



NOTES · NEWS · & GOSSIP · OF THE · WEEK · (CONT.)



LIGHT CARS IN GRUELLING 24-HOUR RACE AT LE MANS

Fine Achievements by Lea-Francis, Bugatti and Tracta. Extraordinary Ill-luck puts M.G. Midgets Out of the Running

TO light-car enthusiasts the Rudge-Whitworth Cup race at Le Mans held last Saturday and Sunday, June 21st and 22nd, lost something of its interest owing to the fact that there were only six cars of under 1,500 c.c. running. Of these only one, the Lea-Francis, was supercharged.

The Lea-Francis certainly ran amazingly well, and it averaged 68.7 m.p.h. for the first two hours. If it could have kept going at this rate it would have had a sporting chance of winning, but unfortunately, soon after 6 p.m. on the Saturday (the race started at 4 p.m.), the car came to rest a short distance from the pits, and 27 minutes were lost curing a somewhat elusive ignition trouble.

The Midgets.

The two M.G. Midgets, driven by Murton Neale and Hicks, Samuelson and Kindell, put up a fine show during the many hours for which they continued to run.

Unfortunately, at 9.10 p.m. on the Saturday, after running for five hours and ten minutes, No. 29—Samuelson's car—which was at that time being driven by Kindell, ran a big-end bearing and had to retire. Subsequent investigation revealed the fact that a length of insulating tape was blocking the oil filter, and Rex Mundy, the K.L.G. representative, pointed out that he had personally taped the high-tension wires to the four sparking plugs and that the tape discovered in the filter had been removed from one of the wires. How it came to be in the filter is a mystery unless the car was the victim of foul play on the part of some unscrupulous zealot intent on the downfall of the car.

Skidded on the Loose Sand.

The other Midget continued to run splendidly, although its progress was not without incident. Whereas on one lap Murton Neale had found the surface at Pontlieue perfectly good, on the next time round he discovered that the officials had scattered a lot of sand over the corner, presumably to reduce the likelihood of skidding on the road, which was damp from morning mist. However, the little green car skated across the corner and crashed into a chestnut paling. Neale reversed it, pulling several yards of sticks and wire with him, whereupon he indignantly tore them off the car and flung them at the soldiers guarding the course!

As a result, the front axle was slightly bent and the steering affected, consequently some laps later the same car executed an alarming skid on the Arnage bends and was alleged to have entered a tent full of sleeping gendarmes! Eventually, however, the engine seized and the car was put out of the race, although at the time of our departure from Le Mans by air the exact cause of the trouble had not been ascertained.

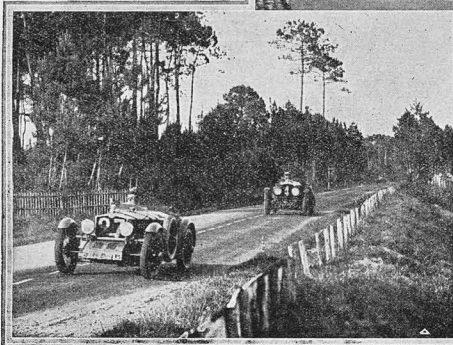
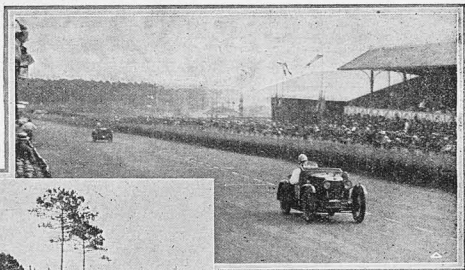
A 1,496 c.c. unsupercharged Bugatti was the only vehicle in the race to be driven by women. Then there were the two Tractas, which also succeeded in lasting out the race, although they seemed to experience a certain amount of plug trouble and had numerous stops at the pits; nevertheless, while they went they went extremely well.

As regards the race as a whole, this consisted for the most part of a tremendous duel between the Mercedes-Benz, driven by Caracciola and Werner, and a fleet of five Bentleys, two of which were of the supercharged 4½-litre type, while the other three were Speed Sixes.

Results.

THE EIGHTH GRAND PRIX D'ENDURANCE.

Cara.	Drivers.	Kiloms.
1 Bentley	Barnato and Kidston	2330
2 Bentley	Clement and Watney	2832
3 Talbot	Lewis and Eaton	2651
4 Talbot	Hindmarsh and Rose	2651
5 Alfa-Romeo	Richards	2625
6 Lea-Francis	Howe and Callingham	2607
7 Bugatti	Peacock and Newsome	2231
8 Tracta	Mareuse and Siko	2164
9 Tracta	Gregoire and Vallon	2105
	Bourcier and Debeugny	2013
	Barnato and Kidston averaged 122.11 k.p.h., which is a record for the race.	



(Above) The two M.G. Midgets passing the grand stand full out. (Left) Gregoire (Tracta) being overtaken by the winning Bentley (Barnato and Kidston) at the Arnage turn.

THE SIXTH BIENNIAL RUDGE-WHITWORTH CUP. (FINAL.)

1 Bentley	Barnato and Kidston
2 Bentley	Clement and Watney
3 Tracta	Gregoire and Vallon
4 Lea-Francis	Peacock and Newsome

THE SEVENTH BIENNIAL CUP.

	Merit.
1 Talbot	Lewis and Eaton 1,176
2 Bentley	Barnato and Kidston 1,172
3 Talbot	Hindmarsh and Richards 1,164
4 Alfa-Romeo	Howe and Callingham 1,156
5 Bentley	Clement and Watney 1,153
6 Tracta	Gregoire and Vallon 1,054
7 Lea-Francis	Peacock and Newsome 1,041
8 Bugatti	Mareuse and Siko 1,016
9 Tracta	Bourcier and Debeugny 1,009