750 c.c. Lotus shook everyone rigid by clocking 5 mins. 24.6 secs.—over 20 secs. faster than any machine of that category had ever achieved. It became a hot favourite for the Index of Performance, rather worrying the équipes of D.B., Panhard, Osca and Porsche. Considering that it was rushed together, the stroked and lined Coventry-Climax engine sounded as

sweet as a bell. Capable of 9,000 r.p.m., Colin Chapman's instructions were that seven-five was its lot.

Incidentally, the Lotuses all had neat "Perspex" cockpit covers to increase the aerodynamic characteristics. The V8 BMW failed to materialize, and Dick Stoop/Peter Jopp were in the former's 2-litre car, making its fourth appearance at Le Mans.

All was not well with the 1½-litre Lotus: valve trouble developed, and Colin withdrew the car, putting Fraser and Chamberlain in the "1,100" which was down to be driven by Ashdown and Stacey. John Green's car was handled by Bob Walshaw and John Dalton, whilst Héchard and Masson had another "1,100".

Ferrari sorted out their team by putting Gendebien and Trintignant in the new 3.1-litre, and teaming new boy Lewis-Evans with mechanic Severi. Paul Frère was with Rousselle in the Ecurie Belge Jaguar. Maserati did not have the services of Carroll Shelby after all, and Horace Gould did not arrive in time for the acceptances. Hawthorn was teamed with Musso, Collins with Phil Hill, and Joakim Bonnier with Scarlatti. Reg Parnell gave the 3.7 Aston to the Whitehead brothers.

By 2 p.m. large crowds had congregated; the skies were dull, but the met. people held out hopes of fine weather. The two Ecurie Ecosse Jaguars were covered with large dust-sheets. Moss's Maserati coupé would not have won a prize at a *concours*, the windscreen being sealed with a brown putty-like substance. Lotus had a magnificent turn-out, which was a credit to Chapman, and the three Aston Martins were immaculate, under the watchful eyes of Reg Parnell. A pair of red Stanguellinis also caught the eye. The A.C.-Bristol was finished in a lightish shade of green; Stoop's Frazer-Nash was the 2-litre car he drove last year with Tony Gaze, the latter being nominated as spare driver for the Duncan Hamilton/Masten Gregory 3.8-litre Jaguar. Incidentally, the latter appeared in a list of starters as Master Grogory!

The little green Arnott coupé attracted a lot of attention, as did the neat "Dinamic" twin-o.h.c. 750 c.c. engine in the rear of the V.P. Scuderia Ferrari presented a wickedly efficient look, the most interesting machine being the new 3.1-litre of Gendebien/Trintignant, which is based on the successful Testa Rossa. The engine is similar to that used in Gendebien's Mille Miglia G.T. car.

Juan Manuel Fangio arrived, and intimated that it was most unlikely that he would be called upon to drive. The World Champion was most upset at the attacks on his integrity in the French Press, and stoutly maintained that he was reserve driver only in case of illness or injury affecting the nominated team. The thought of a fiddle never entered either his or the Maserati chiefs' heads.

Just after 3 p.m., gendarmes began to chase everyone away from the starting area. The Commissioner of Police lectured the photographers on what they might, or might not, do, few of the American or British contingents having the slightest idea of what he said. Slowly the clock crept on towards 4 p.m. In the pits, first drivers began to have an increasing number of butterflies in their stomachs, which is only natural at the start of such an event. Raymond

## HEURES DE L'ECURIE ECOSSE

Victory at Le Mans—Second Successive Win for David Murray's Team—Lotus 750 of Maserati and Ferrari—Killing Pace in Opening Stages Eliminates the Italian Cars

Photography by George Phillips





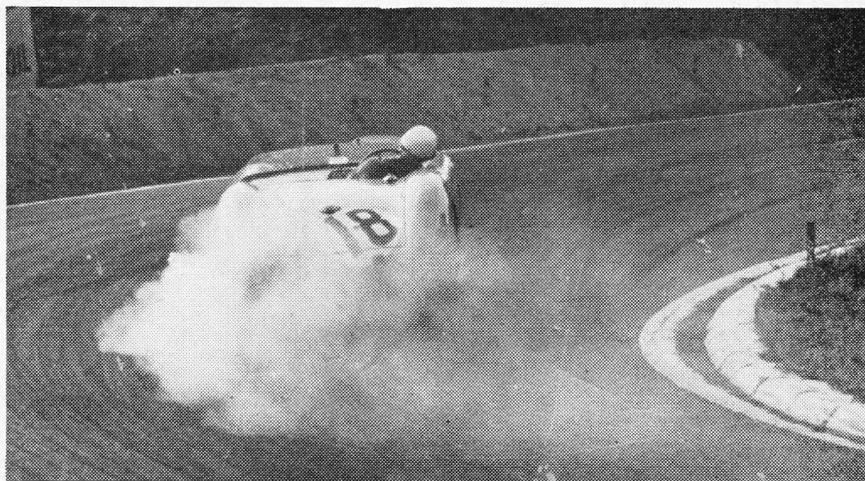
*PACE, IF NOT GRACE, or durability, was revealed by Stirling Moss's V8 Maserati coupé, which battled with Hawthorn's Ferrari for the lead, but retired after just over two hours' racing.*

*PRESAGE to retirement (right): the Moroccan driver André Guelfi's 3-litre Gordini lays a heavy smoke screen, soon to send it to the dead car park.*

Acat, secretary-general of the A.C.O., officially closed the circuit in a Continental Bentley, which was accompanied by a smart Facel-Vega.

Drivers donned their battle-array, and lined up on the roadside opposite their cars. That peculiar Le Mans hush fell on the great crowd. Precisely at 4 p.m., the maroon sounded and the 24 hours race was on.

For once, Moss was left well behind, the Maserati coupé proving obstinate to start. Peter Collins piled into his Ferrari, and was first away, challenged by Roy Salvadori whose sprint across the road carried him into his Aston Martin in one gigantic leap. Behind came Graham Whitehead in the 3.7 Aston Martin, Tony Brooks (Aston Martin), Olivier Gendebien (Ferrari), André Guelfi (Gordini), Paul Frère (Jaguar), and Jean Behra (Maserati), the latter taking it very gently indeed. Memories of the C.T.A. Arsenal débâcle at Lyons in 1947 were recalled when Bruce Halford had the transmission of the lone Talbot break, and the car



moved only a few yards, with the engine screaming at astronomical revs.

The chatter from the crowd intensified. According to the P.A., Collins was still in front, challenged by Brooks. All eyes were on Maison Blanche. Yes, when the little specks appeared, it was a red car, and Collins swept past the pits, with a 3 secs. lead on Brooks. Moss must have passed at least a couple of dozen cars, for the coupé was now in third place, closely followed by Gendebien, Hawthorn (Ferrari), Salvadori, Bueb (Jaguar), Whitehead, Frère, Lewis

Evans (Ferrari), Lucas (Jaguar), Guelfi, Swaters (Ferrari), Scarlatti (Maserati), Sanderson (Jaguar), Gregory (Jaguar) and Behra.

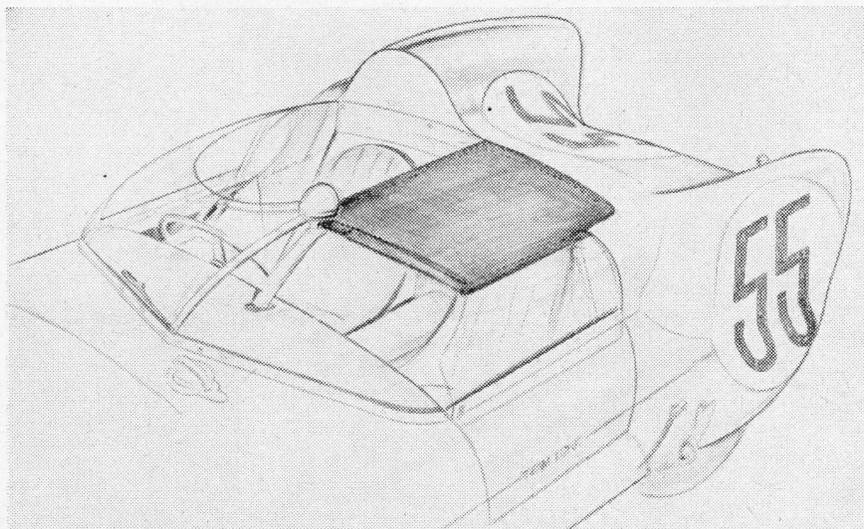
Leading the smaller cars was Herrmann, whose Porsche was followed by the newer 550RS version with pronounced tail-fins, driven by Maglioli. Mackay Fraser's Lotus led the 1,100 c.c. contingent, and Keith Hall in the "750" was well ahead of the blue cars and the red Osca. Rudd's A.C.-Bristol was well placed.

In a remarkably short time, the leaders were round again—and it was Mike Hawthorn in front, with Moss 3 secs. behind. Brooks was third, followed by Gendebien, Salvadori, Bueb, Frère and Whitehead. Where was Collins? The Ferrari, sounding very rough indeed, went past in 10th place. Scuderia Ferrari were in trouble already! Mike increased his lead over Moss to 7½ secs., and Bueb moved up to fourth place with the fuel-injection

3.8-litre Jaguar. Pete Collins drew into his pits, and after an inspection of the engine by the mechanics, the car was eventually wheeled away with a broken piston.

It was real Grand Prix stuff, with Hawthorn always drawing farther and farther away from Moss. With six laps on the score-board, the Ferrari was 19 secs. ahead, which must have shaken Officine Maserati more than somewhat. Gendebien, in third place, was not getting away from Bueb or Brooks. Masten Gregory, taking it comparatively quietly at first, gradually began to draw closer to Lewis-Evans, as he became used to the car and to the circuit. Stuart was making a fine début for Ferrari, looking very cool, calm and collected as he swept past the packed tribunes. Lucas's blue Jaguar stopped for a few moments, setting off in 17th place, just behind the Porsches of Herrmann and Maglioli. The D.B.-Panhards were circulating almost nose-to-tail, far behind the 750 Lotus.

Mike Hawthorn was lapping in around 4 mins. 8 secs., and was 30 secs. ahead of Moss on the 10th tour, by



*LOTUS DETAIL: The regulation full-width screen on the Lotus entries embodied a small tonneau cover over the passenger seat, drawn here by Theo Page.*



which time he had already lapped Swaters in the Ecurie Belge 3.5-litre Ferrari. Jean Behra in the open 4.5-litre Maserati now began to menace Moss, and simply whistled past Gendebien, Bueb and Brooks to take third place.

Excitement grew as the battle behind Hawthorn continued. Mike was getting down to just over 4-minute laps, and it was obvious that the magic 200 k.p.h. would soon be reached. However, at the tremendous speeds being achieved, the 64,000 dollar question was—would the cars last out for 24 hours? Bueb and Brooks were in an ideal position, and could afford to let the red cars fight it out between themselves. Salvadori and Gregory were engaged in a passing and repassing game, much to the delight of the crowd—but not to their team-managers.

As the clock neared 5 p.m., Behra hurtled past Moss into second place. As has happened before at Le Mans, an open version of a particular car was proving to be faster than the closed machine. When the first hour had passed, Hawthorn had covered 14 laps, and was 41.7 secs. in front of Behra. Actually on the same lap as the three leaders were Gendebien, Bueb, Brooks, Gregory and Salvadori, and that was the order in which they sped by—Ferrari, Maserati, Maserati, Ferrari, Jaguar, Aston Martin, Jaguar, Aston Martin.

Leading all the 2-litre cars was Herrmann's Porsche; Mackay Fraser's Lotus dominated the 1100s, in which class one noted the steady progress of Bob Walshaw's Lotus and the Brabham/Raby Cooper. Disquiet was observed in certain pits at the fantastic pace of the 750 Lotus, which was almost certainly leading the Index of Performance by a considerable margin.

Lewis-Evans stopped briefly at his pit, just as Hawthorn went through on his 17th lap. Behra was putting on the pressure, and, on his 19th circuit, became the first man ever to achieve a 200 k.p.h. lap during the 24 hours race,

*PAST WINNERS BOTH, and still going strong. Peter Whitehead (3.7-litre Aston Martin) and Duncan Hamilton (3.8-litre Jaguar) cornering in close company.*

bringing him to within 30 secs. of Hawthorn. Moss's coupé could not compete with this, and, in fact, was losing ground rapidly to Gendebien, Bueb and Brooks. Salvadori and Gregory continued to circulate in close company, but the Jaguar was gradually getting away from its smaller-engined rival.

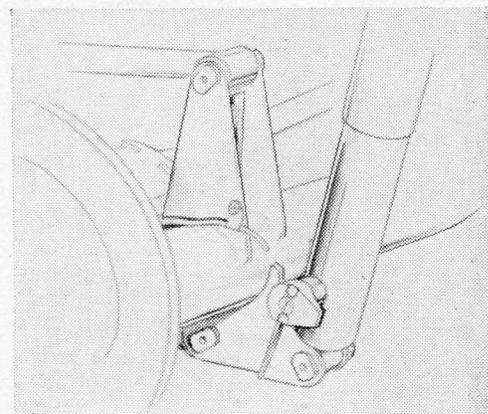
Signals went out from the Ferrari pit, and Hawthorn's answer to Behra's new record was to turn in 3 mins. 59.6 secs., at the incredible speed of 202.252 k.p.h. (123.66 m.p.h.). Cars were hurtling down the Mulsanne straight at ever-increasing velocity, Gregory's Jaguar being credited with attaining 287.998 k.p.h., which is getting on to three miles a minute.

Hawthorn's new lap record was followed by the Ferrari stopping at the pit to have a wheel changed, letting Behra into the lead. Smiles broke out in the Maserati pits, but these quickly changed to worried looks as Moss came in for a halt which cost him over two minutes, and dropping him down to seventh place, behind Hawthorn. This was around 5.45 p.m. Frère also stopped for a quick check-up on a misfire.

Then, consternation in the Maserati camp: Moss went past the pits with clouds of smoke belching out of the front of the coupé. Guelfi's Gordini also laid an immense smoke screen,

*ASTON AT ARNAGE: Noel Cunningham-Reid in the Aston Martin DBR1/300 which held second place until the 10th hour, when Tony Brooks crashed at Terre Rouge.*

*ADJUSTABLE shock absorbers by Armstrong as fitted to the Salvadori/Leston Aston Martin, sketched below by Theo Page. Adjustment is effected by turning the lever through a range of 22 stops.*

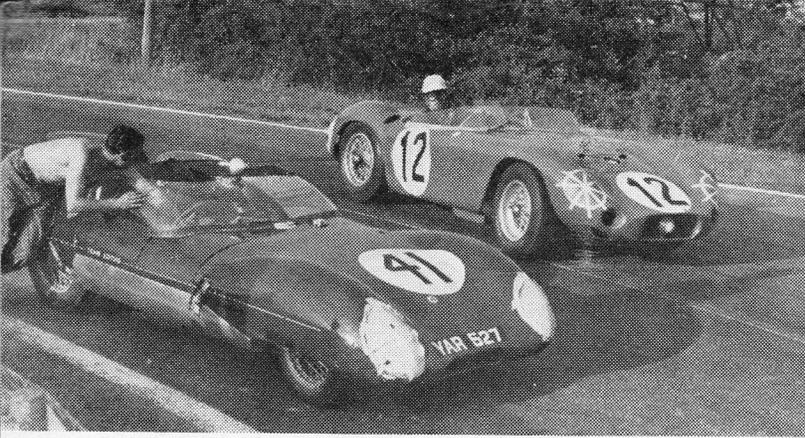


obviously destined for the dead car park. Moss stopped at the pits; the smoke came from a broken oil pipe pouring lubricant on the exhaust, but a more serious trouble was diagnosed—a broken rear axle. The experiment in aerodynamics had failed, and after only 2 hours 10 minutes of motoring the Maserati was out of the race.

Hawthorn refuelled and handed over to Musso, and Peter took Graham's place in the 3.7 Aston. It was announced that on his 30th lap, Hawthorn had circulated in 3 mins. 58.7 secs., to push the record up to 203.015 k.p.h. (126.2 m.p.h.). After two hours of racing, there were five retirements. These were Talbot (Halford), Collins (Ferrari), Rinen (Gordini), Koechart (Ferrari), Dumazer (V.P.), to be followed, of course, by Moss's Maserati. José Behra's Maserati was in trouble with a flat battery, and a spare was charged in readiness in the Ferodo pit.

There were now no less than seven cars all on the same lap, Behra's Maserati, Gendebien's Ferrari, Bueb's Jaguar, Hawthorn's Ferrari, Brooks's Aston Martin, Gregory's Jaguar and Salvadori's Aston Martin—a most interesting situation! Cars came in in quick succession for refuelling and





**FOUR-MILE PUSH:** The valiant Roger Masson pushing his 1,100 c.c. Lotus to the pits after running out of fuel before Mulsanne. Passing is Giorgio Scarlati in the last surviving Maserati.

(A.P. photo.)

change of drivers. Gregory handed over to boss man Duncan Hamilton, Bueb to Ron Flockhart, Sanderson to Jock Lawrence (to the accompaniment of bagpipe music on the P.A.), and Behra to Simon. André Simon's stint didn't last long. After a couple of very slow laps, he retired with a broken rear axle. Jean Behra was none too pleased, and, before he understood the reason for the retirement, tore poor Simon off a strip. Fangio acting as peacemaker. Maserati had come to Le Mans full of optimism, but after only 2½ hours of racing, their two 4.5-litre cars were eliminated.

Ron Flockhart went into the lead, followed by Trintignant, Brooks, Musso, Salvadori, Hamilton, Severi (Lewis-Evans's car) and Whitehead. The little Arnott of Russell/Taylor went amissing. It had stopped between Arnage and Maison Blanche; Taylor eventually got going again, but it was retired with piston trouble. It transpired that the Lotus 750 had been timed over the measured distance at 114.3 m.p.h. Hawthorn had attained 179.96 m.p.h., and the Fraser/Chamberlain Lotus 1,100, 135 m.p.h.

Into the pits came the 3.7 Aston, the gear change mechanism of which had broken. The Salvadori/Leston car was also in trouble, having stuck in fourth speed; David Brown's hopes therefore rested on the Brooks car, which was going like a train. Just as happened in 1956, it was a straight battle between Ecurie Ecosse and the Feltham concern. Both cars were on the same lap, but one in advance of the Ferrari and Hamilton's Jaguar. David Murray's Scots stable

*EVENING:* Competitors flash down the road towards Mulsanne in the setting sun, with Maglioli's Porsche nearest camera, following team-mate Herrmann. *NIGHT* brought catastrophe to Tony Brooks's Aston Martin and Maglioli's Porsche, as this Sunday morning picture shows. Passing is the Tavano/Peron Ferrari.

was in the fine position of having the Sanderson/Lawrence car in fifth place, not that far behind Hamilton's car. Alteration in the refuelling regulations was certainly having an effect on average speeds; for example, after six hours, the leader had covered 84 laps, as against 73 in 1956. The Bueb/Flockhart car was averaging exactly 118.42 m.p.h. If the weather kept up, and the mist did not get any worse, the distance record would surely be broken long before the finish.

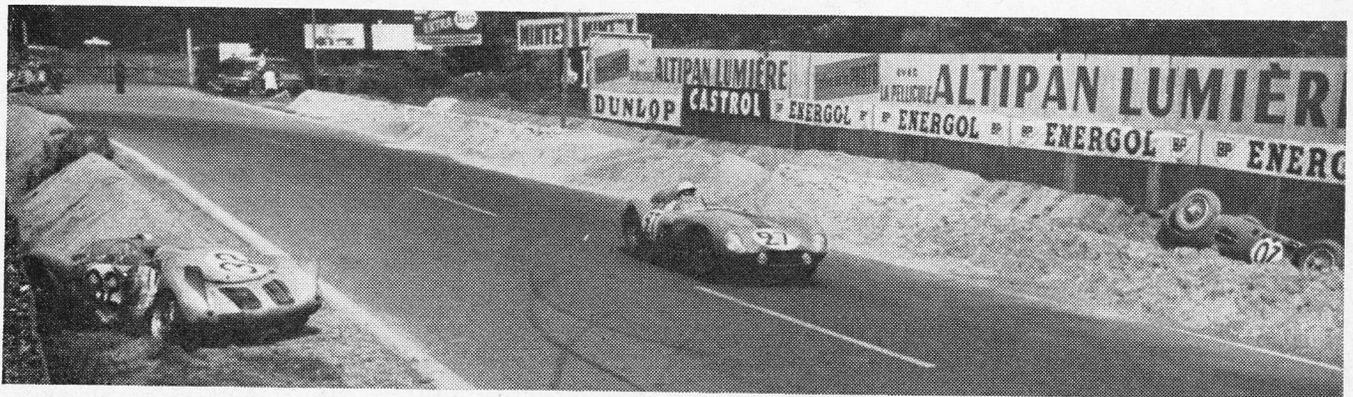
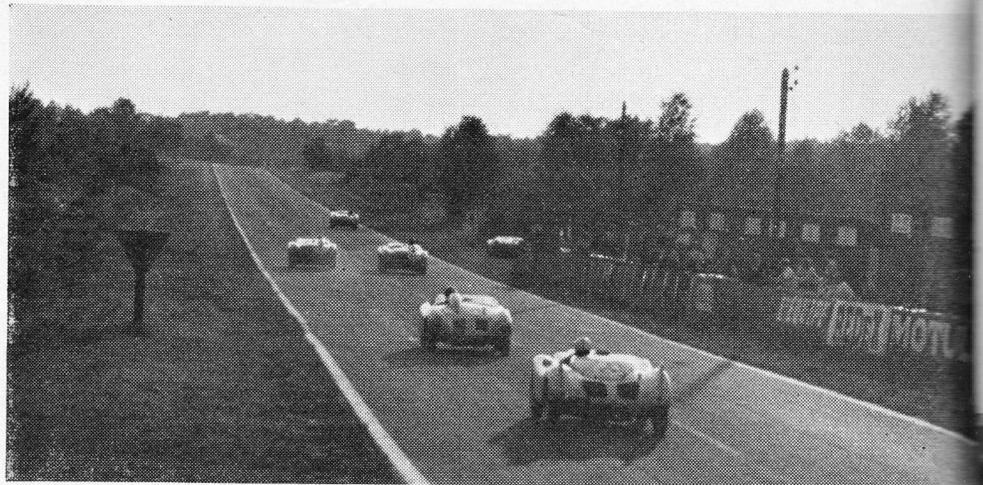
The performance of Lotus was nothing short of extraordinary; the Fraser/Chamberlain machine, after seven hours, had registered 80 laps as against the 71 accomplished by the 1½-litre Maserati in 1956—and the Lotus was an 1,100! The "750" led the Index at an average speed of 146.635 k.p.h., as against the 142.811 k.p.h. of its nearest rival, the Osca. Quick calculation showed that the 1,100 c.c. Lotus, which was averaging 161.298 k.p.h., might eventually come up amongst the leaders, the chief danger coming from the very

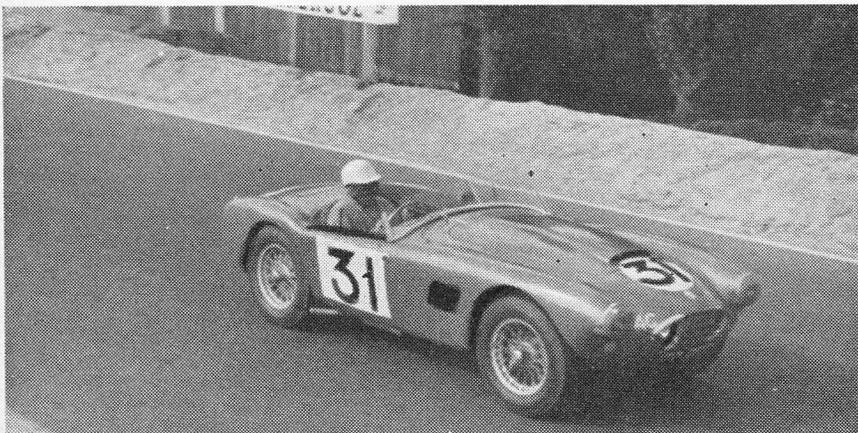
fast Porsches of Herrmann and Maglioli, which were averaging over 174 k.p.h. Nevertheless, the D.B.s and Panhards were still very much a force with which to be reckoned, as their record over the years shows.

Then happened one of the epics of motor racing. Rally driver Roger Masson ran out of fuel with his Lotus before Mulsanne. The plucky Frenchman pushed the little 1,100 c.c. car no less than four miles (good thing Colin Chapman makes them so light!) and eventually reached the pits. He was completely exhausted, and collapsed on arrival. The car was refuelled, and Héchard took over. Guelfi's Gordini was retired with a broken piston, much to the annoyance of the Gordini mechanics who accused their drivers of being too lead-booted. It had been a menace on the circuit, blinding other drivers with clouds of smoke.

The Slotine/Bourel Porsche went out with engine trouble. Allison took over the Lotus 750 which was now firmly ahead in the Index of Performance. With the disappearance of the two Maseratis, the average speed of the leader dropped from 195 k.p.h. to 191 k.p.h. At the end of four hours, Flockhart still led from Trintignant, with Brooks in third place, followed by Musso, Les Leston (Aston Martin) and Hamilton. The superb little Lotus still led the Index, whilst the Mackay Fraser/Jay Chamberlain "1,100" was miles in front of the rest of the class in which the Bob Walshaw/John Dalton Lotus now occupied second place.

The light began to fail, and lamps were switched on all round the course.





*SECOND IN CLASS, first time out at Le Mans, was the excellent performance of Ken Rudd and Peter Bolton in the near-production A.C.-Bristol.*

While cars snarled round the circuit, the crowds began to patronize the scores of booths and sideshows, with queues forming outside the striptease theatres. The restaurants and cafés did a roaring trade. Nowhere in the world can be found anything to equal Le Mans; it is indeed unique. For the drivers, dusk brought that perilous half-light period, and there was also a suggestion of mist at Mulsanne.

Now another blow came to Ferrari: Musso stopped on the roadside at Hunaudières, and abandoned with a broken piston, the same malady which had afflicted Collins. Noel Cunningham-Reid in the Brooks Aston had moved up to second place, with the very rapid 3.1-litre Ferrari of Gendebien/Trintignant in third spot. However, the Hamilton/Gregory Jaguar was within striking distance, and the Sanderson/Lawrence Jaguar, after a pit stop delay, was in fifth place.

At midnight, the Ecurie Ecosse car led the Aston by a mere 2 mins. 24 secs., not much at Le Mans, where leads are counted in laps. The other Scottish car was now in third place, three laps behind its stablemate, but one in advance of the Ferrari. Into fifth place came the Belgian Jaguar, followed by the remaining Ferrari of Lewis-Evans, and the French Jaguar. The Hamilton/Gregory car, after a long delay, had dropped to ninth place—11 laps behind the leader. The engine note sounded very flat and obviously something was wrong. The Storez/Crawford Porsche

led the Maglioli/Barth machine, that of Herrmann/Von Frankenberg having been retired. Talk of the circuit was the fantastic pace of the Mackay Fraser Lotus, the performance of which moved it up to third place in the Index.

At 1 a.m., of the 54 cars which started, 20 had abandoned. Great Britain was in the grand position of having five cars in the first five places. Significant, too, was the fact that the sixth car, the Ferrari, was driven by an Englishman—Stuart Lewis-Evans. The Gendebien/Trintignant car fell out just after midnight, with that trouble which had beset the Maranello concern—burnt out pistons! The 3.7 Aston had also been retired, and the Salvadori/Leston was far behind, still stuck firmly in fourth gear. All four Lotuses were still running like clockwork; the Walshaw/Dalton car lost some time after an adventure at Tertre Rouge, and also by losing oil from the dipstick hole. This was rectified and all was well. The Salvadori/Leston Aston was finally eliminated with a broken oil pipe. Brabham and Raby, after having some trouble on the circuit, finally got their Cooper going again, and began a long duel with the Walshaw Lotus for second place in the class, behind the flying Mackay Fraser car.

In the Ecurie Ecosse pit, the men from Scotland were quietly confident. Murray's shrewd brain worked out exactly at what speed he wanted his drivers to lap. With the Sanderson/Lawrence car in third place, and the

Bueb/Flockhart machine well in front of the remaining works Aston, he could afford to slow the leader down a trifle, and the speed came down below 190 k.p.h. for the first time. Seidel's neat DKW coupé stopped out on the circuit, and the driver ran back to the pit for something with which to repair a broken petrol pipe. José Behra stopped continually to swop batteries on his Maserati. Colas's blue DB3S was now second in the 3-litre category to the Brooks car.

Then came a blow to Aston Martin and Porsche. Shortly after 2 a.m., Cunningham-Reid handed over to Tony Brooks, with the car 2 laps behind the Jaguar. It is not clear what exactly happened, but at Tertre Rouge, Brooks hit the bank and went broadside across the road. Maglioli was fairly close behind, and his Porsche crashed into the Aston. Both drivers were taken to the course clinic, Tony Brooks being moved to hospital with cuts and bruises, but Maglioli walked back to his pit.

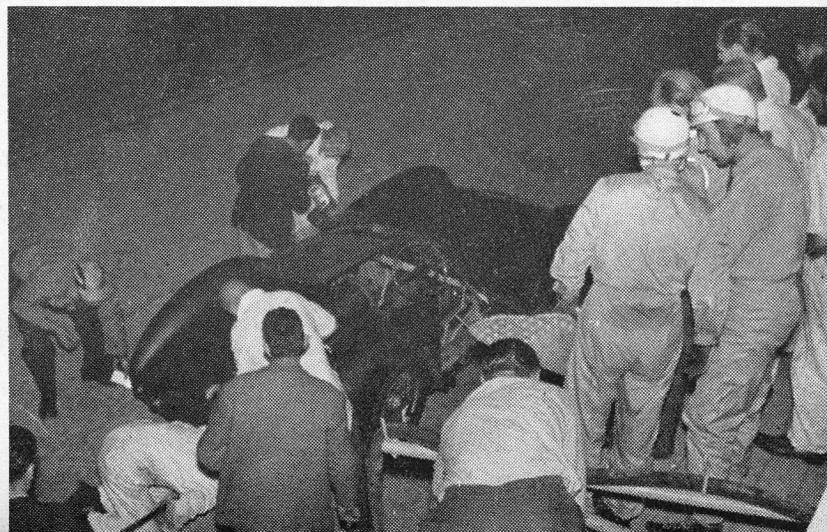
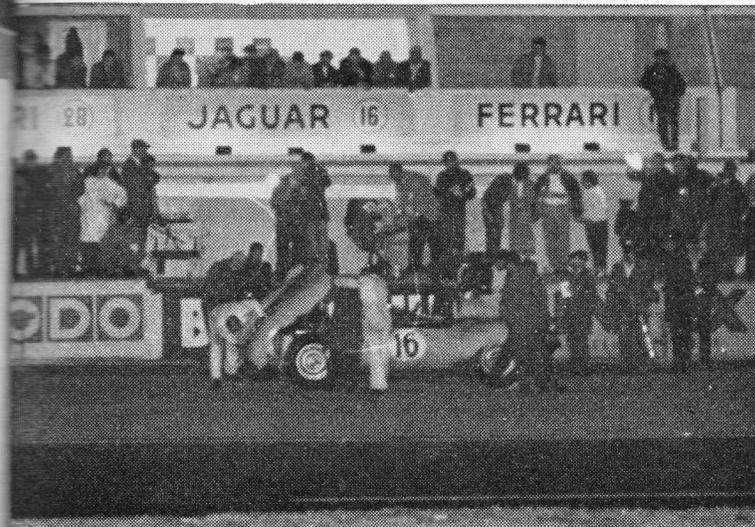
This unfortunate accident put Jaguar into the first four places, the position being Ecurie Ecosse, Ecurie Belge, Ecurie Ecosse and Los Amigos. The remaining Ferrari was in fifth place, but at times the engine sounded far from healthy. Maglioli's elimination put the Storez/Crawford Porsche into the lead in the 1,500 category, and on this car depended the hopes of Stuttgart in the Index.

At half-time, 22 cars had been retired, as against 27 in 1956. It is interesting to recall that last year the Moss/Collins Aston led the Sanderson/Flockhart Jaguar by 19 secs., and had covered 146 laps. In this year's race, Bueb and Flockhart had achieved 165 laps. In fact, the seven leading machines had all covered a greater distance at midnight than the 1956 leader. The green cars of Lotus were very much in the picture, with the "750" leading the Index by a ridiculous margin, and an "1,100" also very much in the running. Actually, the Mackay Fraser car was ninth in general classification, and the Porsche sixth.

David Murray now had his fuel-

*NIGHT STOPS: (Left) The Belgian-entered Jaguar of Paul Frère/Freddy Rousselle at the pits.*

*(Below) Les Leston hands over No. 19 Aston Martin to Roy Salvadori. They eventually retired with a broken oil line.*





race throughout the 24 hours. Each triple column represents the position at the end of each lap in race order, whilst the third line gives the number of laps completed at the time.

12			13			14			15			16			17			18			19			20			21			22			23			24								
1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
16	15	14	17	16	15	18	17	16	19	18	17	20	19	18	21	20	19	22	21	20	23	22	21	24	23	22	25	24	23	26	25	24	27	26	25	28	27	26	29	28	27	30	29	28
16	15	14	17	16	15	18	17	16	19	18	17	20	19	18	21	20	19	22	21	20	23	22	21	24	23	22	25	24	23	26	25	24	27	26	25	28	27	26	29	28	27	30	29	28

- 5. P. Whitehead/G. Whitehead (Aston Martin, 3,670 c.c.).
- 6. P. Collins/P. Hill (Ferrari, 4,023 c.c.).
- 7. M. Hawthorn/L. Musso (Ferrari, 4,023 c.c.).
- 8. S. Lewis-Evants/M. Severi (Ferrari, 3,783 c.c.).
- 9. M. Trintignant/O. Gendebien (Ferrari, 3,117 c.c.).
- 10. G. Arents/J. B. Vroom (Ferrari, 3,491 c.c.).
- 11. J. Swaters/A. de Changy (Ferrari, 3,491 c.c.).
- 12. Scarlati/Bonnier (Maserati, 2,999 c.c.).
- 15. N. Sanderson/J. Lawrence (Jaguar, 3,442 c.c.).
- 16. F. Rousselle/P. Frère (Jaguar, 3,442 c.c.).
- 17. J. Marie/J. Lucas (Jaguar, 3,442 c.c.).
- 18. A. Guelfi/Guichet (Gordini, 2,982 c.c.).

- 19. R. Salvadori/L. Leston (Aston Martin, 2,922 c.c.).
- 20. C. A. S. Brooks/Cunningham-Reid (Aston Martin, 2,922 c.c.).
- 21. J. Colas/J. Kerguen (Aston Martin, 2,922 c.c.).
- 23. Halford/F. Bordini (Talbot, 2,499 c.c.).
- 24. J. R. Stoop/P. Jopp (Frazer-Nash, 1,977 c.c.).
- 25. L. Coulibeuf/G. Houel (Maserati, 1,998 c.c.).
- 26. G. Guyot/M. Parsy (Maserati, 1,985 c.c.).
- 27. F. Tavano/J. Peron (Ferrari, 1,985 c.c.).
- 28. L. Bianchi/J. Harris (Ferrari, 1,985 c.c.).
- 29. F. Picard/R. Gunther (Ferrari, 1,985 c.c.).
- 30. Rinen/Lacaze (Gordini, 1,985 c.c.).
- 31. Rudd/P. Bolton (A.C.-Bristol, 1,971 c.c.).
- 32. U. Maglioli/E. Barth (Porsche, 1,498 c.c.).
- 33. H. Herrmann/R. von Frankenberg (Porsche, 1,498 c.c.).
- 34. C. Storez/E. Crawford (Porsche, 1,498 c.c.).
- 35. E. Hugus/P. Kessler (Porsche, 1,498 c.c.).
- 36. M. Slotine/R. Bourel (Porsche, 1,498 c.c.).
- 39. Russell/Taylor (Arnott, 1,098 c.c.).
- 40. Brabham/I. Raby (Cooper, 1,098 c.c.).
- 41. Hechard/Masson (Lotus, 1,098 c.c.).
- 42. R. Walshaw/J. Dalton (Lotus, 1,098 c.c.).
- 44. Syracuse/R. Lippi (Sanguellini, 1,086 c.c.).
- 45. W. Seidel/H. Meier (DKW, 994 c.c.).
- 46. J. Laroche/R. Radix (Osca, 749 c.c.).
- 47. J. Dumazer/P. Consten (VP, 747 c.c.).
- 49. L. Cornet/Perrier (D.B., 745 c.c.).
- 50. J. C. Vidiles/J. Schlessor (D.B., 745 c.c.).
- 51. P. Armagnac/G. Laureau (D.B., 745 c.c.).
- 52. P. Chancel/P. Hemard (Panhard, 745 c.c.).
- 53. R. Chancel/P. Flahaut (Panhard, 745 c.c.).
- 54. R. Cotton/J. Blanchet (Panhard, 745 c.c.).
- 55. Cliff Allison/Keith Hall (Lotus, 744 c.c.).
- 56. R. Faure/J. Foury (Stanguellini, 741 c.c.).
- 57. Deviterne/Lailler (D.B., 745 c.c.).
- 58. F. Sigrand/M. Nicol (Stanguellini, 740 c.c.).
- 60. C. Dubois/G. Hacquin (Porsche, 1,498 c.c.).
- 61. Koechert/Bauer (Ferrari, 1,985 c.c.).
- 62. H. Mackay Fraser/J. Chamberlain (Lotus, 1,098 c.c.).



CLASSIC scene during the 24 Hours of Le Mans (above)—the crowded stands and enclosures opposite the new widened pit area. Standing at its pit is the D.B. of Cornet/Perrier.

TESTING point for the brakes is Mul-sanne corner, a full right-hand corner at the end of the long straight on which the faster cars are reaching 180 m.p.h. Car 25 is the Coulibeuf/Houel Maserati, followed by the French Jaguar which finished fourth.

cylinder cars have practically reached the limit of their development, and this Index has been a challenge to clever designers for several years. I can reveal now that Wilkie Wilkinson wanted to

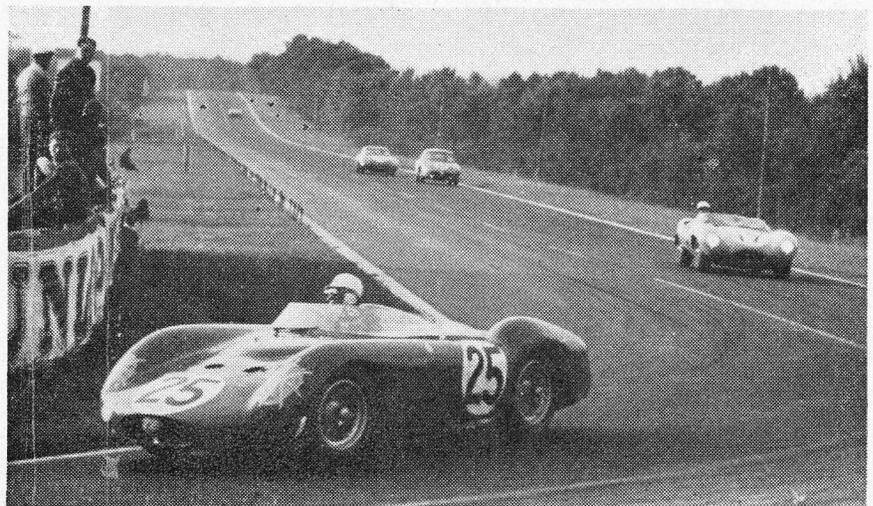
modify a Coventry-Climax engine for the very same purpose which Colin Chapman achieved—and that was well over a year ago! . . .

At 10 a.m., with six hours still to go, the Jaguars crackled round, with the two Ecurie Ecosse cars ahead of the Los Amigos car, and the Belgian entry which had been delayed at the pits for several laps. The Storez/Crawford Porsche was now on the same lap as the surviving Ferrari, and nine in front of the Hamilton/Gregory Jaguar. This car was now going much faster, and had a reasonable chance of catching both the Ferrari and the Porsche to try for a complete Jaguar nap. It had stopped for a while at Arnage, but was soon under way again. The trouble was said to have been aggravated by retarded ignition which caused part of the

exhaust manifold to burn away. Gregory was almost grilled, and it was said that in order to stop flames shooting out near his pants on the over-run, he braked with his accelerator foot hard down.

Midday and the picture remained very much as before, the race being dominated by the cars of Coventry and Hornsey. Mac. Fraser and Jay Chamberlain led the 1,100 class from Bob Walshaw and John Dalton, whilst the Brabham/Raby Cooper was battling it out with the French-entered Lotus, now well back in the race after Masson's heroic effort.

Gradually the race progressed to the closing stages. Rousselle caused some consternation when he stopped the Ecurie Belge Jaguar well past the end of the pits area, and climbed out to



## LE MANS—Provisional Results

**General Classification:** 1, Ron Flockhart/Ivor Bueb (3,781 c.c. Jaguar), 4,397.108 km. (2,732.36 miles), 183.271 k.p.h. (113.85 m.p.h.); 2, Ninian Sanderson/John Lawrence (3,442 Jaguar), 4,289.536 km.; 3, Jean Lucas/Jean Marie (3,442 Jaguar), 4,255.155 km.; 4, Paul Frère/F. Rousselle (3,442 Jaguar), 4,169.237 km.; 5, Stuart Lewis-Evans/M. Severi (3,783 Ferrari), 4,031.618 km.; 6, J. Duncan Hamilton/Masten Gregory (3,781 Jaguar), 4,017.047 km.; 7, L. Bianchi/G. Harris (1,985 Ferrari), 3,869.080 km.; 8, E. Hugus/G. de Beaufort (1,498 Porsche), 3,848.353 km.; 9, H. Mackay Fraser/J. Chamberlain (1,098 Lotus), 3,826.999 km.; 10, Ken Rudd/Peter Bolton (1,971 A.C.-Bristol), 3,780.478 km.; 11, J. P. Colas/J. Kerguen (2,922 Aston Martin), 3,658.987 km.; 12, J. Guyot/M. Parsy (1,985 Maserati), 3,494.588 km.; 13, Bob Walshaw/John Dalton (1,098 Lotus), 3,477.821 km.; 14, Cliff Allison/Keith Hall (744 Lotus), 3,477.164 km.; 15, Jack Brabham/Ian Raby (1,098 Cooper), 3,409.845 km.; 16, A. Héchard/R. Masson (1,098 Lotus), 3,395.987 km.; 17, Louis Cornet/Périer (745 D.B.), 3,211.927 km.; 18, Pierre Chancel/P. Hémard (747 Panhard-Monopole), 3,192.634 km.; 19, J. Laroche/R. Radix (749 Osca), 3,133.534 km.; 20, R. Chancel/P. Flahaut (747 Panhard-Monopole), 3,092.647 km.; 21, F. Sigrand/M. Nicol (741 Stanguellini), 2,879.739 km.

**Index of Performance:** 1, Cliff Allison/Keith Hall (744 Lotus), Index 1,308, Speed 144.882 k.p.h. (90.129 m.p.h.); 2, Mackay Fraser/J. Chamberlain (1,098 Lotus), 1,260; 3, Louis Cornet/Périer (745 D.B.), 1,208; 4, P. Chancel/P. Hémard (747 Panhard-Monopole), 1,201; 5, Ron Flockhart/Ivor Bueb (3,781 Jaguar), 1,190; 6, E. Hugus/G. de Beaufort (1,498 Porsche), 1,176; 7, J. Laroche/R. Radix (749 Osca), 1,176; 8, Ninian Sanderson/John Lawrence (3,442 Jaguar), 1,170; 9, Jean Lucas/

Jean Marie (3,442 Jaguar), 1,161; 10, Bob Walshaw/John Dalton (1,098 Lotus), 1,145; 11, Paul Frère/F. Rousselle (3,442 Jaguar), 1,137; 12, L. Bianchi/G. Harris (1,985 Ferrari), 1,125; 13, Jack Brabham/Ian Raby (1,098 Cooper), 1,122; 14, A. Héchard/R. Masson (1,098 Lotus), 1,118; 15, Ken Rudd/Peter Bolton (1,971 A.C.-Bristol), 1,101; 16, Stuart Lewis-Evans/M. Severi (3,783 Ferrari), 1,091; 17, Duncan Hamilton/Masten Gregory (3,781 Jaguar), 1,087; 18, G. Guyot/M. Parsy (1,985 Maserati), 1,016; 19, J. Colas/J. Kerguen (2,922 Aston Martin), 1,014; 20, R. Chancel/P. Flahaut (747 Panhard-Monopole), 1,000; 21, F. Sigrand/M. Nicol (741 Stanguellini), 1,000.

## Class Placings

**Class C (3,001-5,000 c.c.):** 1, Flockhart/Bueb (Jaguar); 2, Sanderson/Lawrence (Jaguar); 3, Lucas/Marie (Jaguar); 4, Frère/Rousselle (Jaguar); 5, Lewis-Evans/Severi (Ferrari); 6, Hamilton/Gregory (Jaguar).

**Class D (2,001-3,000 c.c.):** 1, Colas/Kerguen (Aston Martin).

**Class E (1,501-2,000 c.c.):** 1, Bianchi/Harris (Ferrari); 2, Rudd/Bolton (A.C.-Bristol); 3, Guyot/Parsy (Maserati).

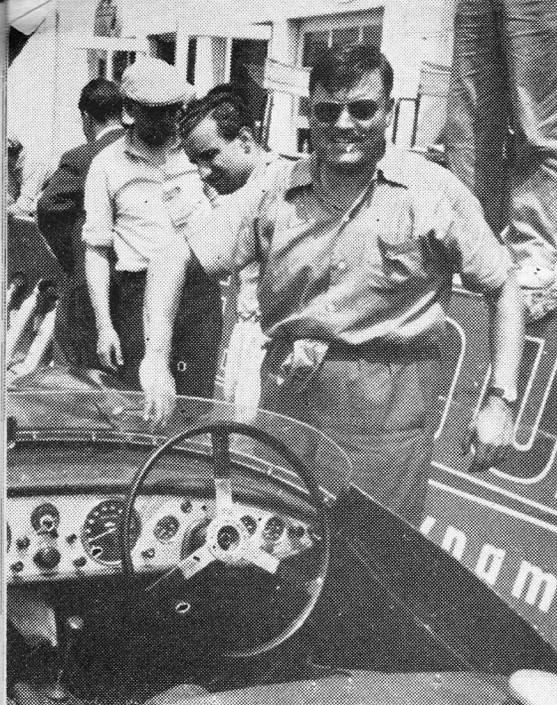
**Class F (1,101-1,500 c.c.):** 1, Hugus/de Beaufort (Porsche).

**Class G (751-1,100 c.c.):** 1, Mackay Fraser/Chamberlain (Lotus); 2, Walshaw/Dalton (Lotus); 3, Brabham/Raby (Cooper); 4, Héchard/Masson (Lotus).

**Class H (501-750 c.c.):** 1, Allison/Hall (Lotus); 2, Cornet/Périer (D.B.); 3, P. Chancel/Hémard (Panhard-Monopole); 4, Laroche/Radix (Osca); 5, Sigrand/Nicol (Stanguellini).

## Retirements

Moss/Shell (Maserati), broken rear axle. Behra/Simon (Maserati), broken rear axle. Coulibeuf/Houel (Maserati), fractured petrol tank. Brooks/Cunningham-Reid (Aston Martin), accident. P. Whitehead/G. Whitehead (Aston Martin), gearbox selectors. Salvadori/Leston (Aston Martin), fractured oil pipe. Bordoni/Halford (Talbot), clutch failure and gearbox seized. Stoop/Jopp (Frazer-Nash), broken oil pipe (sump dry). Collins/Hill (Ferrari), broken piston. Hawthorn/Musso (Ferrari), broken piston. Gendebien/Trintignant (Ferrari), broken piston. Arents/Vroom (Ferrari), brake failure. Swaters/de Changy (Ferrari), broken piston. Tavano/Peron (Ferrari), burnt valves. Picard/Ginther (Ferrari), water pump. Guelfi/Guichet (Gordini), burnt out valves. Rimen/Lacaze (Gordini), burnt out valves. Bonnier/Scarlatti (Maserati), clutch failure. Maglioli/Barth (Porsche), ignition failure. Storz/Crawford (Porsche), axle failure. Slotine/Bourel (Porsche), broken piston. Russell/Taylor (Arnott), broken valve and piston. Siracusa/Lippi (Stanguellini), broken valve. Seidel/Meier (DKW), burnt out piston. Dumazer/Consten (VP), cylinder head gasket. Vidilles/Schlesser (D.B.), accident. Armagnac/Laureau (D.B.), accident. Cotton/Blanchard (Panhard), gearbox failure. Faure/Foury (Stanguellini), broken valve. Deviterne/Lailler (D.B.), burnt valves. Dubois/Hacquain (Porsche), disqualified. Koehert/Bauer (Ferrari), broken fuel pump.



*FINIS for the Frazer-Nash of Dicky Stoop (nearest camera) and Peter Jopp. The pipe to the oil gauge became detached, and all the oil was pumped away.*

*(Below) Jack Brabham's Cooper, third to finish in the 1,100 c.c. class, leads the Cotton/Blanchet Panhard in the Esses.*



examine something underneath. Earlier he had fixed an ignition trouble out on the circuit. All appeared to be well, for he climbed in and went off quite happily. The unfortunate Francois Sigrand, who had to walk back for his crash helmet after it blew off at Mulsanne, was in serious trouble with the clutch of his Stanguellini. He tried vainly to start it with the gear engaged, but beyond a series of jerks nothing happened. He set off on the formidable task of pushing the car up towards Tertre Rouge, but soon gave that up. After trying all sorts of dodges, he eventually managed to get away, only to find that the car was

*(Continued on page 820)*

*RADIANT with pleasure at their win in the Index of Performance—the Lotus equipe, with Cliff Allison and Keith Hall on their 750 c.c. car. On the right can be seen Colin Chapman and Graham Hill.*



# A Great Win!



## EXTRA MOTOR OIL



### LE MANS

# 1<sup>st</sup>

## ECURIE ECOSSE JAGUAR

at record average speed of 113.8 m.p.h.

# 2<sup>nd</sup>

## ECURIE ECOSSE JAGUAR

Winners for the second year in succession, Ecurie Ecosse cars are prepared by 'Wilkie' Wilkinson and entered by David Murray.

**USING ESSO EXTRA MOTOR OIL**

*Index of Performance*

**1<sup>st</sup> LOTUS-CLIMAX** (750 c.c.)  
and winner of 750 c.c. class

**2<sup>nd</sup> LOTUS-CLIMAX** (1,100 c.c.)  
and winner of 1,100 c.c. class

**USING ESSO EXTRA MOTOR OIL**

*(Subject to official confirmation)*



**Le Mans—continued**

firmly stuck in second gear. Anyway, he toured round, determined to do the final lap in the regulation time of under 30 mins. Not so fortunate was Claude Storez, whose sixth place-holding Porsche broke its rear axle. He pushed the car over the line, but suffered disqualification as he did not complete his last lap within the stipulated time. This put the American-entered Hugus/Kessler Porsche in the lead in the 1,500 c.c. class. Peter Jopp in Stoop's Frazer-Nash had the oil-pressure gauge pipe break, with dire results to the engine when the sump emptied itself.

Near the end, the Stuart Lewis-Evans Ferrari stopped at the pits, and there were hopes in the Duncan Hamilton pit that Gregory would manage to pip the red car for fifth place. However, after some fiddling about under the bonnet, off went the car again, sounding extremely out of breath.

Suddenly it was all over; the two Ecurie Ecosse cars crossed the line abreast, and the "hoochs" could be heard in Auchtermuchty. The famous 1956 victory had been repeated, and this time there could be no question that David Murray and his lads had outwitted the entire opposition. Ivor Bueb and Ron Flockhart had covered over 261 kilometres more in the 24 hours than had the winning Jaguar in 1955.

They had also beaten Ecurie Ecosse's own record for the revised circuit of 4,039.930 kilometres by over 362 kilometres. Actually, the first four cars were all under the 1956 figures.

Class records were completely shattered. The Porsche and both Lotuses bettered the previous figures by substantial amounts, the Lotus "1,100" actually being much faster than the 1,500 c.c. class-winning Porsche of last year.

Team Lotus had a highly profitable outing, with a one-two in the Index, led by the remarkable 750 c.c. car, which, unlike Moss's Maserati, was an experiment that *did* come off. A.C. will be highly satisfied with their trip, the Rudd/Bolton car finishing 10th in general classification, and only being beaten in the category by the very much more expensive Maserati. Happy were the John Green équipe with the Walshaw/Dalton Lotus, and the Cooper folk. Thanks to Roger Masson, the French-entered Lotus also featured in the results lists, making it a 100 per cent. effort for both Jaguar and Lotus.

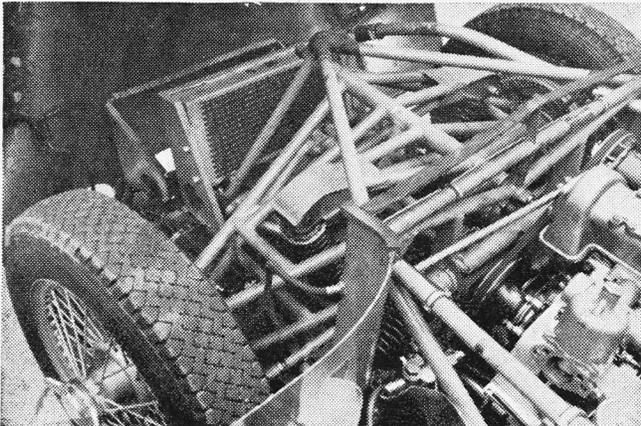
The Ecurie Ecosse victory was hailed with great delight by the French, and it was Wilkie Wilkinson himself who took the winning machine round on its tour d'honneur. Tempered with sympathy for the bad luck of the David Brown équipe, must go the admiration of everyone for this magnificent show

on the part of British-built cars in the most classic of all sports car events, the Le Mans 24 Hours Race.

More news and pictures of the Le Mans 24 Hours race will be published next week.

**Some Speeds on the Measured Kilometre**

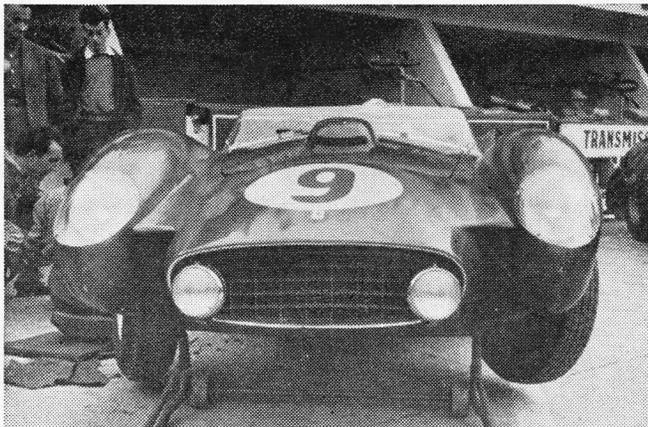
Hamilton/Gregory (Jaguar), 287.998 k.p.h.
Behra/Simon (Maserati), 274.182.
Moss/Shell (Maserati), 256.411.
Bueb/Flockhart (Jaguar), 272.521.
Whitehead/Whitehead (3.7 Aston Martin), 239.044.
Brooks/Cunningham-Reid (Aston Martin), 248.619.
Salvadori/Leston (Aston Martin), 232.709.
Sanderson/Lawrence (Jaguar), 268.656.
Gendebien/Trintignant (Ferrari), 244.068.
Hawthorn/Musso (Ferrari), 274.182.
Frère/Rousselle (Jaguar), 257.880.
Marie/Lucas (Jaguar), 257.327.
Stoop/Jopp (Frazer-Nash), 208.093.
Rudd/Bolton (A.C.-Bristol), 207.973.
Tavano/Peron (2.0 Maserati), 222.086.
Maglioli/Barth (1.5 Porsche), 228.863.
Storez/Crawford (1.5 Porsche), 223.742.
Brabham/Raby (1.1 Cooper), 195.017.
Fraser/Chamberlain (1.1 Lotus), 206.423.
Walshaw/Dalton (1.1 Lotus), 199.557.
Allison/Hall (750 Lotus), 183.775.
Radix/Laroche (750 Osea), 178.130.
Sigrand/Nicol (750 Stanguellini), 160.570.
Armagnac/Laureau (750 D.B.), 160.000.
Chancel/Hémard (750 Panhard), 174.588.



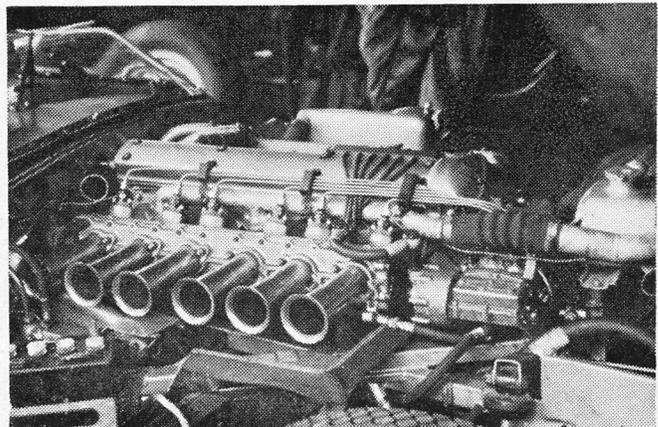
COMPLEX front suspension of the Arnott incorporates fabricated wishbones pivoting on a common central shaft. The complete front bodywork hinges forward.



COUPÉ Arnott was a new model at Le Mans. Embodying "gull-wing" doors and what appears to be a Hillman Minx rear window as a windscreen, this neat Coventry-Climax-powered car, driven by Jim Russell and Denis Taylor, was unfortunately eliminated with mechanical trouble.



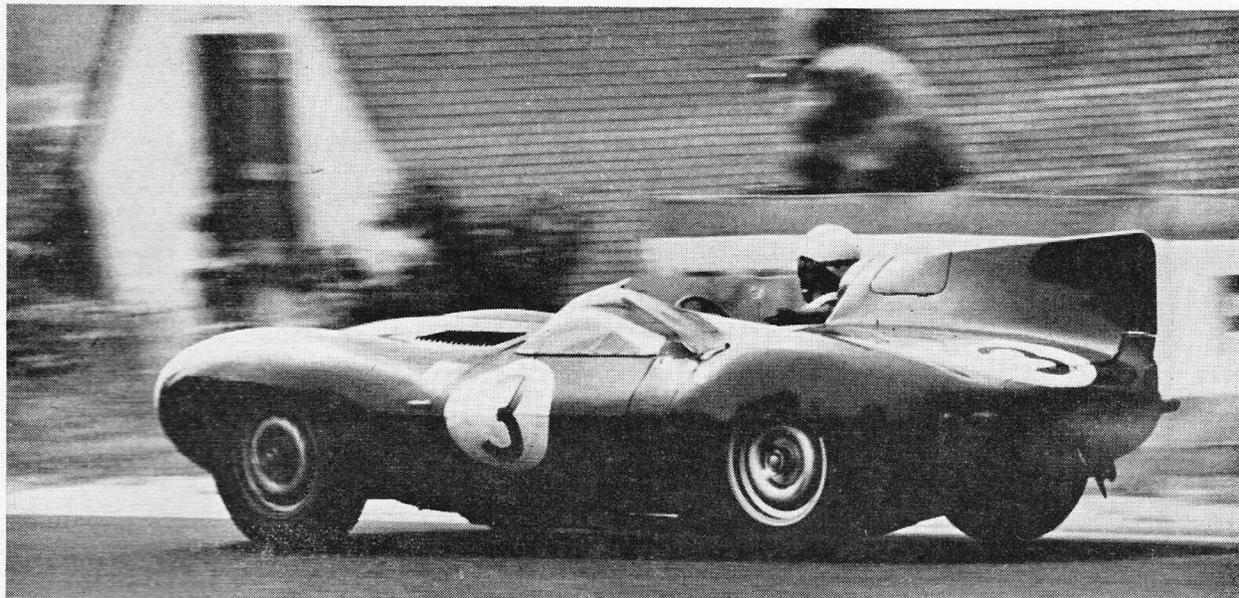
FATED to retire one by one with various troubles, the Ferrari team made a disappointing show. The latest 3.1-litre car of Trintignant/Gendebien had a new frontal treatment, with side intakes for brake cooling.



FÊTED by their enthusiastic supporters after a splendid victory, the Ecurie Ecosse Jaguars had a trouble-free journey. Here is the fuel injection system of the winning car.

# Jaguar's greatest triumph

## Grand Prix d'Endurance LE MANS 1957



**1st** (Ecurie Ecosse) **JAGUAR**  
—Ivor Bueb and Ron Flockhart—113.85 mph.

**2nd** (Ecurie Ecosse) **JAGUAR**  
—Ninian Sanderson and John Lawrence—  
111.05 mph.

**3rd** **JAGUAR**—Jean Lucas and Jean  
Mary—110.16 mph.

**4th** **JAGUAR** — Paul Frere and  
Freddy Rouselle — 107.94 mph.

*(subject to official confirmation)*

*All these cars were fitted with*  
**MINTEX BRAKE LINERS**

*This is the 11th occasion on which*  
**MINTEX Brake Liners** have been  
*fitted to the winning car at Le Mans.*

and what a  
wonderful record  
for

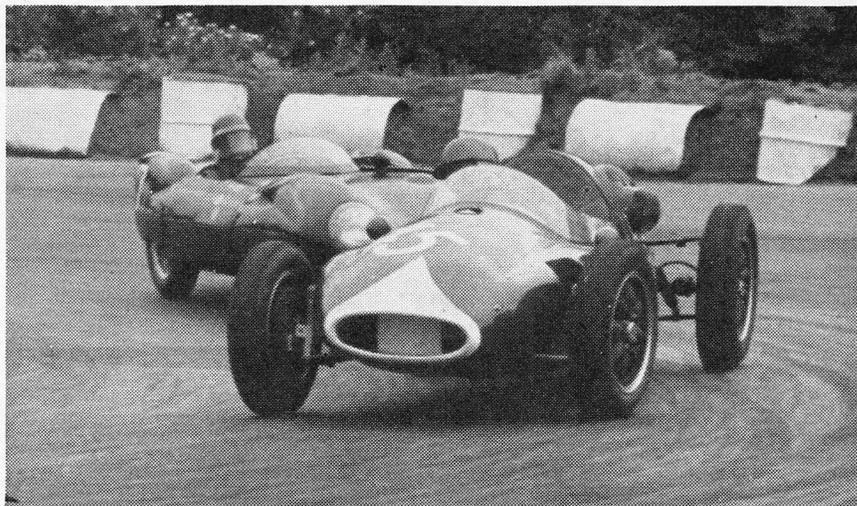
**MINTEX**  
BRAKE LINERS

**MINTEX** BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING & ASBESTOS LTD., AND ARE OBTAINABLE FROM MINTEX STOCKISTS THROUGHOUT THE COUNTRY.

*TWISTING* around the very tight hair-pin at Shaw's Corner, Tony Marsh takes his F2 Cooper on its way to another victory. Close behind him is the Lotus of J. Turvey, who won the "Ford" race.

ANY hopes Sunbac had for a profitable "gate" on Saturday, 22nd June, were quickly dashed by a cold wet morning when they staged their first Mallory Park race meeting; indeed the order of the day was heavy coats, scarves and/or pullovers, the thermometer having dropped 24 degrees in the same number of hours.

The programme contained a statement to the effect that the length of the circuit is now officially confirmed at 1.275 miles, against its previous measurement



## No Sunshine for Sunbac

*Marsh (F2 Cooper) and Baird (Lister-Bristol)  
each win two races at Mallory Park*

of 1.4, so, in our results, speeds in m.p.h. will be slightly down against previous meetings, although the lap times will not differ. Querying this with the organizers, I was assured that R.A.C. sanction had been given to this effect.

An entry of 60 sports and racing cars coupled with 32 500s—a programme of 11 races—gave those spectators who did attend, a really enjoyable day's sport where good driving and close finishes prevailed. In practice, due to a pool of water at the foot of "Devil's Elbow", slides were frequent, one of these causing N. W. Gough in a Cooper-J.A.P. to clout one of the stanchions at the foot-bridge hard, whence he spun off into a ditch, luckily without injury. Rain, which had drizzled all day, ceased just as the first race started, only to return as the last, and most important, began.

The first race was for Ford-engined cars, and J. A. Turvey who quickly took the lead was never headed and he crossed the line with 10 secs. in hand from D. H. Swanton. The real battle was for third place; J. Williamson who

had lost a lap due to a pit stop after a nose to tail scrap with Swanton, took off again like a rocket after H. G. Kwasniak, then in third place, actually passing him a few yards before the line. All were driving Ford-engined Lotuses.

The first F3 heat brought together all the J.A.P.-engined vehicles, which, strange to say, proved extremely unreliable, only three finishing out of nine starters. D. Haigh led for two laps, was passed by J. R. Parker who went on to win, then held second place for a further two laps, lost it to P. V. Waddington, but repassed to hold second place to the finish. Waddington retired to let P. W. Hughes into third spot.

Due to insufficient entries the two saloon car races were run together. The larger class was spoilt when E. B. Wadsworth (Healey) was black-flagged in for the non-wearing of a crash hat; prior to this he had been leading A. J. Adler (Austin A95) by yards, both cars travelling extremely fast. Thereafter the Austin had no difficulty in winning by some 20 secs. from L. S. Richards (2.4

Jaguar) which dipped in an alarming fashion through the Esses. Third was J. R. Orchard (Riley Pathfinder) some distance behind. In the smaller class (under 1,200 c.c.) J. P. Baldam (Standard 10) ran away from the Fords of R. Bates and H. Brierley to win by the enormous margin of nearly a minute.

Race 5 was for sports cars up to 1,200 c.c. and was an "all-Climax" event. D. J. Brough (Lotus) and J. Blumer (Cooper) from the flag went at it hammer and tongs. Only half a second separated them for the entire 10 laps and neither had enough margin of speed to in any way alter the position, so they finished, 20 secs. in front of J. C. Brierley (Victoria Climax).

The second heat for F3 cars was for the Norton-engined brigade. From the start, T. Taylor led D. Strange away from the rest of a big field, but lap 2 saw the position reversed, Strange winning by 4 secs. B. A. Manning was third some 6 secs. later. All were driving Coopers.

The next race was for sports cars from 1,500 c.c. to 2,000 c.c. Surprisingly, D. Levy's A.C.-Bristol kept in front of G. R. Baird (Lister-Bristol) for the first four laps, after which Baird went away to win by 10 secs. A. J. Nurse left his challenge for second place too late, failing by 3 secs. to catch Levy.

Race 8 was for racing and sports cars over 1,500 c.c. and, as expected, Tony Marsh with the Formula 2 Cooper had no difficulty with this event. He was far too fast for the rest of the entry, and giving a perfect exhibition of driving, won by exactly a minute. D. Brough (Cooper-Climax) was second, the only car to be on the same lap as the leader. Third was J. C. Brierley (Cooper-Climax).

Next came the race for racing and sports cars over 1,500 c.c. over 15 laps. On paper this looked a gift for A. E. Moss (E.R.A.); lying second to G. R. Baird's Lister-Bristol on the first tour, he passed, to lead until lap 8, when Baird who had never let up and was "tail sitting", took the E.R.A. going up to Shaw's Corner, and went on to win by 7 secs. Third home was D. Levy in his very fast and well driven A.C.-Bristol.

Race 10 was the 15-lap F3 final and from the flag Taylor led Strange into Gerard's Bend to lead for the first lap.



*DOUBLE* victory also went to G. R. Baird, who won with this Lister-Bristol the two races for cars over 1,500 c.c.

**VICTORY AGAIN FOR**



**Energol**



**RALLY OF THE MIDNIGHT SUN**

SERIES PRODUCTION TOURING

**Up to 750 c.c. class**

**1st Saab**

C.-M. SKOGH

**2nd Saab**

J. ANDERSON

**Using BP Petrol and BP Energol 2-stroke Oil**

**Up to 1,300 c.c. class**

**1st Volkswagen**

B. JANSSON

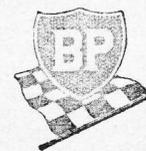
**2nd Volkswagen**

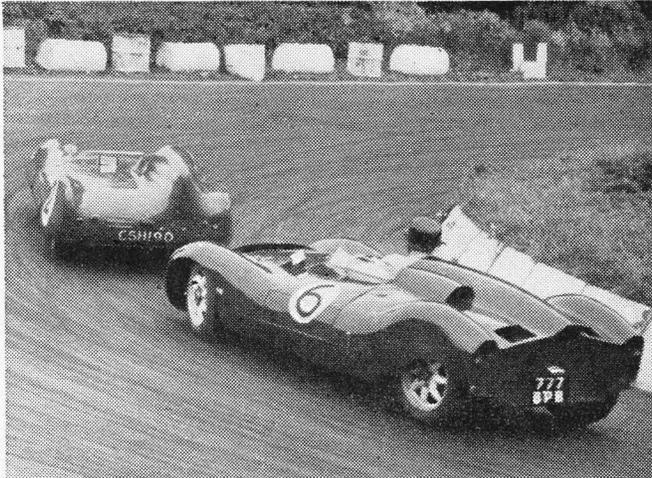
H. BENGTON

**Using BP Super and  
BP Energol 'Visco-static' Motor Oil**

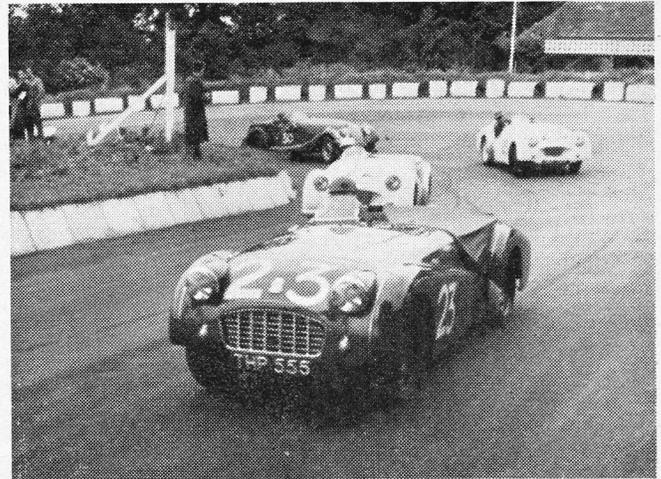
*(Subject to official confirmation)*

THE BRITISH PETROLEUM COMPANY LIMITED





*TAIL VIEW* at Shaw's Corner as J. Blumer tries unsuccessfully to squeeze his Cooper on the inside of Brough's Lotus. Brough and Blumer finished first and second in the "Climax" race.



*HEADLONG* dash away from the hairpin and down through the Devil's Elbow left-hander is led by S. Noel's TR3, in which he finished fourth in the event for sports and racing cars over 1,500 c.c.

He lost his lead on Stebbe Straight on the second tour, regained it on lap 13 by passing on the way up to Shaws; on the last lap Strange tried to do the same, but actually lost it on the corner, through second gear jumping out, spun, and lost 6 secs. but not second place. Third home was B. A. Manning.

The final event was a 10-lap race for the fastest 14 cars excluding the 500s. Again this was "all Marsh"; even the E.R.A., well driven as it undoubtedly was by A. E. Moss, could make no impression on the flying Cooper. Marsh romping home by 9 secs. Third was D. Brough (Cooper-Climax), who was less than a second behind the E.R.A. He had given Moss no respite and had harried him all the way, sheer lack of power prevented him from passing, though he did get on level terms more than once.

Organization was tops, the meeting ran

to time, and blessed with better weather, this type of club event will undoubtedly bring the crowds.

FRANCIS PENN.

#### Results

**Sports Cars, up to 1,200 c.c. (Ford Engines):** 1, J. A. Turvey (Lotus), 65.20 m.p.h.; 2, D. H. Swanton (Lotus); 3, J. Williamson (Lotus); 4, H. G. Kwasniak (Lotus). **Fastest lap:** Williamson, 73.09 m.p.h.

**Formula 3, Heat 1:** 1, J. R. S. Parker (Cooper), 68.10 m.p.h.; 2, D. Haigh (Cooper); 3, P. W. Hughes (Cooper). **Fastest lap:** Parker, 66.14 m.p.h.

**Saloon Cars, up to 1,200 c.c.:** 1, J. P. Baldam (Standard 10), 56.67 m.p.h.; 2, R. Bates (Ford); 3, H. Brierley (Ford); 4, A. T. Fisher (Austin A35). **Fastest lap:** Baldam, 58.55 m.p.h. **Over 1,200 c.c.:** 1, A. J. Adler (Austin A95), 62.30 m.p.h.; 2, L. S. Richards (Jaguar 2.4); 3, J. R. Orchard (Riley Pathfinder). **Fastest lap:** Adler, 63.93 m.p.h.

**Sports Cars, up to 1,200 c.c. (Climax engines):** 1, D. J. Brough (Lotus), 74.42 m.p.h.; 2, J. Blumer (Cooper); 3, J. C. Brierley (Victoria); 4, B. Harpin (Lotus). **Fastest lap:** Blumer, 75.99 m.p.h.

**Formula 3, Heat 2:** 1, D. J. Strange (Cooper), 74.34 m.p.h.; 2, T. Taylor (Cooper); 3, B. A. Manning (Cooper); 4, H. Goodfellow (Cooper). **Fastest lap:** Strange, 76.50 m.p.h.

**Sports Cars, 1,501-2,000 c.c.:** 1, G. R. Baird (Lister-Bristol), 69.40 m.p.h.; 2, D. Levy (A.C. Ace-Bristol); 3, A. J. Nurse (Cooper-Bristol); 4, J. B. Wagstaff (Triumph TR2). **Fastest lap:** Baird, 72.63 m.p.h.

**Racing and Sports Cars, 501-1,500 c.c.:** 1, A. E. Marsh (F2 Cooper), 78.72 m.p.h.; 2, D. Brough (Cooper-Climax); 3, J. C. Brierley (Cooper-Climax); 4, B. J. Cox (Elva-M.G.). **Fastest lap:** Marsh, 80.53 m.p.h.

**Racing and Sports Cars, over 1,500 c.c.:** 1, G. R. Baird (Lister-Bristol), 73.54 m.p.h.; 2, A. E. Moss (E.R.A.); 3, D. Levy (A.C. Ace-Bristol); 4, S. Noel (Triumph TR3). **Fastest lap:** Moss, 76.25 m.p.h.

**Formula 3, Final:** 1, T. Taylor (Cooper), 75.31 m.p.h.; 2, D. J. Strange (Cooper); 3, B. A. Manning (Cooper); 4, R. H. R. Hett (Cooper). **Fastest lap:** Taylor and Strange, 76.50 m.p.h.

**Formula Libre:** 1, A. E. Marsh (F2 Cooper), 77.61 m.p.h.; 2, A. E. Moss (E.R.A.); 3, D. Brough (Cooper-Climax); 4, J. Blumer (Cooper-Climax). **Fastest lap:** Marsh, 79.97 m.p.h.

## BROOKLANDS' GOLDEN JUBILEE

*Famous Racing Cars will Revisit Historic Track*

SOME of the most famous cars that ever raced at Brooklands will revisit the scene of their triumphs on Saturday, 6th July, when Lord Brabazon will unveil a Golden Jubilee Memorial which the Vickers-Armstrongs Aircraft company have caused to be erected near the famous Railway Straight of the old Brooklands track.

The cars will include the Napier-Railton in which the late John Cobb set up the Brooklands lap record of 143.44 m.p.h., Mrs. Kay Petre's Austin Seven, Count Zborowski's Chitty Bang Bang II, a number of 3-litre and 4½-litre Bentleys, the 1912 Lorraine-Dietrich "Vieux Charles Trois", the "Razor-Blade" Aston Martin of 1923, the No. 1 M.G. also of 1923, and the 1934 2.9-litre supercharged Maserati. Well-known Delage, Itala, Vauxhall, Sunbeam and Alvis cars and the Parry Thomas Leyland Eight are amongst other notable racing vehicles of their day which will take part in a parade to be led by Lord Brabazon in the Austin with which

he competed in the 1908 French Grand Prix. Motorcycles and vintage aeroplanes will also be present.

The unveiling date of 6th July is the 50th anniversary to the day of the first race meeting held at Brooklands, and one of the competitors in the very first race was Lord Brabazon.

The memorial itself has been erected in a spot which enables its main wording "Brooklands 1907-1939" to be read from the Waterloo-Portsmouth railway line where it passes the track which has been closed to the public since the outbreak of World War II.

When not "on parade" the old racing cars (some of them still in daily use and others recalled from their retirement in the Montagu Museum) will be parked in the paddock which still remains much as it was in the days of Brooklands' splendour. The banked outer circuit of the track is now much broken and is unusable, but some of the Campbell road circuit still remains and part of it will be used for the parade.

Nearly a thousand motor and motorcycle racing and aviation personalities are expected to be present at the Golden Jubilee ceremony and so great has been the rush of applications for invitations that Vickers-Armstrongs, in consultation with the motor racing organizations and the Royal Aero Club, has regretfully had to limit tickets to those who actually drove regularly in major events at the track, or who were personally and prominently connected with aviation activity at Brooklands over a period of years.

#### FORDS AT KIRKISTOWN

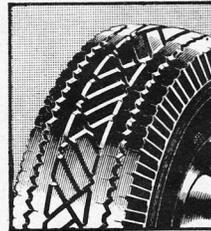
THERE is to be a strong English challenge for the Ford Championship of Ireland, the main event at the 500 Motor Racing Club of Ireland's Kirkistown meeting on Saturday, 6th July. The club report receipt of five definite entries from Ken Laverton, John Anstice-Brown, Eric Broadley, N. R. Prior and G. L. F. Waddup. Hopes of retaining the title in Ireland rest mainly upon Brian Bleakley, Norman Henderson and John Magee with their varied arrangements of Dagenham parts. At the same meeting Jim Meikle will race his turbo-jet, pictured in AUTOSPORT recently.



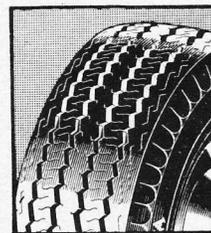
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# Club News

By STUART SEAGER

THE Vanwall Trophy National race meeting is to be held once again at Snetterton, by the **Snetterton M.R.C.**, and the date is 28th July. The Vanwall Trophy is to be awarded to the first F1 car to finish in the *Formule Libre* race—this meeting is one of the few events in the calendar that caters for Grand Prix cars. In addition there will be F3 and sports car races including a qualifying event for the AUTOSPORT Series-Production Sports Car Championship. Regulations are available from Oliver Sear, Little Rowley, East Harling, Norwich. . . . Also at Snetterton, on 7th July, is a sprint meeting to be run by the **East Anglian M.C.** Invited clubs are the **B.A.R.C.**, **B.R.S.C.C.**, Cambridge 50, Combined Universities, Eastern Counties, London, Romford Enthusiasts, Snetterton, S.C.C. of Norfolk, S.O.D.C., Thames Estuary and West Essex. The course is about one mile in length, using a portion of the Esses and Coram Curve and full details may be obtained from E. S. Ridley, c/o 1 Out Northgate, Bury St. Edmunds, Suffolk. . . . Entries close on 3rd July for the **Gosport A.C.** Gosport Speed Trials, to be held at Eastney, Portsmouth, on 7th July. The event is open to the **B.R.S.C.C.**, **B.A.R.C.**, 750, West Hants & Dorset, Hants & Berks, Riley, Guildford, V.S.C.C., Club Lotus, Healey Drivers, Sussex, London, Bugatti Owners, Aston Martin Owners, Maidstone & Mid-Kent, Bognor Regis, Brighton & Hove, Chichester, Midland A.C., and Worthing—surely a record number of invited clubs! This is a qualifying event for the Junior Hill-Climb and Sprint Championship and regulations are available from P. E. Heke, 44 Burney Road, Alverstoke, Hants. . . . The **Lothian C.C.** are holding a rally of some 150 miles on 28th July and have invited the Scottish Sporting, Berwick, Hawick, M.G., Lanarkshire, Ferranti, University, Dunfermline and Falkirk clubs. Details are obtainable from T. B. Weller, 47a



*LE MANS start that did not hit the headlines! At the Eight Clubs' Silverstone meeting recently, the starter dropped the flag for one of the "half-hour blinds"—and the Union Jack flew off the handle, giving him a few anxious moments in a very vulnerable position!*

George Street, Edinburgh 2. . . The **Airedale & Pennine M.C.** and the **Yorkshire S.C.C.** are jointly promoting a closed driving test meeting on 7th July, entries for which should be sent to R. J. Wilson, "Woodlands", Gildersome, Leeds. . . . Another future driving test meeting is that to be held by the **Liverpool M.C.** on 4th August, which is also open to the Wirral 100, Chester, M.G., Manchester University, Rhyl, B.A.R.C. and Lincs & Cheshire clubs. Regulations will be available shortly from K. Moore, 20 Hamilton Square, Birkenhead. . . . The **Leicestershire C.C.** have a closed rally on 6th-7th July, for which details may be obtained from O. F. Williams, 73 Ashleigh Road, Leicester. . . . The **Harrow C.C.** have a closed navigational rally of some 70 miles on the evening of 6th July, details of which are obtainable from Miss N. Young, 2 Dovedale Avenue, Kenton, Middlesex. . . . The **Falcon M.C.** have a closed rally on 6th July, designed mainly for novices, regulations being available from R. W. Hawkes, 26 High

Street, Stevenage, Herts. . . . The **Romford Enthusiasts' C.C.** will be screening some films on 4th July at the White Hart, Collier Row, Romford, Essex, at 8 p.m. . . . Readers who bought scooters and three-wheelers during the petrol famine may be interested in the **M.C.C.** "Scoot to Scotland", due to take place on 2nd-3rd August. This is in the traditions of the **M.C.C.** long-distance trials, although very much less arduous, and it is open to anyone who cares to write for details to E. C. Lunniss, Flat 3, 74 Bolsover Street, London, W.1.

## AMERICAN DRIVERS' CLUB

OFFICIAL recognition by the R.A.C. has just been granted to the American Drivers' Club, which has recently been established at the South Ruislip military base. The secretary is Jim McVay, who may be telephoned at Waxlow 4300, Extension 194. Regular social meetings are held at the Windmill Hotel, Ruislip Manor, Middlesex, and the club is to hold a *Concours d'Élégance* this Sunday (30th) at Northolt Airport, for which entries from anyone interested will be welcome.

## SECRETARIAL CHANGES

THE General Secretary of the **Wolseley Hornet Special Club** is now M. K. Johnson, 102 Blenheim Road, Moseley, Birmingham 13. The London Area Secretary remains as C. D. Sheath, 33 Queenhythe Farm Estate, Jacob's Well, Guildford, Surrey.

The Secretary of the **Cambridge University A.C.** is now T. J. Threlfall, Caius College, Cambridge.

### LIVERPOOL M.C.

**Rally, 16th June**  
**Best Performance:** O. G. Stirling (Sunbeam-Talbot). **Best Open Car:** J. Jackson (TR2). **Best Closed Car:** J. Roberts (Borgward). **Driving Tests, Best Closed Car and B.T.D.:** K. James (Ford Anglia ID). **Best Open Car:** O. M. Lawrensen (Austin-Healey).

### NEWPORT C.C.

**Rally, 15th/16th June**  
**Best Performance:** 1. T. Pascoe (Renault Dauphine); 2. R. Galpin (Ford Anglia); 3. Miss S. Hicks (Vauxhall Velox); 4. K. Evans (Standard Vanguard). **Navigators' Award:** F. Griffiths. **Best Under 1,600 c.c.:** R. Galpin. **Best Over 1,600 c.c.:** Miss S. Hicks.

## Coming Attractions

**June 28th-29th.** *Plymouth National Rally. Driving Tests, Plymouth Hoe.*

**June 29th.** *Two Worlds Trophy 500 Miles Race, Monza Italy.*

*R.S.A.C. Rest-and-be-Thankful National Hill-Climb, Argyllshire. Start, 2.30 p.m.*

*Midlands M.E.C. Race Meeting, Silverstone, near Towcester. Start, 12 noon.*

*Veteran C.C. Poole Rally, Poole Park, Poole, Dorset. Start, 12 noon.*

**June 30th.** *Club Lotus, 750 M.C. and 250 M.R.C. Race Meeting, Brands Hatch, near Farningham, Kent. Start, 1 p.m.*

*Winfield Joint Committee Race Meeting, Charterhall, Berwickshire. Start, 2.35 p.m.*

*Hagley & D.L.C.C. Driving Tests, Chateau Impney Hotel, near Droitwich. Start, 10.30 a.m.*

*American D.C. Concours d'Élégance, Northolt Airport. Start, 1.30 p.m.*

**July 6th.** *B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Start, 3.30 p.m.*

**July 7th.** *French G.P. Meeting, Rouen. (F1 and S.)*

*\*Evesham A.C. Sprint, Long Mans-ton, near Stratford-on-Avon. Start, 2 p.m.*

*Gosport A.C. Sprint, Eastney, Portsmouth. Start, 12 noon.*

*East Anglian M.C. Sprint, Snetterton, near Thetford, Norfolk. Start, 2 p.m.*

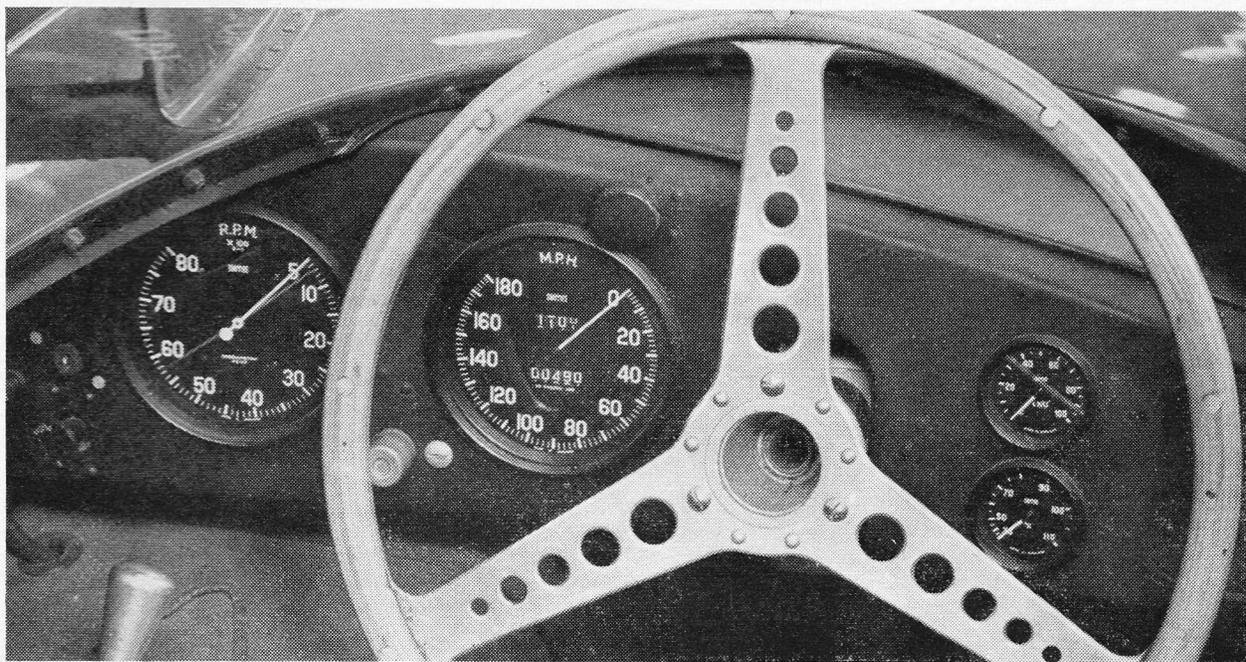
*Airedale and Pennine M.C./Yorkshire S.C.C. Driving Tests, Harper Barracks, Ripon. Start, 2.30 p.m.*

*Alvis O.C. Concours and Driving Tests, Ettington Park, near Stratford-on-Avon.*

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**ALVIS**, 1951, 3-litre saloon, two-tone grey and blue, radio, heater, h.c. head, twin carbs, twin exhaust, tuned by Derrington. Max. speed approx. 95 m.p.h. Offered at £495.—Peter Jopp, RIVER-side 6079.

#### AUSTIN-HEALEY

**AUSTIN-HEALEY**, August 1955, overdrive, red with black upholstery, perfect condition, any trial. £725.—Central Motor Co. (Birmingham), Ltd., John Bright Street, Birmingham. MID 5938.

**AUSTIN-HEALEY**, 1955, black, one owner, immaculate condition, low mileage, underseal and extras. £750.—Chalfont St. Giles 325.

**AUSTIN-HEALEY** 1954, ivory, red leather, 17,000 miles, taxed year, not been used for competition, immaculate condition throughout. £695.—Jones, "Kismet", Rush Green Road, Clacton-on-Sea.

**AUSTIN-HEALEY** 100, as new, never raced or rallied, red, first reg. Sept., 1955. 7,000 miles only.—A. M. Allen, Ltd., 117 Buxton Road, Stockport, Ches. Stepping Hill 2781.

**1955 AUSTIN-HEALEY**, first registered January 1956, red, overdrive, wire wheels, heater, Le Mans specification, 15,000 miles. One of two cars, so only used for summer transport. Regularly serviced and maintained by own mechanic. Price £795.—G. A. Cobham, Kensington 7745 during week (evenings), and Pagham 449 weekends.

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**BRISTOL** 1950 401 saloon, resprayed, new tyres, perfect condition. £795.—General Motor Co. (Birmingham), Ltd., John Bright Street, Birmingham. MID 5938.

#### BUCKLER

**BUCKLER** 1,172 c.c., 1955, twin SUs, c.r. gears, 4.7 axle, i.f.s. all-weather equipment, heater, new engine recently installed. £300.—69 Brassay Avenue, Hampden Park, Eastbourne.

#### B.S.A.

**BASIL ROY, LTD.**, B.S.A. (Scout Models) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LANGham 7733.

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#### FIAT

**500 OVERHEAD VALVE** engine and gearbox wanted, any condition, or 500 c.c. write-off.—Winchester Motors, Winchester Avenue, N.W.6. MAIda Vale 6134.

#### FRAZER-NASH/BMW

**1939** "328", FLM 9, blue/ivory, specimen, famous car, engine and gearbox, 1,100 miles since overhaul. Present owner two years. Full details on request. £550 o.n.o.—Box 2471.

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**1953** (July) JOWETT Jupiter coupé, Series III engine, finished cream, several extras, two private owners. Taxed to 30th June, 1957. £499.—Jarvis and Sons, Ltd., LIBerty 8221.

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**1938 LAGONDA** V/12 short chassis sports saloon. Good condition mechanically and bodily. Extras include: Motorola radio, Regency loose covers, five new tyres. Finished in B.R.G. £495.—Marshall's Garage, Shepperton. Phone: Walton-on-Thames 1829.

#### LOTUS

**LOTUS** Mark VI. Business commitments force immediate sale 1172 Formula car. Whole car completely rebuilt. Engine includes new crank, pistons, rods, valves, rewound dynamo, new carbs, exhaust system, "C" type gears, back axle rebuilt, relined brakes, new stub axles, kingpins, etc. Four new Dunlop racing tyres plus wheels, full weather equipment, very attractive appearance. £470.—Darley, 334 Wickham Road, Croydon. Spring Park 2066.

**M.K. VI LOTUS-CLIMAX**, Stage II, de Dion axle, etc. Prescott sports car record holder (46.46 secs.).—J. Miles, Shoreham 2301 (office), Hove 33925 (home).

**M.K. VI**, 1954, full 1172 Formula mods., engine not yet run in, new 4.7 c.w. and p. Third Chapman Cup, 1956. All weather equipment, many spares. £425 o.n.o.—Write Buckingham, Acacia Park, Rawdon, Leeds.

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**1955** 300SL, very fast, 20,000 miles. £2,795. H.P. and Exchanges.—Jones Garage, Syston 86257.

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**M.G.A. REG. NO. 909FEV.** This car has been meticulously maintained and is one of the most successful M.G.s in the country. Price to be negotiated according to spares and accessories required. Everything in "tip-top" condition. Part exchange, hire purchase.—Robin N. Richards, Boreham, Near Chelmsford. (Phone: Boreham 271.) Open 8 a.m. to 10 p.m., Sundays included.

**M.G. SPARES.**—Most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queen's Garage, Queen's Road, Wimbledon, S.W.19. LIBerty 3083.

**M.G. TC**, October 1948, two owners, radio, taxed December, very sound. £365.—Central Motor Co. (Birmingham), Ltd., John Bright Street, Birmingham. MID 5938.

**M.G.A. coupé**, radio, heater, etc., red, immaculate, faultless. £965. Terms, exchanges.—Richards and Carr, Ltd., 35 Kinnerton Street, London, S.W.1. BELgravia 3711.

**1955 M.G. TF** 1500, grey, low mileage, new condition. £645.—Fernhill Heath Motors, Nr. Worcester. Phone: Fernhill Heath 370.

**1949** (Dec.) TC 2-seater sports, blue, immaculate, comprehensive overhaul, taxed, insured. £395.—53 Galpins Road, Thornton Heath 4945.

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**1951** 750, good order throughout. £330.—138 Roseberry Gardens, Cranham, Upminster, Essex.

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**TRIUMPH TR2, 1955, 3-speed, o/drive, radio,** heater, one owner, many other extras. B.R.G. £765.

**AUSTIN-HEALEY 100, red/black leather.** O/drive, Alfins, special dash, etc., 1955. £755.

**JAGUAR XK 120, 1954, radio, heater, detachable** hardtop, specimen throughout. £745.

**AUSTIN-HEALEY 100, dual red/black, o/drive,** twin spots, etc. £735.

**AUSTIN-HEALEY 100, attractive dual colours.** O/drive, etc. 1954. £695.

**COOPER-BRISTOL 2-litre comp. 2-seater, B.R.G.** B.S.1, unit, just overhauled. £695.

**TR2, spotless, flame/red, fitted o/drive, screen** wash, etc. 1954. £695.

**TR2, 1954, black, many extras, excellent con-** dition. £695.

**TR2, 1954, black, overdrive, excellent condition,** X tyres. £675.

**M.G. TF 1500 1955 2-seater, spotless, red, low** mileage. £655.

**M.G. TF 2-seaters. 2 exceptional cars. Black** or grey, 1954. £615.

**JAGUAR XK 120, 1951, green, C type mods.,** recent overhaul. £595.

**VOLKSWAGEN, 1955 (Oct.), de luxe. Strato** silver. West Essex conversion, etc. £595.

**LOTUS-M.G. Mk. VI 2-seaters, 1955, red, £565,** and 1955, light/dark blue. £545.

**ALFA ROMEO 2.3 (blown) Van den Plas, fixed-** head coupé, superlative. £555.

**M.G. 1,500 c.c. sports/racing special, fibreglass** body. £495.

**LESTER-M.G. 1,100 c.c. competition 2-seater,** B.R.G. Completely rebuilt. £495.

**M.G. TD, 1953, B.R.G., heater, radio, im-** maculate. £495.

**M.G. TD, 1952, 2-seater, black, £485; another,** 1951, blue, £475.

**JOWETT Jupiter, 1952, immaculate example,** radio, heater, strato green. £465.

**HEALEY 2.4 Westland roadster, 1949, ivory, very** fast. £435.

**LEA-FRANCIS 2-litre comp. 2-seater, red, 1953,** very potent. £425.

**ALTA 2-litre comp. 2-seater, blue, twin-cam unit** just rebuilt. £425.

**ALLARD J2 Mercury, unmarked, racing green,** de Dion rear, etc. 1950. £415.

**M.G. 1½-litre Y type, rare 4-seater tourer,** immaculate, maroon. £415.

**BUCKLER Mk. V 2-seater, ivory with red cock-** pit, 1954. £395.

**JAGUAR SS100 2½-litre sports, grey, outstanding** condition. £395.

**TRIUMPH 2000 roadster, 1949, cream, excellent** condition throughout. £395.

**ROVER 12 tourer, 1948, immaculate condition,** excellent performance. £395.

**M.G. TC, 1949 2-seater. Ivory, £395; another,** 1948, red. £385.

**M.G. TC, 1948, blue, radio, heater, etc. £385.**

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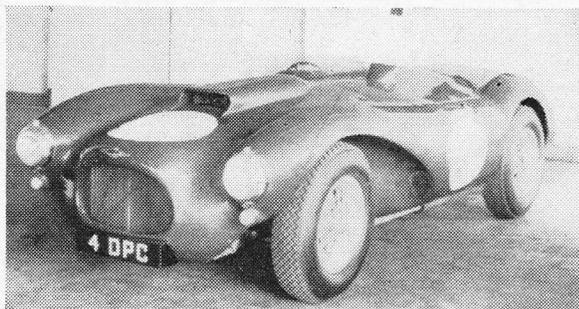
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