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CRYSTAL PALACE

INTERNATIONAL CAR RACE MEETING

Programme of Motor Racing Presented for the

LONDON COUNTY COUNCIL

by the

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by arrangement with the

CRYSTAL PALACE MOTOR SPORTS COMMITTEE

WHIT-MONDAY, MAY 25, 1953



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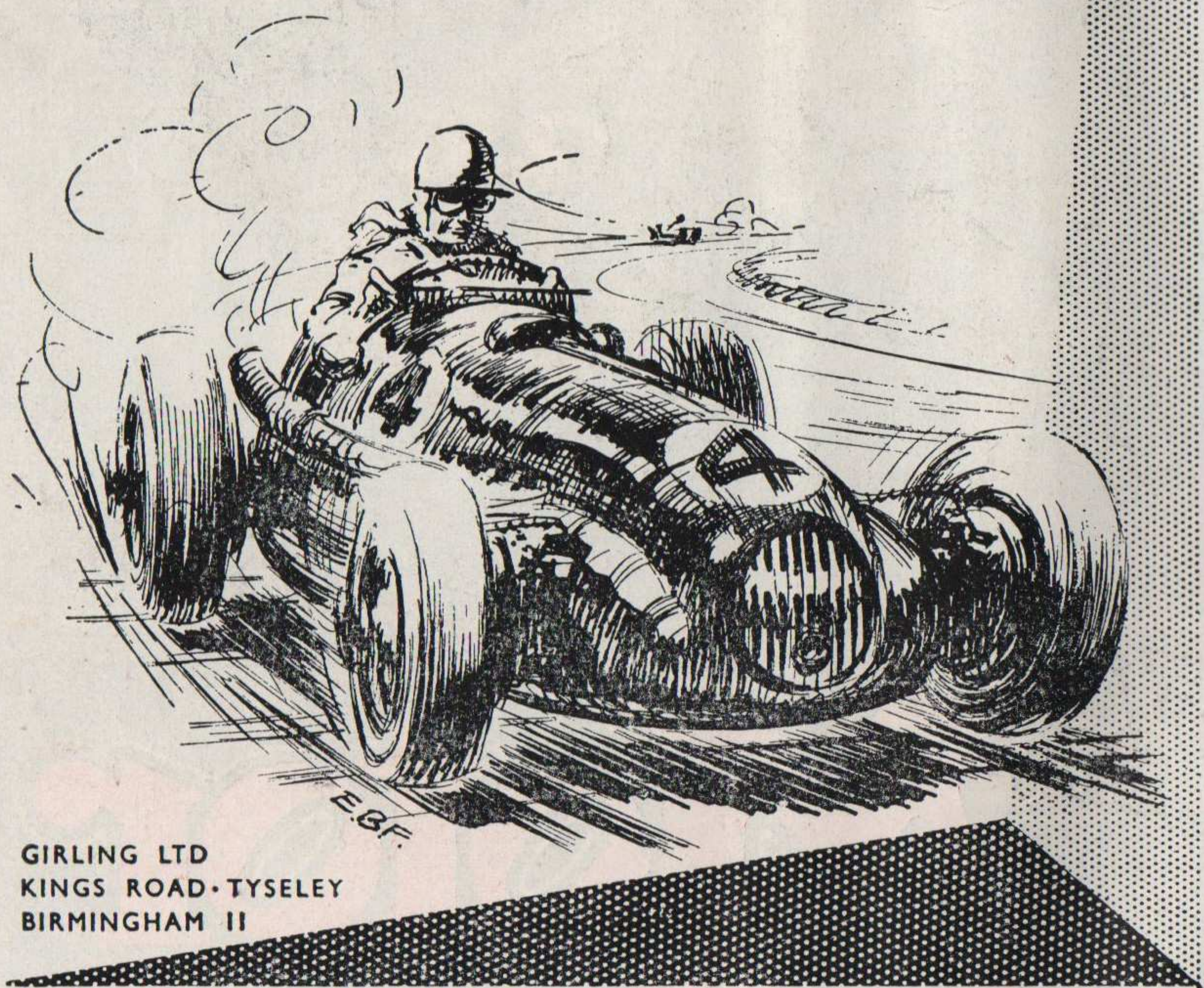
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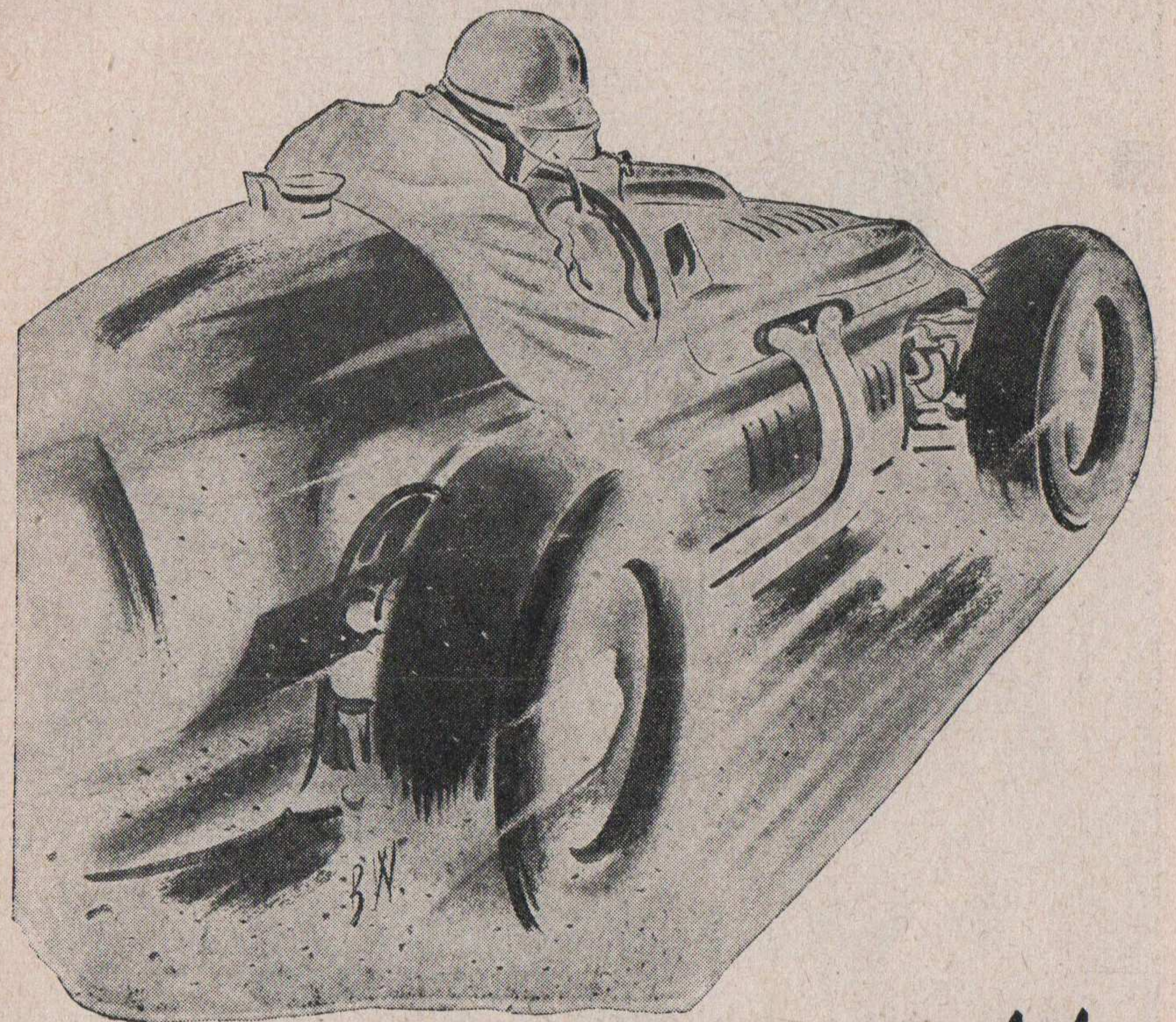


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INTERNATIONAL
CAR RACE MEETING
Crystal Palace

MONDAY, 25th MAY, 1953



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London County Council

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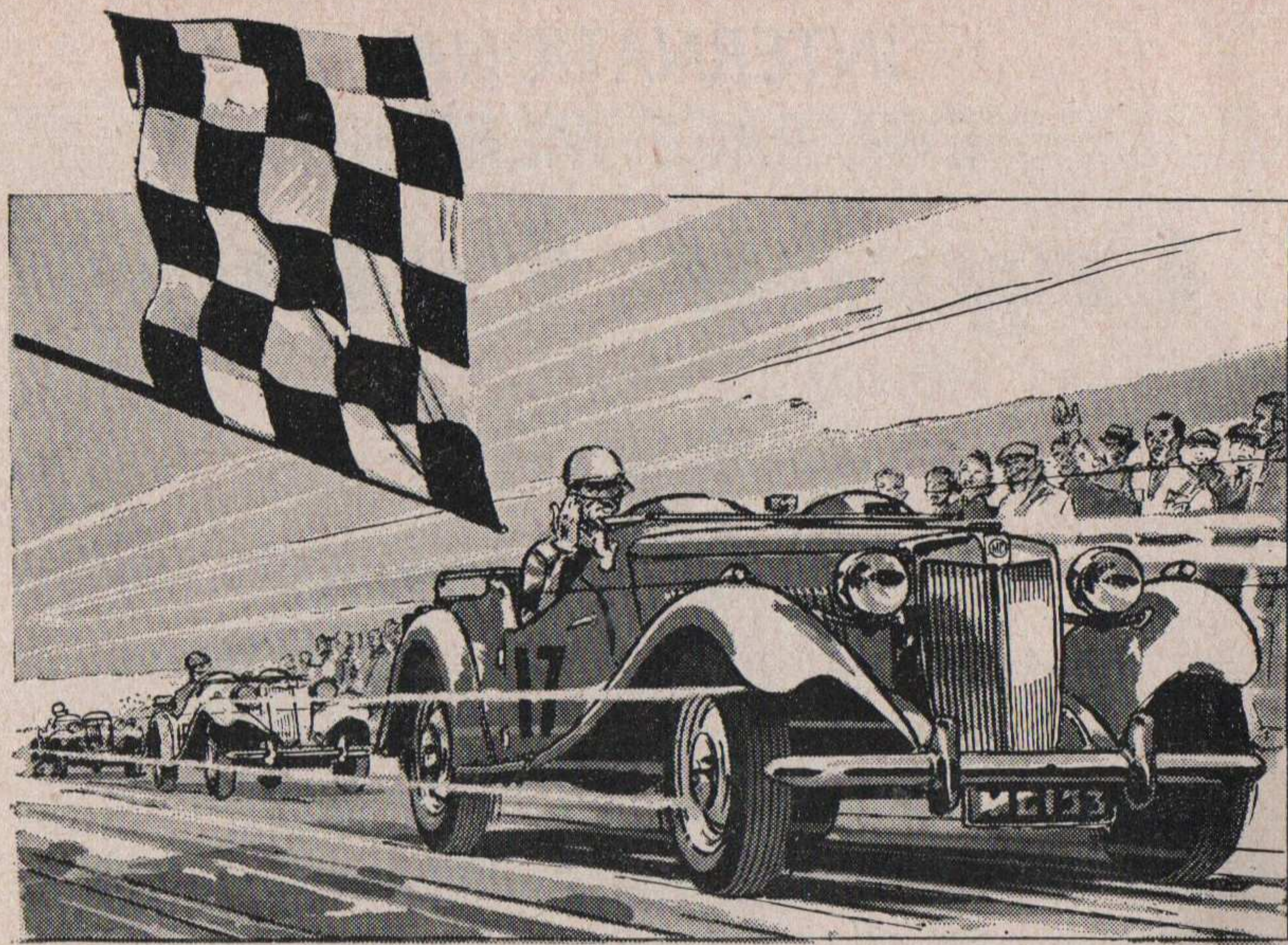
by arrangement with the Crystal Palace Motor Sports Committee

The Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile (hereinafter called the F.I.A.), the General Competition Rules of the Royal Automobile Club, the Competition Rules (1953) of the British Automobile Racing Club, and such Supplementary Regulations and Instructions as the Club may issue for the Meeting. R.A.C. Permit No. 0/52.

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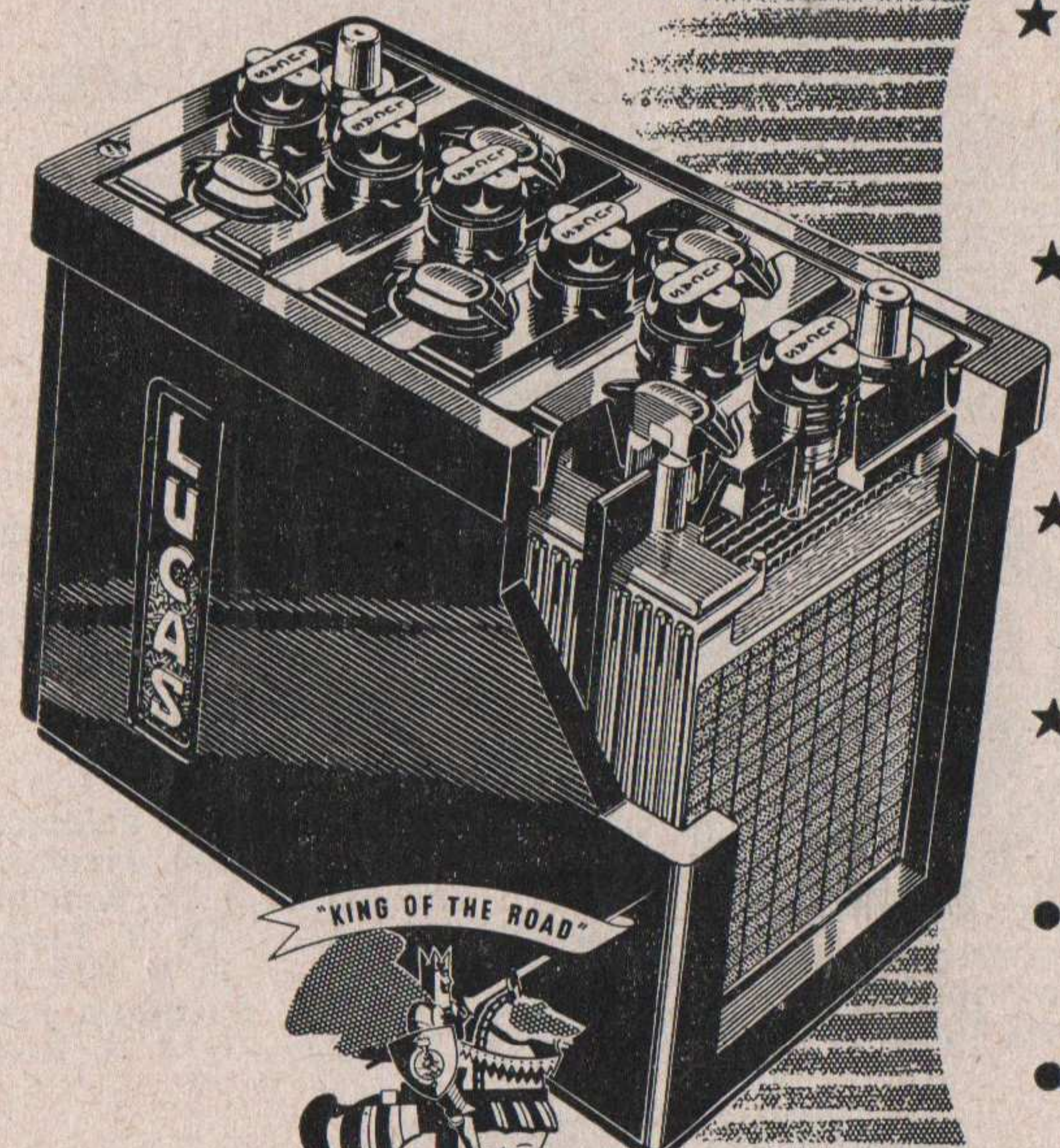
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Greetings

I AM delighted to hear that the Crystal Palace is again being used for motor racing. The Crystal Palace Circuit brings back many happy memories to me of hard-fought battles in some of the most exciting races in which I have taken part.

I should like to think that my record on the old Crystal Palace Circuit with my 2-litre E.R.A. would stand, but obviously this will not be the case now that so many of the corners have been removed.

In any case, Good Luck to the Crystal Palace and to the new record holder!

Raymond Mays

WHAT a tremendous thing it is to hear that the Crystal Palace is starting up again. How I wish I could be there! All the best and my heartiest good wishes.

Robin Hanson

I AM delighted that the Crystal Palace Motor Race Meetings are to be revived and I wish the promoters every success. I have many pleasant memories of the pre-war meetings, which were so successful both from the drivers' and the spectators' point of view, and I have no doubt that the slight changes which are being made to the circuit will make it even more enjoyable for all. I am looking forward to taking part in the opening meeting.

Tony Rolt

THE revival of motor racing on the Crystal Palace circuit marks yet another landmark in the sport's popularity since the war. Being only 23 years old, I cannot claim to remember many of the famous struggles which took place on the old Crystal Palace circuit, though I have since competed against many of those pre-war drivers.

It is with great enthusiasm that I am looking forward to competing in the first post-war race on this circuit.

Stirling Moss

I AM most happy to express my pleasure at the reopening of the Crystal Palace motor race circuit. I have always felt that motor sport suffered from the lack of this circuit after the war, and I can only admire the enterprise of these sponsors and the B.A.R.C. in organizing the first post-war event on Whit-Monday.

I hope to be present on the reopening, but in any case please accept my heartfelt wishes for a successful meeting.

G. Abecassis

THE news that Crystal Palace is once again to echo to the sound of motor racing is, I am sure, welcome to all who think of and participate in motor racing. Before the war I had the pleasure of seeing many fine races on this grand little circuit in the heart of London, but never had the pleasure of driving there myself, so it is quite natural that I look forward with great relish to the racing on Whit-Monday.

Ken Wharton

DELIGHTED see Crystal Palace racing again. Wishing every success.

Bira

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SPECTATORS are requested to disperse in a quiet and orderly manner.

DOGS. In the interests of safety, dogs are not admitted.

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The Crystal Palace as a Motor Racing Circuit

ON the 24th April, 1937, the first motor race meeting was held at the Crystal Palace. This was the year of the Coronation of H.M. King George VI and the Road Racing Club made this meeting the occasion for the Coronation Trophy Race for that year. Although it was more than 16 years ago, many of the names associated with that meeting are still familiar. Lord Howe, Sir Algernon Guinness, and Col. Lindsay Lloyd were Stewards of the meeting. Observers included Major E. T. G. (Goldie) Gardner and "Mort" Morris-Goodall. Jack Barclay presented the Trophy.

One of the most enthusiastic supporters of the circuit was Dick Seaman who wrote an introduction in the first programme and enthusiastically acclaimed the design of the circuit "with straights which were not too long, gradual and sharp bends, climbs and descents in a condensed circuit which employed practically every hazard to be encountered on Continental courses". The sponsors were well satisfied with their circuit and followed Continental practice at the opening meeting by introducing heats and a final. Until then, British races had invariably been held as a single event over a distance of 200 to 500 miles. At this first meeting the late Pat Fairfield won his heat and the race in a 1½-litre E.R.A., establishing the lap record at 54.59 m.p.h.

In the following July the London Grand Prix was won by H.H. Prince Birabongse of Siam (who races under the name of "Bira") in an E.R.A. He also raised the lap record to 56.47 m.p.h. At this meeting the famous 744 c.c. Austins appeared, Major Gardner drove his record-breaking M.G. Magnette on a lap of honour, and to add variety to the meeting, a sidecar race was included.

In August there was a true composite meeting, including cycles, motor cycles, sidecars, and cars. The Austin works cars were driven by Mrs. K. Petre and Bert Hadley who was the victor in the handicap race for that day. Tony Rolt, who is now very well known as a member of the Connaught team and is racing here to-day, was driving a Donald Healey designed supercharged Triumph Dolomite.

The 9th October, 1937, was a great day for the Crystal Palace since the Imperial Trophy Race was recognized as an International event. At this final meeting in 1937, which incidentally was televised, the entry list included such famous foreign drivers as Count Lurani, Count Trossi, "Bira," Luigi Villorosi, and the British drivers Raymond Mays, Arthur Dobson, Bert Hadley, Peter Whitehead, Percy McClure, Ian Connell, and Charles Martin. This handicap race was won by "Bira" at 57.8 m.p.h., only a fraction of a second in front of Arthur Dobson who raised the lap record to 58.63 m.p.h. The highlight of the afternoon was a demonstration run by the late Dick Seaman in the 645 b.h.p. 1937 G.P. Mercedes-Benz.

All meetings in 1938 were International, and special reference was made at that time to the improved road surface. It was said "to become more skid-proof with use". At the Coronation Trophy Race in April the accepted handicapping by engine size was followed, as in the previous year, and the cars up to 1100 c.c. were given 60 seconds start in the 10-lap heats and 96 seconds start in the 16-lap final. The category 1100 to 2500 c.c. received 10 seconds in the heats and 16 seconds in the final. Any cars over 2500 c.c. started from scratch. Reg. Parnell was racing M.G.s at the time, Baron de Graffenreid drove a Delahaye, Tony Rolt drove an E.R.A., and George Abecassis an Alta. In this race "Bira" equalled the lap record and Arthur Dobson retired when leading, so that "Bira" went on to win with the late Johnny Wakefield second.

Another composite meeting was held on 21st May at which the prizes were presented by the Earl of Brecknock, who is now a familiar R.A.C. Steward, but better known as the Marquis of Camden. George Abecassis slid off when leading, and the event was won by J. H. T. Smith in an M.G. with "Bira" second, McClure third, Rolt fourth, and Robin Hanson fifth.

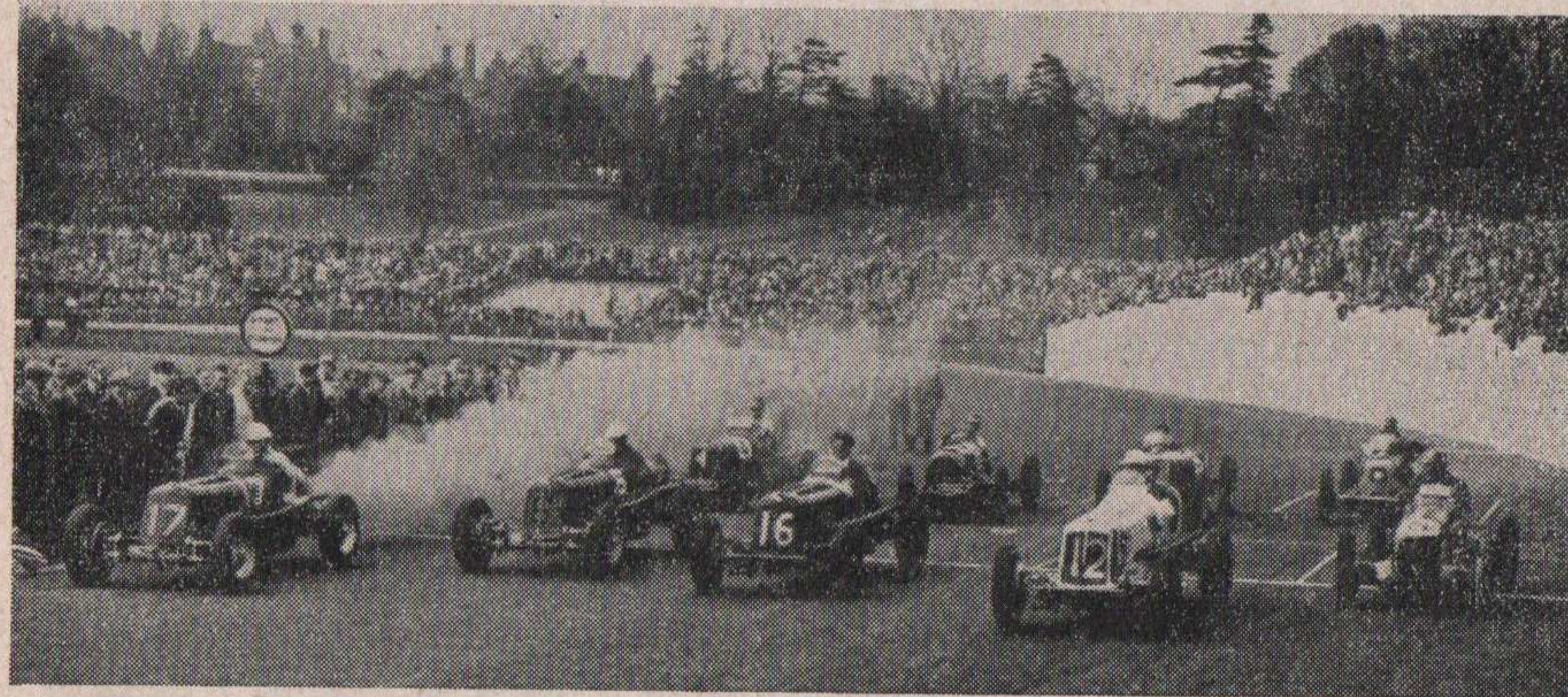
At the London Grand Prix on the 25th June, two Simca Fiats appeared, driven by Madame Anne Itier and Amedée Gordini, now famous as the maker of the Gordini racing car. Louis Gerard was driving the 3-litre Delage, but "Bira" won from Arthur Dobson, after a great race. On that occasion there was a special Ladies' Race. On the 14th August sports cars were raced at the Crystal Palace for the first time. George Abecassis, driving an S.S. Jaguar, won that race with Rolt (Aston Martin) second and Wakefield in a Delahaye third.

At the last race meeting in 1938, as well as in the Imperial Trophy, there was a sports car race and a match race over five laps between "Bira" and Arthur Dobson. They were then joint lap-record holders over the two mile circuit in 2 min. 2.8 secs. and both were driving 1488 c.c. E.R.A.s. Dobson won after "Bira" retired with a puncture caused by a nail. George Abecassis in a 1500 c.c. Alta won the big race from "Bira," gaining considerable advantage in the rain from twin rear wheels, a fashion which he started at this circuit.

The first big meeting in 1939 was held on 20th May when "Bira" won the sports car and also the racing car events after a fierce duel with Hans Ruesch in an Alfa-Romeo. In practice, Arthur Dobson took the lap record to 59.41 m.p.h.

The last meeting to be held at the Crystal Palace, on 4th July, was described in *The Motor* as follows: "There is no doubt about it, racing at the Crystal Palace gets better and better and crowds, thrilled with a close-up view of the sport, get larger and larger. Racing was the finest yet on this excellent circuit which so closely resembles a typical Continental round-the-houses course without the houses". In the heat of the big race "Bira", in a 1½-litre s/c. E.R.A., beat Raymond Mays in a 2-litre s/c. E.R.A., but in the final Mays managed to catch Hadley in the supercharged Austin just before the end and won by 3.1 seconds, with "Bira" a fifth of a second behind Hadley for third place. Mays had raised the lap record to 60.97 m.p.h.

The circuit has been changed since those pre-war races and instead of the twisting curves shown on the map in the centre of this programme as a dotted line, the circuit is now 1.39 miles over a much faster course. Lap speeds should be higher and the speed of the cars past the start and finish and into Ramp Bend should be over 100 m.p.h., but spectators will still have a "close-up" of the racing at this genuine road circuit.



"The Motor" Copyright Photograph

At the start of the Coronation Trophy Race in 1937: Raymond Mays (E.R.A. No. 17), Arthur Dobson (E.R.A. No. 12) who finished second, and (extreme right) Robin Hanson (Maserati No. 14) who finished third. Peter Whitehead was driving E.R.A. No. 16. The winner was the late Pat Fairfield in an E.R.A.

LAP SPEED TABLE

1 lap=1.39 miles

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
0 59.	84.81	1 7	74.69	1 15	66.72	1 23	60.29
.2	84.53	.2	74.46	.2	66.54	.2	60.14
.4	84.24	.4	74.24	.4	66.37	.4	60.00
.6	83.96	.6	74.02	.6	66.19	.6	59.86
.8	83.68	.8	73.81	.8	66.02	.8	59.71
1 0	83.40	1 8	73.59	1 16	65.84	1 24	59.57
.2	83.12	.2	73.37	.2	65.67	.2	59.43
.4	82.85	.4	73.16	.4	65.50	.4	59.29
.6	82.57	.6	72.94	.6	65.33	.6	59.15
.8	82.30	.8	72.73	.8	65.16	.8	59.01
1 1	82.03	1 9	72.52	1 17	64.99	1 25	58.87
.2	81.76	.2	72.31	.2	64.82	.2	58.73
.4	81.50	.4	72.10	.4	64.65	.4	58.59
.6	81.23	.6	71.90	.6	64.48	.6	58.46
.8	80.97	.8	71.69	.8	64.32	.8	58.32
1 2	80.71	1 10	71.49	1 18	64.15	1 26	58.19
.2	80.45	.2	71.28	.2	63.99	.2	58.05
.4	80.19	.4	71.08	.4	63.83	.4	57.92
.6	79.94	.6	70.88	.6	63.66	.6	57.78
.8	79.68	.8	70.68	.8	63.50	.8	57.65
1 3	79.43	1 11	70.48	1 19	63.34	1 27	57.51
.2	79.18	.2	70.28	.2	63.18	.2	57.39
.4	78.93	.4	70.08	.4	63.02	.4	57.25
.6	78.68	.6	69.89	.6	62.86	.6	57.12
.8	78.43	.8	69.69	.8	62.71	.8	56.99
1 4	78.19	1 12	69.50	1 20	62.55	1 28	56.86
.2	77.94	.2	69.31	.2	62.39	.2	56.73
.4	77.70	.4	69.12	.4	62.24	.4	56.61
.6	77.46	.6	68.93	.6	62.08	.6	56.48
.8	77.22	.8	68.74	.8	61.93	.8	56.35
1 5	76.98	1 13	68.55	1 21	61.78	1 29	56.22
.2	76.75	.2	68.36	.2	61.63	.2	56.10
.4	76.51	.4	68.17	.4	61.47	.4	55.97
.6	76.28	.6	67.99	.6	61.32	.6	55.85
.8	76.05	.8	67.80	.8	61.17	.8	55.72
1 6	75.82	1 14	67.62	1 22	61.02	1 30	55.60
.2	75.59	.2	67.44	.2	60.88	.2	55.48
.4	75.36	.4	67.26	.4	60.73	.4	55.35
.6	75.14	.6	67.08	.6	60.58	.6	55.23
.8	74.91	.8	66.90	.8	60.43	.8	55.11

The Races Today

by Douglas Armstrong of "MOTOR RACING"

THE CORONATION TROPHY RACE

THIS race, which will be for cars conforming to International Formula II (cars up to 2 litres unsupercharged or up to 500 c.c. supercharged) will consist of two 10-lap heats and a 10-lap final. The quality of the entry is very high and the races should prove to be very thrilling on this short, twisting circuit.

The cars racing to-day are all unsupercharged 2 litres with the exception of D. C. T. "Pathfinder" Bennett's 988 c.c. Cooper-Vincent and John Barber's 1100 c.c. Cooper-J.A.P.

Stirling Moss drives his very interesting Cooper-Alta which differs from the normal Formula II Cooper inasmuch as the front suspension incorporates coil-spring/damper units and wishbones—the rear suspension is De Dion type.

H.W. Motors have entered a team of three cars powered by engines which are basically Alta. Two of the "works" cars racing to-day are fitted with normal type gearboxes, but Lance Macklin prefers, and has, a preselector box in his H.W.M.

The Connaught team consists of three of their very promising Formula II cars, one of them—Roy Salvadori's—is fitted with the American Hill Travers form of fuel injection. The 4-cylinder engines are basically Lea-Francis—very robust and consequently reliable.

Another interesting entry in this race is the Turner, driven by J. H. Webb. Like the Connaught, this car also has a 4-cylinder engine which is basically Lea-Francis, but with a special dual-ignition (eight sparking plugs) cylinder-head. Fuel injection is also used, but with the British S.U. system.

Bill Aston is driving his very lightweight A.B., based upon a Cooper; it is propelled by a horizontally opposed, air-cooled 4-cylinder Butterworth engine. Paul Emery's car, the Emeryson-Aston, has been evolved from one of his half-litre cars. The chassis has been lengthened and strengthened and the engine is a special Aston-Martin DB2 with a short-throw crankshaft, which brings the capacity down from the standard 2½ litres to 2 litres.

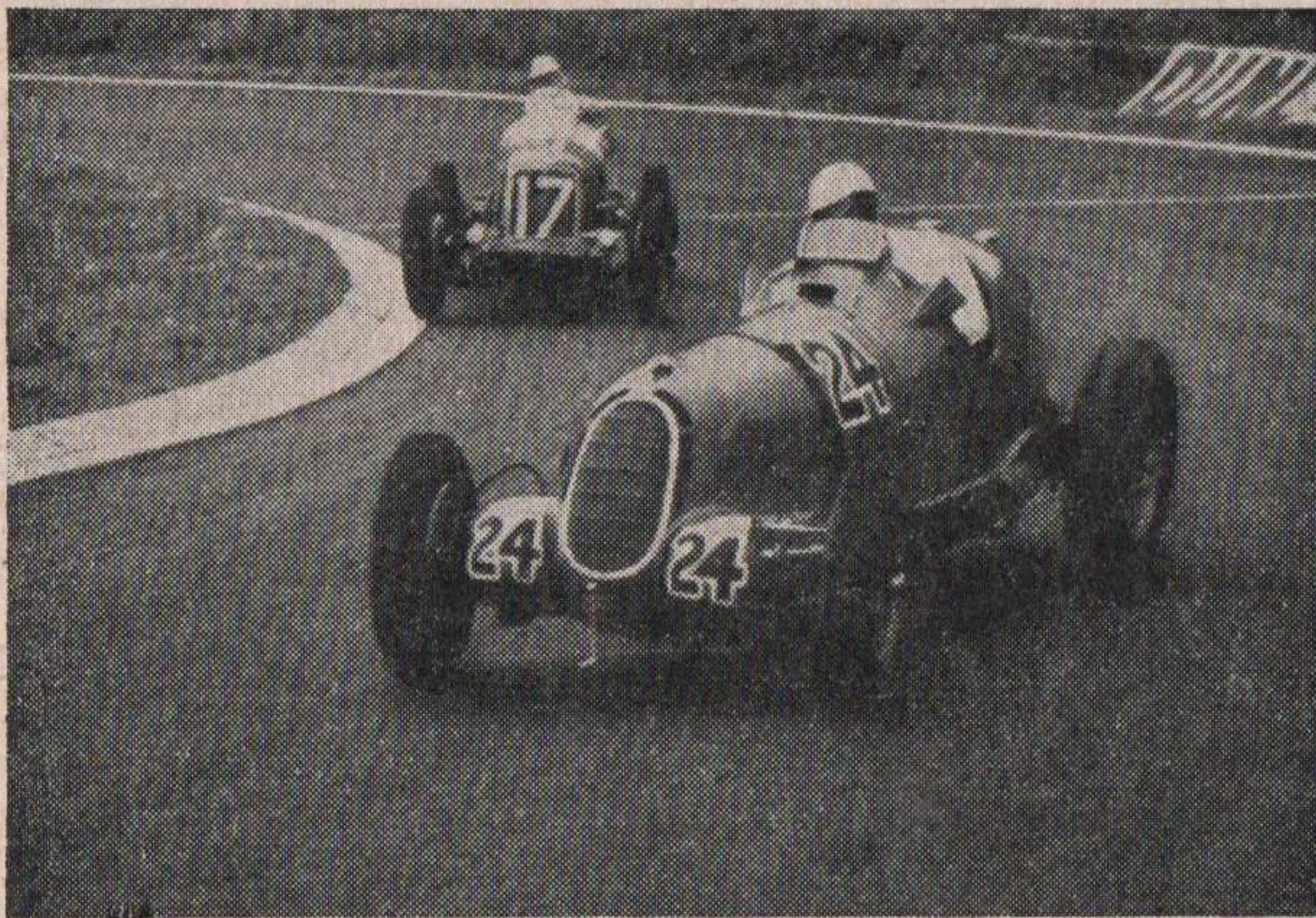
Ken Wharton, who has driven a B.R.M. and his Cooper-Bristol with such distinction this year, is driving this last-named car here to-day. Wharton is another driver who prefers the preselector type gearbox for motor racing and his Cooper-Bristol is so equipped. A master of the fast cornering art, he should be really worth watching to-day. Robert Baird, wealthy Ulster newspaper owner, is racing one of his many racing and sports cars; this time the "production" type 4-cylinder Ferrari. His beautiful car is a replica of the "works" cars, as driven to victory by Mike Hawthorn at Silverstone recently, but of course it does not develop the horsepower of the "works" cars.

Alan Brown's Cooper-Alfa is yet another variation of the ubiquitous Cooper since it is fitted with an Italian 4-cylinder Alfa-Romeo engine. Although this car is still very much in the experimental stage, it should be very interesting to watch in the hands of this capable driver.

FORMULA III RACE

THE racing in this class is always highly competitive. This is due in no small measure to the similarity in weight of the competing cars and to the fact that with the exception of two of the reserve entries, every competing car is powered by the same make of engine, the twin-overhead camshaft, or "double knocker," Norton racing motor-cycle engine.

Most of the well-known drivers in the business are competing to-day and it will be very interesting to see how their lap times compare with the larger cars. My guess is that they will be nearly as fast around this short circuit.



Hans Ruesch (G.P. Alfa - Romeo) slides and "Bira" attempts to come through on the inside. An incident during one of the epic struggles of pre-war racing at the Crystal Palace.

"The Motor" Copyright Photograph

Dominating this race numerically, is the *marque* Cooper, but these cars are by no means all alike. Alan Brown's Cooper is owned and prepared by Francis Beart, the well-known motor-cycle engine tuner. The car is somewhat modified, having a lower-than-standard driving position and a body of very slim profile. George Wicken, Stuart Lewis-Evans, and Don Gray drive standard Mark VI's, Bertie Bradnack a Mark VII and Don Truman a Mark VII with the latest type rear suspension which allows a small amount of lateral movement. Les Leston, the most successful Formula III driver in Continental races last year, will drive either his Cooper Mark VI or his Leston Special. The last named machine was designed and constructed by Ray Martin and was the forerunner of the Martin Specials, one of which, John Brown's, is racing to-day. Another, Denis Taylor's, is a reserve entry.

Don Parker and his Kieft need no introduction. This formidable combination won more races at home last season than any other, helped in no small measure of course by Steve Lancefield, who prepares Don's Norton engine.

Reg. Bicknell, although only in his second year of motor racing, has rocketed to the top in Formula III as many will agree who witnessed his thrilling battle with Don Parker at Silverstone. He drives the Erskine-Staride, constructed by Mike Erskine of Southampton. This is the latest version of the *marque* and Bicknell has developed a "terrific" driving technique with his car. He made his name last season driving the Revis, a very fast car of his own construction.

It will be noticed that one of the reserve entries is H. Otterbein, a Frenchman, who drives the Simca-Surva which has a 4-cylinder water-cooled engine based on the French Simca touring engine. A special cylinder head with valves operated by twin-overhead camshafts is employed and the power is transmitted to the rear wheels by shaft and bevel drive, unlike the chain drive British machines. This car is much heavier than the "home" cars but nevertheless its performance will be worth watching.

THE RACE FOR SUPERCHARGED CARS UP TO 1500 c.c.

THIS race is of particular interest since the greater part of the entry consists of pre-war cars of the type which were in the news when the Crystal Palace was a well-known circuit. E.R.A.s were then in their hey-day and Raymond Mays' 2-litre "D" type car of this make still holds the lap record of the old circuit.

Graham Whitehead's E.R.A. belonged at one time to Earl Howe, who raced it in England, America, South Africa, and on the Continent with great success. It was raced in the immediate post-war period by T. C. Harrison who was also responsible for the more modern type bodywork with which it is fitted.

C. J. Hamilton's car really has a pedigree. This is the famous E.R.A. No. R1B with which the late Dick Seaman concentrated on Continental events in 1935. Later, it passed into the hands of Billy Cotton, the band leader, who raced it at Brooklands, Donington, and here at the Crystal Palace. Tony Rolt drives one of the immortal Grand Prix Delages to-day, which strangely enough is powered by an E.R.A. engine due to the scarcity of Delage engine spares.

Peter Reece who, with his cousin Jackie, is a well-known figure in International rallies, has a very formidable car in the supercharged 1100 c.c. Cooper which he is driving in this race. Its light weight and consequent colossal acceleration make it an ideal type of car for this course if only reliability can be achieved.

The supercharged Turner which D. S. Shale is driving to-day is another car with a pedigree. Although the chassis and bodywork are post-war products of Jack Turner (who is developing a 4-cylinder 500 c.c. racing car engine), the engine is the special twin-overhead camshaft M.G. "Magnette" unit which powered the potent M.G. with which Reg. Parnell started his racing career before the war.

The Maserati 6c single-seater entered and driven by Frank Kennington is of a type which was raced here before the war by Robin Hanson, the late Hon. Peter Aitken, and Austin Dobson. These cars never enjoyed any great success before the war, but were reliable and held the road well.

THE SPORTS CAR RACE

MODERN sports cars are so fast that some of the larger cars in this racing category are actually faster than the Formula II cars. The sports car race to-day is limited to unsupercharged cars of less than 2 litres capacity, which is roughly equivalent to a sixteen horse-power car. Some of them are capable of over 120 m.p.h. and with the high-grade entry here to-day we should see some close racing.

Perhaps one of the most interesting entries is the beautiful Cooper-Bristol which Alan Brown is driving. This car was the single-seater Cooper-Bristol with which Mike Hawthorn leapt into the limelight last year. Brown won the 2-litre class in the Production Sports Car Race at Silverstone on 9th May with it when driving right on top of his form.

F. C. Davis is a name to be reckoned with in sports car circles. Last year he dominated 1½-litre racing in this country with his Cooper-M.G., and indeed won that class in the Silverstone Production Sports Car Race this year. To-day he is at the wheel of his very fast 2-litre Bristol-engined Tojeiro—British designed and constructed in spite of its Italian-sounding name. This car made its first appearance this year, since when it has won three races and has been placed every time it started. These successes were achieved with a "souped-up" standard engine, but to-day the car is fitted with the latest type Bristol competition engine.

Ken Wharton, one of the fastest drivers in the business, handles a 2-litre Frazer-Nash, a make with which he has had considerable racing experience both as a sports and as a racing car. H. A. Mitchell, another very fast Frazer-Nash exponent drives his "Le Mans" model here to-day, the first Frazer-Nash to be constructed after the war. He will be sharing a new saloon model Frazer-Nash with Ken Wharton at Le Mans in June.

R. G. Shattock started racing after the war with an Atalanta-Special, powered by a supercharged 1½-litre marine engine. The car was very fast in this form but not particularly reliable; however, since fitting a 1½-litre unsupercharged Lea-Francis engine, he has won several races. J. C. C. Mayers, a member of the amateur "Monkey Stable", drives one of the new Kieft sports cars with 1½-litre M.G. engine. These cars are most unusual in that they have the steering wheel mounted in the centre.

The Sports Car Race should produce a fitting climax to, what I forecast as, a wonderful day's motor racing.

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The Entries

NON-SUPERCHARGED RACING CARS OVER 500 c.c. AND UP TO 2000 c.c. (Reserves are indicated by an asterisk)

No.	Driver	Car	Entrant
1	R. Salvadori	Connaught	Connaught Engineering
2	K. McAlpine	Connaught	Connaught Engineering
3	J. Coombs	Connaught	Connaught Engineering
4	P. Collins	H.W.M.	John Heath
5	L. Macklin	H.W.M.	John Heath
6	J. Duncan Hamilton or J. Fairman	H.W.M.	John Heath
7	Stirling Moss	Cooper-Alta	Cooper Car Co. Ltd.
8	R. Baird	Ferrari	R. Baird
9	T. Large	Alta	R. Baird
10	P. N. Whitehead	Cooper-Alta	Atlantic Stable
11	A. P. R. Rolt	Connaught	R. R. C. Walker
12	T. L. H. Cole	Cooper-Bristol	Atlantic Stable
14	T. A. D. Crook	Cooper-Alta	T. A. D. Crook
15	F. G. Curtis	H.W.M.	F. G. Curtis
16	J. Barber	Cooper	J. Barber
17	Alan Brown	Cooper-Alfa Romeo	Equipe Anglaise
18	L. Marr	Connaught	L. Marr
19	Ken Wharton	Cooper-Bristol	Ken Wharton
20	J. H. Webb	Turner	J. H. Webb
21	A. M. H. Bryde	Cooper-Bristol	A. M. H. Bryde
22	O. E. Simpson or P. Murdoch	Alta	O. E. Simpson
23	P. R. Emery	Emeryson	Emeryson Cars
24	B. E. Bradnack	Woden	B. E. Bradnack
25	W. S. Aston	A.B.	W. S. Aston
*26	D. C. T. Bennett	Cooper	D. C. T. Bennett

NON-SUPERCHARGED RACING CARS UP TO 500 c.c. (Reserves are indicated by an asterisk)

26	Alan Brown	Cooper	Francis Beart
27	Stirling Moss	Cooper	Cooper Car Co. Ltd.
28	Eric Brandon	Cooper	Cooper Car Co. Ltd.
29	L. Leston	Cooper	Ecurie Londres
30	G. Wicken	Cooper	G. Wicken
31	C. D. Headland	Kieft	C. D. Headland
32	D. Parker	Kieft	D. Parker
33	D. H. R. Gray	Cooper	D. H. R. Gray
34	J. D. Habin	Erskine Staride	J. D. Habin
35	R. G. Bicknell	Erskine Staride	R. G. Bicknell
36	K. W. Smith	Smith 500	K. W. Smith
37	D. Truman	Cooper	D. Truman
38	B. E. Bradnack	Cooper	B. E. Bradnack
39	B. C. Ecclestone	Kieft	B. C. Ecclestone
40	S. Lewis-Evans	Cooper	S. Lewis-Evans
41	J. Brown	Martin Special	Ecurie Premiere
*42	R. Owen	Hill	R. Owen
*43	D. Taylor	Martin Special	Ecurie Premiere
*44	H. Otterbein	Simca Surva	H. Otterbein
*45	J. K. B. Brise	Cooper	J. K. B. Brise



TECHNICAL DESCRIPTIONS AND INFORMED COMMENTARY ON ALL CLASSES OF MOTOR RACING—FULL RACE RESULTS EACH MONTH

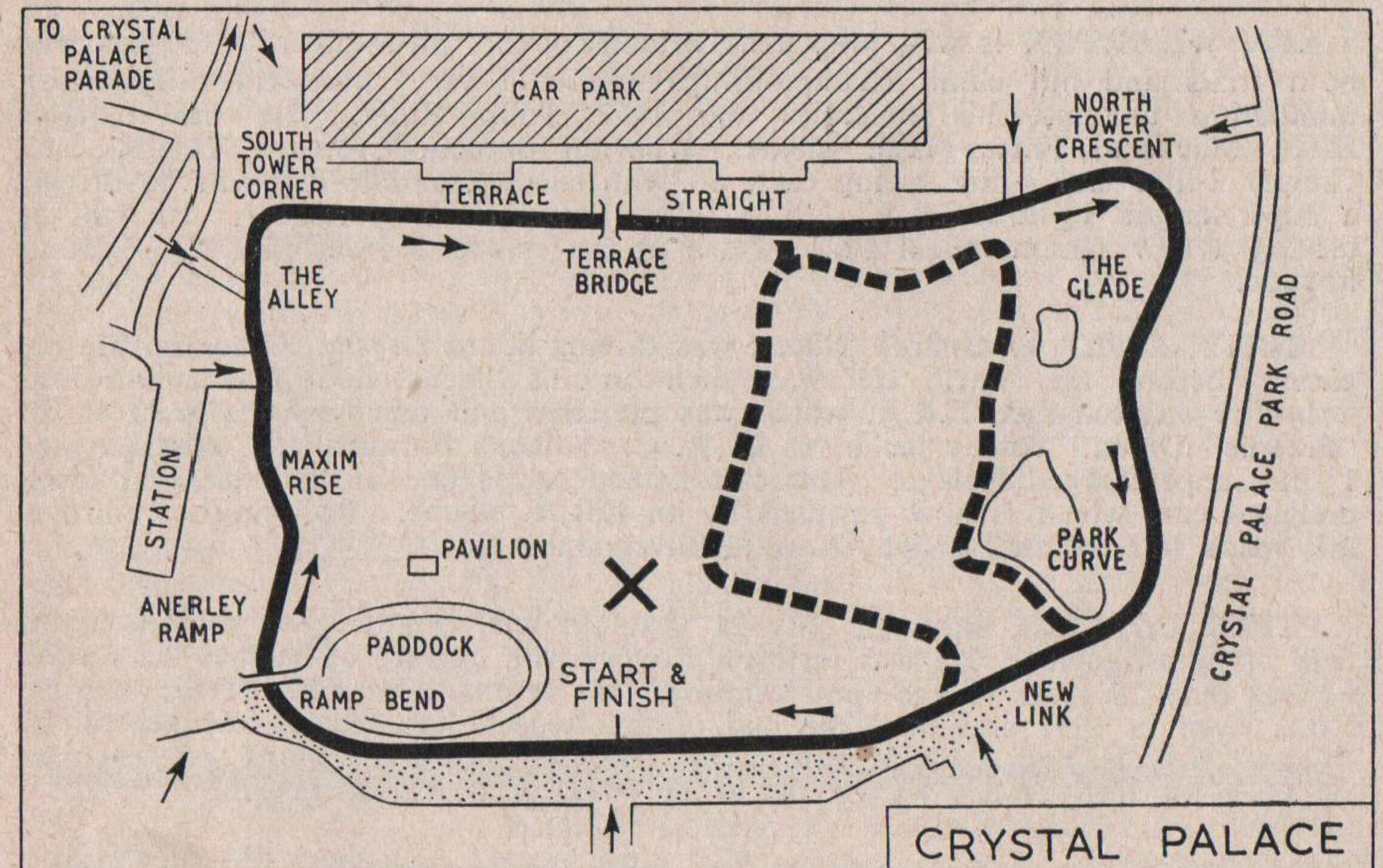
SUPERCHARGED RACING CARS UP TO 1500 c.c. (Reserves are indicated by an asterisk)

No.	Driver	Car	Entrant
47	A. P. R. Rolt	Delage s/c	R. R. C. Walker
48	A. G. Whitehead	E.R.A. s/c	A. G. Whitehead
49	(Driver to be nominated)	E.R.A. s/c	H. Kayley
50	J. D. Habin	Maserati s/c	F. Tuck
51	A. Birrell	E.R.A. s/c	A. Birrell
52	F. Kennington or J. Marshall	Maserati s/c	F. Kennington
53	C. J. Hamilton	E.R.A. s/c	C. J. Hamilton
54	D. S. Shale	Turner s/c	D. S. Shale
55	P. B. Reece	Cooper s/c	P. B. Reece
*57	N. Hillwood	M.G. Special s/c	N. Hillwood

SPORTS CARS

(Reserves are indicated by an asterisk)

58	Ken Wharton	Frazer-Nash	Ken Wharton
59	H. A. Mitchell	Frazer-Nash	H. A. Mitchell
60	W. B. Black	Frazer-Nash	W. B. Black
61	Alan Brown	Cooper	Equipe Anglaise
62	T. A. D. Crook	Cooper-Bristol	T. A. D. Crook
63	F. C. Davis	Tojeiro	F. C. Davis
64	L. Leonard	Tojeiro	L. Leonard
65	R. G. Shattock	R.G.S. Atalanta	R. G. Shattock
66	J. C. C. Mayers	Kieft	The Monkey Stable
*67	C. A. S. Brooks	Frazer-Nash	A. E. Hely
*68	M. J. C. Keen	Kieft	The Monkey Stable
*69	P. A. B. Stewart	H.W.M.-Alta	P. A. B. Stewart
*70	O. E. Simpson or P. Murdoch	Rover/B.M.W.	O. E. Simpson



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ROY SALVADORI

KEN WHARTON

PETER COLLINS

REG BICKNELL

Some of the Drivers Racing Today

STIRLING MOSS. At 23 he is at present perhaps the best known British racing motorist. For three consecutive years, 1950-52, Stirling has won the coveted "Gold Star", which is presented annually by the British Racing Drivers Club to the most successful British road racing driver. This hat-trick distinction is shared with Prince Birabongse of Siam, who was outstanding on this track before the war; in fact his wins at the Crystal Palace contributed largely to his Gold Stars in 1937 and 1938. To-day Stirling will be driving a Cooper "500" and his Formula II Cooper Alta. It is amusing to reflect that this professional racing driver who started competitive motoring in 1947 with a 328 B.M.W., was then training to be a chef.

KEN WHARTON is well known as Britain's great "all-rounder." He has won both trials and hill climb championships and is a very successful rally driver, numbering amongst his successes the 1952 Tulip Rally. He has handled Kieft, Mackson, Frazer-Nash, E.R.A., Wharton Special, Cromard, B.R.M., and Cooper 2-litre and 1½-litre racing cars, all with success, and to-day will be driving a supercharged 1½-litre E.R.A. and a 2-litre Frazer-Nash sports car. He will be driving a new saloon model Frazer-Nash in the classic 24-hour race at Le Mans in June.

"TONY" ROLT, ex-Guards Officer, was driving at the Crystal Palace on the old circuit before the war. He was then in his 'teens and his mount was a 1½-litre supercharged E.R.A. which was prepared and tuned by the great F. W. "Freddie" Dixon. To-day he drives R. R. C. Walker's Formula II Connaught and 1½-litre supercharged Delage. This last named car is one of the immortal Lory-designed cars which is now powered by an E.R.A. engine. Rolt finished third in this year's International Trophy Race at Silverstone.

PETER COLLINS, although only 21 years of age, is already a veteran in the field of motor racing. He was racing a Cooper with engines of various sizes when he was only 18 years of age—and winning. He became a member of the "works" J.B.S. team in 1951 and since the end of that season has been a member of the "works" H.W.M. and Aston-Martin teams. He was third at Le Mans last year with an Aston-Martin. To-day we see him at the wheel of a "works" H.W.M.

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



STIRLING MOSS

TONY ROLT

DON PARKER

PETER WHITEHEAD

"Motor Racing" Photographs

ROY SALVADORI, like Duncan Hamilton, is a motor trader and started his competition motoring career soon after the war with an "R" type M.G. He had gone to inspect this M.G. car with a view to making a deal, but upon realising it was a racing car, and liking the look of it, he decided to purchase it for his own competition use. Since then he has driven Frazer-Nash, Jaguar, Riley, Connaught, Ferarri, and Maserati cars and to-day will be seen in one of the "works" Connaughts, which is almost certain to be equipped with fuel-injection.

REG BICKNELL sprang to prominence last season with his home-built "Revis-500," a car in which he enjoyed many successes. Although at the beginning of last year he could be classed only as a novice, he is now classed as one of the most formidable drivers in Formula III—a very competitive sphere. Reg is a Londoner living in Southampton, where he sells motor cars for a living, and to-day he drives a Staride, a car which is built by Mike Erskine, also of Southampton, well known for his famous motor-cycle speedway frames.

DON PARKER, the eight stone driver from Battersea, is truly a force to be reckoned with in 500 c.c. racing. He started competition work after the war with a Jaguar "100" sports car, but soon built himself a 500 c.c. "Parker Special". He had many successes with this car, then transferred to J.B.S. and to-day drives his 1952 Kieft which is always immaculately turned out and extremely fast. He won more 500 c.c. races in 1952 than any other driver, and has already achieved more successes in 1953 than any other Formula III driver.

PETER WHITEHEAD is one of our most consistent drivers. A farmer by profession, he motor races for the love of it and carries out a very extensive "Continental" tour each year. He has won events abroad including the 1949 Czechoslovakia Grand Prix, the 1951 Le Mans 24-hour Race (in partnership with Peter Walker) and the 1950 Ulster Grand Prix. He was a successful driver before the war with an E.R.A. and drove at this circuit, and since the war has raced E.R.A., Alta, Jaguar, and Ferrari cars. To-day he drives his very potent hybrid, the Cooper-Alta, which is a Cooper-Bristol Mark II frame with the engine from his 1952 Formula II Alta.

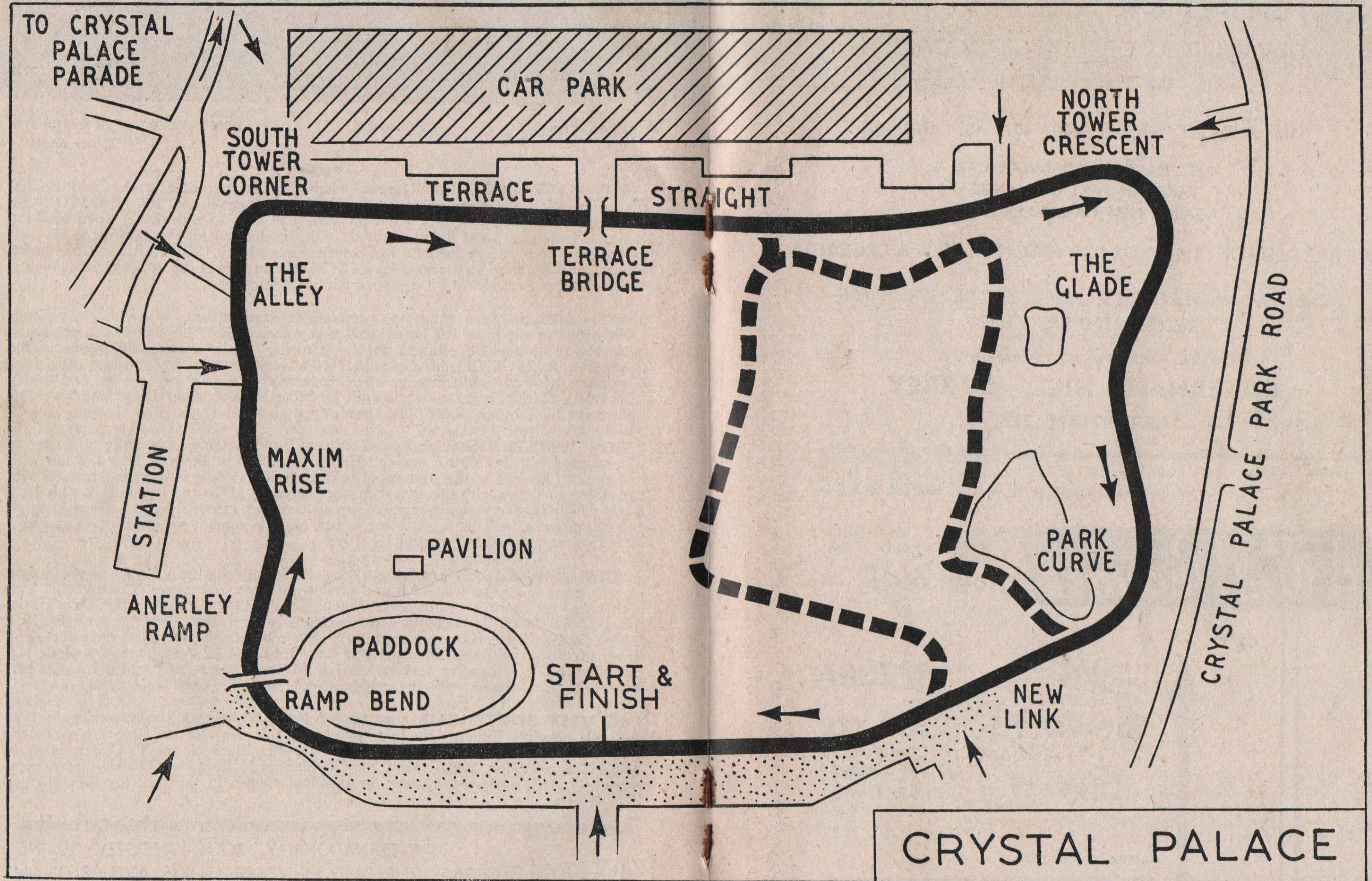
GRAHAM WHITEHEAD, a cousin of Peter Whitehead, started racing in 1948 with his cousin's E.R.A. He later purchased this car and has also driven Peter's Formula II Alta with some success. To-day he drives his ex T. C. Harrison, ex Brian Shawe-Taylor E.R.A. with the "modernized" bodywork which always goes extremely well, and should stand an excellent chance in the race for supercharged 1½-litre cars.



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LES LESTON



LANCE MACKLIN



ALAN BROWN



DUNCAN HAMILTON

"Motor Racing" Photographs

More of today's Drivers

LES LESTON, a very successful Formula III driver, started racing with a Kieft in 1950, but later transferred his affections to a J.B.S. He won the Seaman Trophy last year for the greatest number of Formula III successes in foreign events, and many other awards. He occasionally drives in sports car events, but to-day will drive either his Leston-Special or Cooper Mark VI in the Formula III race.

LANCE MACKLIN, son of the late Sir Noel Macklin who designed the pre-war Invicta car, lives in France most of the year. He started racing shortly after the war with an 8-litre Bentley, but these days he is usually to be seen behind the wheel of a "works" H.W.M. It was in this make of car that he won the International Trophy at Silverstone last year. He has a preference for the pre-selector type of gearbox and is the only member of the H.W.M. team to have one installed in his car. He drives this car to-day.

ALAN BROWN, 33-year-old motor sales manager from Saltdean, Sussex, started racing with a Cooper "500". He was a member with Eric Brandon of the very successful Ecurie Richmond in 1951/52 and has driven in Formula II, Formula III and sports car events, but always with a car of Cooper derivation. In 1951 he was runner-up to Stirling Moss for the B.R.D.C. "Gold Star." To-day he races a Cooper "500," a Cooper-Bristol sports car, and a Cooper Formula II car powered by an Alfa-Romeo "Disco Volante" engine.

DUNCAN HAMILTON, ex-Navy, is a motor trader by profession and started competition motoring in 1946 with an "R" type M.G. Since then he has driven with distinction such cars as Bugatti, Maserati, Talbot, H.W.M., E.R.A., Cooper-Bristol, and Jaguar. A very forceful driver, he should be worth watching on this circuit to-day with one of John Heath's H.W.M.s.

F. OTTERBEIN, a young Frenchman, drives a very interesting Formula III car. Unlike the British 500s racing to-day, which all employ racing motor-cycle engines, Otterbein's Surva has a sleeved-down Simca engine with reduced bore and stroke and a special cylinder head with twin overhead camshafts. The engine is water-cooled and the transmission by shaft and bevel and not roller chain like the British 500s.

JOHNSON'S CAR-PLATE

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Timetable

- 12.45 p.m. Music by the Band of the Grenadier Guards.
 1.30 p.m. Official cars marshalled on the start line for the opening ceremony.
 1.37 p.m. National Anthem.
 1.40 p.m. The Right Hon. the Chairman of the London County Council (Mr. Arthur E. Middleton, F.S.A.A., J.P.) will introduce the Right Hon. the Earl Howe, C.B.E., who will open the racing circuit.
 1.50 p.m. Cars sent to the line for the first race.

Racing Programme

- EVENT 1 2.00 p.m. (10 laps) Heat 1 of the Coronation Trophy Race.
 EVENT 2 2.30 p.m. (10 laps) Heat 2 of the Coronation Trophy Race.
 EVENT 3 3.00 p.m. (10 laps) 500 c.c. Race. (A description of this race will be broadcast by the B.B.C.).
 EVENT 4 3.30 p.m. (10 laps) 1500 c.c. s/c. Race.
 3.45 p.m. Interval—Music by the Band of the Grenadier Guards.
 EVENT 5 4.15 p.m. (10 laps) Final of the Coronation Trophy Race. (A description of this event will be broadcast by the B.B.C.).

At the finish of this race the Coronation Trophy will be presented to the winner by the Chairman of the London County Council.

- EVENT 6 4.45 p.m. (10 laps) Sports Car Race.

NOTE: Under the permit issued by the R.A.C. for this first International post-war car race meeting the number of starters in events 1, 2 and 5 is limited to 12, and the number of starters in event 3 is limited to 16. In events 4 and 6 the number of starters is limited to 9.

Awards

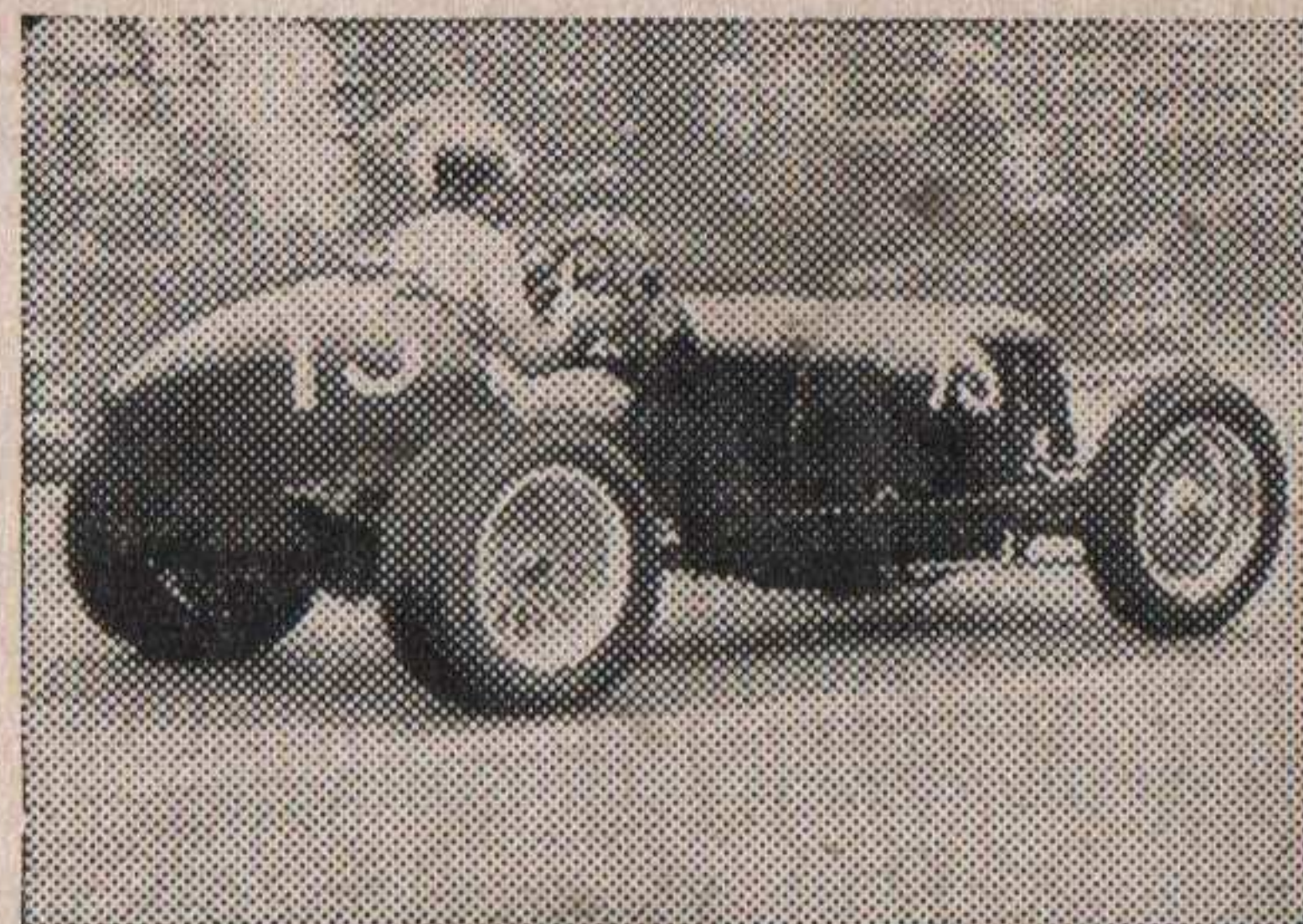
- CORONATION TROPHY RACE Each Heat: 1st—£25. 2nd—£15.
 3rd—£10. 4th—£5.
 Final: 1st £50 and Trophy. 2nd—£20.
 3rd—£10. 4th—£5.
 FORMULA III RACE 1st—£25. 2nd—£15. 3rd—£10. 4th—£5.
 THE 1500 C.C. S/C. RACE 1st—£35. 2nd—£20. 3rd—£10. 4th—£5.
 THE SPORTS CAR RACE 1st—£25. 2nd—£15. 3rd—£10. 4th—£5.

Drivers in Event 5 are eligible for points towards the B.A.R.C. Special Coronation Award for the most successful British driver in 1953 of a British 2-litre racing car



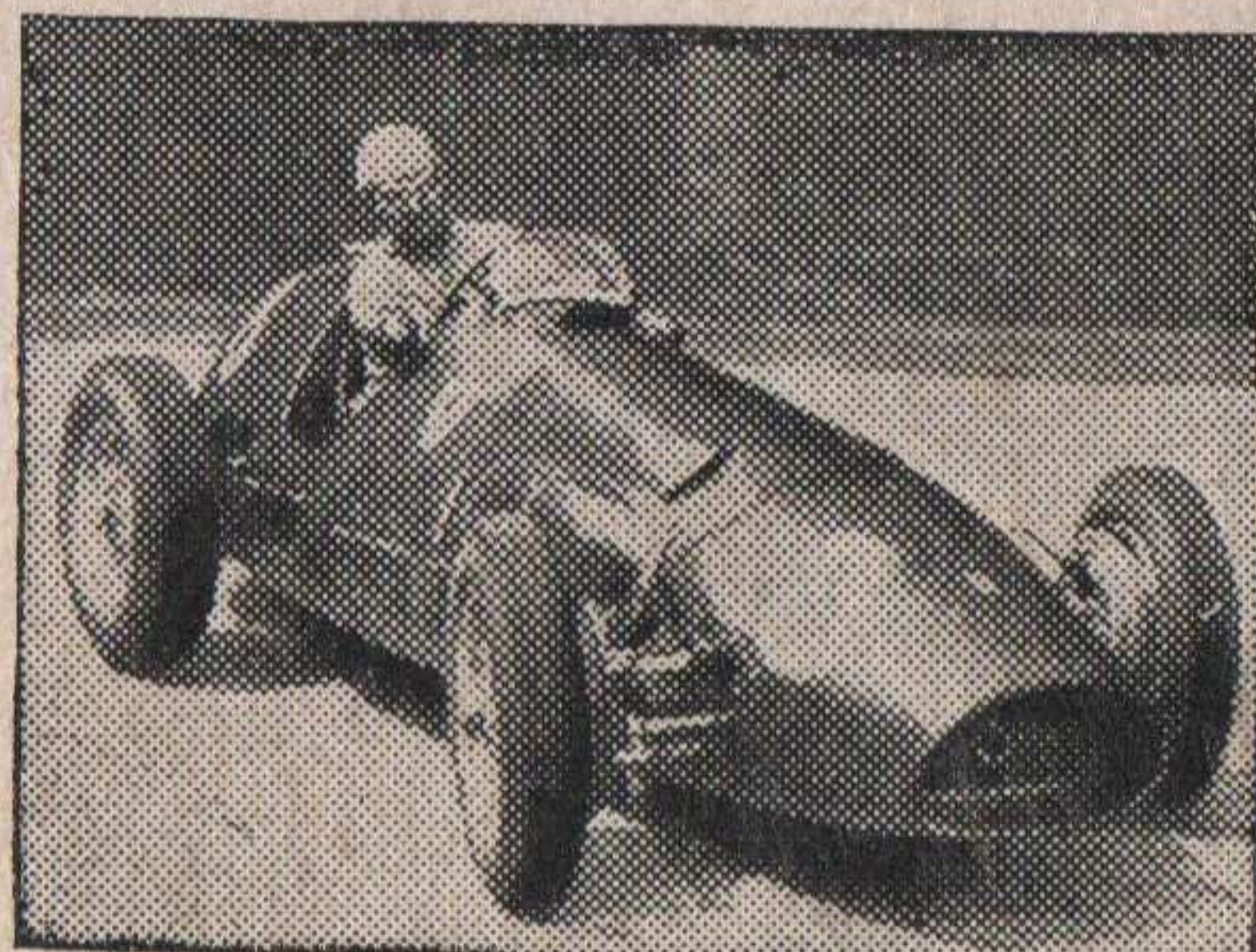
Stirling Moss *Motor Sport*

B.R.D.C. Gold Star winner for the third year in succession



Ken Wharton *Motor Sport*

R.A.C. British Hill champion for the second year in succession



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Have you had a copy of the Shell Success Book for 1952? It contains 64 illustrated pages, with introductions by Stirling Moss, Ken Wharton, Don Parker, Fergus Anderson and other leading exponents of motor and motor-cycle sport. Copies are obtainable from the nearest divisional office of Shell-Mex and B.P. Ltd.

START 2.00 p.m.

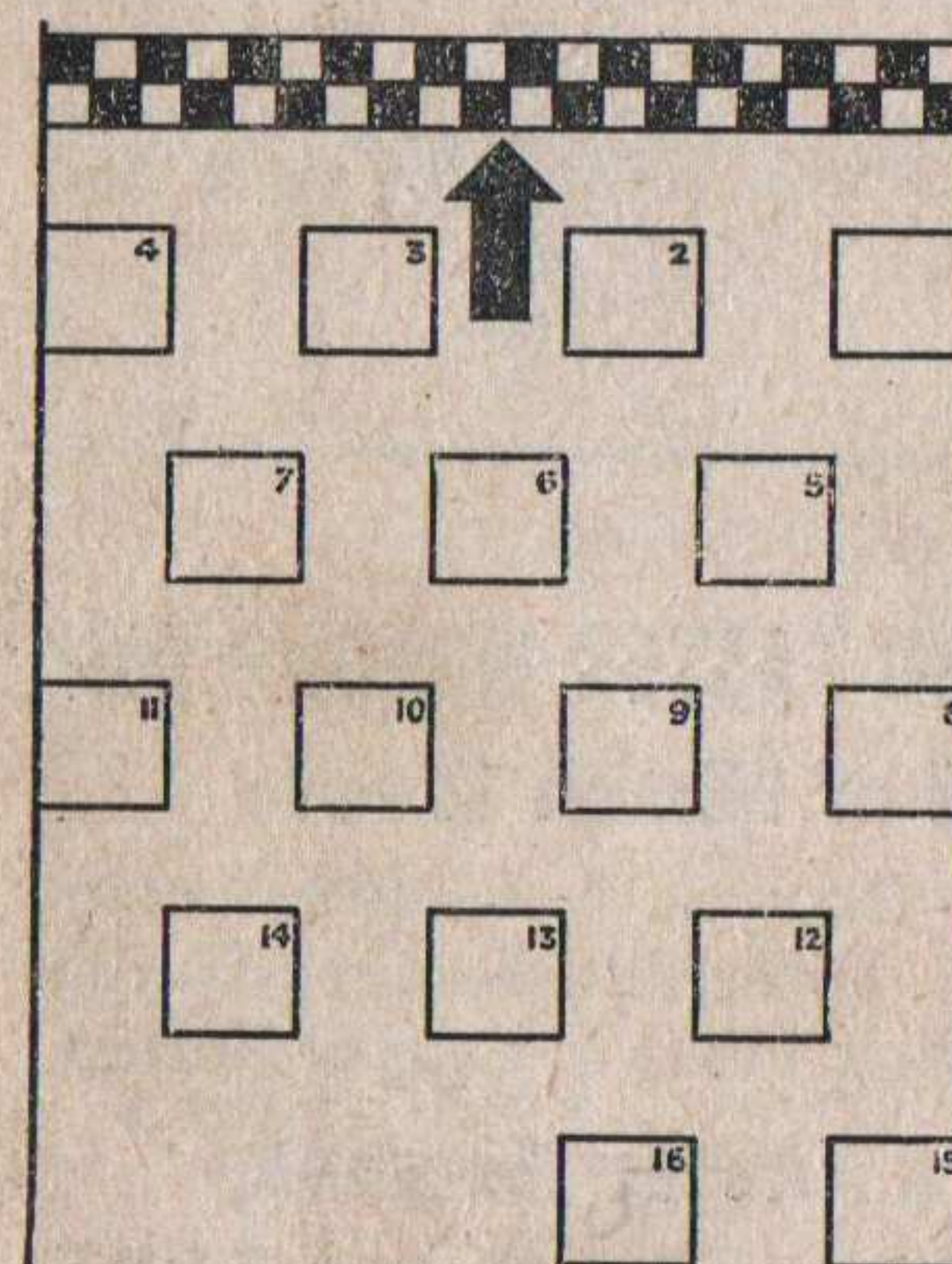
EVENT ONE

10 LAPS

CORONATION TROPHY RACE: Heat 1

Heat 1 of the Coronation Trophy Scratch Race for non-supercharged racing cars not exceeding 2000 c.c. engine capacity. The first six to finish will be invited to race in the final.

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
✓ 1	Connaught Engineering ... (Driver: R. Salvadori)	Connaught	4	1967	Green
✓ 3	Connaught Engineering ... (Driver: J. Coombs)	Connaught	4	1967	Green
✓ 5	John Heath ... (Driver: Lance Macklin)	H.W.M.	4	1960	Green
✓ 7	Cooper Car Co. Ltd. ... (Driver: Stirling Moss)	Cooper-Alta	4	1998	Green
✓ 9	R. Baird ... (Driver: T. Large)	Alta	4	1980	Red
✓ 11	R. R. C. Walker ... (Driver: A. P. R. Rolt)	Connaught	4	1960	Blue/White
✓ 15	F. G. Curtis...	H.W.M.	4	1960	Green
✓ 17	Equipe Anglaise ... (Driver: Alan Brown)	Cooper-Alfa-Romeo	4	1972	Green
✓ 19	Ken Wharton	Cooper-Bristol	6	1971	Green
✓ 21	A. M. H. Bryde	Cooper-Bristol	6	1971	Green
✓ 23	Emeryson Cars ... (Driver: P. R. Emery)	Emeryson	6	1961	Green
✓ 25	W. S. Aston...	A.B.	4	1980	Green



LAPS	LEADERS				
	1ST	2ND	3RD	4TH	5TH
1	5	11	19	25	7
2	11	5	19	25	7
3	11	19	15	7	25
4	11	19	5	7	25
5	11	19	5	7	25
6	11	19	5	7	25
7	11	19	5	7	25
8	11	19	5	7	25
9	11	19	5	7	25
10	11	19	5	7	25

RESULT

1st. Rolt 2nd. Wharton 3rd. Macklin 4th. Moss 5th. Large 6th. Emeryson

Winner's speed 108 m.p.h. Fastest lap: No. Rolt Speed 70.78 m.p.h.

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Earl of March Trophy

- 1st Alan Brown Cooper-Norton
- 2nd R. G. Bicknell Erskine-Staride
- 3rd Stirling Moss Cooper-Norton

Third Easter Handicap

- 1st J. R. Stewart Cooper-Bristol

Fourth Easter Handicap

- 1st F. C. Davis Tojeiro

ALL ON K.L.G.

START 2.30 p.m.

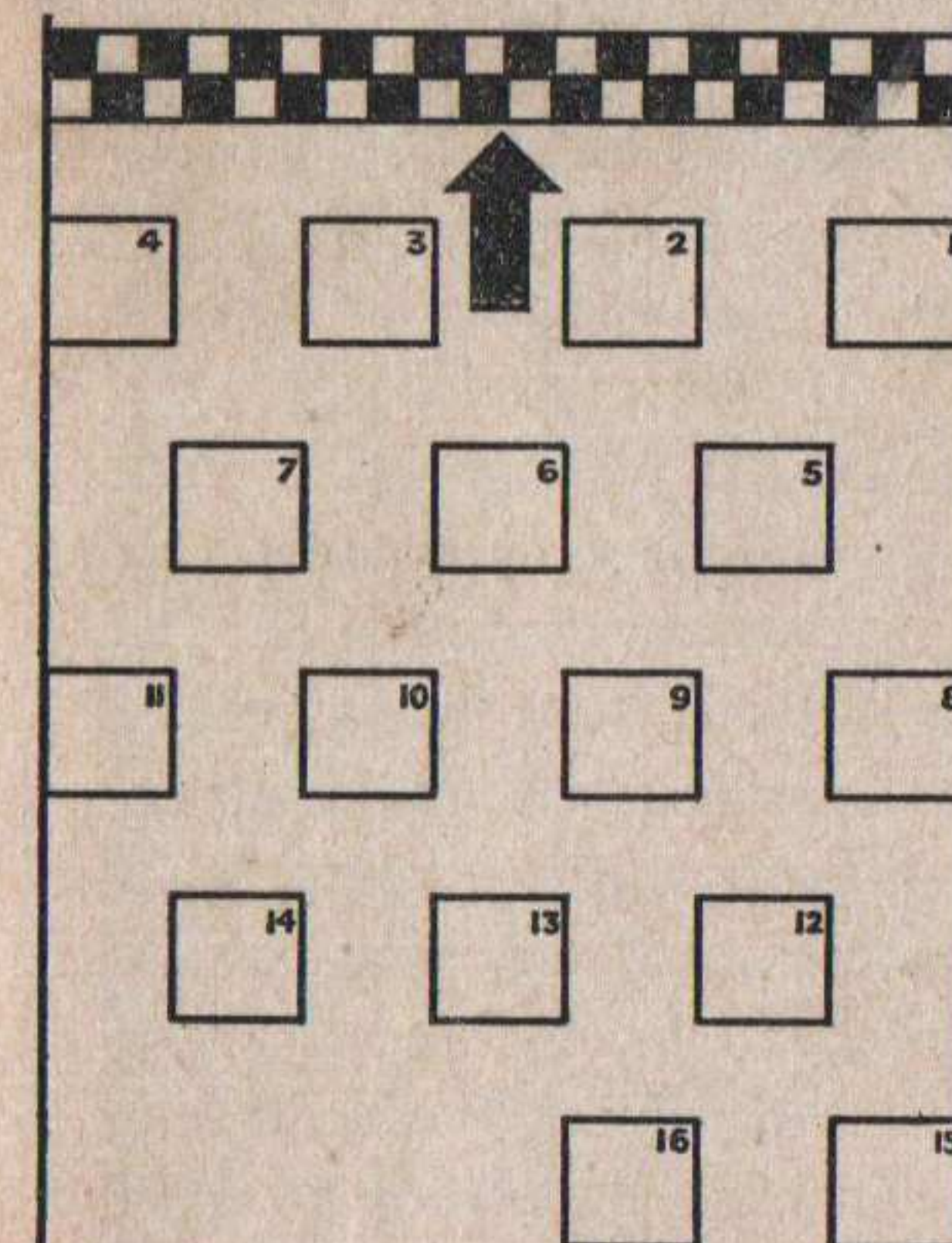
EVENT TWO

10 LAPS

CORONATION TROPHY RACE: Heat 2

Heat 2 of the Coronation Trophy Scratch Race for non-supercharged racing cars not exceeding 2000 c.c. engine capacity. The first six to finish will be invited to race in the final.

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
2	Connaught Engineering ... (Driver: K. McAlpine)	Connaught ...	4	1967	Green
4	John Heath ... (Driver: P. Collins)	H.W.M. ...	4	1960	Green
6	John Heath ... (Driver: J. Duncan Hamilton or J. Fairman)	H.W.M. ...	4	1960	Green
8	R. Baird ...	Ferrari ...	4	1980	Red
10	Atlantic Stable ... (Driver: P. N. Whitehead)	Cooper-Alta ...	4	1992	Green
12	Atlantic Stable ... (Driver: T. L. H. Cole)	Cooper-Bristol ...	6	1971	White/Blue
14	T. A. D. Crook ...	Cooper-Alta ...	4	1980	Red
16	J. Barber ...	Cooper ...	2	1100	Green
18	L. Marr ...	Connaught ...	4	1960	Green
20	J. H. Webb ...	Turner ...	4	1960	Green
22	O. E. Simpson ... (Driver: Entrant or P. Murdoch)	Alta ...	4	1960	Green
24	B. E. Bradnack ...	Woden ...	6	1954	Green
56	D. C. T. Bennett ... (Reserve)	Cooper ...	2	998	Green/Red



LAPS	LEADERS				
	1ST	2ND	3RD	4TH	5TH
1	4	10	12	8	6
2	10	4	12	6	18
3	10	4	12	6	18
4	10	4	12	6	18
5	10	4	12	6	18
6	10	4	12	6	18
7	10	4	12	6	18
8	10	4	12	6	18
9	10	4	12	6	18
10	10	4	12	6	18

RESULT

1st.....Whitehead 2nd.....Collins 3rd.....Cole 4th.....Hamilton 5th.....Baird 6th.....Marr

Winner's speed.....69.40 m.p.h. Fastest lap: No..... Speed..... m.p.h.

69.40

"Ferodo brake linings
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efficiency I must have"

SAYS JOHN COOPER

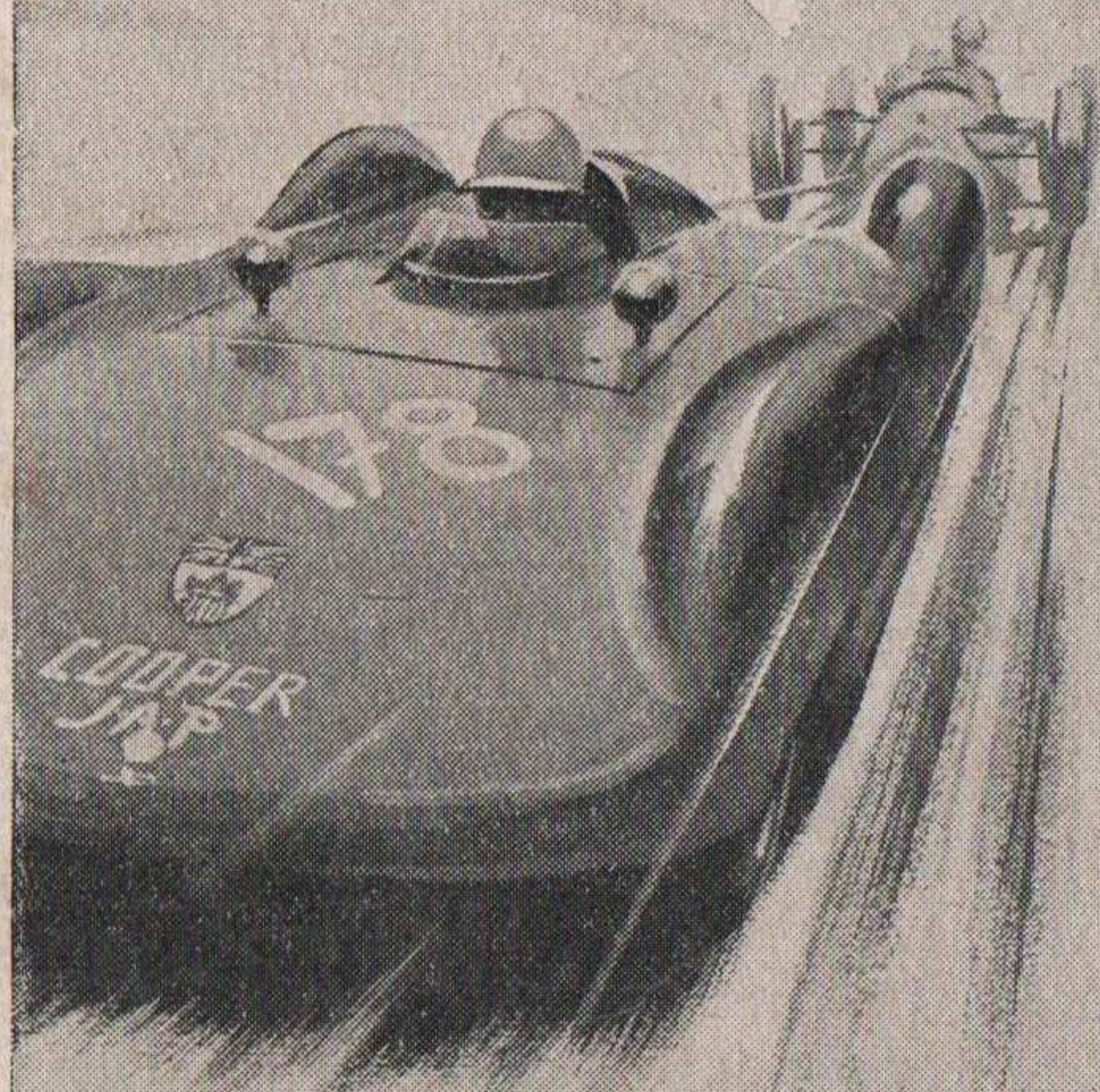


Photo: Guy Griffiths

Who better to ask about brakes than John Cooper—co-designer with his father of the famous Cooper cars, Holder of the International Class J (350 c.c.) records, Formula Three winner of the 1951 Monza Grand Prix, the '52 Rouen G.P. and winner at the Glenzlandring International meeting at 102.66 m.p.h.?

He'll tell you quite frankly that unless the driver knows his brakes are going to behave the way they should, he instinctively holds something back. "That's why I am most particular about Ferodo Anti-Fade Linings being fitted to my cars; it is absolutely essential for a racing driver to have complete confidence in the ability of brake linings to remain efficient, no matter how hard they have to work".

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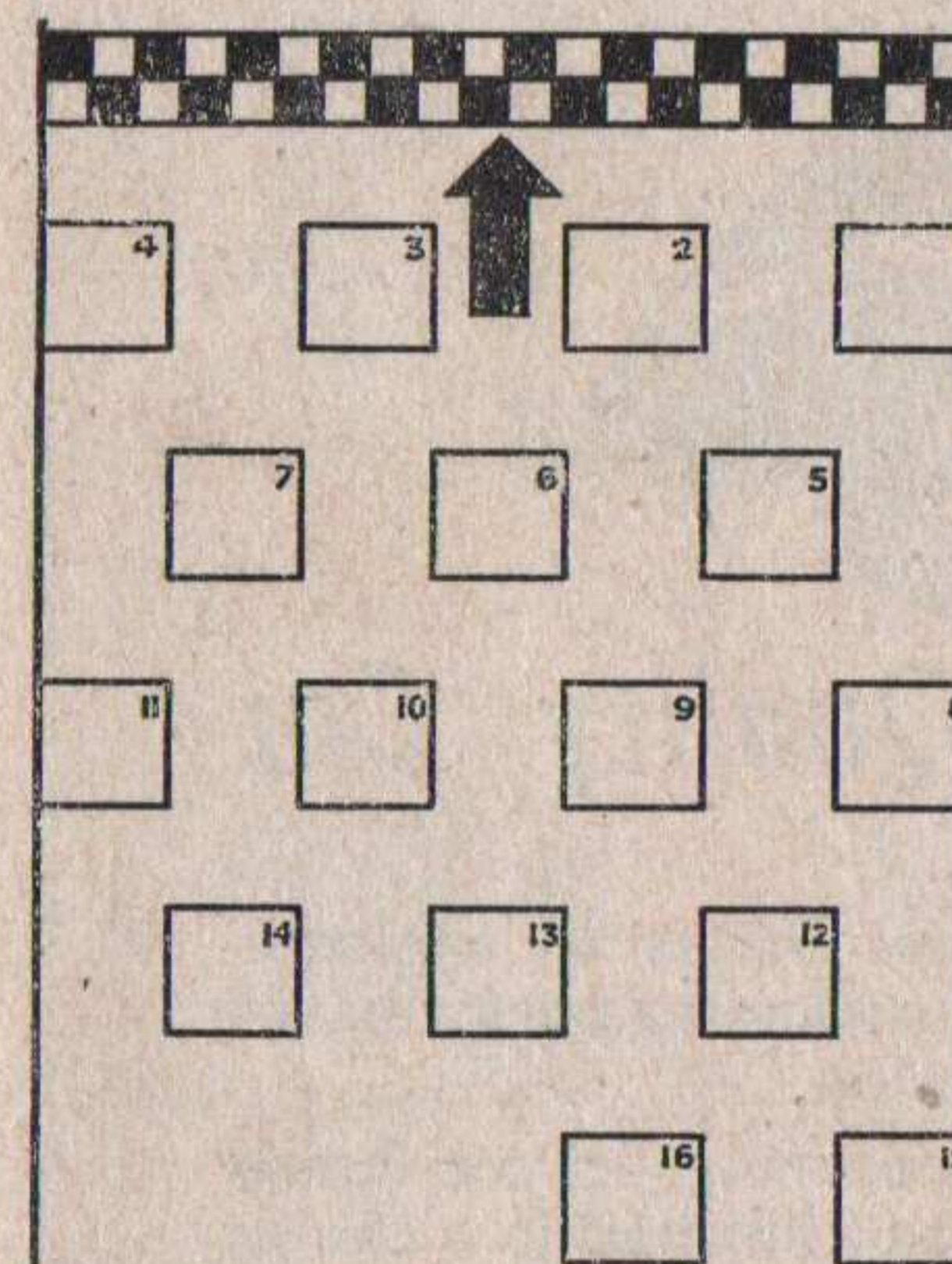
EVENT THREE

10 LAPS

500 c.c. RACE

A Scratch Race for non-supercharged racing cars not exceeding 500 c.c. engine capacity.

No.	Entrant and Driver	Car	Cyls. c.c.	Colour
✓ 26	Francis Beart ... (Driver: Alan Brown)	Cooper ...	1 499	Green
✓ 27	Cooper Car Co. Ltd. ... (Driver: Stirling Moss)	Cooper ...	1 497	Green
✓ 28	Cooper Car Co. Ltd. ... (Driver: E. Brandon)	Cooper ...	1 498	Silver
✓ 29	Ecurie Londres ... (Driver: L. Leston)	Cooper ...	1 498	Green
✓ 30	G. Wicken ...	Cooper ...	1 499	Red/Cream
31	C. D. Headland ...	Kieft ...	1 499	Green
32	D. Parker ...	Kieft ...	1 498	Maroon
33	D. H. R. Gray ...	Cooper ...	1 499	Silver
34	J. D. Habin ...	Erskine Staride ...	1 497	Green
35	R. G. Bicknell ...	Erskine Staride ...	1 497	Yellow
36	K. W. Smith ...	Smith 500 ...	1 499	Green
37	D. Truman ...	Cooper ...	1 497	Blue
38	B. E. Bradnack ...	Cooper ...	1 498	Green
39	B. C. Ecclestone ...	Kieft ...	1 490	Blue
40	S. Lewis-Evans ...	Cooper ...	1 500	Green/Cream
41	Ecurie Premiere ... (Driver: J. Brown)	Martin Special ...	1 499	Green
42	R. Owen ... (1st Reserve)	Hill ...	1 497	Green
43	Ecurie Premiere ... (2nd Reserve) (Driver: D. Taylor)	Martin Special ...	1 499	Silver
44	H. Otterbein... (3rd Reserve)	Simca Surva ...	4 498	Blue
45	J. K. B. Brise (4th Reserve)	Cooper ...	1 496	Green



LAPS	LEADERS				
	1ST	2ND	3RD	4TH	5TH
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

RESULT

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Winner's speed.....m.p.h. Fastest lap: No..... Speed.....m.p.h.

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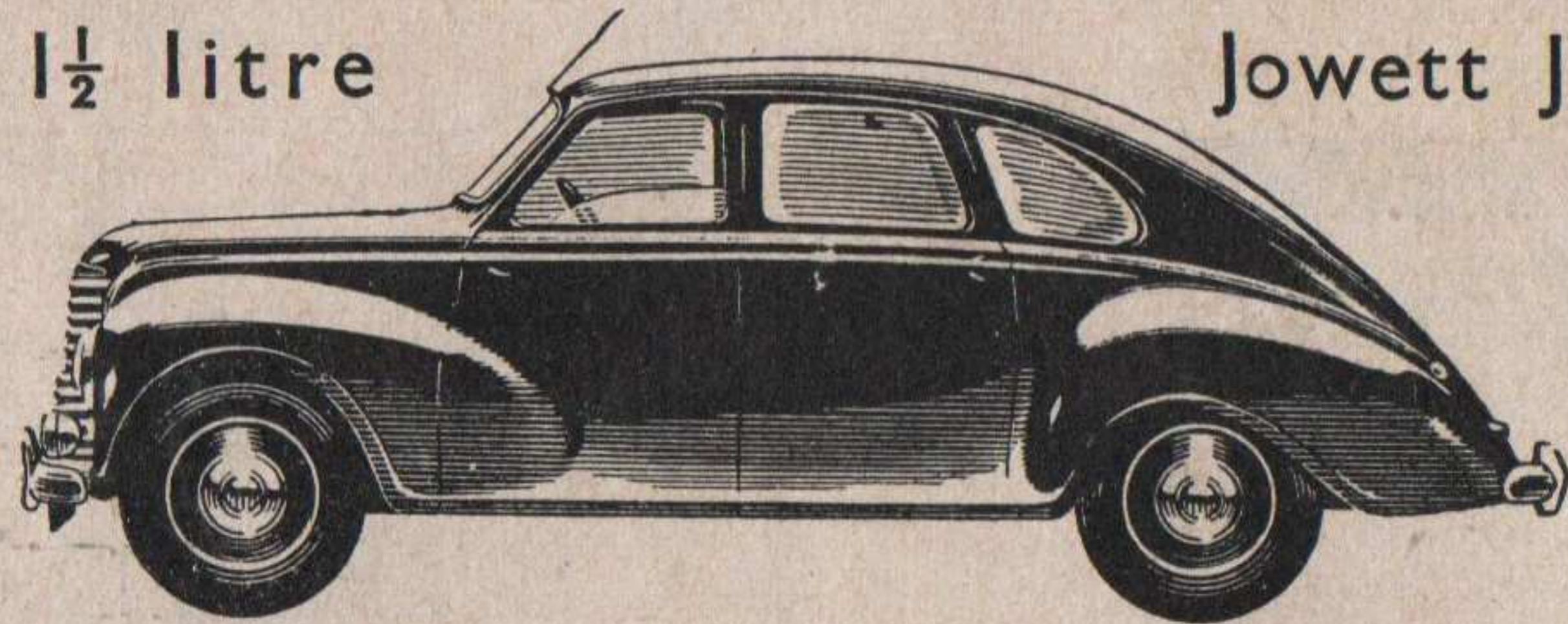
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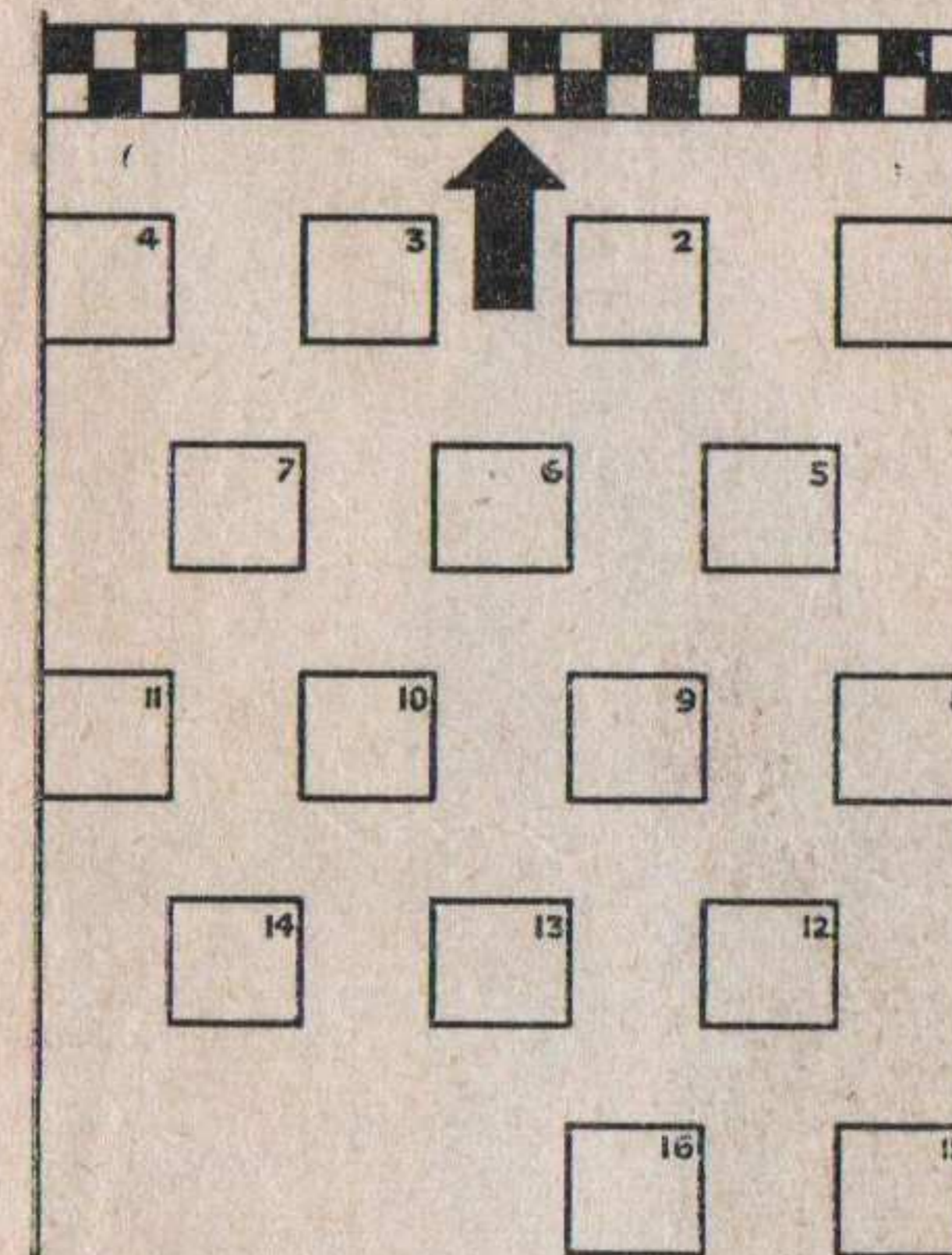
START 3.30 p.m.

EVENT FOUR

10 LAPS

RACE FOR SUPERCHARGED CARS NOT EXCEEDING 1500 c.c.

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
47	R. R. C. Walker ... (Driver: A. P. R. Rolt)	Delage s/c.	...	6 1498	Blue
48	A. G. Whitehead ...	E.R.A. s/c.	...	6 1488	Green
49	H. Kayley ... (Driver to be nominated)	E.R.A. s/c.	...	6 1498	Green
50	F. Tuck ... (Driver: J. D. Habin)	Maserati s/c.	...	4 1494	Green
51	A. Birrell ...	E.R.A. s/c.	...	6 1488	Blue
52	F. Kennington ... (Driver: Entrant or J. Marshall)	Maserati s/c.	...	6 1497	Green
53	C. J. Hamilton ...	E.R.A. s/c.	...	6 1488	Black
54	D. S. Shale ...	Turner s/c.	...	6 1087	Green
55	P. B. Reece ...	Cooper s/c.	...	2 1097	Green
57	N. Hillwood ... (Reserve)	M.G. Special s/c.	...	6 1087	Red



LAPS	LEADERS				
	1ST	2ND	3RD	4TH	5TH
1	48	47	55	51	52
2	48	47	51	55	52
3	48	47	51	55	52
4	48	47	51	55	52
5	48	47	51	55	52
6	48	47	51	55	52
7	48	47	51	55	52
8	48	47	51	55	52
9	48	47	51	55	52
10	48	47	51	55	52

RESULT

1st... *Whitehead* 2nd... *Rolt* 3rd... *Birrell* 4th... *Reece*

Winner's speed... *68.55* m.p.h. Fastest lap: No..... Speed..... m.p.h.

THE ONLY



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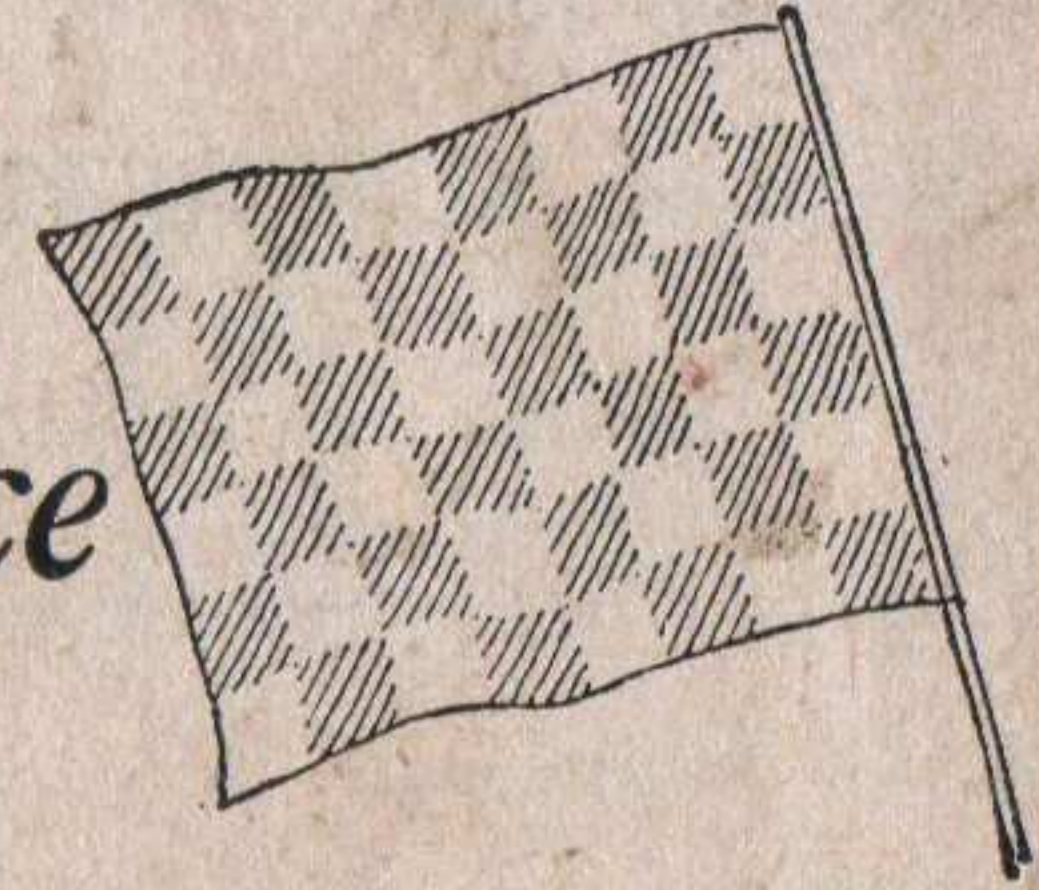
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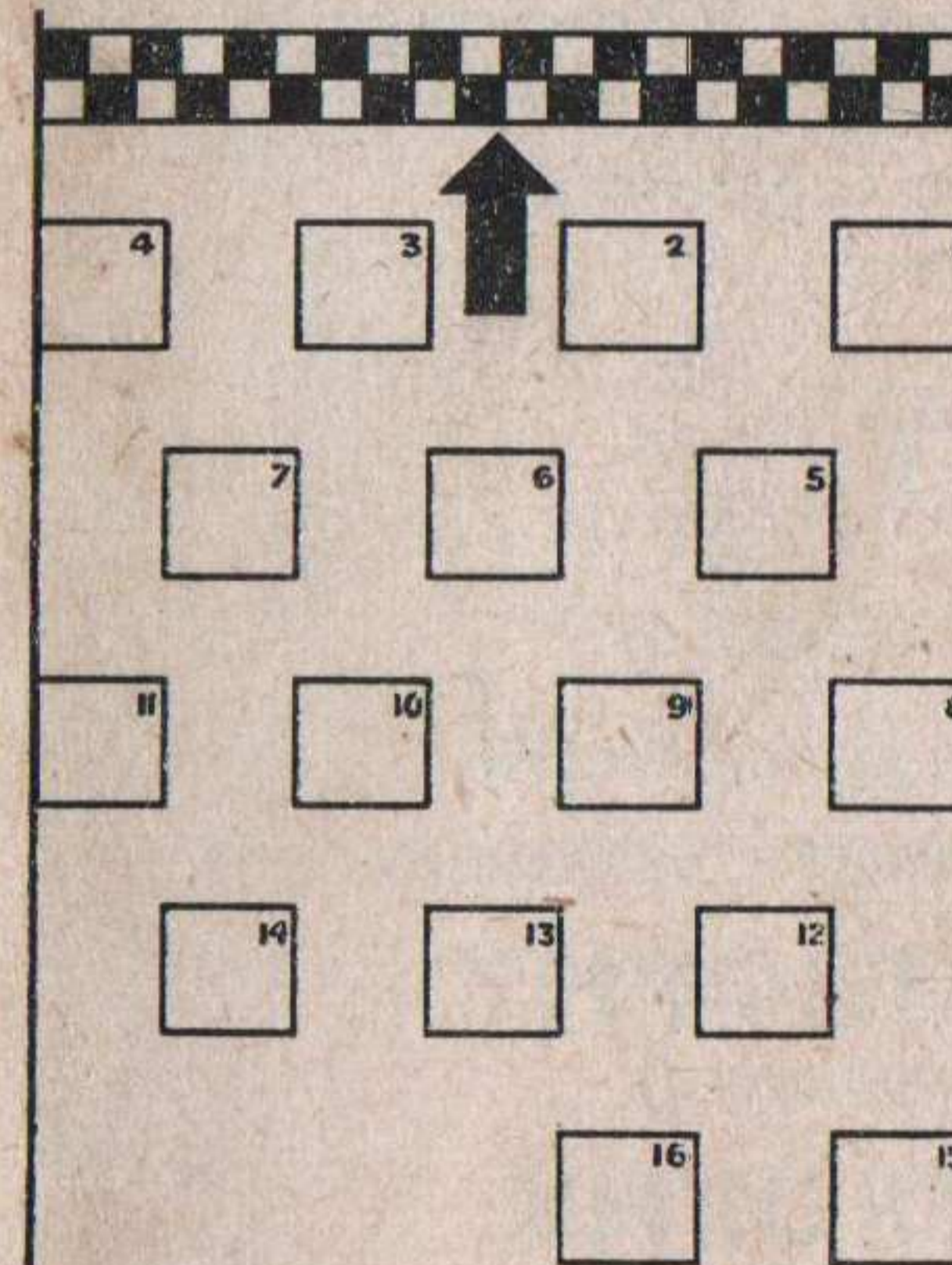
EVENT FIVE

10 LAPS

THE CORONATION TROPHY RACE

The starters will be announced by loudspeaker.

No.	Driver	Car	Time in Heat	
			mins.	secs.
3	Lance Macklin	M W M		
10	Whitehead	Cooper-Alta		
19	Wharton	Cooper Bristol		
11	Rolt	Connaught		
7	Moss	Cooper-Alta		
16	Colo	Cooper Bristol		
4	Collins	M W M		
9	Large	Alta		
6	Hamilton	M W M		
18	Merritt	Connaught		
25	Ashton	A. B.		



LAPS	LEADERS				
	1ST	2ND	3RD	4TH	5TH
1	19.5	10.7	11		
2	19.5	11	10.7		
3	19.11	5	10.7		
4	19.11	5	10.7		
5	19.11	5	10.7		
6	19.11	5	10.7		
7	19.11	5	10.7		
8	11	19.5	10.7		
9	11	19.5	10.7		
10	11	19.5	10.7		

RESULT

1st... Rolt 2nd... Wharton 3rd... Macklin 4th... Whitehead

Winner's speed.....m.p.h. Fastest lap: No..... Speed.....m.p.h.



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1ST
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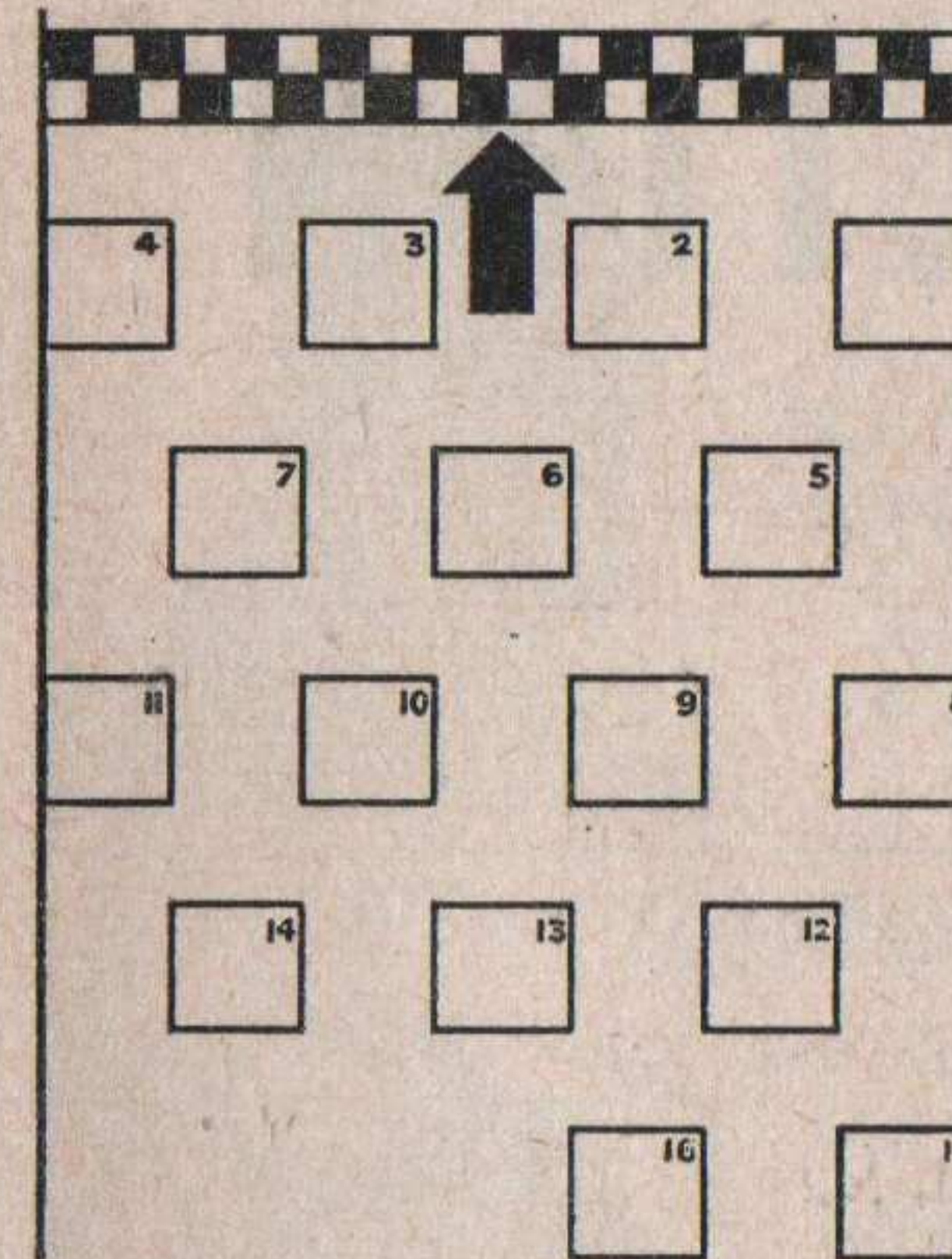
EVENT SIX

10 LAPS

SPORTS CAR RACE

A Scratch Race for non-supercharged sports cars not exceeding 2000 c.c. engine capacity.

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
58	Ken Wharton	Frazer-Nash	6	1971	Green
59	H. A. Mitchell	Frazer-Nash	6	1971	Green
60	W. B. Black	Frazer-Nash	6	1971	Green
61	Equipe Anglaise (Driver: Alan Brown)	Cooper	6	1971	Green
62	T. A. D. Crook	Cooper-Bristol	6	1971	Red
63	F. C. Davis	Tojeiro	6	1971	Silver
64	L. Leonard	Tojeiro	4	1467	Silver
65	R. G. Shattock	R. G. S. Atalanta	4	1496	Green
66	The Monkey Stable (Driver: J. C. C. Mayers)	Kieft	4	1467	Green
67	A. E. Hely (1st Reserve) (Driver: C. A. S. Brooks)	Frazer-Nash	6	1971	Green
68	The Monkey Stable (2nd Reserve) (Driver: M. J. C. Keen)	Kieft	4	1467	Green
69	P. A. B. Stewart ... (3rd Reserve)	H.W.M.-Alta	4	1960	Green
70	O. E. Simpson ... (4th Reserve) (Driver: Entrant or P. Murdoch)	Rover/B.M.W.	6	1971	Green



LAPS	LEADERS				
	1ST	2ND	3RD	4TH	5TH
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

RESULT

1st..... 2nd..... 3rd..... 4th.....

Winner's speed.....m.p.h. Fastest lap: No..... Speed.....m.p.h.

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CAR RACE MEETING organized by THE HALF-LITRE CAR CLUB
- SATURDAY, 22nd AUG.
MOTOR CYCLE RACE MEETING organized by S.E. CENTRE (A.C.U.)
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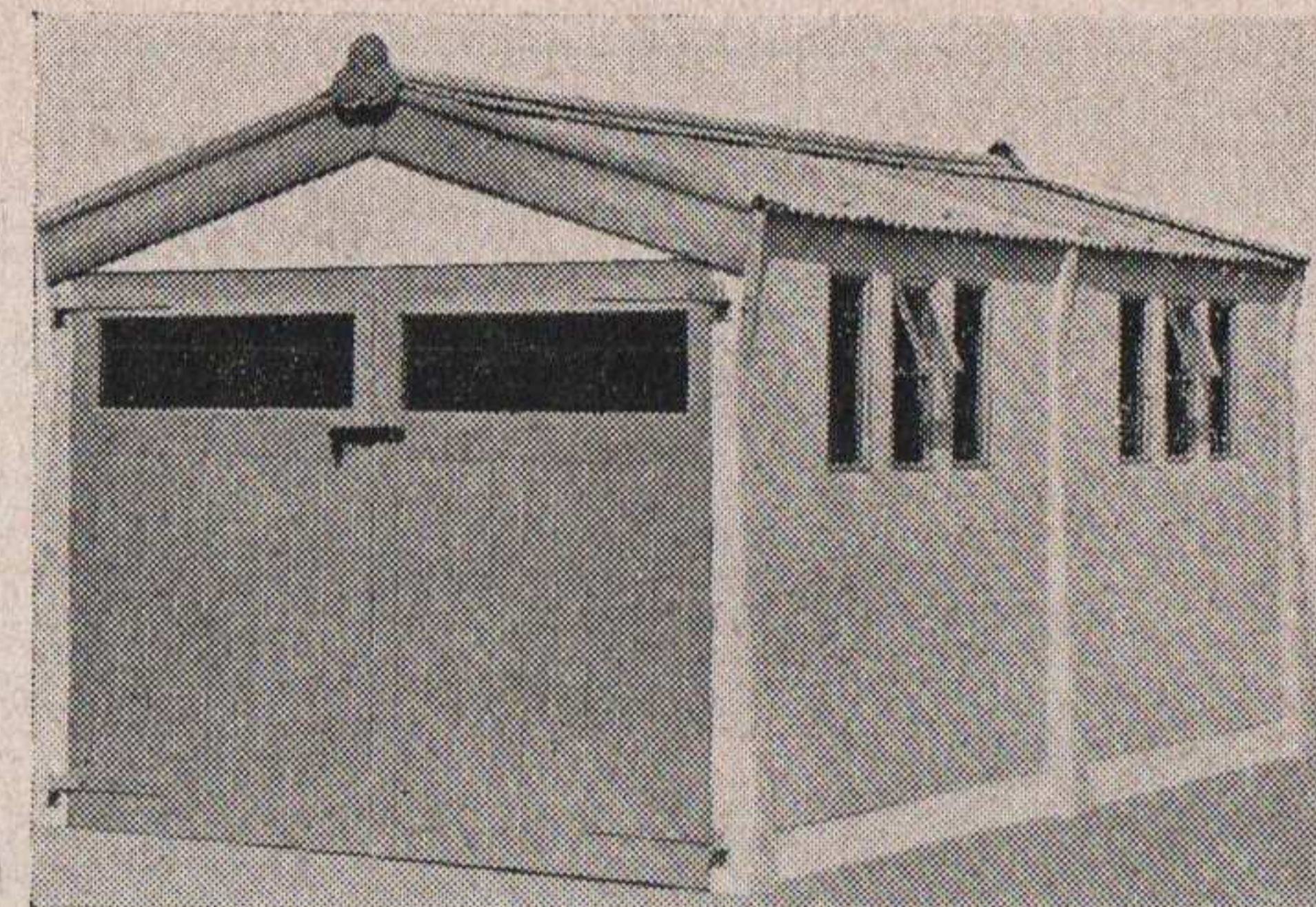


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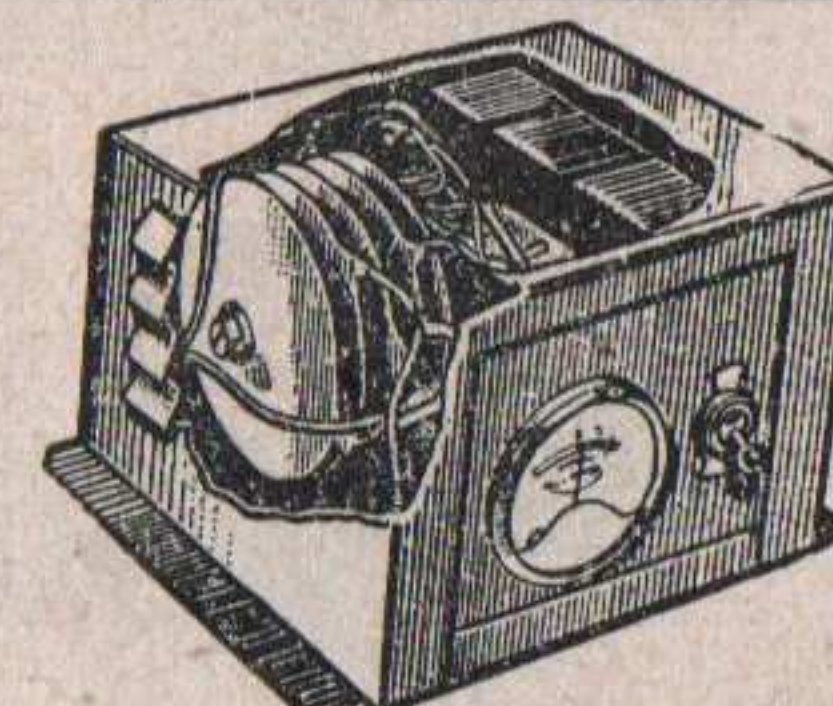
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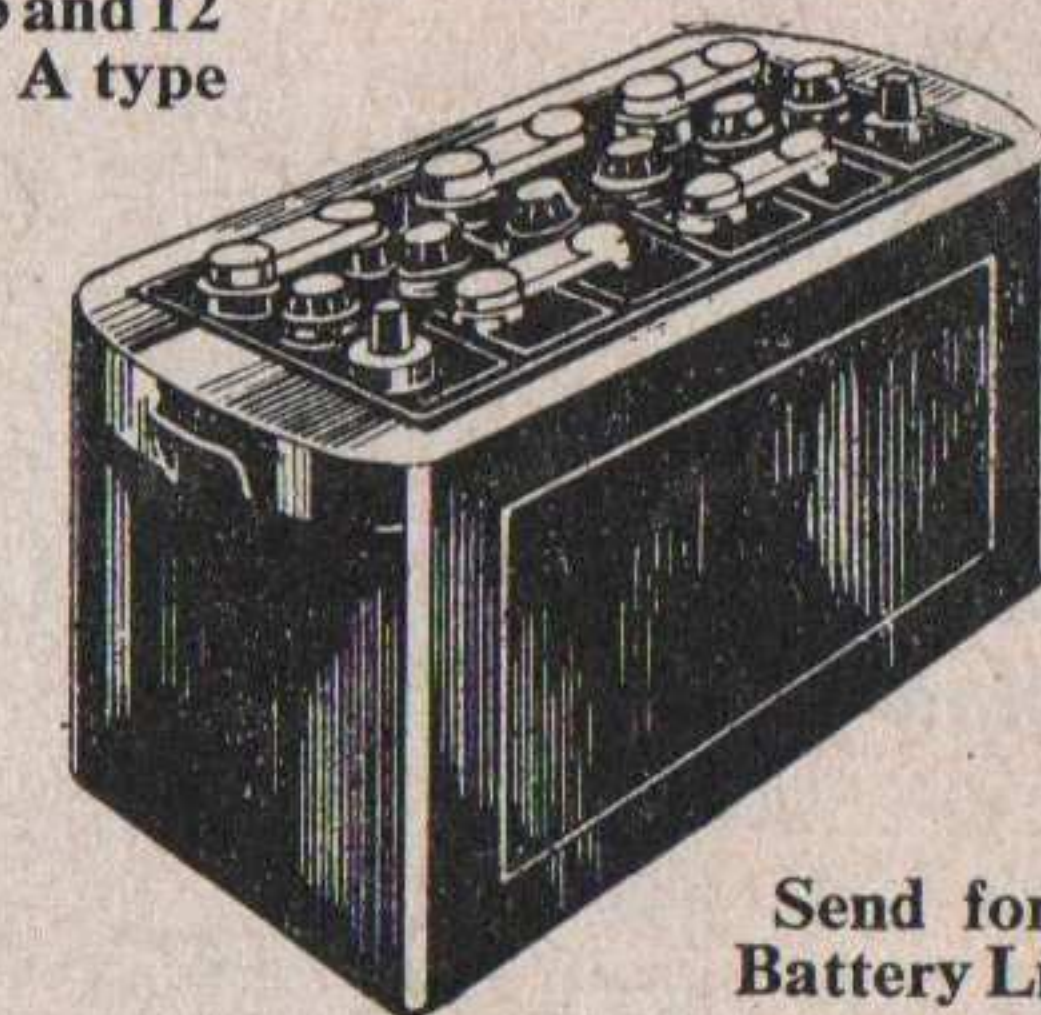


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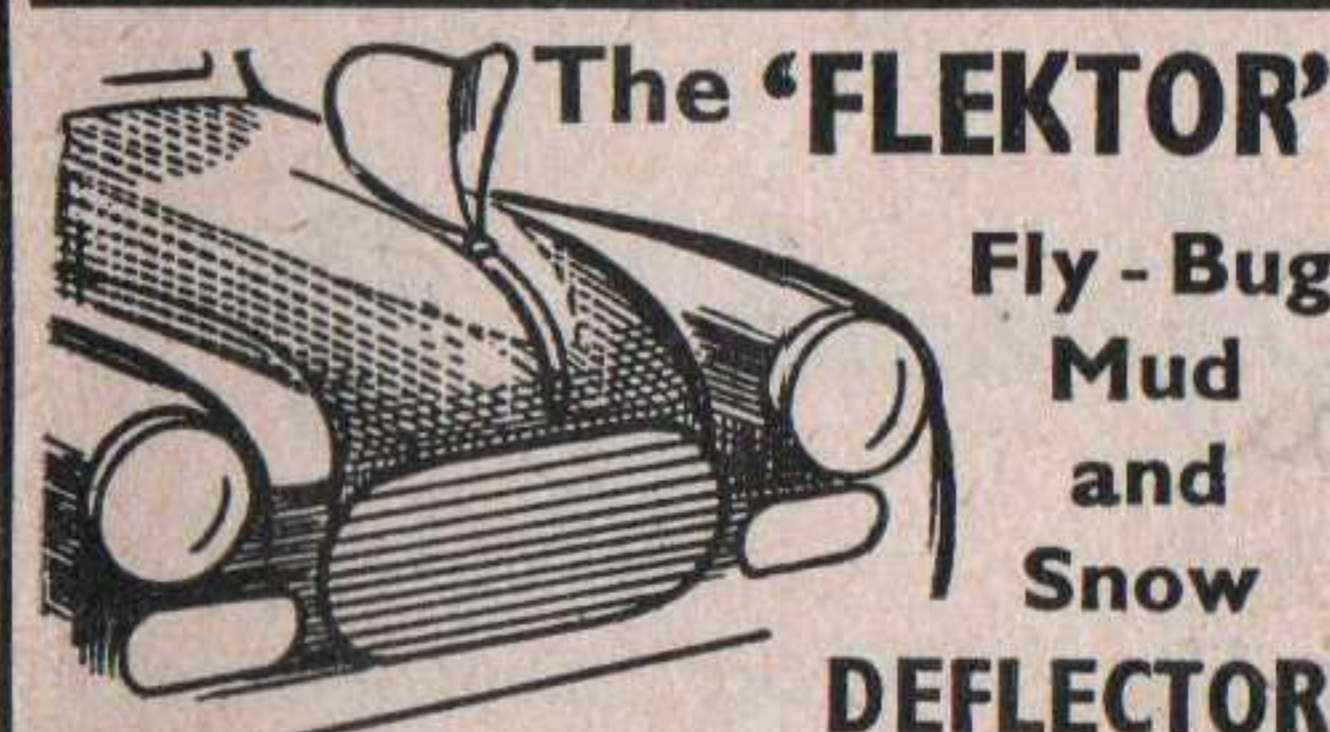
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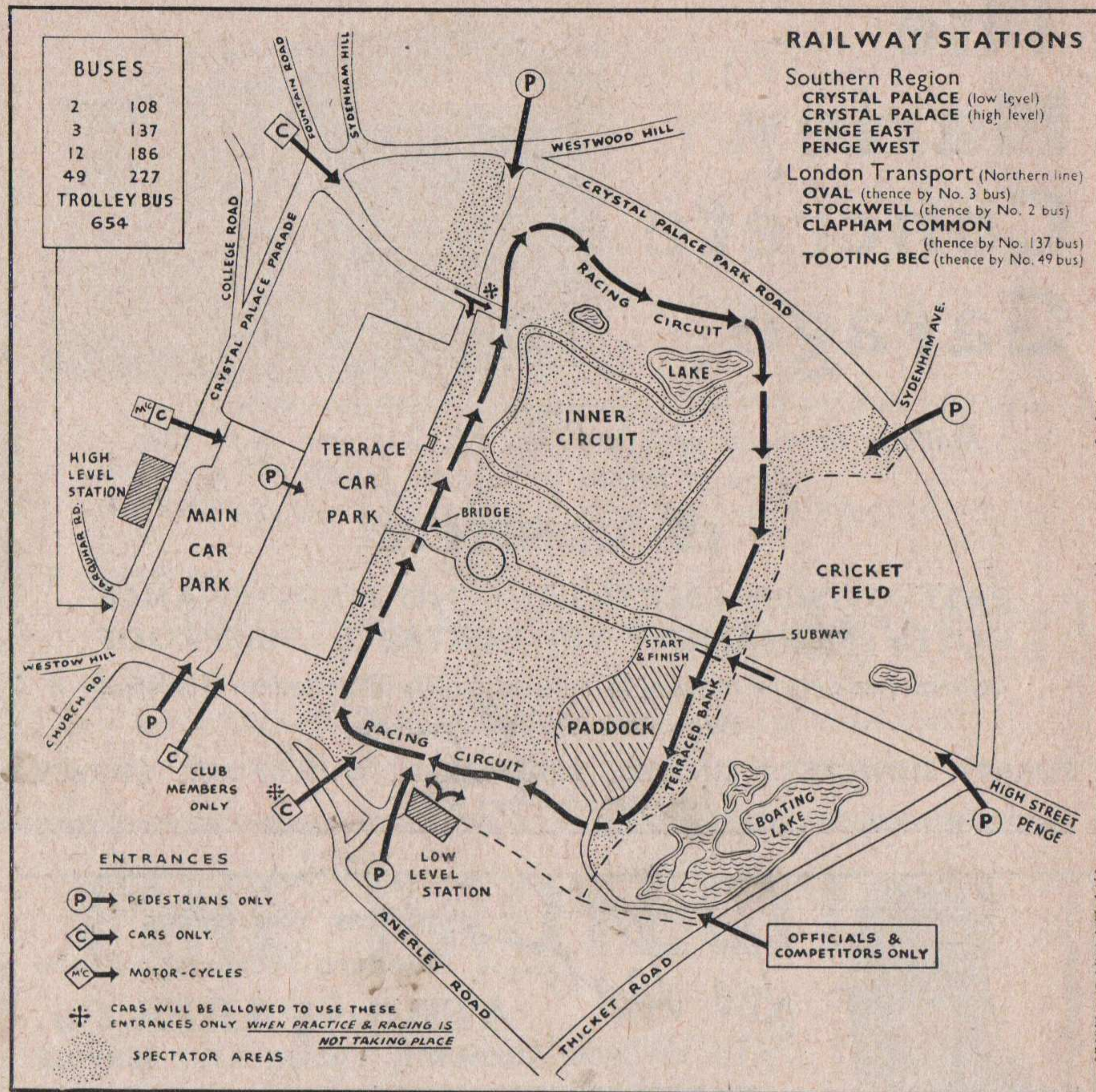
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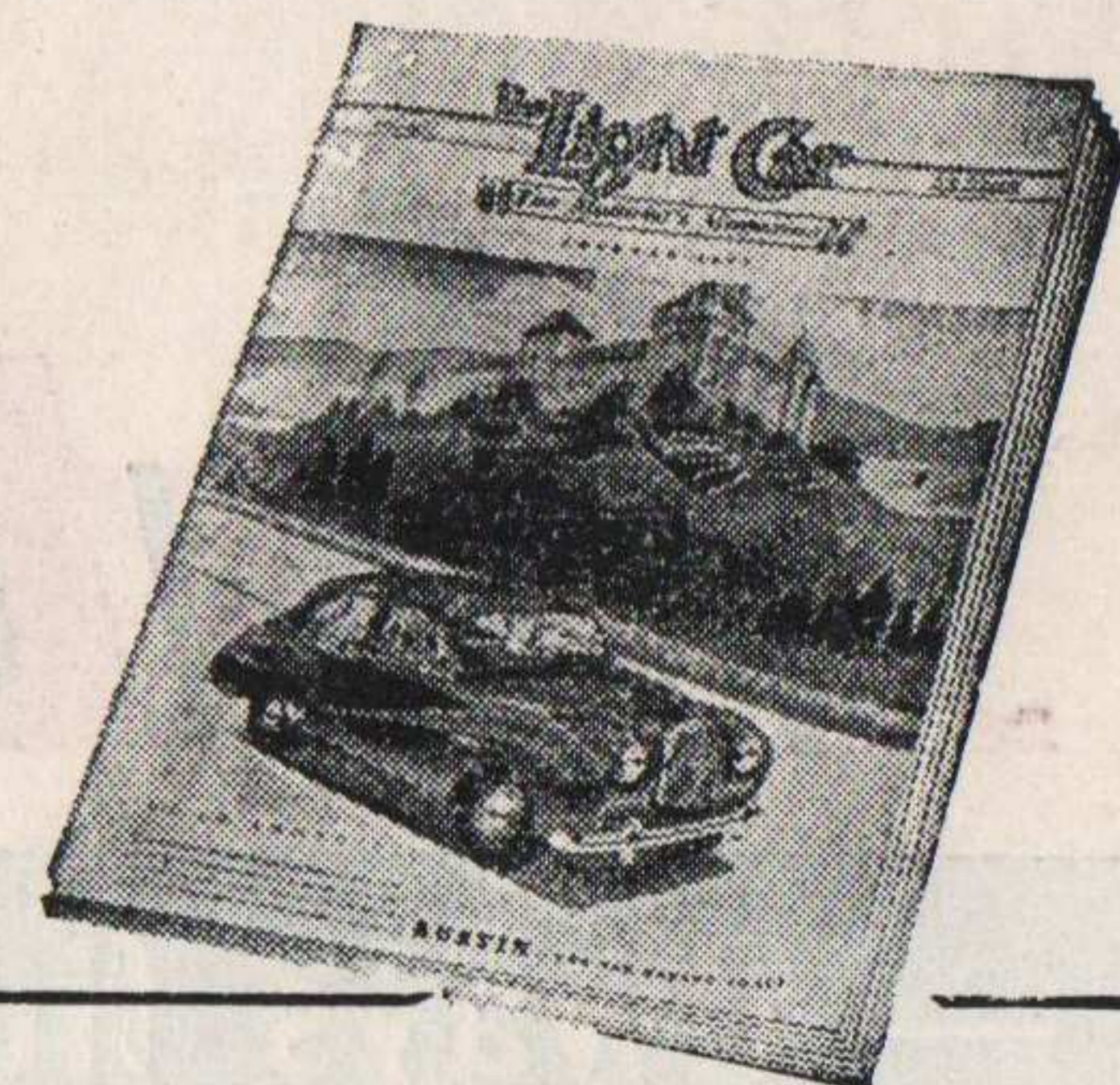
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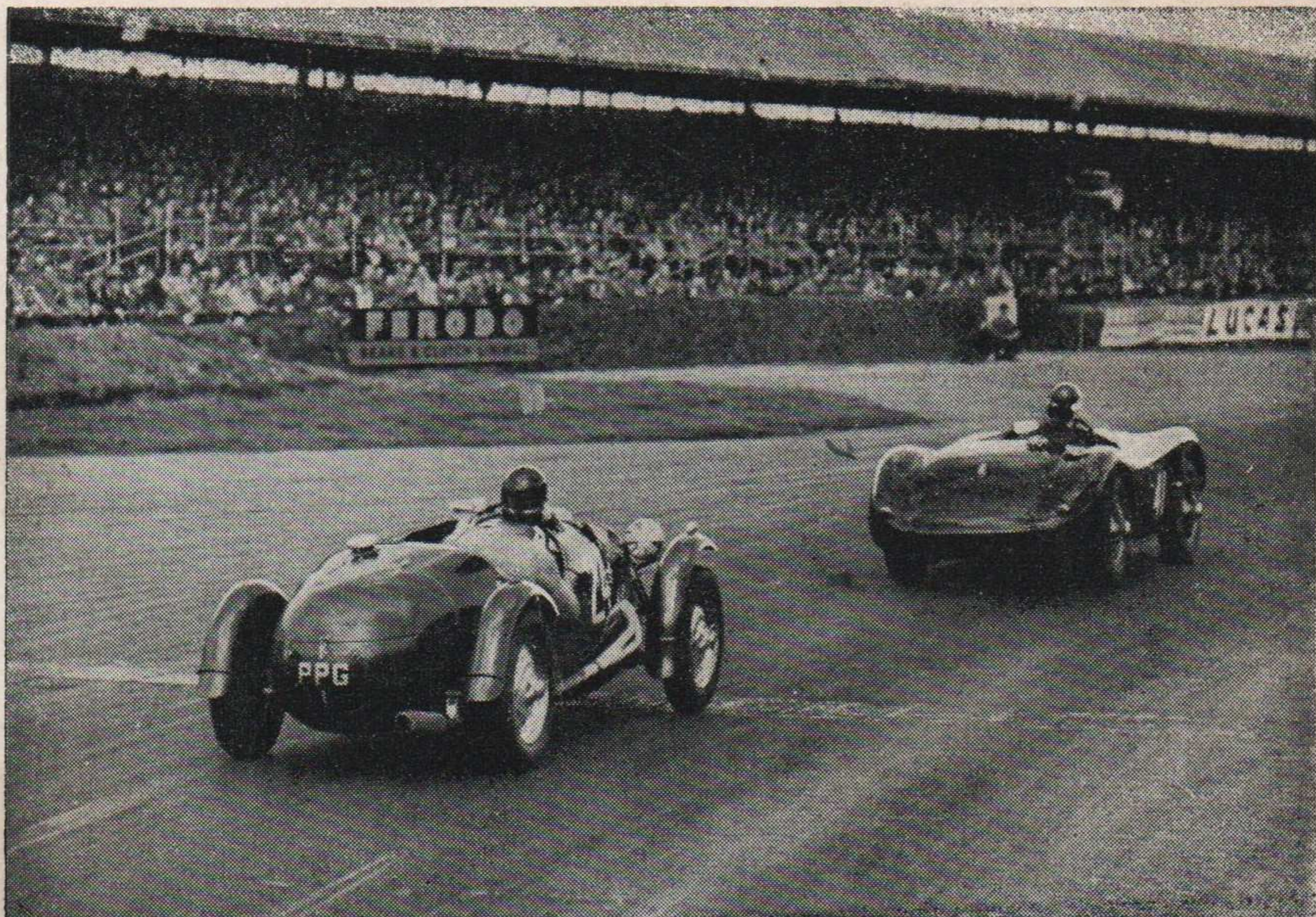
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