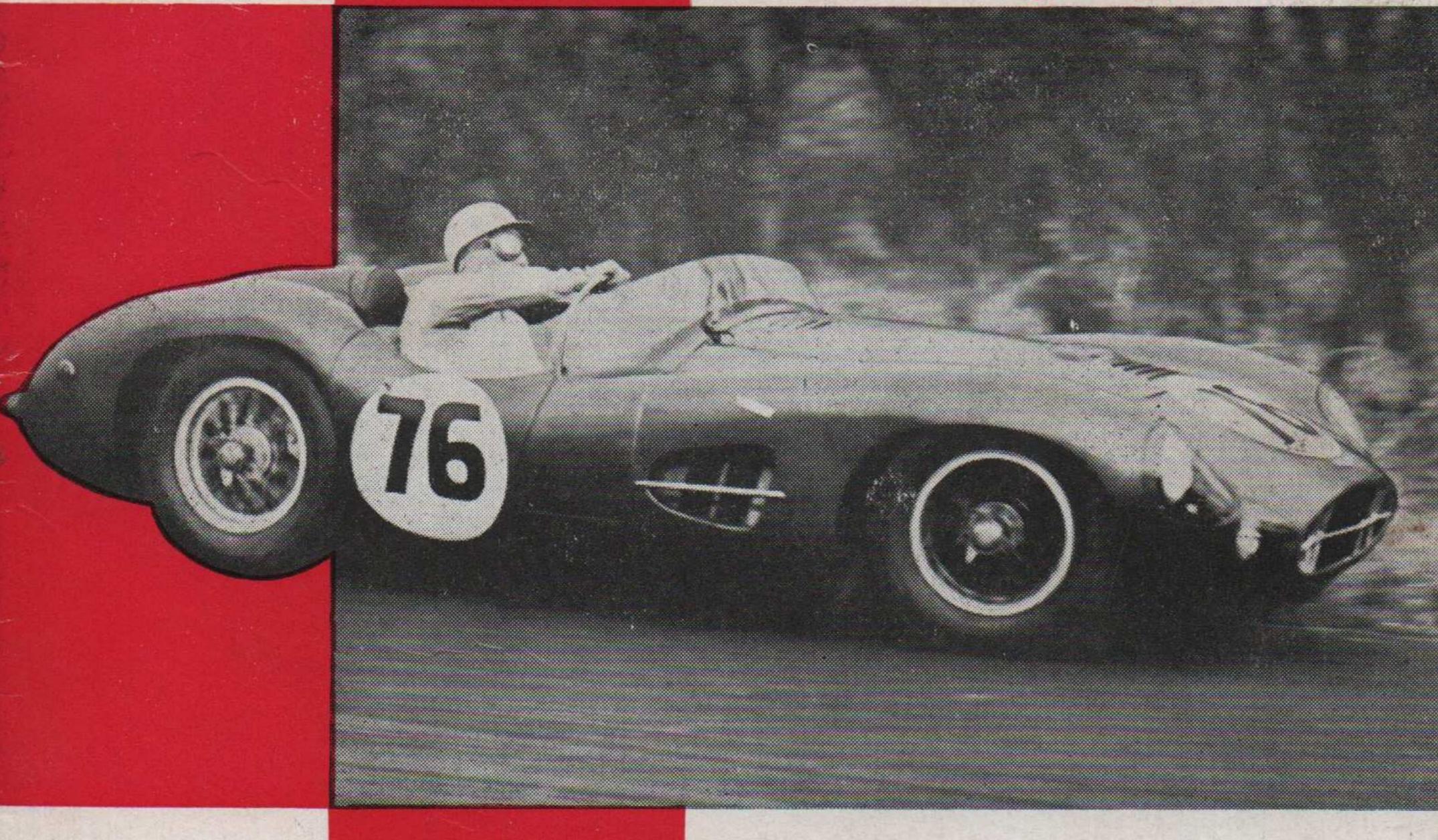
Organized by B.R.D.C.

Aulton Park

21st

Saturday 11th April 1959 BRITISH EMPIRE TROPHY MEETING

Official Programme 2s.





WEDNESDAYS
ONE SHILLING

First for the facts



The Empire Trophy Meeting

held at

Oulton Park, Cheshire



Saturday, April 11th, 1959

organised by

British Racing Drivers' Club



THE TWENTY-FIRST

British Empire Trophy Race

for FORMULA II Cars

also races for

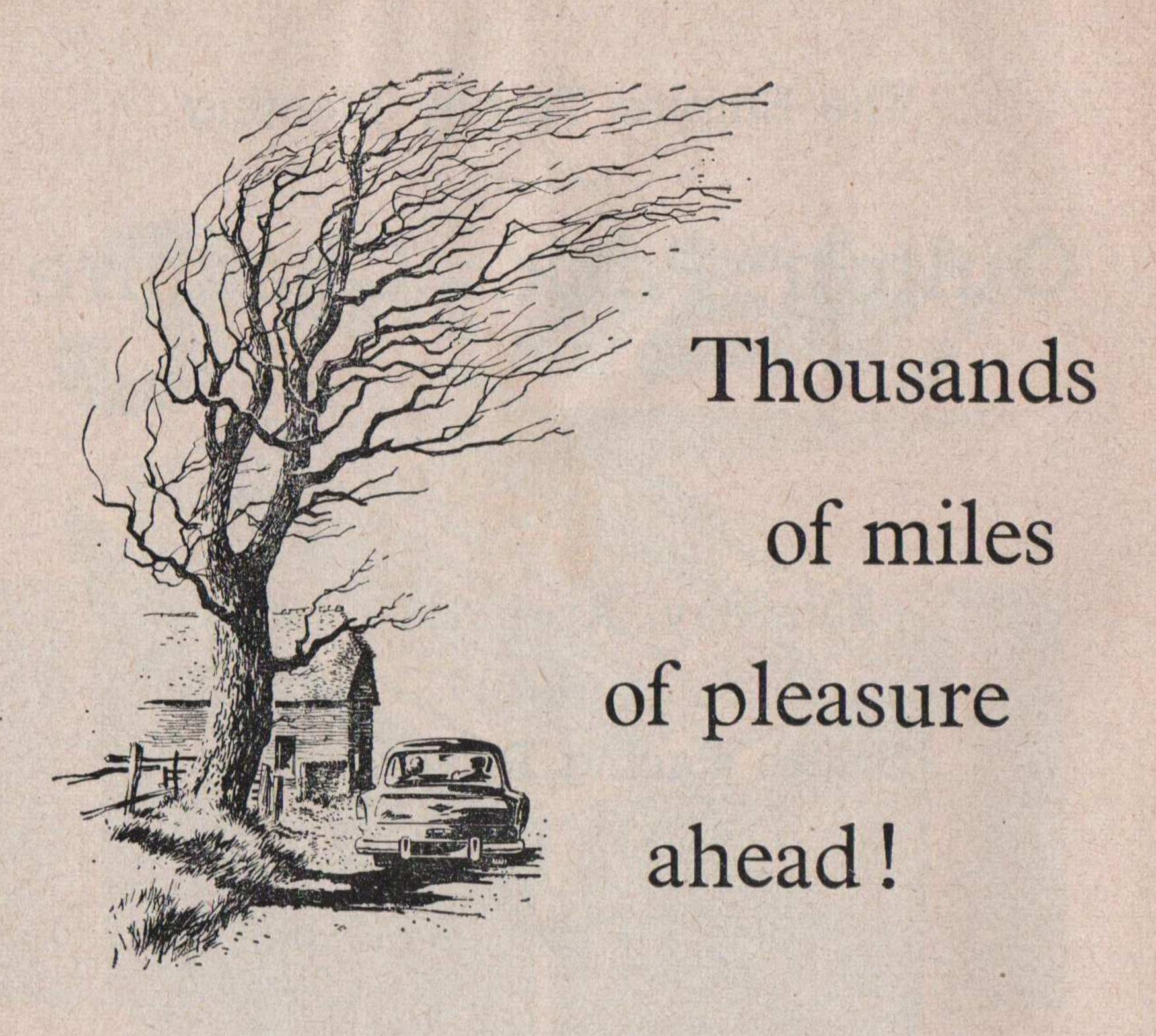
SPORTS CARS up to 1500 c.c.

SPORTS CARS UNLIMITED (over 1500 c.c.)

FORMULA III CARS

Held under the Standing Supplementary Regulations of the R.A.C. and the Supplementary Regulations issued by the British Racing Drivers' Club. R.A.C. Permit No. R.522.

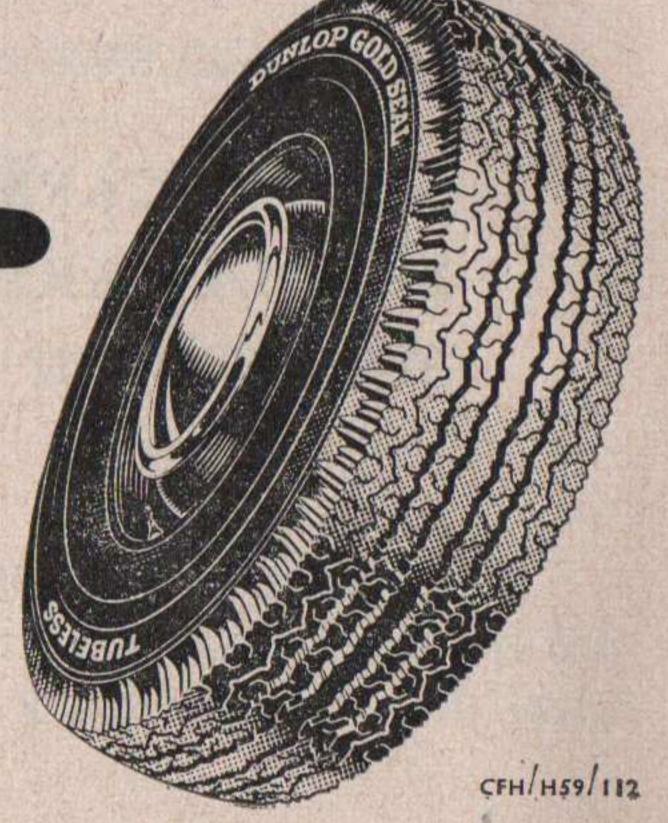
I



And remember this — you're always on safe ground when you drive on Dunlop. Good tyres are not a luxury but a plain necessity. So start the season well with new Dunlop 'Gold Seal' tyres. They are the tyres for outstanding reliability and long mileage — in fact for really carefree motoring.

DUNILOIP 'GOLD SEAL'

for TOP Mileage and TOP Safety!



TROPHIES AND AWARDS.



British Empire Trophy Race

FIRST - - £300 and the British Empire Trophy £100 presented by the Dunlop Rubber Co. Ltd.

SECOND - £150.

THIRD - - £85.

Fourth - £65. Fifth - £55. Sixth - £45. Seventh - £35. Eighth - £25. Ninth - £20. Tenth - £15.

To the Entrant of the first all-British car to finish— £100 presented by Joseph Lucas Ltd.

To the Entrant of the car establishing the fastest lap— £50 and the "Siam" Trophy.

To the first member of the British Racing Drivers' Club to finish— The Fairfield Memorial Trophy, perpetual.

To the Entrants of all cars finishing the race, lower than Tenth place, £10.

To the Entrant of the car establishing the fastest lap in practice, £15.

To the Chief Mechanic of the car finishing First, £10. Second, £5.

The 1500 c.c. and Unlimited Sports Car Races

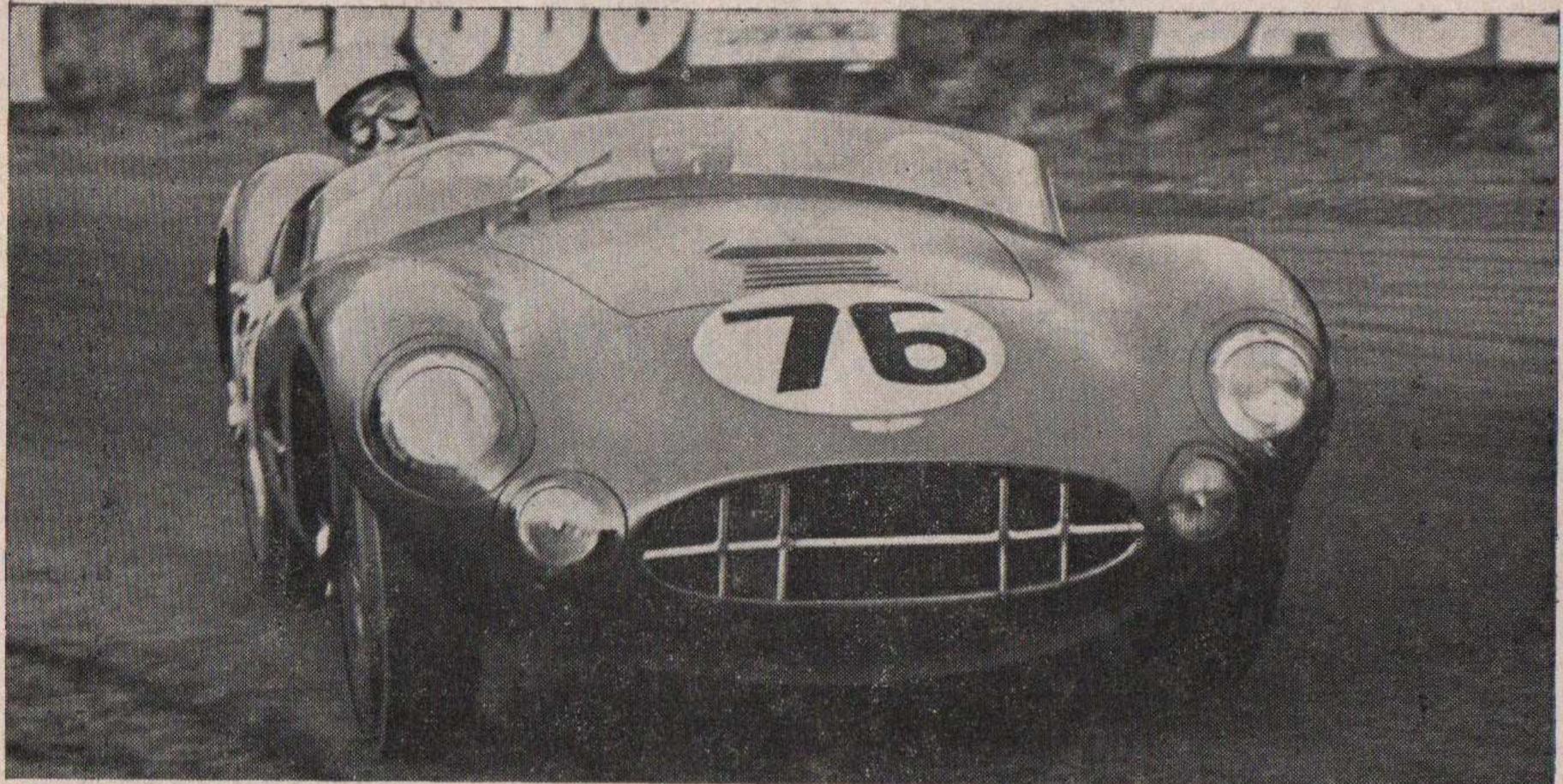
(in each race)

First - £75. Second - £50. Third - £25. Fourth - £15.

The Formula III Race

First - £50. Second - £25. Third - £20. Fourth - £10.

3



Photograph courtesy 'The Autocar'

Stirling Moss winning last year's British Empire Trophy Race in a David Brown Aston Martin. He drove on BP Fuel and Lubricants.



On the race track and for peak response from my family car -I always use BP Fuels and Lubricants.

You too can use BP Products in your car

Stop at your BP Garage for BP Super Plus and BP Energol 'Visco-static' motor oil

The 21st INTERNATIONAL BRITISH EMPIRE TROPHY RACE



OFFICIALS.

Stewards:

The Rt. Hon, The Earl Howe, P.C., C.B.E., V.R.D. (for the R.A.C.), J. A. Ellison, Esq., Captain G. E. T. Eyston, O.B.E., M.C., D. J. Scannell, Esq.

Judges:

Major F. E. Clifford, I. P. D. Denton, M. F. L. Falkner, P. Fotheringham Parker, J. Twyford.

Observers:

Chief Observer: Major M. H. Morrrs-Goodall.

Assistant Chief Observer: E. Browning.

Observers: Lt. Cdr. P. L. Attwood, K. Kemsey-Bourne, R. Carnegie, H. Cocker, F. R. W. England, F. R. Gerard, B. de Mattos, G. Peacock, D. Pitt, R. E. Reynolds, J. B. Richardson, Major A. P. R. Rolt, M.C., V. L. Seyd, J. Howard Wall, Cdr. P. Wilson.

Assistant Observers: D. Buck, A. Hargreaves, P. J. Hindle, Major W. W. Jones-Lee, J. W. Machin, P. J. Mackarel, G. R. T. Meekings, D. Tindell, D. Truman.

Flag Marshals:

Chief Flag Marshal and Starter: K. D. Evans.

Assistant Chief Flag Marshalt G. R. Hall.

J. Abbott, B. H. Arnold, A. S. Atkinson, H. Clapp, B. J. Christensen, J. W. Dale, W. E. Daniel, The Earl of Denbigh, E. E. Fenning, B. E. Fox, W. O. Gascoigne, P. Jackson, W. Ruck-Keene, D. Lilley, R. Merrick, A. Smith, G. H. Smith, A. W. Sprigg, D. A. J. Wyborn.

Paddock Marshals:

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

Assistant Chief Paddock Marshals: M. J. M. Bosley, J. D. Gardner.

Paddock Marshals: J. Barlow, R. K. Blundell, J. P. Bocking, G. Bratt,
G. P. Broadbent, J. G. Bull, T. Carlisle, T. F. Entwistle, B. Foden,
W. Hayes, J. S. Lee, R. A. Parking, K. F. Roberts, R. Waring, E. White,
P. G. Woods, A. L. Youren.

Timekeepers:

Chief Timekeeper: D. Boyd.

Assistant Chief Timekeeper: C. Audrey.

Assisted by Mrs. E. Atkinson, Mrs. J. McIlhagger, Mrs. P. Thomas, Mrs. N. Williams, H. Brown, D. O'Dowd, A. Ferguson, J. McIlhagger, N. J. McNeill, P. Tinto.

How sportsmen beat their tiredness peak



For here beneath the yellow shade Is sparkling golden Lucozade.

LUCOZADE

replaces lost energy

OFFICIALS—continued.

Pit Marshals:

Chief Pit Marshal: P. C. T. Clark. Assistant Chief Pit Marshals: P. Corrie, B. Inglis, G. Poppe. Pit Marshals: R. M. Craig, G. Dale, W. Gibbs, B. R. Harris, T. Ireland, K. Unsworth, J. H. Williams.

Pit Area Marshals:

Chief Pit Area Marshal: A. Braid. Pit Area Marshals: P. Braid, E. B. Barton, R. J. Barton, F. L. Davies, R. J. D. Davies, R. B. Dawson, G. Edwards, R. C. Fleming, D. Houghton, T. F. Houghton, J. Hunter, H. Johnson, F. T. Jones, S. Y. Jones, T. Padden, R. Rooney, D. Sandbach, H. Smith, A. I. Wild, C. D. Wilson.

> Medical and First Aid Arrangements: Chief Medical Officer: Dr. Peter Smith.

Deputy Chief Medical Officers: Mr. F. J. C. Matthews, Dr. W. E. Gowland Hopkins.

Medical Officers: Dr. Burrows, Dr. B. O'Brien, Dr. P. O'Keefe, Mr. F. MacKenzie, Dr. I. MacPherson, Mr. R. A. C. Owen, Dr. M. W. Robinson, Dr. T. W. Smiddy, Dr. I. Wort.

Scrutineers:

Chief Scrutineer: L. J. Roy Taylor. Scrutineers: R. M. Blomfield, H. A. E. Cree, E. J. Newton, J. C. Winby, Clerk: Mrs. Roy Taylor.

Fire Protection:

Chief Fire Officer: J. Heaney Glenn. Units of the Cheshire County Fire Brigade, Members of the British Racing and Sports Car Club.

Scoreboard:

Members of the British Racing and Sports Car Club.

Commentators:

Nevil Lloyd, C. A. N. May, P. Scott Russell.

Course Marshals:

Chief Course Marshal: Arthur Tooth. Asst. Chief Course Marshals: K. Blakemore, T. K. Dooley, Major D. Wright. Course Marshals: Members of the British Racing and Sports Car Club (North Western Centre).

> Press Secretaries: Nevil Lloyd, Anthony Salmon.

Chief Breakdown Marshal: D. S. Done.

Race Control:

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> Secretary of the Meeting: R. M. Foster.

Deputy Clerk of the Course:

W. M. Couper.

Clerk of the Course: J. Eason Gibson.

Race Organising Committee:

W. M. Couper, K. D. Evans, N. Lloyd, D. J. Scannell, J. Eason Gibson.

VETERANS, ONLY IN EXPERIENCE

These young men —

Cooper and Chapman.

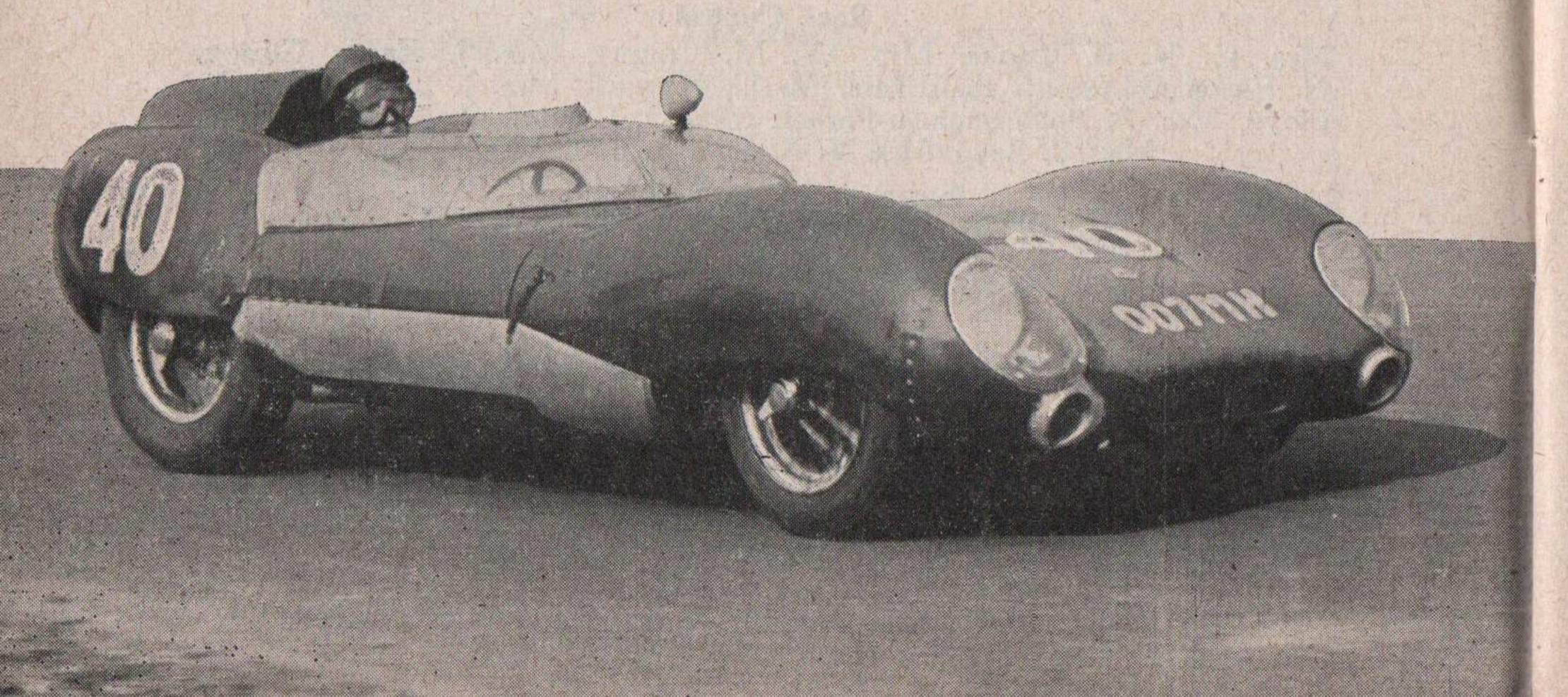
By Peter Garnier,

Sports Editor of "The Autocar".

IT is an astonishing fact, when you come to look at to-day's programme, that the majority by far of the cars competing in the four events are the products of two men, John Cooper and Colin Chapman—men whose names were unheard of in motor racing before the war. In fact, without these two, the Formula 2 Empire Trophy and the Formula 3 event would be impossible, and the smaller sports car race well nigh so. Both these constructors started off in entirely different ways-John Cooper with his little Norton-engined Formula 3 single-seaters, and Colin Chapman with stark trials cars. Yet, despite the widely differing approaches of the two constructors, their paths have converged; though their products are still entirely different in design, they now lead the world in Formula 2, are well to the fore in Formula 1, and are virtually unbeaten in the smaller sports car classes.

One of the first references in "The Autocar" to John Cooper's products occurs in the account of a Prescott Hill-climb back in 1946; it refers to "--- that other extremely interesting 500, the Cooper, which is practically two front-ends of a Fiat Mouse, propelled by a dirt-track J.A.P. engine -- ". The car was built by John, and his father Charles Cooper whose name indeed was known pre-war as a man with great experience in racing cars, and who had been connected with Kaye Don in the construction of the record-breaker Silver Bullet, and with Don's Wolseley Viper and 4.9-litre Bugatti. Steadily the orders for formula 3 Coopers came in—among them, in 1948, was one from "S. Moss". A 996 c.c. twin-cylinder J.A.P. was made available in 1948, and with one of these John Cooper recorded a time at Prescott that was less than a second slower than Bob Gerard's 2-litre

PHOTO BY THE AUTOCAR.



E.R.A.—a remarkable performance. Though half-litre cars were being built on the Continent, there were none that could approach the Cooper.

In January, 1952, a Bristol-engined single-seater was announced, for Formular 2 racing—and was noteworthy in that it had the engine at the front, unlike the majority of John Cooper's products before or since. All four wheels were independently sprung, by wishbones and transverse leaf springs, and the dry weight of the car was $9\frac{3}{4}$ cwt.—which, with the

gio, Harry Schell, and the late Raymond Sommer.

The sports cars, too, came along with the racing cars—the earlier Cooper-M.G. being based on the formula 3 chassis, and the 2-litre sports car being a logical development of the Cooper-Bristol single-seater. The Empire Trophy race in 1954, incidentally, was won by Alan Brown, driving a Cooper-Bristol sports car. The largest and most powerful product of the Surbiton factory to date has been the Cooper-



B.E.T.R. HEAT 1, 1958, OLD HALL CORNER.

Bristol engine's output of over 140 b.h.p., gave a figure of 287 b.h.p. per ton. It was with one of these cars that Mike Hawthorn started his real motor racing—with that memorable Goodwood meeting in 1952 when he won the formula 2 and formule libre events, and was second to Gonzalez in the Thinwall Special in the formula 1 race. Space does not permit a full list of Mike's successes with this car, but they were legion.

The 500 c.c, formula cars, worksentered or in private hands, won pretty well every formula 3 race at home and abroad in subsequent years, the cars being steadily developed as time went by. In sprints and hill-climbs, the 996 and 1,098 c.c. J.A.P.-engined cars were virtually unbeatable, such names as Ken Wharton, Michael Christie, and Tony Marsh taking the R.A.C. Hill-climb Championship year after year. It is interesting, incidentally, that among the list of great names who have driven Coopers can be numbered Juan Fan-

PHOTO BY THE AUTOCAR.

Jaguar sports car, with its chassis tubes bent to conform to the general shape of the body, thereby avoiding the necessity for extra support for the body panels.

A full record of the history and successes of John Cooper's products would fill a book-or more. Last year his cars achieved their greatest successes of all, in winning both the Argentine and Monaco Grands Prix. and finishing third in the German G.P. on the extremely taxing Nurburgring circuit. In addition, the formula 2 cars brought to Surbiton the Formula 2 Manufacturers' Championship. This season, with the possible use of the $2\frac{1}{2}$ -litre B.R.M. engine, and the new $2\frac{1}{2}$ -litre Climax unit, in the grandes epreuves, we may well see the Coopers coming near to winning the Formula 1 Manufacturers' Championship

In contrast with John Cooper, Colin Chapman began, in 1947, by converting a very "bread-and-butter" 1930 Austin Seven fabric saloon to a trials

car—in fact, a Lotus Mark 1, or the Lotus Mark 1, for there were no other examples. This was followed by the Mark 2, which was originally conceived for trials, but was later raced. It is significant that this primarily trials car handled sufficiently well to race, because in those days there was no trials formula—nothing to prevent constructors from putting the engine over the rear axle to help wheelgrip; and with 90 per cent. of the weight over the rear wheels, steering was usually distinctly dubious. Mark II was recently seen at a Club Lotus dinner, and it is still competing in trials. Mark III followed, with Austin Seven engine, and was really the car that first brought Colin Chapman's name to the fore; it cornered astonishingly well, and proved itself virtually invincible in 750 Formula events. Mark IV was built as a trials car for Mike Lawson-who had bought Mark II from Chapman and used it successfully for two seasons. Mark V was to have been an Austin-Seven-engined sports car with a maximum of 100 m.p.h., but was never seen in action —— then came Mark VI.

This version was built around a tubular space frame that formed the basis for several succeeding marks of Lotus. Several power units were used in this version, but the most successful of them all was that driven by Peter Gammon, and fitted with a 1,497 c.c. M.G. engine. During 1954, out of 17 events entered, he won 14, came second in two, and third in one! Fitted with a Ford Ten engine, the Mark VI was pretty well invincible in 1172 Formula events for a couple of years.

In 1954 came the fully streamlined Mark VIII—when, for the first time, the services of Frank Costin, an aerodynamicist at the de Havilland

company, was called in. Following this model, came the line of aero-dynamic sports-racing Lotuses that has currently reached the Fifteen (and the beautiful little Elite), and which has been copied time and again throughout the world. The successes of these cars are far, far too numerous to list here; perhaps the greatest of all—or the best known—was when Cliff Allison and Keith Hall won the Index of Performance at Le Mans in 1957 with their 744 c.c. Climaxengined car—and finshed 14th in the General Classification.

. While the sports-racing Lotuses were winning races all over the world, Colin Chapman had been attending to cars for the new 1,500 c.c. formula 2. During 1957 they were not really sufficiently developed to win races, and suffered from a succession of transmission troubles. Last year, however, they were well to the fore —and better still, fitted with the 2.2litre version of the ubiquitous Coventry-Climax engine, one of the cars finished fourth in the European Grand Prix at Spa, driven by Cliff Allison. Had the race lasted another lap, Allison might well have won, as the three cars ahead of him suffered from spectacular and unexpected defects during the final part of the last lap; the Lotus, on the other hand, was running well.

This, briefly, is the story of Britain's two foremost constructors. For this season there will be the new Cooper Monaco sports car to contest events in this sphere, and the new Lotus Fifteen to challenge it; for formula 1 events these two constructors will have a full $2\frac{1}{2}$ -litre Climax engine—instead of giving away 600 c.c. in the case of the 1,960 c.c. version, or 300 c.c. with the 2.2-litre, as they did last season.

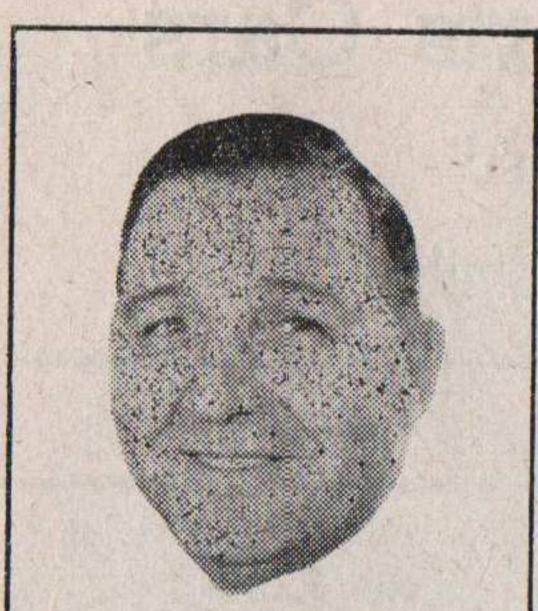
OULTON PARK LAP RECORDS.

 Graham Hill—1475 Lotus
1 m. 53.2 s. or 87.81 m.p.h.

Benoit Musy—3 litre Maserati
1 m. 56 s. or 85.7 m.p.h.

W. F. Moss—1936 E.R.A.
2 m. 01.5 s. or 82.41 m.p.h.

1 m. 58.2 s. or 84.09 m.p.h.

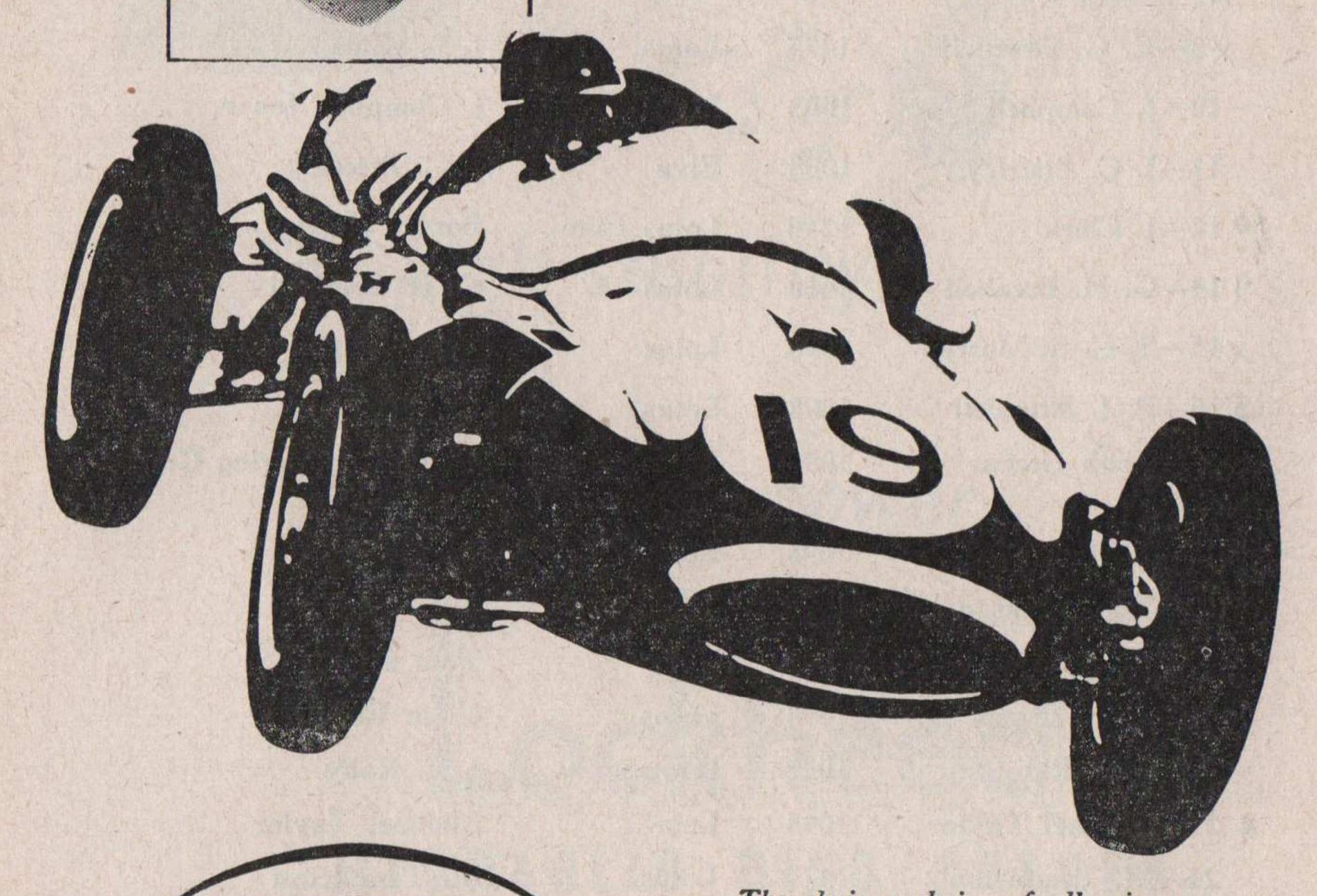


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N. Kitching WHoweld

are the Hepolite experts attending this meeting to help and advise competitor or spectator

PISTONS, PINS, RINGS, LINERS



The obvious choice of all winners

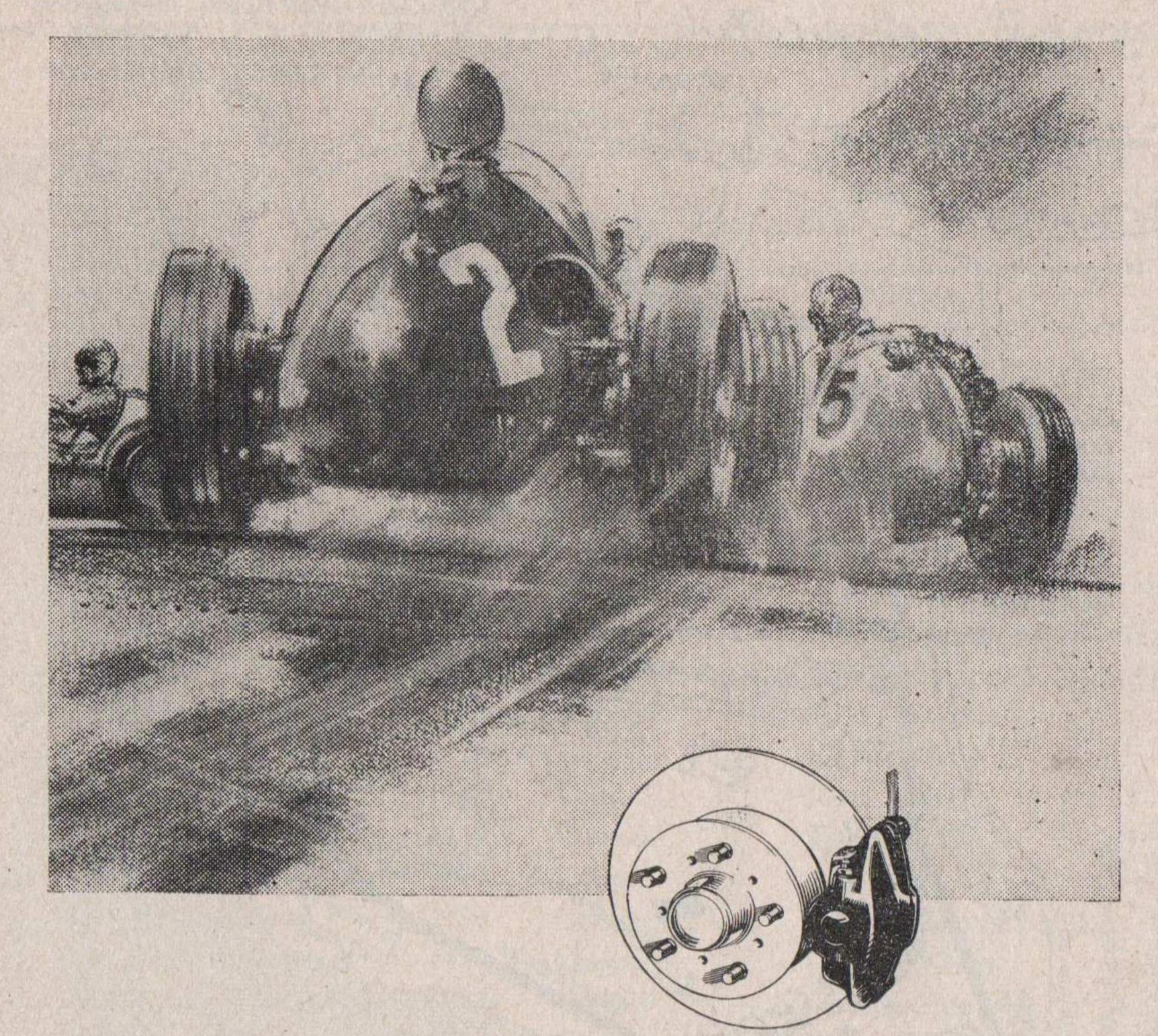
HEPWORTH & GRANDAGE LTD., BRADFORD 4

A Race for Sports Cars

UP TO 1500 c.c.

20 Laps—Approx. 55 miles.

No. Driver	c.c.	Car	Entrant
1—Innes Ireland	1475	Lotus	Team Lotus
12—Alan Stacey	1475	Lotus	Team Lotus
x 3—R. J. W. Utley	1098	Tojeiro-Climax	R. J. W. Utley
4-R. B. White	1460	Lotus	R. B. White
5—Peter Gordon	1098	Lotus	Peter Gordon
86-N. R. Hicks	1098	Lotus	R. J. W. Utley
or 7—G. Pitt	1098	Lotus	G. Pitt
×8—Ian Walker	1097	Lotus	Ian Walker
x9—E. G. Greenall	1475	Lotus	J. L. King
10—J. Campbell Jones	1098	Lotus	J. Campbell Jones
11—J. C. Brierley	1098	Elva	J. C. Brierley
0 12—J. Clark	1216	Lotus Elite	Border Reivers
9 14—G. H. Breakell	1460	Lotus	G. H. Breakell
×15—S. C. S. Martyn	1098	Lotus	Innes Ireland
516-P. J. Arundell	1098	Lotus	P. J. Arundell
×17—Keith Greene	1098	Lotus	Gilby Engineering Co., Ltd.
6 18—J. Blumer	1098	Lotus	J. Blumer
319—Tom Dickson	1475	Lotus	Tom Dickson
× 20—J. McKay	1098	Lotus	Tom Dickson
21—Colin Escott	1098	Lotus	Colin Escott
× 22—I. E. Raby	1098	Cooper	I. E. Raby
23—Michael Taylor	1098	Lola	Michael Taylor
24—M. Templeton	1475	Lotus	M. Templeton
225—P. Ashdown	1097	Lola	Lola Cars Ltd.
726—L. Bramley	1098	Lotus	J. W. Higham



For high stability and

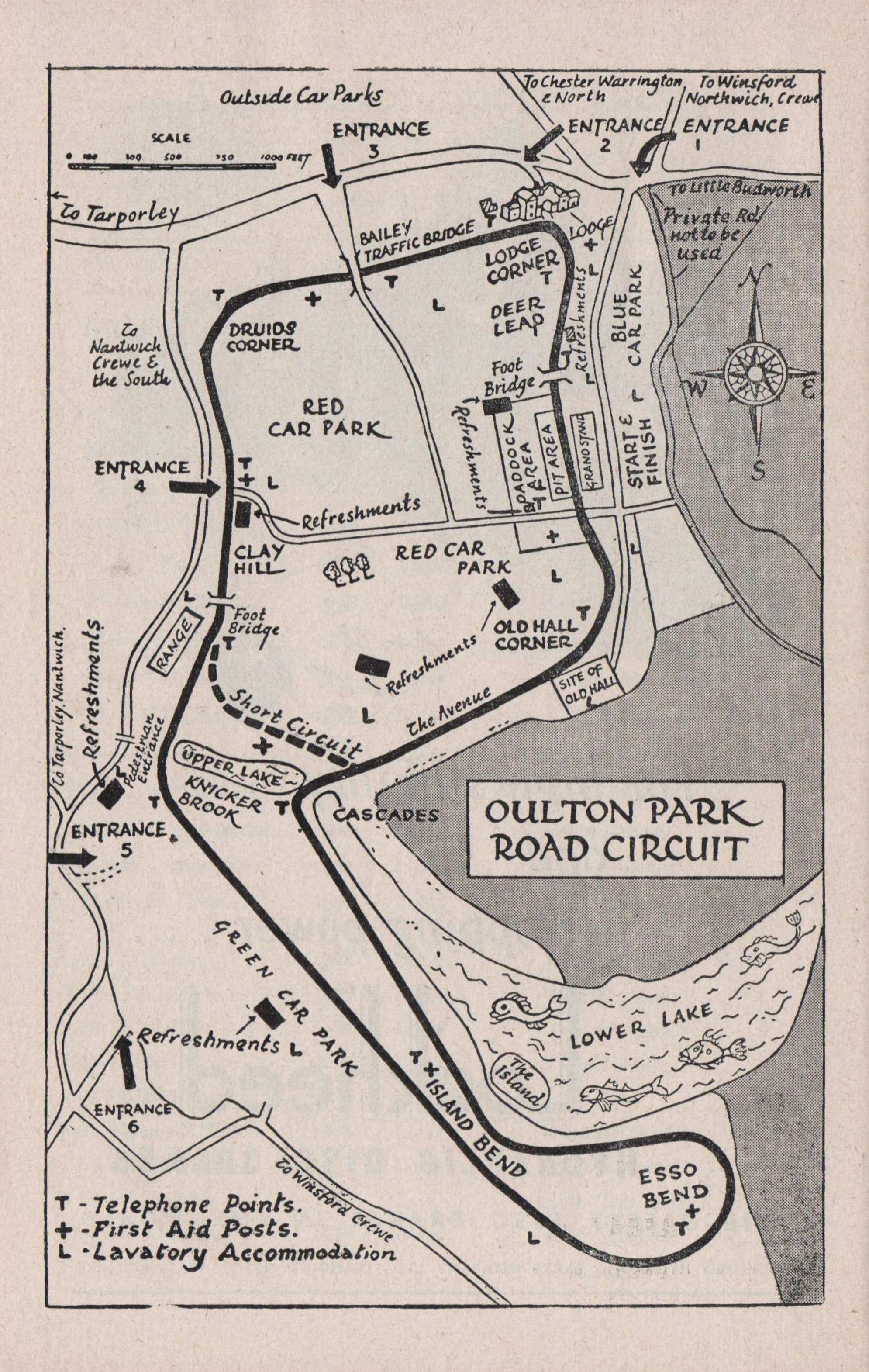
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HYDRAULIC DISC BRAKES

THE SAFEST DISC BRAKES IN THE WORLD

LOCKHEED HYDRAULIC BRAKE COMPANY LTD., LEAMINGTON SPA, WARWICKSHIRE



21st British Empire Trophy Race Formula II

40 Laps—Approx. 108 miles.

No.	Driver	c.c.	Car	Entrant
R 1-	-Graham Hill	1475	Lotus	Team Lotus
× 2-	-Innes Ireland	1475	Lotus	Team Lotus
×3-	-Alan Stacey	1475	Lotus	Team Lotus
4-	-Jack Brabham	1475	Cooper	Cooper Car Co., Ltd.
5-	-Bruce LcLaren	1475	Cooper	Alan Brown
R 6-	-Michael Taylor	1475	Cooper	Alan Brown
77-	-Ivor Bueb	1488	Cooper-Borgward	British Racing Partnership
8-	-George Wicken	1488		British Racing Partnership
9-	-Roy Salvadori	1475	Cooper	C. T. Atkins
10-	-Jack Fairman	1475	Cooper .	C. T. Atkins
11-	-Bruce Halford	1475	Lotus	John Fisher
12-	-Henry Taylor	1475	Cooper	Tim Parnell
14-	-Tim Parnell	1475	Cooper	Tim Parnell
15-	-W. F. Moss	1475	Cooper	United Racing Stable
16-	-Chris Summers	1475	Cooper	George Nixon
17—	-Brian Whitehouse	1475	Cooper	George Henrotte
18-	-Brian Naylor	1475	Cooper	Brian Naylor
19-	-Jim Russell	1475	Cooper	Jim Russell
20-	-Anthony Brooke	1475	Lotus	Anthony Brooke
21-	-N. R. Hicks	1475	Lotus	R. J. W. Utley
22—	-Trevor Taylor	1475	Beart-Cooper	M.R. Taylor
23—	Tony Marsh	1475	Cooper	Tony Marsh
24—	J. R. Lewis	1475	Cooper	J. R. Lewis
25—	Dennis Taylor	1475	Lotus	Dennis Taylor
26—	J. D. Lewis	1475	Lotus	J. D. Lewis
27—	J. Campbell Jones	1475	Cooper	J. Campbell Jones
28—	Keith Greene	1475	Cooper	Gilby Engineering Co., Ltd.
	RESERVES-			
29—	Michael Parkes	1475	Fry	David Fry Developments
30—	J. T. Stuart	1475		J. T. Stuart
31—	W. A. Jones	1475		W. A. Jones
	J. R. Stoop	1475	Cooper	J. R. Stoop
33—	Kenneth Jack	1475		Kenneth Jack
X	Chris Bristow	1475		E. B. Payne

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No.	Driver	No. Driver
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2—In	nes Ireland	11-Bruce Halford
	an Stacey	12—Henry Taylor
	ck Brabham	14—Tim Parnell
	uce McLaren chael Taylor	15-W. F. Moss
	or Bueb	16—Chris Summers
8-Ge	orge Wicken	17-Brian Whiteho
9-Ro	y Salvadori	18—Brian Naylor

No. Driver
10-Jack Fairman
11-Bruce Halford
12—Henry Taylor
14—Tim Parnell
15-W. F. Moss
16—Chris Summers
17-Brian Whitehouse

Driver No. 19—Jim Russell 20-Anthony Brooke 21-N. R. Hicks 22—Trevor Taylor 23-Tony Marsh 24-J. R. Lewis 25—Dennis Taylor 26-J. D. Lewis

Driver No. 27-J. Campbell Jones 28-Keith Greene 29-Michael Parkes 30-J. T. Stuart 31-W. A. Jones 32-J. R. Stoop 33—Kenneth Jack 34—Chris Bristow

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THE SECOND SECOND FORMULA

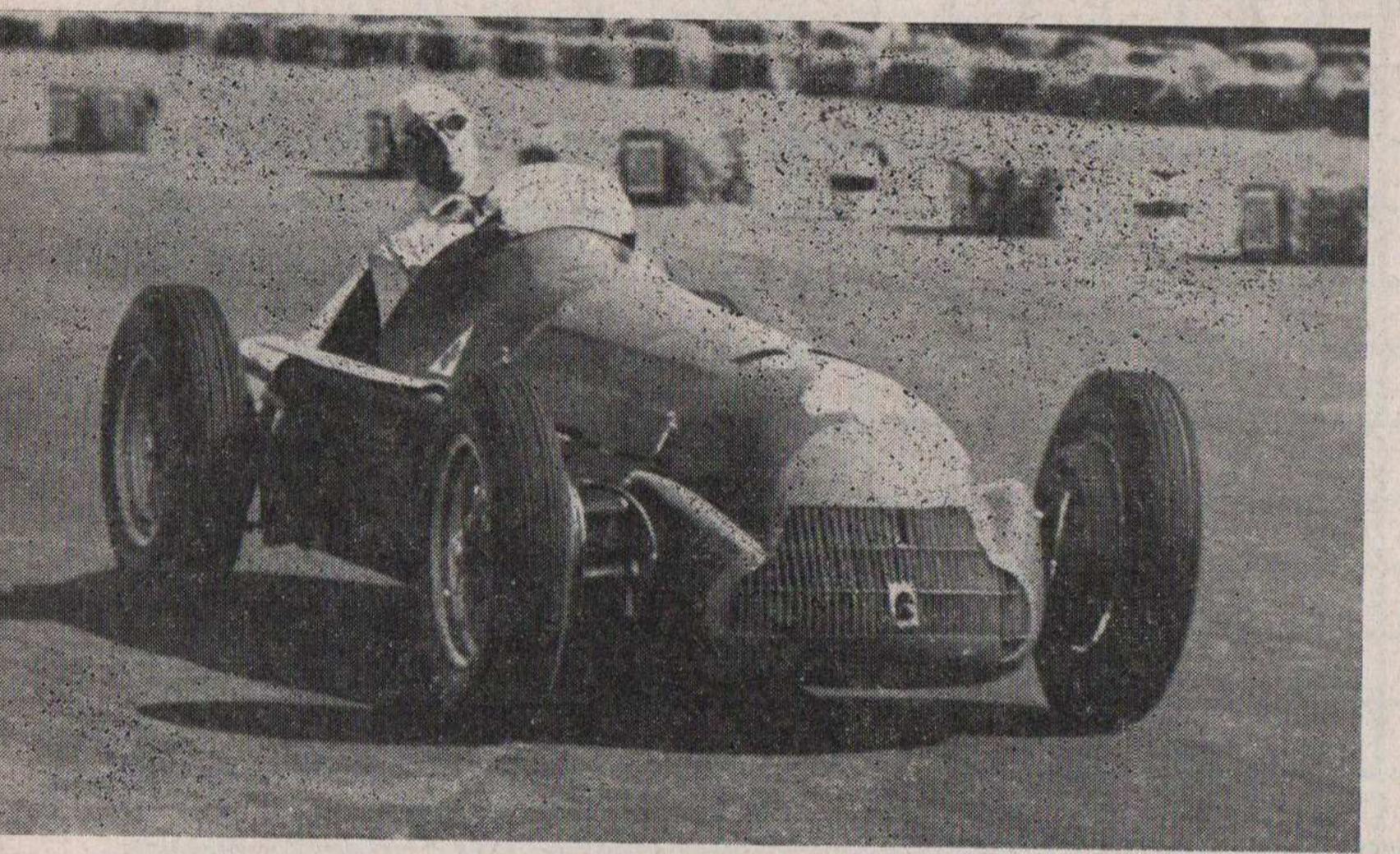
The Background of the cars racing today for the 21st British Empire Trophy of the British Racing Drivers Club...

By

Rodney Walkerley, Sports Editor of "The Motor"

Almost throughout the entire story of the past half-century of motor racing, a sport which arose naturally when there were enough of the new

camps—the pure racing car and the "sports car", competing in separate kinds of events. The latter have always raced as a species but in



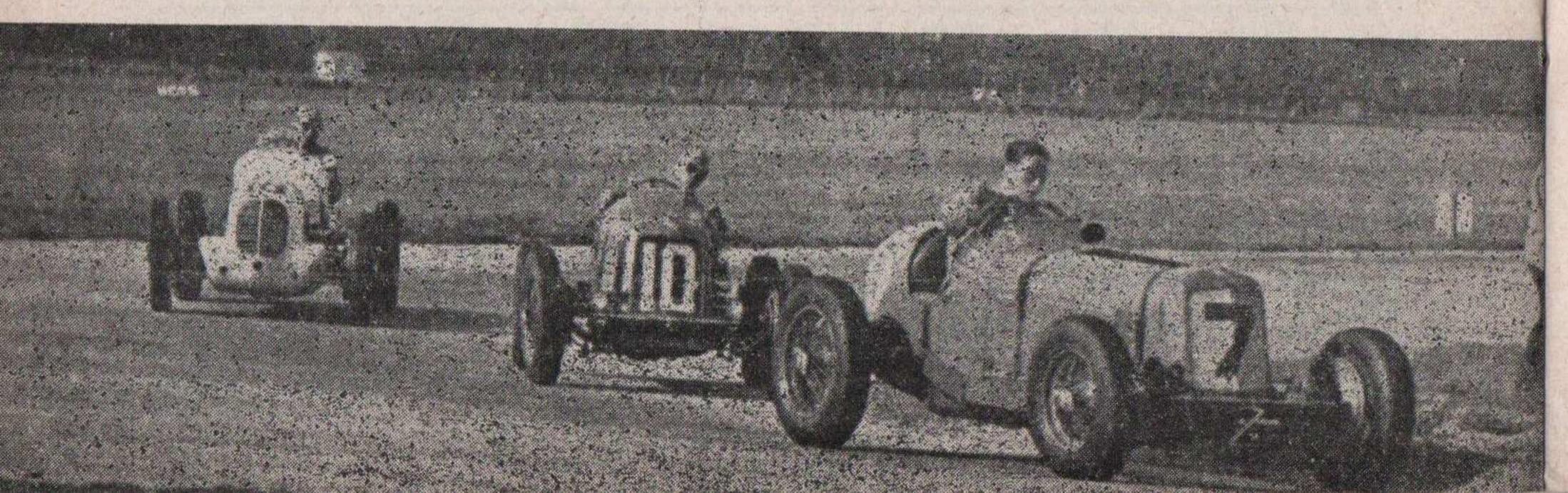
Most famous of all Voiturettes, the 1500 c.c. 8-cylinder supercharged Alfa Romeo (Giuseppe Farina, World Champion at the wheel).

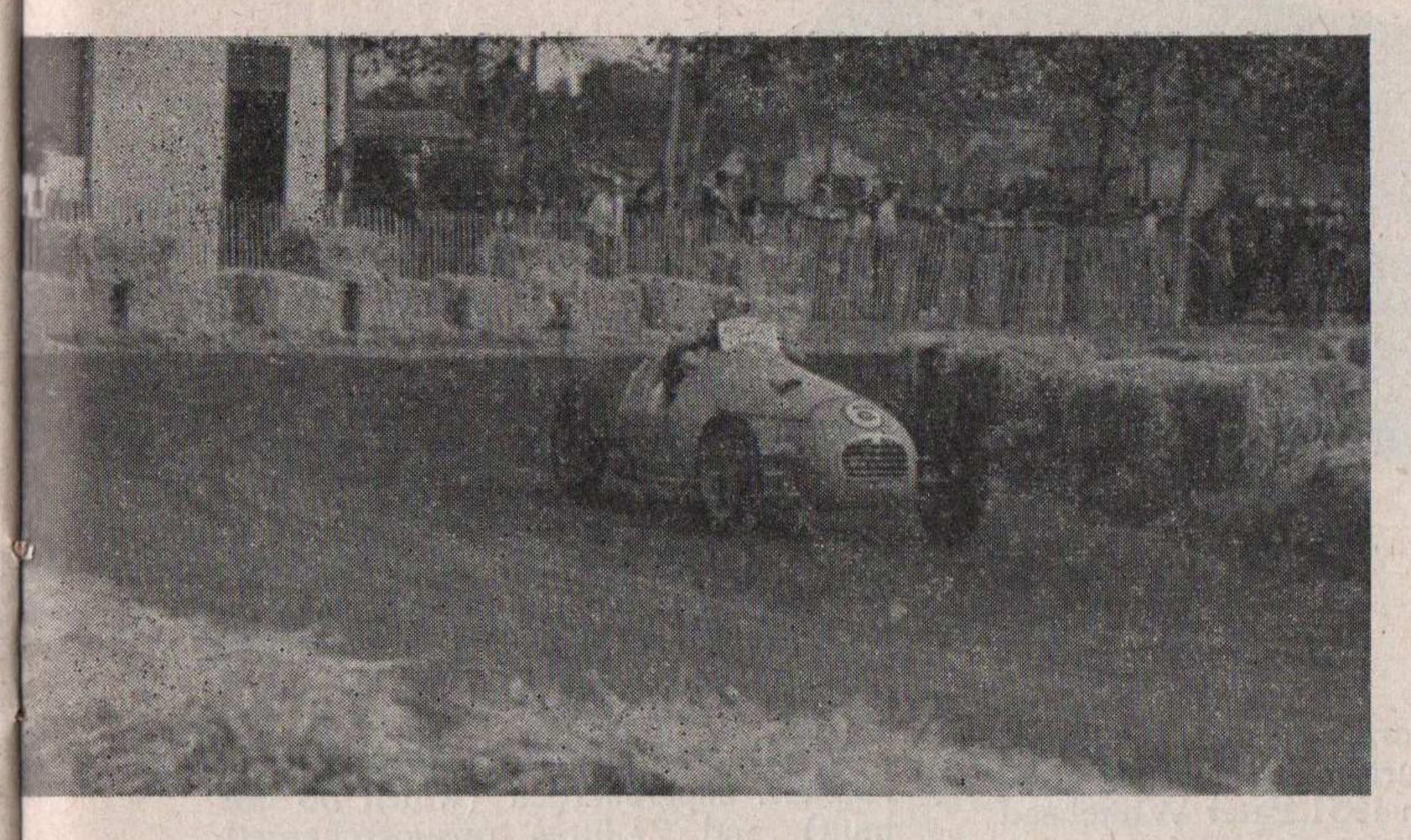
"Formula II" of prewar days saw the 1500 c.c. E.R.A. pre-eminent for severalyears. These had 6-cylinder supercharged engines. Here Tony Rolt (No.7) leads B. Bira (No. 10).

fangled horseless carriages to provide a match between their enthusiastic owners, there has been a sort of Junior class for those whose preference, experience or bank balances suggested a car of somewhat lower power than the monsters which fought out the classic races of their time. From the earliest days there has been this class for "Voiturettes"—the smaller cars, which frequently provided a race within a race or sometimes, in events organized for them alone.

As the years went past and motorcars began to develop with remarkable rapidity and technical excellence, racing cars tended to split into two classes according to engine size or weight or some other convenient method of demarcation within the definition of a sports car. Thus, in the major sports-car races of to-day we find cars of 750 c.c. competing on the same circuits and for the same distances as the 180 m.p.h. machines of 3-litres or more but either on some kind of handicap or within their own capacity categories.

In racing-car events of the Grand Prix type this has not been so. Racing cars were built to definite requiations drawn up and changed periodically by the International ruling body (now the Federation International de l'Automobile—the "F.I.A.")





1947 "Formula II" 1,100 c.c. Simca (basically Fiat engine) driven by B. Bira in the Voiturette race before the French Grand Prix at Lyons.

ever since 1906 when the first Grand Prix of the Automobile Club de France was run on the long circuit outside Le Mans. But even in those early days there grew up a second division of racing car, the "light car" or "voiturette", itself a pure racing car of Grand Prix type but with smaller engine, lower power and lighter weight.

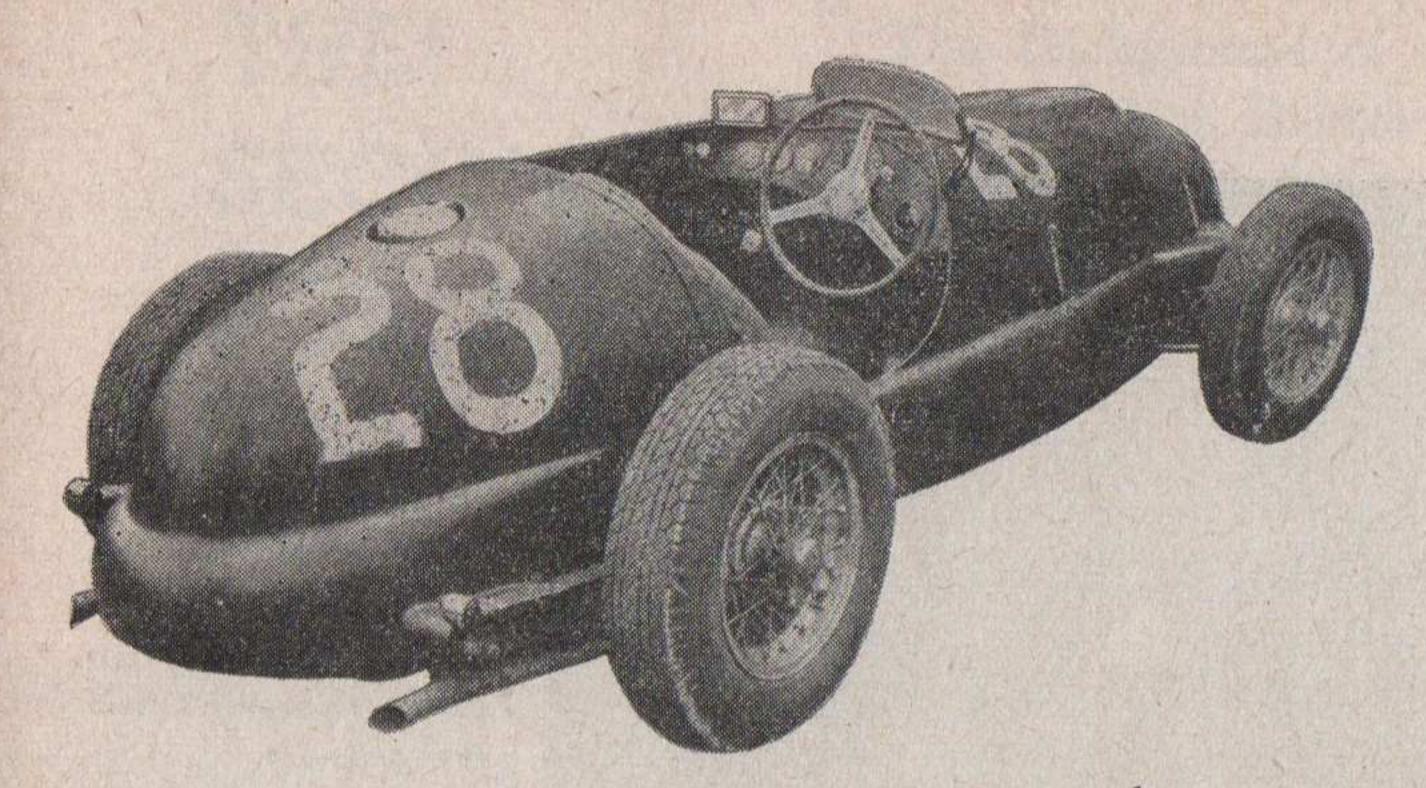
The history of racing car development and technical progress has seen the "voiturette" gradually supersede the heavier machines as the International regulations were altered down the years. In time, the smaller engine has always been persuaded to give as much power as the larger or, as weight was steadily reduced, to produce as much speed on the road circuits of Europe.

Within the memory of many of us, when the German Mercedes and Auto Unions and the Italian Alfa Romeos and Maseratis were battling, with the intervention of the French Bugattis and Talbots and Delahayes, in the pre-war grandes épreuves there was a second division for voiturettes —cars up to 1,500 c.c. with or without superchargers, and in this special field the British E.R.A. was for years paramount. Indeed, it was their success which led to the production of the 1½-litre Alfa Romeos and Maseratis which, in the immediate postwar years, dominated Grand Prix racing.

So, after the war, the old voiturette "Formula" became Formula 1 for Grands Prix, with the addition of the old, pre-war $4\frac{1}{2}$ -litre unsuper-charged cars exemplified by the French Talbot and Delahaye, which, being in existence, had to be provided for. It will be recalled that the immediate pre-war Formula admitted super-charged cars up to 3-litres and unsupercharged cars of $4\frac{1}{2}$ -litres, but when the armies had disbanded, and the noise died down, no 3-litre cars remained in a race-worthy state.

Those first few post-war years showed that the 1,500 c.c. engine, supercharged, could more than compete with the $4\frac{1}{2}$ -litre unsupercharged variety and outpace the old 3-litres.

In 1947 while the 1½-litre Alfa Romoes and the $4\frac{1}{2}$ -litre Ferraris were locked in combat, a second Formula was introduced in the old tradition, for cars with unsupercharged engines of 2-litres or supercharged units of 500 c.c. None of the latter was ever raced, for such an engine, requiring many cylinders of minute proportions, would have been vastly expensive, and the whole idea of the second Formula was to introduce racing for machinery less costly than those of Formula 1. By 1948 there were the V-12 Ferrari with 5-speed gearbox, the 1,100 c.c. Simca blown up to 1,430 c.c., the 1,100 c.c. Cisitalia increased to 1,300 c.c., the 6-cyl. A6G Maserati, the various versions of the 328 B.M.W. known as Veritas or Meteor and in this country the High Speed Frazer-Nash and the Abecassis-Heath H.W.M. with Alta engine.



The 2-litre V-12 Formula II Ferrari, forerunner of the 4-cylinder model of 1952,

Racing for Formula 2 cars continued mostly as curtain-raisers for the Grands Prix (in 1951 Peter Whitehead brought a Ferrari to this country) and when Alfa Romeo withdrew from racing, Formula 1 was practically abandoned in favour of the larger entries and more open competition provided by Formula 2, with "lower speeds but harder driving." Jean Behra won the French Grand Prix with a Simca-Gordini but most of the events were processions headed by Ferraris and usually by that calm genius, Alberto Ascari. That was the year which saw the first complete British team—the H.W.M.'s, the advent of Stirling Moss in International racing with them, the arrival, in British events of lesser calibre, of Mike Hawthorn with his Bristol-engined Cooper, and the appearance of the Connaught, with Lea-Francis engine. Formula 2 completely replaced Formula 1, just as it had immediately after the war, although it was officially called Formula 1, and we saw for the first time a new

thing in motor racing—full distance Grandes épreuves run non-stop, with no wheel-changes for worn tyres and no refuelling.

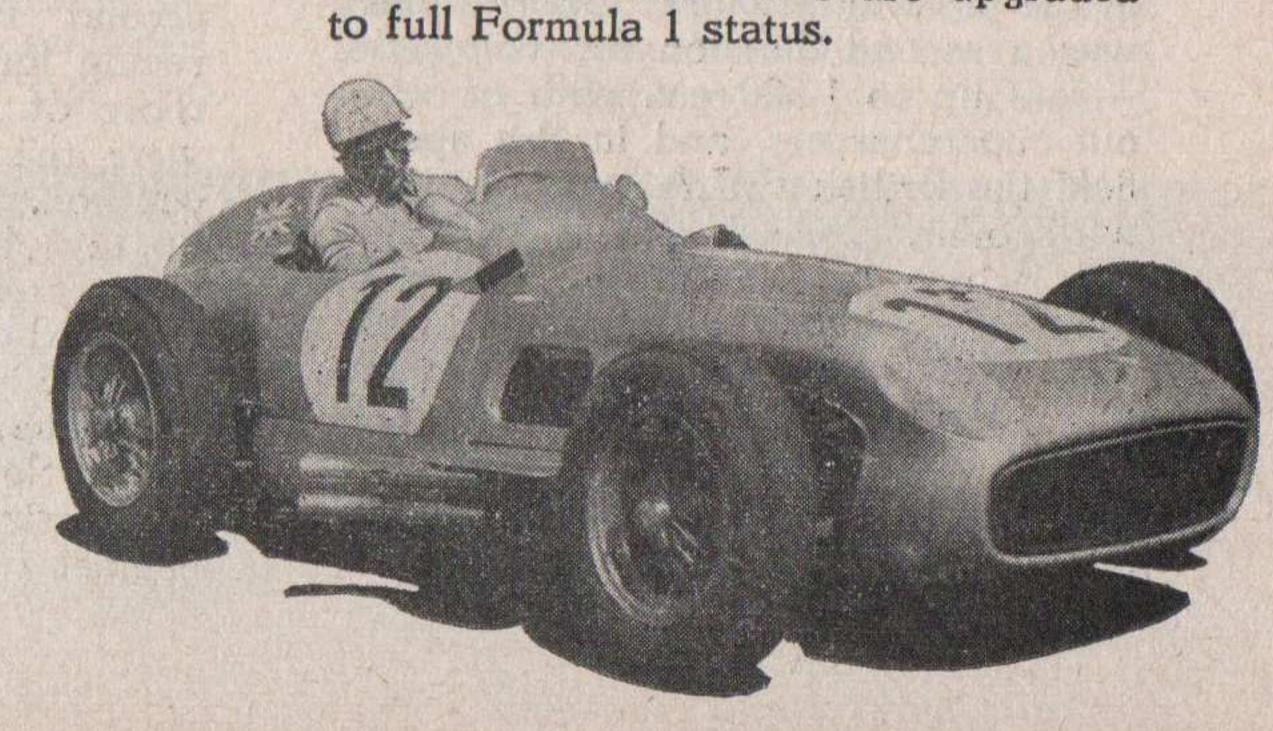
The new Formula 1 of 1954 was a slight step up from these cars-750 c.c. supercharged (which no one built) and $2\frac{1}{2}$ -litres unsupercharged, and then there was no need for a Formula 2, until 1957, when the present Formula 2 for 1,500 c.c. cars was introduced to fill the gap and once again to offer a less expensive form of racing. The phenomenal success of the Coventry Climax 4-cyl. 1,500 c.c. engine used in the Lotus, Cooper and Lister chassis undoubtedly focussed attention on the need for a Formula for cars of that size, and, as everyone knows, once again Formula 2 is about to replace Formula 1, for in 1961 the Grand Prix cars are to be reduced to 1,500 c.c. but with weight limitation which will make them somewhat heavier than the existing Formula 2 vehicles.

Thus, in presenting a British Empire Trophy race here at Oulton Park to-day for cars of Formula 2, in which this country has a firm lead—for the time being—the British Racing Drivers Club is not only staging a demonstration of the progress made by British designers in this new sphere but a preview of what we may expect to see when these cars are upgraded

The Old Order Passes: Stirling Moss (Formula I Mercedes of 1955) winning the British Grand Prix at Aintree. Engine: V8, 2½-litres, unsupercharged.

PHOTOGRAPHS BY
THE MOTOR.

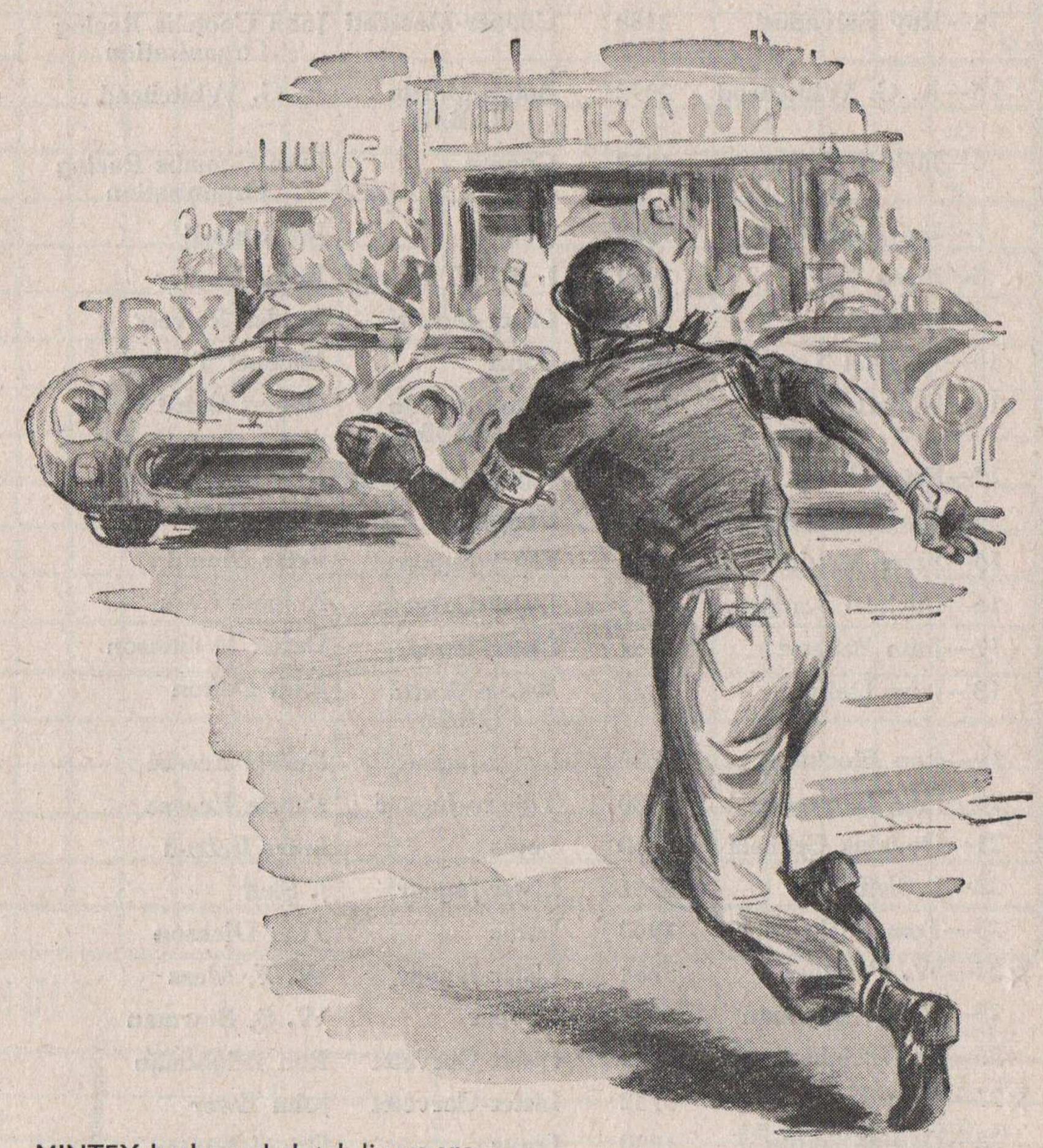
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A Race for Sports Cars

UNLIMITED (OVER 1500 c.c.)

20 Laps—Approx. 55 miles.

No. Driver	c.c.	Car	Entrant
1—Ivor Bueb	3781	Lister-Jaguar	Brian Lister (L.E.) Ltd.
6-2—Bruce Halford	3781	Lister-Jaguar	Brian Lister (L.E.) Ltd.
3—Graham Hill	1960	Lotus	Team Lotus
4—Roy Salvadori	2489	Cooper-Maserati	John Coombs Racing Organisation
5—A. G. Whitehead	2992	Aston-Martin D.B.R1	A. G. Whitehead
6—Jack Brabham	1962	Cooper	John Coombs Racing Organisation
7—Jim Russell	1962	Cooper	Jim Russell
R 8—Brian Naylor	2999	J. B. W. Ferrari	Brian Naylor
9—J. Clark	3442	Lister-Jaguar	Border Reivers
10-Michael Taylor	1960	Lotus	Michael Taylor
11—Gilbert Baird	2922	Aston-Martin DB.3S	Gilbert Baird
12—Peter Blond	3442	Jaguar	J. C. Broadhead
14—Chris Bristow	1962	Cooper	Chris Bristow
15—Peter Mould	2986	Lister-Jaguar	Peter Mould
16—Michael Anthony	5555	Lister-Corvette	Knights Cars
17—John Bekaert	3781	Lister-Jaguar	Derek Wilkinson
18—John Dalton	2922	Aston-Martin DB.3S	John Dalton
19—Ron Flockhart	3780	Lister-Jaguar	Ecurie Ecosse
20—John Lawrence	3780	Tojeiro-Jaguar	Ecurie Ecosse
21—Douglas Graham	1960	Lotus	Innes Ireland
22—J. Sieff	3781	Lister-Jaguar	J. Sieff
23—Tom Dickson	1960	Lotus	Tom Dickson
24—W. F. Moss	3781	Lister-Jaguar	W. F. Moss
25—W. S. Bowman	1962	Cooper	W. S. Bowman
26—Ron Brightman	5752	Lister-Corvette	Ron Brightman
27—John Ewer	5752	Lister-Corvette	John Ewer
28—David Buxton	1530	Lotus	David Buxton

LAP CHART

20 LAPS

UNLIMITED (over 1500 c.c.) SPORTS CAR RACE

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RESULT	DRIVER	CAR	TIME	SPEED
1st	7		42/4.2	78.75
2nd	4		42/15.4	78.4
3rd	3		42/26.8	78.05
4th			42/35.6	77.78
FASTEST LAP	6 and 1		2 min 3.8	80.28

A Race for Formula III (500 c.c.) Cars

20 Laps—Approx. 55 miles.

No. Driver	c.c.	Car	Entrant
1—G. Chippindale	497	Cooper	Driver
72—P. A. Desoutter	498	Cooper	Driver
×3—W. R. Allen	498	J. P. Norton	Driver
4—David Watson	499	Ettorne	G. A. Henrotte
4 5—Gordon M. Jones	498	Cooper	Driver
2 6—Philip Robinson	499	Stuart-Cooper	Driver
5 7—Geoffrey Gartside	499	Cooper	Driver
8—G. H. Symonds	499	Cooper	Driver
8 9—Alan D, Plumstead	499	Cooper	Driver
×10—Philip Barak	496	Cooper	Driver
11-D, G. Howland	499	Cooper-Vincent	Driver
112—Don Parker	499	Cooper	R. R. Jackson
14—W. G. Harris	499	Flather-Norton	D. G. Flather
6 15—A. J. C. Newton	499	Cooper	Driver
2 16—R. Bayton	499	Kieft	Driver
17—Scott-Bloor	499	Cooper	Driver
3 18—J. Pitcher	499	Cooper	Leas Garage (Wrangle) Ltd.
0 19—Peter A. Simpson	499	Cooper	Driver
20—Reginald T. Spreckley	y 499	Cooper	Driver
1 21—Derek H. Phillips	499	Cooper	Driver
22—P. R. Ellis	499	Cooper	Driver
23—W. M. Rainey	497	Cooper	Driver



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2nd P. WALTON & P. MARTIN - 3.4 Jaguar

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2nd S. E. MATHER & I. HALL - Morris 1000

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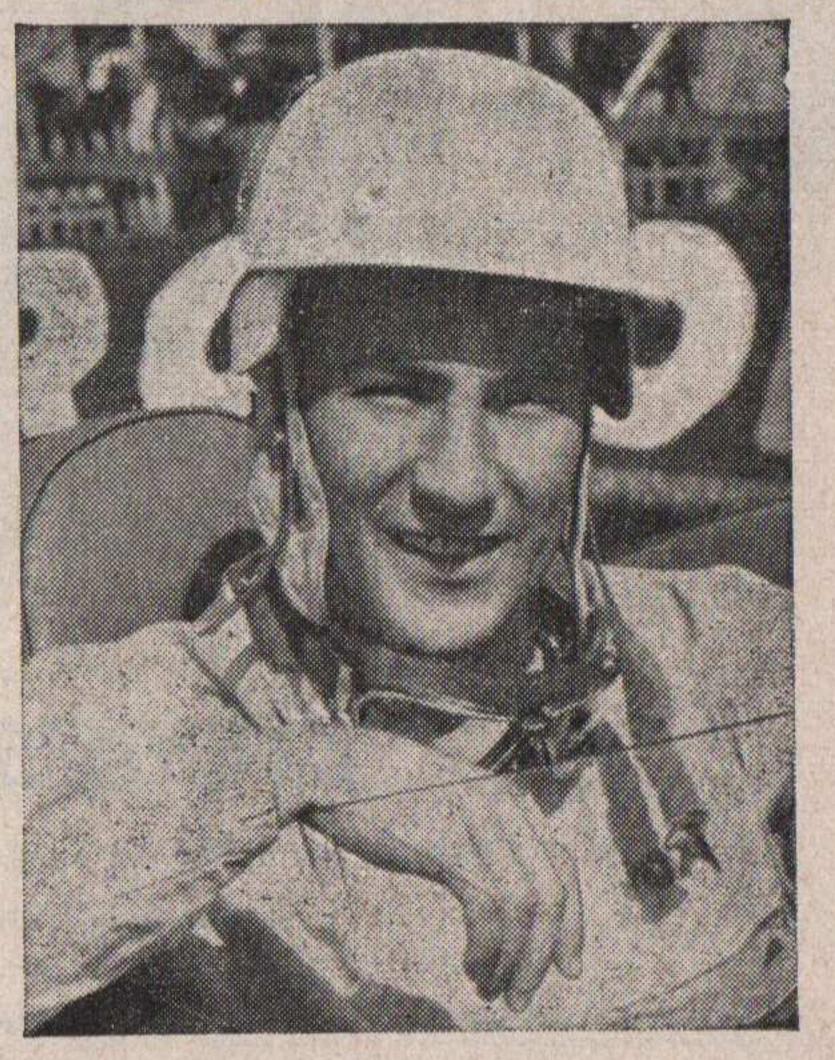
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in all eight Grandes Epreuves won by Britain in 1958

Stirling Moss says:

"1958 was a wonderful year for British motor racing, with eight World Championship events, the manufacturers' Cup and the first three places in the drivers' Championship all brought safely home. We look forward to this season's racing with high hopes, and my personal ambition is to go just one better than in 1958! What the year will bring is anybody's guess, but one thing is certain—Ferodo Disc Brake Pads and Anti-Fade Brake Linings will continue to justify my complete confidence in them,"



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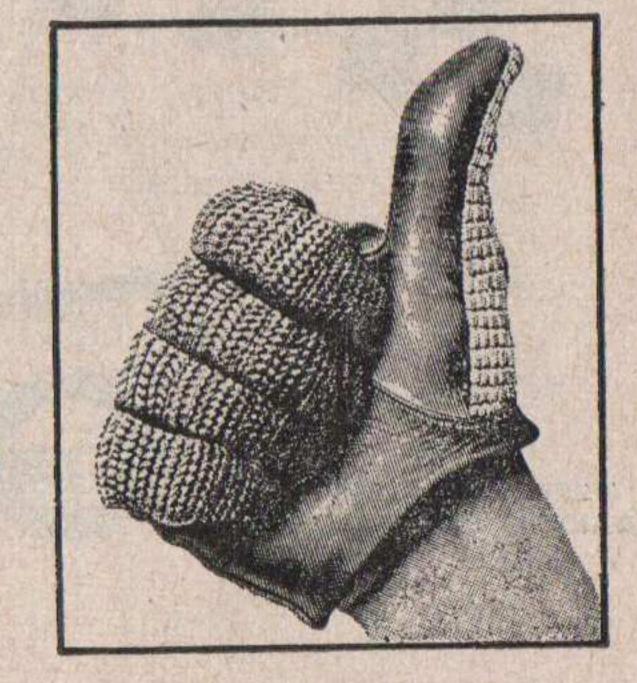
1st ARGENTINE GRAND PRIX 1st MONACO GRAND PRIX 1st DUTCH GRAND PRIX 1st EUROPEAN GRAND PRIX

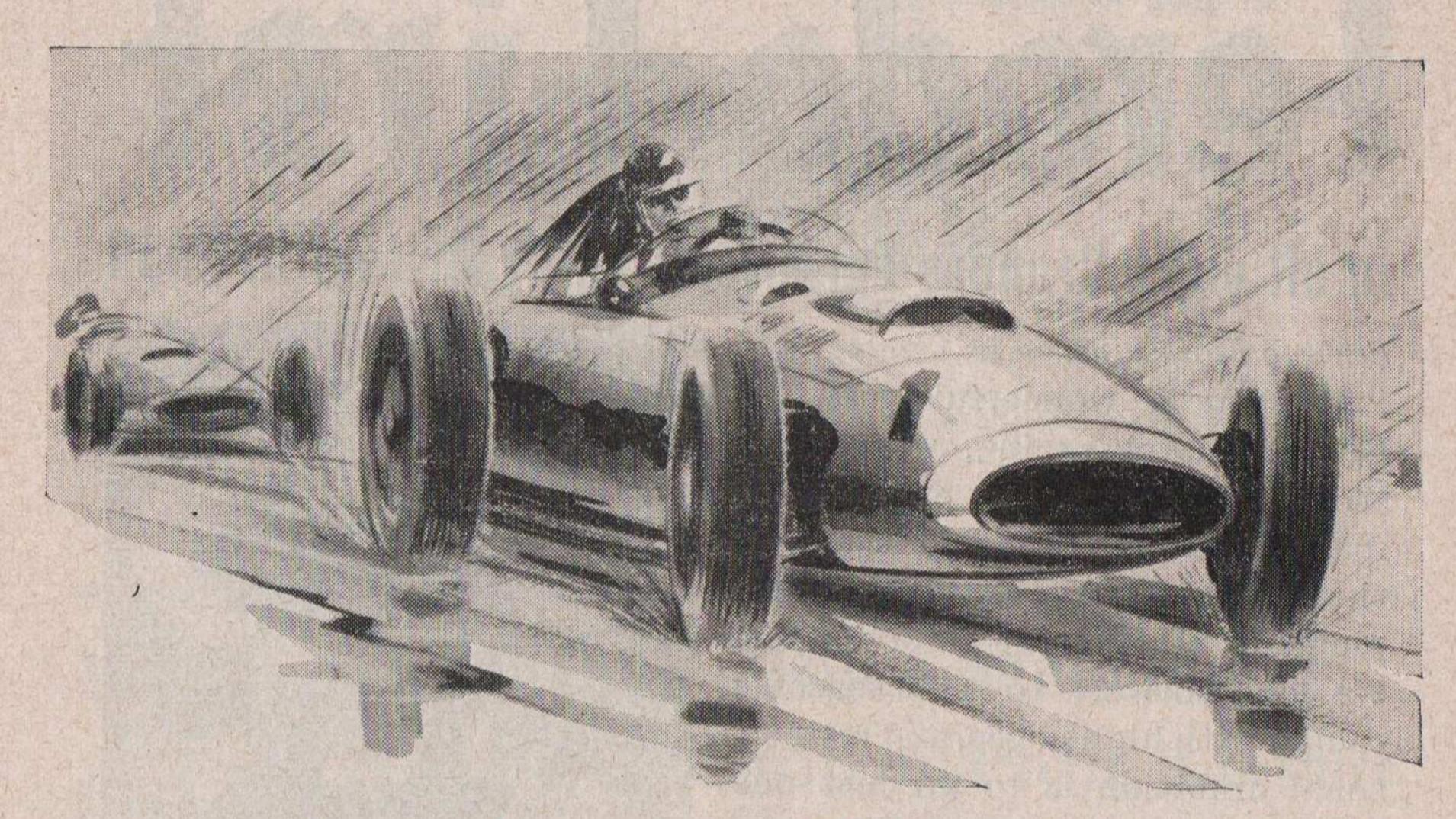
1st GERMAN GRAND PRIX 1st PORTUGUESE GRAND PRIX 1st ITALIAN GRAND PRIX 1st MOROCCO GRAND PRIX

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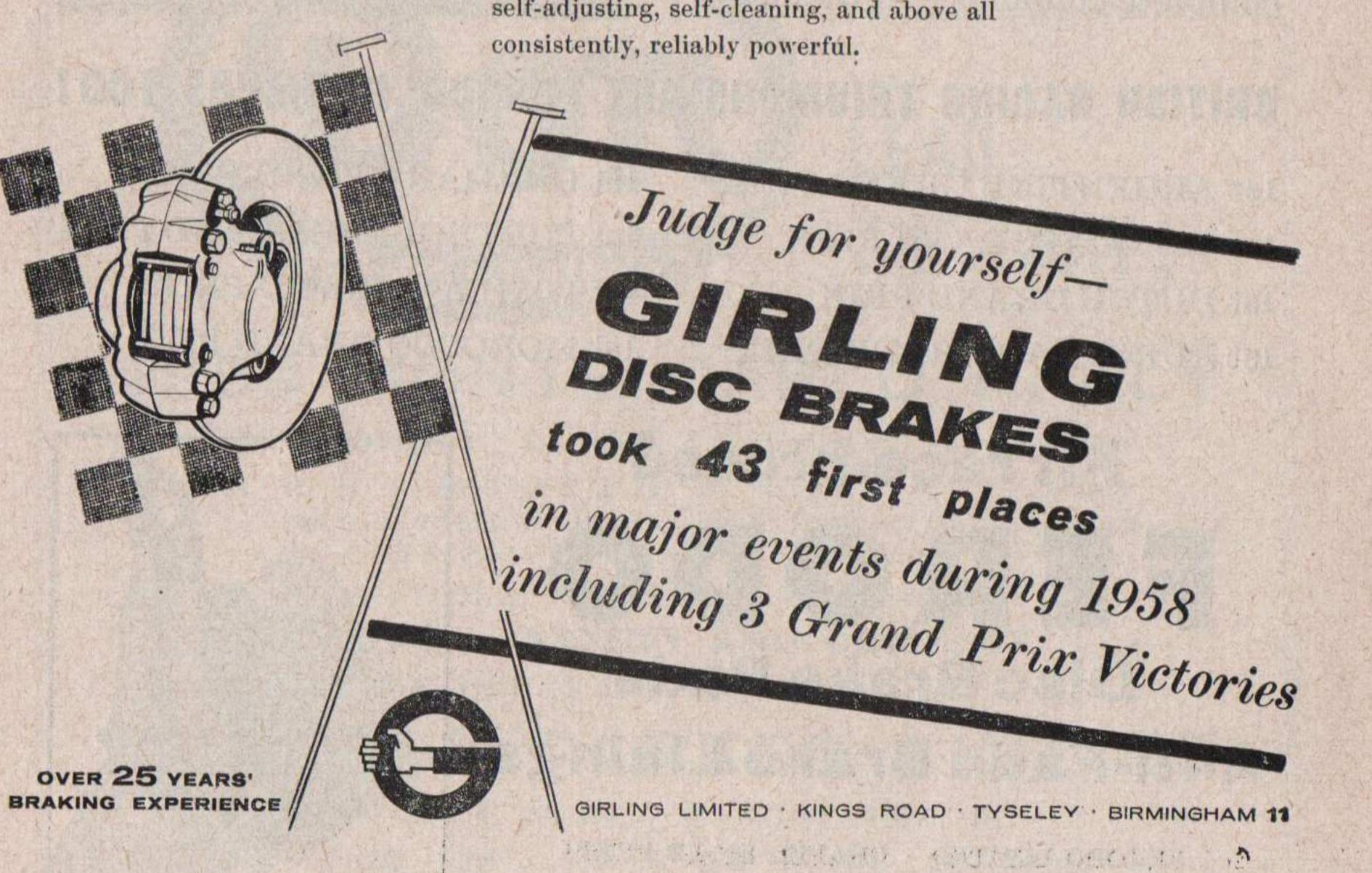


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ACKNOWLEDGMENTS.

The British Racing Drivers Club wish to thank the following for their valuable help and co-operation.

All Honorary Officials listed here and Members of the Clubs, which arranged for parties to attend as Officials; The British Red Cross Society; Cheshire County Police; Cheshire County Fire Brigade; Joseph Lucas Ltd., Rodney Walkerley, Sports Editor of "The Motor"; Peter Garnier, Sports Editor of "The Autocar"; and the Royal Automobile Club; Messrs. Kings of Oxford for the loan of scooters; The Standard Motor Co. for the loan of a motor car.

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You are present at this meeting entirely at your own risk, and 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 and passengers in the vehicles are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

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WHITE

An ambulance or a service car is on the circuit.

RITE

Waved—another competitor is trying to overtake you. Motion-less—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.

RED

Signal for complete and immediate stop.

YELLOW

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

YELLOW WITH VERTICAL RED STRIPES

Take care, oil somewhere on the road.

BLACK AND WHITE CHEQUERED Signal for end of race.

Lap Speed Table

(ONE LAP = 2.761 miles)

m.s.			m.p.h.	m.s.			m.p.h.		m.s.			m.p.h
1.50			90.36	2.14			74.18		2.38		*****	62.91
1.51	*****	*****	89.55	2.15			73.63		2.39	· · · · ·	*****	62.51
1.52		*****	88.75	2.16			73.09		2.40			62.12
1.53		*****	87.96	2.17			72.55		2.41			61.74
1.54		*****	87.19	2.18			72.03		2.42			61.36
1.55			86.43	2.19			71.51		2.43			60.98
1.56			85.69	2.20			71.00		2.44	eux seri	*****	60.61
1.57			84.95	2.21			70.49		2.45		******	60.24
1.58	*****	*****	84.23	2.22	*****		70.00		2.46	*****	******	
1.59	*****	••••	83.53	2.23	*****	******	69.51			*****	******	59.88
2.00	******	******	82.83		*****		CONTRACTOR OF THE PARTY OF THE		2.47	******	******	59.52
2.01	******		82.15	2.24	******		69.03	No.	2.48	******		59.16
	*****	******		2.25	•••••		68.55		2.49		*****	58.81
2.02		*****	81.47	2.26			68.08		2.50			58.47
2.03	•••••		80.81	2.27			67.72		2.51			58.13
2.04		*****	80.16	2.28			67.16		2.52			57.79
2.05			79.52	2.29			66.71		2.53			57.45
2.06	*****		78.89	2.30			66.26		2.54			57.12
2.07			78.26	2.31			65.83		2.55			56.80
2.08	*****	*****	77.65	2.32			65.39		2.56	Washing to the same of the sam	******	56.48
2.09	******	*****	77.05	2.33			64.96		2.57			56.16
2.10			76.46	2.34	Sag .	*****	64.54		2.58	*****	*****	CALL TO STATE
2.11			75.88	2.35		*****	64.13		2.59	*****	*****	55.84
2.12	75	*****	75.30	2.36	*****		The Part of the Pa					55.53
2.13		******	74.73	2.37	*****	*****	63.72		3.00	*****	*****	55.20



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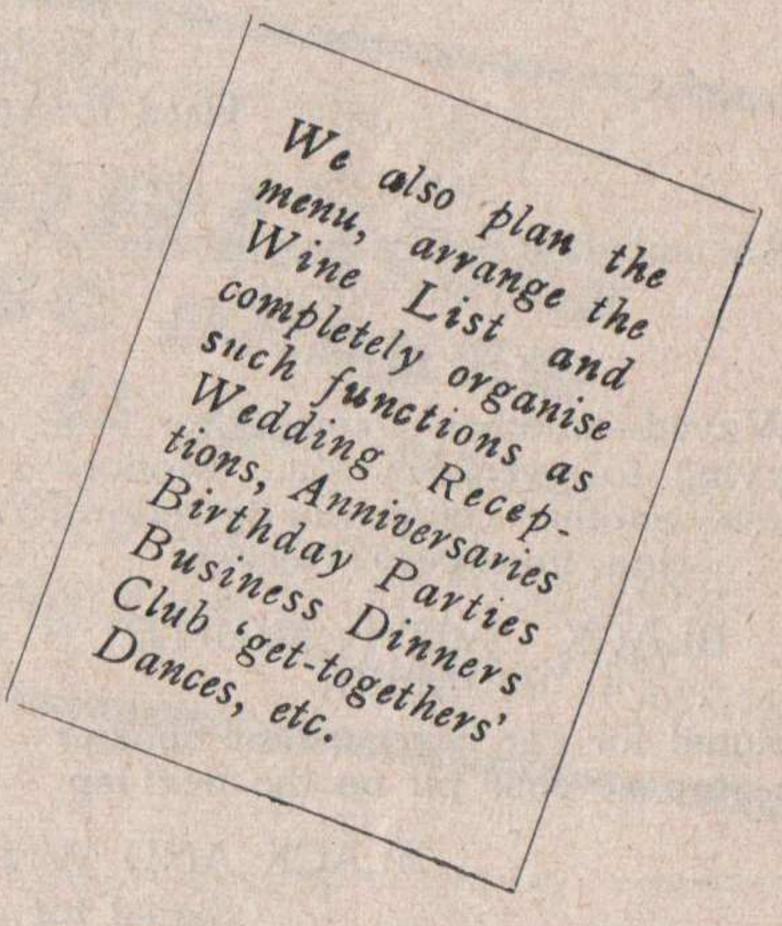
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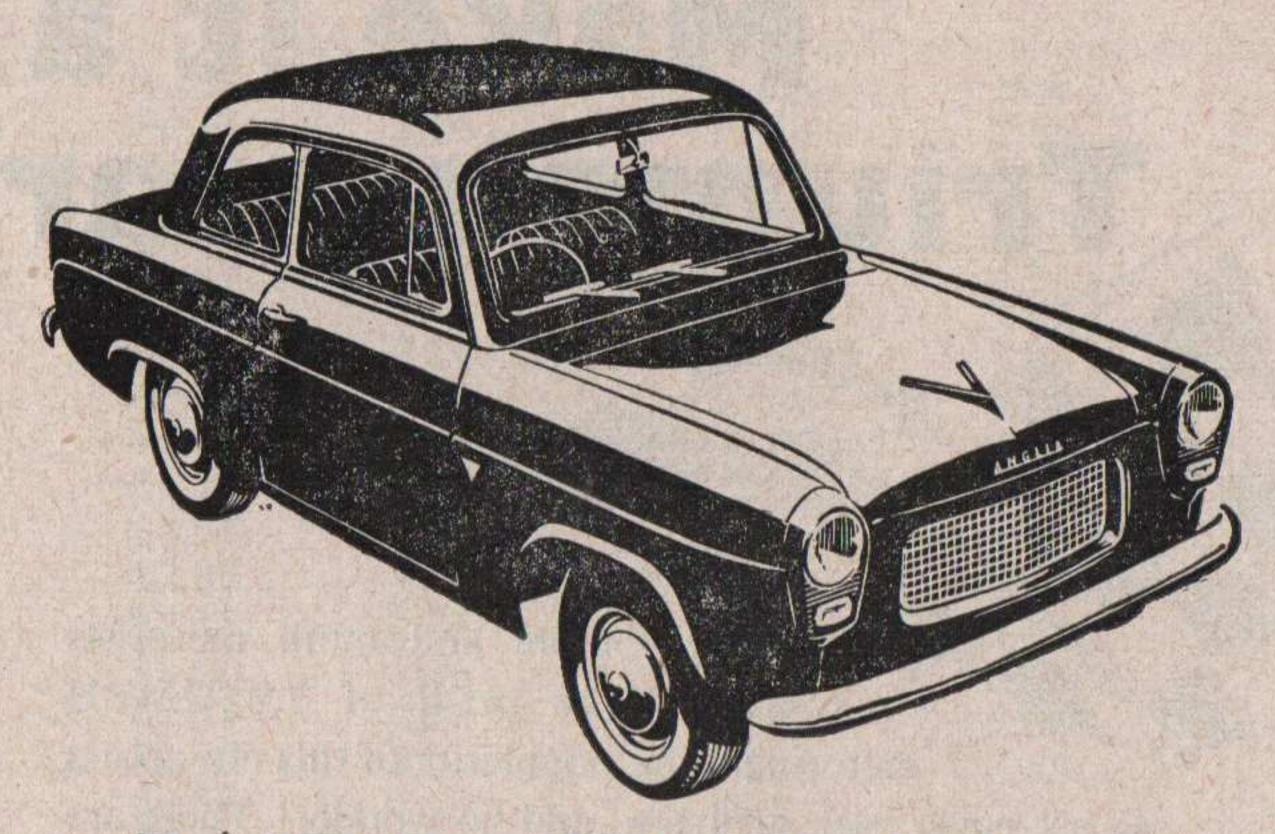
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