

I N T E R N A T I O N A L

DAILY EXPRESS

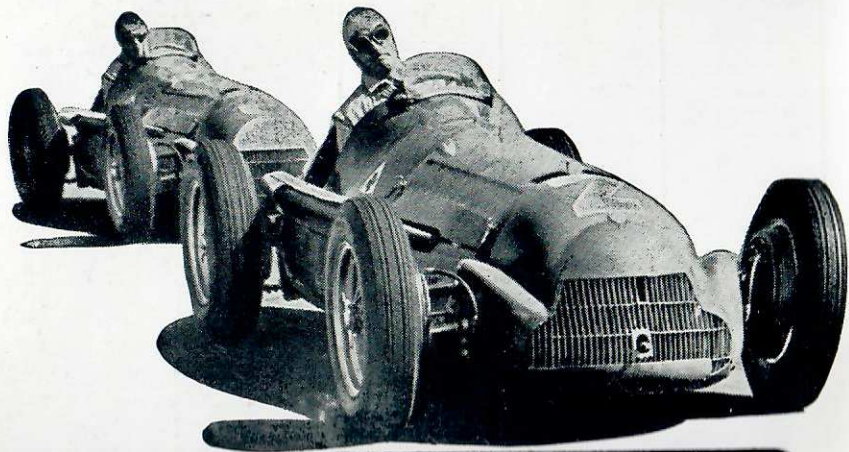
TROPHY MEETING

ORGANISED BY THE BRDC

SILVERSTONE CIRCUIT

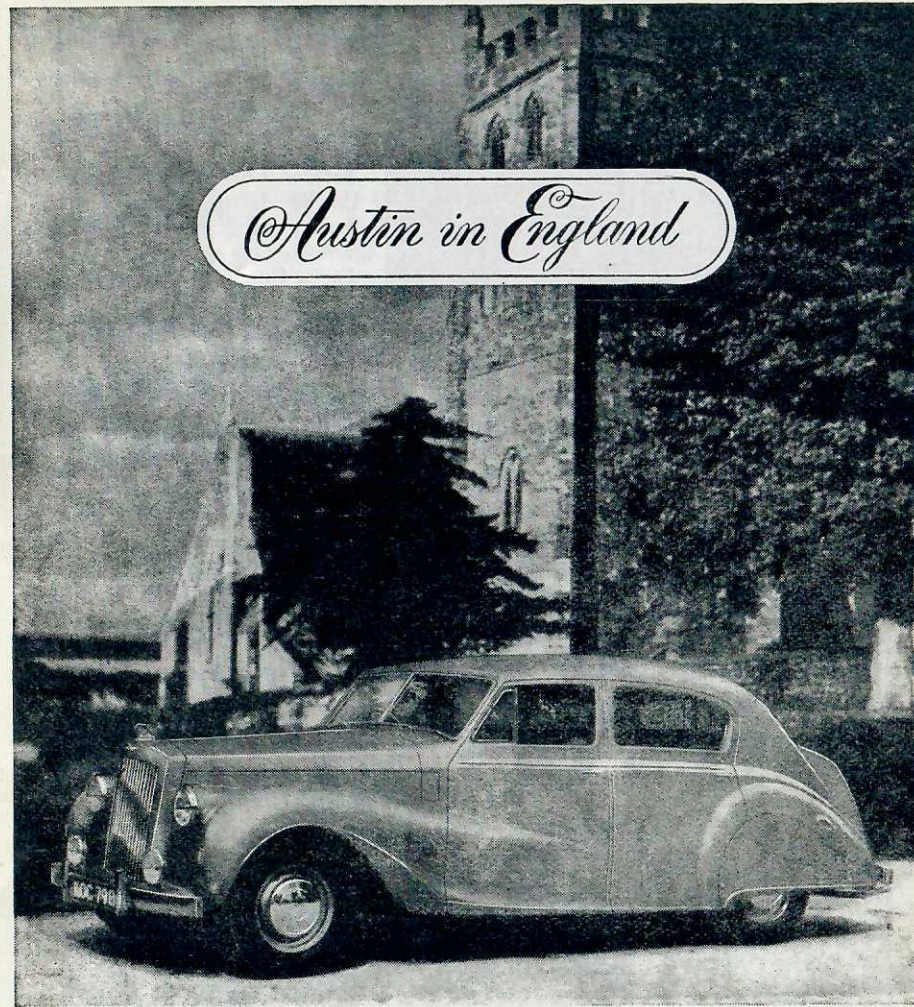
SATURDAY MAY 5th 1951

OFFICIAL PROGRAMME 1/6



In the lead!
For the
BEST
REPORTS
and
PICTURES

The Motor
The National Motor Journal
Wednesdays 9d.



Austin in England

THE AUSTIN 135 PRINCESS SALOON

VISIT THE SHOWROOMS of
CarMart Ltd
 Est. 1933
 LONDON DISTRIBUTORS

STANHOPE HOUSE,
 320 Euston Road, N.W.1.
 Euston 1212

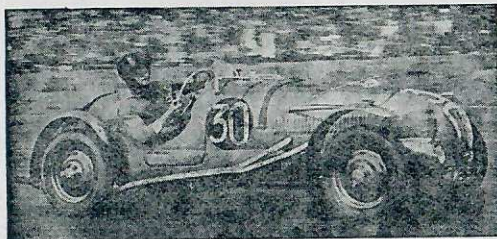
GLOUCESTER HOUSE,
 150 Park Lane, W.1.
 Grosvenor 3434

16 UXBRIDGE ROAD,
 Ealing, W.5.
 Ealing 6717

AUSTIN HOUSE,
 297 Euston Road, N.W.1
 Euston 1212

SERVICE { WELSH HARP, Edgware Road, N.W.9. Hendon 6500
 UPPER MONTAGU STREET, Montagu Square, W.1. Ambassador 1837

Results of careful and expert preparation—1950



(LEFT)

SILVERSTONE — Daily Express Production Car Race

Anthony Crook (Frazer-Nash) ties for fastest lap (2mins. 3secs.) 84.55 m.p.h. of all British Cars irrespective of Engine Size.

MONTLHERY — (RIGHT)

Anthony Crook (Bristol type 401 Saloon) covers 104.7 miles in one hour under official observation—furthest distance ever recorded in one hour by a 2 litre saloon.



Although primarily interested in Bristol, Frazer-Nash and B.M.W. cars, we are pleased to quote for the preparation of any type of car for use on road or track.

ANTHONY CROOK MOTORS LTD.,

Leading Distributors of Bristol Cars

CATERHAM HILL, SURREY

Tel. CATERHAM 2232 1

GALLAY . .

**RADIATORS · FUEL TANKS
AND OIL COOLERS
have been used successfully for
many years**

CONSULT US ON ALL PROBLEMS

GALLAY LTD.,

Scrubs Lane, Willesden, London, N.W.10

Associated with

LADbroke 3644

DELANEY GALLAY LTD.



UNIVERSITY MOTORS LTD.

Vespa

DISTRIBUTORS



**STRATTON HOUSE
80 PICCADILLY, W.1**

GROSVENOR 4141



THE

Eagle

BY GOODYEAR



Motorists and Tyre Suppliers
all report highest-ever
mileage, enduring stamina,
relentless road-grip and
distinguished appearance

- * The tread rubber is tougher, more shock-resisting than ever before.
- * Wider, flatter tread area grips *more* road for *more* traction, and wears more slowly.
- * The improved All-Weather Tread — with its new Stop-Notches for quicker, safer stops — resists every direction of skid throughout the tyre's longer life.
- * Handsome buttressed sidewalls provide protection from kerb damage, and make cornering steadier than you've ever known.

DISTINGUISHED BY
THE SILVER RING

You can trust
GOODYEAR
FOR LONG LIFE AND LASTING WEAR

INTERNATIONAL
DAILY EXPRESS
TROPHY MEETING

SILVERSTONE CIRCUIT · SATURDAY, MAY 5th, 1951
ORGANISED BY THE BRITISH RACING DRIVERS' CLUB

*All profits from the Meeting will be devoted to the furtherance
of Motor Racing and Motor Trade Charities*

CONTENTS

	Page
Officials of the Meeting	7
The Trophies and Cash Awards	12
Foreword by The Rt. Hon. Earl Howe, P.C., C.B.E., V.D.	17
Britain's Greatest Motoring Event by Basil Cardew	18
The Grand Prix Picture by Rodney Walkerley	24
Map of Circuit	37
Lap Speed Table and Flag Signals	38
Previous Results and Records	52
Production Car Racing by J. A. Cooper	54
500 c.c. Racing by Stirling Moss	67
Who's who . . . behind the wheel	70
Acknowledgments	79

RACING PROGRAMME

10.15 a.m.	500 c.c. Race—Entries and Lap Score Chart	39
11.25 a.m.	International Daily Express Trophy Race : Heat 1—Entries and Lap Score Chart	40
12.20 p.m.	International Daily Express Production Car Race : Division I—Entries and Lap Score Chart	42
1.55 p.m.	International Daily Express Trophy Race : Heat 2—Entries and Lap Score Chart	44
2.55 p.m.	International Daily Express Production Car Race : Division II—Entries and Lap Score Chart	46
4.35 p.m.	International Daily Express Trophy Race : Final—Entries and Lap Score Chart	50

Demonstration during the meeting by Piero Taruffi
in his record-breaking Italcorsa (Maserati)

fitted to the
MAJORITY
of Britain's Fine Cars
& Commercial Vehicles
GIRLING

THE BEST BRAKES IN THE WORLD

and Backed by a
World Wide
Service
Organisation

Ask your local
Girling Service Agent
for details of the
Damper Replacement Scheme
and Factory Lined
Replacement Shoe Service.

THERE'S AN AUTHORISED
GIRLING SERVICE AGENT
IN YOUR DISTRICT

GIRLING LTD · KINGS RD
TYSELEY · BIRMINGHAM 11

7
OFFICIALS
OF THE
MEETING

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



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

STEWARDS: Sir ALGERNON GUINNESS, Bart. (for the R.A.C.). T. BLACKBURN. JOHN COBB. Lt.-Col. A. T. GOLDIE GARDNER, O.B.E., M.C. The Rt. Hon. the EARL HOWE, P.C., C.B.E., V.D. His Grace the DUKE OF RICHMOND & GORDON.

JUDGES: The Most Hon. the MARQUESS CAMDEN, J.P. F. E. CLIFFORD. S. C. H. DAVIS. Capt. G. E. T. EYSTON, O.B.E., M.C. H. J. MORGAN.

CHIEF OBSERVER: H. D. PARKER.

OBSERVERS: A. DAUNT BATEMAN. N. E. BRACEY. C. G. H. DUNHAM. Major H. N. EDWARDS. L. HAINES. T. C. HARRISON. J. G. C. LOW. I. NICKOLS. D. C. PITT. R. C. PORTER. V. L. SEYD.

CHIEF FLAG MARSHAL: F. J. MONKHOUSE.

FLAG MARSHALS: A. BRAID. T. G. CLARKE. W. Y. CRAIG. J. W. COX. A. H. DAVEY. W. E. DANIEL. J. FAIRMAN. M. FAULKNER. J. TALBOT FRITH. G. R. FURLEY. W. O. GASCOIGNE. A. B. GILBERT. Major E. A. HALFORD. J. HOPPS. F. W. KENNINGTON. G. E. MATTHEWS. Lt. G. R. N. NAISH. G. PYE. W. RICHES. M. RICH. J. H. T. SMITH. J. L. STABLEFORD. W. L. THOMPSON. D. E. TODD. P. S. WILSON. T. C. WISE. R. H. FREEMAN WRIGHT.

CHIEF PADDOCK MARSHAL: G. V. B. COOKE.

PADDOCK MARSHALS: W. A. ALDERTON. Lt.-Col. H. P. V. BAILEY. M. BOSLEY. Major A. BROOKS. W. BROWN. Capt. F. A. CODLING. 2/Lt. W. J. CRASKE. J. B. EMOTT. 2/Lt. B. M. FARMER. J. HASLAM. Capt. J. HILLIER. A. G. HITCHCOCK. Lt. A. B. MARTIN. Capt. A. NEEDHAM. 2/Lt. C. H. SHERWOOD. G. E. TEMPLAR. 2/Lt. T. E. TROTMAN. R. VERRALLS. J. C. WENBY. M. S. WILSON. W. S. WILSON. Major L. F. H. WOOLSTON. F. D. YIEND.

CHIEF PIT MARSHAL: J. C. ELWES, O.B.E.

PIT MARSHALS: J. F. BAREHAM. A. H. BUIST. W. S. BOWKER. J. CLOWES. BARCLAY INGLIS. R. C. FLEMING. J. D. GARDNER. M. GRAYSON. E. K. JONES. J. SMITH. D. TAYLOR.

CHIEF PIT AREA MARSHAL: D. S. SHIP, O.B.E.

PIT AREA MARSHALS: P. C. BAREHAM. C. ENGLAND. A. B. FITZHERBERT. M. GEOGHEGAN. D. A. HAIGH. J. S. JENKINS. G. T. JONES. R. MOUNTFORD. R. W. PHILLIPS. R. D. G. SMITH. MEMBERS OF THE WEST HANTS & DOREST C. C.

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

JOHN COBB

T. BLACKBURN



FIT and FORGET . . .



**THE FINEST
AND FASTEST
PLUG ON EARTH**

SMITHS

K.L.G.

SPARKING PLUGS

**John Cobb—
the first to exceed
400 m.p.h. on land—
used K.L.G. Plugs**



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



CHIEF MEDICAL OFFICER: Dr. F. E. G. HOPKINS.

DEPUTY CHIEF MEDICAL OFFICER: Dr. W. C. WINTERBOTTOM.

MEDICAL OFFICERS: Dr. S. E. M. BATES. Dr. E. R. BROADBERRY. Dr. N. BUDGE. Dr. E. G. T. CARTER. Dr. S. CLEMENTS. Dr. W. B. L. DOWNING. Dr. M. T. GASTON. Dr. G. HOPE-SCOTT. Dr. D. G. LAMBLEY. Dr. I. J. R. MUSSON. Dr. J. E. PHILLIPS. Dr. J. H. C. PHILLIPS. Dr. T. RICHARD RILEY. Dr. W. M. SAVERY. Dr. D. STENHOUSE STEWART. Dr. A. EWART THOMAS. Dr. W. C. WALKER. Dr. W. W. WATSON. Members of St. Mary's Hospital Motor Club. Members of the St. John Ambulance Brigade.

CHIEF TIMEKEEPER: R. H. WRIGHT, O.B.E.

TIMEKEEPERS: C. A. ATKINSON. D. BOYD. C. DENNIS. W. GUNNING. W. MCCARTNEY. Mrs. E. J. ATKINSON. Mrs. P. THOMAS.

SCRUTINEERS: P. J. CALVERT, A.M.I.E.E., A.M.I.MECH.E. L. ROBSON, M.I.M.I. L. C. MCKENZIE. F. C. MATTHEWS, M.I.M.T., M.I.E.I. L. J. ROY TAYLOR.

FIRE PROTECTION: Divisional Officer HUTCHCRAFT and Units of the NORTHAMPTONSHIRE FIRE BRIGADE. T. L. LANGFORD. G. L. EVANS. OFFICERS OF THE BIRMINGHAM PRIVATE FIRE BRIGADES ASSOCIATION. MEMBERS OF THE MIDLAND AUTOMOBILE CLUB AND SUNBAC.

SCOREBOARDS: STANLEY SEDGWICK and MEMBERS OF THE BENTLEY DRIVERS' CLUB.

COMMENTATORS: RODNEY WALKERLEY. TOM WALKERLEY and J. C. EASON GIBSON.

CHIEF SPECTATOR CONTROL MARSHAL: S. M. LAWRY.

ASSISTANT CHIEF SPECTATOR MARSHALS: L. R. D. CADE. K. M. ROBERTS.

SPECTATOR CONTROL MARSHALS: Capt. R. P. MINCHIN, O.B.E.; Chief Superintendent W. M. TAYLOR, M.M.; Members of the Aston Martin Owners' Club; Bentley Drivers' Club; Brighton and Hove Motor Club; British Automobile Racing Club; Eight Clubs; Half-Litre Club; Lagonda Car Club; Metropolitan Police Motor Driving School Club; Motor Cycling Club; Northampton & District Car Club; North London Enthusiast's Club; Vintage Sports Car Club.

PRESS SECRETARIES: N. LLOYD. D. MAY.

RACE CONTROL: Mrs. BOLTON, Mrs. CALVERT, Mrs. COOKE, Mrs. DANIEL, Mrs. LLOYD, Mrs. FOTHERINGHAM-PARKER, Mrs. H. D. PARKER, Miss SADLER, Mrs. SOUTHALL, Mrs. SCANNELL, Miss D. STANLEY TURNER.

CHIEF START MARSHAL: K. D. EVANS.

START MARSHALS: M. BOSLEY, G. V. B. COOKE, D. G. EVANS, G. E. TEMPLAR, M. S. WILSON, G. GALE and MEMBERS OF THE HALF-LITRE CAR CLUB.

TRACK MANAGER: J. W. BROWN.

SECRETARY OF THE MEETING: A. A. ASHER.

ASSISTANT TO DEPUTY CLERK: A. F. RIVERS FLETCHER.

DEPUTY CLERK OF THE COURSE: W. M. COUPER.

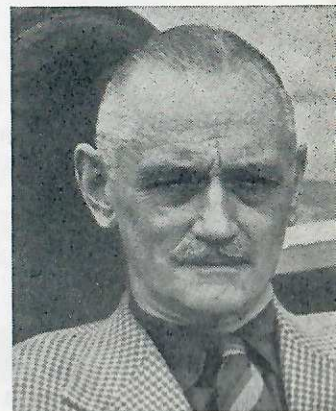
CLERK OF THE COURSE: D. J. SCANNELL.

ORGANISING COMMITTEE: Dr. J. D. BENJAFIELD. I. F. CONNELL. W. M. COUPER. K. D. EVANS. D. J. SCANNELL.

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



His Grace the DUKE OF RICHMOND AND GORDON





GUARANTEE. Car-Plate is a Wax — only wax gives lasting shine and protection. Guaranteed to contain no abrasives. Your money back if not completely satisfied.

Now, with Johnson's Car-Plate, you can give your car a genuine wax finish, the brightest shine, the most lasting protection — in 20 minutes! Just spread Car-Plate on a clean car, let dry — then wipe lightly. That's all! No rubbing with Car-Plate — so quick and easy a child can do it!

You've never seen anything as brilliant as a Car-Plate finish — diamond-bright and such depth of colour! That beautiful gloss is also your car's best protection against sun, rain and grime. There's less need to use cleaners — an occasional washing-down is all that's necessary!

Car-Plate is guaranteed to contain no abrasives — its hard wax film will give you lasting shine and protection month after month! In tins or bottles — 5/- from all garages.



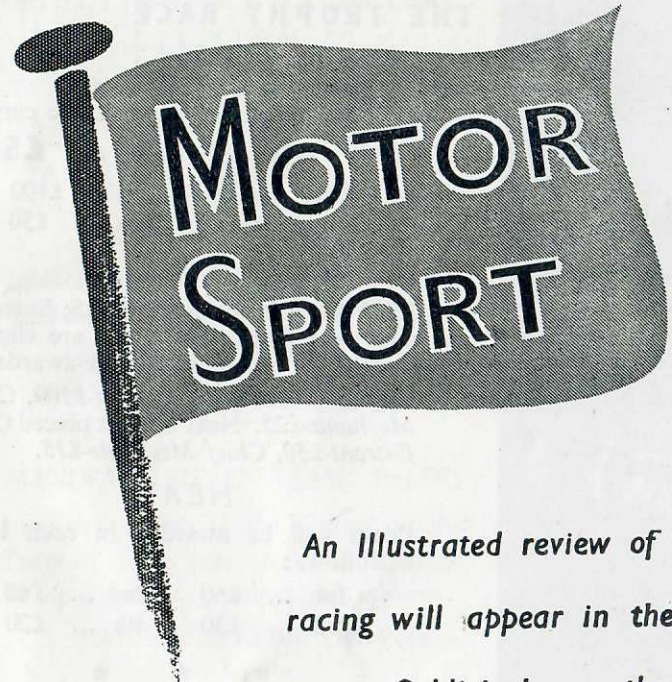
IMPORTANT

Car-Plate is a WAX — not a CLEANER. Before waxing with Car-Plate — clean with Johnson's Carnu.



MADE BY THE MAKERS OF JOHNSON'S WAX

The Monthly Motoring Magazine



An Illustrated review of today's racing will appear in the next issue. Published on the 1st

of each month at 1/6, or by subscription, 10/- for six issues, £1 for twelve issues.

TEESDALE PUBLISHING CO LTD 15-17 CITY ROAD E C 1

ECOLOGIA
 TESIA
 GAP
 SARIO
 DOPO/POI
 COMICI
 BRUNELLESCHI
 ZABATONE
 TESTOUNA
 BERLINO
 SCAPANDRO
 IER
 ILL
 MELE
 MIMI
 SPAN
 AMEN
 DUSTIN



INTERNATIONAL
DAILY EXPRESS TROPHY



PRODUCTION CAR RACES
TEAM AWARDS (above & below)



INTERNATIONAL DAILY THE TROPHIES

The presentations

Group Captain The Hon.

Vice-Chairman, The London

THE TROPHY RACE

FINAL

To the Entrants of the first five cars:

1st ... THE TROPHY and £500

2nd ... £250 3rd ... £100

4th ... £75 5th ... £50

★

PRIVATELY OWNED CARS: Entrants and their Chief Mechanics are eligible for the following additional awards:—

Highest placed Car: *Entrant-£100, Chief Mechanic-£25.* Next highest placed Car: *Entrant-£50, Chief Mechanic-£15.*

HEATS

Prizes will be awarded in each Heat as follows:

1st ... £60 2nd ... £40

3rd ... £30 4th ... £20

★ ★ ★

PRODUCTION CAR RACES

DIVISION I

To the Entrant of the car which records the highest average speed in the Race:

A SILVER TROPHY and £50.

CLASS PRIZES

In each class to the Entrant of the car finishing:

1st—£50; 2nd—£30; 3rd—£10

ALL TROPHIES TO

EXPRESS TROPHY MEETING & CASH AWARDS

will be made by

MAX AITKEN, D.S.O., D.F.C.

Express Newspaper, Ltd.

PRODUCTION CAR RACES cont.

DIVISION II

To the Entrant of the car which records the highest average speed in the Race

A SILVER TROPHY and £50.

CLASS PRIZES

In each class to the Entrant of the car finishing:

1st—£50; 2nd—£30; 3rd—£10

★

MANUFACTURERS' TEAM PRIZES

In each division, to the Entrant of the Team of three cars of the same make whose aggregate placings are lowest:

A DAILY EXPRESS TROPHY

★ ★ ★

500 c.c. RACE

Prizes will be awarded to the winning cars as follows:

1st — **A TROPHY and £50**

2nd — £35 3rd — £25

4th — £15 5th — £10

6th — £5

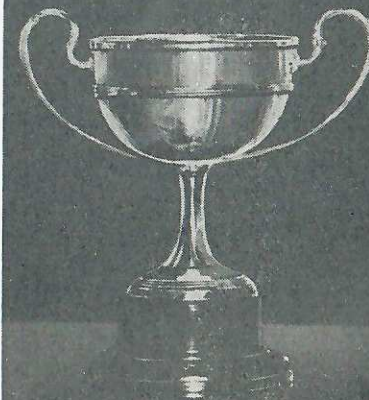
BE WON OUTRIGHT



PRODUCTION CAR RACES
TO THE OUTRIGHT WINNER IN EACH DIV.
(above & below)



(below) DAILY EXPRESS
500 c.c. TROPHY

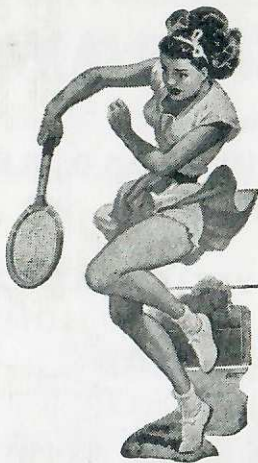


High Performance

Experts agree that full length chromium finished bore give ideal working conditions and long life to an engine. They are available today for most makes of car in the form of

CROMARD
REGISTERED TRADE MARK

chromium plated steel cylinder liners . . and remember that Laystalls who have made Racing Crankshafts for nearly 50 years, specialise in all those jobs such as balancing, crack detection, and precision regrinding, that need to be better than standard.



LAYSTALL ENGINEERING Co., Ltd.

Head Office: 53 GREAT SUFFOLK STREET, LONDON, S.E.1

Telephone: WATERloo 6141

Northern Branch: 63 St. ANNE STREET, LIVERPOOL, 3

Telephone: Liverpool North 0178

Come to . . .

GOODWOOD

for motor racing at its best!

WHIT MONDAY, MAY 14th

Two great International events

(incorporating six separate races—the first at 1.30 p.m.)

The finest drivers and the fastest racing cars

ADMISSION TO ALL ENCLOSURES 6/-

(transfers to Stands and Paddock)

Full details and advance bookings from:—

H. J. Morgan, General Secretary, British Automobile Racing Club,

55 Park Lane, London, W.1 — Gro. 4471

SGB

at Silverstone!

STANDS, PITS, SCORE-

BOARDS, BARRIERS &

FOOTBRIDGE etc. erected by

SCAFFOLDING (GREAT BRITAIN) LIMITED

Coventry Road, Bickenhill, BIRMINGHAM. 'Phone: Marston Green 2272
Mitcham, Surrey. 'Phone: Mitcham 3400 (18 lines) 'Grams: Scafco, Mitcham

Branches at:—ABERDEEN, BOURNEMOUTH, BRIGHTON, BRISTOL, CAMBRIDGE,
CARDIFF, DOVER, DUBLIN, DUNDEE, EDINBURGH, EXETER, GLASGOW, HULL,
LEEDS, LIVERPOOL, MANCHESTER, NEWCASTLE, NOTTINGHAM, OXFORD,
PLYMOUTH, PORTSMOUTH, SOUTHAMPTON, STOKE-ON-TRENT, SWANSEA



—the originators of tubular scaffolding!



Service Works : Lombard Road, Morden Road, Merton, S.W.19.

L.I.Berty 7222

Foreword

by the

Rt. Hon. the **EARL HOWE**, P.C., C.B.E., V.D.
PRESIDENT OF THE B.R.D.C.

THIS is the third year in succession that the British Racing Drivers' Club in conjunction with the Daily Express has promoted this great International Race Meeting. Its importance may be judged from the fact that it has attracted entries from some of the World's finest Drivers and Cars, both British and foreign.

'The B.R.D.C. is very proud to be associated with the Daily Express in promoting this event. It has enabled us all to realise how much we owe to that great national paper, which has done so much for sport as a whole and motor racing in particular.

'I hope the weather will be kind, that you will all enjoy the programme and that the best cars and drivers may win.'

Howe.

BASIL CARDEW . . .
DAILY EXPRESS MOTORING
CORRESPONDENT



writes on

BRITAIN'S
GREATEST
MOTORING EVENT

THE Daily Express proudly presents today its Third International Trophy Car Race Meeting on the 3-mile Silverstone circuit. With its background of brilliant successes in the two previous years it is the greatest speed event in the British motoring calendar. At no other track in the world can people see, in one day, these widely differing attractions:

1. A Grand Prix type of car event specially shortened to hold the spectators' interest which often wearies in the endless laps of longer races.
2. A race confined to genuine production models, which affords the chance of watching a car of your choice matched in open competition with its rivals in engine size or in price.
3. The world's greatest exponents of the 500 c.c. movement, gathered together in the newest and fastest half-litre cars. They will fight it out in a short and spectacular 15-lap race.

Now let us sort out the attractions, starting with the 110-miles-an-hour tiddlers. The 500 c.c. race was originally put in the programme as a fascinating curtain-raiser. Today it has become a major event.

Reason for this is two-fold. In the space of only four years small car racing not only has won the support of the best drivers in Britain, but those of France, Italy and other Continental countries. Perhaps it is because 500 c.c. racing costs so much less than the bigger cars.

Or it may be that the cars give their drivers a bigger speed thrill. In relation to their size they are faster than most racing cars of thrice their proportions.

Second reason for promoting the 500 c.c.'s is because our drivers and our cars lead the world in this field. In four years they have come out immeasurably on top.

Shifting up the scale we come to the Daily Express Production Car race which, when introduced in 1949, was the first of its kind ever to be held in Great Britain.

What a sound promotion that proved to be. On previous experience I can say that more than half the people at Silverstone today—especially the women—will be chiefly interested in this event for every-day-seen-on-the-road cars.

Nearly 100 entries were received for the two one-hour Production races. Only 60 could be admitted by the British Racing Drivers' Club, responsible for today's racing programme. Among these are numerous factory-inspired teams.

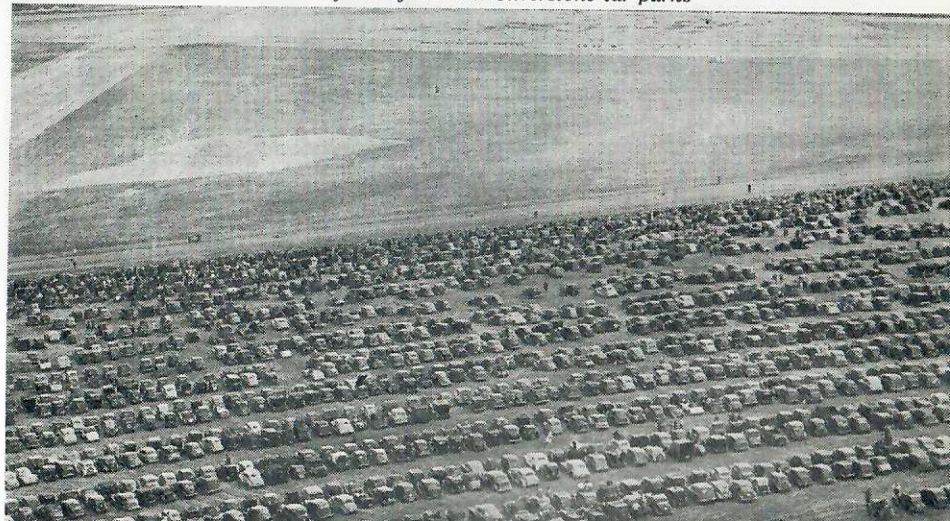
Last year two Italians, Ascari and Serafini, were first and second in 2-litre Ferrari cars. But close on their heels were Peter Walker and Tony Rolt in British Jaguars; with Frazer Nash, Healey, Aston Martin and Allard cars not very far behind.

Can we hope for a British win this year? Whatever the result we are certain of a grim race. And it is the only established International Production Car race you will see in this country throughout the season.



Group Captain the Hon. MAX AITKEN, D.S.O., D.F.C., presenting the 1950 Daily Express Trophy to Giuseppe Farina.

Section of one of the vast Silverstone car parks





FOR MAGNIFICENT MOTORING



Accent on the Engine . . . Every engineer knows that only a hemispherical combustion chamber can give the highest performance and reliability. Why then do so few cars have it? The answer is that such an engine can never be cheap. You have it in the Riley because more of this car's value goes into the engine. Enthusiasts have been applauding this policy for over 50 years.

100 h.p. 2½-litre Saloon. 1½-litre Saloon.



RILEY MOTORS LIMITED, Sales Division: COWLEY, OXFORD

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

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



The speed tempo rises and we come to the Daily Express International Trophy race, a sizzling event divided into three phases. Deliberately the B.R.D.C. has separated the strongest challengers by putting them in different heats. But the final will bring them together in a grand all-out struggle.

This year the organisers are responsible for an innovation in the International Trophy Race, which will encourage the independent entrant and his mechanics' skill.

For the first time the best placed privately owned car—irrespective of the winner—will be awarded a special prize of £100, and the mechanics responsible for the spanner-nursing will get a £25 cheque.

For the next best placed car in this category the prize will be £50, and £15 will go to its mechanics—a total of £190 added to the prize list.

The merits of the Trophy race drivers and cars—the greatest galaxy ever assembled here—are discussed on another page. But it is worth remembering that in the first year (1949) Alberto Ascari won in a 1½-litre Ferrari at an average speed of 89.58 miles an hour, in front of Dr. Giuseppe Farina in a Maserati, with Luigi Villoresi in a Ferrari third.

The following year Farina got his own back, his Alfa winning at 90.16 miles an hour, with Argentinian Champion Fangio second in a similar car, and Peter Whitehead (Ferrari) third.

Up to the last minute the sponsors of the British B.R.M. were trying to prepare a car for the race. If it is not ready in time then another Italian car victory is an odds-on chance. Will this car be in the hands of an Englishman or an Italian? Will it break the 94.02 m.p.h. lap record held by Farina? Will it win in record time? These queries will be resolved today.

And the prizes? Again they will be the largest for any car race meeting in this country. More than £2,000 will be won in the day's thrilling events.

The Daily Express hopes that the vast crowd at Silverstone will be more than satisfied with this high calibre programme. It has given the sponsors great pleasure in staging it.

The objects are simple: to keep motor racing healthy and vigorous in this country; to help develop the racing breed for British motoring prestige; and to serve the tremendous post-war interest in the most exciting sport in the world.



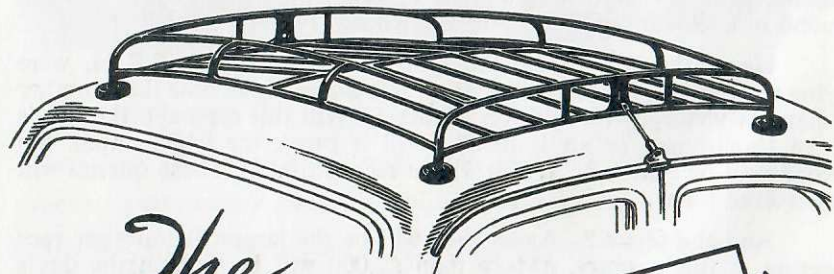
The Light Car

THE MOTORIST'S MAGAZINE

*For a Complete Monthly Review
of all Major Sporting Events*



MONTHLY ONE SHILLING



The
Victoria
ROOF RACK

5 GNS.

CLIP ON—NO HOLES

From your local garage or write direct for illustrated leaflet—State make of car
WORLD DISTRIBUTORS

★ C.G. NORMAN & CO.,
AUTOMOBILE ENGINEERS & DISTRIBUTORS
50, VAUXHALL BRIDGE RD., LONDON, S.W.1. TELEPHONE
* TRADE ENQUIRIES INVITED *



Leadership...

With leadership comes responsibility—the obligation to maintain a standard of excellence that is accepted automatically as the best. There can be no finer example of this constant adherence to quality than the continued preference for BENJAMIN Lighting Equipment. Whatever the need—whether for indoor or outdoor lighting—it is always . . .

Better by
BENZAMIN
REGD.

THE BENJAMIN ELECTRIC LTD
(Established 1908)

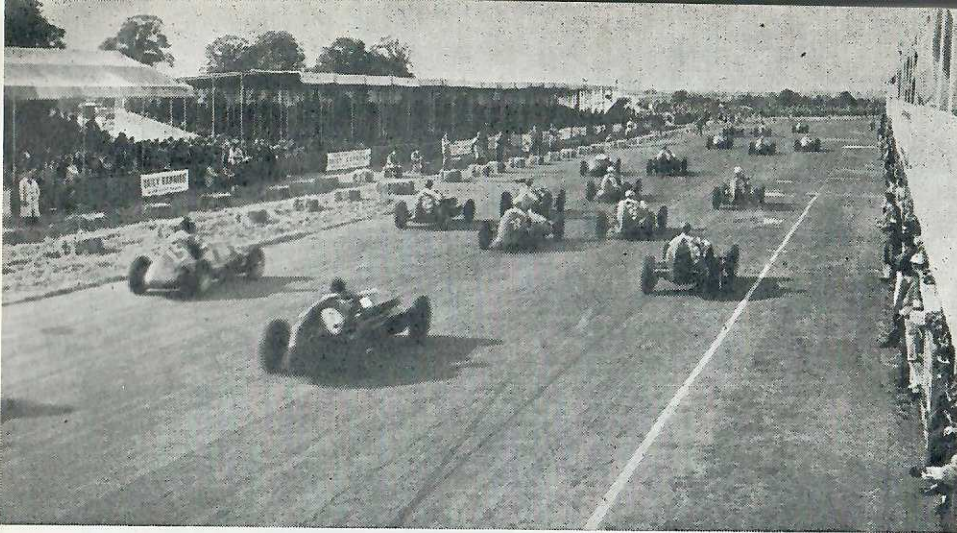
Brantwood Road, Tottenham, London, N.17.

Telephone : Tottenham 5252 (5 lines)

Telegrams : "Benjalect, Southtot, London."

BIRMINGHAM
5, Corporation St., Birmingham. 2
Midland 5197

LEEDS
49, Basinghall St., Leeds, 1.
Leeds 25579



Passing the pits during the 1950 Daily Express Trophy Race

THE GRAND PRIX PICTURE

by RODNEY WALKERLEY

Sports Editor of 'The Motor'

SINCE this time last year a great change has taken place in the perforce limited field of Grand Prix racing under Formula I, and a new interest has been injected into an already enthralling sport. At the height of the 1950 Racing Season the picture was dominated by the supercharged 1,500 c.c. car, among which the Type 158 eight-cylinder Alfa Romeo, with its two-stage supercharging, was pre-eminent and unbeaten. The only representative of the cars at the other end of the scale permitted by the regulations, using unsupercharged $4\frac{1}{2}$ -litre engines, was the French house of Talbot, whose head, M. Tony Lago, was continuing the use of a basically touring-type of six-cylinder "push-rod" engine evolved for sports cars some years before the war.

THE NEWCOMERS

Today, all that is altered. Where the Talbots won races here and there by dint of reliability and a good fuel consumption which enabled the tanks to hold sufficient fuel for an entire 300 mile race without a refill (thus gaining valuable time while the thirsty but more powerful supercharged cars called at the pits for more fuel), to-day we have two new $4\frac{1}{2}$ -litre unsupercharged cars, whose engines rival the Alfa Romeo in speed and power, and are faster than the 1,500 c.c. two-stage Maseratis. These new-comers are the $4\frac{1}{2}$ -litre twelve-cylinder Ferrari and the even newer $4\frac{1}{2}$ -litre twelve-cylinder O.S.C.A., both of which give off some 300 horse-power on full throttle, and although they drink rather more fuel than the less powerful Talbot, they can still stay in the race longer without refuelling than the supercharged cars, while matching them speed for speed.

In view of this development, the Alfa Romeo racing department has revised its famous Type 158 and has produced a basically similar Type 160, said to be yielding some 400 brake horse-power, with a better streamlined body containing three fuel tanks to give the car a much longer range.

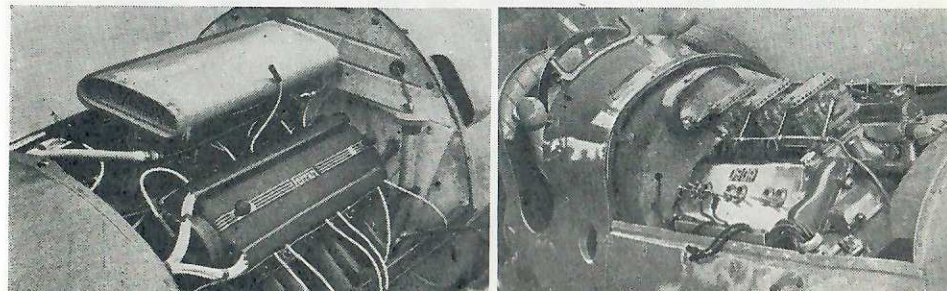
On top of all this we have also the great British venture of the B.R.M., two of which cars are intended to race in the Swiss Grand Prix on May 27th. This design, with sixteen-cylinder supercharged engine, is the most advanced in the world of racing car engineering to-day and, although the car must be regarded as in the testing and development stage at least for the rest of this season, it is potentially very formidable indeed.

The other British contender in this rarified atmosphere is Mr. Geoffrey Taylor's independently-produced Alta, with four-cylinder engine and two-stage supercharging, among the 1,500 c.c. contingent. In France is another 1,500 c.c. supercharged car, the modified Simca, built by M. Amédée Gordini, in Paris, who is reputed to have other and newer designs on his drawing board (and which may have raced by the time these words appear in print). Thus, in Formula I to-day, we have, in the supercharged 1,500 c.c. range, Alfa Romeo Type 160, Maserati Type 4CLT, Simca-Gordini, Alta, B.R.M. and the 1949 Ferrari (a twelve-cylinder like its big $4\frac{1}{2}$ -litre brother), and in the unsupercharged $4\frac{1}{2}$ -litre ranks, the V-12 Ferrari, the V-12 OSCA, and the 6-cylinder Talbot. In between there is the $2\frac{1}{2}$ -litre Ferrari, intended really as a sports car.

200 FEET PER SECOND

As in all arts and sports, the technique of the masters of motor-racing makes the driving at average speeds of between 90 and 100 m.p.h. appear a simple matter. As they sweep past you to-day at Silverstone, *averaging* speeds which few ordinary cars can even reach at maximum power, you will notice the calm demeanour of the champions as they sit apparently quietly at the wheel, gently slowing down at the corners and taking their cars round in a controlled slide which looks so easy, but it might be remembered that opening the throttle too wide, even in top gear at 130 m.p.h., would produce wheel-spin at the rear wheels, and a novice would find no difficulty at all in spinning the car completely round as if on ice. Driving these cars of 300 horse-power and weighing about the same as an Austin Seven saloon is actually just like driving a fast sports car on an icy road.

Two new unsupercharged V12 engines (left) the $4\frac{1}{2}$ litre Ferrari, and (right) Bira's OSCA

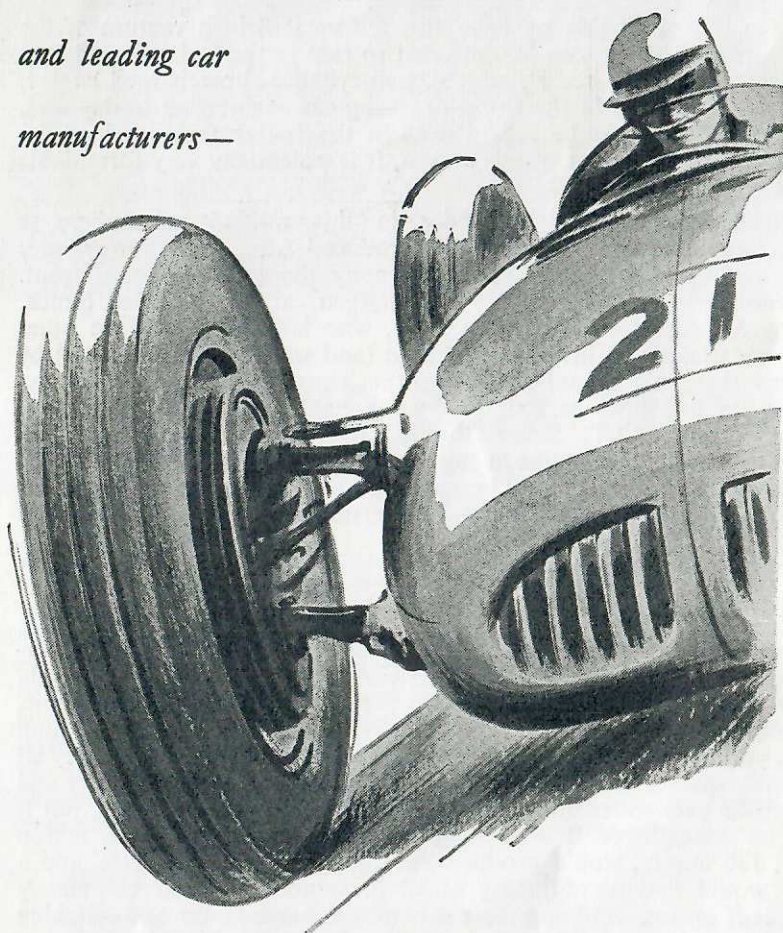


Where high performance is required

many famous racing drivers

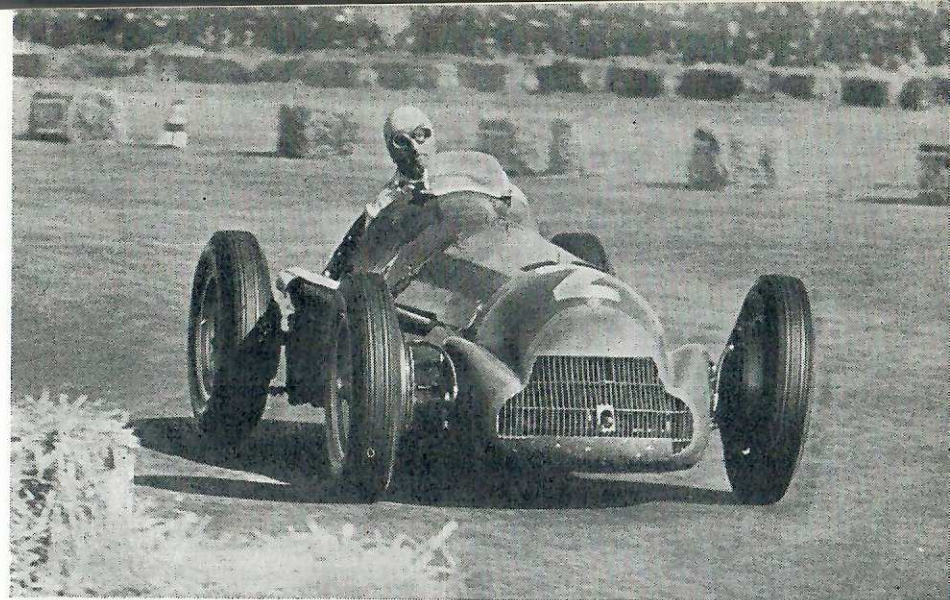
and leading car

manufacturers—



rely on **MINTEX**

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



*Giuseppe Farina, 1950 world champion and Daily Express Trophy winner
rounding Stowe Corner in his 1½ litre Alfa Romeo*

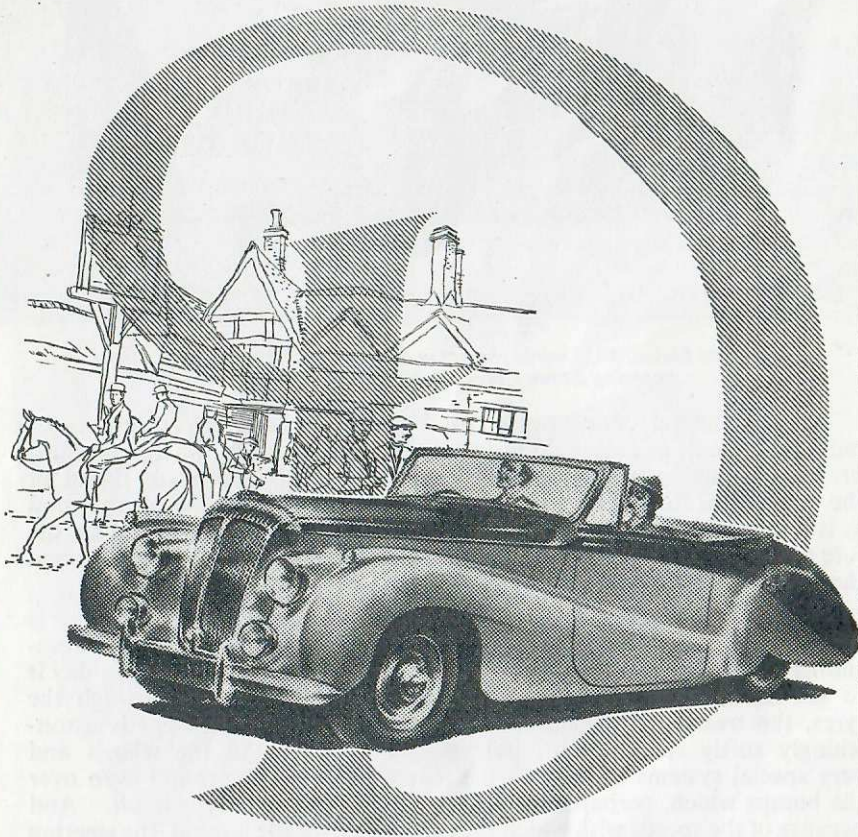
The mental concentration and the lightning-quick reactions of mind and muscle of course do not appear as the drivers hurtle into corners, braking, changing gear, holding the car against the outwards thrust of the centrifugal force which is trying to catapult the machine off the road as it is steered round the curve, but they are covering the ground at the rate of about 200 feet every second most of the time, and in half a second there could be disaster.

Something else not perhaps realised by the everyday motorist is that the modern Grand Prix car is a complete change from its forerunner of twenty years ago. The main problem of the designer to-day is to get his enormous engine power safely on to the road through the tyres, the tressing of which is enormous. So the modern car is astonishingly softly sprung, with independent springing to the wheels and very special systems of keeping the rear wheels on the ground even over the bumps which, perhaps invisible to the eye, lie on every circuit. And because of the speeds with which the cars flash over the ground, the steering is relatively low-g geared, so that a slight movement of the steering wheel will not send the car off the course in a split second.

CORNERING AT SPEED

It is not an over-statement, I think, to say that on any given corner, there is only one safe track, the width of the car's wheels, round the corner at the fastest possible speed—a track determined by the steadiness of the car. Obviously, the driver attempts to take as straight a line as possible through his curves so that he can maintain the highest speed by cutting the corner, and the ideal line naturally clips the edge of the grass on the inside of the road at the very apex of the arc.

It's undoubtedly a Daimler—



Swift as the swallow's swoop across the hedgerows, responsive as the soft mouth of your favourite grey . . . this is the car for the country-lover who appreciates beauty and craftsmanship in the things he owns. Features of this Daimler 2 1/2-litre Special Sports include new cylinder head design, dual carburettors and overdrive on top gear.



BY APPOINTMENT
Motor Car Manufacturers
To H.M. King George VI

THE DAIMLER COMPANY LIMITED • COVENTRY

The skilled drivers, you will notice to-day, put their wheels over their own tyre tracks at each corner lap after lap, unless they are thrown off their line. All this means that two cars of equal speed in a bend must follow the same track, and that in turn means that one driver must, for a few moments, follow the leader—unless, with superior speed and skill, he risks going out wider to pass on the outside, with the car tending to fly off sideways. And remember that to attempt to alter the steering course once the car is committed to its line invites catastrophe.

COURTESY ON THE TRACK

Motor racing on roads would be impossible if it were not for the code of courtesy built up by tradition going back to the very earliest days of the sport, back before the turn of the century. The slower driver gives way to those much faster than himself and tries not to impede the few who are fighting it out in the forefront of the race. You will see, when a slow car (by which I mean a relatively slow car, for a maximum of 130 m.p.h. to-day is 'slow'), rushes up to a corner and a faster car is on his tail, the driver will pull over and let the fast man through, frequently with a wave of the hand, and you will see the overtaking driver acknowledge the courtesy as he goes by. The cars are fitted with rear mirrors so that, on the straights or when slowing for a corner, the drivers can glimpse a faster car coming up behind and move over to let it through.

All round the circuit are officials armed with flags coloured according to the International Code. When you see a blue flag waved, the official is signalling to a driver that another is behind and wants to pass. Mind you, when the cars are evenly matched and duelling together, the first into the corner takes his line and does not give way, and his rival must make the best of it until he can match his speed after the corner.

ACCELERATION AND BRAKING

A speed of 90 m.p.h. round Silverstone may not sound remarkably fast, but this is the average speed for the 3-mile lap with its corners at Woodcote, after the pits, at Copse, Maggots, Stowe and Club Corners, which, varying in severity, bring the cars down to various speeds, perhaps as low as 60 m.p.h.—but watch the acceleration as, in a lower gear, the power is turned on and the machine streaks away from the turn. And watch the steadiness of the cars as they scream up to a corner and the brakes go hard on, the linings heating up, the brake drums red hot, the driver holding the car steady on its course. Putting brakes on full at 140 m.p.h. is no child's play. There is a nice balance of judgement about braking—the driver must not wear his brakes out but, at the same time, he must not waste seconds in braking too soon or too gently. Towards the end of the race, if a driver has to cram on speed and begin to hurry, it is his powerful brakes which enable him to knock seconds off his lap times, not pressing the engine to higher and higher revolutions ending in a 'blow up.'

No driver uses more throttle and higher revolutions than he must. He always keeps a little in hand for that 'Faster!' signal which may come from his pit as he flicks past, and with harder and later braking, and the safe maximum throttle, his speed begins to go up.

Sensational International race successes prove

LODGE the world's most reliable sparking plug

Remember this when buying plugs



HERE'S THE PROOF

The most successful plug in motor racing during 1947, 1948, and 1949, LODGE wins in 1950 included:—

GRAND PRIX OF EUROPE (*Silverstone*)
GRAND PRIX D'ENDURANCE (*Le Mans*)
GRAND PRIX OF BELGIUM
GRAND PRIX OF FRANCE
GRAND PRIX OF GERMANY
GRAND PRIX OF HOLLAND
GRAND PRIX OF LUXEMBOURG
GRAND PRIX OF ITALY
GRAND PRIX OF SWITZERLAND
WORLD'S CHAMPIONSHIP

Other wins included
16 INTERNATIONAL MOTOR RACES

The experts' choice is

LODGE

SPARKING PLUGS

Obtainable from all accessory dealers and garage.

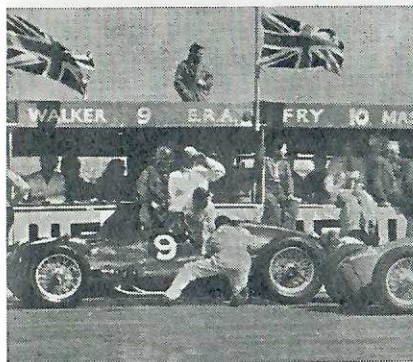
British made throughout by LODGE PLUGS LTD., RUGBY

The most vital part of any plug is the insulator and 'SINTOX' insulation is standard to all Lodge plugs. Remember this when buying plugs—Lodge by its testing gruelling race successes has proved to be the world's most reliable plug.

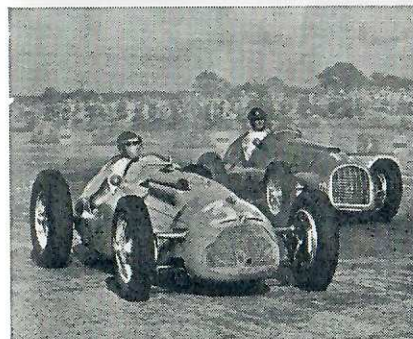
PIT MANAGEMENT

Once in the race, the drivers have very little idea of what is going on, or of how far rivals are behind or in front, but each time they pass the pits, they glance across for a signal. In the pit, with lap chart and stop watches, the strategist stands to control his driver. It is he who speeds him up or slows him down, and the mark of the first-class driver is that he can respond to his signals without 'bursting' his engine.

To-day's Grand Prix event is divided into heats and a final, thus giving us three races for the price of one. As the distances are comparatively short, there will be no need for refuelling at the pits, and any change of wheels will not be due to wear of the treads but to damage only. In short-distance races of the kind we are to see to-day, drivers fight it out in what amounts to a sprint race; there is little time to drive to a set schedule, as in long-distance events where drivers usually motor very fast at the outset and then ease up according to the control from the pits. It is always an advantage to be out in front from the start, as the leader has a clear road with nothing ahead of him until many laps later, when he begins to overtake—or 'lap'—the slowest cars. In a short heat, everyone drives flat out from the start, and only the fastest go into the final. No time for high strategy here.



Vital seconds . . . mechanics work feverishly in the pits

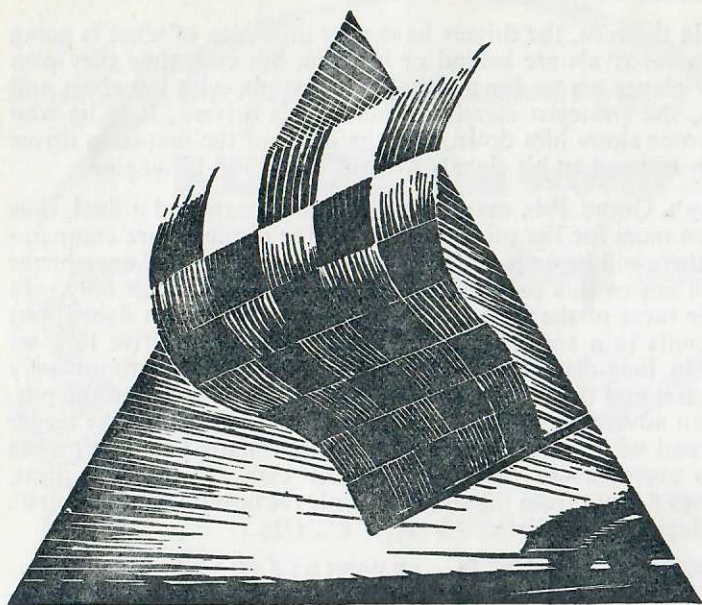


P. N. Whitehead (Ferrari) about to pass on Becketts Corner

INVISIBLE HAZARDS

Silverstone Circuit is far more difficult than it looks. For one thing, it is so very wide compared with the ordinary roads over which they race on the Continent, that sighting for line on the corners is by no means easy, and one or two curves which are marked with coloured metal pennants are extremely hard to pick up as the driver streaks towards them at far above 100 m.p.h. The surface is good, with no more than normal bumpiness here and there.

As the race progresses, however, rubber dust worn from the tyre treads lies thicker and thicker on the corners where the braking and subsequent acceleration scuffs the tread like a grindstone, and gradually the slight sprinkle of oil droppings, which are unavoidable with many cars, mixes with the dust and produces patches, usually in the most awkward spots, where even the driest surface becomes dangerously slippery, and one more hazard is presented to



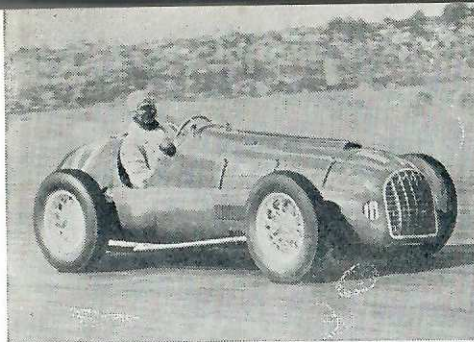
Out of the gruelling test of speed trials and racing, stage by stage and improvement by improvement, emerged the Lockheed brake—the safest in the world, and the result of pioneer work in making speed safer for the private motorist.

Lockheed

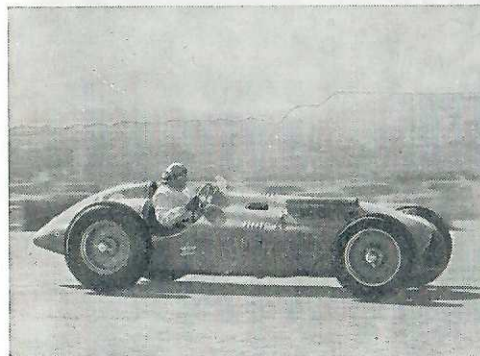
REGD. TRADE MARK

hydraulic brakes

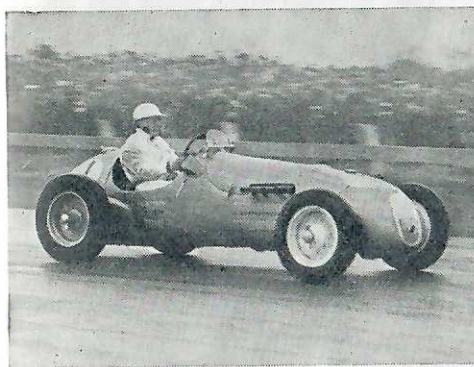
AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA



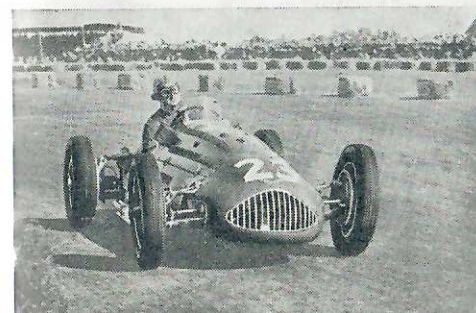
Peter Whitehead in a Ferrari



'Phi-Phi' Etancelin driving a Talbot



One of the H.W.M. Team



the drivers who must remember where those patches are. Sometimes an oil-pipe will break, and a car will leave a gallon or so of oil on the course. Then it is we see the official watching that section produce his yellow flag with the red stripes, the warning for 'oil on the course.'

The most dangerous condition of a circuit is when a light rain starts falling half-way through a race, for then the thin film of water on top of the rubber-dust and oil drippings presents a surface to a high-powered racing car which is as bad as any ice. When the circuit becomes really wet and the surface is thus washed, the grip is far better, but the drivers now have the added problem of visibility, especially when sitting in the spray from a car ahead.

You will notice, if it should rain, that many drivers use a British device, the rain vizor, which is a curved mica or plastic screen fixed firmly to the racing helmet, and which most find to be better than any goggles.

There is an amusing story about the invention of this form of vizor, which goes back, long before the war, to the time when the British Bentleys were sweeping the board in the classic 24-hours race at Le Mans. The weather had turned wet and a party of the English team, walking in Paris some days before the race, suddenly noticed in the window of a ladies gown shop, a wax model with a mica screen over her face, intended for ladies riding in open cars. They saw instantly that this was exactly what was wanted, and the astonishment of the modiste, when the party burst eagerly into her salon and bought armfuls of ladies complexion shields can be imagined.

(Left) J. Kelly cornering in an Alta

1950

STUDY THIS INCOMPARABLE RECORD OF

PIRELLI

RACING VICTORIES

ALL SIX OF THE 1950 "GRANDES EPREUVES"
WON ON PIRELLI TYRES

These "Supreme Tests" of the International Racing Calendar are Grands Prix of: Europe (Silverstone) — Monaco — Switzerland — Belgium — France — Italy.

OTHER 1950 MAJOR
GRANDS PRIX
WON ON PIRELLI TYRES

Grands Prix of: Pau — San Remo — Bari — The Nations, Geneva — Penya Rhin — Mar-seilles — Modena — A.C. du Nord — Mons — Monza — Rome — Naples — Luxemburg.

OTHER 1950 MAJOR INTERNATIONAL RACES WON ON PIRELLI TYRES include "Daily Express" International Trophy — "Daily Express" Production Car Race. Circuits of: Erlen — Aix-les-Bains — The Ram-parts — Pescara. Prix de Berne — Coupe des Petites Cylindres — Targa Florio — Mille Miglia.

REMEMBER

—the tread design and robust construction of Pirelli Tyres for your car have behind them a wealth of experience gained in motor racing. They will give you the utmost in tyre performance.



Driving in light rain can be more dangerous than in a downpour

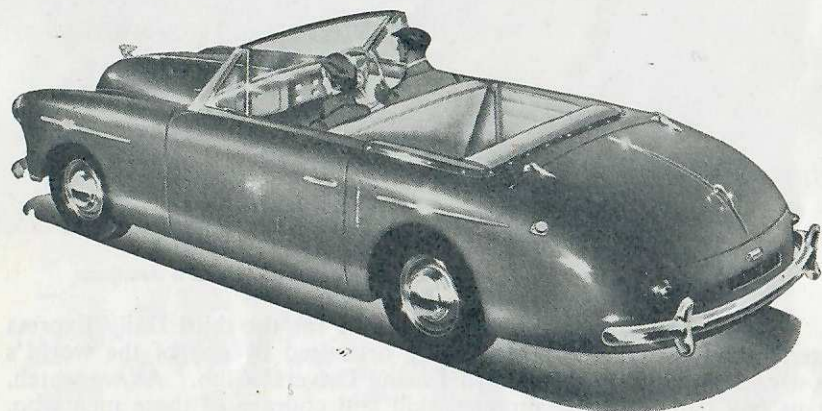
Today, then, we are to see the battle for the third Daily Express International Trophy with the racing organised by one of the world's most exclusive clubs—the British Racing Drivers' Club. As we watch, let us pay tribute to the supreme skill and courage of these men who, every second are taking calculated risks for the sheer joy of speed and danger. Why do they do it? Few drivers can explain. Most will grin and say they wonder themselves, seeing that it is one of the most costly sports on earth. Perhaps the answer is found in that instinctive urge of men to pit themselves against hardships and danger; the urge which sends them scaling the ice cliffs of the Alps, exploring the frozen regions of the globe, flying new aircraft in the unknown realms of sonic velocities, and when men flinch from such dangerous pursuits, it will mean we are getting softer; 'safety first' never forged a virile race.

I am not going to apologise for our British drivers who may be outclassed today. The economies of the times have robbed our drivers, all of whom pay for their sport out of their own pockets, of the chance of possessing a modern Grand Prix car. Some of the British cars were built in 1934 and 1935, and are kept in the field only by engineering skill and at great expense, but if you will carefully watch their driving, and if you have a stop watch, time them round their corners, and you will see that they are not precisely loitering on the course. R.W.



The big moment . . . Farina is flagged in and becomes the 1950 Trophy Winner

The new AUSTIN A40 SPORTS



-the car for the Enthusiast!

If you are a sports-car enthusiast, a convertible enthusiast or a man who likes fast motoring in comfort — you'll get what you've been looking for in the new Austin A40 Sports. The powerful 46 b.h.p. O.H.V. engine, with twin S.U. carburetters, gives you all the speed you want. The trim, attractive body is extremely roomy, and the easily erected hood allows you to enjoy both open-air motoring and complete all-weather protection. For sparkling performance combined with good looks, reliability and economy the new A40 Sports is a winner.

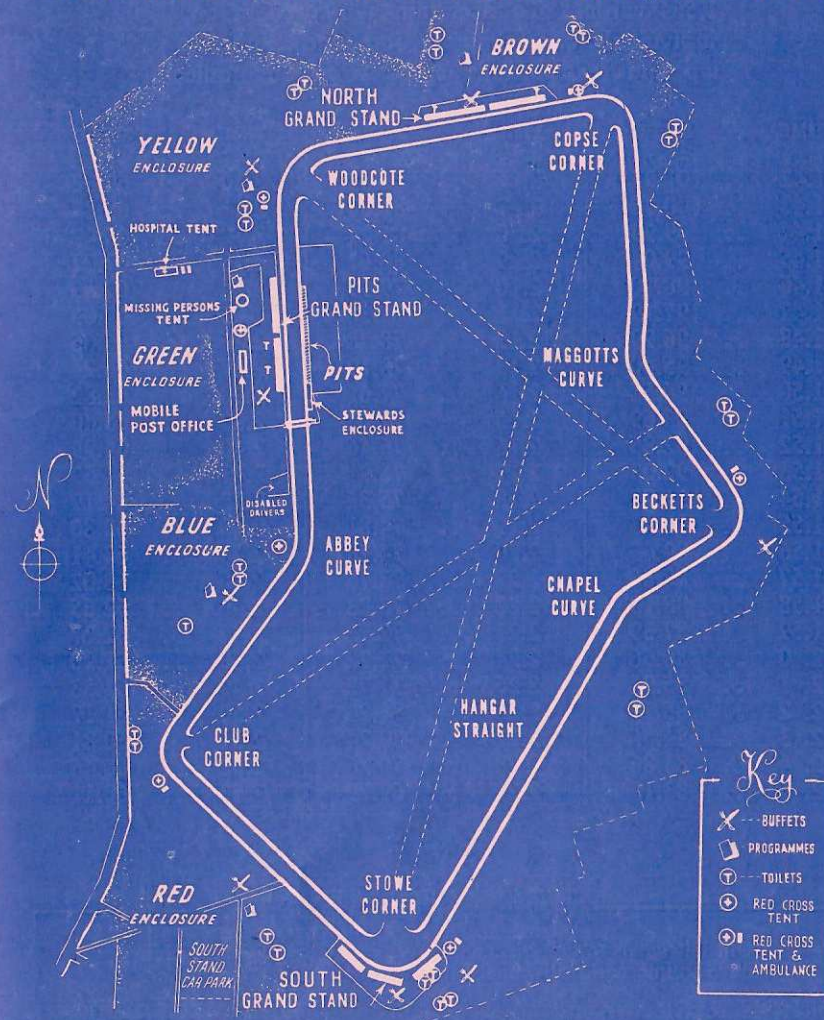


AUSTIN — you can depend on it!

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

SILVERSTONE CIRCUIT

INTERNATIONAL DAILY EXPRESS TROPHY MEETING, MAY 5, 1951



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

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

LAP SPEED TABLE

One lap of Silverstone Circuit equals 2 miles 1,564 yards. To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME	SPEED	TIME	SPEED	TIME	SPEED
m. s.	m.p.h.	m. s.	m.p.h.	m. s.	m.p.h.
1.42	.. 101.95	2. 6	.. 82.53	2.30	.. 69.33
1.43	.. 100.96	2. 7	.. 81.88	2.31	.. 68.87
1.44	.. 99.99	2. 8	.. 81.24	2.32	.. 68.42
1.45	.. 99.04	2. 9	.. 80.61	2.33	.. 67.97
1.46	.. 98.10	2.10	.. 79.99	2.34	.. 67.53
1.47	.. 97.19	2.11	.. 79.38	2.35	.. 67.09
1.48	.. 96.29	2.12	.. 78.78	2.36	.. 66.66
1.49	.. 95.40	2.13	.. 78.19	2.37	.. 66.24
1.50	.. 94.54	2.14	.. 77.61	2.38	.. 65.82
1.51	.. 93.69	2.15	.. 77.03	2.39	.. 65.40
1.52	.. 92.85	2.16	.. 76.46	2.40	.. 64.99
1.53	.. 92.03	2.17	.. 75.91	2.41	.. 64.59
1.54	.. 91.22	2.18	.. 75.36	2.42	.. 64.19
1.55	.. 90.43	2.19	.. 74.81	2.43	.. 63.80
1.56	.. 89.65	2.20	.. 74.28	2.44	.. 63.41
1.57	.. 88.88	2.21	.. 73.75	2.45	.. 63.02
1.58	.. 88.13	2.22	.. 73.23	2.46	.. 62.65
1.59	.. 87.39	2.23	.. 72.72	2.47	.. 62.27
2. 0	.. 86.66	2.24	.. 72.22	2.48	.. 61.90
2. 1	.. 85.94	2.25	.. 71.72	2.49	.. 61.53
2. 2	.. 85.24	2.26	.. 71.23	2.50	.. 61.17
2. 3	.. 84.55	2.27	.. 70.74	2.51	.. 60.81
2. 4	.. 83.86	2.28	.. 70.26	2.52	.. 60.46
2. 5	.. 83.19	2.29	.. 69.79	2.53	.. 60.11

FLAG SIGNALS

Official signals to the 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: Waved, great danger, be prepared to stop. Held stationary, take care.

BLUE: Waved, someone is trying to pass you. Held stationary, someone is just behind you.

YELLOW with RED STRIPES: Oil on course.

BLACK (with No.): Car of number shown, stop at pit.

WHITE: Service Car or ambulance on course.

BLACK & WHITE CHECK: Race over.

DAILY EXPRESS 500 c.c. RACE

ENTRIES & LAP CHART

10.15 A.M. 15 LAPS
(35 miles approximately)

1st Prize — £50 and a Trophy.			
No.	Driver.	Car.	Entrant.
1	R. M. Dryden	J. B. S. (N)	Driver
2	W. S. Aston	Cooper (J)	"
3	J. G. Reece	Cooper (J)	"
4	H. Schell	Cooper (J)	"
5	G. H. Wicken	Cooper (J)	"
6	D. P. B. Prosser	Cooper (J)	"
7	G. H. Symonds	Cooper (J)	"
8	A. Brown	Cooper (N)	} Ecurie Richmond
9	E. Brandon	Cooper (N)	
10	P. J. Collins	Cooper (N)	Driver
11	A. B. Rogers	Cooper (N)	"
12	C. D. Headland	Cooper (N)	Sparkbrook Motors
14	C. N. Cooper	Cooper (N)	Cooper Ltd.
15	John Cooper	Cooper (N)	} Cooper Racing Team
16	W. J. Whitehouse	Cooper (N)	
17	K. E. Carter	Cooper (N)	
18	K. Watkins	Emeryson (J)	Driver
19	H. Daniell	Emeryson (J)	"
20	P. Emery	Emeryson (J)	"
21	P. Mould	Emeryson (J)	J. W. Rowley
22	W. L. Grose	Grose (J)	Driver
23	T. J. Clarke	Iota (J)	"
24	D. Parker	J. B. S. (J)	"
25	K. McAlpine	J. B. S. (N)	"
26	A. W. Richards	J. B. S. (N)	"
27	A. Bottoms	J. B. S. (N)	J. Bottoms
28	W/Cdr. F. Aikens	J. B. S. (T)	Driver
29	C. R. Hunter	J. P. (J)	"
30	J. Potts, Jnr.	J. P. (N)	"
31	S. Moss	Kieft (N)	} Kieft Car Con. Co.
32	K. A. Gregory	Kieft (N)	
33	M. A. H. Christie	Kieft (N)	Driver.
34	B. de Lissa	Parker (J)	"
35	C. Lones	*Iota (J)	"
36	E. J. Moor	Wasp (N)	"
37	S. Rhiando	Flather Steel Special (J)	D. G. Flather

LAP NOS 1-15														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
				6										7
4	6													
								X						
3	3	3	2	2	2	2	2	2	2	2	2	2	2	2
6	4	2	1	1	1	1	1	1	1	1	1	1	1	1
5	5	5	5	4	4									
									X					
2	2	4	4	5	5			4	4				4	4
							6				5			6
														5
1	1	1	2	3	3	3	3	3	3	3	3	3	3	3

(N) Norton (J) J.A.P. (T) Triumph
* Tiger Kitten

INTERNATIONAL TROPHY

ENTRIES

DAILY EXPRESS RACE

& LAP CHART

11.25 A.M.

Lap Record 96.29

Fangio.

HEAT 1—15 LAPS. 1st Prize—£60; 2nd—£40;
3rd—£30; 4th—£20

No.	Driver	Car	Capacity	Entrant	Country
2	1 J. M. Fangio*	Alfa Romeo (S.)	1488 c.c.	Alfa Romeo	A.
1	3 F. Bonetto*	Alfa Romeo (S.)	1488 c.c.	Alfa Romeo	It.
	5 J. Kelly	Alta (S.)	1488 c.c.	Driver	Ei.
	7 A. P. R. Rolt	Delage Special (S.)	1487 c.c.	R. R. C. Walker	Br.
	9 Miles Martin	E. R. A. (S.)	1488 c.c.	Driver	Br.
1	11 B. Shawe-Taylor	E. R. A. (S.)	1488 c.c.	Driver	Br.
	15 Alberto Ascari	Ferrari	4500 c.c.	Scuderia Ferrari	It.
	17 G. Abecassis*	H. W. M.	1960 c.c.	H. W. Motors Ltd.	Br.
	19 Stirling Moss*	H. W. M.	1960 c.c.	H. W. Motors Ltd.	Br.
	21 E. de Graffenried	Maserati (S.)	1496 c.c.	Driver	Sw.
	23 J. James	Maserati (S.)	1496 c.c.	Driver	Br.
1	25 D. Murray	Maserati (S.)	1496 c.c.	Scuderia Ambrosiana	Br.
1	27 Robert Manzon*	Simca (S.)	1490 c.c.	Equipe Gordini	F.
	29 J. Claes	Talbot	4482 c.c.	Ecurie Belge	B.
2	31 Duncan Hamilton	Talbot	4482 c.c.	Driver	Br.
2	33 Louis Rosier*	Talbot	4482 c.c.	Ecurie Louis Rosier	F.
	35 Reg. Parnell	Thin Wall Special (Ferrari) (S.)	1496 c.c.	G. A. Vandervell	Br.

*Reserve Drivers: 1 and 3 .. B. Guidotti. 17 and 19 .. John Heath.
27 .. A. Simon. 33 .. H. Louveau.

(S.)=Supercharged.

A.=Argentine. Aus.=Australia. B.=Belgium. Br.=British. Ei.=Eire.
F.=France. I.=Italy. Sw.=Switzerland. Th.=Thailand. Us.=U.S.A.

LAP NOS 1-15

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	1 ₁₀	1 ₁₃	1	1	1	"	"	"	21.54	"	"	"	"	1
3	3	3		35	35	"	"	"	"	"	"	5	"	35
35	35	35		3	3	"	"	"	"	"	"	"	40	35
11	11	11		11	11	"	"	"	"	27	"	"	"	27
27	27	27		27	27	"	"	"	"	11	"	"	"	27
	31	31												

Lap record
96.29
1 (91.38)
35 (91.22)
3 (89.03)

INTERNATIONAL PRODUCTION CAR

Starter for this event—Mr. E. J. Robertson,
ENTRIES

12.20 P.M.

**1 Hour's Race. 1st Prize—Silver Trophy and £50
with a Trophy for Winning Team.**

No. Up to 750 c.c.	Driver.	Car.	Capacity.	Entrant.
1	G. Wilkins	Dyna-Panhard	745 c.c.	Automobiles Panhard
2	P. J. Collins	Dyna-Panhard	745 c.c.	
3	R. M. Dryden	Dyna-Panhard	745 c.c.	
4	"Dave"	Dyna-Panhard	745 c.c.	
Up to 1,100 c.c.				
5	Dr. A. M. Goldthorpe	Morris	919 c.c.	R. W. Jacobs
6	D. S. Price	Morris	919 c.c.	
7	T. A. Jones	Morris	919 c.c.	
8	J. M. Sparrowe	Morgan	1098 c.c.	Driver
Up to 1,500 c.c.				
10	F. E. A. Bigger	M. G.	1250 c.c.	Driver
11	R. W. Jacobs	M. G.	1250 c.c.	"
12	E. W. K. Lund	M. G.	1250 c.c.	"
14	G. E. Phillips	M. G.	1250 c.c.	"
15	J. Dalton	M. G.	1250 c.c.	"
16	M. J. C. Keen	H. R. G.	1496 c.c.	"
17	G. A. Ruddock	H. R. G.	1496 c.c.	H. Clapp
18	J. V. S. Brown	H. R. G.	1496 c.c.	Driver
19	H. L. Hadley	Jowett Jupiter	1486 c.c.	Jowett Cars Ltd.
Up to 2,000 c.c.				
20	T. A. D. Crook	Frazer Nash	1971 c.c.	Driver
21	R. F. Salvadori	Frazer Nash	1971 c.c.	T. A. Crook
22	E. J. Newton	Frazer Nash	1971 c.c.	Driver
23	F. R. Gerard	Frazer Nash	1971 c.c.	"
24	D. A. Clarke	Frazer Nash	1971 c.c.	"
25	E. Winterbottom	Frazer Nash	1971 c.c.	G. A. Duff
26	R. F. Peacock	Frazer Nash	1971 c.c.	Driver
27	F. R. G. Spikins	Frazer Nash	1971 c.c.	"
28	G. Tyrer	Frazer Nash B.M.W.	1971 c.c.	"
29	P. B. Jones	Lea Francis	1767 c.c.	"
30	P. B. Buckley	Bristol	1971 c.c.	"
31	B. Whitehouse	Aston Martin	1970 c.c.	"

(Brackets denote Team Entry)

DAILY EXPRESS RACE • DIVISION I

Chairman, London Express Newspaper Ltd.

& LAP CHART

LAP NO ^s 1 - 30																													
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
28	27	23	23																										
27	23	27	21																										
23	28	20	20																										
21	27																												

20 83.63
23 83.61
22
25
27

INTERNATIONAL TROPHY

ENTRIES

1.55 P.M.

HEAT 2 15 LAPS 1st Prize—£60; 2nd—£40;
3rd—£30; 4th—£20

No.	Driver	Ccr	Capacity	Entrant	Country
3	2 G. Farina*	Alfa Romeo (S.)	1488 c.c.	Alfa Romeo	I.
1	4 C. Sanesi*	Alfa Romeo (S.)	1488 c.c.	Alfa Romeo	I.
3	6 F. A. O. Gaze	Alta	1960 c.c.	Driver	Aus.
4	8 G. M. Watson	Alta	1960 c.c.	Driver	Br.
1	10 F. R. Cerard	E. R. A. (S.)	1488 c.c.	Driver	Br.
2	12 P. Fotheringham-Parker	E. R. A. (S.)	1488 c.c.	Driver and Duncan Hamilton	Br.
1	14 A. G. Whitehead	E. R. A. (S.)	1488 c.c.	P. M. Whitehead	Br.
16	Luigi Villoresi	Ferrari	4500 c.c.	Scuderia Ferrari	I.
4	18 Lance Macklin*	H. W. M.	1960 c.c.	H. W. Motors Ltd.	Br.
4	20 H. Schell	Maserati (S.)	1496 c.c.	Enrico Plate	Us.
3	22 D. A. Hampshire	Maserati (S.)	1496 c.c.	Driver	Br.
24	J. V. Green	Maserati (S.)	1496 c.c.	Driver	Br.
5	26 Bira	Osca	4500 c.c.	Prince Birabongse	Th.
1	28 M. Trintignant*	Simca (S.)	1490 c.c.	Equipe Gordini	F.
3	30 G. N. Richardson	R. R. A. (S.)	1488 c.c.	Driver	Br.
2	32 Henri Louveau*	Talbot	4482 c.c.	Ecurie Louis Rosier	F.
2	34 Philippe Etancelin	Talbot	4482 c.c.	Driver	F.

*Reserve Drivers: 2 and 4 .. B. Guidotti. 28 .. A. Simon.
18 .. John Heath. 32 .. Louis Rosier.

(S.)=Supercharged.

A.=Argentine. Aus.=Australia. B.=Belgium. Br.=British. Ei.=Eire.
F.=France. I.=Italy. Sw.=Switzerland. Th.=Thailand. Us.=U.S.A.

DAILY EXPRESS RACE

& LAP CHART

Lap Record
97.19 Farina

LAP NOS 1-15															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
2	2	2 ^{95.4}	2 ^{97.19}	2	2	2 ^{97.19}	2 ^{97.19}	2 ^{97.19}	2	2	2	2	"	2	93.35
4	4	4	4	4	4	4	4	4	4	4	4	4	"	4	91.65
26	26	26 ⁵	26	26	26	26	26	26	26	26	26	26	"	26	90.17
10	10		10	10	10	10	10	10	10	10	10	"	"	10	90.06
28	28		28	28	28	28	28	28	28	28	28	"	"	28	89.33
34	22		22	22	22	22	22	22	22	22	"	"	"	22	
22			34						34	14	"	34	"	34	
			14						14	34	"	14	"	14	
			32						20	20	"	"	"	32	
									8	30	"	"	"	30	
									30	32	"	"	"	12	
									32	12	"	"	"		
									12	8	"	"	"		
									6	6	"	"	"		

INTERNATIONAL PRODUCTION CAR

Starter for this event—Mr. E. J. Robertson,

2.55 P.M.

ENTRIES

1 Hour's Race. 1st Prize—Silver Trophy and £50 with a Trophy for Winning Team.

No.	Driver	Car	Capacity	Entrant
Up to 3,000 c.c.				
1	D. W. Price ..	Morgan ..	2088 c.c.	Driver
2	P. H. G. Morgan ..	Morgan ..	2088 c.c.	Morgan Motor Co. Ltd.
3	G. R. Hartwell ..	Sunbeam Talbot ..	2267 c.c.	Driver
4	G. H. Grace ..	Riley ..	2443 c.c.	"
5	G. Abecassis ..	Aston Martin ..	2580 c.c.	David Brown
6	R. Parnell ..	Aston Martin ..	2580 c.c.	David Brown
7	J. Kelly ..	Aston Martin ..	2580 c.c.	Driver
8	R. K. N. Clarkson ..	Ferrari ..	2340 c.c.	"
9	G. F. A. Gale ..	Healey ..	2443 c.c.	"
10	J. Buncombe ..	Healey ..	2443 c.c.	"
11	F. A. Spiller ..	Healey ..	2443 c.c.	"
12	A. J. A. Stokes ..	Healey ..	2443 c.c.	Ecurie Cowell-Stokes
14	P. J. Simpson ..	Healey ..	2443 c.c.	T. H. Simpson
Over 3,000 c.c.				
20	A. P. R. Rolt ..	Nash Healey ..	3848 c.c.	D. M. Healey
21	K. Watkins ..	Allard ..	3917 c.c.	Driver
22	S. H. Allard ..	Allard ..	3917 c.c.	"
23	F. S. Curtis ..	Allard ..	3917 c.c.	"
24	A. P. Hitchings ..	Allard ..	5420 c.c.	"
25	L. G. Johnson ..	Jaguar ..	3442 c.c.	"
26	S. Moss ..	Jaguar ..	3442 c.c.	"
27	P. D. C. Walker ..	Jaguar ..	3442 c.c.	"
28	T. H. Wisdom ..	Jaguar ..	3442 c.c.	"
29	O. Moore ..	Jaguar ..	3442 c.c.	"
30	J. D. Hamilton ..	Jaguar ..	3442 c.c.	"
31	G. N. Gee ..	Jaguar ..	3442 c.c.	"
32	E. W. Holt ..	Jaguar ..	3442 c.c.	"
33	D. Murray ..	Jaguar ..	3442 c.c.	"
34	G. H. Wicken ..	Jaguar ..	3442 c.c.	"
35	J. Allan Arnold ..	Jaguar ..	3442 c.c.	J. G. Broadhead

(Brackets denote Team Entry)

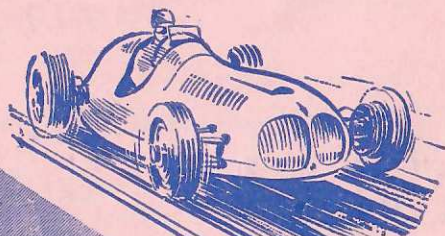
DAILY EXPRESS RACE • DIVISION II

Chairman, London Express Newspaper Ltd.

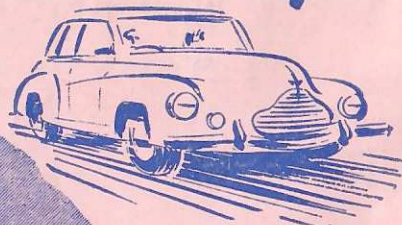
& LAP CHART

LAP NO ^s 1 - 30																													
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
									26	83	57								26										
									27										35										
									30										27										
									35										30										
									34										34										
									25										25										
									20										20										
									6										6										

200 m.p.h.



...or 20 m.p.h.



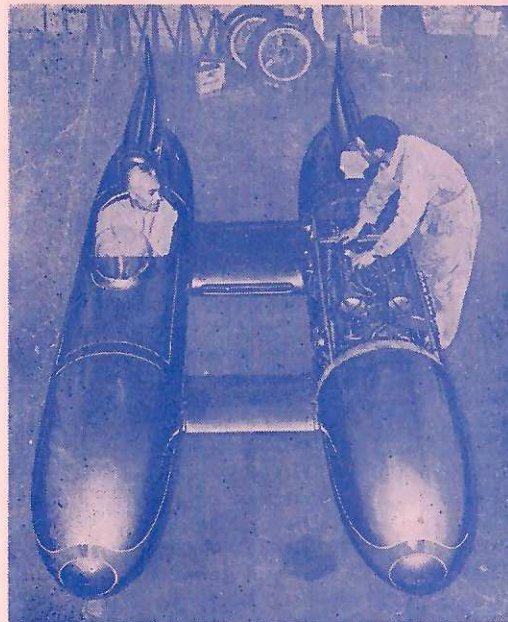
fit

DUNLOP

The World's Master Tyre

Dunlop supremacy in tyres is evident alike on race track and road. It is seen in the constant success of Dunlop in racing and record-making cars in all classes; it is seen in the outstanding mileage, safety and all-round performance of Dunlop on the cars of millions of ordinary motorists.

50H/113



The unique arrangement to house the engine and driver in the linked nacelles.



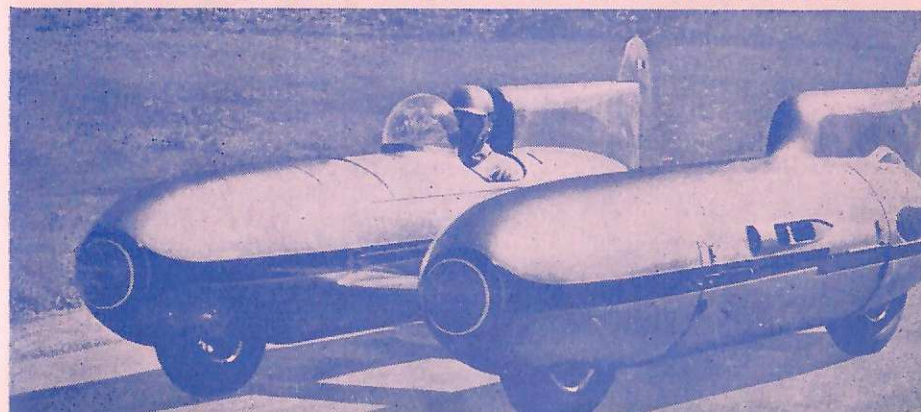
Cockpit—showing the steering control.

Demonstration
by **PIERO
TARUFFI**
in the *Twin-Boom*
ITALCORSA

PIERO TARUFFI, designer-driver of the twin-boom Italcorsa, will give a first-time-in-England demonstration over the Silverstone Circuit this afternoon. A modification of his famous Guzzi-engined Tarf '500', this class record-breaker is powered by a 1,740 c.c. two-stage supercharged, 4-cylinder, twin o.h.c. Maserati engine. Steering is by a tiller arrangement on this unconventional chain-driven car. For the afternoon's run the steering-radius has been modified for the Silverstone corners.

On March 20, Taruffi captured two of Goldie Gardner's 74 International class records by breaking the 2-litre Flying Mile and Kilometre records on Rome's Appian Way. His times were: Flying Mile 19.94 secs. at 180.540 m.p.h. Flying Kilometre, 12.06 secs. at 185.483 m.p.h.

The Italcorsa during its record-breaking run on the Appian Way, south of Rome



Results of the
**INTERNATIONAL DAILY EXPRESS
 TROPHY MEETINGS**

1949 THE TROPHY RACE 1950

30 LAPS

- 1—A. Ascari (Ferrari) 59 min. 42.6 sec., average speed 89.58 m.p.h.
- 2—G. Farina (Maserati) 59 min. 44.4 sec., average speed 89.30 m.p.h.
- 3—L. Villoresi (Ferrari) 1 hr. 0 min. 19 sec., average speed 88.70 m.p.h.
- 4—E. de Graffenreid (Maserati) 1 hr. 0 min. 54.6 sec., average speed 87.82 m.p.h.
- 5—P. Walker (E.R.A.) 87.49 m.p.h.
- 6—B. Bira (Maserati) 86.30 m.p.h.

35 LAPS

- 1—G. Farina (Alfa Romeo) 1 hr. 7 min. 17 sec., average speed 90.16 m.p.h.
- 2—J. Fangio (Alfa Romeo) 1 hr. 7 min. 17.4 sec., average speed 90.15 m.p.h.
- 3—P. Whitehead (Ferrari) 1 hr. 8 min. 21.4 sec., average speed 88.74 m.p.h.
- 4—T. C. Harrison (E.R.A.) 1 hr. 8 min. 22 sec., average speed 88.73 m.p.h.
- 5—B. Shawe-Taylor (E.R.A.) 87.5 m.p.h.
- 6—S. Moss (H.W.M.) 86.17 m.p.h.

I - HOUR PRODUCTION CAR RACES

Class Winners :

Class 1—Unlimited - L. Johnson
(Jaguar) 82.80 m.p.h.

Class 2—2½-Litre - N. Culpan (Frazer-Nash) 81.73 m.p.h.

Class 3—1½-Litre - E. Thompson
(H.R.G.) 70.89 m.p.h.

Over 3,000 c.c. - P. D. C. Walker
(Jaguar) 81.88 m.p.h.

2,000-3,000 c.c. - D. Hamilton (Healey),
79.92 m.p.h.

1,500-2,000 c.c. - A. Ascari (Ferrari),
83.72 m.p.h.

1,100-1,500 c.c. - G. A. Ruddock
(H.R.G.), 71.78 m.p.h.

Up to 1,100 c.c. - J. M. Sparrowe
(Morgan) 68.28 m.p.h.

GENERAL CLASSIFICATION

Winner—L. Johnson (Jaguar).

Runner-up—P. D. C. Walker (Jaguar).

Winner—A. Ascari (Ferrari).

Runner-up—D. Serafini (Ferrari).

MANUFACTURERS' TEAM PRIZE

1st—HEALEY TEAM :

Drivers : A. P. R. Rolt - 27 laps,
78.40 m.p.h. Louis Chiron - 27
laps, 77.82 m.p.h. T. H. Wisdom
- 24 laps, 68.89 m.p.h.

1st—JAGUAR TEAM :

Drivers : P. D. C. Walker -
29 laps, 81.88 m.p.h. A. P. R.
Rolt - 29 laps, 81.57 m.p.h.
L. G. Johnson - 27 laps, 77.41
m.p.h.

500 c.c. RACE—10 LAPS

1st—E. Brandon (Cooper) in 22 min.
22.4 sec. ; 79.61 m.p.h.

2nd—S. Moss (Cooper) in 22 min.
22.6 sec. ; 79.59 m.p.h.

3rd—R. Dryden (Cooper) in 22 min.
38.6 sec. ; 78.77 m.p.h.

4th—J. Reece (Cooper).

1st—S. Moss (Cooper) in 21 min.
42 sec. ; 79.87 m.p.h.

2nd—R. Sommer (Cooper) in 21 min.
54 sec. ; 79.14 m.p.h.

3rd—A. J. Bottoms (J.B.S.) in 21 min.
55 sec. ; 79.08 m.p.h.

4th—R. M. Dryden (Cooper).



Vauxhall 30/98 in action at Shelsley Walsh

**You're on the right track with
 SQUARE DEAL SERVICE**

Whether your Vauxhall is a vintage model, like the 30/98 shown above, or one of the latest Velox or Wyvern models, you can always be sure of good service to back a good choice. Square Deal Service, offered by every Vauxhall dealer, brings Vauxhall owners all the advantages of factory-trained Vauxhall experts, specialised tools and equipment, the latest techniques, voucher lubrication and maintenance, genuine replacement parts, and standard times for almost all service jobs. A good car deserves good service. Your Vauxhall dealer knows a good car—and how to look after it.

**SQUARE
 DEAL
 SERVICE**

**FROM YOUR LOCAL
 VAUXHALL DEALER**



The Le Mans start of last year's Production Car Race

PRODUCTION CAR

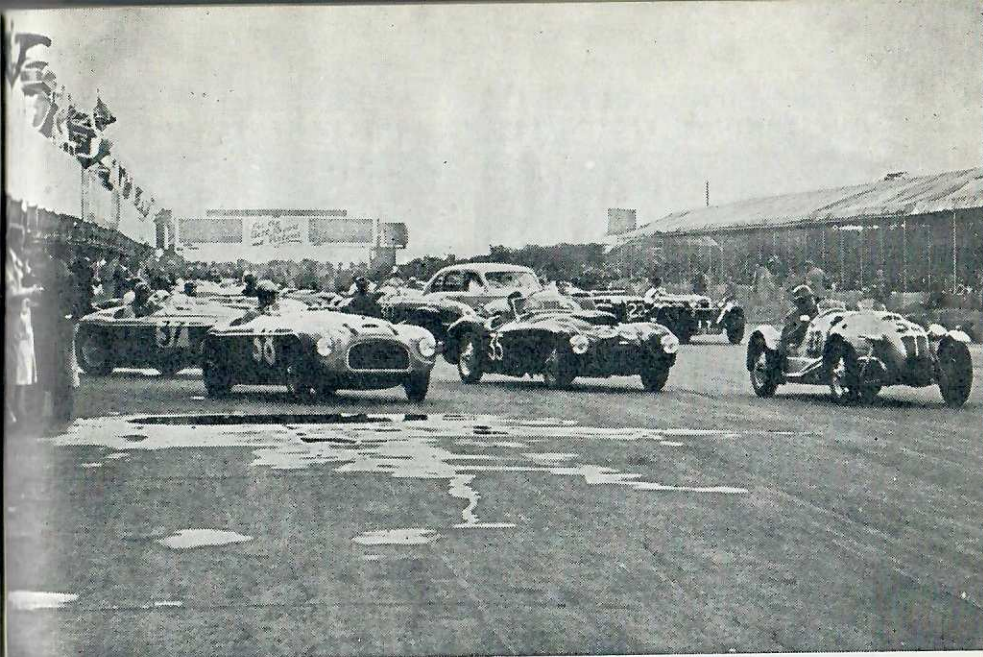
by J. A. COOPER A.M.I.Mech.E., M.S.A.E.

Motor racing, whatever form it may take, is the most thrilling and among the most colourful sports in the world—and also, alas, among the most expensive. But it must not be thought that it is purely a spectacle and a sport to amuse the onlookers and in which only the idle rich can participate.

All the features which contribute to the reliability and comfort of the modern car are the result of lessons learned on the race tracks of the world; front wheel braking, efficient and reliable valve operating mechanisms, bearing metals, the design of cylinder heads for efficient breathing and combustion—all these things have been tested and developed in the endeavour of the designer to achieve just that little bit more in the way of performance than his competitors could produce.

STOCK v GRAND PRIX CARS

In the early days of motoring and motor racing—for racing commenced as soon as cars could run a few miles without stopping—the term 'Production Car Racing' was completely unknown, for the simple reason that there was no other form of racing. The Grand Prix races of those days were contested by the touring cars of the time; but of course, it was not long before special cars were being built to win



Having raced to the pits, the drivers are quickly away

RACING

*Acting Sports Editor
'The Autocar'*

those races, and the divergence of design increased as time went on. Yet it must not be thought that because the racing car and the touring car had fewer and fewer points of resemblance the lessons learned with the one were not being gradually applied to the other; this has always been done, and always will be.

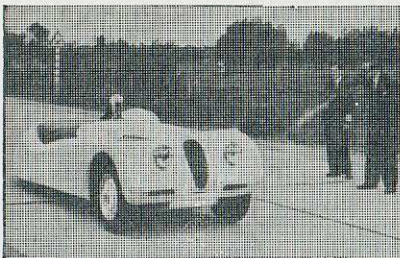
Even today, when the Grand Prix racing machine is a fabulously complicated and expensive piece of work, the knowledge gained by racing it is still valuable to the touring car designer—but as a longer-term policy, as the fresh knowledge gained is mainly in the fields of metallurgy and theoretical scientific research.

As a consequence of this remoteness of relationship, an immense amount can be learned about the behaviour and reliability of a touring or sports car by racing it.

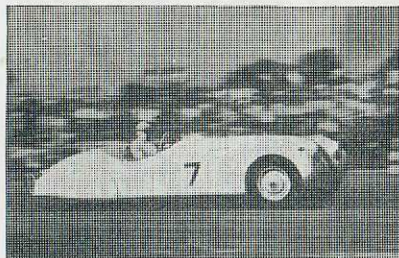
1918 TO 1939

In the period between the first and second world wars, this type of racing reached hitherto unprecedented heights of popularity; the most famous of all these races, of course, was the 24-hour race at Le Mans, in France, which has retained its reputation and added yearly to its laurels right up to the present day. It has been said, and not without foundation, that for a car to finish at Le Mans at a reasonably high average

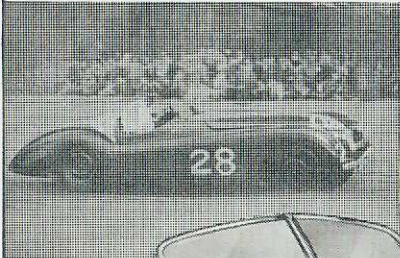
OUTSTANDING VICTORIES AND ACHIEVEMENTS, 1949-1950



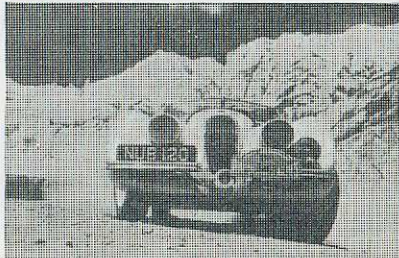
JABBEKE 1949 (132.6 m.p.h. — flying mile)



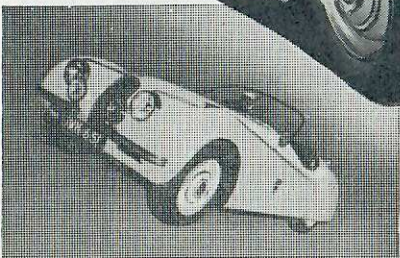
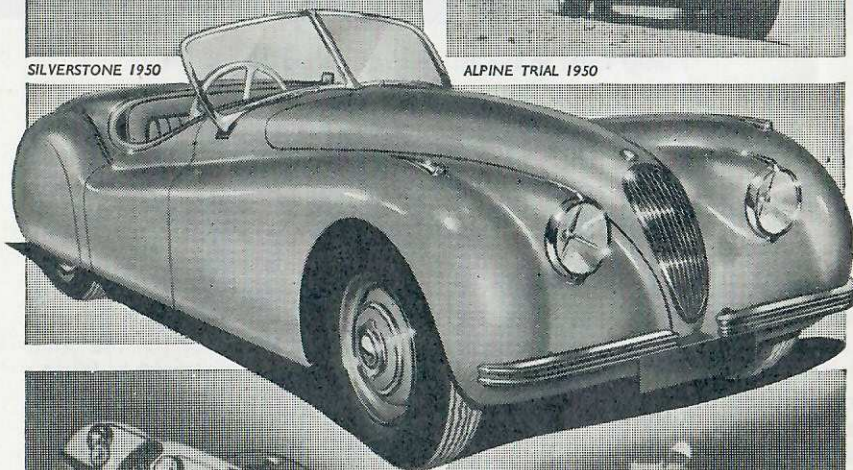
SILVERSTONE 1949



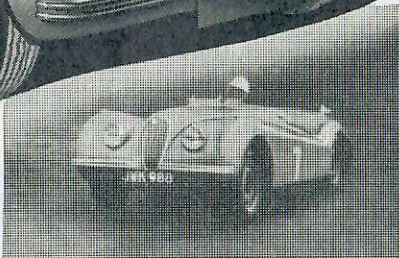
SILVERSTONE 1950



ALPINE TRIAL 1950



MONTLHERY 1950 (107.46 m.p.h. for 24 hours)



TOURIST TROPHY 1950

THE TOURING CAR WITH THE RACING PERFORMANCE

JAGUAR

XK SUPER SPORTS

speed is the equivalent of ten thousand miles of hard use on the roads.

Also famous during the between-war period was the series of Tourist Trophy races organised by the Royal Automobile Club and run first on the Ards circuit in Northern Ireland and later at Donington Park in Derbyshire. These races were of six hours duration, and an entry of sixty cars was not uncommon; like the Le Mans race, they presented a magnificent spectacle and whole books could be—and indeed have been—written about the incidents occurring therein. The Tourist Trophy race was revived for the first time since the war by the R.A.C. last September, when it was run over the new circuit at Dundrod, near Belfast, and won by Stirling Moss at the wheel of a Jaguar XK120.

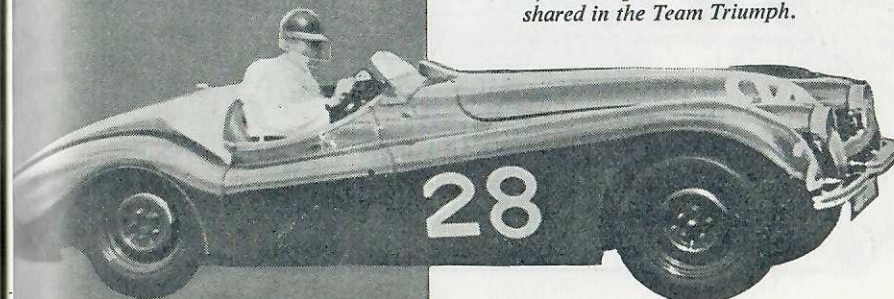
The attitude of the authorities in this country to motor racing has never been so favourable as on the Continent, and for this reason it is illegal in Great Britain to stage a motor race on the public roads, as is the usual practice abroad. This naturally restricts the choice of suitable circuits; before the recent war the Donington Park venue was available, and was excellent in every way, providing as it did plenty of corners of

(continued on p. 61)

TWO OF LAST YEAR'S WINNERS



Alberto Ascari, winner of the Production Car Race in a 2-litre Ferrari, at an average speed of 83.72 m.p.h.



Winner of the over 3,000 c.c. Class, Peter Walker, in a 3½-litre Jaguar XK 120, shared in the Team Triumph.

a Jowett *JUPITER*

won the Monte Carlo Rally (1½ litre class)



In the Monte Carlo Rally last January, Jowett cars made spectacular wins for Britain:—

- * Jupiter convertibles were 1st and 2nd in the 1½ litre class.
- * The Javelin saloon came 4th in the 1½ litre class.
- * Jowett cars won the coveted Manufacturers Team Prize in the 1½ litre class.
- * Jowett cars shared the Stuart Trophy for the best British performance.

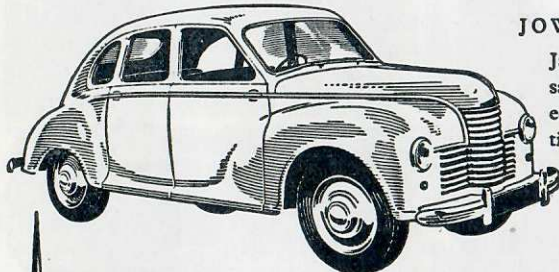
JOWETT JUPITER

Jupiter Sports convertible. Very high performance yet comfortable, tractable, economical touring car for everyday use.



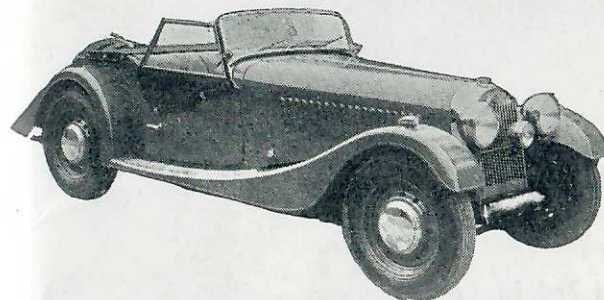
JOWETT JAVELIN

Javelin full 5-seater family saloon. Combines luxury and economical petrol consumption with high performance.



JOWETT CARS LIMITED Idle, Bradford, Yorkshire.

(Right) The 745 c.c. Dyna-Panhard, four of which are racing today, is the smallest capacity car competing in the Production Car Race.



(Left) The Morga makes a 'double' appearance; a 1098 c.c. model in Division I and two of the new 2088 c.c. cars in Division II.

(Right) A 'lone wolf'. The 2-litre Bristol, which did well at Monte Carlo recently, is one of the few saloon cars in the Production Race.



(Left) Another single entry, the 1½-litre Jowett Jupiter will arouse interest in view of its recent successes at Le Mans and Monte Carlo.

SOME OF THE CARS YOU WILL SEE TODAY



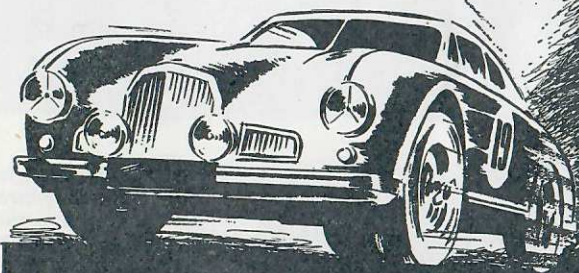
ASTON MARTIN WINS!

LE MANS. 1st and 3rd in Fourth Annual Cup. 3-litre lap record—1st and 2nd in 3-litre class. 3-litre total distance record.

First All-British Car to finish.

All-British, including engine, transmission, etc.

TOURIST TROPHY. 3 entries finished 1st, 2nd and 3rd in 3-litre class. 3-litre lap record.



RACE-BRED LUXURY CARS



An M.G. during Division I of the Production Race

different types, a long straight stretch, varying gradients and both wooded and open country. Unfortunately, this circuit has not been available in the last few years, and substitutes have had to be sought in the shape of aerodrome perimeter tracks, such as those here at Silverstone and at Goodwood. These have their disadvantages, but are the best alternatives available.

MOBILE MOTOR SHOW

Today's One Hour Production Car Race, organised by the British Racing Drivers' Club in conjunction with the Daily Express, will be the third of the series; on both previous occasions they have proved one of the main attractions of the day's sport, and the present example should be no exception to this rule. The competing cars are, as in 1950's race divided into two groups, as they are too numerous to run simultaneously and each group in itself will run for one hour and should provide an excellent and closely-fought struggle.

(continued on p. 65)

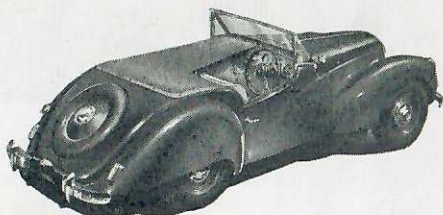
Two Jaguars cornering in Division II of the Race



An Attractive 2½ Litre Sports Car

The LEA-FRANCIS

18 h.p. Two/Four Seater

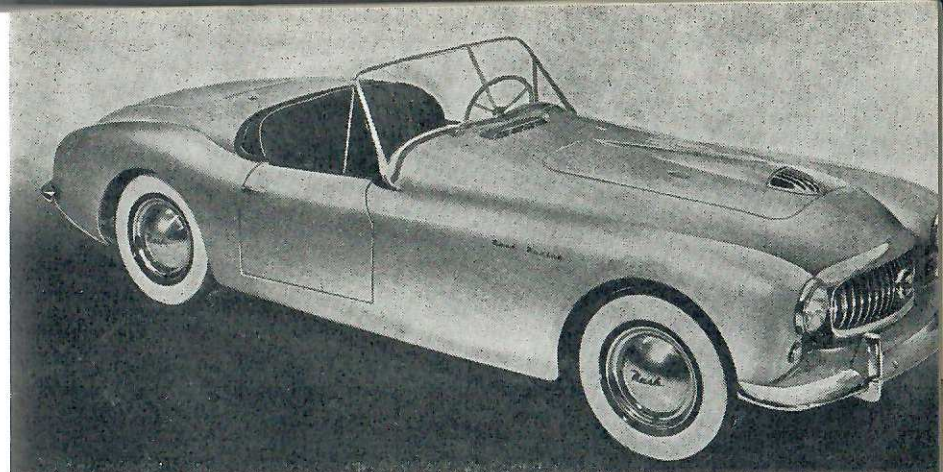


Specification includes:- 18 h.p. engine, four cylinders, O.H.V. with Lea-Francis patent valve gear, develops 100 b.h.p. at 4000 r.p.m. Twin S.U. horizontal carburettors. Twin electric petrol pumps. Independent front wheel suspension. Girling hydro-mechanical braking system. Dimensions:- Wheel base 8 ft. 3 ins.; track (front) 4 ft. 3½ ins.; track (rear) 4 ft. 4¾ ins.; ground clearance 7 ins.; weight unladen 21½ cwts.



LEA-FRANCIS CARS LTD., COVENTRY . ENGLAND

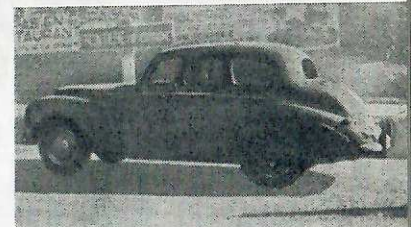
SOLE DISTRIBUTORS FOR LONDON and the Home Counties:
CHARLES FOLLETT LTD., 18 BERKELEY STREET, W.1
MAYFAIR 6266



The U.S. engined Nash-Healey Sports (3,848 c.c.) entered by Donald Healey, and driven by A. P. R. Rolt in today's Race.

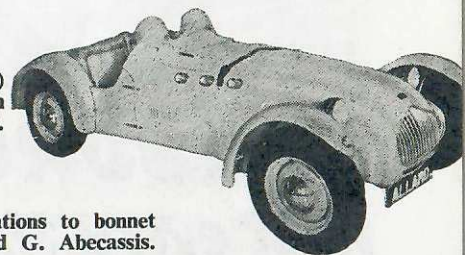


E. J. Newton and his Le Mans Replica Frazer Nash (2-litre) during last year's Race. A number of these cars are competing.



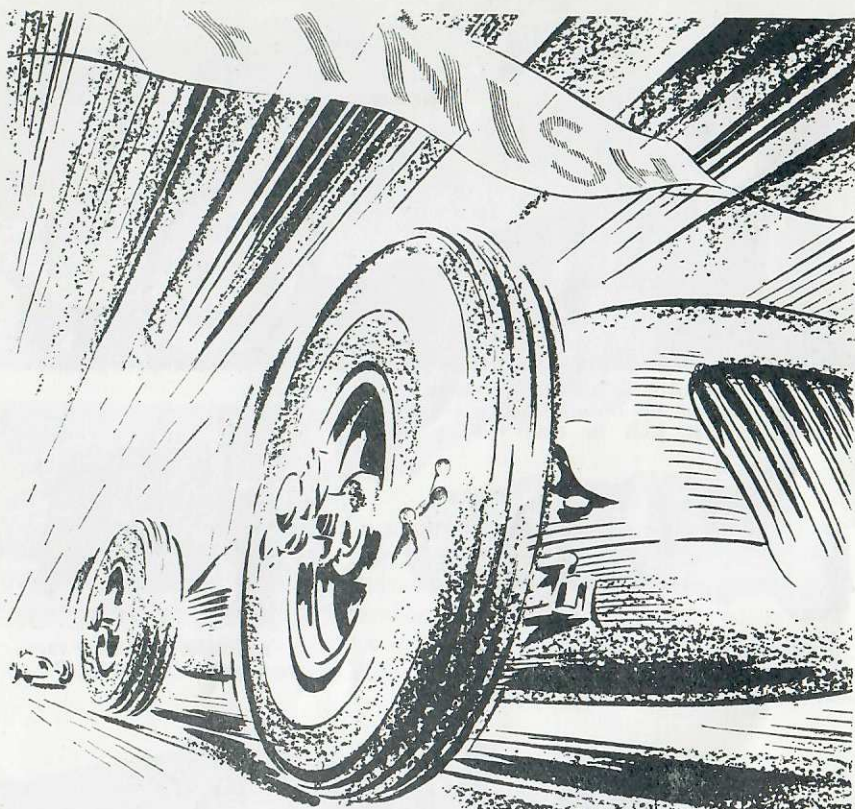
A newcomer to this race—the Sunbeam Talbot (2267 c.c.)

The 2-seater J.2 Allard (3,917 c.c.)
Three are competing together with
a 5,420 c.c. Cadillac-engined model.



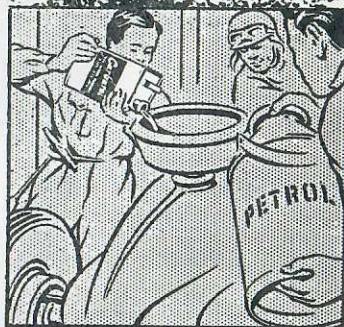
Two new DB2 Aston Martins, with modifications to bonnet and radiator, will be driven by R. Parnell and G. Abecassis.





CARBUROL
first every time!

For full piston-power and lasting peak performance be sure to say "Carburol first, please."



Carburol
THE TRIPLE-FILTERED FUEL ADDITIVE

Many famous *marques* of car will be represented among those taking part; among the fastest cars will be the works-entered Italian Ferrari, which although of comparatively recent origin has already built up an enviable reputation in the world of sports and racing cars, the XK120 Jaguars, the J2 Allard powered by the 5.4-litre American Cadillac engine, the Warwickshire-made Healey with the American Nash power unit, the DB2 Aston Martins and the Frazer Nashes.

SMALLER FRY

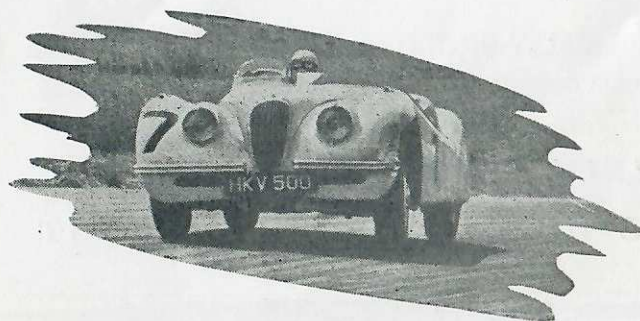
Among the smaller cars the Jowett Jupiters and the MGs will once more do battle in the 1½-litre class, while great interest attaches to the first competition appearance in this country of the 745 c.c. twin-cylinder air-cooled front-wheel-drive Dyna-Panhard's, the small and light French cars which have created such an impression in such events as last year's International Alpine Rally.

To take part in this event, the cars must be of a standard production type, and the modifications which may be made to them are strictly limited; therefore, their performance must bear at least some direct relationship to that of the cars normally supplied to the public. This fact alone ensures that the race will be of great interest, whatever the result and however close the finish may prove to be.

TEAM ENTRIES

The best form of Production Car Racing—as of any other sort of racing—is that which is fought out by official teams of cars entered by the manufacturers, as this at the same time increases the importance of the result and ensures that the cars are the best possible of their type.

But racing is an expensive business, and unless manufacturers can be convinced of the worth to themselves—in the way of prestige and publicity, as well as of testing and research—that will accrue from their participation, they will not allow themselves to become involved. The only people who can sway them in this matter are their customers—yourselves, the public; so, you see, the responsibility of ensuring the future of this form of racing, with more and more varied entries and keen struggles, is primarily yours. Bear that in mind, and see what you can do!





Leadership

The 'Consul' and the 'Zephyr-Six' are 'Five-Star' cars, embodying features which still further increase Ford leadership in

Engineering

- ★ **REVOLUTIONARY NEW OVER-SQUARE O.H.V. ENGINES** Consul, (1½ litre) Zephyr-Six (2½ litre) provide unusually smooth power output and long engine life.
- ★ **ENTIRELY NEW TYPE INDEPENDENT FRONT - WHEEL SUSPENSION** for exceptional riding stability.
- ★ **ALL-STEEL WELDED INTEGRAL BODY CONSTRUCTION** for strength, and beauty of design.
- ★ **CENTRE-SLUNG SEATING** for perfect comfort and balance.
- ★ **HYDRAULICALLY-OPERATED CLUTCH AND BRAKES** for remarkable ease of control and safety.

'FIVE-STAR' MOTORING
THE BEST AT LOWEST COST

500 c.c. MOTOR RACING

by **Stirling Moss**

Champion British driver, who received the award of the British Racing Drivers' Gold Star for his outstanding performances last year

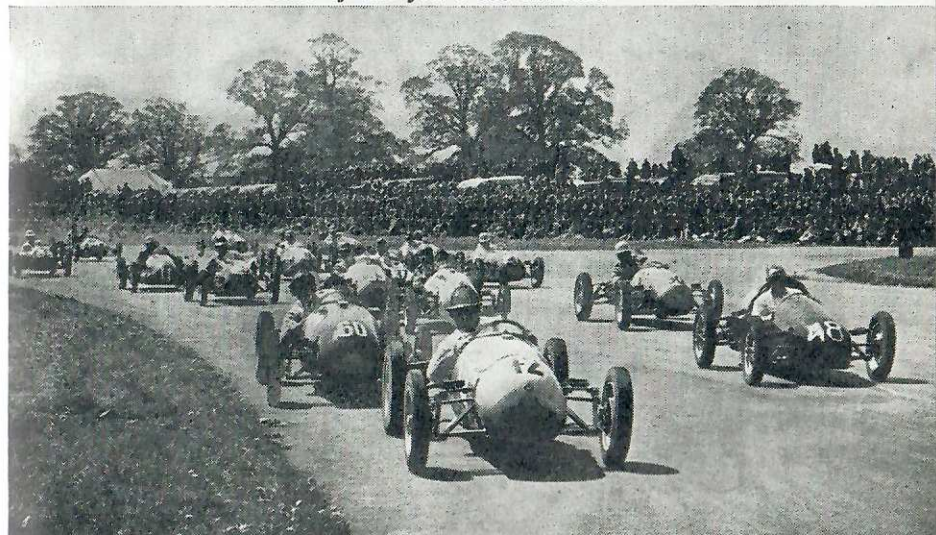
WHAT does 500 c.c. racing mean? Well, firstly it tells us that the car's engine capacity is somewhere about the same volume as a pint milk bottle; but it also means far more than this, for it is the only class of racing in which Great Britain is on top and, backed by four years' experience of building, running and driving, let's hope we shall keep things this way.

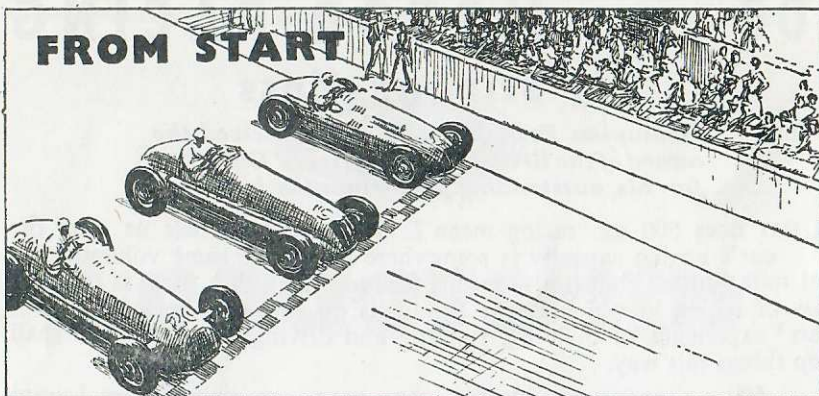
500 c.c. racing was started many years ago when Count Lurani put up international class records with his very light, but difficult to handle, Nibbio; but this form of racing only really came into its own in 1948 when Spike Rhiando won the first Silverstone event. His car, christened the 'banana split' because of its anodized golden finish, ran faultlessly throughout the 30 miles, but many other competitors had their troubles and, in fact, only 8 finished out of 26 starters. Today, these figures are considerably better, but we still have our troubles, maintaining these little cars in the highest pitch of tune to run at very high speeds. Now we can see just how far our enthusiasm has brought us because the Daily Express has put on the longest International 500 c.c. race ever to be run on this circuit.

THE PIONEERS

I think we have Coopers to thank for popularising 500 c.c. cars. They put their well tried and very successful original Fiat-Cooper into production with various modifications, leading to lighter and faster cars, thereby giving a lot of people the opportunity of being able to buy and race a car fairly cheaply. Now Coopers have shown it can be

The start of last year's 500 c.c. Race



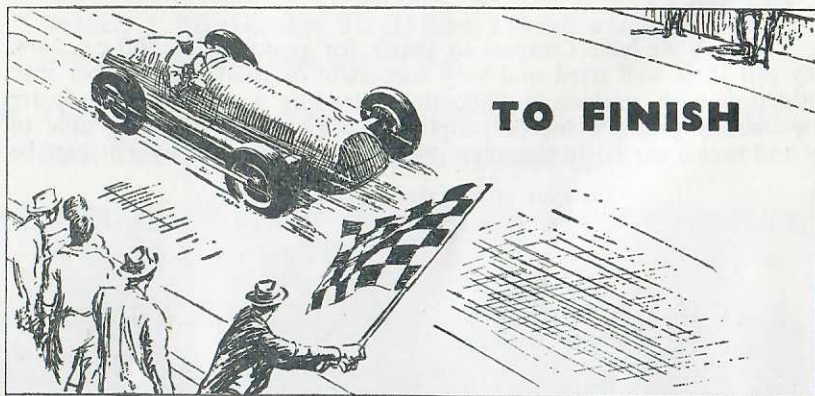


TO A RACING MOTORIST his clutch and brake linings may mean victory or defeat, life or death. He has to *know* his clutch will take the fierce surge of racing acceleration. He has to *know* his brakes will check him safely and smoothly, from the highest speeds.

At corner after corner, from start to finish, he has to be sure that neither brakes nor clutch will fail him, however severe the strain.

It is significant that for many years the most successful drivers in races and trials have constantly relied on Ferodo linings.

For your own daily motoring, you can be sure that the materials which have such a victorious record in these extreme tests will give you the highest efficiency, the longest wear.



FERODO

BRAKE AND CLUTCH LININGS

Standard on most British vehicles—supplied in correct grades for every make in the world

FERODO LIMITED, CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organization

done, other firms are competing and this will inevitably improve the class of cars.

However nice it may look to see so many little Coopers on the starting line, we must have some variety and competition for the Surbiton works. This will be provided today by the J. B. S., Emeryson, Kieft, Iota, J.P. and others.

MIGHTY MIDGETS

Now let me state a few simple facts about most of the 500's here today. They weigh only about 500-600 lbs. and the little engines produce over half as much power as most of our larger lorries and these figures together give a maximum speed in excess of 100 m.p.h. Because of the extreme lightness, some drivers weigh nearly half as much as the cars they drive.

When driving one of these cars one can hear nothing except the screaming motor, which, incidentally, takes two or three men to push-start. They have extraordinarily powerful brakes and their road-holding is unbelievable, and many times they have shown their superiority in this respect over many larger and much more expensive cars. Most 500's have their engine behind the driver with power transmitted by chains to the back axle. By this method gear ratios are easily interchangeable. As the engines are air-cooled, alcohol is used as a fuel; it not only allows more power to be obtained, but also cools the engines considerably in the process. It seems incredible, but the little cars only do from 8 to 12 miles per gallon.

TRACK TECHNIQUE

When I was invited to write this article, I presumed it was best to write a little about everything rather than a lot about one thing, or nothing! As 'everything' includes the driving aspect I will say a few words on this. First and foremost, the driving of all the 500's I have tried is quite different from any other type of car. At first they are, perhaps, a little alarming, because one is rather near the ground, with the engine at the back of you, but after this initial strange feeling is conquered, one starts to enjoy the novelty and begins to take rather unusual liberties such as throwing the car around rather than drive it. If you follow another car closely and get in its slipstream you can be sucked along at anything up to 10 m.p.h. greater than your engine's capabilities; when one pulls out of the vacuum the rush of air pushes the car back to its own maximum speed in a matter of a few yards. This, in effect, means that one can sometimes keep up with a faster machine but not pass it.

TODAY'S RACE

Just a few words about today's race. The start will be from a standstill, the fastest in practice occupying the front row, the next the second row and so on. These standing starts are preferred by the drivers because they require more skill than nerve, whereas the older method of rolling *en masse* into the first corner at about 90 m.p.h. was inclined to mean the reverse! Most of the drivers will remain in top gear throughout the race and will be 'flat out' for nearly the whole circuit, only using their brakes very slightly three or four times each lap.

Here's wishing you all an enjoyable meeting.



WHO'S WHO . . . behind the wheel

Dr. GUISEPPE 'NINO' FARINA, 1950 Champion of the World, second in the 1949 Trophy Race (in a Maserati) and winner of last year's Race, (Alfa Romeo), returns to Silverstone with the new Type 160 Alfa Romeo—the first public appearance of this car—with every chance of repeating last year's victory. 46-year old Farina won in 1950 no less than five Grands Prix, and in all but one of these major events he returned the fastest lap—in the case of Silverstone breaking the lap record at 94.02 m.p.h. (1 min. 50.6 secs.)

JUAN MANUEL FANGIO, Argentinian Champion, drives the second Alfa Romeo and was runner-up to his colleague Farina for the World Championship 1950. In fact, Farina just beat him to it by winning at Monza. Last year he was first in the Belgian Grand Prix, Grand Prix des Nations, French Grand Prix and Monaco Grand Prix, amongst many other successes.

FELICE BONETTO and CONSALVO SANESI make up the Alfa Romeo team. Bonetto won the Grand Prix of Portugal (for Sports Cars) last year in an Alfa Romeo and finished fifth in the Swiss Grand Prix in a Maserati Milan. Fourth member of the team Sanesi joined Alfa Romeo as a mechanic in 1925. He has held the Monza lap record until the Italian Grand Prix last year, when Fangio put it up to 117.44 m.p.h. GUIDOTTI, chief tester of Alfa Romeo acts as reserve driver.

ALBERTO ASCARI winner (in a 1½-litre Ferrari) of the first International Daily Express Trophy Race in 1949, today drives the new 4½-litre Ferrari which has so strongly taken up the Alfa Romeo challenge, and which has won the 1951 San Remo Grand Prix. Ascari, famous son of a famous father, has pleasant memories of Silverstone, because last year he won the Production Car Race with the 2-litre Ferrari, gaining the highest general placing based on handicap percentage. Ascari's successes last season include wins at Buenos Aires, Mar del Plata, Prix de Rome, Modena, Mons, Rheims, Penya Rhin and Luxemburg.

STIRLING MOSS, 21-year old holder of the British Racing Drivers' Club 1950 Gold Star, will be one of the busiest drivers to-day. He has entered a Kieft in the 500 c.c. Race, which he won last year in a Cooper, finishing second in 1949. In the second of the two Production Car Races

Stirling will handle a Jaguar XK120, in which marque he won the 1950 T.T. To complete his day, Moss drives one of the team of three H.W.M. Formula II cars invited to compete in this Formula I race as a tribute to their great record. San Remo and the Geneva Grand Prix organisers are others to accord this honour to John Heath's cars.

REG PARNELL, undoubtedly one of Britain's most outstanding racing drivers. Today, in the Trophy Race, he drives the 1½-litre supercharged Thin Wall Special (Ferrari) entered by G. A. Vandervell, while in the Production Car Race he will compete at the wheel of one of the works-entered DB2 Aston Martins. Parnell has had little luck at the two previous Daily Express Silverstone Meetings, but gained many successes last year, including the Goodwood Trophy in a B.R.M., the Richmond Trophy (Maserati), second in the Jersey Road Race (Maserati), and third in the Grand Prix de l'Europe (Alfa Romeo).

B. BIRA (*Prince Birabongse*) races again under his own colours with the new 4½-litre unsupercharged OSCA, latest product of the Maserati brothers, since leaving the parent firm of the same name. On his first outing this season with the new car, Bira won the Richmond Trophy at the Easter Monday Meeting at Goodwood and set up a new lap record of 90.38 m.p.h.



G. FARINA



J. M. FANGIO



A. ASCARI



R. PARNELL



S. MOSS



B. BIRA



Individuality

The new ALVIS Three Litre is a notable contribution to gracious motoring.

Stylish and at the same time sensible, this classic among British cars combines a design and performance ahead of its time, with the individual appearance which has always characterized an ALVIS car.

There are three models: a distinguished and practical saloon, a handsome three purpose drophead coupé and a brilliant new sports car. Each is a thoroughbred and all bear the hallmark of ALVIS individuality.



ALVIS LIMITED
COVENTRY

London Service Station: 832 FINCHLEY ROAD, N.W.11

Telephone: SPEEdwell 6732-3-4

A.L.6.



L. VILLORESI



E. DE GRAFFENRIED



J. HEATH

LUIGI VILLORESI, Ascari's Ferrari team mate, who crashed in the Grand Prix des Nations last year in Geneva, has celebrated his return to racing by winning every event in which he has raced this season. Last year Villoresi won at Erlen, Marseilles, Rosario, Buenos Aires and the two-litre race at Monza. In 1949 he was third in the Trophy Race.

F. R. 'BOB' GERARD races in two events this year as in 1950. There will be his Frazer Nash in the Production Car Race and the 14-year-old E.R.A. in the Trophy Race. Third in his Trophy Race Heat last year with the E.R.A., Gerard failed to finish in the final, spinning round in the closing stages of the race. His major successes last season were winning the B.R.D.C. British Empire Trophy Race in the Isle of Man in the E.R.A., and third place in the T.T. with a Frazer Nash.

GRAHAM WHITEHEAD is entered by his brother Peter, the Ferrari driver. Graham drives one of the four E.R.A.'s entered today for the Daily Express Trophy. **BRIAN SHAWE-TAYLOR** drives another—the car in which he finished second to Fangio in Heat 2 and fifth in last year's Trophy Final. One of the front rank English drivers, Shawe-Taylor has yet to win the success that his driving deserves. **G. N. RICHARDSON** handles the R.R.A., one of the two 'specials' entered in today's Trophy Race.

BARON EMMANUEL DE GRAFFENRIED, Champion Driver of Switzerland, handles a 4CLT Maserati. He won the British Grand Prix at Silverstone in 1949, and the same year finished fourth in the Daily Express Trophy Race. Last year his successes included a second in the Grand Prix des Nations in an Alfa Romeo, and third both at Jersey and the Isle of Man.

GEORGE ABECASSIS, partner of **JOHN HEATH**, (builders of the H.W.M.) is a member of the team in the International Trophy. In the Production Car Race George drives one of the DB2 Aston Martins in which marque he and **LANCE MACKLIN** (H.W.M. team) tied to win the Index of Performance Cup in last year's Le Mans 24-Hour Race. Other successes of Macklin's included a second at Naples, fifth at Rheims and sixth in the German Grand Prix—driving an H.W.M. in each case.

Refill with

VIGZOL

The official

BRM OIL

BEST

on the race track

BEST

on the road



MARKETED BY FINA PETROLEUM PRODUCTS LTD.

MAURICE TRINTIGNANT and ROBERT MANZON are two more drivers who today make their debut at Silverstone. With ANDRE SIMON, another well-known French driver, also in the team, they drive two of the new Simcas entered by Ecurie Gordini, 1½-litre supercharged cars also making their first appearance at the circuit. Many of the successes of these drivers have been won in the Formula II Simcas (2-litre unsupercharged). In 1950 Trintignant won the Prix de Geneve and was second in the Prix de Berne. Manzon won at Perigueux and was second at Roubaix. This year Trintignant finished second in the Formula II race at Marseilles, and Simon fourth.

PHILIPPE ETANCELIN ('Phi-Phi'), idol of French racing crowds, won his first Grand Prix (of Marne) as long ago as 1929. This much-loved veteran has raced in 260 Grand Prix events and won 34. Last year Etancelin sold his 4½-litre Talbot and decided to retire, despite a successful season. However, he has decided to return for another year at the wheel and competes in the Trophy Race in a brand-new Talbot. Drivers and spectators will be delighted to welcome an outstanding track personality.

LOUIS ROSIER, 1950 Champion of France, and winner of the Dutch Grand Prix, Albi, and the Le Mans 24-Hour Race (with his 17 years' old son Claud as co-driver), drives a 4½-litre Talbot on his first appearance in the Daily Express Trophy Race. Rosier, who finished third in last year's Grand Prix of Pau, this year moved up to second place. Another French newcomer is HENRI LOUVEAU, also handling a Talbot.

A. P. R. 'TONY' ROLT drives the Delage Special entered by R. R. C. Walker. This famous old car is now fitted with the 'E'-Type E.R.A. engine from Peter Walker's car which crashed during practice for last year's B.R.D.C. British Empire Trophy Race in the Isle of Man. He also drives, in the Production Car Race the Nash-Healey entered by Donald Healey. In prototype form this car driven by Rolt and Hamilton, finished fourth in last year's 24-hour Race at Le Mans at an average speed of 87.64 m.p.h.

DUNCAN HAMILTON, Class winner in a Healey in last year's Production Car Race, drives one of the eleven XK120 Jaguars entered. In the Trophy Race Hamilton handles a 4½-litre Talbot—the first time that one of these great French cars has raced under the green of England. With his racing partner PHILIP FOTHERINGHAM-PARKER as driver, he has also entered for the Trophy Race an E.R.A. This partnership has entered and driven a 6C Maserati in the two previous Trophy Races.

JOHNNY CLAES completes the Talbot drivers today; his car runs in the yellow of Belgium. In last year's Trophy Race Claes, after putting up a practice time that gave him poll position on the grid, crashed on his first lap at Abbey Curve.

ROOTES GROUP PRODUCTS



ROOTES GROUP CARS AND TRUCKS HAVE ACHIEVED A
REPUTATION FOR QUALITY, RELIABILITY AND SOUND
ENGINEERING WHICH TODAY ENCIRCLES THE GLOBE

Sales and Service in 119 Countries

BUILT FOR THE ROADS OF THE WORLD

LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD DEVONSHIRE HOUSE FLEECADILLY W1

DAVID HAMPSHIRE finished fourth in Heat 2 of last year's Trophy Race in the same 4CLT Maserati that he drives today. Holder of the Jersey Lap Record, Hampshire finished fifth in the 1950 B.R.D.C. British Empire Trophy Race in the Isle of Man.

DAVID MURRAY also drives a 4CLT Maserati—in which he finished fifth in Heat 2 last year behind the other David (Hampshire). His best place in Grand Prix racing last year with the Maserati was sixth in the Dutch Grand Prix at Zandvoort, and ninth at Penya Rhin.

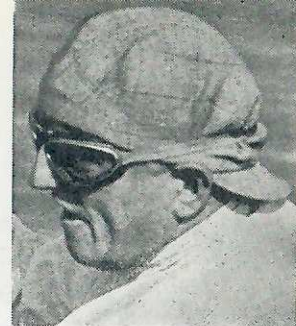
JOE KELLY of Dublin, sole representative of Ireland in the International Daily Express Trophy Race, drives a 1½-litre supercharged Alta in the Grand Prix, while in the Production Car Race Kelly will be seen at the wheel of an Aston Martin D.B. II. GORDON WATSON drives another Alta—one of the new 2-litre unsupercharged models. Last year Watson finished sixth in Heat 2.

TONY GAZE, a newcomer to Silverstone, will drive another of the new Formula II Altas. Gaze, an Australian and well known in his country, is an ex-R.A.F. pilot who was stationed in England during the War.

HARRY SCHELL, one of two American racing brothers, will drive a 4CLT Maserati in the Trophy Race, under the entry of Enrico Platé. He will also drive his Cooper in the 500 c.c. Race, in which he is the only foreign competitor. Harry and Philip Schell were first and second in the 500 c.c. curtain-raiser at Pau a few weeks ago.

'DAVE' is the pseudonym for another United States entrant who has not previously raced at circuits over here. This young man's first mount was an M.G.

J. M. JAMES drives a 4CLT 48 Maserati—one of seven competing today. James has driven Lea Francis, Bugatti and the famous 12-cylinder Sunbeam 'Tiger' in various events, but this is his International debut at Silverstone.



E. ETANCELIN



L. ROSIER



F. R. GERARD



(Right) J. CLAES

**MG PLUS ★
FEATURES
IN ACTION**

*You'll find
she's quite
roomy for
a little 'un*



She's a sturdy sports car, this Midget... and now the body is wider and the seating roomier and more comfortable. Notice those new luxury fittings, too, the radio cunningly built into the glove box (that's an optional extra), the re-designed fascia panel mounted in good looking leathercloth, the increased luggage space. And the bodywork is a delight... no wonder the T.D. Midget is a Hollywood favourite.

- ★ A wider, stouter frame is a "plus feature" of the TD series M.G. Midget. Other important "plus features" include:
- Coil spring independent front wheel suspension.
- Piston-type shock absorbers.
- Powerful hydraulic brakes.
- Direct-acting, rack and pinion type steering.
- Bigger comfort-tyres, disc wheels.
- ... and remember
- its grand sporting record

THE 'PLUS FEATURES' MG MIDGET

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

Safety fast!
61 

Acknowledgements

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

All Honorary Officials listed on pages 7 and 9, and the Organisations and Clubs who arranged for parties of their members to attend as Officials.

The Publishers of The Motor, The Autocar, The Light Car, Motor Sport and Autosport.

Northamptonshire Fire Brigade and Chief Officer H. W. Hepinstall, M.B.E., B.E.M.

National Fire Protection Co. Ltd.

W. Grose Ltd. (Northampton), Arthur Mulliner (Northampton), and Dennis's Garage (Wisbech).

Captain R. H. D. Bolton, Chief Constable of Northamptonshire.

Colonel T. R. D. Warren, Chief Constable of Buckinghamshire.

Anglo-American Oil Co. Ltd., and Shell-Mex & B.P. Ltd.

Burroughs Adding Machines Ltd.

Joseph Lucas Ltd.

The Rootes Group.

Motor & Cycle Trades Benevolent Fund.

Green Crop Conservation Ltd.

The Royal Automobile Club.

Berkeley Coachwork Ltd.

Rover Co., Ltd.

The Standard Motor Co., Ltd.

Wade Engineering Ltd.

Iota Racing Cars.

Roneo Ltd.

T. C. March and Louis Klementaski Ltd.

No. 61 Headquarters Army Signal Regiment (T.A.)

Douglas (Sales & Service) Ltd.

Representatives of the various Government Departments and Local Authorities of Northamptonshire and Buckinghamshire, for their co-operation.

M.P.M or M.P.T?

Is it miles-per-minute you are after—the tenseness of the flat-out burst of power on the straight, the split-second judgment as you screech into a skidding turn, with hand and eye and foot working in ice-cool co-ordination at two miles a minute?

If that's your aim you'll drive a car made for the job—with a fuel consumption of maybe 3 miles per gallon—and you'll tear the life out of tyres specially designed for the stress and strain of fire-ball acceleration and brakes slammed on till the shoes glow and smoke.

But even for the aces, life is not all Grand Prix, and most of us take a very practical interest in *miles-per-tyre* these days. It's more prosaic than the glamour of miles-per-minute, but it certainly matters.

And the secret of more

M.P.T. is a simple one. Good tyres are made not only by machines but by highly skilled craftsmen. The men (and women) who make Henley Tyres are encouraged to use all their skill and care. They are paid on *quality* of workmanship. The better their work the higher their pay, under the Henley Incentive Scheme.

The workmanship that is built into a Henley Tyre keeps it running when you'd expect it to be worn to the fabric. Henley Tyres will give you exceptionally high M.P.T.

**BUILT WITH
INCENTIVE
FOR MORE M.P.T.**



HENLEY TYRES

PLEASE NOTE

You will greatly facilitate the general comfort of everybody, including yourself by attention to the following details—

★ ★ ★

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

★ ★ ★

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

★ ★ ★

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

★ ★ ★

Cars are *not* allowed on the track after the Meeting.

SCOREBOARDS: *The information shown during the Trophy and 500 c.c. races is self-explanatory. In the Production Car Races the Leaders in each class will be shown but the number of 'Laps completed' indicated on the boards will refer to the fastest car irrespective of class.*

NATIONAL CAR PARKS

LIMITED

12, Grosvenor Hill, London, W.1

Telephone : Gerrard 5000

★

We park over two million cars annually so bring your parking problems to us. No event is too small or too large.

Official Car and Coach Parks in London for the

FESTIVAL of BRITAIN

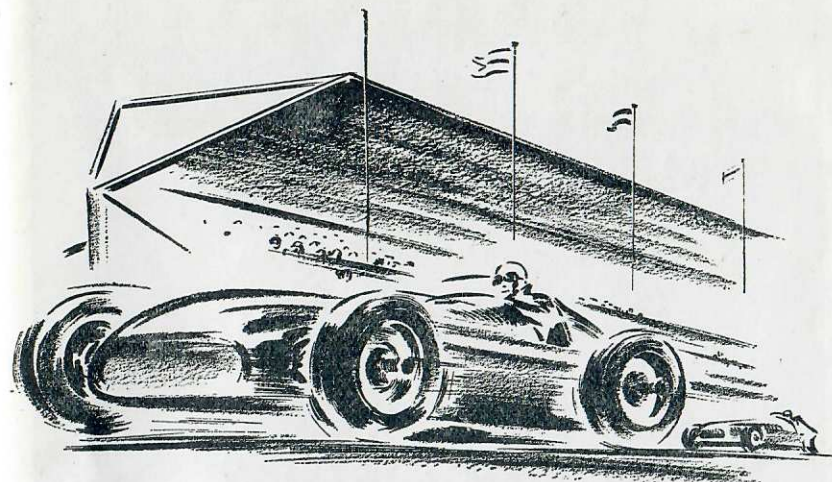
will be controlled by us

★

During the past twenty-five years we have controlled parking arrangements for thousands of events including:—

Daily Express Air Displays
Olympic Games (1948)
Schneider Trophy Races
Coronation & Jubilee Naval Reviews
Epsom Races (including the Derby and Oaks) and Other Race Courses
University Boat Race

RAF Review, Mildenhall
Kings Cup Air Race
County Agricultural Shows
(including Royal Counties and Royal Cornwall)
Point to Point meetings
Greyhound & Speedway Tracks
etc., etc.,



Always
in the
lead

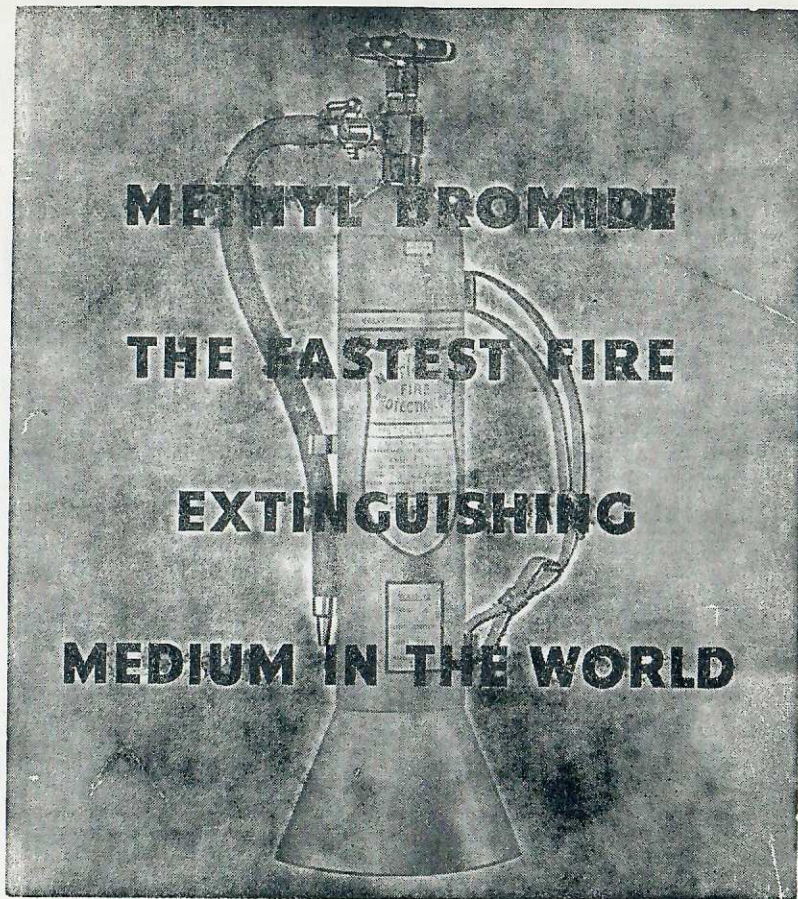


GENUINE
CINZANO
VERMOUTH

Renowned for its outstanding quality since 1816

Italian (sweet) Red or White. French (Dry)

OBTAINABLE FROM ALL WINE MERCHANTS AND STORES



METHYL BROMIDE

THE FASTEST FIRE

EXTINGUISHING

MEDIUM IN THE WORLD

'ESSEX'

**METHYL BROMIDE
EXTINGUISHERS**

Manufactured by

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

"ESSEX WORKS," FELTHAM, MIDDLESEX

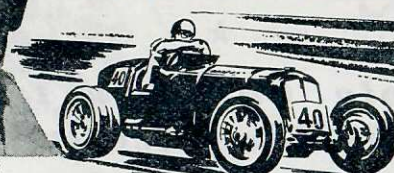


Autocar Photograph

RAYMOND MAYS

Well known Racing Driver says:—

"MY SERVICES BEHAVES SPLENDIDLY"



Services SPORTS WATCHES

The Air-Wrist model is an excellent watch for accurate time-keeping. Swiss jewelled movement, attractive chromium finished case, luminous dial and unbreakable glass. Complete with strap.

WRITE FOR CATALOGUE

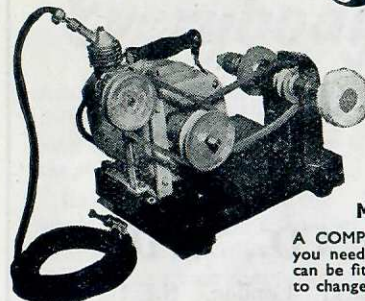
MODELS FROM **49/- to £7** 12 MONTHS GUARANTEE

AIR WRIST

49/-

SERVICES WATCHES (Sales) LTD., DEPT. CF.5, Time House, Braunstone Gate, LEICESTER

LOOK! 5 *Power-Operated tools
for the Price of One!*



THIS AMAZINGLY CHEAP COMPRESSOR HAS 5 SEPARATE USES

Tyre inflation up to 40 lbs. Spraying—Drilling—Grinding—Buffing. Price complete **£15 2s. 6d.** Send for leaflet 134 for fuller details. We can also supply the compressor separately complete with air line for only 4 gns.

MOPAL MO 6

A COMPRESSOR IN A MILLION—giving you compressed air when you need it. Included in the kit is a special universal joint which can be fitted to a punctured tyre, getting you home without having to change the wheel—Complete kit **£5 16s. 0d.**

NOW . . . A MOPAL FOR COMMERCIAL VEHICLE OWNERS!

Simply fitted to the engine of any make of Commercial Vehicle, the "Heavy Duty" MOPAL MO 4 compressor kit generates compressed air up to 90 p.s.i. Every lorry can now be a mobile workshop.

These outfits are complete with 30 feet of airline pressure gauge and tyre adaptor for single and twin wheels. **£15 10s.** each.

THE OVERSEAS ENGINEERING CO. LTD.
194-200 Bishopsgate, London, E.C.2

Cables : MYCAMYN, LOND.

Phone : BISHopsgate 9878 (5 lines)

PATTISON HUGHES CATERING CO. LTD.



*Sole Caterers to
this Race Meeting*



**9, BORDESLEY STREET,
BIRMINGHAM, 5**

Tel.: Midland 6884 (6 lines)

PRIVATE, PUBLIC & INDUSTRIAL
CATERING THROUGHOUT THE MIDLANDS

For Colour and Commercial
Printing • Service • Quality

consult

JOHN PARRY & CO., LTD.

Horse Shoe Alley, Southwark, London, S.E.1

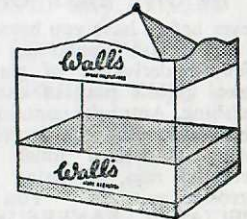
Telephone: HOP 0631



Everybody's favourite!

Among all the favourites at Silverstone today is delicious Wall's Ice Cream—to revive you after each lap! There are a number of places around the track where you can buy it.

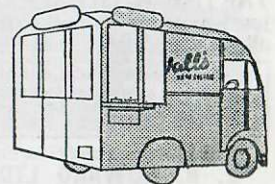
Enjoy Wall's at home, too. You'll find the whole family will love it by itself. And ordinary sweets like stewed fruit or puddings are so much nicer and more nourishing when served with Wall's.



Wall's

ICE CREAM

ON SALE AROUND THE TRACK





AMAZING NEW

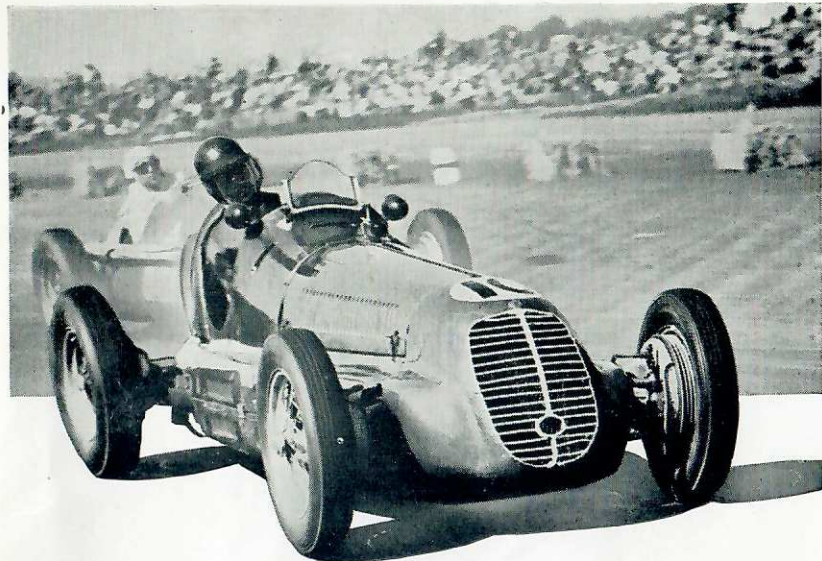
Autobrite
SILICONE 4% PROCESS

**CLEANS · POLISHES · PROTECTS
 IN ONE EASY OPERATION**

Never before have you been able to obtain a car polish containing Silicones—the scientific derivative of glass which now makes child's play of car cleaning and polishing. Autobrite contains 4% Silicones, the minimum amount necessary to ensure a lasting glass-hard finish impervious to torrential rain, blistering sun and even corrosive salt air. You require **NO SPECIAL "CLEANERS"** with Autobrite—it cleans, polishes and protects in **HALF THE TIME WITH HALF THE LABOUR**—just spread it on and wipe it off—that's all, and it lasts 6 months.

MONEY BACK GUARANTEE
 Autobrite is guaranteed to outshine and outlast any car polish you ever used—**OR YOUR MONEY BACK!**

Manufactured and Guaranteed by the makers of world-famous "3-in-One" Oil
E. R. HOWARD LTD., "3-in-One" Works, Stowmarket, Suffolk
 for the proprietors, **A. S. BOYLE & CO. LTD., London, W.C.1.**



in the lead

For comprehensive coverage of the main sporting events, exhaustive road test reports, authoritative articles on touring and caravanning, and expert commentaries on the news of the hour . . . there is no journal to equal The AUTOCAR. It was first in 1895, and it still leads to-day. Make sure YOU see The AUTOCAR this week and every week. (Even if it means borrowing a copy!)
Published FRIDAY, 9d., by Iliffe & Sons Ltd.

The
Autocar

The world's foremost Motoring Journal

You start with something extra



LUCAS
CAR BATTERIES
have
2 YEARS Insured Life



Any time within two years of purchase your local garage can exchange your Lucas Car Battery for a new one at a cost proportionate to length of service.

This Scheme is available at any Lucas depot, agent or motor trader throughout the country, irrespective of original source of supply. Ask your local garage or write for full details.

**400 M.P.H.
FASTEST ON
LAND!—
JOHN COBB
RELIED ON
LUCAS
IGNITION**

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND

Printed by John Parry & Co., Ltd., Southwark, London, S.E.1