INTERNATIONAL

DAILY EXPRESS

Trophy Meeting

SILVERSTONE

SATURDAY

MAY 10

1952

ORGANISED BY THE B.R.D.C.

OFFICIAL PROGRAMME 2/

—all the answers appear on a Friday

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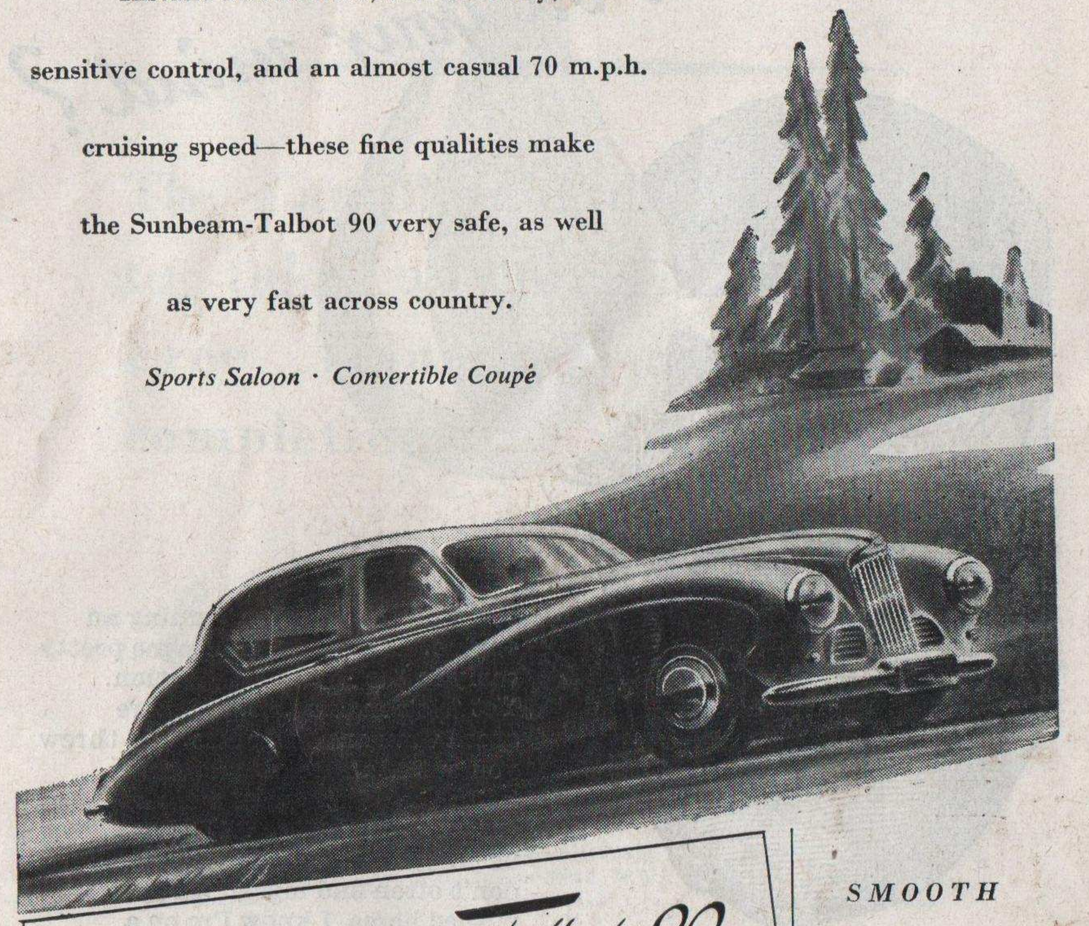

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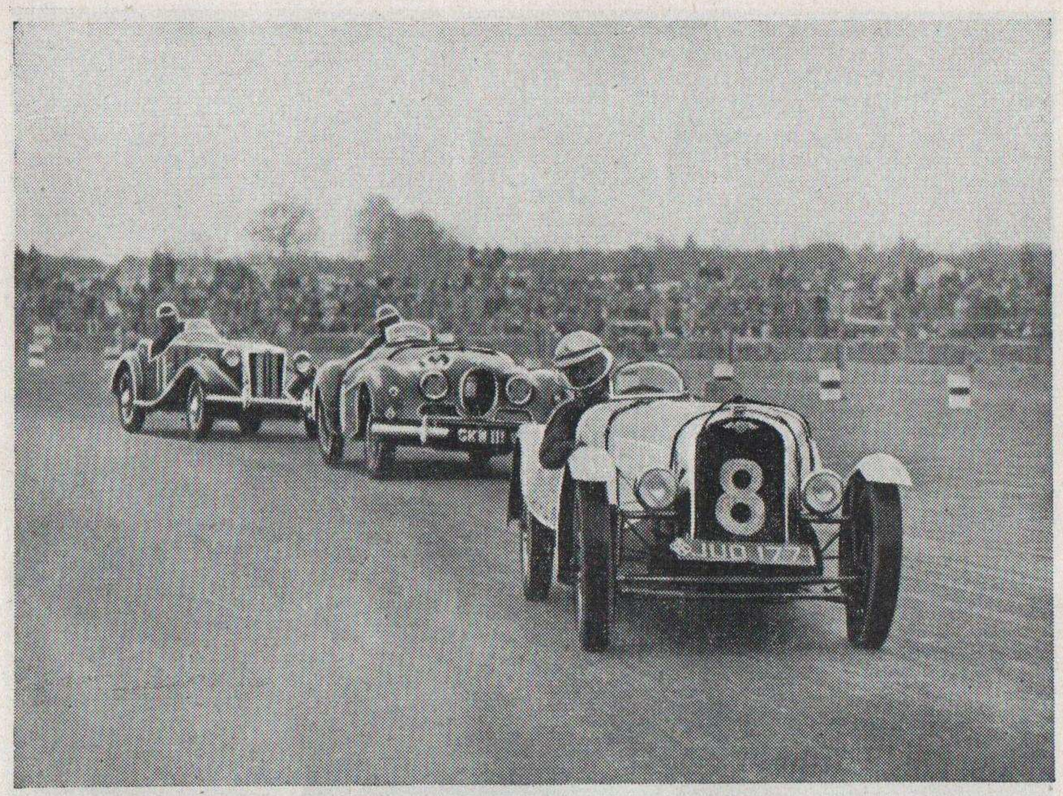

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THE MOTORISTS' MAGAZINE

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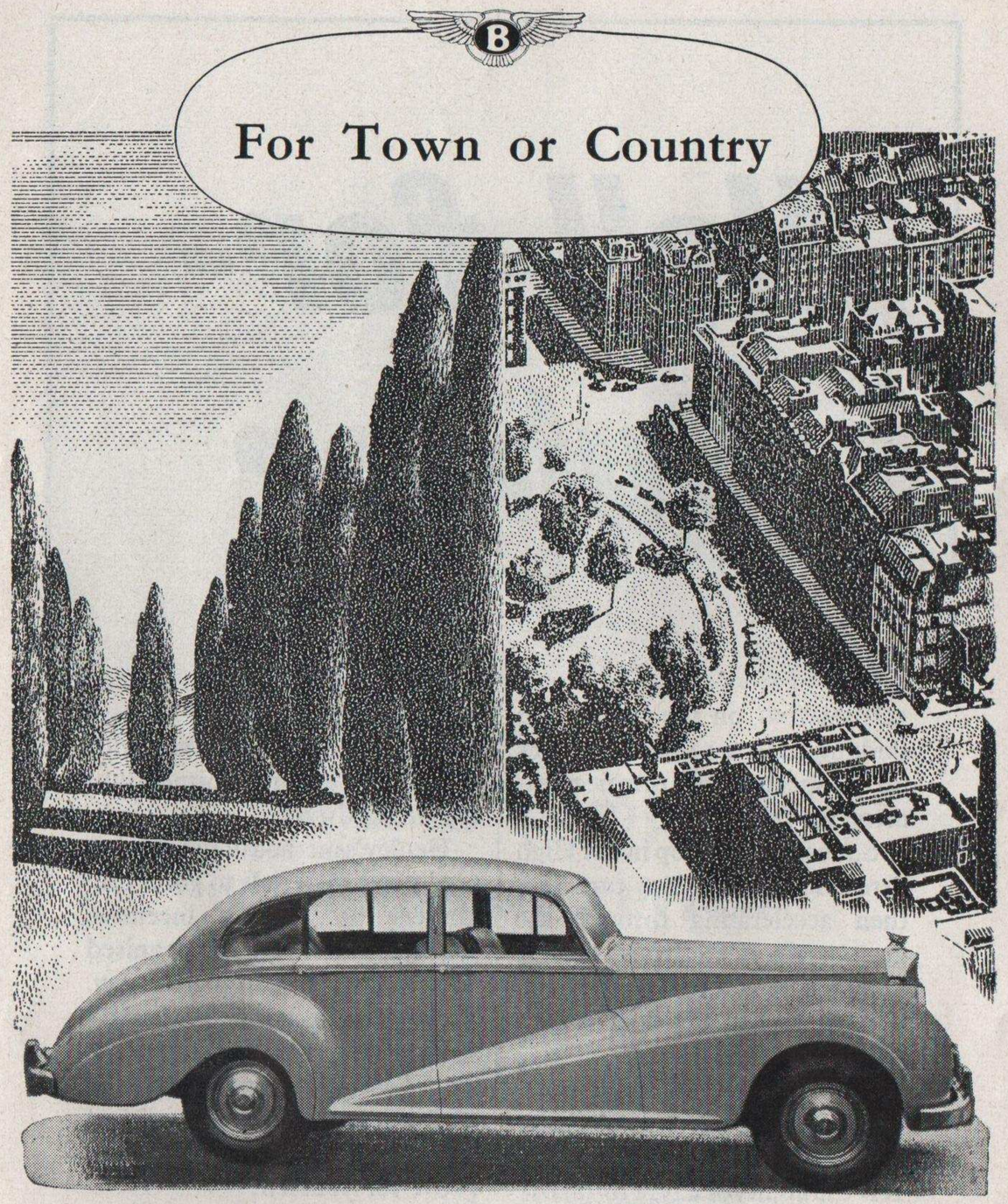

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International

DAILY EXPRESS

Trophy Meeting

Silverstone May 10th, 1952

ORGANISED BY THE BRITISH RACING DRIVERS' CLUB

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Profits from the meeting will be devoted to The Sport and Motor Trade and Racing Charities.

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94 placings 1st 2nd & 3rd fastest time of day and new class records were obtained on complete or part GIRLING installations during the 1951 season

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Foreword

by

The Rt. Hon. The

EARL HOWE

P.C., C.B.E., V.D.

President of The British Racing Drivers' Club

THIS is the fourth year in succession that the British Racing Drivers' Club, together with the Daily Express, has promoted this great International Race Meeting.

To the B. R. D. C. this particular year—1952—means a very great deal. In the first place His Royal Highness the Duke of Edinburgh has graciously consented to become President-in-Chief of our Club, and this honour has been conferred upon us, appropriately enough, in the twenty-fifth year of the existence of the B. R. D. C.

The acceptance by His Royal Highness the Duke of Edinburgh of the Presidency-in-Chief is an honour not only to our Club but to *The Sport* as a whole and I can do no better than to echo the words of His Royal Highness when he said—" and may the Club long continue to further the prestige of British motor cars throughout the world."

The Silver Jubilee year of the Club is also marked by the taking over of the lease of Silverstone.

Howe.

You have it both ways with the

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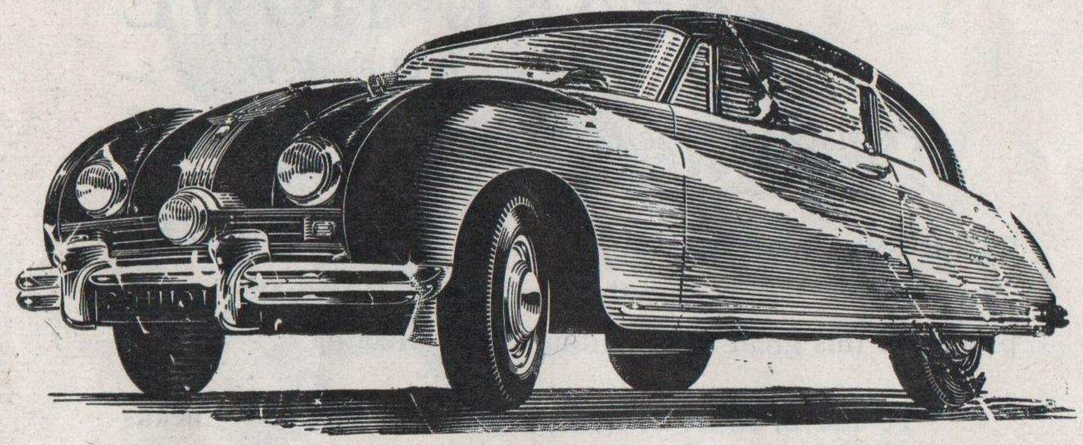

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Held under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the British Racing Drivers' Club.

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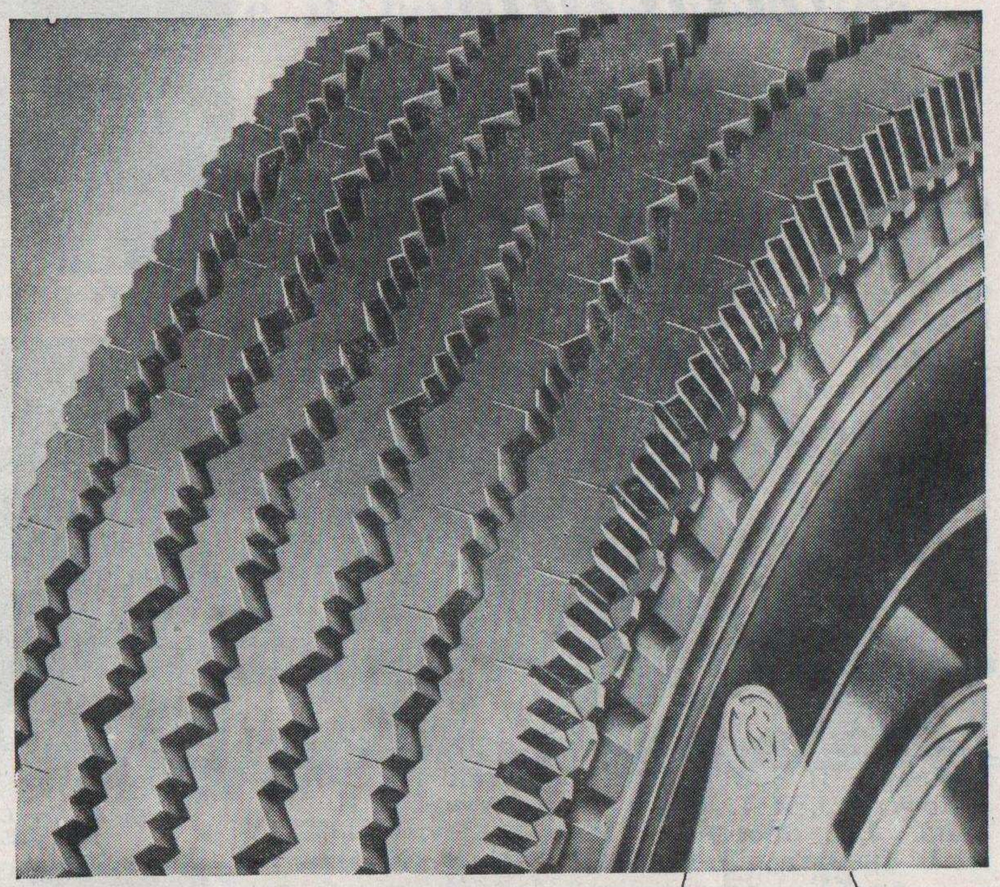
The Rt. Hon. EARL HOWE, P.C., C.B.E., V.D.

JOHN COBB

His Grace the DUKE OF RICHMOND AND GORDON



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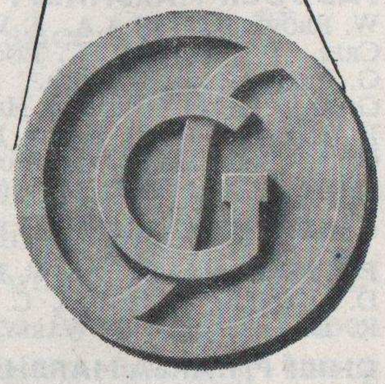

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TRACK MANAGER : J. W. Brown.

SECRETARY OF THE MEETING : A. A. Asher.

ASSISTANT TO DEPUTY CLERK OF COURSE : A. F. Rivers Fletcher.

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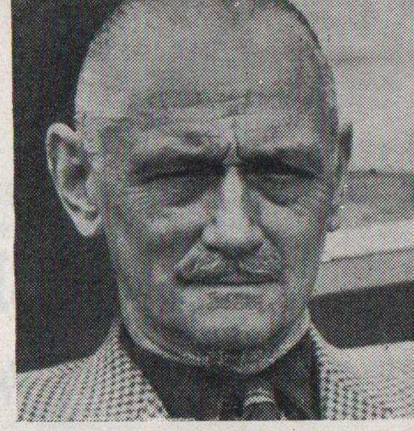
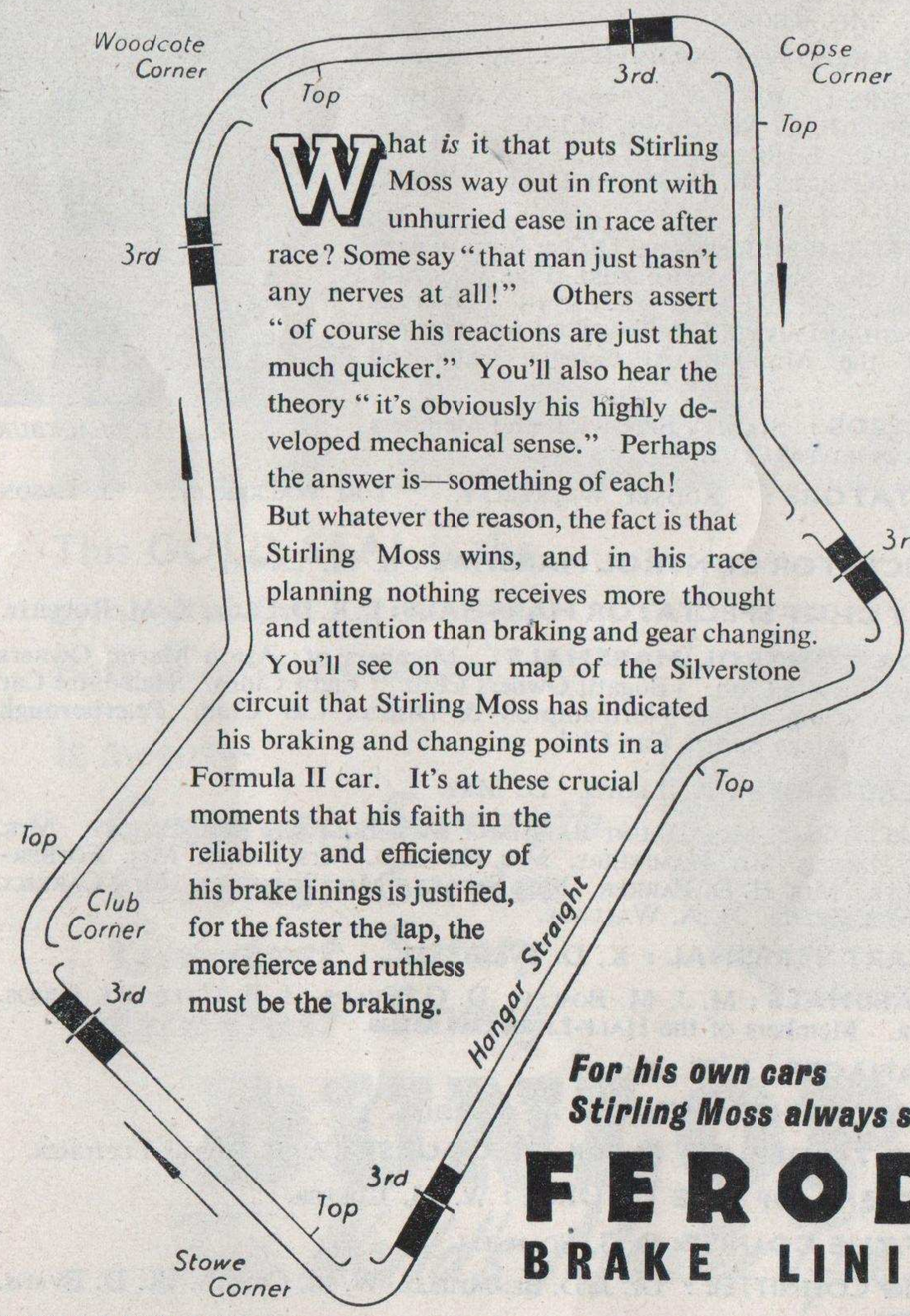
ORGANISING COMMITTEE : Dr. J. D. Benjafield. W. M. Couper. K. D. Evans. D. J. Scannell.



Lt.-Col. A. T. GOLDIE GARDNER, O.B.E., M.C.

T. BLACKBURN

Round SILVERSTONE *with* STIRLING MOSS



What *is* it that puts Stirling Moss way out in front with unhurried ease in race after race? Some say "that man just hasn't any nerves at all!" Others assert "of course his reactions are just that much quicker." You'll also hear the theory "it's obviously his highly developed mechanical sense." Perhaps the answer is—something of each!

But whatever the reason, the fact is that Stirling Moss wins, and in his race planning nothing receives more thought and attention than braking and gear changing. You'll see on our map of the Silverstone circuit that Stirling Moss has indicated his braking and changing points in a Formula II car. It's at these crucial moments that his faith in the reliability and efficiency of his brake linings is justified, for the faster the lap, the more fierce and ruthless must be the braking.

For his own cars Stirling Moss always specifies

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INTERNATIONAL

DAILY EXPRESS **Trophy Meeting**

Trophies and Cash Awards

The presentations will be made by

The Hon. MAX AITKEN, D.S.O., D.F.C.

Vice-Chairman, The London Express Newspaper, Ltd.

THE TROPHY RACE

FINAL—To the Entrants of the first five cars: **1st—THE TROPHY** and **£500.** **2nd**—£250. **3rd**—£100. **4th**—£75. **5th**—£50.

HEATS—Prizes will be awarded in each Heat as follows: **1st**—£60. **2nd**—£40. **3rd**—£30. **4th**—£20.

Privately-owned Cars and their Chief Mechanics are eligible for the following awards **1st** Entrant—£100. **2nd**—£50. Chief Mechanics—£25 and £15.

PRODUCTION CAR RACES

In both events:—To the Entrant of the Car with the Highest average speed: **THE SILVER TROPHY** and £50. With Cash Prizes in each Class to the Entrant of the car finishing: **1st**—£50. **2nd**—£30. **3rd**—£10.

MANUFACTURERS' TEAM PRIZES in each race, to the Entrant of the Team of three cars of the same make whose aggregate placings are lowest: A DAILY EXPRESS TROPHY.

500 C. C. RACE

Prizes for the first six cars as follows: **1st — A TROPHY and £50, 2nd — £35, 3rd — £25, 4th — £15, 5th — £10, 6th — £5**

RACE OF THE CHAMPIONS

A DAILY EXPRESS TROPHY

•

ALL TROPHIES TO BE WON OUTRIGHT

Basil Cardew

DAILY EXPRESS

MOTORING CORRESPONDENT

writes on the

YEAR'S *BIG* MEETING

Today the Daily Express continues its policy of furthering the sport of motor racing by staging for the fourth year in succession its great International Trophy Car Race Meeting on the Silverstone Circuit.

Spectators (arriving at the course) will find that, compared with the highly successful Daily Express meetings in the past, four major innovations are being introduced.

The first is one that affects the race-goer's comfort and his positioning while he watches the seven and a half hours of speed and automobile spectacle.

THE NEW SILVERSTONE LAYOUT

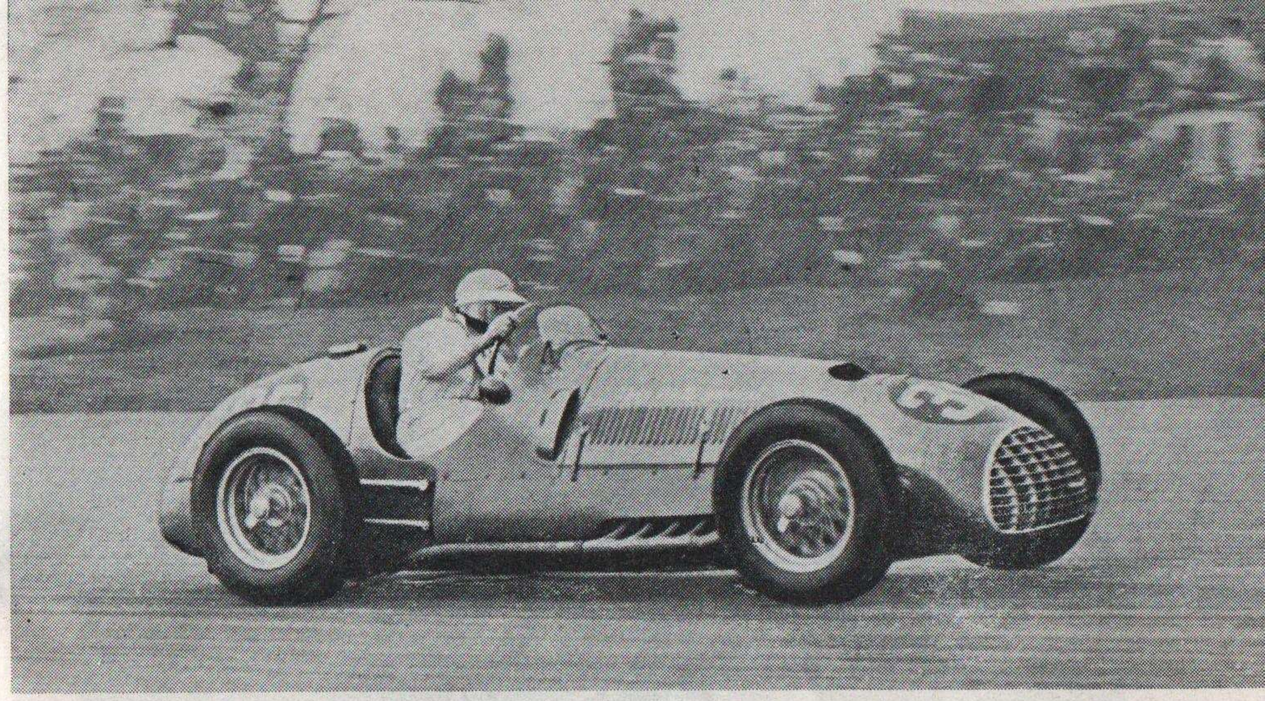
The pits and paddock have been re-sited and installed on the top leg of the circuit near Woodcote Corner. The pits' grandstands are, of course, moved north to face the refuelling and servicing points of the competing cars.

This has been done primarily to give onlookers a better view of the course and closer observation of two thrilling corners—Woodcote and Copse Corners.

Protective earth banks enabling a closer view of the racing have been erected at points round the 3-mile circuit.

Re-designing of Silverstone has been implemented by the British Racing Drivers' Club, organisers of today's racing events, who will continue to improve the facilities for the motor-racing public at every possible opportunity. In fact they intend to spare no pains in making Silverstone Britain's premier motor-racing circuit.

When the British Racing Drivers' Club acquired the circuit early this year, the Daily Express guaranteed that its international meeting would be held at Silverstone for the next four years, a long-term promise



Tens of thousands will long remember the spectacular driving of Reg. Parnell (Ferrari) to whom the Stewards awarded the Trophy and prize at the 1951 meeting. The Final was abandoned after the sixth lap owing to a tremendous thunderstorm.

which saved the circuit from being abandoned for motor racing.

FORMULA 2 RACING

The second major change is in the programme. In the earlier International Trophy Races the regulations called for Formula 1 cars in which the Italians have had a virtual monopoly. The races were for cars with engines of 1½ litres supercharged or 4,500 c.c. unblown.

But there now remain very few racing stables either here or abroad interested in this category (since the international formula is being changed in 1954). So the Daily Express today takes the lead in changing its International Trophy event to a Formula 2 race. This is a class on which manufacturers of many countries are now concentrating.

Formula 2 cars are those with 2-litre engines unblown (or 500 c.c. supercharged). One merit of the change is that it allows many British stables to compete on equal terms against the best from the Continent. Most of Britain's cars are new and specially designed for the job.

TWO 50-MILE DUELS

Third innovation is the splitting of the International Daily Express Production Car Race into two distinct categories.

One 50-mile battle on the airfield circuit will be run for touring cars that you could buy from any showroom (if you could get delivery). The other will be for production sports cars.

This should make the 17-lap speed duels better balanced and, most important, more exciting for those lining the course.

I believe that no car event since the war has captured the

[*continued page 21*

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P. D. C. Walker in a Jaguar XK120 in front of J. D. Hamilton in a similar model, in last year's Production Car Race.

imagination of the public as much as the Production car races, and once again the change will keep them in the forefront of high-grade competition.

AN EXCITING SPECIAL EVENT

Fourth, the Daily Express has invited the world's leading drivers, irrespective of country, to show their paces in a special race.

In this event the champions of many nations will be piloting one standard type of car—a Jaguar XK120 Sports Model. They will be given identical models so the test should be one of man more than machine (if we can afford to rule out the all-important element of luck).

And let us not forget the Daily Express 500 c.c. race, a class in which British cars and drivers are happily triumphant.

Scan the list of competitors. Every man has made his mark. Then think that the fastest of these ½-litre midgets get up to speeds of 115 miles an hour. Such drivers cram a gallon of skill and high speed driving into a half-pint pot !

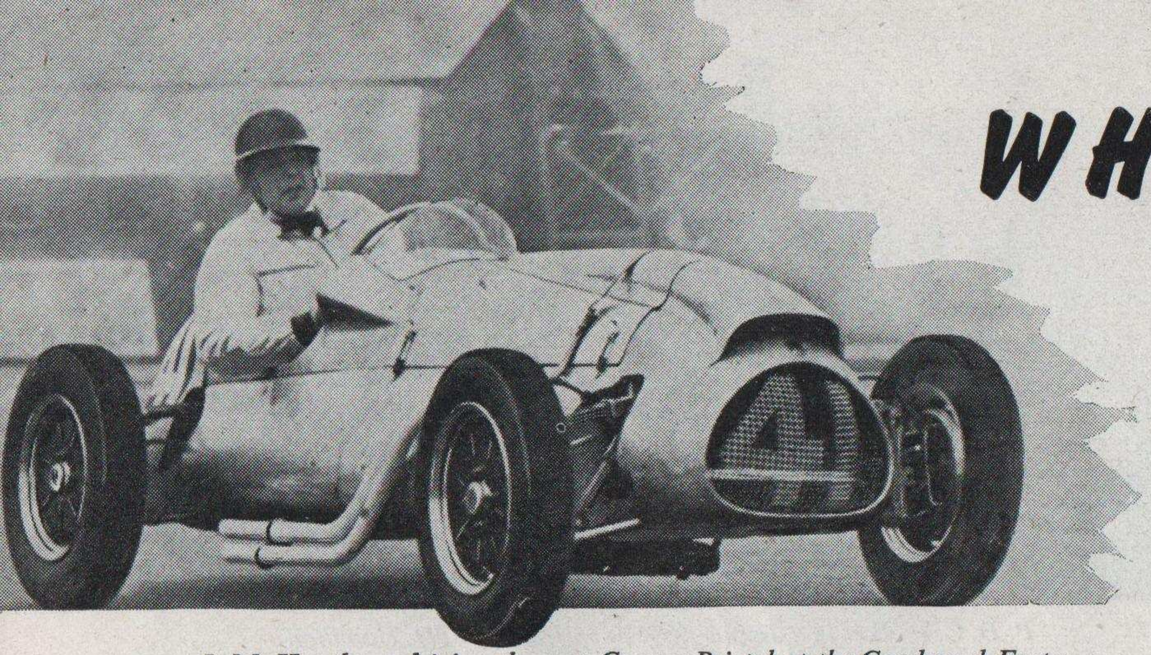
There are lots of other thrilling features in this star-spangled programme which will hold your attention. So let's all have good fun and a grand day of motor sport.

At the end, if you have thoroughly enjoyed the meeting then the very considerable efforts of the Daily Express and the British Racing Drivers' Club will not have been in vain.

Proud is the Daily Express to have made this meeting possible. And proud it is to have been the first great sponsor of a sport that has been lifted to a major position since the war in the hearts of the people.

★ ★ ★

WHY FORMULA 2 ?



J. M. Hawthorn driving the new Cooper Bristol at the Goodwood Easter meeting, finishing second to Gonzales in the Richmond Trophy

By Rodney Walkerley

Sports Editor of 'The Motor'

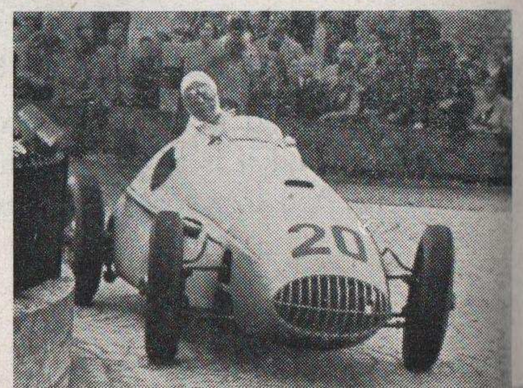
BEFORE it is possible to understand, and therefore to enjoy, what goes on at Silverstone today in the two heats and the final for the International *Daily Express* Trophy, for cars built "according to Formula 2," it is obviously necessary to know what all this Formula talk is about.

Since the first "Grand Prix de France" of 1906, which established this form of racing on an International scale, motor racing at the highest level has been controlled by regulations recognized and followed by every nation which built motor cars at all. Any sport must have rules and there must be umpires. The *F.I.A.* through its many committees and panels of Stewards, acts as rule-maker and final court of appeal.

The Grand Prix rules come under two headings. First, there are the general rules which apply to the conduct of all motoring sport, known as the International Sporting Code. The British version is the book of General Competition Rules of the Royal Automobile Club, and a panel of Stewards is here today to see it complied with in every respect. Secondly, special regulations define the kind of car which is eligible to compete.

This is obviously essential, so that like races against like, and manufacturers of racing cars know exactly the limits within which they must work, and that they are the same limits for everybody.

Toni Ulmen, German Sports Car Champion, corners in a 2-litre Veritas



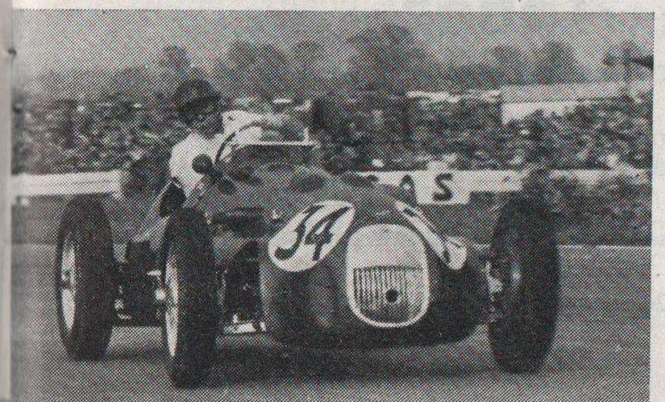
Since that first race in 1906, the regulations have been altered from time to time, at intervals of three or four years, so that this or that aspect of design can be fostered among international automobile designers. In this way the ordinary car of today, reflecting in due time the lessons of the racing circuit, has been developed and improved. Almost every modern innovation we have on our family cars today was born out of the international Grand Prix regulations !

As time went on the regulations became simpler. At first there were weight limits, high and low, then fuel consumption limits, then engine-size limits, then combinations of all these, and the regulations for any given effective period became known as the Grand Prix Formula.

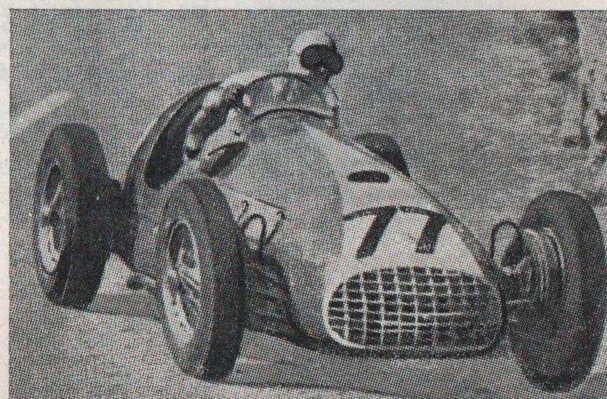
After the war there was a Formula which limited cars to $1\frac{1}{2}$-litres (a nominal 12-h.p.) if supercharged or, if unsupercharged, to $4\frac{1}{2}$-litres (a nominal 45-h.p.), it being considered that this made things about even between the supercharged and unsupercharged car. Weight was left right out of it and designers were able to get their cars down to the lowest weight possible until today a 200 m.p.h. car weighs only about a ton in racing trim.

In 1950, however, it was seen that the building of these cars was enormously expensive at a time when no one had very much money for such interesting experiments. A second Formula was therefore introduced—our Formula No. 2—promulgated to allow first-class international racing with cars costing much less than those of Formula No. 1. This Formula, under economic pressure, has gradually and steadily come to the fore until in this year of 1952, far more factories are interested in

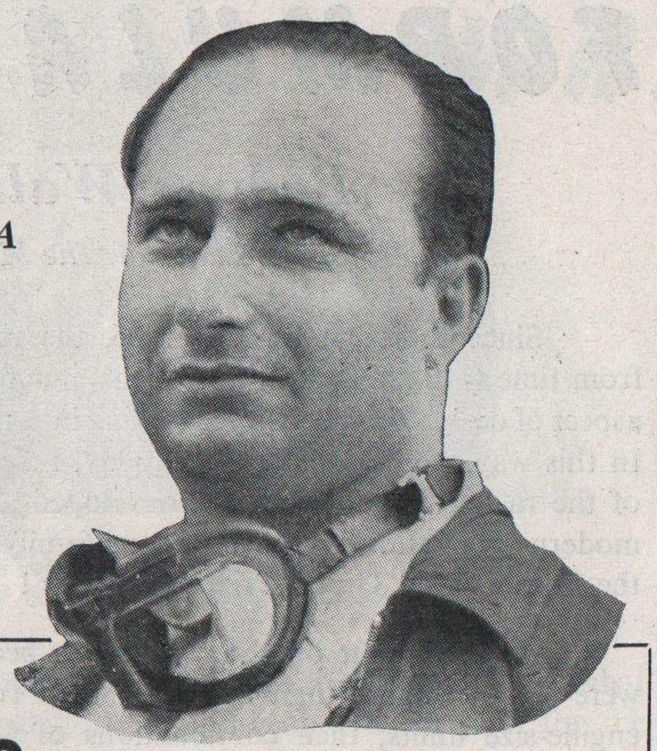
George Abecassis handles the new Formula 2 H.W.M



Ferrari 1980 c.c. driven by Fischer —6 Ferrari's compete in the Trophy Race



PORTRAIT OF A WORLD CHAMPION



J. M. FANGIO...

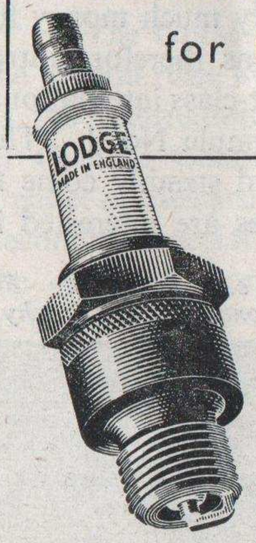
1951 world champion and ace Alfa-Romeo driver, relied on

LODGE

SPARKING PLUGS

for his 1951 successes

GRAND PRIX OF	
Europe	1st
Bari	1st
Spain	1st
Switzerland	1st
Gt. Britain	2nd
Germany	2nd



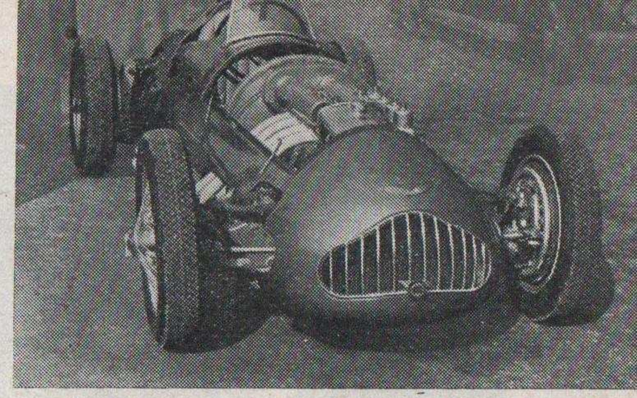
Lodge sparking plugs for the everyday motorist are basically the same as those used so successfully by J. M. Fangio.

Fit a new set of LODGE in your car and feel the difference!

Standard models from 5/6 obtainable from all accessory dealers and garages

British made throughout by LODGE PLUGS LTD., RUGBY

The 2-litre Connaught at Silverstone last year with Ken McAlpine up



Much is expected from the new Alta to be driven this year by Peter and Graham Whitehead

building Formula 2 cars than the frighteningly expensive Formula 1 types. The cost of producing the British Formula 1 B.R.M., for instance, in cash and kind, has been put at over £300,000 to date !

This year, then, nearly all the major international races or "grandes epreuves" as we call them in French, are being run in conformity with Formula 2.

And what, precisely, is Formula 2 ? This Formula is simple : you may build a car with an engine of 500 c.c. with supercharger or of 2-litres (nominally 15 - 20 h.p.) without a supercharger, and as it would cost the earth to construct the little, supercharged, high-speed engine, no one has so far even bothered to try, and the constructors have plumped outright for the 2-litre unsupercharged variety.

Another cogent reason for this change over to Formula 2 is that the great protagonists of Formula 1, Alfa-Romeo, who won every race for years, have retired from that form of the sport this year—possibly because their famous 1½-litre Type 159 which we saw here last year, has been developed and super-developed until little extra power can be extracted from the eight-cylinder engine any more and an entirely new design had become necessary. Last year, the unsupercharged 4½-litre twelve-cylinder Ferrari matched them on level terms, and whereas Alfa Romeo won four great races, Ferrari won three. The time had come for Alfa Romeo to think again.

Now, during the years since the war, Ferrari of Modena had built many types of sports and racing cars—1½-litres supercharged, 2-litres, 2½-litres, 4.1-litres, 4½-litres, and was ready for almost any change in the Formula. Thus Formula 2 has been, to date, the happy hunting ground of Ferrari with his V-12 2-litre unsupercharged model. In the last twelve months, however, Ferrari has been developing a new 2-litre car with only four-cylinders which, somewhat to the surprise of the experts and the amusement of others, proved faster than the twelve-cylinder model of the same size.

[*continued page 27*

Fully patented

Out of the gruelling test of speed trials and racing, stage by stage and improvement by improvement, emerged the Lockheed brake—the safest in the world, and the result of pioneer work in making speed safer for the private motorist.

As fitted to Britain's fastest production cars

Lockheed

REGD. TRADE MARK

hydraulic

BRAKES

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

History seems to indicate that whereas each succeeding Formula has been designed to reduce the size of engines and thus the all-out speed of the cars, the new cars have ended up a few years later faster than their antecedents. The modern Formula 1 cars, while having about the same maximum speed as the cars of double the size before the war, have been lapping the circuits at higher speeds, although, when the engines first came down to 1½-litres everyone groaned and said that was the end of really thrilling motor racing.

Much the same has been said today, with this switch from Formula 1 to the admittedly slower and less powerful cars of Formula 2, but already these machines are not very much slower and, as they flash past in action, do not look any less rapid.

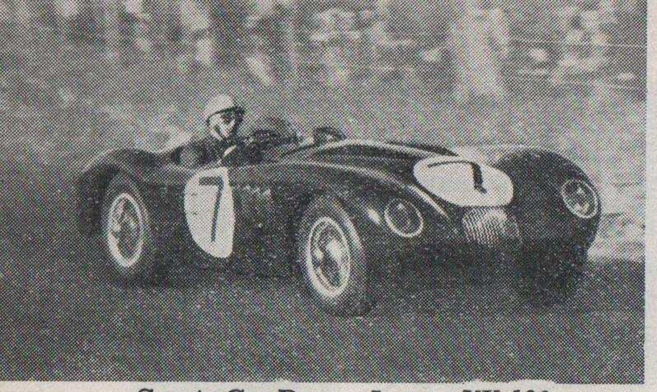
After all, the 1952 four-cylinder Ferrari is giving about 190 horse-power at 7,000 r.p.m.—which is about 100 h.p. more than an equivalent touring car would dream of producing—and can exceed 160 m.p.h. with some ease. This time next year we may expect that a 2-litre will be batting out over 200 h.p. (which was respectable for an unsuper-charged 4½-litre a few years ago) and reaching 170-180 m.p.h. on a suitable circuit. We must wait and see.

Turning to the possibilities in Formula 2 racing we find a very interesting picture. From Italy come the factory 4-cylinder Ferraris, backed by a round dozen private owners with 4-cylinder and 12-cylinder models, and the new 6-cylinder Maserati (plus Enrico Platé's own modified version thereof) and two sizes of O.S.C.A.—1,300 c.c. and 2-litres. In France we have new Simca-Gordinis, the new Sacha Gordine (no connection with the former but financed by a well-known French film producer), and the Jicey. In Germany, there is the V-8 A.F.M. built for Hans Stuck and the Veritas. And in our own country we have the famous H.W.M., in its new form with De Dion rear suspension lay-out, the new Alta, the Cooper with Bristol engine, which was the sensation at Goodwood, the Connaught, the Aston-Butterworth, the E.R.A. and a hush-hush car not yet unveiled—seven entirely new racing cars which can take the field under Formula 2 this season.

So today we are to see the first major Formula 2 race to be run in this country, with internationally famous drivers at the wheel, fighting it out against British champions in a race on more even terms than we have yet seen at Silverstone. And I think you will be a little astonished at how close the lap speeds are compared with those of last year.

For a comparison I suggest you turn to page 48 for the speeds at previous International Daily Express Trophy Meetings.

★ ★ ★



Sports Car Race: *Jaguar XK 120c*

Cooper M.G.

Jowett Jupiter

Frazer Nash

PRODUCTION CAR RACING

by J. A. Cooper
Sports Editor 'The Autocar'

EVER since motoring first began to be a practicable method of travel from place to place, the owners of cars have vied with one another in claims as to the capabilities of their various and respective machines. This is natural enough ; and its logical sequel is the arranged contest between such machines, which will prove or disprove these claims, and establish the virtual supremacy in performance of one car over another.

Performance, in the sense of speed capabilities, handling qualities and efficient braking, is not the sole criterion by which a car should be judged ; economy, reliability and value for money in the purchase price are other obvious essential qualities.

Nevertheless, there is a glamour about the sheer performance figures which always make them the most hotly-contested items whenever comparison is being made between one car and another.

No better way of assessing the relative performance capabilities of cars of any sort can be imagined than the straightforward one of racing them one against the other, and events such as the Daily Express Production Car Races which form part of to-day's programme are especially designed with this consideration in view. For this reason, the participating cars are, by the regulations governing the events, compelled to follow the standard catalogue specifications extremely closely.

Certain modifications are permitted by the regulations, partly in the interests of safety and partly to render the task of the car's tuning and preparation somewhat easier than would otherwise be the case ; but in all the essential features, these cars are the same as those which are described in the catalogues, exhibited at the Motor Shows, and which you and I could buy if they were not in short supply and if we had enough money.

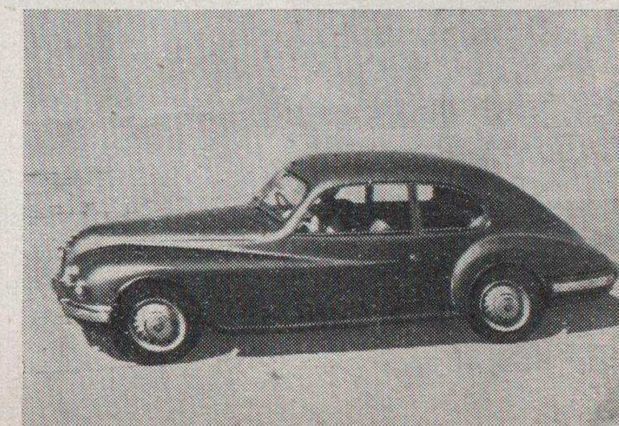
This production car racing is no new thing ; in fact, it is the original form of motor racing, when there were no other cars in which to race at the end of the last century. Soon, of course, manufacturers commenced to build special cars for competition purposes ; and the last fifty years have seen progress in the design of cars at a fantastic rate, mainly because of the effect of arduous competition in finding

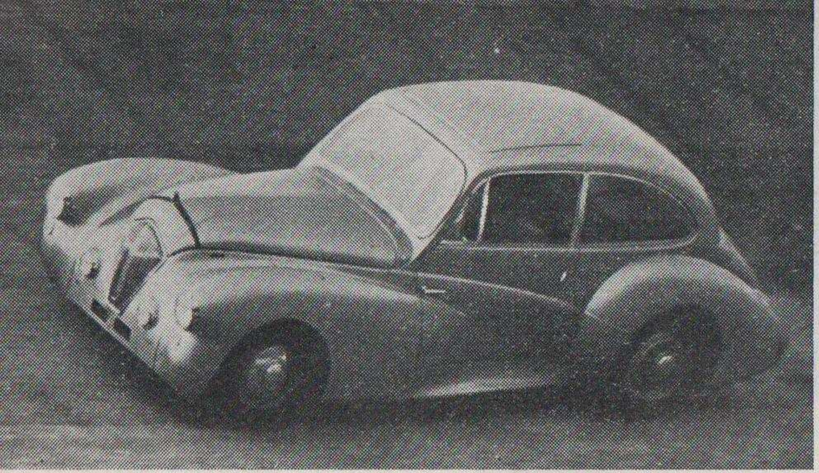
Touring Car Race: *Sunbeam Talbot*

Allard

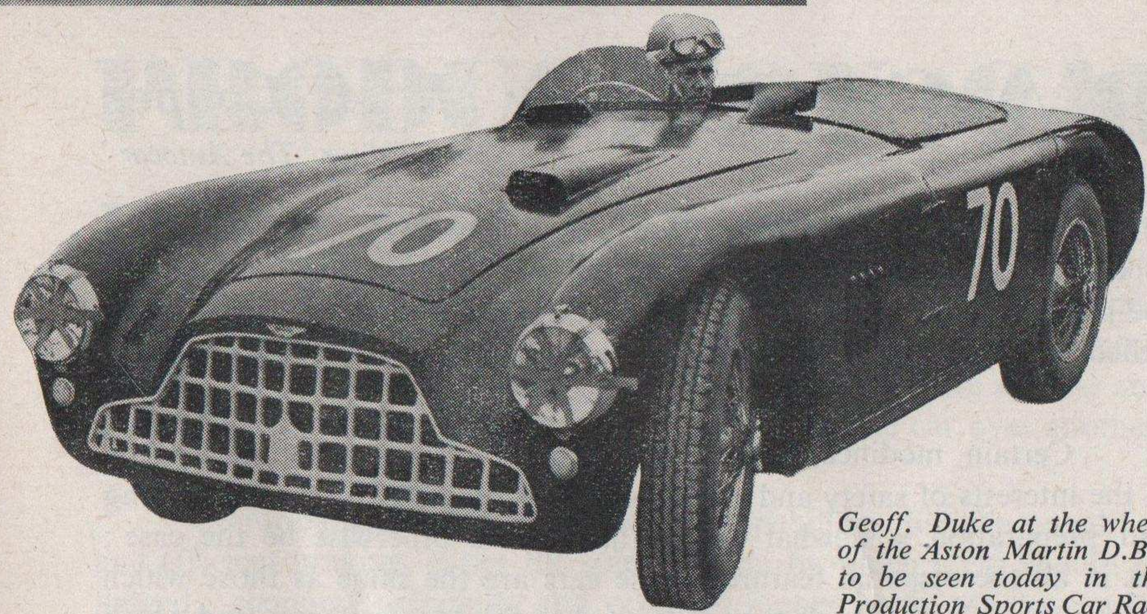
Riley

Bristol





Healey 2.4 litre saloon at speed on the Montlhéry Track.



Geoff. Duke at the wheel of the Aston Martin D.B.3 to be seen today in the Production Sports Car Race

out the weak parts of a design and in providing the incentive to produce something better.

VALUE OF COMPETITION

This brings us to another aspect of this form of racing in particular. Car manufacturers take part in these races, at considerable cost to themselves, for two main reasons. One of these, of course, is the immense publicity value of a success for their product, which has more effect on car sales—especially in the export markets—than many people realise ; the other is the fact that they learn a great deal by their competition programme.

All the commonly-accepted features of the design of the present-day automobile have been developed on the race track. Four wheel brakes, reliable and efficient valve operating mechanisms, independent wheel suspension systems, steering layouts combining effortless operation with accuracy—all these and many more features of design were persevered with, developed and brought to their amazing present-day standards of

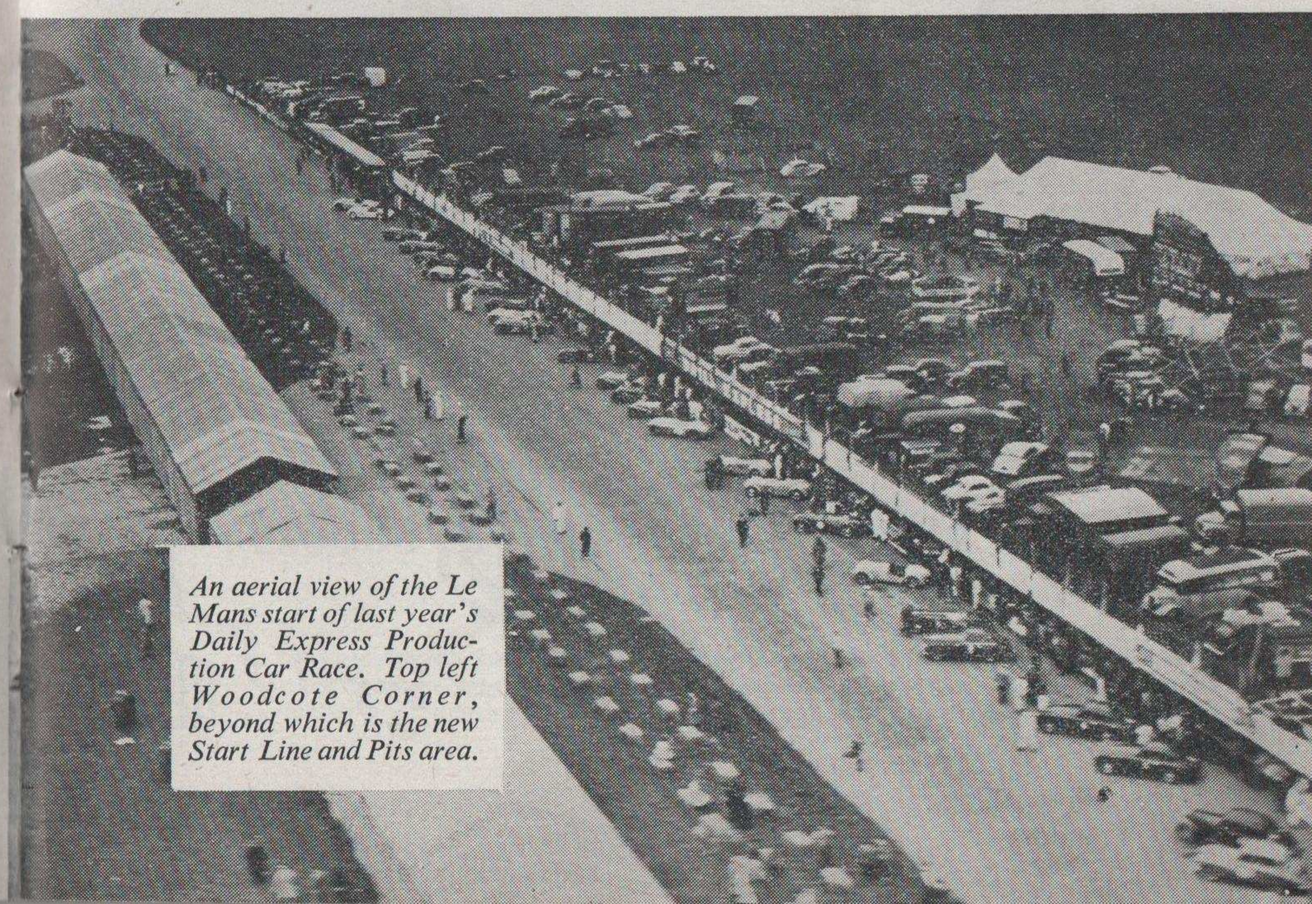
efficiency and reliability. Racing will find out the defects of any particular ideas far more quickly and surely than thousands of miles of ordinary road motoring.

THE ROLL OF FAME

British cars have for many years had an enviable record of successes in events of this kind ; such names as Riley, Sunbeam, Alvis, Bentley have all been inscribed on the roll of fame in years gone by, in races of the calibre of the famous Le Mans 24-hour race in France, the Six-Hour and Double-Twelve races run at Brooklands, and the Tourist Trophy races of Northern Ireland.

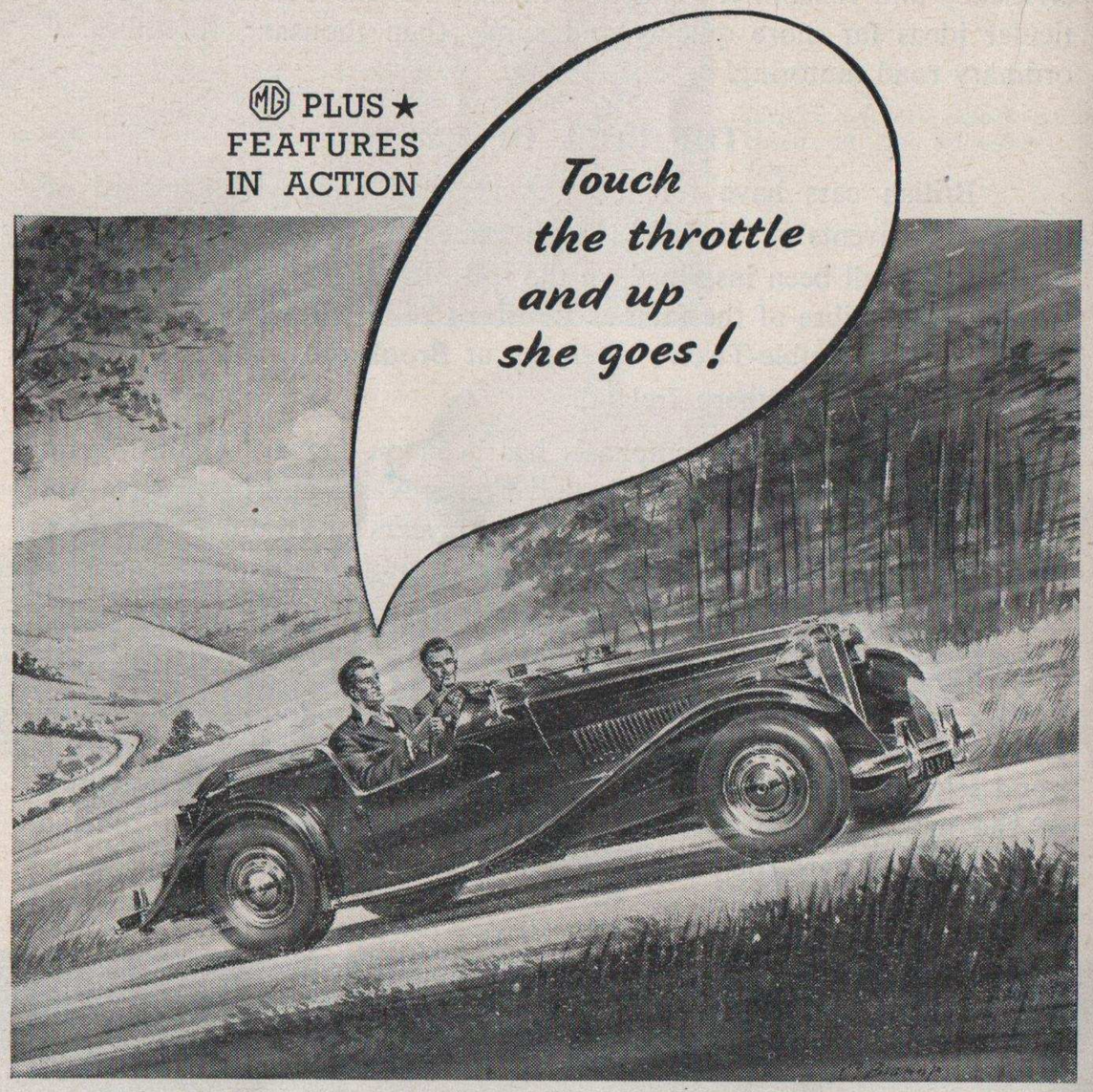
Since the war, the emphasis has been on Jaguar, Aston-Martin (itself an old and famous name), and Frazer-Nash, and if we have not as a nation been very successful of recent years in Grand Prix racing, the same cannot be said for the field of the production and sports car.

The series of International Daily Express Production Car Races organised by the British Racing Drivers' Club, of which today's is the fourth, has always proved of absorbing interest and provided some extremely thrilling racing. Today should be no exception ; with a good selection of entries both from this country and abroad, and some of the most brilliant drivers in motor racing at the present time, a successful and hard-fought contest is assured.



An aerial view of the Le Mans start of last year's Daily Express Production Car Race. Top left Woodcote Corner, beyond which is the new Start Line and Pits area.

MG PLUS ★ FEATURES IN ACTION



Just feel that lightning response . . . the burst of energy from twin S.U. carburetters! Scudding along the highway or patiently idling in traffic, it's always good to know that you've real power there when you want it. With stamina for going up and powerful Lockheed hydraulic brakes for coming down, those hills just flatten out under the wheels of the lively M.G. Midget.

★ Overhead valve engine developing 54 b.h.p. Twin S.U. carburetters. Just two of the "plus features" of the T.D. series M.G. Midget. Other important "plus features" include:

Coil spring independent front wheel suspension.
Piston-type shock absorbers.
Direct-acting steering.
Wider, stouter body. Roomier seating.
Bigger comfort-tyres, disc wheels.
. . . and remember its grand sporting record

THE 'PLUS FEATURES' MG MIDGET . . . .

Safety fast!

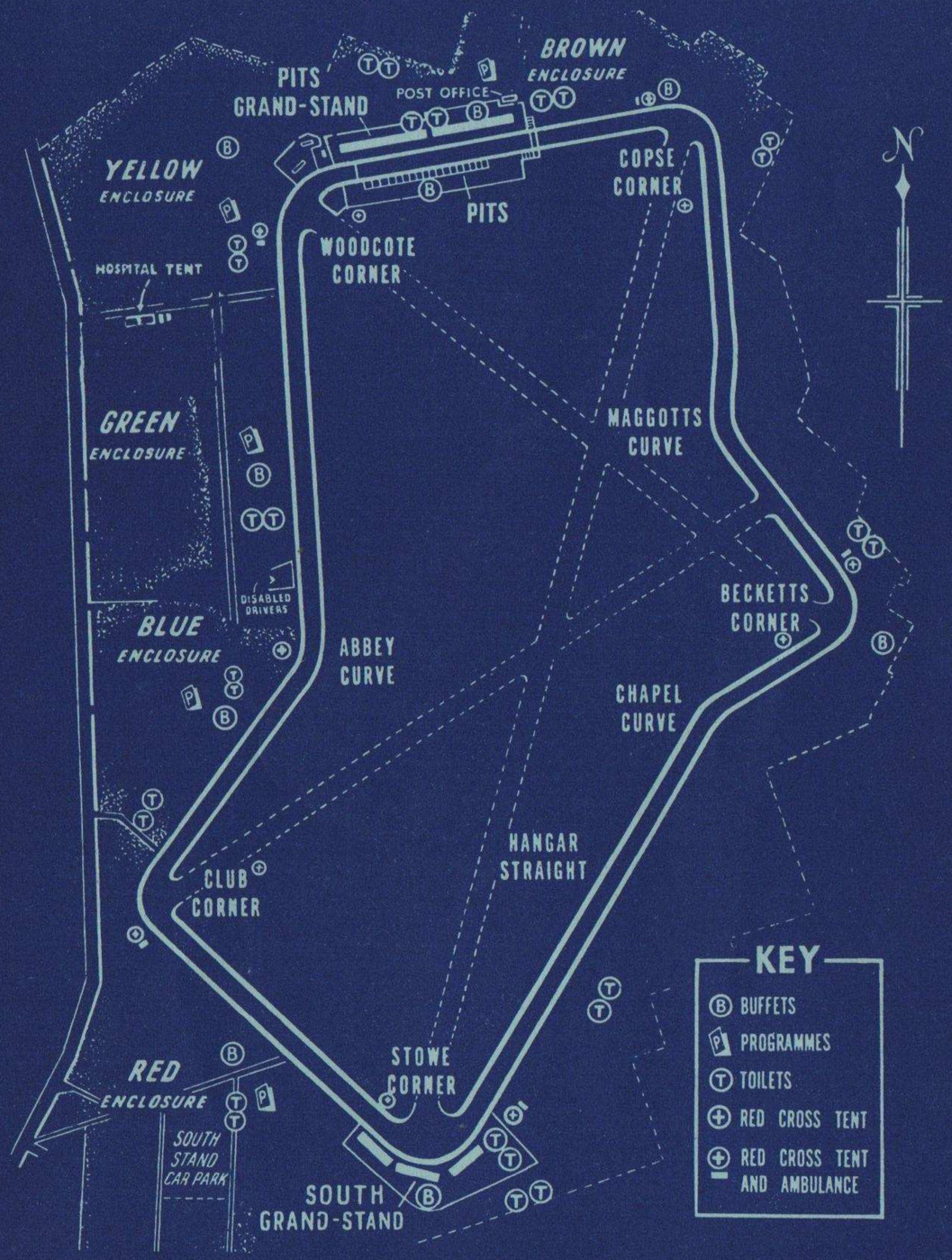
THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
London Showrooms: University Motors Ltd., Stratton House, 80 Piccadilly, W.1
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1

NUFFIELD PRODUCTS

64

SILVERSTONE CIRCUIT

INTERNATIONAL DAILY EXPRESS TROPHY MEETING MAY 10 1952



WARNING: Motor Racing is dangerous and all persons attending at this track 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 drivers and owners 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."

The information in this programme is strictly copyright.

LAP SPEED TABLE

One lap of Silverstone Circuit equals 2 miles 1,631½ yards. To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME	SPEED	TIME	SPEED	TIME	SPEED
m. s.	m.p.h.	m. s.	m.p.h.	m. s.	m.p.h.
1.45	100.35	2. 8	82.32	2.31	69.78
1.46	99.41	2. 9	81.68	2.32	69.32
1.47	98.48	2.10	81.05	2.33	68.87
1.48	97.57	2.11	80.44	2.34	68.42
1.49	96.67	2.12	79.83	2.35	67.98
1.50	95.79	2.13	79.23	2.36	67.55
1.51	94.93	2.14	78.64	2.37	67.12
1.52	94.08	2.15	78.05	2.38	66.69
1.53	93.25	2.16	77.48	2.39	66.27
1.54	92.43	2.17	76.91	2.40	65.86
1.55	91.63	2.18	76.36	2.41	65.45
1.56	90.84	2.19	75.81	2.42	65.04
1.57	90.06	2.20	75.27	2.43	64.64
1.58	89.28	2.21	74.73	2.44	64.25
1.59	88.55	2.22	74.21	2.45	63.86
2. 0	87.81	2.23	73.69	2.46	63.48
2. 1	87.08	2.24	73.17	2.47	63.10
2. 2	86.37	2.25	72.67	2.48	62.72
2. 3	85.67	2.26	72.17	2.49	62.35
2. 4	84.98	2.27	71.68	2.50	61.99
2. 5	84.30	2.28	71.20	2.51	61.62
2. 6	83.63	2.29	70.72	2.52	61.26
2. 7	82.97	2.30	70.25	2.53	60.91

FLAG SIGNALS

Official signals to the 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: Waved, great danger, be prepared to stop. Held stationary, take care.

BLUE: Waved, someone is trying to pass you. Held stationary, someone is just behind you.

YELLOW with RED STRIPES: Oil on course.

BLACK (with No.): Car of number shown, stop at pit.

WHITE: Service Car or ambulance on course.

BLACK & WHITE CHECK: Race over.

DAILY EXPRESS 500 c.c. RACE

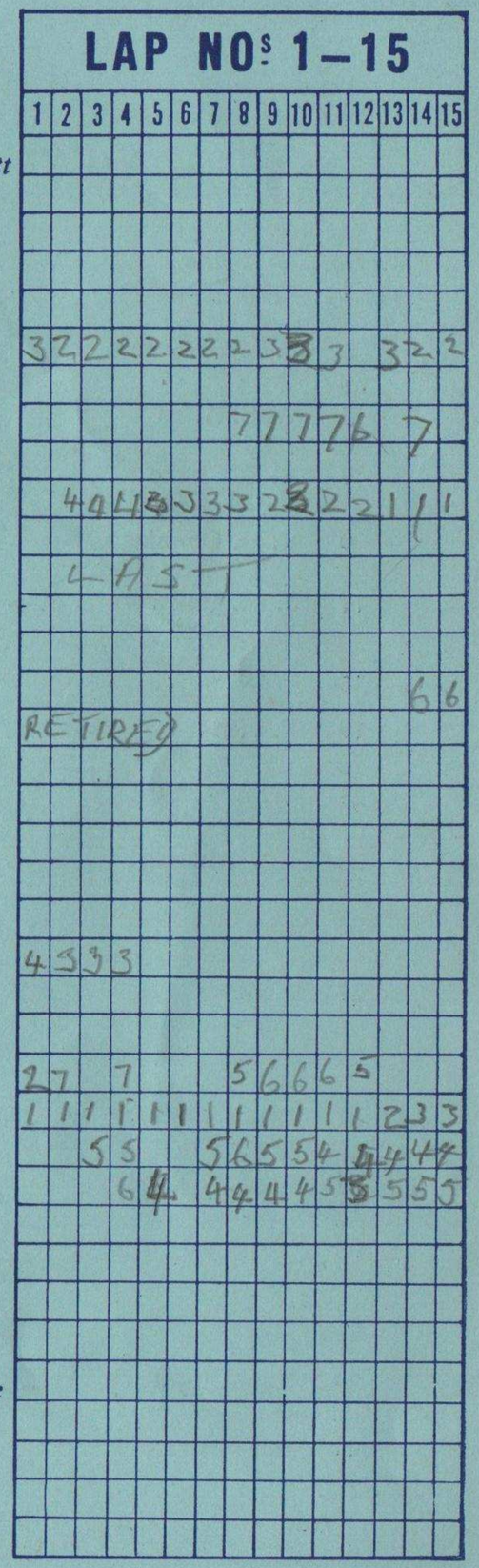
ENTRIES & LAP CHART ABBEY CURVE

10.15 A.M. **15 LAPS**

(45 miles approximately)

1st Prize — £50 and a Trophy

No.	Driver	Car	Entrant
1	J. K. Brise	Arnott	Miss D. M. Arnott
2	J. Barber	Cooper	Driver
3	M. A. H. Christie	Cooper	,,
4	D. A. Clarke	Cooper	,,
5	J. Coombs	Cooper	,,
6	C. N. Cooper	Cooper	,,
7	J. N. Cooper	Cooper	,,
8	F. R. Gerard	Cooper	,,
9	D. H. R. Gray	Cooper	,,
10	S. Lewis-Evans	Cooper	,,
11	A. J. Nurse	Cooper	,,
12	J. G. Reece	Cooper	,,
14	A. C. Rippon	Cooper	,,
15	G. H. Symonds	Cooper	,,
16	D. Truman	Cooper	,,
17	W. J. Whitehouse	Cooper	,,
18	G. H. Wicken	Cooper	,,
19	J. D. Habin	Erskine Staride	,,
20	Ken Wharton	Erskine Staride	,,
21	F. H. Bacon	F. H. B.	,,
22	P. J. Collins	J. B. S.	,,
23	Allan Moore	J. B. S.	,,
24	A. W. Richards	J. B. S.	,,
25	C. R. Hunter	J. P.	,,
26	K. A. Gregory	Kieft	,,
27	C. D. Headland	Kieft	,,
28	Stirling Moss	Kieft	P. J. Crawford-Knight
29	Don Parker	Kieft	Driver
30	Les Leston	Leston Special	,,
31	P. K. Braid	Mackson	A. D. Gill
32	A. D. Gill	Mackson	A. D. Gill
33	G. S. Shillito	Mackson	A. D. Gill
34	C. R. Instone	Mezzolitre	Driver
35	O. Poppe	Mezzolitre	C. R. Instone
36	K. W. Smith	Smith 500	Driver
37	Clive Lones	Tiger Kitten	,,
38	E. J. Moor	Wasp	,,
39	Paul Emery	Emeryson	,,



INTERNATIONAL TROPHY

ENTRIES

11.25 A.M.

HEAT 1 — 15 LAPS. 1st Prize — £60 ; 2nd — £40; 3rd — £30 ; 4th £20

No.	*Driver*	*Car*	*Capacity*	*Entrant*	*Nationality*
1	Peter Whitehead	Ferrari	1992 c.c.	*Driver*	G.B.
3	F. A. O. Gaze	Alta	1960 c.c.	*Driver*	Aus.
5	W. S. Aston	Aston-Butterworth	1986 c.c.	*Driver*	G.B.
7	R. E. Clarke	Connaught	1964 c.c.	*Driver*	G.B.
9	K. H. Downing	Connaught	1964 c.c.	*Driver*	G.B.
11	J. M. Hawthorn	Cooper	1971 c.c.	*L. D. Hawthorn*	G.B.
15	Stirling Moss	E. R. A.	1996 c.c.	*E. R. A. Ltd.*	G.B.
19	P. Hirt	Ferrari	1998 c.c.	*Ecurie Espadon*	Sw.
21	W. A. Dobson	Ferrari	1955 c.c.	*Scuderia Ambrosiana*	G.B
23	Ken Wharton	Frazer Nash	1971 c.c.	*Peter Bell*	G.B.
25	Bira	Gordini	1500 c.c.	*Ecurie Gordini*	Siam
27	J. Behra	Gordini	1500 c.c.	*Ecurie Gordini*	F.
29	Peter Collins	H. W. M.	1960 c.c.	*H. W. Motors Ltd.*	G.B.
31	Lance Macklin	H. W. M.	1960 c.c.	*H. W. Motors Ltd.*	G.B.
33	H. A. Richards	H. A. R.	1954 c.c.	*Driver*	G.B.
35	Ted Lund	Lea Francis	1674 c.c.	*W. J. Skelly*	G.B.
37	Reg. Parnell	Maserati	1960 c.c.	*Scuderia Enrico Platé*	Sw.
39	Toni Ulmen	Veritas	1996 c.c.	*Driver*	G.
41	J. Claes	Gordini	1500 c.c.	*Driver*	B.

Aus. = Australia. B. = Belgium. F. = France. G. = Germany.
G.B. = Great Britain. Sw. = Switzerland.

DAILY EXPRESS RACE

& LAP CHART

87·8

ABBEY CURVE

LAP NOS 1–15

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
							8	8	8	8	8	8	7	7	1
							10	10	10	10	10	10	10	10	3
															5
															7
			7	5	5	Packed stone									9
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11
		NON		START.											15
															19
							9	9	9	9	9	9	9	9	21
5	6	5	6	7	7	6	6	6	6	6	6	6	6	6	23
	7	6	5	6	6	5	5	5	5	5	5	5	5	5	25
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	27
3	4	4	4	4	4	4	3	3	3	3	3	3	3	3	29
4	3	3	3	3	3	3	4	4	4	4	4	4	4	4	31
															33
															35
		7	8		8	7	7	7	7	7	7	7	8	8	37
															39
															41

INTERNATIONAL DAILY TOURING

12.30 P.M.

Starter for this event –

ENTRIES

17 Lap Race. 1st Prize — Silver Trophy and £50 with a Trophy for Winning Team.

No.	*Driver*	*Car*	*Capacity*	*Entrant*
CLASS F : for Cars over 1100 c.c. and up to 1500 c.c.				
1	R. W. Jacobs	M. G.	1250 c.c.	*Driver*
2	H. L. Hadley	Jowett	1486 c.c.	,,
3	R. J. C. Marshall	Jowett	1486 c.c.	,,
4	W. Bennett	Jowett	1486 c.c.	,,
CLASS E : for Cars over 1500 c.c. and up to 2000 c.c.				
10	E. de Graffenried	Alfa Romeo	1884 c.c.	*Driver*
11	Charles Mortimer	Citroen	1911 c.c.	,,
12	L. Potter	Bristol	1971 c.c.	,,
14	T. A. D. Crook	Bristol	1971 c.c.	,,
15	R. F. Salvadori	Bristol	1971 c.c.	*T. A. D. Crook*
16	R. O'Brien	Bristol	1971 c.c.	*T. A. D. Crook*
17	P. B. Buckley	Bristol	1971 c.c.	*Driver*
18	J. C. C. Mayers	A. C.	1991 c.c.	*J. K. Malcolmson*
CLASS D : for Cars over 2000 c.c. and up to 3000 c.c.				
20	G. R. Hartwell/ J. M. Sparrowe	Sunbeam Talbot	2267 c.c.	*G. R. Hartwell*
21	J. P. S. Slatter	Sunbeam Talbot	2267 c.c.	*G. R. Hartwell*
22	Ray Merrick	Sunbeam Talbot	2267 c.c.	*Driver*
23	Ken Wharton	Healey	2443 c.c.	*Donald Healey*
24	Giacomo Caprara	Alfa Romeo	2443 c.c.	*Driver*
25	A. P. O. Rogers	Riley	2443 c.c.	,,
26	G. H. Grace	Riley	2443 c.c.	,,
27	A. P. Warren	Riley	2443 c.c.	*R. C. Porter*
28	K. H. Downing	Healey	2443 c.c.	*Driver*
29	C. G. H. F. Dunham	Alvis	2993 c.c.	*C. G. H. Dunham*
CLASS C : for Cars over 3000 c.c.				
30	Stirling Moss	Jaguar	3442 c.c.	*W. Lyons*
31	Leslie Johnson	Jaguar	3442 c.c.	*Driver*
32	B. E. Bradnack	Jaguar	3442 c.c.	,,
33	S. H. Allard	Allard	4375 c.c.	,,

EXPRESS PRODUCTION CAR RACE

Mr. Harry Ferguson.

& LAP CHART

SPOTTER Mr C. TILLEY JR.

LAP NOs 1–17

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
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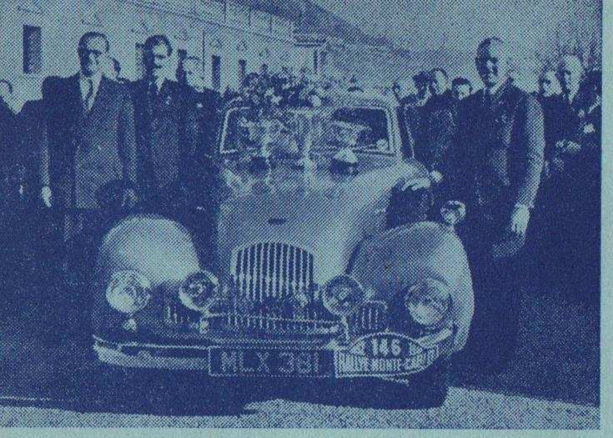
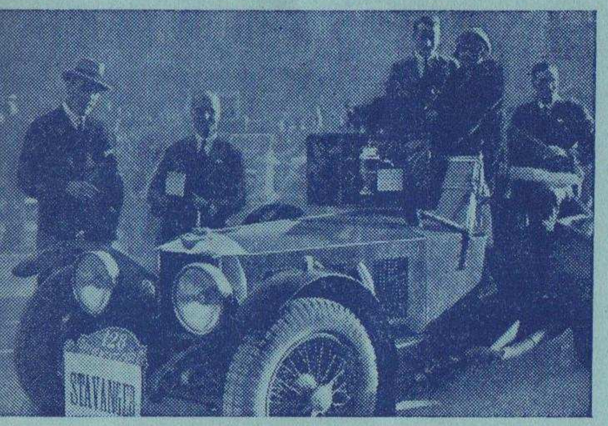
																	4





TODAY'S SPECIAL EVENTS

Monte Carlo Rally 1952

The Winner . . .

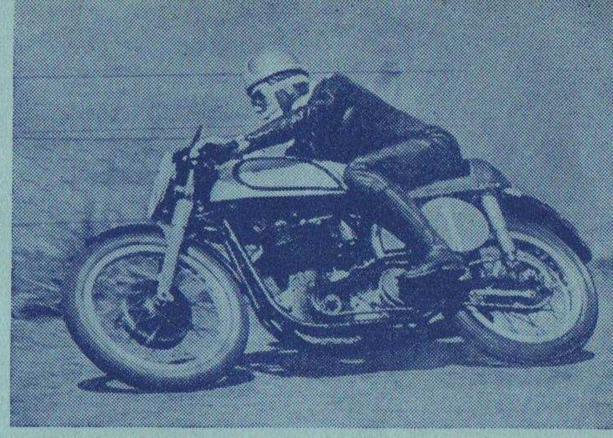
For the first time in twenty-one years an Englishman driving a British car won the Monte Carlo Rally and today Sidney Allard with his colleagues, Guy Warburton and Tom Lush, will make a Lap of Honour around the circuit . . . .

. . . followed by

The Sunbeam Talbot which was second with a British team comprising Stirling Moss, John Cooper (well-known Technical Journalist and a contributor to this programme) and Desmond Scannell (to-day's Clerk of the Course).

. . . the 1931 Winner

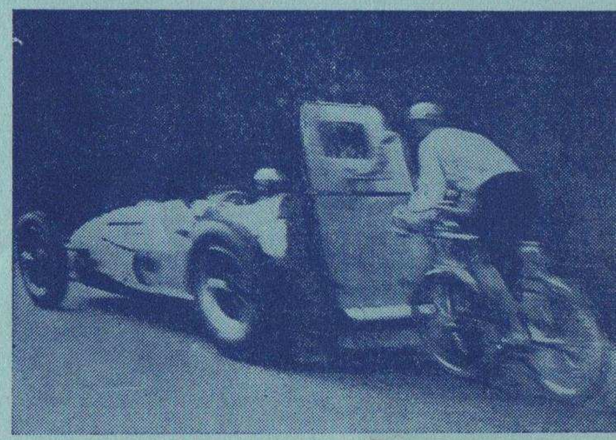
The previous British victory in this event was in an Invicta 21 years ago. Donald Healey, now producing the famous cars of that name, was at the wheel. He drives round today in a replica of the winning car, as the original model was "written off" at Brooklands.



World-Champion Motor-Cyclist

Geoffrey Duke — "Sportsman of the Year"—makes a well-deserved Lap of Honour on a record-breaking Norton motor-cycle. He is the World Champion in the 350 c.c. and 500 c.c. Classes.

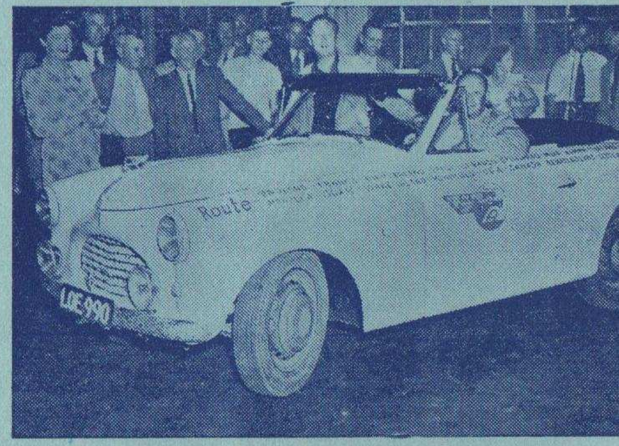
• • •



World Record Breaker

José Mieffret, paced by Geoffrey Duke, will demonstrate a run at speed around the track. On a straight course and behind Giraud Cabantous in a wind-shielded Talbot, he achieved the extraordinary speed of 109 miles per hour on a bicycle.

• • •



Round the World in 21 days

A demonstration run by Alan Hess and one of his co-drivers R. Jeavons, in the Austin A40 Sports Car which encircled the globe in three weeks in June, 1951, averaging 46.8 miles per hour from start to finish.

THE RACE OF THE CHAMPIONS

An outstanding and unique event in the world of motoring sport. Champion drivers will ballot for their car from a number of identical XK 120's supplied and tuned by Jaguar Cars Ltd. Matched machines make this one of the most interesting Silverstone events.

SCORE

1	5	MOSS GREEN
2	3	CLAES OFF YELLOW
3	4	GAZE BROWN
4	1	BDG R&W
5	2	BIRA BLUE
6	6	DIETSCH SILVER

LAP NOS 1–5					
1	1	1	1	1	5
6	6	5	5	5	3
4	5	6	6	6	4
3	2	2	2	2	1
5	4	4	4	4	2
2	3	3	3	3	6

INTERNATIONAL TROPHY

ENTRIES

2.00 P.M.

HEAT 2 — 15 LAPS. 1st Prize — £60 ; 2nd — £40 ; 3rd — £30 ; 4th — £20

No.	*Driver*	*Car*	*Capacity*	*Entrant*	*Nationality*
2	A. G. Whitehead	Alta	1960 c.c.	*Driver*	G.B.
4	G. M. Watson	Alta	1960 c.c.	*Driver*	G.B.
6	R. M. Charrington	Aston-Butterworth	1986 c.c.	*W. S. Aston*	U.S.
8	K. McAlpine	Connaught	1964 c.c.	*Driver*	G.B.
10	P. Fotheringham-Parker	Connaught	1964 c.c.	*W. B. Black*	G.B.
12	Alan Brown	Cooper	1971 c.c.	*Cooper Car Co.*	G.B.
14	PARNELL John Cooper	Cooper	1971 c.c.	*Cooper Car Co.*	G.B.
18	R. Fischer	Ferrari	1980 c.c.	*Ecurie Espadon*	Sw.
20	Robert Baird	Ferrari	1980 c.c.	*Driver*	G.B.
22	T. A. D. Crook	Frazer Nash	1971 c.c.	*Driver*	G.B.
24	F. R. Gerard	Frazer Nash	1971 c.c.	*Driver*	G.B.
26	R. Manzon	Gordini	1961 c.c.	*Ecurie Gordini*	F.
28	George Abecassis	H. W. M.	1960 c.c.	*H. W. Motors Ltd.*	G.B.
30	J. D. Hamilton	H. W. M.	1960 c.c.	*H. W. Motors Ltd.*	G.B.
32	A. P. R. Rolt	H. W. M.	1960 c.c.	*H. W. Motors Ltd.*	G.B.
34	M. J. C. Keen	H. R. G.	1767 c.c.	*Driver*	G.B.
36	E. de Graffenried	Maserati	1960 c.c.	*Scuderia Enrico Plate*	Sw.
38	Paul Pietsch	Veritas	1996 c.c.	*Driver*	G.
40	Z. Duntov	Veritas	1996 c.c.	*Alexander Orley*	U.S.
42	P. D. C. Walker	R. R. A.	1995 c.c.	*G. N. Richardson*	G.B.

Aus. = Australia. B. = Belgium. F. = France. G. = Germany.
G.B. = Great Britain. Sw. = Switzerland. U.S. = U.S.A.

DAILY EXPRESS RACE

& LAP CHART

LAP NOs 1–15

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6	6	6	5	5	5	4	4								14
3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	18
	7			6	6	5	5	4	4	4	4	4	4	4	20
				10			9	7	7	7	7	7	7	7	22
								8	8	8					24
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	26
5	4	4													28
2	2	2	2	2	2										30
		5	4	4	4	3	3	3	3	3	3	3	3	3	32
															34
4	5	5	6	7	7	6	6	5	5	5	5	5	5	5	36
															38
															40
															42

INTERNATIONAL PRODUCTION

Starter for this event — Mr. E. J. Robertson,

3.20 P.M.

ENTRIES

17 Lap Race. 1st Prize – Silver Trophy and £50 with a Trophy Winning Team.

No.	*Driver*	*Car*	*Capacity*	*Entrant*
CLASS F : for cars over 1,100 c.c. and up to 1,500 c.c.				
1	J. M. Sparrowe	Morgan	1098 c.c.	*Driver*
2	M. A. H. Christie	Austin	1200 c.c.	,,
3	Ted Lund	M. G.	1250 c.c.	,,
4	J. T. K. Line	M. G.	1250 c.c.	,,
5	J. M. Hawthorn	Cooper-M.G.	1467 c.c.	*L. D. Hawthorn*
6	F. C. Davis	Cooper-M.G.	1467 c.c.	*Driver*
7	L. Leonard	Cooper-M.G.	1467 c.c.	,,
8	J. C. C. Mayers	Lester-M.G.	1467 c.c.	*The Monkey Stable*
9	G. A. Ruddock	Lester-M.G.	1467 c.c.	*The Monkey Stable*
10	W. J. Skelly	Jowett	1486 c.c.	*Driver*
11	C. Le S. Metcalfe	Jowett	1486 c.c.	*John Burness*
12	G. Phillips	Jowett	1486 c.c.	*Driver*
CLASS E : for cars over 1,500 c.c. and up to 2,000 c.c.				
20	D. A. Clarke	Frazer-Nash	1971 c.c.	*Driver*
21	R. F. Peacock	Frazer-Nash	1971 c.c.	,,
22	J. R. Stoop	Frazer-Nash	1971 c.c.	,,
23	P. B. Reece	Frazer-Nash	1971 c.c.	,,
24	T. A. D. Crook	Frazer-Nash	1971 c.c.	,,
25	R. F. Salvadori	Frazer-Nash	1971 c.c.	*T. A. D. Crook*
CLASS D : for cars over 2,000 c.c. and up to 3,000 c.c.				
30	J. Buncombe	Healey	2443 c.c.	*Driver*
31	Lance Macklin	Aston Martin	2580 c.c.	*David Brown*
32	Reg. Parnell	Aston Martin	2580 c.c.	*David Brown*
33	G. Abecassis	Aston Martin	2580 c.c.	*David Brown*
34	Geoff. Duke	Aston Martin	2580 c.c.	*Driver*
CLASS C : for cars over 3,000 c.c.				
40	Stirling Moss	Jaguar	3442 c.c.	*W. Lyons*
41	P. D. C. Walker	Jaguar	3442 c.c.	*W. Lyons*
42	A. P. R. Rolt	Jaguar	3442 c.c.	*W. Lyons*
43	E. W. Holt	Jaguar	3442 c.c.	*Driver*
44	J. E. G. Fairman	Jaguar	3442 c.c.	*J. C. Broadhead*
45	Ian Stewart	Jaguar	3442 c.c.	*Ecurie Ecosse*
46	Ken Wharton	Nash Healey	4141 c.c.	*Donald Healey*
47	S. H. Allard	Allard	5420 c.c.	*Driver*
48	K. Watkins	Allard	5420 c.c.	*S. H. Allard*
49	F. Curtis	Allard	5420 c.c.	*S. H. Allard*
50	A. P. Hitchings	Allard	5420 c.c.	*Driver*

DAILY EXPRESS SPORTS CAR RACE

Chairman, London Express Newspaper Ltd.

& LAP CHART

LAP NOs 1–17

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

1 2 3 4 5 6 7 8 9 10 11 12 20 21 22 23 24 25 30 31 32 33 34 40 41 42 43 44 45 46 47 48 49 50

INTERNATIONAL

DAILY EXPRESS TROPHY RACE

FINAL & LAP CHART

COMPLETE LIST OF ENTRIES

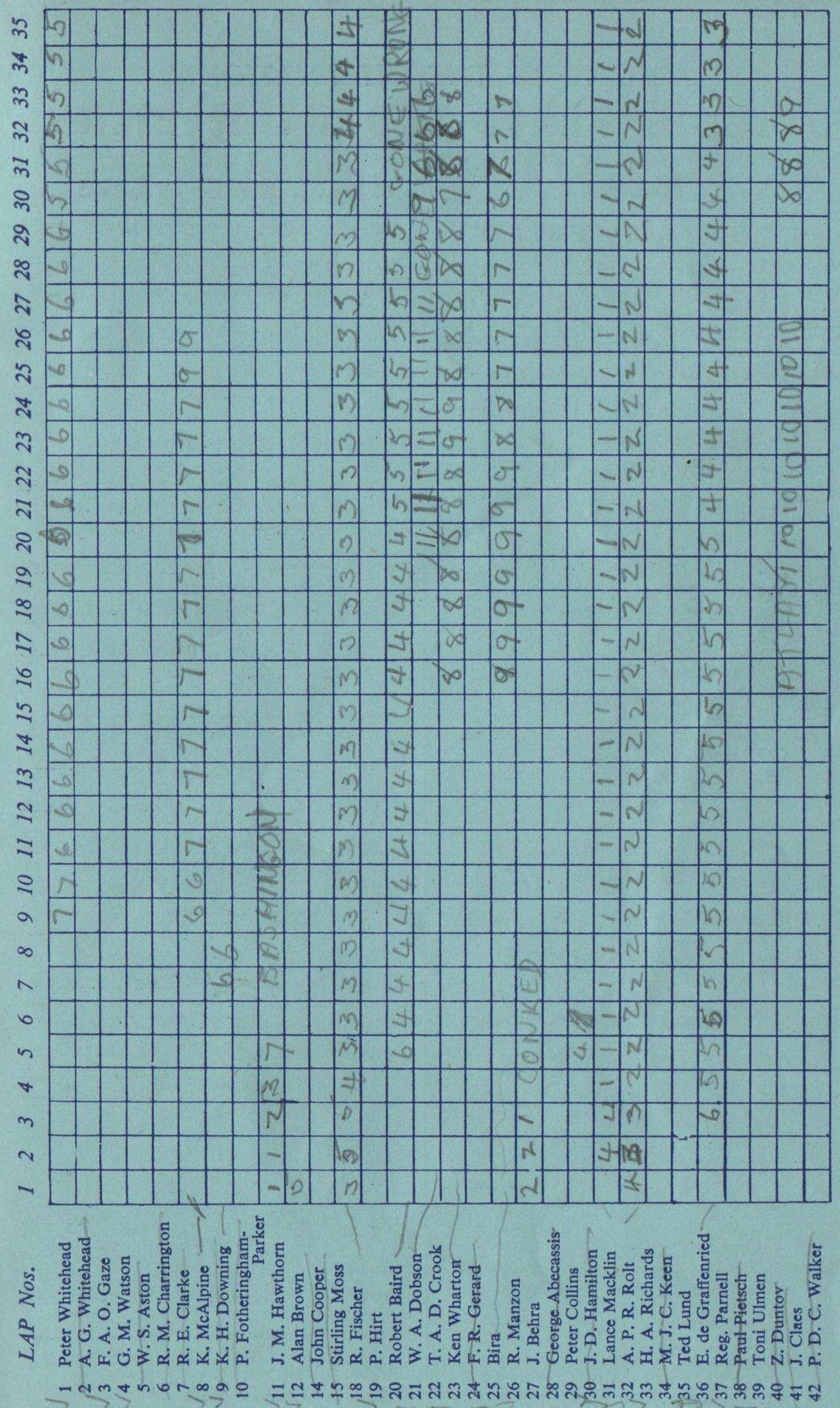
4.45 P.M. **35 LAPS. 1st Prize — The Trophy and £500**
2nd £250; 3rd £100; 4th £75; 5th £50

No.	Driver	Car	Capacity	Entrant	Nationality
1	Peter Whitehead	Ferrari	1992 c.c.	Driver	G.B.
2	A. G. Whitehead	Alta	1960 c.c.	Driver	G.B.
3	F. A. O. Gaze	Alta	1960 c.c.	Driver	Aus.
4	G. M. Watson	Alta	1960 c.c.	Driver	G.B.
5	W. S. Aston	Aston-Butterworth	1986 c.c.	Driver	G.B.
6	R. M. Charrington	Aston-Butterworth	1986 c.c.	W. S. Aston	U.S.
7	R. E. Clarke	Connaught	1964 c.c.	Driver	G.B.
8	K. McAlpine	Connaught	1964 c.c.	Driver	G.B.
9	K. H. Downing	Connaught	1964 c.c.	Driver	G.B.
10	P. Fotheringham-Parker	Connaught	1964 c.c.	W. B. Black	G.B.
11	J. M. Hawthorn	Cooper	1971 c.c.	L. D. Hawthorn	G.B.
12	Alan Brown	Cooper	1971 c.c.	Cooper Car Co.	G.B.
14	John Cooper	Cooper	1971 c.c.	Cooper Car Co.	G.B.
15	Stirling Moss	E. R. A.	1996 c.c.	E. R. A. Ltd.	G.B.
18	R. Fischer	Ferrari	1980 c.c.	Ecurie Espadon	Sw.
19	P. Hirt	Ferrari	1998 c.c.	Ecurie Espadon	Sw.
20	Robert Baird	Ferrari	1980 c.c.	Driver	G.B.
21	W. A. Dobson	Ferrari	1955 c.c.	Scuderia Ambrosiana	G.B.
22	T. A. D. Crook	Frazer Nash	1971 c.c.	Driver	G.B.
23	Ken Wharton	Frazer Nash	1971 c.c.	Peter Bell	G.B.
24	F. R. Gerard	Frazer Nash	1971 c.c.	Driver	G.B.
25	Bira	Gordini	1500 c.c.	Ecurie Gordini	Siam
26	R. Manzon	Gordini	1961 c.c.	Ecurie Gordini	F.
27	J. Behra	Gordini	1500 c.c.	Ecurie Gordini	F.
28	George Abecassis	H. W. M.	1960 c.c.	H. W. Motors Ltd.	G.B.
29	Peter Collins	H. W. M.	1960 c.c.	H. W. Motors Ltd.	G.B.
30	J. D. Hamilton	H. W. M.	1960 c.c.	H. W. Motors Ltd.	G.B.
31	Lance Macklin	H. W. M.	1960 c.c.	H. W. Motors Ltd.	G.B.
32	A. P. R. Rolt	H. W. M.	1960 c.c.	H. W. Motors Ltd.	G.B.
33	H. A. Richards	H. A. R.	1954 c.c.	Driver	G.B.
34	M. J. C. Keen	H. R. G.	1767 c.c.	Driver	G.B.
35	Ted Lund	Lea Francis	1674 c.c.	W. J. Skelly	G.B.
36	E. de Graffenried	Maserati	1960 c.c.	Scuderia Enrico Plate	Sw.
37	Reg. Parnell	Maserati	1960 c.c.	Scuderia Enrico Plate	Sw.
38	Paul Pietsch	Veritas	1996 c.c.	Driver	G.
39	Toni Ulmen	Veritas	1996 c.c.	Driver	G.
40	Z. Duntov	Veritas	1996 c.c.	Alexander Orley	U.S.
41	J. Claes	Gordini	1500 c.c.	Driver	B.
42	P. D. C. Walker	R. R. A.	1995 c.c.	G. N. Richardson	G.B.

Reserve Drivers: *5 R. M. Charrington. 22 R. F. Salvadori. 6 W. S. Aston. 34 L. E. Gibbs. 21 D. Murray. 35 W. J. Skelly.*

Aus. = Australia. B. = Belgium. F. = France. G. = Germany.
G.B. = Great Britain. Sw. = Switzerland. U.S. = U.S.A.

This list includes all cars entered in the two heats. Some will have failed to qualify—listen to the commentator.



RESULTS OF THE INTERNATIONAL
DAILY EXPRESS TROPHY MEETINGS

1949

THE TROPHY RACE-30 LAPS

1—A. Ascari (Ferrari) 59 min. 42.6 sec., 89.58 m.p.h.
2—G. Farina (Maserati), 89.30 m.p.h.
3—L. Villoresi (Ferrari), 88.70 m.p.h.

PRODUCTION CAR RACE

Class 1—Unlimited - L. Johnson (Jaguar) 82.80 m.p.h.
Class 2—2½-Litre - N. Culpan (Frazer-Nash) 81.73 m.p.h.
Class 3—1½-Litre - E. Thompson (H.R.G.) 70.89 m.p.h.

Manufacturers' Team Prize

1st—HEALEY TEAM: Drivers: A. P. R. Rolt - 27 laps, 78.40 m.p.h.; Louis Chiron; T. H. Wisdom.

500 C.C. RACE - 10 LAPS

1st—E. Brandon (Cooper) in 22 min. 22.4 sec., 79.61 m.p.h.
2nd—S. Moss (Cooper).
3rd—R. Dryden (Cooper).

1950

THE TROPHY RACE-35 LAPS

1—G. Farina (Alfa Romeo) 1 hr. 7 min. 17 sec., 90.16 m.p.h.
2—J. Fangio (Alfa Romeo) 90.15 m.p.h.
3—P. Whitehead (Ferrari) 88.74 m.p.h.

PRODUCTION CAR RACE

Over 3,000 c.c.—P. D. C. Walker (Jaguar) 81.88 m.p.h.
2,000 - 3,000 c.c.—D. Hamilton (Healey) 79.92 m.p.h.
1,500 - 2,000 c.c.—A. Ascari (Ferrari) 83.72 m.p.h.
1,100 - 1,500 c.c. — G. A. Ruddock (H.R.G.)
Up to 1,100 c.c. — J. M. Sparrowe (Morgan).

Manufacturers' Team Prize

1st—JAGUAR TEAM: Drivers: P. D. C. Walker; A. P. R. Rolt; L. G. Johnson.

500 C.C. RACE - 10 LAPS

1st—S. Moss (Cooper) in 21 min. 42 sec.; 79.87 m.p.h.
2nd—R. Sommer (Cooper).
3rd—A. J. Bottoms (J.B.S.).

1951

THE TROPHY RACE

Abandoned at the 6th Lap, the prizes were awarded at the discretion of the Stewards as follows:

1—R. Parnell (Thinwall Special Ferrari) six laps in 16 min. 48 sec.
2—D. Hamilton (Talbot) 6 laps in 17 min. 09 sec.
3—J. M. Fangio (Alfa Romeo) 6 laps in 17 min. 58 sec.

PRODUCTION CAR RACE

Over 3,000 c.c.—S. Moss (Jaguar) 84.50 m.p.h.
2,000-3,000 c.c.—R. Parnell (Aston Martin) 81.42 m.p.h.
1,500-2,000 c.c.—T. A. D. Crook (Fraser Nash) 83.63 m.p.h.
1,100-1,500 c.c.—R. W. Jacobs (M.G.)
750-1,100 c.c.—J. M. Sparrowe (Morgan)
Up to 750 c.c.—G. Wilkins (Panhard)

Manufacturers' Team Prize

Div. I

1st—FRAZER NASH TEAM: Drivers: F. R. Gerard - 29 laps, 83.61 m.p.h.; E. Winterbottom; D. Clarke.

Div. II

1st—JAGUAR TEAM: Drivers: S. Moss - 30 laps, 84.50 m.p.h.; L. G. Johnson; P. D. C. Walker.

500 C.C. RACE - 15 LAPS

1st—E. Brandon (Cooper) in 33 min. 15 sec; 78.19 m.p.h.
2nd—A. Brown (Cooper).
3rd—C. Lones (Iota).

CAR'S INSIDE STORY

What car's he got?

He gave you a lift last week—now can you remember what kind of car that was? Probably not.

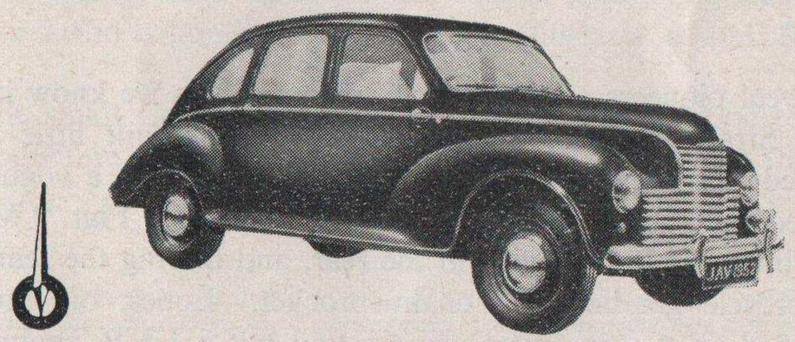
If that car had been a Javelin you'd have noticed.

When you're in one you feel something happening—you know it's not an ordinary car. There's that quick gear change all the experts praise; flash-light acceleration (0-70 in 36.4 secs.); a genuine 80 m.p.h. and torsion bar suspension that does what only torsion bars can do to bumps.

It only needs one short ride in a Javelin for you to start thinking, yes, one day this car's going to be yours.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands — real family comfort — and performance.

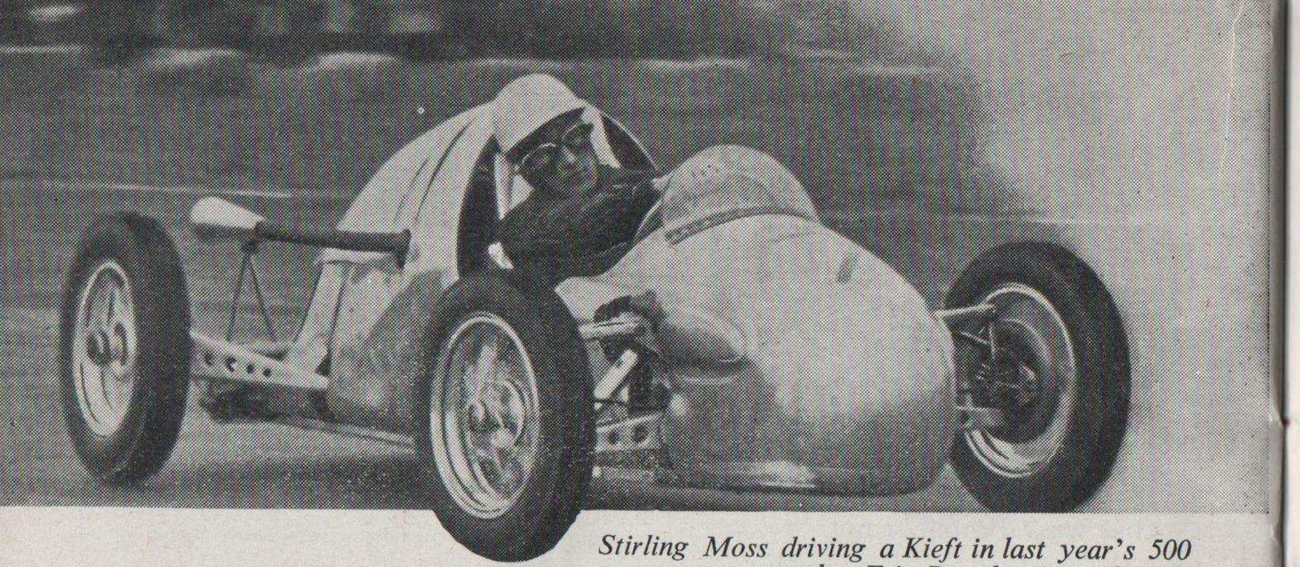
Best speed, electrically timed, 80 m.p.h. Acceleration 0-50 m.p.h. in 15.4 secs. (*The Motor* 1952 Road Test). Horizontally opposed flat-four engine gives 30 m.p.g.



The 1½ litre JOWETT JAVELIN

one day — it has to be YOURS!

Made by JOWETT CARS LIMITED, IDLE, BRADFORD, YORKSHIRE, who make the Jowett Jupiter convertible—class winner of 9 major trials and races in 1950-51—and, of course, the famous range of 8 h.p. Bradford commercial vehicles.



Stirling Moss driving a Kieft in last year's 500 c.c. event — won by Eric Brandon in a Cooper at 78.19 m.p.h.

GREGOR GRANT
(*Editor of Autosport*)
writes on "The half-pint job" the 500 c.c. event

FORMULA 3 RACING

THE rise of 500 c.c. racing is one of the romances of motor-racing. These very fast little machines which you see today have completely dominated International Formula 3 events, and have placed Great Britain far ahead of any other country in this popular class.

It is difficult to realise that in 1946, when 500 c.c. racing was started by a group of enthusiasts from the Bristol area, there were less than half-a-dozen machines in existence—and all of them amateur-built. Today, there are many hundreds of cars being raced all over the world, and there are several factories producing them, in addition to the numerous people who prefer, or by force of circumstances have to, "roll their own."

The real pioneers of the 500 c.c. racing car as we know it today, were Colin Strang and Clive Lones. Their home-built little vehicles first appeared at a Prescott hill-climb in 1946, and began a vogue which has increased each season. Strang based his car on a Fiat "Mouse," placing a Vincent H.R.D. engine in the rear, and driving the rear wheels via a motorcycle gearbox and chain-sprocket. Lones, on the other hand, modified an Austin Seven chassis, and put a J.A.P. engine in the spot normally occupied by the Austin unit, driving it through the normal transmission.

The Strang Special of 1946 is nowadays generally accepted as providing the traditional lay-out of the 500 c.c. racing car. Amongst the better-known "500's" which follow this design are Cooper, Kieft, Arnott, J.B.S., J.P., and Mackson—all British machines—the German Monopoletta and Scampolo, and the Swedish Effyh.

The British Emeryson however features a front-located engine with front-wheel drive. The French D.B. is also a f.w.d. machine, the engine being basically a "flat-twin" Dyna-Panhard, sleeved down to half-litre capacity.

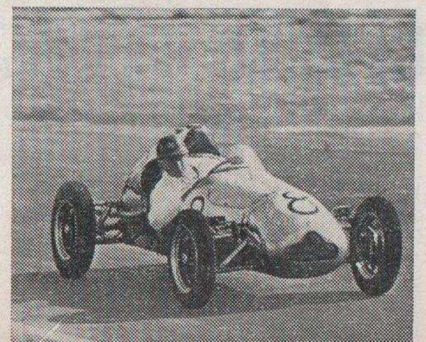
It is mainly in engine design that this country has forged so far ahead of other nations. With such powerful motor-cycle units as the Speedway J.A.P., and the famous "double-knocker" Norton, our designers have been able to produce very much faster cars than have so far emanated from the Continent.

There is no denying the fact that the modern British "500" is a very swift piece of machinery. For example, at Grenzlandring, Germany, in 1951, the Ecurie Richmond Cooper-Nortons of Alan Brown and Eric Brandon, averaged over 96 m.p.h. for nearly an hour. On the tricky Goodwood circuit, that great little driver Stirling Moss, lapped at over 84 m.p.h. with his Kieft-Norton.

That 500 c.c. racing is a first-rate nursery for racing drivers is understood—the example of Stirling Moss proves that beyond all possible doubt. On the other hand, several drivers with much experience of Formula 1 racing, have taken to the smaller class, one example being Bob Gerard who is familiar to all racing enthusiasts as an E.R.A. driver.

The small Cooper concern of Surbiton was the first to go in for series-production of 500 c.c. racing cars, and it is said that this firm has

Two newcomers in the 500 c.c. field, Mezzolitre (left) and Erskine Staride (right) today challenge the Cooper (centre) which marque has won each of the three previous Daily Express 500 c.c. Races.



Silverstone, England
1949, 1950, 1951

Tourist Trophy, N. Ireland
1950-51
1st, 2nd and Team Prize

Le Mans, France, 1951
Record Speed, Record Distance,
Record Lap

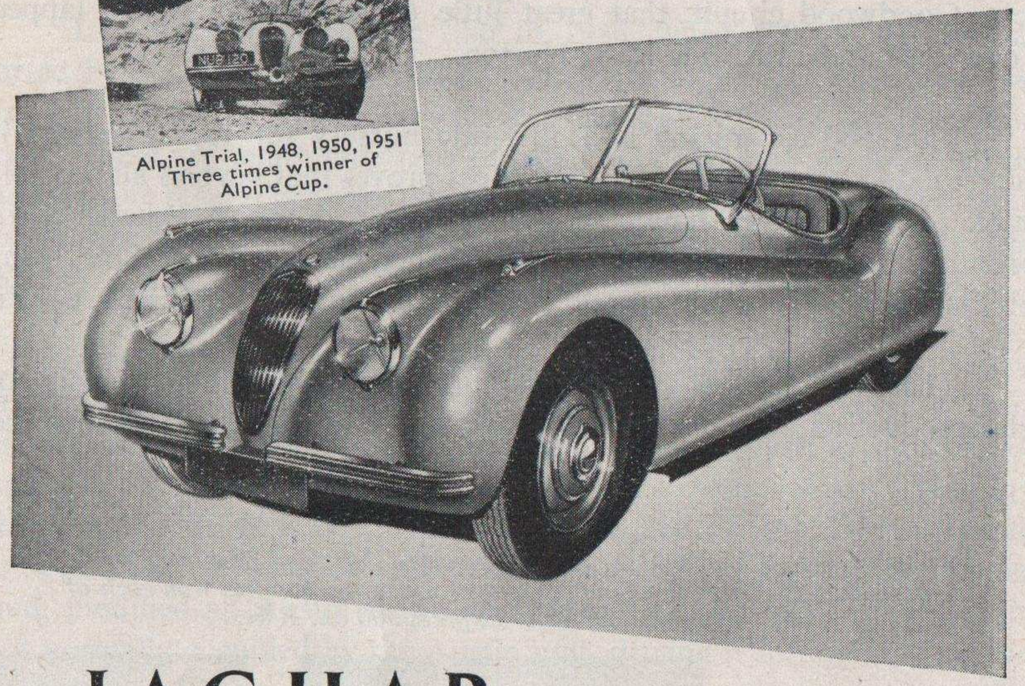
The world's

fastest

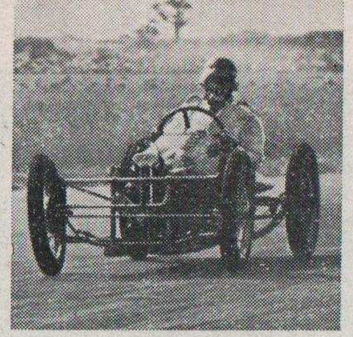
production sports car

Since that memorable day at Jabbeke in 1949 when the Jaguar XK.120 startled the motoring world by achieving 132.6 m.p.h., the XK.120 has dominated the international motoring scene, culminating in the award by the R.A.C. to Jaguar of the Dewar Trophy, for the most outstanding engineering and technical achievement during 1951. Whatever further successes may lie ahead of it, the Jaguar XK.120 is universally acclaimed the most outstanding sports car of this generation.

Alpine Trial, 1948, 1950, 1951
Three times winner of
Alpine Cup.



JAGUAR *XK SUPER SPORTS*



The Mackson (left), another new entrant in the 500 c.c. Race is here shown with two well-known "one-off" machines—the Tiger Kitten (centre) and the Wasp (right)

built more racing machines since the War, than any other European factory, including Ferrari. Originally, the Cooper was a "one-off" production consisting of a couple of Fiat front suspension units joined together by a light frame, to provide independent springing to all wheels. Motive power was supplied by a single cylinder J.A.P. engine.

The success of the first Cooper was such that Charles Cooper and his son John were persuaded to lay down several chassis. Within the short space of a couple of years, the Cooper name was known throughout the world.

More recently, the Kieft has come into the limelight. Constructed originally by Ray Martin, working to designs and ideas supplied by John A. Cooper, well-known journalist, and Dean Delamont, it was produced for Stirling Moss. This unconventional machine, with its triangulated tubular frame, rubber controlled suspension and swing-axles, provided a sensation when Moss won the International Trophy at Goodwood in 1951—this being the car's first appearance.

Moss was almost unbeatable with this machine last year, on the few occasions he was able to race it, and more or less ran away with the R.A.C. "500 c.c." event at Silverstone. Probably his most remarkable achievement was in winning the 500 c.c. class at the Freiburg hill-climb, Germany, and beating the existing class record by the unbelievable margin of 80 secs. In addition, he was faster than all the Formula 2 machines present, including Hans Stuck's formidable V-8 A.F.M. The Kieft is now in series-production at Bridgend, Glam., and many prominent drivers have purchased them.

It will be interesting to see whether or not Coopers can repeat their 1951 victory in the Daily Express 500 c.c. race, faced by such stern opposition as is provided by the Kieft contingent, headed by Stirling Moss. On the other hand, several of the other marques may spring a surprise, and Clive Lones's third place with the Bristol-built Iota-J.A.P. last year must not be overlooked.

★ ★ ★

Heir to 30 years of glorious successes

AT SPA, ULSTER AND LE MANS

" Nothing finer has been seen in all the history of Le Mans" said " The Times" (25th June, 1951).

This referred to the proud achievement of the five Aston Martin DB2s at the 1951 Le Mans. Such performance confirms that the *breeding* of this car over the last 30 years of phenomenally successful international racing has achieved its purpose—a modern race-bred *luxury* car, as near perfection as it is given to men to build.

SUCCESS follows SUCCESS

1950 Le Mans
1st and 2nd, 3-litre class
1st on Index of Performance
3-litre lap and total distance records

1950 Ulster T.T.
1st, 2nd and 3rd, 3-litre class

1951 Silverstone International Production Car Race
1st, 3-litre class

1951 Mille Miglia
1st, over 2-litre Vetture Veloci class

1951 Le Mans
1st, 2nd and 3rd, 3-litre class
3-litre total distance record
5 cars entered, 5 cars finished

1951 International Alpine Trial
1st, 3-litre class

Powered by 6-cyl. 2.6-litre engine, with twin overhead camshafts, developing over 123 b.h.p. ("Vantage" engine) coil springs all round, front independent, with trailing links, light alloy body, tubular cruciform-braced chassis frame. Centre lock quick-change wheels. Powerful hydraulic two-leading-shoe brakes. Optional central or steering column gear change.

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DB2

the race-bred luxury car

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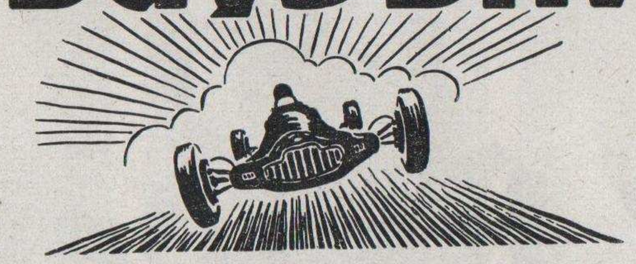
To-Days Drivers



GEOFF. DUKE. World Champion racing motor cyclist (350 c.c. and 500 c.c. Class) in 1951, drives his first race at Silverstone with his new DB3 Aston Martin in the Production Sports Car Race.

RUDI FISCHER. Swiss Champion of 1951, drives one of the 4-cylinder Ferraris in the Trophy Race. The bespectacled Fischer won the Aix-Les-Bains G.P. and the Circuit of the Ramparts. Two 2nds and two 3rds were amongst his other successes last year.

PAUL PIETSCH. Veteran German driver of pre-war days. Finished 3rd in German G.P. of 1939 on a 1½-litre Maserati, and 3rd with Rosemeyer on an Auto Union in the 1935 Italian G.P. His first time at Silverstone with his Veritas in the Trophy Race.

TONI ULMEN. Fellow countryman of Pietsch, also drives a Veritas on his first Silverstone appearance. Ulmen was German Sports Car Champion for the years 1949, 1950 and 1951.

PETER HIRT. Fischer's team mate of the Ecurie Espadon drives a 12-cylinder Ferrari in the Trophy Race. His previous racing has been done in sports car events with a Veritas, his successes include wins at Erlen, Lucerne and Bremgarten.

J. M. HAWTHORN. Drives his 2-litre Cooper with which he gained two "firsts" and a second in the Richmond Trophy at the Goodwood Easter Meeting. This young driver also handles a Cooper in the Production Sports Car Race.

NEW FACES AT THE TROPHY MEETING

GEOFFREY DUKE
TONI ULMEN

RUDI FISCHER
PETER HIRT

PAUL PIETSCH
J. M. HAWTHORN

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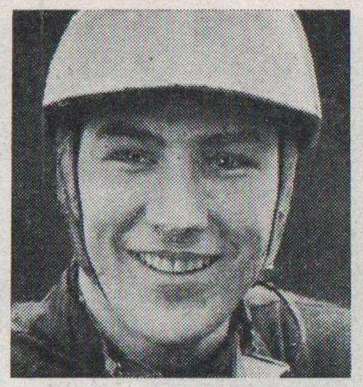
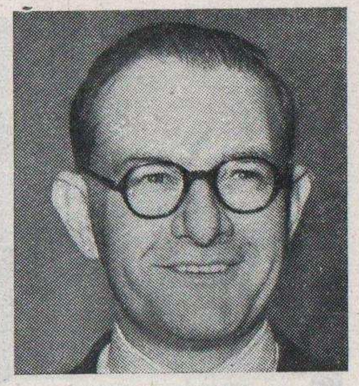
R. PARNELL



STIRLING MOSS



SIDNEY ALLARD

REG. PARNELL, B.R.D.C. Gold Star winner in 1947 and 1948, to-day drives one of the Scuderia Platé new Maseratis in the Trophy Race. Reg, one of the most popular of the top flight British drivers, also pilots an Aston Martin in the Production Sports Car Race. His two appearances last year at Silverstone were both remarkable feats — his fifth place in the 1951 British Grand Prix with the B.R.M. and his magnificent performance in leading the Trophy Race last year when the race was abandoned.

JOHNNY CLAES, Belgian Champion Driver 1951, a well-known competitor at Silverstone, with the Lago Talbot in the distinctive orange of Belgium's national racing colours, is to-day seen at the wheel of a Gordini. Claes' successes last year included a win at Chimay and fourth place in the Richmond Trophy at Goodwood.

B. BIRA (Prince Birabongse of Siam), after an inactive year, returns to motor racing, as a member of the Gordini team, the other members being R. MANZON and JEAN BEHRA. Bira's last big win was the Richmond Trophy at Goodwood, on Easter Monday, 1950.

STIRLING MOSS, B.R.D.C. Gold Star winner in 1950 and 1951, drives in every event of the day. Little can be added to what has already been said about young Stirling. At 22 he has already made a name that will live for ever in the annals of motoring sport.

SIDNEY ALLARD, winner of the 1952 Monte Carlo Rally, driving a car of his own manufacture. Today drives a Cadillac-engined Allard in the Sports Car event, and the saloon version in the Touring Car Race. This popular manufacturer-driver completed a notable double when an Allard also won the recent British Rally.

E. DE GRAFFENRIED drives one of the Scuderia Platé Maseratis which house the 1½-litre engine bored out to 2-litres in a new chassis. The 1950 Swiss Champion had a poor season last year, his best performance being third in the Festival of Britain Trophy at Goodwood, fifth in the Swiss Grand Prix in an Alfa Romeo and sixth at Barcelona with a similar car.

[*continued page 59*

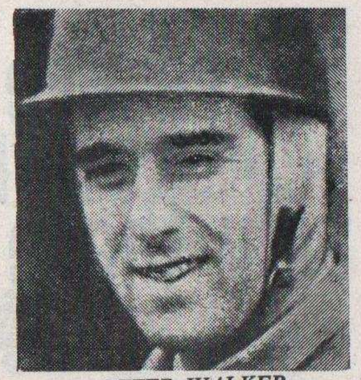
B. BIRA

J. CLAES

E. DE GRAFFENREID

PETER WHITEHEAD

DUNCAN HAMILTON


PETER WALKER

PETER WHITEHEAD. Winner, with Peter Walker, of the 1951 Twenty-four Hour Le Mans Race. He drives an Alta in the big race as also does his brother GRAHAM. His co-driver at Le Mans, PETER WALKER, drives the R.R.A. entered by G. N. Richardson for the Trophy Race and a XK 120C Jaguar in the Sports Car Race. He brought the B.R.M. into seventh place in the Grand Prix last year, although severely burned.

ALAN BROWN, second member of the very successful Ecurie Richmond, runner up to Stirling Moss for the B.R.D.C. Gold Star award and winner of last year's Luxemburg Grand Prix with his 500 c.c. Cooper, today drives one of the 2-litre Bristol-engined Coopers in their first appearance at Silverstone.

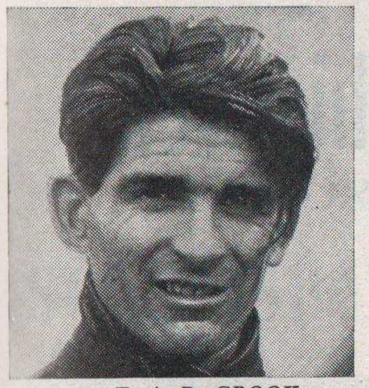
TONY CROOK, winner of his class in last year's Production Car Race, has entered five cars in today's meeting; two Frazer Nashes in the Sports Car event to be driven by R. SALVADORI and himself, and three Bristols in the Touring Car Race, with Crook, Salvadori, and American driver R. O'BRIEN, third in the recent Sebring race in U.S.A.

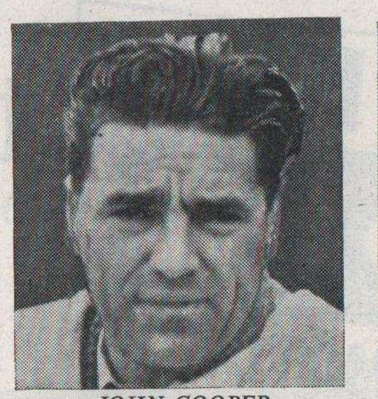
LANCE MACKLIN, leads one of the strongest teams ever fielded by H.W.M. in a major race. His team-mates include G. ABECASSIS, burly DUNCAN HAMILTON, who was second when last year's Trophy Race was "rained off" and third in last year's Production Car Race; TONY ROLT, best known as driver of the E-Type E.R.A.-engined Delage also joins the H.W.M. team, the fifth member of which is PETER COLLINS, the well-known 500 c.c. driver.

F. A. O. "Tony" GAZE represents Australia in today's Trophy Race with an Alta.

BOB GERARD, another of Great Britain's stars, drives a Frazer Nash in the Trophy Race and a Cooper in the 500 c.c. event. A year ago Bob finished second with a Frazer Nash in the Production Car Race (up to 2 litres).

JOHN COOPER and his father CHARLES COOPER, who make the Cooper car, drive against each other in the 500 c.c. Race, the entries for which demonstrate the popularity of their product. Their 2-litre cars with Bristol engines have already made a most successful debut this year.


T. A. D. CROOK


JOHN COOPER

BOB GERARD

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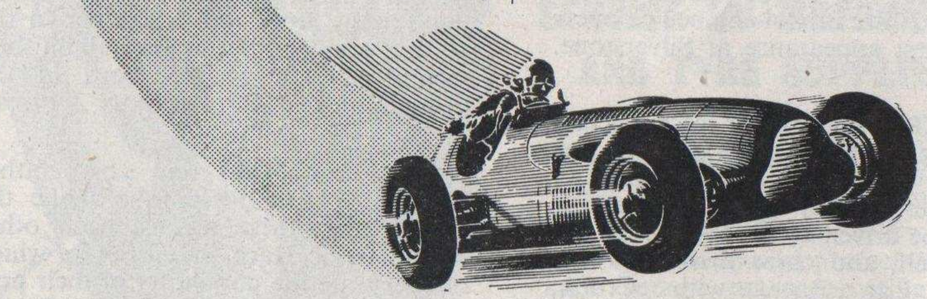
D. Hamilton N. Culpan J. N. Cooper
P. J. Collins P. H. Whitehead
D. Parker J. G. Fairman A. Brown
A. G. Whitehead K. E. Carter
W/Cdr. F. Aikens E. Brandon



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Formula 3 Race
Formula Libre Race
Vintage Car Race
Sports Car Race

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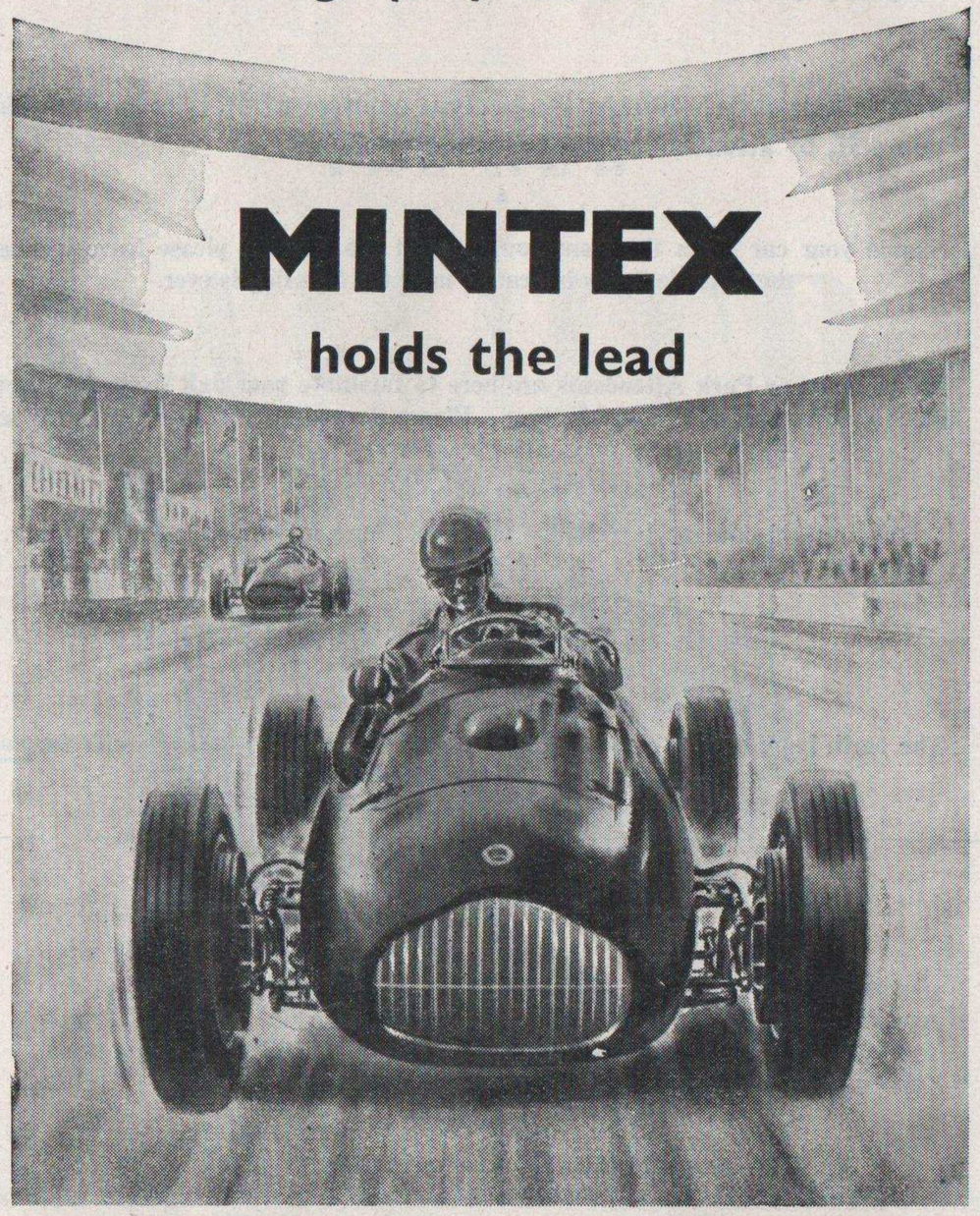

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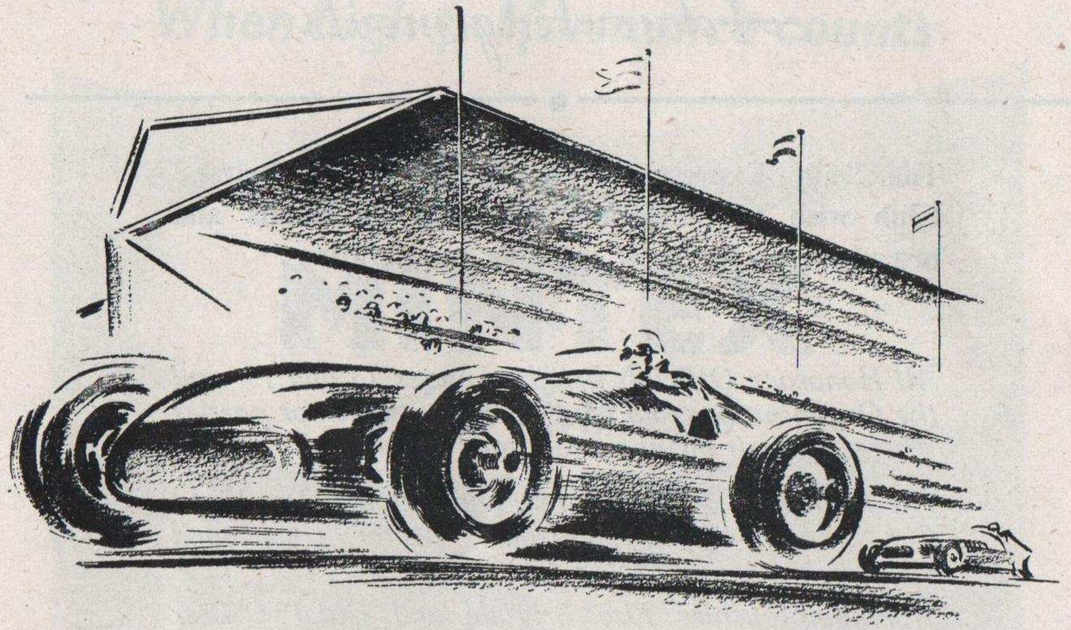

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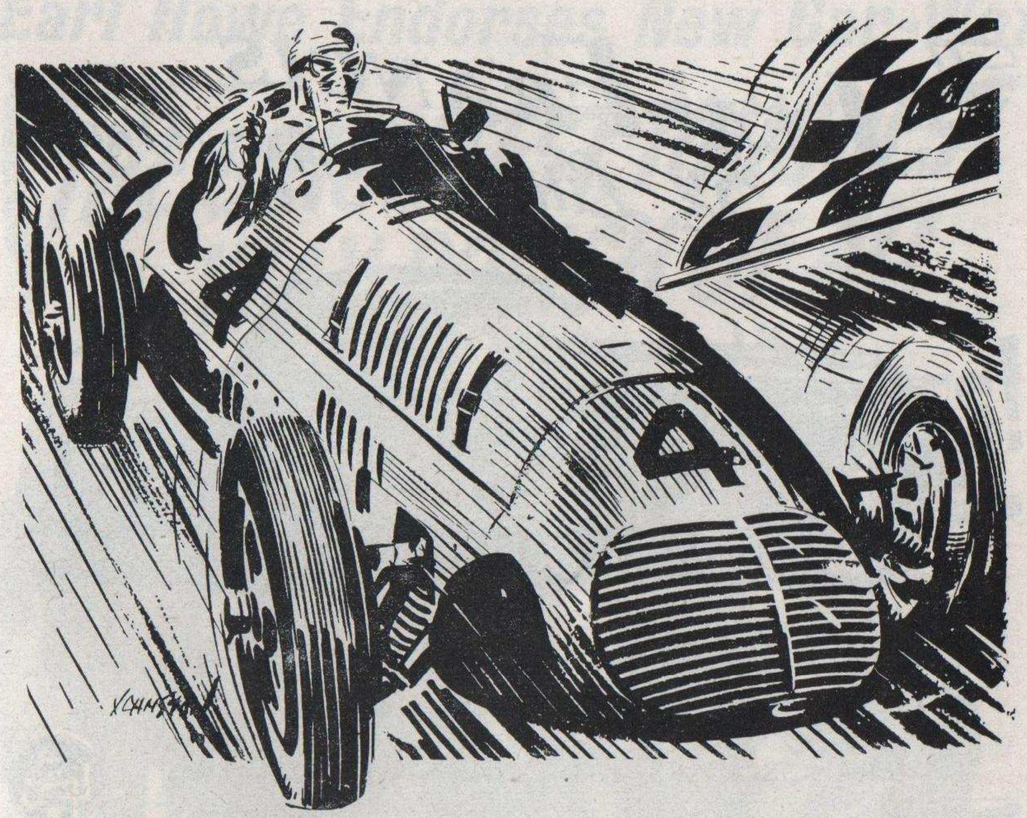

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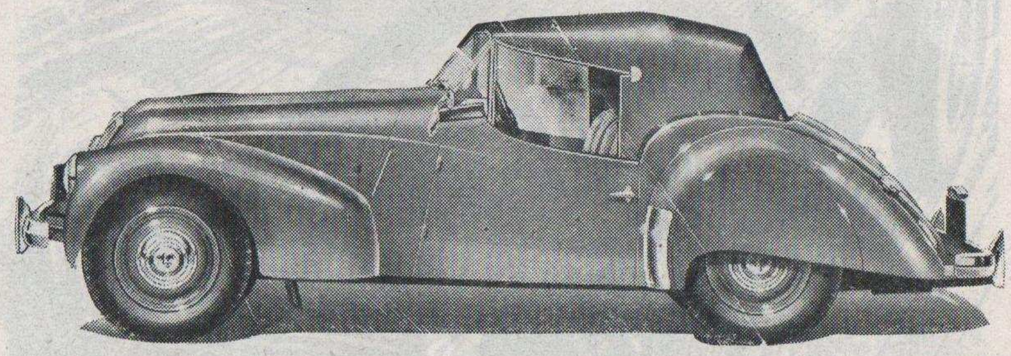

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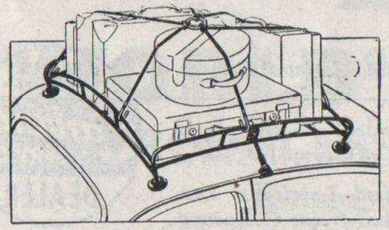

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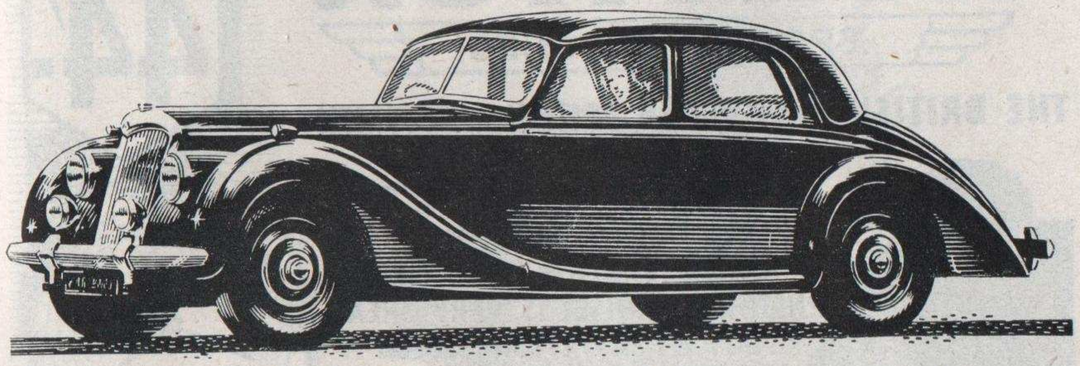

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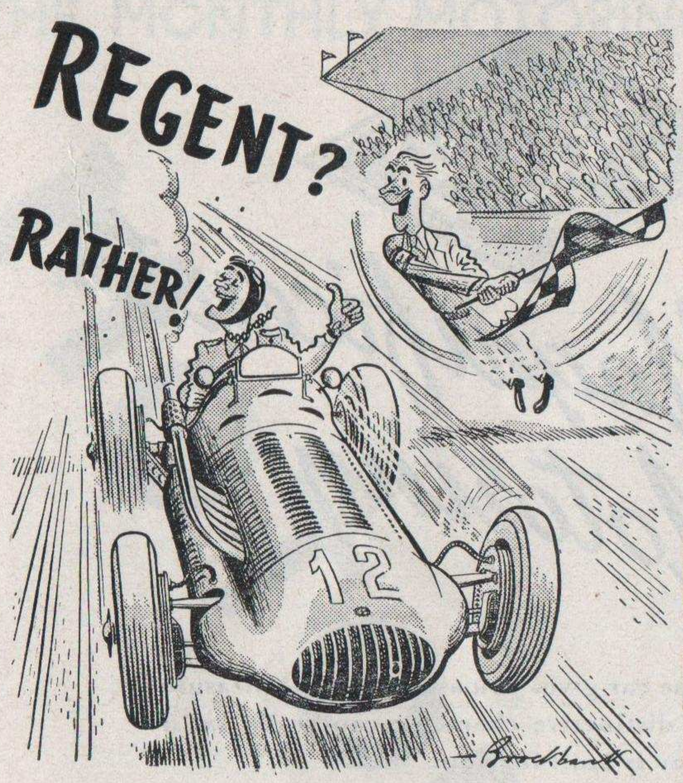

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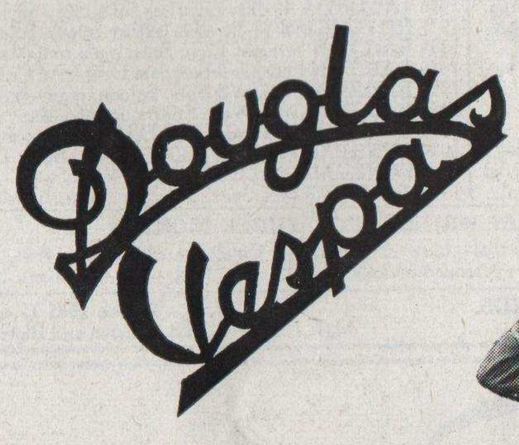

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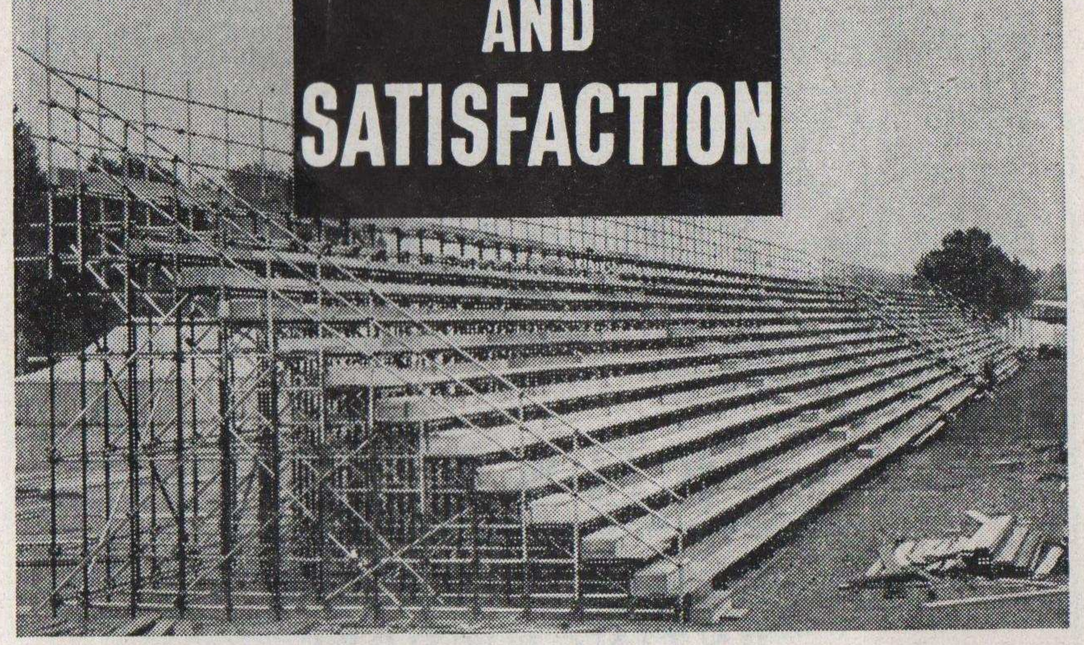

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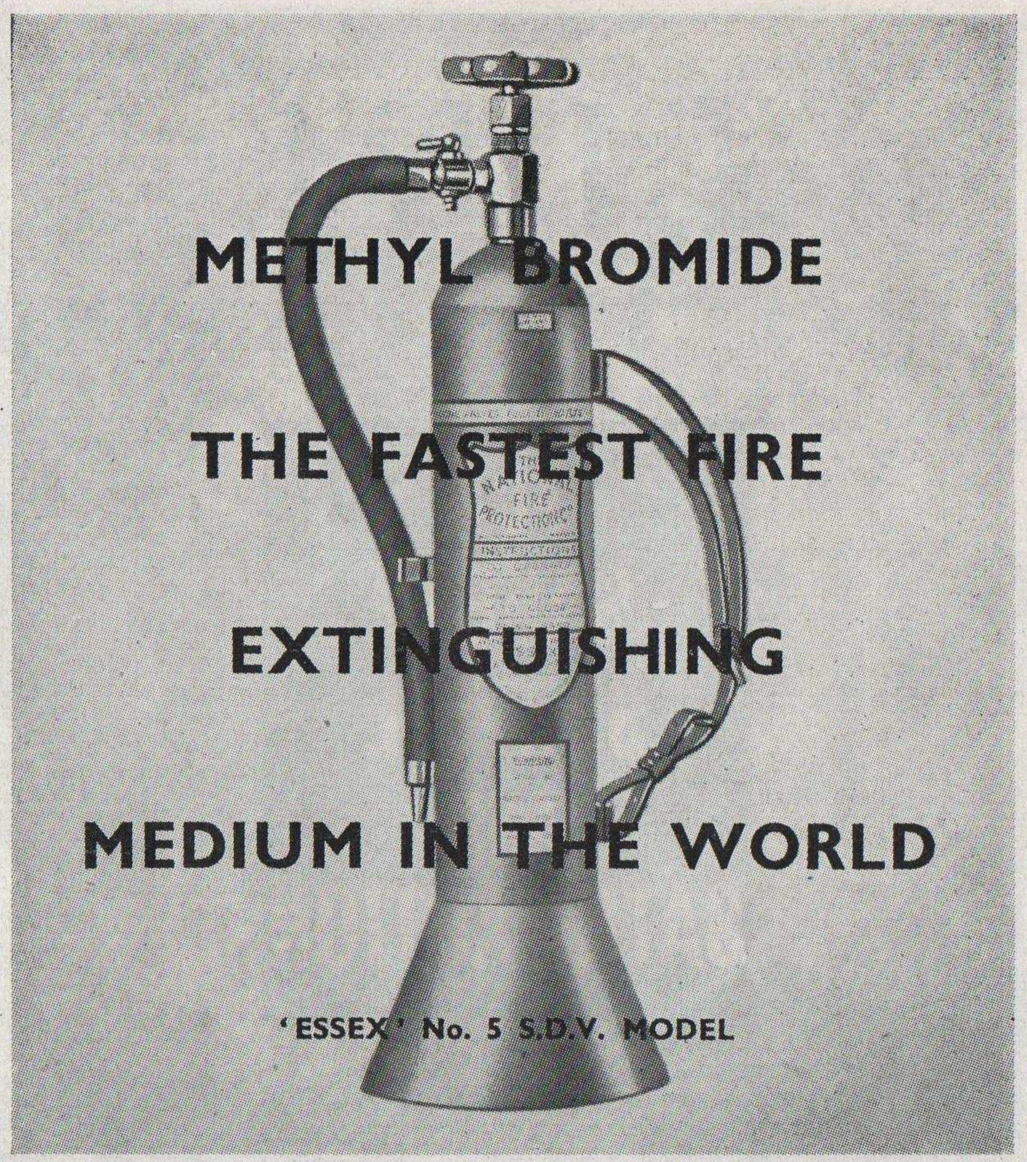

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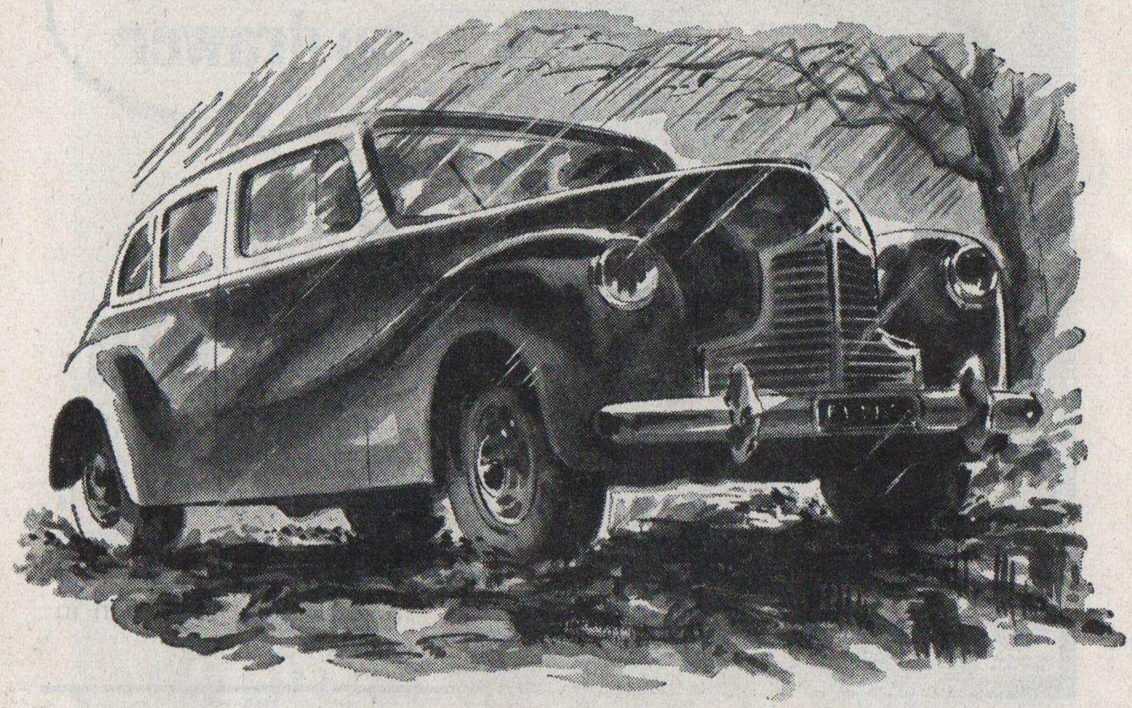

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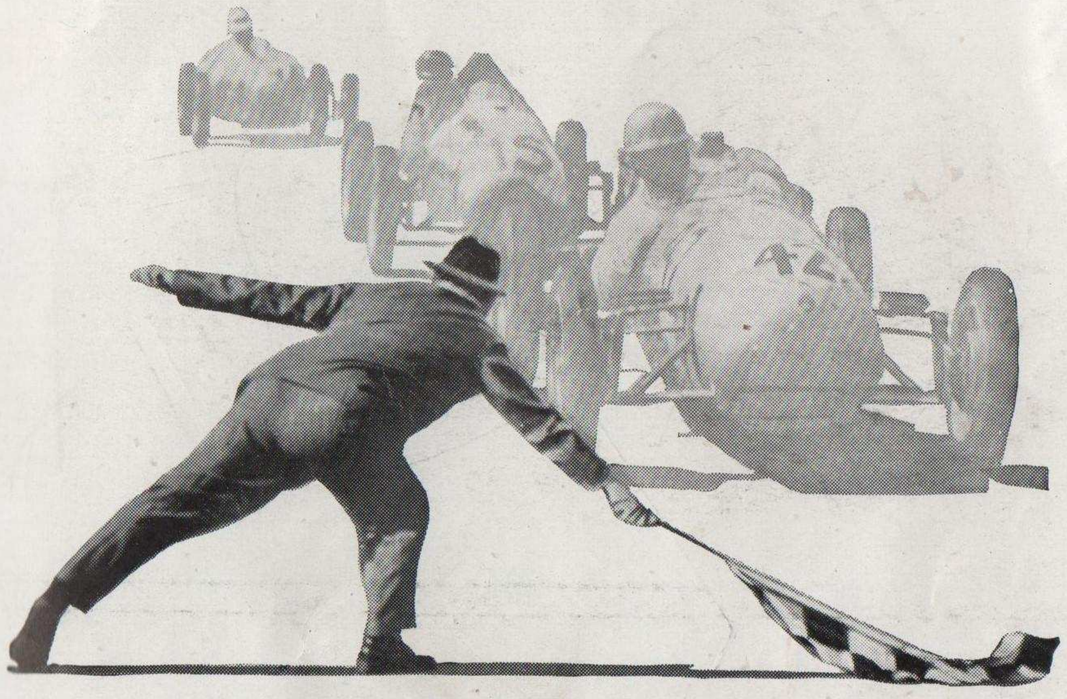

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