



### A Hair raising experience —

*for those who have hair to raise !*

A large number of men, all too soon, will be unable to raise their hair (in either sense of the word)—they are losing it! All because so many of them neglect the fundamental principle of hair care until it is too late.

All women know that in order to promote and maintain a healthy head of hair the scalp *must* be kept scrupulously clean and free from dandruff, scurf, grease, etc. which clog the pores and impair the growth.

This is particularly important with men who have to use hair-dressings daily to preserve a well-groomed appearance.

Safeguard your hair  
by regularly cleansing with

## Evan Williams DANDRUFF REMOVER SHAMPOO

Just the job for busy men (although women use it too). A few drops straight out of the bottle produce a copious exhilarating lather that makes short work of shampooing. Each bottle at 1/3d. holds enough for several shampoos.

It keeps the hair surgically clean and is specially blended to combat scurf, dandruff and similar scalp disorders.

NOT a chemical detergent,  
but based on pure soap

5th R.A.C  
BRITISH

# GRAND PRIX

SILVERSTONE

SATURDAY JULY 19th 1952

ORGANISED BY THE

B · R · D · C

SPONSORED BY THE

## DAILY EXPRESS

OFFICIAL PROGRAMME 2/-





# Who was it?

—all the answers  
appear on a **Friday**

The best information on everything to do with motoring is always in The AUTOCAR. Comprehensive coverage of world sporting events; brilliantly illustrated articles on touring and caravanning; exhaustive Road Test reports; authoritative technical information; useful hints on repair and maintenance; Club notes, and a really worth-while advertisement section, are outstanding features. Whichever way you look at it The AUTOCAR is miles ahead. Buy (or borrow) a copy every Friday

## *The* Autocar

**THE JOURNAL FOR EVERY ENTHUSIAST**

# Exide

## THE LONG LIFE CAR BATTERY

*Needs no handle to its name*

SLI.102

A PRODUCT OF CHLORIDE BATTERIES LIMITED



## Camden Motors THE USED CAR SPECIALISTS

SELECTED FROM OUR STOCK OF 500 MODELS

M.G. MIDGET 1 type 2-str. open sports, terrific goer, fold-flat screen, stoneguards, etc.	£165
M.G. MIDGET series P.A., 1935, green/fawn, engine de-coked and specially tuned ...	£275
M.G. MIDGET series T.A., 1938, recond. engine, many extras, luggage grid, etc. ...	£375
M.G. MIDGET series T.B., late 1940, red/red leather, one owner, genuine 49,000 miles only	£495
M.G. MIDGET series T.C. 2-str., July 1947, very good all-round condition ...	£575
M.G. 1½ litre sports saloon, 1948 model, maroon/beige, one owner, 18,000 miles, looks less	£695
M.G. 1½ litre 12 h.p. open 4-str. sports, 1939, B.R.G., new engine just fitted at M.G. works	£465
RILEY 9 Imp special 2-str. open sports, S.U. carbs., Scintilla Vertex, engine reconditioned	£395
RILEY 9 h.p. Kestrel sports sln., 1935, special series engine, attractive streamlined body...	£295
RILEY 1½ litre Kestrel sports sln., 1935, S.U. carbs., manual change, exceptionally fast ...	£245
RILEY 1½ litre 12 h.p. Kestrel Sprite, 1937, super immaculate condition, S.U.s, Scintilla...	£495
RILEY 1½ litre Special foursome drophead coupe, 1940, rare series, a most delightful car	£475
HOTCHKISS special 10 h.p. open spts., late 1939, maroon and black, full history known	£495
A.C. 16/66 Greyhound sports saloon, 1937 model, immaculately maintained, very fast indeed	£395
ALLARD foursome drophead coupe, 1948, maroon/grey, heater, excellent condition	£595
ALLARD sports saloon, late 1950, 6,000 miles, like brand new, heater, radio, seat covers	£895
ALVIS 12/70 sports saloon, 1938, very desirable car, economical, fast, new Dunlop tyres	£445
ALVIS Speed 25 sports saloon, late 1937, two owners, £120 works overhaul to engine, etc.	£495
ALVIS 4.3 Mulliner sports saloon, 1937, extensively overhauled and reconditioned ...	£495
RALTON Straight 8 special open 4-str. sports, 1939, £400 mechanical reconditioning 1952	£495
LAGONDA 10 h.p. Rapier open 4-str. sports tourer, very exceptional performance	£295
JAGUAR 3½ litre special Comp. 100 2-str., 1939 engine rebored, sleeved, etc., by Jaguar Cars	£595
SUNBEAM TALBOT 10 h.p. sportsmans open 4-str., 1939, fast and economical ...	£425
SUNBEAM TALBOT 10 h.p. sportsmans open 4-str., late 1947, 19,000 miles only ...	£595
MORGAN 10 h.p. three-wheeler, 1946, very bright condition, almost new hood ...	£395
MORGAN 4/4 open sports 2-str. late 1938, fitted new engine 1951, new hood screens	£295
MORGAN 4/4 open sports 2-str., 1946, in green, one owner since new, 22,000 miles	£475
SINGER 9 h.p. Le Mans sports 2-str., 1935, many special features, S.U. carbs., stoneguards	£295

EVERY CAR OVER £150 GUARANTEED IN WRITING  
Free delivery any-  
where in the U.K. Very attractive H.P.  
terms, extended periods. Free catalogue  
sent post paid.

# WASH and SHINE

in one 10 minute operation !



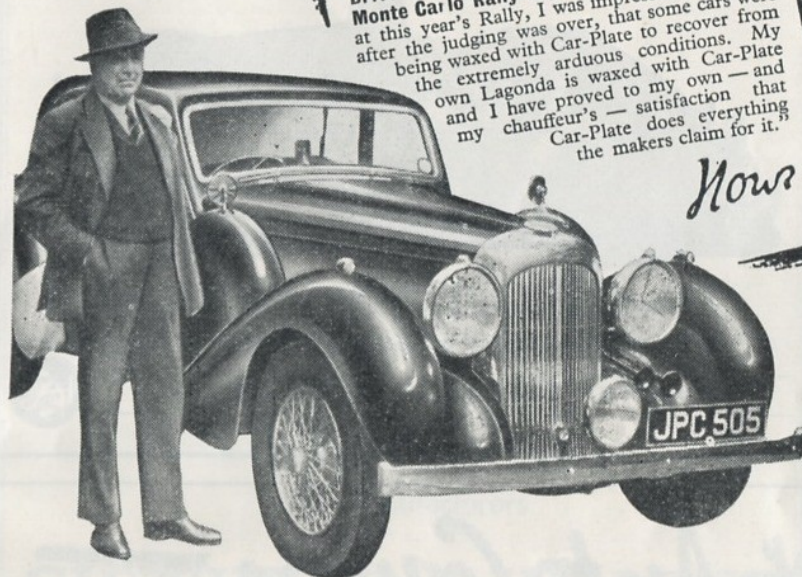
**1 Tin**  
Wash shines the  
average car  
**10 Times**

Wash-Shine leaves no streaks or spots. Active foam cleans coachwork, chrome and glass. After rinsing, the car dries out to a clean, sparkling finish. No abrasives, no solvents, no colour comes off on the cloth. No leathering, self drying. Per tin 3/6

**HOLT'S**  
*Once-Over* **WASH-SHINE**

FROM GARAGES, HALFORDS BRANCHES, MOTOR ACCESSORY STORES, ETC.

## Earl Howe Endorses Car-Plate



Earl Howe—President of the British Racing Drivers Club and British delegate to the Monte Carlo Rally says: "As one of the judges at this year's Rally, I was impressed to discover after the judging was over, that some cars were being waxed with Car-Plate to recover from the extremely arduous conditions. My own Lagonda is waxed with Car-Plate and I have proved to my own—and my chauffeur's—satisfaction that Car-Plate does everything the makers claim for it."

*Now*

**BRIGHTEST, TOUGHEST WAX POLISH  
OF ALL—in 20 minutes!**

THOUSANDS of motorists have proved that Car-Plate gives their cars a genuine wax finish, the brightest shine, the most lasting protection—in 20 minutes! Just spread Car-Plate on a clean\* car, let dry—then wipe lightly! That's all! No rubbing with Car-Plate! Get a tin today—your money back if not completely satisfied. 5/- from all garages and accessory dealers.

\* The easy way to prepare the finish of your car for a Car-Plate waxing is to clean it super-clean with Johnson's Carnu.

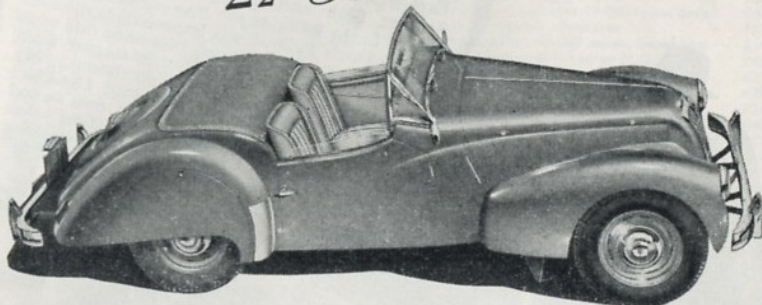
**JOHNSON'S**  
**CAR-PLATE**  
SPREAD...LET DRY...WIPE!



Made by the makers of  
Johnson's Wax



# The **LEA-FRANCIS** 2½ - Litre Sports Model



A Two / Four Seater Body with Winding Windows

ENGINE:— 4 Cylinders O.H.V. develops 100 b.h.p. at 4000 r.p.m.

LEA-FRANCIS CARS LTD. COVENTRY, ENGLAND



## \* Auto Course —

→ the magazine with the facts  
& figures *and photos*

→ your cheapest annual subscription

→ authoritative features by inter-  
national personalities



Send your subscription right away

Single copy, price 8/3, post free

Subscription rate for 1952—30s., post free

Four issues, 1951 season, superbly bound, 450 pages—a complete review—  
£2 2s., plus 1/8 postage and wrapping

**AUTO COURSE LTD 48 BROOK STREET LONDON W.1**

C

W

There are more

# C. & W. SILENCERS

in service

in the

United Kingdom

than any other make

Sole manufacturers

## CHESWICK & WRIGHT LIMITED

*Specialists in Silencer and Exhaust Systems*

PRESTON NEW ROAD

BLACKPOOL

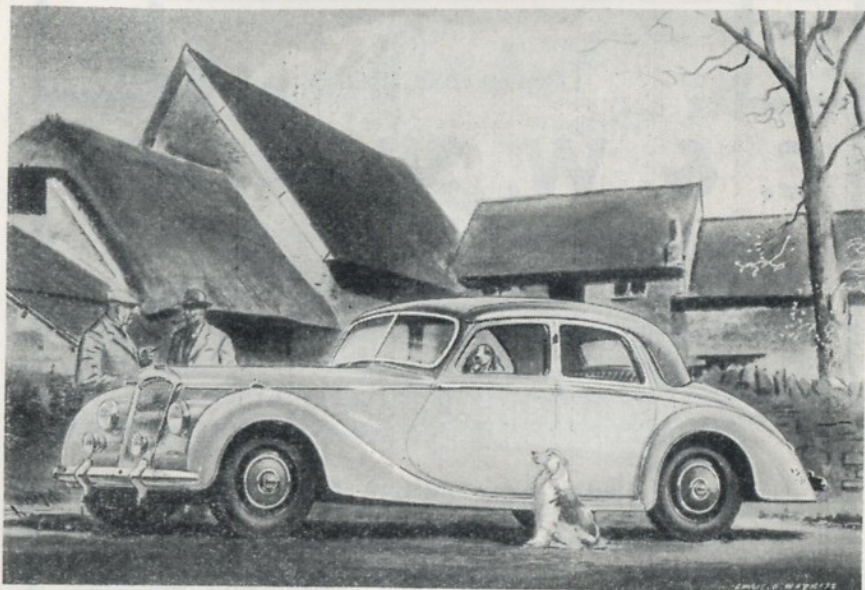
Telephone: MARTON 660-1-2-3

Telegrams: "Silencer" B'pool

C

W





2½ litre Saloon  
1½ litre Saloon

*“See what I’m driving at!”*

“It’s the man who likes driving for its own sake who makes the best driver” said the Colonel. “And there are fewer and fewer of them. Modern cars don’t encourage the breed.”

“There’s always the Riley” piped up the young engineer.

“That just proves my point” said the Colonel. “The Riley is still an individually built car. It’s a car that rewards a good driver. That’s why you’ll find the man in the Riley is pretty well always a cut above the rest in driving skill.”



**for MAGNIFICENT MOTORING**

RILEY MOTORS LIMITED, Sales Division COWLEY, OXFORD

London Showrooms: RILEY CARS, 55-56 PALL MALL, S.W.1

Overseas Business: Nuffield Exports, Ltd., Oxford and 41 Piccadilly, London, W.1



The FIFTH R.A.C.  
BRITISH  
**GRAND  
PRIX**

Organised by the B.R.D.C.  
and sponsored by the

**DAILY EXPRESS**

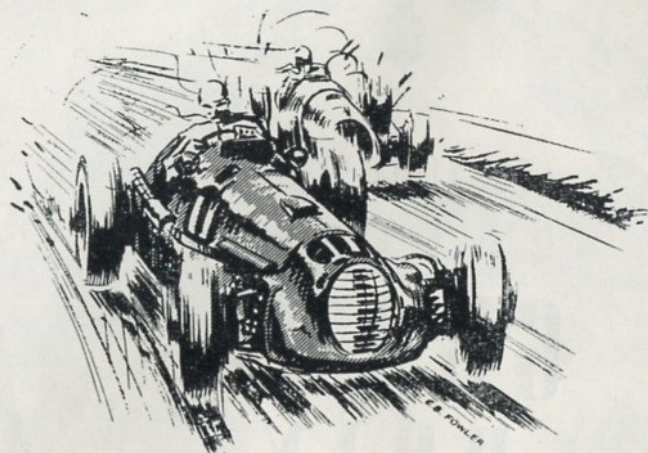
at the

**SILVERSTONE  
CIRCUIT**

**JULY 19th, 1952**

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





**94** successes from 130 international races  
This outstanding figure of wins and placing was obtained on complete or part GIRLING installations

# GIRLING

THE BEST BRAKES IN THE WORLD

**ARE WAY OUT AHEAD** →

GIRLING LTD KINGS ROAD • TYSELEY BIRMINGHAM 11



## CONTENTS

	<i>Page</i>
<b>FOREWORD.</b>	
Mr. Wilfrid Andrews, Chairman of the R.A.C. . . . .	11
<b>TROPHIES AND CASH AWARDS</b> . . . . .	13
<b>OFFICIALS</b> . . . . .	15
<b>FORMULA FOR SUCCESS.</b> Basil Cardew . . . . .	18
<b>THE GRAND PRIX STORY.</b> Laurence Pomeroy . . . . .	20
<b>IMPROVING THE BREED.</b> J. A. Cooper . . . . .	31
<b>MAP OF THE SILVERSTONE CIRCUIT</b> . . . . .	37
<b>10.15 a.m. 500 C.C. RACE.</b>	
Entrants and Lap Score Chart . . . . .	38
<b>11.45 a.m. THE FIFTH BRITISH GRAND PRIX.</b>	
Entrants . . . . .	39
Lap Score Chart . . . . .	40
Lap Speed Table . . . . .	40
The World Championship . . . . .	41
<b>3.55 p.m. THE DAILY EXPRESS FORMULA LIBRE TROPHY RACE</b>	
Entrants and Lap Score Chart . . . . .	42
<b>ROVER TURBINE CAR DEMONSTRATION</b> . . . . .	44
<b>RESULTS OF PREVIOUS BRITISH GRANDS PRIX</b> . . . . .	45
<b>THESE MEN FOUND SPEED.</b> Dennis May . . . . .	46
<b>THE 500 C.C. MOVEMENT.</b> Clive Lones . . . . .	49
<b>OVER TO YOU</b> . . . . . Raymond Baxter . . . . .	56
<b>ACKNOWLEDGMENTS</b> . . . . .	61
<b>TO-DAY'S PERSONALITIES</b> . . . . .	63

The Band of the Metropolitan Police will play during the Meeting.  
Director of Music : Mr. Roger Barsotti, A.R.C.M.

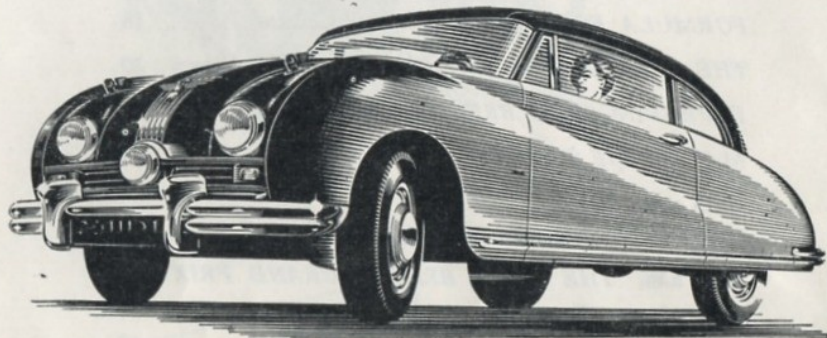




You have it both ways with the

# AUSTIN

## A90 SPORTS SALOON



“—one fact immediately emerges. That is the outstanding value which this car offers on a cost/performance basis”

‘MOTOR’ ROAD TEST

The A90 Sports Saloon has the record-breaking 88 b.h.p. O.H.V. twin-carburettor Austin engine. On the independent ‘Motor’ road test it reached over 86 miles per hour with ease, accelerated from 0-50 m.p.h. in 11.8 secs.

through the gears and climbed a 1 in 15 gradient at 74 m.p.h. in top gear.

Yet with this sports performance the A90 gives full saloon car comfort—and long-lasting value for money.

## AUSTIN—you can depend on it!

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

FOREWORD by  
Mr. WILFRID ANDREWS  
*Chairman of the R.A.C*

THE Grand Prix of the Royal Automobile Club for 1952 is the seventh in the series which began in the days of Brooklands track. As the Fifth British Grand Prix it is the premier race in the British calendar, and one of the great international events entrusted to the national Club of the country concerned. It is included as one of the races in which the drivers can gain points for the Championship which decides the most successful driver in the world.

This year, there are certain important differences which mark the event as historic. For one thing, this is the first time the British Grand Prix has been run for cars which do not conform to international Formula 1, and for another, the R.A.C. has exercised its right to depute its power to organise the event to the British Racing Drivers’ Club who, in turn, are sponsored by the Daily Express.

On the Continent this practice is of long standing, principally because a national Club is now fully occupied in exercising its powers of supervision over competitions as a whole.

In view of the immense number of events scheduled for the year, a national Club can no longer concentrate on any particular race. Similarly, specialist Clubs on whom the duty falls are themselves unable to bear the very great administrative burden in addition to the financial responsibility without the assistance, willingly given, of some great organisation such as the Daily Express.

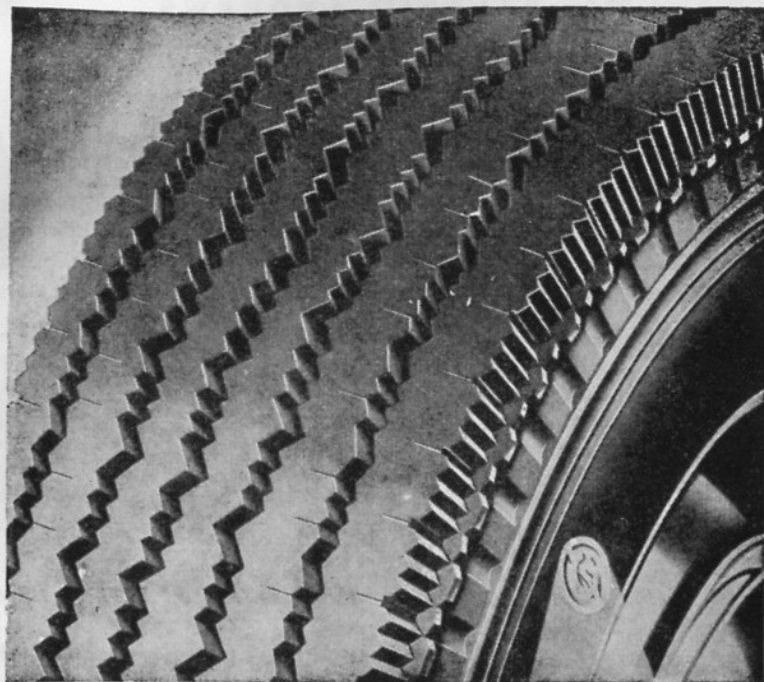
All who value racing, all whose enthusiasm centres about the finest of all sports, owe a debt of gratitude to the Daily Express, and the R.A.C. in particular acknowledges the very sporting way in which that paper has maintained and emphasised the historic value of the race. And there is no question but that the Grand Prix with the unsupercharged cars of Formula 2 will be in every way worthy of its exciting predecessors. Indeed it may be even better, both as a spectacle and as a sport, for in it there will be more teams from more manufacturers than has been the case for years with Formula 1.

Of these teams more are British, while the result is less certain before the flag falls than has been apparent in the last few years. Speed as speed is good, but the value of a race is not the pace but the battle between different cars of different nationalities right to the bitter end for that is the very spirit of the game, and has been so from the heroic days of the earliest races.

Thanks are due also to the British Racing Drivers’ Club for the imaginative and thorough development of a circuit originally retained by the R.A.C. purely as an expedient to foster racing until the difficulties caused by the war had been overcome and more permanent installations were possible.

The traditional race is therefore in good hands and all that remains is to wish for an epic struggle which the best man and car, regardless of nationality, may win.





This GOLD SEAL is the symbol of the Latest and Best in car tyre design.

It means—

**Greatest Strength**  
**Greatest Service**  
**Greatest Safety**  
**Greatest Saving**



**DUNLOP** THE WORLD'S MASTER TYRE

94/130

## The Trophies and Cash Awards

### THE GRAND PRIX

**1st — £500**

and

The Daily Express Grand Prix Trophy to be won outright and The Mervyn O'Gorman Grand Prix Trophy (Perpetual)

**2nd—£300    3rd—£200    4th—£150    5th—£100**  
**6th—£75    7th—£50    8th—£40    9th—£30    10th—£25**

#### OTHER AWARDS

*To the Entrant of the car accomplishing the fastest lap during the race—£30.  
 To the highest placed British driver driving a British car—The Fred C. Craner Memorial Trophy. To the Chief Mechanic of the car finishing first—£25.*

### THE DAILY EXPRESS FORMULA LIBRE TROPHY RACE

**1st—A DAILY EXPRESS TROPHY** to be won outright and **£250**  
**2nd—£100    3rd—£75    4th—£50    5th—£25**

### 500 c.c. RACE

**1st—A DAILY EXPRESS TROPHY** to be won outright and **£50**  
**2nd—£35    3rd—£25    4th—£15    5th—£10    6th—£5**

THE PRESENTATIONS WILL BE MADE BY

**The Hon. MAX AITKEN, D.S.O., D.F.C.,**  
*Vice-Chairman, The London Express Newspaper, Ltd.*



THE FRED C. CRANER  
MEMORIAL TROPHY  
(Perpetual)



THE DAILY EXPRESS  
GRAND PRIX TROPHY  
(to be won outright)



THE MERVYN O'GORMAN  
GRAND PRIX TROPHY  
(Perpetual)





Silverstone, England  
1949, 1950, 1951, 1952



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



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



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

The world's

*fastest*  
production sports car

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



**JAGUAR** XK SUPER SPORTS

# Officials

## STEWARDS

Sir Algernon Guinness, Bart. (*for the R.A.C.*).  
Wilfrid Andrews. T. Blackburn. J. Cobb. Lt.-Col. A. T. Goldie Gardner, O.B.E., M.C.  
The Rt. Hon. the Earl Howe, P.C., C.B.E., V.D.

## JUDGES

Major F. E. Clifford. Capt. G. E. T. Eyston, O.B.E., M.C. H. J. Morgan.

## OBSERVERS

Chief Observer: H. D. Parker.  
A. Daunt Bateman. N. E. Bracey. P. C. T. Clark. C. G. H. Dunham. M. F. L. Falkner. C. L. Goodacre. L. Haines. D. A. Hampshire. F. W. Kennington. F. J. Monkhouse. I. H. Nichols. G. P. Harvey Noble. P. Fotheringham-Parker. V. L. Seyd.

## PADDOCK MARSHALS

Chief Paddock Marshal: G. V. B. Cooke.

Assistant Chief Paddock Marshals:  
M. J. M. Bosley. G. Grigs.

K. W. Bickle. Holland Birkett. J. Bolton. Major W. Browning, M.I.A.A. Major H. A. E. Cree. P. Drayson. C. England. R. C. Fleming. J. Gardner. M. Geoghegan. J. S. Holmes. P. B. Kingston. C. Meisl. L. A. Monaghan. F. Muller. W. A. Ross. A. Seval. B. Snowman. Major A. Tulloch. V. Tutor. Dr. W. Walther.

## PIT AREA MARSHALS

Chief Pit Area Marshal: J. Woodhouse.  
Members of the Sutton Coldfield and North Birmingham Automobile Club.

## TIMEKEEPING ARRANGEMENTS

Chief Timekeeper: R. H. Wright, O.B.E.

D. Boyd. D. O'Dowd. A. Ferguson. W. McCartney. J. McIlhaggart. J. McNeill. Mrs. Atkinson. Mrs. Thomas.

Sir ALGERNON GUINNESS, Bart.,  
R.A.C. Steward of the Meeting.

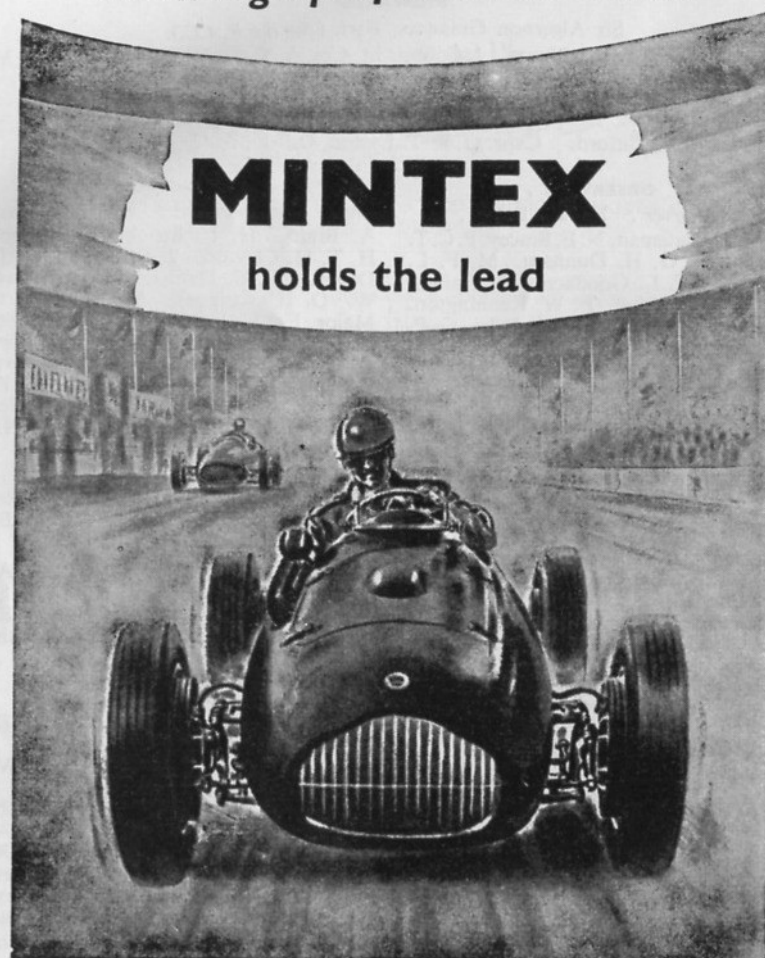
The Rt. Hon. EARL HOWE,  
P.C., C.B.E., V.D.

WILFRID ANDREWS,  
Chairman of the R.A.C.





When high performance counts



# MINTEX

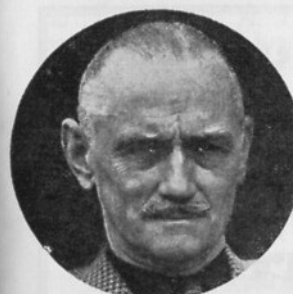
holds the lead

you, as well as many famous racing drivers and vehicle manufacturers,

can rely on

# MINTEX

Mintex Brake and Clutch Liners are manufactured by British Belting & Asbestos Ltd., Cleckheaton, Yorkshire and are obtainable from all MINTEX Service Depots and Stockists.



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



T. BLACKBURN



JOHN COBB

## Officials (contd.)

### SCRUTINEERS

P. J. Calvert, A.M.I.E.E., A.M.I.  
Mech.E. F. C. Matthews, M.I.M.I.,  
M.I.E.I. L. C. McKenzie. L. J. Roy  
Taylor.

### PUBLIC ADDRESS

J. Eason Gibson. J. Tilling.  
T. Walkerley.

### START MARSHALS

Chief Start Marshal: K. D. Evans.  
M. J. M. Bosley. J. F. Gale. M. H.  
Morris Goodall. G. Grigs. R. C.  
Porter. Members of the Half Litre Car  
Club.

Chief Breakdown Marshal: W. Grose.

### PRESS SECRETARIES AND RACE CONTROL

Press Secretaries: N. Lloyd. D. May.  
Race Control: Mrs. Daunt Bateman.  
Mrs. Cooke. Mrs. Daniel. Miss  
Fryer. Mrs. Hampshire. Mrs. Howard.  
Mrs. Inglis. Mrs. Fotheringham-  
Parker. Miss Sadler. Mrs. Scannell.  
Mrs. Seyd. Mrs. Zettl. N. Thackrah.  
H. A. Wallace.

### FIRE PROTECTION

Divisional Officer Hutchcraft and Units  
of the Northamptonshire Fire Brigade.  
T. L. Langford. G. L. Evans. L. Smyth.  
Officers of the Birmingham Private  
Fire Brigades Association.

Members of the Midland Automobile  
Club and Sunbac.

### TRACK MANAGER

J. W. Brown.

### SCOREBOARDS

S. Sedgwick and Members of the Bentley  
Drivers' Club.

### COURSE MARSHALS

Chief Course Marshal: S. M. Lawry.  
Assistant Chief Course Marshals:  
L. R. D. Cade. K. M. Roberts.

Chief Inspector E. Walker and Mem-  
bers of the Metropolitan Police Motor  
Driving School Club.

Members of: Bentley Drivers' Club.  
British Automobile Racing Club. Eight  
Clubs. Half Litre Car Club. M.G. Car  
Club. Motor Cycling Club. Midland  
Motoring Enthusiasts' Club. North-  
ampton & District Car Club. North  
Staffs Car Club. Peterborough Car  
Club. Seven-fifty Car Club. Vintage  
Sports Car Club. Aston Martin  
Owners' Club.

### ASSISTANT TO DEPUTY CLERK OF THE COURSE

M. H. Morris Goodall.

### DEPUTY CLERK OF THE COURSE

W. M. Couper.

### SECRETARY TO THE MEETING

A. A. Asher.

### CLERK OF THE COURSE

D. J. Scannell.

### ORGANISING COMMITTEE

Dr. J. D. Benjafield. W. M. Couper.  
K. D. Evans. D. J. Scannell.





## Basil Cardew

DAILY EXPRESS MOTORING CORRESPONDENT

writes on

# The Formula for Success

THE Daily Express welcomes the opportunity of sponsoring the R.A.C.'s Fifth British Grand Prix at Silverstone to-day. It sets the seal of recognition by the country's official motor racing organisation on the work the Daily Express has accomplished for the sport.

First venture of the Daily Express into the promotion of a big car race meeting was on August 26, 1949, when it offered support to the British Racing Drivers' Club. Till then a good crowd for a motor race meeting was 25,000.

The newspaper decided that a new standard should be set in the way a meeting should be put on. Everything was to be the best—the racing, the drivers, the amenities and the all-round day's entertainment.

The first International Daily Express Trophy meeting was a brilliant success. The newspaper's assessment of the people's wants was correct and the public responded abundantly. Nearly 100,000 lined the three-mile Silverstone circuit and at every Trophy Meeting they have come back in increasing numbers.

### WORLD'S BIGGEST CAR RALLY

The Daily Express then decided the people themselves might want to take part in a sporting car event. So the following year—in 1950—the newspaper decided to run a National Motor Rally and approached the M.C.C.

The Daily Express had started another motoring triumph. Each year the National Motor Rally attracts more entries than any other rally held anywhere in the world. It has a field of 470 cars and this figure could be trebled if all the applications were accepted.

From these spectacular beginnings there has been the satisfaction of seeing motor sport take on a new popularity never known before even in the wealthiest pre-war days, attracting crowds greater than at a Cup Final.

### POPULAR INNOVATIONS

How far the Daily Express has influenced this dramatic rise cannot easily be assessed. But the rest of the national and provincial newspapers now devote more than three times the space to motor sport compared with a few years ago. Other national newspapers now strive to take up car racing sponsorship, which testifies to the growing popularity of the sport in the last four years.

In this field of competition the Daily Express has brought in many well-liked innovations. It was first with the idea to introduce a stock car race. When the public showed tremendous enthusiasm for it, another fresh step was taken. It was the splitting of the Production Car Race into two events for sports models and tourers—based on an S.M.M.T. Formula—events that have become classics in the racing calendar.

### THREE-POINT PLAN

It was also the Daily Express's idea to lace the spaces between the events with a series of interest-provoking exhibitions. Among them were the demonstration runs of world-speed-man John Cobb's

car; Lieut.-Col. A. T. G. Gardner's pocket-sized record breaker and Signor Piero Taruffi's twin-boomed futuristic model.

All these efforts have been carefully planned and designed to do three things:

- Foster a spirit of adventure and encourage innovations.
- Promote interest among the people in motor sport for the good of the breed of British cars, and—
- Fulfil a new-found enjoyment, especially among the younger people of our nation.

Nor is the Daily Express or the B.R.D.C. involved in organising the sport for any monetary gain.

### FOUR-YEAR GUARANTEE

Finally, the Daily Express's interest in motor racing was confirmed when the future of the Silverstone circuit was in doubt. After the R.A.C. decided to give up the lease on the track, this newspaper gave a guarantee to the British Racing Drivers' Club that it would sponsor a meeting at Silverstone for the next four years if the Club would take over the lease. The B.R.D.C. have done this with great success.

Only two months ago the B.R.D.C., in association with the Daily Express, staged the world's greatest motor race meeting on May 10, and now the R.A.C.'s Fifth British Grand Prix is being promoted and organised under the same successful partnership.

**1949** John Cobb, holder of the world's land speed record, shows off his record-breaking 'Special' at the Daily Express Trophy Meeting

**1950** The Hon. Max Aitken, Vice-Chairman of the London Express Newspaper, Ltd., presents world-champion Dr. Giuseppe Farina with the Daily Express Trophy

**1951** Piero Taruffi drives his Maserati-engined twin-boom Italcorsa through the Silverstone bends. World-class records were subsequently broken by this car

**1952** Lance Macklin, driving an H.W.M., wins this year's Daily Express Trophy in the first major Formula 2 event to be held in this country





# The GRAND PRIX

**M**OTOR cars have been raced for longer than the lifetime of most people watching the races at Silverstone today, for the first real event took place in 1895. The distance—732 miles from Paris to Bordeaux and back, or twice the distance of a modern Grand Prix; winning time taken—nearly 49 hours, or 14 times longer than a modern Grand Prix, with the winning driver Levasseur at the wheel almost without a break. The car—a Panhard with 2-cylinder engine developed 4 h.p., which is about as much power as the smallest motor-cycle of to-day.

## RAPID DEVELOPMENT

Five years passed by and at the turn of the century the same make of car was fitted with an engine giving 24 h.p., or about the same as a modern Morris Minor, and average speeds had risen to 40 m.p.h. Five more years, and a race had been won at 72 m.p.h. with a car having the same size engine as that fitted in a London motor 'bus and giving over 100 h.p.!

Motor racing had by now ceased to be a contest between cars as sold to the public and had settled into the groove that it has followed ever since—that of rivalry between machines de-

signed solely to achieve the maximum possible speed consistent with safety, reliability and international regulations or 'Formulae.'

## THE FIRST GRAND PRIX

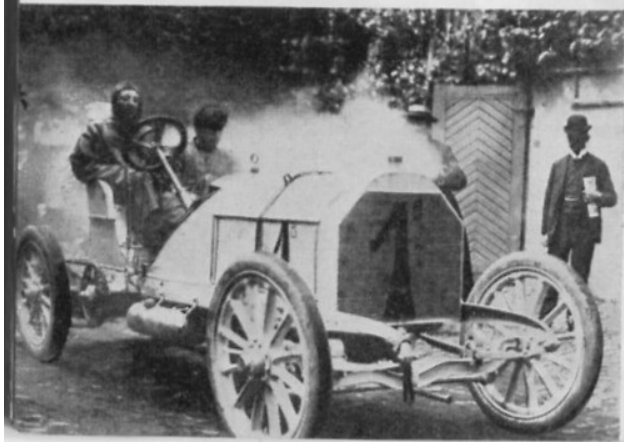
Symbolic thereof was the inauguration in 1906 of the first Grand Prix, by the Automobile Club de France in which cars of any kind weighing less than one ton were asked to go round a 65-mile circuit outside Le Mans 12 times, the race being spread over two days. There were 26 French cars competing, six Italian and three German, and the winning French Renault with an engine developing about 100 h.p. averaged very nearly 70 m.p.h. for over 12 hours' running time. The maximum speed of the car (over 92 m.p.h.) was exceeded in the next couple of years when for the first time over 100 m.p.h. was reached on the open road with driver and mechanic, and in those days mechanics were not carried merely as ballast!

## FREQUENT TYRE-CHANGING

Cars which turned over after leaving the course were righted and continued, major mechanical repairs were made, and above all, there was a constant battle with tyres which, in many cases, had to be cut off the rim and a new

## JENATZY IN 1904

Carl Jenatzy, the 'Red Devil,' piloting the great Mercedes, forerunner of 'Chitty-chitty-bang-bang', in the 1904 Gordon Bennett race. These renowned Edwardian contests were among the predecessors of Grand Prix racing which was established in 1906 by the Automobile Club de France



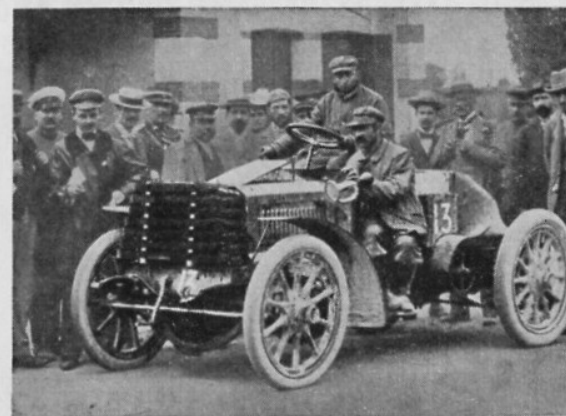
# STORY

by

LAURENCE POMEROY

M.S.A.E.

Technical Editor  
of 'The Motor'



THE PANHARD TAKES THE ROAD

Voigt's Panhard in full racing trim before the start of one of the last great town-to-town races—the Paris-Bordeaux

cover then placed on a fixed wheel. In 1908 Rigal and his assistant changed tyres 19 times by the roadside and still averaged well over 63 m.p.h. over 10 laps of a 48-mile per lap road circuit.

As to-day, so in those days, organisers became frightened of the huge power and colossal speed of racing cars and they steadily cut down the maximum permissible engine size until by 1914 the regulations limited the engine to 4½-litres capacity, the equal of, for example, the modern Mark VI Bentley.

Meanwhile, designers at least kept pace, and by doubling the crankshaft speed, continued to give the driver about 120 h.p. The cars themselves were slightly faster than earlier models, being smaller, lighter, and more easily handled, and before the outbreak of World War I nearly all the modern engineering features of the racing car existed. Independent front suspension was first seen before 1900 and used in racing before 1910, in which year front wheel brakes

were first employed. Superchargers with two, and even three stages, were used in the United States in 1907, overhead camshaft engines date back to 1904, and double overhead camshaft location was pioneered in 1912. Pressure refuelling and pneumatic jacks were both used in the 1907 races, in which year three makes appeared with straight-eight engines.

The general adoption of these advanced ideas was delayed through the natural conservatism of engineers, because innovations in their early stages are often more trouble than they are worth, and materials were not adequate for the demands made upon them.

Before 1925 motor races were few in number so that constructors would design and build a team of cars

(continued on page 24)

## THE VANDERBILT CUP, 1906

Divay's Dietrich, plus mobile spare wheel in the hands of his assistant, leaves its mark on the track—and the spectators





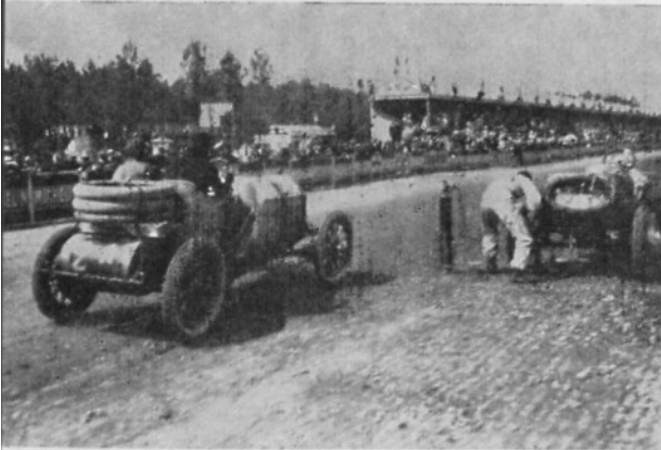
## THE GALLERY OF FAME GROWS AS THE YEARS ROLL BY—



The first Grand Prix was held at Le Mans, 1906. The leader board (left) explains that Heath (10A) on a Panhard et Levassor is leading and that Fabry (8B) had wrecked his Itala without personal damage. Ardennes Grand Prix, 1907 (right). Wagner's famous Darracq of 120 h.p. The line taken into this corner indicates a certain amount of 'drift' but was in all probability a simple skid



## ON RACE TRACK AND OPEN ROAD RECORDS ARE BEING MADE

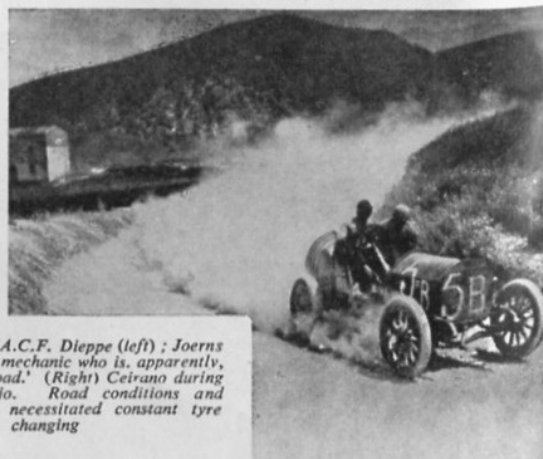


Grand Prix de l'Automobile Club de France, Le Mans, 1906. Lancia, driving a F.I.A.T., roars past the pits. This 130 h.p. monster averaged 53.6 m.p.h. for over 14 hours' driving. The Le Mans circuit in those days was more than 100 kms. as against the 20 kms. track in existence today

## GRANDS PRIX ARE THE ORDER OF THE DAY—AND THEN

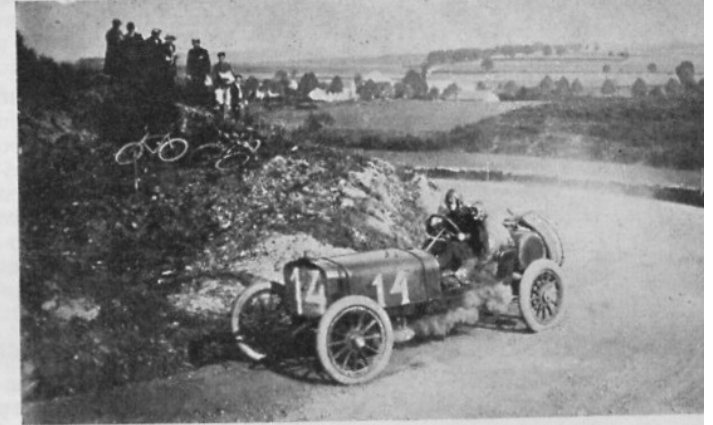


Grand Prix de L'A.C.F. Dieppe (left): Joerns (Opel II) and his mechanic who is, apparently, 'lightening the load.' (Right) Ceirano during the Targa Florio. Road conditions and primitive covers necessitated constant tyre changing

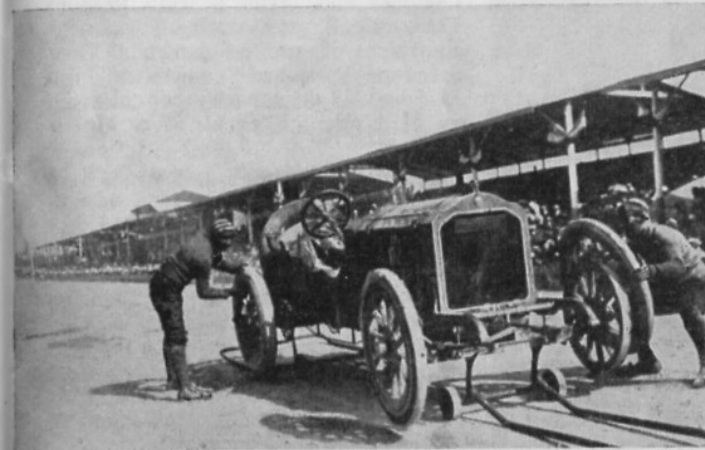


## CARS BECOME MORE POWERFUL, SPEEDS REACH 100 m.p.h.

Ardennes Grand Prix, 1906. The Bayard-Clement driven by Garcet slides into a corner—note offside rear tyre and spares. This car had a 4-speed box, 12,868 c.c. engine rated at 100 h.p. Running through the Ardennes forest, this course was one of the most spectacular and picturesque then in existence

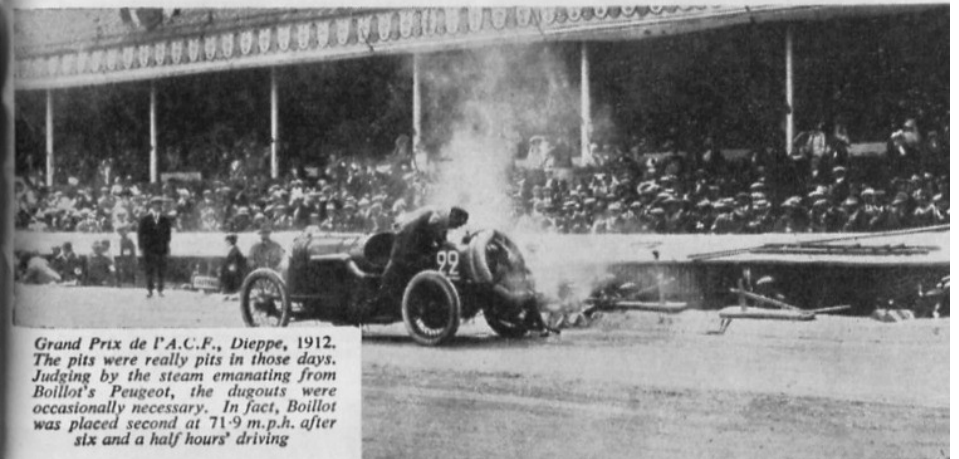


## —AND BROKEN. THE WORLD IS NOW CAR-CONSCIOUS.



The Targa Florio, 1908. The great Minoia jacks up his Dietrich in an almost modern manner and changes the huge artillery wheels. The covers and tubes came off the rims, which had detachable flanges and required no assistance from tyre-levers

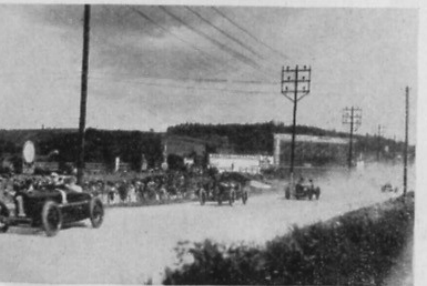
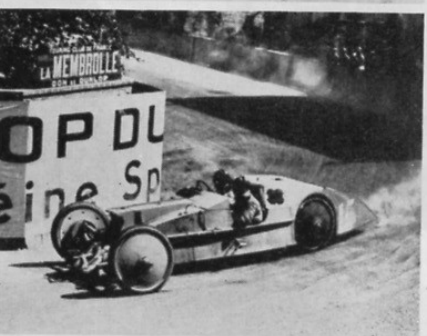
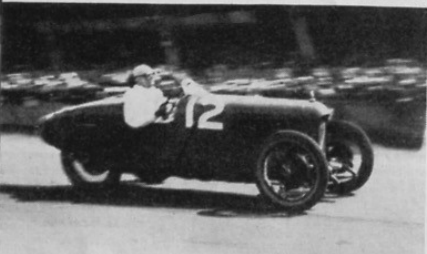
## THE NEW SPORT FEELS THE IMPACT OF WORLD WAR I.



Grand Prix de l'A.C.F., Dieppe, 1912. The pits were really pits in those days. Judging by the steam emanating from Bollot's Peugeot, the dugouts were occasionally necessary. In fact, Bollot was placed second at 71.9 m.p.h. after six and a half hours' driving



## THE 'TWENTIES



especially for, say, the French G.P. of one year, and would cheerfully scrap them or sell them to private owners, and build a completely new design for the next year's event.

Between 1922 and 1932, however, motor racing gradually became more popular with the public as a spectacle, and other countries also began having their Grands Prix, such as Spain, Italy, Belgium and Germany and in 1926, Britain. Added to these events came local races, such as the Monte Carlo G.P., the Rome, and the Marne G.P., and so on.

### REDUCED ENGINE CAPACITY

In 1921, when the French Grand Prix was run after a lapse of seven years, the limit of engine capacity was 3 litres, i.e., about half-way between a modern Lagonda and Jaguar; from 1922 to 1925 only 2 litres were allowed, the equivalent of, say, an Austin A.70 or Standard Vanguard; and then from 1925 to 1927 the capacity was cut again to 1½ litres, the equal of a Morris Oxford.

But just as the crankshaft speeds were doubled between 1906 and 1914 so were they doubled again between 1914 and 1924, and eight and even 12 cylinder engines, supercharged, running at over 7,000 r.p.m., with friction cut down by the employment, on the 1927 Delage engine, of 62 ball-bearings. It also embodied 21 gears, 48 valve springs, and 32 piston rings, and this kind of construction made racing an intolerable financial burden. Hence, after 20 years, the idea of a works team collapsed and with it the concept of the paid works

*Pictures—Top to Bottom*

An Italian who moved to Molsheim in Alsace Lorraine built racing motor-cars and kept the sport active after the devastation of World War I. The man was Ettore Bugatti and the picture shows his racing manager, Memo Costantini, during the French Grand Prix of 1922.

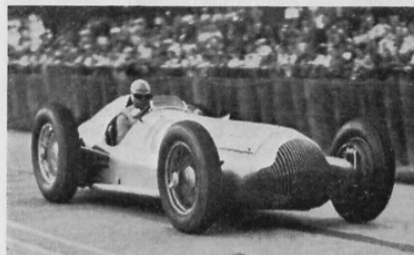
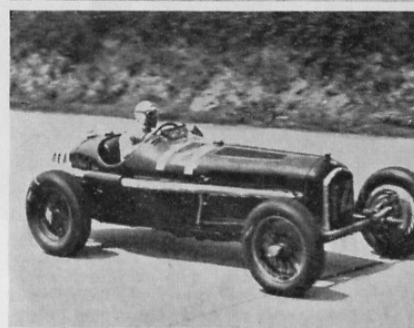
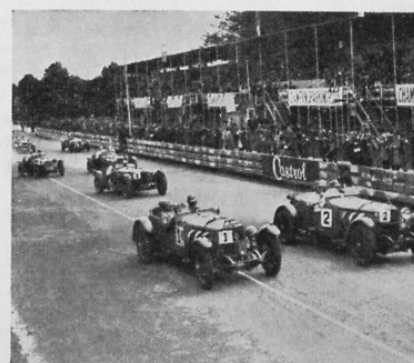
In 1923 a young ex-officer, H. O. D. Segrave drove a British Sunbeam into first place in the French Grand Prix. This is the only time a Briton, driving a British car, has won a National Grand Prix. Dick Seaman's victory in Germany in 1937 was on a Mercedes.

The Voisin of Rougier slides round a corner at Tours, 1923. It seems incredible that such a formidable 'tank' could so navigate a tight corner.

1924—Lyons. Segrave did not repeat his success. He is seen leading from Ascari (father of Alberto), Divo and Chassagne—great names in those days.

24

## THE 'THIRTIES



driver, who may have been a hero to the public but was certainly a paid if specialised employee to the Directors.

The first decade of the century was known as the Heroic Age, and certainly men like Boillot, the Peugeot ace, Wagner, who specialised on the giant F.I.A.T.s, Lautenschlager who won two French Grands Prix with Mercedes were men of tremendous stamina.

### HAZARDOUS ROADS

Despite their size the cars were, however, a good deal easier to drive than the extremely fast, lightly constructed vehicles with which we associate the names of Benoist for Delage, Bordino for Fiat, and Segrave for Sunbeam. And be it remembered, tyres were still a weak spot, and the driver and mechanic still had to carry out all the wheel changes unaided, nor was the organisation of races of the same order as it is to-day. In place of flag marshals some cars carried a small supply of potatoes with which the mechanics would endeavour to hit the head of the preceding driver so as to cause him to give way for a faster car!

During this time another vital matter, road surfaces, changed enormously. In the very early days loose stones and dust made passing such a hazard that there was a legend that drivers steered by the tops of the trees, and even when tarred roads were used the surface seemed to break up in places, making a famous American driver, Joe Boyer, once exclaim: 'Hell, this is not a motor race, it's a stone-throwing competition!'

From 1923 onwards also a new element came into the picture, as more and more special enclosed circuits were built, starting with Monza and later

*Pictures—Top to Bottom*

After the French cars had given way to the Italians, Germany began forging ahead until Mercedes and Auto Union dominated the 'thirties scene entirely. The picture shows two of the 100 K. Mercedes leading at the start of the 1931 Dublin Grand Prix.

'Il Maestro,' Tazio Nuvolari—probably the greatest of them all—in a Monoposto Alfa Romeo. Grand Prix de l'A.C.F., Montlhéry 1935.

Nuvolari's challenger, German Rudolph Carraciola, winning the 1938 German Grand Prix in the 4½-litre Mercedes.

So great was Nuvolari's prestige that he joined Auto Union for two pre-war seasons. The Germans were on top pre-war, now the wheel is turning almost full cycle again.

25



Montlhery, and the fabulous Nürburgring.

#### INTENSE RIVALRY

Between 1927 and 1932 only Bugatti ran cars as a works team, but in addition to this he sold replicas to private owners, and it was these private entrants who kept racing going as a spectacle. Motor racing was no longer staged for

drivers, and powers and speeds were higher than ever before, the commonly used 3-litre engines developing just under 200 h.p. at average speeds on road circuits going up to over 90 m.p.h. The cars themselves, however, remained of simple and orthodox design with reliability specially important, bearing in mind that the driver would have to pay for repairs out of his own pocket.

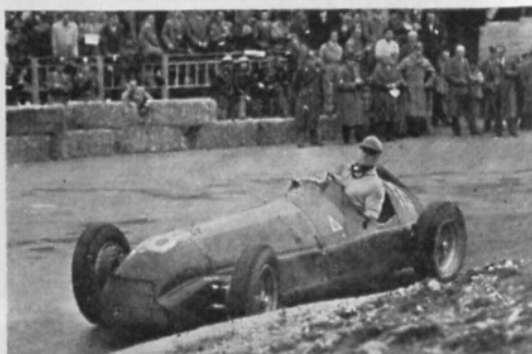
#### THE 'YES-MEN'

In 1932 an ex-journalist from Northern Italy called Mussolini decided to use his dictatorial powers to sponsor some road racing cars that would glorify the Fascist regime. With his aid Alfa Romeo became invincible, until an Austrian ex-house painter decided that this was a game that two could play. As Goering said when cross-examined by an American lawyer: 'I would like you to show me one pre-war German "No-man" who is not now in six feet of soil,' and when Hitler asked for road racing supremacy

both Auto-Union and Mercedes-Benz proved 'Yes-men' with alacrity, producing between 1934 and 1939 a series of cars which were unbeatable and raised power and speeds to hitherto unmatched heights.

#### MORE THAN 200 M.P.H.

It took roughly 30 years from 1904 to 1934 to build up from 100 h.p. to 200 h.p., and whereas the racing car of 1908 could exceed 100 m.p.h. it is doubtful if the G.P. car built 25 years afterwards would reach 150 m.p.h. But by 1937 German cars were giving 600 h.p. or well over three times as much as the current Formula II models, could exceed



**1948** San Remo. A relative newcomer from the Argentine, Juan Manuel Fangio, ex-bus driver, wins the San Remo Grand Prix at the record speed of 95.99 k.p.h. in the 158 Alfa Romeo

200 m.p.h., and weighed little over one ton even with fuel and driver aboard.

With independent suspension to all four wheels they gave the drivers a comfortable ride in compensation for an unmatched need for care and concentration in driving, and we observe that the volatile and audacious Nuvolari had up to 1939 won more than twice as many races as any other driver (most of them on the earlier Bugatti and Maserati cars), whilst the calm and calculating Caracciola had won twice as many Grands Prix as any rival, nearly all of them at the wheel of his immensely powerful Mercedes-Benz.

The re-entry of works-sponsored teams led also to immense developments to team control and discipline, and just before the outbreak of the war it was not uncommon for a car to have the rear wheels changed and 70 gallons of fuel put in the tank in under a half-minute, although by now four mechanics were allowed on the job and the driver could remain seated in his car while they plied their hammers around him.

#### BRITAIN'S PROSPECTS

In the post-World War II period supremacy has swung back to the Italians with Alfa Romeo and Ferrari dividing the honours between them with cars having engines of some 400 h.p. and capable of speeds up to 180 m.p.h.

**1951** Silverstone Grand Prix. World Champion Juan Fangio congratulates compatriot Froilan Gonzales (right) after he had won the 253-mile race at the record speed of 96.11 m.p.h. Ferraris were first and third

**1950** The moment of flagging-in world-champion Giuseppe Farina in the 1950 British Grand Prix. With 202 miles, and Fagioli and Parnell behind him, his speed was 90.95 m.p.h., with the fastest lap at just over 94 m.p.h. Alfa Romeos were 1st, 2nd and 3rd



The cars on the course for the 1952 Grand Prix at Silverstone are run under regulations which have cut the engine output to below 200 h.p., but by reason of their lightness and handiness lap speeds will not be diminished by much more than 5 m.p.h., and it is just possible that for the first time in more than a quarter-century British cars will again be challengers for Grand Prix honours.





WORLD  
CHAMPION  
DRIVER



**J. M. FANGIO...**

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

**LODGE**  
**SPARKING PLUGS**

for his 1951 successes

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



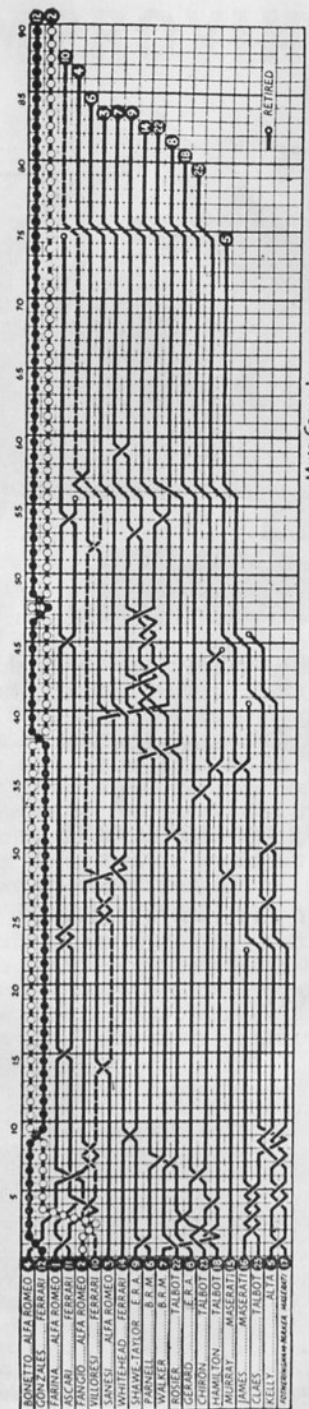
Follow the lead of J. M. Fangio  
—fit **LODGE** in your car for  
superlative engine performance.

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

British made throughout by LODGE PLUGS LTD., RUGBY

**LAP-BY-LAP RACE POSITIONS IN THE FOURTH BRITISH GRAND PRIX**

The race was held at Silverstone Circuit on Saturday, 14th July, 1951, and consisted of 90 laps with a total of 253 miles.



The start of the last year's Grand Prix at Silverstone. Froilan Gonzales, ultimate winner, is in the foreground

**THE FOURTH R.A.C.  
BRITISH GRAND PRIX, 1951**

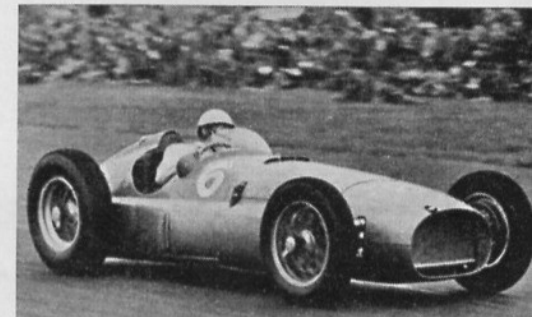
THE 1951 British Grand Prix saw the defeat of the previously invincible Alfa Romeos by the Ferraris and the long deferred appearance of the B.R.M.s, one of which finished in front of an Alfa Romeo.

Gonzales and Fangio dominated the race by sheer virtuosity, and lapped the B.R.M.s of Walker and Parnell after 15 and 20 laps of the 90-mile race.

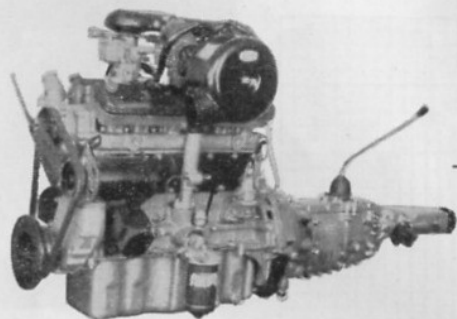
Farina, who put up the fastest lap ever achieved in England since the war at 99.99 m.p.h., dropped out of the race after his Alfa had caught fire.

Apart from the magnificent performance of the Argentinians, the display of Parnell and Walker, severely burnt 'like a cabbage in a pressure cooker' by oil leaks into the cockpit of the B.R.M.s, was an outstanding feature of the race.

Reg. Parnell at the wheel of one of the two B.R.M.s. which competed for the first time in a British Grand Prix







## The "Bristol" 2-litre engine . . .

. . . which has made possible the magnificent performances

put up by COOPER-BRISTOL



racing cars, and the more recently introduced single-seat

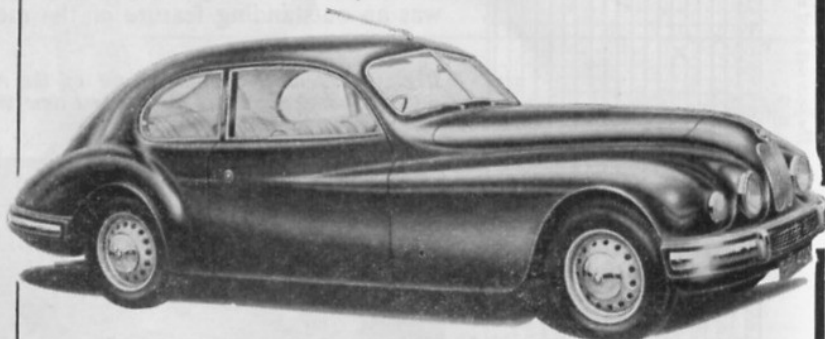


, and which also

powers other Formula 2 racing cars, is basically

the same as that of the fast and comfortable

"BRISTOL" TYPE 401 SALOON.

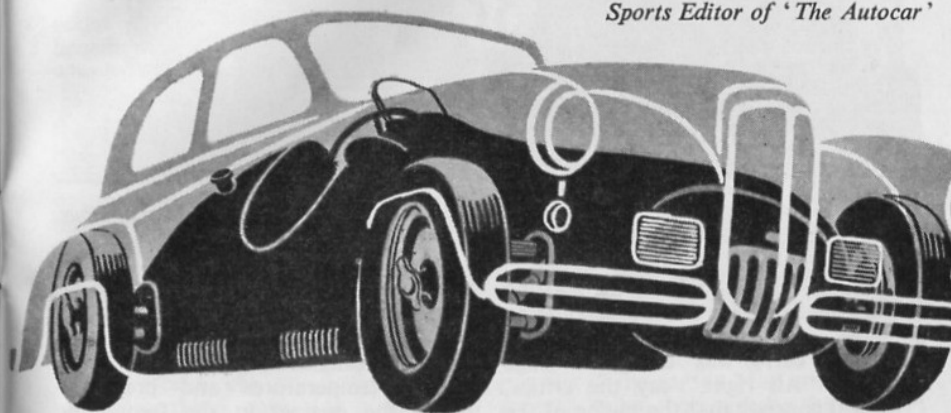


THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, FILTON HOUSE, BRISTOL

# IMPROVING THE BREED

by J. A. Cooper, A.M.I.MECH. E., M.S.A.E.

Sports Editor of 'The Autocar'



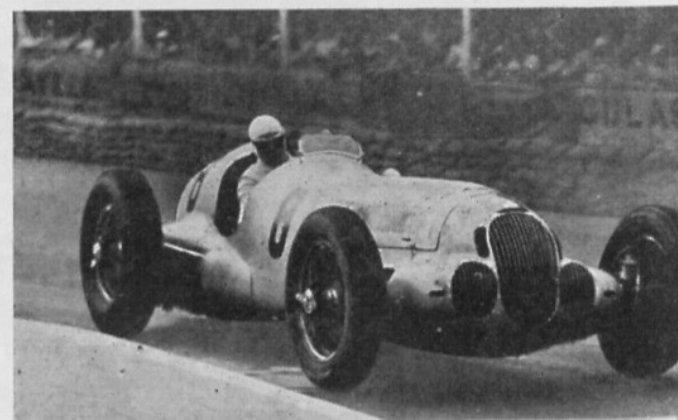
EVER since motor racing began in the closing decade of the 19th century, there have been two schools of thought concerning its usefulness. On the one hand there have been those who could see in it only an expensive sport and a means of risking one's neck to no practical purpose; while on the other there have been the exponents of the theory that racing improves the breed, and that without racing the modern car would not have reached its present state of reliability, safety and performance.

Fierce are the arguments which have arisen over this point from time to time; the fact remains that the development has taken place—notably in such matters as the use of aluminium for the manu-

facture of pistons, the advent of four-wheel-braking systems and the introduction of independent suspension of the front or of all four wheels—but the extent to which this development is owed to racing is still doubted in some quarters.

As usual, both sides are partially correct. It would certainly not be true to say that the invention of many of the features which make the modern car so efficient were invented for racing, but it is undeniable that many of these features would not have reached their present state of comparative perfection, or even have survived the critical early stages of development, without the incentive offered by the constant necessity in racing to produce something

Caracciola is here shown driving a 1937 Grand Prix Mercedes-Benz in the Monaco G. P. of that year. Many of the lessons learned from racing these cars have borne fruit in the design of the post-war touring Mercedes







The DB2 Aston Martin, of which one example is depicted here during the Le Mans 24 Hour Race, is a good instance of a race-bred touring car

better than that brought to the starting line by the firm next door, and to do so quickly.

Let us carry this debate a stage further. "All right," say the critics, "we will concede that the racing of the standard production cars manufactured by a firm will pinpoint their weaknesses, and force their improvement, to an extent which is bound to result in benefit to the car-purchasing public.

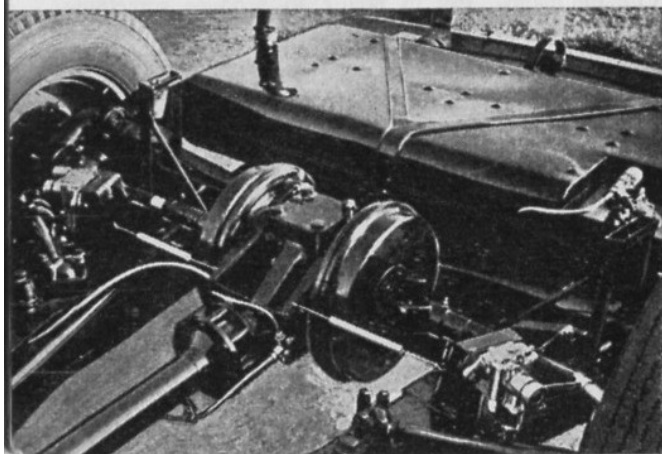
"Surely this is not true of the out-and-out racing car, which has no counterpart on the public roads? What possible good can the development of this type of vehicle do to the everyday cars used by the man in the street?"

The answer lies in what is often loosely termed the long-term development programme. Nobody will claim that many of the features of the racing car pure and simple have any immediate application—or, in many cases, any eventual application either—to the ordinary touring vehicle. No, the value

of racing lies deeper, in the development of new alloys from which vital engine and chassis components may be made, in the investigation of extreme combustion temperatures and pressures within the engine, in the frequently undesirable—not to say unintentional—raising of the loading factors of the main and big-end bearings to hitherto undreamed of limits, in the consequent modifications and improvements to fundamental theories concerning lubrication, and so on *ad infinitum*.

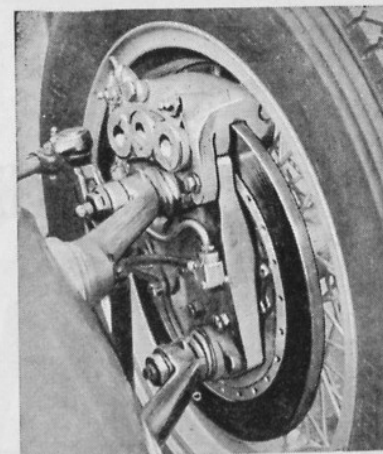
#### ULTIMATE BENEFIT

One argument often advanced by those who would decry the value of racing is this: that many of the manufacturers of successful and reliable touring cars have never engaged in any form of racing, and that nevertheless their cars are as good as any others. This is, of course, often perfectly true; but it must not be forgotten that although those firms have never directly



A good example of an independent rear wheel suspension system is that used on the latest type of Lagonda. It will be noticed that the rear brakes are mounted in-board on the differential housing, thus reducing the unsprung weight of the system

The powerful Girling disc-brakes as fitted to the current Formula 1 B.R.M.

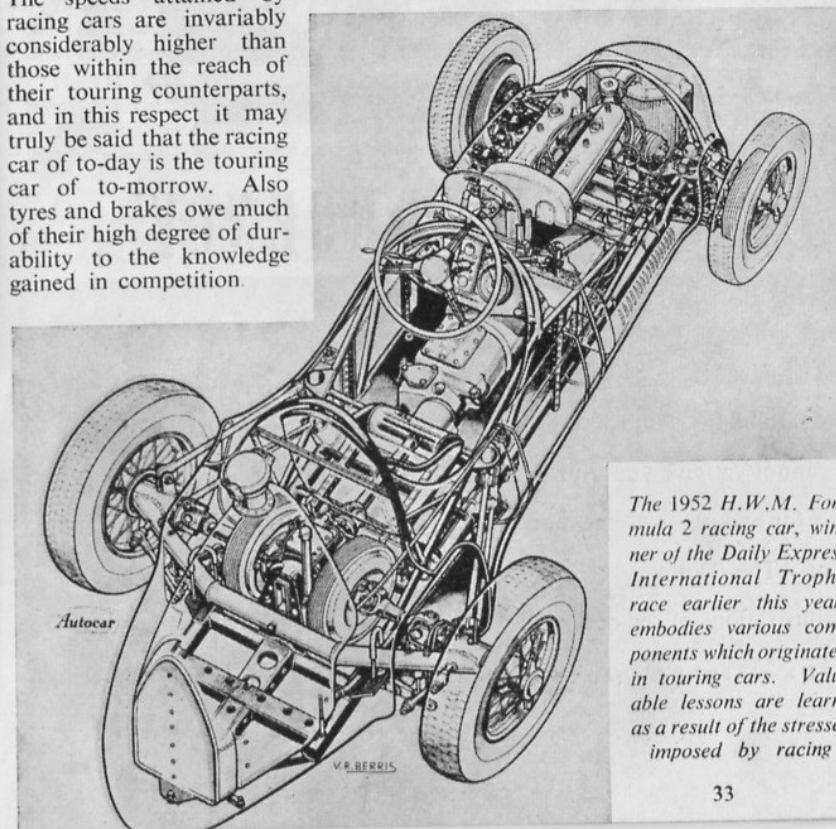


taken part in competition, they have benefited from the experience of those who have.

Many of the conclusions reached and the improvements made find their way into any and every car, because they affect components which are not made by the individual car manufacturers themselves but by specialist firms who serve the industry as a whole; therefore the many ultimately benefit from the initiative and experience of the few.

#### TO-MORROW'S TOURING CAR

One aspect of car design which unquestionably owes an immense amount to the racing world is that of road-holding and steering. Suspension design is naturally also affected, thereby indeed, is an integral part thereof. The speeds attained by racing cars are invariably considerably higher than those within the reach of their touring counterparts, and in this respect it may truly be said that the racing car of to-day is the touring car of to-morrow. Also tyres and brakes owe much of their high degree of durability to the knowledge gained in competition.



The 1952 H.W.M. Formula 2 racing car, winner of the Daily Express International Trophy race earlier this year, embodies various components which originated in touring cars. Valuable lessons are learnt as a result of the stresses imposed by racing



IT'S UNDOUBTEDLY A DAIMLER

# THE NEW DAIMLER



## 3-LITRE 'REGENCY'

The new 'Regency' is a magnificent new Daimler achievement—in fact we think it is the finest Daimler of its size ever built. Although we cannot yet give you a promise of delivery—as usual, all early production is for export—we can, however, let you have a copy of 'The Daimler News, packed with details and illustrations of the new car.

THE DAIMLER COMPANY LIMITED COVENTRY



BY APPOINTMENT  
Motor Car Manufacturers  
To the late King George VI

flexible pipes used for petrol and oil, to avoid fracture from the effects of vibration; the flexible drive up to the speedometer (or, in the case of the racing car, the revolution counter); all these things have been tested, modified and tested again in the course of many years of racing. It is surprising how, when the occasion comes to race a standard sports car, trouble can arise from components which are normally regarded as perfectly reliable, but it can be said that a car which has completed without trouble the course in the 24-hour race at Le Mans, covering perhaps 2,000 miles in the process, is good for at least 20,000 miles on the road in normal motoring.

### PRODUCTION COMPONENTS

It is a great tribute to the modern touring car, that those constructors of racing cars who are not fortunate enough to have behind them the resources of a large factory, can often utilise in their designs components taken straight from the production lines, as it were, which normally would form part of a car capable of scarcely more than half the speed.

The H.W.M. is a case in point; these cars are built in a small workshop with comparatively little financial backing, and John Heath, their designer and

constructor, has successfully made use of many components from production cars in their construction.

In a rather similar analogy, it may be remarked that the Rover turbine-engined car which recently set up a world's record for such vehicles utilised the suspension and steering of a normal production Rover, although attaining speeds almost double those of which the latter is capable.

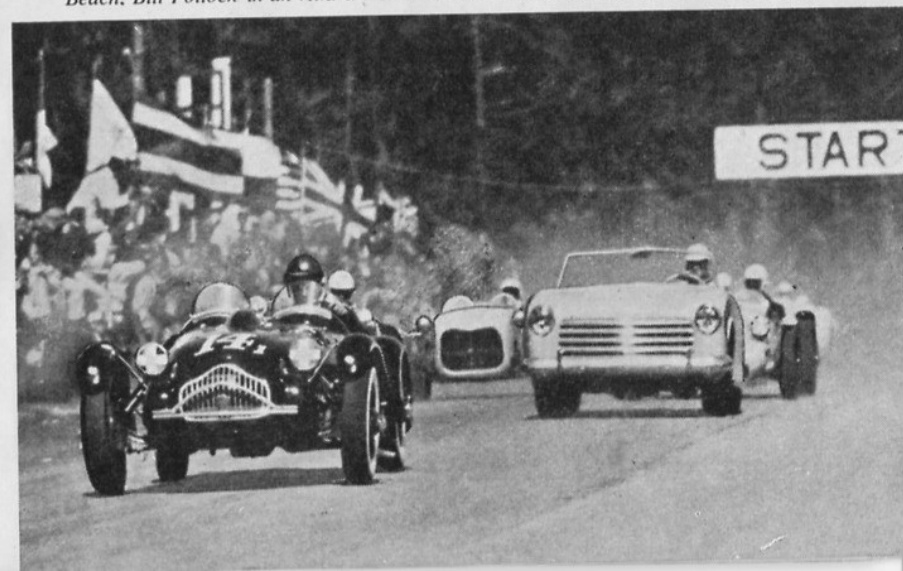
### PRESTIGE VALUE

Finally, let this be said. There is no one sole purpose for motor racing, say what the theorists may. On the one hand it does improve the breed, and the everyday car is the better for it.

Secondly, it is a valuable sphere of international competition, in which the products of one country are matched against those from many other nations. And a victory in this sphere is a definite incentive to the exports of the country concerned, which raises its value above many other similar fields of competition.

Thirdly, last but by no means least, it is a sport—the finest sport in the world, one of the cleanest, and one of the few in which romance, adventure and a certain spirit of knight-errantry still survive. What further justification could it need, were all else to fail?

*British sports cars with such marques as Jaguar, Frazer-Nash, M.G. and Jowett have contributed very largely to the great popularity of post-war motor sport in the U.S. At Pebble Beach, Bill Pollock in an Allard takes the lead at the start and holds it throughout*

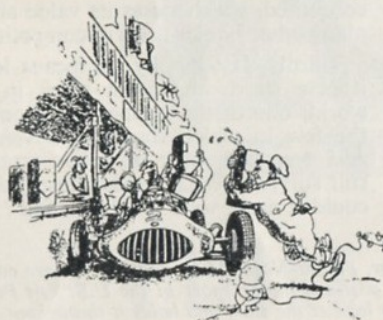




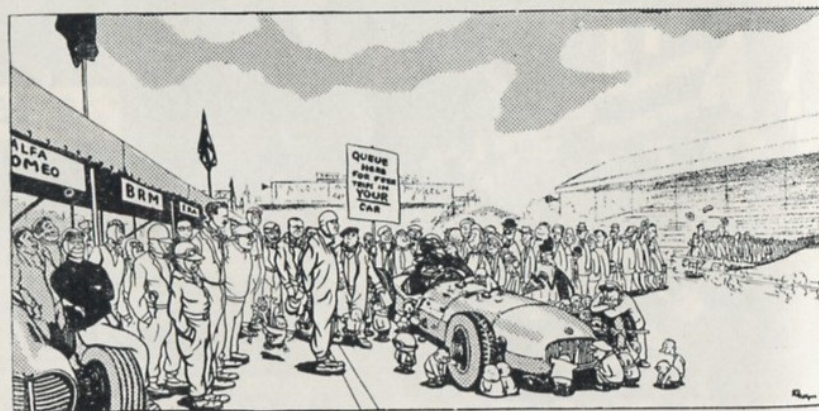


# GILES AT SILVERSTONE

'It says quite clearly—"25s. car ticket includes all passengers"'



'Come over here and play, Ronnie—you'll make the gentleman cross'

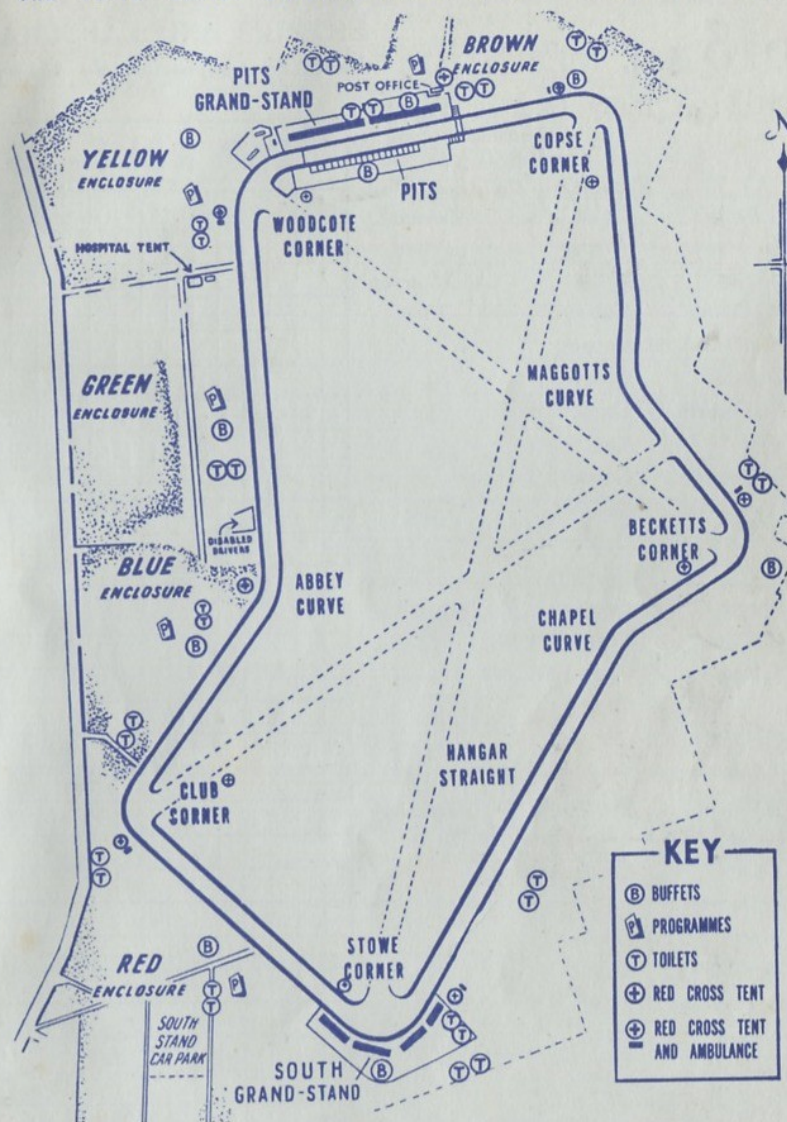


'If you're going to have a national car made with their pennies, what else can you expect?'

26-8-50

## SILVERSTONE CIRCUIT

THE FIFTH R.A.C. BRITISH GRAND PRIX · JULY 19 1952



**WARNING :** Motor Racing is dangerous and all persons attending at this track do so entirely at their own risk.

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

The information contained in this programme is strictly copyright.



**15 LAPS** (Approximately 45 miles)

and £50

(Complete Prize List on page 13)

[illegible]

**35 LAPS** (*Approximately 103 miles*)

	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	
25	25	25	/					24									24	24		24	24				24											
15	-	7						15									15	15		15					15											
		15						8									8		8					8												
		16						16									16		16					16												
		8						23									23		23																	
5	2							21									21		21																	
3	2		2					17																												
5	6		4					10																												
								7																												
								3																												
								11																												
2	3		3					9																												
	4							22																												
								25																												



3.55 p.m.

# DAILY EXPRESS

1st—A DAILY EXPRESS TROPHY (to be won outright) and £250

(Complete Prize List on page 13)

## ENTRIES

No.	Driver	Car	Capacity	Entrant	Country
1	N. H. Mann	Alfa Romeo (s)	2600 c.c.	Driver	GB.
2	D. Poore	Alfa Romeo (s)	3800 c.c.	"	GB.
3	J. Kelly	Alta (s)	1488 c.c.	"	Eir.
4	B. P. de Mattos	Alta (s)	1488 c.c.	L. Manduca	GB.
5	O. E. Simpson	Alta	1960 c.c.	R. York	GB.
6	G. M. Watson	Alta	1960 c.c.	Driver	GB.
7	J. F. Gonzales	B.R.M. (s)	1496 c.c.	B.R.M., Ltd.	A
8	K. Wharton	B.R.M. (s)	1496 c.c.	B.R.M., Ltd.	GB.
9	J. D. Barber	Cooper-Bristol	1971 c.c.	J. N. Cooper	GB.
10	R. N. Flockhart	E.R.A. (s)	1995 c.c.	Driver	GB.
11	F. R. Gerard	E.R.A. (s)	1995 c.c.	"	GB.
12	J. A. Somervail	E.R.A. (s)	1488 c.c.	"	GB.
14	A. G. Whitehead	E.R.A. (s)	1488 c.c.	"	GB.
15	G. Villoresi	Ferrari	4488 c.c.	Scuderia Ferrari	I.
16	F. Landi	Ferrari	4488 c.c.	Escuderia Bandeirantes	Br.
17	L. Rosier	Ferrari	4488 c.c.	Ecurie Louis Rosier	F.
18	W. A. Dobson	Ferrari	1955 c.c.	Scuderia Ambrosiana	GB.
19	W. J. Skelly	Frazer-Nash	1971 c.c.	Driver	GB.
20	O. Moore	H.W.M.-Jaguar	3814 c.c.	"	GB.
21	F. A. O. Gaze	Maserati (s)	2986 c.c.	L. W. Boyce	Aus.
22	J. M. James	Maserati (s)	1491 c.c.	Driver	GB.
23	'Bira'	O.S.C.A.	4500 c.c.	"	Th.
24	G. N. Richardson	R.R.A. (s)	1488 c.c.	"	GB.
25	E. Thompson	Delage (s)	1498 c.c.	R. R. C. Walker	GB.
26	P. Taruffi	Thinwall Special Ferrari	4488 c.c.	G. A. Vandervell	I.

(s)=Supercharged.

A.=Argentine. Aus.=Australia. Br.=Brazil. Eir.=Eire.  
F.=France. GB.=Great Britain. I.=Italy. Th.=Thailand.

# THE FIFTH R.A.C. BRITISH GRAND PRIX

11.45 A.M.

85 LAPS (Approximately 249 miles)

1st — A Daily Express Silver Trophy (to be won outright),  
the Mervyn O'Gorman Trophy (Perpetual) and £500

(Complete Prize List on page 13)

## ENTRIES

No.	Driver	Car	Capacity	Entrant	Country
1	A. G. Whitehead	Alta	1960 c.c.	Driver	GB.
2	W. S. Aston	Aston-Butterworth	1980 c.c.	"	GB.
3	K. McAlpine	Connaught	1960 c.c.	"	GB.
4	K. H. Downing	Connaught	1960 c.c.	"	GB.
*5	E. Thompson	Connaught	1960 c.c.	"	GB.
*6	D. Poore	Connaught	1960 c.c.	"	GB.
7	David Murray	Cooper-Bristol	1971 c.c.	Ecurie Ecosse	GB.
8	Reg Parnell	Cooper-Bristol	1971 c.c.	A. H. M. Bryde	GB.
9	J. M. Hawthorn	Cooper-Bristol	1971 c.c.	L. D. Hawthorn	GB.
10	Eric Brandon	Cooper-Bristol	1971 c.c.	Ecurie Richmond	GB.
11	Alan Brown	Cooper-Bristol	1971 c.c.	Ecurie Richmond	GB.
12	Stirling Moss	E.R.A.	1971 c.c.	E.R.A., Ltd.	GB.
14	R. Baird	Ferrari	1980 c.c.	G. Caprara	GB.
15	A. Ascari	Ferrari	1980 c.c.	Scuderia Ferrari	I.
16	G. Farina	Ferrari	1980 c.c.	Scuderia Ferrari	I.
17	P. Taruffi	Ferrari	1980 c.c.	Scuderia Ferrari	I.
18	L. Rosier	Ferrari	1980 c.c.	Ecurie Louis Rosier	F.
19	R. Fischer	Ferrari	1980 c.c.	Ecurie Espadon	Sw.
20	P. Hirt	Ferrari	1998 c.c.	Ecurie Espadon	Sw.
21	P. N. Whitehead	Ferrari	1998 c.c.	Driver	GB.
22	Ken Wharton	Frazer-Nash	1971 c.c.	Scuderia Franera	GB.
*23	T. A. D. Crook	Frazer-Nash	1971 c.c.	Driver	GB.
24	R. Manzon	Gordini	1990 c.c.	Equipe Gordini	F.
25	J. Behra	Gordini	1990 c.c.	Equipe Gordini	F.
26	'Bira'	Gordini	1990 c.c.	Equipe Gordini	Th.
27	J. Claes	Gordini	1500 c.c.	Ecurie Belge	B.
28	F. A. O. Gaze	H.W.M.	1960 c.c.	Driver	Aus.
29	P. Collins	H.W.M.	1960 c.c.	H.W.M., Ltd.	GB.
30	D. Hamilton	H.W.M.	1960 c.c.	H.W.M., Ltd.	GB.
31	Lance Macklin	H.W.M.	1960 c.c.	H.W.M., Ltd.	GB.
32	E. de Graffenried	Maserati-Platé	1995 c.c.	Driver	Sw.
33	H. Schell	Maserati-Platé	1995 c.c.	Enrico Platé	US.
34	G. Bianco	Maserati	1996 c.c.	Escuderia Bandeirantes	Br.
35	H. Cantoni	Maserati	1996 c.c.	Escuderia Bandeirantes	Ur.

\* Reserve Entries.

Aus.=Australia. B.=Belgium. Br.=Brazil. F.=France. GB.=Great Britain.  
I.=Italy. Sw.=Switzerland. Th.=Thailand. Ur.=Uruguay. US.=U.S.A.

For Lap Chart see overleaf.



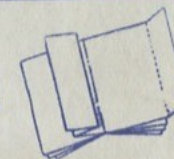
Car No.	Driver	Car No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33				
1	A. G. WHITEHEAD	Alta	1																																				
2	W. S. ASTON	Aston-Butterworth	2																																				
3	K. McALPINE	Connaught	3																																				
4	K. H. DOWNING	Connaught	4	3	4	5	5	5	4	4	5	5	5	5	5	5	5	5	5						6	6	6	6	6	5									
5	E. THOMPSON	87.4 Connaught	5	5	5	7																																	
6	D. POORE	88.3 Connaught	6	4	3	4	3	4	4	3	3	3	3	3	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3							
7	DAVID MURRAY	Cooper-Bristol	7																																				
8	REG PARNELL	Cooper-Bristol	8	6	8																																		
9	J. M. HAWTHORN	88.6 Cooper-Bristol	9	6					7									7	6	6	5	5	5	5	5	5	5	5	5	5	5	4							
10	ERIC BRANDON	Cooper-Bristol	10																																				
11	ALAN BROWN	Cooper-Bristol	11																																				
12	STIRLING MOSS	E.R.A.	12																																				
14	R. BAIRD	Salvadori Ferrari	14																																				
15	A. ASCARI	90.92 Ferrari	15	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	
16	G. FARINA	87.27 Ferrari	16	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
17	P. TARUFFI	89.81 Ferrari	17	7	5	6	6	5	4	4	4	4	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2						
18	L. ROSIER	Ferrari	18																																				
19	R. FISCHER	Ferrari	19																																				
20	P. HIRT	Ferrari	20																																				
21	P. N. WHITEHEAD	Ferrari	21																																				
22	KEN WHARTON	Frazer-Nash	22																																				
23	T. A. D. CROOK	Frazer-Nash	23																																				
24	R. MANZON	Gordini	24																																				
25	J. BEHRA	Gordini	25																																				
26	'BIRA'	Gordini	26																																				
27	J. CLAES	Gordini	27																																				
28	F. A. O. GAZE	H.W.M.	28																																				
29	P. COLLINS	H.W.M.	29																																				
30	D. HAMILTON	H.W.M.	30																																				
31	LANCE MACKLIN	H.W.M.	31																																				
32	E. de GRAFFENRIED	Maserati-Platé	32																																				

\* Reserve entries.

HOW TO USE THIS LAP CHART →

For early laps open the left flap outwards

2



To fill in reverse fold and fold in



[illegible]

John Eason Gibson      James Tilling  
Tom Walkerley



## 1

[illegible]

Fold at 'B' to fill  
concluding laps

## J. M. Fanglo



## Demonstration Run of the Rover

# GAS TURBINE CAR

IN 1951 the Dewar Trophy, reserved for outstandingly high technical achievement, was awarded by the R.A.C. to the Rover Company for their work in pioneering the world's first gas turbine car. Then, last month, this paraffin-burning phenomenon flashed along the Ostend-Ghent motor road to claim new and unique records for Britain.

Driven by Spenser King and Peter Wilks, the car achieved the remarkable average speed of 151.965 m.p.h. for the flying kilometre. The engine used has produced over 200 b.h.p. and weighs about 500 lb. The whole car weighs 25 cwt.—comparable to a medium family car. Geared through a transfer box at a 30-1

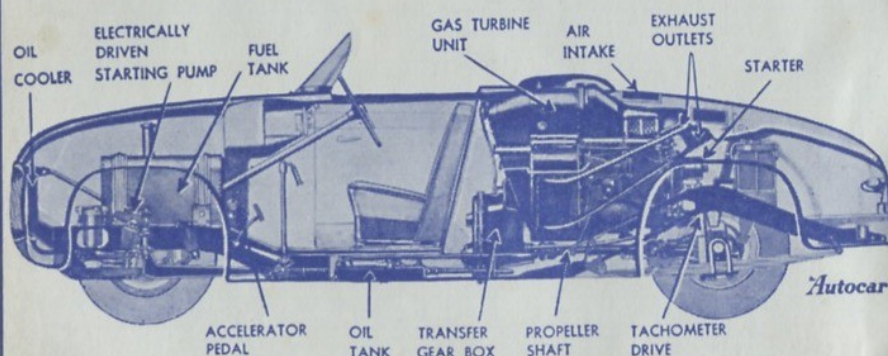
reduction ratio, the turbine turned at some 40,000 r.p.m. when establishing the record.

To-day's demonstration will be given after the Grand Prix race and you will see Peter Wilks and Spenser King in the car during the run.



Spenser King at the wheel of the Turbine Car with Peter Wilks before its record-breaking run in Belgium

### THE RECORD-BREAKING CAR IN DETAIL



## Results of— BRITISH GRANDS PRIX

### \* SILVERSTONE — 287 miles

1	Maserati	Villoresi	72.78 m.p.h.
2	Maserati	Ascari	72.19 m.p.h.
3	E.R.A.	Gerard	71.54 m.p.h.
4	Talbot	Rosier	70.65 m.p.h.

### \* SILVERSTONE — 300 miles

1	Maserati	de Graffenried	77.31 m.p.h.
2	E.R.A.	Gerard	76.95 m.p.h.
3	Talbot	Rosier	76.21 m.p.h.
4	E.R.A.	Hampshire	75.94 m.p.h.

### SILVERSTONE — 202 miles

1	Alfa Romeo	Farina	90.95 m.p.h.
2	Alfa Romeo	Fagioli	90.92 m.p.h.
3	Alfa Romeo	Parnell	90.37 m.p.h.
4	Talbot	Giraud-Cabantous	88.33 m.p.h.

### SILVERSTONE — 253 miles

1	Ferrari	Gonzales	96.11 m.p.h.
2	Alfa Romeo	Fangio	95.61 m.p.h.
3	Ferrari	Villoresi	93.39 m.p.h.
4	Alfa Romeo	Bonetto	92.44 m.p.h.

### SILVERSTONE — 249 miles

1	.....	.....	.....
2	.....	.....	.....
3	.....	.....	.....
4	.....	.....	.....

\* In 1948 and 1949 a different, and slower, circuit was used

1948

1949

1950

1951

1952



# These Men Found

## SPEED

by DENNIS MAY

### 1. ENZO FERRARI

Enzo Ferrari, mastermind behind the Ferrari cars racing at Silverstone to-day, has more experience up his sleeve than you can shake the proverbial stick at.

His long career in motor racing enterprises falls into two phases; in the first he strove to put the *marque* Alfa Romeo on top of the world, in the second he fought to beat the daylights out of Alfa Romeo.

Now in late middle age, but still physically tough and intellectually as



Enzo Ferrari

sharp as a tack, Ferrari first came into the public eye 32 years ago, as a racing driver. From 1920 to '28 he handled Alfa Romeos in Grand Prix races all over Europe, with considerable success.

Then, in 1932, at which time he had a garage business of his own in Modena, the Alfa Romeo factory selected Ferrari to run their official racing team for them. And so the Scuderia Ferrari, destined for a high place in the roll of speed fame, was founded.

For a badge, Ferrari chose the prancing horse emblem which was to distinguish the famous *Monoposto* Alfas

of the 'thirties, and would later hallmark the cars bearing his own name.

During 1933, the first full year of the Scuderia's existence, the team of Alfa Romeos organised by Enzo Ferrari swept the board in Grand Prix racing, as well as scoring heavily in the hill-climb and sports car fields. It was then that the *Chef d'Equipe's* brilliance as an engineer, a talent picker, a strategist and a tactician came to be universally recognised.

After the war, Enzo Ferrari set up on his own as a constructor of racing cars, concentrating at first on Formula 2 (unsupercharged 2-litre) jobs and rapidly attaining supremacy in this sphere. Then in '48 he turned to full Grand Prix work, fielding a supercharged 12-cylinder design of 1½-litres.

This 'blown' car had a great run of success in 1949, during which year Alfa Romeo gave the game a miss altogether, and at other times offered Alfas a spirited but seldom wholly successful challenge.

Then in 1950 the first of a series of large unsupercharged Formula 1 Ferraris made its appearance, paving the way for the 4½-litre V-12 design which last year clinched outright wins in the Pau, San Remo, Syracuse, Pescara, British, German and Italian Grands Prix. In the British, German and Italian classics, Enzo Ferrari's cars met and beat the vaunted Type 159 Alfa Romeos on level terms. Over and above that, Ferrari's Formula 2 cars continued to be almost invincible, while his sports machines also ran up an impressive list of firsts and places, in America as well as Europe.

And now, with Alfa Romeo on the retired list again, anyway temporarily,

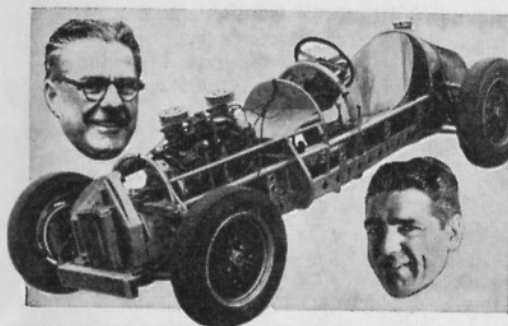
and the B.R.M. not yet developed to a state of proved reliability, Ferrari products are scoring virtual walkovers in the 1952 Formula 1 races, while the betting is likely to favour a Ferrari victory in to-day's big race, the first Formula 2 British G.P. in the book.

Enzo Ferrari has two establishments,

together employing less than 300 technicians and workpeople, one at Modena where servicing of racing and production cars is carried out, the other at Maranello, where the actual constructing is done. To-day the name Ferrari is synonymous with superlative craftsmanship and advanced design.

### 2. CHARLES AND JOHN COOPER

The Coopers, father and son—Charles and John respectively—are prime practitioners of the modern technique of running up new designs of racing car quickly and cheaply.



Charles and John Cooper and a chassis view of their famous Cooper-Bristol

Their first racing car, the famous Cooper 500, was 'designed' with bits of chalk on the floor of their small garage at Surbiton, Surrey, and brought to a raceworthy state in only five weeks. It took an even shorter time to adapt

the fully-developed 500 c.c. to take a 1,000 c.c. engine, with twice the power of the half-litre, and this year they sprung another mechanical mushroom on the world in the form of the instantly successful Cooper-Bristol. No fuss, no bother, no fanfares.

Cooper *père* used to be racing mechanic to Kaye Don in Don's heyday, and, despite advancing years, sometimes races a 500 c.c. Cooper himself. John, dark-skinned, quick and with likeable mannerisms, was one of the three original pioneers of 500 c.c. racing, back in '47, since when he has piloted his own products in every kind of speed work, with consistent success. John is married, with one offspring, and is 29 years of age.

His training in the small h.p. field started early. His first car—a miniature petrol-driven job—was built by his father and presented to Cooper Jnr. at the age of nine. Nothing like starting them young!

### 3. JOHN HEATH AND GEORGE ABECASSIS

The success of the H.W.M., Britain's first important Formula 2 car, bears testimony to the diligent and clever private enterprise of John Heath and George Abecassis, partners in a garage business at Walton-on-Thames, Surrey. The initials, by the way, stand for Hersham & Walton Motors.

Heath usually being the more lime-lit of these two (not due to any publicity-seeking on his part), let's for once get Abecassis in the sights, because his contribution to the H.W.M. cause is often under-rated anyway.



John Heath



George has been in the racing game since the early 'thirties, with, of course, a slight break for the recent hostilities, during which he served with the R.A.F., first as a bomber pilot, then as an instructor, later as a dropper of arms and other supplies to sundry underground movements. Finally he was shot out of the air by the Luftwaffe and taken prisoner. His flying exploits won him the D.F.C. and mention in despatches.

Most of his own racing has been done on Alta and Alta-based cars (the H.W.M. has an Alta engine), but there have been other makes in his life too—Aston Martin, for instance, and E.R.A., Bugatti and Maserati. Abecassis undoubtedly bears a charmed life, having survived more and worse crashes than any other British driver who comes to mind offhand. Yet until the recent rule came in making crash hats compulsory for racing, George never wore one.



George Abecassis

In immediate pre-war days he was the special idol of London's race crowds at the Crystal Palace road circuit, of which he was for some long time the uncrowned king. Married, he has a family. His partnership with tall, gangling, good-looking, quiet-voiced John Heath began after the war.

#### 4. LESLIE JOHNSON

If, as many shrewd students expect, Leslie Johnson succeeds in securing for the modern E.R.A., in Formula 2 racing, the position that the pre-war



Leslie Johnson

supercharged Types A, B, and C enjoyed in the *Voiturette* field, he will go down in history as the equal of that great defender of Britain's speed prestige Humphrey Cook, whose backing made

possible the *marque's* Continent-wide successes in the 'thirties.

Outside of manufacturing companies Johnson is probably the busiest man with a finger in the British racing pie. Most of his business interests, which are many and varied and include large timber operations, are based on the inner fringe of Essex, but the E.R.A. workshops have Dunstable, Bedfordshire, as their *locale*. Leslie took these premises over from Cook when the stable changed hands in early post-war days.

Johnson's most striking personal feature is perhaps the utter contrast between his pedestrian and racing selves. With his feet on the ground he is so polite, so seemingly deferential even to those with no particular claim to suavity, that a stranger might almost consider him naïve. But put him in the cockpit and the 'after-you-Claude' manner vanishes in a split-second. From the word 'go' he drives with a tigerish vehemence all his own. Most recent personal triumphs: placed higher than any other British driver in both of Europe's greatest sports car races—Mille Miglia and Le Mans.



The author in his present-day 'Tiger Kitten' (Jota)

## The 500 c.c. Movement

by

CLIVE LONES

It all began, as do most things, through the necessity which fosters invention. During the latter part of the war, I knew that a few of the Bristol Aero and racing boys had dreamt for some time about launching a racing car of about 500 c.c. which could be built and run cheaply to suit a more or less impecunious owner.

be totally inadequate for the speeds I had contemplated.

I happened to have a late 1937 T.T. J.A.P. engine, so the Austin 7 unit was removed and the single-cylinder job put in its place. This car was completed with a more or less sketchy body in readiness for the 1946 Prescott Hill Climb and I christened it 'Tiger Kitten.'

About the same time, there appeared in the motor press a picture of a car which my friend and rival, Colin Strang, was building and it turned out that he

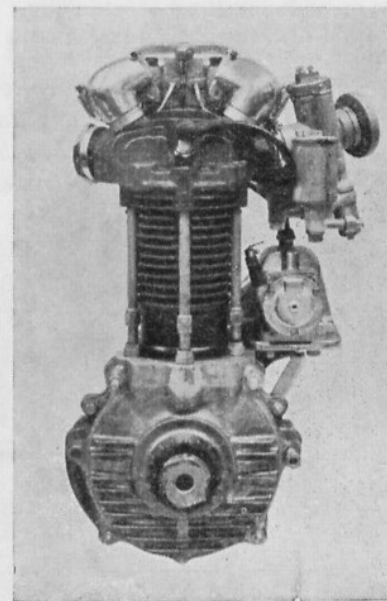
#### THE '500 CLUB'

In the winter of 1945 I was asked by Mr. S. C. H. Davis, then Sports Editor of 'The Autocar,' if I was interested in building a 500 c.c. racer. I immediately answered that I was particularly enthusiastic, as I had been successful in racing Morgan 3-wheelers fitted with a small engine at Brooklands between the late 'twenties and early 'thirties, so it came quite naturally to me to relish the idea of a 500 c.c. racing car.

I soon became a member of the Committee of the newly formed '500 Club' in Bristol, of which 'Sammy' Davis was President, and regulations were evolved for the construction of amateur-built cars. I got to work right away on the major task of designing and building a suitable machine with the materials available at that time.

#### 'TIGER KITTEN'

As money was the main bugbear, I purchased an old 1935 Austin 7 h.p. van, discarded the body and mudwings, overhauled the chassis and lined the engine down to 500 c.c. This on trial, after some experiment, was found to



The J.A.P. Speedway 500 c.c. engine



## WHY SHOULD I BUY A BENTLEY

from **Jack BARCLAY Ltd?**



Because during the last 26 years Jack Barclay Ltd. have specialised in Rolls-Royce and Bentley cars exclusively. By choosing a Bentley from their very comprehensive selection you obtain the finest car in the World—

PLUS these advantages :—

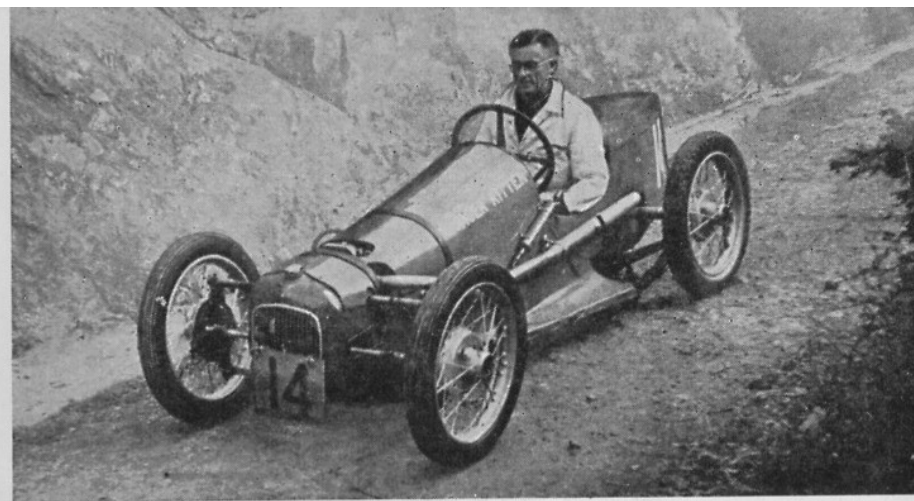
- ★ *The facilities of the largest and best equipped Service Works operated by any Rolls-Royce and Bentley Retailer.*
- ★ *Every used Bentley has been thoroughly overhauled by Rolls-Royce trained mechanics to give it*

### NEW CAR PERFORMANCE.

#### POST-WAR BENTLEYS NOW OFFERED . . .

1947 models from	... ..	£2750	1949 models from	... ..	£3500
1948 models from	... ..	£3000	★ 1950 models from	... ..	£4000

London Showrooms :— Hanover Sq. W.1 Mayfair 7444 Berkeley Sq. W.1 Grosvenor 6811  
Service Works : Lombard Road, Merton, S.W.19 Liberty 7222



*The 1948 edition of the 'Tiger Kitten' in Jersey*

and I had many an excellent duel in various hill climbs over the country.

#### RELIABLE ENGINE

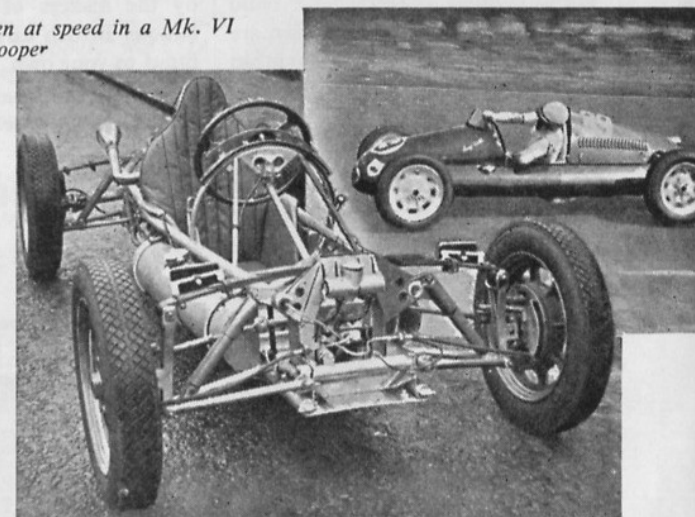
I valued the engine at £40 and, without counting my own time and labour, the machine was built for about £80, including tyres ! I think that, during development over four years and getting the machine into the condition shown in the picture above, which was taken at Bouley Bay in 1948, the cost amounted to about £500.

The original engine b.h.p. was in the

neighbourhood of 30 at 5,500 r.p.m., approximately 44 b.h.p. on a compression ratio of 14.2 to 1. At this b.h.p. the engine was particularly reliable and dead easy to start.

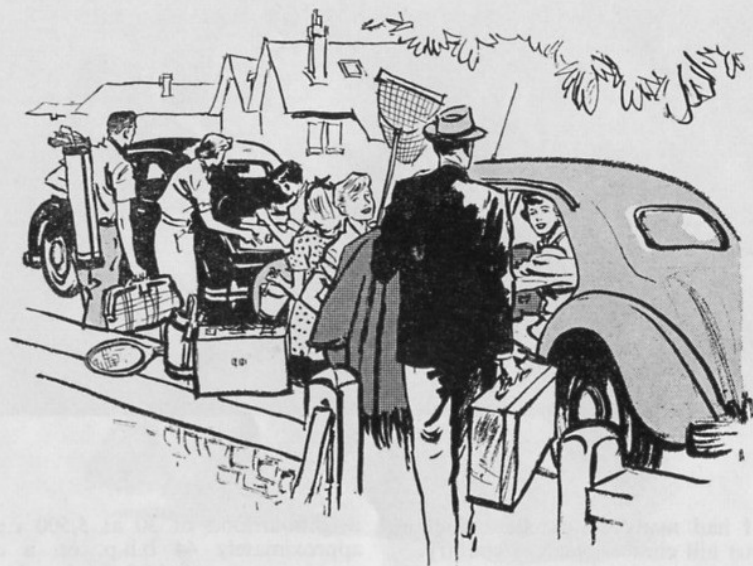
Of course, one learned by bitter experience in these early days and, as I had no special equipment for research and experiment, most of my work was based on the process of trial and error—firstly to try to get the machine to steer properly under racing conditions and corner in the technique known as 'drifting,' and then getting the brakes to work. In the first instance, I had to

*(Right) George Wicken at speed in a Mk. VI Cooper*



*This view shows the Cooper with elliptical transverse spring, hydraulic shock absorbers and brakes. When fitted with a 500 c.c. engine the car weighs 5 cwt.*





## Which family will reach the seaside fresher?

— and how can you tell?

These two families are about to set out on their holidays; but one of them is going to arrive at their journey's end much fresher than the other. Why? Because one of them, as you will see from a closer look at the illustration, has car radio—and to anyone with a car full of family and luggage, car radio means contentment. Bored children are restless children. Restless children mean irritable parents. But radio keeps every-

one occupied, and the driver can concentrate on driving. There's no doubt about it: "H.M.V." Car Radio means pleasanter, safer\* driving and freshness at the journey's end. That's one of the many reasons why "H.M.V." Car Radio is exclusively fitted and recommended by the makers of no fewer than 24 famous British cars. It could easily be fitted to your own.

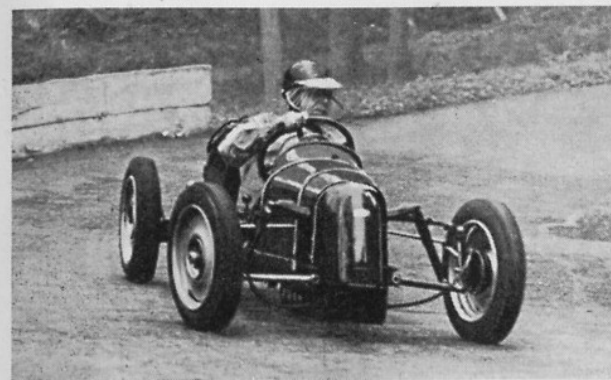
*\* Monotony and boredom have long been recognised as the enemies of alertness.*

## "HIS MASTER'S VOICE" CAR RADIO

MARKETED BY

SMITHS RADIOMOBILE

S. SMITH & SONS (RADIOMOBILE) LTD., 179-185 GREAT PORTLAND STREET, LONDON, W.1



*'... my old friend and rival Colin Strang.' Telescopic shock absorbers, disc wheels and a very commendable performance—Strang is shown here during the Prescott Hill-climb in 1948*

rely on the original brakes which were not up to the work required under racing conditions, but I am glad to be able to record that with the exception of perhaps one or two instances, my home-made machine was placed in every event I entered from 1946 to 1949, including Shelsley Walsh, Prescott, Poole, Brighton, and Bouley Bay,

### PROTOTYPE MACHINE

In these pioneering days, Colin Strang and I had the field more or less to ourselves, but a few months after our commencing there appeared a very beautifully designed and finished machine which is now the well-known-and-tried Cooper. This rather put my home-made effort into the shade, but I am pleased to say that even when I had to discard my original machine in 1949, I was never very far behind the works-produced Cooper in sprints and hill climbs.

During the four years I had my home-built machine, the Coopers were, of course, gaining experience on long-circuit racing, which we all recognised was necessary to produce what we now

know as a successful machine for high-speed racing up to 200 miles.

There are now several fine 500 c.c. racing cars being manufactured professionally which incorporate ideas that have been evolved by some of the finest brains in the industry, so that the original conception of an amateur-built machine at moderate cost has almost faded into the past and the whole business has become highly specialised.

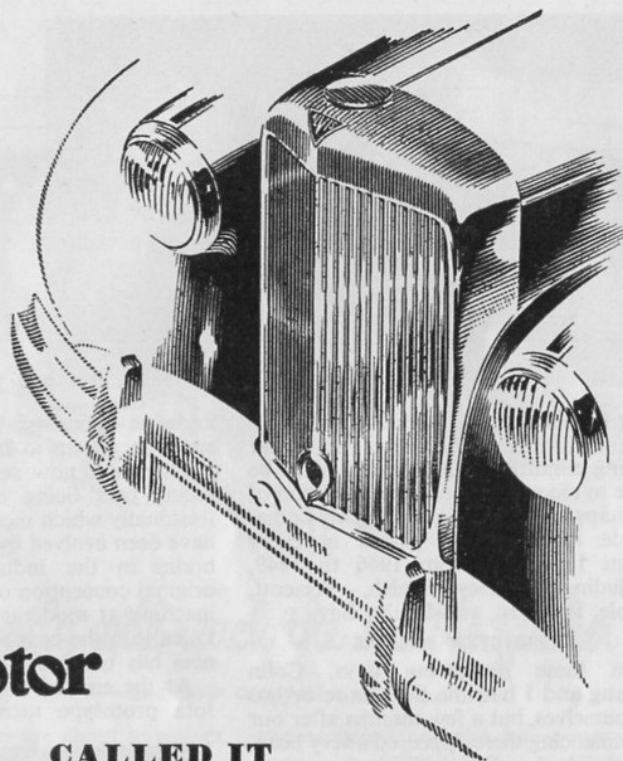
At the end of 1949 I purchased the Iota prototype racing car from Iota



*The 500's get away in a thunderous massed start at the May 10th Daily Express Silverstone Meeting (below). Stirling Moss in his Kieft (above) in the same race, when he unexpectedly fell back to third position owing to brake trouble*







**The Motor**

**CALLED IT**

## *“Continuity of Character”\**

You can call it “tradition”. You can call it “breeding”. Whatever you choose to call it, the more you know about cars, the more you appreciate the quality of greatness that, from first to last, has distinguished the name of ALVIS.

\* In “The Motor” Road Test of the new Alvis 3-litre saloon on January 16th 1952.

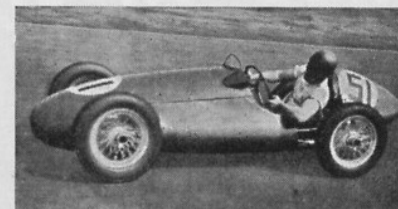


**ALVIS LTD • COVENTRY • THREE LITRE: SALOON DROP-HEAD COUPÉ**  
A.L.22

Racing Cars, whose producer—a brilliant and highly skilled aero engineer—brought a lot of his very advanced ideas into the design of this small car, the body of which was based on wind tunnel experiments. Even after four years it is considered one of the best in the world as regards streamlining, and aerodynamics. The rear springing of this prototype Iota is by rubber in torsion and the rear axles are of the swing arm type, similar to those now used on the Kieft and Mackson. No differential is used, and a normal layout of motor-cycle gear box unit driven to and from the engine, with forward mounted fuel tank and front springing of the well-tried sliding pillar type.

### **ROOM FOR IMPROVEMENT**

The 500 c.c. single Norton and J.A.P. engines have been the most successful as regards both speed and reliability. We hope for the day when Norton, J.A.P. and such firms will turn out either a twin or 4-cylinder engine of that size, which will develop in the neighbourhood of 50 b.h.p., with a good low-down



*Typical 500 c.c. car of to-day—the Emerson, driven by Paul Emery*

power output. While the single-cylinder engine is a most excellent piece of machinery, I find that the vibration peculiar to this type is most difficult to contend with as regards engine plates and instruments.

From personal experience on Silverstone, and other airfields, excellent though the present type of 500 c.c. machine is regarding steering and road holding, it still has plenty of room for improvement, and I believe that in a few years' time we shall see even better road holding and springing performance than we have to-day. Long life to the 500 Movement!

---

## **DAILY EXPRESS** **NATIONAL MOTOR RALLY** *and Concours d'Elegance*

Organised by the M.C.C.

NOVEMBER 12th to 15th, 1952

### **STARTING POINTS**

- |                   |              |
|-------------------|--------------|
| 1. PLYMOUTH       | 5. CARDIFF   |
| 2. MANCHESTER     | 6. GLASGOW   |
| 3. LEAMINGTON SPA | 7. LONDON    |
| 4. NORWICH        | 8. HARROGATE |

**FINISHING POINT — BRIGHTON**

**WATCH FOR DETAILS IN YOUR**

## **DAILY EXPRESS**

---





## .. WATCHING THE SILVERSTONE ACES

'I can't imagine what you see in it. Just a lot of noisy cars going round and round for hours and hours on end.'

We've all heard that sort of comment at one time or another when we've been discussing a motor race, or perhaps planning our next visit to Silverstone. Usually, I suggest, it is made by people who have never been to a first-class meeting to see for themselves. For I defy even the most cynical eyes and stony hearts to escape that tingling of anticipation and excitement which immediately precedes the drop of the starter's flag, and the howl of the unleashed pack as the cars leap off into the first bend of the race.

But it must also be admitted that motor racing is a technical and highly complex sport, and that to obtain full value for his money the spectator must know what to look for, and be ready with at least plausible answers to the questions of his feminine companion.

In this he is greatly assisted by the course commentary, and also this programme. May I strongly recommend that you listen for the one, and read the other, particularly if this is your first visit to a circuit.

### WATCH THE MASTERS OF THE ART

Let's take the programme first. Have a look at the personal notes about the drivers, and think of them as chaps like you and me, and not as some distant beings from another planet. It's true, of course, that they are men of outstanding courage and merit at the wheel—otherwise they wouldn't be here at all. But like you and me, they are the prey of doubts

by Sports Commentator **RAYMOND BAXTER**

and fears and fatigue, although it's sometimes hard to realise this elementary fact.

Consider the way in which the real masters of the art put their cars round a corner—speed judged to a nicety, distance to the nearest inch—the whole thing made to look ridiculously easy. But then take another look at the attitude and position of the car as it sweeps gracefully round, say, Woodcote. You'll notice that the direction actually followed by the car is not that in which it is pointing. But yet the front wheels appear to be in line with the body. The car is, of course, in 'a four wheel drift', centrifugal force pushing it sideways across the road. The driver is controlling the car as much with the throttle as with the steering wheel.

Notice, too, the 'line' followed by various drivers on any given corner, and you will also see that the really great never vary from that line by more than a few inches. Not only are they getting round as quickly as it is humanly possible, but they are also placing the car at the exit of one curve ready for the entry into the next. Watch for and listen to the gear changes, and see how smoothly the masters stroke the cogs into place.

### SIGNALS IN THE PITS

Now study the style of the man at the wheel. Stirling Moss sitting far back and erect, always calm, a study of relaxed concentration. Tony Rolt puffing out his cheeks when he's really trying. Mike Hawthorn showing his teeth, Duncan Hamilton always having 'a tremendous go' and Ken Wharton who has made a serious study of the great Fangio.

Notice, too, the expressions and behaviour of the people in the pits, not only during stops to refuel and change wheels, but while the car is at full chat on the road.



'Stirling Moss sitting far back, always calm'



'Tony Rolt puffing out his cheeks ...'

In a long race like the Grand Prix we are watching to-day, a driver will only have a vague idea of his position in the field after he has completed the first few laps. From then on, it's up to the pit staff to control his strategy in the race. Signal boards are held out to the drivers. They may bear two sets of figures, e.g. 2/1 : 05, which might inform the driver that he is second, one minute and five seconds behind the leader. Or perhaps the signals



Raymond Baxter—well-known for his B.B.C. motor racing broadcasts



'Mike Hawthorn showing his teeth'



'Duncan Hamilton having a tremendous go'



'Ken Wharton ... a serious study of the great Fangio'



Too good  
to 'miss'...



SMITHS

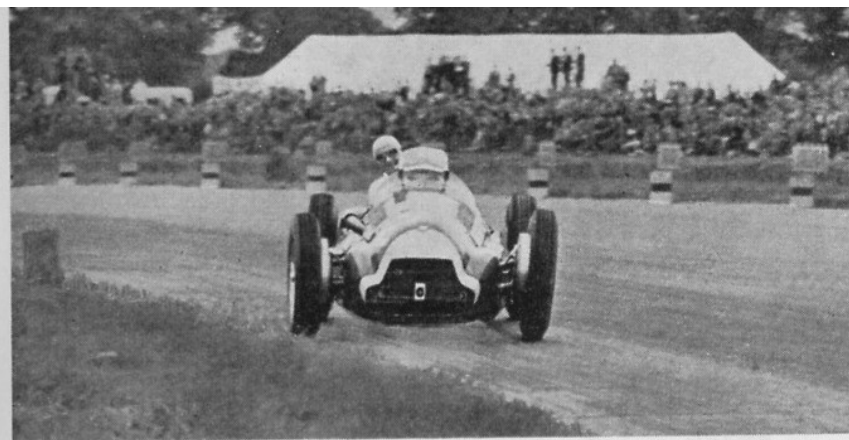
**K.L.G.**

sparkling plugs

GOODWOOD, 1952

Five wins and  
4 other places  
all on K.L.G

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2  
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED



*'In a four wheel drift . . .'* Fangio at Woodcote while chasing Gonzales in the 1951 British Grand Prix

may be in a code known only to the team. If you are following the race closely you may be able to guess what those code signals mean. Listen to the course commentator for those things happening outside your range of vision. He will be keeping his own lap chart (he's done it before!) and informing you from it.

#### BATTLES BEHIND THE LEADERS

But with the second hand of your watch you can have a lot of fun. Try timing various cars through one of the curves, always keeping your 'observed section' as long as practicable. Check the consistency of a man's lap times on consecutive circuits. Measure the interval between pursuer and pursued for yourself, and don't confine your attention to the leading cars only. Very often you can spot a tremendous private war going on between cars lying well down in the field. A good driver never gives up the struggle even if things look bad at the moment. In motor racing Lady Luck has a very strong hand in the proceedings, and the complete picture of a race can change in seconds.

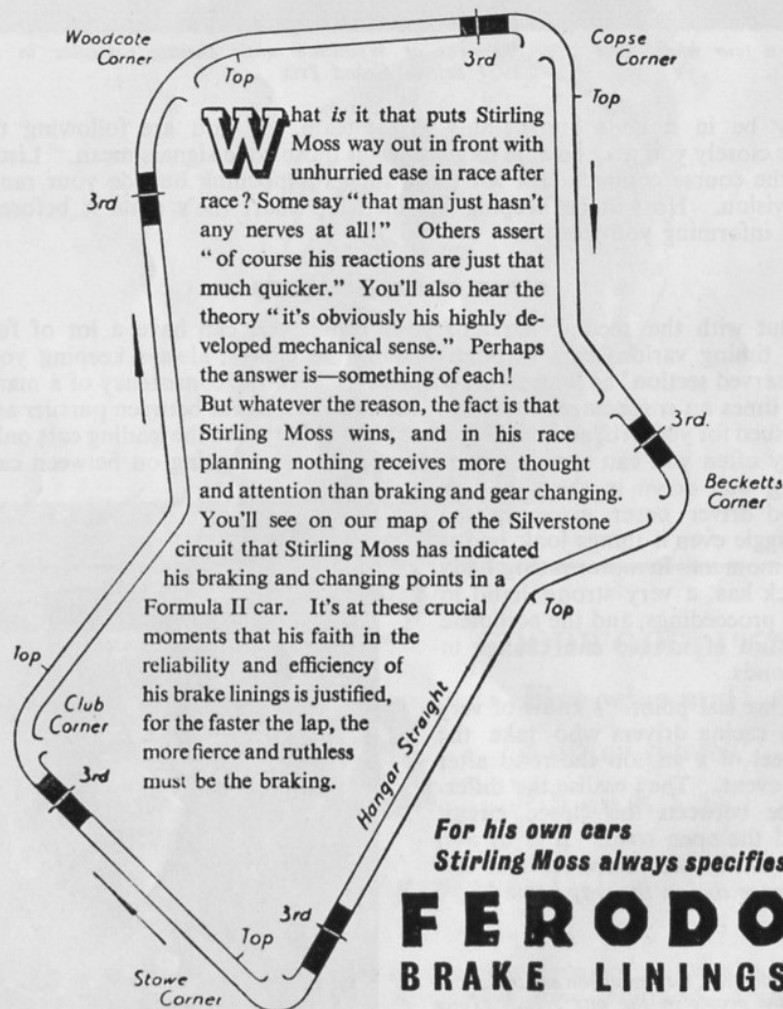
One last point. I know of very few racing drivers who take the wheel of a car on the road after an event. They realise the difference between the closed circuit and the open road. *It is as well for us that we remember that difference too on the way home!*

*'Notice, too, the expression and behaviour of the people in the pits . . .'* Tony Gaze's Alta in the mechanics' hands during this year's Daily Express Trophy Meeting at Silverstone





# Round SILVERSTONE with STIRLING MOSS



FERODO LTD., CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Organisation

## Acknowledgments

The Daily Express and the British Racing Drivers' Club wish to thank the following individuals and organisations for their valuable co-operation :

- Northamptonshire Fire Brigade and Chief Officer  
H. W. Hepinstall, M.B.E., B.E.M.
- National Fire Protection Co. Ltd.
- W. Grose Ltd. (Northampton), Arthur Mulliner  
(Northampton), Dennis's Garage (Wisbech) and  
S.W. Motors Ltd. (Northampton).
- Captain R. H. D. Bolton, Chief Constable of  
Northamptonshire.
- Colonel T. R. P. Warren, Chief Constable of  
Buckinghamshire.
- Esso Petroleum Co. Ltd., and Shell-Mex & B.P. Ltd.
- Burroughs Adding Machines Ltd.
- Joseph Lucas Ltd.
- The Rootes Group.
- Lagonda Ltd./Aston Martin Ltd.
- Harry Ferguson Esq., Messrs. Harry Ferguson Ltd.
- W. Lyons Esq., Messrs. Jaguar Cars Ltd.
- Chief Superintendent R. Lobb, M.B.E.
- G. W. Graham Esq., Green Crop Conservation Ltd.
- The Royal Automobile Club.
- Rover Co. Ltd.
- Allard Motor Co. Ltd.
- Roneo Ltd.
- Geoffrey Goddard, T. C. March, Guy Griffiths,  
Clayton Evans, Louis Klementaski Ltd.,  
George Monkhouse, N. W. Newbatt.
- J. A. Prestwich & Co., Ltd.
- Douglas (Sales & Service), Ltd.
- The Publishers of The Motor, The Autocar, The Light  
Car, Motor Sport, Auto Course and Autosport.
- Representatives of the various Government Depart-  
ments and Local Authorities of Northamptonshire and  
Buckinghamshire for their co-operation.



# During 1952

## these leading racing cars

FRAZER-NASH

JAGUAR

JOWETT

ASTON MARTIN

FERRARI

## and Britain's leading drivers

STIRLING MOSS  
R. PARNELL  
P. D. G. WALKER  
P. N. WHITEHEAD  
A. P. R. ROLT  
F. R. GERARD  
L. JOHNSON

A. G. WHITEHEAD  
W./Cdr. F. AIKENS  
K. WHARTON  
D. HAMILTON  
J. G. FAIRMAN  
N. CULPAN  
P. J. COLLINS

D. PARKER  
D. GRAY

## are using

**SHELL**  
**X-100**  
**MOTOR OIL**



1950 World Champion **Dr. GIUSEPPE FARINA** is one of the most popular visitors to this country. In 1950 he achieved a unique Silverstone double by winning both British G.P. and Daily Express Trophies for Alfa Romeo. Now outstanding in the Ferrari equipe, he must stand a very strong chance of winning again. Modern arbiter of style in the Grand Prix game—sits well back, arms at full stretch, granite imperturbability of mien—Farina carried off the World Championship in 1950, the year of the series inception. He has gravitated between Alfa Romeo and Ferrari during the post-war years. The title 'Doctor', by the way, refers to an engineering degree, not to surgery or medicine. Farina belongs to the aristocracy of Italian race drivers.

If there is, or ever can be, a 'second Dick Seaman'—in terms of driving virtuosity—that man is **STIRLING MOSS**, twice-in-a-row winner of the B.R.D.C.'s coveted Gold Star, 1950 and 1951. Now in his twenty-third year, Moss is a truly international figure, and, for the ordinary man and woman in the street, has perhaps done more to

glamorise the sport than any other Briton since the heyday of the late Sir Malcolm Campbell. At his last Silverstone appearance (Daily Express Trophy meeting, May 10th), he won three out of a possible six races—the sports and touring divisions of the production car series, and the special 'XKs only' scamper. A shrewd business man, and son of a former racing driver, Moss makes a full-time job of speed work. When kidney trouble took two years out of his school life they wondered would they ever raise him, but now look!

Grey-haired, volatile **LUIGI VILLORESI**, one of the greatest Italian drivers of his generation, has the reputation for putting Italy's interests, and his sponsor-factory's, above his own, which accounts for his selflessness in training up his protégé, Alberto Ascari, to the point where the pupil is the acknowledged master of the mentor. No living Italian has won more important races than Villoresi, and his score includes a Grand Prix victory here at Silverstone 1948, at an average speed of 72.78 m.p.h.

Dr. Giuseppe Farina



Luigi Villoresi



Stirling Moss





## Cross country champion...

Instant acceleration, sure stability,  
sensitive control, and an almost casual 70 m.p.h.  
cruising speed—these fine qualities make  
the Sunbeam-Talbot 90 very safe, as well  
as very fast across country.



*THE Sunbeam Talbot 90*  
*Craftsman Built by the Rootes Group*

SMOOTH

SPEEDY

SAFE

SUPREME

LONDON SHOWROOMS & EXPORT DIVISION:

**ROOTES**

DEVONSHIRE HOUSE PICCADILLY LONDON W.1

Amedée Gordini, veteran boffin in charge of the famous French *équipe* that bears his name, is a stickler for weight-saving, and that goes for his drivers as well as his cars. This is one of the reasons why he picked out **JEAN BEHRA**, French motor-cycle racing champion, to jockey a Gordini, because Behra, like his two teammates, Manzoni and Bira, is a lightweight in all departments except the brain. In graduating from racing bikes to racing cars, and hitting brilliant form on the latter, Behra walks in the footsteps of such masters as Nuvolari, Rosemeyer, Campbell, Dixon, Dodson, Varzi and others. He won the Rheims Grand Prix last month.

**RUDI FISCHER**, Switzerland's national champion of motor racing for 1951, has lapped Silverstone faster during a race—89.29 m.p.h. on May 10th—than any other driver since the 1952 alterations to the circuit were made, and is thus officially the reigning lap record holder in Formula 2. This alone would be enough to guarantee



Rudi Fischer

him a place on the short list in any pick-the-winner essays relative to today's classic, but it also just happens that his four-cylinder Ferrari is probably one of the three fastest non-works Formula 2 cars in the world. Fischer hails from Zürich.

**PIERO TARUFFI**, the only man in the world to ride behind the handlebars of a racing car is, as you might expect, a graduate from motor-cycle speed work. Last year at the Daily Express Trophy Meeting he thrilled Silverstone with a demonstration of his Italcorsa record car in which the driver lies prostrate in one of two cigar-like pods steering barwise. Taruffi is well into middle age, grey-haired and one of the best performers in Italian motor racing. On his last visit to Britain in June he carried off the Ulster Trophy at Dundrod. The world is his playground and last year he shared the wheel of the victorious Ferrari in the great road race from Mexico's Southern to Northern boundaries, and a fortnight ago was third in the French G.P.



Jean Behra

So long as world champion J. M. Fangio remains hospitalised, **ALBERTO ASCARI** ranks as the world's leading active exponent of the art of motor racing. This burly Italian, now heir-presumptive to Fangio's title, recently climaxed a long series of victories by winning the Grand Prix of Europe at Spa just 26 years after his late father. Antoni Ascari, pulled off the same personal triumph on the same Belgium circuit. Alberto Ascari has the ideal combination of courage and restraint that adds up to true greatness in this game. In '49 he won the first Daily Express Trophy race here.

'The Discovery of the Year' fits young **MIKE HAWTHORN** to a 'T'. Twenty-two years old and the son of a racing driver (like Stirling Moss on both these counts), he started racing in 1951 but, having the good sense to walk before he tried running, did not hit the headlines until this year. His 1952 'coming-out party,' the Easter Goodwood meeting, was a sensation, bringing him two clear-cut firsts plus a second on the heels of Froilan Gonzales, the Argentinian ace, who was driving a much bigger and faster car than Hawthorn's new Cooper-Bristol. Since then the youthful Farnham (Surrey) wizard has never looked back and with Moss temporarily in the doldrums, looks an heir-presumptive to the top niche in the younger set. He attributes his success to his father's engine-tuning ability which was proved at Spa, where he was the first British driver home and 4th in the race.

Mike Hawthorn





# Measham

means a lot nowadays

**NOW** *an engineer's report  
on your car  
and a valuation*

**H**ERE is an additional service which Measham, with the experience of £25 million sales in 10 years, is fully qualified to give.

Briefly, for the usual £1 entry fee you now get the expert advice of Measham engineers who state the condition of the car and valuers who advise you as to its reserve price.

If you prefer to fix your own reserve the entry fee is £2 (£1 returnable if your reserve is reached).

This new example of Measham service to both buyer and seller is now fully inaugurated; no wonder it's "most cars, most people" at Measham.

Send to-day for an Entry Form to:—

## MEASHAM MOTOR SALES ORGANISATION LTD.

(Chairman: G. A. HILL, M.I.M.I.)

Head Offices & Sales Headquarters: Measham, Burton-on-Trent.  
Telephone and Telegrams: Measham 322

Branch Offices: London - 368-370 Kensington High Street, W 14 (near Olympia). Telephone: WEStern 9821.

Manchester: 30-34 Victoria Street, 3. Telephone: Blackfriars 5145/6

Stafford: Walton. Telephone: Milford 293.



Peter John Collins

Twenty-two year old **PETER JOHN COLLINS** comes from Kidderminster, Worcester, neighbourhood and has packed a lot of racing experience into the four active seasons he has done to date. In his first year, 1949, he jumped to prominence by winning the longest 500 c.c. race in the British Calendar—the Half-Litre Club's 100 miler here at Silverstone. Last month at Le Mans, in the world's greatest endurance race, he shared, with Lance Macklin, the gallant Aston-Martin which held third place after twenty-one out of twenty-four hours' racing.

'Motor Racing,' said **B. BIRA** (Prince Birabongse) in a press interview some months back, 'is giving me up.' Well, it may have tried but it didn't succeed and Bira's enlistment in France's leading Grand Prix team, L'Equipe Gordini, renews an old association and proves that in the opinion of the top French authority the compact Siamese blue-blood still has what it takes. Bira started racing in 1934 and at the wheel of one or other of his beautifully prepared E.R.A.s soon established himself as the only private owner who could beat the works E.R.A.s more often than not. Bira stands out for faultless personal grooming and effortless driving style.



B. Bira

Brazil's national champion of motor racing, **FRANCISCO 'CHICO' LANDI**, has the fiery temperament popularly associated with the Latin-American races and stands out in any company for his dashing style at the wheel. In the recent Four-Meeting series of Argentinian and Uruguayan races his score, a second, two thirds and a fifth, was only topped by those super-aces Fangio and Gonzales. This will be Landi's first appearance on a British circuit. The Brazilian Government recently paid a practical tribute to the greatness of their national champion by making him a gift of a 4½-litre Ferrari.

**LANCE MACKLIN**, who made his mark here on May 10th by winning the Daily Express International Trophy for H.W.M., has a motoring background going back to early childhood. His father, the late Sir Noel Macklin, was the founder and head of



Lance Macklin and his Daily Express Trophy

the Invicta and Railton Car Firms, and during the war engineered and master-minded the world-wide Fairmile Marine organisation. As a R.N.V.R. Officer, Lance served in Fairmile M.T.B.s and gunboats. Through his mother he was related to international motoring figures of pre-war days—the late John Hindmarsh, co-winner for Britain at Le Mans in 1935 and Violet Cordery, the famous record-breaker. Lance, who is single, was raised at Cobham, Surrey, but now lives in France.



MG PLUS ★  
FEATURES  
IN ACTION

*Touch  
the throttle  
and up  
she goes!*



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

★ Overhead valve engine developing 54 b.h.p. Twin S.U. carburettors. Just two of the "plus features" of the T.D. series M.G. Midget. Other important "plus features" include:  
Coil spring independent front wheel suspension.  
Piston-type shock absorbers.  
Direct-acting steering.  
Wider, stouter body. Roomier seating.  
Bigger comfort-tyres, disc wheels.  
... and remember

its grand sporting record

THE 'PLUS FEATURES' MG MIDGET . . .

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

*Safety fast!*  
64 NUFFIELD PRODUCTS

Winner of last year's British Grand Prix here at a record-breaking 96.11 m.p.h. average, **FROILAN GONZALES** needs little introduction. Round-faced, thick set, inclining to baldness, Gonzales looks rather more than his 26 years, but in moments of relaxation has an engaging prankishness about him. Was recently married, speaks practically no English, is the close friend of J. M. Fangio, his compatriot and current world champion.



Peter Whitehead

With Landi representing Brazil, Gonzales the Argentine and **HEITEL CANTONI** carrying the Uruguayan torch, this Silverstone meeting has drawn a challenge from more South American nations than any other British race in history. Cantoni, like Landi, is his country's reigning champion and is making his English debut. With remarkable consistency he finished fifth in both of the Buenos Aires Grands Prix earlier in the year.

Burly, boisterous, boyish **DUNCAN HAMILTON** is a post-war product as far as motor racing is concerned and started as a hill-climber. Distinguished by a spectacular hell-bent driving style, he never lets up for a split second from start to finish of any race he tackles and takes every corner with all wheels sliding. Hamilton, married and with a family, has a motor business at Byfleet, Surrey.

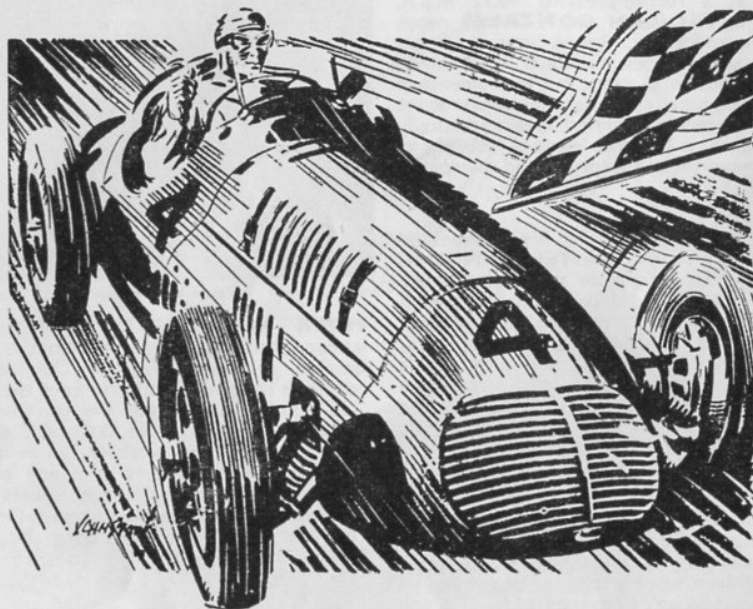
**KEN WHARTON**, a Smethwick garage owner, has strong claims to the title of Britain's top motoring all-rounder and is the only driver to win our national championships in both trials and hill-climbing spheres. In long distance rallies he is unexcelled in this country and recently won Holland's famous Tulip Rally for the third time (out of four annual events). Wharton, a clever but unpretentious engineer, revolutionised the whole technique of sporting trials in 1946 by building an entirely new type of mud-vanquishing car which set a standard that has since become universal. He has been test driving for B.R.M. in recent months and will be seen to-day in one of these cars.

**PETER WHITEHEAD**, a Berkshire farmer, shares with Alan Brown the distinction of having won a Continental country's national Grand Prix since the war—in 1950 he ducked under the Iron Curtain and came back with the G.P. of Czechoslovakia. Peter has probably run in more post-war European races than any other driver, often driving a Ferrari, sports car races excepted. Greatest success: first at Le Mans last year, partnering his old friend, Peter Walker.

Eye-catching in vermilion racing overalls **ERIC BRANDON** is a post-war arrival, and almost a founder member of the Half-Litre brotherhood. He was at school with John Cooper and his ties with Coopers, marque and family both, have been constant. His first racing car, acquired in '47, was also the first-ever production Cooper '500.' A steadily mounting aggregate of successes through the years culminated last season with Eric's second-place ranking in the B.R.D.C.'s important Gold Star competition, which is the equivalent of a national championship



Eric Brandon out for practice with his J.A.P. Cooper



# First of all Carburol!

the upper cylinder lubricant PLUS

Remember, *whenever* you need petrol you need Carburol *First of All*, for all round better performance. It costs only 1½d. a shot.

*This sign at garages and service stations means Carburol Service.*

UNITED LUBRICANTS LIMITED  
COMLEY'S WHARF, TOWNMEAD ROAD, LONDON, S.W.6

Other Super Quality products manufactured by United Lubricants Ltd. include Dextrol Motor and Tractor Oils, and Wintrad Anti-freeze Compound.



**BARON EMANUEL DE GRAFFENRIED**, 'Tulo' for short, made his first British racing appearances at the Isle of Man pre-war, since then he has been a consistent and popular visitor to our circuits. Driving a Maserati, he won the first post-war British Grand Prix in '49, and is one of the few private drivers to rate



Baron de Graffenried

the honour of an invitation from Alfa Romeo to drive one of their post-war G.P. cars. De Graffenried is married, speaks English almost like a native, apt to be the life and soul of parties.

**TONY GAZE** is the only Australian operating regularly in Grand Prix racing, and a fine sportsman to boot. His wife, Kay, was the widow of a fine English racing driver of pre-war days, the late Johnny Wakefield. Gaze has yet to pull off an important win, but he will. He recently presented the British Automobile Racing Club with a racing trophy to commemorate his brother, who, along with his fellow-members of a bomber crew, made their last take-off from Westhampnett airfield, site of the present Goodwood race circuit.

Now in his fifties—he was born three months after the turn of the century, **BILL ASTON** developed a taste for peril as a R.F.C. flyer in the first World War. In



Bill Aston

the early thirties he raced motor-cycles, then dropped from the limelight until '49 when he broke into car speed work on Coopers. In private life Aston is a fruit farmer and civil engineer and partners Archie Butterworth, bearded sprint specialist, in racing and developing the Aston Butterworth racing car.



Alan Brown

**ALAN BROWN**, tanned, bespectacled and usually with a large cigar clamped in his mouth, is one of the few British drivers to win a Continental country's own National Grand Prix since the war. True it was a little country (Luxemburg) and a race for little cars (500 c.c.), but the cachet remains a real and honourable one. On home circuits, too, Brown has been a consistent winner for Ecurie Richmond in which he is driving partner to Eric Brandon. Aged 31, Alan has an important job with a big firm of commercial vehicle makers and flies tens of thousands of miles per season.

**LOUIS ROSIER** is the paternal half of one of motor racing's several two-generation driving partnerships—in winning the Le Mans 24 Hour race two years ago he shared the wheel of the victorious Talbot with his son Claude. Although now in his fifties, Louis is still among France's top six racing drivers, and was quite recently the official Champion of France. Typically



Louis Rosier

British rather than French in appearance—ruddy of countenance, solid in build—Rosier is the proprietor of a prosperous garage business. Formerly faithful to the French Talbot, he has this season switched to Ferraris. A favourite with Silverstone crowds, he ranked third in the 1949 British Grand Prix.

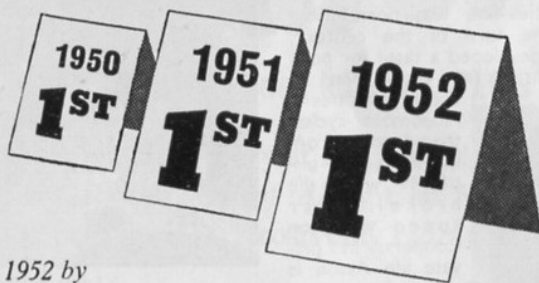


# Le Mans 24-hour race (1½ litre class)

## JOWETT *JUPITER*



**WINS 3 YEARS  
RUNNING!**



Driven in 1952 by

MARCEL BECQUART & GORDON WILKINS  
Speed 72.9 m.p.h. for 24 hrs. (Subject to official confirmation)

BASICALLY THE SAME ENGINE AS THE JOWETT JAVELIN

FOR YOUR COMFORT—AND THE COMFORT OF OTHERS—

## 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.



### 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.



### CONSIDERATION . . . . .

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



### SAFETY . . . . .

The earth bank around this Circuit has been erected as a crash-barrier for your protection. Please do not stand, sit or climb on it.



### INFORMATION . . . . .

Results, commentaries and other information will be announced by a public address system installed round the Circuit.



### TRACK . . . . .

All races are run in a clockwise direction.



### ANIMALS . . . . .

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



### SPECTATING . . . . .

The promoters reserve the right to remove or re-site any small stands that may be erected by spectators and which interfere with the viewing and personal comfort of other race-goers.



THE MONTHLY MOTORING MAGAZINE

# MOTOR SPORT

15-17 CITY ROAD LONDON, E.C.1

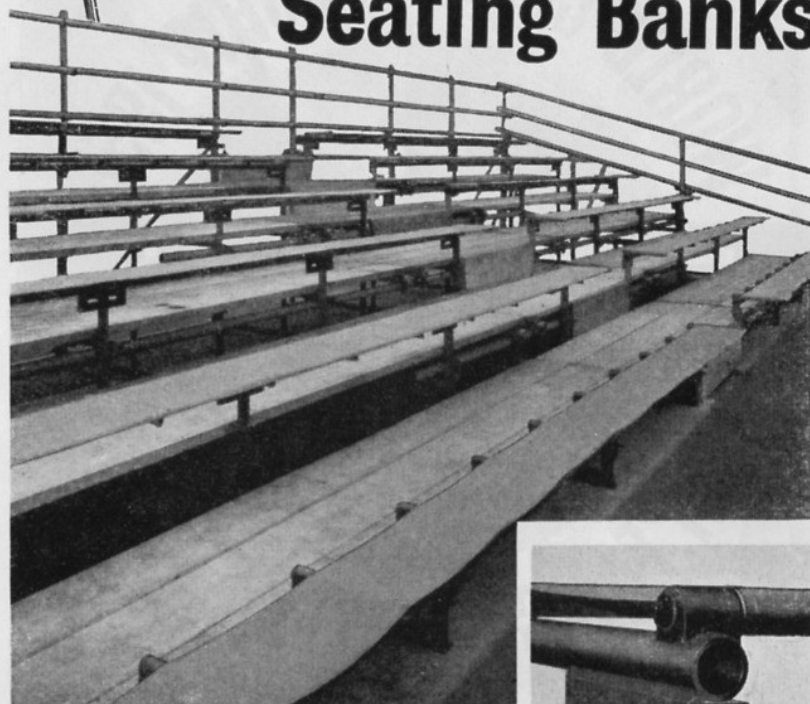




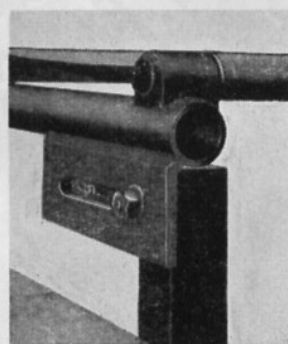


**FIRST AT ALL  
EVENTS FOR**

## **Prefabricated Seating Banks**



For speed and ease of erection and dismantling (time-and-money-saving factors of importance to the promoters of open-air events) as well as for the comfort, convenience and safety of the spectators, Mills Prefabricated Seating Banks take pride of place at Silverstone, as at other great events in this country and throughout the world.



**MILLS SCAFFOLD CO. LTD.**

Head Office & Depot: **TRUSSLEY WORKS HAMMERSMITH GROVE, LONDON, W.6.** RIVerside 5026/9  
Branches and Depots throughout the British Isles and Overseas.

# **GALLAY AGAIN**

WITH THE  
**COOPER-BRISTOL**  
AND  
**H.W.M.**

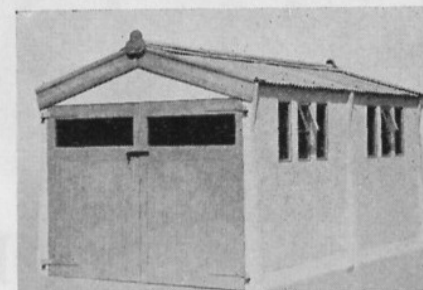
GALLAY RADIATORS, FUEL TANKS AND OIL COOLERS  
have been used successfully for many years

**GALLAY LTD.**

SCRUBS LANE • WILLESSEN •  
associated with DELANEY GALLAY LTD.

LONDON, N.W.10  
LADBROKE 3644

## *The* **Marley Concrete Garage**



**offers all the advantages of the traditional brick  
garage at considerably lower cost**

It has been specially designed for easy erection by unskilled labour. The detailed notes and drawings provided make assembly on site a simple matter. Made of high-grade, reinforced concrete, with asbestos roofing and stout timber doors, it is attractive in appearance and, although very strong and permanent, it can easily be taken apart and moved if desired. It is fireproof, rot-proof and vermin-proof and gains the ready approval of all local authorities.

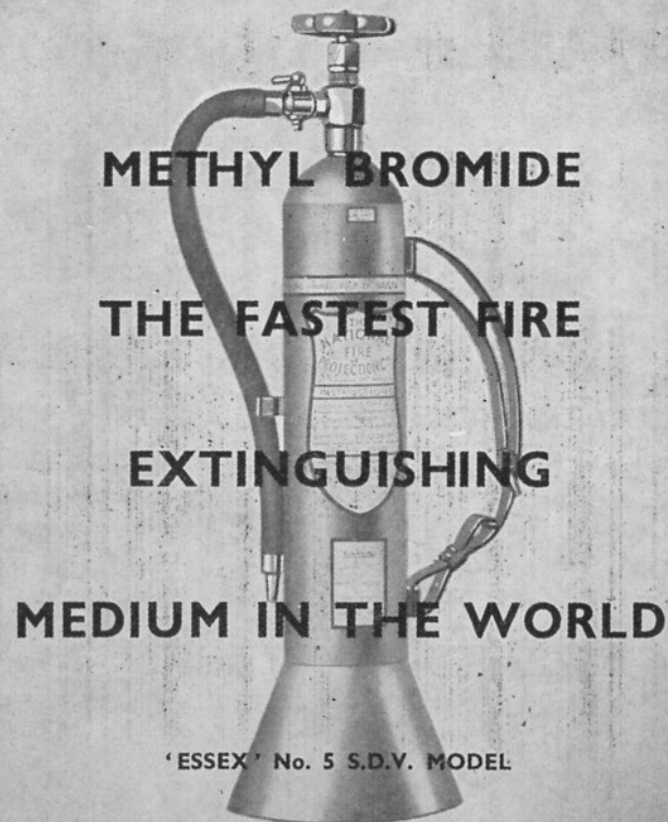
### **From £66 Complete**

in six standard sizes ranging from 14ft. 1in. by 9ft. 2in. wide by 6ft. to eaves, to 21ft. by 9ft. 2in. by 6ft. Lengths can be further extended by multiples of 1ft. 4in.

Delivery free within a radius of 75 miles of Guildford or Cheltenham. Write for illustrated brochure.

### **Surrey Concrete Ltd.**

PEASMARSH, GUILDFORD, SURREY  
TELEPHONE: GUILDFORD 62986/7  
FARM AND FACTORY BUILDINGS



**'ESSEX'**

METHYL BROMIDE  
EXTINGUISHERS

*Manufactured by*

**THE NATIONAL FIRE PROTECTION CO.  
LTD.**

"ESSEX WORKS," FELTHAM, MIDDLESEX

**Scottish  
DAILY EXPRESS  
NATIONAL  
TROPHY MEETING**



**TURNBERRY • AYRSHIRE**  
**Saturday, 23rd August, 1952**  
**at 2.0 p.m.**



**Formula 2 Race**  
**Formula 3 Race**  
**Formula Libre Race**  
**Vintage Car Race**  
**Sports Car Race**



**ORGANISED BY THE  
SCOTTISH SPORTING CAR CLUB**