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International
Festival of
MOTOR SPORT

BOREHAM

NEAR CHELMSFORD

SATURDAY, AUGUST 2nd

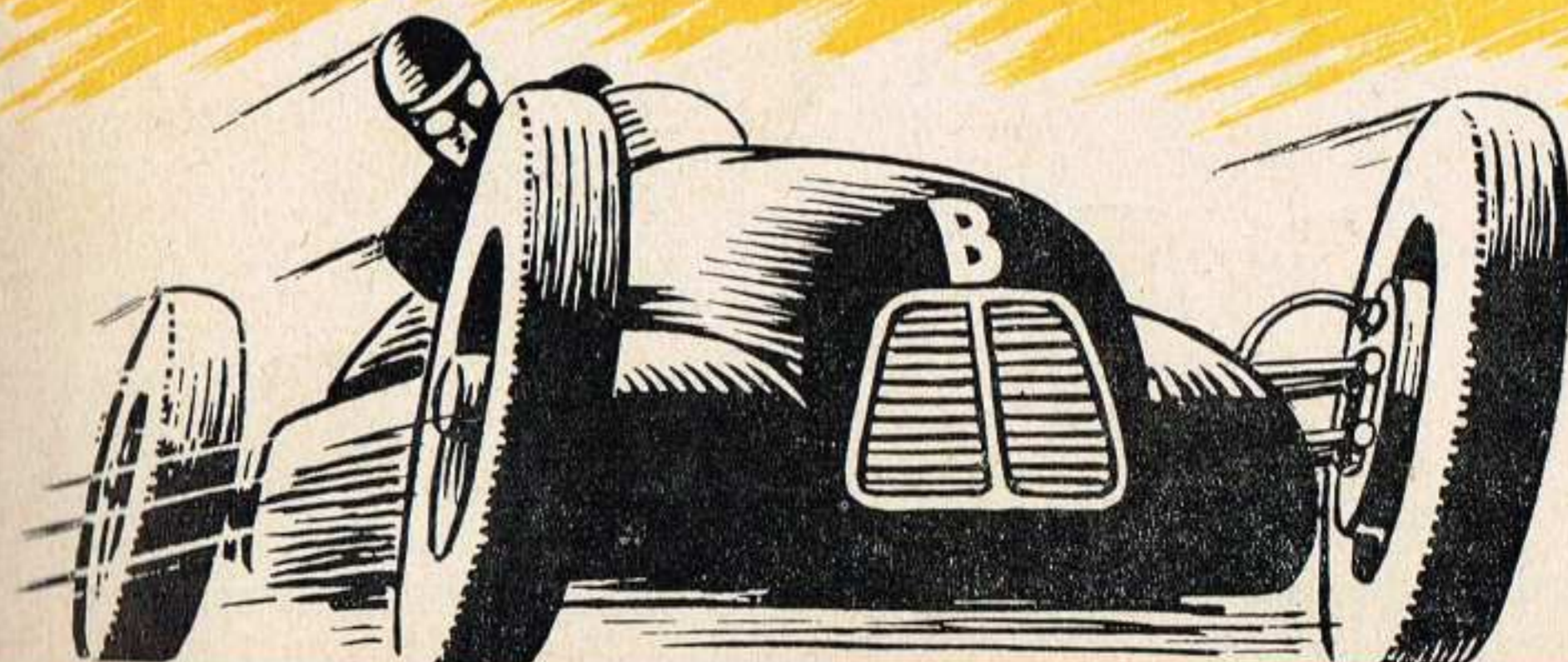
INTERNATIONAL

**MOTOR RACE
MEETING**

SPONSORED BY THE

Daily Mail

OFFICIAL PROGRAMME 1/6



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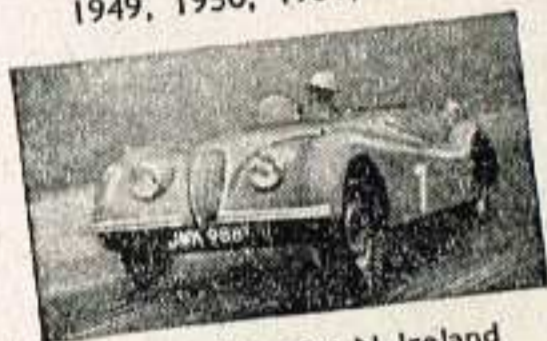
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Daily Mail

FESTIVAL OF MOTOR SPORT

INTERNATIONAL RACE MEETING

SATURDAY, AUGUST 2nd, 1952



Organised by the
West Essex Car Club
under R.A.C. Permit No. 0/20

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

OFFICIAL PROGRAMME

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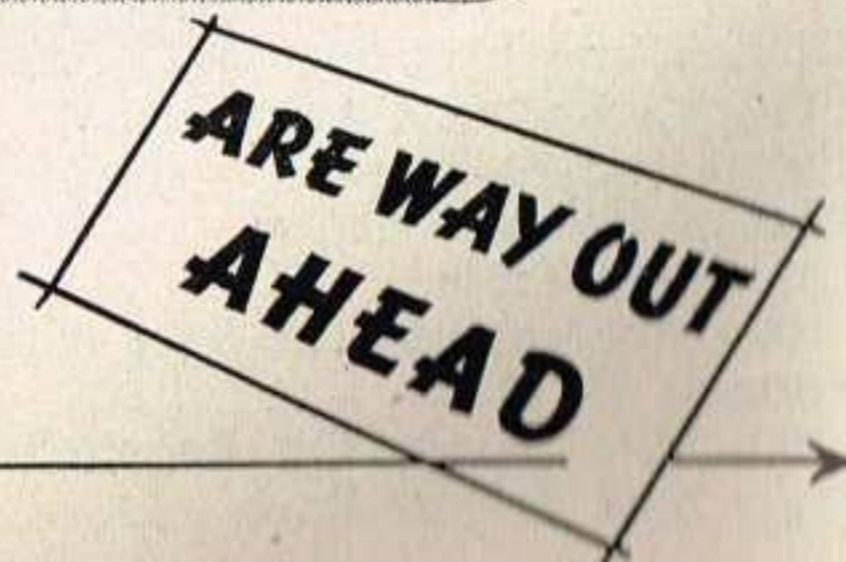
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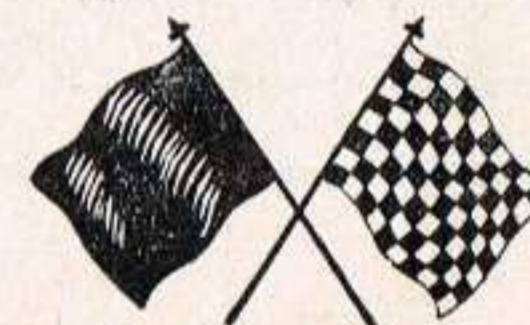
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FLAG



SIGNALS

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

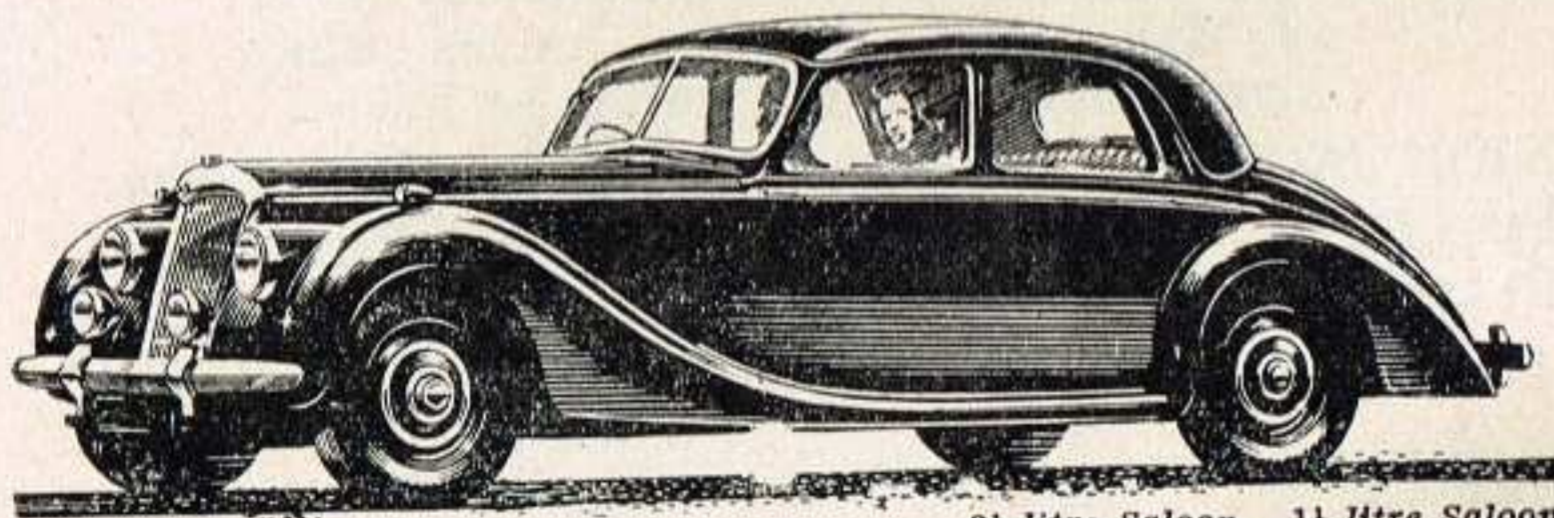
- | | |
|-------------------------|--|
| UNION JACK | Used for start of Race. |
| RED FLAG | Stop Immediately. |
| YELLOW FLAG | Waved, great danger, be prepared to stop.
Held stationary, take care. |
| BLUE FLAG | Waved, someone is trying to pass you.
Held stationary, someone is just behind you |
|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



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The Clash of the Stars

ON THE LONDONERS' OWN TRACK

ON this, the peak day of a young circuit's new story, 130 drivers including first-class racers from six foreign lands and many of the most famous British aces, are to compete in Boreham's first International Meeting.

A fast course, the clash of stars and national champions from so many countries and the roaring struggle of Europe's most famous racing cars—this is basis enough for the forecast of a day of thrills. The prizes amount to nearly £2,500.

Here again comes the B.R.M. seeking furiously to justify its flashes of brilliance and erase its startling failures. Three times in the Formula Libre race at Silverstone last month it equalled the newly-made lap record of 96.67 m.p.h. in the hands of Froilan Gonzalez from Argentina who is to drive one of the two models here to-day. And Ken Wharton—who then took the second B.R.M. along steadily in third place till he handed it over to Gonzalez—is, again, the second B.R.M. driver.

Those phenomenal youngsters of Britain's international fame—Stirling Moss, twice British Champion, and Mike Hawthorn, both 23, are to be here with scores of others who keep bright the renown of British racing cars and racing drivers at home and abroad. They include Dennis Poore, holder since the last motor-car meeting here of our lap record, and Reg Parnell.

The challengers from abroad include Luigi Villorosi the volatile likeable Italian veteran, Louis Rosier, champion of France, Landi of Brazil, Philippe Etancelin (recently made Chevalier of the Legion of Honour), Lex Beels of Holland and Franco Cortese of Italy.

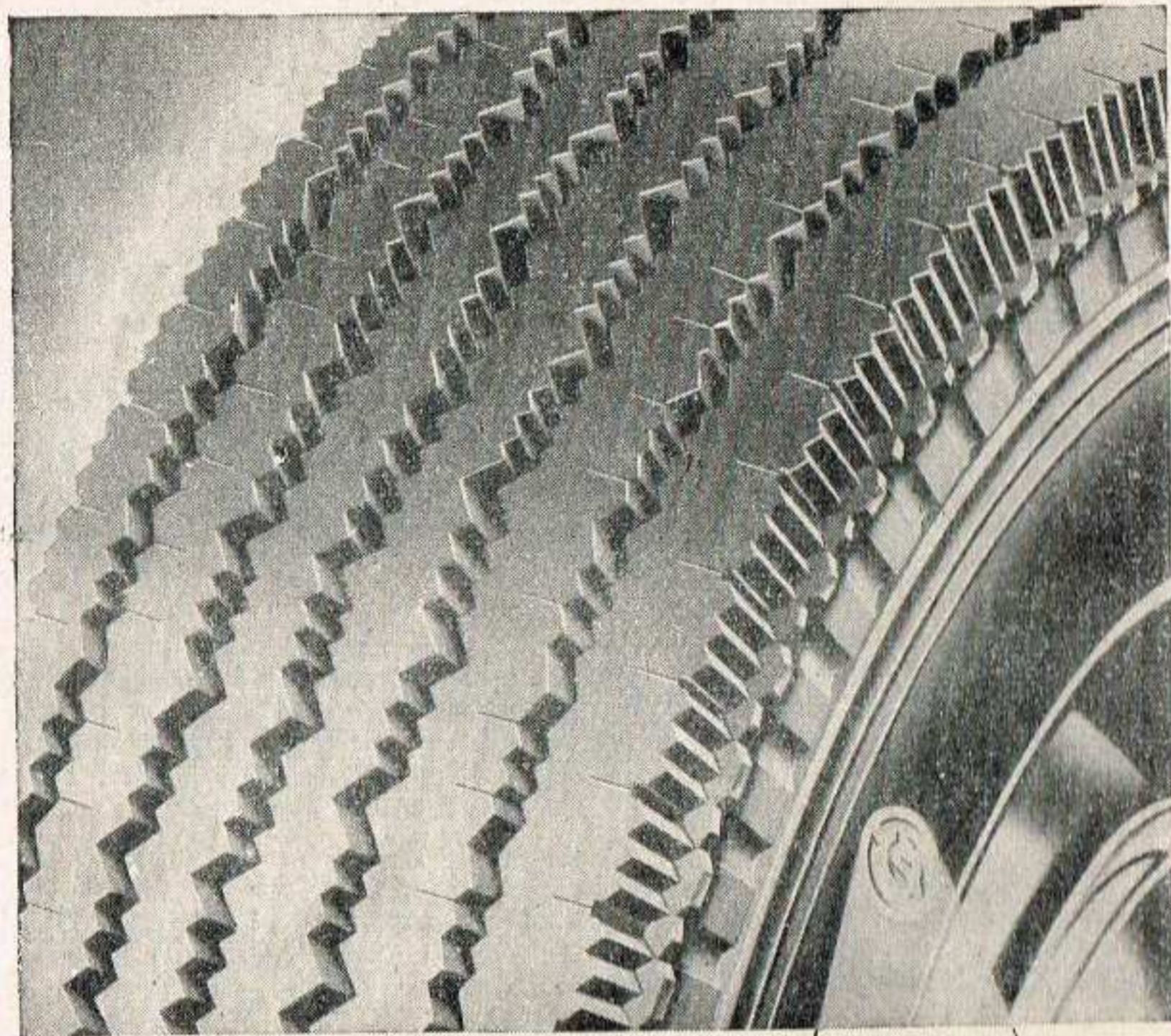
In The Daily Mail International Trophy race there will be seven Bristol-engined Coopers. This is the car in which Mike Hawthorn won his series of successes this year and drove to third place in the recent British Grand Prix. Such an assembly of force has never before, it is believed, lined up for a combined British challenge in a Formula II race.

Over the largely re-surfaced Boreham course and in the hands of drivers of such calibre as these the highly-tuned racing cars may be expected to thunder at speeds nearing the hoped-for 100 m.p.h. First sampled by cars on June 21, it drew praise from successful drivers. Reg Parnell, for instance, called it "a fine fast course wide enough for you to pass and be passed." H. A. Richardson, another of that day's drivers, said "it has the makings of a super course."

The lap record has grown swiftly. Tony Rolt set it at 91.3 last year. On May 17 Mike Hawthorne raised it to 91.99 and on June 26 Dennis Poore beat that with 94.41.

For the first time, Boreham's feats will be broadcast to-day. Raymond Baxter and Robin Richards are to report the 200-miles trophy race for the Light Programme in three sections. These will be transmitted at 2.55-3.10 p.m., 3.58-4.0 p.m. and 5.0-5.15 p.m.

The Daily Mail, sponsoring the meeting, hopes that it will provide a day of inspiring pleasure with exciting feats for the enjoyment of all who attend.



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FOLLOWING EUROPE'S FINEST RACING DRIVERS

by Courtenay Edwards

THE DAILY MAIL MOTORING CORRESPONDENT

AS in boxing, so in motor racing. The crowds love the big 'uns. That is why the old Formula One is dying hard. That is why the race open to the big chaps at the Silverstone meeting on July 19 completely overshadowed the British Grand Prix race for Formula Two cars.

It is the reason why the Motor Racing Company, who have taken over Boreham, and the West Essex Car Club, who promote the car races here, decided to cater for the big cars in to-day's main event.

Motor racing, after all, is a speed game. You paid your money to-day to see cars go fast ; to see the pick of Europe's finest drivers pitting their skill one against the other in coaxing every possible ounce of power out of their snarling engines and getting round the three-miles track in the shortest possible time.

If they can lap at 100 miles an hour—and everyone expects the B.R.M. at least to set up a new lap record in excess of that speed to-day—you will get more excited than if they go around at only 90. Realising this, the organisers of to-day's meeting said : "Let's give them, at this first big international meeting on our new Boreham circuit, the fastest cars available and the most exciting possible race."

They also had in mind the fact that the B.R.M. organisation, in spite of its faults and defects, and despite the frequent disappointments which the car itself has inflicted on the British public, deserved an opportunity to prove itself in a major race on Britain's fastest circuit.

We kept our fingers crossed when they had their stern 100-miles rehearsal at Silverstone the other day and although they did not finish, one of them provided the day's most thrilling racing. One ran off the road and was damaged, the other developed gearbox trouble.

But both lived to fight again and unless anything has happened to them in practice, they will drive up to the starting grid to-day with an ear-splitting exhaust crackle and a determination to make their exit from the British motor racing scene in a blaze of triumphant glory.

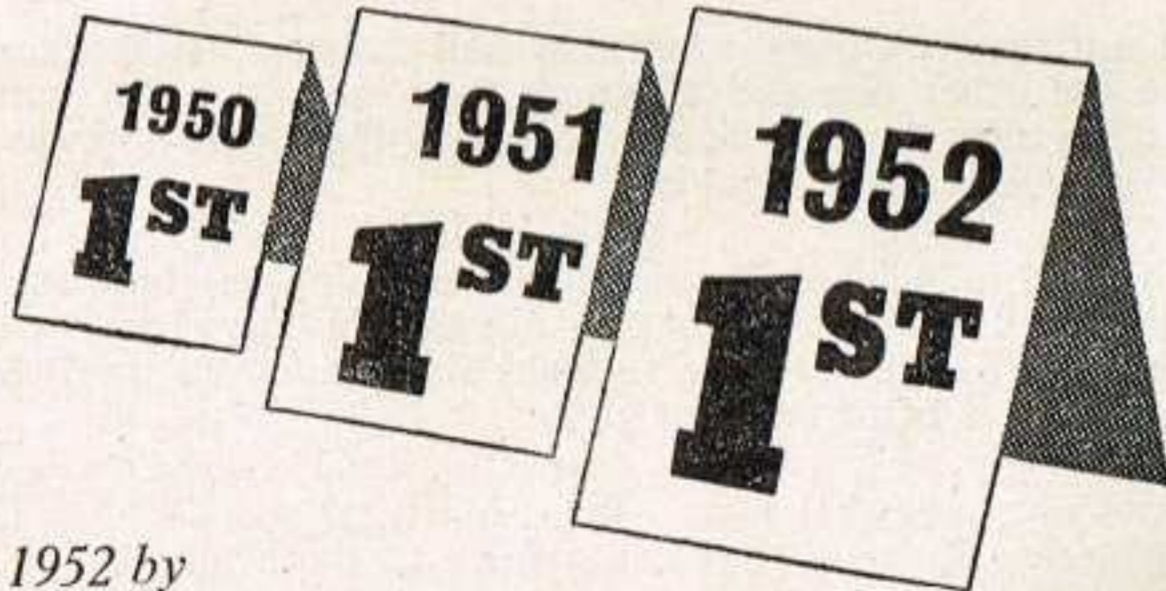
For it does not seem that there will be much serious Formula One racing in 1953 and the new formula comes into force at the beginning of 1954. At present Formula One caters for supercharged cars of up to 1½ litres—like the B.R.M. and Alfa-Romeo—and unblown cars of up to 4½ litres, like the Ferrari and Talbot. The new Formula One will be open to supercharged cars of up to 750 c.c. or unblown cars of up to 2½ litres.

Meanwhile many race organisers have switched to Formula Two, which caters for unblown cars of up to 2 litres and supercharged models of up to 500 c.c. There are, in fact, no blown half-litre cars racing anywhere to-day, to my knowledge, so to all intents and purposes when we speak of a Formula Two car we mean a two-litre car with ordinary carburation.

JOWETT *JUPITER*



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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

Because these cars have assumed a new importance in motor racing, and because the authorities have not yet decided to alter this formula, they have been included in to-day's main race, with separate prize money. So you will actually be watching two races in one and I strongly advise you to keep a lap chart in that part of this programme provided for the purpose. It makes the racing so much more interesting, especially in a long race.

Even if you are in a position to read the huge Shell leader board as well as listening to the expert race commentary over the loudspeakers you will find that keeping your own lap chart is a fascinating pastime which seems to make the race a much more intimate affair.

And if you have a stop-watch you can get a lot of extra fun out of your day's sport by checking up on whether the leader is being overhauled; if the chap who had to make that unexpected pit stop is making up for lost time; or whether so-and-so is lapping as fast as he was earlier on.

It is always a difficult matter to decide whether you want to watch a motor race from the stand opposite the pits, so that you can get a good view of the start and finish and follow the never-ending drama of pit stops for hasty repairs and lightning topping-up of fuel tanks; or from one of the corners.

There is no doubt that you normally get more thrills on one of the bends and if you are at Orchard, Railway or Waltham Corner to-day you will have a wonderful chance of studying the cornering styles of the famous drivers taking part. For there is a lot more, in this racing game, than settling down behind a powerful engine, putting your foot hard down on the accelerator and keeping it there.

The honours go to those drivers who have the skill, intuitive or acquired, of gaining half a second on this corner and another fraction on the next; and doing it every time round. Those fractions mount up in the course of a 200-mile race!

Watch how the speed-masters driving here to-day come up to the corner; follow the different lines they take into it; compare the points at which they change gear to accelerate out of the corner; see how some of them come round in graceful, four-wheel slides, playing with their brakes and steering with all the skill of a violinist plying his bow.

This motor racing is certainly a great game. It is at one and the same time a mighty spectacle, an opportunity for virile young men of all ages to match their skill in gladiatorial combat, a chance to gain national prestige in engineering and sportsmanship—and a potent ground in which experts learn how to improve on the apparently perfect.

“The Daily Mail” is proud to be associated so prominently with this great national sport. It intends, in conjunction with the Motor Racing Company and the West Essex Car Club, to make Boreham Britain's Number One motor racing circuit. Its plans for 1953 are already far advanced.

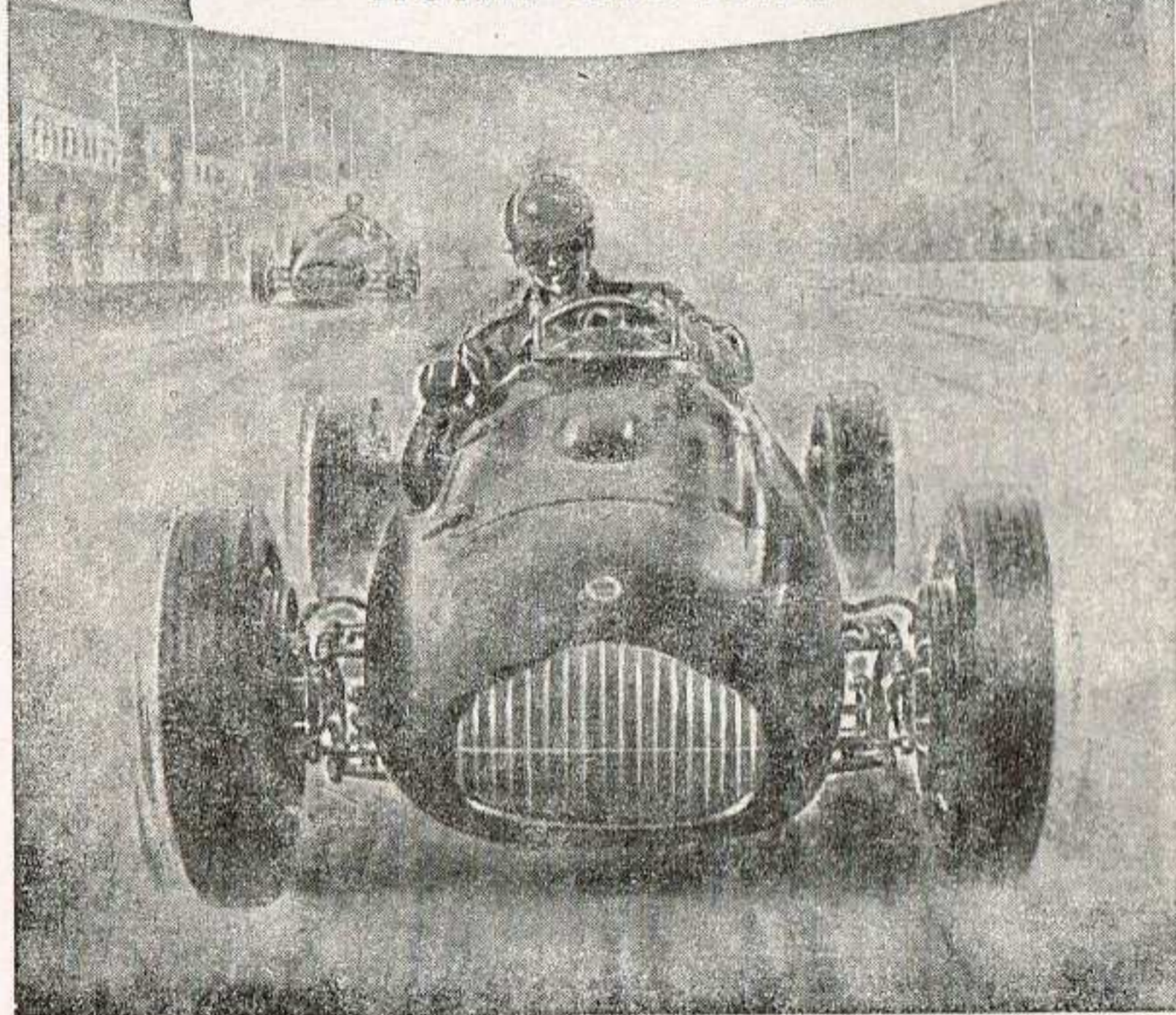
By ingenious innovation and bold experiment the organisers hope to make motor racing even more attractive. They want bigger and bigger crowds to find healthy, exhilarating entertainment at Boreham. And they want to give opportunities for the development of racing and sports cars that will help Britain's manufacturers maintain their leadership in the world's export markets.

The flag is up . . . the cars, snarling and whining as their powerful engines strain against the brakes, are impatient to get away . . . the flag falls. The new Boreham is off to a flying start.

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Some of To-day's **BRITISH DRIVERS**



DENNIS POORE

the fastest-ever driver on the Boreham Circuit, is a Southampton business man, who, driving his big pre-war supercharged Alfa Romeo here on June 21st, won the chief event and set up the new lap record of 94.41 m.p.h. for this circuit. A month earlier he had put up a practice lap here of 93.4. He is renowned for his handling of this famous veteran car with which he won the International High Speed Hill-climbing Championship in 1950 with a "dazzling display of driving"—and he retained it in 1951.

REG PARNELL

best known and most experienced of British G.P. drivers, now 40, has been racing since the Donnington Park era of the 1930's. He won the Formula 2 race here last month in a Cooper-Bristol with a big lead over a field of 14. A garage owner at Derby, he was B.R.D.C. Gold Star winner in 1947 and 1948. Until he resigned in February he was chief B.R.M. driver and the only one to win with it.

Last year he took fifth place with the B.R.M. at Silverstone and led for the International Trophy with a 4½ litre Ferrari till the race was abandoned through swamping rain, despite which he twice raised the lap record. Also won the Festival of Britain Trophy at Goodwood, 1951.



MIKE HAWTHORN

this year's phenomenon in motor-racing, is the 23 years' old 6 ft. 2 in. son of former racing driver Leslie Hawthorn, now owner of a garage at Farnham, Surrey, and tuner of Mike's racing car.

Yorkshire born, fair-haired Mike went to Farnham a year old, and rode a motor-cycle (present from father) when 17, at college. His first racing success was the local Novices' Cup. Last year, when his father had lumbago, Mike took his place and won two races at Castle Combe with a 16 years' old Riley Sprite, then went on to win 14 out of 18 events entered. Early this year he raced into fame with the new Cooper-Bristol, beating Fangio, the world champion, at Goodwood in April, winning two races and putting up the fastest lap. He raised the Boreham lap record to more than 90 miles in May and in June won the 15 lap International at Goodwood.



STIRLING MOSS

stocky, curly haired, meant to be a racing driver from the day he left school (Haileybury) barely six years ago. His father, dentist and farmer, had raced at Brooklands and in the U.S.A. Pony-jumping, his schoolboy sport, won him enough to buy a racing car when he was 16. At 18, the youngest entrant of 90, he won the Prescott Hill Climb and put up the fastest time in his class, beating 14 veterans who finished with him. From then his successes stirred a flood of excitement. In two years he had won 50 out of 54 races. Now, at 23, with little more than four years' racing experience, he has been for two years Britain's champion driver and B.R.D.C. gold star holder, has raised records and won triumphs all over Europe, and has had both B.R.M. and Ferrari teams competing for his services.



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KEN WHARTON

38, garage owner of Smethwick, Birmingham, won outright the Dutch "Tulip Rally" trophy at Noordwyck by taking first place in 1949, 1950 and this year—three successes out of the four rallies held. He won special applause this year because, dogged by hard luck, he had to change several parts and then beat Dutch drivers who led on points. He also won the R.A.C. British Trials Championship for the third successive time in 1950 when he drove a home-built car with an Austin A40 engine. In 1950 won the Estoril Rally in Portugal, but was sixth 1951. This year, winning the "Rest and be Thankful" Hill Climb, he clipped two seconds off the record.

HUGH HOWORTH

of Bolton, Lancs, is the air-conditioning engineer who has fitted his own air-feeding device to his X.K. 120 Jaguar car with which he made the most thrilling feat of the last Boreham meeting and won the W. Lyons Trophy in a daring duel with R. Salvadori. They passed and repassed on corners with seemingly room for only one car. Has raced little this year through concentration on a business efficiency course, but he took nine firsts and five seconds last year. He is helped at the pit by his wife, who also raced cars till an accident in 1948.



PAT GRIFFITH

a 28 years' old company director of Stoke Poges, Bucks, made his first win on May 29th this year when he carried off the British Empire Trophy for the 200 miles race at Douglas and so assuaged his great disappointment of 1951 when, in the lead and with only two laps to go, he ran out of oil, damaged a bearing and had to retire. His average in the winning run was 64.20 m.p.h. In the 19th lap a straying dog broke the light-metal strut of a wing, but he drove into the pit and the flapping wing was ripped away in a flash.



ERIC BRANDON

easy to "spot" on track or at paddocks because of his brilliant vermilion racing overalls, is 32, the managing director of an electrical wholesale house, who lives at Surbiton and is always accompanied at meetings by his pretty blonde-haired wife, Sheila, who helps him at the pits. As a racer he belongs to the post-war revival, is a founder member of the 500 c.c. brotherhood and always drives a Cooper, the makers of which are family and schoolday friends—he was at school with John Cooper. His first win in 1947—at the first 500 c.c. race (Gransden Lodge)—was on the first Cooper production model. He held the 500 c.c. records for Prescott and Shelsley Walsh hill climbs through 1947-48-49-50 and last year won firsts at the German G.P., B.R.D.C. Silverstone, Madrid and Boreham and was second for the B.R.D.C. Gold Star.

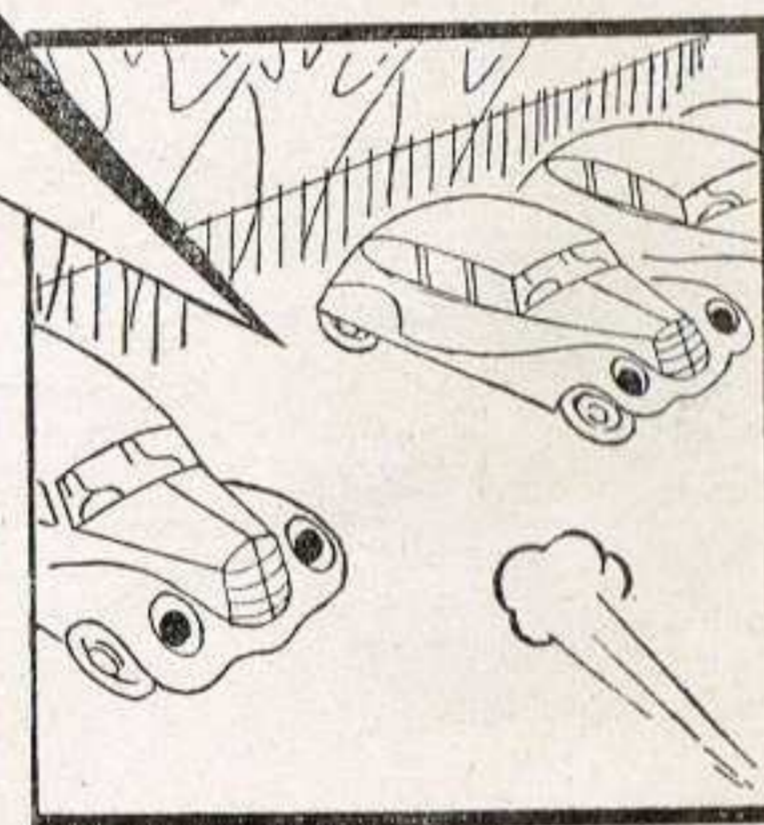
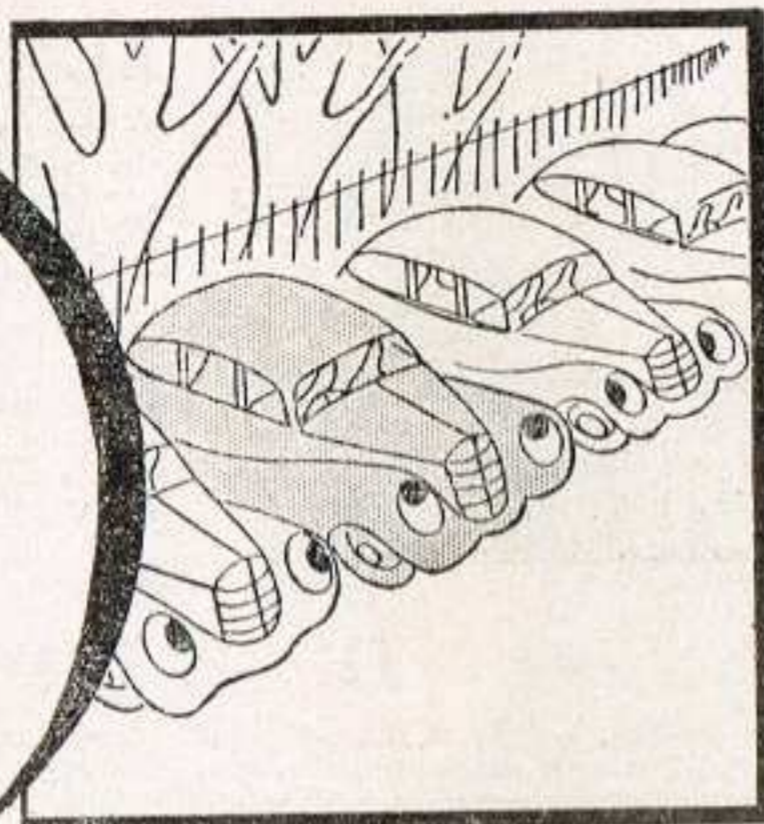


MOTOR RACING REPORTS

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 in the **Daily Mail**

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Some of To-day's **FOREIGN DRIVERS**



FROILAN GONZALEZ

the chubby little Argentine driver who has only raced in Europe for two seasons, is among the fastest of Grand Prix drivers and last year was third for the World Motor-Racing championship. His record as a member of the Ferrari works team last year was extremely good and his driving style acquired new polish during the season. He won the Grand Prix of the President Peron International in his own country in February 1951 and drove a Ferrari to victory in the British Grand Prix at Silverstone—the first occasion since the war when Alfa-Romeos were beaten on level terms in this type of race. He was signed up in May to drive the B.R.M., in which he is to race to-day.

LUIGI VILLORESI

named Italy's National Speed Champion in 1939, is a veteran with 20 years' racing experience who looks young at 42 and still drives to win, although, after one of his two serious accidents, it was stated, he would never drive again. That was in July 1950 at the Geneva G.P.

Tall, likeable, and silver-haired he is one of the most stylish drivers. In 1948 he won, at Silverstone, the first international in Britain since 1927 with a Maserati. His recent triumphs include firsts in the International G.P. at Buenos Aires and the Mille Miglia of Italy in 1950, both with Ferraris; the Inter-Europe Cup and the G.P. de Pau last year, and the G.P. de France last month.



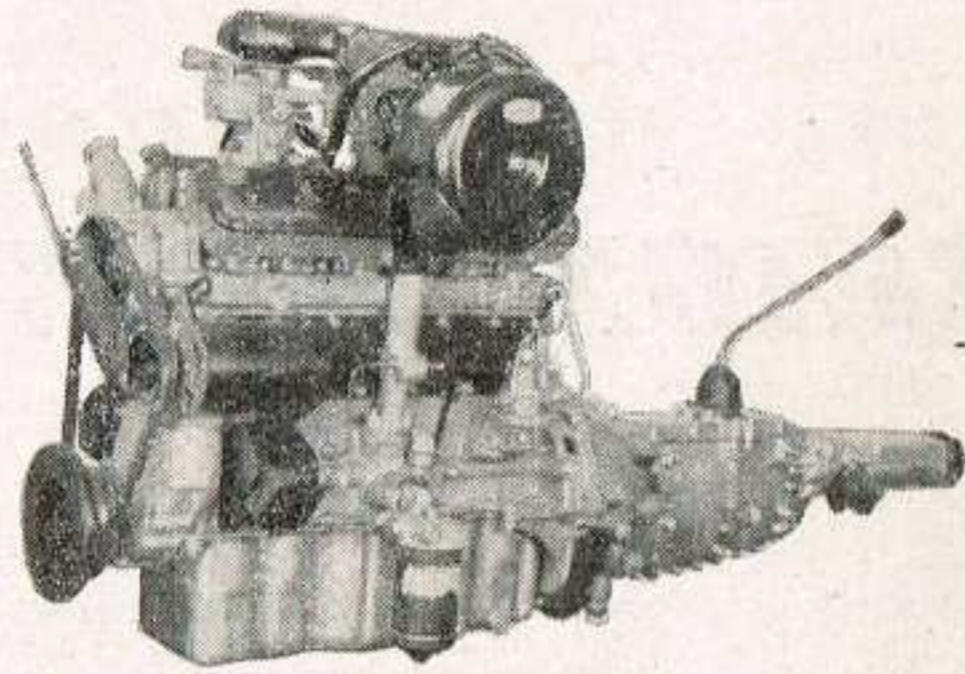
LOUIS ROSIER

last year elected for the third consecutive time Champion of France, is probably the doyen of to-day's motor racers—he is 56, and one of the few racing drivers with a son for partner. The Rosiers, Louis and Claude, drove together to win the 1950 Le Mans 24-hour race at a pace of 89.7 m.p.h. in a 4½-litre Talbot. But Louis drove for 23 hours, making a lap record of 102.84 m.p.h. and another record in covering 2,150 miles. He is a prosperous garage proprietor. Solid in build and ruddy hued. Was third in the British Grand Prix in 1949. Won, fairly easily, the Albi Grand Prix this year.

FRANCO CORTESE

is the Italian driver who took a British car to victory for the first time in the famous Targa Florio race of Sicily last year. Driving a 2-litre Frazer-Nash on the severe hilly and winding course he completed the 357 miles in 7 hours 31 minutes 7.8 seconds with an average speed of 47.6 m.p.h., beating high-class opposition which included G. Bracco, one of the best sports-car racers of Italy, in a Ferrari of the latest type. Cortese competed with distinction in Italian and Sicilian races, using the same car, during 1950 and last year. In 1947 he won the Gold Cup of an International race at Cairo and was congratulated by King Farouk.





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. . . which has made possible the magnificent performances

put up by COOPER-BRISTOL



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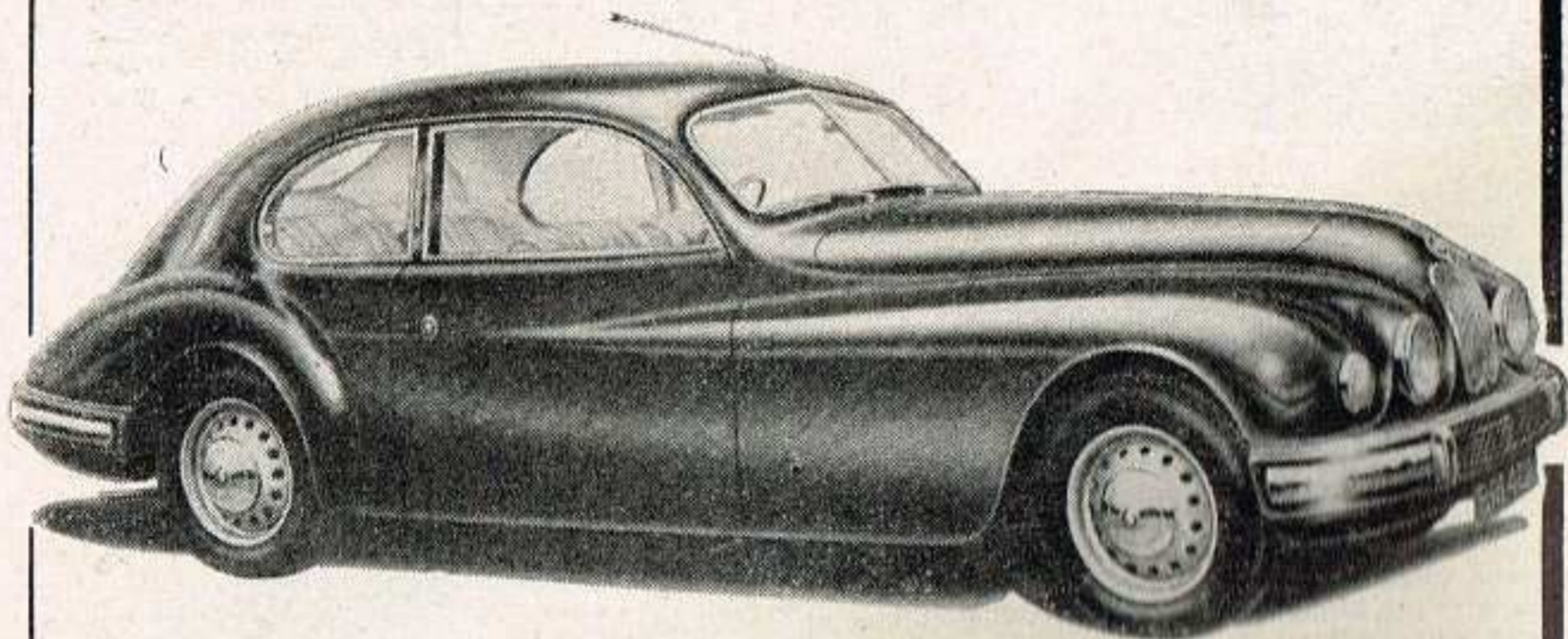


, and which also

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



PIERRE LEVEGH

is well known as a long-distance driver in France but he won a memorable place in international fame at the Le Mans 24-hours race in June this year. Driving a Talbot and at the outset not expected to secure any limelight, he yet leaped into the lead and held it for 23 hours out of the 24. More—he was driving without a partner. Hour after the hour he led and the hopes of the French grew to fever point. But in the last hour, exhausted and oil spattered, he was passed by first one and then two of his German rivals, and finally had to drop out. But his feat remained unforgettable nevertheless.

PHILIPPE ETANCELIN

49, is a veteran of French motor-racing, whose first great success was winning the Grand Prix de La Marne in 1927. He took it again in 1929 with a two-litre Bugatti. Since then has had many French classic successes and has driven all over Europe.

Just before the Grand Prix at Rouen, his native town, this year he was made a Chevalier of the Legion of Honour in tribute to his services for France in motor-racing, over the past 25 years. In the race he drove a new Maserati and finished eighth. His soft peaked cap turned back to front when racing was for many years his distinguishing feature—but now by regulation he has to wear a crash helmet! When driving his haunched figure intent over the wheel indicates that he is really at work.



TOMMY COLE

"of London," now lives and mostly drives in the U.S.A., where last year he was declared Top Driver of Sports Cars, although he was born in London. Likewise, he drives a car that represents the two countries—an Allard made at Brixton, powered by an American Chrysler or Cadillac engine. He is 32, son of a millionaire electric battery maker, unmarried, and a friend of Sydney Allard, the car-maker, with whom he drove in the 1950 Le Mans 24-hours race, creating a sensation in the early laps by bursting out of the lesser-known ranks through spectacular cornering and 100 m.p.h. bursts down the straight. They finished third. Last year he won the 100-miles Bridgehampton Cup Road Race at Long Island, New York, and came over to Ireland to win the Leinster Trophy.



Left—Y. Giraud Cabantous, Champion of France, 1948, is well known to motor racers everywhere. Often accompanied by very pleasant Mme. Cabantous.



Right—Alberto Crespo of Argentine, a very spectacular driver now making his first visit this year to Britain.

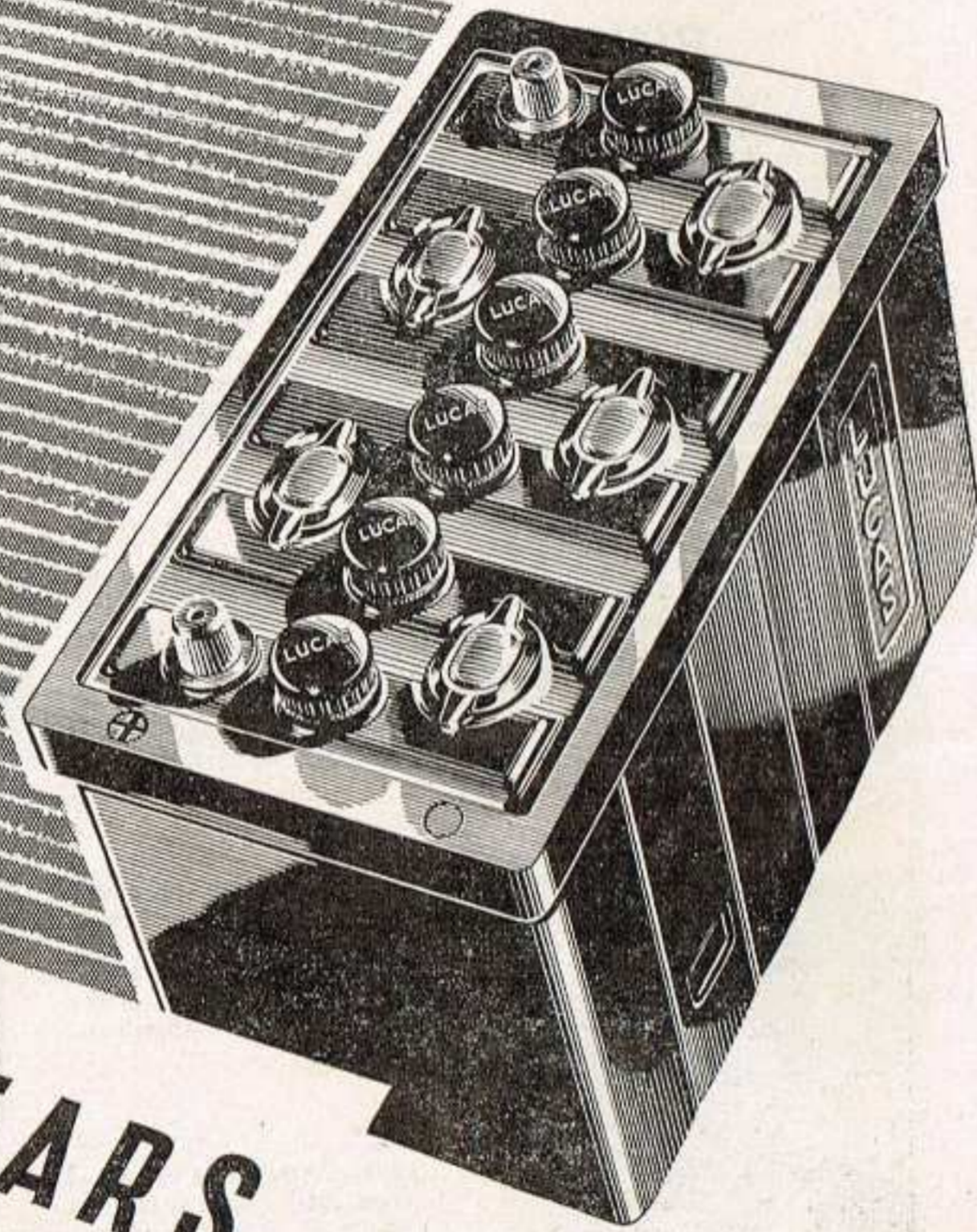
LEX BEELS

of Holland, aged about 40, was one of the earliest men in his country to take up 500 c.c. motor-racing. Formerly drove a Cooper but now has his own Beels Special, two of which have been entered for to-day. The other will be driven by Pim Richardson.

FRANCISCO LANDI

National Champion of Brazil, is a very good, dashing driver with fiery Latin temperament, generally called "Chico." His government recently paid tribute to his services to his country by giving him a 4½ litre Ferrari. He belongs to the Fangio-Gonzalez school. In the recent 4-meeting series, Argentina and Uruguay, he scored a second, two thirds and a fifth. Only the famous Fangio and Gonzalez did better.

You start with something extra



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The Story of the WEST ESSEX CAR CLUB

TEN men with a taste for speed in the early post-war years began what has now become one of the most enterprising motor-sport organisations of the country—the West Essex Car Club.

There was no local speed-track in this agricultural area just outside Chelmsford and not much opportunity for other sports and entertainments, so the ten men had to go far afield to see speed trials and races. Most had small sports cars and nowhere to race them. Through so much travelling, they became acquainted.

In 1949 they came to the point of forming a club. There were farmers and farm workers, young businessmen and shop workers among them. For a while they engaged a room here and there for occasional meetings.

The idea grew and they looked round for real activities. The erstwhile airfield perimeter lay idle, except that the police used it as a testing course for motor-drivers.

The farmers who owned the land had formed a co-partnership concern and there were motorists and men of some vision among them. They agreed to let the new club use the track for motoring and to organise a speed trial on it. Around 100 entrants came forward for the first trial in 1950 and it was a success from the start. Now, it has become an annual event, held each March.

The next need was a permanent club headquarters. The landlord of the Jolly Wheelers offered them a disused hall. It needed a vast amount of decorating and furnishing, but they set to work. They raised £400 among themselves—and spent it on the work they could not do themselves. The rest they did—scrubbing and painting and fitting—by volunteer working party at the week-ends. Members contributed furnishings. That work still goes on. It can seat 150 people now.

In 1951, Co-Partnership Farms gave them permission to hold race-meetings on the circuit and a great deal of other help. They held three successful meetings that year and set out for bigger things in their determination to bring real motor-sport to Essex.

Now the club has 634 members, including a dozen women driver-members, and is proposing to form a women's section in the near future. The club house is filled every month by a well-attended meeting. It has a very active and enthusiastic President in the Hon. Gerald Lascelles. It produces its own bi-monthly magazine, which has won praise from a leading motoring journal; and the racing is sponsored by the new Motor-Racing Company, which is rapidly turning the former airfield into a perfect and up-to-date racing arena and taking strides towards making it Britain's fastest circuit.

The West Essex Club members still work with the same zest. They provide voluntary officials who contribute largely to the fine organisations of the events now run at Boreham. With help from other friendly clubs, for instance, they provide nearly 300 marshals for each big event and nearly all the officials.

Three of To-day's Trophies



"Daily Mail" '100 Mile' Trophy



"Daily Mail"
International Formula I Trophy



"Daily Mail"
International Formula II Trophy

EVENTS AND AWARDS

EVENT 1 10.30 a.m.
INTERNATIONAL DAILY MAIL

"100 MILE" SPORTS CAR RACE

FOR LE MANS TYPE SPORTS CARS, CLASSES G, F and E
AWARDS : 1st—£50 and Trophy ; 2nd—£25 ; 3rd—£10 in each class

EVENT 2 12.10 p.m.
INTERNATIONAL DAILY MAIL

FORMULA III RACE

AWARDS : 1st—£100 and Trophy ; 2nd—£50 ; 3rd—£25 ; 4th—£10

EVENT 3 1 p.m.
INTERNATIONAL DAILY MAIL

"100 MILE" SPORTS CAR RACE

FOR LE MANS TYPE SPORTS CARS, CLASSES D and C
AWARDS : 1st—£50 and Trophy ; 2nd—£25 ; 3rd—£10 in each class

EVENT 4 3 p.m.
INTERNATIONAL

DAILY MAIL TROPHY RACE

FORMULA I and FORMULA II

AWARDS : 1st—£500 and Trophy ; 2nd—£250 ; 3rd—£100 ;
4th—£50 in each class

A SPECIAL AWARD

of £50 and 100-Mile Trophy will be awarded to the Competitor with
the highest average speed in either events 1 or 3

KEY TO DRIVERS' NATIONALITIES

Am—American Ar—Argentinian B—British Br—Brazilian
D—Dutch Eir—Irish F—French I—Italian S—Swiss

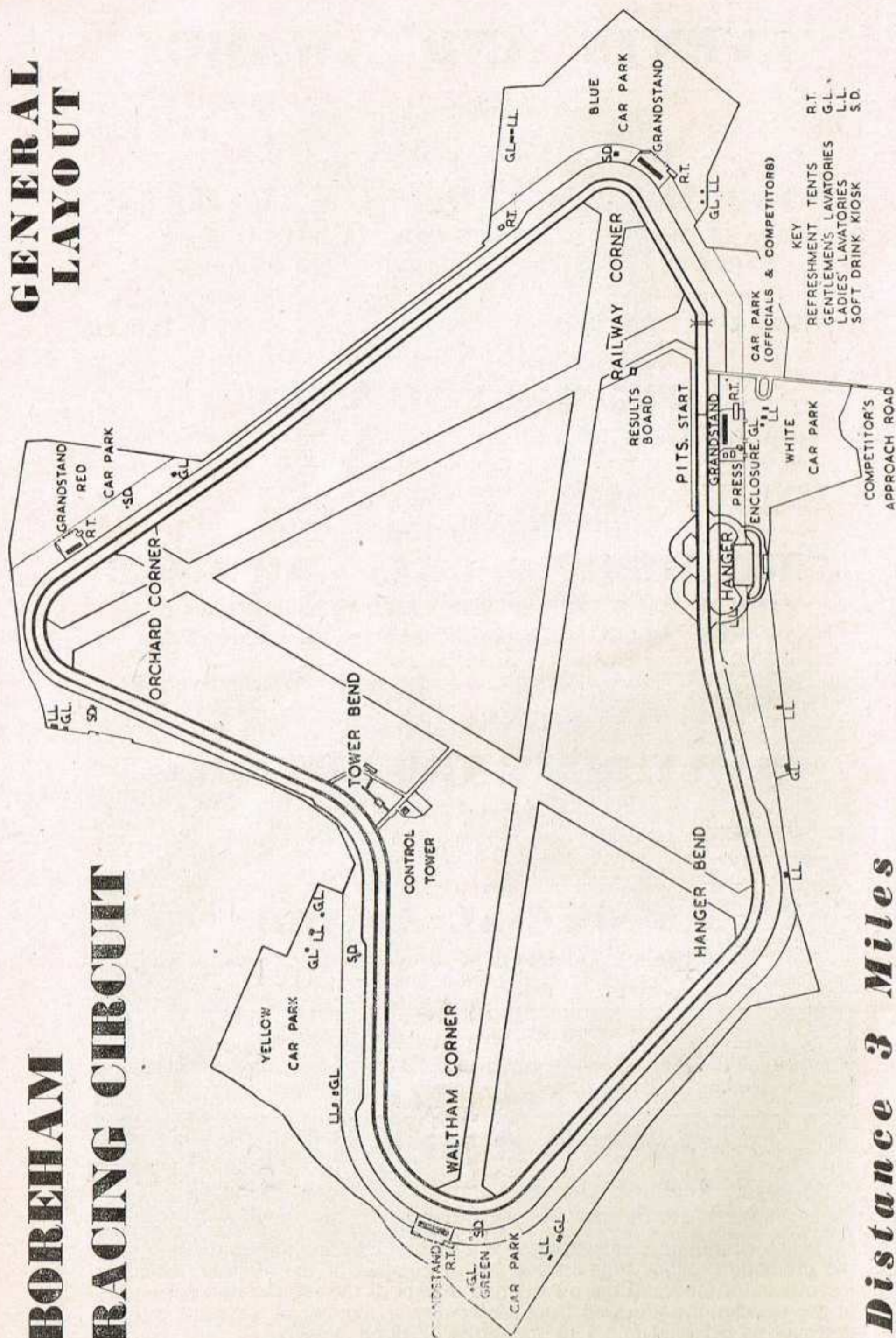
WARNING

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

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

GENERAL LAYOUT

BOREHAM RACING CIRCUIT



BOREHAM LAP SPEED TABLE

1 Lap equals 3 miles

TIME		SPEED	TIME		SPEED
Mins.	Secs.	M.P.H.	Mins.	Secs.	M.P.H.
1	30	120	1	48	100
1	30.38	119.5	1	48.5	99.5
1	30.75	119	1	49	99
1	31.13	118.5	1	49.6	98.5
1	31.5	118	1	50.2	98
1	31.9	117.5	1	50.77	97.5
1	32.3	117	1	51.34	97
1	32.7	116.5	1	51.92	96.5
1	33.1	116	1	52.5	96
1	33.5	115.5	1	53.08	95.5
1	33.91	115	1	53.67	95
1	34.32	114.5	1	54.28	94.5
1	34.74	114	1	54.9	94
1	35.15	113.5	1	55.5	93.5
1	35.57	113	1	56.1	93
1	36	112.5	1	56.75	92.5
1	36.43	112	1	57.4	92
1	36.86	111.5	1	58.04	91.5
1	37.3	111	1	58.68	91
1	37.75	110.5	1	59.34	90.5
1	38.2	110	2	00.0	90
1	38.65	109.5	2	00.67	89.5
1	39.1	109	2	01.34	89
1	39.55	108.5	2	02.03	88.5
1	40	108	2	02.72	88
1	40.45	107.5	2	04.83	87.5
1	40.9	107	2	04.13	87
1	41.39	106.5	2	04.85	86.5
1	41.88	106	2	05.58	86
1	42.37	105.5	2	06.29	85.5
1	42.85	105	2	07.00	85
1	43.34	104.5	2	07.78	84.5
1	43.84	104	2	08.57	84
1	44.36	103.5	2	09.34	83.5
1	44.85	103	2	10.1	83
1	45.38	102.5	2	10.9	82.5
1	45.88	102	2	11.7	82
1	46.43	101.5	2	12.5	81.5
1	46.93	101	2	13.3	81
1	47.5	100.5	2	14.15	80.5
			3	00.0	60
2	15.0	80			
2	15.85	79.5			
2	16.7	79			
2	17.55	78.5			
2	18.4	78			
2	19.3	77.5			
2	20.2	77			
2	21.15	76.5			
2	22.1	76			
2	23.05	75.5			
2	24.0	75			
2	24.97	74.5			
2	25.95	74			
2	26.97	73.5			
2	28.0	73			
2	29.0	72.5			
2	30.0	72			
2	31.05	71.5			
2	32.1	71			
2	33.2	70.5			
2	34.3	70			
2	35.4	69.5			
2	36.5	69			
2	37.65	68.5			
2	38.8	68			
2	40.0	67.5			
2	41.2	67			
2	42.4	66.5			
2	43.6	66			
2	44.87	65.5			
2	46.15	65			
2	47.42	64.5			
2	48.7	64			
2	50.07	63.5			
2	51.43	63			
2	52.81	62.5			
2	54.2	62			
2	55.6	61.5			
2	57.0	61			
2	58.5	60.5			

EVENT I 34 LAPS 10.30 a.m.

INTERNATIONAL DAILY MAIL
100-Mile SPORTS CAR RACE

FOR LE MANS TYPE SPORTS CARS

CLASS G—Up to 1,100 c.c. CLASS F—1,100 c.c. to 1,500 c.c.
 CLASS E—1,500 c.c. to 2,000 c.c.

No.	Driver	Car	Capacity c.c.	Entrant	Nat.	Reserve Driver
1	C. Le S. Metcalfe	Fiat	995	Driver	B	
2	J. Sparrow	Morgan	1098	Driver	B	
3	A. Baker	M.G.	939	Driver	B	
4	E. Heath	M.G.	1087	Driver	B	
5	J. C. Stocks	M.G.	1087	Driver	B	
6	P. Griffiths	Lester M.G.	1467	The Monkey Stable	B	
7	J. Mayers	Lester M.G.	1467	The Monkey Stable	B	
8	C. Swain	Jowett	1485	Driver	B	
9	B. Sterry Ashby	H.R.G.	1496	Driver	B	
10	J. T. K. Line	M.G.	1250	Driver	B	
11	W. Lee	Connaught	1496	Driver	B	
12	W. Knight	M.G.	1287	Driver	B	
14	L. Marr	Aston-Martin	1496	Driver	B	
15	C. Davis	Cooper M.G.	1497	Driver	B	
16	G. Ruddock	Lester M.G.	1467	The Monkey Stable	B	
17	E. Harewood	M.G.	1467	Driver	B	
18	S. B. Wells	Riley	1496	Driver	B	
19	M. J. Allen	Lotus	1496	Ecurie Lotus	B	
20	R. W. Jacobs	M.G.	1460	Driver	B	
21	J. Kelly	Jowett	1485	Driver	Eir	
22	K. Wharton	Frazer-Nash	1971	Scuderia Franera	B	
23	T. A. D. Crook	Frazer-Nash	1971	Driver	B	
24	J. Beckwith-Smith	Frazer-Nash-B.M.W.	1971	Driver	B	
25	A. D. Stevens	Lea-Francis	1767	Driver	B	
26	J. R. Stoop	Frazer-Nash	1971	Driver	B	
27	E. Stapleton	Aston-Martin	1964	Driver	B	
28	J. Lyons	Connaught	1767	Driver	B	
29	R. Salvadori	Frazer-Nash	1971	T. A. D. Crook	B	
61	R. Peacock	Frazer-Nash	1971	Driver	B	

RESULTS

CLASS G 1st... 1 2nd... 3 3rd... 4
 Winner's Speed... 67.85 m.p.h.

CLASS F 1st... 7 2nd... 6 3rd... 15
 Winner's Speed... 77.31 m.p.h.

CLASS E 1st... 22 2nd... 29 3rd... 23
 Winner's Speed... 81.19 m.p.h.

Fastest Lap Speed... 87.95 m.p.h. No. 22

INTERNATIONAL DAILY MAIL 100 - MILE SPORTS CAR RACE—CLASSES G, F, and E

LAPS 1 - 34

	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	
1	22	29	23	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
2	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
3	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
4	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26

EVENT 3 34 LAPS 1 p.m.

**INTERNATIONAL DAILY MAIL
100-Mile SPORTS CAR RACE
FOR LE MANS TYPE SPORTS CARS**

CLASS D—2,000 c.c. to 3,000 c.c. CLASS C—Over 3,000 c.c.

No.	Driver	Car	Capacity c.c.	Entrant	Nat.	Reserve Driver
31	R. Parnell	Aston-Martin	2580	David Brown	B	
32	G. Abecassis	Aston-Martin	2580	David Brown	B	
33	Peter Clark	Aston-Martin	2580	Driver	B	
34	W. D. R. Lamb	Healey	2443	Driver	B	
35	H. Kemp-Place	Healey	2443	Driver	B	
36	R. Baird	Ferrari	2700	G. Caprara	I	J. D. Griffin
37	T. Cole	Ferrari	2700	G. Caprara	Am	
39	D. S. Boston	Healey	2443	Driver	B	
40	Stirling Moss	Jaguar	3442		B	
41	Ian Stewart	Jaguar	3442		B	
42	Sir John Scott-Douglas, Bt.	Jaguar	3442	Ecurie Ecosse	B	
43	W. Black	Jaguar	3442	Driver	B	
44	J. Swift	Jaguar	3442	Driver	B	
45	D. H. C. Hull	Jaguar	3442	K. K. Hemsworth	B	
46	S. Boshier	Jaguar	3442	Driver	B	
47	D. Russell	Jaguar	3442	Driver	B	
48	J. Goodhew	Lagonda	4500	Driver	B	
49	C. L. Devereux	Allard	3622	Driver	B	
50	K. Watkins	Allard	5420	Driver	B	
51	J. Titterington	Allard	3917	Driver	B	
52	H. Howarth	Jaguar	3442	Driver	B	
53	M. W. Head	Jaguar	3442	Driver	B	
54	A. Bryde	Allard	5420	Driver	B	
55	D. Hamilton	Jaguar	3442	Driver	B	
56	W. Dobson	Jaguar	3442	Ecurie Ecosse	B	
57	J. Craig	Jaguar	3442	Driver	B	
58	G. Gale	Darrack	3995	Driver	B	
59	L. Johnson	Jaguar	3442	Driver	B	
60	W. J. Jacobs	Allard	3917	Driver	B	

RESULT

CLASS D

1st **31** 2nd **36**

3rd **37**

Winner's Speed **86:35** .m.p.h.

CLASS C

1st **40** 2nd **55** 3rd **56**

Winner's Speed **88:09** .m.p.h.

Fastest Lap Speed **90:00** .m.p.h. No. **40**

JOHNSON'S CAR-PLATE
BRIGHTEST, LONGEST-LASTING WAX POLISH KNOWN!

INTERNATIONAL DAILY MAIL 100 MILE SPORTS CAR RACE—CLASSES D and C

LAPS 1—34

Lap	31	36	37	40	55	56
1	40	40	40	40	40	40
2	40	40	40	40	40	40
3	40	40	40	40	40	40
4	40	40	40	40	40	40
5	40	40	40	40	40	40
6	40	40	40	40	40	40
7	40	40	40	40	40	40
8	40	40	40	40	40	40
9	40	40	40	40	40	40
10	40	40	40	40	40	40
11	40	40	40	40	40	40
12	40	40	40	40	40	40
13	40	40	40	40	40	40
14	40	40	40	40	40	40
15	40	40	40	40	40	40
16	40	40	40	40	40	40
17	40	40	40	40	40	40
18	40	40	40	40	40	40
19	40	40	40	40	40	40
20	40	40	40	40	40	40
21	40	40	40	40	40	40
22	40	40	40	40	40	40
23	40	40	40	40	40	40
24	40	40	40	40	40	40
25	40	40	40	40	40	40
26	40	40	40	40	40	40
27	40	40	40	40	40	40
28	40	40	40	40	40	40
29	40	40	40	40	40	40
30	40	40	40	40	40	40
31	40	40	40	40	40	40
32	40	40	40	40	40	40
33	40	40	40	40	40	40
34	40	40	40	40	40	40

JOHNSON'S CAR-PLATE
THE 20 MINUTE CAR WAX—NO RUBBING!

EVENT 4

67 LAPS

3 p.m.

INTERNATIONAL DAILY MAIL TROPHY RACE

FORMULA I AND FORMULA II

FORMULA II

No.	Driver	Car	Capacity c.c.	Entrant	Nat.	Reserve Driver
1	Stirling Moss	E.R.A.	1996	E.R.A. Ltd.	B	
2	Eric Brandon	Cooper-Bristol	1971	Ecurie Richmond	B	Alan Brown
3	Alan Brown	Cooper-Bristol	1971	Ecurie Richmond	B	J. Cooper
4	Mike Hawthorn	Cooper-Bristol	1971	L. D. Hawthorne	B	Eric Brandon
5	Andre Loens	Cooper-Bristol	1971	Fraser Hartwell Syndicate	B	J. Cooper
6	T. A. D. Crook	Frazer-Nash	1971	T. A. D. Crook	B	R. Salvadori
7	D. Poore	Connaught	1964	W. B. Black	B	W. B. Black
8	D. Murray	Cooper-Bristol	1971	Ecurie Ecosse	B	
9	W. Dobson	Ferrari	1955	Scuderia Ambrosiana	B	
10	R. Baird	Ferrari	1980	G. Caprara	I	J. D. Griffin
11	F. Cortese	Ferrari	2000	Scuderia Ambrosiana	I	
12	J. Barber	Cooper-Bristol	1971		B	C. N. Cooper
14	A. Bryde	Cooper-Bristol	1971	A. Bryde	B	A. N. Other
15	K. Downing	Connaught	1964	Driver	B	
16	P. Whitehead	Ferrari	1992	Driver	B	
33	Spencer King	Rover	1996	C. G. H. Dunham	B	Hazel Dunham
34	E. de Graffenried	Maserati Plate	1995	Driver	S	
35	H. Schell	Maserati Plate	1995	Enrico Plate	Am.	
Reserves:						
36	R. C. Willis	B.M.W. Bristol	1971	R. C. Willis	B	C. H. Bulmer
37	O. E. Simpson	Alta	1960	R. York	B	R. York
38	H. A. Richards	H.A.R.	1954	Driver	B	

FORMULA I

No.	Driver	Car	Capacity c.c.	Entrant	Nat.	Reserve Driver
17	G. Villorsei	Ferrari	4500	Scuderia Ferrari	I	
18	L. Rosier	Ferrari	4500	L. Rosier	F	
19	E. Chaboud	Talbot	4500	L. Rosier	F	
20	Y. Giraud-Cabantous	Talbot	4500	L. Rosier	F	
21	P. Etancelin	Talbot	4482	Driver	F	
22	A. G. Whitehead	E.R.A.	1488 S/C	Driver	B	
23	J. D. Griffin	Maserati	1498 S/C	R. Baird	B	R. Baird
24	Alberto Crespo	Talbot	4482	A. Lago	F	
25	J. F. Gonzalez	B.R.M.	1487 S/C	B.R.M. Ltd.	AR	
26	Ken Wharton	B.R.M.	1487 S/C	B.R.M. Ltd.	B	
27	J. Kelly	Alta	1500 S/C	Driver	EIR	
28	R. Levegh	Talbot	4482	A. Lago	F	
29	F. Landi	Ferrari	4488	Escuderia Bandeirantes	Br.	
Reserves:						
30	Oscar Moore	H.W.M.	3814	Driver	B	
31	J. Dunham	Rover	1996	C. G. H. Dunham	B	
32	J. James	Maserati	1491 S/C	Driver	B	

Cashed - Retired Lap 59

INTERNATIONAL DAILY MAIL TROPHY RACE

LAPS 1-22

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
17	17	17	17	17	17	17	17	17	17												
29	18	18	18	18	18	18	18	18	18												
18	25	29	29	29	29	29	29	29	29												
4	4	4	4	4	4	4	4	4	4												

LAPS 23-44

23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44

JOHNSON'S CAR-PLATE

BRIGHTEST, LONGEST-LASTING WAX POLISH KNOWN!

JOHNSON'S CAR-PLATE

THE 20 MINUTE CAR WAX - NO RUBBING!



DB2—heir to 30 years of glorious successes

AT SPA, ULSTER AND LE MANS

Success follows Success

1950 LE MANS

*1st and 2nd, 3-litre class.
1st on Index of Performance.
3-litre lap and total distance records.*

1950 ULSTER TT

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

1951 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

1st, 3-litre class.

1951 LE MANS

*1st, 2nd and 3rd, 3-litre class.
3-litre total distance record
5 cars entered, 5 cars finished.*

1951 MILLE MIGLIA

1st, over 2-litre Vetture Veloci class.

1951 INTERNATIONAL ALPINE TRIAL

1st, 3-litre class.

1952 SILVERSTONE INTERNATIONAL PRODUCTION SPORTS CAR RACE

1st, 2nd, 3rd, 3-litre class.

Also manufacturers team prize.

1952 MILLE MIGLIA

1st, over 2-litre Gran Turismo class.



THE RACE BRED LUXURY CAR

Aston Martin Ltd., Feltham, Middlesex

A Product of the David Brown Group

BRISTOL- COOPER

British (Formula II and III) is designed and built at a Surbiton garage by John Cooper. The engine is behind the driver and the gearbox has a foot change, like a motor cycle. Stirling Moss has scored several victories with Mark V Coopers in Formula III. The engine is made by the Bristol Aeroplane Company.



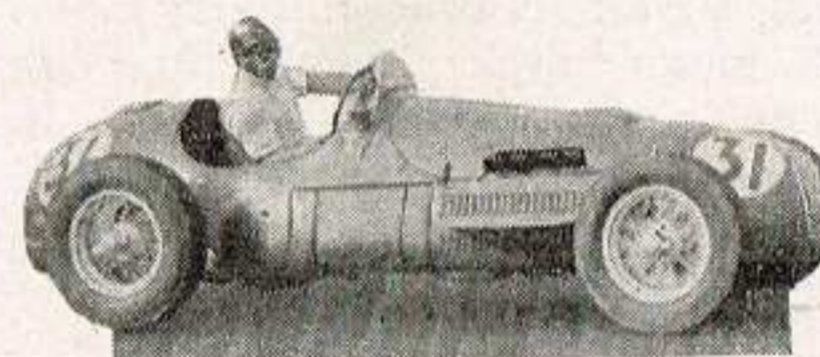
DELAGE- SPECIAL

British (Formula I) is the result of successful collaboration between the famous Delage of 1927 and an E.R.A. engine and was first raced in 1951 by A. P. R. (Tony) Rolt. On its third appearance at Boreham it finished 2nd.



E.R.A.

British (Formula I) is the "grand old man" of British racing cars. Before the war it was our fastest and favourite car, associated with such famous names as Raymond Mays, B. Bira and Dick Seaman. It was produced at Dunstable in 1934 by a group of enthusiasts. Raymond Mays, Peter Berthon, Murray Jamieson and Reid Railton forming English Racing Automobiles and originally financed by Humphrey Cook. There are several "types" most of them distinguishable by a square-shaped radiator. The new E type is an exception, having the more modern "cottage loaf" front.



H.W.M.

(Formula II), a "private venture" car designed and constructed by John Heath and H. W. Motors at Walton-on-Thames, Surrey, has acquitted itself magnificently in races all over Europe, greatly increasing British prestige. This year a comprehensive racing programme with improved Alta engines has been arranged for this successful car.

LESTER—M.G.

British sports car, designed and produced by Mr. Harry Lester at Knebworth, Herts., and now produced in small quantities near Newbury, Berks. This successful sports/racing car originally incorporated a 1250 c.c. M.G. "T.C.2" type engine, M.G. gearbox and part front suspension and rear axle with Harry Lester's own chassis design—the engine cylinders have now been enlarged by over-boring to 1467 c.c. It is the lightest all-British car of its class at 10½ cwt. There are 15 now in operation—driven by the "Monkey Stable" (Gerry Ruddock, Pat Griffith, J. C. C. Mayers) formed early this year. They scored victories at Jersey and the Isle of Man.

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MASERATI

Italian (Formula I) another great power in the history of Grand Prix racing bears the name of two famous brothers. They left the firm in 1948 and have since produced the Formula I OSCA. Maseratis have been owned and driven by celebrated drivers all over the world. Pre-war enthusiasts will particularly remember the one raced by B. Bira.

B.R.M.

British (Formula I) is built to a design initiated by Raymond Mays and Peter Berthon to challenge Italian supremacy and backed financially by the British motor industry. It was first raced in 1950 and has competed with disappointing results in international events since then. British Racing Motors are now reported to be producing a model for the new Formula I.



ALTA

British (Formula I and II) is built by Geoffrey Taylor in small Tolworth factory and not yet raced professionally by a works team. The Alta Formula II engine, embodied in the H.W.M. cars is internationally respected. Pre-war Alta drivers, George Abecassis, and Joe Kelly of Dublin, still race Formula I models.

JAGUAR

British. The racing type C developed from the already-famous X K 120 sports car and was first raced in the famous Le Mans 24-hour race in 1951. It then scored the first British victory. The fastest sports car in the world to-day, it has a maximum speed of some 160 miles an hour. The engine is unsupercharged, six cylinders, 3½ litres capacity.

FRAZER—NASH

British, a beautiful unsupercharged 2-litre sports car which has been consistently successful in the last few seasons. In 1951 it won victories in the British Empire Trophy race and in the famous and gruelling Sicilian Targa Florio race. A Formula II version is expected this year.

TALBOT

French (Formula I). A famous racing car and one of the most reliable in Grand Prix racing. Its production in Paris was re-organised after the war by Tony Lago who took over and re-shaped the team. Results were spectacular and Louis Rosier was one of many famous drivers who scored successes. Two years ago Rosier won at Le Mans in a sports version of the 4½-litre single-seater.

MOTOR SPORT

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ASTON—MARTIN D.B. 3

is a logical development from the saloon model D B 2 which has notable successes for Britain in international sports car events for two seasons, including the 1951 Le Mans race. The engine is a highly efficient, unsupercharged, 2½-litre, six-cylinder unit. The suspension is now by torsion-bars all round.

BUGATTI

French (Formula I) a contemporary of the early "classics," like the Delage of the 20's, has a supercharged straight-eight engine with overhead camshaft and solid front axle. It is produced by M. Ettore Bugatti in his famous works at Molsheim, Alsace. It is usually a two seater but, just before the war, a single-seater version was built.

SIMCA—GORDONI

French (Formula I and II). Amedée Gordini has raced these cars successfully in a great number of events. The official team of drivers in 1951 was Maurice Trintignant, Robert Manzon and Andre Simon. Others associated are Aldo Gordini (Amedée's son), Fangio, Johnny Claes and the French motor cyclist, Jean Behra. In Formula II, they are a force to be reckoned with.

THE MONTHLÉRY COOPER

The special Monthléry Cooper car which has already won 12 International titles for Britain, will make a personal appearance in a demonstration lap at Boreham to-day. At the wheel will be 29 years old John Cooper, son of the famous designer, Charles Newton Cooper.

In this car aerodynamically designed to hold the road at speeds up to 200 m.p.h., the driver practically lies at the wheel, completely enclosed in the aluminum body. John Cooper hopes to attack the 500 c.c. world speed record of 160 m.p.h., now held by the German N.S.U., with it.

NOTES FOR TO-DAY

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

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

FUEL. The type used is optional. Most cars use a fuel that is nearly pure alcohol.

THE DRIVER has to submit his crash helmet, goggles or visor and certificate of medical fitness for inspection before he is allowed to race.

COMPETING CARS must be fitted with two rear reflecting mirrors, one on each side of the body : must have some form of protection between engine and driver's seat sufficient in the case of fire to prevent the passage of flames.

THE RACE. Cars always pass on the left. This originates from the French rules of the road for it was in France that motor racing began.

If a car leaves the circuit so that all four wheels are off the course the driver must stop and only rejoin the race if officially signalled to do so.

THE FINISH. A race stops immediately the first car reaches the end and the black-and-white flag is waved. Other competitors' finishing positions are determined by the total number of laps completed at the end-of-race signal.



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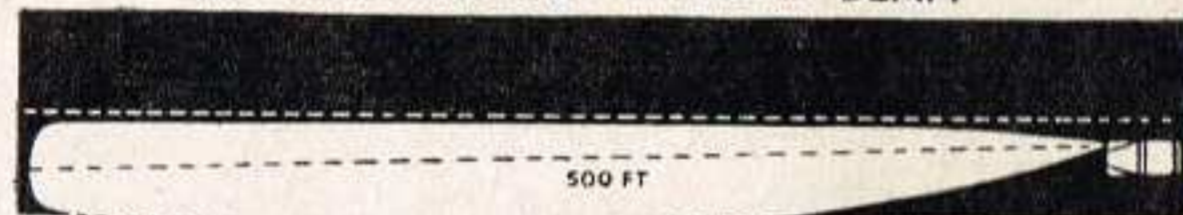
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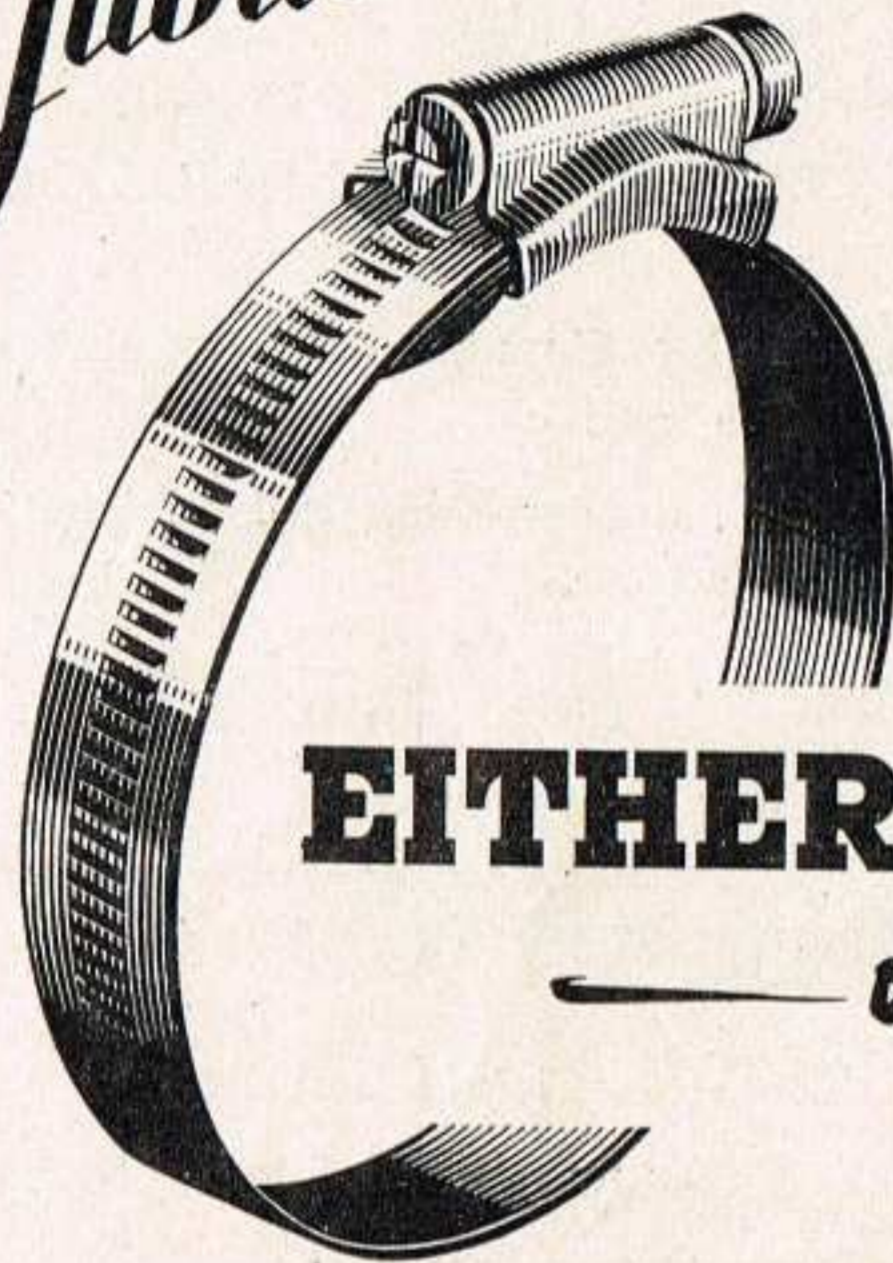
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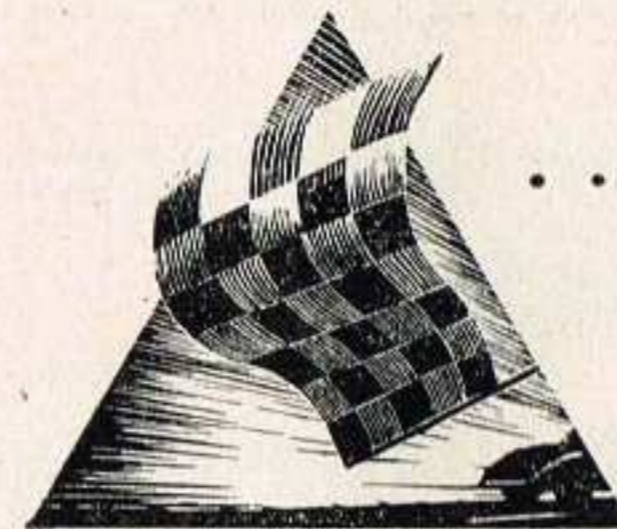
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