

6th R.A.C. BRITISH  
**GRAND PRIX**  
SILVERSTONE CIRCUIT  
JULY 18th 1953

ORGANISED BY THE BRITISH  
RACING DRIVERS' CLUB,  
4, PARK LANE, LONDON, W.1  
GROSVENOR 8427 & 4624

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the*  
**DAILY  
EXPRESS**

FANGIO TO DRIVE BRM AT SILVERSTONE.

The great Argentinian driver, Juan Manuel Fangio, will drive one of the two BRM's in the "Free Formula" Race which forms part of the British Grand Prix Meeting at Silverstone on July 18th.

Britain's most controversial racing car, the BRM has at last struck form and Fangio lapped in the recent Albi G.P. at the phenomenal speed at 115 m.ph.

July 18th will see a galaxy of stars at Silverstone for, in addition to the full Ferrari team of World Champion Alberto Ascari, Guiseppo Farina, Luigi Villorosi and Mike Hawthorn who are entered for the British Grand Prix, spectators will see - for the first time on an English racing circuit, the American Cunninghams. Built by Briggs Cunningham. the ace American driver, two Cunninghams powered by Chrysler engines developing 350 horse power, are entered for the 100 Mile Sports Car Race and these will be driven by Cunningham himself and John Fitch, who drove a Cunningham to victory in the 12 Hour Florida Sports Car Race and who last year drove one of the 300 SL Mercedes in the Pan American Road Race.

In addition to the Grand Prix the Free Formula Race and the Sports Car Race, there will be an event for Formula III Cars - the biggest programme ever to be staged at a Grand Prix Meeting.

All applications for tickets should be made without delay to the sponsors of the Meeting, the Daily Express, Grand Prix Office, Fleet Street, London.E.C.4.

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6th BRITISH GRAND PRIX

With a week to go before entries close for the British Grand Prix at Silverstone on July 18th, those already received are more than enough to ensure a day of first class motor racing - a fact borne out by the enormous demand for tickets for the Meeting; the Daily Express, sponsors of the meeting report that the Pits Grandstand is already sold out.

The main event of the day, the Grand Prix, to be run over 90 laps of the 3-mile airfield circuit will see the sole appearance this year of the full Ferrari team of Ascari, Farina, Villolosi and Hawthorn; an almost unbeatable combination that will have against it the little blue Gordinis of France and the British Connaught and HWM teams, in addition to such noted "independents" as Tony Rolt (Connaught) and Ken Wharton (Cooper-Bristol)

The 105-mile International Sports Car race will be a "minor Le Mans", with Stirling Moss driving one of the Jaguars that recorded such a great victory in the recent 24-hour Race, and a Cunningham (to be driven by Briggs Cunningham), one of the American sports cars which finished 3rd in that race. The Aston Martin challenge will be led by Reg. Parnell driving one of the new DB3's with which he won the recent BRDC British Empire Trophy Race in the Isle of Man. Another new car, the sports car version of the HWM will be making its first appearance at Silverstone in this event, with George Abecassis at the wheel.

The Free Formula race will see two BRM's driven by the great Argentinian driver Juan Manuel Fangio, and Ken Wharton and a 500 cc race will complete a magnificent day's motor racing.

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INTERNATIONAL DAILY EXPRESS 500c.c. RACE.

FINAL ACCEPTANCES.

Entrant.

Miss D. Arnott  
 G. G. Smith  
 I. Burgess  
 Saltley Motors.  
 C. Lones  
 Ecurie Londres  
 K. A. Gregory  
 T. J. Clarke  
 W. L. Grose  
 E. J. Moor  
 K. W. Smith  
 N. Sanderson  
 J. D. Habin  
 R. Bicknell  
 E. Fenning  
 D. Gray  
 D. Parker  
 Kieft Cars Ltd.  
 The Border Reivers  
 M. C. Kearon  
 F. Beart  
 F. Beart  
 F. R. Gerard  
 G. H. Wicken  
 F. H. Bacon  
 S. Lewis-Evans  
 G. H. Symonds  
 A. J. Nurse  
 D. Truman  
 Cooper Car Co. Ltd.

Driver.

L. Wood  
 G. G. Smith  
 I. Burgess  
 C. Headland  
 C. Lones  
 L. Leston  
 K. A. Gregory  
 T. J. Clarke  
 W. L. Grose  
 E. J. Moor  
 K. W. Smith  
 N. Sanderson  
 J. D. Habin  
 R. G. Bicknell  
 E. Fenning  
 D. Gray  
 D. Parker  
 J. F. Westcott  
 D. K. Swan  
 Hon. E. G. Greenall  
 A. Brown  
 E. Brandon  
 D. A. Clarke  
 G. H. Wicken  
 F. H. Bacon  
 S. Lewis-Evans  
 G. H. Symonds  
 A. J. Nurse  
 D. Truman  
 S. Moss

Car.

Arnott.  
 Kent-Smith.  
 Mackson  
 Martin/Headland  
 Cooper Tiger Kitten  
 Leston Special  
 Revis-Norton  
 C.B.2.  
 Grose  
 Wasp 500  
 Smith 500  
 Staride  
 Erskine Staride-Norton  
 Erskine Staride-Norton  
 Staride  
 Kieft  
 Kieft  
 Kieft  
 Cooper  
 Cooper  
 Cooper  
 Cooper-Norton  
 Cooper  
 Cooper  
 Cooper  
 Cooper  
 Cooper  
 Cooper  
 Cooper  
 Cooper-Norton.

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**DAILY  
 EXPRESS**

DAILY EXPRESS INTERNATIONAL SPORTS CAR RACE

FINAL ACCEPTANCES

<u>Entrant</u>	<u>Driver</u>	<u>Car</u>	<u>Cubic Capacity</u>
A.G. Whitehead	A.G. Whitehead	Aston Martin	2922
K. Watkins	K. Watkins	Allard	5420
J.B. Swift	J.B. Swift	Jaguar	3442
J.R. Stoop	J.R. Stoop	Frazer Nash	1971
W.C. Spear	W.C. Spear	Ferrari	4101
Hans Ruesch	Hans Ruesch	Ferrari	4101
Oscar Moore	Oscar Moore	HWM	3442
The Monkey Stable	P. Hazellhurst	Kieft	1971
E.A. Mitchell	H.A. Mitchell	Frazer Nash	1971
E.W. Motors Ltd	G. Abecassis	HWM	3442
S.G. Greene	C.G.H.F. Dunham	Frazer Nash	1971
Duncan Hamilton	Duncan Hamilton	Jaguar	3442
E.W. Holt	E.W. Holt	Jaguar	3442
Ecurie Ecosse	Sir J. Scott-Douglas	Jaguar	3442
Ecurie Ecosse	N. Sanderson	Jaguar	3442
Ecurie Ecosse	J. Stewart	Jaguar	3442
Ecurie Ecosse	Ian Stewart	Jaguar	3442
K.H. Downing	K.H. Downing	Aston Martin	2922
Peter Clark	Peter Clark	Aston Martin(s)	2580
T.A.D. Crook	T.A.D. Crook	Cooper-Bristol	1971
Briggs Cunningham	Briggs Cunningham	Cunningham	5454
Briggs Cunningham	Philip Walters	Cunningham	5454
The Border Reivers	R. Dickson	Aston Martin	2922
David Brown	Reg. Parnell	Aston Martin	2922
David Brown	Peter Collins	Aston Martin	2922
David Brown	Roy Salvadori	Aston Martin	2922

July 1st 1953

Bulletin No.4.

6th R.A.C BRITISH  
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DAILY EXPRESS INTERNATIONAL SPORTS CAR RACE.

The following FINAL ACCEPTANCES are in addition to those given in Bulletin No. 4.

<u>Entrant</u>	<u>Driver</u>	<u>Car.</u>	<u>Cubic Capacity.</u>
J. D. Barber	J. D. Barber	Cooper	1974
W. B. Black	W. B. Black	Frazer Nash	1971
W. H. Aldington	K. Wharton	Frazer Nash	1971

Bulletin No. 5.

3rd July, 1953.

6th R.A.C BRITISH  
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**DAILY  
 EXPRESS**

DAILY EXPRESS FREE FORMULA RACE.

FINAL ACCEPTANCES.

<u>Entrant</u>	<u>Driver</u>	<u>Car</u>	<u>Cubic Capacity.</u>
L. W. Boyce	F. A. O. Gaze	Maserati	2986
Ecurie L. Rosier	L. Rosier	Ferrari	4500
G. N. Richardson	G. N. Richardson	R.R.A.	1781
F. Tuck	F. Tuck	Maserati	1500(s)
R. Dutt	R. Dutt	Maserati	1494(s)
A. J. Nurse	A. J. Nurse	H.W.M.	1950
H. A. Richards	H. A. Richards	H.A.R.	1954
C. A. Vandervell	G. Farina	Thinwall Spl. Ferrari	4500
R. Flockhart	R. Flockhart	E.R.A.	1980(s)
A. G. Whitehead	A. G. Whitehead	E.R.A.	1488
A. W. Birrell	A. W. Birrell	E.R.A.	1488
P. D. C. Walker	P. D. C. Walker	Cooper-E.R.A.	1980(s)
H. H. Gould	H. H. Gould	Cooper-Bristol	1971
Border Reivers	J. S. Somervail	Cooper-Bristol	1971
W. Knight	J. Lyons	Connaught	1964
A. G. B. Owen	J. M. Fangio	B.R.M.	1487(s)
A. G. B. Owen	K. Wharton	B.R.M.	1487(s)
W. S. Aston	W. S. Aston	A.B.	1986

Bulletin No. 6.

8th July, 1953.

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6th R.A.C. BRITISH GRAND PRIX.

FINAL ACCEPTANCES.

<u>Entrant</u>	<u>Driver</u>	<u>Car</u>	<u>Cubic Capacity.</u>
Connaught Engineering	'Bira'	Connaught	1967
Connaught Engineering	R. Salvadori	Connaught	1967
Connaught Engineering	K. McAlpine	Connaught	1967
Autmobiles Gordini	M. Trintignant	Gordini	1990
Autmobiles Gordini	H. Schell	Gordini	1990
Autmobiles Gordini	J. Behra	Gordini	1990
Scuderia Ferrari	G. Farina	Ferrari	1980
Scuderia Ferrari	M. Hawthorn	Ferrari	1980
Scuderia Ferrari	A. Ascari	Ferrari	1980
Scuderia Ferrari	L. Villoresi	Ferrari	1980
John Heath	P. Collins	H.W.M.	1960
John Heath	J. E. G. Fairman	H.W.M.	1960
John Heath	L. Macklin	H.W.M.	1960
John Heath	J. D. Hamilton	H.W.M.	1960
Officine Alfieri Maserati	J. M. Fangio	Maserati	1988
Officine Alfieri Maserati	O. Marimon	Maserati	1988
Officine Alfieri Maserati	F. Bonetto	Maserati	1988
Officine Alfieri Maserati	F. Gonzalez	Maserati	1988
R. R. C. Walker	A. P. R. Rolt	Connaught	1967
Ecurie Ecosse	Ian Stewart	Connaught	1967
Cooper Cars Ltd.	S. Moss	Cooper-Alta	1960
Atlantic Stable	P. N. Whitehead	Cooper-Alta	1960
T. A. D. Crook	T. A. D. Crook	Cooper-Alta	1960
Ecurie Louis Rosier	L. Rosier	Ferrari	1980
Ecurie Ecosse	J. Stewart	Cooper-Bristol	1971
Cooper Cars Ltd.	K. Wharton	Cooper-Bristol	1971
R. J. Chase	A. Brown	Cooper-Bristol	1971
F. R. Gerard	F. R. Gerard	Cooper-Bristol	1971
E. de Graffenried	E. de Graffenried	Maserati	1988
L. Chiron	L. Chiron	O.S.C.A.	1986

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the*  
DAILY  
EXPRESS

SPEED RECORD HEAD-HEATERS RENEW BATTLE

Two international speed stars who last Sunday registered one of the most extraordinary dead-heats in motor racing history, meet again at Silverstone, Northants, next Saturday, to continue their battle of the split seconds.

They are Britain's Ken Wharton, a motor engineer from Smethwick, near Birmingham, and Argentina's Juan Fangio, a former car race Champion of the World.

At Neuchatel, Switzerland, in Sunday's Vue des Alpes mountain climb, these two returned exactly equal record times, measured to hundredths of a second, averaging 77.93 m.p.h. over the tortuous ten-kilometre ascent.

At Silverstone on Saturday, when the pair clash in both the classic British Grand Prix and the shorter all-powers struggle, under the joint auspices of the British Racing Drivers' Club and the "Daily Express", the rivals' huge fan followings will have just one thought in mind:-

Who is the better man?

To add further to the drama of this unique "see-saw", Wharton and Fangio will be driving exactly similar 500 horse-power B.R.Ms. in the shorter race. In the Grand Prix, Wharton has a British Cooper and Fangio an Italian Maserati.



# Ascari Wins Grand Prix at 92.97 m.p.h.

## HAWTHORN CRASH, BUT 5th

By W. R. PAULSON

"Evening News" Motoring Correspondent

**A**LBERTO ASCARI, reigning world champion of motor racing, driving a Ferrari, won the sixth R.A.C. British Grand Prix here to-day at a speed of 92.97 miles an hour.

All the first six cars were Italian and British cars were overshadowed in the 263-mile race, which developed into a struggle between the Italian Ferraris and Maseratis.

First British driver home was Mike Hawthorn, also in a Ferrari, who was fifth, and the first British car to finish, a Connaught, driven by Prince Bira, of Siam, was seventh.

The placings were:

1. A. Ascari (Ferrari), 92.97 m.p.h.
2. J. Fangio (Maserati), 92.43.
3. G. Farina (Ferrari).
4. F. Gonzalez (Maserati).
5. M. Hawthorn (Ferrari).
6. F. Bonetto (Maserati).

Major Tony Roit, ex-prisoner of war, who had crept up to fifth place in his Connaught, was forced to retire in the closing stages of the race because of transmission trouble, and at the time he was the leading British driver.

Ian Stewart, also in a Connaught was challenging in the latter stages, and was in sixth place, but crashed at Cobse Corner, and retired. He was unhurt.

At the end of the race it was stated that Ascari and Gonzalez had created a new lap record of 95.79 m.p.h.

Hawthorn thrilled a crowd of nearly 100,000 when, in his first lap, his car spun madly on to the grass in front of the grandstand.

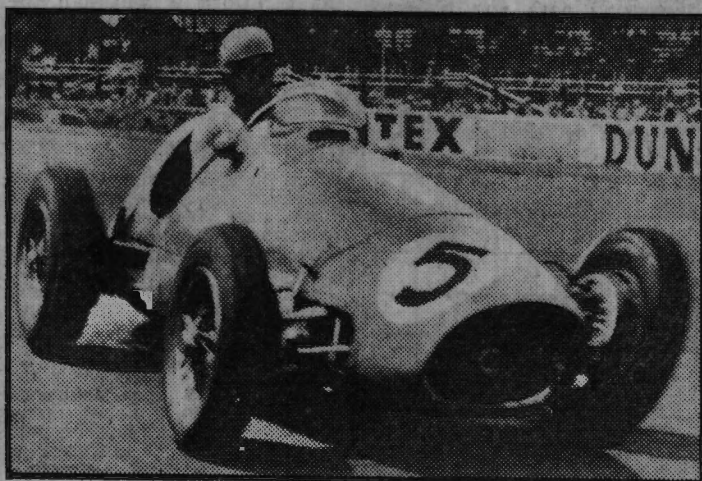
By a miracle he kept the car upright and, then, to the amaze-



Ascari is congratulated after his victory.

8

*E. News.*



Alberto Ascari driving his Ferrari to win the British Grand Prix at Silverstone this afternoon.

ment of the spectators, drove straight off the grass verge back on to the track, and completed another lap before pulling into the pits to have the steering inspected.

In the previous race, C. Headland, in a 500 c.c. Martin-Headland, spun on to the grass only a short distance from the scene of the Hawthorn incident and injured a marshal, E. J. Kehoe, of Cromwell Court, Kingston. Mr. Kehoe was taken to hospital for X-ray of a knee injury.

Stirling Moss, the British champion, won this race easily from Eric Brandon in another Cooper, after two fancied competitors in D. Clarke and Don Parker had retired with engine trouble.

*[Handwritten signature]*  
F. J. PASTORIN  
News Editor

EVENING STANDARD—PAGE 3

# SILVERSTONE RACING WILL BE SEEN ON TV

Motor racing at Silverstone, Northants, on Saturday week is to be televised for the first time.

The British Broadcasting Corporation said to-day that the 500 c.c. race and the international sports car race will be televised—but not the three-hour British Grand Prix event.

This sixth RAC British Grand Prix meeting is sponsored by the Daily Express.

There has been no direct televising of motor racing in this country since the days of Crystal Palace before the war; an international meet-

ing has never been televised.

The TV relays will open at 10 o'clock for the 500 c.c. race. In the afternoon three excerpts will be given from the international sports car race.

Cameras will be stationed high above the circuit to give viewers a comprehensive picture of the racing—and to introduce millions of viewers to the sport.

A telerecording of the racing will be made; this film will be shown on TV screens at night.

Commentaries on the Grand Prix will be broadcast in the Light Programme.

8/7/53

F.P.P. / F.P.W.

COPY.

NEWSREEL ASSOCIATION.

Letter received from The Daily Express,  
Fleet Street,  
LONDON, E.C.4.

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AAA/BB

29th May, 1953.

Mrs. D. Shearer,  
Newsreel Association of Great Britain,  
Nascreno House,  
Soho Square, W.1.

Dear Mrs. Shearer,

May I take this opportunity of asking you to be good enough to mention to your members the occasion of the Sixth R.A.C. British Grand Prix which we shall be staging at Silverstone on Saturday, July 18.

Should any of your members require facilities we shall be only too happy to supply them, subject to the usual accreditation.

I might mention that the day's racing is being enlivened with the addition of an International Sports Car Race in which we expect some interesting entries.

The races are as follows:-

500 c.c.	15 laps
Grand Prix	90 "
International Sports Car Race	100 miles
International Formula Libre Race	50 "

One other point I would like to raise. Your members will know that the land on the inside of the circuit is under cultivation and I am told by the farmer that a newsreel van( a big black saloon) drove from the Club runway across the crops to Abbey Curve, at the May 9 meeting.

As we have to work rather closely with the people cultivating the land this has put me in quite an embarrassing position which I am sure you will appreciate.

With kind regards.

Yours sincerely,

(Signed) A.A. Asher. Publicity Manager.

THE NEWSREEL ASSOCIATION  
OF GREAT BRITAIN & IRELAND LTD.

Office Phone:  
GER. 3177 & 7931

Registered Office: ~~QUEEN'S HOUSE, LEICESTER PLACE, LEICESTER SQUARE,~~  
~~LONDON, W.C.2.~~

From:

N.R.A.

Date:

10th. June, 1953.

To:

News Editors.

Dear

*Mr. Partington,*

I would refer to letter from  
Mr. Asher of the Daily Express, dated  
May 29th., in connection with the R.A.C.  
Grand Prix at Silverstone on July 18th.

You will have noticed from this  
letter that Mr. Asher draws my attention  
to the fact that a Newsreel car was  
driven over cultivated land at  
Silverstone on May 9th.

Whilst I realise, only too well,  
that you are extremely busy these days,  
I should be much obliged if you would  
kindly find time to let me have your  
observations on Mr. Asher's remarks, as  
it is not a statement that I care to  
leave unanswered.

Yours sincerely,

*[Handwritten signature]*

*G.L.P.*

*who were our  
men. Please  
ask them for  
a report. We  
must clear this up.  
I hope we were not guilty.*

*[Handwritten initials]*

FJP

Reference attached letter from Mrs. Shearer.

I have spoken to Messrs. Read and Hubbard about this, and received a complete denial for the following reasons:

1. On that occasion Mr. Hubbard was using the tape recorder in the Pits area; and did not drive the truck between the time they arrived there and the time they left. Thus, it could only have been moved during the meeting by Mr. Read. It must be manifest that he would/leave his gear  
not  
unattended on the roof whilst driving the car across ploughed(?) land.
2. The shot from Abbey curve is one not favoured by our cameramen, and they never film from there.

GEM.  
11.10.53.