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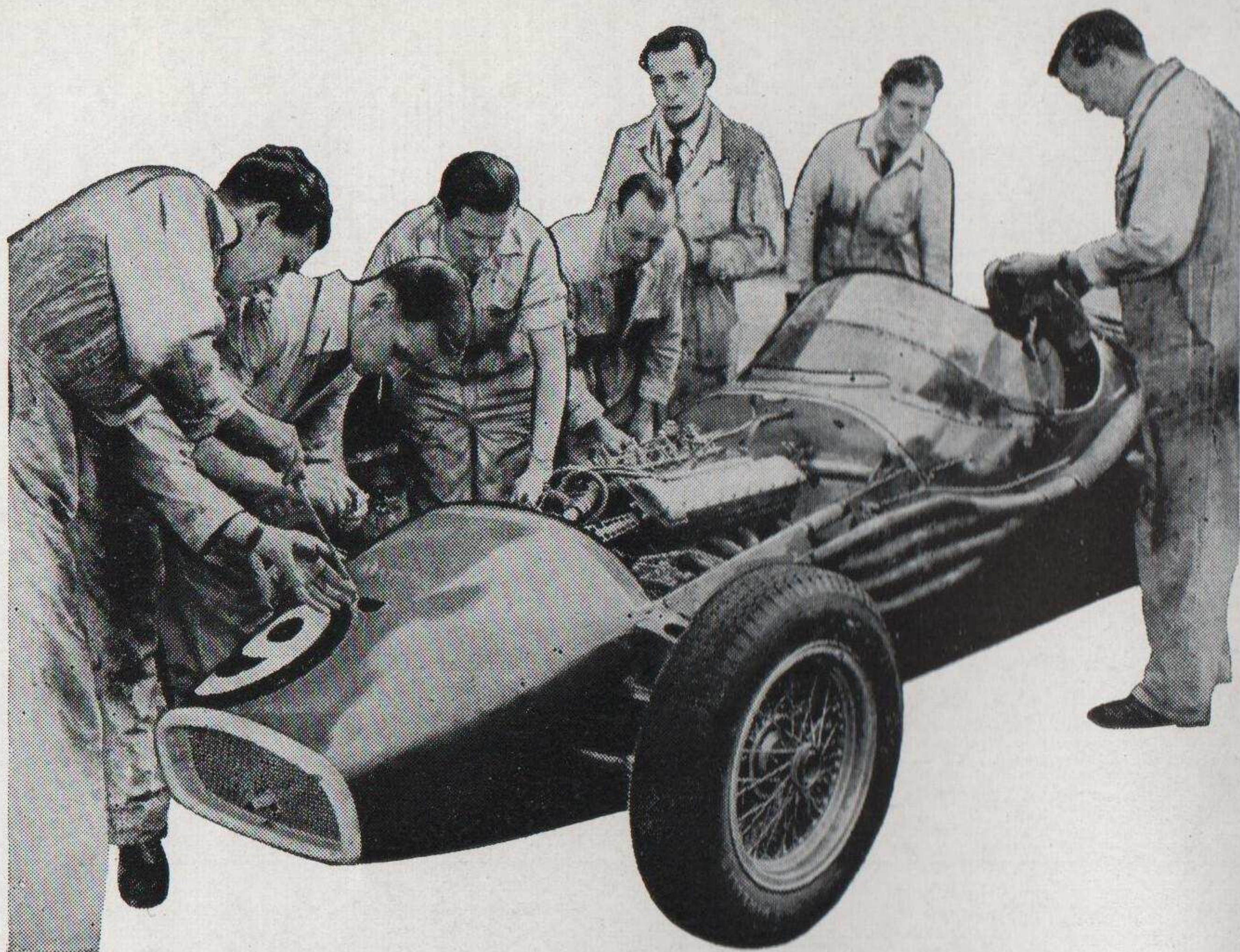
8th ANNUAL INTERNATIONAL

DAILY EXPRESS TROPHY MEETING

ORGANISED BY THE B·R·D·C

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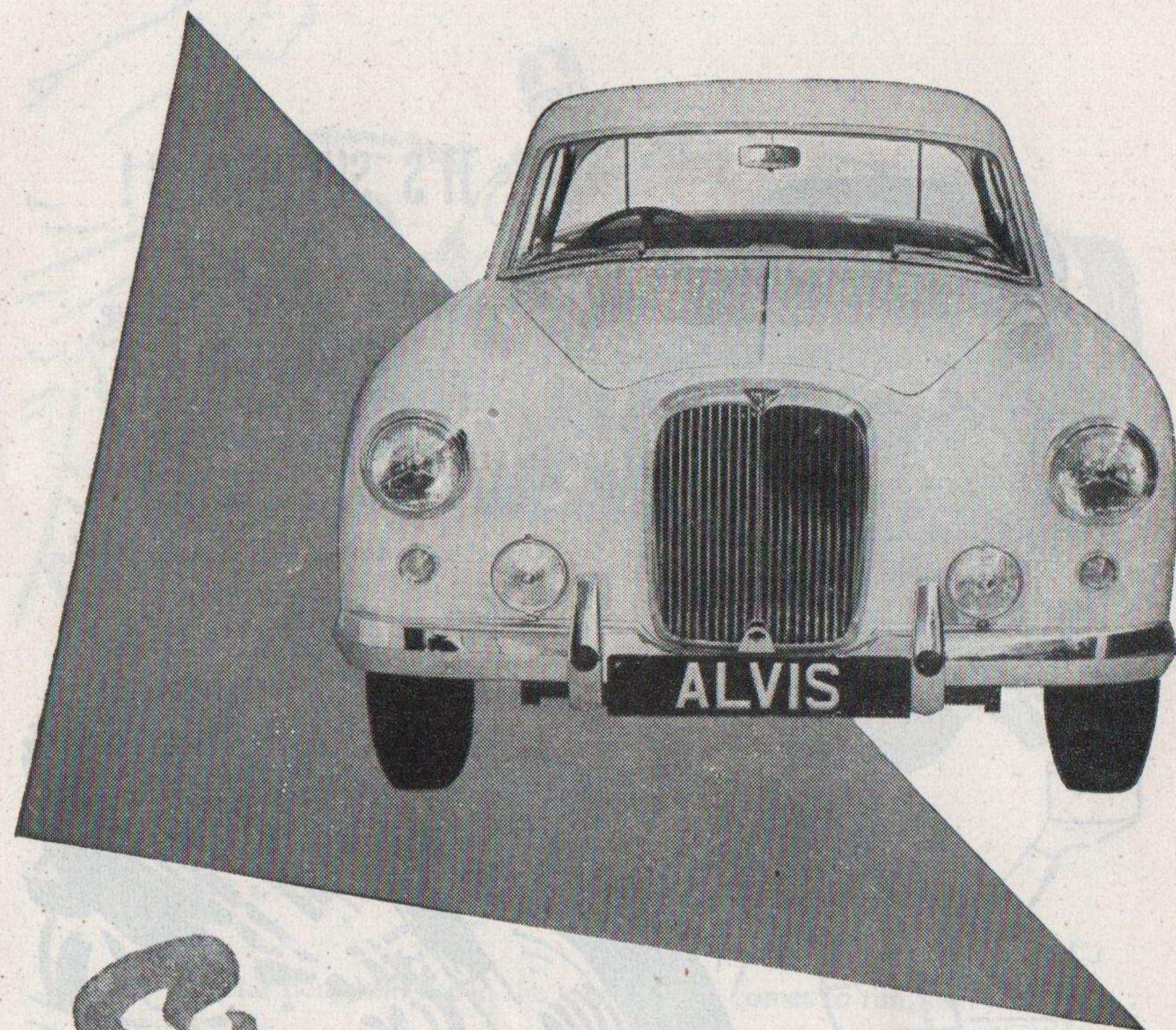
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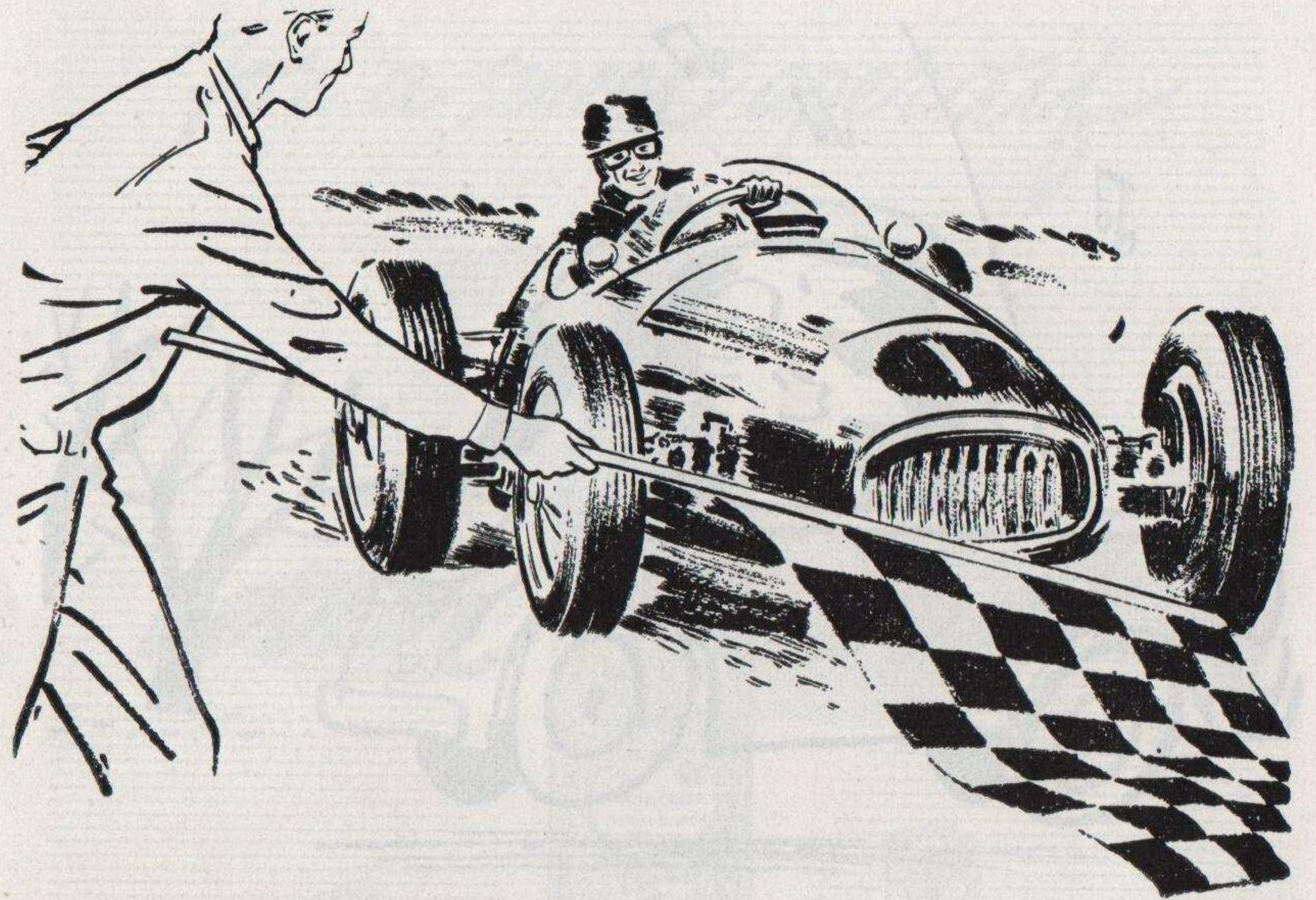
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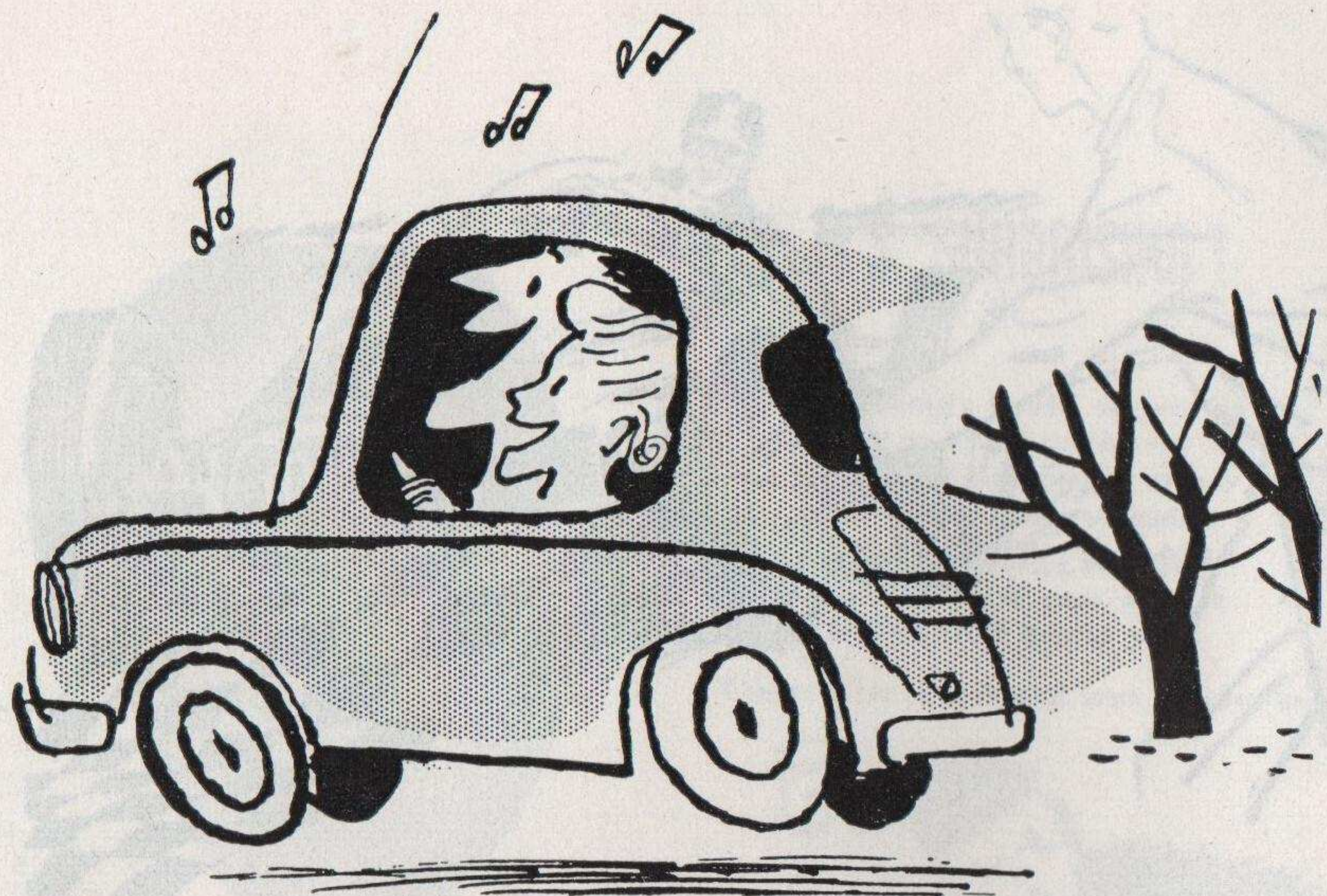
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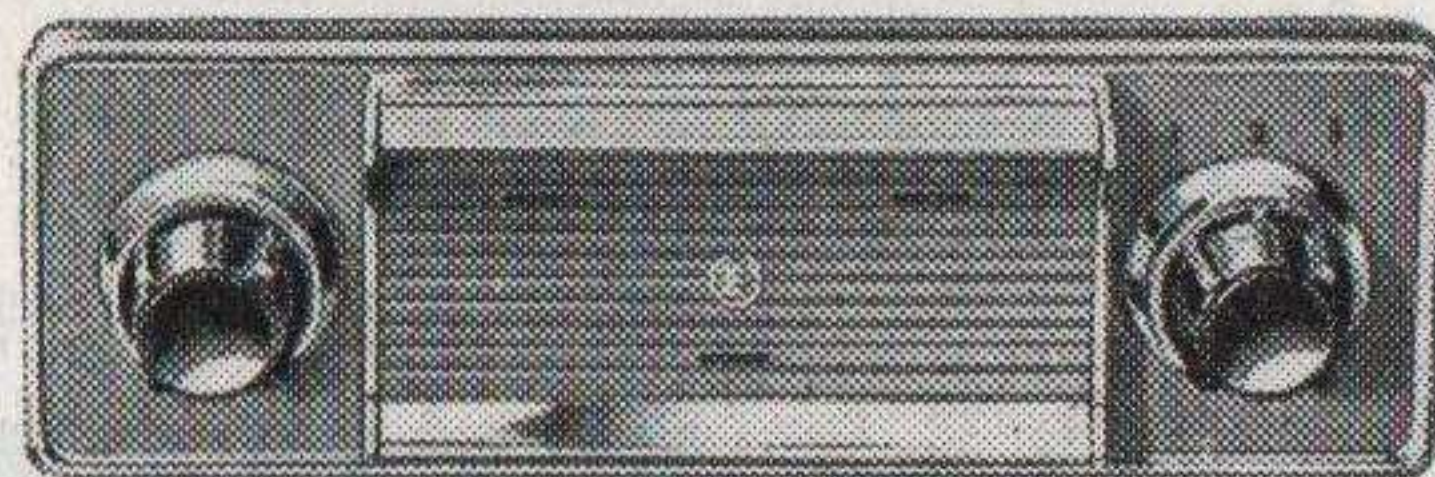
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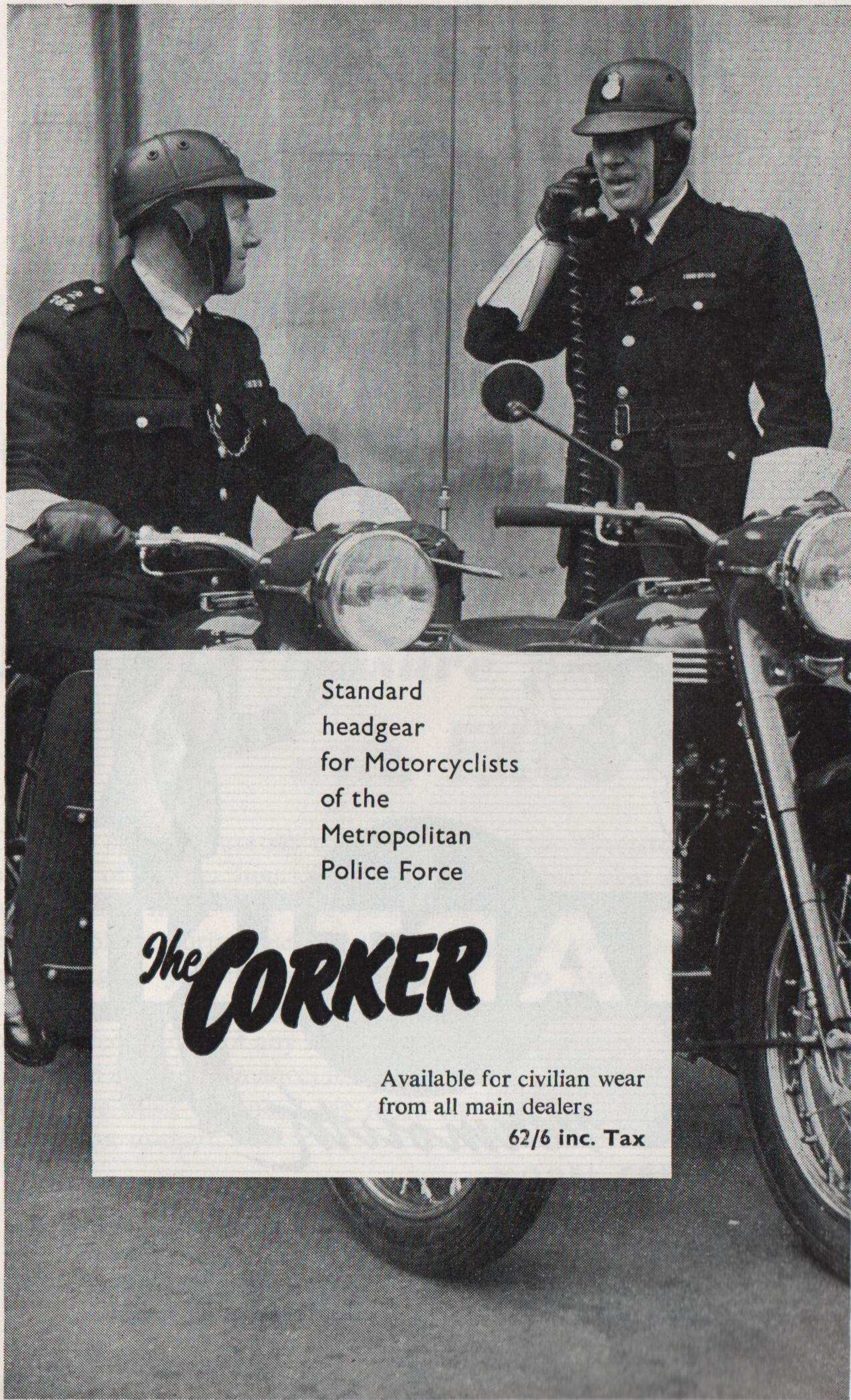


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in





International
**DAILY EXPRESS
 TROPHY MEETING**

Silverstone May 5th, 1956

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Racing Programme

10.30	INTERNATIONAL DAILY EXPRESS SPORTS CAR RACE a.m. (up to 1500 c.c.)	Entrants 42 Lap Score Chart ... 43
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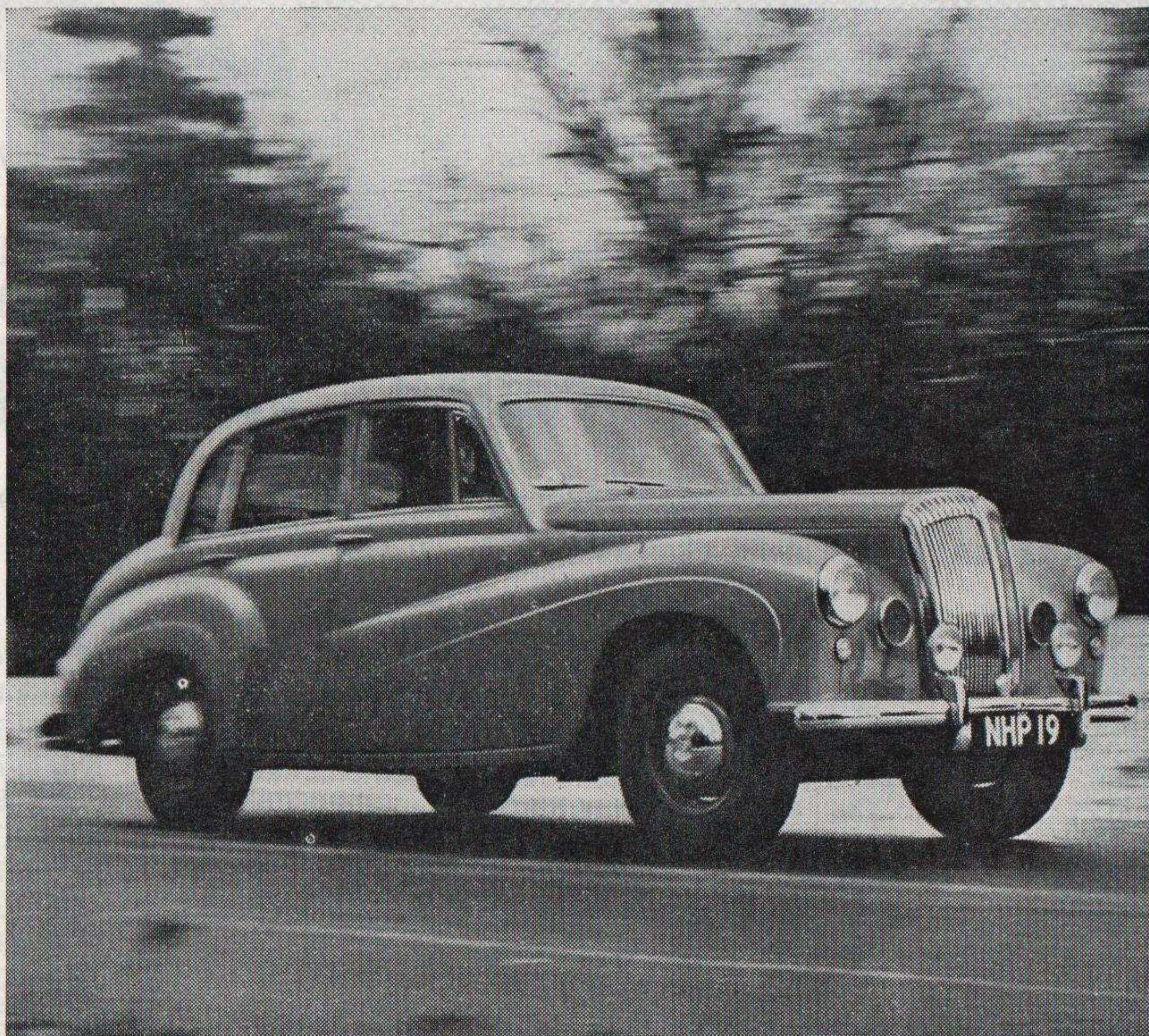
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Foreword

by

TOM BLACKBURN

*Chairman of the Company,
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THE 1956 Silverstone Season opens today. The principal event is the 8th International Daily Express Trophy Race.

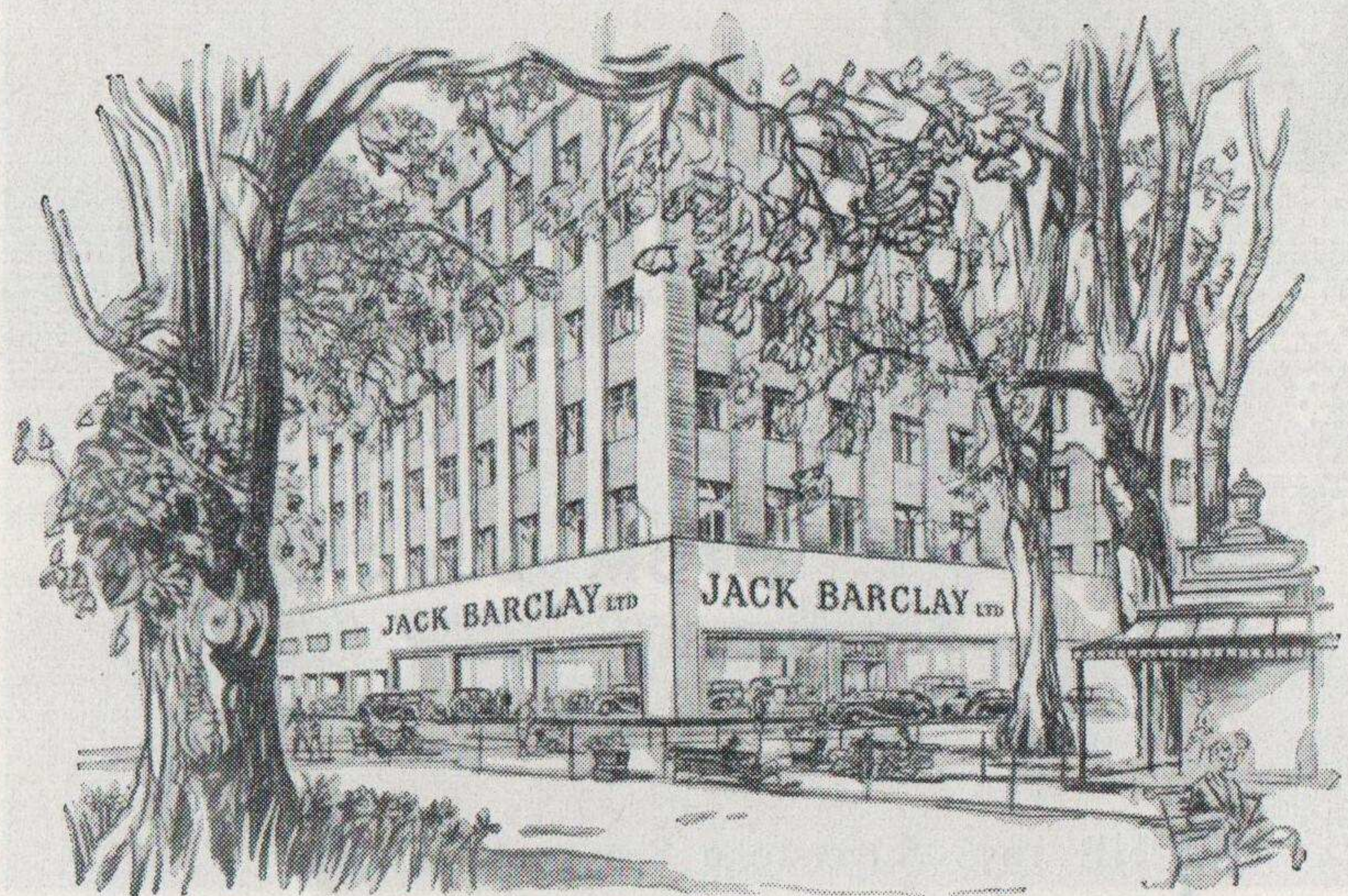
Europe's finest Grand Prix cars will compete against a strong British field.

The Meeting is organised by the British Racing Drivers' Club, who have prepared a first rate racing programme.

The Daily Express, as sponsors, thanks the British Racing Drivers' Club, the great drivers competing in today's racing and all concerned in the organisation and administration of the Meeting.

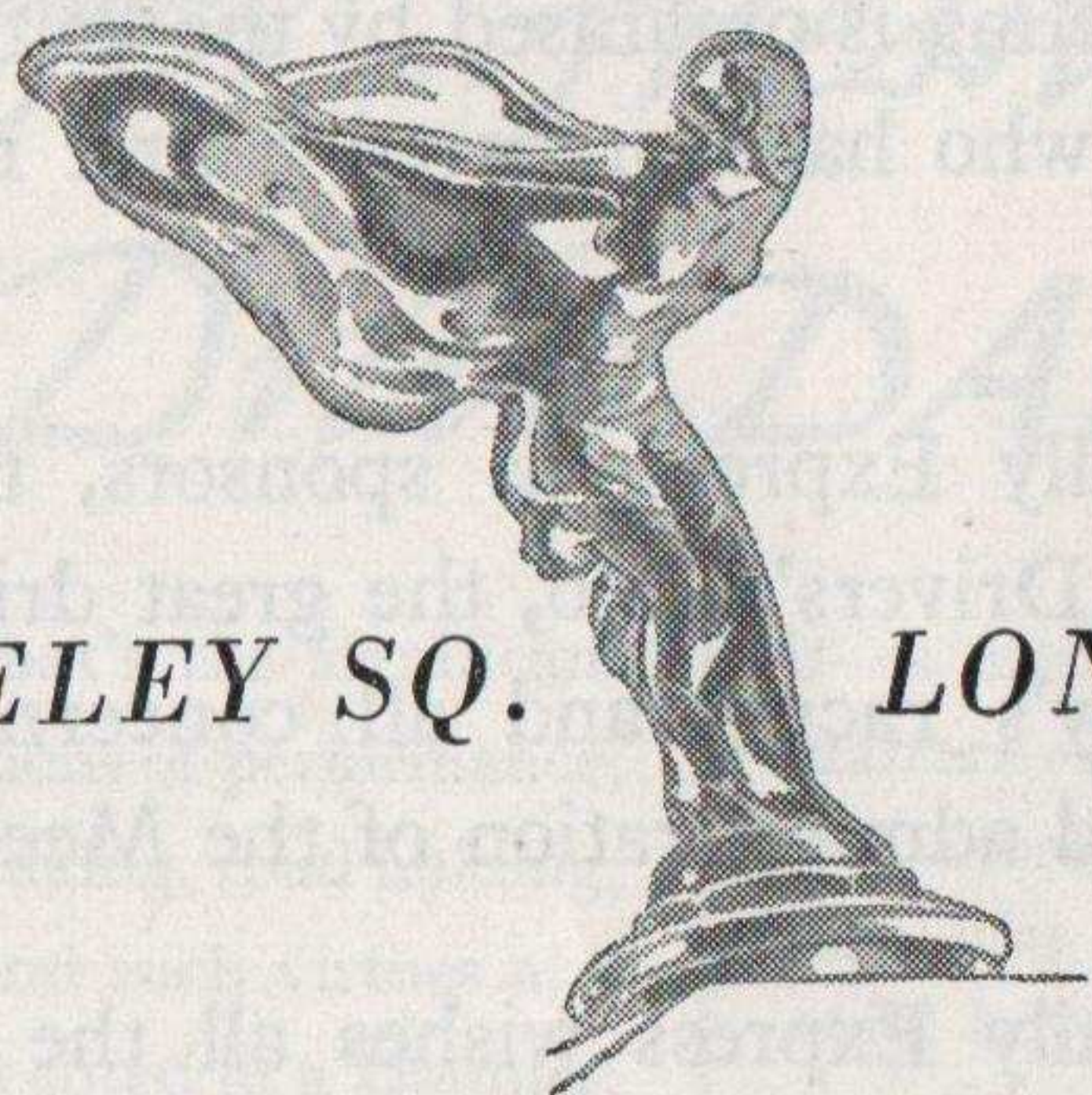
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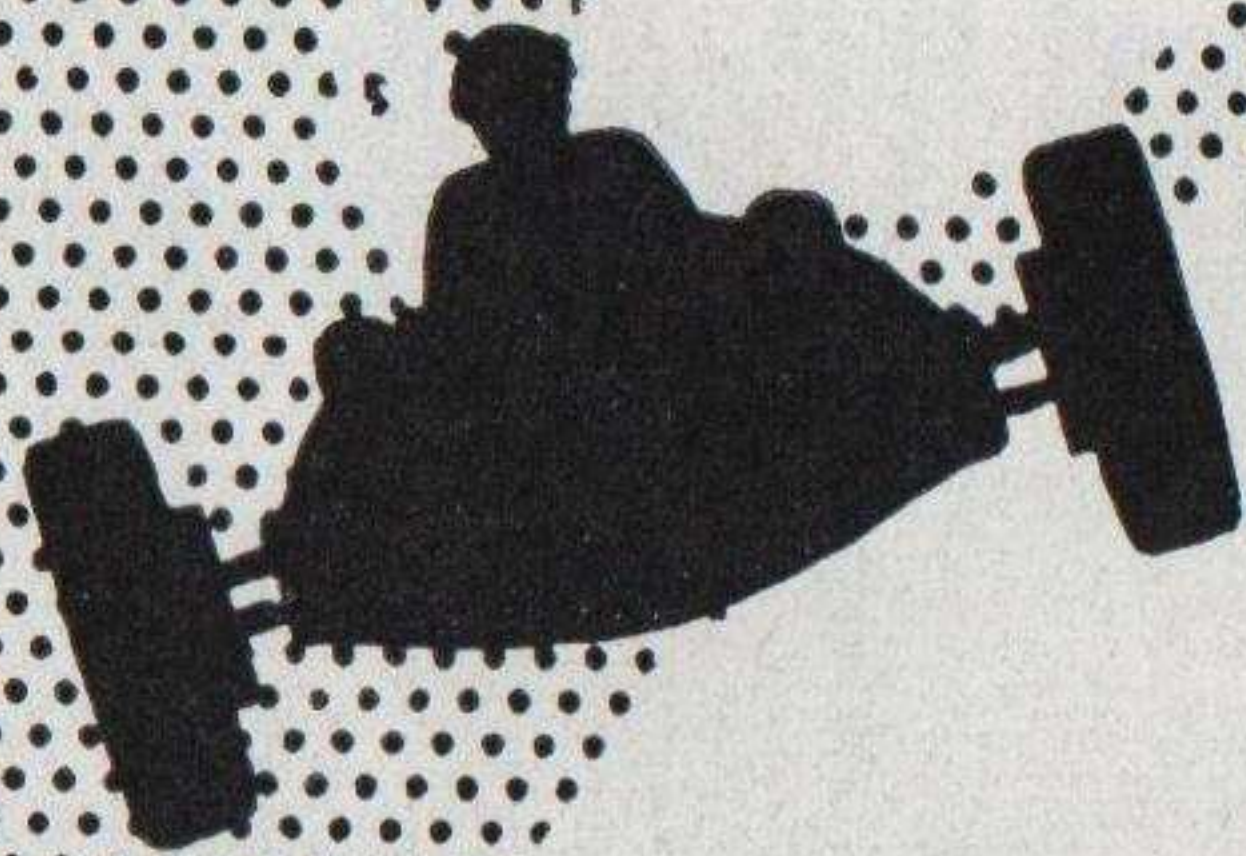
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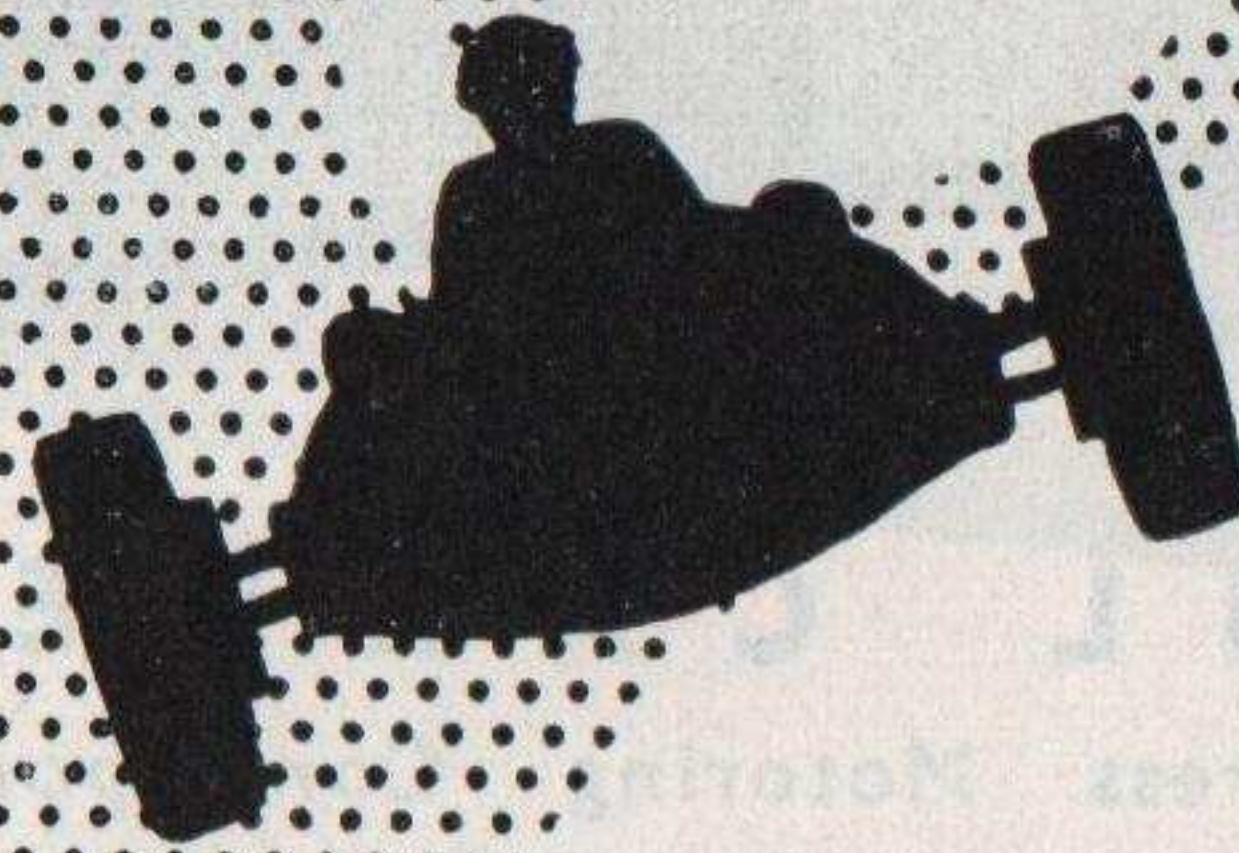
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In each Class

To the Entrant of the car finishing:

1st-£50
 2nd-£30 · 3rd-£10

In each Class

To the Entrant of the car finishing:

1st-£50
 2nd-£30 · 3rd-£10

Manufacturers' Team Prize

To the Entrant of the team of the three cars of the same make whose aggregate placings in either race are lowest: **A DAILY EXPRESS TROPHY**

INTERNATIONAL PRODUCTION TOURING CAR RACE

General Category

To the Entrant of the car recording the highest average speed:

A Daily Express Trophy and £50

In each Class

To the Entrant of the car finishing:

1st-£50
 2nd-£30 · 3rd-£10

Manufacturers' Team Prize

To the Entrant of the team of three cars of the same make whose aggregate placings are lowest: **A DAILY EXPRESS TROPHY**

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To the Entrant of the car finishing:

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The total prize money—£2595. All trophies to be won outright



BASIL CARDEW

Daily Express Motoring Correspondent

writes on

Today's Trophy Meeting—

The 'Ascot' of Motor Racing

I BELIEVE there is a new thrill for all of us attending today's International Daily Express Trophy Meeting, the eighth of a brilliant series.

⊙ This year, for the first time, we know that Britain has at last produced Grand Prix cars that can equal, and possibly beat, the fastest from the Continent.

They will be here in full strength on the three-mile circuit, battling it out with the Italian and the French in the 180-mile International Trophy Race.

Formula I cars of 2½-litre unsupercharged capacity are temperamental thoroughbreds and their appearance is never certain until they pass the starter's flag.

But three of the British Grand Prix types now established in the top rank of world racing should be specially watched.

FIERCE CHALLENGE

First, there is the new Connaught—a streamlined car which proved in the Syracuse Grand Prix last October that a British car can beat a foreign field. Today the Connaughts have been made

even faster and they are bound to challenge fiercely.

Second, there are the new streamlined Vanwall Special cars, built by enthusiastic Tony Vandervell. These are the cars that Stirling Moss has nominated the best behaved that he has ever driven.

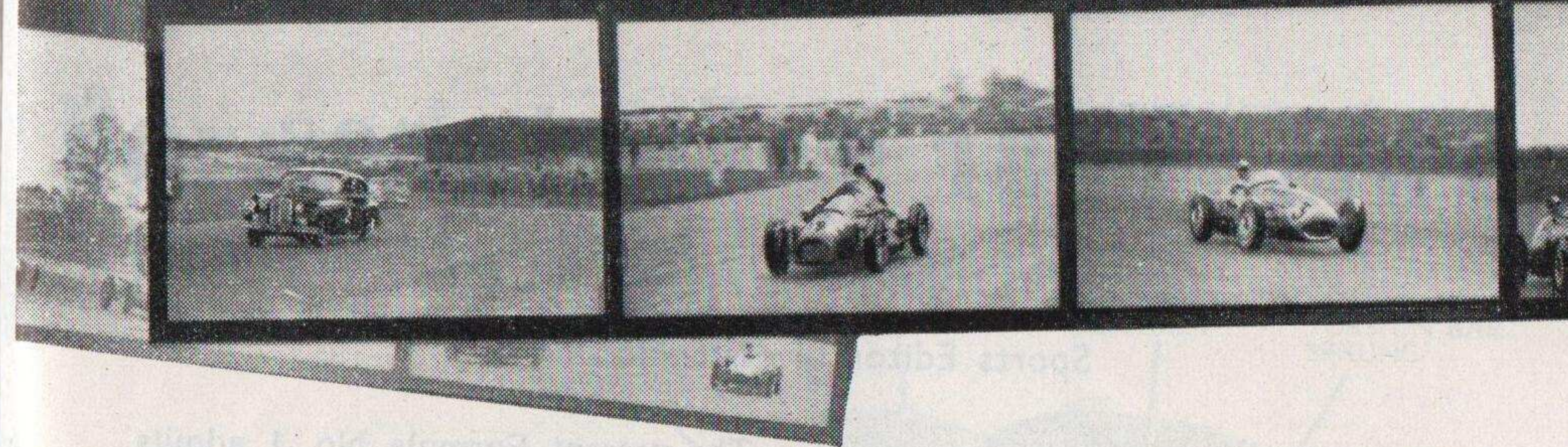
Day and night the Vandervell stable has been building and developing these Vanwalls, which Harry Schell and Maurice Trintignant of France are listed to drive.

POTENTIAL G.P. WINNER

Third, if ready in time, the British racing car of so much promise—the B.R.M. This is a precocious and speedy 4-cylinder pup of the old 1½-litre 16-cylinder B.R.M., and car-owner Alfred Owen has reason to believe that he has now produced a potential Grand Prix winner.

But let us remember also to give a big hand to the foreign cars, whose drivers and attendants have come a long way to make their challenge.

The Trophy Race is only one of the big favourites among Silverstone crowds.



You will, therefore, be interested to know that the International Sports Car race was so heavily over-subscribed by would-be entrants that this year it will be run as two separate events.

These will be the showpiece races of the day, for the graceful, low sports cars, driven at fantastic speeds, are the kind that many of us would like to drive.

TWO CATEGORIES

The first Sports Car Race is limited to entrants up to 1,500 c.c., and will give the lower-priced sports cars a chance to shine. In the other race for cars with engines over 1,500 c.c.—we come to the category of the enormously swift Jaguar D-type and Aston-Martin DB3S models of Britain matched against the beautiful streamlined foreigners.

Each race will be run over 25 laps, approximately 75 miles—a distance that will test the limits of both driving skill and car performance.

TWENTY-LAP RACE

Another favourite, too, is the Production Car Race. It is for every-day cars driven at their maximum speeds and I, for one, am always interested in seeing how a brother of my own car behaves in other hands on a race track.

This year the production-cars-you-see-in-the-street have to cover 20 laps (60 miles)—a relatively short race, but packed with interest for the ordinary man and woman motorist.

When we come to the International

500 c.c. race for those extraordinarily fast, deafening, rear-engined 'beetles' we shall see lots of drivers bound for bigger things.

I mean that most of our top-ranking drivers have first proved their skill and judgment with these 500 c.c. racing cars. And today's small-car field includes just about the cream of the drivers of the 500 c.c. world.

With the single purpose of providing better racing for the drivers and more fun for the spectators, the Daily Express, working closely with the British Racing Drivers' Club, has thrown in tremendous energy and effort to make the eighth International Trophy Meeting even better than in previous years.

NEW SAFETY PRECAUTIONS

For us onlookers extra spectator bankings have been built round the course to give better views of the racing; and for the drivers added precautions have been taken by the erection of extra safety barriers.

The Daily Express is proud of the fact that the International Trophy Meeting is renowned for being the biggest day of motor sport in the year and for being accepted as the Ascot of the car-racing world.

And if you all have an enjoyable day the Daily Express and the British Racing Drivers' Club will have achieved their object.



This Year's Features of

by RODNEY WALKERLEY

Sports Editor of 'The Motor'

IMPORTANT changes have come over the scene of Grand Prix racing in this, the third year of what has become known as the 'two-and-a-half-litre Formula', and we are promised a season of keener competition between more makes than for many years.

What is the 'Formula'? Since 1906, rules governing the kind of cars eligible for Grand Prix racing between the nations have been drawn up, for varying periods of years, by a conference of all interested nationalities, now known as the International Federation of the Automobile. Given a 'Formula', designers knew what kind of car they were all to build and what aspects of design they were to concentrate upon, for sometimes the Formula limited the size of engine, sometimes the weight of the car or, in earlier years, even the fuel consumption. In this way the development of the modern touring car was intensified by competition.

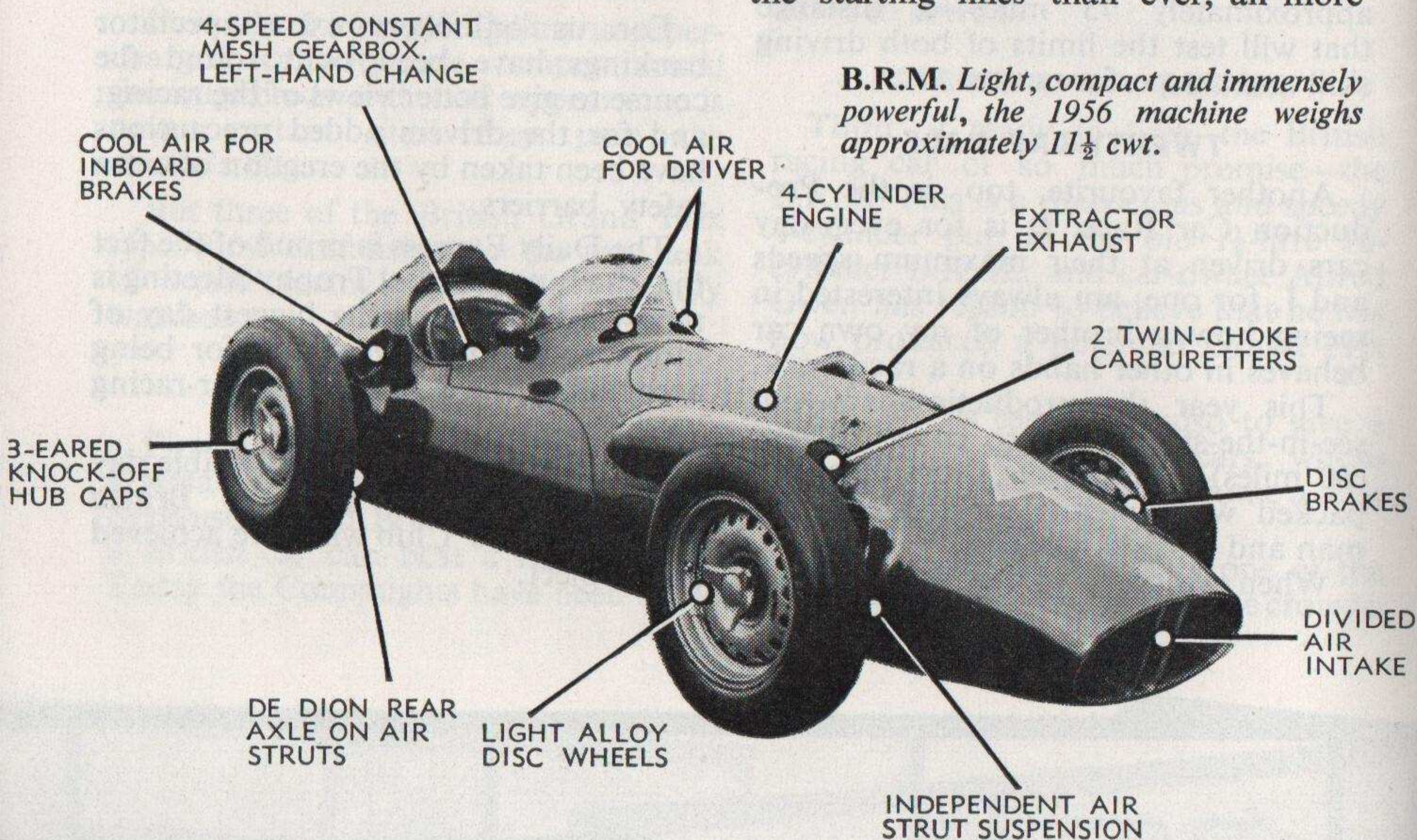
The present Formula No. 1 admits engines of 750 c.c. with supercharger (of which none has been built as being too complicated, too expensive) and engines of 2½-litres without supercharging. This rule will continue until the end of 1959—but in 1958, racing fuels are 'out' and 100-octane petrol will alone be permitted.

JUNIOR G.P. MACHINES

Also on schedule for next year is a new Formula No. 2, for cars up to 1,500 c.c. unsupercharged—Junior Grand Prix machines. Formula No. 3, which originated in this country, is for the astonishing little motor-cycle-engined 500 c.c. racers, with which Britain reigns supreme in the field.

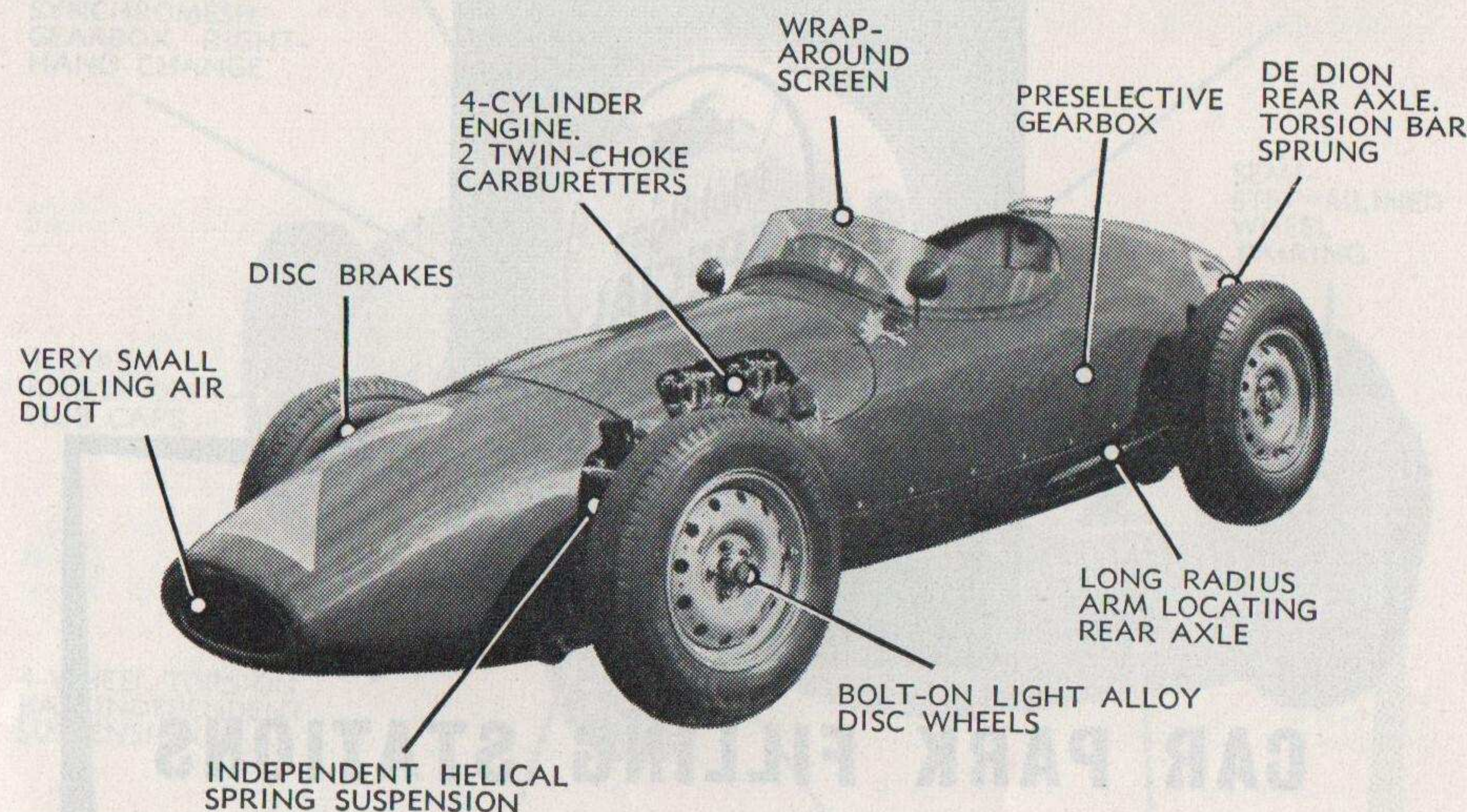
The Mercedes-Benz cars which proved virtually unbeatable and turned races into processions more often than not, have been withdrawn from racing this year, but there will be more makes on the starting lines than ever, all more

B.R.M. Light, compact and immensely powerful, the 1956 machine weighs approximately 11½ cwt.



Formula 1

CONNAUGHT. The 1956 G.P. model incorporates a 2½ litre Alta Engine.



highly developed, all more evenly matched.

From Italy come the Ferrari, the Lancia, the Ferrari with Lancia engine, and the Maserati. In France Amedee Gordini still struggles against financial difficulties (a thing not unknown to British constructors) but carries on with his Gordinis. Later in the season he may be supported by the new Bugatti, one of the most famous names in racing. M. Tony Lago, whose 4½-litre Grand Prix Talbots were so well known under the old Formula, is standing back at the moment, preoccupied with his 2½-litre sports car.

NEW BRITISH CARS

The season offers bright prospects for British cars. The new B.R.M. which made experimental appearances last year, has been developed over the winter, financed by the Owen Racing Organisation. Mr. Tony Vandervell's successful Vanwall has been modified and uses a new chassis. And thirdly we have the Connaught, which was the first British car to win an International Grand Prix since the days of Segrave and the Sunbeam in the 'twenties.

Drivers have changed their allegiances during the winter. Fangio, the reigning

Champion, has joined Ferrari; Stirling Moss leads the Maserati team; Mike Hawthorn has returned to us to handle the B.R.M.; Peter Collins signed with Ferrari. The Vanwalls will have those friends and rivals from abroad—Harry Schell and Maurice Trintignant. Desmond Titterton and Archie Scott-Brown will lead for Connaught.

INTERESTING DESIGNS

The solutions adopted by designers to solve the problems of Formula I are interesting. The Mercedes was a straight-eight with fuel-injection in a fully independent chassis. Ferrari has his well-tried four-cylinder, with tail tank in some models, side tanks in the 'Squalo' or 'Beetle', the Lancia with V8 engine and side-tank chassis, and the Lancia engine in his own Ferrari chassis. It is reported that he is also developing a six-cylinder. The Maserati is a six-cylinder. All these engines are thought to develop between 260-280 b.h.p. or about the same as the 1955 Mercedes.

The British cars all use four-cylinder engines. The Vanwall somewhat resembles a line of Norton single cylinders, with hairpin valve springs and fuel injection. The B.R.M. is destined for



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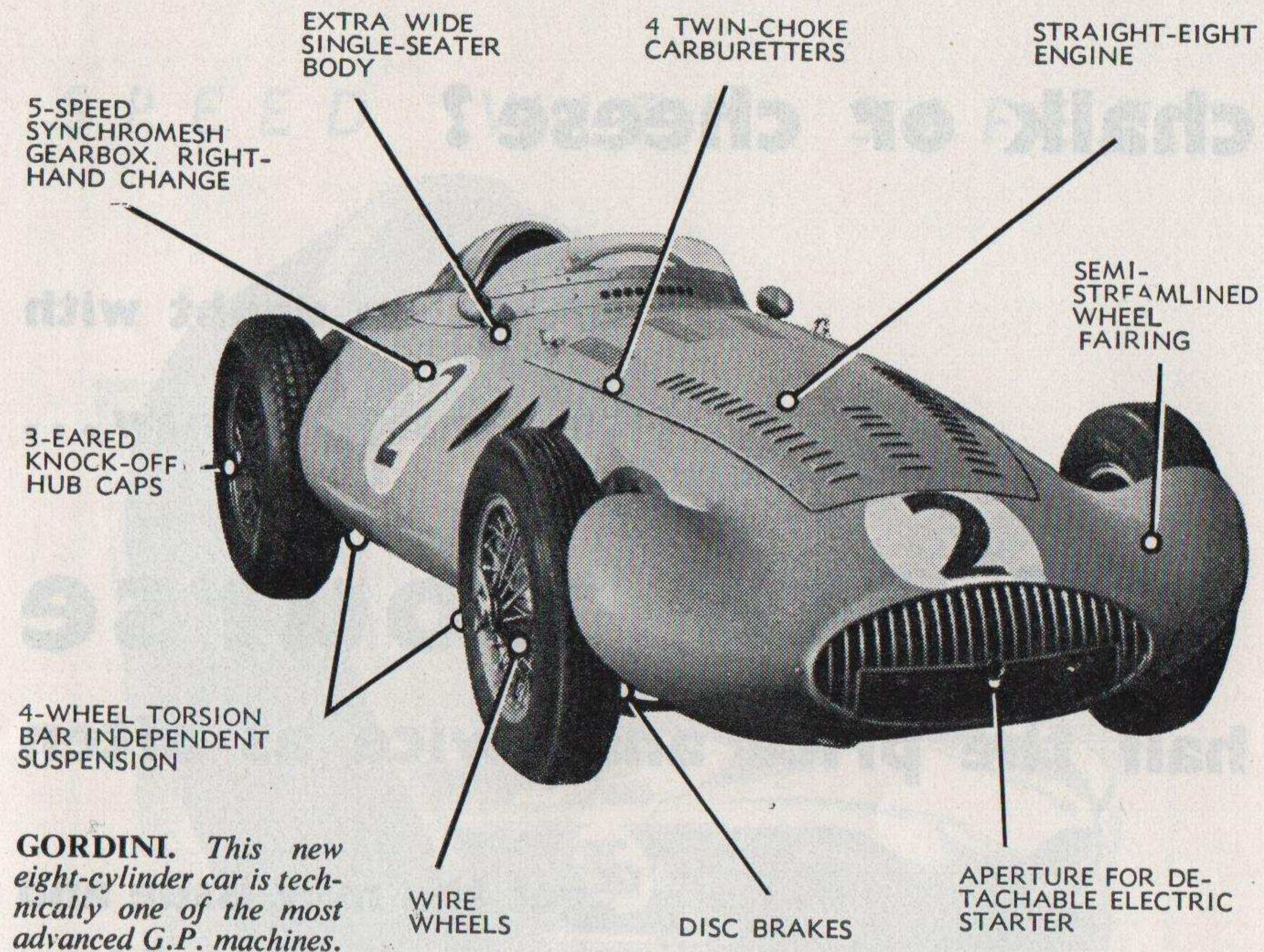
Kingston's Garage

Blakesley

Northants

G.7

There's a tune-up in every tankful!



GORDINI. *This new eight-cylinder car is technically one of the most advanced G.P. machines.*

fuel injection in due course. The Connaught, early in the field with injected fuel, has a basically Alta engine with modifications. All three use De Dion rear axles—as indeed, do all modern Grand Prix cars except the six-cylinder obsolescent Gordini, now replaced by an eight-cylinder model which has independent suspension. The Bugatti is a strange design, with two four-cylinder engines coupled together across the frame behind the driver.

MAXIMUM THRUST

It must be realised, when watching a motor race, that these oft-quoted horse-power figures (few accurate ones are ever divulged) are of more academic interest than practical value, for maximum horse-power (i.e. full throttle) in top gear is rarely attained for more than a few seconds except on unusual circuits like Rheims, Spa, Monza and the Avus track. On most road circuits, well equipped with corners, like Silverstone, what is needed is the maximum thrust from the engine in the gears as the cars storm out of corners—power developed in the lower and medium segments of

the revolution counter. And a light but stable machine with moderate horse-power is likely to be quite as fast as a more powerful but heavier car.

DELAYED BRAKING

Of almost equal importance are the brakes. It is as essential to maintain high speed to the last fraction of a second before a corner and then to obliterate that speed, as to regain high speed after the corner is rounded, and that is why designers today are turning more attention to disc brakes, pioneered in racing by this country. It is worth seconds a lap to be able to leave the braking ten yards later than the other man on every corner; if the other man's car is a match on acceleration, he still cannot win back those gained yards.

The Formula I cars racing here today are competing in the 180-mile Trophy Race—roughly half the distance of a Grand Prix. The duration of the race does not call for fuel tanks filled to capacity and the saving of weight is an appreciable consideration. So we may expect (given dry weather) to see very high speeds—perhaps a new lap record.

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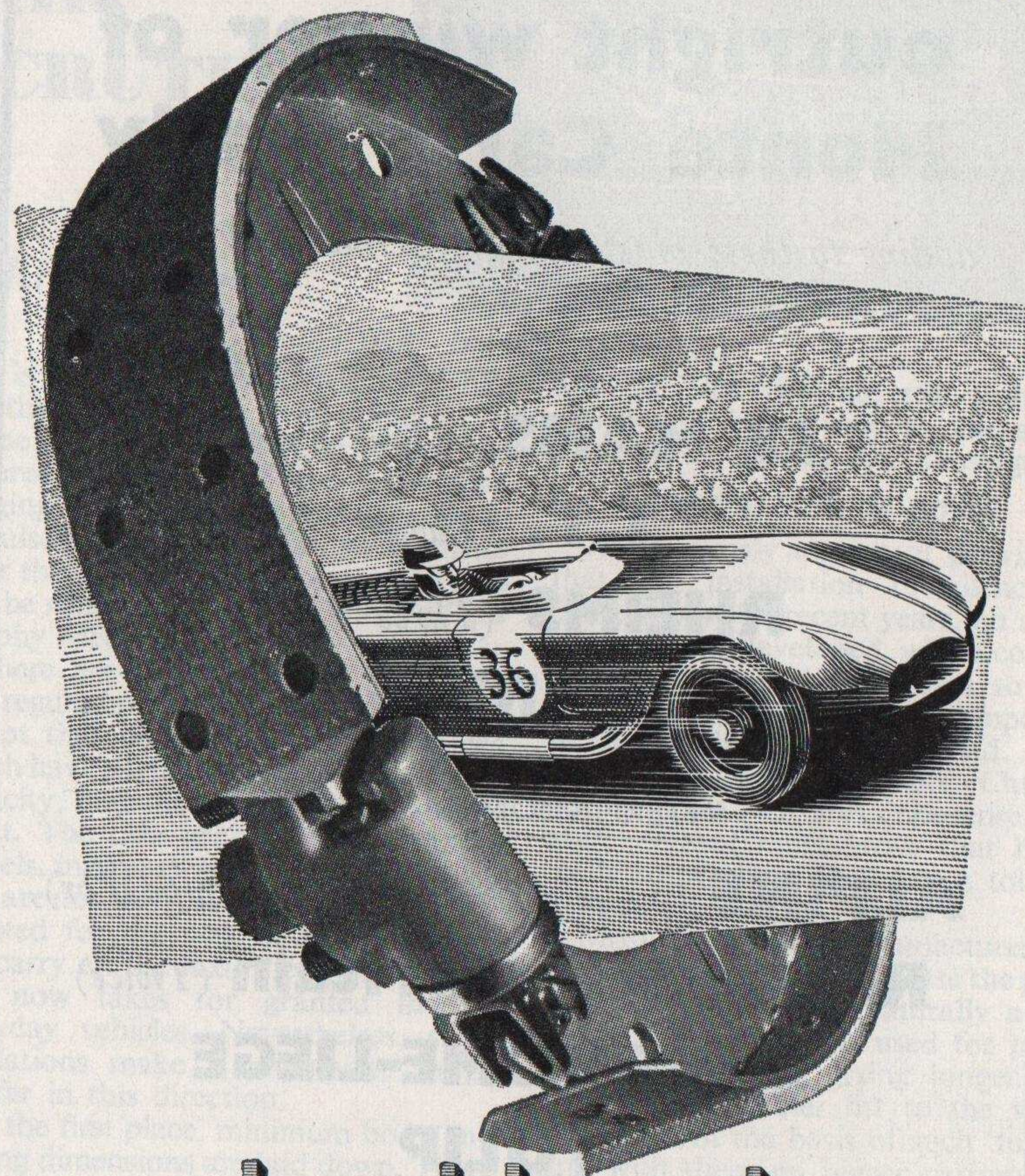
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T.T. (Twice)

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SEBRING

INTERNATIONAL RALLIES

ALPINE (9 Coupes des Alpes - 1 Coupe d'or)

R.A.C. Great Britain (Twice)

LIEGE-ROME-LIEGE

TULIP

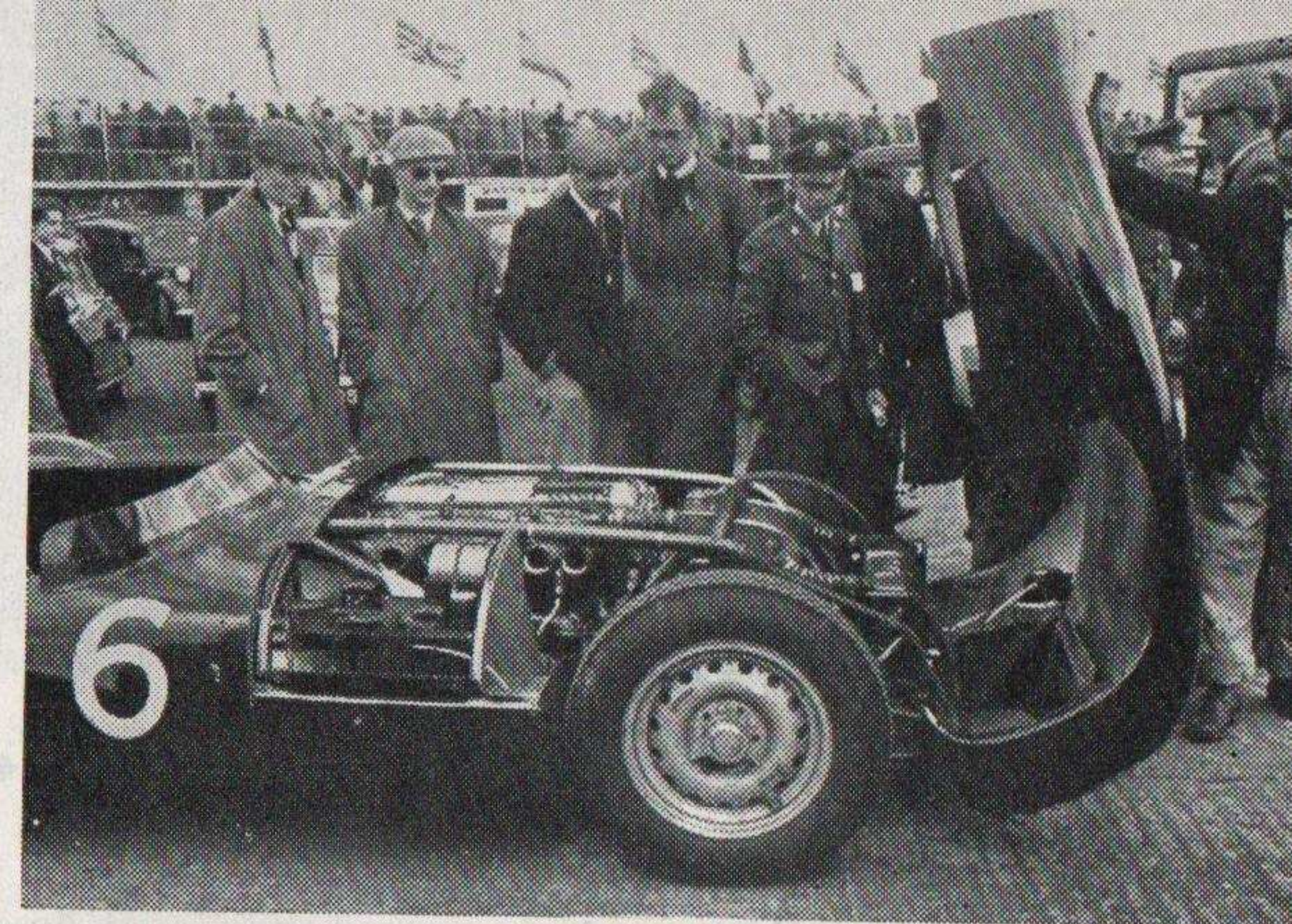
The Jaguar which won the 1956 Monte Carlo Rally was a standard production Mark VII Saloon privately entered by Mr. Ronald Adams.



LONDON SHOWROOMS : 88 PICCADILLY, W.1

SPORTS CAR SCRUTINY

by
John Bolster



IT is a recognised and very old joke that nobody has ever managed to define a sports car. The term has covered a multitude of sins in the past, ranging from fairly fast touring cars to disguised racing cars. It must be made clear that neither of these extreme types will be running at today's Daily Express Trophy Meeting.

There are two sports car races, but the regulations are identical for both, except that one is for those machines which have engines of less than 1,500 c.c. capacity, and the other is an unlimited event. The cars are production sports models, inasmuch as 'specials' and 'one-offs' are not accepted. They are, however, adapted for the task in hand, and do not carry all the luxury equipment that one now takes for granted in our everyday vehicles. Nevertheless, strict regulations make it impossible to go too far in this direction.

In the first place, minimum body and seating dimensions are laid down. There used to be a well-known Continental sports-racing car in which you could certainly carry a passenger, as long as he was a legless dwarf! The relative incompressibility of the human frame is now taken into consideration in settling the size of the passenger's seat, but it is permissible to secure a detachable cover over it, and only a single windscreen for the driver is usually carried. Thus

although the cars are still technically capable of being used as two-seaters, you must first catch your passenger.

REDUCTION OF NOISE

An extremely important provision is that the installation of silencers is compulsory. Of recent years, an absurd situation has developed, where competition sports cars have grown so noisy that it has become literally impossible to drive them on the road. Now, the British Racing Drivers' Club has put a stop to this nonsense, and every entrant must prove that he has made some effort to secure a tolerable reduction of noise.

Most sports car manufacturers list various accessories to increase the power of their engines, and naturally all this optional equipment is used for racing. Special camshafts, giving longer open periods and greater lift to the valves, usually form the basis of such 'tuning', and with them go bigger carburettors, often with a separate choke for each cylinder. Treated in this way, an engine is less flexible at low speeds and often makes more mechanical noise, but as special fuels are not permitted, the process cannot be carried to extremes.

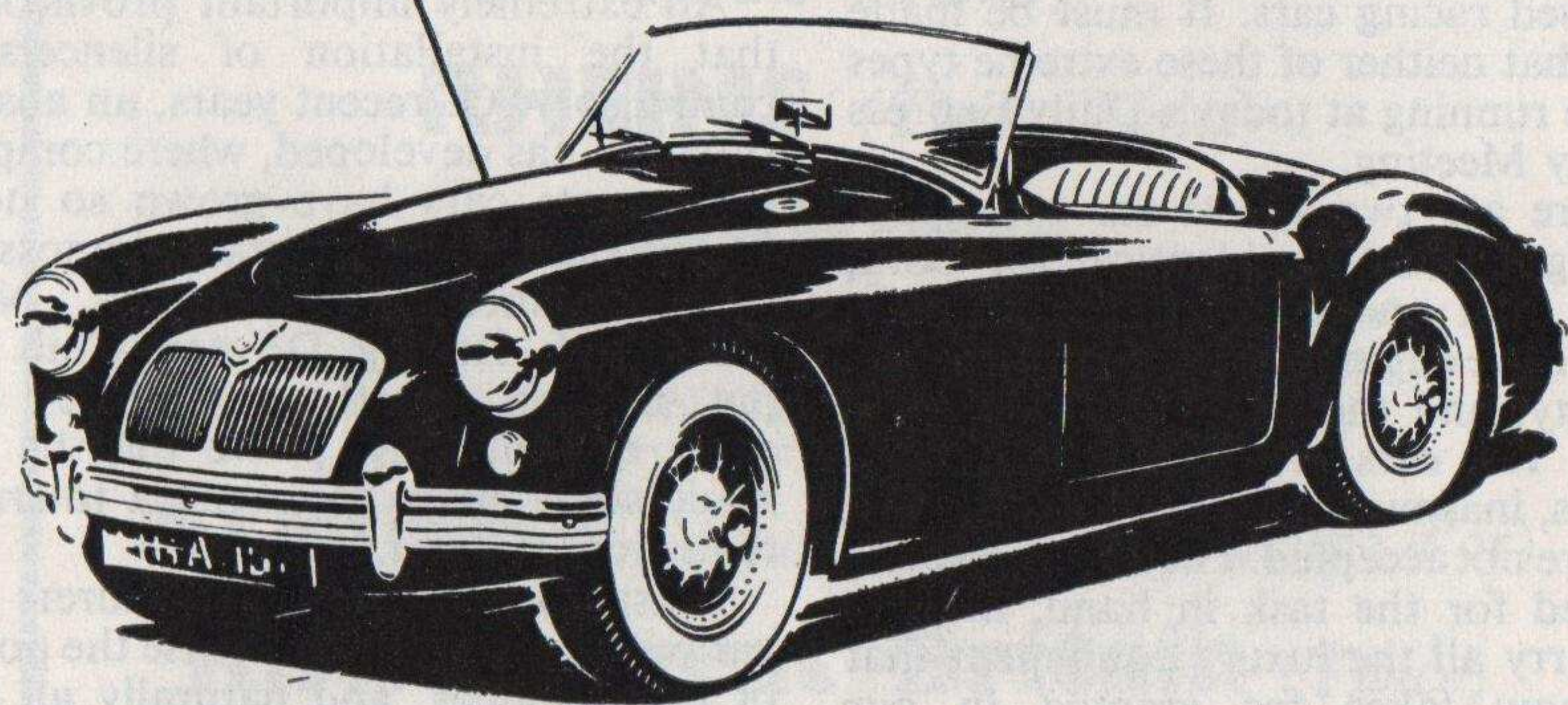
Clutches are usually arranged to take up the drive very abruptly, which is ideal for snap gear changes but not so convenient for London traffic. It is in these respects that a car prepared for competition differs from the similar model that you are perhaps going to buy. It is certainly not a better car, except for actual racing.

These tuned engines give considerably



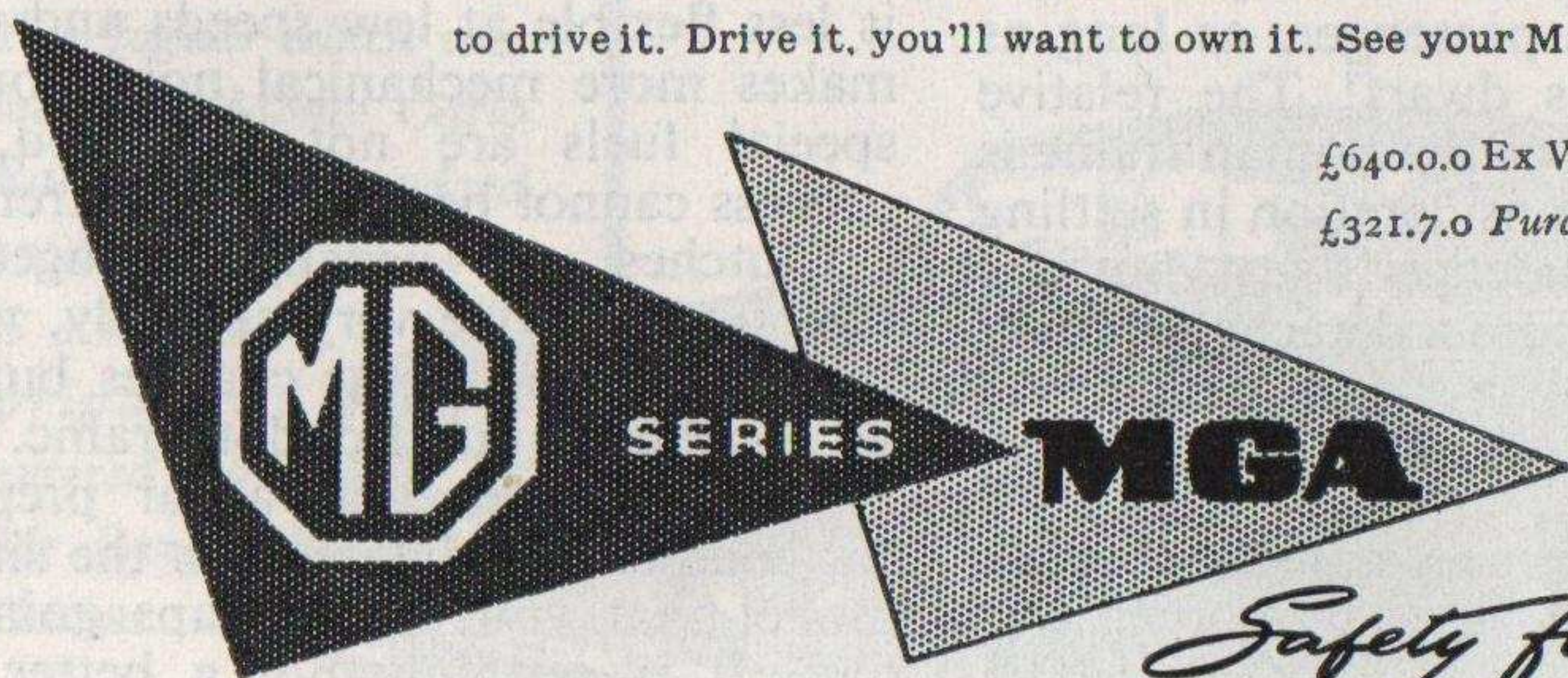
Last year's Daily Express Sports Car Race. R. G. Shattock's Atalanta (No. 9) is tailed by Mike Sparken's Ferrari

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Class-winner Tony Rolt drifts his 3½-litre Jaguar through the bend at Woodcote during the 1955 Daily Express Sports Car Race

more power, but that is not enough to account for the incredible speeds at which the drivers can get their cars round Silverstone. It is because the machines not only have greater horsepower, but each of these mythical quadrupeds has less to pull. Weight reduction makes a tremendous difference to lap speeds, and it is surprising how much the upholstery and sound deadening material in a normal car weigh, not to mention the heater, radio, ash trays, and so on. A racing driver needs none of these things, and by doing without them he can greatly increase the acceleration of his car.

Then there's the question of wind resistance. At high speeds, this is by far the greatest retarding force with which one has to contend. Every effort must be made to reduce the frontal area of the car, and there may be no holes or protrusions to catch the wind. The thing goes further than that, though, for the streamlined form of the body makes a profound difference to the drag it exerts on the air.

BRAKE OF THE FUTURE

It is in such matters as this that sports car racing encourages research, which may improve all types of cars eventually. Don't forget that efficient streamlining reduces petrol consumption as well as increasing speed, so its benefits are of interest to all of us.

Perhaps it is in the braking department that sports car racing is producing the finest results. In a race, if you can brake for a corner just a few yards later than the other chap, you can pass him even if your car is no faster than his. So, brakes are used all the time right up to their safe limit, and sometimes a little beyond. In this field, Britain leads, for our sports car manu-

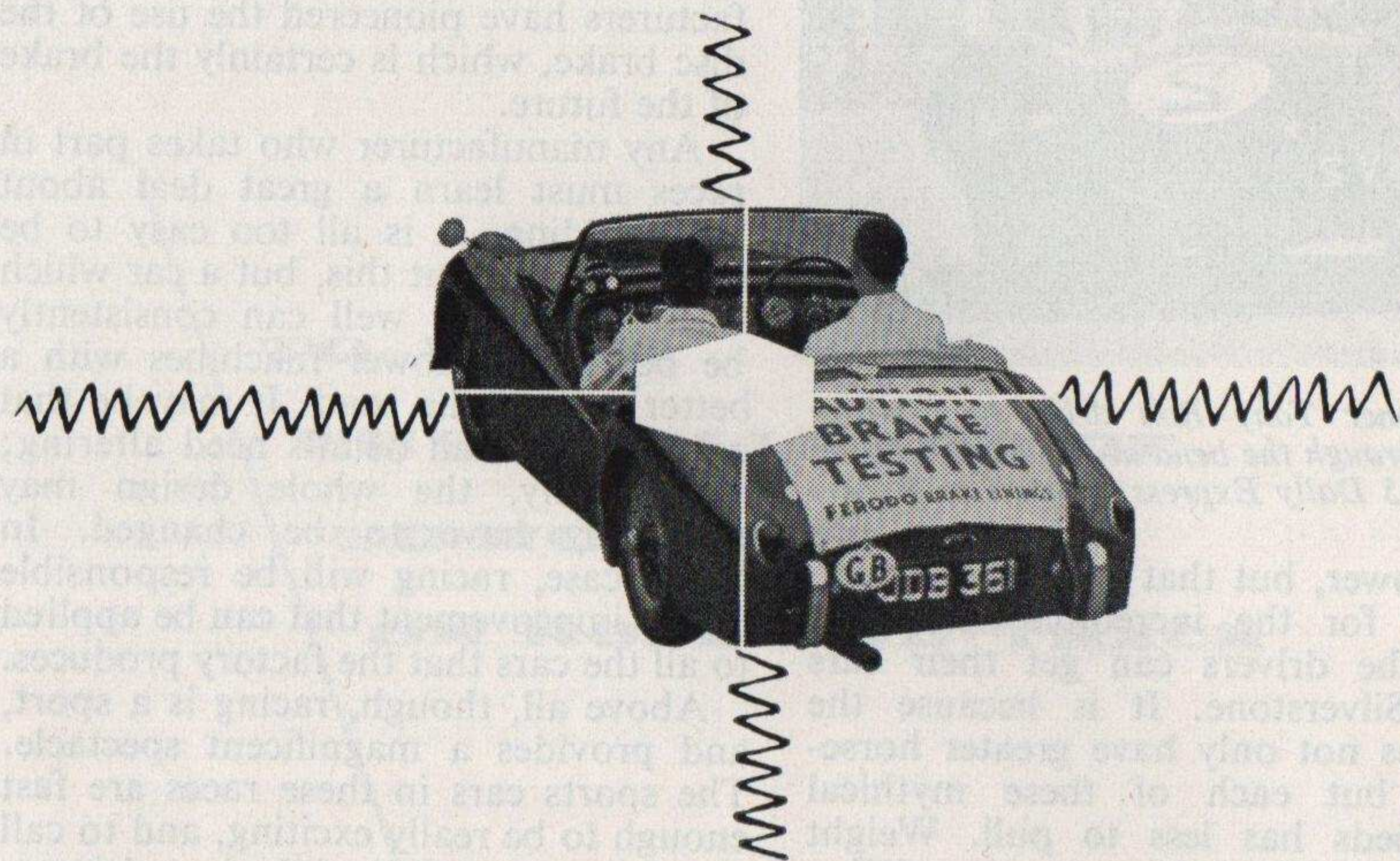
facturers have pioneered the use of the disc brake, which is certainly the brake of the future.

Any manufacturer who takes part in races must learn a great deal about road-holding. It is all too easy to be complacent about this, but a car which does not corner well can consistently be beaten by slower machines with a better grip of the road. It may be that only a few small details need altering; alternatively, the whole design may eventually have to be changed. In either case, racing will be responsible for an improvement that can be applied to all the cars that the factory produces.

Above all, though, racing is a sport, and provides a magnificent spectacle. The sports cars in these races are fast enough to be really exciting, and to call for the greatest skill of the best drivers; but they can perfectly well be driven on the road. Yet, many of the cars are faster than the Grand Prix single-seater racing cars of only a few years ago. Truly, this is progress.

Overall winner of last year's Sports Car Race, Reg Parnell is flagged across the finishing line. His average speed was 93.58 m.p.h. over the full 40 laps;

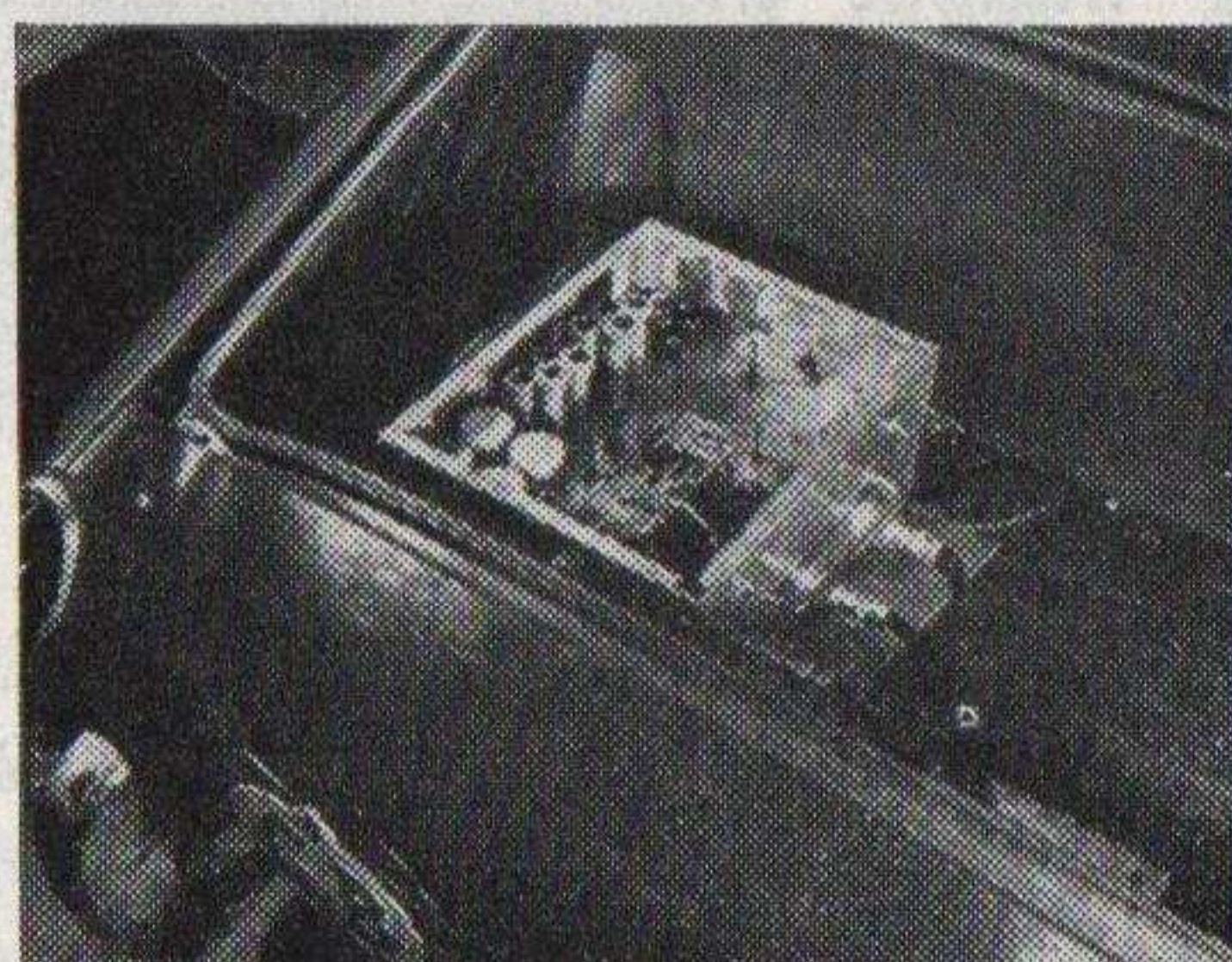




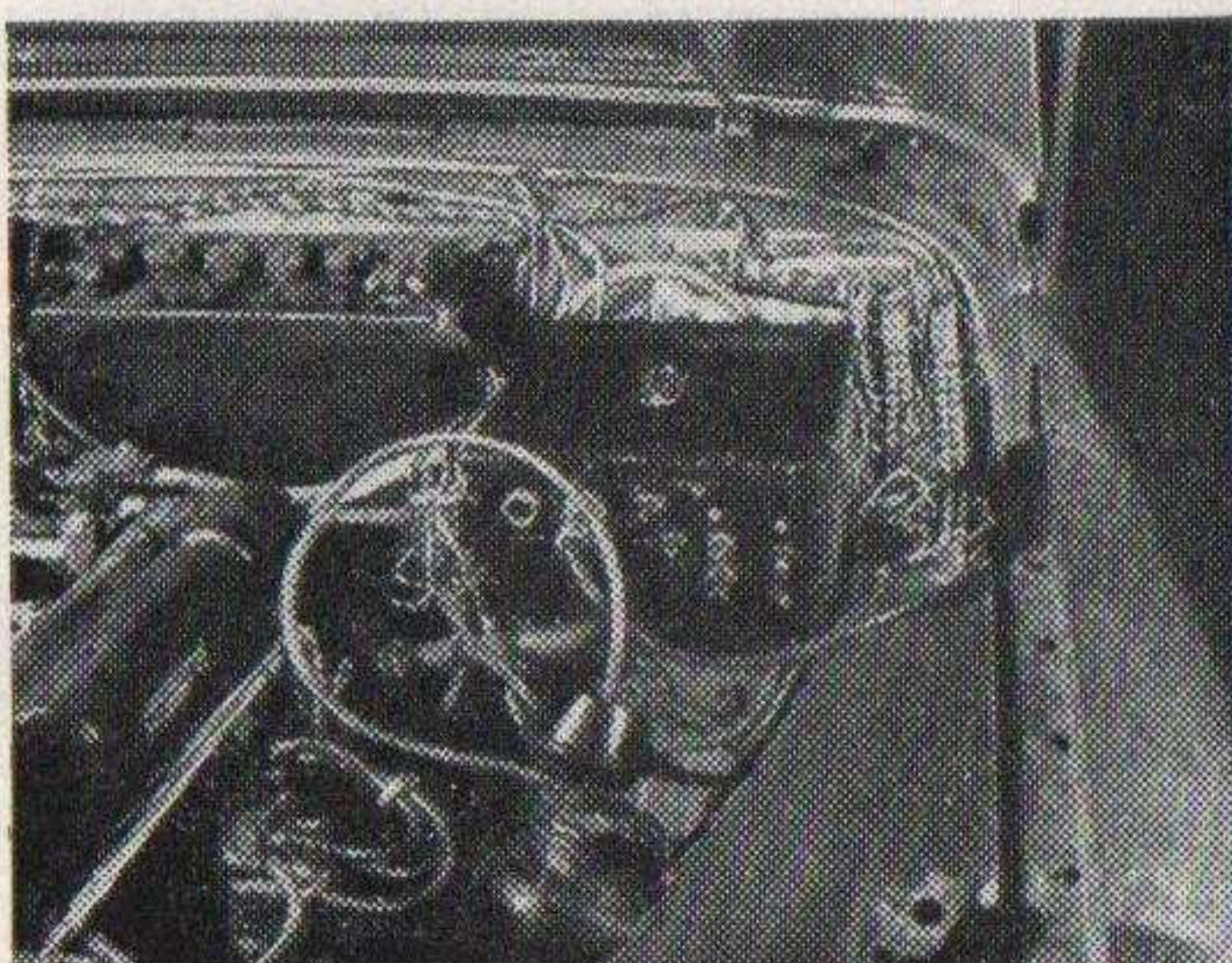
The car with a Built-in brain

This car of the Ferodo Test Fleet is packed with electronic equipment to record and analyse brake performance.

The information collected is used by Ferodo to devise accurate, reliable testing schedules that help to produce brake linings highly resistant to fade and wear.



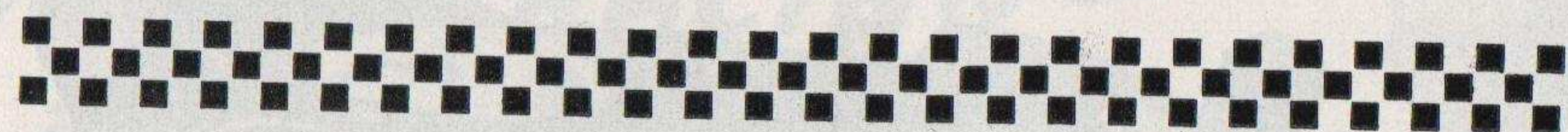
The electronic calculating unit installed in the boot of the TR.2.



The power pack for the electronic apparatus, on the right of which may be seen some of the intricate cable connections.

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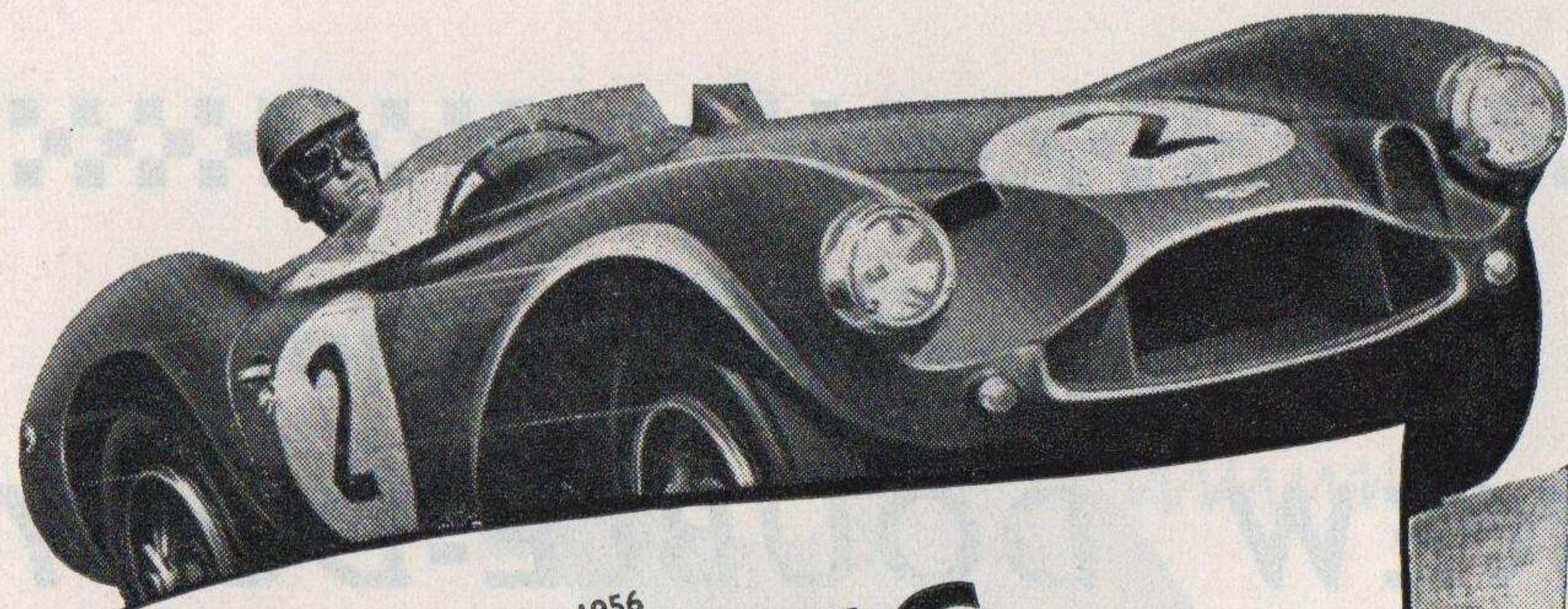
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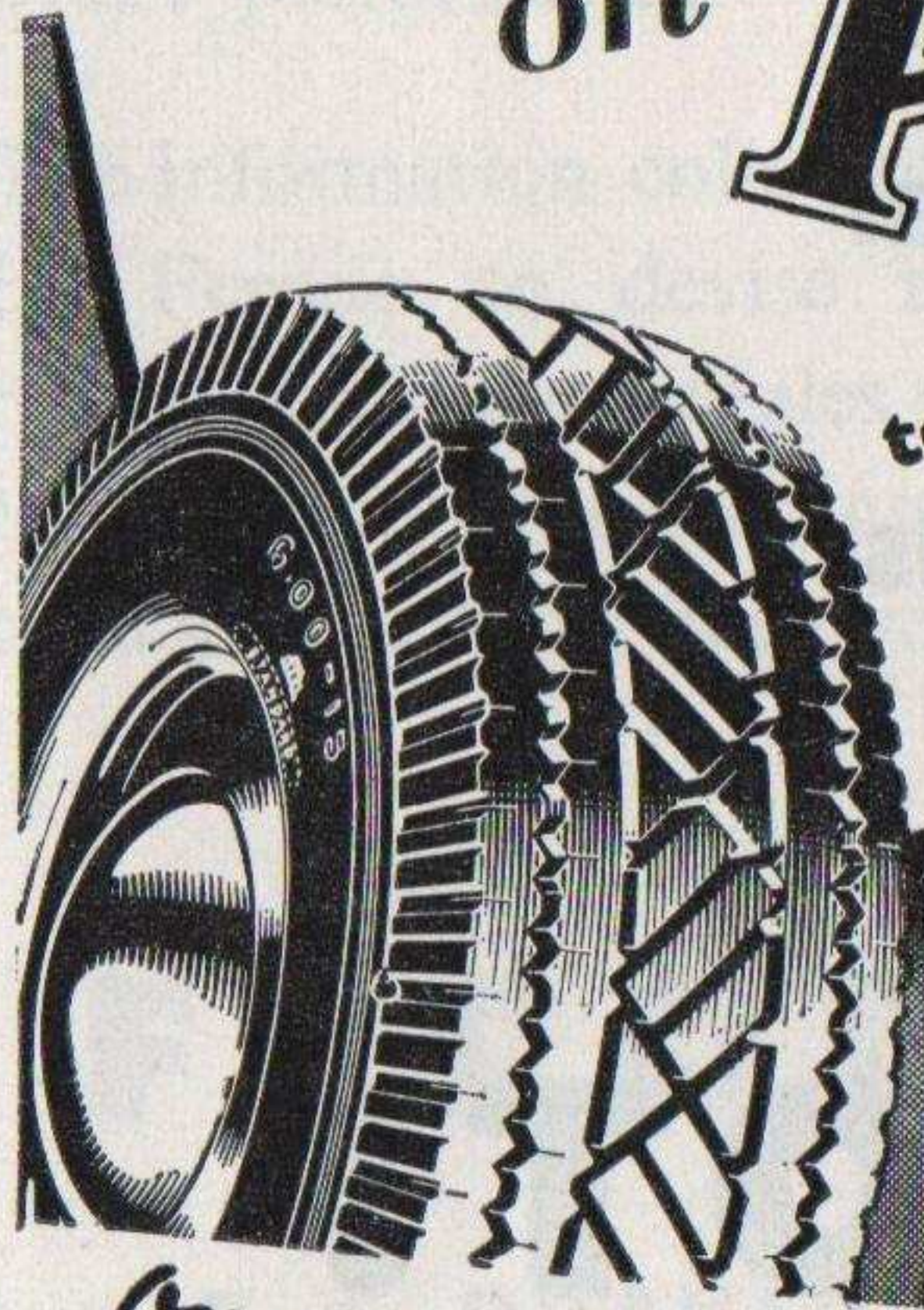
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(Subject to official confirmation)

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to-day's leading tyres



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'REGULAR' (with tube) 'AIRSEAL' (needs no tube)

MOTOR RACING - and the ARTIST

by ROY NOCKOLDS

The author, seen here with his familiar trackside sketchboard, is famous for his paintings of motoring in all its aspects. He discusses his methods when illustrating a race and offers some tips for spectators



SOMETIMES, when fellow artists meet me for the first time, they say, 'Motor racing—what a strange subject to choose!' In a way I suppose they are right. However, I happen to be extremely interested in motor racing and the essential thing for an artist is to be engrossed in his subject. It is only then that he will really see and study it and eventually come to observe it through expert eyes.

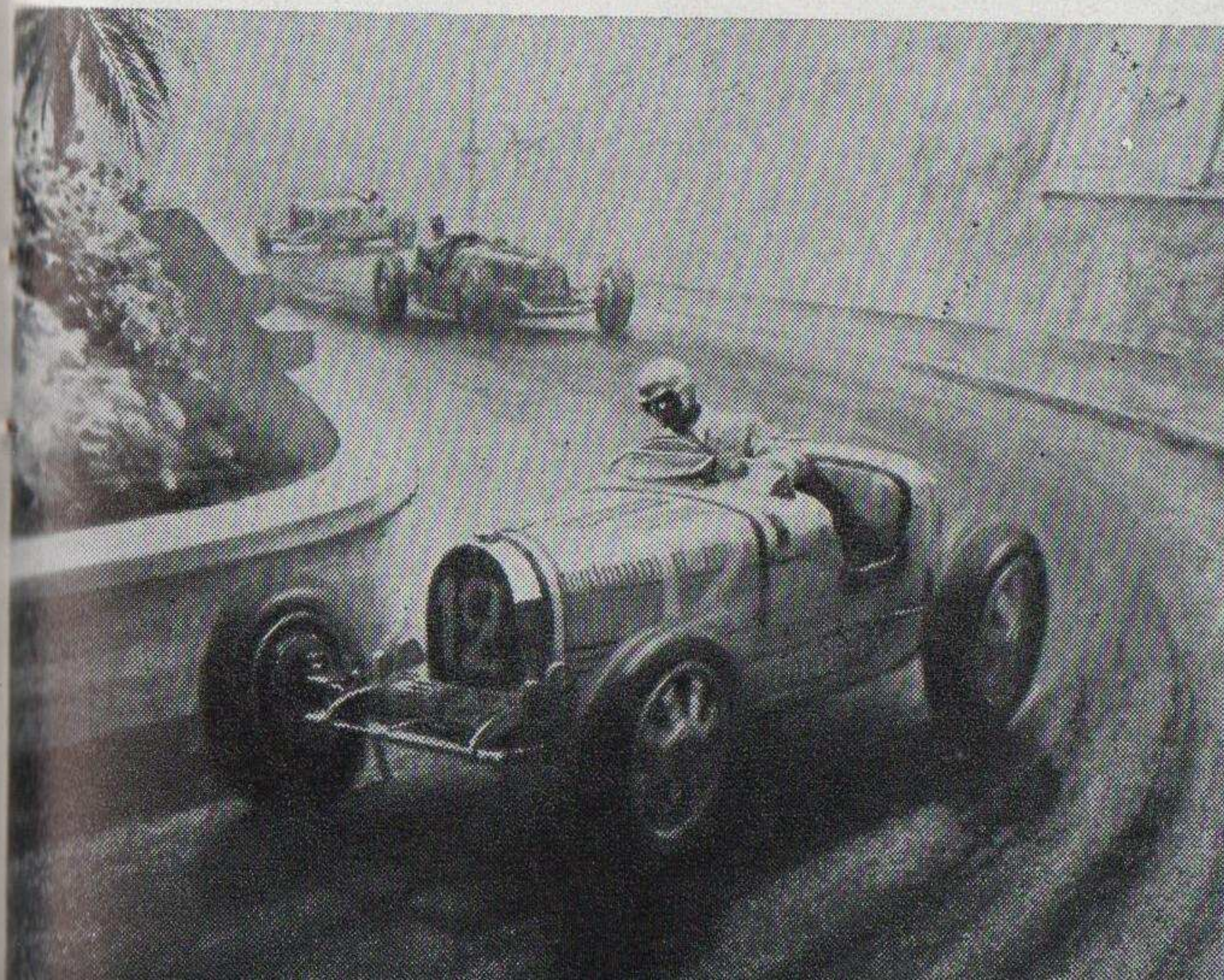
How do I tackle the job of illustrating great races such as we are to see today? Poetry has aptly been defined as 'emotion recollected in tranquillity' and without trying in any way to appear 'precious' or pretentious that is how I tackle the matter of depicting motor racing. I strive to capture the excitement and atmosphere of a race and crystallize those sensations on canvas. This may take the form of a study of the winner or even, sometimes, a gallant

loser such as Stirling Moss in the Italian Grand Prix at Monza in 1954.

When a particularly vivid incident occurs it is obviously sheer chance whether the artist happens to witness it. Clearly it is impossible to have eyes everywhere at the same time and no second-hand description can equal an artist's impressions. At the International Daily Express Trophy Race at Silverstone in 1951 I saw an exciting spin by Reg Parnell driving the Thin Wall Special. To me the incident typified the race which was run in a torrential downpour of rain and hail, with thunder and lightning to add to the drama.

I immediately made very rough sketches on the spot (yes—in spite of the rain!) taking particular care to note who was following at the

(Continued on page 37)



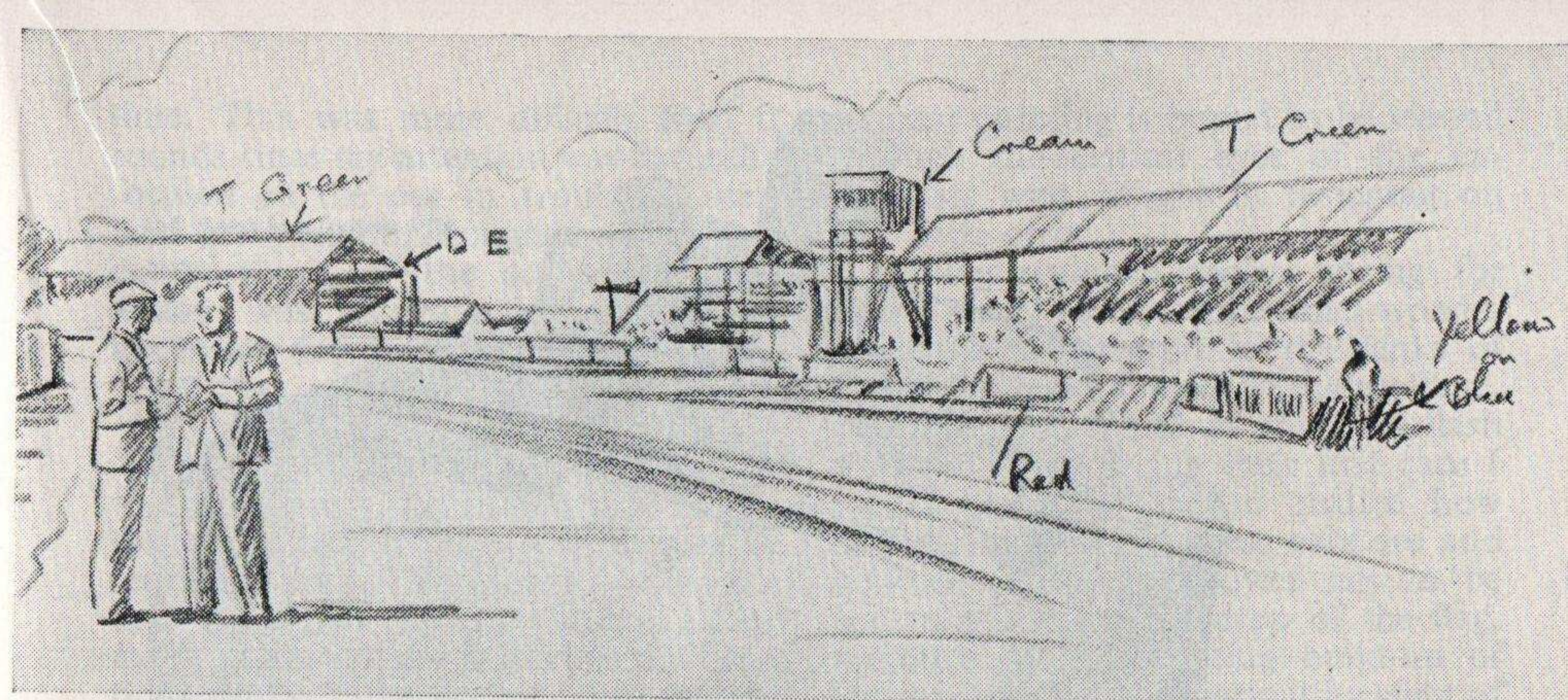
Louis Chiron cornering his 2.3-litre Bugatti in the 1931 Monaco G.P.

A Memorable Silverstone

Shown here from rough sketch to finished picture is Roy Nockolds' dramatic study of Reg Parnell during the cloudburst of the 1951 Trophy Race

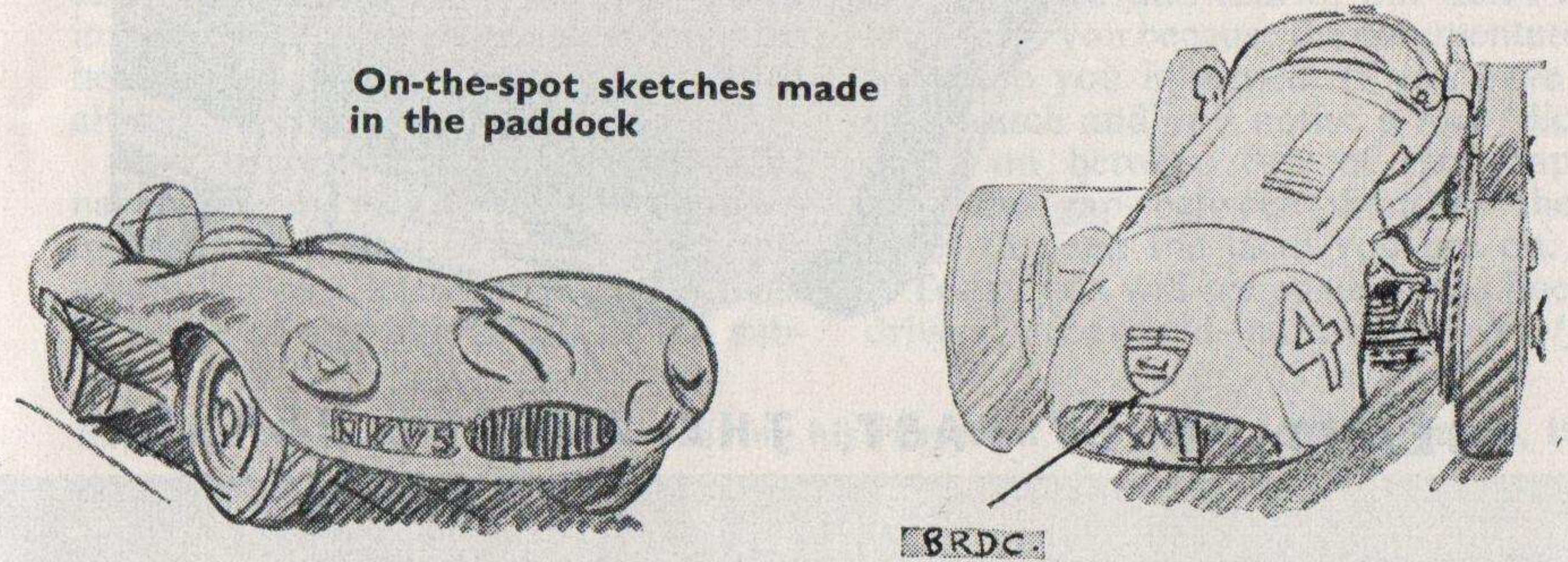
Rough sketch on the spot

Final composition

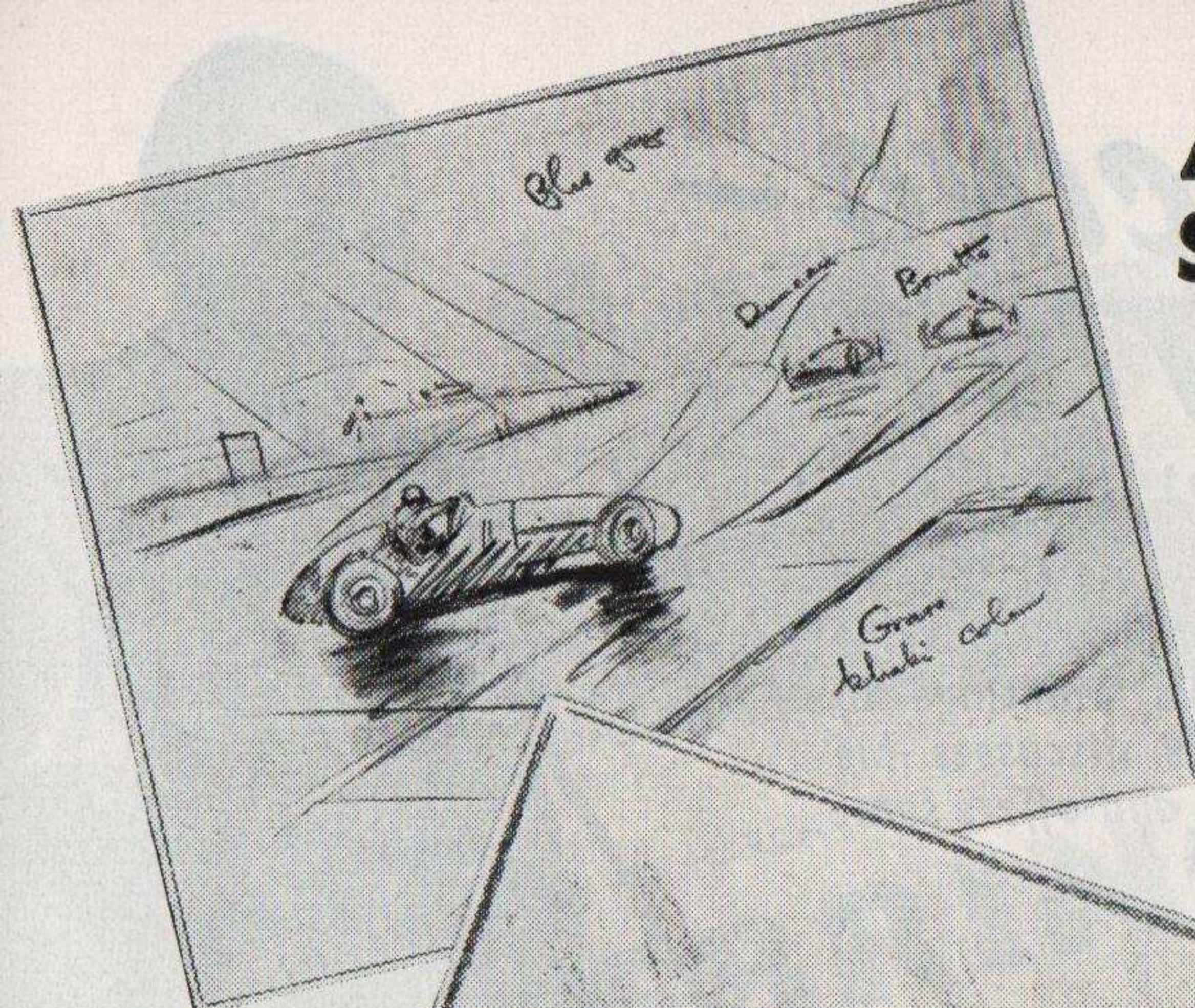


Reference drawing of the Silverstone starting area

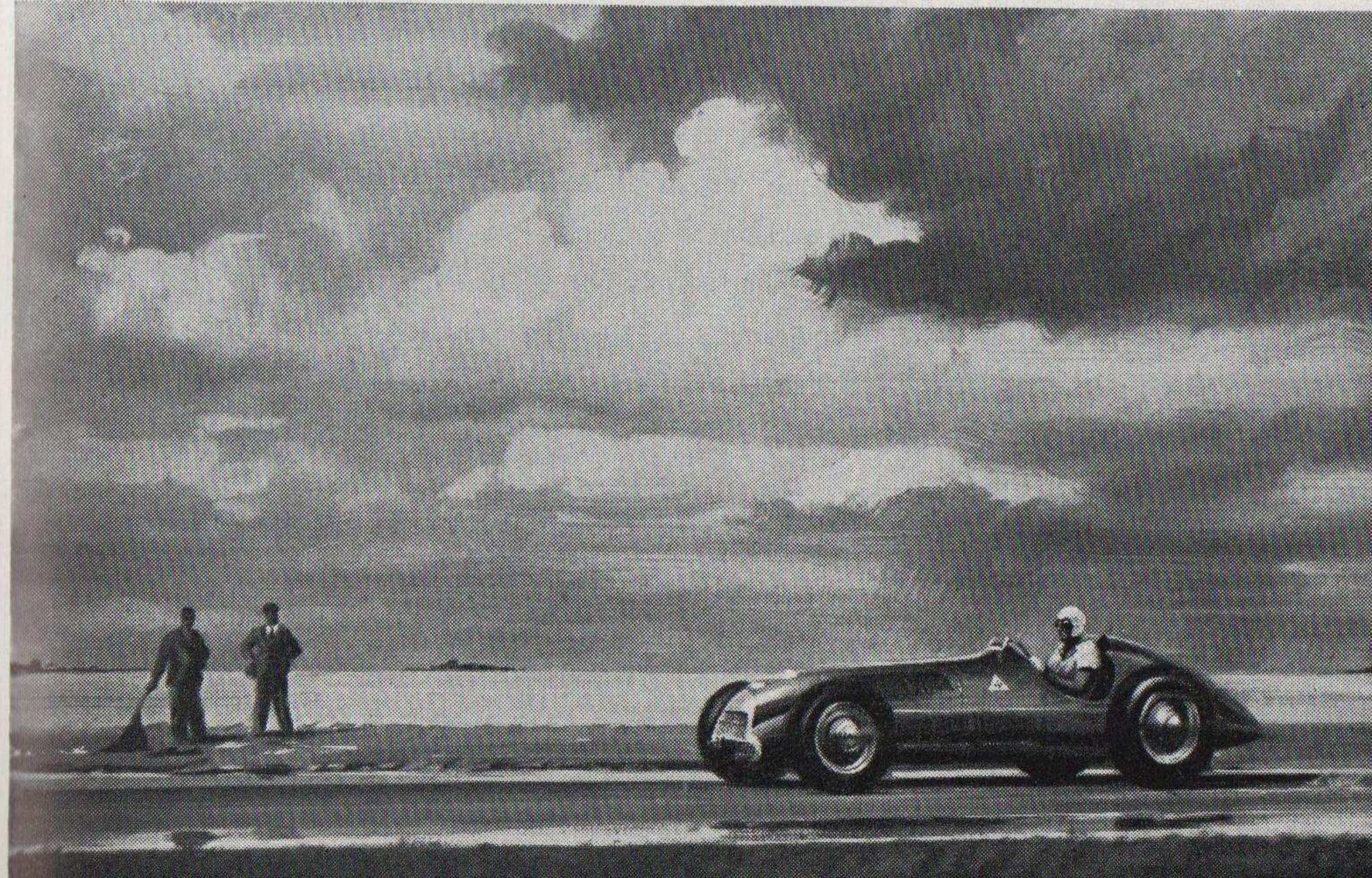
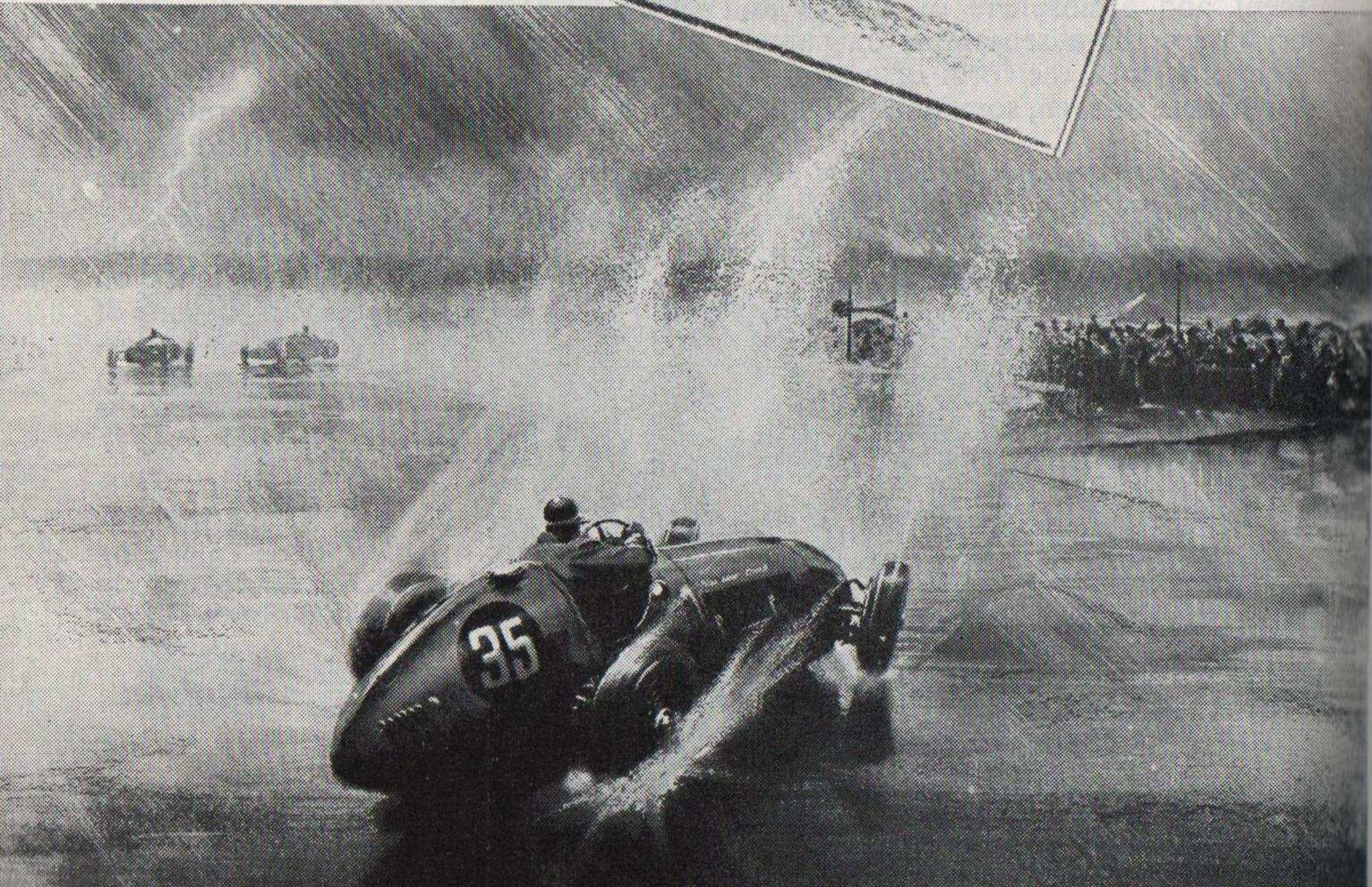
On-the-spot sketches made in the paddock

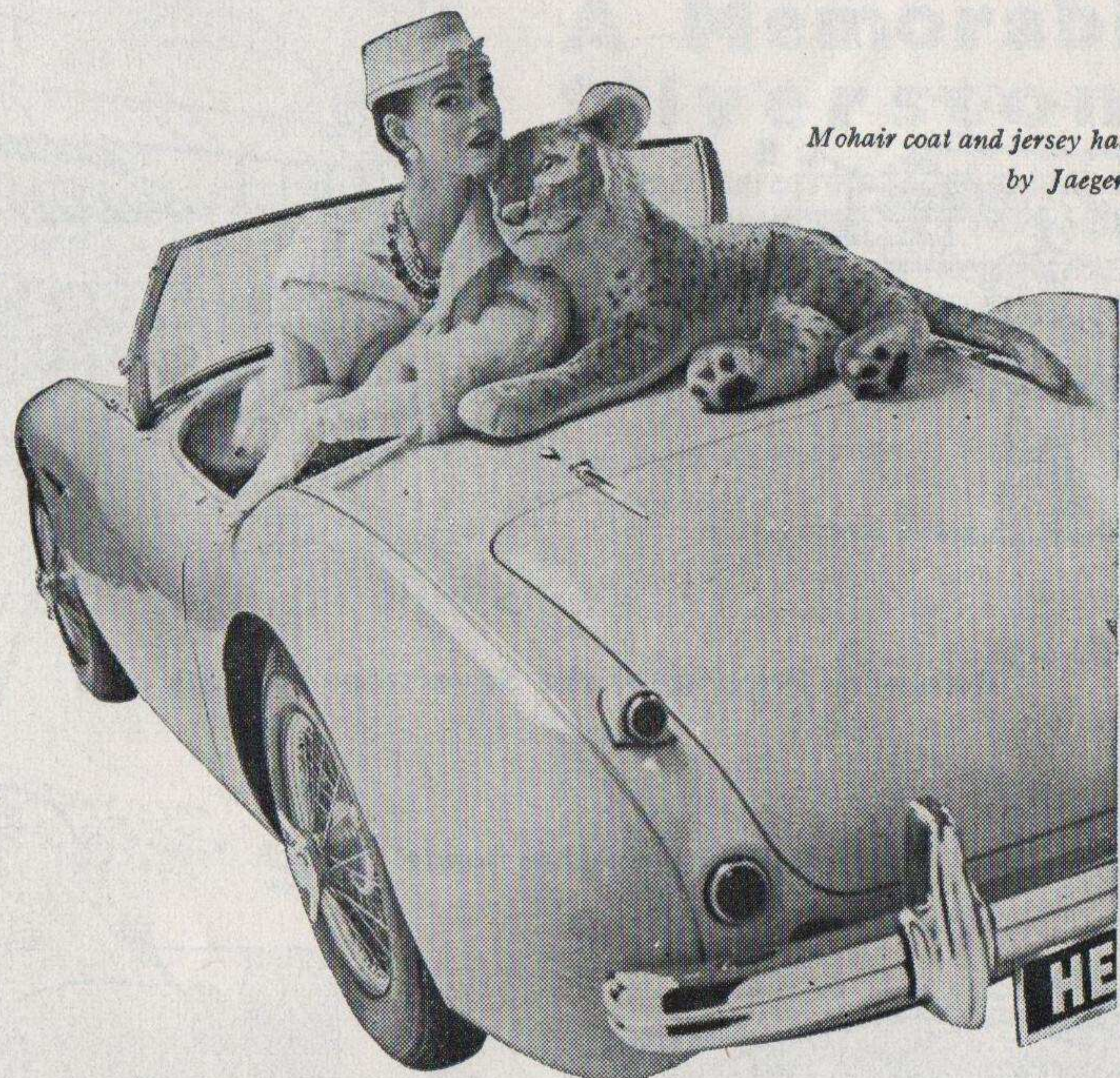


Juan Fangio driving his Alfa Romeo at Silverstone, 1950



Finished painting

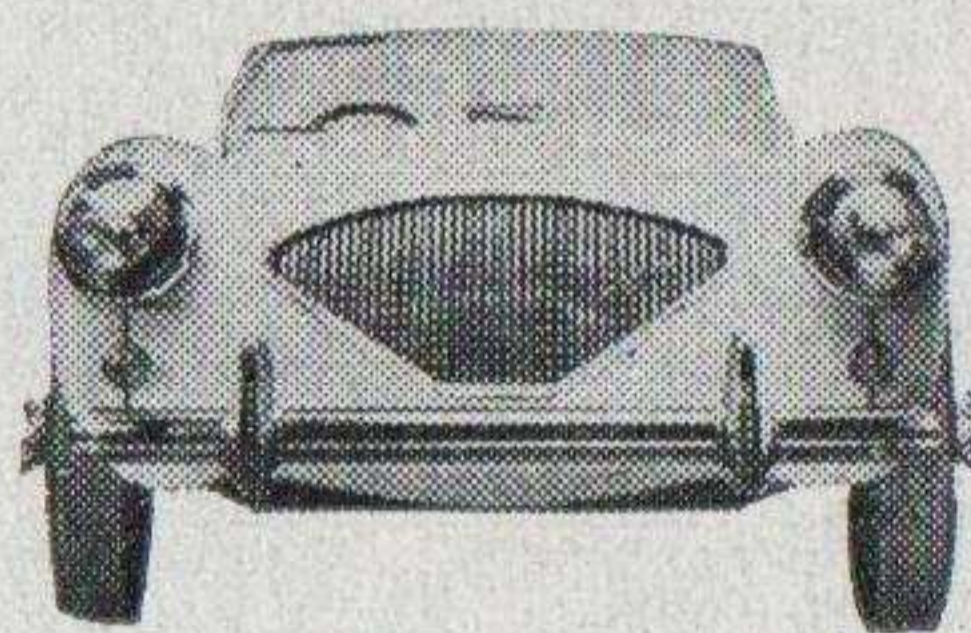




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AUSTIN HEALEY

The Austin Motor Company Limited, Longbridge, Birmingham

time. This was more difficult than it sounds since my attention was naturally focused on the car in trouble. Later, back in my studio, I roughed out various compositions of the scene until the action was shown clearly with no irrelevant detail.

NEED FOR ACCURACY

Years ago at Brooklands I would try to sketch every car in the race before the start, just in case the details be required later. Nowadays, with the knowledge that comes with time, I only make quick notes of special modifications on cars that are likely to feature in the event, and particularly the colours. A lot can be done while the race is in progress in noting extra points such as the driver's clothes. Some invariably stick to the same colours for helmet and goggles, but this point must always be checked.

Over a period of years the artist naturally gets to know all the circuits pretty well, but he must never rely wholly on past knowledge. Notes must be made of any alterations as the sub-

sequent painting is bound to be viewed through the critical eyes of the enthusiasts who delight in fastening on any little error.

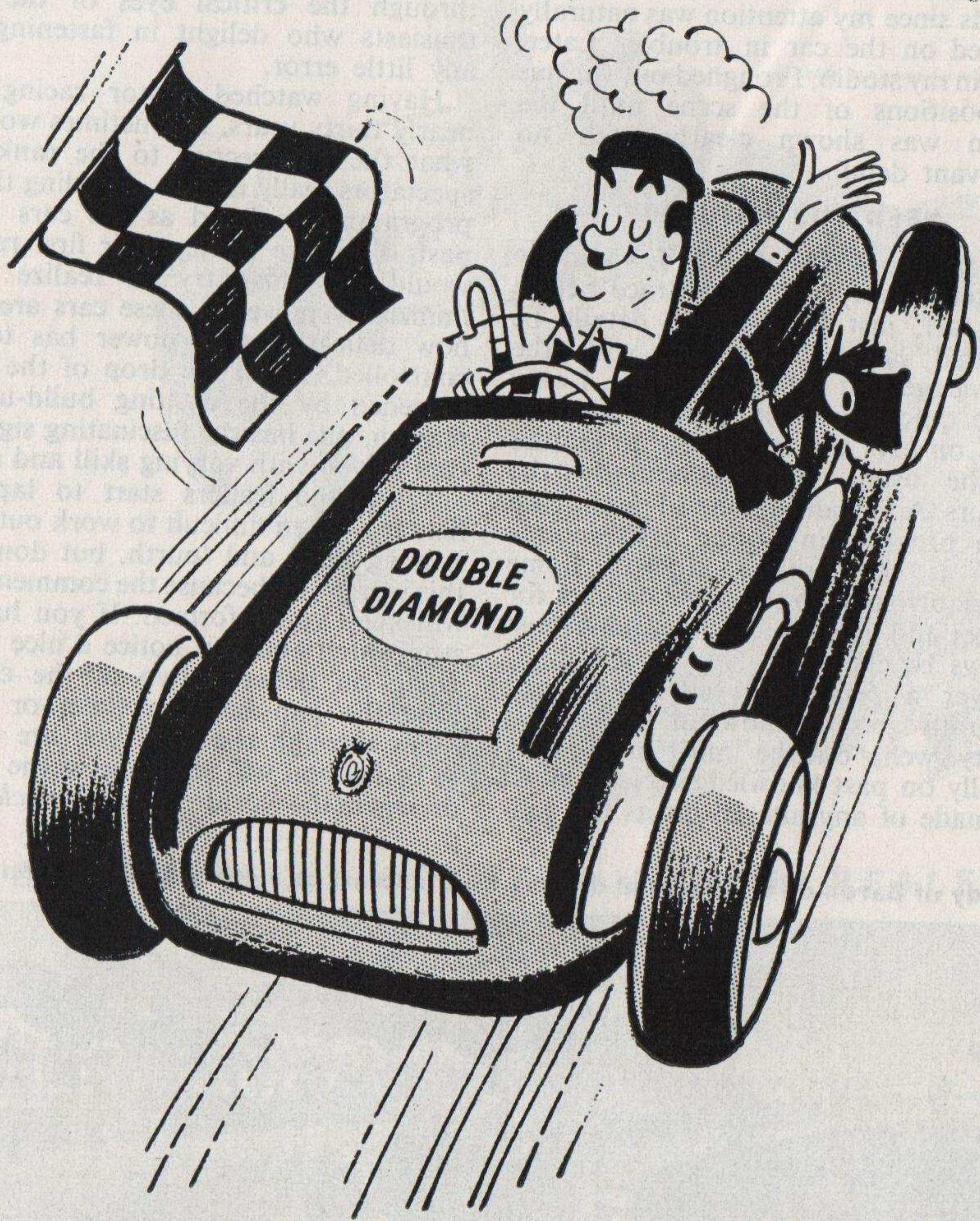
Having watched motor racing for nearly thirty years, I sometimes wonder what the new recruit to the ranks of spectators really notices, standing there, programme in hand as the cars flash past. To those seeing their first race I would say this; try to realize how immensely powerful these cars are and how delicately that power has to be controlled. From the drop of the flag, preceded by the exciting build-up of tension, one has the fascinating sight of cars driven with varying skill and style.

When the leaders start to lap the field it is often difficult to work out who is lying third and fourth, but don't let this worry you because the commentator will keep you informed. If you have a stop-watch and you notice a nice 'dice' going on between two of the chaps, time the gap between them or their times through the bend you are on.

Today you will see some of the finest drivers in the world—*watch them closely!*

Study of Baron de Graffenried driving his Maserati to victory at Silverstone, 1949





DOUBLE DIAMOND
works wonders in all bars
at this meeting

1955 International Trophy Race

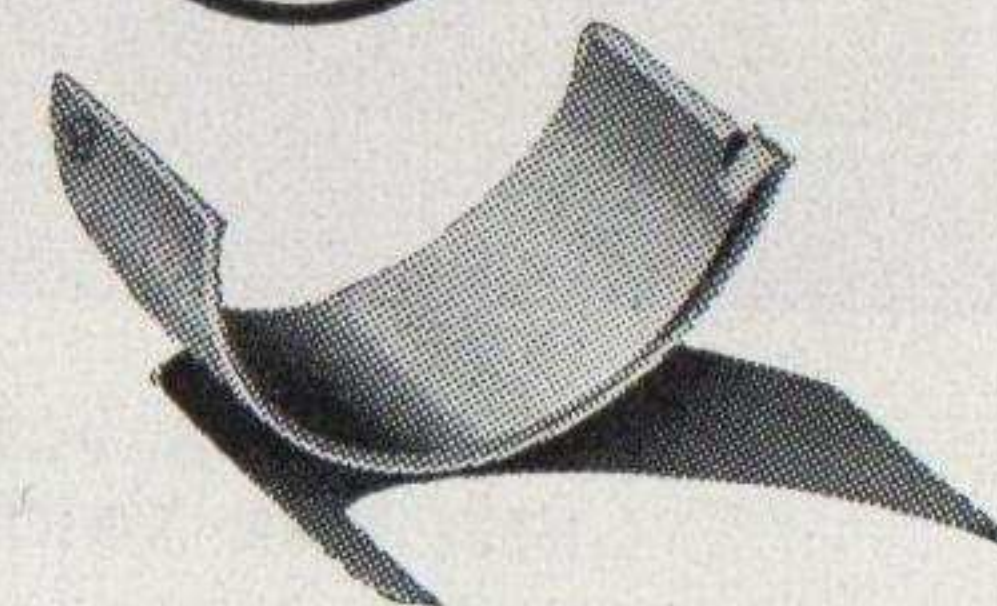
The first 10 cars

- 1st : Maserati
- 2nd : Maserati
- 3rd : Maserati
- 4th : Maserati
- 5th : Maserati
- 6th : Connaught
- 7th : Cooper Bristol
- 8th : Connaught
- 9th : Connaught
- 10th : Cooper Bristol



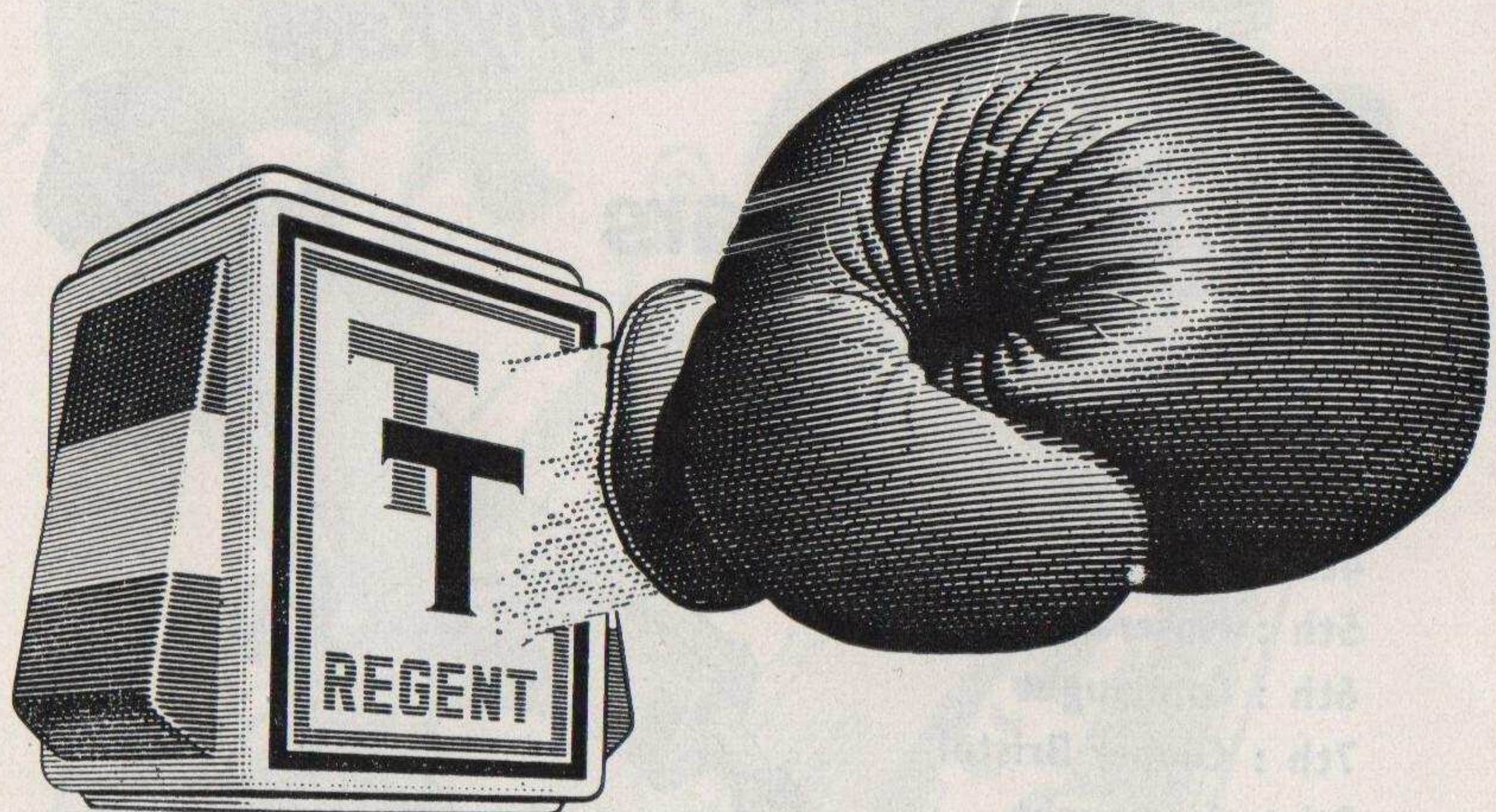
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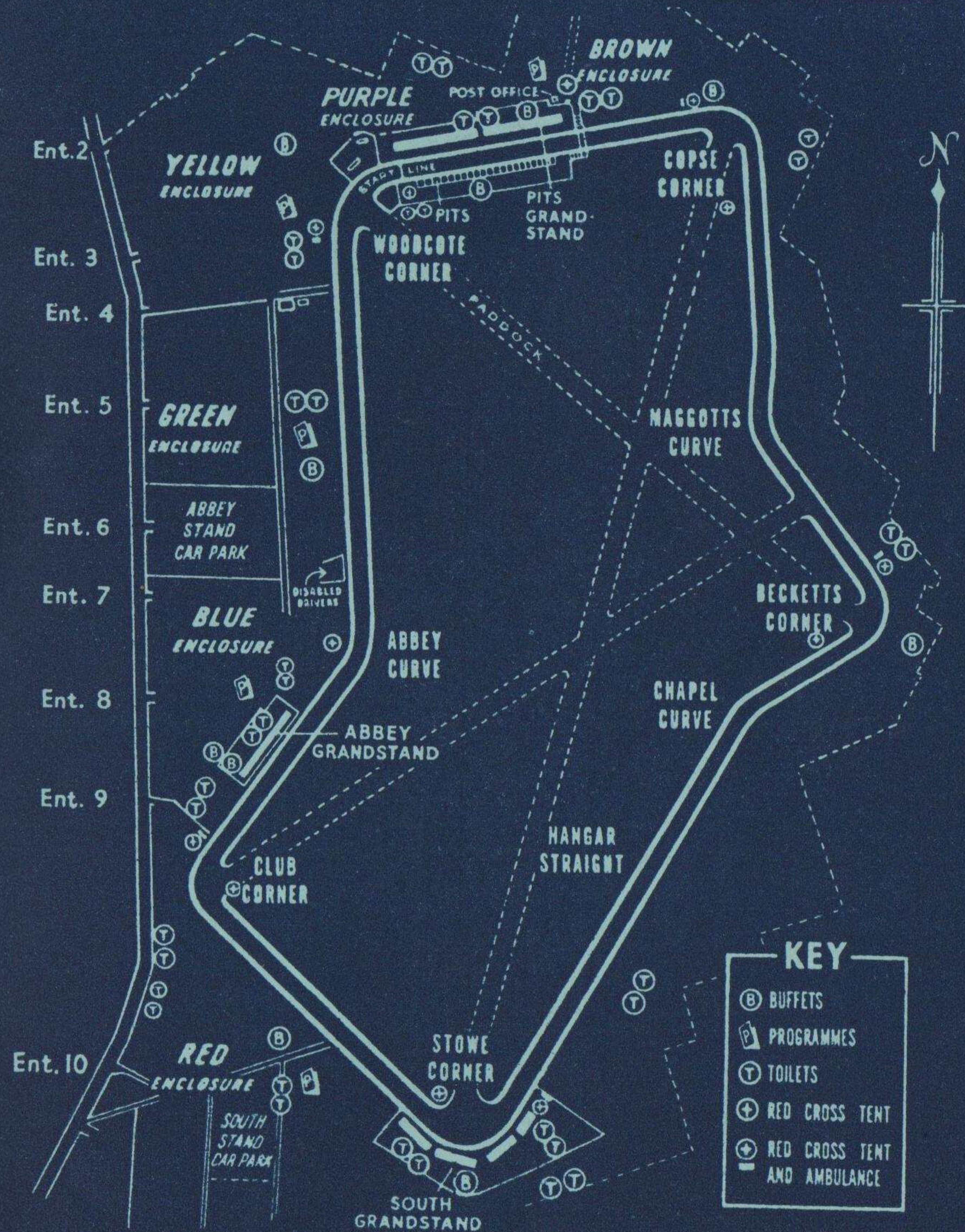


**REGENT T.T.
AND
REGENT BENZOLE MIXTURE
PACK A
WINNING PUNCH!**

THEY'RE BEST — THEY'RE BRITISH

Silverstone Circuit

8th ANNUAL INTERNATIONAL DAILY EXPRESS TROPHY MEETING—5th MAY 1956



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

the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage to property and/or personal injury to spectators.

ALL RACES ARE RUN IN A CLOCKWISE DIRECTION

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UP TO
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10.30 a.m.

General Category: 1st — A DAILY EXPRESS TROPHY and £150

In Each Class: 1st — £50 2nd — £30 3rd — £10

Manufacturers' Team Prize: A DAILY EXPRESS TROPHY

Awarded to the Entrant of the team of three cars of the same make whose aggregate placings in either Sports Car Race are lowest.

RACE ENTRIES

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
CLASS F (Over 1,100 c.c. and up to 1,500 c.c.)			
1	JOAKIM BONNIER.....	Maserati/Driver.....	1500
2	J. B. NAYLOR.....	Maserati/Driver.....	1500
3	JIM RUSSELL.....	Cooper/Cooper Car Co. Ltd.....	1460
4	ROY SALVADORI.....	Cooper/Cooper Car Co. Ltd.....	1460
5	LES LESTON.....	Cooper/Willment Speed Shop.....	1460
6	DENNIS TAYLOR.....	Cooper/Driver.....	1460
7	STIRLING MOSS.....	Cooper/Stirling Moss Ltd.....	1460
8	A. E. MARSH.....	Cooper/Driver.....	1460
9	COLIN CHAPMAN.....	Lotus/Team Lotus.....	1500
10	REG BICKNELL.....	Lotus/Team Lotus.....	1500
11	JOHN HIGHAM.....	Lotus/Driver.....	1486
12	C. A. S. BROOKS.....	Lotus-Connaught/John Coombs.....	1484
14	EDGAR BARTH.....	E.M.W./E.M.W. Rennkollektiv.....	1500
15	ARTHUR ROSENHAMMER.....	E.M.W./E.M.W. Rennkollektiv.....	1500
16	R. M. DE LEMOS.....	Porsche/Driver.....	1500
17	J. M. HAWTHORN.....	Lotus/I. Bueb.....	1460
18	I. BUEB.....	Cooper/Driver.....	1460
CLASS G (Up to 1,100 c.c.)			
21	I. A. FORBES (Reserve).....	Beart-Rodger/Driver.....	1098
22	MICHAEL MACDOWEL.....	Cooper/Cooper Car Co. Ltd.....	1097
23	PETER GAMMON.....	Cooper/Driver.....	1097
24	R. A. MOORE.....	Cooper/R. W. Thackwell.....	1097
25	GEORGE NIXON.....	Cooper/Driver.....	1097
26	PETER JACKSON.....	Cooper/Driver.....	1097
27	A. J. C. MACKAY (Reserve).....	Cooper/Driver.....	1097
28	R. MACKENZIE-LOW.....	Elva/Elva Racing Team.....	1098
29	W. A. McMILLAN.....	Elva/Driver.....	1098
30	W. S. FROST.....	Lotus/Frost Cars Ltd.....	1097
31	W. H. ELLIS.....	Lotus/Driver.....	1097
32	P. H. ASHDOWN.....	Lotus/Driver.....	1097
33	T. P. BARNARD.....	Lotus/Six Mile Stable.....	1097
34	J. K. HALL.....	Lotus/Driver.....	1097
35	CLIFF ALLISON.....	Lotus/Team Lotus.....	1097

Reserve Driver: Car No. 17, I. Bueb

LAP NOS. 1-25																									
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	
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A limited number of Paddock Passes at £1 each and Stewards' Enclosure Badges at £2 10s. 0d. each are obtainable by the footbridge.

1955 WORLD CHAMPIONS ON CASTROL



DUKE
Geoffrey Duke, a World Champion for the fifth successive year, rode his Gilera to victory in the French and German Grands Prix and in the Isle of Man Senior and Dutch T.T.'s.

"Yorkshire Post"



FANGIO
Juan Manuel Fangio, Champion of the World for the third time. Fangio with his Mercedes assured his Championship by winning the Argentine, Belgian, Dutch and Italian Grands Prix.

"International News"



THE MASTERPIECE IN OILS

International DAILY EXPRESS TROPHY RACE

60 LAPS • APPROX. 180 MILES • START 2.00 p.m.

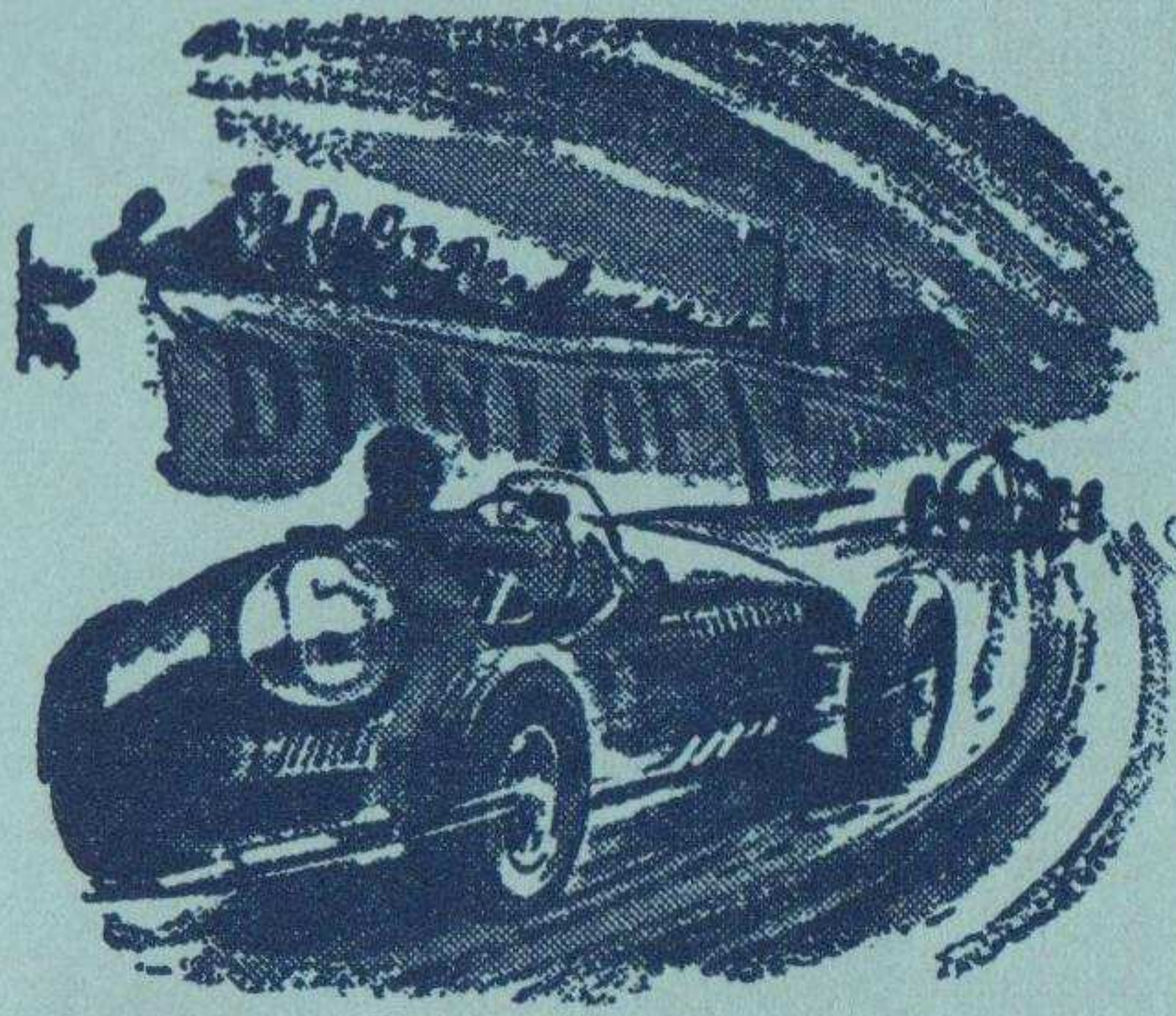
1st — THE DAILY EXPRESS TROPHY and £750		
2nd — £350	3rd — £150	4th — £100
5th — £75		6th — £50

RACE ENTRIES

NO.	DRIVER	CAR and ENTRANT	CAPACITY C.C.	COUNTRY
1	JUAN MANUEL FANGIO	Ferrari/Scuderia Ferrari	2500	RA
2	PETER COLLINS	Ferrari/Scuderia Ferrari	2500	GB
3	MAURICE TRINTIGNANT	Vanwall/G. A. Vandervell	2490	F
4	HARRY SCHELL	Vanwall/G. A. Vandervell	2490	US
5	ARCHIE SCOTT-BROWN	Connaught/Connaught Eng.	2471	GB
6	DESMOND TITTERINGTON	Connaught/Connaught Eng.	2471	GB
7	JACK FAIRMAN	Connaught/Connaught Eng.	2471	GB
8	MIKE OLIVER	Connaught/Connaught Eng.	2471	GB
9	MIKE HAWTHORN	B.R.M./A. G. B. Owen	2491	GB
10	ANDRE PILETTE	Gordini/A. Gordini	2490	F
11	DA SILVA RAMOS	Gordini/A. Gordini	2490	P
12	LOUIS ROSIER	Maserati/Ecurie Rosier	2493	F
14	STIRLING MOSS	Maserati/Stirling Moss Ltd.	2493	GB
15	ROY SALVADORI	Maserati/Gilby Eng. Co. Ltd.	2493	GB
16	JACK BRABHAM	Maserati/Driver	2493	Au
17	REG. PARNELL	Connaught/R. R. C. Walker	2471	GB
18	BRUCE HALFORD	Maserati/Driver	2493	GB
19	LUIGI PIOTTI	Maserati/Driver	2493	I
20	PIERO SCOTTI	Connaught/Connaught Eng.	2471	I
21	KEN WHARTON	Maserati/Scuderia Centro-Sud	2493	GB
22	RICHARD GIBSON	Connaught/Driver	1960	GB
23	BILL HOLT	Connaught/Driver	1960	GB
24	JOHN YOUNG	Connaught/Driver	1960	GB
25	BOB GERARD	Cooper-Bristol/Driver	2246	GB
26	ALASTAIR BIRRELL	Cooper-Bristol/Border Reivers	1971	GB

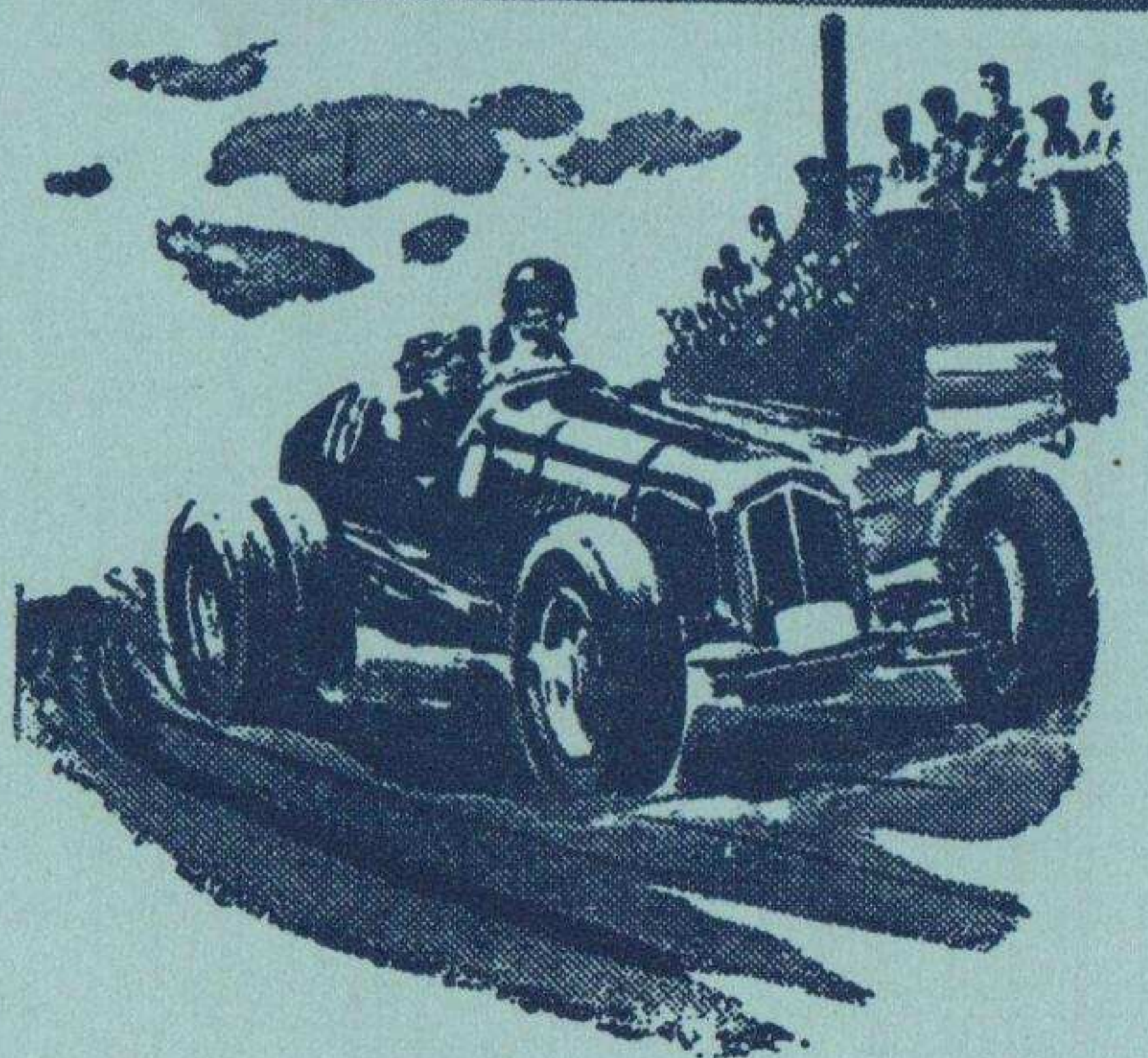
Reserve Driver: Car No. 24 John Coombs

Au = Australia. F = France. GB = Great Britain. I = Italy. P = Portugal
RA = Argentina US = U.S.A.



*For races, rallies, hill-climbs
or everyday motoring
the choice is*

DUNLOP



DRIVERS AND CAR NUMBERS

The figures shown against each driver indicate his car number(s) in the appropriate race(s)

		KEY TO RACES							KEY TO RACES						
		1=Sports Car Race (Up to 1,500 c.c.)			2=Sports Car Race (Above 1,500 c.c.)				3= Trophy Race			4=Touring Car Race		5=500 c.c. Race	
DRIVER		1	2	3	4	5	DRIVER		1	2	3	4	5		
Abecassis, G. E.	..	—	6	—	—	—	Howlett, H. S.	..	—	—	—	—	21		
Aley, J. R.	..	—	—	—	34	—	Hughes, P.	..	—	—	—	31	—		
Allison, C.	..	35	—	—	—	16	Jackson, P.	..	26	—	—	—	—		
Anthony, M.	..	—	45	—	—	—	Kasterine, D.	..	—	47	—	—	—		
Ashdown, P. H.	..	32	—	—	—	—	de Lemos, R. M.	..	16	—	—	—	—		
Barnard, T. P.	..	33	—	—	—	—	Leston, L.	..	5	—	—	—	—		
Barth, E.	..	14	—	—	—	—	Lewis-Evans, S.	..	—	—	—	—	10		
Bedson, G.	..	—	49	—	—	—	Macdowel, M.	..	22	—	—	—	—		
Beevor, Sir Thomas	..	—	—	—	—	14	MacKay Fraser, H.	..	—	31	—	—	—		
Berry, R. E.	..	—	7	—	—	—	Mackenzie-Low, R.	..	28	—	—	—	—		
Bicknell, R.	..	10	—	—	—	24	Malavasi, G.	..	—	—	—	12	—		
Birrell, A.	..	—	—	26	—	—	Marsh, A. E.	..	8	—	—	—	—		
Bonnier, J.	..	1	1	—	—	—	McMillan, W. A.	..	29	12	—	—	—		
Boshier-Jones, D.	..	—	—	—	—	7	Milhoux, A.	..	—	30	—	—	—		
Brabham, J.	..	—	—	16	—	—	Moore, A.	..	—	43	—	—	—		
Bradley, W.	..	—	—	—	29	—	Moore, R. A.	..	24	—	—	—	—		
Bridger, T.	..	—	—	—	—	18	Moss, S.	..	7	21	14	—	—		
Brooks, C. A. S.	..	12	—	—	—	—	Musy, B.	..	—	32	—	—	—		
Brown, A.	..	—	10	—	—	—	Naylor, J. B.	..	2	—	—	—	—		
Bueb, I.	..	18	—	—	1	29	Nixon, G.	..	25	—	—	—	—		
Carnegie, R.	..	—	—	—	10	—	Nurse, A. J.	..	—	42	—	—	—		
Chapman, C.	..	9	—	—	—	—	Oliver, R. M.	..	—	—	8	—	—		
Collins, P.	..	—	23	2	—	—	Owen, R. E.	..	—	—	—	27	—		
Coombs, J.	..	—	—	—	5	—	Parker, D.	..	—	—	—	—	28		
Cuff-Miller, E.	..	—	—	—	26	—	Parnell, R.	..	—	22	17	21	—		
Cunningham-Reid, N.	..	—	5	—	—	—	Pilette, A.	..	—	29	10	—	—		
Dauids, H.	..	—	25	—	—	—	Piotti, L.	..	—	—	19	—	—		
Davis, G.	..	—	44	—	—	—	Raby, I. E.	..	—	—	—	—	5		
Davis, C. G. H.	..	—	—	—	—	2	Ramos, Da Silva	..	—	—	11	—	—		
Dawson, E.	..	—	—	—	—	23	Rosenhammer, A.	..	15	—	—	—	—		
Denley, J. F.	..	—	—	—	—	19	Rosier, L.	..	—	—	12	—	—		
Derrington, V. W.	..	—	—	—	11	—	Russell, J.	..	3	—	—	—	1		
Easton, P. R.	..	—	—	—	28	—	Salvadori, R.	..	4	24	15	—	—		
Ellis, W. H.	..	31	—	—	—	—	Sanderson, N.	..	—	9	—	—	—		
Fairman, J. E. G.	..	—	4	7	—	—	Schell, H.	..	—	—	4	—	—		
Fangio, J. M.	..	—	—	1	—	—	Scott-Brown, W. A.	..	—	41	5	30	—		
Fenning, E.	..	—	—	—	—	25	Scotti, P.	..	—	—	20	—	—		
Fergusson, J. P.	..	—	—	—	—	26	Scott-Russell, P.	..	—	46	—	9	—		
Flockhart, R.	..	—	8	—	—	—	Simpson, P. J.	..	—	—	—	8	—		
Foster, A. T.	..	—	—	—	22	—	Somervail, J. S.	..	—	—	—	—	30		
Frere, P.	..	—	—	—	2	—	Sparrowe, J. M.	..	—	—	—	24	—		
Frost, W. S.	..	30	—	—	—	—	Strange, D. J.	..	—	—	—	—	17		
Gammon, P.	..	23	—	—	—	—	Symonds, G. H.	..	—	—	—	—	12		
Gelberg, G.	..	—	—	—	25	—	Taylor, D.	..	6	—	—	—	9		
Gerard, F. R.	..	—	34	25	—	—	Taylor, H. C.	..	—	—	—	—	4		
Gibson, R.	..	—	—	22	—	—	Titterington, D.	..	—	3	6	—	—		
Grace, G. H.	..	—	—	—	6	—	Trintignant, M.	..	—	—	3	—	—		
Graham, N. W.	..	—	—	—	33	—	Truman, D.	..	—	—	—	—	3		
Grose, W. L.	..	—	—	—	—	27	Tyrrell, R. K.	..	—	—	—	—	15		
Halford, B.	..	—	—	18	—	—	Utley, R. J. W.	..	—	—	—	32	—		
Hall, E.	..	—	—	—	—	20	Waller, J. R.	..	—	—	—	23	—		
Hall, J. K.	..	34	—	—	—	—	Westcott, J. F.	..	—	—	—	—	11		
Hamilton, J. D.	..	—	—	—	4	—	Wharton, K.	..	—	28	21	7	—		
Hawthorn, J. M.	..	17	2	9	3	—	Whitehead, P.	..	—	27	—	—	—		
Higham, J.	..	11	—	—	—	8	Wicken, G.	..	—	—	—	—	6		
Holt, E. W.	..	—	—	23	—	—	Young, J.	..	—	—	24	—	—		
							Zains, A.	..	—	—	—	—	22		

Silverstone

LAP SPEED TABLE

One lap of Silverstone Circuit equals 2 miles 1,631½ 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.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.	m.s.	m.p.h.	k.p.h.
1.40	105.37	169.64	2.05	84.30	135.72	2.30	70.25	113.10	2.05	84.30	135.72	2.30	70.25	113.10	2.05	84.30	135.72
1.41	104.33	167.97	2.06	83.63	134.64	2.31	69.78	112.34	2.06	83.63	134.64	2.31	69.78	112.34	2.06	83.63	134.64
1.42	103.31	166.33	2.07	82.97	133.58	2.32	69.32	111.60	2.07	82.97	133.58	2.32	69.32	111.60	2.07	82.97	133.58
1.43	102.30	164.70	2.08	82.32	132.53	2.33	68.87	110.88	2.08	82.32	132.53	2.33	68.87	110.88	2.08	82.32	132.53
1.44	101.32	163.12	2.09	81.68	131.50	2.34	68.42	110.15	2.09	81.68	131.50	2.34	68.42	110.15	2.09	81.68	131.50
1.45	100.35	161.56	2.10	81.06	130.50	2.35	67.98	109.44	2.10	81.06	130.50	2.35	67.98	109.44	2.10	81.06	130.50
1.46	99.41	160.05	2.11	80.44	129.50	2.36	67.55	108.75	2.11	80.44	129.50	2.36	67.55	108.75	2.11	80.44	129.50
1.47	98.48	158.55	2.12	79.83	128.52	2.37	67.12	108.06	2.12	79.83	128.52	2.37	67.12	108.06	2.12	79.83	128.52
1.48	97.57	157.08	2.13	79.23	127.56	2.38	66.69	107.37	2.13	79.23	127.56	2.38	66.69	107.37	2.13	79.23	127.56
1.49	96.67	155.63	2.14	78.64	126.61	2.39	66.27	106.69	2.14	78.64	126.61	2.39	66.27	106.69	2.14	78.64	126.61
1.50	95.79	154.22	2.15	78.05	125.66	2.40	65.86	106.00	2.15	78.05	125.66	2.40	65.86	106.00	2.15	78.05	125.66
1.51	94.93	152.83	2.16	77.48	124.74	2.41	65.45	105.37	2.16	77.48	124.74	2.41	65.45	105.37	2.16	77.48	124.74
1.52	94.08	151.46	2.17	76.91	123.82	2.42	65.04	104.71	2.17	76.91	123.82	2.42	65.04	104.71	2.17	76.91	123.82
1.53	93.25	150.13	2.18	76.36	122.94	2.43	64.65	104.08	2.18	76.36	122.94	2.43	64.65	104.08	2.18	76.36	122.94
1.54	92.43	148.81	2.19	75.81	122.05	2.44	64.25	103.44	2.19	75.81	122.05	2.44	64.25	103.44	2.19	75.81	122.05
1.55	91.63	147.52	2.20	75.27	121.18	2.45	63.86	102.81	2.20	75.27	121.18	2.45	63.86	102.81	2.20	75.27	121.18
1.56	90.84	146.25	2.21	74.73	120.31	2.46	63.48	102.20	2.21	74.73	120.31	2.46	63.48	102.20	2.21	74.73	120.31
1.57	90.06	145.00	2.22	74.21	119.47	2.47	63.10	101.59	2.22	74.21	119.47	2.47	63.10	101.59	2.22	74.21	119.47
1.58	89.30	143.77	2.23	73.69	118.64	2.48	62.72	101.00	2.23	73.69	118.64	2.48	62.72	101.00	2.23	73.69	118.64
1.59	88.55	142.56	2.24	73.17	117.80	2.49	62.35	100.38	2.24	73.17	117.80	2.49	62.35	100.38	2.24	73.17	117.80
2.00	87.81	141.37	2.25	72.67	117.00	2.50	61.98	99.78	2.25	72.67	117.00	2.50	61.98	99.78	2.25	72.67	117.00
2.01	87.08	140.19	2.26	72.17	116.19	2.51	61.62	99.20	2.26	72.17	116.19	2.51	61.62	99.20	2.26	72.17	116.19
2.02	86.37	139.05	2.27	71.68	115.40	2.52	61.26	98.62	2.27	71.68	115.40	2.52	61.26	98.62	2.27	71.68	115.40
2.03	85.67	137.93	2.28	71.20	114.63	2.53	60.91	98.06	2.28	71.20	114.63	2.53	60.91	98.06	2.28	71.20	114.63
2.04	84.98	136.81	2.29	70.72	113.85	2.54	60.56	97.50	2.29	70.72	113.85	2.54	60.56	97.50	2.29	70.72	113.85

OFFICIAL FLAG SIGNALS

UNION JACK. Used for start of Race.

WHITE. An ambulance or a service car is on the circuit.

YELLOW with VERTICAL RED STRIPES. Take care, oil somewhere on the road.

BLUE. Waved—another competitor is trying to overtake you. Motionless—another competitor is following you very closely.

BLACK with WHITE NUMBER. Signal for car bearing that number—stop at your pit on the next lap.

YELLOW. Waved—great danger, be prepared to stop. Motionless—take care, danger.

RED. Signal for complete and immediate stop.

BLACK and WHITE CHEQUERED. Signal for end of Race.

SILVERSTONE FASTEST LAPS

Grand Prix, Formula 1. 2,500 c.c.
R. Salvadori (Maserati), P. Collins (Maserati), 1 min. 48 secs.—97.57 m.p.h., May 7, 1955.

Sports Car. J. M. Hawthorn (Jaguar),
1 min. 49 secs.—96.67 m.p.h., May 7, 1955.

Formula Libre (Unlimited Class).
G. Farina (Thinwall Special), 1 min. 45.2 secs.—100.16 m.p.h., July 18, 1953 (Circuit Record).

Formula 3. 500 c.c. I. Bueb (Cooper),
1 min. 58 secs.—89.30 m.p.h., May 7, 1955.

COOPER'S acclaim

NEW

ESSO EXTRA MOTOR OIL

14 WORLD RECORDS (International Class G)

PROVE ITS UNBEATABLE PERFORMANCE

John Cooper, Managing Director of COOPER CARS LTD., writes

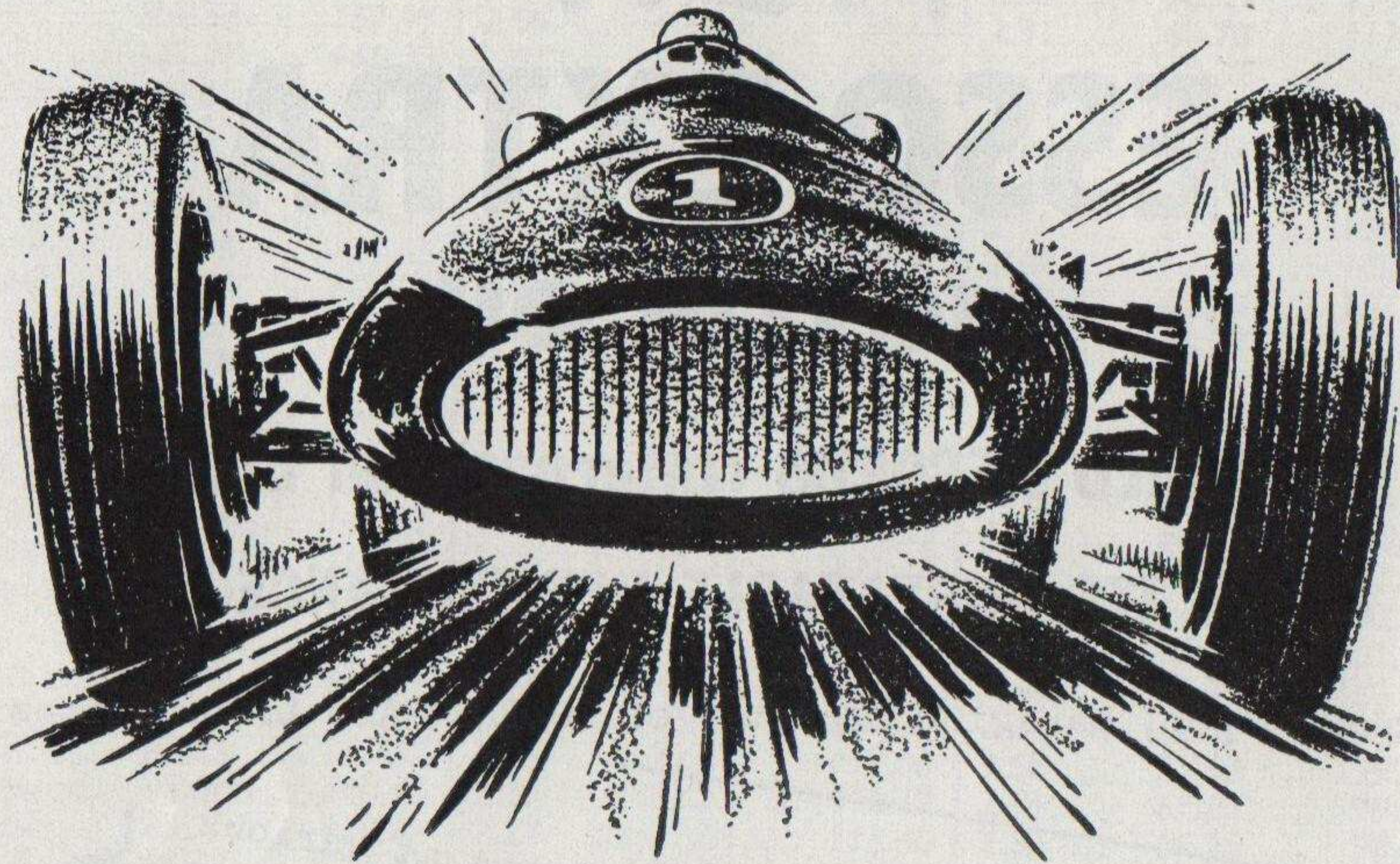
"....we made a successful attempt at various International Class G Records with one of our standard production 1100 c.c. Coventry Climax engined sports cars ... at Montlhery."

"The oil used for engine lubrication was ESSO EXTRA MOTOR OIL, and a distance of over 1000 miles was covered ... and speeds approaching 140 m.p.h. were attained in a continuous run of over 6 hours. When the engine was stripped, on our return ... everything was found to be in perfect condition."



Exactly the same outstanding motor oil was used that you can buy from your Local Esso Dealer

No better liner
was ever fitted to any
racing car



AVAILABLE AT LEADING GARAGES THROUGHOUT THE COUNTRY



Swing along with

PE CAR RADIO

This is the car radio you've dreamed about. It's new, it's smart—and what better time to have it fitted! With a host of glorious Summer trips at hand you'll be wise to have Pye Car Radio from the start.

This streamlined Car Radio more than lives up to the high standards associated with Pye. For a fully descriptive leaflet and the address of your nearest fitting agent please post the coupon below.

Pye maintain a country-wide network of installation and service depots for the mobile radios they have supplied to Police, Ambulance and Fire Services throughout Britain. This means that Pye can offer unequalled fitting and service facilities to purchasers of Pye Car Radio.

To: Pye Telecommunications Ltd., (Car Radio Division), Newmarket Road, Cambridge.
Please send me full details of Pye Car Radio and the address of nearest stockist who will give me a demonstration without obligation.

FROM.....

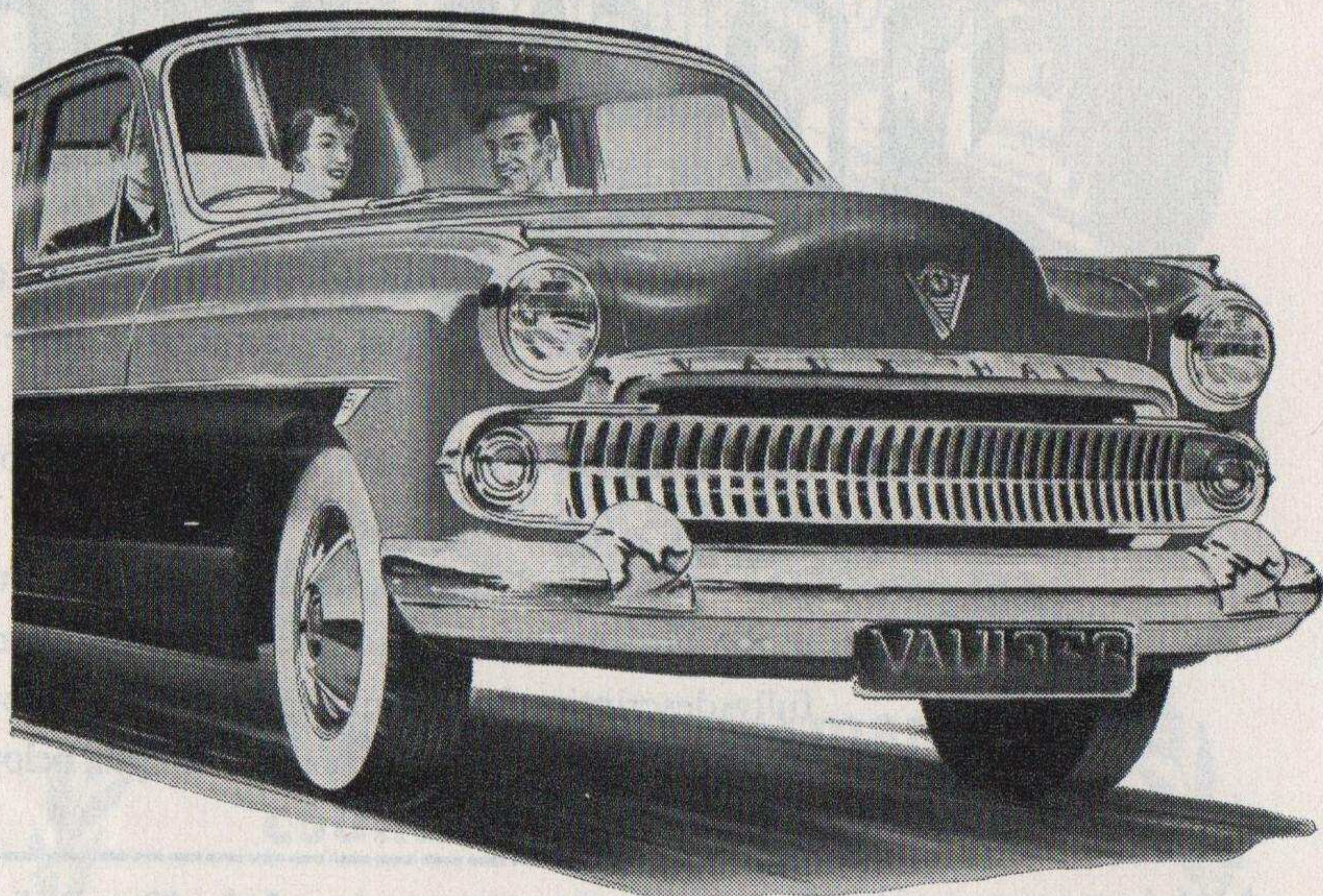
TOWN.....COUNTY.....

ITM

... the car you'll enjoy

is a

Vauxhall



THE 6-CYL. CRESTA

£620 plus £311 . 7 . 0 PT

THE 6-CYL. VELOX

£560 plus £281 . 7 . 0 PT

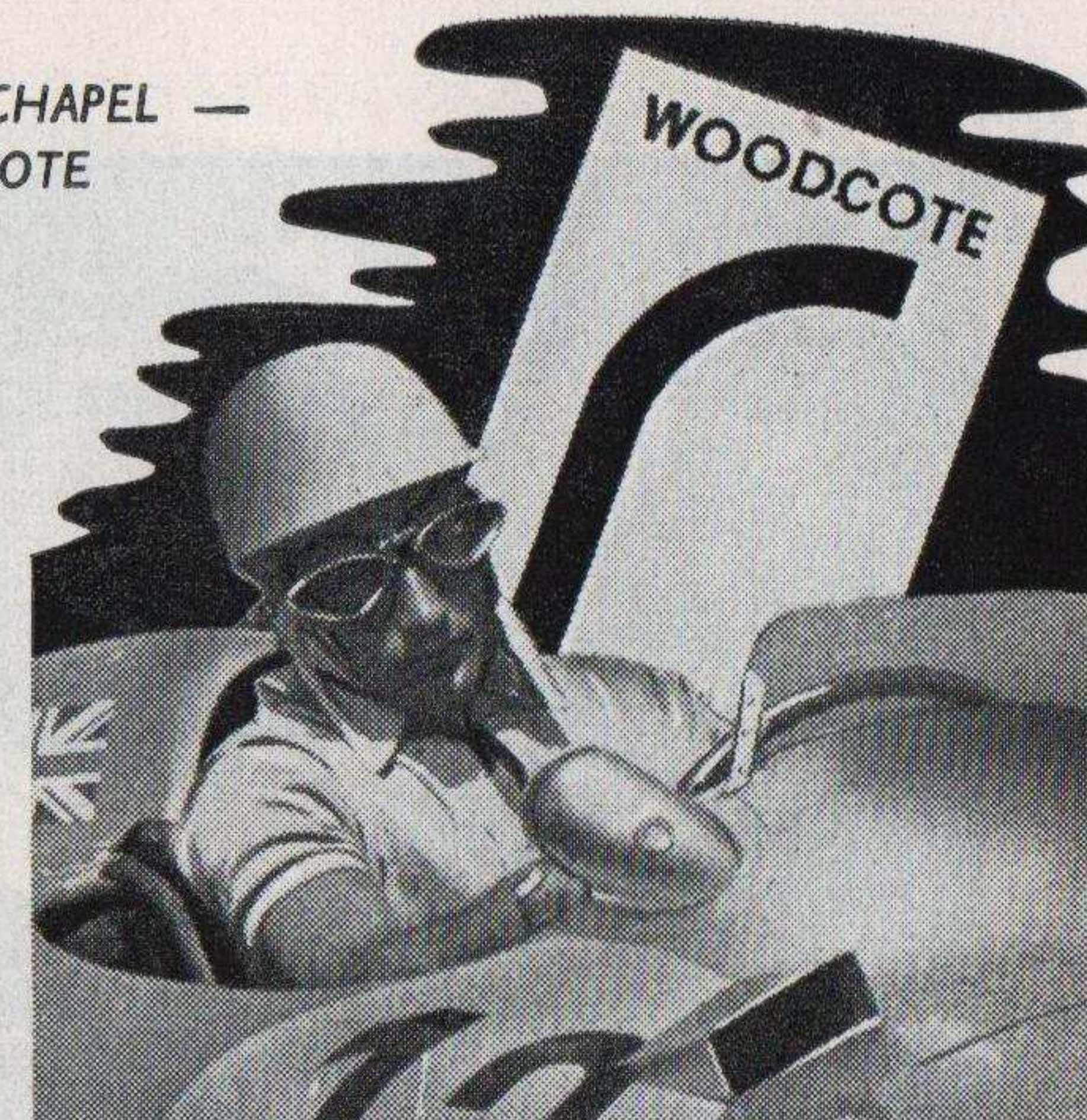
THE 4-CYL. WYVERN

£510 plus £256 . 7 . 0 PT

Spacious . . . Powerful . . . Economical !

COPSE — MAGGOTS — BECKETTS — CHAPEL —
STOWE — CLUB — ABBEY — WOODCOTE

Stirling Moss on CORNERING WRINKLES



WHEN taking a fast corner, the car literally drifts in a sideways direction. The key part of a corner is its exit—so, if all your wheels are heading straight as a die when you reach this exit, the quicker you are out and away.

Assume it is a right-hand corner. Down the straight you're zooming at top speed. Now you brake, just a fraction, at the same time inclining the steering wheel by an even slighter fraction, to the right. You keep the brakes on throughout this slight movement which tends to send the *back* of the car away into a slide; and now, instantaneously, you correct the slide by straightening your front wheels.

This is the truly crucial moment, for now the car is in drifting position with all four wheels in the same direction. . . . Once you're drifting, the slightest flick of steering wheel will unbalance the car and put you out of your drift and into a slide, with the rear wheels slewed round.

FAST GETAWAY

Through the corner, the car is moving bodily sideways and forwards at once; and all the time, you hold the drift by means of the throttle. Only now do you fully appreciate the racing advantages of perfection in four-wheel drifting, for it is now that you experience the benefits of having those four wheels lined up for the great getaway—through and out of the corner, with the least possible loss of horse-power, with all four wheels

sweetly pointing the path for your exit into the straight. If you do all this by a mere tenth of a second faster than your opponents, and if all your cornering is just that one-tenth better, imagine your success during three solid hours of driving in a 300-mile Grand Prix.

As a driver, you will never think in speed language. When you come to a circuit you study it, you go round it for practice, you make mental notes about its surface, its curves, and about your car's performance over that particular track on that particular day.

CORNER SPEEDS

You know that every corner is as variable as an English summer; and that the speed of a corner depends on a hundred-and-one considerations: its surface; its contours or curvature; width of the road; adhesion—whether it is wet, dry, or oily; how many cars have gone round it before; condition of your tyres; how much fuel you've got left at any given moment; yes, even the temperature of the day.

You may take corner X at 100 around tea time on Monday afternoon, at less than 80 in a Thursday drizzle, and at something over 105 under ideal conditions. . . .

Broadly speaking, you find three kinds of corner. (1) 'Flat-out' corners where you take the straightest, fastest line, probably at 140 m.p.h. or more. These are rarely if ever acute enough to use a drift. (2) Slower corners up to, say,



The fastest T.T. ever! Stirling Moss comes home first in the R.A.C. International T.T. at Dundrod—using BP Super in his Mercedes.

A YEAR OF VICTORIES FOR BP SUPER

From Silverstone to Sweden, this outstanding petrol had a remarkable winning record in the year's big races

The perfectly-tuned engine that every driver needs to stand a chance of winning a major race or rally makes extraordinarily heavy demands on the fuel. Quality and specification must never vary. Lap after lap, or day after day, the fuel must live up to the high performance capacity of the specially-tuned engine which it powers.

The outstanding record of BP Super on race track and road circuit during 1955 shows how successfully

Some of the big wins on BP Super during the 1955 season

Ulster T.T. 1st, Stirling Moss; 2nd and 3rd, J. M. Fangio and G. von Tripps. All driving Mercedes cars.

R.A.C. Rally of Gt. Britain 1st, J. Ray and B. Horrocks—Standard; 3rd, K. Richardson and J. Heathcote—Standard. Team award—Standard team. And three class wins.

Tulip Rally 1st, W. J. J. Tak in a Mercedes.

British Empire Trophy 1st, W. A. Scott-Brown in a Lister-Bristol.

Swedish Grand Prix 1st, J. M. Fangio; 2nd, Stirling Moss. Both driving Mercedes cars.

Lyons-Charbonnieres Rally Outright winner—Houel, in an Alfa-Romeo. First four places in general classification. Five firsts out of six other class events.

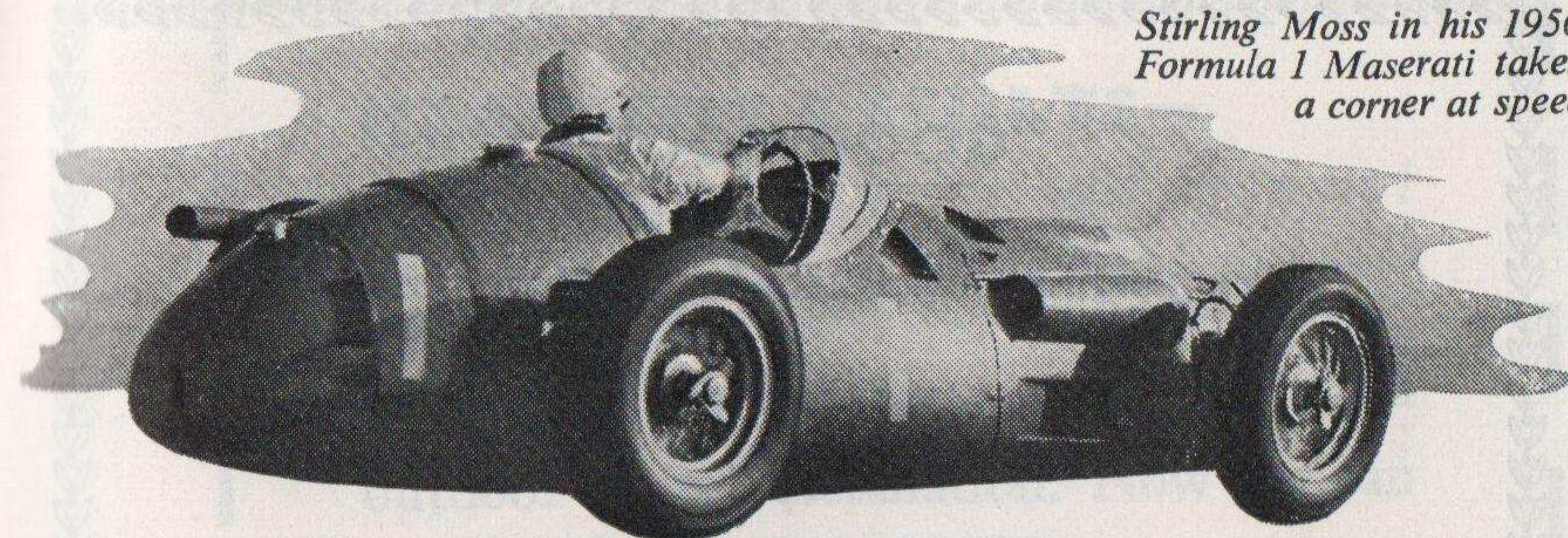
Silverstone Production Touring Car Race 2001-3000 c.c. class 1st, Ken Wharton in a Ford Zephyr.

this petrol has fulfilled these exacting requirements.

Even the ordinary motorist, in everyday driving in towns and countryside, can notice the freedom from engine-knock and the smooth, swift acceleration. He appreciates, too, something about which the racing motorist does not have to worry—that is, considerable economy in fuel consumption when driving on BP Super.



Brilliant driving by Wharton. With BP Super in the tank of his Ford Zephyr, Ken Wharton was placed first in the 2001 to 3000 c.c. class in the Production Touring Car race at the Daily Express Trophy Meeting at Silverstone.



Stirling Moss in his 1956 Formula 1 Maserati takes a corner at speed

100–110 m.p.h., where you would drift the car. (3) Slow corners where you must change down and probably put the car into a slide.

The really fast corner, taken flat out, is no problem. If it's a right-hand bend you start on the left of the road, cut through to the corner's apex on the right, and finally ease the car out left again. You 'straighten' the corner, in short, by taking the correct line through. With slow corners, too tight even for drifting you come in fast, pull on your brakes and literally slide the car round.

But note that sliding is markedly different from drifting. A slide has also the disadvantage of putting great strain upon the entire car, of absorbing horsepower, and of eating sizable portions of tyre tread. . . .

TECHNIQUE OF SLIDING

Let's try a slide on a 70-m.p.h. right-angle corner at the end of a longish straight. You approach at high speed and decide (maybe 200, maybe 400 yards from the corner) when to start braking. You're in fourth gear; you change down to third, then down to second—for that's the gear in which you'll be taking the bend. Now, just before the apex of the corner, with brakes on, you turn the wheel quite hard to the right; the back of the car begins to break away as the rear wheels slide sideways to the left, and by the time you reach the apex your slide has really begun. In a flash, you lift off the brake, your foot comes hard down on the

throttle giving you a forward thrust, as you unwind the steering back to normal in order to bring your front wheels into correct line for the exit.

THROTTLE FOOTWORK

You always take corners under power—and whether it's a slide or a drift, you never lift off the throttle, partly because lifting off unbalances the car, but mainly because it loses precious horse-power which is needed on the way out of any and every curve. You can best pick out good drivers not by seeing how late they apply the brakes on entering a corner, but by noting how early they bring in the power for their exit. . . .

Approaching a corner, your right foot comes off the accelerator. The ball of that same foot goes down on the brake. Ready for changing down, your left foot puts the clutch out. Instantaneously, while still keeping brakes on with the ball of your right foot, you flip the accelerator with the heel. It's the flip on the throttle that brings your engine revs up to the correct point for completing your gear change. . . .

If, finally, there are fast flat-out corners at the end of the straight, you will want to take them as smoothly as you know how, with the minimum use of your steering wheel. Getting through the corner with a half-inch flick of steering is better than giving a whole inch—the lighter the steering, the smaller the turning, and the slighter the drag.

From 'Stirling Moss's Book of Motor Sport' edited by Wayne Mineau and published by Cassell & Co., Ltd. Price 10/6d.



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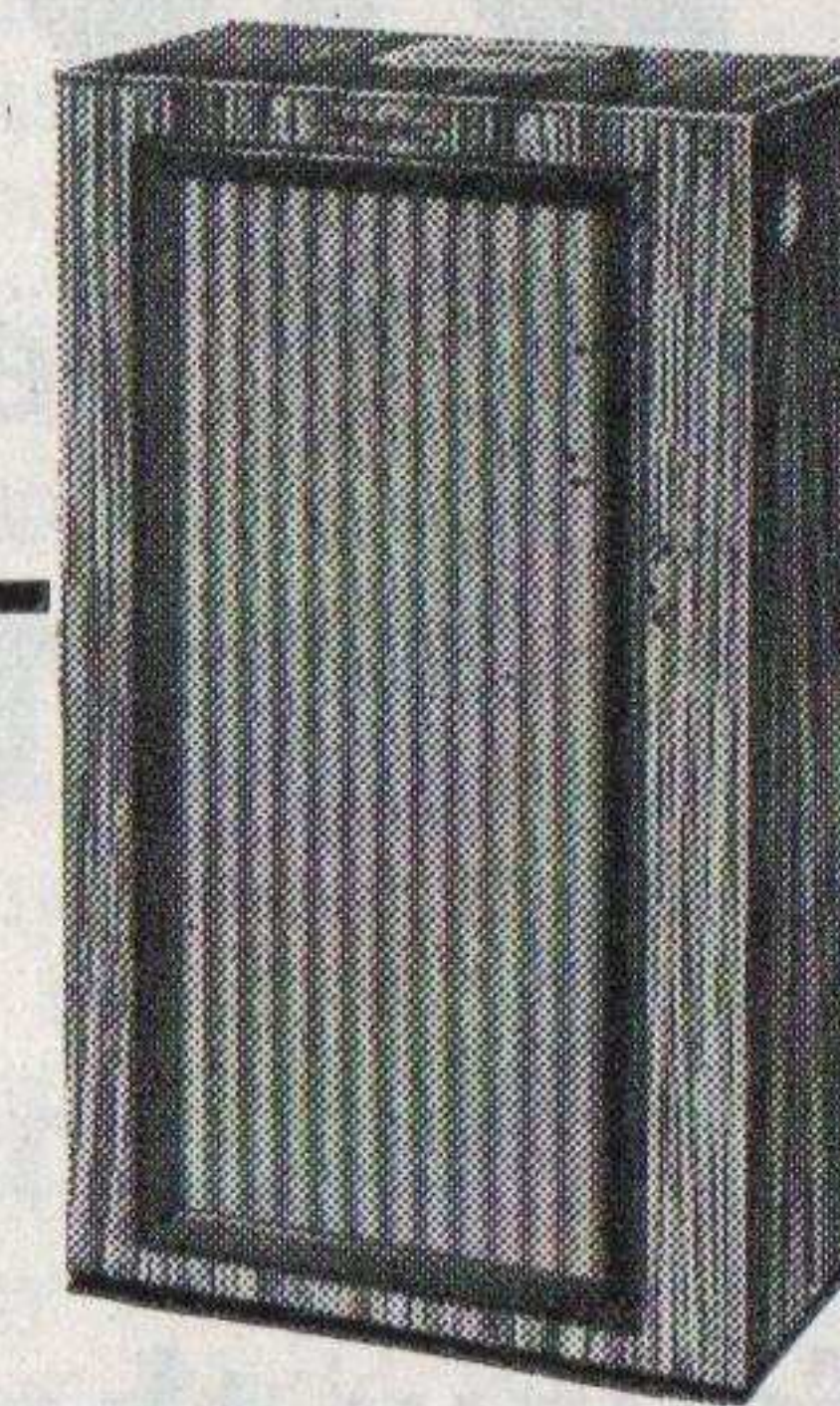
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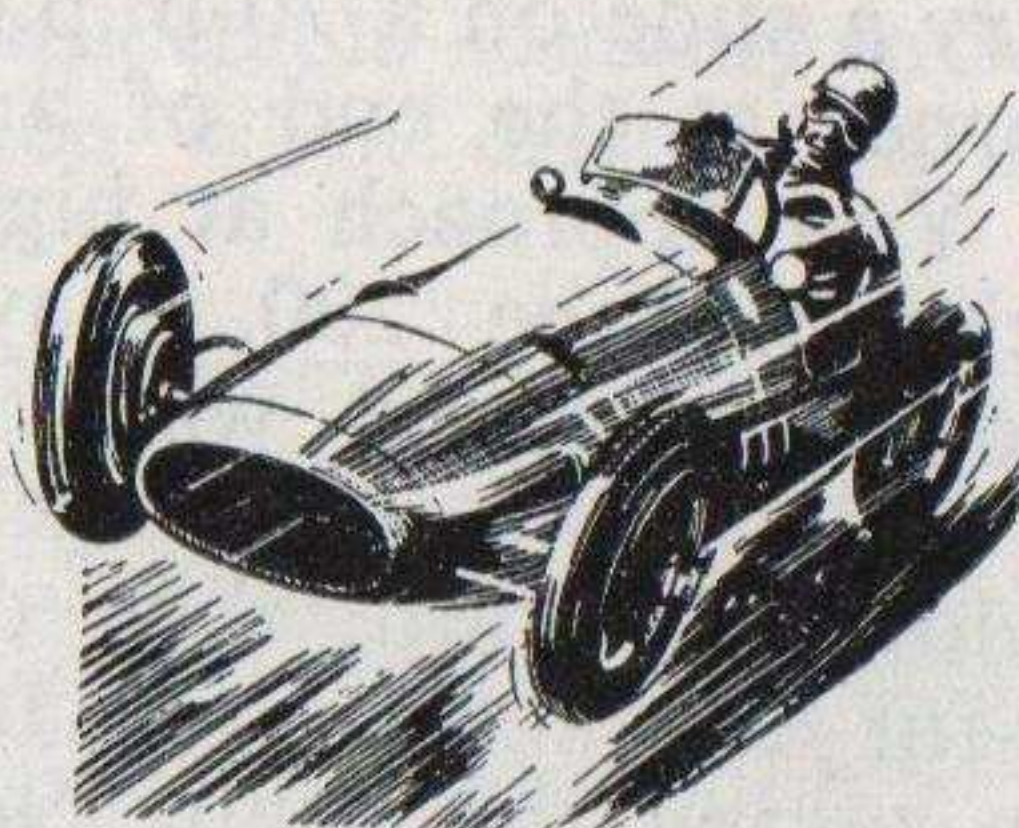
The Chequered Flag

Out Monday

by

Douglas Rutherford

(Author of Grand Prix Murder)



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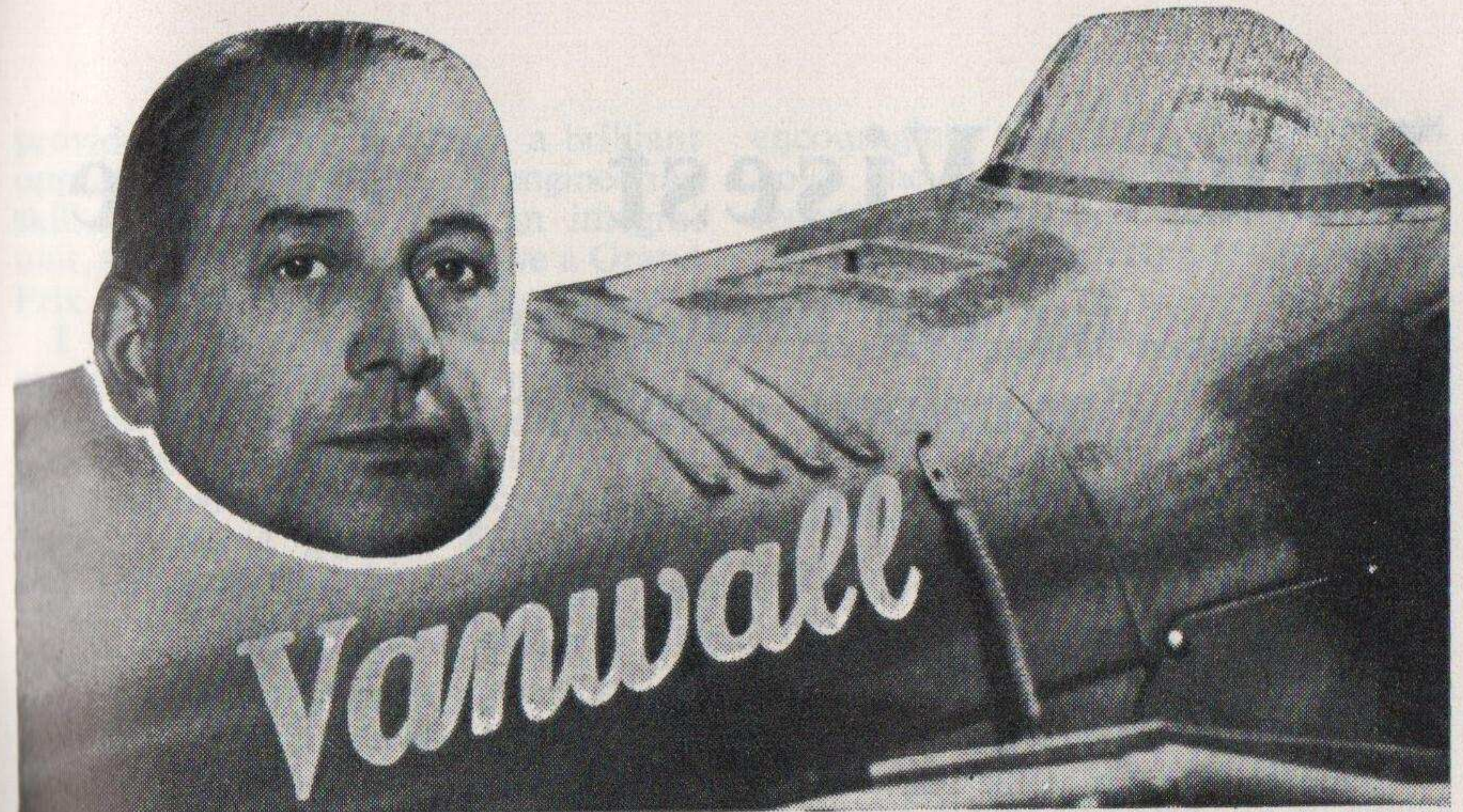
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Fast Cars are my Hobby

by G. A. (TONY) VANDERVELL

in an interview with BASIL CARDEW

I MOTOR race—that is I run a Grand Prix car racing establishment—because I enjoy it and because it involves research. And that deeply interests me. I am interested in the sport. High speed and all that it involves in producing good engineering is, I suppose, in my blood.

I first got the speed bug as a very young man. In the early 1920s, I myself raced on a Norton motorcycle in the T.T. races in the Isle of Man. I had a lot of fun and gained a lot of knowledge.

In those almost pioneer days of the internal combustion engine there were not many of us prepared to have a go. It was then that I got the fever for high speed, a costly and dangerous malady, and it has been with me ever since.

'C. A. V.', my beloved father, had really shown me the way. He had cut

adrift from the family stockbroking concern in the City and branched off in business on his own. He went into mechanical and electrical engineering and, as you know, he built up a wonderful name.

It was from him, I imagine, that my deep-rooted interest in engineering stemmed. Among other things, he invented the self-starter which is one of the biggest boons to the motorist today.

BACKGROUND TO RACING

In turn I stepped off on my own and built my car-component business. This is the background to my constantly growing activities in motor racing. It translated my commercial interests into a hobby I very much enjoy.

After World War II there emerged the B.R.M. project. I saw it would

Farina in the Thin Wall Special during the Formula Libre Race of the 1953 British Grand Prix Meeting, when he set up the Silverstone Circuit record of 100.16 m.p.h.



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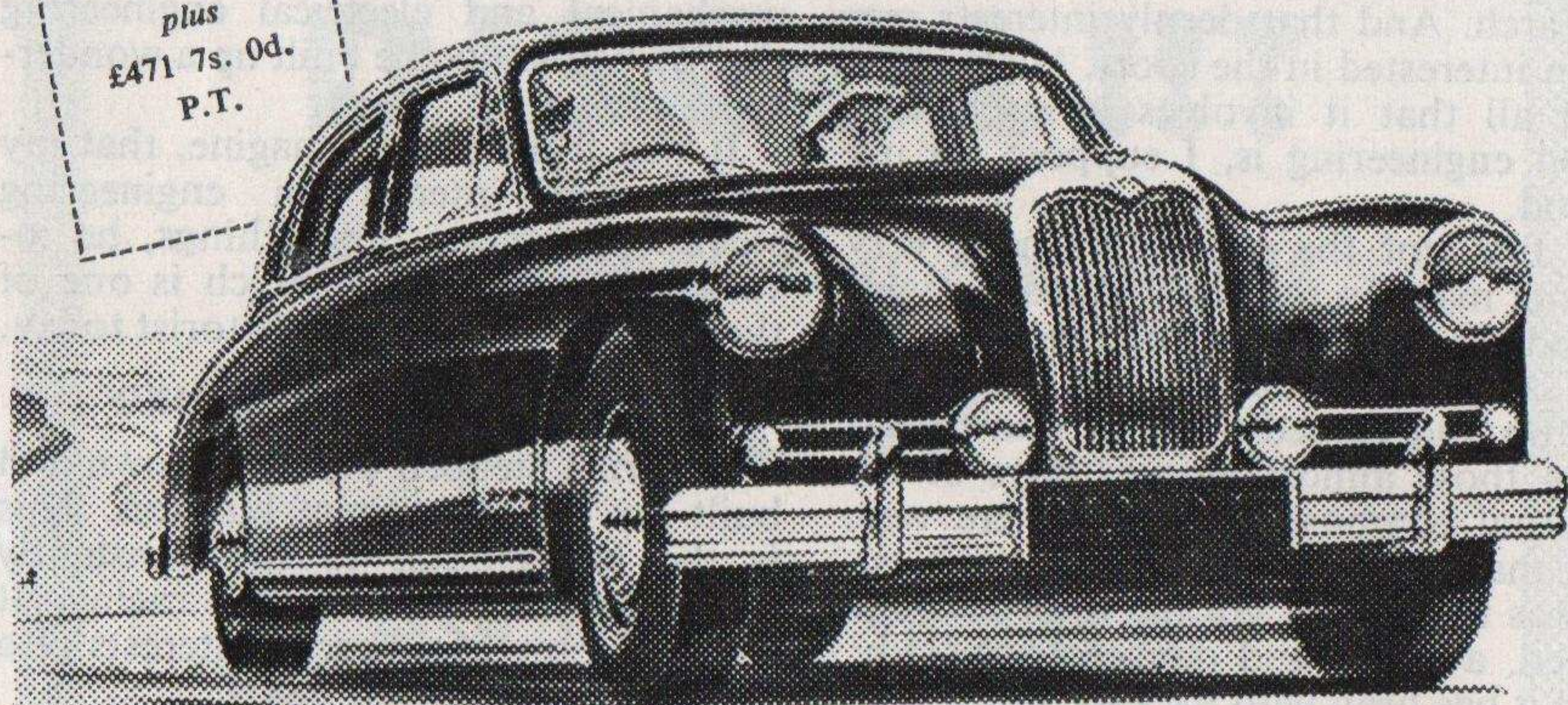
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provide, if properly handled, a brilliant opportunity to weld the car engineering skill of this country into an integral unit, so that Britain might have a Grand Prix car to challenge the world.

I threw in much effort, along with many of my friends, to make it a success. We failed for reasons beyond our control. When we could see that the original B.R.M. project could be nothing but a gigantic flop I pulled out and began to think again.

By now I had resolved that if I wanted to achieve anything in this direction I would have to start again. And with new ideas. So from Italy I bought the best car engineering vehicle that could be found and set to work improving it.

The success of my 4½-litre unsupercharged Thinwall Special was both

encouraging and stimulating. It still holds the official unlimited class lap record at Silverstone and the car, an old relic in motor racing today, served its purpose.

MECHANICAL PRECISION

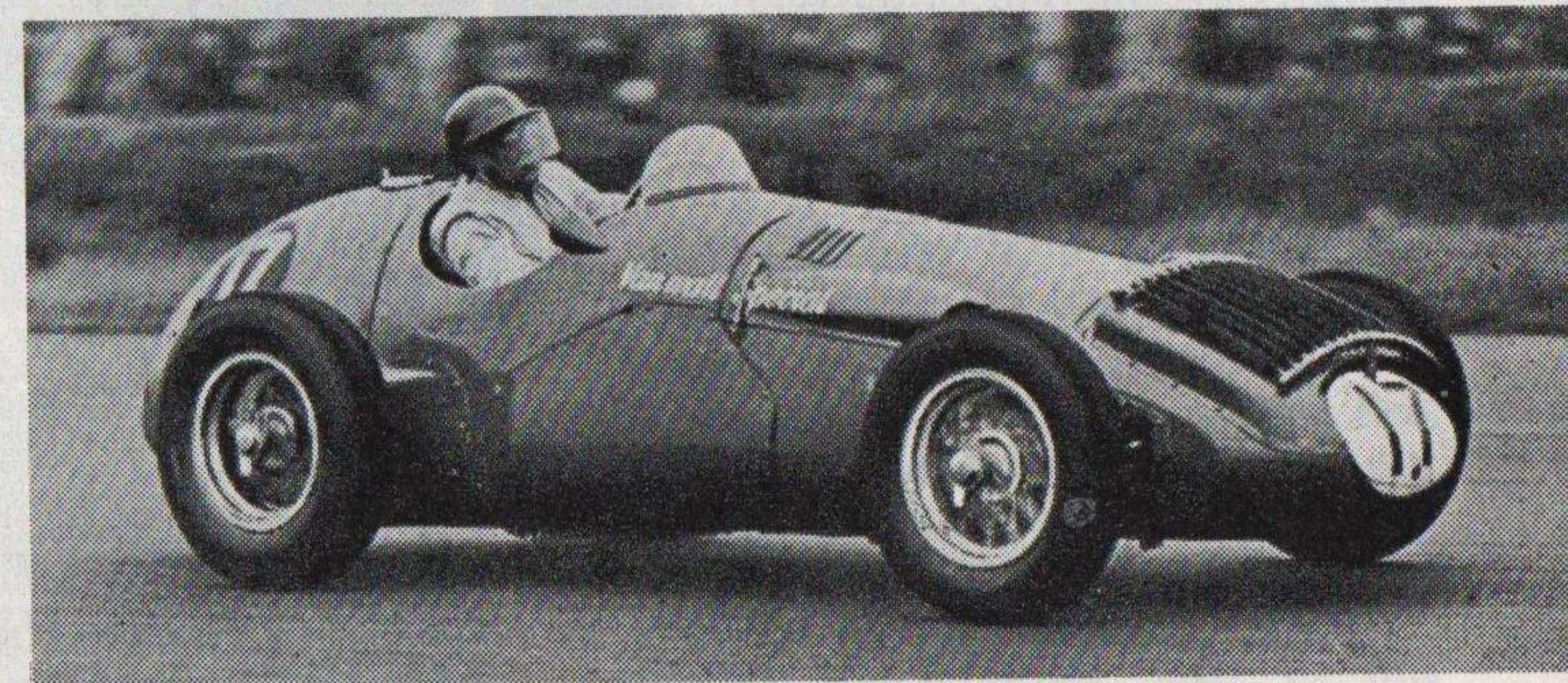
With knowledge from rebuilding and racing the Thinwall Special I engaged in producing my own Vanwall Grand Prix cars—first with a 2-litre engine, then as a 2¼-litre, and now as a 2½-litre, racing car.

And however they behave today I shall not be dismayed. For I am convinced we shall make them even better.

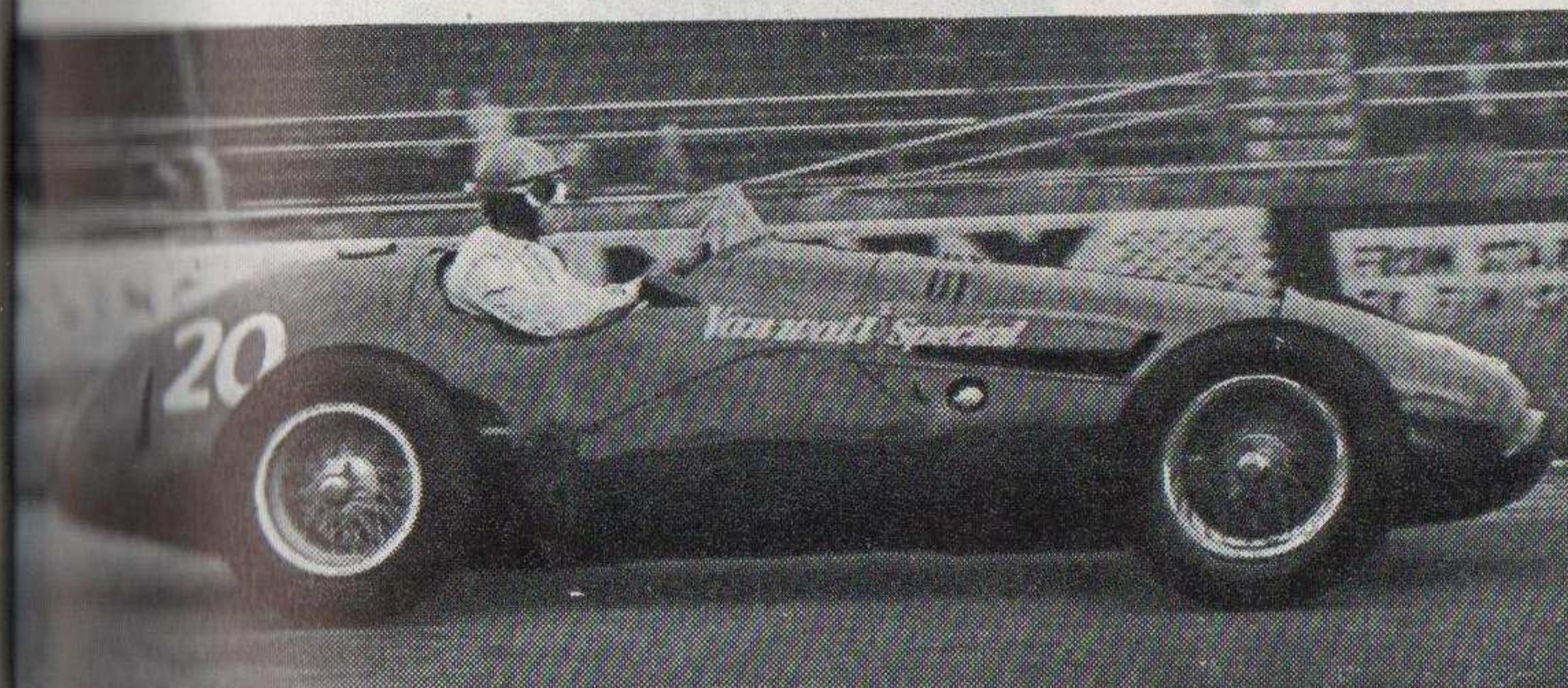
The Vanwalls represent my interest in motor racing concisely. As an engineer I am always fascinated by mechanisms made with precision. The racing

THREE STAGES IN THE DEVELOPMENT OF THE VANWALL

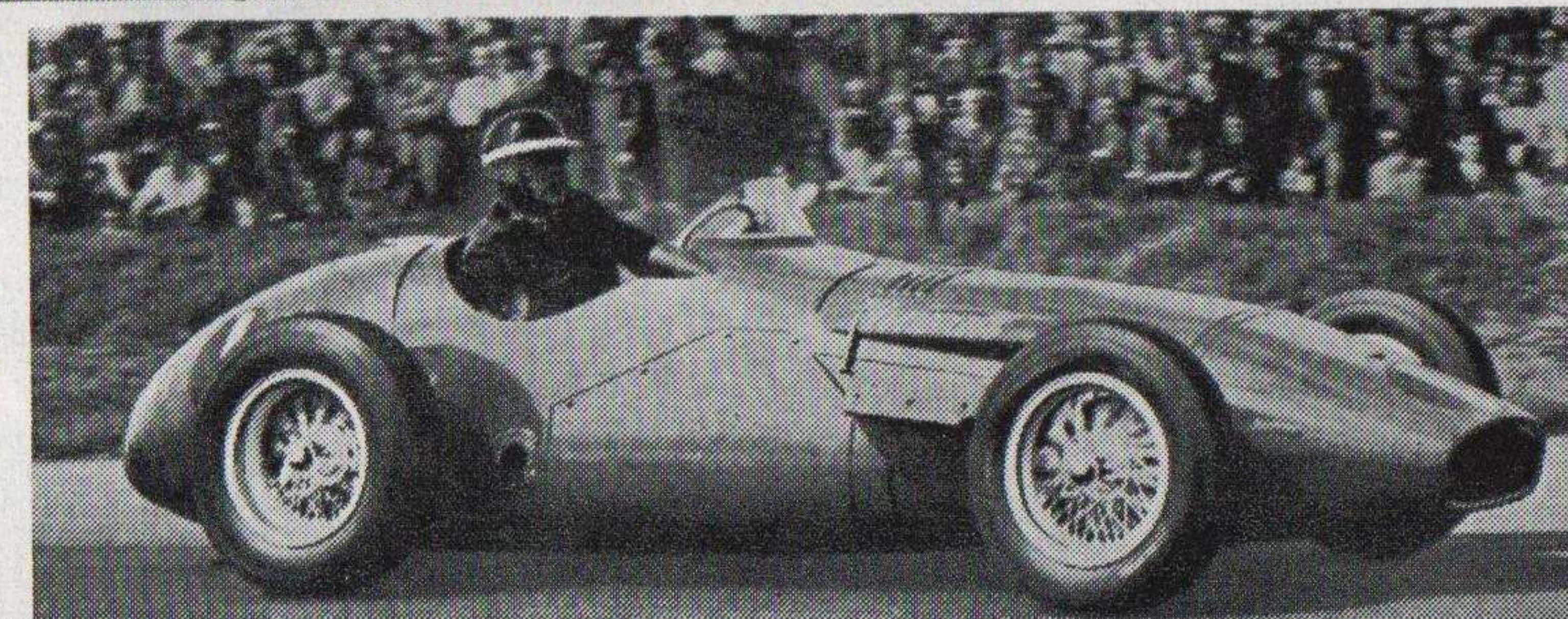
1 The first Vanwall. This car of 2 litres capacity took part in the 1954 Daily Express Trophy Race, with Alan Brown at the wheel



2 By the time of the 1954 British G.P. the Vanwall had been modified to 2¼ litres, and was driven in that race by Peter Collins



3 Mike Hawthorn at speed in the 2½-litre Vanwall in the 1955 Daily Express Trophy Race. Note the changes in body design



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motor car—for me the Vanwall—is this mechanism displayed in a manner in which you can see it perform—in action at high speed.

With so many recent past failures of British cars, motor racing is today a particular challenge to our engineering skill. And it is a challenge that I wholeheartedly accept.

But the road is strewn with pitfalls.

You build up from scratch a high-spirited and sensitive thoroughbred like a Grand Prix car, and find that a

hundred and one small things do not match up or they go wrong.

Your tool-makers are for ever being asked to produce new parts, your suppliers of the bought-out components are constantly failing to deliver on time, your small band of research engineers and mechanics work so hard into the night that their loyalty only sustains them.

CONTINENTAL RIVALRY

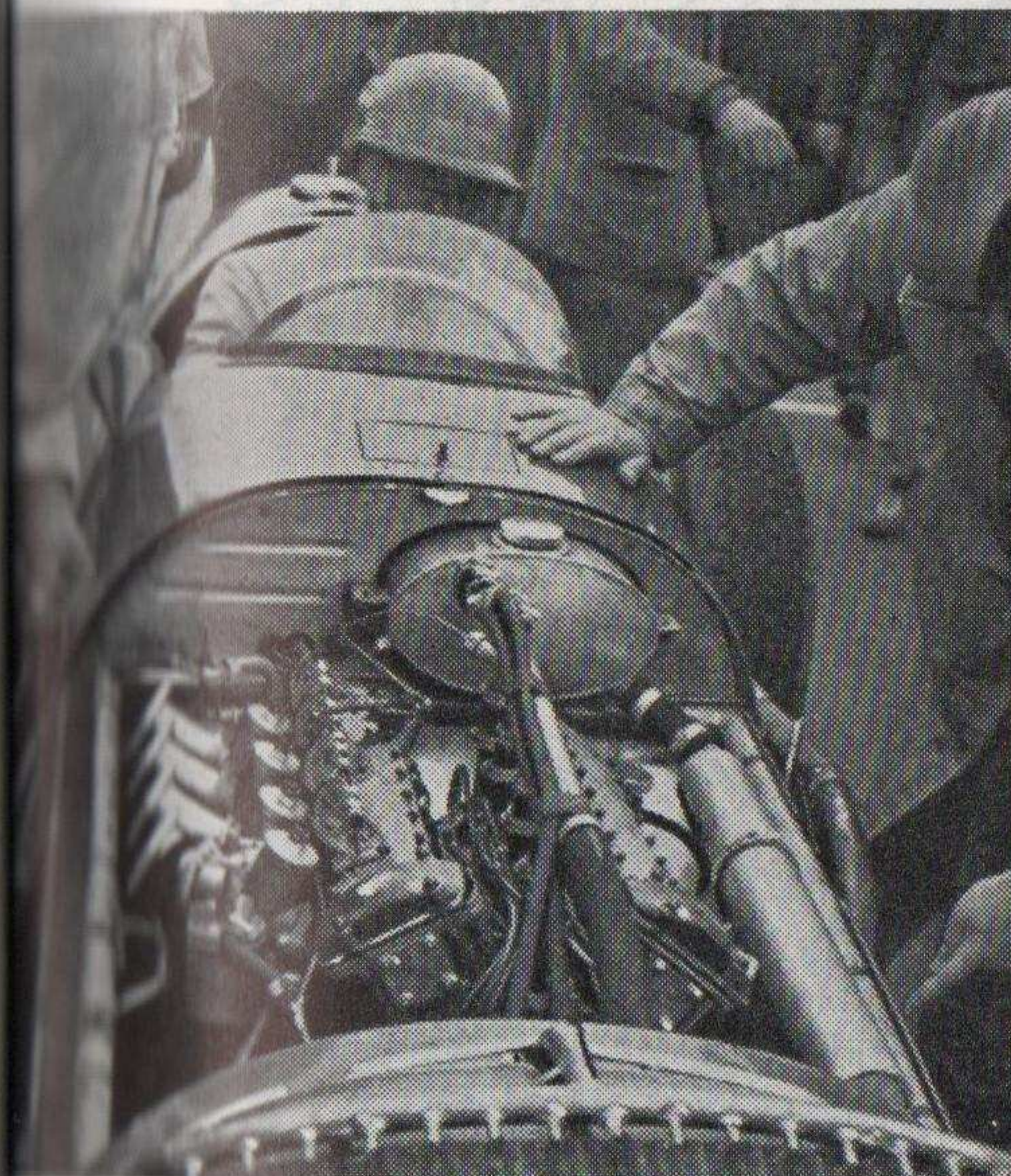
And when you think you have got the chassis and the brakes and the engine and the streamlined body right, you hear that your Continental challengers have gone one stage further. So you set to work again to find more horse power, more speed, better road holding.

These difficulties are not, of course, confined to me alone. Every enthusiast who seeks to produce a fast and sound racing car runs into similar trouble. But to a lesser degree, I would say, on the Continent where shrewd and trained heads have been working at these problems longer than we have.

Nor is the thing settled at this stage. There is the further riddle of finding willing and well experienced drivers who have confidence in your efforts.

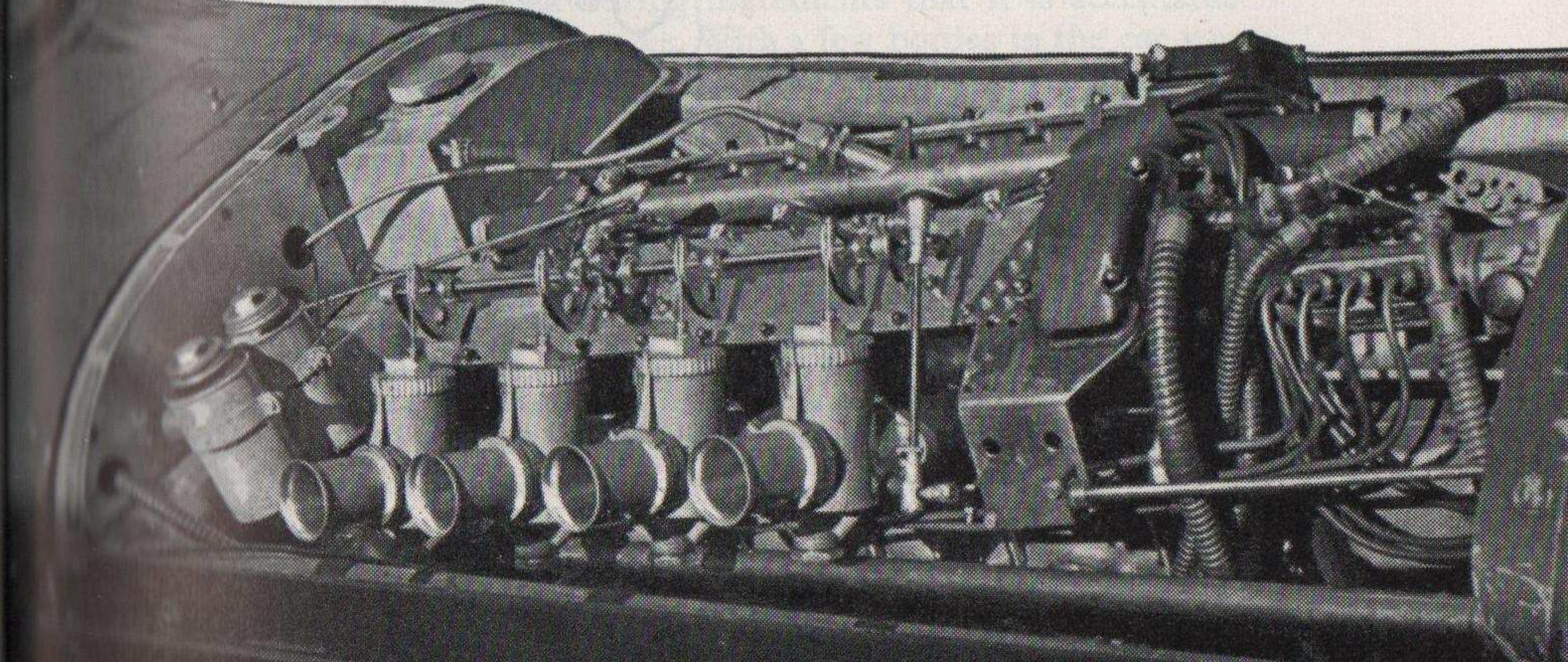
But my hope, in spite of these handicaps, is that some British Grand Prix cars will at last emerge to give our foreign competitors a good clean battle on all the circuits in the international calendar.

Success would bring back to this country lost prestige and it would provide first-class motor sport. I should be happy if I have the luck to win a Grand Prix, for it would repay all the effort I have put into this project and it would provide a reward for all the people who have helped.



ENGINE OF THE VANWALL

Head-on view (above) shows the layout of the 2-litre version in the 1954 model. The side view (below) shows the 2½-litre engine embodied in the 1955 Vanwall



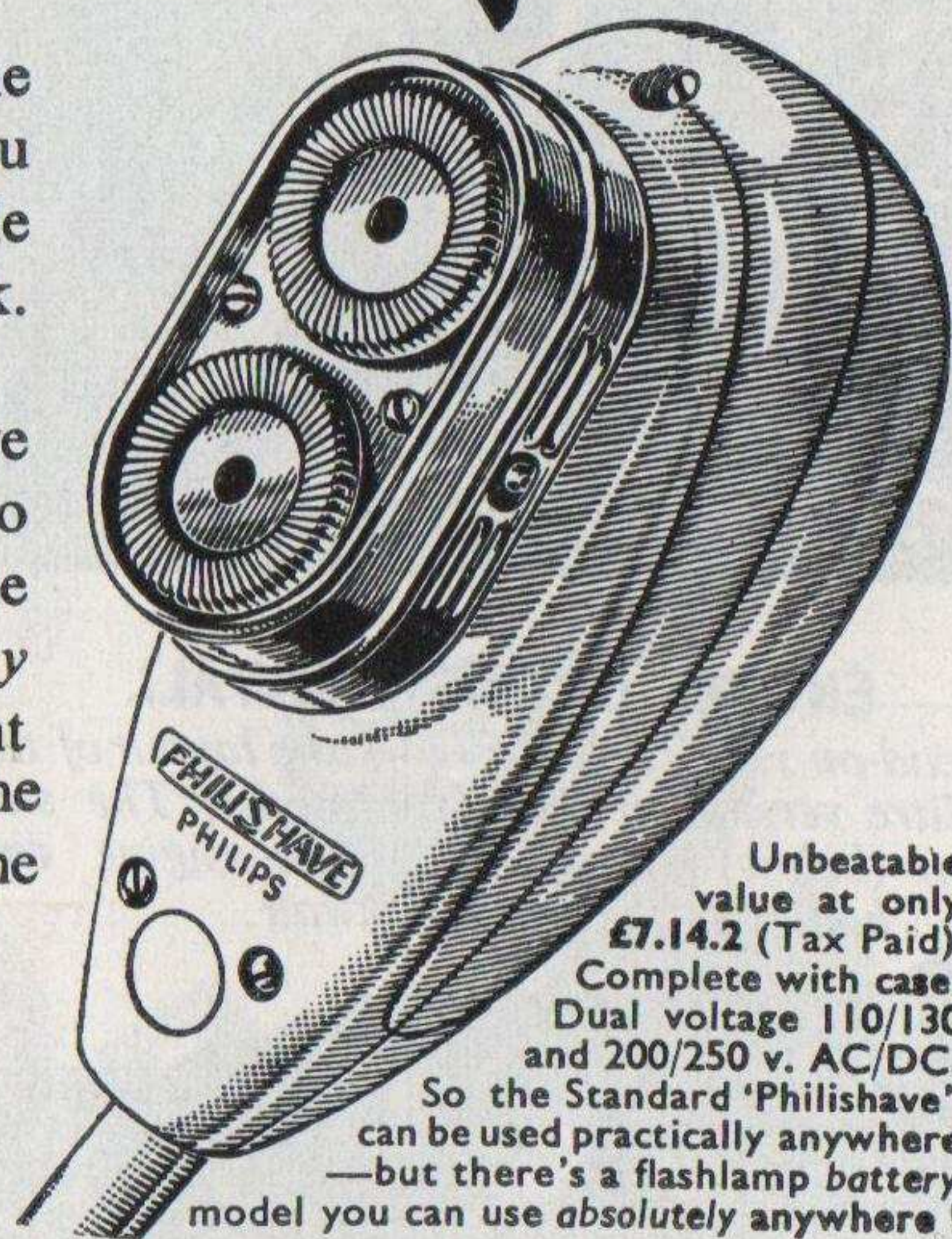
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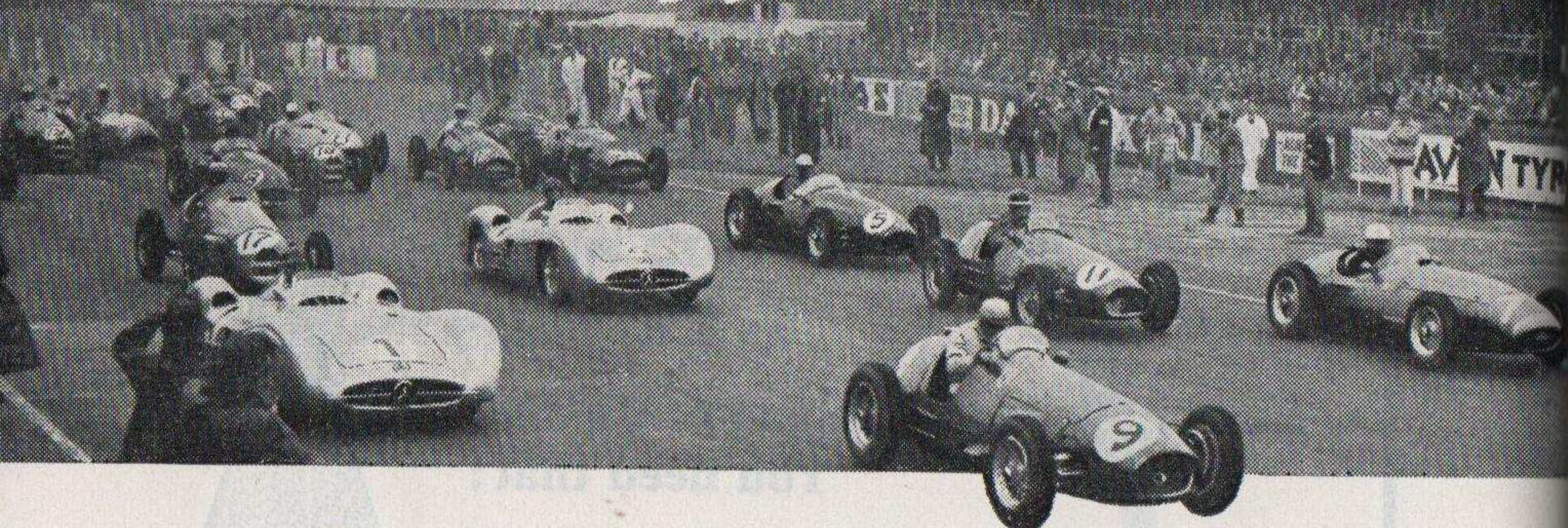


Whenever energy has to be replaced there's no finer way of doing it than with Lucozade. Lucozade is unique for it contains glucose blended so carefully with over seventy-five different flavouring ingredients that it is acceptable under *all* circumstances. With a few bottles in the car you are never without a delicious source of energy. Even the weakest stomach won't reject it—and if you have children with you, they'll love it.

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GRAND PRIX
 SILVERSTONE JULY 14 1956



AS Britain's one and only race with World Championship ranking, the R.A.C. British Grand Prix always has a special glamour. But this year it has unique attractions.

For the first time since the series was inaugurated nine years ago, a win by a British driver in a British car is a sober possibility, if the latest Connaught and B.R.M. designs fulfil the promise that high technical authorities see in them.

Failing that—what price Vanwall? It's true that, as arrangements stand at present, this camp is pinning its main hopes on foreign drivers; but fans with a pride in British engineering skill wouldn't begrudge France or the U.S. their share of the credit if Maurice Trintignant or Harry Schell were to win in a Vanwall.

Then there is something else that makes July 14 a red-letter day in an enthralling season of motor racing. For the first time ever, by any realistic reckoning, Britain has a

potential World Champion of her own this year—Stirling Moss. And for this country's speed-lovers, the Grand Prix at Silverstone offers the season's sole opportunity for watching Moss race for precious points.

If his Maserati wins, disappointment at the failure of an English car to break the Continental spell will be mitigated by rejoicing over a step-up for Stirling on the hard road to the Blue Riband of speed.

So it's a date. . . . The R.A.C. British Grand Prix, jointly presented for the fourth time by the British Racing Drivers' Club and the Daily Express, . . . Silverstone, July 14th.

Fill in and post the order form on the opposite page without delay, or make your reservation today at one of the three Grand Prix Advance Booking Booths, situated at:—

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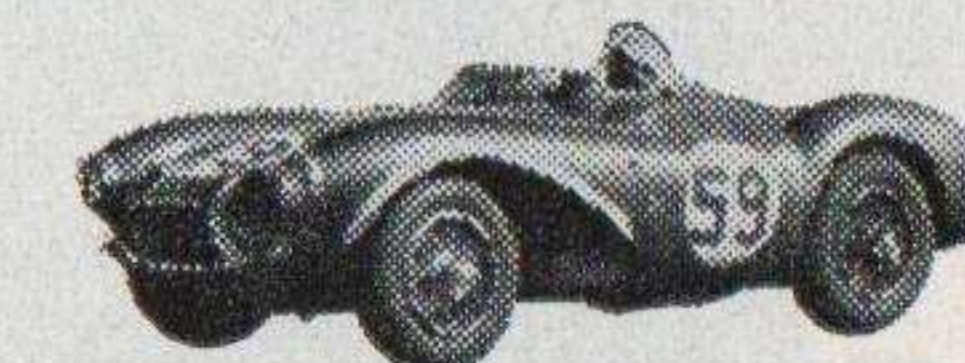
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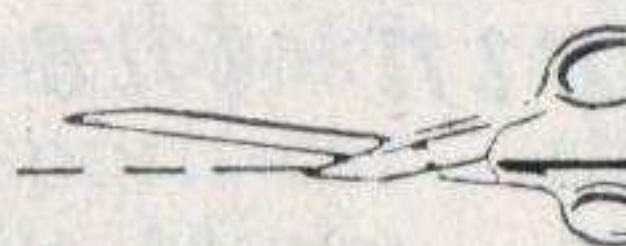
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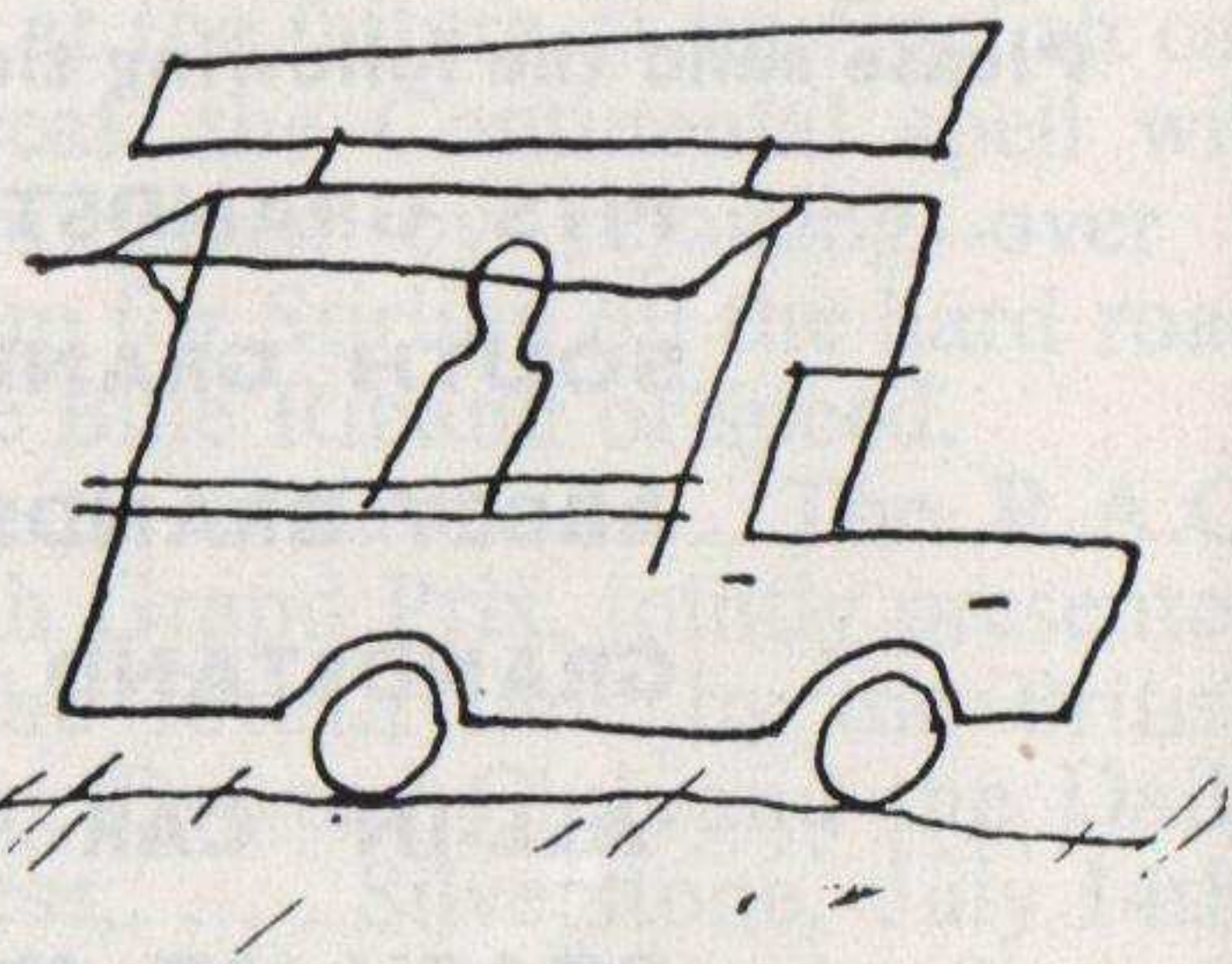
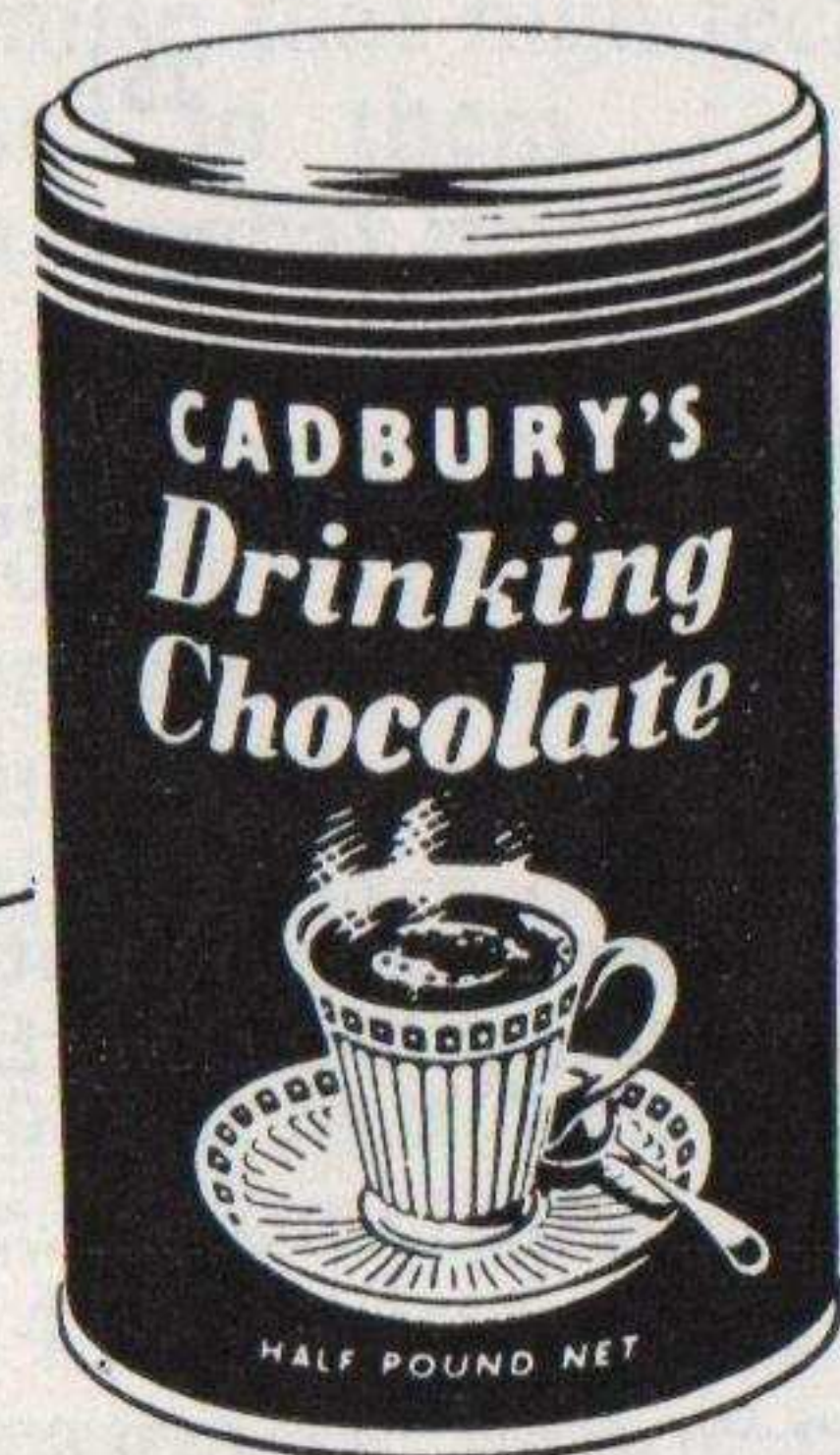
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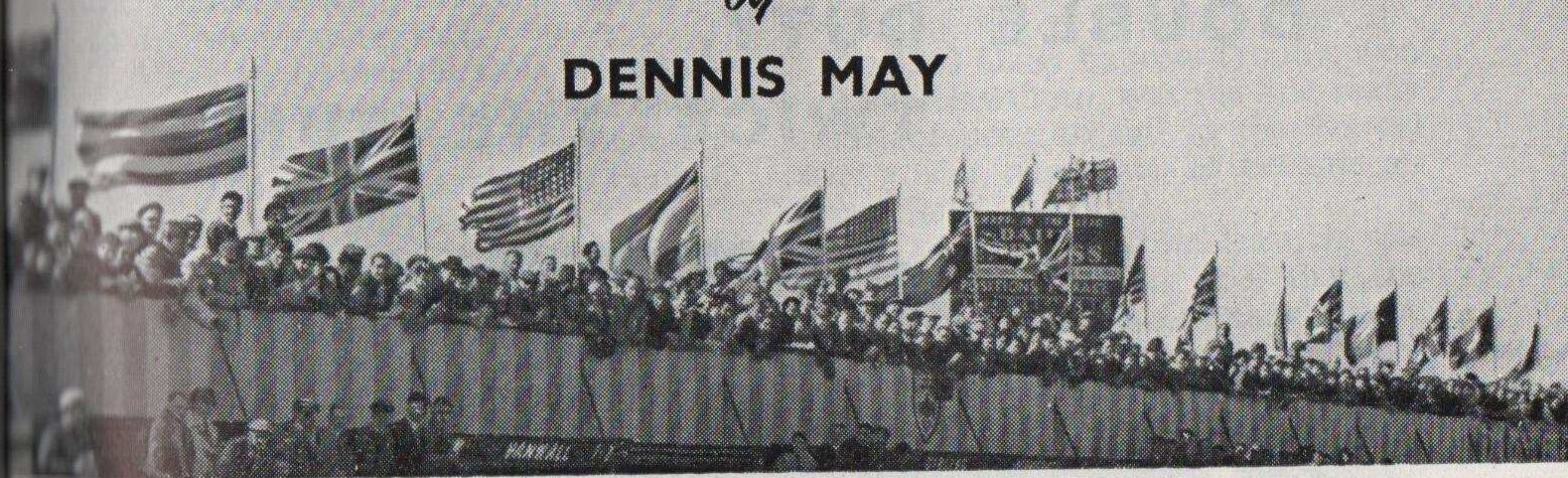
Go to the red or yellow car parks and you'll find Cadbury's Drinking Chocolate being served from the van.

CADBURY'S DRINKING CHOCOLATE

The Racing Nations

by

DENNIS MAY



IT ought to be easy, you'd think, to stick in your thumb and pull out a plum and forthwith decide that this country, or that country, or the other one, was what has been called 'top nation' in motor racing. But it isn't, you know.

For a start, of course, you have to be clear in your mind what constitutes this top-nationhood. Is it primarily a question of drivers or cars?

And if it hinges mainly on cars, what kind of cars count most in your book? Is a win in one of the great sports-car classics—Le Mans or the Mille Miglia or the Tourist Trophy—worth more or less than say a British Grand Prix victory here at Silverstone?

For want of a better springboard into the quicksands of controversy, let's take a look at the score to date in the World Championship for drivers.

This series, decided on the results of the *Grandes Epreuves*, was inaugurated in 1950, so that gives us six seasons to go on. Judged by the 'personal' yardstick, it's honours-even between Italy and the Argentine; on the one hand, two titles to the late Alberto Ascari (1952 and '53) and one to Dr. G. Farina; on the other, a triple crown for the phenomenal Juan Fangio—1951, '54 and '55.

SUCCESSFUL CARS

But take cars as your index of performance, and what do you find? Italy decisively on top, with a four-to-one tilt in her favour against Germany. Italian Alfa Romeos (remember the deafening, dazzling Types 158 and 159

here on this circuit?) were driven exclusively by the Champions in the series' first two seasons. And Ferraris, of course, put Ascari on top in 1952 and '53.

By comparison with that imposing show, Germany's two-title total, covering 1954 and last year, looks small beer—until you take the German ratio of bids-to-wins into account. Remember that Mercedes-Benz, who mounted Fangio in all but one of the points-scoring 1954 events, and the whole shoot last year, only covered two seasons of Grand Prix racing. And that, by any sort of arithmetic, is 100 per cent success.

Hundred per cent? Yes, in terms of machinery. But nought per cent, ironically enough, by the driver reckoning.

ENGINEERING GENIUS

Accidents of birth have produced some odd kettles of fish in the post-war era of motor racing. Mama Nature, with her flair for rough justice, seems to abhor the idea of bestowing a superabundance of both technical skill and driving virtuosity on any one country, at any one time.

Consider Western Germany. Here is a nation with an acknowledged genius for engineering in all its forms. Not surprisingly, in view of the *marque's* unsurpassed record, Mercedes' modern Grand Prix racer proves a world-beater. And yet, in spite of a supposedly favourable 'climate' for the development of supermen drivers, Germany has to go beyond her frontiers for men worthy of the Stuttgart metal; to South America for the flawless Fangio, to

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England for the almost equally superb Moss. In 1955, no German member of the Mercedes team scored a win at all in a Championship race.

All along the line, the story is hopping with such curiosities. Argentina, which virtually has no automobile industry of its own, breeds giants like Fangio, Gonzalez and Mieres.

Britain, whose car industry has turned its back on Grand Prix racing, comes up with *maestri* like Moss, Hawthorn, Collins, and now Brooks.

SEARCH FOR DRIVERS

Italy, where the average motorist drives harder and faster than anywhere else in Europe, and establishments such as Ferrari and Maserati are permanently up to their armpits in advanced racing projects, can't find enough natives to man her Grand Prix cars, and gratefully turns to Britain for a supply of young speedmen.

France, which boasted an evergreen Old Guard until fatal crashes tragically robbed her of J. P. Wimille and Raymond Sommer, today has just one real forefronter to her name—little Jean Behra (unless we also count Harry Schell; his licence is French but he's American-born). And France, which soared to the 'top nation' perch in the era of Bugatti and Talbot and Delage supremacy, today hasn't a fully-developed G.P. car of her own to offer her mid-century generation of drivers.

SILVERSTONE'S IMPORTANCE

But measure a nation's racing stature as you will, by men or by motor cars, one thing is sure. The countries that count can't leave Silverstone out of their campaigns. This circuit has been and will be Britain's No. 1 theatre for the international elite.

In the Daily Express Trophy of 1950, the veteran Farina, who won for Alfa Romeo, gave an unforgettable foretaste of the form which was to bring him the first World Championship title in the book.

It was here in 1951 that Froilan Gonzalez, from Argentina, scored the Grand Prix victory whereby Ferrari at last turned the tables on Alfa Romeo.

The following year, with his feet on the ladder which would take him to

two successive championships, Ascari (Ferrari) rang in a two-year interlude of Formula II Grands Prix with a resounding win at a fraction over '90'.

The 1953 Daily Express Trophy, won by Mike Hawthorn, was the first really important prize to fall to the Ferrari cadet whose name was to become an international byword.

And last, but far from least, it was on this course, a year ago, that the flying Jack Fairman's Connaught gave the first insight into the possibilities of a chassis which later made motor racing history at Syracuse.

SPEEDMEN OF FOUR COUNTRIES



Argentina - World Champion Juan Fangio



Italy - Luigi Musso

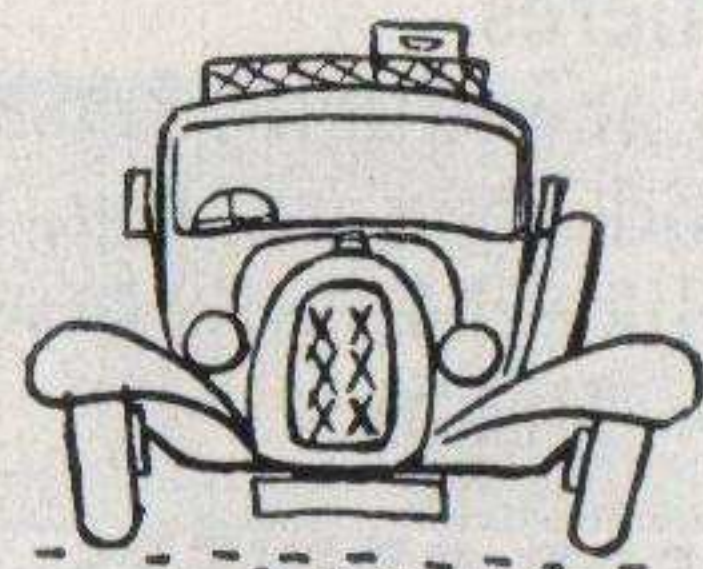
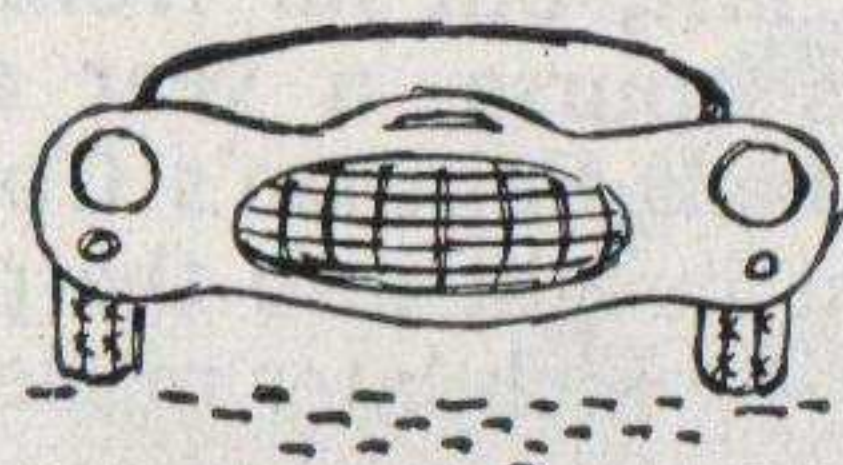


France - Jean Behra

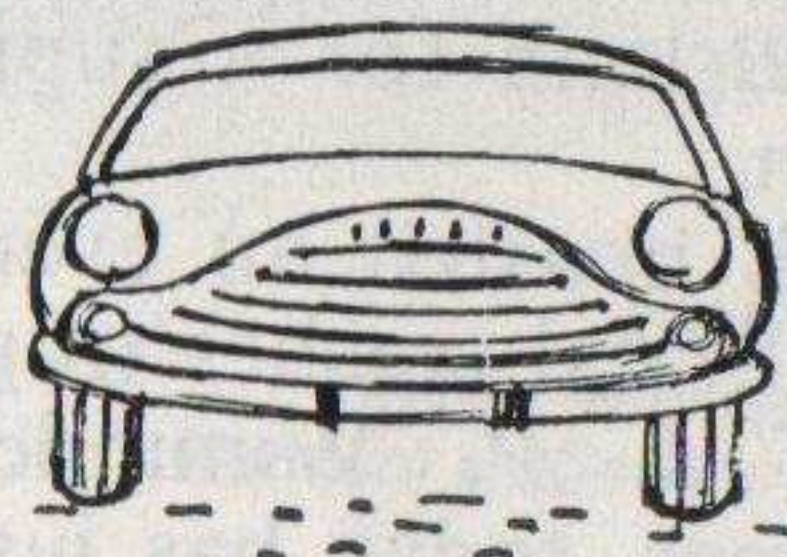
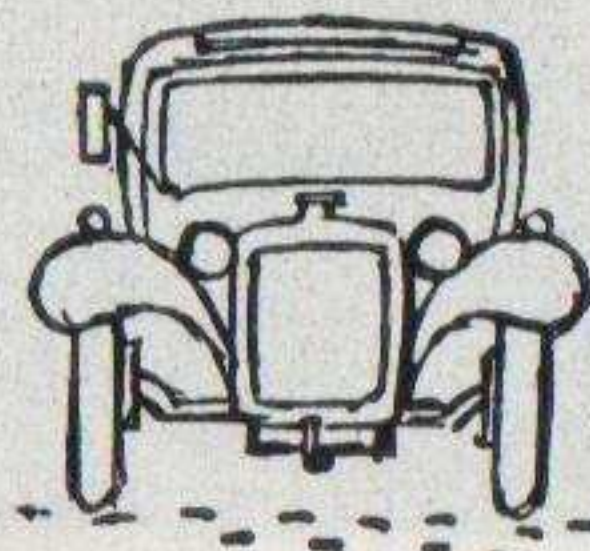
Great Britain - Mike Hawthorn



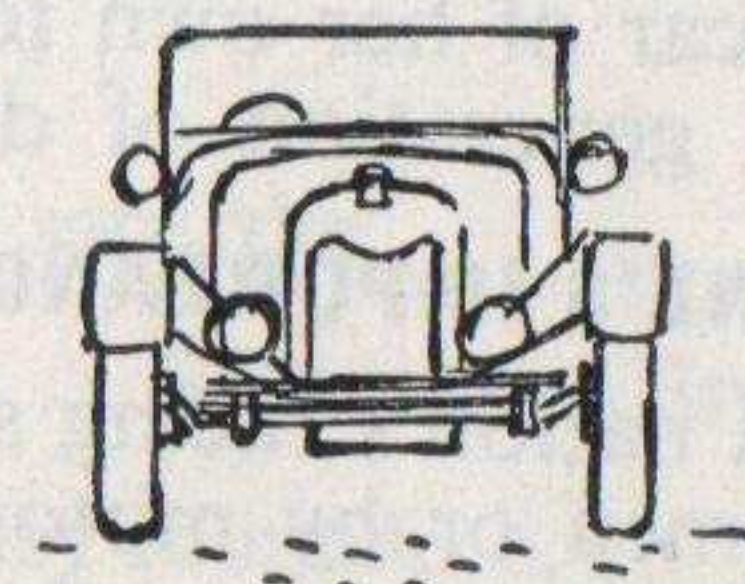
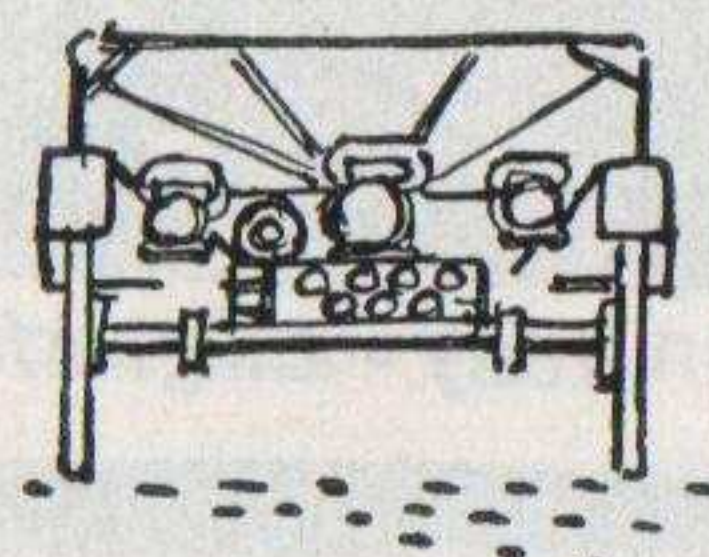
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fast or slow



old or new



veteran or vintage

you'll find more
to interest you in

The Motor
WEDNESDAYS ONE SHILLING

All Change . . .

and As You Were !



Profiles of some of today's personalities, featuring drivers who have changed their marques this season and others who race again for their 1955 stables

All Change . . .

Mercedes' withdrawal from racing throws **JUAN FANGIO**, the reigning World Champion, straight into the arms of Ferrari, against whom he has raced in previous years. The Daily Express Trophy is one of the few important European races that this great Argentinian has yet to win. In March he shared the victorious Ferrari with Eugenio Castellotti in the Sebring 12-Hours Race in Florida.

DESMOND TITTERINGTON is tackling this circuit in a Connaught for the first time today. At this meeting a year ago, Titterington, an Ulsterman, finished third for Jaguar in the Touring Car race and shared in the Manufacturers' Team Prize.

Frenchman **MAURICE TRINTIGNANT**, former driver of Gordini and Ferrari cars is probably France's most experienced top liner. He has been in the game for over 23 years. Now he makes his contribution to the *Entente Cordiale* by handling a British Vanwall in today's Trophy Race.

TONY BROOKS, the only Briton to win a Continental Grand Prix on a British car for more than thirty years (remember his magnificent Syracuse victory last October?), has now switched from Connaught to B.R.M. Brooks is also a first-class sports car driver and in today's event he will be at the wheel of a 1484 c.c. Lotus-Connaught.

MIKE HAWTHORN, formerly Britain's gift to the Ferrari and Ferrari-Lancia strength, today will make his first B.R.M. appearance at Silverstone, after experience with the car at both Goodwood and Aintree. We wish him better luck than he had when making his B.R.M. debut at Easter; that time, the car left the road and overturned in a cloud of dust. At 27, the fair-haired Hawthorn is still the only Englishman to have won a Continental *Grand Epreuve* since the war.

Dapper **ARCHIE SCOTT-BROWN**, 1956 recruit to the Connaught works team, is a Scotsman and a bachelor. Archie sensationally 'held' Moss for 15 Goodwood laps at Easter, and at Aintree in last month's '200' only relinquished the lead when his engine failed.

M. Trintignant

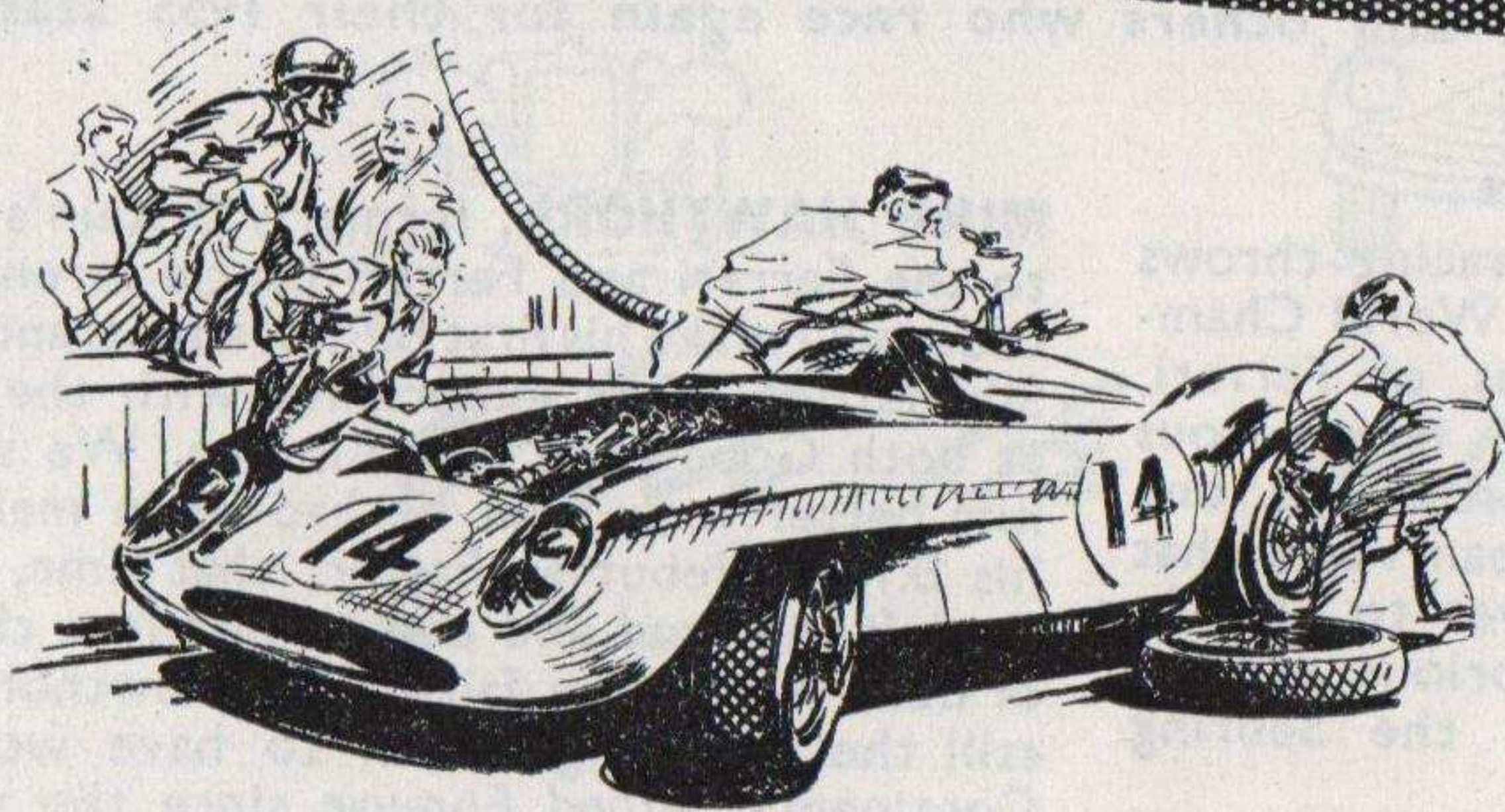
Tony Brooks



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GIRLING →
THE BEST BRAKES IN THE WORLD
'Way Out Ahead'

PETER COLLINS, from Kidderminster, Worcs., last year scooped the Daily Express Trophy in an Italian Maserati, and today will try to repeat the performance in a works Ferrari. He recently scored a brilliant success by winning Sicily's fabulous Giro di Sicilia, run over a single enormous lap of the island, at the record speed of 65.86 m.p.h.

Forty-year-old **KEN WHARTON**, who owns a garage business at Smethwick, Birmingham, has driven most makes in his time, but this will be his first Silverstone event at the wheel of an Italian Ferrari (his mount for the sports car race). Ken has won four successive hill-climb Championships of Britain.

This is **RON FLOCKHART'S** first season in a Jaguar cockpit. A native of Edinburgh, Ron is one of the operational Scots in the Ecosse stable to-day. His previous sports car racing experience has included Aston Martins and

As You Were . . .

Twice in past Daily Express Trophy Races—1953 and last year—popular **ROY SALVADORI** has eaten nobody's dust but the winner's. In the 1955 race moreover he proved himself as fast as the fastest by tying with the winner, Peter Collins, for a record lap at 98.48 m.p.h. Roy has probably won more races on Maserati than any other Briton.

As well as being a consistently successful driver, **COLIN CHAPMAN** is also a brilliant engineer and designer. He builds the Lotus, one of the most advanced of the world's sports-racing cars. Making his U.S. debut, Chapman recently led his class in the 12-hour marathon at Sebring until electrical trouble enforced his retirement.

Co-winner with Hawthorn of last year's Le Mans '24', the Blue Riband of European sports car racing, **IVOR BUEB** is one of the many stars of the big league who graduated



Ron Flockhart

Austin Healeys, while in the Formula Libre he formerly drove the 500 h.p. supercharged B.R.M. for its makers.

The dark bespectacled **ALAN BROWN** from Guildford, Surrey, is the Sassenach member of the Anglo-Scottish team which handles the Ecurie Ecosse in the Sports Car Race. Brown is in his thirties and married. This makes his first Silverstone drive on a Jaguar. He began his racing career at the 500 c.c. level about six years ago.

from '500s'. Ivor is a Londoner but now operates from Cheltenham. He was lucky to escape without serious injury when his Cooper capsized during the recent British Empire Trophy Race.

A citizen of the world, **HERBERT MACKAY FRASER** was born and raised in Connecticut and afterwards made successive homes in Wyoming, California, Brazil and London. He raced on various English circuits towards the end of last season, but this will be his first Silverstone appearance.

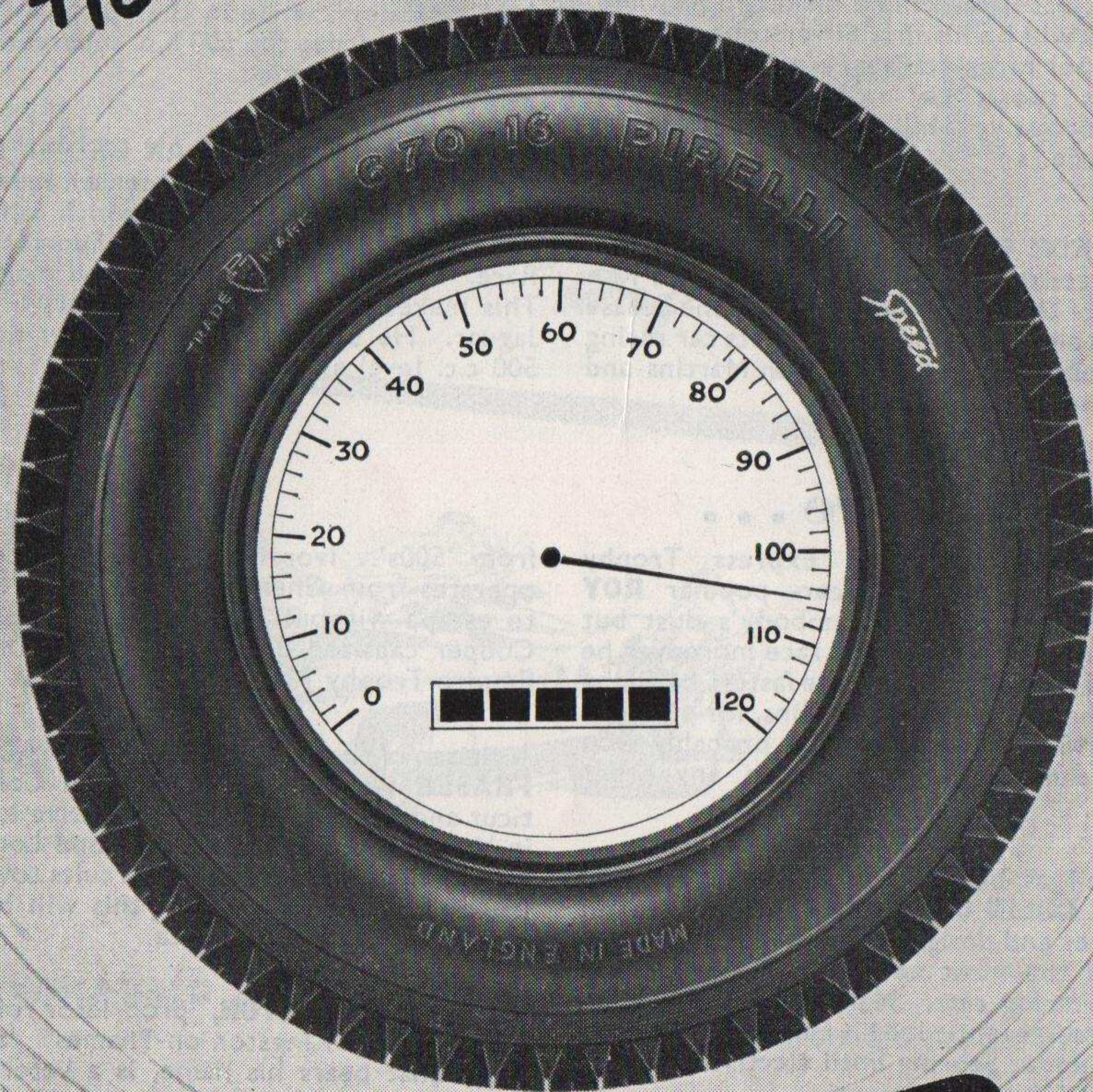
V. W. DERRINGTON, proprietor of the well-known Kingston-on-Thames 'speed shop' that bears his name, is a veteran of motoring sport and a member of the diminishing band whose celebrity dates back to pre-war days. As he will demonstrate in today's Touring Car event, faster Ford Consuls than his don't grow on every tree!

(Continued on page 85)

P.S. Meet me at the Steering Wheel.

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How Safe is Fast?



PIRELLI

P267

JOAKIM BONNIER, the Swede, is one of Scandinavia's all too rare migrants to the British race circuits. We wish him better luck than he had at Oulton Park last month when gearbox trouble on his Maserati rationed him to three forward speeds.

GEORGE WICKEN from Maidstone, Kent, is one of the veterans of half-litre racing and stars consistently on his home track, Brands Hatch. It was there that he recently won the first round of the seasonal contest for the coveted Sporting Record Trophy, driving a Cooper.

REG PARNELL, drives both familiar and unfamiliar cars today. He has for instance a wealth of Aston Martin experience behind him, but is a newcomer to the German Borgward on which he contests the Touring Car event. As the top-placed driver in the only Daily Express Trophy Race which had no official winner (the rain-deluged 1951 event) he will be making all-out efforts at the wheel of a Connaught to attain equal ranking with the three official British winners that the series has produced—Macklin, Hawthorn and Collins.

Thirty-three-year-old **JIM RUSSELL** from Downham Market, Norfolk, is one of the



Reg Parnell and Stirling Moss

few East Anglians to figure prominently in modern racing. Tough and thickset, he has an aggressive way with him at the wheel that has earned him a multitude of fans. Jim began racing in 1952 and the cars on his dossier range all the way from little '500s' to a supercharged 3-litre Maserati.

Photographs taken at this meeting by Daily Express Staff photographers are available for private use at the following rates:—

	6" x 4"	8" x 6"	10" x 8"
Glossy	2/6	3/6	5/-
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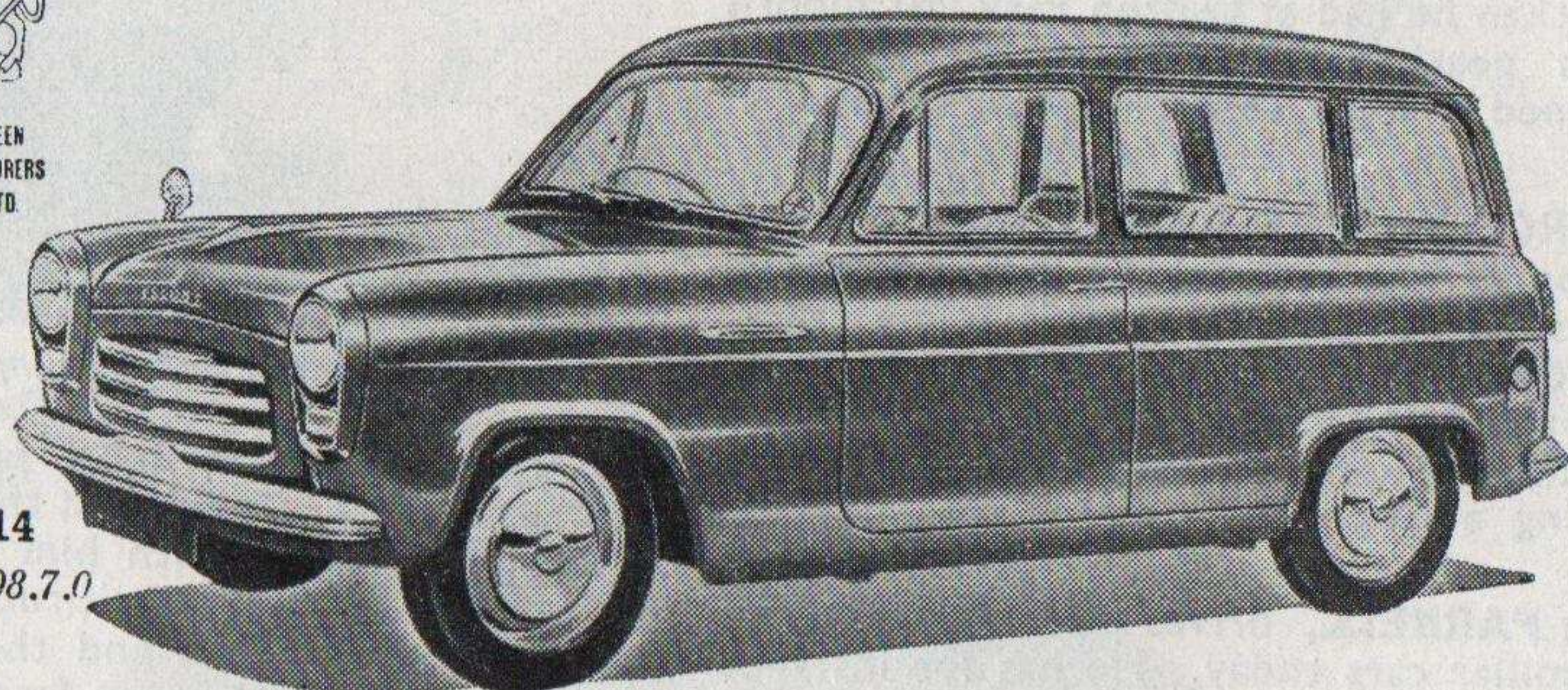
Please apply, with full details of photographs required, to:—Photo Sales Department, London Express News & Feature Services, 41/42, Shoe Lane, London, E.C.4.

ACKNOWLEDGMENTS

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 13 AND 15 AND THE ORGANISATIONS AND CLUBS WHO ARRANGED FOR PARTIES OF THEIR MEMBERS TO ATTEND AS OFFICIALS.

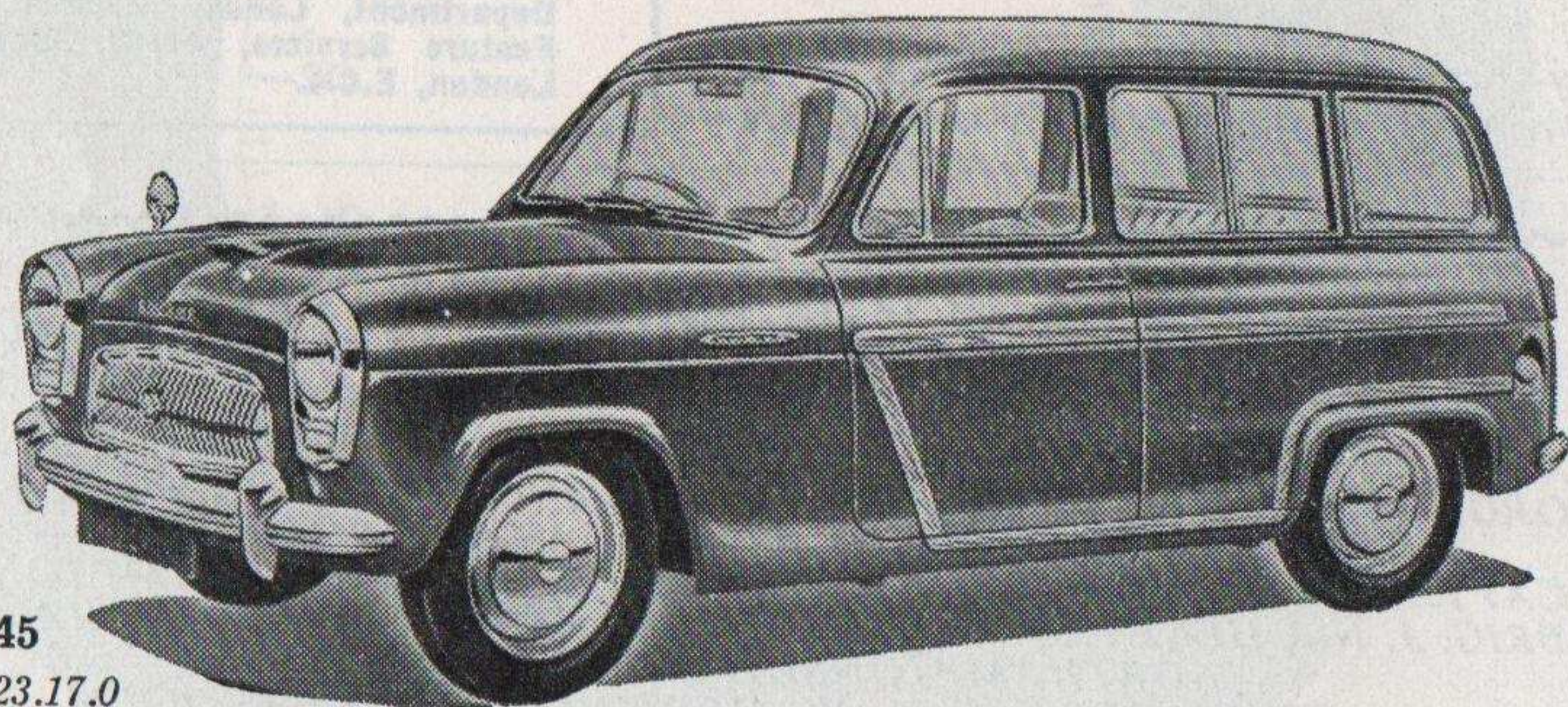
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Previous



Results

1949

THE TROPHY RACE—30 LAPS
1st: A. Ascari (Ferrari) 89.58 m.p.h. 2nd: G. Farina (Maserati). 3rd: L. Villoresi (Ferrari).
PRODUCTION CAR RACE—25 LAPS
GENERAL CATEGORY: 1st: L. Johnson (Jaguar) 82.80 m.p.h. 2nd: P. D. C. Walker (Jaguar). 3rd: N. Culpan (Frazer-Nash).
CLASS RESULTS: Over 2,500 c.c.—1st: L. Johnson

(Jaguar) 82.80 m.p.h. 1,501—2,500 c.c.—1st: N. Culpan (Frazer-Nash) 81.73 m.p.h. Up to 1,500 c.c.—1st: E. Thompson (H.R.G.) 70.89 m.p.h. MANUFACTURERS' TEAM PRIZE: 1st: HEALEY. Drivers: A. P. R. Rolt, Louis Chiron, T. H. Wisdom.
500 c.c. RACE—10 LAPS
1st: E. Brandon (Cooper) 79.61 m.p.h. 2nd: S. Moss (Cooper). 3rd: R. Dryden (Cooper).

1950

THE TROPHY RACE—35 LAPS
1st: G. Farina (Alfa Romeo) 90.16 m.p.h. 2nd: J. Fangio (Alfa Romeo). 3rd: P. Whitehead (Ferrari).
PRODUCTION CAR RACE—30 LAPS
GENERAL CATEGORY: 1st: A. Ascari (Ferrari) 83.72 m.p.h. 2nd: D. Serafini (Ferrari). 3rd: P. D. C. Walker (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: P. D. C. Walker (Jaguar) 81.88 m.p.h. 2,001—3,000 c.c.—1st: D. Hamilton

(Healey) 79.92 m.p.h. 1,501—2,000 c.c.—1st: A. Ascari (Ferrari) 83.72 m.p.h. 1,101—1,500 c.c.—1st: G. A. Ruddock (H.R.G.) 71.78 m.p.h. Up to 1,100 c.c.—1st: J. M. Sparrowe (Morgan) 68.28 m.p.h. MANUFACTURERS' TEAM PRIZE: 1st: JAGUAR. Drivers: P. D. C. Walker, A. P. R. Rolt, L. G. Johnson.
500 c.c. RACE—10 LAPS
1st: S. Moss (Cooper) 79.87 m.p.h. 2nd: R. Sommer (Cooper). 3rd: A. J. Bottoms (J.B.S.).

1951

THE TROPHY RACE
Abandoned at the 6th Lap. 1st: R. Parnell (Thinwall Special Ferrari) 6 laps in 16 min. 48 sec. 2nd: D. Hamilton (Talbot). 3rd: J. Fangio (Alfa Romeo).
PRODUCTION CAR 1-HOUR RACE
GENERAL CATEGORY: 1st: S. Moss (Jaguar) 84.50 m.p.h. 2nd: C. P. Dodson (Jaguar). 3rd: T. A. D. Crook (Frazer-Nash). CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar) 84.50 m.p.h. 2,001—3,000 c.c.—1st: R. Parnell (Aston Martin) 81.42 m.p.h. 1,501—2,000 c.c.—1st: T. A. D. Crook

(Frazer-Nash) 83.63 m.p.h. 1,101—1,500 c.c.—1st: R. W. Jacobs (M.G.) 72.66 m.p.h. 751—1,100 c.c.—1st: J. M. Sparrowe (Morgan) 63.90 m.p.h. Up to 750 c.c.—1st: G. Wilkins (Panhard) 63.15 m.p.h. MANUFACTURERS' TEAM PRIZE: Div. I: (Up to 2,000 c.c.)—1st: FRAZER-NASH. Drivers: F. R. Gerard, E. Winterbottom, D. Clarke. Div. II (Over 2,000 c.c.)—1st: JAGUAR. Drivers: S. Moss, L. G. Johnson, P. D. C. Walker.
500 c.c. RACE—15 LAPS
1st: E. Brandon (Cooper) 78.19 m.p.h. 2nd: A. Brown (Cooper). 3rd: C. Lones (Iota).

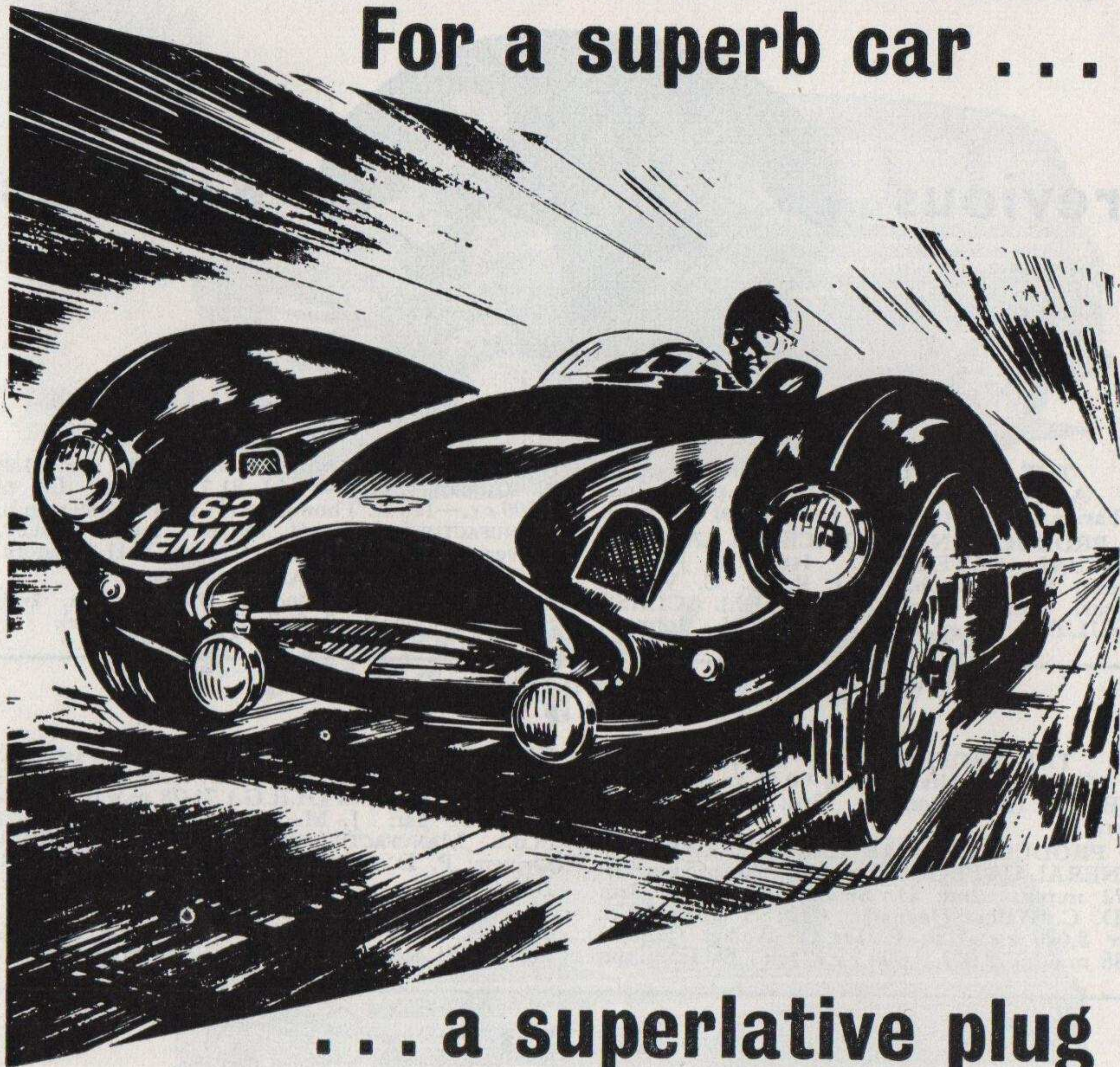
1952

THE TROPHY RACE—35 LAPS
1st: L. Macklin (H.W.M.) 85.41 m.p.h. 2nd: A. P. R. Rolt (H.W.M.). 3rd: E. de Graffenried (Maserati).
TOURING CAR RACE—17 LAPS
GENERAL CATEGORY: 1st: S. Moss (Jaguar) 75.22 m.p.h. 2nd: K. Wharton (Healey). 3rd: H. H. Allard (Allard). CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar). 2,001—3,000 c.c.—1st: K. Wharton (Healey). 1,501—2,000 c.c.—1st: T. A. D. Crook (Bristol). 1,101—1,500 c.c.—1st: R. W. Jacobs (M.G.). MANUFACTURERS' TEAM PRIZE: 1st: BRISTOL. Drivers: T. A. D. Crook, R. Salvadori, P. B. Buckley.
SPORTS CAR RACE—17 LAPS
GENERAL CATEGORY: 1st: S. Moss (Jaguar)

84.02 m.p.h. 2nd: R. Parnell (Aston Martin). 3rd: G. E. Abecassis (Aston Martin) CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar) 84.02 m.p.h. 2,001—3,000 c.c.—1st: R. Parnell (Aston Martin) 83.47 m.p.h. 1,501—2,000 c.c.—1st: R. Salvadori (Frazer-Nash) 80.33 m.p.h. 1,101—1,500 c.c.—1st: F. C. Davis (Cooper-M.G.) 75.85 m.p.h. MANUFACTURERS' TEAM PRIZE: 1st: ASTON MARTIN. Drivers: R. Parnell, G. E. Abecassis, L. Macklin.
500 c.c. RACE—15 LAPS
1st: S. Lewis-Evans (Cooper) 72.40 m.p.h. 2nd: A. Brown (Cooper). 3rd: S. Moss (Kieft).
RACE OF THE CHAMPIONS—5 LAPS
1st: S. Moss 79.83 m.p.h. 2nd: E. de Graffenried. 3rd: P. Pietsch (all driving Jaguars).

(Continued on page 89)

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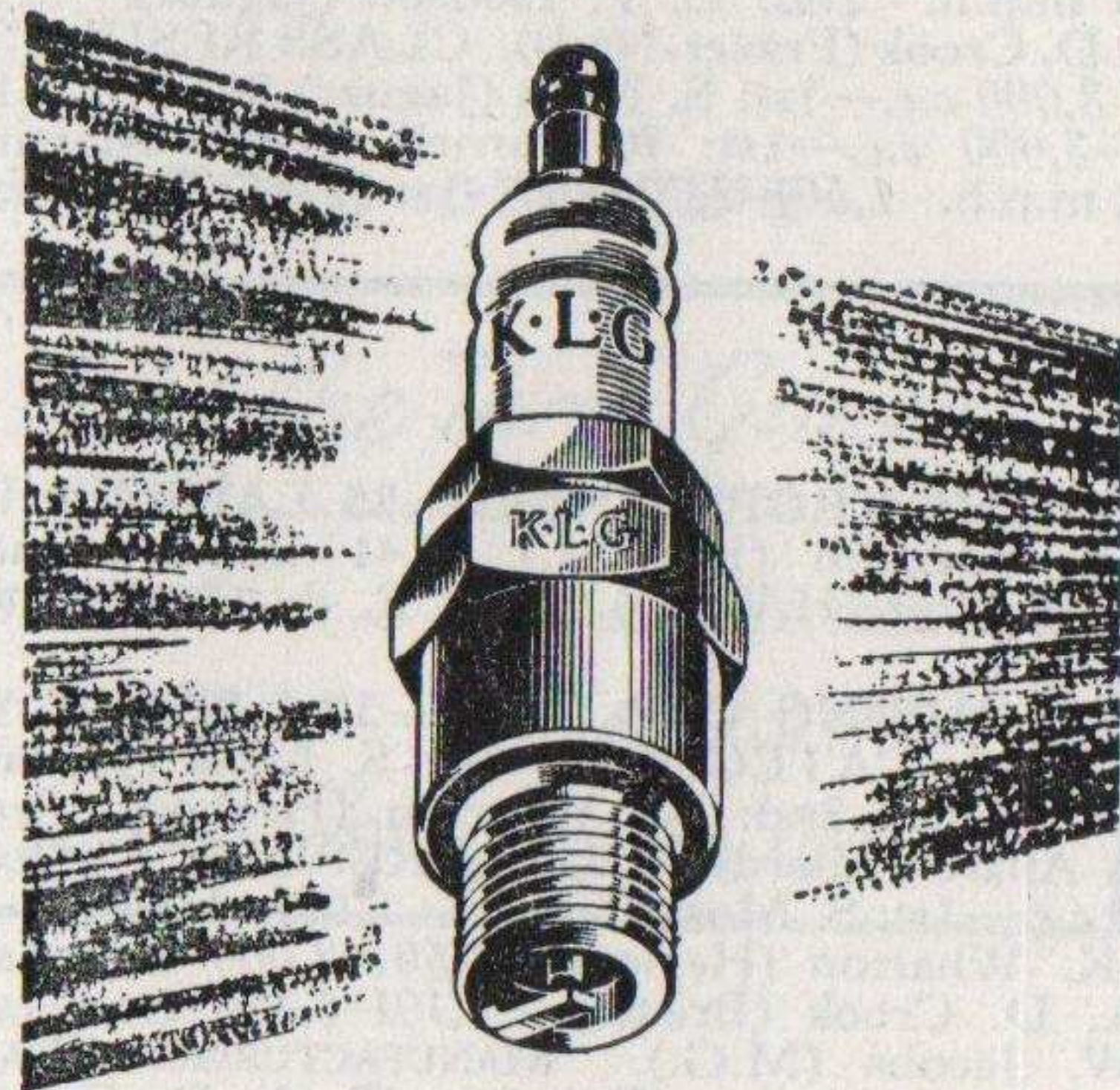
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Previous Results (continued)

1953

THE TROPHY RACE—35 LAPS
1st: J. M. Hawthorn (Ferrari) 92.29 m.p.h. 2nd: R. Salvadori (Connaught). 3rd: A. P. R. Rolt (Connaught).

SPORTS CAR RACE—17 LAPS
GENERAL CATEGORY: 1st: J. M. Hawthorn (Ferrari) 88.55 m.p.h. 2nd: T. L. H. Cole (Ferrari) 3rd: R. Parnell (Aston Martin). CLASS RESULTS: Over 3,000 c.c.—1st: J. M. Hawthorn (Ferrari) 88.55 m.p.h. 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 87.34 m.p.h. 1,501-2,000 c.c.—1st: A. Brown (Cooper) 84.61 m.p.h. 1,101-1,500 c.c.—1st: F. C. Davis (Cooper-M.G.) 79.33 m.p.h. MANUFACTURERS' TEAM PRIZE: 1st: FERRARI. Drivers: J. M. Hawthorn, T. L. H. Cole, R. Baird.

TOURING CAR RACE—17 LAPS
GENERAL CATEGORY: 1st: S. Moss (Jaguar) 74.42 m.p.h. 2nd: G. M. Grace (Riley). 3rd: C. G. H. F. Dunham (Alvis). CLASS RESULTS: Over 3,000 c.c.—1st: S. Moss (Jaguar) 74.42 m.p.h. (No other finisher). 2,001-3,000 c.c.—1st: G. H. Grace (Riley) 72.7 m.p.h. 1,501-2,000 c.c.—1st: P. B. Buckley (Bristol) 69.38 m.p.h. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 65.61 m.p.h. 750-1,100 c.c.—1st: G. Wilkins (Dyna-Panhard) 62.95 m.p.h. MANUFACTURERS' TEAM PRIZE: 1st: RILEY. Drivers: G. Gelberg, A. P. O. Rogers, G. H. Grace.

500 c.c. RACE—15 LAPS
1st: D. Parker (Kieft) 84.34 m.p.h. 2nd: R. G. Bicknell (Staride). 3rd: E. Brandon (Cooper).

1954

THE TROPHY RACE—35 LAPS
1st: J. F. Gonzalez (Ferrari) 92.78 m.p.h. 2nd: J. Behra (Gordini). 3rd: A. Simon (Gordini).

SPORTS CAR RACE—17 LAPS
GENERAL CATEGORY: 1st: J. F. Gonzalez (Ferrari) 83.08 m.p.h. 2nd: G. Abecassis (H.W.M.-Jaguar). 3rd: P. D. Walker (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: J. F. Gonzalez (Ferrari) 83.08 m.p.h. 2nd: G. Abecassis (H.W.M.-Jaguar). 3rd: P. D. Walker (Jaguar). 2,001-3,000 c.c.—1st: R. F. Salvadori (Aston Martin) 79.93 m.p.h. 2nd: P. J. Collins (Aston Martin). 3rd: A. G. Whitehead (Aston Martin). 1,501-2,000 c.c.—1st: A. Brown (Cooper-Bristol) 79.22 m.p.h. 2nd: H. H. Gould (Kieft-Bristol). 3rd: T. A. D. Crook (Cooper-Bristol). 1,101-1,500 c.c.—1st: A. C. B. Chapman (Lotus) 76.42 m.p.h. 2nd: J. Coombs (Connaught). 3rd: P. D. Gammon (Lotus). MANUFACTURERS' TEAM PRIZE: 1st: ECURIE ECOSSE TEAM OF JAGUARS. Drivers: P. D. Walker, J. Stewart, N. Sanderson.

TOURING CAR RACE—17 LAPS
GENERAL CATEGORY: 1st: I. Appleyard (Jaguar) 75.55 m.p.h. 2nd: A. P. R. Rolt (Jaguar). 3rd: S. Moss (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: I. Appleyard (Jaguar) 75.55 m.p.h. 2nd: A. P. R. Rolt (Jaguar). 3rd: S. Moss (Jaguar). 2,001-3,000 c.c.—1st: R. Parnell (Daimler) 73.74 m.p.h. 2nd: G. Abecassis (Daimler). 3rd: L. Sims (Riley). 1,501-2,000 c.c.—1st: B. G. de Mattos (Ford) 65.91 m.p.h. 2nd: J. Tilling (Borgward). No third place. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 66.77 m.p.h. 2nd: J. E. G. Fairman (Borgward). 3rd: W. G. Wright (Jowett Javelin). Up to 1,100 c.c.—1st: C. A. S. Brooks (Auto-Union D.K.W.) 64.15 m.p.h. 2nd: A. T. Foster (Morris Minor). 3rd: D. S. Done (Standard). MANUFACTURERS' TEAM PRIZE: 1st: JAGUAR. Drivers: I. Appleyard, A. P. R. Rolt, S. Moss.

500 c.c. RACE—15 LAPS
1st: S. Moss (Cooper) 84.21 m.p.h. 2nd: L. Leston (Cooper). 3rd: J. Russell (Cooper).

1955

THE TROPHY RACE—60 LAPS
1st: P. J. Collins (Maserati) 90.94 m.p.h. 2nd: R. F. Salvadori (Maserati). 3rd: B. Bira (Maserati).

SPORTS CAR RACE—40 LAPS
GENERAL CATEGORY: 1st: R. Parnell (Aston Martin) 93.58 m.p.h. 2nd: R. F. Salvadori (Aston Martin). 3rd: A. P. R. Rolt (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: A. P. R. Rolt (Jaguar) 92.98 m.p.h. 2nd: J. M. Hawthorn (Jaguar). 3rd: J. D. Hamilton (Jaguar). 2,001-3,000 c.c.—1st: R. Parnell (Aston Martin) 93.58 m.p.h. 2nd: R. F. Salvadori (Aston Martin). 3rd: P. J. Collins (Aston Martin). 1,501-2,000 c.c.—1st: C. A. S. Brooks (Frazer-Nash) 87.81 m.p.h. 2nd: T. A. D. Crook (Cooper Bristol). 3rd: A. Moore (Lister-Bristol). Up to 1,500 c.c.—1st: I. L. Bueb (Cooper) 88.43 m.p.h. 2nd: L. Leston (Connaught). 3rd: K. McAlpine (Connaught). MANUFACTURERS' TEAM PRIZE: ASTON MARTIN. Drivers: R. Parnell, R. F. Salvadori, P. D. Walker.

TOURING CAR RACE—25 LAPS
GENERAL CATEGORY: 1st: J. M. Hawthorn (Jaguar) 78.92 m.p.h. 2nd: J. R. Stewart (Jaguar). 3rd: J. D. Titterton (Jaguar). CLASS RESULTS: Over 3,000 c.c.—1st: J. M. Hawthorn (Jaguar) 78.92 m.p.h. 2nd: J. R. Stewart (Jaguar). 3rd: J. D. Titterton (Jaguar). 2,001-3,000 c.c.—1st: K. Wharton (Ford) 76.18 m.p.h. 2nd: G. H. Grace (Riley). 3rd: L. O. Sims (Riley). 1,501-2,000 c.c.—1st: T. A. D. Crook (Bristol) 74.67 m.p.h. 2nd: P. B. Buckley (Bristol). No third place. 1,101-1,500 c.c.—1st: R. W. Jacobs (M.G.) 71.45 m.p.h. 2nd: A. T. Foster (M.G.) 3rd: J. R. Waller (M.G.). Up to 1,100 c.c.—1st: C. A. S. Brooks (D.K.W.) 67.66 m.p.h. 2nd: M. Burn (D.K.W.). 3rd: P. R. Easton (Fiat). MANUFACTURERS' TEAM PRIZE: 1st: JAGUAR. Drivers: J. M. Hawthorn, J. R. Stewart, J. D. Titterton.

500 c.c. RACE—17 LAPS
1st: I. L. Bueb (Cooper) 86.96 m.p.h. 2nd: J. Russell (Cooper). 3rd: S. Lewis-Evans (Cooper).

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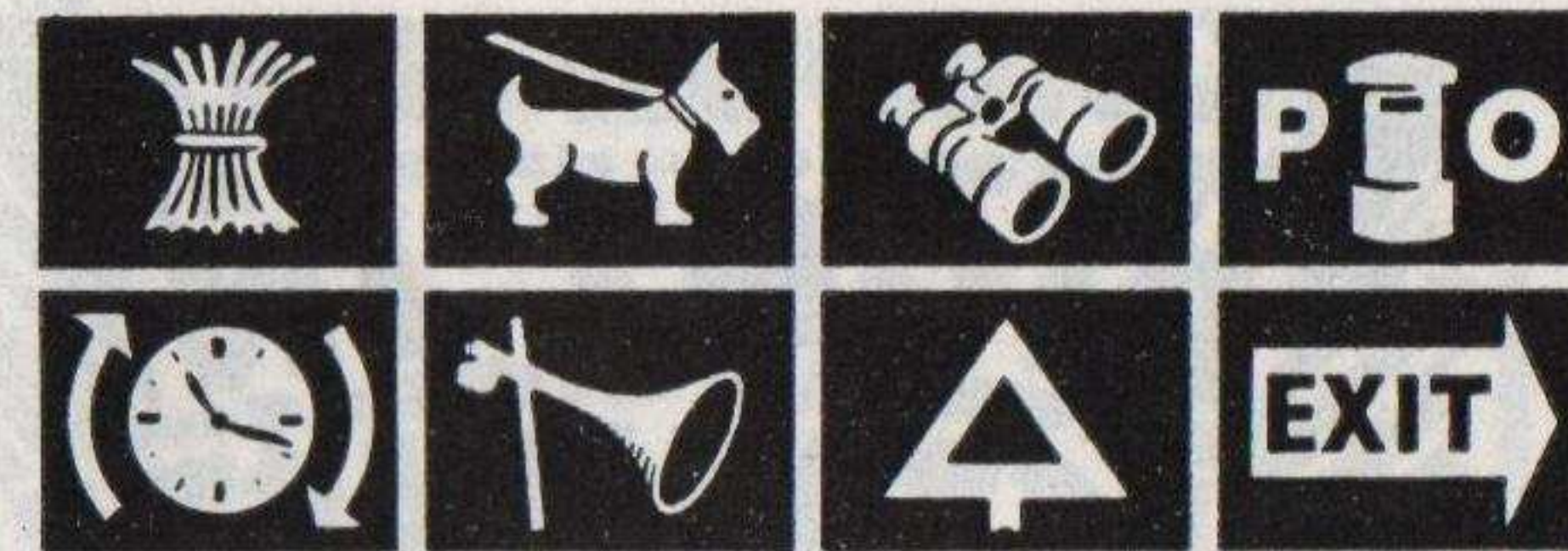
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Louis Klemantaski took these fine pictures on Ilford HPS film, using a 35 mm. camera. They will appear in his book "Racing Sports Cars", to be published by Hamish Hamilton in June.

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For the general comfort of everybody, including yourself, please note:—

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

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

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

SAFETY. The banking in certain sections of this Circuit has been erected for your protection. It is forbidden to stand, sit or climb on it.

INFORMATION. Results, commentaries and other information will be announced on a public address system installed around the Circuit.

TRACK. All races are run in a clockwise direction.

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

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

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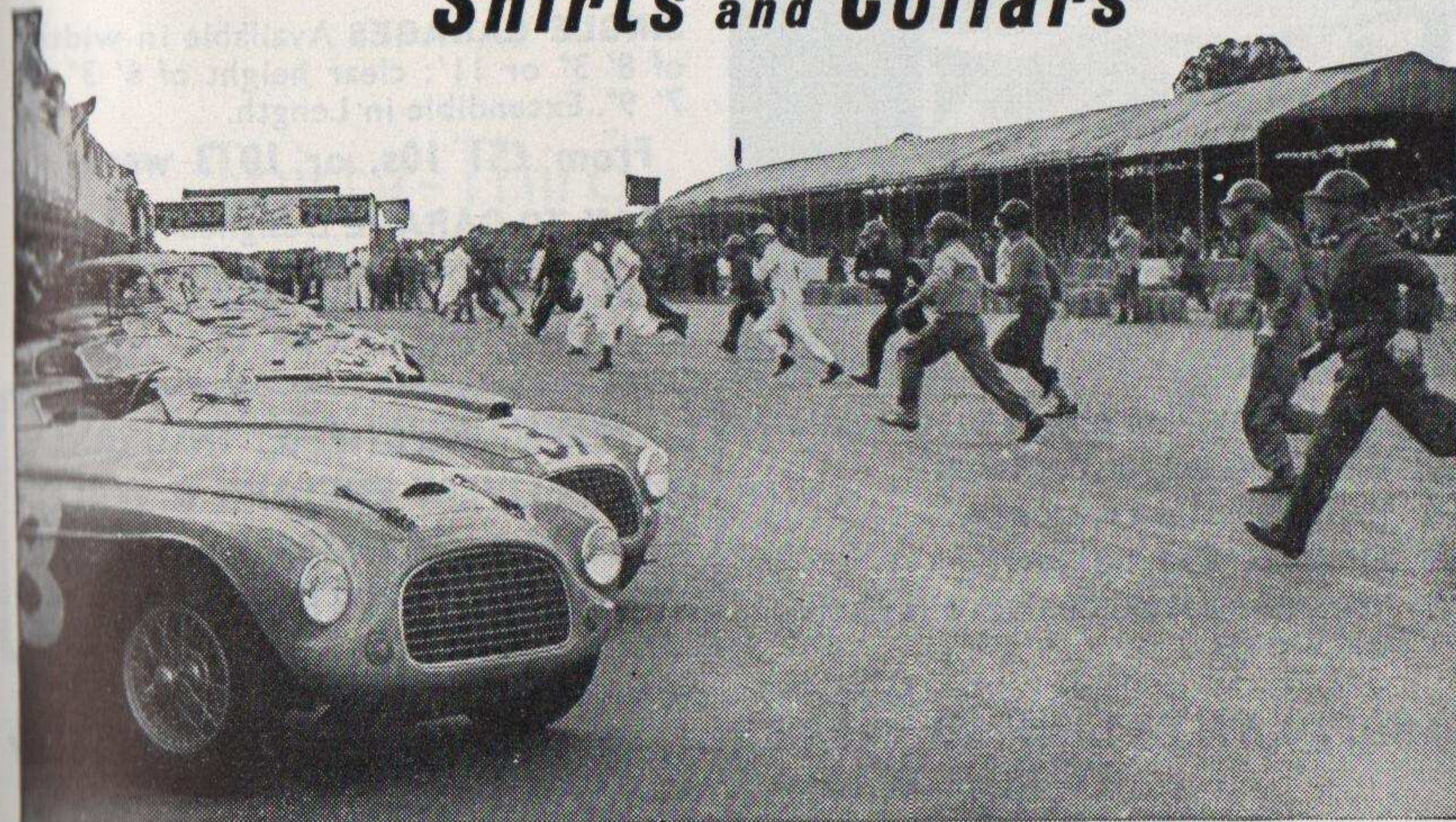
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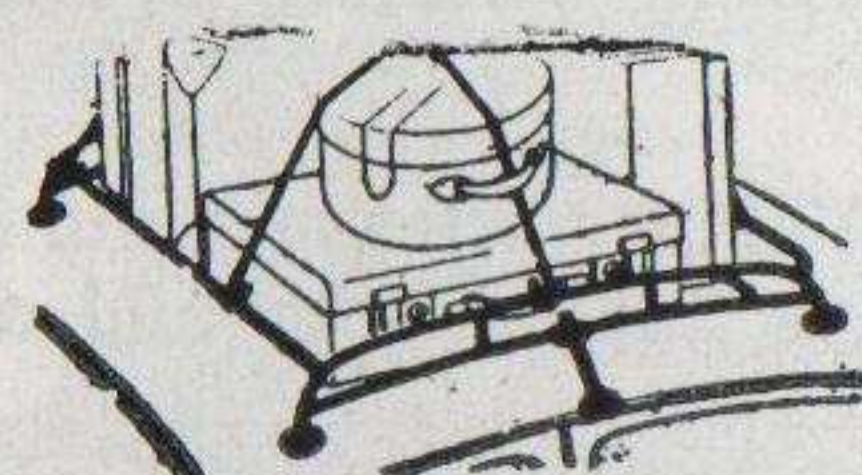
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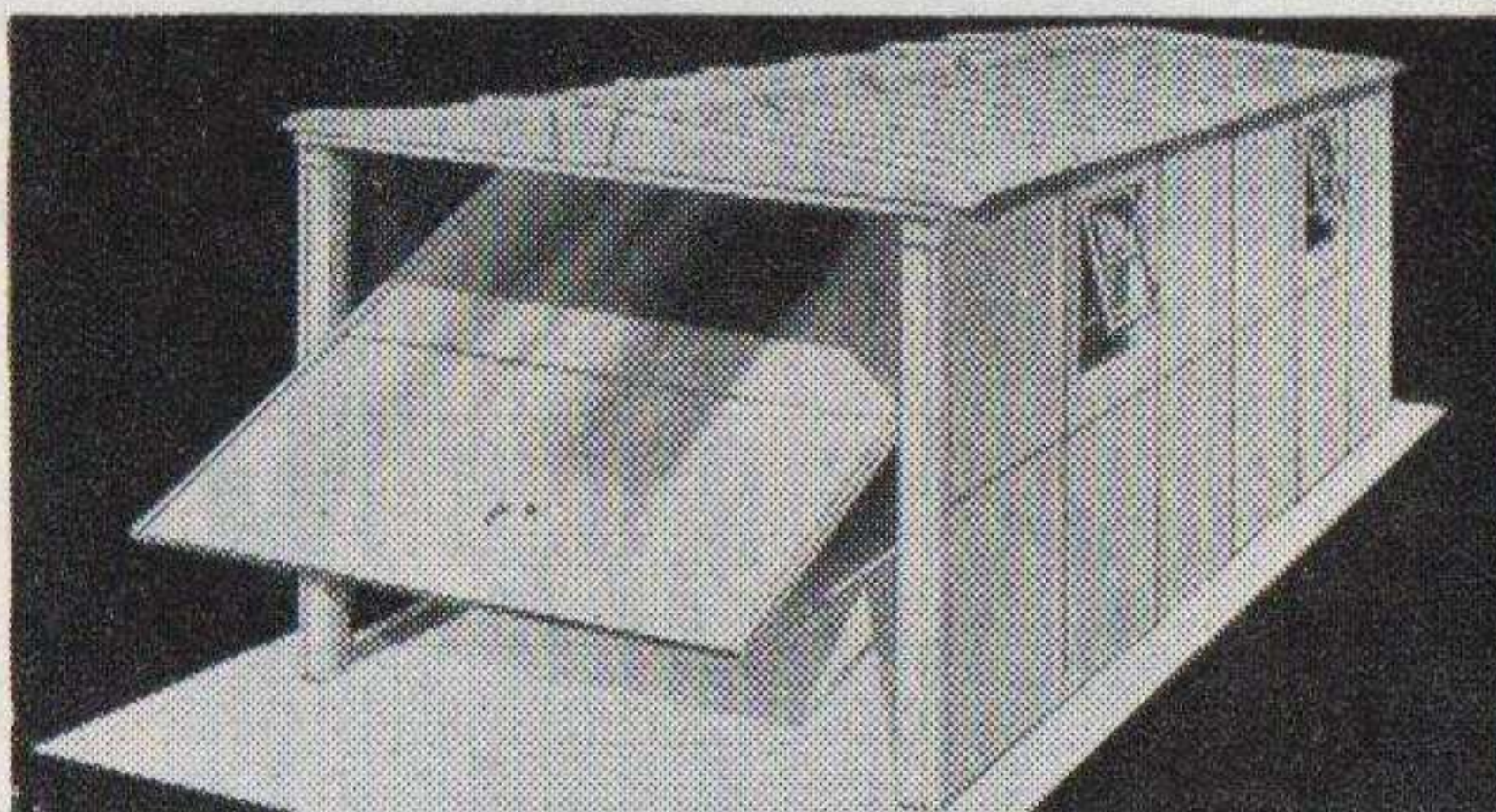
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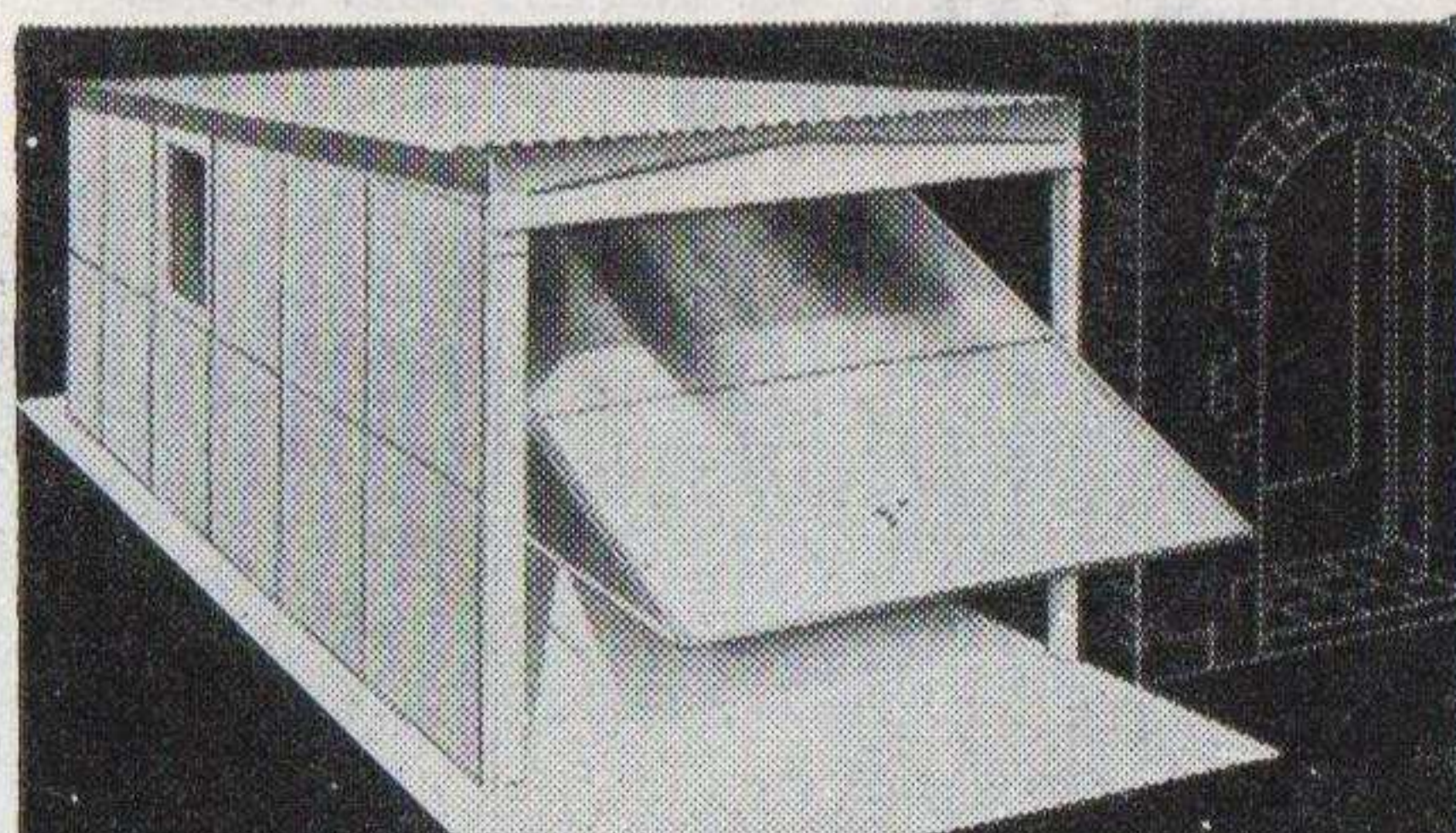
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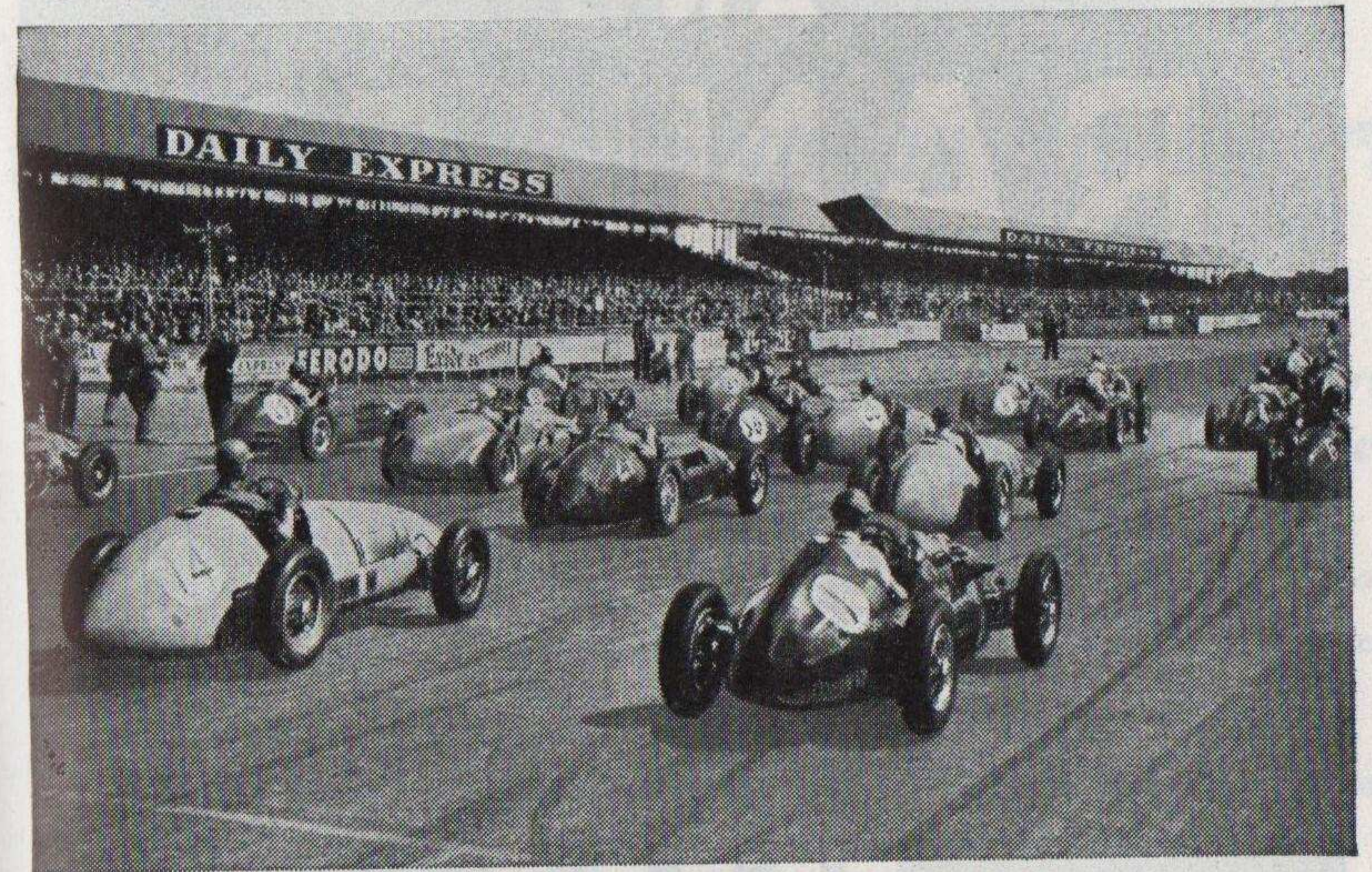
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