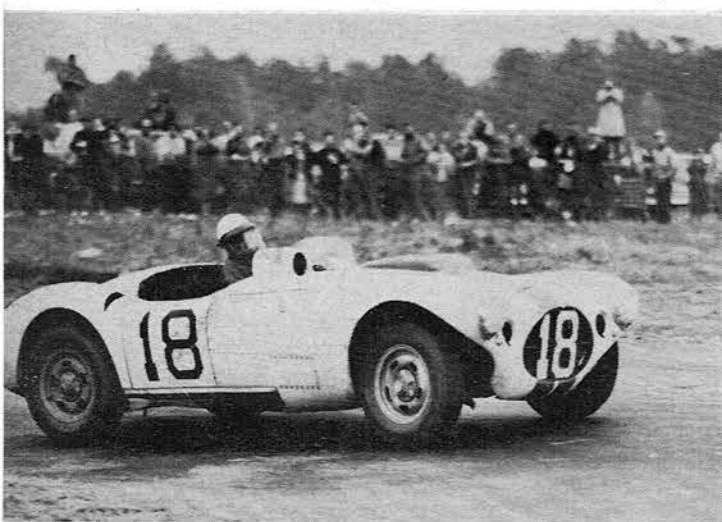


WATKINS GLEN GRAND PRIX

PHOTOS BY JOE WILSON

Winner of the main event, Watkins Glen Grand Prix, was Phil Walters driving a C4R Cunningham. Event was run in heavy rain.



WATKINS GLEN, NEW YORK OFFICIAL RESULTS

CAR	DRIVER	OVERALL OR CLASS POS.
SENECA CUP (Unlim. plus all classes)		
C Jaguar	M. Wyllie	1st OA, 1st C
Jaguar Spec.	P. Timmons	2nd OA, 2nd C
Allard J2	A. Patterson	3rd OA, 1st Unlim.
Austin-Healey	R. Ogilvie	1st D
Arnolt Bristol	S. Arnolt	1st E
Porsche	E. Crawford	1st F
COLLIER BROS. MEMORIAL TROPHY (Prod. MGs)		
MG-TD	G. Ehrman	1st
MG-TF	R. Durbin	2nd
MG-TF	Bill Long	3rd
GLEN TROPHY (Prod. over 1250 cc.)		
Jaguar M	D. Perrin	1st OA, 1st C
Jaguar M	G. Constantine	2nd OA, 2nd C
Jaguar M	W. Smith	3rd OA, 3rd C
Austin-Healey	R. Jackson-Moore	1st D
Triumph TR2	J. Robinson	1st E
Porsche	B. Magenheimer	1st F
QUEEN CATHERINE CUP (Mod. under 1500 cc.)		
OSCA	F. Bott	1st OA, 1st F
OSCA	J. Gordon Benett	2nd OA, 2nd F
OSCA	P. Stewart	3rd OA, 3rd F
Siata	B. Keller	1st G
Stanguellini	M. Lewis	1st H
GRAND PRIX (Mod. over 1500 cc.)		
Cunningham	P. Walters	1st OA, 1st B
4.5 Ferrari	J. Kimberly	2nd OA, 1st C
Cunningham	S. Johnston	3rd OA, 2nd B
2.7 Ferrari	B. Lloyd	1st D
Maserati	F. Procter	1st E



Starting in 17th position, S.C.C.A. sports car champion Jim Kimberly drove his 4.5 Ferrari to a second overall in the main event.



Bob Keller in the Siata 1086 cc. coupe chases Frank Dominianni in his 748 cc. Giaur during the Queen Catherine Cup event.

IN A PERIOD of five years, the small upstate New York town of Watkins Glen has earned a reputation as the Sports Car Club of America's annual showplace. It is the oldest still-active sports car road course in the country and draws more of the nation's fastest sports cars and better drivers than any other sports car event with the possible exception of the twelve hour international doings at Sebring, Florida.

Tagged the "Grand Prix," the main event for modified cars over 1500 cc. this year drew the Cunningham team with Cunningham drivers Phil Walters and Sherwood Johnston threatening in the Le Mans cars which had recently been returned to this country. Bill Spear, S.C.C.A. driver of the year for 1953, was out with his 4.5 Ferrari and outside chances for victory were given to Walt Hansgen and his very fast C type Jaguar, Jack Ensley in his Kurtis 500, and Dick Irish in a 4.5 Ferrari.

Target for this and additional potent machinery was crowd favorite Jim Kimberly, who had cinched the 1954 S.C.C.A. driving championship at the Lockbourne races, earlier.

The 101.2 mile main event, run during a driving rainstorm, turned into a dogfight between Walters, Spear, Kimberly and Johnston. On the 8th lap of a scheduled 22 laps, Spear and his 4.5 set the fastest lap time of the day. He toured the 4.6 mile course in 3:10.8 for an average speed of 86.6 mph. Out to avenge an earlier defeat by Kimberly, Spear pushed his Ferrari hard, went out of the race in the 11th lap with differential trouble. From then on, the Cunninghams and Kim-

berly fought it out and at race end, Phil Walters brought the C4R in to a decisive first. Average speed for the winner was 83.3 mph. Kimberly took second spot, just barely nosing out Sherwood Johnston's Cunningham. Average race speed for Kimberly had been 81.4 mph, for Johnston, 81.3. Ensley's Kurtis ended up third in Class B and Hansgen's Jaguar took the third spot in class C.

The main event for modified cars under 1500 cc., the Queen Catherine Cup Race, was a runaway for Italian Oscas driven by Frank Bott, J. Gordon Benett and Phil Stewart, taking the first three O.A. positions in that order. Bott was driving the very potent Rees Makins Osca and turned in an average speed for the 73.6 miles of 78.5 mph. This was barely five miles per hour slower than the large class cars. In class G of the Queen Catherine event, Siatas driven by Bob Keller and Tony Pompeo took first and second respectively. Winner in class H was Marshall Lewis in a Stanguellini.

A new event for the 1954 running was the 50 mile Glen Trophy race for production sports cars over 1250 cc. With the dividing line reduced, a crowd of cars vied for class rather than overall wins. Overall winners, however, were a trio of modified Jaguars. Dick Perrin was in the lead car and he turned in an average speed of 73.6 mph for the 11 lap event. Austin-Healeys took the first three places in class D, Triumphs took the first two in class E and Porsches romped away with Class F. ●

Start of the Queen Catherine event; modified cars under 1500 cc. Note height of modified MG in comparison to specials and Oscas.

