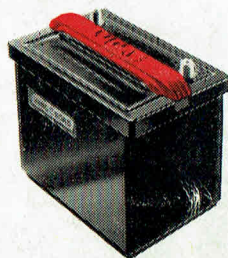


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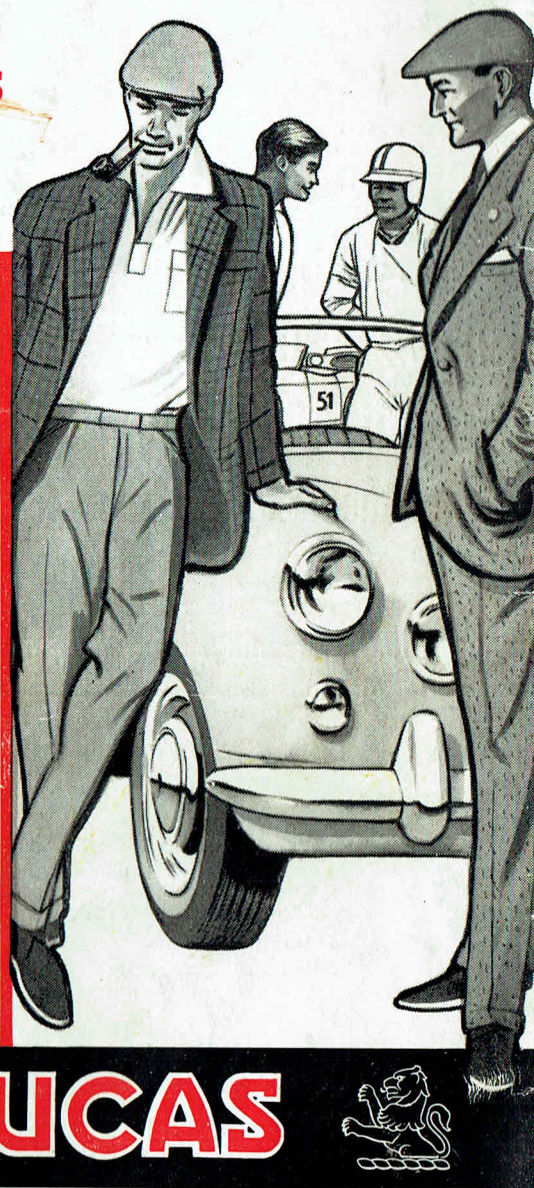
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BRITISH
GRAND PRIX
SILVERSTONE**
16th July 1960



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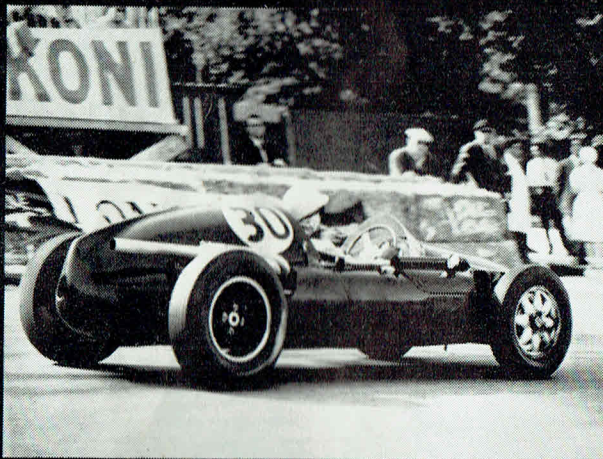
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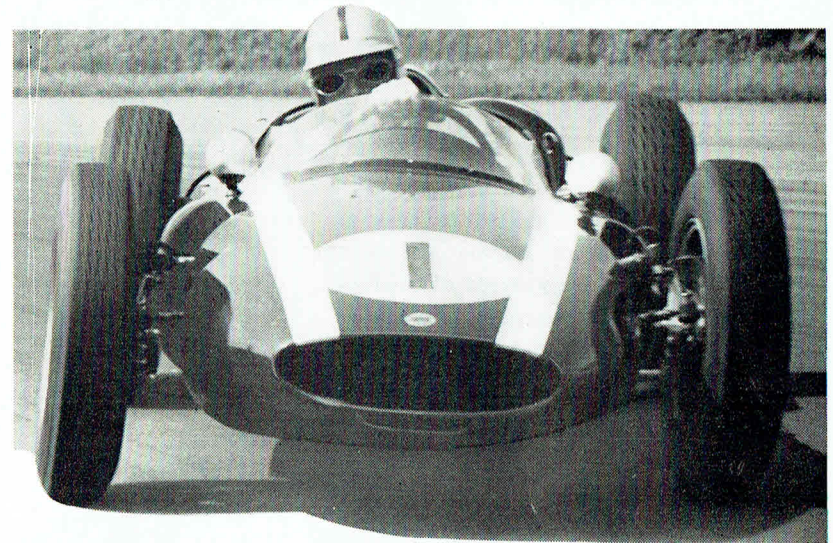


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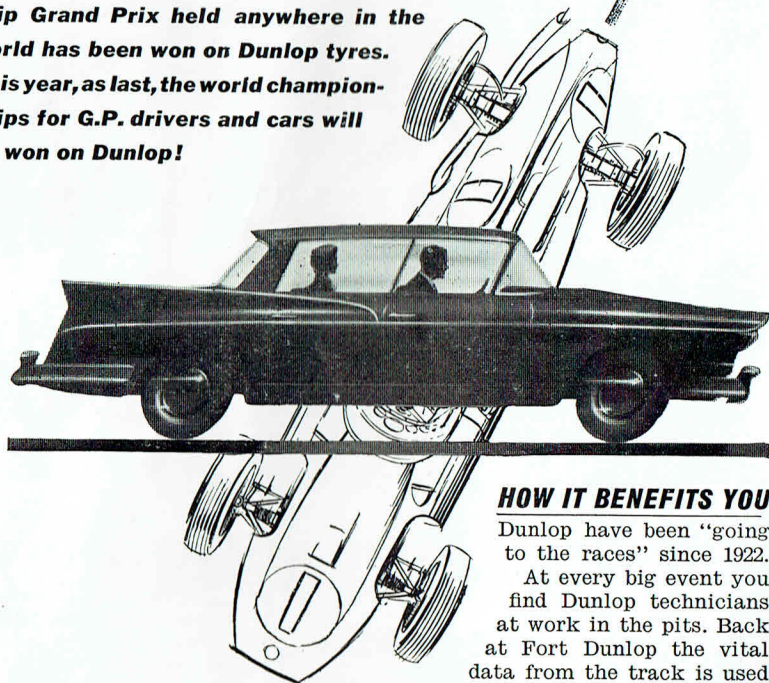
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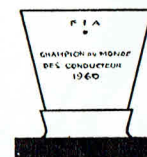
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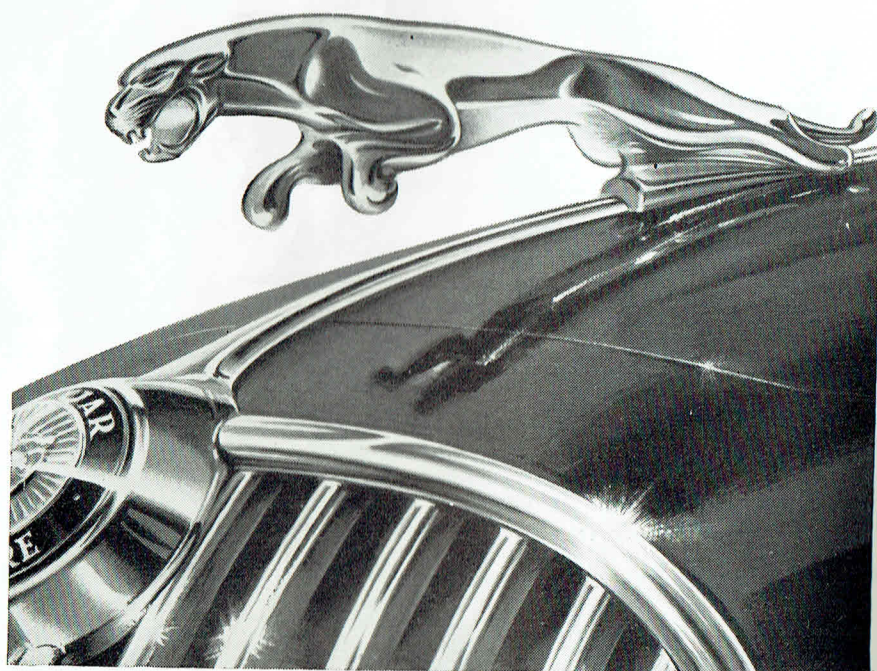


13th R.A.C. BRITISH GRAND PRIX SILVERSTONE 16th July 1960



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Foreword

Wilfrid Andrews

Chairman of the Royal Automobile Club

THE RACING programme here today promises spectacle and excitement for all, with a rich and most interesting programme of varied events in which cars of every description will be competing against each other.

Perhaps you especially want to see how the ordinary production machines compare with their rivals for speed and road holding. Or the brisk acceleration of the sports cars as they swing round Silverstone's curves and corners. It may well be that the game little bantams in the new and extremely popular Formula Junior events have a special attraction for you. Whatever your tastes, you will be amply rewarded today.

Intentionally, I have left to the last the major item—the 13th R.A.C. British Grand Prix. Drama is inseparable from such a race. The cars participating represent the ultimate development of their particular engine design and performance. The skill and inventiveness that has brought them to their present peak of perfection will, indirectly, contribute in many ways to the greater efficiency of the ordinary vehicles that you and I drive on the highway.

As the controlling authority for motor sport in the United Kingdom and the Commonwealth, it is particularly gratifying to the R.A.C. that British drivers are again this season holding the leading places in the contest for World Champion. To-day's race will have an important bearing on the final outcome of this exciting duel.

The R.A.C. much appreciates the ready assistance of the British Racing Drivers' Club in undertaking the organization of to-day's meeting. May I extend to that body and all its Members every good wish for the present and the future.

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

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The BRITISH GRAND PRIX

DUNCAN MEASOR

of the Manchester Evening News

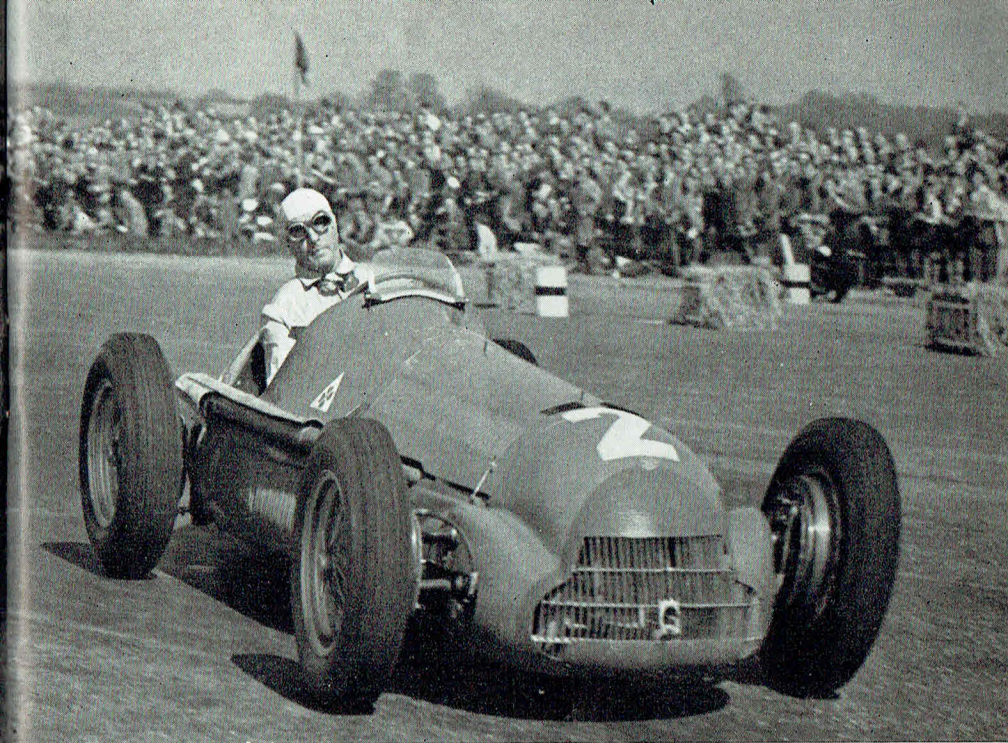
WHETHER THIS is your first international motor race or your fiftieth it is certain the 13th R.A.C. British Grand Prix will enable you to watch history in the making.

For this is the end of an era in the sport—the last British classic to be run to the 2½-litre formula which came into existence at the beginning of 1954 and expires at the end of this year. And while the future of the Formula I cars you will see is still in doubt, it seems almost sure their places in the classic races between nations will be taken by cars of 1½ litres.

Memory, it is said, is given to us so we may enjoy June roses in December. The British Grand Prix has never failed to provide memorable races with all that is finest and most stirring in the most thrilling of sports.

For the enthusiast there is no sensation to equal the thunderous overture to the start as about 4,500 horsepower screams for the blessed release of clutches; nothing to compare with the vacuum of silence as the pack disappears towards Copse corner, leaving a lingering smell of rubber and petrol fumes.

Yes, you will have plenty to remember . . . moments to equal that in 1948 when Villolosi and future world champion Ascari knifed through the field at Silverstone's first international meeting—the First R.A.C. British Grand Prix—and when Reg Parnell brought the 1949



Farina (Alfa Romeo) leads Fagioli in the 1950 British Grand Prix

crowd to its feet by holding a good lead in his Maserati until the back axle ran dry.

I recall gazing with awe on the new master, Giuseppe Farina, imperturbable in cloth helmet, as he sat in his Alfa Romeo for the 1950 race—and Parnell and Peter Walker finishing fifth and seventh in 1951, after being almost roasted alive by the heat from their B.R.M. engines.

Hawthorn (Cooper Bristol), Collins (HWM) and Moss (ERA) were the names on every lip in 1952—and how the dashing young Mike chased the Ferraris of Ascari and Taruffi before finishing in third place behind them.

He was the hero again in 1953, now in the Ferrari team, and finishing in fifth place after the most spectacular slide this track has seen.

Next year, the orange helmet of Froilan Gonzales, the great, bulky Argentinian, shone like a beacon through the spray plumes from his Ferrari's wheels as he drew steadily away from Fangio, miserable with gearbox trouble and hampered in his cornering by the all-enveloping body of his Mercedes Silver Arrow.

1955 . . . and a knock-out for every team which dared to face the Mercedes. Stirling Moss, Fangio's 'shadow' so far that year, won from him at Aintree by .2 of a second, and the other two 'Merces.' were next home.



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Next year it seemed a British victory was sure. Hawthorn and Tony Brooks were leading in B.R.M.s (and how the crowd rose to them as they came round Woodcote!) and Harry Schell's Vanwall lay fourth behind Fangio's Ferrari. And even when the first three were out there was Moss's Maserati leading. But, in the way of motor racing, victory does not come until the final flag—and Fangio won.

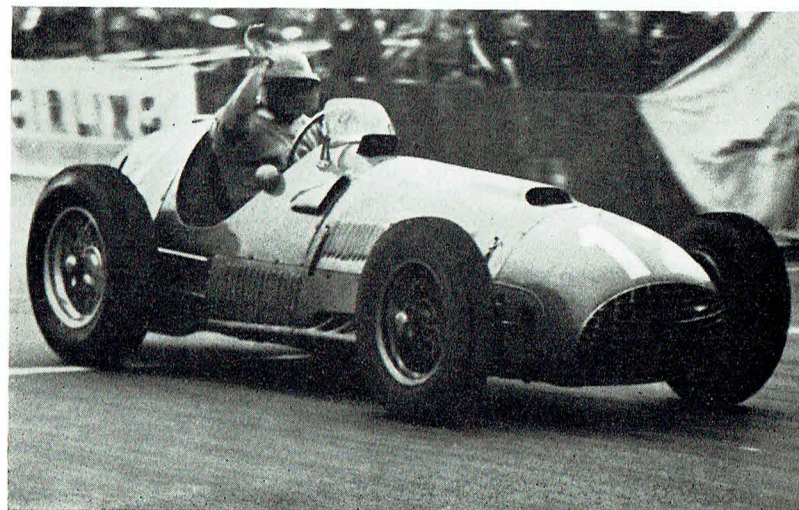
Then came the race of races, 1957, and an all-British car with a British driver won a true Grand Prix for the first time, although we should remember that nearly two years earlier Brooks in a Connaught won the non-championship Syracuse Grand Prix against the full Maserati team in his first Formula 1 race.

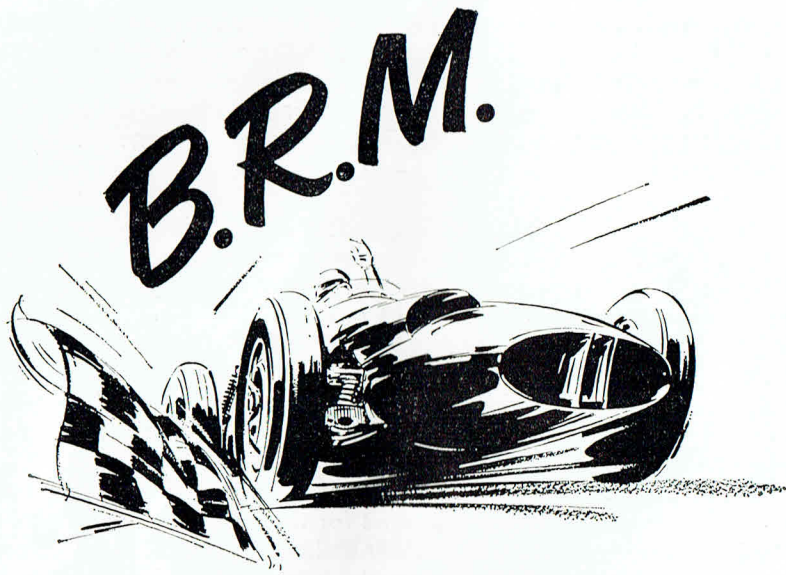
Moss was the supreme master that day at Aintree, and when his leading Vanwall broke down he took over Brooks's car which Tony, suffering badly from injuries after a crash at Le Mans, had been keeping well up the field. Stirling then lifted the Vanwall from ninth place to victory in 60 dramatic laps.

Then came the year in which Hawthorn became the first Englishman to win the world championship—and for the 1958 race at Silverstone the Ferrari team set the willing Peter Collins the task of breaking the opposition by going flat-out from the start. He did it so well that no one could catch him.

Twelve months ago the man who was to become world champion, Jack Brabham, led from start to finish in his works Cooper. All this, as I said, is the stuff of memories. More pertinent to the moment is the picture of Jack in the lower and lighter Cooper catching Innes Ireland in the Lotus at Silverstone just nine weeks ago in what could be judged as a preview of the Grand Prix.

Gonzales (Ferrari) winning the 1951 British Grand Prix





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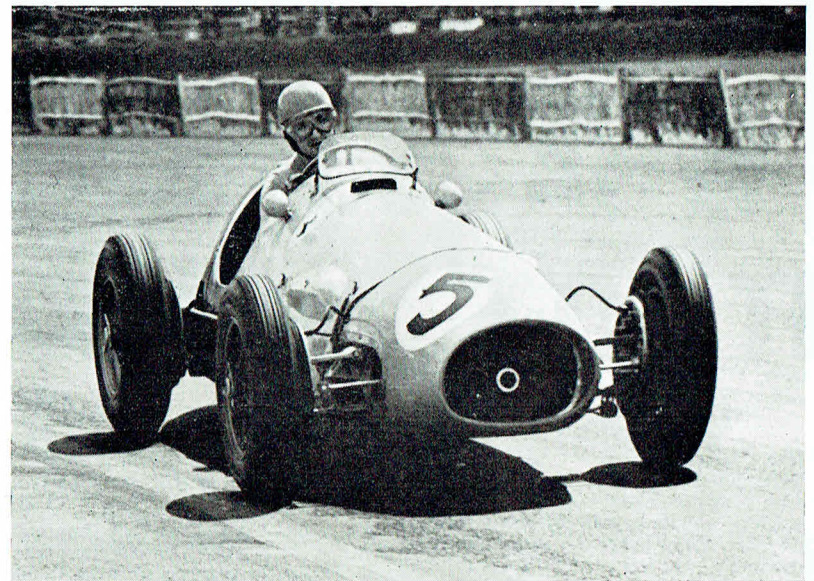
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Ascari (Ferrari), winner of the 1953 British Grand Prix

And although Ireland set a new lap record of 1 min. 34.2 sec. (111.86 m.p.h.) and averaged 108.82 m.p.h., Brabham was gaining on him at the end and finished just 1.6 seconds behind.

The lessons of that race will not have been missed by the world champion—and Ireland, too, will realize that if the track is dry, as it was then, he will have to go even faster if he is to win again.

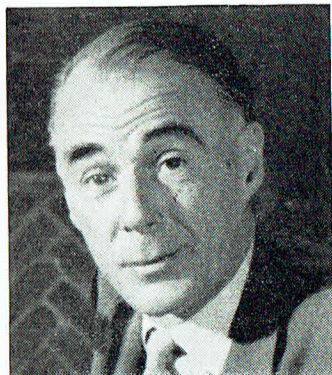
Through the years since 1948, engine, tyre and suspension development—and increased knowledge of aerodynamics and lightening processes—have lifted race speeds from very fast to the incredible . . . and now to the seemingly impossible! In that first race, when the circuit was 3.8 miles long and 65 laps had to be run, Villorosi averaged 72.28 m.p.h., admittedly over a more intricate circuit. Twelve years later we can expect the average, given good weather, to be about 40 m.p.h. faster!

But in one respect, pit work, there has been no increase in speed. Nowadays, cars can carry about 25 gallons and they take on just their requirements for the full race and a little more. The picture was very different before the war when tyres were worn out after 100 miles and fuel consumption was as high as two miles a gallon.

It takes a lot of racing to make up for 10 or 15 seconds lost by shoddy pitwork and most teams rehearse their drill so every man knows to the split second his particular job. But by the very design of modern racing cars they will never challenge the pre-war record of 88 gallons of fuel put in and all tyres changed in 26 seconds.

What was I saying about roses? There are plenty more in store for your memories this day.

BUT WHAT'S IT FOR?



by Nevil Lloyd

"BUT what's it for?" asked the Marketing Manager of the assembled group of white coated lubricating technologists who had just informed him that after many years of research and experiment (during which time they had worn out more white coats than a certain famous lady had had motor accidents) that Moly slip had been invented. "Unless you can tell me what it's designed to do" he continued, sheilding his eyes with one hand, as he had a horror of being blinded by science, "you'll take the wind right out of my Sales Department."

There was silence in the laboratory, broken only by the steady hiss of a Bunsen Burner, burning another Bunsen.

Here indeed was a problem; a big problem. A problem of such magnitude that, by comparison, made Neubauer look like Wee Georgie Wood. All eyes turned towards the Senior Scientist, a man of brilliant attainments and known to his staff as Compass Charlie as he too had 360 degrees. But it was plain to see that he had lost his bearings.

"I wish we'd invented something simple, like the V16 B.R.M. or the Monte Carlo Rally Regulations," grumbled one of the junior technologists who

carried his passion for fried potatoes to such lengths that he always had a chip on his shoulder.

Once more it was the Lab. boy who came to the rescue. (Our regular reader will remember that due to a laughable oversight he had got mixed up with the refining process that produced Moly slip; an experience that had left its mark in several ways, one of which was a tendency to spell Ferrari with two small ff's). His suggestion that sample tins of Moly slip be sent to a selected list of people with a request that they report upon its uses was adopted unanimously.

The response was gratifying; one correspondent claimed it was an ideal preparation to shorten the visit of female relatives to one's home. In this particular instance the writer's mother-in-law was the subject of the experiment. With the aid of a paint brush a liberal coating of Moly slip was applied to the top step of the staircase. *In less than 5 minutes Moly slip worked wonders.* To quote the writer "... coming down to breakfast she moly slipped on the top of the stairs, and the poor old soul fell molybdenum over disulphide right down the bottom. The funeral is on Friday."

"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.

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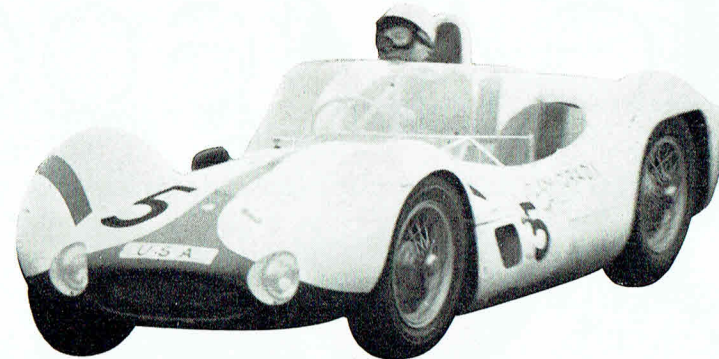
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Whither Sports Car Racing?

PETER GARNIER

Sports Editor of 'The Autocar'

IT is probably true to say that the present-day Appendix C racing sports car is the most unrealistic, and the least easily justified, vehicle currently engaged in the sport of motor racing. It is, in effect, a curious hybrid that has developed as the result of years of loophole-finding in a set of regulations which have completely failed to serve their purpose.

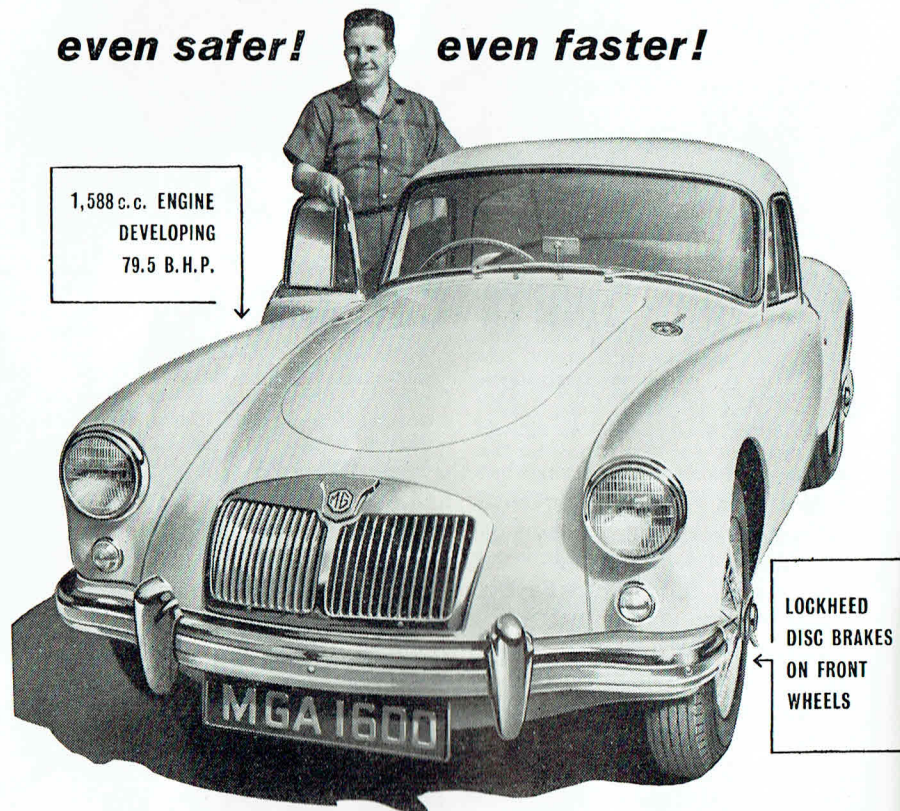
Every type of car built expressly for racing is, of necessity, the product of the rules that govern its construction—as is every sailing dinghy, every Go-Kart, even. The Grand Prix car represents this building-to-a-set-of-rules in its purest form; within the engine capacity limits (or weight, or fuel consumption limits, depending on the whims of those in charge) it has always been the fastest, most efficient, and best-handling vehicle that can be produced in the light of available knowledge, experience, and materials. This is as it should be. The World Championship is contested only in this class of vehicle; to win the Championship would scarcely be indicative of skill, courage, and ability, on a world-wide scale if it were fought out in anything but the best (though one doubts the value of this particular Championship next year, when the new Grand Prix rules will so reduce the speed of Grand Prix cars that they are inferior in performance to the contemporary racing-sports cars).

In tracing the development of sports car racing, and more particularly the rules that govern it, it is necessary to go back to the first worthwhile sports car race—Les Vingt-Quatre Heures du Mans, of 1923, which was based on the idea of a Monsieur Coquille to run a race 'for the sole reason of making manufacturers perfect their electrical equipment'. With this, Charles Faroux coupled the idea of limiting the race to production cars only; the Le Mans race—and, more

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169

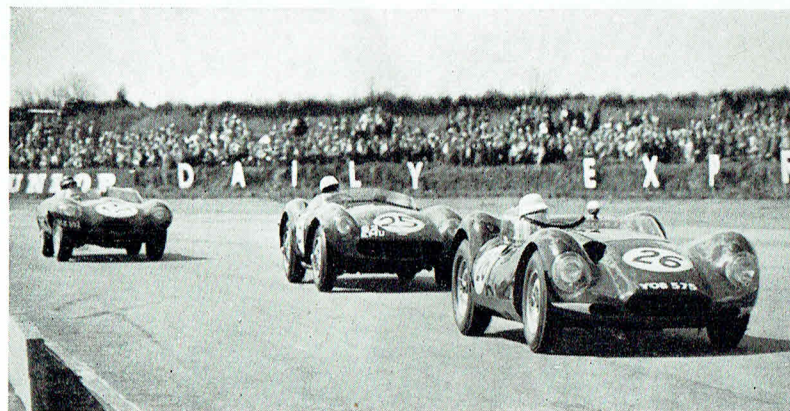
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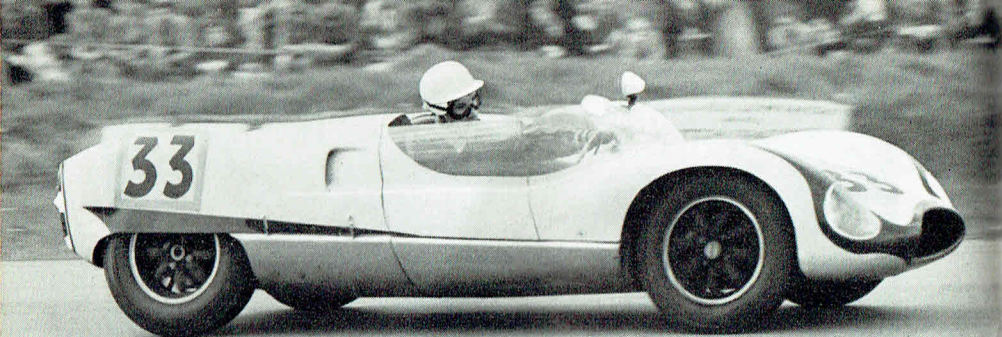


Close company at Club. Lister-Jaguar, Aston Martin, D Type Jaguar

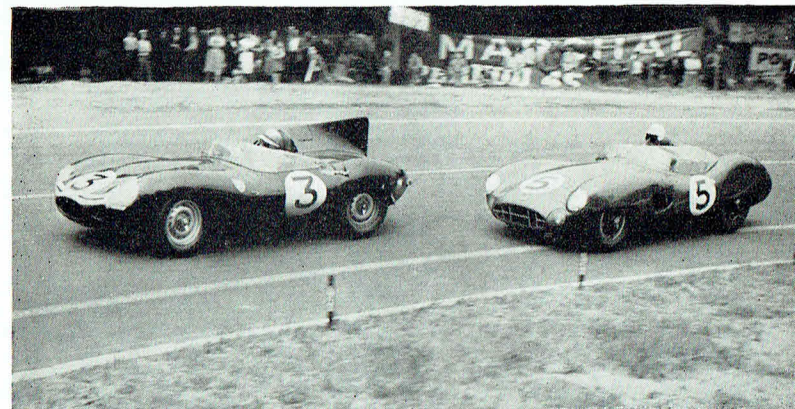
particularly, sports car racing as a whole—was born. The rules stated that the cars must conform strictly to the description laid down in the manufacturer's catalogue of the current year; and that they must carry bona fide touring bodywork, and be equipped with running-boards, head, side, and tail lamps, hood, horns, and rear-view mirrors. Every car with an engine capacity exceeding 1,100 c.c. had to be fitted with full four-seater bodywork; below this figure, two-seater bodies were compulsory.

With only production sports cars competing, the 24-hour race not only provided the manufacturers of the successful cars with invaluable publicity, but it also offered them a first-class proving ground; there are few components and accessories that have not benefited in one way or another from the testing they have received in past Le Mans races. Furthermore, the buying public could easily understand a race in which cars identical to their own were competing; as a result, it became the best known and most closely watched race in the Calendar.

However, the rot set in when the regulations were issued in 1948 for the first post-war Le Mans. In view of the exceptional post-war conditions, the organizers demanded that only ten examples of the cars entered need have been sold, built, or laid down. This minimum requirement was subsequently raised to 50—but any good that may have resulted from increasing the number was quickly offset by the revolutionary clause that allowed prototypes to be entered. Though I am not suggesting for one moment that the Le Mans regulations govern the whole of sports car racing, they do, in fact, set the pace—for some reason or other. When, for example, the Le Mans organizers tried to enforce ground clearance and turning circle minima, a couple of years ago, they were turned down by the Fédération Internationale de l'Automobile, which governs world motor sport. However, the F.I.A. has now incorporated these requirements in the new Appendix C regulations introduced for this year.



Top: Salvadori – Cooper Monaco
Centre: Bonnier – Porsche
Bottom: Clark – Lotus Elite



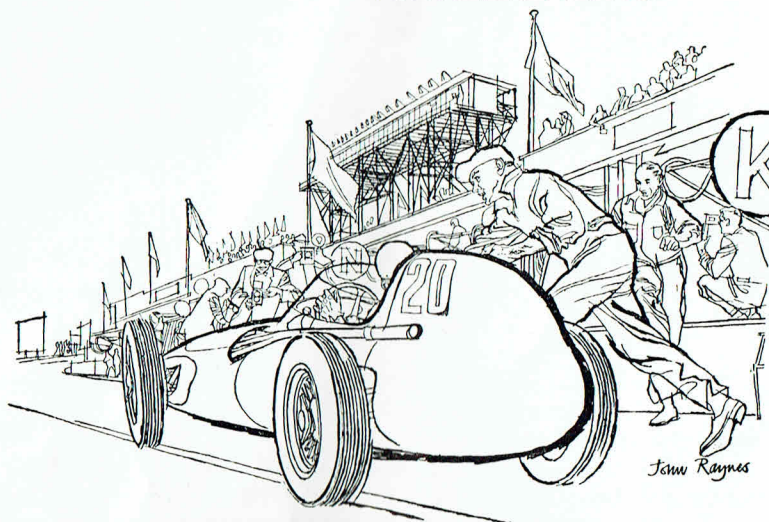
D. Type Jaguar and the winning Aston Martin, Le Mans, 1959

So much for the background story. What of its effects on the sport? First of all, of course, the modern racing-sports car has become an anachronism, racing in borrowed time. It is called a sports car, and carries full road equipment; yet it is entirely useless on the road. No longer can the public identify the cars on the circuits with those at home in their garages; and no longer can they seek guidance as to which cars to buy from the results of the sports car events.

Yet, in an attempt to introduce realism into the cars—to maintain some sort of a link with the production machines—the rules demand ‘hoods’ (what hood yet devised would remain in place at 150 m.p.h. or more?), minimum turning circles, minimum ground clearances, wind-screens of prescribed minimum height (condemned in a signed statement by the world’s top-line drivers), and a minimum volume of luggage space; this luggage space requirement is perhaps the least realistic of all—as visitors to the Trophy Meeting in May will have seen on the Border Reivers Aston Martin, and Ecurie Ecosse D-type Jaguar—the space required is more than that contained in the production Austin-Healey, Austin-Healey Sprite, and M.G.A. In most cases, these features have to be added as afterthoughts to out-and-out racing cars capable of not far short of 200 m.p.h. The safety aspect has been covered in full in the world’s motoring press. Indeed, the high screens have now made windscreen wipers necessary—yet what wiper currently produced can cope with oil mist, mosquitoes by the million, dust, darkness, and rain, at 150 m.p.h.? The drivers, however, have to race at these speeds—and, now, see through the windscreen to do so.

The Gran Turismo Championship, introduced for the first time this year, together with the G.T. classes at the Nurburgring, Le Mans, and Sebring, for example, have started a swing back to the production, road sports car—which is what the present-day G.T. cars are, in effect. May we hope that the new sports car regulations, due to be introduced in 1963, will limit these events exclusively to such machines?

The meaning of SMITHS ...

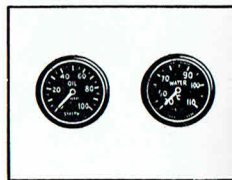
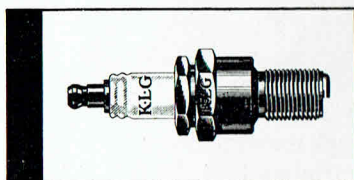


... in motor racing

K.L.G. sparking plugs (a product of SMITHS) have a notable history of racing success. The very name K.L.G. derives from the initials of Kenelm Lee Guinness, who designed and made the first K.L.G. plugs because sparking plug failure was losing him races. On K.L.G. he began to win, and K.L.G. have been winning ever since.

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The drivers of Aston Martin, B.R.M., Cooper, Jaguar, Lotus, and Vanwall, racing and sports cars are among those who (like millions of ordinary motorists) are in the habit of relying on SMITHS.



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Is Number 13 Unlucky?

NEVIL LLOYD *Photographs from the Mathieson Collection*

IN A recent BBC television interview, in the series 'Face To Face', John Freeman asked Stirling Moss if he was superstitious; Stirling answered that he was, that superstition was as much a part of motor racing as it was of life in general.

One of the strongest motor racing superstitions concerns the number thirteen. There is no avoiding the fact, ominous to some, unimportant to others, that today's British Grand Prix is the 13th of the series. Yet no car will carry this number in the race or, indeed, in any of the four events that make up the meeting today. Neither was it used in that First British Grand Prix at Brooklands, back in 1926; although, truth to tell, this was more because of lack of entries than any superstitious belief. There were only nine in that first race of the series; today with no less than 25 entries the Great British (G.P) Public Never Had It So Good, Or So Fast.

There exists considerable divergence of opinion as to the luck—or the lack of it—that number thirteen brings, as the illustrations to this article will show. Just when, and for what reason, other than superstition, the number was no longer used is unknown. And when it was dropped, was it due to the superstitious belief of the drivers, or the

Illustration: A front wheel drive Latil all set to take part in the European Circuit, a long-distance reliability trial for commercial vehicles held in 1906.

AUSTIN AHEAD

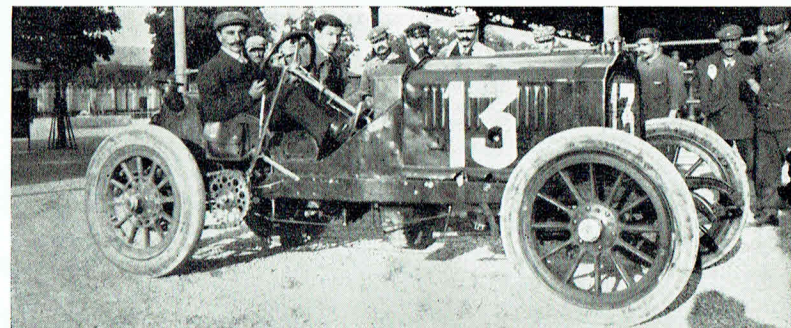
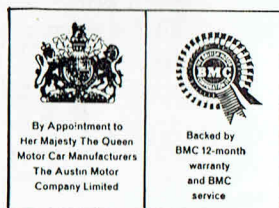


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AUSTIN LOOKS YEARS AHEAD

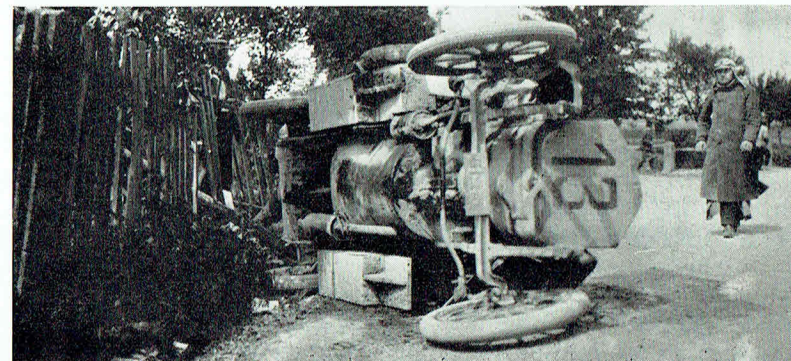


Truco at the wheel of the 100 h.p. 4-cylinder De Dietrich which he drove into 2nd place in the 328 miles Florio Cup Race in 1908. With him in the passenger seat is his mechanic, Alfieri Maserati, who was later, with his brothers, to found the famous firm that bears his name.

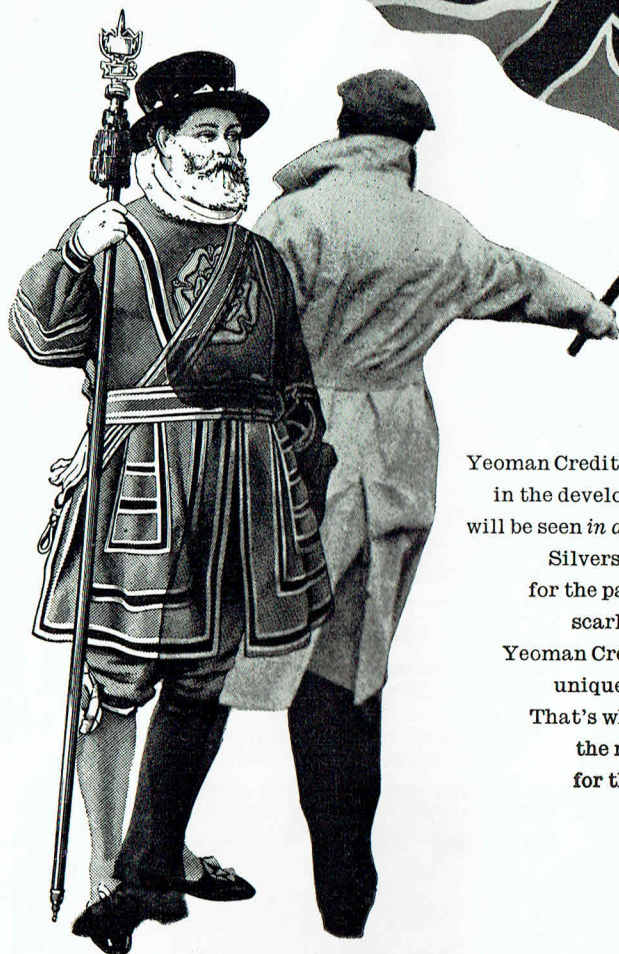
organizers? The last appearance of the number at a major B.A.R.C. Meeting at Brooklands was on June 15th, 1912, when Mr. W. T. Smith's 13.9 h.p. Stoewer carried No. 13 in the 6th, 70 m.p.h. Short Handicap Race that day. Mr. Smith went off the 35 second mark, resplendent in his racing colours of Primrose Coat and Sleeves and Pale Blue Cap, and finished in second place, winning himself a cup worth £15 and leaving us wondering. Was he unlucky not to win, or did he count himself fortunate to get a second place? Would he, perhaps, have won if he had nailed that horseshoe the right way up? Or did he thank his lucky stars that he had refused a light, for his cigarette, that would have been the third, and thus had the good fortune to come home second? But perhaps he didn't smoke? The subject is fascinating and quite inexhaustible.

One must set against the so-called bad luck of Number 13 the fact that there have been drivers who pleaded with organizers to get this number, and when they failed asked for multiples of it, such as No. 26 or No. 39. One of the most notable, of course, was Bernd Rosemeyer, the Auto-Union ace of the middle 30's, who endeavoured to incorporate

The crew of this Stoewer was unhurt when the car turned over during the Coup Herkomer in 1907.



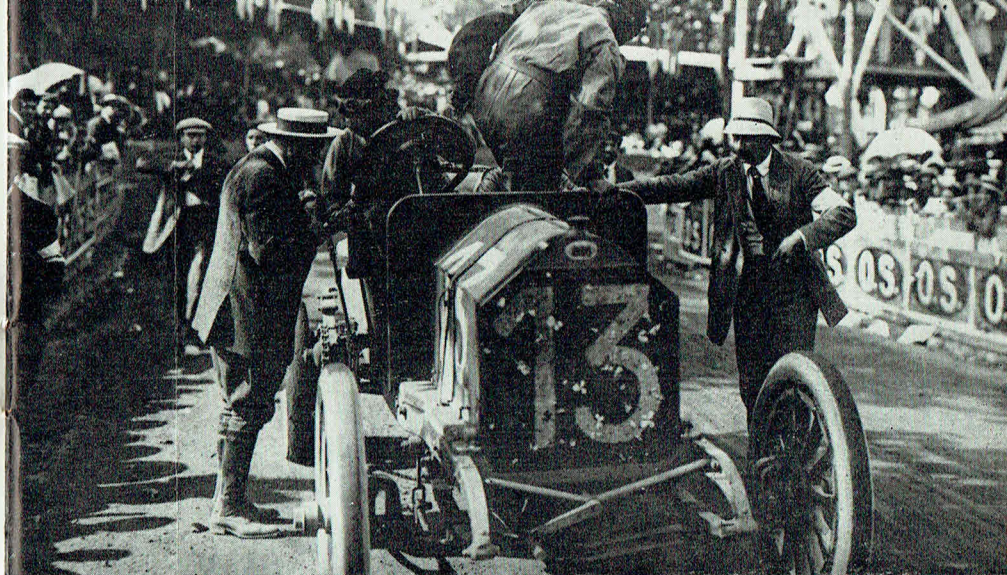
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Victor Hemery on the Fiat with which he won the G.P. of France at Le Mans in 1911. His race winning average was 56.71 m.p.h.

the emblem 13 in wallpaper, ties and even in the scarves worn by his wife, the famous pilot Elly Beinhorn.

On other racing circuits, 13 was used far later than 1912. In the 1930's at Donington, for instance, where John Eason Gibson, now Secretary of the British Racing Drivers' Club, found that he had been allotted 13 in one event, and overcame the problem by putting 12A on the side of his Brooklands Riley. Whether as Clerk of The Course here today he would approve of such unilateral action by a competitor, I take leave to doubt! The number is still in use on occasions and I have seen it here at Silverstone, during a Club Meeting last year. Speaking from memory it was, I believe, a Lotus driven by Lionel Mayman, and it failed to come round a second time, having been involved in an incident on the far side of the circuit. Luck was with the driver—he suffered no serious injury, and is quite well enough to contradict me if my memory is at fault; in which case 13 is unlucky for me.

Other sports seem less superstitious than motor racing, at least in so far as thirteen is concerned. In athletics and in horse racing the number is in general use and seems to carry no ill luck with it; and yet, on the other hand, superstition is so rife on the No. 13 bus route (Golders Green to London Bridge) that the drivers, seeking the safety that comes from numbers, always travel in close convoy.

Superstition is a part of life and of motor racing too, as Stirling Moss has said, but different people believe in differing aspects of it. There seems to be only one motor racing superstition on which every driver can agree: it is considered extremely bad luck to blow up your motor car during Friday's final practice period . . . especially for your mechanics who will have to work all night to get it ready for the morning.

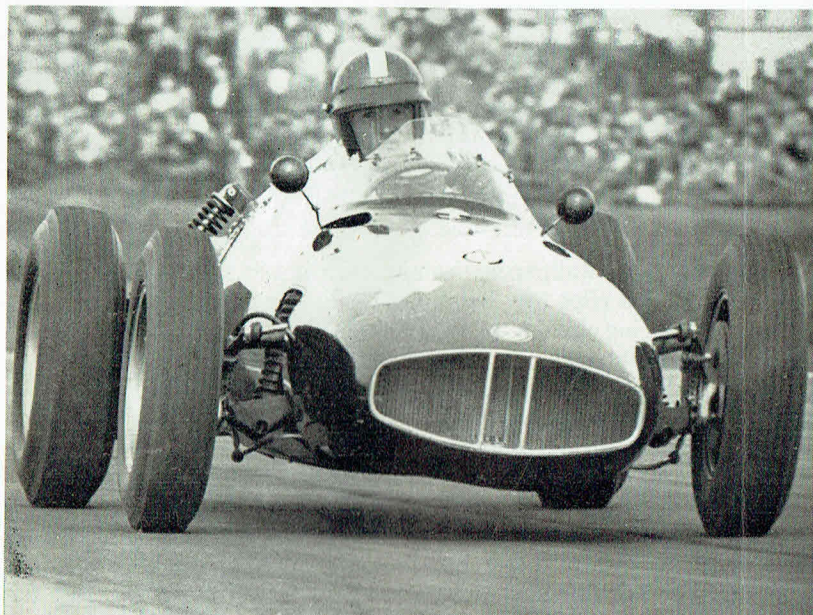
CARS ILLUSTRATED

FOR THE DISCERNING SPORTING AND FAMILY MOTORIST

Editor: Douglas Armstrong

MONTHLY

TWO SHILLINGS



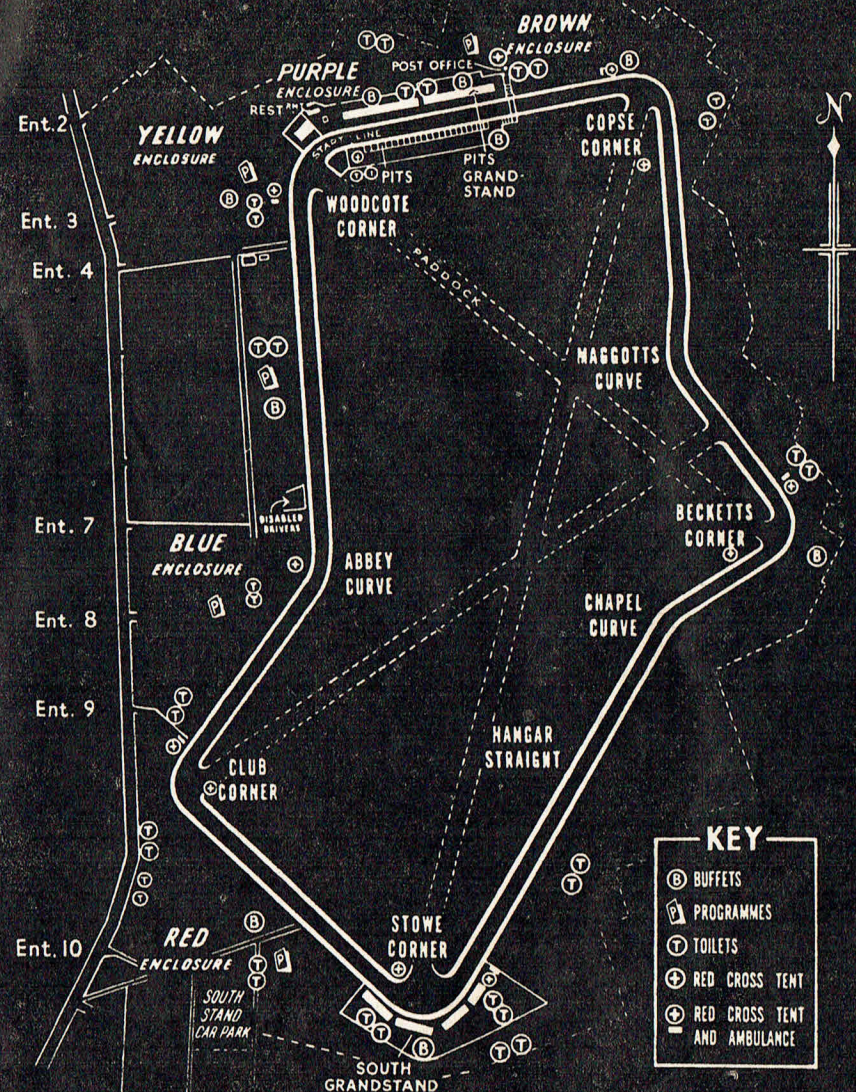
Photograph by Geoffrey Goddard

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13th R.A.C. BRITISH GRAND PRIX, JULY 16th, 1960



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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.

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INTERNATIONAL PRODUCTION TOURING CAR RACE

START 12.45 p.m. 12 LAPS, approx. 36 miles

To the Entrant of the car recording the highest average speed:
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In each Class: 1st—£50 2nd—£25 3rd—£10

Team Prize: A B.R.D.C. TROPHY

Awarded to the Entrant of the team of three cars of the same make whose aggregate placings are the lowest in the race.

Race Entries

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
Up to 1,000 c.c.			
1	J. R. ALEY	Morris/Cambridge Racing.....	848
2	L. A. ADAMS	Austin/Team Speedwell.....	848
3	E. LEWIS	Austin/Driver.....	848
4	J. HANDLEY	Austin/Driver Trimble.....	848
5	G. C. SHEPHERD	Austin/Driver.....	848
6	J. V. BROWNLEE	Auto-Union/Driver.....	980
7	D. A. N. BYRNE	Auto-Union/Driver.....	980
8	J. SPARROWE	Auto-Union/Driver.....	980
9	M. GRABER	Ford/Driver.....	997

Over 1,000 c.c. and up to 1,600 c.c.

10	A. LEVER	M.G./Ecurie Midge Motor Racing Team	1489
11	A. HUTCHESON	Riley/Lurie Midge Motor Racing Team	1489
12	P. HICKKIRK	Sunbeam/Sunbeam Talbot Ltd.	1494
13	H. HARDER	Sunbeam/Sunbeam Talbot Ltd.	1494
15	W. B. BLDENSTEIN	Borgward/Driver	1533
16	J. BEKAERT	Volvo/Robert Bodle Ltd.	1583
17	L. LESTON	Volvo/Driver	1583
18	P. JOPP	Volvo/Driver	1583

Over 1,600 c.c. and up to 3,000 c.c.

20	E. W. CUFF MILLER	Ford/Driver	2553
21	D. B. HAYNES	Ford/Driver	2553
22	J. M. UREN	Ford/Driver	2553

Over 3,000 c.c.

30	J. R. KENNERLEY	Jaguar/Driver	3442
31	B. G. ASTON	Jaguar/Driver	3442
32	D. TAYLOR	Jaguar/Team Speedwell.....	3781
33	Sir GAWAINE BAILLIE	Jaguar/Driver	3781
34	J. YOUNG	Jaguar/John Coombs Racing Organisation.....	3781
35	D. L. LEWIS	Jaguar/V. H. Parness.....	3781
36	J. SEARS	Jaguar/Equipe Endeavour Ltd.....	3781

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 Score Chart

Laps 1-12

[illegible]

Results

	DRIVER	CAR	SPEED	TIME
1st	34	Jaguar		
2nd	30	Jaguar		
3rd	33	Jaguar		
4th	32	Jaguar		
5th	31	Jaguar		
FASTEST LAP				

START
2.40 p.m.

13th R.A.C. BRITISH GRAND PRIX

77 LAPS
approx.
225 miles

1st—THE "DAILY EXPRESS" TROPHY and £750
(See page 17 for full list of Awards)

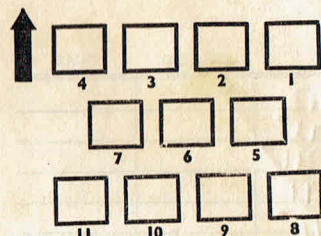
Race Entries

NO.	DRIVER	CAR and ENTRANT	COUNTRY	CAPACITY c.c.
1	J. BRABHAM	Cooper-Climax/Cooper Car Co.	AUS	2495
2	B. McLAREN	Cooper-Climax/Cooper Car Co.	NZ	2495
3	L. REVENTLOW	Cooper-Climax/Cooper Car Co.	US	2495
4	G. HILL	B.R.M./Owen Racing Organisation	GB	2491
5	D. GURNEY	B.R.M./Owen Racing Organisation	US	2491
6	J. BONNIER	B.R.M./Owen Racing Organisation	S	2491
7	I. IRELAND	Lotus/Team Lotus	GB	2495
8	J. CLARK	Lotus/Team Lotus	GB	2495
9	J. SURTEES	Lotus/Team Lotus	GB	2495
10	P. HILL	Ferrari/Scuderia Ferrari	US	2496
11	W. von TRIPS	Ferrari/Scuderia Ferrari	D	2496
12	T. A. S. BROOKS	Cooper-Climax/Yeoman Credit Racing Team	GB	2495
14	O. GENDEBIEN	Cooper-Climax/Yeoman Credit Racing Team	B	2495
15	H. TAYLOR	Cooper-Climax/Yeoman Credit Racing Team	GB	2495
16	M. GREGORY	Cooper-Maserati/Scuderia Centro-Sud	US	2489
17	I. BURGESS	Cooper-Maserati/Scuderia Centro-Sud	GB	2489
18	R. SALVADORI	Aston-Martin/David Brown (Aston Martin)	GB	2493
19	M. TRINTIGNANT	Aston Martin/David Brown (Aston Martin)	F	2493
20	G. SCARLATTI	Cooper-Ferrari/Scuderia Eugenio Castellotti	I	2496
21	G. MUNARON	Cooper-Ferrari/Scuderia Eugenio Castellotti	RA	2496
22	K. GREENE	Cooper-Maserati/Gilby Engineering	GB	2499
23	J. FAIRMAN	Cooper-Climax/C. T. Atkins	GB	2495
24	L. BIANCHI	Cooper-Climax/Fred Tuck Cars Ltd.	B	2495
25	B. NAYLOR	Cooper-Maserati/J.B.W. Cars Ltd.	GB	2489
26	D. PIPER	Lotus-Climax/Robert Bodle Ltd.	GB	2495

RESERVE DRIVER:
Car No. 3 ... C. DAIGH

Aus = Australia. B = Belgium. D = Germany. F = France. GB = Great Britain. I = Italy.
NZ = New Zealand. RA = Argentine. S = Sweden. US = U.S.A.

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39		

120 p.m. GRAND PRIX DRIVERS' DEMONSTRATION

Before the GRAND PRIX there will be a five lap demonstration by the drivers in today's main event. They will drive the Dewar Trophy-winning, B.M.C. Mini-Minors and Austin Sevens. The driver's name will be painted on the side of each car.

BRITISH GRAND PRIX

Lap Score Chart

Lap Nos. 40-77

40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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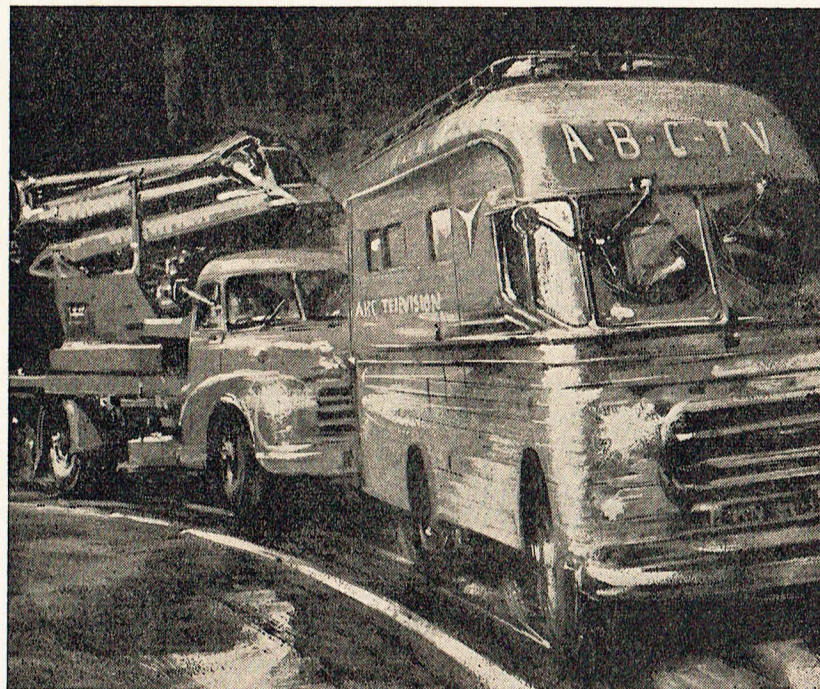
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B.R.D.C. SILVERSTONE GRAND PRIX CIRCUIT EXISTING LAP RECORDS AS AT JULY 16th, 1960

Category	Time	Speed	Car	Driver	When Estab- lished
Racing Cars:					
Formula I	1' 34.2"	111.86	Lotus	Innes Ireland	14.5.60
Formula II	1' 43.4"	101.91	Lotus	Cliff Allison	3.5.58
	1' 43.4"	101.91	Cooper	Jim Russell	2.5.59
Formula III	1' 54"	92.43	Cooper	Stuart Lewis-Evans	3.5.58
Formula Jun.	1' 46.6"	97.93	Lotus	Trevor Taylor	14.5.60
Sports Cars:					
1100	1' 48.4"	97.21	Lola	Peter Ashdown	14.5.60
1100 to 1500	1' 46"	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"	101.32	Lister-Jaguar	Masten Gregory	3.5.58
Touring Cars:					
750 to 1000	2' 16"	77.48	Austin	Bob Gerard	2.5.59
1000 to 1300	2' 17.2"	76.80	Ford	John Young	2.5.59
1300 to 1600	2' 12.2"	79.71	Volvo	Les Leston	14.5.60
1600 to 2000	2' 15"	78.05	Alfa Romeo	Joakim Bonnier	5.5.56
2000 to 2600	2' 06"	83.63	Jaguar	Peter Blond	2.5.59
2600 to 3500	1' 59.2"	88.40	Jaguar	Ivor Bueb	2.5.59
Over 3500	1' 58.4"	89.00	Jaguar	Roy Salvadori	14.5.60
Grand Touring Cars:					
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"	82.97	M.G.	Alan Foster	2.5.59
1600 to 2000	2' 06"	83.63	Morgan	C. J. Lawrence	2.5.59
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 Circuit

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

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GRAHAM HILL

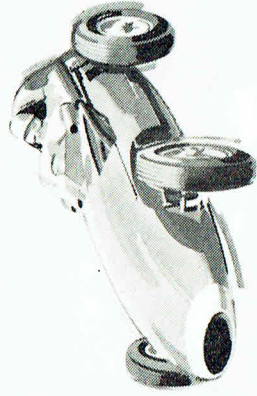


JOACKIM BONNIER

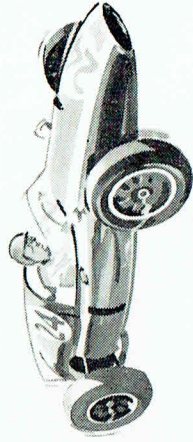




1958 Cooper — Formula II



1958 Vanwall — Formula I



1959 Cooper — Formula I

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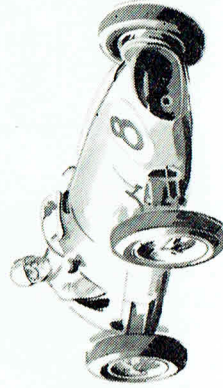
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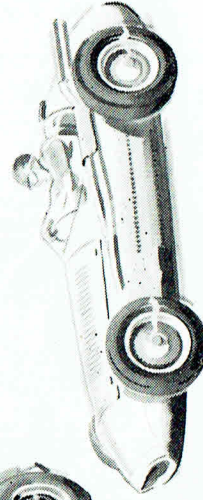
7 WORLD CHAMPIONSHIPS



1952 Ferrari — Ascari



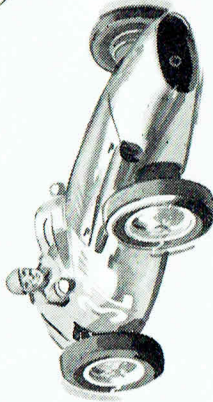
1953 Ferrari — Ascari



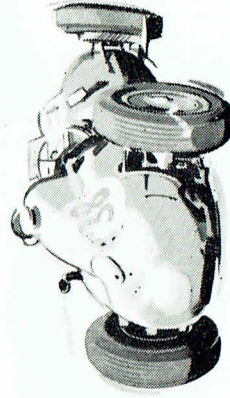
1954 Maserati — Fangio



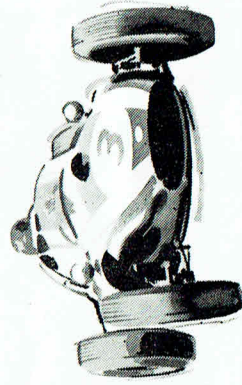
1956 Ferrari — Fangio



1957 Maserati — Fangio



1958 Ferrari — Hawthorn



1959 Cooper — Brabham

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Racing Under a Roof

JOSEPH LOWREY

Technical Editor of 'The Motor'

SALOON CARS have been providing a large share of the thrills ever since they were first invited to race at Silverstone, and no doubt will do so again today. Comparing the performance of cars which look like those you can buy is interesting, but the real appeal of these events to the spectators lies in the sheer spectacle which they provide. The modern road racing car is so superbly designed for its own purpose of getting around circuits fast that, right up to the ultimate limit of tyre grip on the road, it is completely stable, completely under the driver's control, and so not always very spectacular to watch. Production saloon cars are not designed for the single purpose of racing, speed having to be combined with economy of running, roominess, comfortable riding, fashionable appearance and all sorts of other requirements: so when it is rushed to the limit of speed around corners of a road racing circuit, the average saloon car makes it spectacularly obvious that it is not in its natural element. Rocking, rolling, howling its tyres and perhaps lifting one of its wheels completely off the ground (a habit which has become much more respectable since Coopers did so much three wheeled cornering on their way to Grand Prix Championship honours!) a saloon car at Silverstone is apt to give its driver plenty of obvious work to do, and to give the onlookers plenty of thrills.

Only cars in big-scale production are eligible for these events, so you won't see the really exotic sorts of Gran Turismo machine dominating the race. But, don't imagine that every car which you see is as exact a replica of the models in your local showrooms as it appears. The fact that in May one of the new Austin Sevens recorded a Silverstone

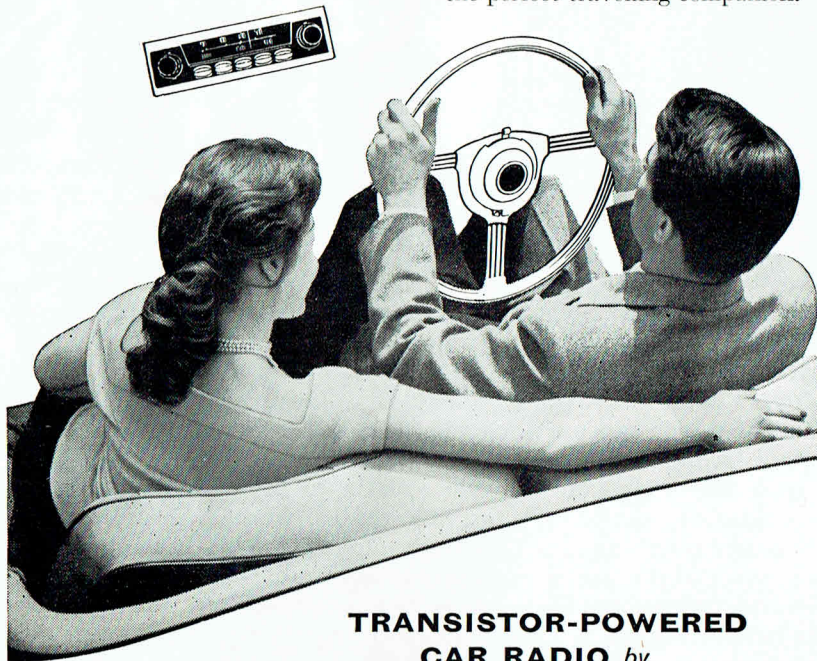
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lap time which, despite five quite sharp corners to the right and a couple of gentler curves to the left, was nearly 5 m.p.h. faster than the maximum speed at which we motoring scribes have been able to time this model on straight and level road, is a hint that things are not always what they seem.

A lot can be done to make a particular car go faster than others of the same kind, and quite a big industry has grown up to cater for the folk who want to exchange silence, smoothness, or economy for speed. On a racing circuit such as this, you see the more extreme examples of the tuning process, and whereas the average 'conversion' sold by Alexander, Downton, Speedwell or any of the other tuners leaves a car reasonably free from temperament, some more highly tuned racing versions are apt to arrive at the circuit in a lorry so that they do not lose tune, or use up precious hours (even minutes) of the fatigue life of a heavily stressed crankshaft.

To match the increased (perhaps doubled) power output of a tuned saloon car with correspondingly improved handling characteristics is far from easy, unless a car can be re-designed completely. In the U.S.A. competitors in stock car events are apt to enter the driving seat via a window, because the doors of an ordinary looking body have been welded shut to increase chassis rigidity, but such extremes are not accepted on this side of the Atlantic Ocean. The cars you see racing may have stiffer suspension or extra torsion bars to reduce body roll, and harder shock absorber settings also, but fundamentally they are standard in layout and weight distribution. Brakes may have extra fade resistance, thanks to extra hard lining materials which would demand uncomfortably high pedal pressures for ordinary touring but which justify themselves by surviving high operating temperatures without suffering from fade.

Writing before the entry list is known, it nevertheless seems safe to assume that Jaguars will once again dominate the big car class, nothing else which has four seats and is manufactured in large numbers having proved as consistently fast around Silverstone. The cars concerned are likely to be 3.8-litre saloons, modest in size and weight but with

Traffic congestion at Copse on lap one



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J. R. Aley in the very fast Mini-Minor

immense amounts of real horse-power from a twin camshaft six-cylinder engine which is truly race-bred, and with equally race-bred Dunlop disc brakes.

Ford Zephyrs have usually made up the 3-litre class, their six-cylinder engines responding well to tuning, and an optional overdrive supplementing the three-speed gearbox. When the regulations permit, disc brakes are used on some of the Zephyrs which take part in competitions, as are special light-alloy cylinder heads. One might think that, in equal tune, an Austin A99 ought to be able to give the Zephyrs strong competition, its rather larger engine compensating for slightly greater weight. The late Ken Wharton's feat of getting an Austin A105 with Healey-ized engine in amongst the Jaguars, as long ago as 1956, still lingers in the memory.

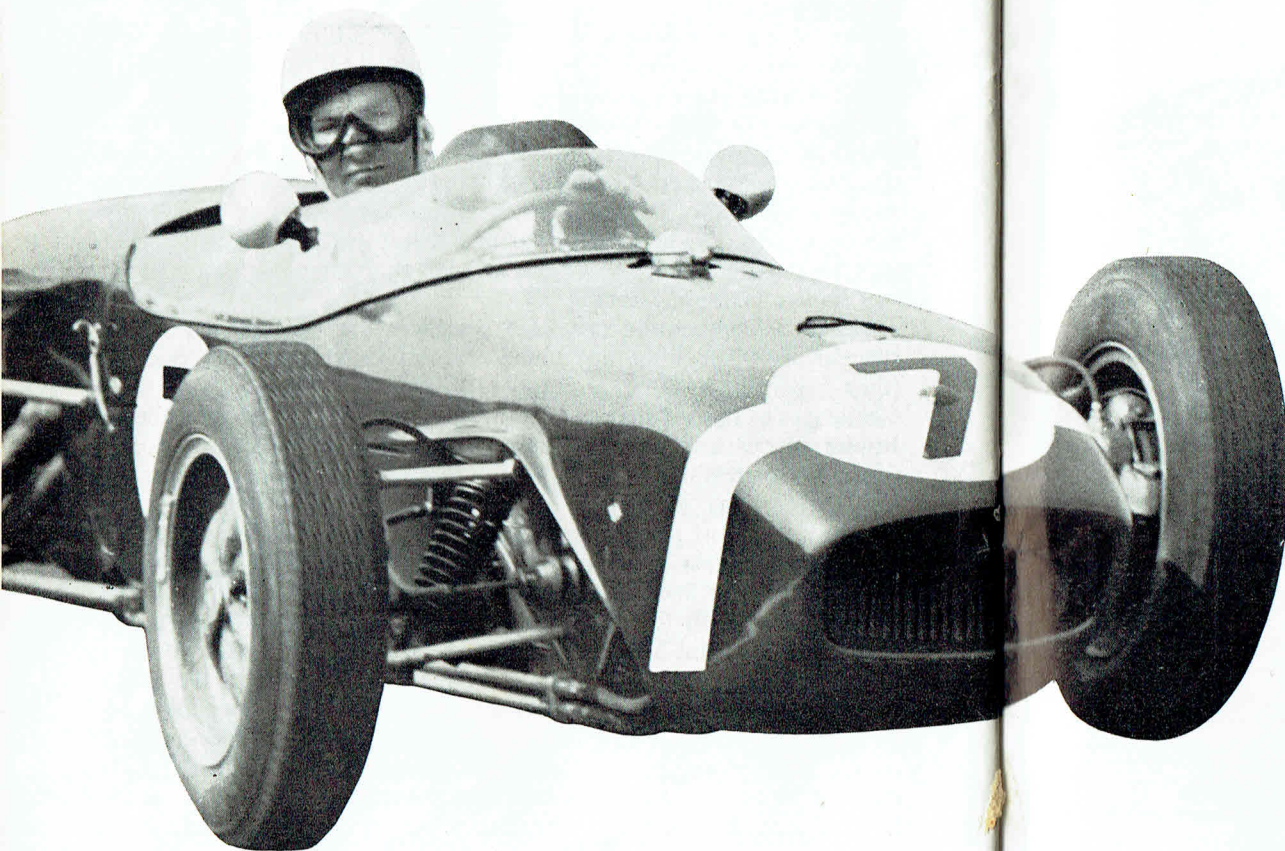
Plenty of competition can be expected in the 1.6-litre class, with straightforward-looking but highly developed Volvos from Sweden (they incorporate quite a number of British parts) as favourites. Challenges to the Volvos can be expected from 1.5 Riley and Sunbeam Rapier entries and perhaps from a German-built Borgward too: it would be interesting to see an Alfa Romeo Guilietta saloon in action also, giving away 300 c.c but with two overhead camshafts.

Surely the most interesting entries of all are the small cars. Vying with orthodox rear wheel drive models, you can see cars with front wheel drive, the layout which some engineers believe could enable a front-engined car to win Grand Prix races again. Watch any Austin Seven, Morris Mini-Minor, Auto Union or SAAB entries if you want to study front-drive cornering technique—and remember the Auto Union and SAAB have three-cylinder two-stroke engines running on petrol mixtures. For full variety this class really needs a rear-engined Renault Dauphine, and we have still to see at Silverstone a front-engined '80 bore' Ford Anglia with as well-tuned a power unit as those in the Formula Junior Lotus-Ford cars.

GREGOR GRANT

Editor of 'Autosport'

Rob Walker - Motor Racing Patron



IN THE entire history of Grand Prix racing, the private entrant has had a singular lack of success as compared to the factory teams—that is to say until Mr. R. R. C. Walker came along. A racing driver himself, but confined to participation in sprints owing to family reasons, Rob Walker has always had a great love for the sport of motor-racing. It was he who entered Tony Rolt in the rebuilt Delage and in the Formula Two Connaught, also encouraging Tony Brooks by the purchase of an F2 Cooper-Climax.

Behind all this was the dream of entering and winning full-scale Grands Prix with an all-British car. Rob knew that his Pippbrook organization at Dorking was efficient, yet lacked someone capable of looking after the mechanical side of modern G.P. cars. Thus, when Alf Francis parted company from Stirling Moss after Rouen in 1956, Walker asked him to take over his proposed racing stable, which then consisted of the F2 Cooper for Brooks and an F1 Connaught for Rolt, also driven on occasion by Jack Fairman, Peter Walker and Reg Parnell.

The idea of putting a larger engine in the Cooper-Climax came from Roy Salvadori,



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but it was Rob Walker who brought the plan to fruition. He felt that a 2-litre version would be ideal for Grand Prix racing on the shorter, twistier circuits, and undertook to finance the entire venture. As a result, in May, 1957, Jack Brabham introduced the single-seater Cooper to G.P. racing, and was actually in third place at the end of the race, when the fuel pump sheared and he had to push the car over the line.

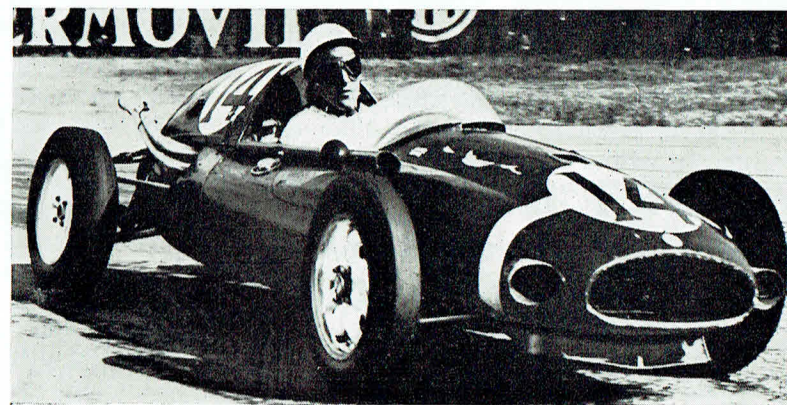
Success was not long in coming. In the G.P. of Argentina, on 19th January, 1958, Stirling Moss won from the full might of Maserati and Ferrari. The Italians had refused to take Moss's little rear-engined car seriously. It had been entered at the last minute by Rob Walker, and Stirling was contracted to drive it as Vanwalls had elected not to go. The march of success continued when Moss took the Aintree '200' from Brabham, virtually on the finishing line.

Then came Monaco, and with Moss booked to drive Vanwall, Walker had a new car for Trintignant, fitted with the 2-litre engine. Brabham had a larger 2.2-litre unit in his 'works' car. Stirling did not think that the Vanwalls were quite *au fait* and wanted to drive the Walker 'Argentina' car which had also been brought along, but he eventually took his place on the line with the Acton car. That race is now history; Maurice Trintignant won at the record speed of 66.19 m.p.h. in front of the Ferraris of Musso and Collins, and Brabham's 2.2-litre Cooper.

Naturally on the faster circuits the small-engined Coopers were outpaced, but Trintignant managed to come third in the German G.P. at Nurburgring. When Coventry-Climax decided late in 1958 to go ahead with a full-sized 2.5-litre engine, Rob Walker was an immediate customer. He had engaged both Stirling Moss and Maurice Trintignant for the G.P. season, and was determined to supply his drivers with the finest equipment possible.

It was a year of mixed fortunes for the *equipe*. In both the G.P.s of Monaco and Holland, Moss went out with trouble in the Colotti-

Moss in the winning Rob Walker Cooper, Argentine G.P. 1958



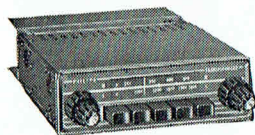
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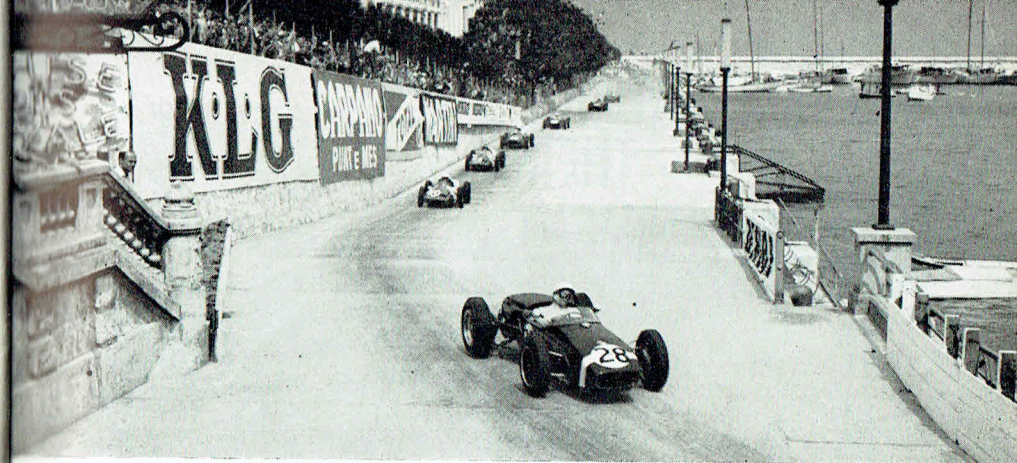
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designed gearbox when leading by a considerable margin. However 'Trint' was third at Monaco. Moss switched to B.R.M. for Rheims and Aintree, retiring in the French race and coming second to Brabham's Cooper-Climax in the British G.P. Gearbox trouble also intervened at Avus, but the Walker flag was high with two successive victories at Lisbon and at Monza. This put Moss in the running for the World Drivers' Championship, but he retired in the G.P. of the U.S.A. at Sebring—again whilst in the lead. Trintignant made a desperate effort with the older Walker machine, finishing a close second to winner Bruce McLaren (Cooper), and setting up the lap record at 101.13 m.p.h. Moss also won the Goodwood '100' and Oulton Park Gold Cup for Rob Walker's stable.

For 1960 Walker once again retained Moss, but Trintignant elected to go over to Aston Martin. The fantastic performance of the new rear-engined Lotus impressed Moss to such an extent that he suggested to Rob that one should be acquired in time for the Monaco G.P. Once again Rob Walker launched a marque to its initial success in a *grande epreuve*, for Moss produced the very first victory to be registered by Lotus in an International Grand Prix.

Without a doubt British motor-racing owes a great deal to that pleasant-mannered gentleman, whose dark-blue cars contributed to the Cooper-Climax success in 1959 when the marque carried off the Formula One Constructors' Championship of the World. He has spent vast sums in pursuing a sport which, to him, is something more than a hobby.

It may be of interest that in the 79 races for the World Championship held since the title was inaugurated in 1950 (at Silverstone), Rob Walker is the only private entry to have scored a victory at all. He has stood staunchly by Moss when the latter was being accused of 'car-breaking', and took on his shoulders the whole responsibility for the faults in the Colotti 5-speed gearbox. All are agreed that R. R. C. Walker is everything in a patron that a driver could wish for, and that his position as a sort of motor-racing mogul is unique!

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Over the past seven 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.

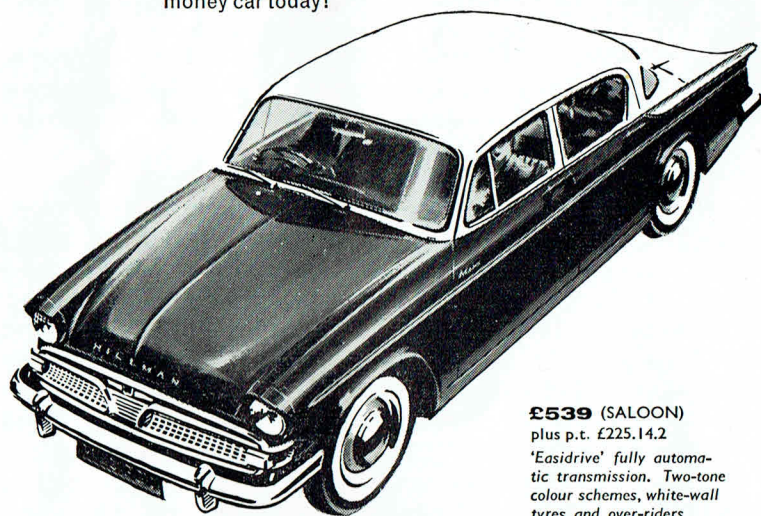
Under load the ribs touch and support each other improving tread stability and damping out squeal. Circumferentially varied pattern length prohibits whine occasioned by regular pattern impact. The tread compound is the same as used in Avon racing tyres.

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.

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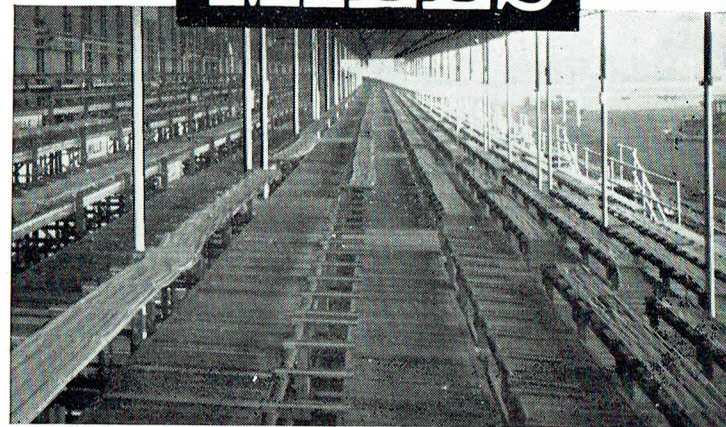
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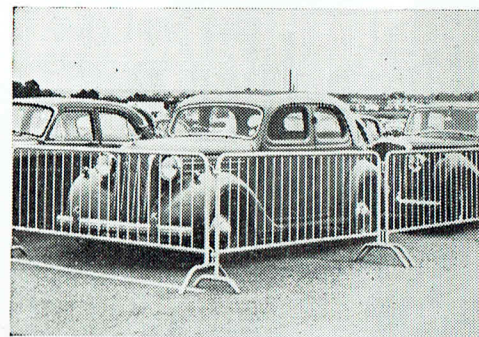
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PREVIOUS RESULTS

October 2nd, 1948

SILVERSTONE—250 MILES, 65 LAPS

1st: L. Villoresi (Maserati), 3h. 18m. 3s. (72.28 m.p.h.). 2nd: A. Ascari (Maserati), 3h. 18m. 17s. (72.19 m.p.h.). 3rd: F. R. Gerard (E.R.A.), 3h. 20m. 6s. (71.54 m.p.h.). 4th: L. Rosier (Talbot-Lago), 3h. 22m. 38-6s. (70.65 m.p.h.). *Fastest Lap:* L. Villoresi (Maserati), 76.82 m.p.h.

May 14th, 1949

SILVERSTONE—300 MILES, 100 LAPS

1st: E. de Graffenried (Maserati), 3h. 52m. 50.2s. (77.31 m.p.h.). 2nd: F. R. Gerard (E.R.A.), 3h. 53m. 55.4s. (76.95 m.p.h.). 3rd: L. Rosier (Talbot-Lago), 3h. 53m. 50s. (76.21 m.p.h., 99 laps). 4th: D. Hampshire/W. E. Cotton (E.R.A.), 3h. 54m. 40s. (75.94 m.p.h., 99 laps). *Fastest Lap:* B. Bira (Maserati), 82.82 m.p.h.

May 13th, 1950

SILVERSTONE—202 MILES, 70 LAPS

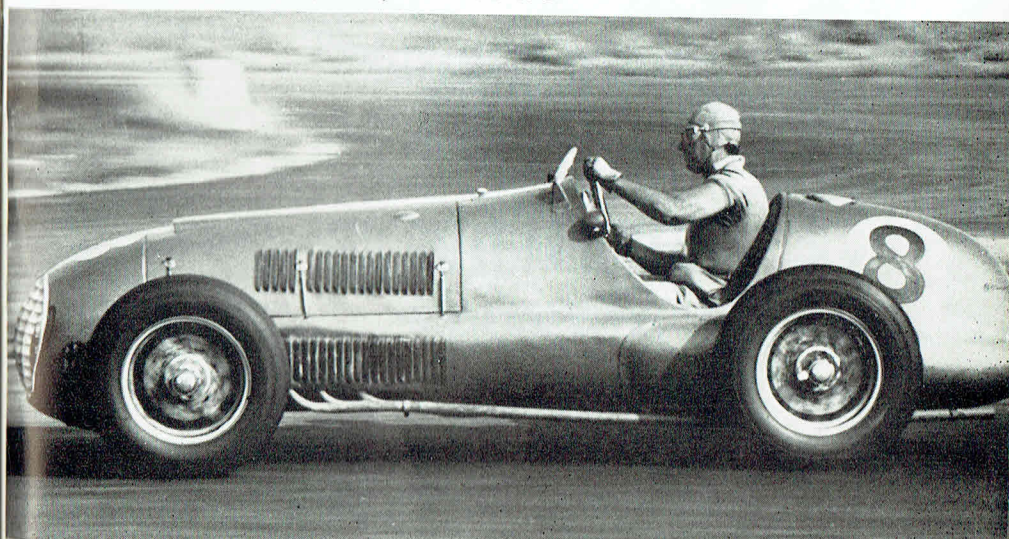
1st: G. Farina (Alfa Romeo), 2h. 13m. 23.6s. (90.95 m.p.h.). 2nd: L. Fagioli (Alfa Romeo), 2h. 13m. 26.2s. (90.92 m.p.h.). 3rd: R. Parnell (Alfa Romeo), 2h. 14m. 15.6s. (90.37 m.p.h.). 4th: Y. Giraud-Cabantous (Talbot-Lago), 2h. 13m. 25s. (88.33 m.p.h. 68 laps). *Fastest Lap:* G. Farina (Alfa Romeo), 94.02 m.p.h.

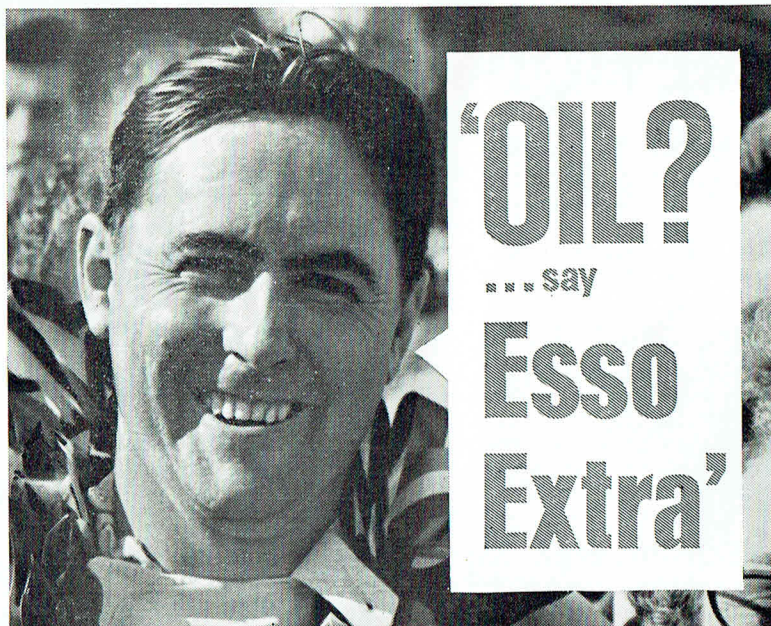
July 14th, 1951

SILVERSTONE—253 MILES, 90 LAPS

1st: F. Gonzalez (Ferrari), 2h. 42m. 18.2s. (96.11 m.p.h.). 2nd: J. M. Fangio (Alfa Romeo), 2h. 43m. 9.2s. (95.61 m.p.h.). 3rd: L. Villoresi (Ferrari), 2h. 43m. 18.6s. (93.39 m.p.h. 88 laps). 4th: F. Bonetto (Alfa Romeo), 2h. 43m. 7.4s. (92.44 m.p.h. 87 laps). *Fastest Lap:* G. Farina (Alfa Romeo), 99.99 m.p.h.

Alberto Ascari (Ferrari) Silverstone 1949





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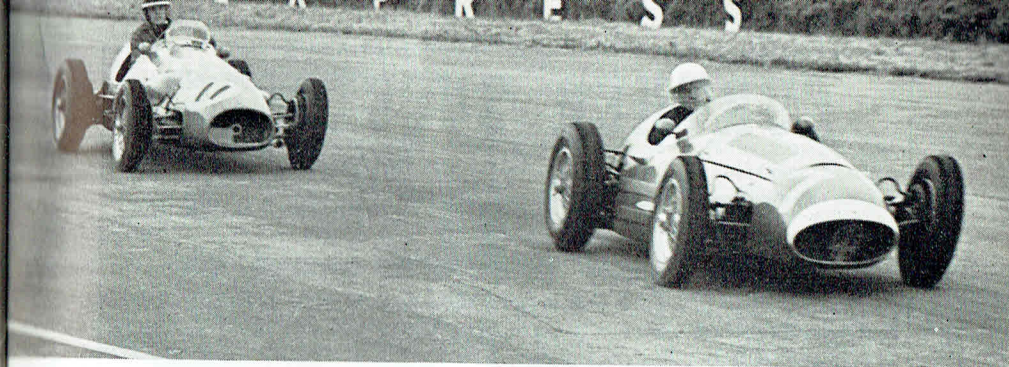
Jack Brabham says: 'The oil I've always raced on, ever since I came to Britain, is exactly the same as the oil you can get at your local Esso station—Esso Extra Motor Oil. I've used it dozens of times, and it's never let me down—for the simple reason that it's got more than enough protection for *any* car. I couldn't find a better oil, and neither could you.'

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Moss (Maserati) leads Hawthorn (Ferrari) in the 1954 British Grand Prix

July 19th, 1952

SILVERSTONE—249 MILES, 85 LAPS

1st: A. Ascari (Ferrari), 2h. 44m. 11s. (90·92 m.p.h.). 2nd: P. Taruffi (Ferrari), 2h. 44m. 16s. (89·81 m.p.h. 84 laps). 3rd: J. M. Hawthorn (Cooper-Bristol), 2h. 44m. 3s. (88·60 m.p.h. 83 laps). 4th: D. Poore (Connaught), 2h. 44m. 4s. (88·31 m.p.h. 83 laps). *Fastest Lap:* A. Ascari (Ferrari), 94·09 m.p.h.

July 18th, 1953

SILVERSTONE—263 MILES, 90 LAPS

1st: A. Ascari (Ferrari), 2h. 50m. (92·97 m.p.h.). 2nd: J. M. Fangio (Maserati), 2h. 51m. (92·43 m.p.h.). 3rd: G. Farina (Ferrari), 2h. 50m. 12s. (90·8 m.p.h. 88 laps). 4th: F. Gonzalez (Maserati), 2h. 50m. 58s. (90·13 m.p.h. 88 laps). *Fastest Laps:* A. Ascari (Ferrari) and F. Gonzalez (Maserati), 95·79 m.p.h.

July 17th, 1954

SILVERSTONE—270 MILES, 90 LAPS

1st: F. Gonzalez (Ferrari), 2h. 56m. 14s. (89·69 m.p.h.). 2nd: J. M. Hawthorn (Ferrari), 2h. 57m. 24s. (89·1 m.p.h. 89 laps). 3rd: O. Marimon (Maserati), 2h. 57m. (88·31 m.p.h. 87 laps). 4th: J. M. Fangio (Mercedes-Benz), 2h. 57m. 27s. (88·08 m.p.h. 87 laps). *Fastest Laps:* F. Gonzalez, J. M. Hawthorn (Ferrari), S. Moss, A. Ascari, O. Marimon (Maserati), and J. Behra (Gordini), 95·79 m.p.h.

July 16th, 1955

AINTREE—270 MILES, 90 LAPS

1st: S. Moss (Mercedes-Benz), 3h. 7m. 21·2s. (86·47 m.p.h.). 2nd: J. M. Fangio (Mercedes-Benz), 3h. 7m. 21·4s. (86·46 m.p.h.). 3rd: K. Kling (Mercedes-Benz), 3h. 8m. 33s. (85·92 m.p.h.). 4th: P. Taruffi (Mercedes-Benz), 3h. 7m. 36s. (85·39 m.p.h. 89 laps). *Fastest Lap:* S. Moss (Mercedes-Benz), 89·70 m.p.h.

July 14th, 1956

SILVERSTONE—300 MILES, 101 LAPS

1st: J. M. Fangio (Ferrari), 2h. 59m. 47s. (98·65 m.p.h.). 2nd: P. Collins/A. de Portago (Ferrari), 3h. 1m. 16·2s. (96·88 m.p.h.). 3rd: J. Behra (Maserati), 3h. 0m. 37·8s. (96·25 m.p.h., 99 laps). 4th: J. Fairman (Connaught), 3h. 1m. 20s. (94·91 m.p.h. 98 laps). *Fastest Lap:* S. Moss (Maserati), 102·1 m.p.h.

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July 20th, 1957

AINTREE—270 MILES, 90 LAPS

1st: C. A. S. Brooks/S. Moss (Vanwall), 3h. 6m. 37.8s. (86.8 m.p.h.). 2nd: L. Musso (Ferrari), 3h. 7m. 3.4s. (88.6 m.p.h.). 3rd: J. M. Hawthorn (Ferrari), 3h. 7m. 20.6s. (86.47 m.p.h.). 4th: M. Trintignant/P. Collins (Ferrari), 3h. 8m. 44s. (83.93 m.p.h. 88 laps). *Fastest Lap: S. Moss, 90.60 m.p.h.*

July 19th, 1958

SILVESTONE—225 MILES, 75 LAPS

1st: P. Collins (Ferrari), 2h. 9m. 4.2s. (102.05 m.p.h.). 2nd: J. M. Hawthorn (Ferrari), 2h. 9m. 28.4s. (101.73 m.p.h.). 3rd: R. Salvadori (Cooper), 2h. 9m. 54.8s. (101.39 m.p.h.). 4th: S. Lewis Evans (Vanwall), 2h. 9m. 55s. (101.38 m.p.h.). *Fastest Lap: M. Hawthorn (Ferrari), 104.54 m.p.h.*

July 18th, 1959

AINTREE—225 MILES, 75 LAPS

1st: J. Brabham (Cooper), 2h. 30m. 11.6s. (89.88 m.p.h.). 2nd: S. Moss (B.R.M.), 2h. 30m. 33.8s. (89.67 m.p.h.). 3rd: B. McLaren (Cooper), 2h. 30m. 34s. (89.66 m.p.h.). 4th: H. Schell (B.R.M.), 2h. 30m. 18.4s. 1 lap behind. *Fastest Lap: S. Moss/B. McLaren, 92.31 m.p.h.*

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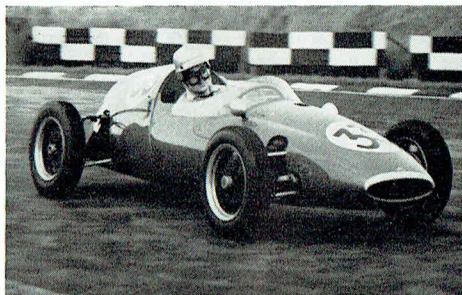
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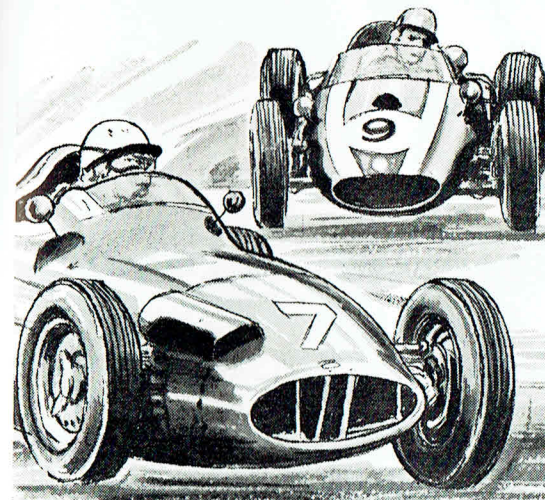
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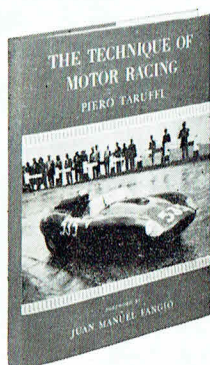
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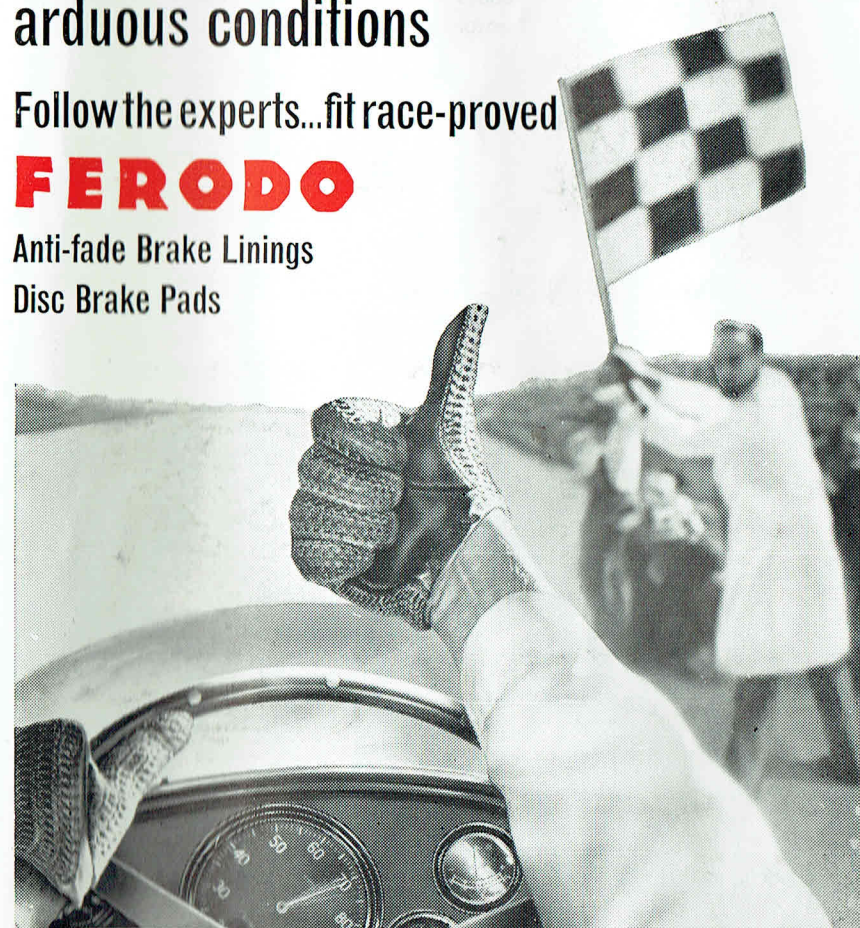
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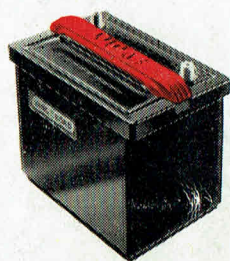
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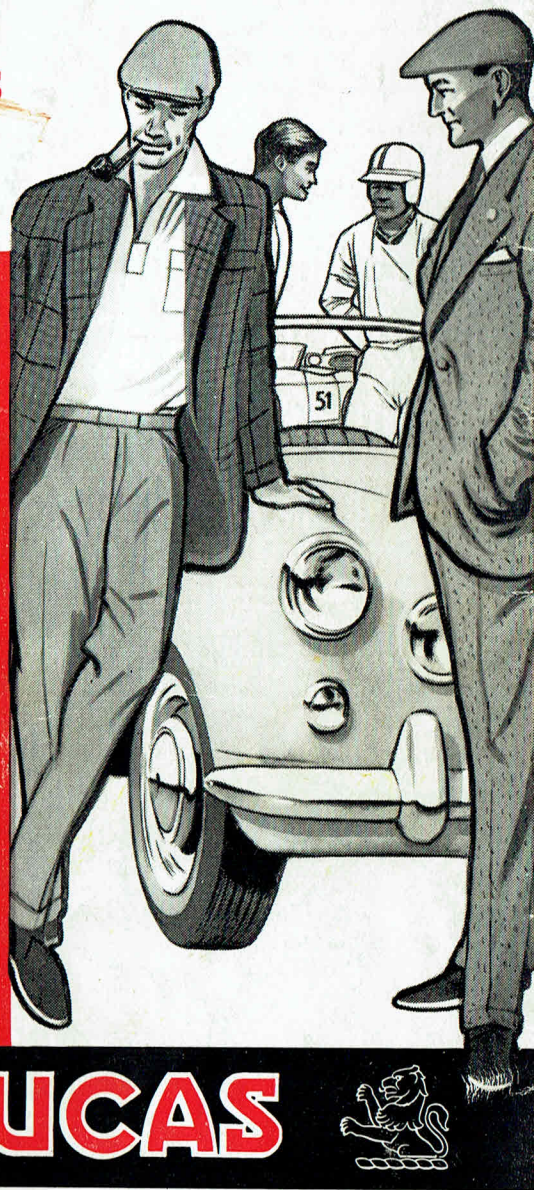
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