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Car Racing at **BOREHAM**

NR. CHELMSFORD

JUNE 21

OFFICIAL
PROGRAMME

1/-



ORGANISED BY THE WEST ESSEX CAR CLUB



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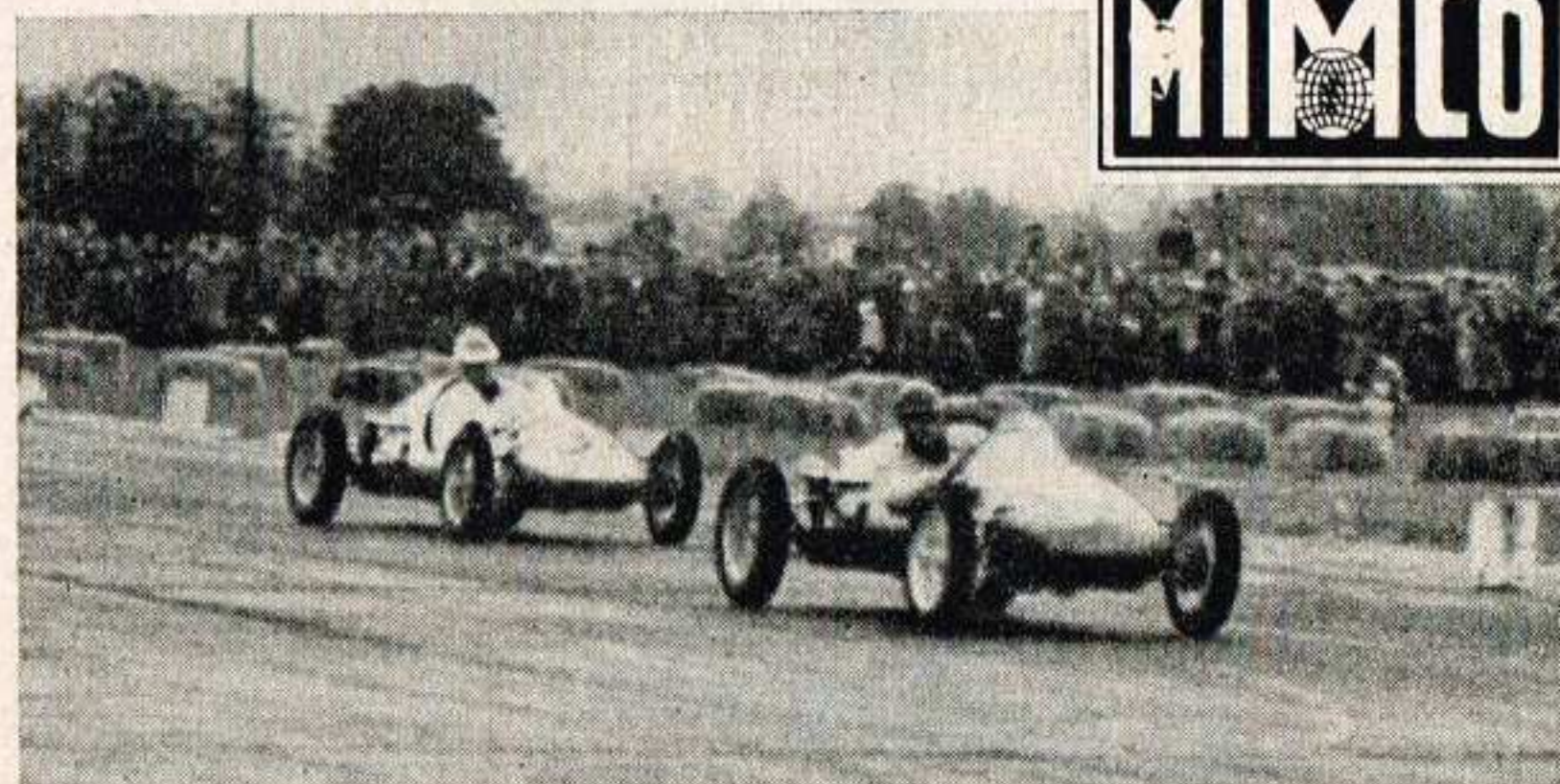


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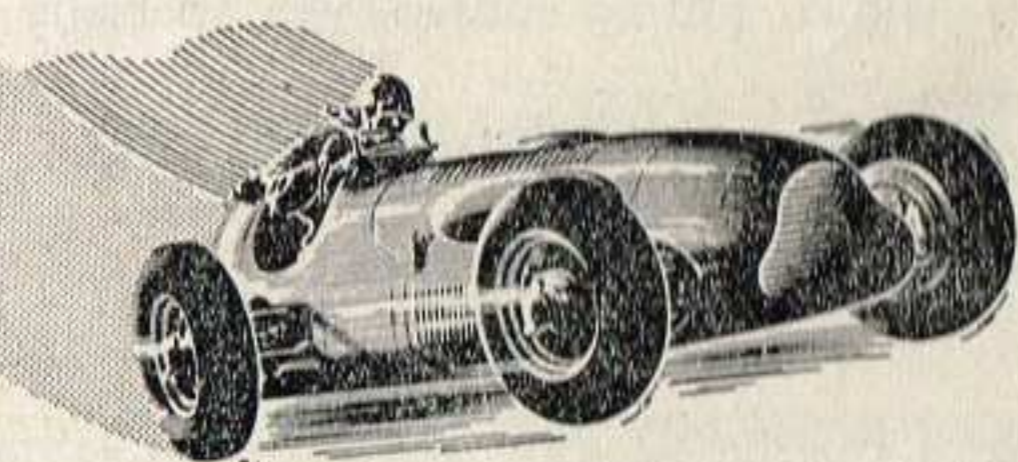
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D. Parker J. G. Fairman A. Brown
A. G. Whitehead K. E. Carter
W/Cdr. F. Aikens E. Brandon



are using



this year

BOREHAM NATIONAL RACE MEETING

SATURDAY, JUNE 21st, 1952



Organised by the
West Essex Car Club
under R.A.C. Permit No. 0/19

Held under the general competition rules of the
Royal Automobile Club and International Sporting
Code of F.I.A. and supplementary regulations.

OFFICIAL PROGRAMME

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The New Boreham

THE Boreham story is a promise of fame for the youngest of British motor-racing centres.

Here was once an orchard. A big orchard. Only the slow serenity of good farm-life encompassed it.

A disruptive era brought the bull-dozer to nose out the many thousand fruiting trees. Long runways were laid from which bombers flew on fierce forays. And for the first time, speed came to Boreham.

Peace brought quiet again and the runways lay idle. The land went back to the farmers, but the concrete rested, unproductive and wasteful.

Then the farmers welcomed cars and motor-cycles that made it a testing place and were happy to have the enterprising West Essex Car Club employ it as a racing track.

So speed came back and its promise of still greater speed proclaimed its destiny. A few months ago, the Motor Racing Company was founded to develop and maintain the circuit.

The company decided to make it **LONDON'S NEAREST FAST TRACK**—to make it, indeed, the fastest in the country.

To-day, you see the first full-scale meeting of the new era. Boreham has emerged suddenly as a grown-up arena, fitted for high-speed duels and great audiences.

New surfacing makes the track speedier and more exciting. Mike Hawthorn, newest star of this sport, has already beaten its lap record of 91.3 m.p.h. and proclaimed it enthusiastically "a really outstanding track."

Only a month ago came the new bridge over it. Primarily, that benefits officials, drivers and mechanics on their way to control centre, pits and paddock—but it serves the spectator too. It means smoother and slicker racing.

Now, for the first time, Boreham opens to you covered grandstands at the most exciting points with seats for 3,500 people—one opposite the pits; others at Waltham Corner, Orchard Corner and Railway Corner.

New pits, staggered for swift recognition and easy entry by racers in difficulty, will bring faster returns to the struggle of contestants with mechanical trouble.

Every grandstand now has its own catering, with a separate service for spectators outside its enclosure. Kiosks all round the course provide soft drinks.

Minute-by-minute news of all that happens will reach you through the loudspeakers around the track, and over the pits stands the new score-board, biggest and most informative of its kind, showing lap by lap the position, speed and time of the six leaders.

You will have noted already the meticulous care spent on making your approach smooth and expeditious—the result of exacting conferences of authorities and planners.

Boreham has arrived! The Motor Racing Company wishes you all "Good watching and a pleasant day." It promises further improvements for the future and expects to offer comfortable watching soon to more than 100,000 of you.

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Chief Pit Marshal : J. Holmes
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Start Area : A. Hawkins
R.A.C. Scrutineers : F. C. Mathews, M.M.I.T., M.I.E.I.
L. C. McKenzie
Medical Officers : Dr. G. M. Kerr, M.B. B.S., Mr. W. A. Harmer
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Dr. B. H. Goodrich, Mr. J. G. Jamieson
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Thames Estuary Auto Club
Flag Marshals : Members of the Chelmsford Police Driving School
and W.E.C.C.
Commentators : Tom Walkerley, Eric Tobbitt and John Bolster
Press Relations Officers : Gerald McKnight and Frank Roots
Press Representative for W.E.C.C. : J. Worley

FLAG SIGNALS

Official signals to drivers are given by means of flags which have an internationally agreed meaning. The key is as follows :

UNION JACK	Used for start of Race.
RED FLAG	Stop Immediately.
YELLOW FLAG	Waved, great danger, be prepared to stop.
	Held stationary, take care.
BLUE FLAG	Waved, someone is trying to pass you.
	Held stationary, someone is just behind you.
YELLOW WITH RED STRIPES	Oil on the Course.
BLACK (with Number.)	Car with number shown, stop at pit.
WHITE	Service car or ambulance on Course.
BLACK AND WHITE CHECK	Race over.

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TO-DAY'S RACING

Events

1. 5 lap Handicap Race - - - - - 1.30 p.m.
Sports Cars up to 1,500 c.c.
2. 5 lap Handicap Race - - - - - 2.00 p.m.
Sports Cars over 1,500 c.c.
3. 10 lap Scratch Race - - - - - 2.30 p.m.
Racing Cars Formula II
4. 10 lap Scratch Race - - - - - 3.20 p.m.
For XK120 Jaguar Cars
5. 5 lap Scratch Race - - - - - 4.10 p.m.
Sports Cars—any capacity
6. 10 lap Scratch Race - - - - - 4.40 p.m.
Racing Cars Formula Libre

Awards

- | | | | | |
|----------|---------------------------------|---------|---------|---------|
| Event 1. | 1st £10 and Cup | 2nd £5 | 3rd £3 | |
| Event 2. | 1st £10 and Cup | 2nd £5 | 3rd £3 | |
| Event 3. | 1st £100 and Cup | 2nd £50 | 3rd £25 | 4th £10 |
| Event 4. | 1st "W. Lyons"
Jaguar Trophy | 2nd Cup | 3rd Cup | |
| Event 5. | 1st £10 and Cup | 2nd £5 | 3rd £3 | |
| Event 6. | 1st £100 and Cup | 2nd £50 | 3rd £25 | 4th £10 |

All awards will be presented to the entrants.

WARNING

Car Racing is Dangerous and all Persons attending this Circuit do so entirely *at their own risk.*

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and owners and drivers of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

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EVENT 1 Start 1.30 p.m.

5 LAP HANDICAP RACE SPORTS CARS UP TO 1,500 c.c.

No.	Driver	Car	C.C.	Entrant	H'dc'p.
31	J. C. C. Mayers	Lester-M.G.	1467	Monkey Stable	Scr.
32	F. C. Davis	Cooper-M.G.	1496	Driver	5 secs.
33	T. W. Dargue	M.G.	1467	"	25 "
34	S. B. Wells	Riley	1496	"	25 "
35	A. G. Baker	M.G.	939S/C	"	30 "
36	E. C. C. Harewood	M.G.	1467	"	30 "
37	W. J. Knight	M.G.	1287	"	1 min.
38	R. Sterry-Ashby	H.R.G.	1496	"	1 "
39	R. Biss	Jowett	1488	"	1m. 15s.
40	H. Sullivan or Entrant	Jowett	1488	J. Kelly	1 " 15s.
41	C. Le S. Metcalfe	Fiat	995	Driver	1 " 15s.
42	J. C. Stocks	M.G.	1087	"	2 mins.
43	H. R. Heap	Riley	1089	"	2 "
44	E. W. Heath	M.G.	1087	"	2 "
45	J. S. Riddoch	M.G.	1250	"	2 "
46	S. A. Mitchell	M.G.	847	"	2 "
47	A. Marsh	Alvis	1496	"	2 "
79	L. Leonard	Cooper M.G.	1496	"	5 secs.

L A P S				
1	2	3	4	5

STARTING GRID POSITIONS

5	4	3	2	1
	9	8	7	6
14	13	12	11	10
	18	17	16	15
23	22	21	20	19
	27	26	25	24
32	31	30	29	28



RESULT

1st *31 J. C. C. Mayers*

2nd *32 F. C. Davis*

3rd *40 H. Sullivan*

Winner's Speed. *74.49* m.p.h.

Fastest Lap Speed. *82* m.p.h. No. *31*

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at your
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my appreciation for the service
rendered by your people

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thank you for the excellent
service which your travel
breakdown van rendered

The Eastern Automobile Serv
Chelmsford
Dear Sirs,
I would like
to express my appreciation
for the excellent service rendered
at the Race
on August 11th

EVENT 2 Start 2.00 p.m.

5 LAP HANDICAP RACE SPORTS CARS OVER 1,500 c.c.

No.	Driver	Car	C.C.	Entrant	H'dc'p
6	O. Moore	H.W.M.	3814	Driver	Scr.
14	K. Watkins	Allard	5420	"	"
19	To be nominated	Allard	5420	A.M.H. Bryde	"
24	R. W. Jacobs	Frazer-Nash	1971	S. G. Greene	25 secs.
25	H. A. Mitchell	"	1971	Driver	25 "
48	G. Gale or J. Brewer	Delahaye	3557	R. C. Walker	25 "
49	B. de Lissa	Alfa Romeo	1990	Driver	25 "
50	D. H. C. Hull or Entrant	"	"	J. K. Hems- worth	25 "
51	S. J. Boshier	"	"	Driver	25 "
52	R. Salvadori	"	"	"	25 "
53	D. T. Russell	"	"	"	35 "
54	M. W. Head	"	"	"	35 "
55	W. B. Black	"	"	"	35 "
56	J. B. Swift	"	"	"	35 "
57	E. A. Murkett	"	"	"	35 "
58	D. Lewis	Alfa-Romeo	2600S/C	"	35 "
59	D. Margulies	Talbot	2970	"	50 "
60	H. Kemp-Place	Healey	2443	"	50 "
61	J. Goodhew	Lagonda	4500	"	50 "
62	H. J. Wilmshurst	Bentley	4398	"	50 "
63	M. Goodall	Aston-Martin	2580	N. Mann	50 "
64	S. J. Lawrence	Bentley	4398	Driver	1m. 10s.
66	J. Beckwith-Smith	F.N. B.M.W.	1971	"	1 ,, 10s.
67	J. Lyons	Connaught	1767	"	1 ,, 10s.
68	A. M. Goldthorpe	"	1767	"	1 ,, 10s.
69	F. W. Russell	Alfa	1960	"	1 ,, 10s.
70	W. J. Jacobs	Allard	3662	"	1 ,, 10s.
71	F. K. Morley	"	4375	"	1 ,, 10s.
72	C. L. Devereux	"	3622	"	1 ,, 30s.
73	A. D. Stevens	Lea-Francis	1767	"	1 ,, 50s.
80	E. W. Holt	Jaguar	3442	"	25 secs.

LAP S				
1	2	3	4	5

STARTING GRID POSITIONS

5	4	3	2	1
	9	8	7	6
14	13	12	11	10
	18	17	16	15
23	22	21	20	19
	27	26	25	24
32	31	30	29	28



RESULT

1st *56 J. B. Swift*
2nd *62 R. Salvadori*
3rd *61 J. Goodhew*
Winner's Speed... *80.48* m.p.h.
Fastest Lap Speed... *85* m.p.h. No. *6*

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EVENT 3 Start 2.30 p.m. 10 LAP SCRATCH RACE RACING CARS—FORMULA II

No.	Driver	Car	C.C.	Entrant
7	W. Dobson	Ferrari	1955	Scuderia Ambrosiana
10	K. McAlpine	Connaught	1960	K. McAlpine
11	K. H. Downing	..	1964	K. H. Downing
12	W. B. Black	..	..	W. B. Black
16	J. Barber	Rebrab	1100	J. Barber
18	R. Parnell	Cooper Bristol	1971	A. M. H. Bryde
24	R. W. Jacobs	Frazer Nash	..	S. G. Greene
25	H. A. Mitchell	..	..	H. A. Mitchell
26	C. H. Bulmer	B.M.W. Bristol	1996	R. C. Willis
27	G. Dunham	Rover Marauder	1998	C. G. H. Dunham
28	D. Bennett	Cooper	1100	D. Bennett
31	J. C. C. Mayers	Lester M.G.	1467	Monkey Stable
32	F. C. Davis	Cooper M.G.	1496	F. C. Davis
78	H. A. Richards	H.A.R.	1954	H. A. Richards
79	L. Leonard	Cooper M.G.	1496	L. Leonard

L A P S									
1	2	3	4	5	6	7	8	9	10
18	18	18	18	18	18	18	18	18	18
16	10	10	10	10	10	10	10	10	10
7	7	7	7	7	7	7	7	7	7
10	11	11	11	11	11	11	11	11	11

STARTING GRID POSITIONS				
5	4	3	2	1
	9	8	7	6
14	13	12	11	10
	18	17	16	15
23	22	21	20	19
	27	26	25	24
32	31	30	29	28



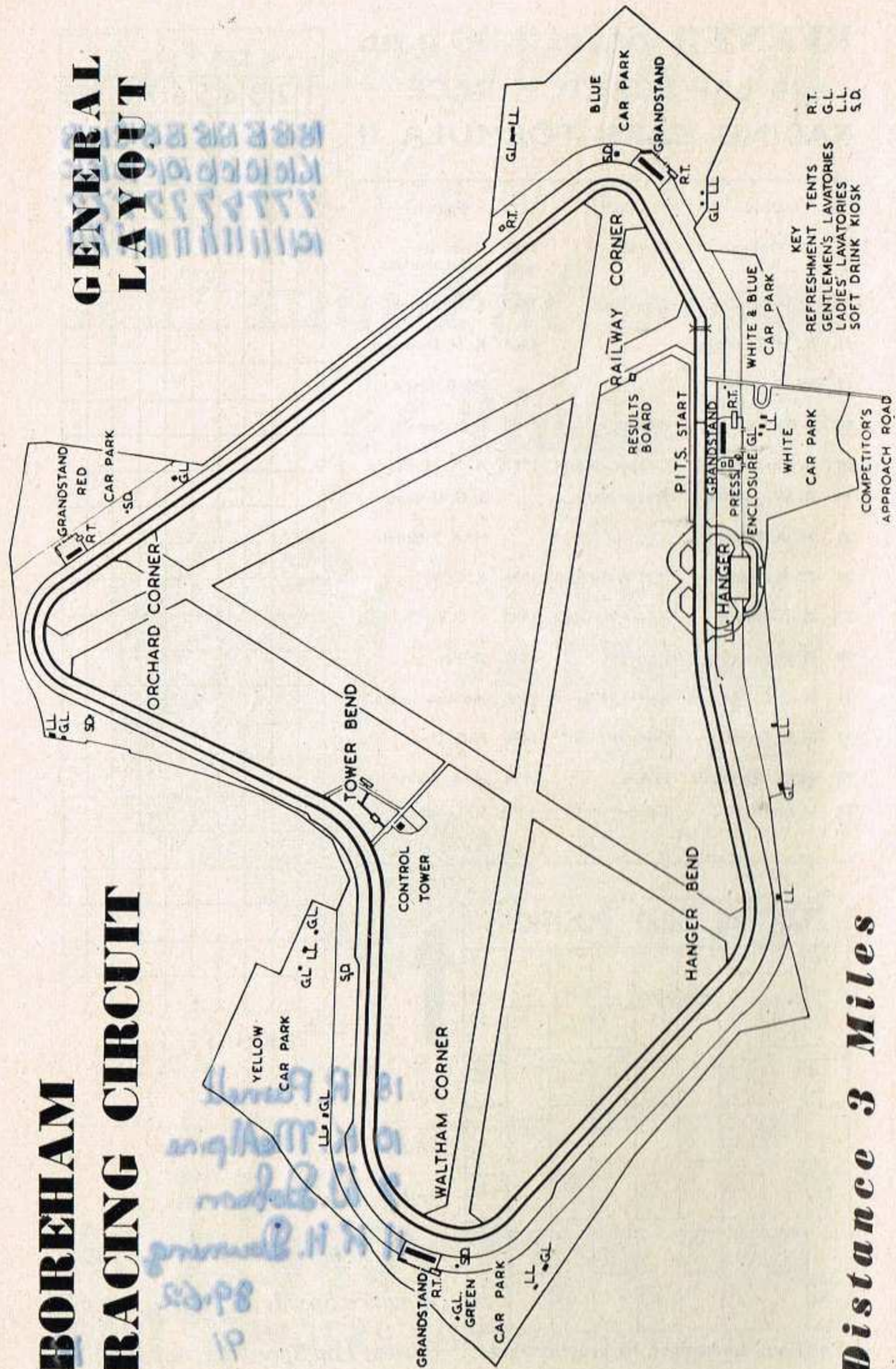
RESULT

- 1st **18. R. Parnell**
- 2nd **10. K. McAlpine**
- 3rd **7. W. Dobson**
- 4th **11. K. H. Downing**

Winner's Speed **89.62** .. m.p.h.

Positions determined by practice times. Fastest Lap Speed **91** .. m.p.h. No **18**

BOREHAM RACING CIRCUIT

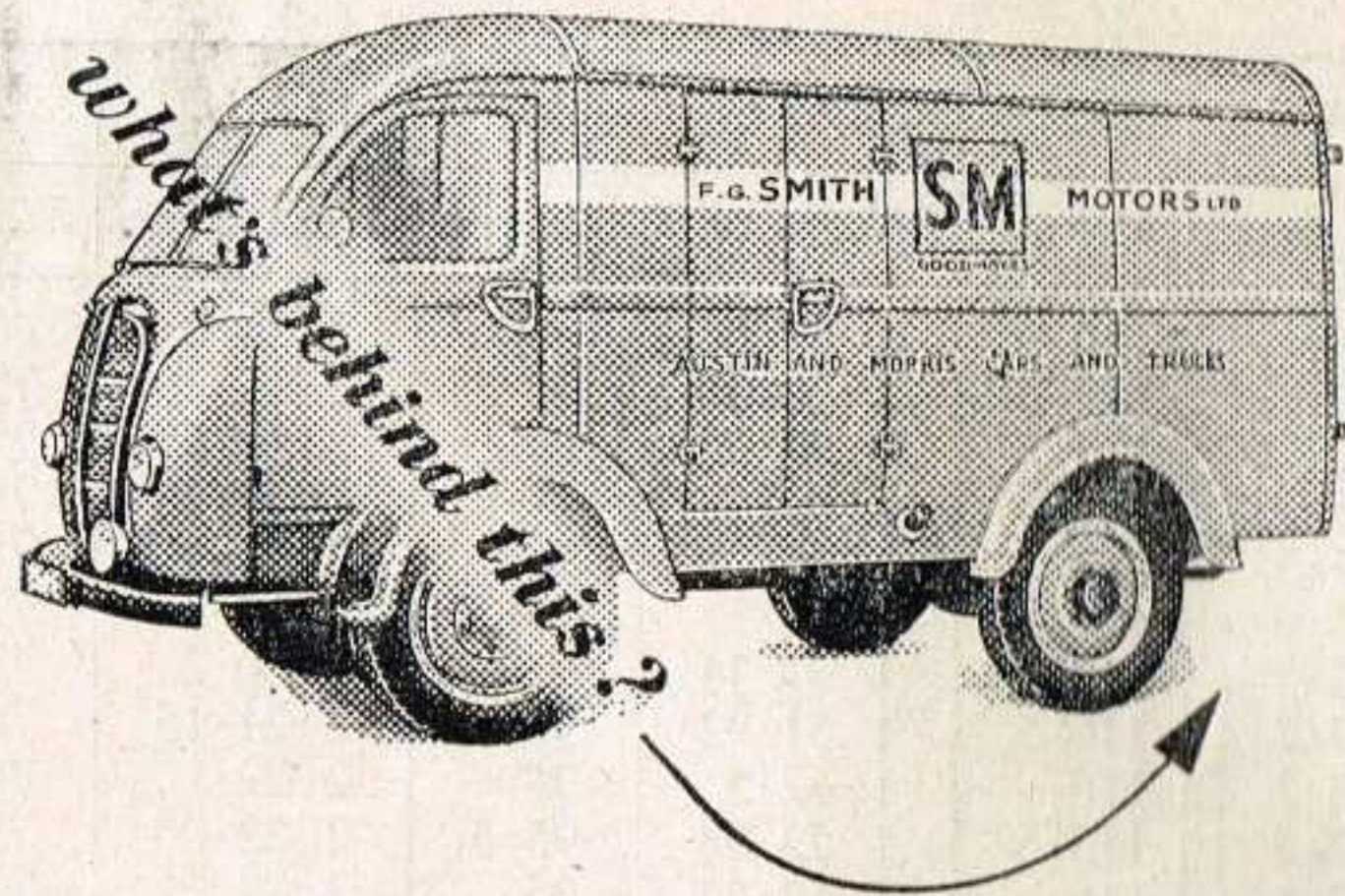


Distance 3 Miles

BOREHAM LAP SPEED TABLE

1 Lap equals 3 miles

TIME		SPEED	TIME		SPEED
Mins.	Secs.	M.P.H.	Mins.	Secs.	M.P.H.
1	30	120	1	48	100
1	30.38	119.5	1	48.5	99.5
1	30.75	119	1	49	99
1	31.13	118.5	1	49.6	98.5
1	31.5	118	1	50.2	98
1	31.9	117.5	1	50.77	97.5
1	32.3	117	1	51.34	97
1	32.7	116.5	1	51.92	96.5
1	33.1	116	1	52.5	96
1	33.5	115.5	1	53.08	95.5
1	33.91	115	1	53.67	95
1	34.32	114.5	1	54.28	94.5
1	34.74	114	1	54.9	94
1	35.15	113.5	1	55.5	93.5
1	35.57	113	1	56.1	93
1	36	112.5	1	56.75	92.5
1	36.43	112	1	57.4	92
1	36.86	111.5	1	58.04	91.5
1	37.3	111	1	58.68	91
1	37.75	110.5	1	59.34	90.5
1	38.2	110	2	00.0	90
1	38.65	109.5	2	00.67	89.5
1	39.1	109	2	01.34	89
1	39.55	108.5	2	02.03	88.5
1	40	108	2	02.72	88
1	40.45	107.5	2	04.83	87.5
1	40.9	107	2	04.13	87
1	41.39	106.5	2	04.85	86.5
1	41.88	106	2	05.58	86
1	42.37	105.5	2	06.29	85.5
1	42.85	105	2	07.00	85
1	43.34	104.5	2	07.78	84.5
1	43.84	104	2	08.57	84
1	44.36	103.5	2	09.34	83.5
1	44.85	103	2	10.1	83
1	45.38	102.5	2	10.9	82.5
1	45.88	102	2	11.7	82
1	46.43	101.5	2	12.5	81.5
1	46.93	101	2	13.3	81
1	47.5	100.5	2	14.15	80.5
			3	00.0	60



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EVENT 4 Start 3.20 p.m.

10 LAP SCRATCH RACE 'W. LYONS' JAGUAR XK 120 TROPHY

No.	Driver	Car	C.C.	Entrant
21	Sir James Scott-Douglas, Bt.	Jaguar XK 120	3442	Ecurie Ecosse
22	Ian M.M. Stewart	..	..	..
50	J. K. Hemsworth or D. H. C. Hull	..	..	J. K. Hemsworth
51	S. J. Boshier	..	..	S. J. Boshier
52	R. Salvadori	..	..	R. Salvadori
53	D. T. Russell	..	..	D. T. Russell
54	M. W. Head	..	..	M. W. Head
55	W. B. Black	..	..	W. B. Black
56	J. B. Swift	..	..	J. B. Swift
57	E. A. Murkett	..	..	E. A. Murkett
74	H. Howorth	..	..	H. Howorth
76	To be nominated	..	..	J. H. Sarginson
77	D. Bennett	..	..	D. Bennett
80	E. W. Holt	..	..	E. W. Holt

STARTING GRID POSITIONS				
5	4	3	2	1
	9	8	7	6
14	13	12	11	10
	18	17	16	15
23	22	21	20	19
	27	26	25	24
32	31	30	29	28

Positions determined by ballot

L A P S									
1	2	3	4	5	6	7	8	9	10
21	74	52	54	52	52	74	74	74	74
74	52	74	74	74	52	52	74	52	74
22	50	50	50	50	50	50	50	50	50
50	22	22	22	52	52	54	54	50	50

RESULT

1st **74 H. Howorth**

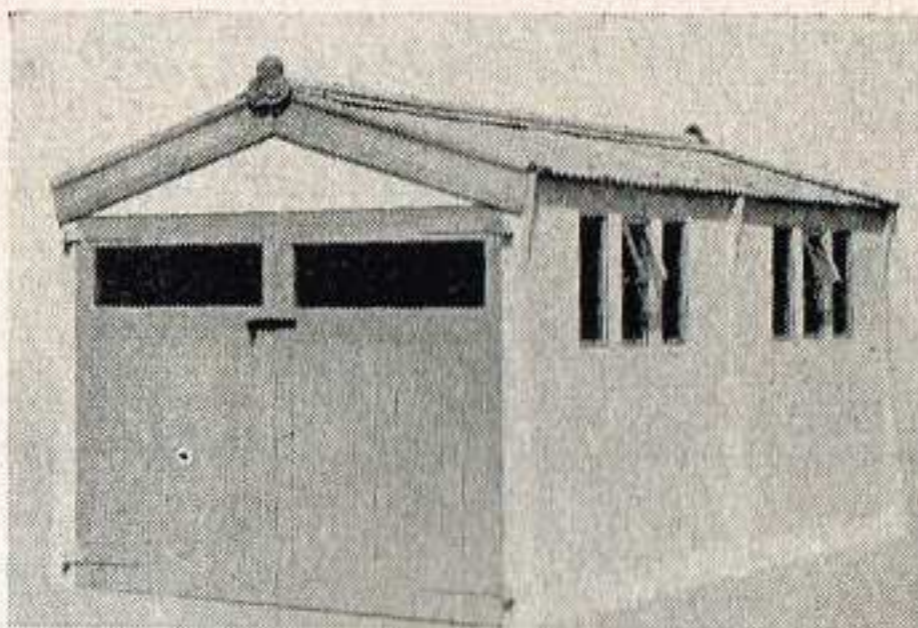
2nd **52 R. Salvadori**

3rd **54 M. W. Head**

Winner's Speed. **84.29** ... m.p.h.

Fastest Lap Speed **85** m.p.h. No **74**

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FARM AND FACTORY BUILDINGS

The Light Car

For a Complete Monthly Review of all Major Sporting Events

ONE SHILLING AND SIXPENCE



EVENT 5 Start 4.10 p.m.

5 LAP SCRATCH RACE SPORTS CARS—ANY CAPACITY

No.	Driver	Car	C.C.	Entrant
6	O. Moore	H.W.M.	3814	O. Moore
14	K. Watkins	Allard Cadillac	5420	K. Watkins
19	To be nominated	Allard Chrysler	5420	A. M. H. Bryde
24	R. W. Jacobs	Frazer-Nash	1971	S. G. Greene
25	H. A. Mitchell	"	"	H. A. Mitchell
26	R. C. Willis	B.M.W. Bristol	1996	R. C. Willis
31	J. C. C. Mayers	Lester-M.G.	1467	Monkey Stable
32	F. C. Davis	Cooper-M.G.	1496	F. C. Davis
34	S. B. Wells	Riley	1496	S. B. Wells
35	A. G. Baker	M.G.	939S/C	A. G. Baker
37	W. J. Knight	"	1287	W. J. Knight
				1st Reserve
42	J. C. Stocks	"	1087	J. C. Stocks
				2nd Reserve
48	Guy Gale or J. Brewer	Delahaye	3557	R. R. C. Walker
49	B. de Lissa	Alta	1990	B. de Lissa
50	J. K. Hemsworth	Jaguar	3442	J. K. Hemsworth
52	R. Salvadori	"	"	R. Salvadori
53	D. T. Russell	"	"	D. T. Russell
54	M. H. Head	"	"	M. H. Head
55	W. B. Black	"	"	W. B. Black
56	J. B. Swift	"	"	J. B. Swift
57	E. A. Murkett	"	"	E. A. Murkett
61	J. Goodhew	Lagonda	4500	J. Goodhew
64	S. J. Lawrence	Bentley	4398	S. J. Lawrence
66	J. Beckwith-Smith	Frazer-Nash BMW	1971	J. Beckwith-Smith
67	J. Lyons	Connaught	1767	J. Lyons
68	A. M. Goldthorpe	"	"	A. M. Goldthorpe
69	F. W. Russell	Alta	1960	F. W. Russell
71	F. K. Morley	Allard	4375	F. K. Morley
72	G. L. Devereux	"	3622	G. L. Devereux
74	H. Howorth	Jaguar	3442	H. Howorth
75	N. Mann or M. Goodhall	Alfa Romeo	2600	N. H. Mann
79	L. Leonard	Cooper-M.G.	1496	L. Leonard
				3rd Reserve
80	E. W. Holt	Jaguar	3442	E. W. Holt

STARTING GRID POSITIONS

5	4	3	2	1
9	8	7	6	
14	13	12	11	10
18	17	16	15	
23	22	21	20	19
27	26	25	24	
32	31	30	29	28

Positions determined by ballot.

LAP S				
1	2	3	4	5
26	26	26	6	6
52	52	52	52	52
50	50	6	26	74
6	74	74	74	26



RESULT

1st 6. O. Moore
 2nd 52 R. Salvadori
 3rd 74 R. Howorth
 Winner's Speed 83.88 m.p.h.
 Fastest Lap Speed 86 m.p.h. No 6

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EVENT 6 Start 4.40 p.m.

10 LAP SCRATCH RACE RACING CARS—FORMULA LIBRE

No.	Driver	Car	C.C.	Entrant
1	F. R. Gerard	E.R.A.	1995S/C	F. R. Gerard
2	R. Parnell	Maserati	1470S/C	Scuderia Ambrosiana
3	A. G. Whitehead	E.R.A.	1488S/C	A. G. Whitehead
4	Peter Walker	„ Delage	1498S/C	R. R. C. Walker
5	J. Kelly or H. Sullivan	E.R.A.	1500S/C	J. Kelly
6	O. Moore	H.W.M.	3814	O. Moore
7	W. Dobson	Ferrari	1955	Scuderia Ambrosiana
8	L. W. Boyce or R. Salvadori	Maserati	2986S/C	L. W. Boyce
9	J. M. James	„	1491S/C	J. M. James
10	K. McAlpine	Connaught	1960	K. McAlpine
11	K. H. Downing	„	1964	K. H. Downing
12	W. B. Black	„	„	W. B. Black
14	K. Watkins	Allard-Cadillac	5420	K. Watkins
15	C. Lones	Kieft	1096	C. Lones
16	J. Barber	Rebrab	1100	J. Barber
17	J. Goodhew	Alfa Romeo	3400S/C	J. Goodhew
18	A. M. H. Bryde	Cooper Bristol	1971	A. M. H. Bryde
19	To be nominated	Allard-Chrysler	5420	A. M. H. Bryde
21	Sir James Scott-Douglas, Bt.	Jaguar	3442	Ecurie Ecosse
22	Ian M. M. Stewart	„	„	„
23	R. D. Poore	Alfa Romeo	3800S/C	R. D. Poore
78	H. A. Richards	H.A.R.	1954	H. A. Richards
81	Fay Taylour	Alta	1488S/C	A. Stokes

STARTING GRID POSITIONS

5	4	3	2	1
	9	8	7	6
14	13	12	11	10
	18	17	16	15
23	22	21	20	19
	27	26	25	24
32	31	30	29	28



L A P S									
1	2	3	4	5	6	7	8	9	10
23	23	23	23	23	23	23	23	23	23
2	2	2	2	2	2	3	3	3	3
11	11	11	11	3	3	2	2	2	2
3	3	3	3	11	11	11	11	11	11

RESULT

- 1st 23 R. D. Poore
- 2nd 3 A. G. Whitehead
- 3rd 2 R. Parnell
- 4th 11 K. H. Downing
- Winner's Speed 92.59 m.p.h.

Positions determined by practice time. Fastest Lap Speed 91.41 m.p.h. No. 23

New Lap Record 91.41

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Some of To-day's **PERSONALITIES**



BOB GERARD

Most precise of British racing drivers and, at 40, one of the oldest top-line ones, is a garage proprietor at Leicester. His handsome, dark-haired wife, Joan, herself a successful racing driver, watches him from the pits and signals encouragement and news to him. He won the British Empire Trophy for the third time in 1950 with his elderly (1937) blown E.R.A., was a close second to Mike Hawthorn in the 15-lap formula libre race at Goodwood on June 2nd and also won the 500 c.c. International Trophy there.

Was reported to have won £2,000 in three races in one month in 1949. Spends his winnings on the sport and maintains a team of mechanics to service his machines.

REG PARNELL

Most experienced and one of the best known internationally of British G.P. racing car drivers, now 40, raced first at Donnington Park in 1930s. He is a garage-owner at Derby. For six years (till he resigned last February) he was chief B.R.M. driver. Last year he took fifth place with the B.R.M. at Silverstone and led in the International Trophy with a 4½-litre Ferrari when the race was abandoned through swamping rain—despite which he twice raised the lap record. With the same car a week later he won the Festival of Britain Trophy at Goodwood. Was B.R.D.C. Gold Star winner in 1947 and 1948.



DENNIS POORE

Long admired for his masterly handling of his big pre-war 3,800 c.c. supercharged Alfa Romeo (which wears British racing Green) won the International High Speed Hill-climbing Championship in 1950, with what was described as a "dazzling display of driving" and retained it in 1951. He is one of the best known figures at motor-racing events in Britain, is rarely absent. At Boreham did a practice lap at 93.4 and the following day, May 17th, led the field to the fourth lap where he suffered engine trouble. His car spilled oil on the track and part-blinded Mike Hawthorn who tore off his goggles, passed and went on to win. Still drives his big Alfa.



JOE KELLY

"tinkered" with cars from school-leaving, spent ten years in London, ran a flourishing car-auction, and then went home to Dublin to found a garage and take persistently to racing. Had modest successes till this month when he was third in the Ulster Tourish Trophy, a well-deserved place.

With some humour in 1949 he introduced his "I.R.A. Special," explaining it meant "Irish Racing Automobiles." But there was ambition behind it. Now he is building four "I.R.A. Specials," spending £20,000 on these Bristol-engined Kelly cars, hoping to win all the G.P. trophies for Ireland.



PETER WALKER is a farmer in Herefordshire when not motor-racing, one of the most famous of modern drivers, and forms with his farmer-driver friend, Peter Whitehead, a combination often called "The two Peters." As partners the two Peters drove a Jaguar to victory in the Le Mans 24 hours race in 1951, the first British win for 16 years, and for that feat they were awarded the Sir Malcolm Campbell Memorial Trophy for the most outstanding British feat of the year. Walker has just returned from Le Mans.

KENNETH McALPINE has a double hobby—car-racing and making the racers he drives. The Connaught is hand-made and, as owner of the company, he drives the prototype of the four racing models so far produced. He claims it to be the best finished and best built racing car anywhere. A bachelor, war-time flying-instructor, aged 31, he lives at Sevenoaks and works, as a director of the firm his grandfather founded, at the construction of the new Isle of Grain oil refinery. Began racing after the war—used to own a Maserati which had belonged to Bira.

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To-day's Personalities (continued)

HUGH HOWORTH, 32, of Bolton, Lancs, an air-conditioning engineer who has fitted his XK120 Jaguar with his own device to add power by feeding cool *still* air, has raced little lately—through taking a business-efficiency course. A good driver, he took nine firsts and five seconds last year. Helped at the pits by his wife who also raced cars till an accident in 1948. Is accompanied by son Nigel (6) who brings with him a model Bugatti, made by his father.

H. A. L. (Lawrence) MITCHELL—one of the newer drivers, drives daily 50 miles from Cheltenham to work at Birmingham as director of a brewery. Was third at L.O.M. recently in 2,000 c.c. class, and fifth in general classification. Met his wife, Billy, also a racing driver, when pilot-training with R.A.F. in Texas. She is to bring his Frazer-Nash over to Boreham to-day and help in the pits. They have daughters, Gala (9) and Susan (8).

FAY TAYLOUR to-day's only woman driver is copper-bronze-haired, Irish, just over 30, and single. Her racing career started when, at 17, she won a scholarship for housecraft—it carried a £50 prize and she bought a motor-cycle with it, raced it for three years then took to cars as well. She has toured Australia (twice), South Africa and America. Is just back from U.S.A. where she represented two British motor firms, raced on ¼-mile dirt-tracks, won the title of "Lady Leadfoot"—a compliment for keeping the foot on the accelerator—and drove for a film based on her life to be called "One Love Lasted."

ECURIE ECOSSE is a Scots team formed late last season to take honours over the Border. In it are: Sir James Scott-Douglas, 22, agriculturist of Kelso and, from Edinburgh, David Murray, Chartered accountant. Ian Stewart, 22, farmer, and Bill Dobson, 31, public works contractor. Their cars—two XK120 Jaguars, and a 2-litre Ferrari.

RE-TREADS (for the memory)

THOSE FORMULAE. Formula 1—engine capacity of 1½ litres supercharged, or 4½ litres not supercharged. Formula 2—500 c.c. (or half-litre) supercharged or 2 litres unsupercharged. Formula 3—500 c.c. unsupercharged. Formula Libre—any capacity.

Supercharged (or "blown") means having additional air and petrol forced in to give greater power. A small engine supercharged may give greater power than a big one unsupercharged, or "unblown."

FUEL. Most cars in a race use nearly pure alcohol (undrinkable, by the way).

IN MOTORESE. Motor-racing drivers have a jargon of their own, using such terms as "Bale-bashing" (hitting the safety-barrier of straw bales); "Buying a box" (having a smash); "Receiving the checkered flag" (winning the race); "Running out of road" (swerving off the course) and "The Grid" (the starting point).

PASSING. Drivers in a race pass on the *left*—a tradition. Motor-racing began in France, and the French rule of the road is still used.

THE FINISH. A race stops immediately the first car reaches the end and the black-and-white checkered flag is waved.

GILHOOLEY. Alternative name for Orchard Corner, Boreham. In the early days it was a tricky corner where cars went into a spin. Famous for his spins was one Gilhooley, a U.S.A. motor-racing driver, so spins became "Gilhooleys."

ECURIE. Racing drivers talk of their own group and its machines as a "stable." Some adopt the French name for the same thing, as in the case of the four drivers from Scotland, who call themselves Ecurie Ecosse.

TO-DAY'S TARGETS—The Jaguar Trophy, five cups and more than £400 in prize-money.

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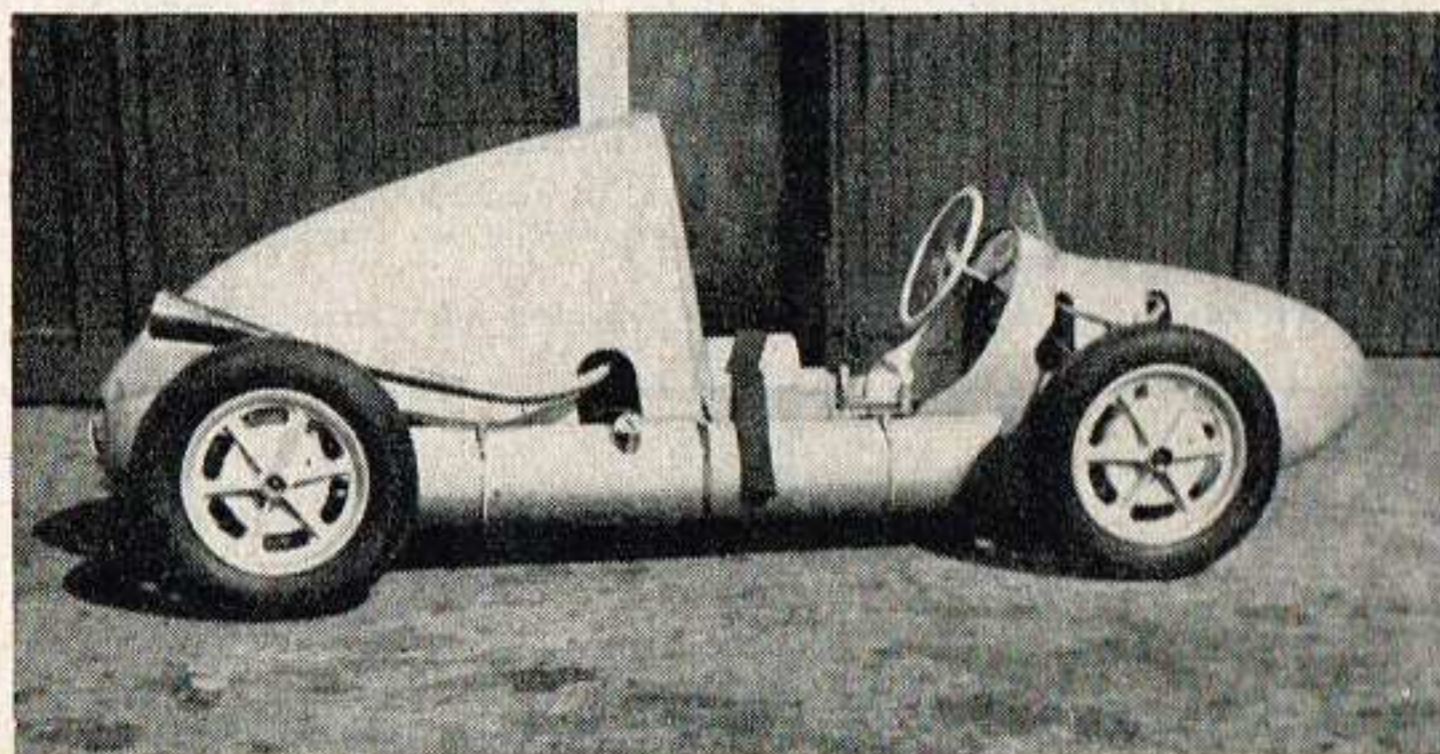
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