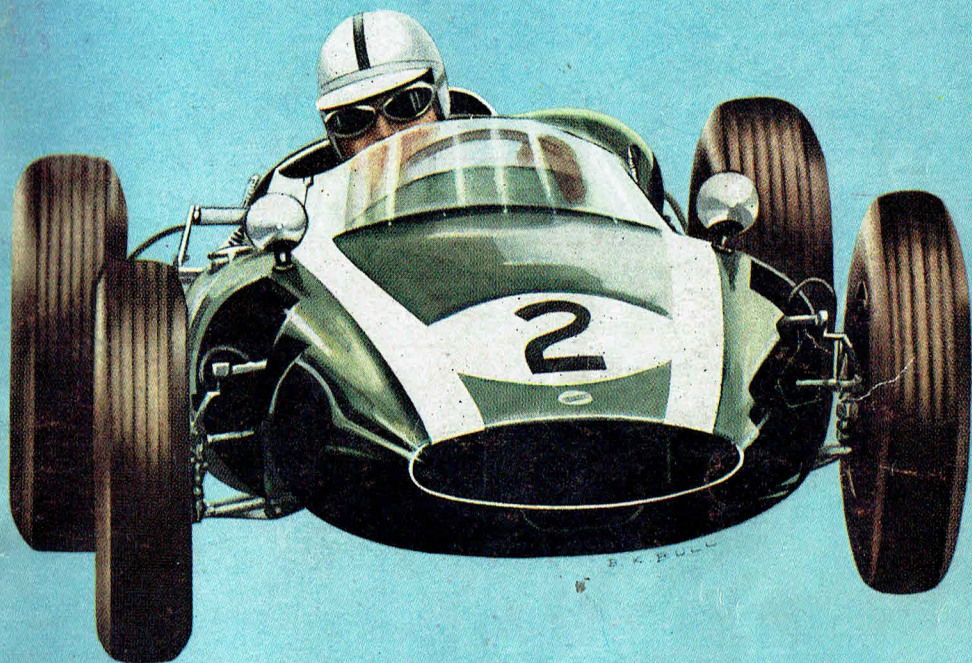




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Saturday 6th. May 1961

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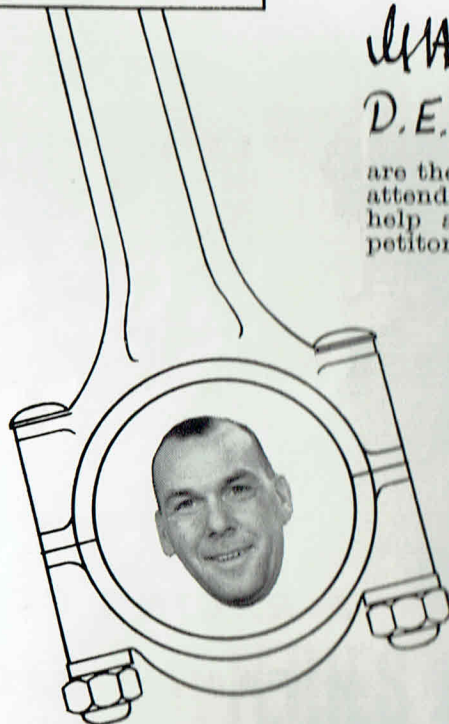
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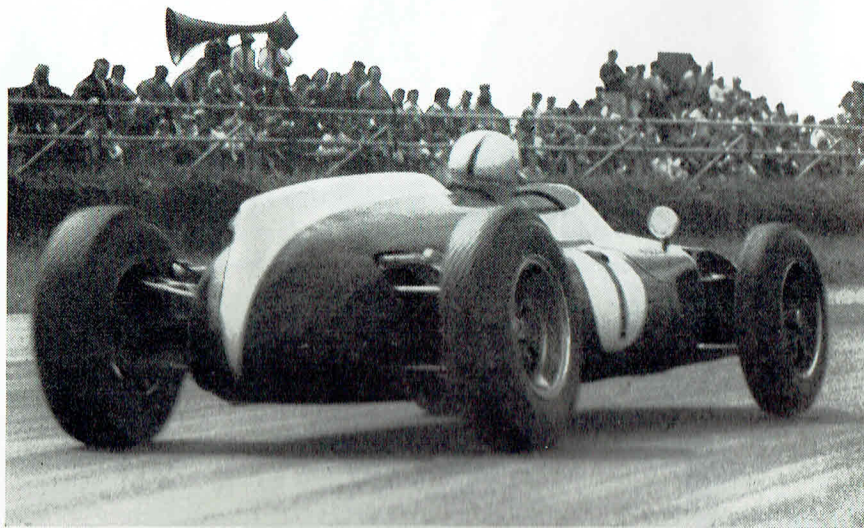
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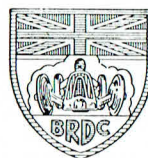
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Foreword

The Rt. Hon. The Earl Howe, P.C., C.B.E., V.R.D.
President of the British Racing Drivers' Club

Once again the British Racing Drivers' Club is organizing, on its internationally famous Silverstone Circuit, the International Trophy meeting; today's event being the 13th in the series.

It is perhaps typical of our Club that, at a time when all was uncertain, it was announced that today's meeting would be for the new Inter-Continental Formula and this decision has indicated to many organizers the lines to be followed this season. This race has been granted World's Cup status by the C.S.I. and is the first event anywhere in the world to count for this new championship.

I would like to take this opportunity of thanking the many thousands of enthusiastic Silverstone supporters who are looking forward like myself to an interesting day's motor racing, made possible by the many fine cars and drivers from Britain and abroad.

I am sure the spectators will support me in thanking the hundreds of voluntary officials who help to make a meeting of this scale possible; their assistance does much to ensure the comfort and safety of both spectators and competitors.

Much of the success of Silverstone is traceable to the assistance the B.R.D.C. was given over many years by the "Daily Express" and it is no exaggeration to say that the present-day style of big-scale motor racing owes much to that newspaper's drive.

I would like to wish all competitors the very best of luck and although they cannot all win, I am sure they will remember the truism that "it is better to have tried and failed than never to have tried at all".

Howe.

OFFICIALS of the Meeting

This Meeting is held under the International Sporting Code of the Fédération 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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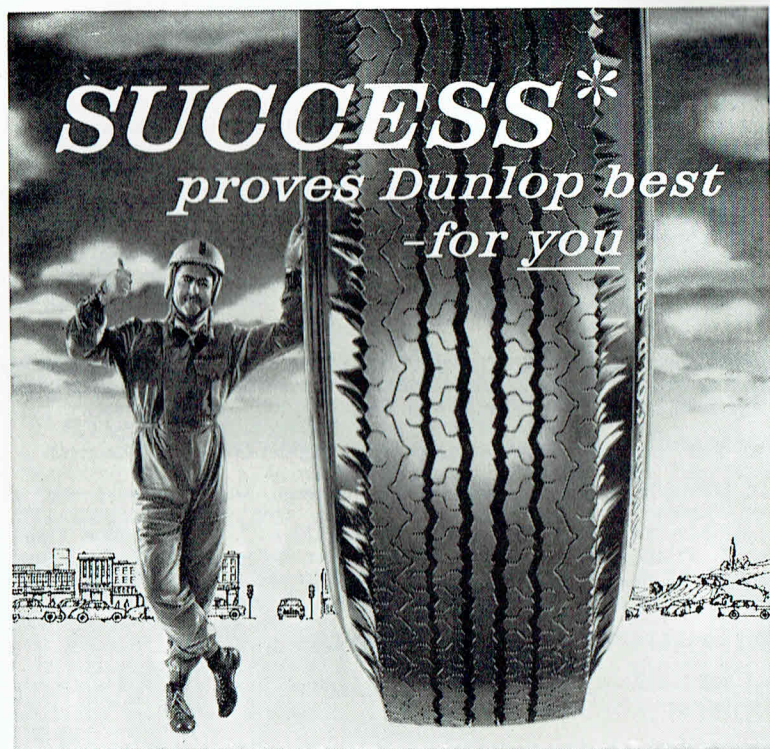
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2nd £75. 3rd £50. 4th £25. 5th £10

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The Bowmaker Trophy and £50

In Each Class: To the Entrant of the car finishing:

1st £50. 2nd £25. 3rd £10

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A B.R.D.C. Trophy

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1st A B.R.D.C. Trophy

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IS GRAND PRIX RACING WHAT IT USED TO BE?

A discussion between

This article is one of a series of discussion on topical subjects appearing in

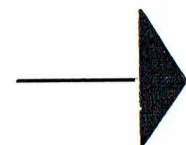
Reproduced by permission. **The Motor**

NOCKOLDS:

Whenever a conversation turns to Grand Prix racing someone complains that things aren't what they used to be. I sometimes wonder whether this isn't just the normal reaction of looking back on the past. Were, in fact, the good old days so much better, and is Grand Prix racing today really so dull as the diehards make out? Let's start with a diehard spectator. Rodney.

WALKERLEY:

Grand Prix racing isn't so glamorous, spectacular, magnificent, romantic as it used to be. It *was* so in the first few years after the war. The 158 Alfas were really a projection of the racing we had before the war when the E.R.A.s were on top and the Alfas were built to combat them. Today the cars are smaller, they don't make the same sound, and although they are going faster than the big pre-war cars and the 158 Alfa type of car, they don't look as though they are . . .



PETER BERTHON

Racing Car Designer 1931-1961

TONY BROOKS

Well-known Racing Driver

HAROLD NOCKOLDS

Editor of "The Motor"

JOHN EASON GIBSON

Secretary of the B.R.D.C.

RODNEY WALKERLEY

Distinguished Motoring Journalist

NOCKOLDS:

. . . but today's Formula 1 car has an engine of the same size as the 158 Alfa . . .

WALKERLEY:

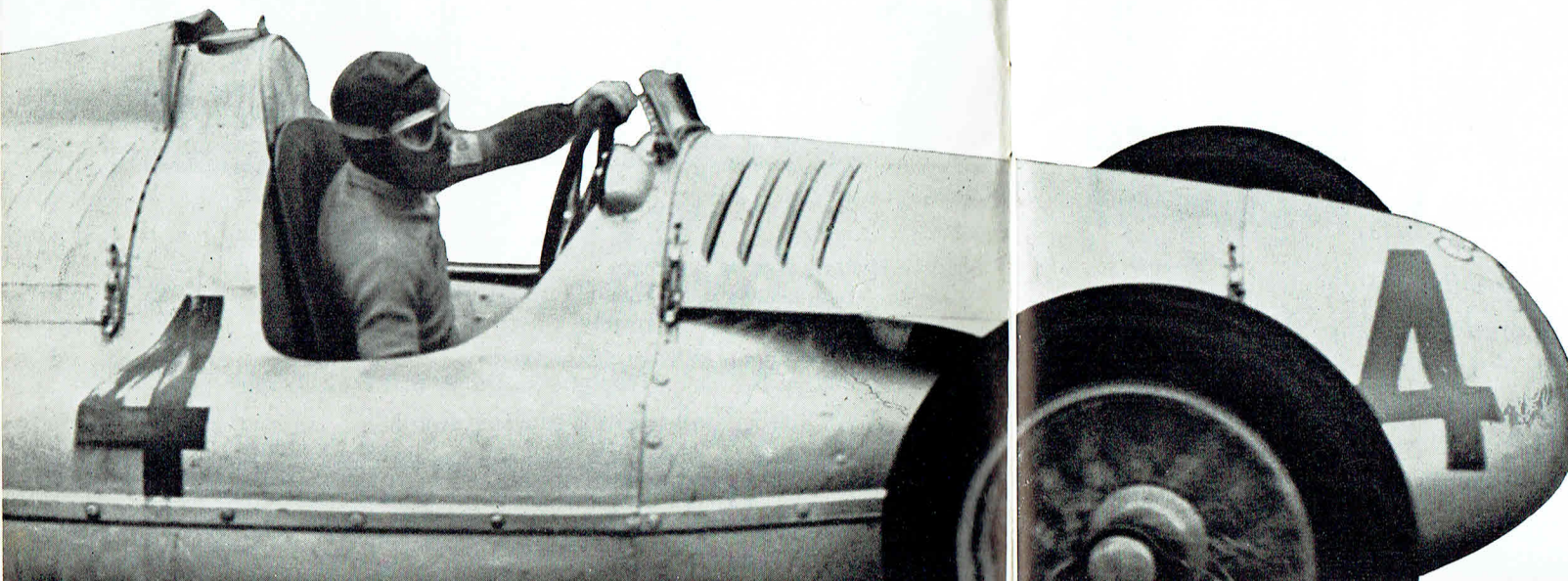
. . . but the car is a different shape. The drivers sit in mobile carpet slippers and that's what they go around in.

NOCKOLDS:

Tony, you have driven one of the big pre-war models. From the driver's point of view, what's the difference in driving a pre-war Grand Prix car and the Formula 1 car of today?

BROOKS:

When I had the pleasure of driving the 3-litre and 5.6-litre Mercedes at Oulton Park, I found that with something in the region of 500 h.p. the car could be controlled entirely by the throttle and you didn't have to move the

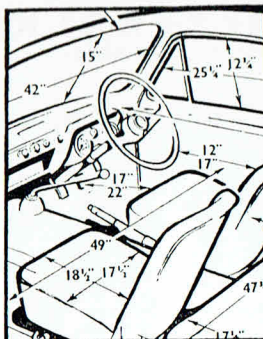
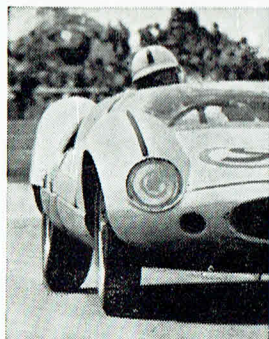
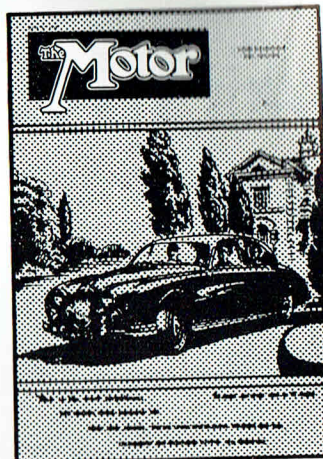


The great Tazio Nuvolari driving an Auto-Union at Donington G.P. 1938.

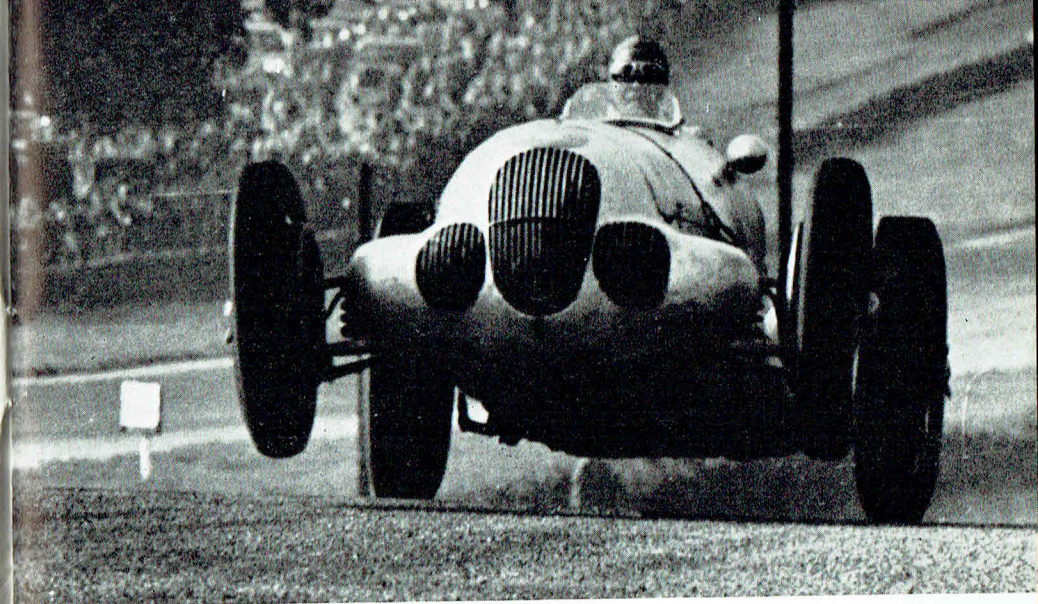
John Eason Gibson, A.R.P.S.

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The Motor

The 5-66 litre Mercedes-Benz at Donington 1937

steering-wheel—delicate throttle control was all-important. I drove them both in wet and dry conditions and found that to produce decent lap times it was terribly important, coming out of a corner, to assess whether the wheels were on the point of spin or actually spinning; it's not so easy as it may sound.

BERTHON:

There's no question about it, the greatest step forward in racing cars since the good old days is undoubtedly road holding—and for a number of reasons. Tyres have improved beyond recognition, the whole technique of suspension geometry has changed, shock absorbers and steering have improved. The result is that more and more power can be used by the driver.

NOCKOLDS:

John, as a race organizer, do you think with these small cars under the present Formula 1 you are giving your crowds the same spectacle they had before?

EASON GIBSON:

I don't really think so, and the tendency will be for the spectacle to get worse. I'm convinced that what the public pay to see—and certainly what thrilled me in the middle 'thirties—is the racing of cars that separate the men from the boys. That is why we are running Intercontinental cars at Silverstone.

BROOKS:

Well, it's early days yet but I agree with John that the scope for a driver to go quicker than his competitor is very much less than it used to be. The designer is reducing the ability of the driver to demonstrate his skill in certain respects. We are really back to 500 c.c. racing.

NOCKOLDS:

Peter, can you see engine power under the new formula ever catching up on your present high level of chassis design and development?



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BERTHON:

I don't think so. The C.S.I. in its wisdom has brought about a great leveling of the whole business. Certainly it's difficult to distinguish the man from the boy. But then a man can't distinguish himself from the others; he seems to lack a personality. But generally I think it's for the better; more people are able to drive and those who haven't quite got the skill or can't quite make the grade quickly get into trouble. A new formula always starts badly, always seems to be slow or it's got shortcomings and so on. I think this year it's going to be a horse-power race. . . .

BROOKS:

But surely it's always a bad thing to have a formula where there's a power race, because it cuts out a lot of manufacturers who haven't got the money to use multi-cylinder engines, the kind of people who've come up purely on design ability—which is how they've been able to beat concerns like Ferrari—not by sheer money and resources. I would have thought that the formula was a bad one on that basis alone—it's making money and power the criterion.

BERTHON:

I couldn't agree more. I think that any formula that has two restrictions is a bad formula. We've now got an engine capacity restriction and a weight restriction—and of course a fuel restriction too, but I don't think that matters an awful lot.

EASON GIBSON:

When Peter spoke earlier about the new formula allowing more people to drive, he sounded for a moment as though he supported the theory of the welfare state. Motor racing is akin to conquering Everest or fighting in the loneliness of a Spanish bull ring. It's the driver that matters; the designers, constructors, the manufacturers and the financial sponsors are mere instruments. But this formula is going to produce a state where it will be impossible, or well nigh impossible, for the best driver in the world to prove that he is better than somebody mediocre. If the man who is mediocre happens to have one more horse power one weekend, he will beat the best driver in the world.

WALKERLEY:

Well, I think that's true—you can have a score of entries in a Formula 1 race and all of them with the same engine. This doesn't seem to me to be the way Grand Prix racing should go.

BROOKS:

Nowadays I'm not so sure that you don't have to go to sports-car racing to find out who can drive a car better than the other chap—the really powerful sports car with a bit of weight.

BERTHON:

I would say that the best drivers of today would all go faster in the pre-war German cars—with practice—than the men who used to drive them in the 'thirties. In every sport people do things better today—it's inevitable.

WALKERLEY:

Going back to the 'twenties—you had an engine in front, the roads weren't good, they were very loose and when the cars came thundering by they didn't go straight even on the straights. When a fellow came up behind in a cloud of dust the crowd were on their feet, and that was, of course, the glamour of motor racing. You can see drawings of the times—the artist used to show great clouds of smoke, which was true—we'll go back further again to 1905 or 1908 when the cars weighed 2 tons . . . 4 cylinders . . . 18 litres. The driver was an enormous man ready to do anything, wrestling with his wheel—

when he came to a corner the hand brake went on and he skidded round in a shower of stones. That was really exciting motor racing.

NOCKOLDS:

Someone said just now that the present-day driver lacks a personality. But surely that is not entirely his fault. When he's driving, all you can see is a head, a very small head sticking out of a small car; you can't see his arms, and with a crash helmet you can't even recognize him by the shape of his head. Could we do something to get over this by making drivers wear distinctively coloured helmets?

BROOKS:

I agree at the beginning of the season it's very difficult to know who's driving what, and you don't recognize a driver easily. But after the first two races you can—you know what the B.R.M. looks like, Graham's got *his* helmet, I've got a white one, so when you see a white one you know it's yours truly, and you know that the man with the striped helmet is Graham, and so on.

WALKERLEY:

How do you know it's a B.R.M.?

BROOKS:

Well, I think the B.R.M. is one of the few cars that looks quite a bit different from the others.

EASON GIBSON:

A lot of drivers don't particularly like having to wear a special colour.

BROOKS:

I think it would help, but it still wouldn't look anything like as exciting as pre-war simply because, as I said earlier, the designer and not the driver is doing the work.

BERTHON:

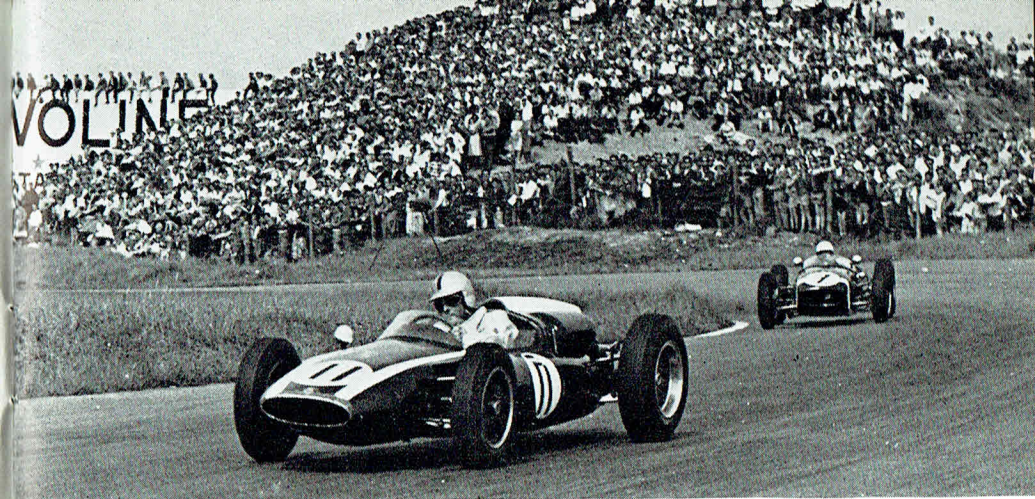
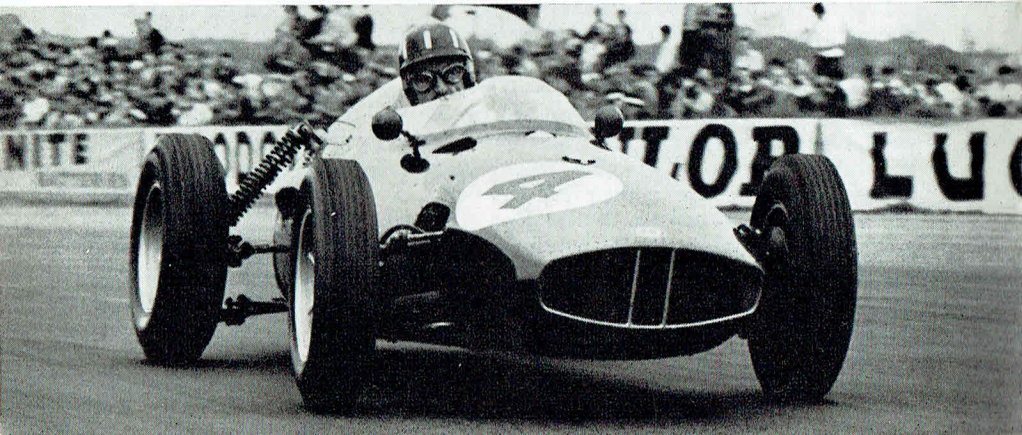
May I suggest this is absolute nonsense? I think that if people took a little more interest in who is driving and learnt to know the drivers they would recognize them immediately. In the old days you went to look for your star and watch to see what he did and what he didn't do.

EASON GIBSON:

That, of course, is nonsense too. What you have to remember is that at a modern race meeting at Silverstone—unlike the old days—there are probably 60,000 or 100,000 people who obviously cannot know the technique of every driver; the only solution is to let the people who are watching—who are paying the salaries of the professional racing driver—see the men at work. All they see now from the outside of the circuit is about two-thirds of a

The man with the striped helmet is Graham. . . .

T. C. March



The Autocar

helmet. If you, Peter, were on the outside you'd want to see whether the man was controlling the car with four fingers or whether he'd got his arms crossed and his tongue out and his eyes shut.

BERTHON:

It's no good saying we must see drivers more exposed than we ever did before—we shall see them a sight less exposed. It's one of the penalties of these small-engine, low-weight formulas.

NOCKOLDS:

What about the Intercontinental formula? If this caught on with 3-litre engines and the Americans joined in, could that have any effect on the overall size of cars and on the technique of handling them?

BROOKS:

Well, the B.R.M. would look exactly the same if it had a 3-litre engine, but on the other hand the car would adopt far more exciting angles on the corners, and if they cut away the sides of the cars to let you see the driver you would observe that he had to *drive* all the way round a corner; setting the car up on a geometrical line and holding it just wouldn't do.

BERTHON:

I think it would be the salvation of motor racing. Cars and engines are getting too small, and the 3-litre might turn the scale—but only if the Americans come into it.

EASON GIBSON:

What I thought was interesting in those last few remarks was that, if we can ignore Peter as the middle-man, the driver Tony Brooks seems to agree 100 per cent with my view as an organizer. He wants the public to see him, and yet Tony—if I may be disrespectful—it is one of the most modest of Englishmen. The sooner we throw away windscreens and streamlining the better for all concerned.

NOCKOLDS:

Rodney, you're the really experienced spectator, would you regard the Intercontinental formula, with possibly bigger cars if the Americans join in, but certainly more powerful cars, would you look on that as a step forward?

WALKERLEY:

Of course—if they could be bigger, more ponderous, more spectacular—but they won't be with 3-litres unblown running on petrol. If they would

Ferodo First

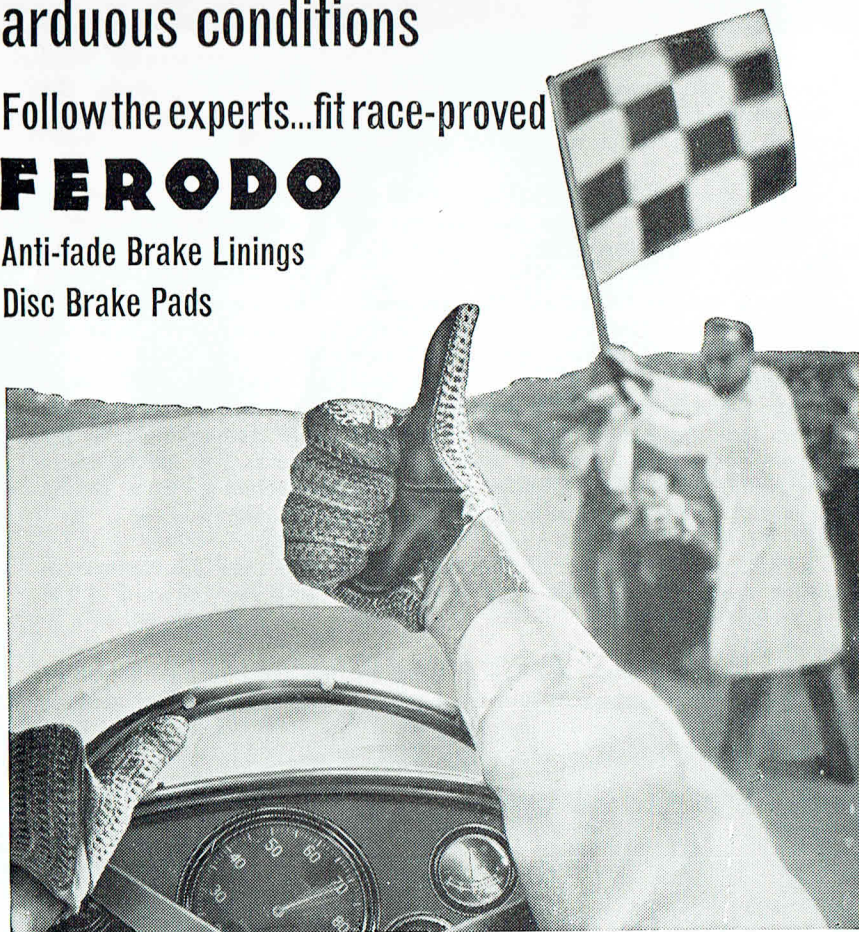
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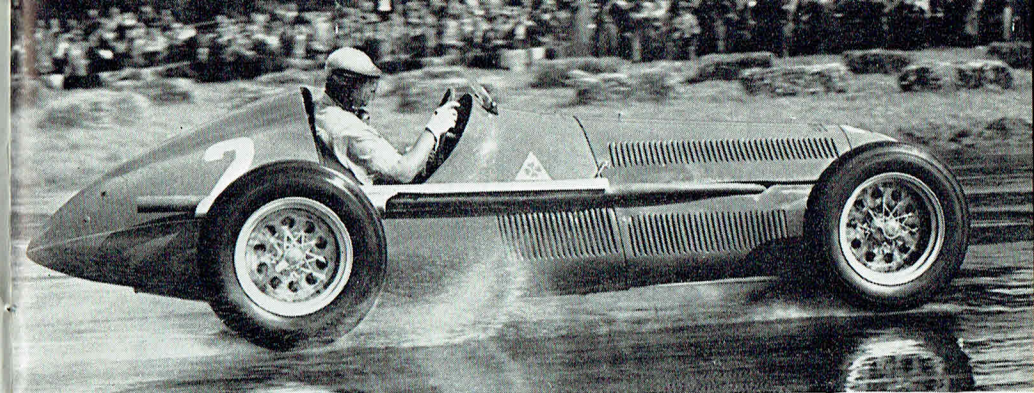
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9/36



T. C. March

Fangio (Alfa Romeo) driving in the 1950 International Trophy Meeting at Silverstone

allow superchargers to be used again, yes, then we might get away from 10 cwt. and go up to something like a ton and a bigger car.

BROOKS:

If we're talking about possibilities, what I, as a driver, would like to see would be no limit on engine sizes at all but the fixing of race distances at 200-225 miles, or about 2-2½ hours duration. The only restriction I would put on design is that once you've entered a Grande Epreuve (a event counting for the championship) you would have to maintain the same wheel-base, the same track and the same engine capacity for all the events. This would then necessitate the car being an all-round design, you couldn't have special cars for special circuits, therefore unlimited money wouldn't count. A free formula like this would be self-limiting because it would take some time for the designers to produce a car which could cover about 200 miles non-stop on a filling of fuel and a set of tyres faster than 2½ litre unblown cars, and it would probably finish up at 3-litres anyway. But they would have to produce a car that gave the best all round performance on circuits as varied as Monaco and Rheims—you couldn't have special monsters for the fast races.

BERTHON:

We did suggest, too late I'm afraid, at the discussions with the C.S.I. about the new formula, that they throw away all their engine capacities and weights and simply give us so much fuel for a given distance. This would have given immense scope for design, and it spells efficiency. After all, the whole development of motor-cars is a business of getting more efficiency with a given engine size, and so on.

EASON GIBSON:

You'd separate the men from the boys among designers as well as among the drivers.

NOCKOLDS:

Am I right, Rodney, in thinking *formule libre* never worked in the past because nobody ever built anything for it?

WALKERLEY:

Yes, they merely introduced it to allow anybody to run just what he'd got. This fuel restriction thing has of course, been tried over and over again and it's resulted so often in the man who should win running out of fuel 10 miles from the finish.

BERTHON:

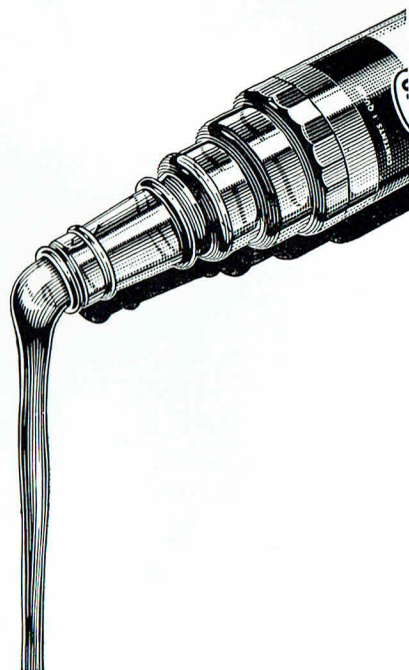
Well that's fun, why not . . . ?



WORLD CHAMPION

Jack Brabham says:

'I have used Esso Extra Motor Oil ever since I started racing in this country. I couldn't find a better oil and neither could you.'

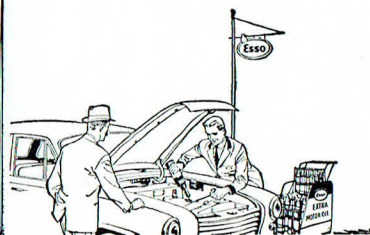


WORLD CHAMPION



**EXTRA
MOTOR OIL**

**THE OIL
THAT STAYS ON
THE JOB**



MAURICE
SMITH, D.F.C.

*Editor of
'THE AUTOCAR'*

Racing Saloon Cars

A realistic approach

IT IS TRUE to say that saloon car events have done more to bring motor racing within the grasp and understanding of the average racegoer than any other branch of the sport; and I am certain that it is the feeling of "Ooh, look, that's the same as ours", that has given the sport its tremendous popularity.

Impressive though they are, with their greatly superior speed and performance, the Grand Prix single-seaters are a relatively closed book to most of us. Who has ever sat in one, much less driven one; and who, except their drivers, is even vaguely aware of what it feels like to drive one? Their handling, performance, suspension, and "feel", are as remote from the everyday motorist as are the sensations of space-travel from travellers in a B.O.A.C. Comet. Yet, in a saloon car event, we know the cars, have probably driven several of the types racing, and appreciate their feel; and, I suspect, most of us are profoundly astonished at what an everyday production car can be made to do, and how well within their capabilities we drive them ourselves. Above all, of course, one becomes aware of the qualities required of a racing driver.

Unfortunately, because of the laxity of the regulations governing certain saloon car championships in the past, the cars in a few events have been very far from standard. As a result, spectators tend to suspect the machines in every event of being so far advanced from the standard product that their

J. M. Uren (Ford) just about to be taken by Sears (Jaguar)

photograph by Lynton Money

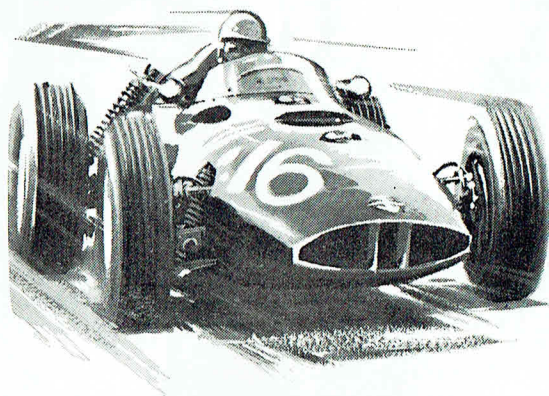


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Lynton Money

Doc Shepherd (Austin 7) closely pursued by the Jaguars of Sears and Chapman, engaged in their now famous wheel-to-wheel duel at last year's Grand Prix meeting.

performance is of academic interest only—illustrating what can be achieved if one is prepared to spend almost unlimited cash, and tow the resulting “Grand Prix saloon” to the circuit on a trailer.

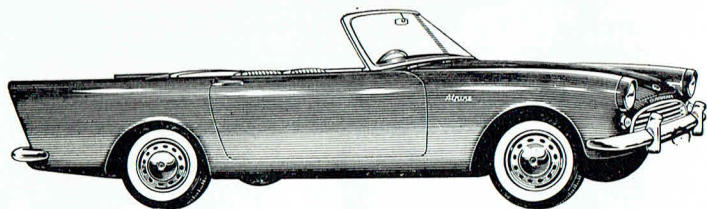
This has, to a great extent, been true in some events—through no basic wish, on the part of the race organizers, to deceive the public. It has always been a problem for scrutineers to spot departures from standard in production cars—particularly where the manufacturers offer a range of alternatives. So, in despair, one or two clubs decided to give competitors a pretty free hand—on the principle that if no holds are barred there will be no need to look for fouls.

Let me hasten to say that, now, at every International meeting (which includes today's Silverstone), and several of the Nationals, the cars are very much as sold to the customers. Those in control of the sport in this country have realised that much of the advertising value of saloon car events is lost when the cars bear little resemblance to the standard product—and, worse still, are known to. So, strict rules have been laid down as to the extent to which the cars may be “worked over”. When you see So-and-So's Mini-Minor going round the circuit at what appears a thoroughly unlikely speed, do appreciate, therefore, that for a small outlay, yours can be made to do the same.

Technically speaking, the rules say that cars may be modified in accordance with Group 2 of Appendix J—which is a section of the International Sporting Code. What does this mean in less esoteric terms?

So far as the engine is concerned, reboring may be carried out to a limit of 1.2 mm—which amounts roughly to the manufacturer's recommended maximum rebore tolerance. If the resulting increase in capacity is sufficient to raise the engine of the car above the top limit of its capacity class, then up it goes into the next class. The compression ratio may be raised—but only by machining the cylinder head, or fitting a thinner gasket; special high-compression pistons are forbidden, unless they are offered as optional equipment by the manufacturer—in which case, before they are acceptable, at least 1,000 identical cars must have been equipped with them during 12 consecutive months. This “minimum fabrication” rule, incidentally, applies to the whole car and every part of it. The rules state that “They must have

PEP, POWER, PERFORMANCE



says Jack Brabham

"I can think of nothing better than putting the Alpine through its paces", says Jack Brabham, World Champion Racing Driver 1959-60. "Here's everything you look for in a sports car—pep, power, performance—sensitive handling—flashing acceleration from the 1.6 litre engine—phenomenal stopping power from the front disc brakes. If you want to enjoy GOING as well as ARRIVING, the Sunbeam Alpine is your car. See your Rootes Dealer for a free trial run."



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The Autocar

A. Hutcheson (Riley) tries to break through as Peter Harper (Sunbeam) swings wide at Club.

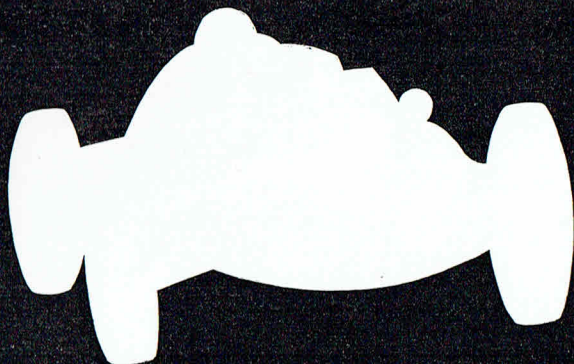
been manufactured in series at a minimum rate of 1,000 units in 12 consecutive months, and be identical so far as mechanism and coachwork are concerned".

Apart from these basic tuning operations, the rules go on to permit: "All perfecting operations, by finishing or machining original parts—but not by their replacement . . ." It is also laid down that it must always be possible to ascertain unquestionably the production origin of all parts so treated. The carburettor jets and chokes may be changed, but not the number or type of carburettors originally fitted to the car. The gearbox and rear axle ratios may be changed—but only when the production model is available with these ratios, at the regular price.

Certain modifications are permitted in connection with the suspension and brakes, but these are concerned more with increasing the safety of the car at prolonged racing speeds. The greatest of these concessions is the modification of road springs, or their replacement with springs of "unrestricted origin"—but the attachment points must remain unaltered. It is also permitted to fit an anti-roll bar. So far as the brakes are concerned, an increase of braking power is allowed, provided the manufacturer's original operating system is retained. This is understandable enough; brakes that will operate lightly and comfortably at touring speeds, at the touch of a stiletto-heeled shoe, will probably take exception to repeated hard applications at racing speeds—particularly on a circuit that gives the linings few opportunities to cool down.

With an eye, primarily, to increasing safety, certain minor modifications are allowed to other chassis parts—the method of attaching the wheels, for example, may be strengthened, and the wheels themselves may be balanced. Finally, the weight of the car must be within 5 per cent of the average weight of five identical production cars of the same model—so the indiscriminate shedding of bumpers, rear seats, window frames, and so on, is definitely "out".

As you will see, a grid start is being used for the Saloon Car race. By this means, every driver has time to fasten his seat harness—impossible, of course, in the run-and-jump Le Mans-type starts that used to be employed for this type of event. Seat belts are not compulsory, though the majority of saloon car drivers regard them as a wise precaution. Crash helmets, on the other hand, are compulsory in all forms of racing.



7

WORLD CHAMPIONSHIPS

1952 Ferrari—Ascari
 1953 Ferrari—Ascari
 1956 Ferrari—Fangio
 1957 Maserati—Fangio
 1958 Ferrari—Hawthorn
 1959 Cooper—Brabham
 1960 Cooper—Brabham

VICTORIES GAINED with
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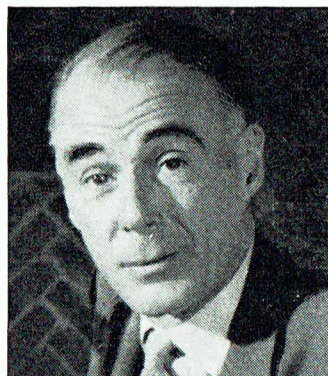
WORLD CHAMPIONSHIPS OF MANUFACTURERS

1958 Vanwall—Formula I	1960 Cooper—Formula I
1959 Cooper—Formula I	1960 Cooper—Formula II
1959 Cooper—Formula II	

LEAD INDIUM BEARINGS

RACE-TRACK PROVED FOR THE
 MOTORWAYS OF THE WORLD

MoS₂ AND ALL THAT



by Nevil Lloyd

How many people—as they add Moly-slip to their engine oil—pause to think of the romantic circumstances that surrounded its invention?

It all happened many years ago, long before Graham was even a slight slope, let alone a Hill. One winter's evening in Darkest West Kensington, MoS₂, ace secret agent of the dreaded C.S.I. (a body of men whose sole aim in life was the total destruction of motor racing) sat in his lonely lodgings decoding his laundry list. "Shirts—4", he read, his trained mind automatically translating the cryptic phrase into clear, "4 Shirts".

One by one MoS₂ picked them up and examined them; each one had frayed collars and cuffs, and many of the buttons were missing. "This is too much," he thought, "I haven't a decent shirt to my name." Only then did he realize his predicament. He hadn't a name to have a decent shirt to. With a cry of anguish he disappeared into the night, and was never seen again.

Meanwhile, behind locked laboratory

doors, another drama was unfolding as teams of white coated lubricating technologists worked day and night to refine a mineral ore called molybdenite to produce a substance called Molybdenum Disulphide, basic ingredient of Moly-slip. But one problem remained unsolved: what to call it. With a 40-hour week one cannot go around calling Molybdenum Disulphide Molybdenum Disulphide. There simply isn't the time. Then up spoke the lab. boy. "Ay say, whay not call the jolly stuff MoS₂, what?"

He spoke that way because he had, inadvertently, got mixed up with the molybdenite one day, and got very refined in the process. (He even drank his tea with his little finger extended, and even Moly-slip isn't as refined as all that). He went on to explain that his mother had a lodger, ace secret agent MoS₂ of the dreaded C.S.I. who had disappeared and had never been seen again, and who obviously wouldn't be wanting the use of his number any more.

Thus after years of patient devoted research, was produced and named the basic ingredient of Moly-slip. But invention was not enough. One vital question still required an answer. Having invented it, WHAT WAS IT FOR?

"MOLYSLIP FOR ENGINES"—10 oz. tin 15/-. Specially formulated to smooth away friction, the addition of Moly-slip to the oil in the sump results in peak power performance—closer to the rated B.H.P. and gets the best out of petrol and oil.

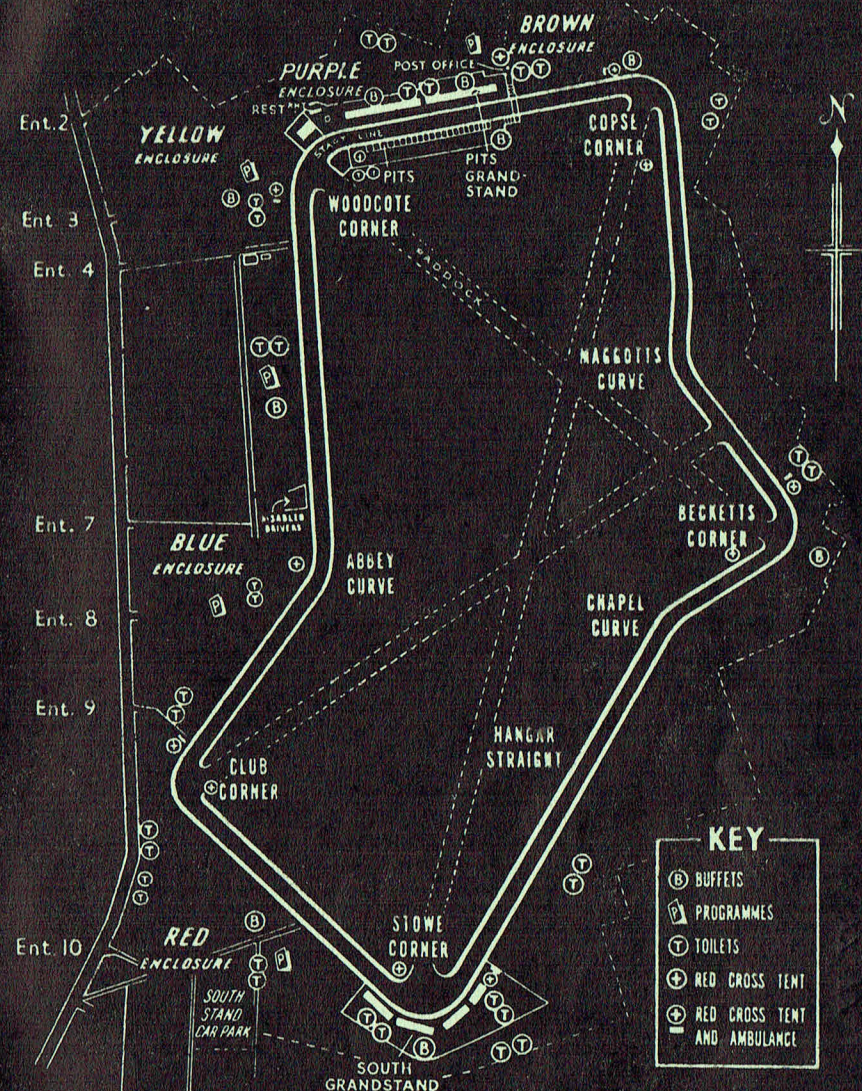
"MOLYSLIP 'G'"—10 oz. Flask 15/-. Added to gearbox, back axle and steering box, Moly-slip "G" gives silky-smooth gear changing, silent rear axle, and feather-light steering control.

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SILVERSTONE CIRCUIT

13th ANNUAL INTERNATIONAL TROPHY, MAY 6th, 1961



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 the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

ALL RACES ARE RUN IN A CLOCKWISE DIRECTION

The information in this programme is strictly copyright

START 10.15 a.m. 25 LAPS, approx. 75 miles

START 10.15 a.m.

25 LAPS, approx. 75 miles

A B.R.D.C. TROPHY and £50

In each Class: 1st—£50 2nd—£25 3rd—£10

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
Up to 1,500 c.c.			
2	DAVID HITCHES	Lola/Driver	1098
2	JOHN BEKAERT	Lola/Derek Wilkinson	1098
3	JOHN WOOLFE	Lola/Driver	1098
4	DAVID HOBBS	Lotus/Driver	1216
5	C. KERRISON	Lola/Gerrards Cross Motor Co., Ltd.	1220
7	W. BRADSHAW	Lotus/Driver	1475
7	HENRY TAYLOR	Lotus/U.D.T.-Laystall Team	1475
Over 1,500 c.c. and up to 3,000 c.c.			
10	S. J. DIGGORY	Cooper/Driver	1960
11	J. BLUMER	Cooper/Roseberry Service Station	1960
12	STIRLING MOSS	Lotus/U.D.T.-Laystall Team	2496
14	CLIFF ALLISON	Lotus/U.D.T.-Laystall Team	2496
15	ROY SALVADORI	Cooper/John Coombs Racing Organisation	2496
16	TOMMY DICKSON	Cooper/Ecurie Ecosse	2496
17	Major I. B. BAILLIE	Aston-Martin/Driver	2992
Over 3,000 c.c.			
20	BRIAN NAYLOR	Cooper-Ferrari/J.B.W. Car Co.	3001
21	W. McKAY	Lister-Jaguar/A. R. Miller	3781
22	JACK WOBER	Jaguar/Jack Wober	3781
23	MICHAEL SALMON	Jaguar/Gerrards Cross Motor Co., Ltd.	3781
24	R. F. BLOXAM	Lister-Jaguar/Gerrards Cross Motor Co., Ltd.	3781
25	JACK FAIRMAN	Jaguar/John Leppard	3781
26	G. H. WICKEN	Jaguar/Driver	3781
27	GORDON LEE	Lister-Jaguar/Driver	3781
28	JOHN O. COUNLEY	Lister-Jaguar/Driver	3781
29	MICHAEL ANTHONY	Lister-Chevrolet/Driver	5555

Starting positions on the grid are determined by the speeds actually set up by competitors during practice. Prior to the race, the commentator will announce the positions of the cars on the grid.

Lap Nos. 1-25

[illegible]

Results

	DRIVER	CAR	SPEED	TIME
1st	S. MOSS	12		
2nd	R. SALVADORI	15		
3rd	C. ALLISON	14		
4th	T. DICKSON	16		
5th	H. TAYLOR	7		
FASTEST LAP				

INTERNATIONAL "FORMULA JUNIOR" RACE

START 11.25 a.m. 25 LAPS, approx. 75 miles

To the Entrant of the car finishing first:
A B.R.D.C. TROPHY and £100

2nd—£75 3rd—£50 4th—£25 5th—£10

Race Entries

NO.	DRIVER	CAR and ENTRANT	CAPACITY C.G.
1	R. UTLEY.....	Caravelle (Ford)/Team Thercel.....	997
2	N. R. HICKS.....	Caravelle (Ford)/Team Thercel.....	997
3	E. N. WHITEAWAY.....	Conдор (Ford)/Driver.....	997
4	J. RHODES.....	Cooper (Ford)/Midland Racing Partnership.....	994
5	A. MAGGS.....	Cooper (Austin)/Tyrrell Racing Organisation.....	1098
6	J. LOVE.....	Cooper (Austin)/Tyrrell Racing Organisation.....	1098
7	D. HULME.....	Cooper (Ford)/Driver.....	997
8	A. HYSLOP.....	Cooper (Ford)/Driver.....	997
9	F. R. GERARD.....	Cooper (Ford)/Driver.....	997
10	M. P. NATHONY.....	Gemini (Ford)/Driver.....	997
11	M. PARKES.....	Gemini (Ford)/The Chequered Flag Ltd.....	997
12	G. DUKE.....	Gemini (Ford)/The Chequered Flag Ltd.....	997
14	B. H. HALFORD.....	Gwyniad (Ford)/S. J. Diggory.....	997
15	T. DICKSON.....	Kieft (Ford)/Kieft Sports Cars.....	997
16	C. SUMMERS.....	Kieft (Ford)/Kieft Sports Cars.....	997
17	K. Y. TWISK.....	Lola (Ford)/The Tulip Stable.....	997
18	D. TAYLOR.....	Lola (Ford)/Driver.....	997
19	T. TAYLOR.....	Lotus (Ford)/Team Lotus Ltd.....	997
20	P. ARUNDELL.....	Lotus (Ford)/Team Lotus Ltd.....	997
21	D. PIPER.....	Lotus (Ford)/Driver.....	997
22	A. E. MARSH.....	Lotus (Ford)/Ted Robins.....	997
23	A. B. REES.....	Lotus (Ford)/Driver.....	997
24	J. CAMPBELL JONES.....	Lotus (Ford)/Driver.....	997
25	L. GIBBS.....	Lotus (Ford)/Driver.....	997
26	W. F. MOSS.....	Lotus (Ford)/Driver.....	997
27	F. GARDNER.....	Lotus (Ford)/Jim Russell.....	997
28	J. RUSSELL.....	Lotus (Ford)/Driver.....	997
29	J. WHITMORE.....	Lotus (Austin)/Don Moore.....	994
30	P. CARPENTER.....	Lotus (Fiat)/Osca/Driver.....	1089
31	A. M. R. MALLOCK.....	U-2 (Ford)/Driver.....	997

RESERVES

32	J. J. COTTRELL	Cooper (Ford)	Midland Racing Partnership	994
33	J. H. GASTON	Coopson (Austin)	F. R. Gerard	1098
35	J. SPACE	Emeryson (Ford)	Emerson Cars Ltd	997
36	R. SCOTT BLOOR	Elva (Ford)	Driver	997
36	C. MEEK	Gwyniad (Ford)	S. J. Diggory	997
37	B. WHITEHOUSE	Lola (Austin)	G. A. Henrotte	1098
38	M. McKEE	Lotus (Ford)	Team Lotus Ltd	997
39	R. H. ANDERSON	Lotus (Ford)	H. C. Taylor	997
40	P. R. PROCTOR	Lotus (Ford)	Driver	997
41	P. ELLIS	Lotus (Ford)	Driver	997

FOR YOUR INFORMATION

A limited number of Paddock Passes at £1 each and Stewards' Enclosure Badges at £2 10s. 0d. each are obtainable by the footbridge.

Lap Score Chart

Lap Nos. 1-25

[illegible]

Results

	DRIVER	CAR	SPEED	TIME
1st	J. RUSSELL	28		
2nd	A.E. MARSH	22		
3rd	A. MAGGS	5		
4th	M. MCKEE	38		
5th	T. TAYLOR	19		
FASTEST LAP				

2.30 p.m.

13th INTERNATIONAL TROPHY

(INTERCONTINENTAL FORMULA RACE)

80 LAPS
approx.
233 miles

1st—THE "DAILY EXPRESS" TROPHY and £750
(See page 15 for full list of Awards)

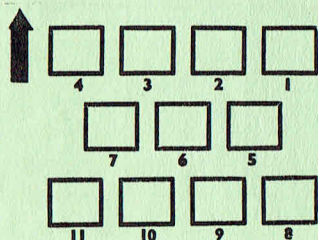
Race Entries

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
1	JACK BRABHAM	Cooper/Cooper Car Co.	2496
2	BRUCE McLAREN	Cooper/Cooper Car Co.	2496
3	STIRLING MOSS	Lotus/R. R. C. Walker Racing Team	2496
4	MAURICE TRINTIGNANT	Cooper/R.R.C. Walker Racing Team	2496
5	GRAHAM HILL	B.R.M./Owen Racing Organisation	2491
6	TONY BROOKS	B.R.M./Owen Racing Organisation	2491
7	INNES IRELAND	Lotus/Team Lotus	2496
8	JIM CLARK	Lotus/Team Lotus	2496
9	MIKE PARKES	Lotus/Yeoman Credit Racing Team	2496
10	ROY SALVADORI	Cooper/Yeoman Credit Racing Team	2496
11	JOHN SURTEES	Cooper/Yeoman Credit Racing Team	2496
12	CLIFF ALLISON	Lotus/U.D.T.-Laystall Team	2496
14	HENRY TAYLOR	Lotus/U.D.T.-Laystall Team	2496
15	LORENZO BANDINI	Cooper-Maserati/Scuderia Centro-Sud	2700
16	MASSIMO NATALI	Cooper-Maserati/Scuderia Centro-Sud	2700
17	CHUCK DAIGH	Scarab/Reventlow Automobiles Inc.	2900
18	GIULIO CABIANCA	Cooper-Ferrari/Scuderia Castelletti	2999
19	GEOFFREY RICHARDSON	Cooper/Driver	2481
20	BRIAN NAYLOR	J.B.W.-Maserati/J.B.W. Car Co.	2485
21	DAN GURNEY	Lotus/Mrs. Louise Bryden-Brown	2496
22	TIM PARNELL	Lotus/Driver	2496
23	RON FLOCKHART	Cooper/Jack Brabham Racing Ltd.	2496
24	TONY MARSH	Cooper/Fred Tuck	2700
25	IAN BURGESS	Lotus/Camoradi International	2496
26	LLOYD CASNER	Lotus/Camoradi International	2496
27	MASTEN GREGORY	Cooper/Camoradi International	2496
28	"X"	Vanwall/G. A. Vandervell	2600

RESERVE DRIVERS

5	MAURICE TRINTIGNANT.....	Lotus/R.R.C. Walker Racing Team	2496
4	STIRLING MOSS.....	Cooper/R.R.C. Walker Racing Team	2496

STARTING GRID



Starting positions on the grid are determined by the speeds actually set up by competitors during practice. Prior to the race, the commentator will announce the positions of the cars on the grid, and the numbers of the first eleven cars can be entered in the boxes provided.

Lap Score Chart

Lap Nos. 1-39

[illegible]

INTERNATIONAL TROPHY

Lap Score Chart

Lap Nos. 40-77

[illegible]

Results

	DRIVER	CAR	SPEED	TIME
1st	S. MOSS	4.		
2nd	J. BRABHAM	1		
3rd	R. SALVADORI	10		
4th	H. TAYLOR	14		
5th	J. SURTEES	28		
FASTEST LAP				

44

Laps 78-80

[illegible]

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45

HISTORIC RACING CAR RACE


START 5.00 p.m.

12 LAPS, approx. 36 miles

To the Entrant of the car finishing

1st—A B.R.D.C. Trophy. 2nd—A B.R.D.C. Trophy. 3rd—A B.R.D.C. Trophy

Race Entries

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
1	C. E. LYNE	Amilcar/Driver	1098 (S)
2	J. C. TOZER	Amilcar/Driver	1098 (S)
3	A. G. MURRAY	E.R.A./Driver	1488 (S)
4	GORDON CHAPMAN	E.R.A./Driver	1488 (S)
5	A. S. COTTAM	E.R.A./Driver	1488 (S)
6	Hon. PATRICK LINDSAY	E.R.A./Driver	1488 (S)
7	S. I. DAY	E.R.A./Driver	1488 (S)
8	P. WALLER	E.R.A./Driver	1488 (S)
9	B. E. BROWN	E.R.A./Driver	1488 (S)
10	J. GOODHEW	E.R.A-Delage/Driver	1488 (S)
11	A. O. ELLIS	Derby-Maserati/Driver	1488 (S)
12	H. S. CLIFFORD	Alta/Driver	1488 (S)
14	J. A. WILLIAMSON	Maserati/J. S. Mudd	1488 (S)
15	A. W. RIPPON	Bugatti/Driver	1496 (S)
16	BRIAN FIDLER	Bugatti/Driver	1496 (S)
17	C. H. DONNE	Maserati/Scuderia Rossa	1500 (S)
18	MORIN SCOTT	Alfa Romeo/Scuderia Rossa	1750 (S)
19	K. B. ECKERSLEY	Bugatti/Driver	1990
20	DOUGLAS HULL	E.R.A./Driver	1992 (S)
21	D. H. GAHAGAN	E.R.A./Driver	1995 (S)
22	R. C. BERGEL	Bugatti/Driver	2261
23	J. S. MUDD	Alfa Romeo/Driver	2560 (S)
24	M. D. THACKRAY	Alfa Romeo/Driver	2896 (S)
25	D. MARGULIES	Maserati/Driver	2998 (S)
	C. K. W. SCHELLENBERG	Bentley/Driver	7983

RESERVE DRIVERS:

Car No. 14	J. S. MUDD	Car No. 23	J. A. WILLIAMSON
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Lap Score Chart

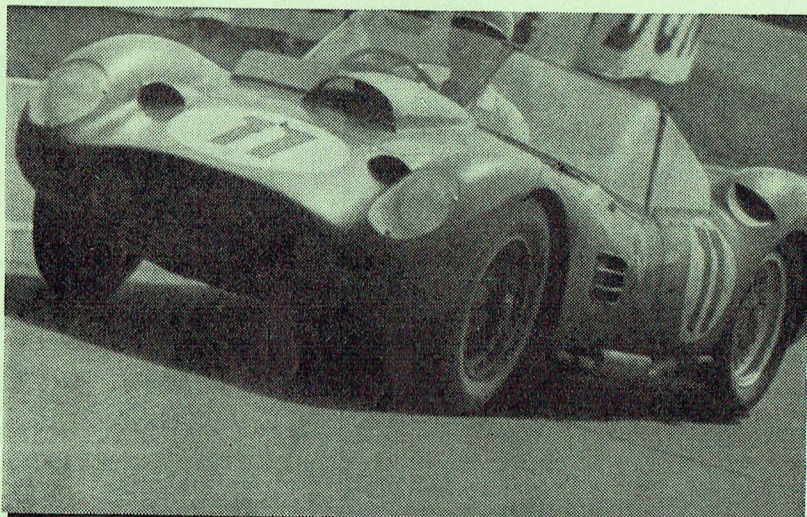
Laps 1-12

[illegible]

Results

	DRIVER	CAR	SPEED	TIME
1st	D. HUGHES	20		
2nd	D. MARGULIES	25		
3rd	HON. P. KINISAY	6		
4th	S. I. DAY	7		
5th	J. A. WILLIAMSON	14		
FASTEST LAP				

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Category	Time	Speed	Car	Driver	When Estab- lished
Racing Cars:	<i>m. s.</i>	<i>m.p.h.</i>			
Formula Inter-continental	1 34.2	111.86	Lotus	Innes Ireland	14. 5.60
Formula I 1954/60	1 43.4	101.91	Lotus	Cliff Allison	3. 5.58
Formula II 1954/60	1 43.4	101.91	Cooper	Jim Russell	2. 5.59
Formula Junior	1 45.8	99.60	Lotus	Peter Arundell	16. 7.60
Historic Racing Cars:	2 03.8	85.12	E.R.A.	S. Day	1.10.60
Sports Cars:					
1100	1 46.0	99.41	Lola	Peter Ashdown	16. 7.60
1100 to 1500	1 46.0	99.41	Lotus	Cliff Allison	19. 7.58
1500 to 2000	1 43.6	101.71	Cooper	Jack Brabham	2. 5.59
2000 to 3000	1 42.4	102.90	Cooper	Roy Salvadori	14. 5.60
Over 3000	1 44.0	101.32	Lister-Jaguar	Masten Gregory	3. 5.58
Touring Cars:					
750 to 1000 Grps. 1 and 2	2 16.0	77.48	Austin	F. R. Gerard	2. 5.59
750 to 1000 Grp. 3	2 04.0	84.98	Austin	G. C. Shepherd	1.10.60
1000 to 1300	2 17.2	76.80	Ford	J. Young	2. 5.59
1300 to 1600 Grps. 1 and 2	2 08.6	81.94	Sunbeam	Peter Harper	1.10.60
1600 to 2000 Grp. 3	2 15.0	78.05	Alfa-Romeo	J. Bonnier	5. 5.56
2000 to 2600	2 06.0	83.63	Jaguar	Peter Blond	2. 5.59
2600 to 3500	1 59.2	88.40	Jaguar	Ivor Bueb	2. 5.59
Over 3500 Grps. 1 & 2	1 58.4	89.00	Jaguar	Roy Salvadori	14. 5.60
Grand Touring Cars:					
Up to 750	2 24.4	72.97	SAAB	S. Hurrell	2. 5.59
750 to 1000	2 13.4	78.99	Austin Healey	J. G. Gaston	2. 5.59
1000 to 1300	2 01.2	86.94	Lotus Elite	Colin Chapman	2. 5.59
1300 to 1600	2 07.0	82.97	M.G.	Alan Foster	2. 5.59
1600 to 2000	2 06.0	83.63	Morgan	C. J. Lawrence	2. 5.59
2000 to 2600	2 22.2	74.10	Peerless	R. Ham	1.10.60
2600 to 3500	2 01.2	86.97	Jaguar	Roy Salvadori	2. 5.59
3500 to 5000	1 58.8	88.70	Aston Martin	Stirling Moss	2. 5.59

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UNION FLAG. Used for start of Race.

WHITE. An ambulance or a service car is on the circuit.

YELLOW with VERTICAL RED STRIPES. Take care, oil somewhere on the road.

BLUE. Waved—another competitor is trying to overtake you. Motionless—another competitor is following you very closely.

BLACK with WHITE NUMBER. Signal for car bearing that number—stop at your pit on the next lap.

YELLOW. Waved—great danger, be prepared to stop. Motionless—take care, danger.

RED. Signal for complete and immediate stop.

BLACK and WHITE CHEQUERED. Signal for end of Race.

Silverstone Lap Speed Table

One lap of Silverstone Circuit equals 2 miles, 1,631½ yards (4.71 kilometres). 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.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.
1-30 ...	117.08 ...	188.42	1-55 ...	91.63 ...	147.46	2-20 ...	75.27 ...	121.12
1-31 ...	115.79 ...	186.35	1-56 ...	90.84 ...	146.18	2-21 ...	74.73 ...	120.26
1-32 ...	114.53 ...	184.33	1-57 ...	90.06 ...	144.93	2-22 ...	74.21 ...	119.42
1-33 ...	113.30 ...	182.34	1-58 ...	89.30 ...	143.71	2-23 ...	73.69 ...	118.58
1-34 ...	112.10 ...	180.40	1-59 ...	88.55 ...	142.50	2-24 ...	73.17 ...	117.76
1-35 ...	110.91 ...	178.50	2-00 ...	87.81 ...	141.31	2-25 ...	72.67 ...	116.95
1-36 ...	109.76 ...	176.64	2-01 ...	87.08 ...	140.14	2-26 ...	72.17 ...	116.14
1-37 ...	108.63 ...	174.82	2-02 ...	86.37 ...	138.99	2-27 ...	71.68 ...	115.36
1-38 ...	107.52 ...	173.05	2-03 ...	85.67 ...	137.86	2-28 ...	71.20 ...	114.58
1-39 ...	106.43 ...	171.29	2-04 ...	84.98 ...	136.75	2-29 ...	70.72 ...	113.81
1-40 ...	105.37 ...	169.58	2-05 ...	84.30 ...	135.66	2-30 ...	70.25 ...	113.05
1-41 ...	104.33 ...	167.90	2-06 ...	83.63 ...	134.58	2-31 ...	69.78 ...	112.30
1-42 ...	103.31 ...	166.25	2-07 ...	82.97 ...	133.52	2-32 ...	69.32 ...	111.56
1-43 ...	102.30 ...	164.64	2-08 ...	82.32 ...	132.48	2-33 ...	68.87 ...	110.83
1-44 ...	101.32 ...	163.05	2-09 ...	81.68 ...	131.45	2-34 ...	68.42 ...	110.11
1-45 ...	100.35 ...	161.50	2-10 ...	81.06 ...	130.44	2-35 ...	67.98 ...	109.40
1-46 ...	99.41 ...	159.98	2-11 ...	80.44 ...	129.44	2-36 ...	67.55 ...	108.70
1-47 ...	98.48 ...	158.48	2-12 ...	79.83 ...	128.49	2-37 ...	67.12 ...	108.01
1-48 ...	97.57 ...	157.01	2-13 ...	79.23 ...	127.50	2-38 ...	66.69 ...	107.32
1-49 ...	96.67 ...	155.57	2-14 ...	78.64 ...	126.55	2-39 ...	66.27 ...	106.65
1-50 ...	95.79 ...	154.16	2-15 ...	78.05 ...	125.61	2-40 ...	65.86 ...	105.98
1-51 ...	94.93 ...	152.77	2-16 ...	77.48 ...	124.69	2-41 ...	65.45 ...	104.32
1-52 ...	94.08 ...	151.41	2-17 ...	76.91 ...	123.78	2-42 ...	65.04 ...	104.67
1-53 ...	93.25 ...	150.06	2-18 ...	76.36 ...	122.88	2-43 ...	64.65 ...	103.03
1-54 ...	92.43 ...	148.75	2-19 ...	75.81 ...	122.00	2-44 ...	64.25 ...	103.40

PLEASE REMEMBER!

These lap speeds are for a racing circuit!!

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Innes Ireland (Lotus) won an exciting race, overhauling first Brabham and then Moss to finish at an average speed of 108.82 mph—a record. He also broke the lap record at 111.86 mph. Both records still stand

PHOTOGRAPHS:
Right Innes Ireland leads Moss through Stowe

(Photo T. C. MARCH)

Below Innes Ireland
(Photo SPORT AND GENERAL)



SILVERSTONE 1960

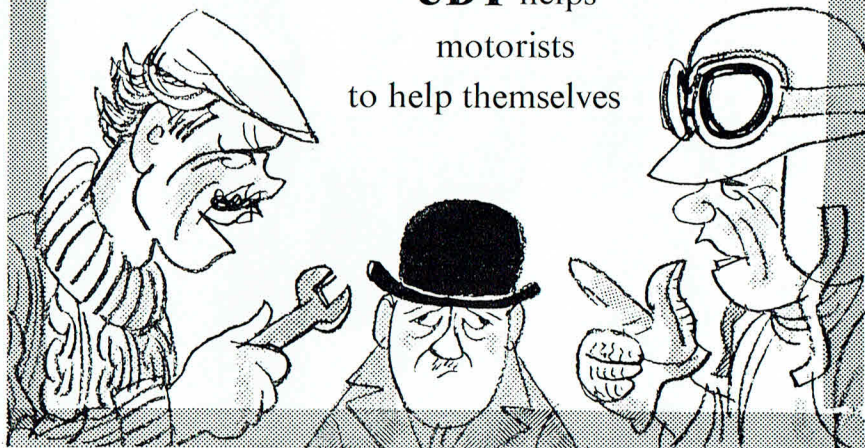
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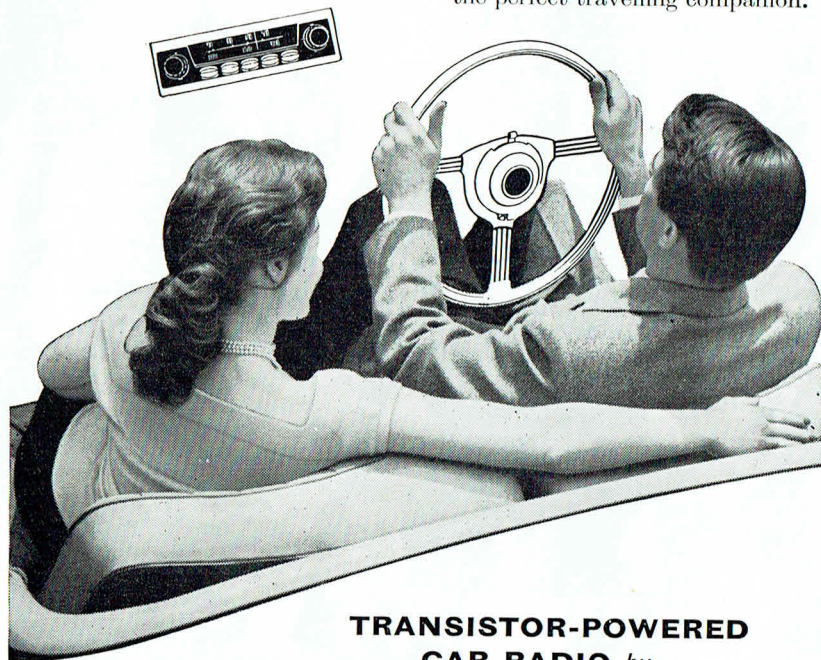
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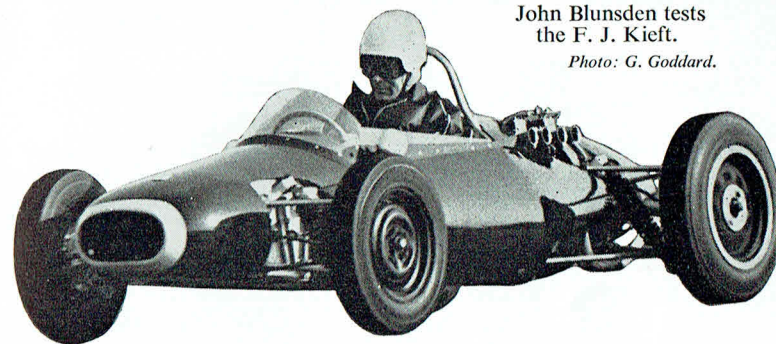

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John Blunsden tests
the F. J. Kieft.
Photo: G. Goddard.



Formula Junior—the Way to the Top

JOHN BLUNSDEN *Editor of Motoring News*

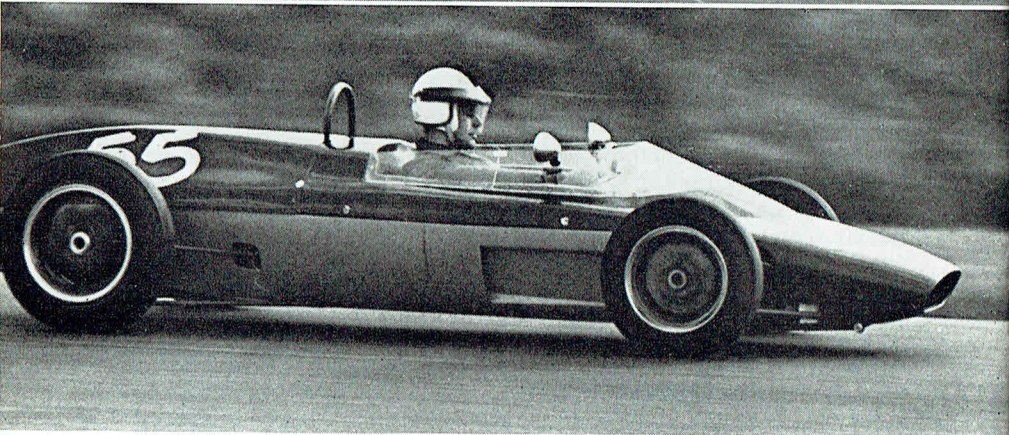
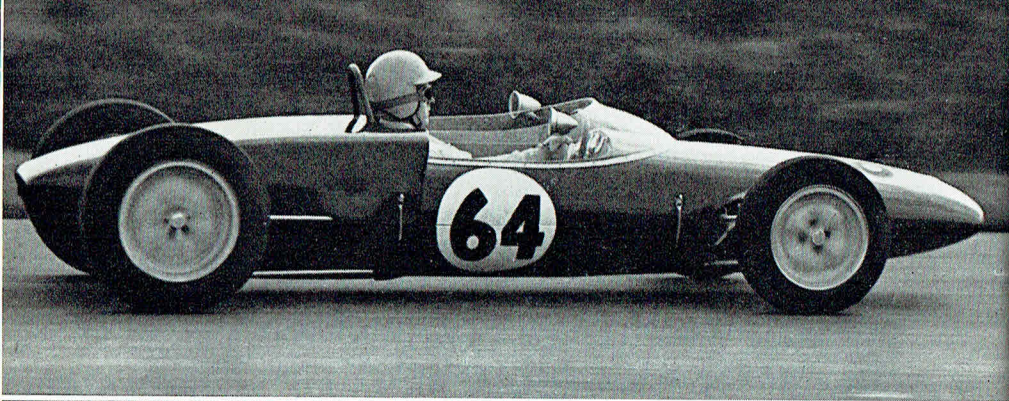
TODAY, given a dry circuit, we shall probably see a Formula Junior car lap Silverstone at over 100 m.p.h. Possibly the driver who takes the flag first at the end of the FJ race will have averaged that speed for the entire distance. Such is the brilliance of our racing-car designers and engine tuners that this once seemingly unobtainable speed with a 2½-litre Grand Prix car is now within the scope of a car powered by what is basically a production-car engine of 1,000 or 1,100 c.c.s.

The cornering power of these machines is fantastic, and this, naturally, is the secret of their high lap speeds; the faster a car comes out of a corner the quicker it can attain its maximum speed, which with the gearing used for this relatively fast circuit is in the region of 130 m.p.h. for the latest FJ cars.

Now that the Grand Prix Formula 1 is operated for cars with an engine capacity of up to 1,500 c.c. the gulf between F1 and FJ has narrowed considerably, and the value of Junior as a training ground for G.P. drivers of the future has increased proportionately.

This, of course, is in line with the basic concept of Formula Junior, which was born in Italy from an idea put forward by Count Giovanni Lurani at a meeting of the Automobile Club d'Italia at San Remo in November 1956. At that time it was painfully obvious to Italian motor-racing enthusiasts that the day of the great Italian drivers was nearing its end; there was just no one apart from Eugenio Castellotti and Luigi Musso (both doomed to die at the wheel) to replace the gaps already left by the departure of Farina, Taruffi, Villoresi, Ascari and others. "Johnny" Lurani's belief was that a new racing formula, suitably framed, would provide the training ground for drivers to fill these gaps.

In these national aims Formula Junior, which prescribes a single-seater racing car powered by a tuned production-car engine of 1,000 or 1,100 c.c. maximum displacement (with an appropriate weight penalty for the larger



Photographs by G. Goddard

Top: Lotus Twenty

Centre: Cooper Mark II

Bottom: Lola Mark III

engine) and using many other proprietary parts, has been at best only partly successful, for there is still no Italian driver of World Champion calibre and very few who have shown themselves to have distinctly above-average ability in FJ racing.

But "Junior", with Lurani's full backing, has developed into an International racing formula with official recognition by the Federation Internationale de l'Automobile, the French-based governing body of the sport, and in its wider aims it has been anything but unsuccessful.

This year Jim Clark, Henry Taylor and John Surtees are all rated as top-line Grand Prix drivers, thanks in no small measure to the experience they gained in 1960 as leaders of the British FJ contingent at home and overseas; all three, given the cars and the essential spot of good fortune, have it within their power to win a World Championship crown.

This talented trio is now banned from participation in Formula Junior racing, being on the F.I.A.'s graded list, but they have worthy successors in Trevor Taylor, Peter Arundell, Mike McKee, Tony Maggs, Mike Parkes, Peter Ashdown and others who should be in the forefront of FJ racing this season. It is more than likely that a year from now some of these drivers will have been upgraded and will be members of Grand Prix racing teams. If this is so then once again there will be others following them into the cockpits of the fastest FJ cars and possibly at a later date into the GP teams.

It is rather sad that a type of racing which has proved so successful in its purpose in Britain should have misfired in its country of origin, but for this Italian car constructors must take much of the blame. As long ago as May 1960, when the British Lotuses and Coopers swamped the Italian Stanguellini, Oscas and other small-production makes at Monaco, the writing was on the wall. At that time, when the British Ford and B.M.C. engines had still to be developed to the full, it was a simple battle between Italian engine power (from the Fiat 1100 and Lancia Appia units) and British roadholding. British roadholding won in a canter, and continued to do so on nearly every occasion on which our cars met the Italians during the season.

Instead of accepting the defeat and acknowledging that their FJ cars were outdated (for the most part they featured "live" rear axles and simple large-tube ladder type chassis) and building new models with all-independent suspension and light space-frames on the lines of the British models, the Italians tried to counter the British challenge by boosting the power from their engines—power which already their cars were having difficulty in transmitting.

Even now there is little indication of widespread rethinking in Italy and even the Stanguellini, by far the most prolific Italian Junior, retains a front-engine layout, although some concession to progress is now evidenced by the adoption of an independent-suspension conversion for the rear wheels.

Nevertheless, despite the lack of effective foreign opposition, rapid strides have been made in the development of British FJ cars and the latest versions of the Lotus, Cooper, Gemini, Lola and Elva have already proved themselves to be notably superior to their counterparts of 1960.

Development during the winter months has proceeded along fairly clear-cut lines; space frames are simpler and lower to reduce both weight and wind drag, rear brakes are finding their way inboard to cut down the unsprung weight of the car, and the development of a wide-tread 13-in. tyre by Dunlops has started a move towards this smaller size of wheel for FJ cars, this being another method of reducing the unsprung weight of the car.

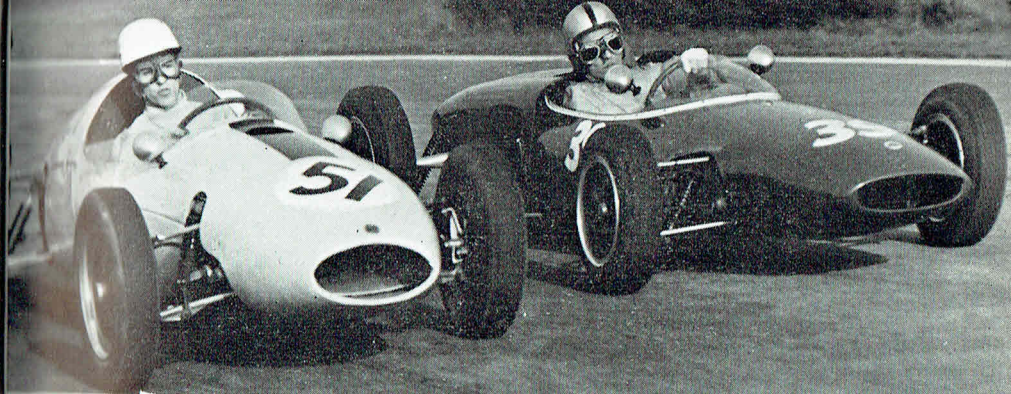
The rear-engine location is now almost universal, the Lola being the latest

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car to make the change, although the new front-wheel-drive Bond and the D.R.W. are two newcomers to Formula Junior racing in which the engine is mounted ahead of the driver.

Last year, it may be remembered, the Lotus, powered by a Cosworth-tuned Ford 105E (Anglia) engine, was almost unchallenged in FJ racing until the Gemini Mark III showed promise towards the end of the year. This season, with the leading makes all built to a basically similar specification, the chances of one-make domination are diminished considerably, a factor which should enable FJ racing to prosper.

This year I foresee Formula Junior racing developing into a battle not as much between different makes of car as between rival drivers and engines. Power output, in particular, will be a decisive factor, and with the top works engines turning out something like 95 b.h.p., with 100 b.h.p. or more within reach, it will be interesting to see whether these engines will also offer the reliability essential to the winning of races.

During 1960, the Cosworth Engineering version of the Ford 105E engine was producing up to 88 b.h.p. with reliability and this year 85 b.h.p. Cosworth-Ford engines are being offered on production Juniors, with a few "special" highly tuned units reserved exclusively for the Team Lotus cars.

Once again Ted Martin will be tuning the Ford engines used by the works Lola team, for which some high output figures have been promised, while one of the Gemini will have a Martin and the other a Cosworth-Ford engine. Elvas, too, will be seen this year with the Ford engine, the German D.K.W. two-stroke unit used last year having proved unreliable due to the overheating of the centre of the three pistons.

The semi-works Coopers, fielded by the Tyrrell Racing Organization, along with most of the production Coopers, remain loyal to the B.M.C. A-series engine, and this year it is likely that at least one Tyrrell car will be entered in the 1,100 c.c. category which until now has been virtually ignored by the British competitors, due to the lack of a suitable engine.

Finally we come to the drivers, and certainly there is no shortage of suitable material here. Formula Junior cars are not particularly difficult to drive, but it takes a rare blend of skill, nerve and experience to get the ultimate out of the best of them. That is why, today in particular, the drivers out in front are the ones to watch, for these are the men most likely to fill the vacancies of the Grand Prix teams of tomorrow. Yes, "Johnny" Lurani was on the right lines way back in 1956, for his Formula Junior has certainly proved to be the way to the top!

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Today's Drivers

ALAN BRINTON

Editor of 'MOTOR RACING'

CLIFF ALLISON

Cliff Allison is back driving Lotuses (for UDT/Laystall this time), after a two-year gap, and back on the circuits after his dramatic chicane crash during practice twelve months ago for the Monaco G.P.

This quiet North countryman, from Brough, in Westmorland, first made his name in Lotuses, and drove in the works team with Graham Hill. Then Ferrari snapped him up in 1959, when he had comparatively few drives. He seemed set for a successful 1960 season, with second place in the Argentine G.P., but Monaco cut this short. Is 29, married with four children, and sister Pat is well-known in international rallies.

JOAKIM BONNIER

It seems no time at all since Jo (short for Joakim) Bonnier was over here learning to race under the wing of the late Ken Wharton.

The bearded Swede, who is fluent in at least five languages, has made astonish-

ing progress to the top. He gave B.R.M. their only grande epreuve victory (in the Dutch G.P.) and on several occasions looked set for further successes for Bourne when mechanical failures let him down.

Now driving for Porsche in Formula 1, he is being strongly tipped to succeed Brabham in the world championship. A shrewd race tactician, always ready to pull out all the stops when necessary.

JACK BRABHAM

World champion in Coopers for two successive seasons, Jack Brabham can be expected to make a terrific bid for the hat trick.

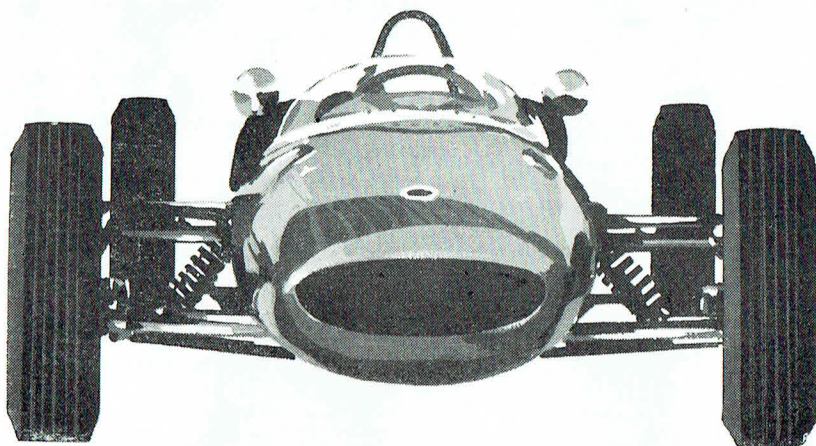
Now 35, he began racing on short cinder tracks in midget cars in his native Australia, and graduated to road racing via hill climbs.

European experience has toned down his tail-sliding cinder technique, except when he is really having a go.

His engineering knowledge has been of enormous help in developing the G.P. Coopers. Last year he won five



SISTERS UNDER THE SKIN

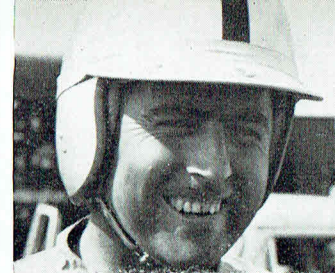


On top, ANGLIA—most exciting light car on the roads. Below, LOTUS 20—potential world-beater on the tracks.

BOTH POWERED BY FORD'S FAMOUS 105E ENGINE



Allison



Brabham



Bonnier

successive world championship G.P.'s—the Dutch, Belgian, French, British and Portuguese.

Runs a thriving garage business at Chessington, Surrey, and five weeks ago became the proud father of his second son.

TONY BROOKS

Tony Brooks, accomplished dental surgeon with a new garage overlooking the old Brooklands track, started racing a Healey.

Shocked the Italians by driving a Connaught to victory in the 1955 Syracuse G.P. Then followed a disappointing season with B.R.M.—he crashed here and his car was burnt out—before joining Vanwalls. In 1958 he drove Vanwalls to wins in the G.P.'s of Belgium, Germany and Italy. With Ferrari in 1959 he finished second in the world championship, (winning the German G.P. at Avus at an amazing 143.6 miles an hour).

Is at his best on the sweeping corners of the really fast circuits, such as Spa and Rheims. He is 29, married to an Italian girl, and has a baby daughter.

JIM CLARK

Jim Clark, 25 years old Scots farmer, burst on to the Grand Prix scene less than twelve months ago. Already he is being talked of as a possible champion.

His introduction to racing was in 1956 when, acting as mechanic for a friend's D.K.W. at Crimond, he asked to try his hand, and knocked 3 seconds off the owner's lap time on his first flying lap!

Later gained valuable experience on a variety of cars, including a Porsche, Lister-Jaguar and a Lotus Elite. Shared third place at Le Mans last year with Salvadori in the Border Reivers Aston Martin DBR1. Had a brilliant 1960 season in Formula Junior with a works Lotus, sharing the Motor Racing F.J. Championship with Trevor Taylor. A "natural" driver of great promise.

CHUCK DAIGH

Chuck Daigh, 37 years old crew-cut American from Long Beach, California, started racing 8 years ago. His experience was gained in American specials, and last year Lance Reventlow signed him to drive the Scarabs. This courageous effort to break into European G.P. racing collapsed temporarily through troubles with the Scarab engines. As a result Daigh was seen here last July in the British G.P. at the wheel of a works Cooper which he drove well until forced to retire. But it was a drive that demonstrated his fine ability.

He says he likes European racing an awful lot, but modestly claims that he still has a great deal to learn.

Brooks

Clark

Daigh



Racing and

TURBO SPEED

tyres

Over the past eight years Avon has developed racing tyres which have made a great contribution to the performance of the cars on which they have been used, highlighted in 1959 by the David Brown Aston Martin triumphs at Le Mans, Nurburgring and Goodwood which earned for them the world's Sports Car Championship. From these racing tyres a range of road tyres for high performance cars has been developed named Turbospeed—symbolic of modern developments in this field.

The new road tyres are the result of taking the racing design as a starting point and making a minor relaxation in high speed performance—since maximum sustained speeds on the road are normally lower than on the track. The casing is composed of high strength cords laid at a crown angle of 32°-35°. This is only slightly higher than on

racing tyres on which the cords cross the crown at an angle of 25°-30° to the circumference to ensure a high critical wave velocity and maximum cornering stability. Well slotted continuous ribs in the tread preserve the basic pattern and flat contour of the racing tyre yet cope with the wider variety of road surfaces and the need for quieter running.

Under load the ribs touch and support each other improving tread stability and damping out squeal. Circumferentially varied pattern length prohibits whine occasioned by regular pattern impact. The tread compound is the same as used in Avon racing tyres.

As success in racing leads to benefits in production components, the Avon Turbospeed tyre with its racing ancestry is a valuable contribution to better road holding and greater safety in high performance cars.



Gregory



Hill



Gurney

MASTEN GREGORY

Masten Gregory, colourful little American with a jaunty walk and a deep, slow drawl, is one of the most spectacular drivers on the circuits today.

He has had a wealth of experience in a wide range of sports cars and single-seaters.

Two years ago he was a member of the Cooper works team, when he delighted in making the pace for the others. At Avus in 1959 he shook the big Ferraris by cheekily dicing with them in his little Cooper at three miles a minute before his engine blew up.

Has had his fair share of frightening accidents, but seems quite without nerves. He is extremely short-sighted, and drives in goggles fitted with special optical lenses.

DAN GURNEY

Dan Gurney, just 30, is a six feet two Californian who has been racing professionally for four years. He first came to race in Europe for the 1959 season with Ferrari, when he scored a second, a third and a fourth in championship Grand Prix.

Last year he drove for B.R.M., and had a dramatic escape when his car left the Zandvoort circuit following brake failure. He led the Portuguese G.P. in brilliant style at Oporto until his car gave trouble. In his last race for B.R.M. he drove a rear-engined machine to victory at Ballarat, in Australia. Was also impressive last season in a privately owned Lotus.

He has now signed to drive for Porsche in Formula 1. Has a quiet style that is full of finesse. Married with two children and expecting a third.

GRAHAM HILL

Now in his second season for B.R.M., Graham Hill is right in the top world bracket.

Aged 32, he started racing on 500's and enthusiastically acted as mechanic to secure drives. Worked for Lotus for two years and in September, 1957, drove here in the Cooper team with Brabham and Salvadori.

Drove for Lotus in 1958 and 1959. His most memorable effort was here last July in the British G.P., when he came right through the field to lead Brabham, only to spin off a few laps from the end.

His distinctive crash helmet carries white vertical stripes on a blue background—the colours of the London Rowing Club whose first eight he stroked in the Grand Challenge Cup at Henley. He is married, with two children.



Ireland

INNES IRELAND

Innes Ireland jumped into the headlines at Easter last year when he twice beat Stirling Moss at Goodwood in one afternoon.

But this Scot named Ireland who lives in Wales had already served a useful apprenticeship in sports car races,

Step on it in safety



on triple-tough

3-T NYLON TYRES

When you put your foot down, you put your life in the hands of your tyres. That's why you need the strength and stamina of 3-T Nylon Tyres by Goodyear. Built with 3-T Nylon Cord, strongest man-made fibre triple-toughened by an exclusive Goodyear process, they have unequalled resistance to impact and flexing... beat the heat that burns out ordinary tyres... stand up to the shock waves that can tear other tyres to pieces at high speeds. So if you like to go places fast, make sure you ride in safety on Goodyear 3-T Nylon.



GOOD YEAR

MODERN TYRES FOR MODERN MOTORING

and had been a consistent performer in Lotus machines.

His first Grand Prix appearance was in the Lotus team at Zandvoort in 1959, when he drove a cool race to finish a creditable fourth.

During 1960 his cars were plagued by mechanical troubles, but he finished second in the United States G.P. at Riverside.

Aged 29, he recently learned to fly while in Australia, and now pilots his own plane to race meetings.

BRUCE MCLAREN

Only 23 years old, chunky Bruce McLaren has made tremendous strides—culminating in second place in last year's world championship—since he first arrived here from New Zealand four years ago.

He soon made his mark after being sent to Europe for experience by the New Zealand International G.P. association, first in Formula 2 cars and then in Formula 1.

John Cooper quickly signed him up, and he won the United States G.P. in 1959, followed by the 1960 Argentine G.P. Last year he proved a valuable Number 2 as Brabham strode towards his second championship.

Yet as a schoolboy McLaren spent two years in hospital after falling from a horse, and still walks with a pronounced limp. His driving has matured rapidly and he has a great reputation for finishing races.

STIRLING MOSS

At 31 Stirling Moss is undoubtedly the fastest driver in the world today.

With a vast experience, starting with 500's and running through almost every make and type of car, he is also the world's most versatile driver.

Yet the world championship, which he richly deserves, still eludes him. He was within an ace of it in 1958, and again in 1959. Last year his chances were wrecked by his 140 m.p.h. practice accident at Spa. Yet two months later he was racing again, and won the United States G.P. in November.

Probably his finest race was the Mille Miglia of 1955, which he won in a Mercedes at an all-time record of 97.9 m.p.h.

His style is impeccably cool and relaxed, a model for all aspiring drivers.

ROY SALVADORI

Though at 38 Roy Salvadori is a racing veteran he is now driving just as quickly as ever.

Racegoers will remember his fine drives in the Gilby 250F Maserati, and his very consistent racing of Aston Martin sports car.

He was in the Cooper team when they made their first Grand Prix challenge with under-engined cars. He finished second in the German G.P. of 1958 and third in the British G.P. the same year. His inspired driving in the old Formula 2 for 1½ litre cars should stand him in good stead with the new Grand Prix formula.

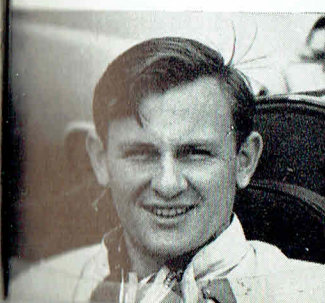
A Grand Prix win has still to come, but in 1959 he shared the wheel of the Aston Martin which won Le Mans.

JOHN SURTEES

Motorcycle world champion John Surtees has now retired from racing on two wheels in favour of cars, and promises similar success in this field as well.

While winning his last motorcycle championship last year he made a meteoric entry into car racing. By the end of 1960 he had taken part in only 14 car races, but was already a force

McLaren



Moss



Salvadori



BUGATTI OWNERS' CLUB PRESCOTT NATIONAL SPEED HILL CLIMB TOMORROW

Commences 11.30 a.m.

FREE ADMISSION TO THE HILL THROUGH THE PUBLIC CAR PARK

PARKING FEES: Cars £1.0.0 Motor Cycles 10/-
TRANSFER TO THE PADDOCK 10/-

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For the Comfort of all Silverstone Racegoers

PLEASE NOTE

PARKING. Should your car be in the front row, nearest the Circuit, please leave it where the Attendant has indicated, until the meeting is over.

TRACK. All races are run in a clockwise direction.

POST OFFICE. All postal enquiries for correspondence, parcels, etc., should be made at the mobile post office, which is situated on the public side of the bridge between the pits and the pits grandstand.

INFORMATION. Results, commentaries and other information will be announced on a public address system installed around the ground.

VIEWING. The promoters reserve the right to remove any small stands that may be erected by spectators and which interfere with the viewing and personal comfort of other racegoers.

CONSIDERATION. Please avoid damage to valuable crops and land in and around the Circuit.

INVALID CARRIAGES. There is a special enclosure for spectators in invalid carriages. You are specially requested not to stand in front of these vehicles obstructing the view of the occupants. Remember they cannot see any of the racing unless their view is unobstructed.

ANIMALS. Dogs and other animals are not, in any circumstances, admitted to the Circuit.

SAFETY. The banking erected round this Circuit is there for your protection. It is forbidden to stand, sit or climb on it.

DEPARTURE. Police and Car Park Attendants are here to facilitate your exit from the Circuit quickly and safely after the Meeting. Please do your part and drive slowly and carefully when leaving.

LOST PROPERTY. Articles found at Silverstone should be handed to the nearest policeman or B.R.D.C. official.



Surtees



Taylor



Trintignant

among top Grand Prix drivers. Driving a Lotus in only his third Grand Prix he astonished everyone by leading at Portugal for many laps.

With greater experience in races this year, and with seasoned Reg Parnell as his team manager for Yeoman Credit, Surtees at 26 seems to be well on the way to the top in his second racing career.

HENRY TAYLOR

Henry Taylor, tall 28-years-old Bedfordshire farmer, had his first drive in Grand Prix cars last season with the Yeoman Credit team. Little success came his way, but the experience helped in a definite maturing of his driving technique.

He will be remembered for his vigorous efforts last year at the wheel of Ken Tyrrell's Formula Junior Cooper, for whom he won the FJ Race at Monaco. He later won the British Empire Trophy on this circuit, this time Lotus mounted.

He has had considerable sports car experience, and for three successive years was captain of the British bobsleigh team.

MAURICE TRINTIGNANT

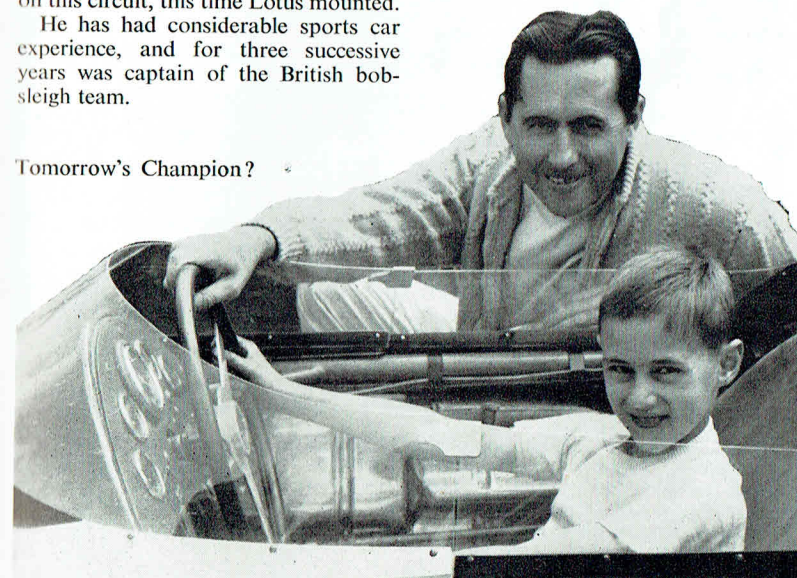
Maurice Trintignant, dapper French gentleman from Provence, is 43, and started racing before the war in the Bugatti in which his brother, Louis, had been killed.

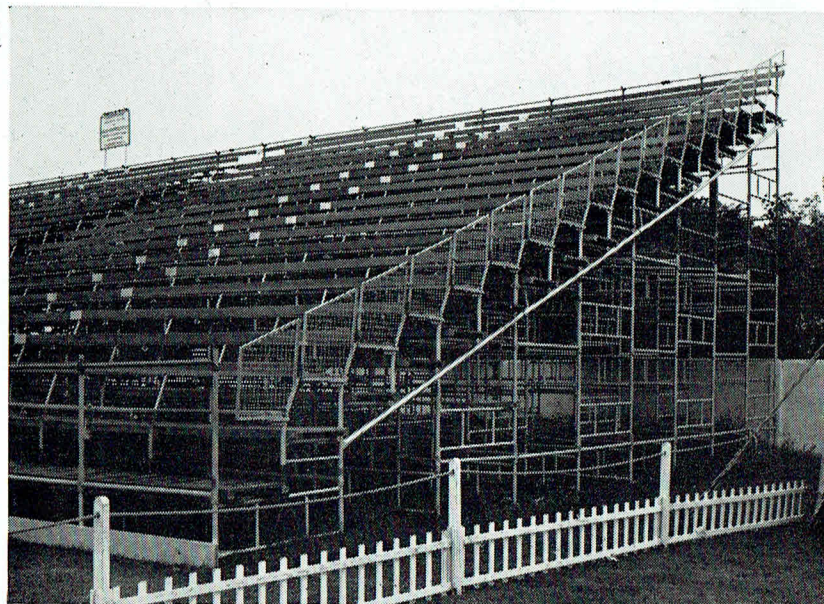
During the war he worked for the Resistance, and spent a year in a German concentration camp.

Since then he has driven a great variety of cars, including Gordini, Ferrari, Vanwall, Cooper and Aston Martin, with considerable success. He won the 1955 Monaco GP in a Ferrari, and the same race in 1958 in a Cooper. A fine Le Mans record, too, with a win in 1954 (partnered by Gonzales) and a second and third as well.

'Petoulet'—the nickname by which he is known—is one of the neatest drivers, with a great ability for bringing his car home. He is also a successful wine grower, and Mayor of Vergeze, where he lives.

Tomorrow's Champion?





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Next Week

THE MARTINI '100' SILVERSTONE

Saturday, May 13th

First race 12 noon

Full programme of Sports
and Racing Car Events including
100 Mile Sports Car Race for

MARTINI INTERNATIONAL CLUB TROPHY

Formula Junior Club Trophy Race

U.S.A.F. Trophy Race

Organised by the A.M.O.C

Admission 10/- per car 5/- per m/cycle
Charabancs £3.0s.0d.

PREVIOUS RESULTS

TROPHY MEETINGS

1949-1960



August 20, 1949

THE DAILY EXPRESS TROPHY RACE—30 LAPS

1st: A. Ascari (Ferrari) 89-58 m.p.h. 2nd: G. Farina (Maserati). 3rd: L. Villoresi (Ferrari).

PRODUCTION CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: L. Johnson (Jaguar) 82-80 m.p.h. 2nd: P. D. C. Walker (Jaguar). 3rd: N. Culpin (Frazer-Nash). CLASS RESULTS: *Over 2,500 c.c.*—1st: L. Johnson (Jaguar) 82-80 m.p.h. *1,501-2,500 c.c.*—1st: N. Culpin (Frazer-Nash) 81-73 m.p.h. *Up to 1,500 c.c.*—1st: E. Thompson (H.R.G.) 70-89 m.p.h. TEAM PRIZE: 1st: HEALEY. Drivers: A. P. R. Rolt, Louis Chiron, T. H. Wisdom.

500 c.c. RACE—10 LAPS

1st: E. Brandon (Cooper) 79-61 m.p.h. 2nd: S. Moss (Cooper). 3rd: R. Dryden (Cooper).

August 26, 1950

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: G. Farina (Alfa Romeo) 90-16 m.p.h. 2nd: J. Fangio (Alfa Romeo). 3rd: P. Whitehead (Ferrari).

PRODUCTION CAR RACE—30 LAPS

GENERAL CATEGORY: 1st: A. Ascari (Ferrari) 83-72 m.p.h. 2nd: D. Serafini (Ferrari). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: P. D. C. Walker (Jaguar) 81-88 m.p.h. *2,001-3,000 c.c.*—1st: D. Hamilton (Healey) 79-92 m.p.h. *1,501-2,000 c.c.*—1st: A. Ascari (Ferrari) 83-72 m.p.h. *1,101-1,500 c.c.*—1st: G. A. Ruddock (H.R.G.) 71-78 m.p.h. *Up to 1,100 c.c.*—1st: J. M. Sparrowe (Morgan) 68-28 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: P. D. C. Walker, A. P. R. Rolt, L. G. Johnson.

500 c.c. RACE—10 LAPS

1st: S. Moss (Cooper) 79-87 m.p.h. 2nd: R. Sommer (Cooper). 3rd: A. J. Bottoms (J.B.S.).

May, 5, 1951

THE DAILY EXPRESS TROPHY RACE

Abandoned at the 6th Lap. 1st: R. Parnell (Thinwall Specia (Ferrari) 6 laps in 16 min. 48 sec. 2nd: D. Hamilton (Talbot). 3rd: J. Fangio (Alfa Romeo).

PRODUCTION CAR 1-HOUR RACE

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84-50 m.p.h. 2nd: C. P. Dodson (Jaguar). 3rd: T. A. D. Crook (Frazer-Nash). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 84-50 m.p.h. *2,001-3,000 c.c.*—1st: R. Parnell (Aston Martin) 81-42 m.p.h. *1,501-2,000 c.c.*—1st: T. A. D. Crook (Frazer-Nash) 83-63 m.p.h. *1,101-1,500 c.c.*—1st: R. W. Jacobs (M.G.) 72-66 m.p.h. *751-1,100 c.c.*—1st: J. M. Sparrowe (Morgan) 63-90 m.p.h. *Up to 750 c.c.*—1st: G. Wilkins (Panhard) 63-15 m.p.h. TEAM PRIZE: *Div. I: (Up to 2,000 c.c.)*—1st: FRAZER-NASH. Drivers: F. R. Gerard, E. Winterbottom, D. Clarke. *Div. II: (Over 2,000 c.c.)*—1st: JAGUAR. Drivers: S. Moss, L. G. Johnson, P. D. C. Walker.

500 c.c. RACE—15 LAPS

1st: E. Brandon (Cooper) 78-19 m.p.h. 2nd: A. Brown (Cooper). 3rd: C. Lones (Iota).

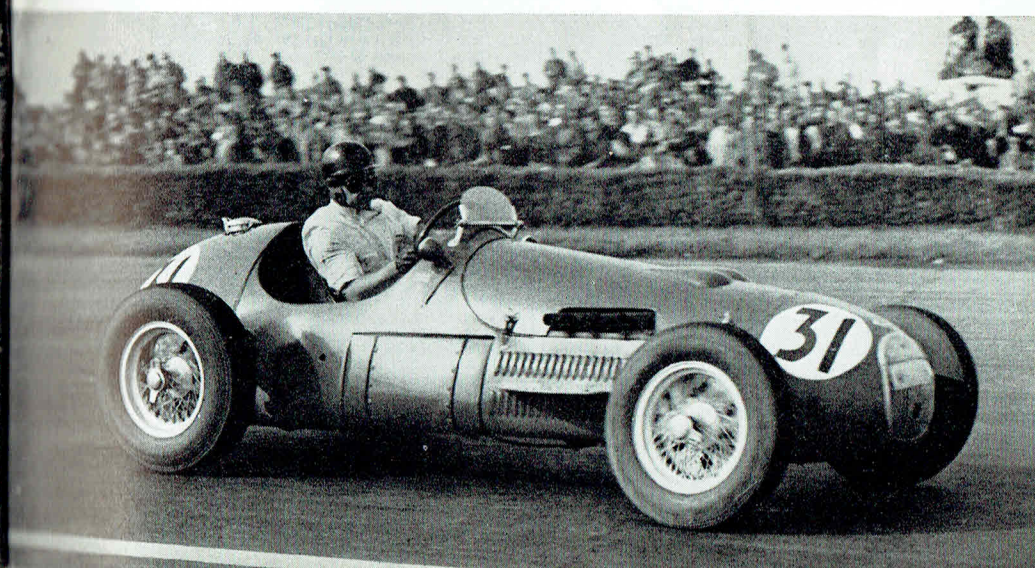
May 10, 1952

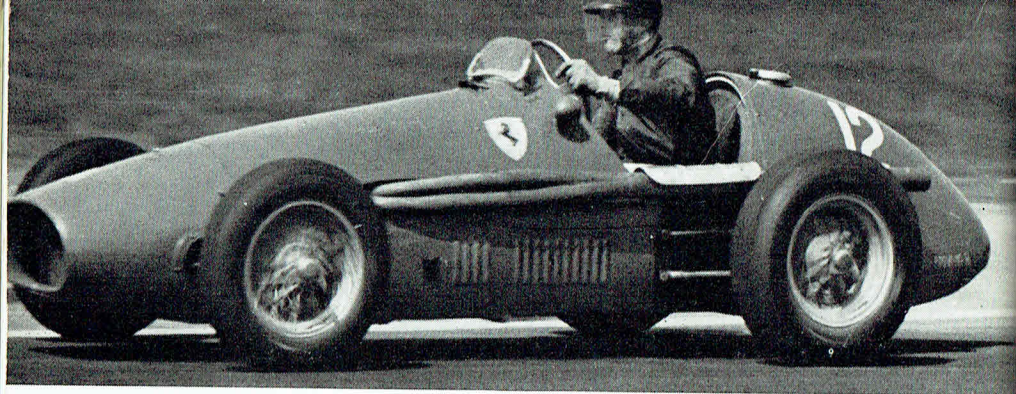
THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: L. Macklin (H. W. M.) 85-41 m.p.h. 2nd: A. P. R. Rolt (H.W.M.). 3rd: E. de Graffenried (Maserati).

Lance Macklin (H.W.M.), Winner 1952

Planet News





Louis Klemantaski

Mike Hawthorn (Ferrari), winner 1953

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 75-22 m.p.h. 2nd: K. Wharton (Healey). 3rd: S. H. Allard (Allard). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 75-22 m.p.h. 2,001-3,000 c.c.—1st: K. Wharton (Healey) 74-79 m.p.h. 1,501-2,000 c.c.—1st: T. A. D. Crook (Bristol) 70-07 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 63-42 m.p.h. TEAM PRIZE: 1st: BRISTOL. Drivers: T. A. D. Crook, R. Salvadori, P. B. Buckley.

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84-02 m.p.h. 2nd: R. Parnell (Aston Martin). 3rd: G. E. Abecassis (Aston Martin). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 84-02 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 83-47 m.p.h. 1,501-2,000 c.c.—1st: R. Salvadori (Frazer-Nash) 80-33 m.p.h. 1,101-1,500 c.c.—1st: F. C. Davis (Cooper-M.G.) 75-85 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Parnell, G. E. Abecassis, L. Macklin.

500 c.c. RACE—15 LAPS

1st: S. Lewis-Evans (Cooper) 72-40 m.p.h. 2nd: A. Brown (Cooper). 3rd: S. Moss (Kieft).

RACE OF THE CHAMPIONS—5 LAPS

1st: S. Moss 79-83 m.p.h. 2nd: E. de Graffenried. 3rd: P. Pietsch (all driving Jaguars).

May 9, 1953

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. M. Hawthorn (Ferrari) 92-29 m.p.h. 2nd: R. Salvadori (Connaught). 3rd: A. P. R. Rolt (Connaught).

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Ferrari) 88-55 m.p.h. 2nd: T. L. H. Cole (Ferrari). 3rd: R. Parnell (Aston Martin). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. M. Hawthorn (Ferrari) 88-55 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 87-34 m.p.h. 1,501-2,000 c.c.—1st: A. Brown (Cooper) 84-61 m.p.h. 1,101-1,500 c.c.—1st: F. C. Davis (Cooper-M.G.) 79-33 m.p.h. TEAM PRIZE: FERRARI. Drivers: J. M. Hawthorn, T. L. H. Cole, R. Baird.

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: S. Moss (Jaguar) 74-42 m.p.h. 2nd: G. M. Grace (Riley). 3rd: C. G. H. F. Dunham (Alvis). CLASS RESULTS: *Over 3,000 c.c.*—1st: S. Moss (Jaguar) 74-42 m.p.h. (No other finisher). 2,001-3,000 c.c.—1st: G. H. Grace (Riley) 72-7 m.p.h. 1,501-2,000 c.c.—1st: P. B. Buckley (Bristol) 69-38 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 65-61 m.p.h. 750-1,000 c.c.—1st: G. Wilkins (Dyna-Panhard) 62-95 m.p.h. TEAM PRIZE: 1st: RILEY. Drivers: G. Gelberg, A. P. O. Rogers, G. H. Grace.

500 c.c. RACE—15 LAPS

1st: D. Parker (Kieft) 84-34 m.p.h. 2nd: R. G. Bicknell (Staride). 3rd: E. Brandon (Cooper).

May 15, 1954

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. F. Gonzalez (Ferrari) 92-78 m.p.h. 2nd: J. Behra (Gordini). 3rd: A. Simon (Gordini).

SPORTS CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: J. F. Gonzalez (Ferrari) 83-08 m.p.h. 2nd: G. Abecassis (H.W.M.-Jaguar). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. F. Gonzalez (Ferrari) 83-08 m.p.h. 2,001-3,000 c.c.—1st: R. F. Salvadori (Aston Martin) 79-93 m.p.h. 1,501-2,000 c.c.—1st: A. Brown (Cooper-Bristol) 79-22 m.p.h. 1,101-1,500 c.c.—1st: A. C. B. Chapman (Lotus) 76-42 m.p.h. TEAM PRIZE: 1st: ECURIE ECOSSE TEAM OF JAGUARS. Drivers: P. D. C. Walker, J. Stewart, N. Sanderson.

TOURING CAR RACE—17 LAPS

GENERAL CATEGORY: 1st: I. Appleyard (Jaguar) 75-55 m.p.h. 2nd: A. P. R. Rolt (Jaguar). 3rd: S. Moss (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: I. Appleyard (Jaguar) 75-55 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Daimler) 73-74 m.p.h. 1,501-2,000 c.c.—1st: B. G. de Mattos (Ford) 65-91 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 66-77 m.p.h. Up to 1,100 c.c.—1st: C. A. S. Brooks (Auto-Union D.K.W.) 64-15 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: I. Appleyard, A. P. R. Rolt, S. Moss.

500 c.c. RACE—15 LAPS

1st: S. Moss (Cooper) 84-21 m.p.h. 2nd: L. Leston (Cooper). 3rd: J. Russell (Cooper).

May 7, 1955

THE DAILY EXPRESS TROPHY RACE—60 LAPS

1st: P. J. Collins (Maserati) 95-94 m.p.h. 2nd: R. F. Salvadori (Maserati). 3rd: B. Bira (Maserati).

SPORTS CAR RACE—40 LAPS

GENERAL CATEGORY: 1st: R. Parnell (Aston Martin) 93-58 m.p.h. 2nd: R. F. Salvadori (Aston Martin). 3rd: A. P. R. Rolt (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: A. P. R. Rolt (Jaguar) 92-98 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 93-58 m.p.h. 1,501-2,000 c.c.—1st: C. A. S. Brooks (Frazer-Nash) 87-81 m.p.h. Up to 1,500 c.c.—1st: I. L. Bueb (Cooper) 88-43 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Parnell, R. F. Salvadori, P. D. C. Walker.

TOURING CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 78-92 m.p.h. 2nd: J. R. Stewart (Jaguar). 3rd: J. D. Titterton (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: J. M. Hawthorn (Jaguar) 78-92 m.p.h. 2,001-3,000 c.c.—1st: K. Wharton (Ford) 76-18 m.p.h. 1,501-2,000 c.c.—1st: T. A. D. Crook (Bristol) 74-67 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 71-45 m.p.h. Up to 1,100 c.c.—1st: C. A. S. Brooks (D.K.W.) 67-66 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: J. M. Hawthorn, J. R. Stewart, J. D. Titterton.

500 c.c. RACE—17 LAPS

1st: I. L. Bueb (Cooper) 86-96 m.p.h. 2nd: J. Russell (Cooper). 3rd: S. Lewis-Evans (Cooper).

May 5, 1956

THE DAILY EXPRESS TROPHY RACE—60 LAPS

1st: S. Moss (Vanwall) 100-47 m.p.h. 2nd: W. A. Scott-Brown (Connaught). 3rd: D. Titterton (Connaught).

SPORTS CAR RACES—25 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Cooper) 95-13 m.p.h. 2nd: C. Chapman (Lotus). 3rd: L. Leston (Cooper). CLASS RESULTS: *1,100-1,500 c.c.*—1st: R. Salvadori (Cooper) 95-13 m.p.h. Up to 1,100 c.c.—1st: P. Gammon (Cooper) 98-68 m.p.h. TEAM PRIZE: 1st: COOPER. Drivers: A. E. Marsh, M. Macdowell, P. Gammon.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Aston Martin) 94-79 m.p.h. 2nd: S. Moss (Aston Martin). 3rd: R. E. Berry (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: R. E. Berry (Jaguar) 93-44 m.p.h. 2,000-3,000 c.c.—1st: R. Salvadori (Aston Martin) 94-79 m.p.h. 1,500-2,000 c.c.—1st: W. A. Scott-Brown (Lister-Maserati) 89-48 m.p.h. TEAM PRIZE: 1st: LISTER. Drivers: W. A. Scott-Brown, A. J. Nurse, A. Moore.

TOURING CAR RACE—20 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 80-01 m.p.h. 2nd: K. Wharton (Austin). 3rd: J. D. Hamilton (Jaguar). CLASS RESULTS: *Over 3,000 c.c.*—1st: I. Bueb (Jaguar) 80-01 m.p.h. 2,001-3,000 c.c.—1st: K. Wharton (Austin) 79-98 m.p.h. 1,501-2,000 c.c.—1st: J. Bonnier (Alfa Romeo) 76-35 m.p.h. 1,101-1,500 c.c.—1st: P. Parnell (Borgward) 75-21 m.p.h. Up to 1,100 c.c.—1st: W. A. Scott-Brown (D.K.W.) 70-76 m.p.h. TEAM PRIZE: 1st: D.K.W. Drivers: W. A. Scott-Brown, P. Hughes, R. J. W. Utley.

500 c.c. RACE—17 LAPS

1st: J. Russell (Cooper) 88-94 m.p.h. 2nd: C. C. H. David (Beart-Cooper). 3rd: I. Bueb (Cooper).

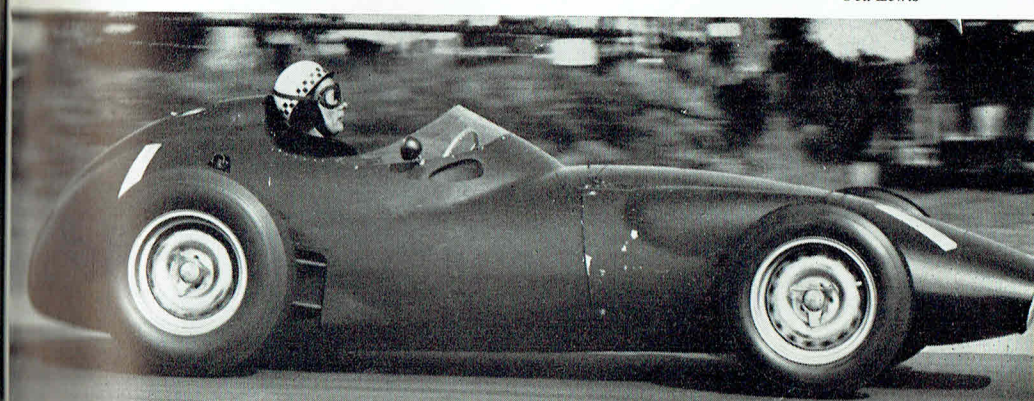
September 14, 1957

THE DAILY EXPRESS TROPHY RACE—35 LAPS

1st: J. Behra (B.R.M.) 99-95 m.p.h. 2nd: H. Schell (B.R.M.). 3rd: R. Flockhart (B.R.M.).

Jean Behra (B.R.M.), winner 1957

Ted Lewis





Peter Collins (Ferrari), winner 1958

T. C. March

SPORTS CAR RACES—15 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: R. Flockhart (Lotus) 90-63 m.p.h. 2nd: K. Hall (Lotus). 3rd: I. Bueb (Lotus). CLASS RESULTS: 1,100-1,500 c.c.—1st: R. Flockhart (Lotus) 90-63 m.p.h. Up to 1,100 c.c.—1st: K. Hall (Lotus) 89-99 m.p.h. TEAM PRIZE: 1st: LOTUS. Drivers: K. Hall, P. Ashdown, A. Stacey.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Aston Martin) 96-08 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar). 3rd: N. Cunningham-Reid (Aston Martin). CLASS RESULTS: Over 2,700 c.c.—1st: R. Salvadori (Aston Martin) 96-08 m.p.h. 1,100-2,700 c.c.—1st: B. Naylor (Lotus-Maserati) 91 m.p.h. TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Salvadori, N. Cunningham-Reid, C. A. S. Brooks.

TOURING CAR RACE—15 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 82-19 m.p.h. 2nd: D. Hamilton (Jaguar). 3rd: I. Bueb (Jaguar). CLASS RESULTS: Over 9,000 c.c.—1st: J. M. Hawthorn (Jaguar) 82-19 m.p.h. 2,001-3,000 c.c.—1st: G. H. Grace (Riley) 76-23 m.p.h. 1,000-2,000 c.c.—1st: A. T. Foster (M.G. Magnette) 72-17 m.p.h. Up to 1,000 c.c.—1st: N. Cunningham-Reid (D.K.W.). 70 m.p.h. TEAM PRIZE: 1st: JAGUAR. Drivers: J. M. Hawthorn, D. Hamilton, I. Bueb.

500 c.c. RACE—15 LAPS

1st: S. Lewis-Evans (Beart-Cooper) 88-45 m.p.h. 2nd: J. Russell (Cooper). 3rd: D. Parker (Cooper).

May 3, 1958

DAILY EXPRESS TROPHY RACE—50 LAPS

1st: P. Collins (Ferrari) 101-82 m.p.h. 2nd: R. Salvadori (Cooper) 101-36 m.p.h. 3rd: M. Gregory (Maserati) 101-10 m.p.h.

SPORTS CAR RACES—25 LAPS EACH

Up to 1,500 c.c.

GENERAL CATEGORY: 1st: G. Hill (Lotus) 93-07 m.p.h. 2nd: A. Stacey (Lotus) 93-04 m.p.h. 3rd: K. Hall (Lotus) 93-02 m.p.h. CLASS RESULTS: 1,100 c.c. to 1,500 c.c.—1st: G. Hill (Lotus) 93-07 m.p.h. 2nd: T. March (Lotus) 90-58 m.p.h. 3rd: J. Young (Parson) 89-89 m.p.h. Up to 1,100 c.c.—1st: A. Stacey (Lotus) 93-04 m.p.h. 2nd: K. Hall (Lotus) 93-02 m.p.h. 3rd: J. Campbell-Jones (Lotus) 91-14 m.p.h. TEAM PRIZE: 1st: LOTUS. Drivers: G. Hill, K. Hall, A. Stacey.

Over 1,500 c.c.

GENERAL CATEGORY: 1st: M. Gregory (Lister-Jaguar) 99-54 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar) 98-51 m.p.h. 3rd: J. M. Hawthorn (Ferrari) 97-94 m.p.h. CLASS RESULTS: Over 3,000 c.c.—1st: M. Gregory (Lister-Jaguar) 99-54 m.p.h. 2nd: A. Scott-Brown (Lister-Jaguar) 98-51 m.p.h. 3rd: R. Salvadori (Aston Martin) 97-03 m.p.h. 1,500 c.c. to 3,000 c.c.—1st: J. M. Hawthorn (Ferrari) 97-94 m.p.h. 2nd: A. G. Whitehead (Aston Martin) 92-27 m.p.h. 3rd: J. Fairman (Jaguar) 91-04 m.p.h.

TEAM PRIZE: LISTER-JAGUAR. Drivers: M. Gregory, P. Whitehead, F. Rouselle.

TOURING CAR RACE—20 LAPS

GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 84-22 m.p.h. 2nd: T. Sopwith (Jaguar) 84-19 m.p.h. 3rd: R. Flockhart (Jaguar) 80-44 m.p.h. CLASS RESULTS: Over 3,000 c.c.—1st: J. M. Hawthorn (Jaguar) 84-22 m.p.h. 2nd: T. Sopwith (Jaguar) 84-19 m.p.h. 3rd: R. Flockhart (Jaguar) 80-44 m.p.h. 2,000 c.c. to 3,000 c.c.—1st: J. M. Uren (Ford) 75-77 m.p.h. 2nd: J. Sears (Austin) 75-65 m.p.h. 3rd: D. G. Scott (Ford) 73-86 m.p.h.

1,100 c.c. to 1,500 c.c.—1st: L. Leston (Riley) 74-68 m.p.h. 2nd: G. H. Grace (Riley) 74-29 m.p.h. 3rd: T. Bridger (Borgward) 74-25 m.p.h.

Up to 1,100 c.c.—1st: G. Hill (Austin) 71-31 m.p.h. 2nd: J. M. Sparrowe (D.K.W.) 70-50 m.p.h. 3rd: F. R. Gerard (Austin) 69-72 m.p.h.

500 c.c. RACE—15 LAPS

1st: J. Russell (Cooper) 89-70 m.p.h. 2nd: D. Parker (Cooper) 87-91 m.p.h. 3rd: D. Truman (Cooper) 84-65 m.p.h.

May 2, 1959

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: J. Brabham (Cooper) 102-73 m.p.h. 2nd: R. Salvadori (Aston Martin) 102-38 m.p.h. 3rd: R. Flockhart (B.R.M.) 102-24 m.p.h.

SPORTS CAR RACES—25 LAPS EACH

Up to 1,100 c.c.

1st: P. Ashdown (Lola) 93-69 m.p.h. 2nd: M. Taylor (Lola) 92-74 m.p.h. 3rd: T. Dickson (Elva) 91-61 m.p.h.

Over 1,100 c.c.

GENERAL CATEGORY: 1st: R. Salvadori (Cooper-Maserati) 98-40 m.p.h. 2nd: S. Moss (Aston Martin) 98-23 m.p.h. 3rd: I. Bueb (Lister-Jaguar) 96-77 m.p.h. CLASS RESULTS: 2,000 c.c.—3,000 c.c.—1st: R. Salvadori (Cooper-Maserati) 98-40 m.p.h. 2nd: S. Moss (Aston Martin) 98-23 m.p.h. 3rd: I. Bueb (Lister-Jaguar) 96-77 m.p.h. 1,100 c.c.—2,000 c.c.—1st: J. Brabham (Cooper) 95-44 m.p.h. 2nd: D. Graham (Lotus) 88-21 m.p.h. 3rd: E. G. Greenall (Lotus) 86-85 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 86-57 m.p.h. 2nd: R. Salvadori (Jaguar) 86-29 m.p.h. 3rd: G. Baillie (Jaguar) 85-88 m.p.h. CLASS RESULTS: Over 2,600 c.c.—1st: I. Bueb (Jaguar) 86-57 m.p.h. 2nd: R. Salvadori (Jaguar) 86-29 m.p.h. 3rd: G. Baillie (Jaguar) 85-88 m.p.h. 1,600 c.c.—2,600 c.c.—1st: P. Blond (Jaguar) 82-42 m.p.h. 2nd: J. Uren (Ford) 78-60 m.p.h. 3rd: D. Shale (Ford) 75-62 m.p.h. 1,000 c.c.—1,600 c.c.—1st: G. Anderson (Volvo) 77-54 m.p.h. 2nd: G. Bengtson (Volvo) 77-31 m.p.h. 3rd: L. Leston (Riley) 77-28 m.p.h. Up to 1,000 c.c.—1st: G. Shepherd (Austin) 75-65 m.p.h. 2d: J. Sprinzel (Austin) 73-86 m.p.h. 3rd: T. Fry (Austin) 71-45 m.p.h.

TEAM PRIZE: JAGUAR. Drivers: I. Bueb, R. Salvadori, G. Baillie.

GRAND TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: S. Moss (Aston Martin) 86-94 m.p.h. 2nd: R. Salvadori (Jaguar) 85-95 m.p.h. 3rd: C. Chapman (Lotus) 85-42 m.p.h. CLASS RESULTS: Over 2,600 c.c.—1st: S. Moss (Aston Martin) 86-94 m.p.h. 2nd: R. Salvadori (Jaguar) 85-95 m.p.h. 3rd: J. G. Sears (Austin-Healey) 84-72 m.p.h. 1,600 c.c.—2,600 c.c.—1st: C. J. Lawrence (Morgan) 82-44 m.p.h. 2nd: R. North (Triumph) 80-70 m.p.h. 3rd: A. G. W. Belcher (Morgan) 78-21 m.p.h. 1,300 c.c.—1,600 c.c.—1st: R. F. Bloxam (M.G.) 81-01 m.p.h. 2nd: A. T. Foster (M.G.) 80-98 m.p.h. 3rd: J. Bekaert (M.G.) 80-00 m.p.h. Up to 1,300 c.c.—1st: C. Chapman (Lotus) 85-42 m.p.h. 2nd: J. H. D. Whitmore (Lotus) 85-56 m.p.h. 3rd: J. Lawry (Lotus) 82-90 m.p.h. TEAM PRIZE: LOTUS. Drivers: C. Chapman, J. H. D. Whitmore, J. Lawry.

May 14, 1960

THE DAILY EXPRESS TROPHY RACE—50 LAPS

1st: I. Ireland (Lotus) 108-82 m.p.h. 2nd: J. Brabham (Cooper) 108-79 m.p.h. 3rd: G. Hill (B.R.M.) 107-22 m.p.h.

SPORTS CAR RACES—25 LAPS EACH

Unlimited Sports Car Race

1st: R. Salvadori (Cooper) 100-73 m.p.h. 2nd: T. Dickson (Lotus) 97-97 m.p.h. 3rd: B. Naylor (Cooper-Maserati) 97-43 m.p.h.

1,500 c.c. Sports Car Race

GENERAL CATEGORY: 1st: P. Ashdown (Lola) 95-17 m.p.h. 2nd: A. B. Rees (Lola) 93-68 m.p.h. 3rd: G. H. Breakell (Lotus) 93-54 m.p.h. CLASS RESULTS: Up to 1,100 c.c. P. Ashdown (Lola) 95-17 m.p.h. 2nd: A. B. Rees (Lola) 93-68 m.p.h. 3rd: G. Eden (Lotus) 91-22 m.p.h. Over 1,100 c.c.—1st: G. H. Breakell (Lotus) 93-54 m.p.h. 2nd: R. C. Kerrison (Lotus) 89-49 m.p.h. 3rd: C. Summers 87-37 m.p.h.

TOURING CAR RACE—12 LAPS

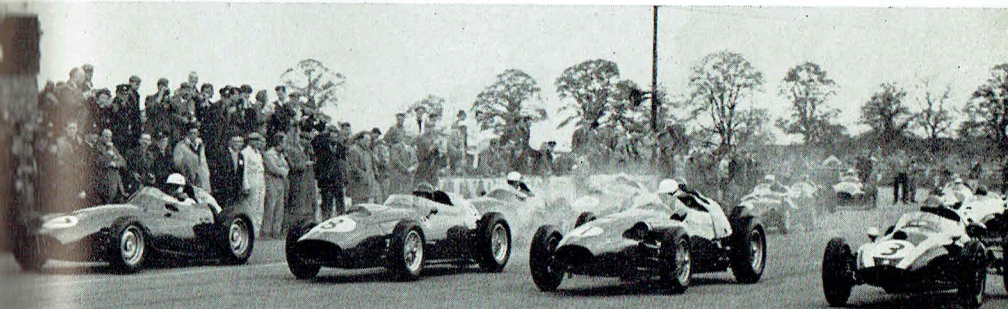
GENERAL CATEGORY: 1st: R. Salvadori (Jaguar) 87-55 m.p.h. 2nd: S. Moss (Jaguar) 87-33 m.p.h. 3rd: G. Hill (Jaguar) 86-73 m.p.h. CLASS RESULTS: Over 3,000 c.c.—1st: R. Salvadori (Jaguar) 87-55 m.p.h. 2nd: S. Moss (Jaguar) 87-33 m.p.h. 3rd: G. Hill (Jaguar) 86-73 m.p.h. 1,600 c.c.—3,000 c.c.—1st: J. M. Uren (Ford) 75-09 m.p.h. 2nd: C. J. R. Willment (Ford) 74-53 m.p.h. 3rd: D. B. Haynes (Ford) 74-01 m.p.h. 1,000 c.c.—1,600 c.c.—1st: L. Leston (Volvo) 77-79 m.p.h. 2nd: W. B. Blydenstein (Borgward) 77-66 m.p.h. 3rd: G. Bengtson (Volvo) 77-40 m.p.h. Up to 1,000 c.c.—1st: S. Isaacson (Auto-Union) 73-69 m.p.h. 2nd: G. C. Shepherd (Austin) 73-30 m.p.h. 3rd: R. Alely (Morris) 72-99 m.p.h.

FORMULA JUNIOR RACE—25 LAPS

1st: J. Clark (Lotus-Ford) 95-75 m.p.h. 2nd: J. Surtees (Cooper-Austin) 95-56 m.p.h. 3rd: M. McKee (Lotus-Ford) 94-15 m.p.h.

The start of the 1959 Trophy Race. Left to right: Stirling Moss (B.R.M.), Tony Brooks (Ferrari), Roy Salvadori (Aston Martin) and Jack Brabham (Cooper), the winner.

John Deacon



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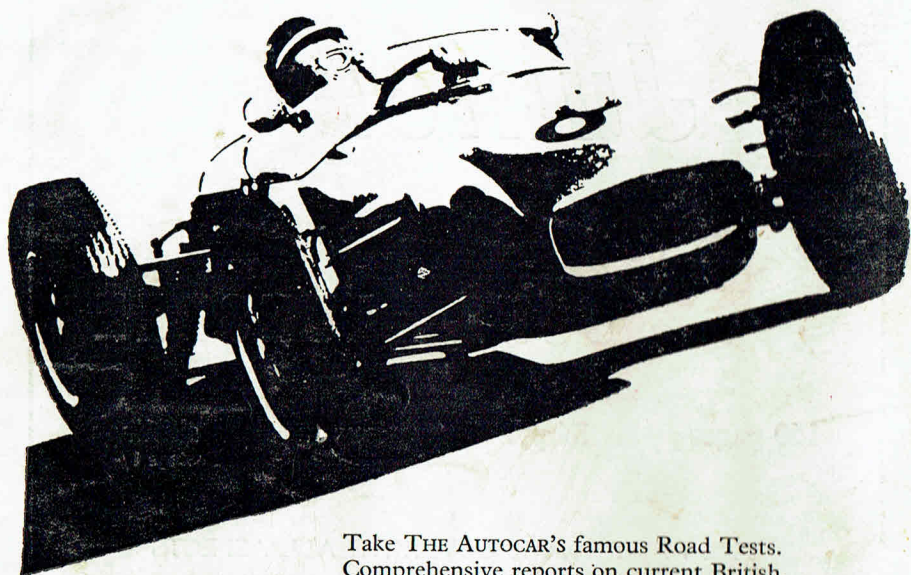
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