

British Racing Green
1946-1956

FIRST PUBLISHED 1957

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British Racing Green 1946-1956

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The Bodley Head • London



Introduction

IN PREPARING this record of British achievement in motor-racing since the war we have tried to present a fair picture against a confused background.

From time to time both Italy and Germany have completely dominated Grand Prix racing – a feat never achieved and only recently attempted by Great Britain. However, we have consistently dominated Sports Car racing and sports car competition in general – Le Mans, the Alpine and the ‘Monte’ in particular.

That scant reference will be found to national races is because victory against no opposition is hollow, and we have not sought to disguise the failings of some models of which great things were expected. On the other hand we felt justified in including a number of minor European races in which we put up a show, since they gave us an opportunity of paying a well-deserved tribute to the efforts of several marques who achieved much under conditions when nothing should have been expected at all.

Whatever we may have lacked in machines we have made up in men; and as this book goes to the printers the future looks more likely to bring victory to a green car than ever before, while the chances of a British driver becoming world champion are, as they would say in the north, ‘Champion’.

It will be appreciated that for this book, unlike *Drivers in Action*, it has been necessary to select some of the plates less for their artistic merit than for their value as illustrations.

L.K. : J.M.F.

opposite:
The first event for
racing cars
after the war.
An ‘R’ type M.G. on the line
at Cockfosters

1946-1947

THE MOST astonishing thing about motor racing in 1946 was that it should have taken place at all. The war had hardly been over a year before international motoring competition had begun again. Victor and vanquished were once more entering the lists, with the slight difference that Italian victory was both more likely and more acceptable.

Belgium, France, Italy, Spain and Switzerland in addition to the United Kingdom all organized races in the first year, some of which survived for a second event to be held in 1947. Most of these events were more than a little uncertain both in status and in organization, while restrictions on the use of petrol meant that spectators were apt to arrive furtively. Indeed the lack of fuel for spectators was the reason for the development of so many new circuits actually inside major cities: circuits which did not exist before the war and have not, in most cases mercifully, survived their first season or two.

At the beginning of the first season Nice replaced Monte Carlo where, apart from an unknown Frenchman in a Riley, doubtless painted blue, no green was worn. The same might be said of Marseilles – but there was no Riley. ‘TASO’ Mathieson appeared both at Paris and St Cloud with a Bugatti and a 2.9 Maserati, but chalked up no more than an appearance.

It was in Brussels, at the Bois de la Cambre, that the first signs of fame and promise from this island became apparent. St John Horsfall, whose team manager was none other than Tony Rolt, appeared victoriously in an Aston Martin. Leslie Johnson and Oscar Moore drove pre-war 328 B.M.W.s and ‘Lofty’ England was at the wheel of Dunham’s Alvis.

‘Grand Prix’ races were for supercharged cars of up to 1,500 cc – the pre-war ‘Voitures’ – with the possible alternative of going up to 4½ litres without a blower. The 158 Alfa Romeos made all the running so that everyone else, including the British contingent, only toured round making up the background to the race. We were well represented with E.R.A.’s and several Maseratis in the hands of Englishmen. The round-the-houses race at Geneva was our best show and one can record here one of the very rare continental appearances of Gerard with his E.R.A. The most stalwart representatives of the Green were Parnell and Brooke, sometimes on E.R.A., sometimes on Maserati. Whitehead appeared in the E Type E.R.A. at Turin and foreshadowed the true B.R.M. style – though he did at least start.

Before the end of the year Goldie Gardner had started to break records again and the British contingent had shown that in the Grand Prix type of event they could beat about 70% of the field when in their best form; but that they usually lacked the staying power to win – a state of affairs which continued throughout the period covered by this volume. In sports car races, on the other hand, St John Horsfall and Leslie Johnson showed quite clearly what could be expected from Great Britain in this field.

The following year things were a little more settled and many of the well-known pre-war circuits came once more into use. The Alfa-Romeo team appeared rather less often and in a rather less challenging way so that their domination was less obvious. Gerard and Harrison, sharing the wheel of an E.R.A., came fourth at Spa behind three Alfa-Romeos and the following week-end came third at Rheims. Mays, also on an E.R.A., managed a third in the first heat of the Swiss Grand Prix but although a strong contingent from Great Britain turned out for the French Grand Prix at Lyons (the race at

continued on page 7

*Geneva,
Grand Prix des Nations.
Abecassis.
The pre-war Alta with
the post-war look.*



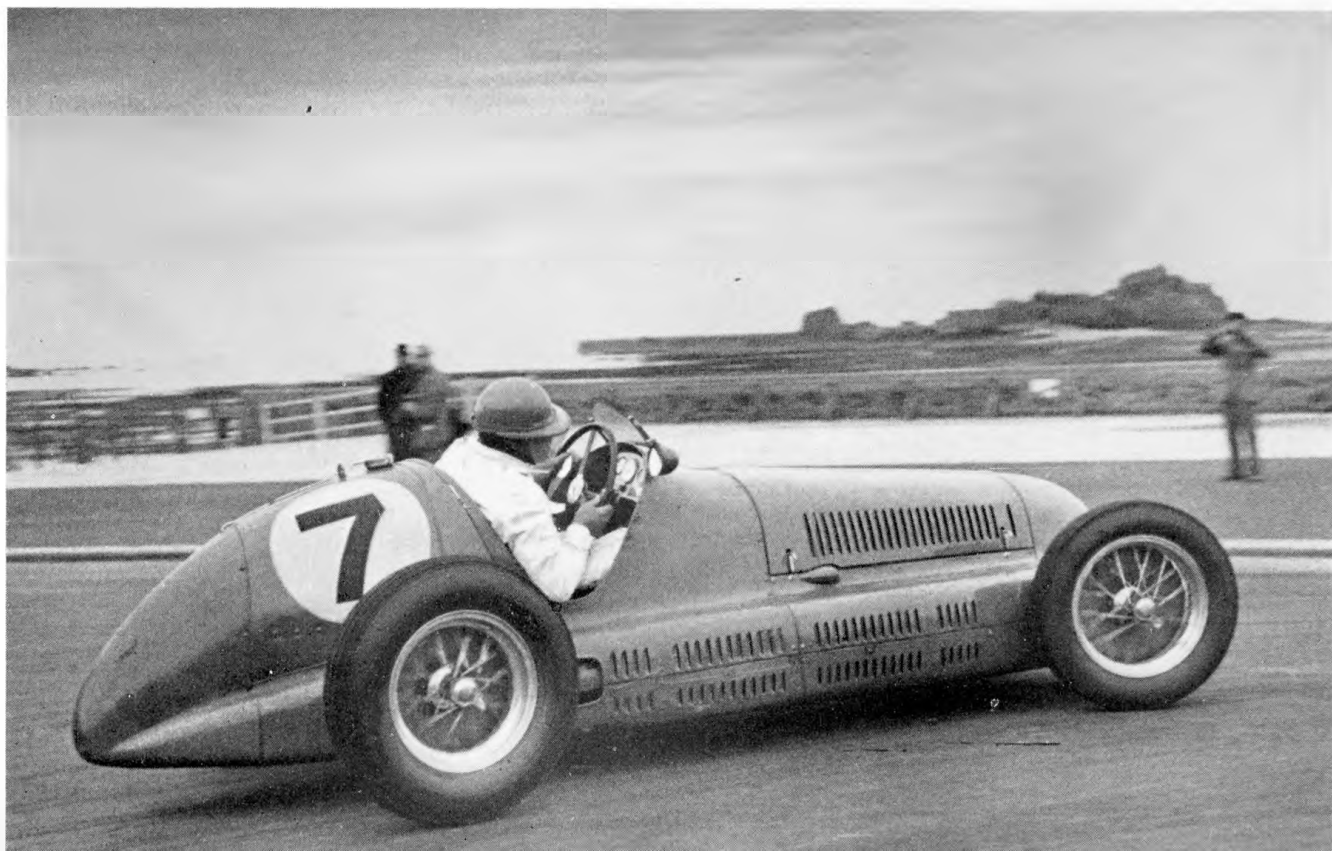
*E.R.A.'s in echelon –
not first perhaps but much
in evidence.*



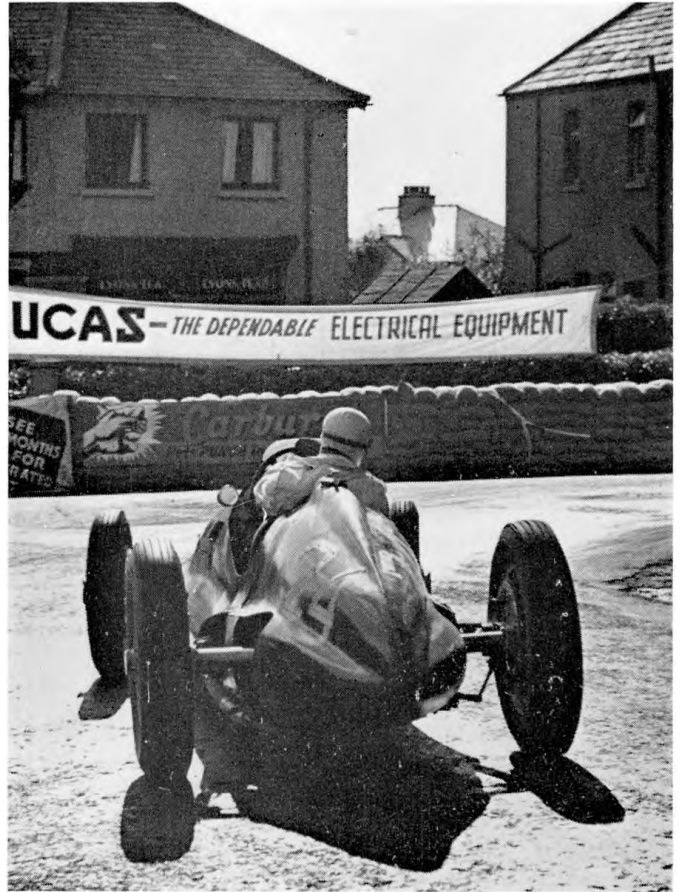


*Second at Chimay
Peter Monkhouse
2.3 Bugatti.*

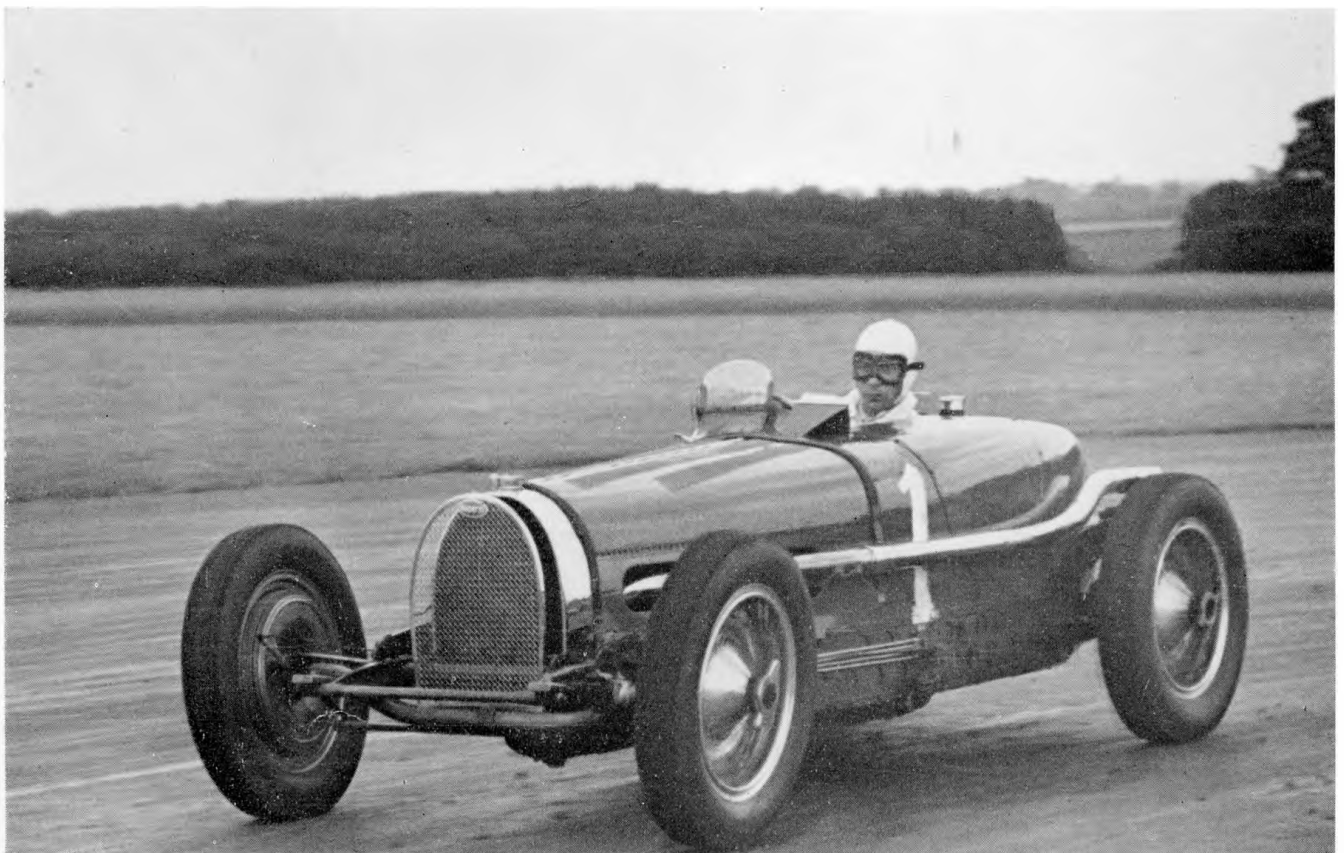
*Parnell who carried the torch
for Britain
more successfully than any
other driver in the
immediate post-war years
takes the Maserati
on to the front
at Jersey.*



*Isle of Man
the E-type E.R.A.
driven by Leslie Johnson.*



*George Abecassis enjoys the 3.3 Bugatti at Grandsden
nearly as much as the spectators.*





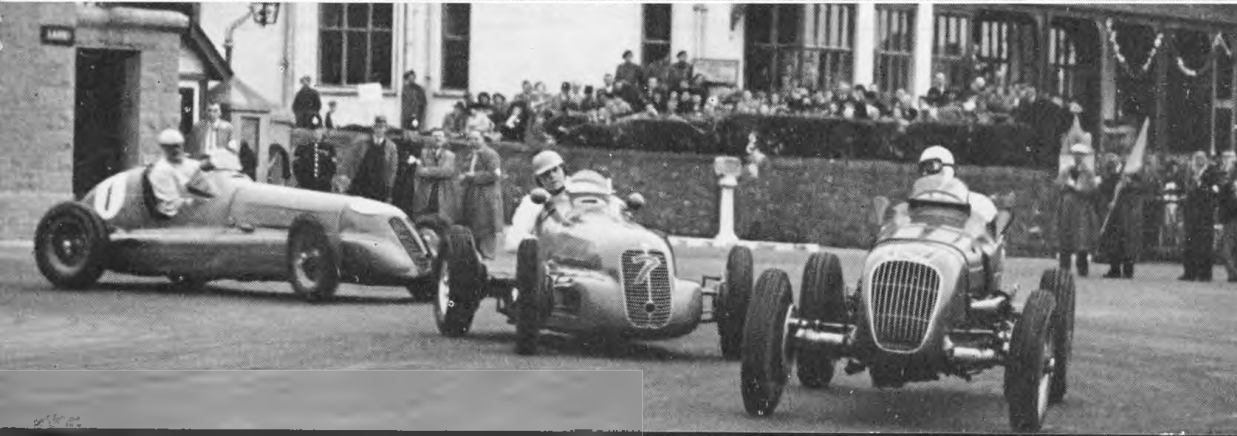
*Rheims
Ian Metcalfe – Rapier.*



*Lyons
'Wilkie' E-type E.R.A.*



*Lyons again
Feverish activity
with
Peter Whitehead and
Ian Connell
in the background.*



*Jersey
Trio headed by the
'Tecnauto'
suspended E.R.A.*



*Top Left: Heath and Abecassis with their Alta at Chimay – the beginning of a partnership.
 Top Right: Also at Chimay – an Alfa and a half Alfa,
 the car on the right (Rolt) being half the famous ‘Bi-Motore’. On the left Salvadori.
 Below on the left: Peter Clarke H.R.G. on the right Peter Monkhouse M.G. Magnette.*

Rheims was not the French Grand Prix that year), they achieved no success. The Mille Miglia was run for the first time but there were no foreign entries. There were also, of course, a number of British races in which no foreigners competed so that British victories became a matter of course.

‘Goldie’ Gardner was again out breaking records in Belgium and John Cobb raised the world’s land speed record to 394.197 m.p.h.

With the close of this season international motor racing had got into its stride, and it had become very clear that the faithful old E.R.A.’s were near the end of their tether. The hopes of the British enthusiasts were buoyed up with stories of several new cars under construction and the possibility of someone finding a circuit for racing inside Great Britain, since enthusiasm had by now become very marked.

1948

IN THIS year international motor racing returned to normal. The French Grand Prix returned to Rheims. Nice was abandoned and the classic Monaco revived, the Italian Grand Prix was run at Turin and a new circuit was built in Holland at Zandvoort. Goodwood opened and Britain staged a real Grand Prix race at Silverstone.

Ferrari started building Grand Prix cars, the second formula came into existence and 500 c.c. races created enough interest for there to be talk of making it a third formula.

The opening of the Zandvoort circuit was perhaps one of the most surprising displays Great Britain had ever given on the continent of Europe. For the race was staged by the B.R.D.C. at the special invitation of the Royal Netherlands Automobile Club. The race was run in two heats and a final, dominated by Bira and Rolt, both on Italian cars. However, almost every E.R.A. in running condition must also have been in the race, together with two Altas and a couple of Bugattis. About a hundred thousand people are said to have watched the race and to have been highly delighted.

Once more Brooke and Parnell carried the flag in most events. They were joined in the French Grand Prix by John Heath and in the Swiss Grand Prix by Abecassis, driving Altas in both cases – a harbinger perhaps of the tremendous effort they were later to make with the H.W.M.

The highlight of the year from the point of view of the British enthusiast was the R.A.C. Grand Prix on the new Silverstone circuit. For this event the main runways of the aerodrome were used for the first and last time to provide a kind of hour-glass circuit which kept converging on a central point. The most remarkable feature of this arrangement was that it kept most of the cars and most of the spectators separated for most of the time. However, it was the first R.A.C. Grand Prix since 1927; the first Grand Prix to be held in Great Britain since 1938. It marked the first appearance in this country of Ascari who, with Villoresi (the ultimate winner), dominated the race. There were no Alfa-Romeos; nevertheless Bob Gerard put up a truly remarkable performance to finish third in his immaculately prepared E.R.A., fractionally over two minutes behind the winner. Almost ten years later Gerard may still be seen driving with the same tactics and frequently ending well up in the list. There was a 500 c.c. race at this meeting, remarkable only for the fact that when the flag dropped the lead was immediately taken by a young gentleman answering to the name of Moss.

The Le Mans race had not yet been revived, but 1948 offered instead a 24-hour race on the Spa circuit modelled on similar lines. In this even the Horsfall-Johnson Aston-Martin took the lead with the retirement of the Chinetti-Chiron Ferrari and went on to an easy win. British entries also included a team of 1,500 c.c. H.R.G.'s (running with two-way radio between cars and pits), an 8-litre Bentley which came to grief, and a Healey driven by Haines and Wisdom who nearly but not quite defeated a Delage in the 3-litre class. This year the Mille Miglia achieved some foreign entries and Donald Healey, driving with his son in a car of their own manufacture, came ninth in the general category, while Johnny Lurani driving a similar car won the touring-car class in the over 1,100 c.c. category. In a Healey again, Lurani did well in the Targa Florio and Folland and Connell were third in the Paris twelve-hour sports car race.

The Alpine was revived and the long-standing British tradition of complete domination in this event was upheld by a great diversity of drivers and manufacturers.



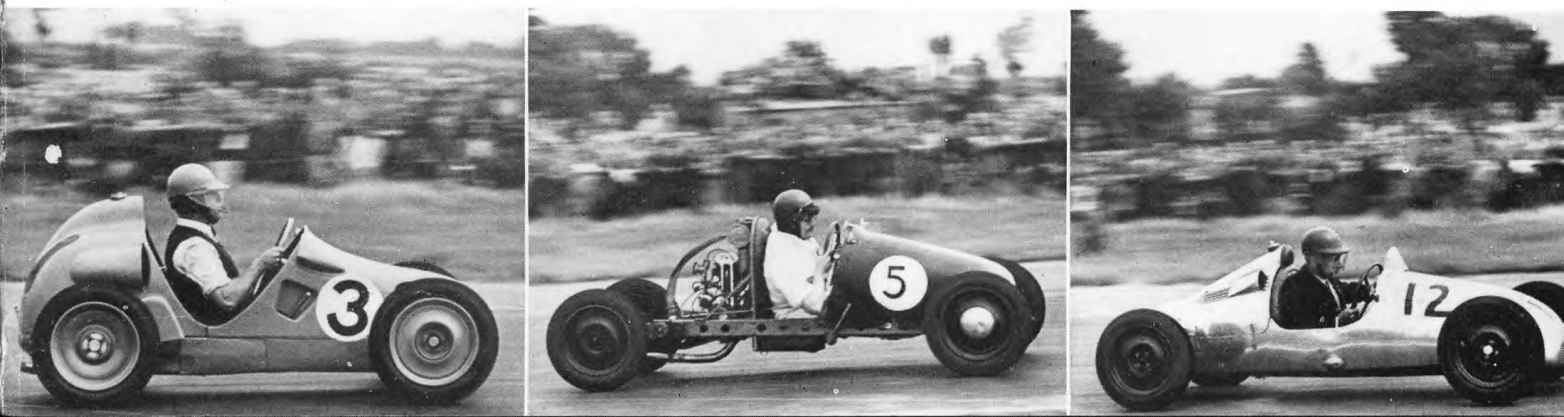
First Silverstone ever. Prominent by virtue of height if nothing else is Bob Gerard. Nowhere to be seen are Villoresi and Ascari who started at the back of the grid because they didn't practice.

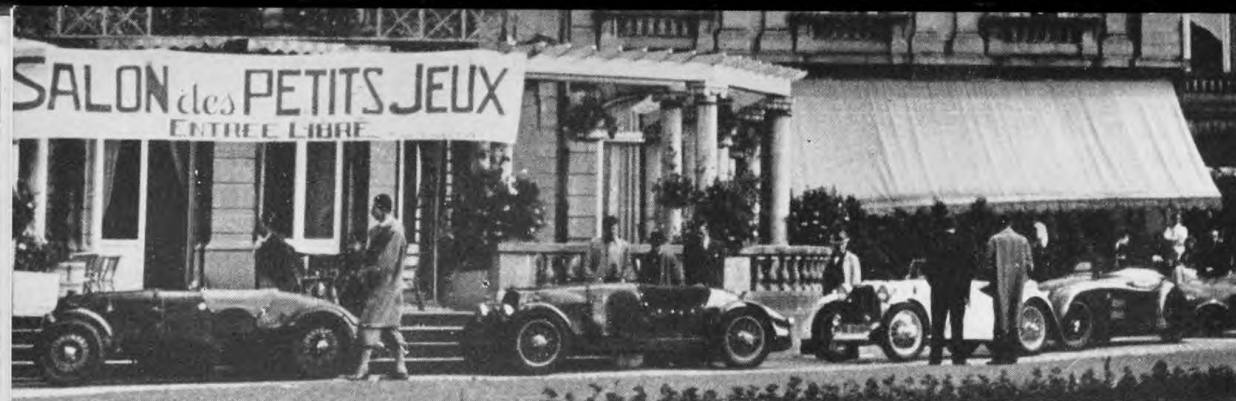
So we find motor racing on its feet again, with British hopes high in the realm of sports cars mostly because of Horsfall's efforts in the Aston-Martin at Spa – the car itself being half-way between the old Aston of tradition and the sparkling new cars yet to come from the David Brown stable. H. R. G.'s seemed to be the carrying forward of the old school into the new battle and everyone had high hopes of the new Healey because of Donald Healey's long association with the sport. It was a good-looker too.

In the Grand Prix field none of the promised British efforts had materialised, and most people had become sufficiently well acquainted with the difficulties and shortages of post-war life to realise that the production of a new car to beat the Alfas and Maseratis was going to be something of a problem. Just how much of a problem it was going to be is perhaps best seen by the realisation that even at this time Mr Vandervell was determined to do something about it, whereas the successful results of his determination are not really to be found until the last chapters of this book – eight years later.

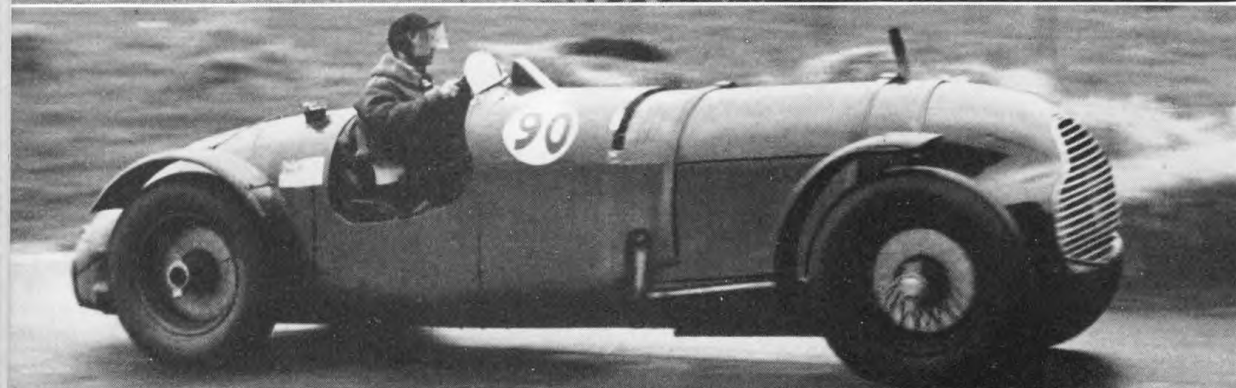
[9]

Creation of the Multum in Parvo department produced a wide variety of thought.





*Petits Jeux
awaiting scrutiny.
Spa - 24 hr. race.*



*8 litres of
Bentley
at full chat
Lance Macklin up.*



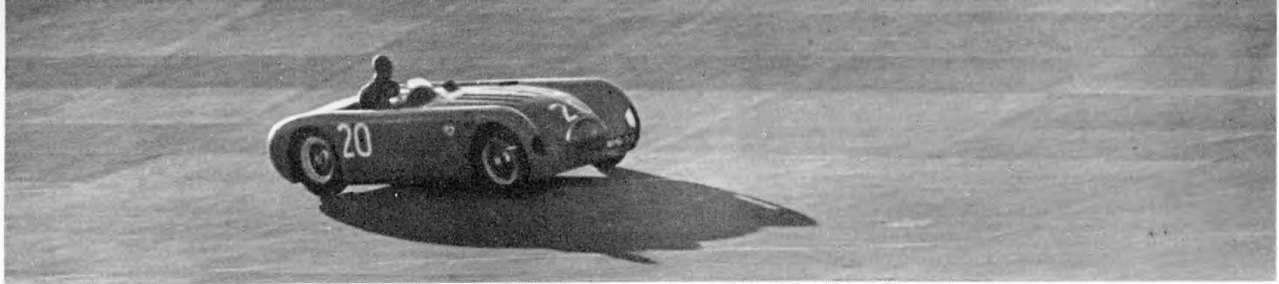
*Paul Frere
drives
M.G.*



*The first
Hard - Top ?
designed and
driven by
Barrington-Brock.*



*The winners !
Leslie Johnson
St. John Horsfall.*



*The music
went round and round
and came out all over
the place. At Jersey
at Zandvoort,
and at Montlhery.
Forwards or backwards
or just plain up the wall
British cars and drivers
very much
in the picture.*



1949

IN THE face of the prodigious success of a trio of young Englishmen, described in a later chapter of this book, it will be hard to remember how in this year Peter Whitehead, having acquired a Ferrari, first demonstrated that even if we couldn't make good cars we could drive them!

After a ding-dong fight in the French Grand Prix at Rheims, when after leading for a great way his gearbox selectors jammed and he had to be content with third place, Peter Whitehead won the Czechoslovak Grand Prix and thus chalked up our first post war win. The same driver was fourth at Spa and ninth at Berne.

Once again Reg Parnell was the mainstay of our efforts, gaining a second in one of the South American races and generally putting up a good show in every event he entered. He was joined by Brooke, Ashmore and others, while Harrison astonished everyone by bringing an extremely ancient E.R.A. (albeit with a 'modern' radiator cowl) home sixth at Monza.

Formula II was by now in its stride – but the H.W.M. team had yet to appear. Young Mr Moss continued on his upward path taking a 998 c.c. Cooper to Lake Garda and coming in third, causing a great stir among the Italian *cognoscenti*. He also achieved eighth place in the 'Coupe des Petites Cylindrées' which was run before the French Grand Prix. Frazer-Nash and Alta also figured in the British successes in this new formula.

Although of no direct concern to this country it is perhaps convenient to recall, so that readers may orientate themselves, that this was the year in which Fangio first appeared in the Blue and Yellow 'Argentine' Maserati – and the year in which Ferraris first got properly going. The B.R.M. was 'launched' and one of the early very short and rather unmanageable Ferraris, called a 'Thinwall Special', appeared at Silverstone in May. This was not only the precursor of a line of such cars, and ultimately of the Vanwalls, but also a reminder that before he became finally exasperated Tony Vandervell was a staunch supporter of the B.R.M. – and that this car, driven by Mays and Richardson, was part of that project.

In the sports car department the great thing was that Le Mans again took its place in the International Calendar. It was won by Ferrari, but with Lord Selsdon as co-driver we can claim some stake in the success. Culpan and Aldington were third in a Frazer Nash, Hay's pre-war Bentley sixth. Aston Martin and H.R.G. appeared in the lists and at least finished. The H.R.G. team again put up a very good show with the new lightened models in the 24-hour race which was once more run at Spa. In the Mille Miglia touring classes Healeys driven by Wisdom and Healey were respectively first and fourth, while Aldington and Lurani were third in a Bristol. This latter pair also did well in the Targa Florio.

The tide had turned: and although we cannot show in this year – or indeed any other year up to the time of going to press – a marked superiority, no one can say that the British effort was one to be lightly passed over.



Precursor of the B.R.M. and the Vanwall. Raymond Mays at the wheel of the original 'Thin Wall Special' – the first of the 12-cylinder Ferraris with wheelbase, by common consent, too short for owner.

Bob Gerard astonished and delighted to be second to that distinguished Swiss driver once referred to in a glossy magazine as The Baron Emmanuel ('Tulo' to his friends) de Graffenried.





Above: Hay's Bentley – Derby in the footsteps of Cricklewood.

LE MANS – THE BRITISH RETURN

Below: 'H.f.' in his latest 'Nash – not a chain in sight.





Here the forerunner of the D.B2, a model halfway between the old four and the new six at Le Mans, and below, the slim light H.R.Gs. in formation, at Spa.



1950

THE ALFA ROMEO team made a reappearance this year, having been absent from the lists in 1949. This put everyone, including the British, back a place; but at least it set standards by which even the failure of others could be properly assessed. The B.R.M. appeared at Silverstone and lost a good deal of face by breaking its transmission on the starting line. It might have been convenient to blame the driver; but as that happened to be Sommer such a course was hardly possible. All the same, anyone can have bad luck and it was much more the fact that the cars arrived late for every meeting – always being flown in and having special practice – that gave British enthusiasts cause to wonder if the organization was up to the car. At the end of the season Parnell and Walker had B.R.M.'s at Barcelona and though they both broke, one sooner, one later, they achieved speeds to the order of 186 m.p.h. down the straight which surprised everyone and showed that with a bit of luck here was a car to be reckoned with.

The other excitement of this year was the emergence in Formula II races of the H.W.M. team sponsored by John Heath and George Abecassis from their Garage at Walton-on-Thames. The cars had two-seater bodies (a legacy from the idea that they might have been entered in sports car races) and Alta engines prepared by H. W. Motors. The chassis were ingenious rather than technically astonishing and incorporated bits from half-a-dozen popular mass-produced cars. But the fact remains that they went well, and handled better, that John Heath secured the services of Stirling Moss (thereby anticipating the genius of Alfred Neubauer by some five years), and was able to support him with both Lance Macklin and later young Peter Collins. The result was that in the space of a short season, in which they won nothing but the hearts of all the continental enthusiasts, they did more for British prestige than anyone since Sunbeams and Sir Henry Seagrave.

Whitehead continued the good work in his now out of date Ferrari; Harrison, Shawe-Taylor and Gerard fought on in outmoded E.R.A.'s, occasionally succeeding by sheer reliability. A Connaught made its appearance at Frontières. So much for the racing cars.

The second post war Le Mans resulted in a popular French win for Rosier in the outright section of the race, Abecassis and Macklin sharing the prize for the index of performance between their 2.6 litre Aston Martin and a 612 cc Monopole (which the initiated will understand to be a tremendous feat). Allard and Cole were third on an Allard, while Rolt and Hamilton (shades of things to come) were fourth in a Healey. Jaguars were dotted about the Mille Miglia entry, Johnson being fifth and Biondetti eighth in these cars. Moss drove a Jaguar in the T.T., which was a procession of British makes undisturbed by foreign competition.

It was not our best year in the Monte by any means though the second car, piloted by Gatsonides, was a Humber Snipe. Wharton won the Lisbon and Tulip Rallies for Fords and the Appleyards led the general classification of the Alpine with the usual clutch of British competitors in support.

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*'... et celle-là pour la Coupe
des Petites Cylindrées, monsieur ?*





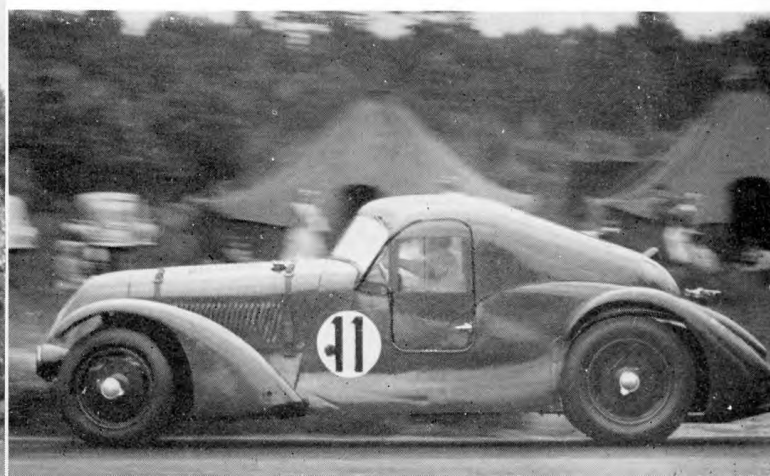
*Sagacious Two,
the Jupiter driven
by Wise and Wisdom
which surely should have been
Sagacious Three.
No respect for the classics
some people.*



*And on the right the
Aston Martin
driven by Abecassis and Macklin
which won the Index of Performance.*



*You can either have more engine
(Cole|Allard)
or more body
(Hall|Bentley)
but in either event you have
to get there first
to win.*





The shape of things to come. Above, a Healey driven by Rolt and Hamilton and below, one of the first Jaguars driven by Leslie Johnson.





*Whitehead's Ferrari at Zandvoort and Walker's B.R.M. at Barcelona.
The heat in the first instance was provided by Gonzales's Maserati which caught fire in the pits.
At Barcelona the heat was both external (sun) and internal (combustion).*



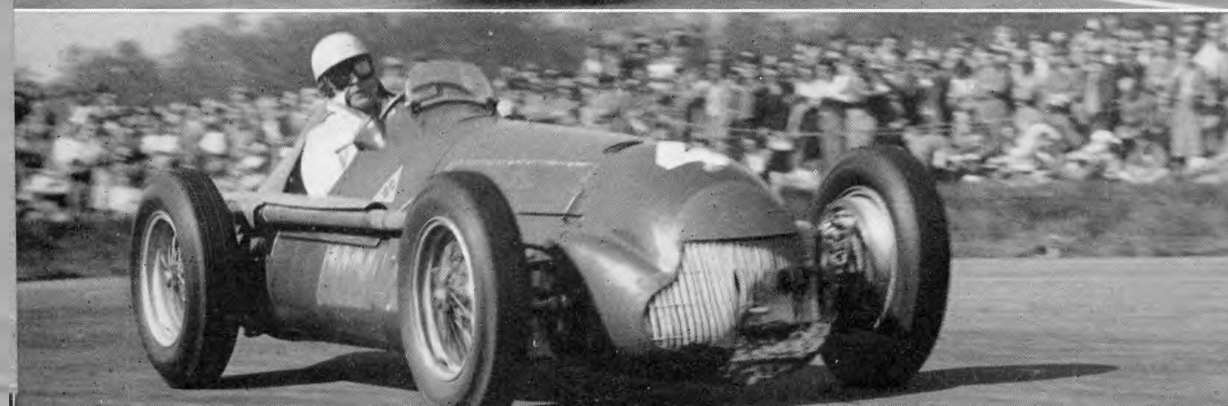


The beginnings of greatness for men and machines.

Macklin the stylist, and again Macklin,

this time with Fergus Anderson, both on H.W.M.'s while in the shadow of the Union Jack, Parnell indicates that not even Italian cars go well all the time.

Lastly Parnell a well ordered third in the 159 Alfa Romeo.





Walker on one of the few Continental outings the B.R.M. had (at Barcelona).

It was on the whole a disappointing year. The re-emergence of the Alfa-Romeo team reduced most races to a procession and they were so obviously superior that even the most optimistic and stalwart enthusiast had some difficulty in persuading himself that we could really hope to beat them.

The success of the H.W.M.'s too, was a bitter-sweet pleasure. So much hard work and so much enthusiasm went into them, they were so well driven – and yet when it came to the point and the high hopes were put to the acid test of real continental opposition they were not really fast enough.

Le Mans still seemed more like our cup of tea. It was then, and may well always be, the one race about which we have a superiority complex. Most of us really believe that we can win at Le Mans and that is half the battle. Perhaps in 1957 and 1958 Mr Vandervell (or Rodney Clarke) can show us that the same applies to Grands Prix, but in 1950 it was a very far thought. High hopes and quiet confidence sometimes go together; but they are not by any means the same thing.

1951

THIS YEAR was the beginning of the end of the old Formula One. Before the close of the season Ferrari had successfully challenged Alfa Romeo, and the B.R.M., although much improved, could still not offer any real competition.

Two B.R.M.'s made their long-awaited reappearance at Silverstone on 14th July driven by Parnell and Walker. Parnell succeeded in finishing fifth ahead of Sanesi's Alfa Romeo, while Walker finished seventh. Both drivers were very nearly roasted alive due to heat conducted into the cockpit from the exhaust system. Once again the cars were not ready in time for practising and were placed on the rear of the starting grid; however, they showed themselves to be practically as fast as the Alfas, and on this occasion more or less reliable. The B.R.M.'s appeared again at Monza and after an argument as to whether Ken Richardson could drive or not (he was to have been replaced by Stuck), both cars were withdrawn after showing great promise in practice. For the rest, Whitehead still made some excellent showings in his Ferrari and Duncan Hamilton appeared once or twice in a Talbot. David Murray, later to become famous as the *patron* of the Ecurie Ecosse, entered a Maserati for the German Grand Prix, and turned it upside down during practice.

Meanwhile, Formula Two was going from strength to strength. John Heath produced a new batch of cars with proper single-seat coachwork. Unfortunately, Ferrari also turned his attention to Formula Two so that competition was fairly stiff. However, Moss and Macklin between them managed to reach third or fourth place in most events when in competition with Ascari, Villoresi and Gonzalez in the Ferrari team. The interest in this class of racing became very marked and long before the end of the year many people began to foresee that all the races in the next season might well be for un-supercharged cars of not more than two litres capacity.

It was this year that the Jaguar company began its successful assault on Le Mans, Walker and Whitehead winning the event in an XK120 C, at a record speed of 93.5 m.p.h. and Stirling Moss on a similar car breaking the lap record of 105.24 m.p.h. British cars finished first, third, fifth, sixth, seventh, tenth, eleventh, thirteenth, fourteenth, nineteenth, twenty-second and twenty-third - twelve out of the twenty-six finishers from the sixty cars that started. The Jaguar, incidentally, won by over 60 miles. Cortese won the Targa Florio in a Frazer Nash and Tommy Wisdom won the class for unlimited closed cars in the Mille Miglia for Aston Martins.

There were five British teams in the first ten at Monte Carlo. Jaguars were first and second in the Liege-Rome-Liege and the Appleyards, in their perennial Jaguar, won the Tulip. As always the Alpine was dominated by British competitors; no less than two Jaguars, an H.R.G., a Frazer Nash, an Aston Martin, a Healey and an Allard winning Alpine cups.

[22]



*Dr Livingstone, I presume?
- Well actually no, the name's
Parnell, Signor Ascari. And don't look
now but there's a Mr Lyons
talking to a Mr Brown
on the opposite page.*



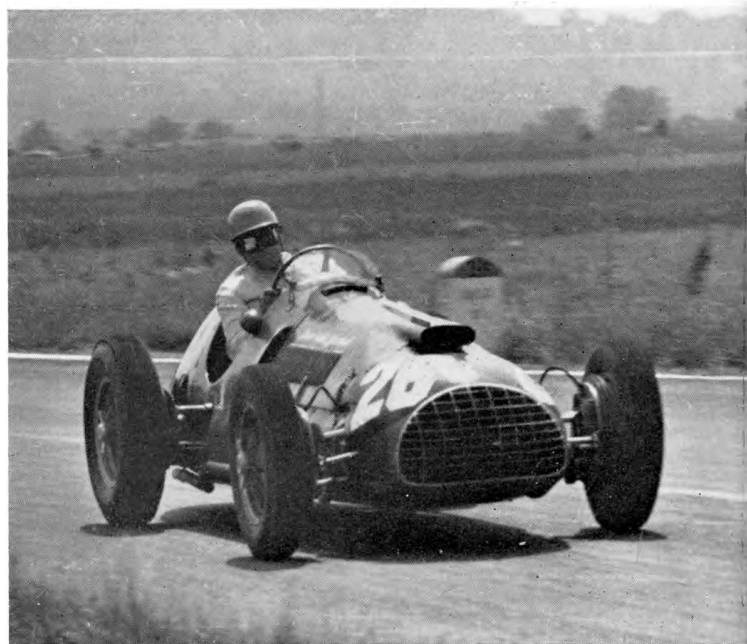


*Reg Parnell has this page as a tribute to
great skill allied to sheer guts.*

*When is a car not a car?
When it's a toaster.*

*When is a Ferrari not a Ferrari?
When it's a Thin Wall Special.*

*When is a race not a race?
When it's a deluge.*





*Once more Le Mans.
Once more the Jaguar
with Rolt in command.
Also Nash, Frazer-Nash,
and Allard.*



1952

ALTHOUGH by and large this was a most successful year for British cars and drivers, it must in some ways be regarded as a year of lost opportunity. As had been predicted at the close of the previous season, almost all the principal races were run under Formula Two. On paper at least this should have placed Great Britain in a most favourable position, for not only did John Heath come up with a new team of H.W.M.'s further modified by several years of experience and driven by young men who were clearly the stars of tomorrow, if not already stars of today; in addition the newly designed and highly successful Cooper Bristol made its début. However, when the full force and fire of the Italian factories was brought to bear on the problem of producing a car to win the customary number of races, there was little that our gifted but impecunious little firms could do about it.

Probably the most notable event of the year was the emergence at the Easter Goodwood meeting of Mike Hawthorn. He subsequently drove at Spa, and at an international meeting at Boreham gave the visiting Italian team more than something to think about. The B.R.M.'s, with a suitable number of air-holes snipped into the bonnet, reappeared once or twice. On each occasion they were defeated by Mr Vandervell's enormous and much modified Ferrari known as a Thinwall Special. These meetings were all the more exciting since Vandervell had left the B.R.M. organization and was out to show everybody how it should be done.

No fewer than seven British makes appeared in continental Grands Prix – John Heath's Alta-engined H.W.M.'s as well as the Alta in its own right; Coopers and an E.R.A., together with a Frazer Nash, powered by Bristol engines; the Connaught with a modified Lea Francis engine; and a curious hybrid called an Aston-Butterworth,

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continued on page 31



*'Tell you what I do.'
(The teller is Taruffi,
the told Hawthorn.)*



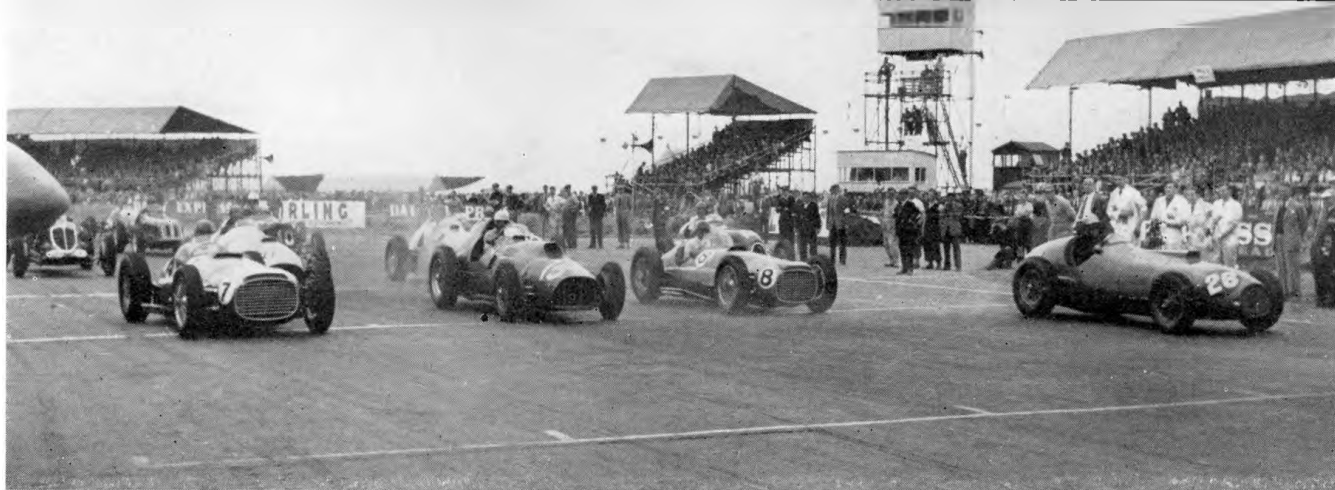
Lance Macklin after winning at Silverstone.

Fangio drives the re-designed B.R.M. The E.R.A., its forebear that never needed re-designing, follows closely.



Allard, Lush and Warburton unshaken after one of the diciest drives in history.



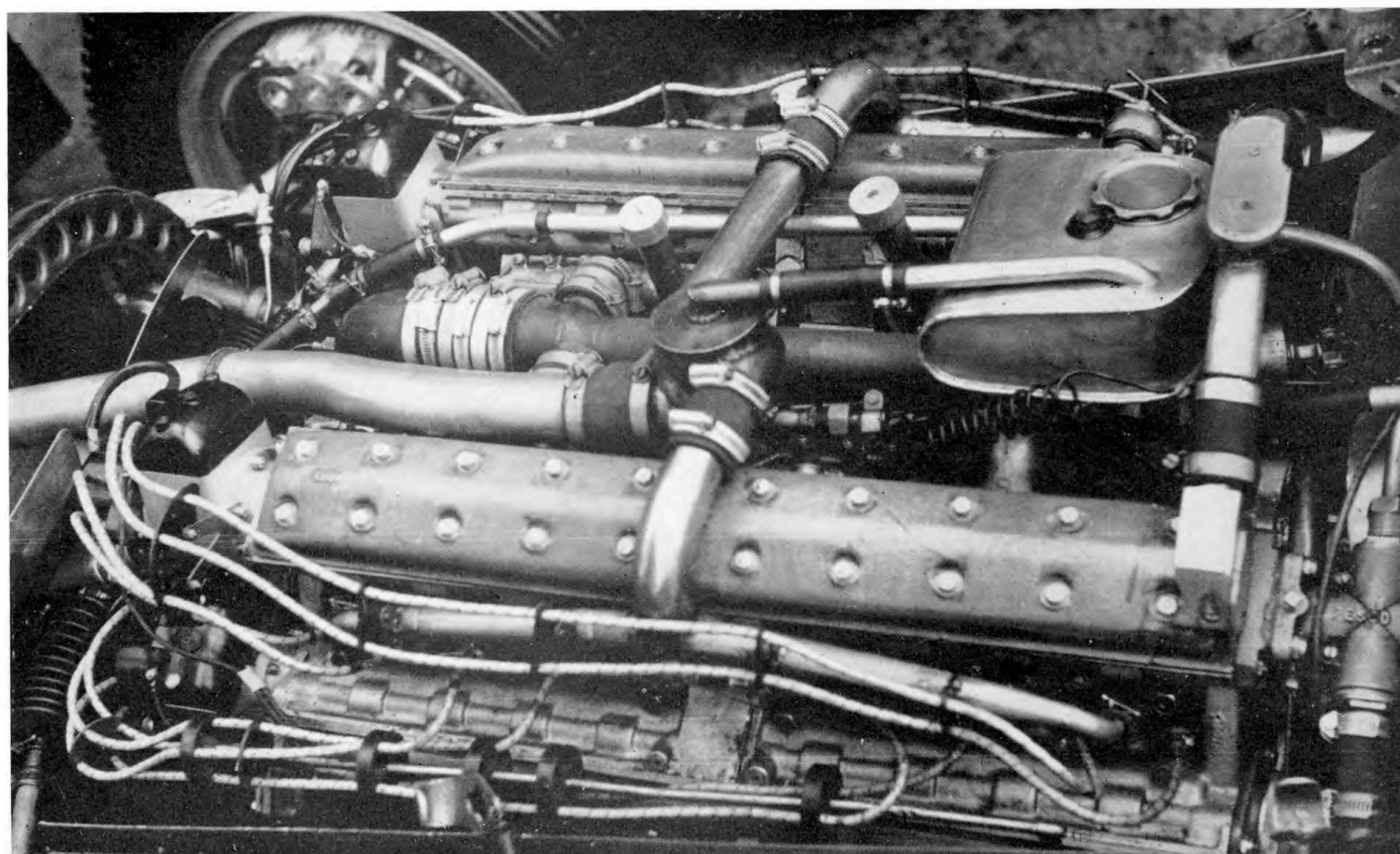


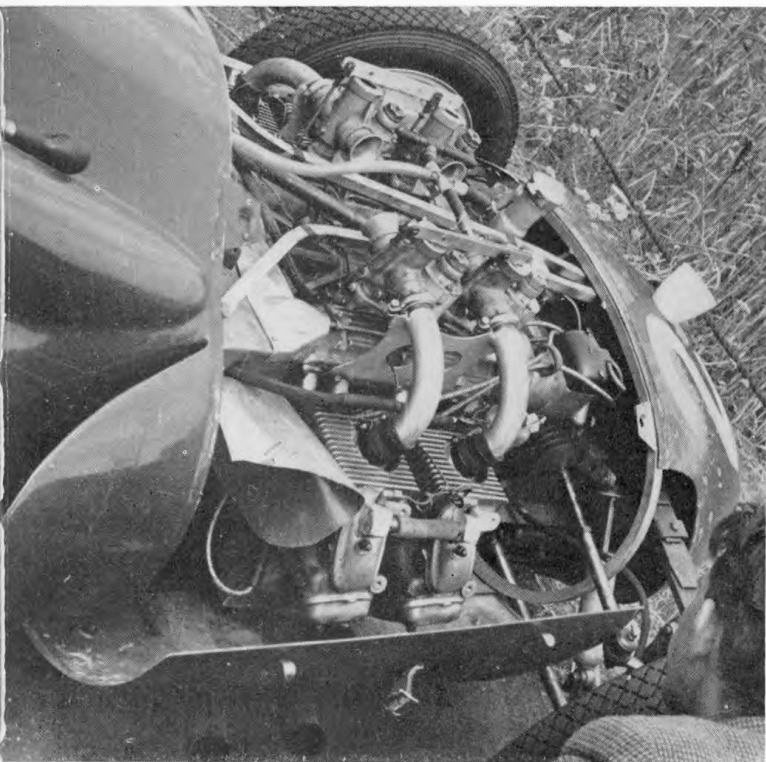
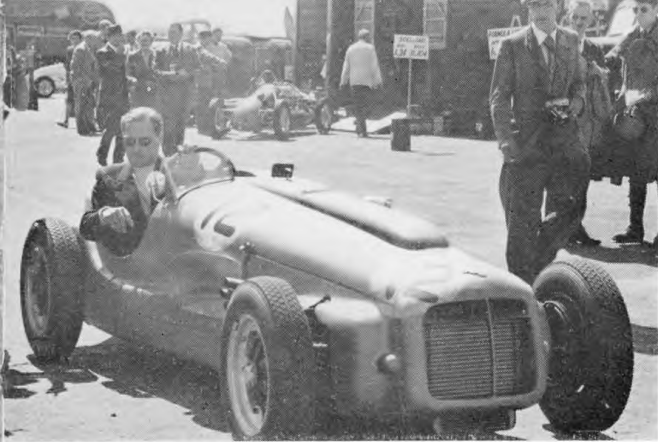
*B.R.M.'s on the line at Silverstone.
Years after the opposition had retired they at last proved they would have won if . . .*



Tortoise and Hare or Villoresi and Hawthorn (in the wet at Boreham)

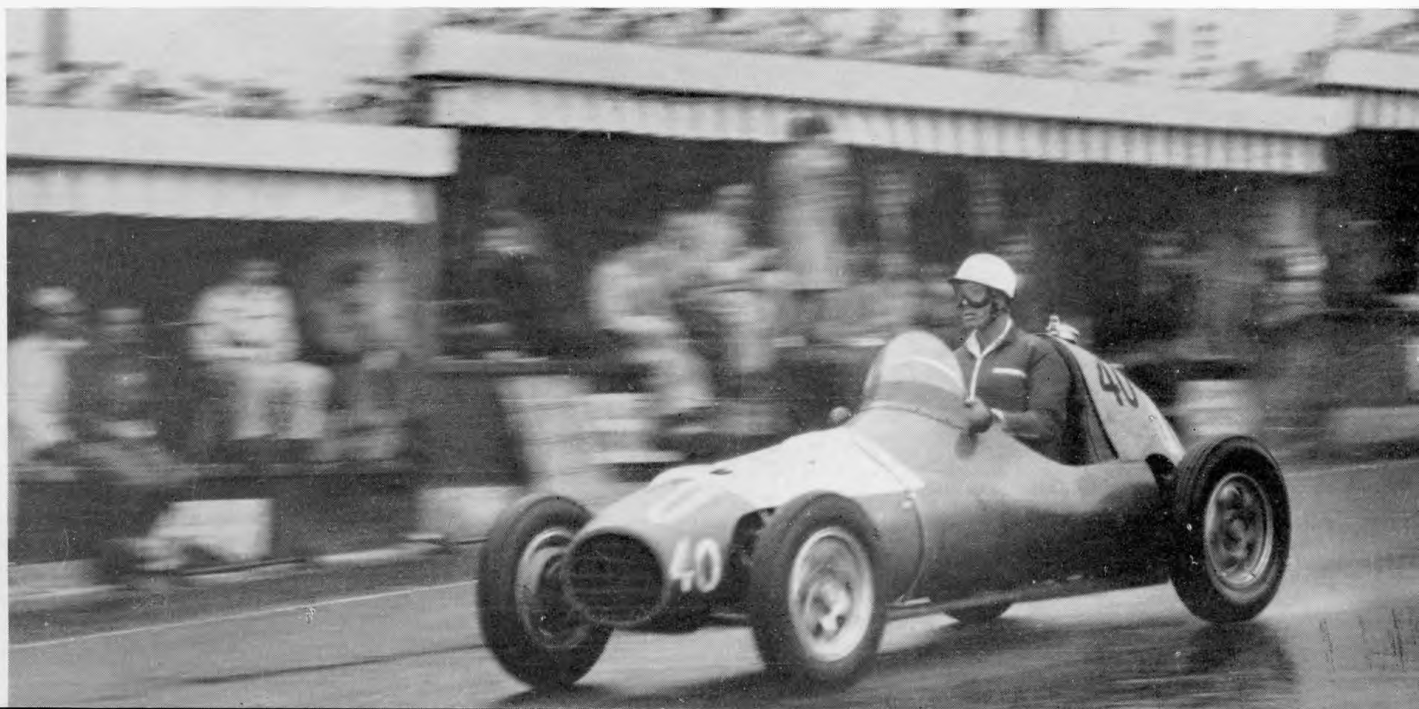
Plumber's nightmare – B.R.M. version.





G-type E.R.A.: the first use of big tubes in the manner of Eberan von Eberhorst, who was responsible (ab initio) for the Jupiter (right).

Flat Four (Aston Butterworth) and the strange effect it has on modern aerodynamics. Montgomerie-Charrington up!





*Hawthorn ascendant.
Up the hill at Spa on the way to the top of the class.*

*B.R.M. – Wharton at the wheel,
another picture from that sad period when everything went all right
but too late.*



powered by an experimental flat-four. Lance Macklin won the Daily Express Silverstone race in an H.W.M. Hawthorn driving a Cooper-Bristol was second in the Ulster Trophy, third in the British Grand Prix, fourth at Zandvoort and Spa and seventh at Rheims. Peter Collins now begins to come into the picture in the H.W.M. team, for he was second at Sables d'Olonne, fourth at La Baule, sixth at Rouen and seventh at Marseilles. Unfortunately Moss was more or less fettered to the strange 'two-seater' G Type E.R.A., fitted with a Bristol engine. It was not nearly as fast as the Coopers because, according to rumour current at the time, E.R.A.'s would not follow the Bristol Company's instructions about the engine, and in consequence failed to get the best from it.

To the enthusiast it was, therefore, an agonising year in which one constantly hoped one or other of the British makes and British drivers would pull the magic rabbit from the hat and really show the continentals what was what. Instead they consistently showed us that you need money first, organization second, and lastly an indomitable will to win.

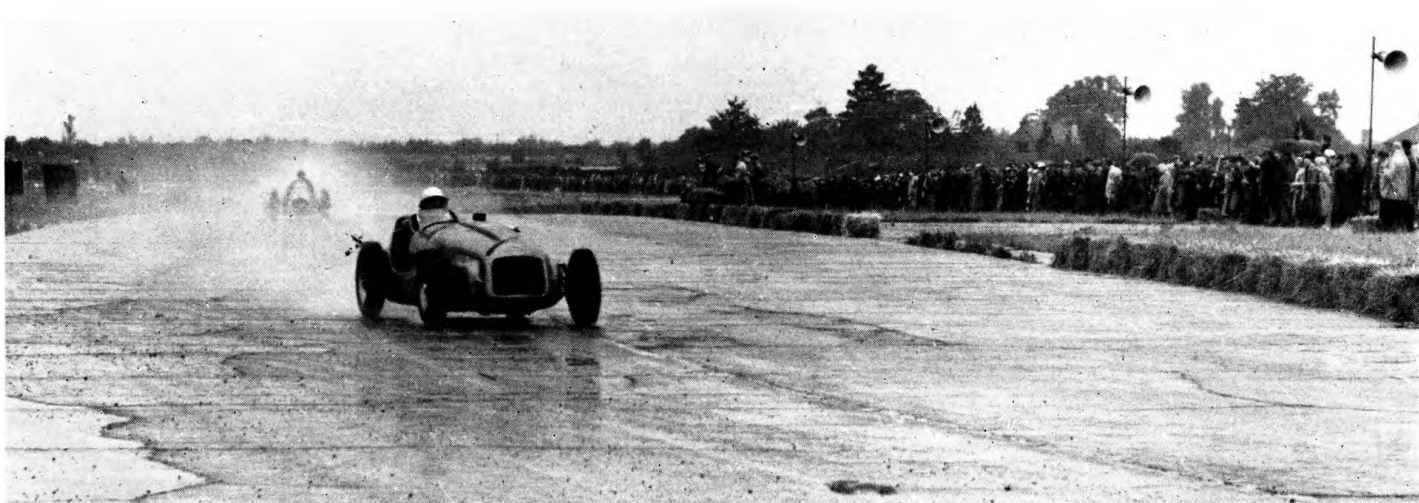
In these circumstances every enthusiast had his eye on Le Mans where, it was hoped, the Jaguars could repeat their victory of the previous year. Unhappily a well known German manufacturer decided to stage a come-back. The British firm who lacked nothing in finance and organization, made one of their rare miscalculations. Worried about speeds down the Mulsanne straight they reduced the cooling area by too much. Jaguars at Le Mans were nowhere. All the same, Johnson and Wisdom were third in a Healey, and Marcel Becquart and Gordon Wilkins won the 1,500 cc class in a Jowett Jupiter. Johnson was seventh in the Mille Miglia with a Healey, and Moss won the Rheims sports car race for Jaguars.

Off the race track we enjoyed our usual round of triumphs. Allard won the Monte on an Allard with Moss second on a Sunbeam-Talbot. The Appleyards again triumphed in the Alpine – winning a Gold Cup for having lost no points for three consecutive years. Wharton (Ford) was first and Appleyard (Jaguar) second in the Tulip.

By any count Great Britain was well represented and played a major part in international motoring competition throughout this year.

[31]

*G-type in the wet. Moss as usual driving British
whenever the chance presented itself.*



1953

THIS WAS the end of an epoch – and, as is so often the case under such circumstances, it turned out to be a vintage year. The old, and now more or less discarded, Formula One was due to expire; and along with it the then Formula Two under which most of the races were held. The B.R.M. organization had finally wrecked itself on its own committee meetings, and Mr Alfred Owen stepped in and bought it, lock, stock and barrel. It is sad for him and for us to recall that just when the B.R.M. finally became a force to be reckoned with there were practically no races for it to run in. A terrific ‘do’ at Albi in which both formulas were mixed showed that the B.R.M. was, at long last, streets ahead of all its competitors. Unfortunately the heat of the Midi, the French road surface, and the speed of the cars outwitted the best efforts of the tyre manufacturers, so that the race was lost to Rosier on a rather slow Ferrari simply because he didn’t have tyre trouble.

Competition generally had become so hot that the H.W.M.’s, Cooper Bristols, Cooper-Altas and the like really didn’t have a dog’s chance; and it was therefore understandable that Mike Hawthorn, who had been invited to join the Ferrari team, did so with alacrity. We have cause for great pride in his inclusion in the team, the more so since in winning the French Grand Prix he became the first British driver to do so since Sir Henry Seagrave quite a few years before!

Moss appeared from time to time in a Cooper-Alta and Collins put in some useful work for H.W.M.’s. In British races Mike Hawthorn appeared at the wheel of the hugest Thinwall special Ferrari to date, and motored it quickly. Connaughts appeared in some European events but were new and not very highly placed, though Tony Rolt made some spectacular efforts on their behalf at Goodwood and elsewhere.

The Crystal Palace circuit was reopened in shorter form with some of the corners taken out, and proved a happy hunting ground for the ‘500’ boys but a bit on the slow and narrow, not to say short, side for anything more impressive.

It was a halcyon year in the sports car department with Jaguars first, second and fourth at Le Mans – the first eight cars finishing at speeds in excess of the 1952 winners. In the Mille Miglia Parnell, with Klemantaski beside him, finished fifth, a considerable feat for a British team on a British car. Appleyard’s Jaguar continued to uphold its own and Great Britain’s prestige in the Alpine; and Gatsonides won the Monte in a Ford with the Appleyards and their Jaguar second. Vard (Jaguar) was fifth and Moss in the Sunbeam-Talbot sixth. There was a nine hour race at Goodwood won by Aston Martins. In the Belgian 24-hour race we had no official entries but a private Jaguar was second and another third.

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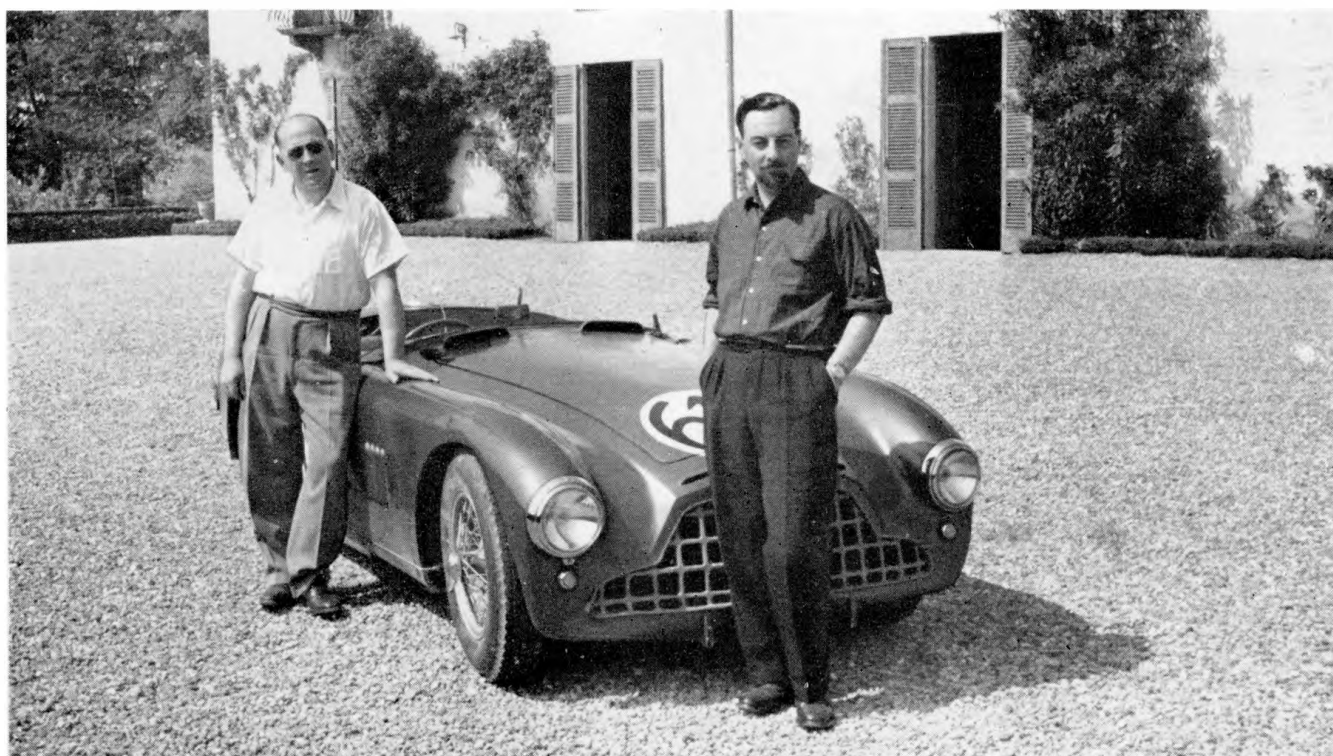


... ‘and the band played on’.
(*British National Anthem this time!*)

*First in Rheims 12-hour race in a
Jaguar.*



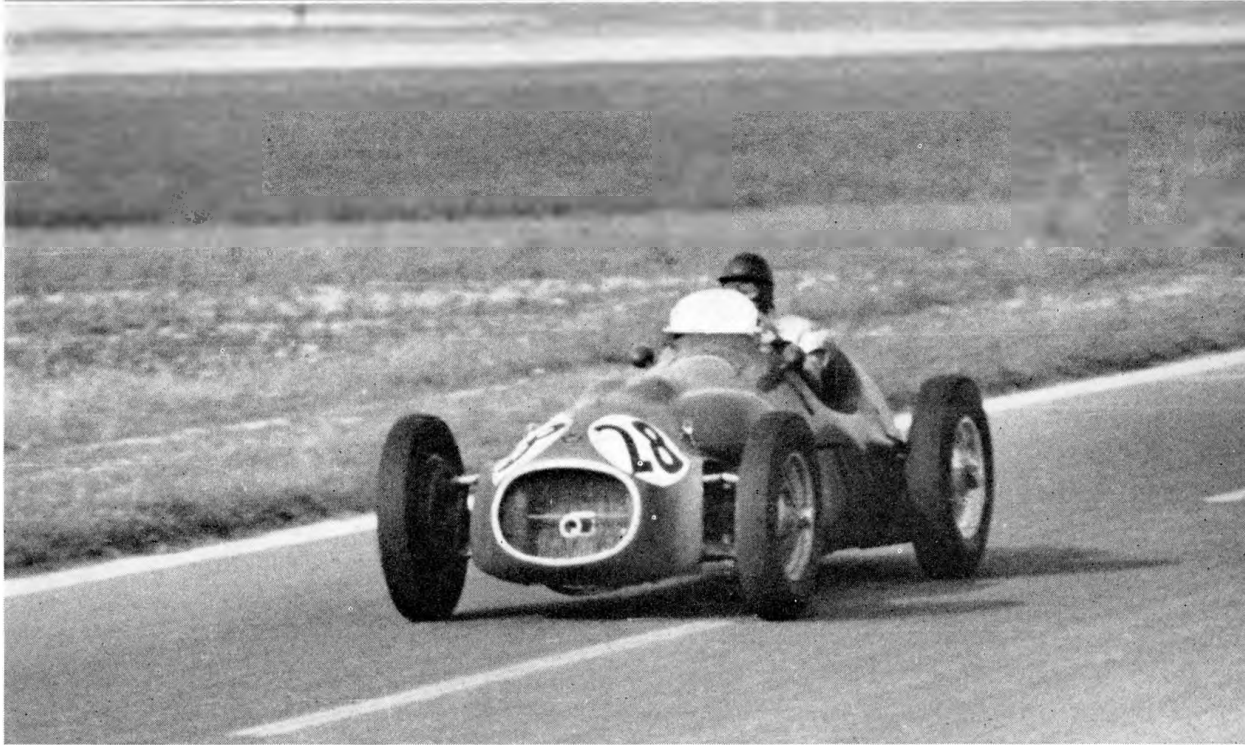
*Gatso and Worledge.
One Dagenham Ford at Monte Carlo with enough tin on the roof to make it worth while.*



Reg Parnell and photographer friend before making history in the Mille Miglia.



*'View from
the Bridge.'*

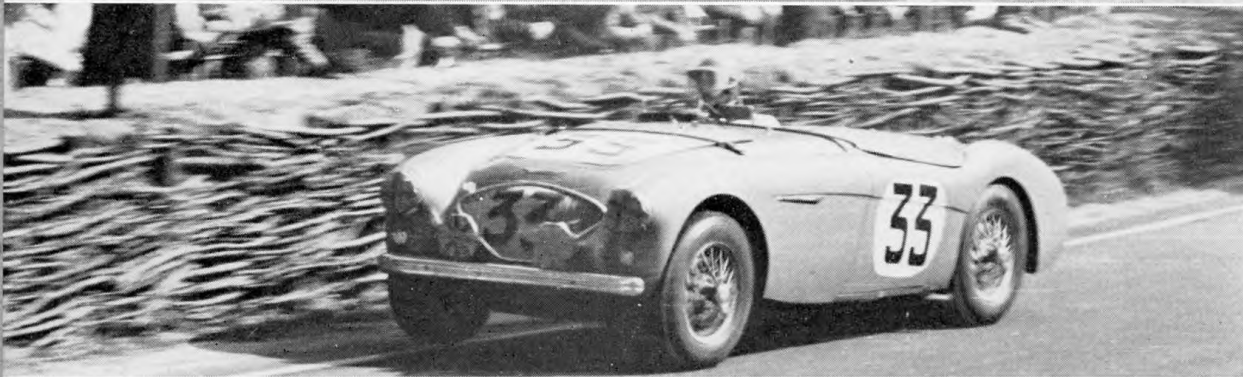


*The French
Grand Prix.
Hawthorn wins
for Ferrari.
Macklin as ever
drives H.W.M.
and Moss
also ran a Cooper.
(And they have
holes in the front
to let the air in.)*

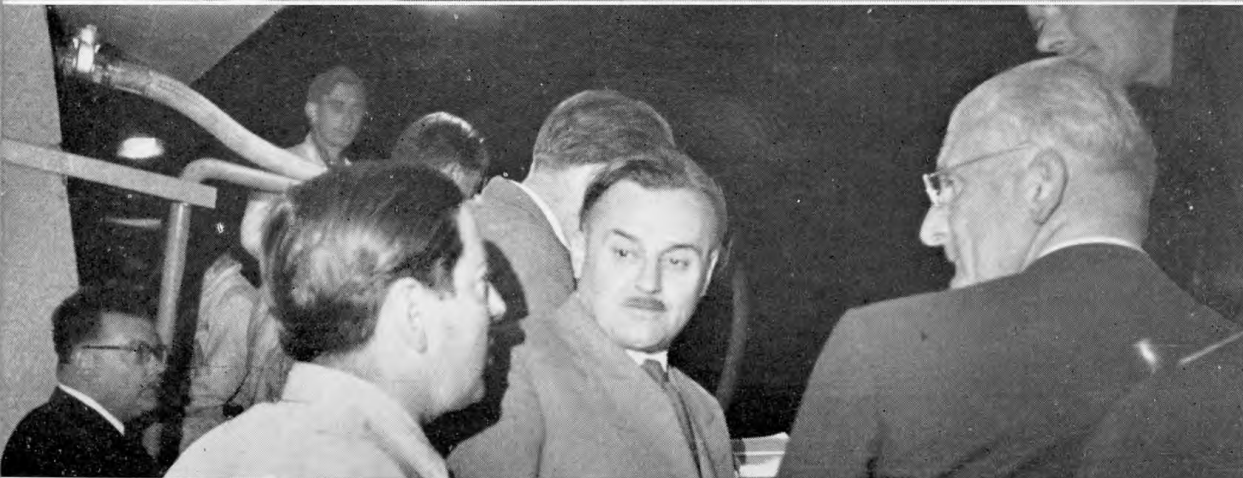


LE MANS.

*Jaguar observed by
Continental Bentley.*



*One more version
of Healey.*

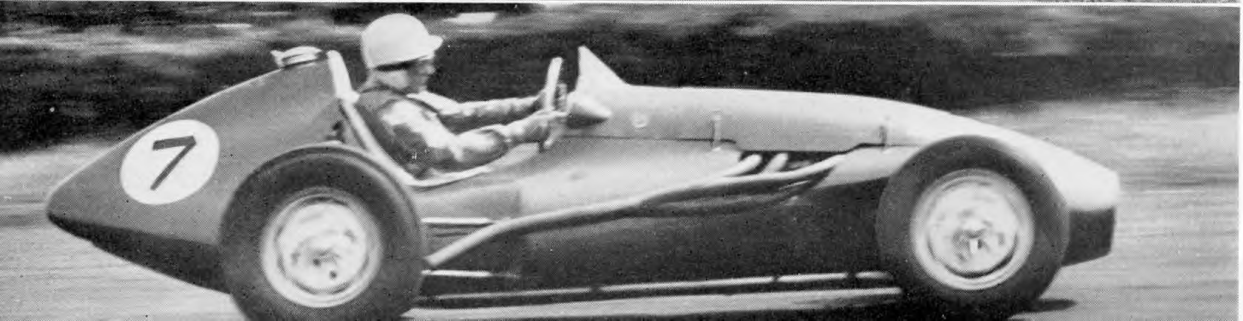


*Midnight conference
Rolt, Heynes, Lyons.*



SILVERSTONE.

*Rolt leads with
a Connaught.*



*Moss relaxes in
the comfortable
Cooper-Alta.*



The late Ken Wharton 'Have a go' personified (Cooper-Bristol at Berne).

TWO OF BRITAIN'S OUTSTANDING DRIVERS



*Lance Macklin - with the polish of a new Chiron
(H.W.M. . . . at Silverstone.)*

1954

THIS YEAR saw the beginning of a new Formula One and naturally all the *Grandes Epreuves* were run under it: Among the competitors were Mercedes-Benz. Once again Britain was chiefly represented by Hawthorn in the official Ferrari team and Moss with a private Maserati. The new B.R.M. was not yet ready; but the Vanwall began to show promise. How we all hoped it could be quickly brought to winning form; but the sad fact remained, and became ever more and more apparent, that what takes a month in Italy takes a year in England.

As the Mercedes were not ready for Spa, Fangio drove for Maserati and Moss on his 'private' car came third. Hawthorn was nearly asphyxiated, but shared fourth place with Gonzales who took over his Ferrari just before he finally collapsed. These two drivers reversed the process in the German Grand Prix when Hawthorn took over from Gonzales to come second again. He was also second in the British and Italian Grand Prix, though in the latter his performance was quite overshadowed by Moss, who nearly won the race despite the Mercedes and Ferrari opposition, losing it only to the usual Maserati trouble with the oil system. Hawthorn rounded off the season in a blaze of glory, winning the Spanish Grand Prix in one of the hard-to-handle 'Squalo' Ferraris.

Throughout the season the sight of Moss and Hawthorn often sharing the front row of the grid with Fangio (whose two team mates were nothing like up to standard) gave the European public a glimpse of things to come, while the valiant effort of the Vanwall (which incidentally came sixth at Monza), although overlooked by the *hoi polloi*, gave several engineers with their mind on the job furiously to think!

The sports car season was remarkable only for the fact that Jaguars did not win at Le Mans, for this *marque* had by now so established itself as supreme in its field that if Great Britain had had no other representative in International motor sport she must still be counted among the leading contestants. As it was Gonzales and Trintignant won by little more than a short head from the Rolt-Hamilton Jaguar, with a Belgian car of the same type, privately entered, in fourth place.

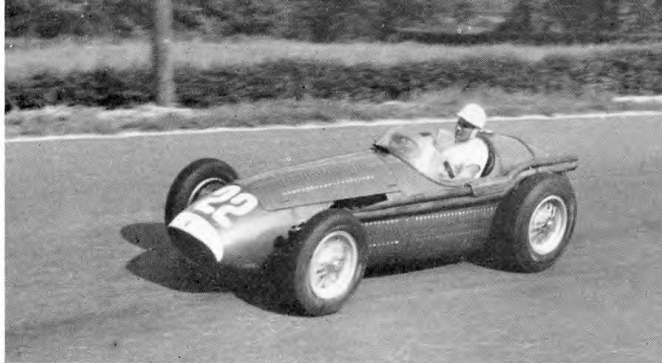
The season was further enlivened by a round-Britain Rally for Veteran cars in which a team from America competed with a team from this country. It was an altogether splendid affair which was won by the British; but in this particular event winning, as such, was not really the point. A good time was had by all and motor sport generally much benefited by the exchange.

continued on page 43

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*'Dolce ! Dolce !
remember last year'
(on the opposite page).*





*Rubbing our noses in it (or the sad truth brought home),
on the left Mike Hawthorn Ferrari,
on the right Stirling Moss Maserati.*



*... 'an I sez to mesel,
I sez, you broke it
boy, that's what you
done, you broke it' !!*



*Something attempted
– something done.
Hawthorn brought in
the winner at
Silverstone.*



LE MANS

*The Bristols which have done so
consistently well.
The drivers who have done so
well consistently.*





*David Brown tries again
- this time with twelve cylinders and a different name.*

*Drama but no panic.
Take a film - fill a tank - clean a screen - add some oil - change a plug
- and away in a matter of seconds.*





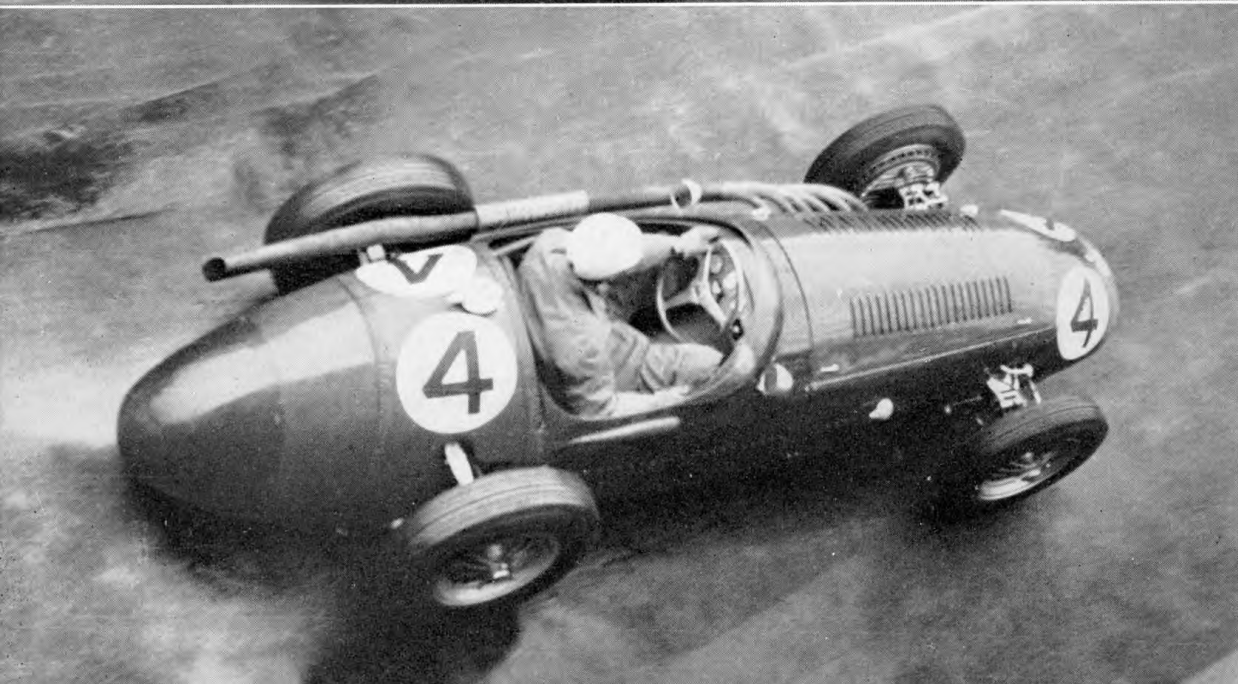
*Brown in the first
(two litre) Vanwall.*



*Collins with radiator
draught includer.*



*Shelby represents
America
in a British car.*



*Salvadori,
'Greene' Maserati.*



Perfidious Albion plotting the downfall of Her Majesty's enemies (both driving foreign cars !)

As the season came to a close Moss was invited to join the Mercedes team for the following season – which he did with pleasure after exhaustive trials of the car in Germany. In this way he brought himself into the championship class and greatly enhanced the status of British drivers in Europe.

To end on a now customary note we must record Adams in a Jaguar as being sixth in the Monte (it was not a good year for the Rally, being too mild by half). Shiela Van Dam was the women's rally champion; Sunbeam Talbots won the team prize in the Alpine, and Moss finally got his Alpine Gold Cup.

[43]

*Monarch of all he surveys.
Tony Vandervell watching preparations
for a Vanwall assault.
Already successful his efforts may soon
become a real challenge
to Italian supremacy.*



1955

JUST AS last year was the year of Hawthorn (nearly always second – once first) so this year was the year of Moss (nearly always second – once first). Apart from this, which was a joy for British enthusiasts, it was a sad year – the year of the Le Mans crash. Hawthorn and Bueb won the race but the victory was quite overshadowed by the tragedy. It is pleasant to mention while writing this some eighteen months later, that the final findings of the French authorities have at last been published and that they confound once and for all the suggestion that Hawthorn was in any way responsible.

Many races, both for sports cars and Grand Prix cars, were cancelled in the wave of panic which followed the disaster, while dignified bodies of men discussed at great length the safety precautions which would be necessary before a crowd could ever again be allowed to witness a race. At one stage it appeared unlikely that anyone would ever see a race again although they might be charged admission, for the cars would be so far off. However, as usually happens, sanity prevailed and, by the time Moss came to win the British Grand Prix at Aintree, spectators and the arrangements for their accommodation were back to normal.

Moss was 'allowed' to win the British Grand Prix as his team leader Fangio was already sure of the Championship; but he drove a stupendous second in all the other races with the exception of the Mille Miglia which he won – no question of allowances here. This was perhaps the most spectacular drive of his entire career, and it has been immortalised for him in words by Dennis Jenkinson, his passenger, in much the same way as Klemantaski has recorded in pictures the drives of Parnell in '53 and Collins in '56.

The Vanwall continued to show great promise and Harry Schell made a really dashing effort at Aintree – a real fore-runner of his efforts the following year.

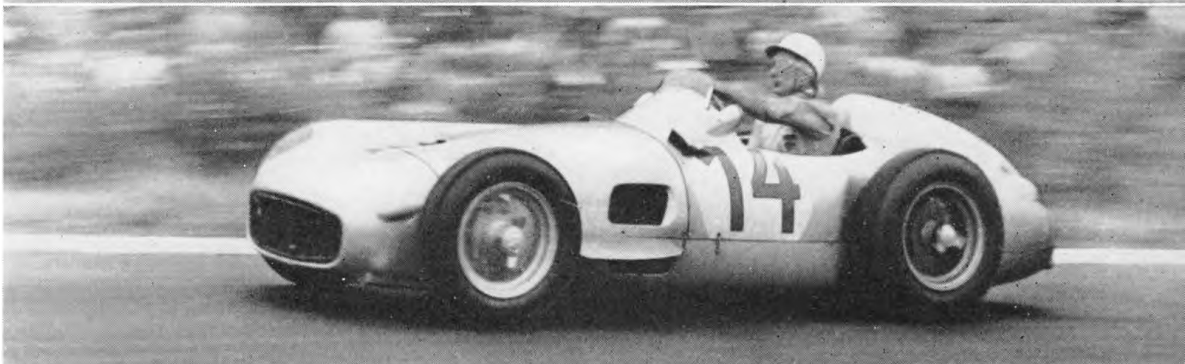
The Alpine was cancelled but two Norwegians in a Sunbeam (we must no longer call them anything more) won the Monte, with Burgess and Eaton fourth in a Ford.

This was a year when enthusiasts spent more time wondering if there was ever going to be a motor race than who would win it if it ever took place.

Towards the end of the year there was the rumour that Mercédès-Benz would not continue which, while disappointing in one way, at least allowed hope that in the coming season there would be more chance for the others. 'The Others' in most people's minds also included the Vanwalls and the new four cylinder B.R.M. – 'of which great things were expected'.

In the event it was to be Fangio (again) and Ferrari (again) who were to make the running; but in the autumn of 1955 talk in the clubs was of the British chances and a 'Gallup Poll' would have shown that most people regarded those chances as reasonable. One good thing that came out of all this was the beginning of the idea that we not only could do it if we tried but that we ought to try – especially since we had the drivers.

*M
is for
Moss
Mercedes
Mille Miglia
and
a multitude
of magnificent
performances.*





Here on these two pages is a synthesis of British effort in recent times.

Hawthorn with a Jaguar at Le Mans

McAlpine with a streamlined Connaught at Aintree

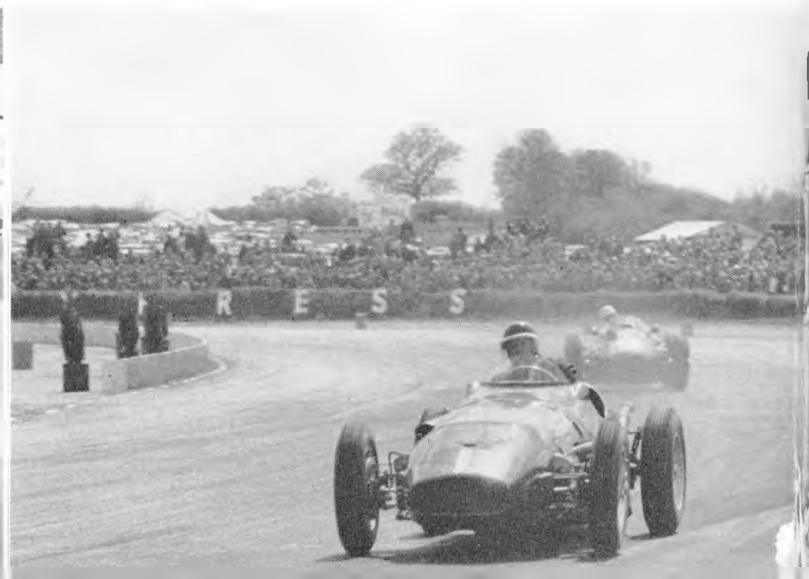
Hawthorn (Vanwall) at Silverstone, leading a Maserati.

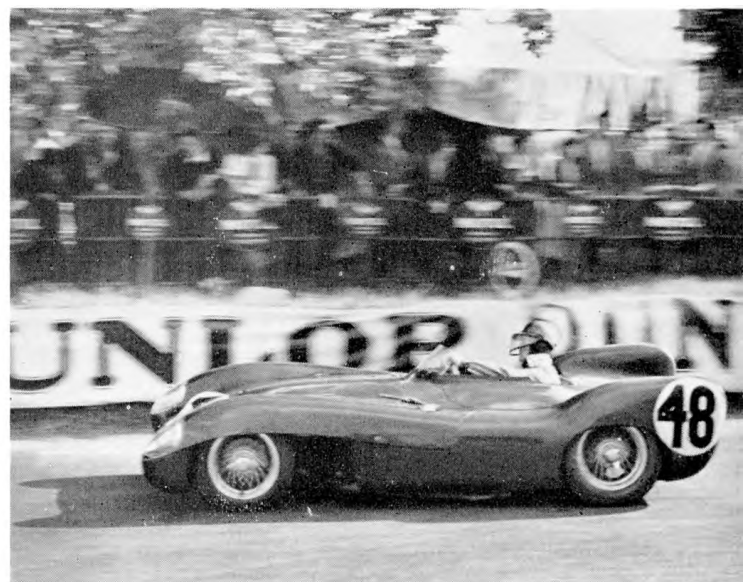
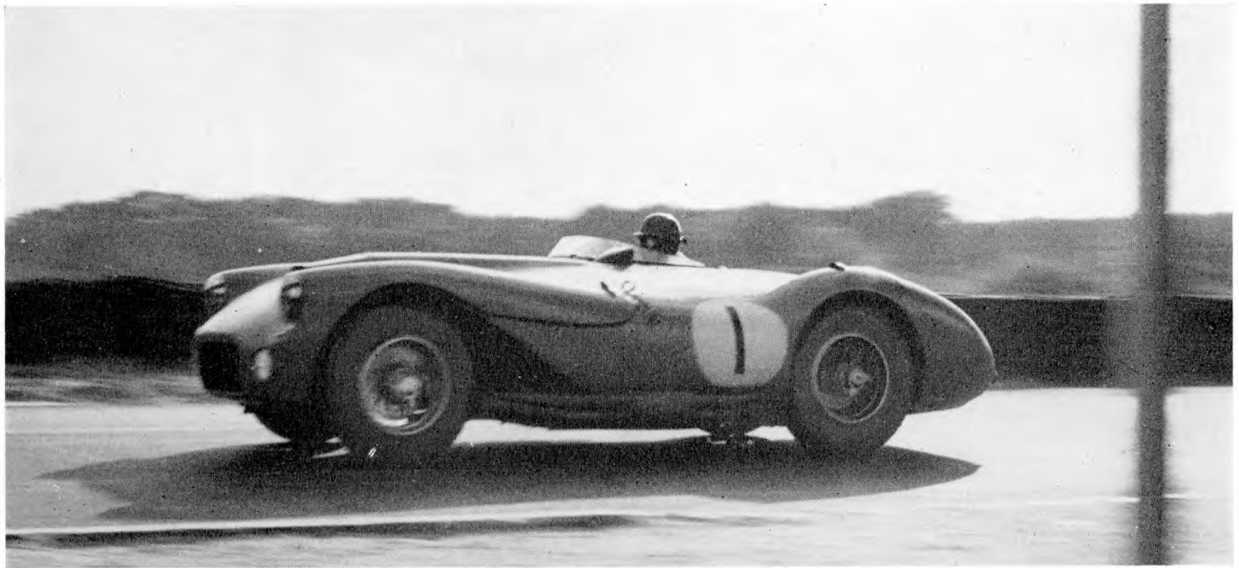
T.R.2's in Echelon at Le Mans

Brooks's Aston Martin at Le Mans

*Positively the last appearance in this or any other season of the twelve-cylinder Lagonda
(driven by Parnell)*

*and the two great Climax-engined protagonists, on the left Cooper
on the right Lotus.*

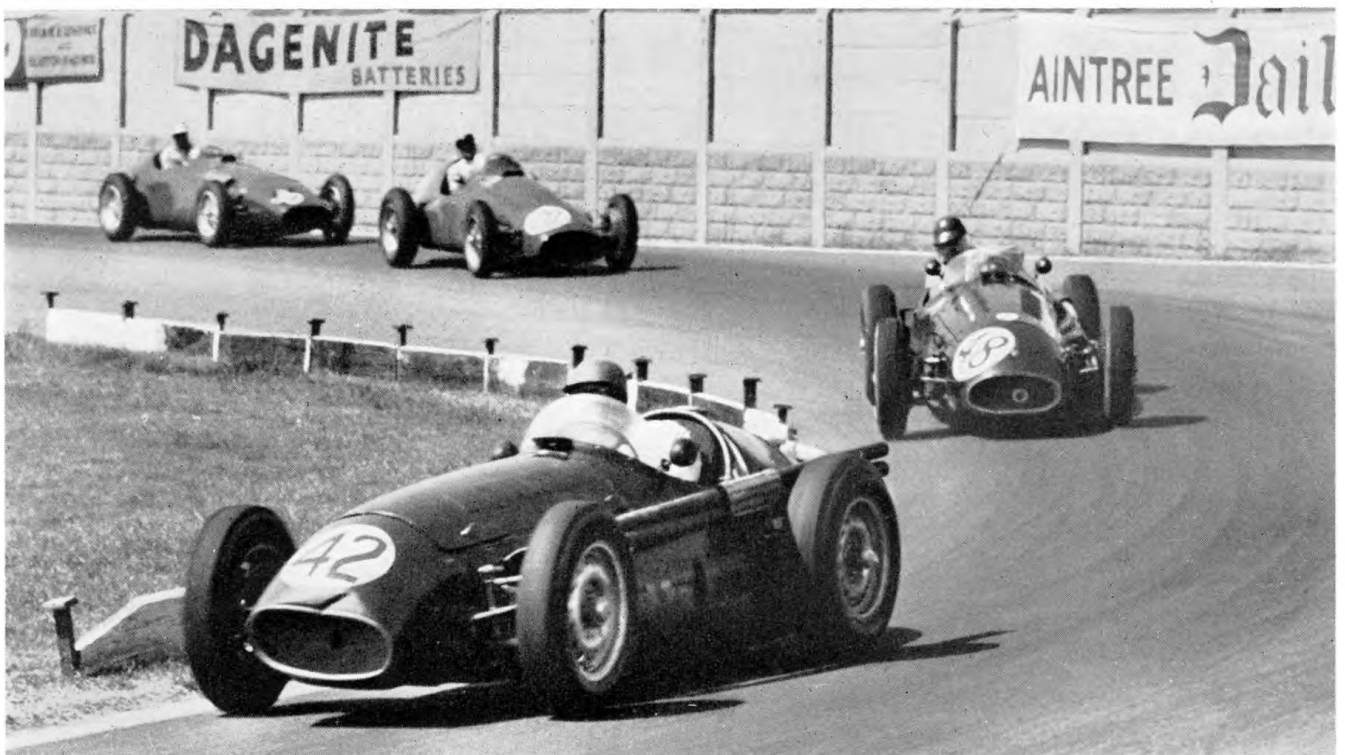


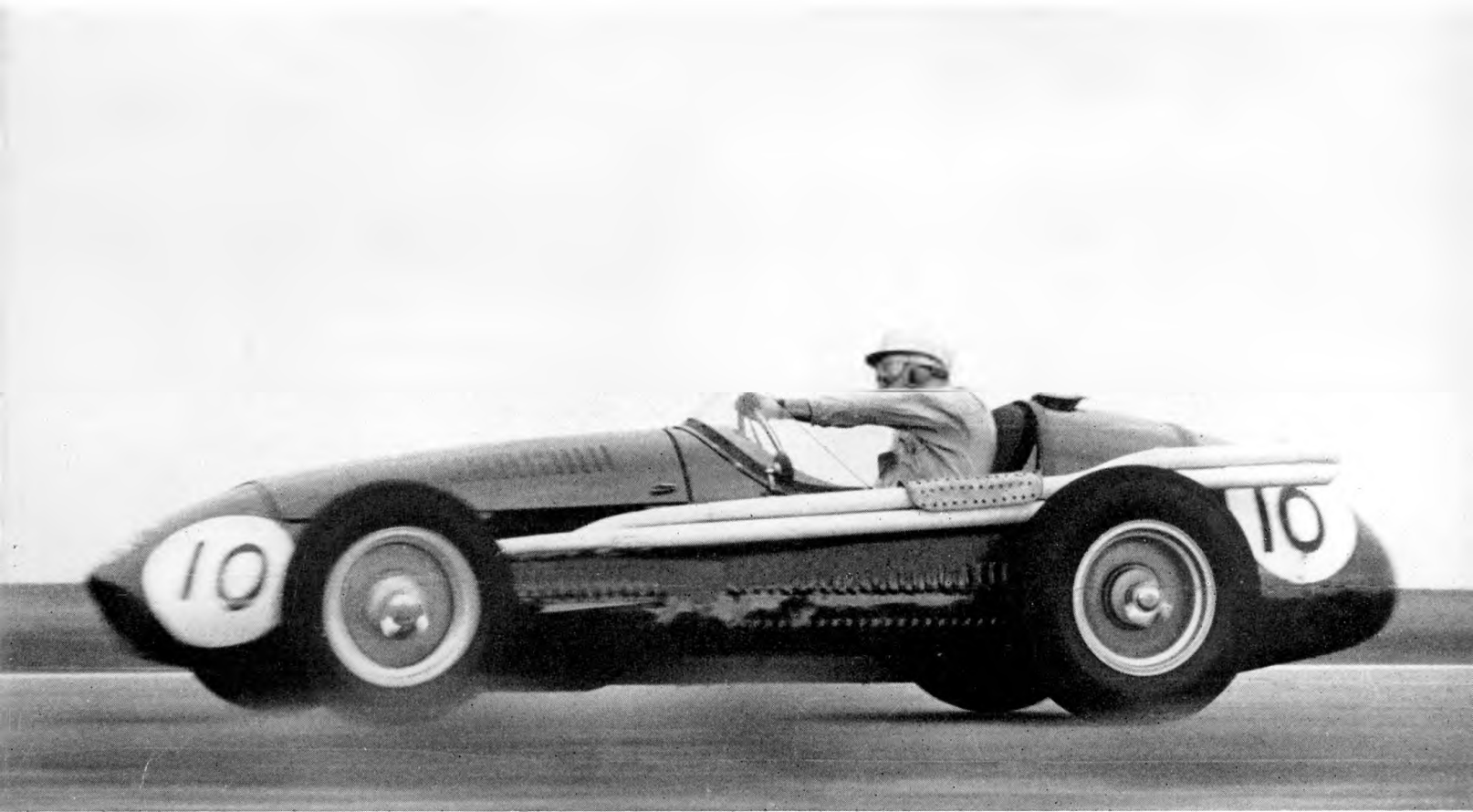




Mercèdes at Monza, Moss in the lead.

Collins in the Owen Maserati leads Horace Gould at Aintree. Gould has been following the footsteps of Parnell and others just after the war making a number of appearances driving a Maserati in continental events.





Roy Salvadori, now in the B.R.M. team, here seen at Silverstone in a Maserati.

1956

THE WHEEL has now turned full circle and we are up to date. In this year three young Englishmen, Moss, Hawthorn and Collins, have reached what can only be described as championship status, that is to say that any list of the ten best drivers, probably even of the six best drivers, must include their names. In addition the country has been represented by three Grand Prix cars which, while not enjoying quite the same status as these young men, have none the less shown great promise and put up excellent performances. The B.R.M., while still unreliable, is undoubtedly the fastest Formula One car today. The Vanwall, nearly as quick, has thrust its nose into the forefront of two of the fastest international races ever held. It is quite impossible to convey in either words or pictures the intense excitement at both Rheims and Monza among both Englishmen and men of other countries when that Vanwall pushed itself forward and literally broke up the Ferrari formation.

With the withdrawal of the Mercedes team Moss was engaged to lead the Maseratis, and was dogged by the kind of mechanical setback that seems to be inseparable from this *marque* – some consolation for the British who are always being sent to the headmaster when a throttle cable snaps. However, he won the trickiest race of all at Monte Carlo and generally carried on as was expected. Poor Hawthorn had a series of practice periods for races in which the B.R.M. never ran, though he shone whenever he got as far as the starting grid. Moss had a victorious drive in the Vanwall at Silverstone and Hawthorn was allowed to race it at Rheims. This didn't work out too well as he had been driving in the preceding sports car race for Jaguars, and had to hand over the Vanwall soon after the start. Collins, driving number two to Fangio in the Lancia Ferraris, did all and more than could have been expected of him – and put himself immediately not only in the running for the Championship but in the forefront of every battle. He made a most notable and magnificent gesture in the Italian Grand Prix in voluntarily handing his car over to Fangio so that the latter could become World Champion. This gesture which, great as it was, seems at least reasonable to us, practically reduced the Italian public to gibbering hysteria; and it is only surprising in retrospect that Collins was not canonised there and then.

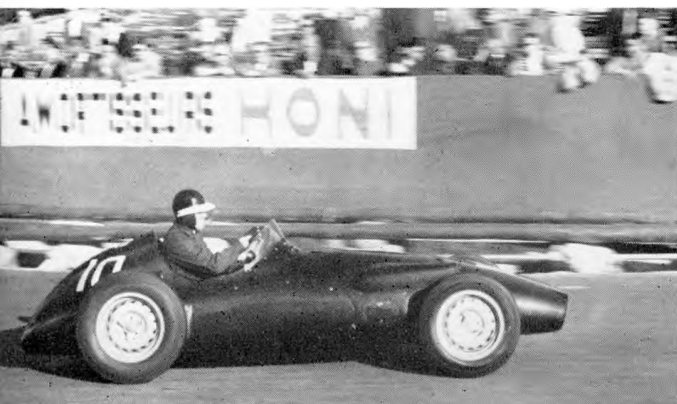
Jaguars won at Le Mans – the *Ecurie Ecosse* cars and not the official works entries; though Hawthorn and Bueb put up a tremendous show after their car had stopped for

[50]

continued on page 57



*Peter Collins
on the way to the top.*



... soit qui mal y pense.

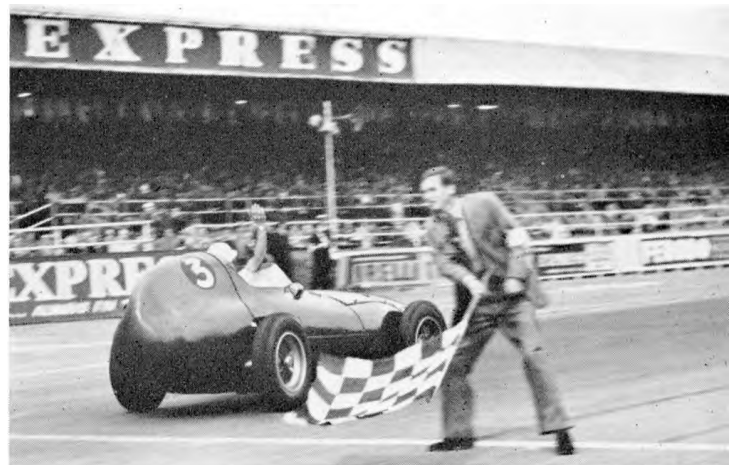


P. Collins fecit

GIRO DI SICILIA

L. Klemantaski delt. et sculpt.

*Moss, Vanwall.
To be repeated in later editions?*



*In many ways the Mille Miglia is unique.
- Thanks be to God.*





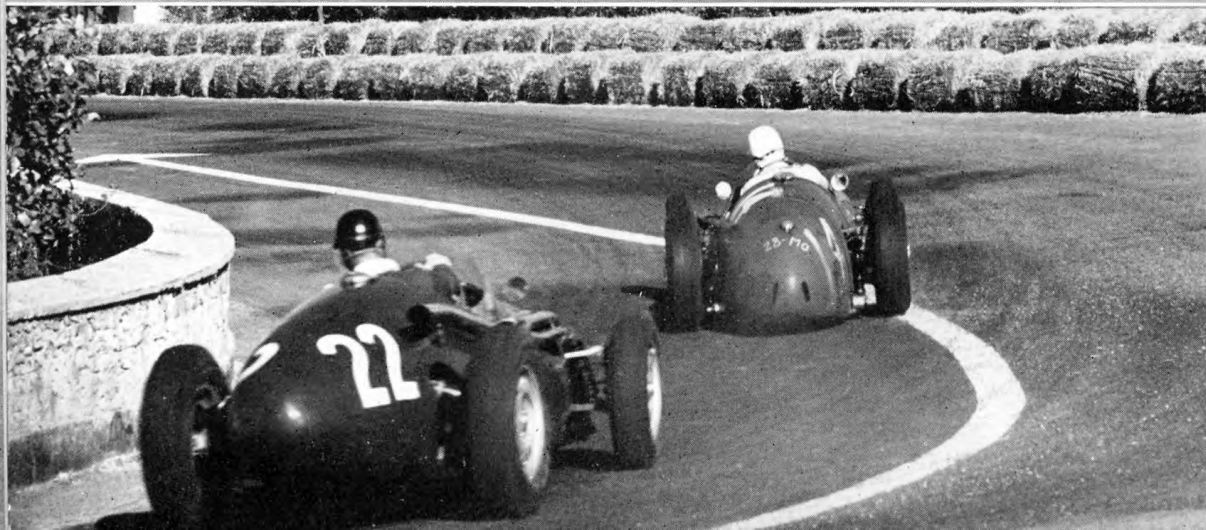
*Nearer the present –
things looking up.
Scott-Brown
(Connaught) leads
Moss (Maserati).*



Moss tries harder.

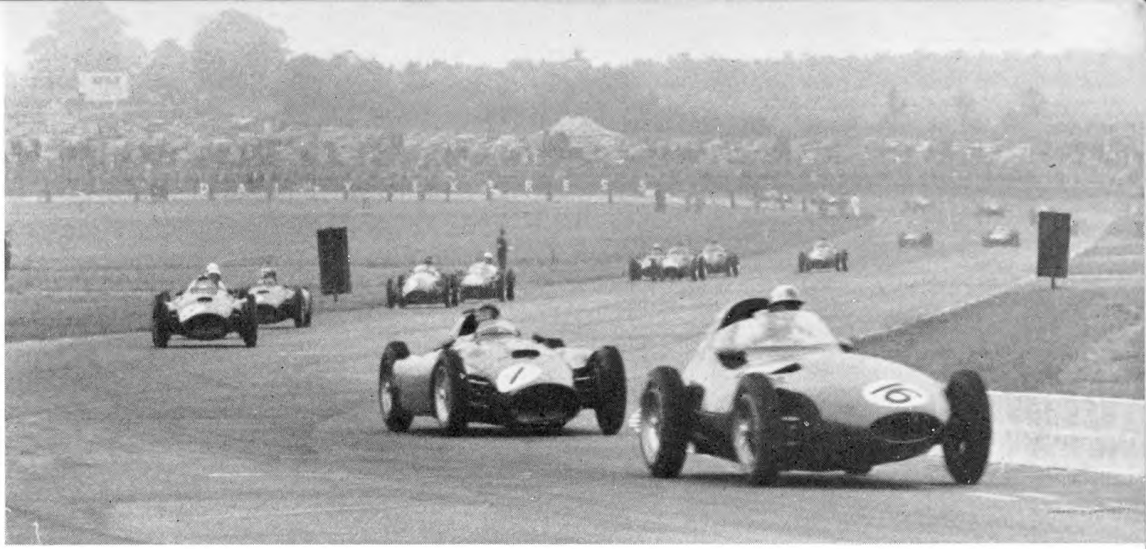


*Bob Gerard in
the Cooper-Bristol
looks the same
as ever.*

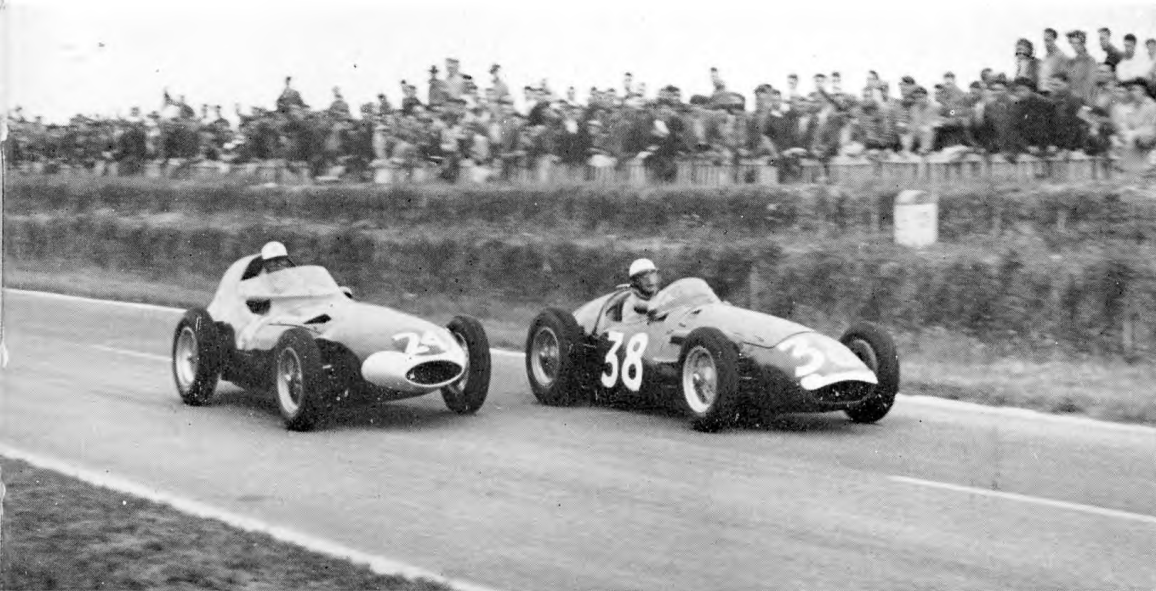


*Titterington
(Connaught) carries
the flag to Syracuse.*

*Vanwall
leads the pack
at Silverstone.*



*Vanwall
passes Maserati
at Rheims.*



*In the steps
of the master
- the master.*





*Moss at Monte Carlo
disappears into
the overgrowth.*



*Moss leads at Monaco
from Start to Finish.*



*Salvadori (Cooper) leads
Moss (Maserati) on the Nurburgring*



*H. Schell: 'What are
you going to drive
next year, Stirling?'
S. Moss: 'You've
talked me into it!'*



Rheims. Field day for Britain. Collins (Ferrari) won the Grand Prix a performance only overshadowed by Schell on the Vanwall.

Jaguars dominated their event, as usual, finishing 1, 2, 3 and 4.





MONZA

Collins (Ferrari) did even more for British prestige by giving his car to Fangio than if he had gone on to win himself. Once more Schell on the Vanwall harries the leaders – including Moss, who eventually won.

a great while in the pits. Collins won the Tour of Sicily (with Klemantaski) and the same pair were second in the Mille Miglia. Jaguars won the Monte Carlo Rally and the usual clutch of British names appeared well up in the Alpine Trial – notably the T.R.2's which are fast making a name in this kind of event.

As this book goes to the printers, it has been announced that Moss has agreed to lead the Vanwall team next year, and that he has pronounced himself satisfied with the car mechanically. There is therefore reason to suppose that the 1957 season may provide something for which we have been waiting and hoping during these last ten exciting years: an all-British win in a *Grand Prix*.

[57]

LE MANS

Aston Martin's usual rapid pit-work assisted them to 2nd place. For once the English did not win – however, fortunately for 'The Green', the Scots did (painted blue!).



| EVENT | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 |
|-------------------|--|--|--|---|---|--|
| BRITISH G.P. | Not Run | Not Run | Villoresi (M) Ascari (M) Gerard (E) | de Graffen- ried (M) Gerard (E) Rosier (T) | Farina (A) Fagioli (A) Parnell (A) | Gonzales (F) Fangio (A) Villoresi (F) |
| BELGIAN G.P. | Sports Cars | Wimille (A) Varsi (A) Trossi (A) | Not Run | Rosier (T) Villoresi (F) Ascari (F) | Fangio (A) Fagioli (A) Rosier (T) | Farina (A) Ascari (F) Villoresi (F) |
| FRENCH G.P. | Not Run | Chiron (T) Louveau (M) Chaboud (T) | Wimille (A) Sanesi (A) Ascari (A) | Chiron (T) Bira (M) Whitehead (F) | Fangio (A) Fagioli (A) Whitehead (F) | Fangio (A) Ascari (F) Villoresi (F) |
| GERMAN G.P. | Not Run | Not Run | Not Run | Not Run | Ascari (F) Simon (Si) Trintignant (Si) | Ascari (F) Fangio (A) Gonzales (F) |
| ITALIAN G.P. | Not Run | Trossi (A) Varzi (A) Sanesi (A) | Wimille (A) Villoresi (M) Sommer (F) | Ascari (F) Etancelin (T) Bira (M) | Farina (A) Ascari/ Serafini (A) Rosier (T) | Ascari (F) Gonzales (F) Farina/ Bonnetto (A) |
| SPANISH G.P. | Pelassa (M) Basadonna(M) Puig Palau(M) | Not Run | Villoresi (M) Parnell (M) Chiron (T) | Not Run | Ascari (F) Serafini (F) Taruffi (F) | Not Run |
| SWISS G.P. | Not Run | Wimille (A) Varzi (A) Trossi (A) | Trossi (A) Wimille (A) Villoresi (M) | Ascari (F) Villoresi (F) Sommer (T) | Farina (A) Fagioli (A) Rosier (T) | Fangio (A) Taruffi (F) Farina (A) |
| G.P. DE MONACO | Not Run | Not Run | Farina (M) Chiron (T) de Graffen- ried (M) | Not Run | Fangio (A) Ascari (F) Chiron (M) | Not Run |
| LE MANS | Not Run | Not Run | Not Run | Chinetti/ Selsdon (F) Louveau/ Jover (D) Culpan/ Aldington (F.N.) | Rosier/ Rosier (T) Meyrat/ Mairesse (T) Allard/ Cole (Al.) | Walker/ Whitehead (J) Meyrat/ Mairesse (T) Macklin/ Thompson (A.M.) |
| MILLE MIGLIA | Not Run | Biondetti (A) | GENERAL Biondetti/ Navone (F) TOURING Lurani/ Sandri (He.) | SPORTS Biondetti/ Salami (F) TOURING Wisdom/ Healey (He.) | GENERAL Marzotto/ Crosara (F) 2 LITRE SPORTS Bracco/ Maglioli (F) | Villoresi (F) Bracco (L) Scotti (F) |
| MONTE CARLO RALLY | Not Run | Not Run | Not Run | Trevoux/ Lesurque (Ho.) Worms/ Marchi (Ho.) Dobry/ Treybal (B) | Becquart/ Secut (Ho.) Gatsonides/ Barendregt (Hu.) Quinlin/ Behra (Si) | Trevoux/ Crovetto (Dh.) Monte Real/ Palma (Fo.) Vard/ Young (J) |

The following abbreviations

| | | | | | |
|------|----------------|------|--------------|------|---------------|
| A | = Alfa-Romeo | Cn. | = Connaught | Dz. | = Denzel |
| Al. | = Allard | Co. | = Cooper | E | = E.R.A. |
| A.M. | = Aston Martin | Cu. | = Cunningham | F | = Ferrari |
| B | = Bristol | D | = Delage | F.N. | = Frazer-Nash |
| B.M. | = B.M.W. | Dh. | = Delahaye | Fo. | = Ford |
| C | = Citroen | D.K. | = D.K.W. | G | = Gordini |

| 1952 | 1953 | 1954 | 1955 | 1956 | EVENT |
|---|--|---|---|---|-------------------|
| Ascari (F) Taruffi (F) Hawthorn (Co.) | Ascari (F) Fangio (M) Farina (F) | Gonzales (F) Hawthorn (F) Marimon (M) | Moss (M.B.) Fangio (M.B.) Kling (M.B.) | Fangio (F) de Portago (F) Behra (M) | BRITISH G.P. |
| Ascari (F) Farina (F) Manzon (G) | Ascari (F) Villoresi (F) Marimon (M) | Fangio (M) Trintignant (F) Moss (M) | Fangio (M.B.) Moss (M.B.) Farina (F) | Collins (F) Frere (F) Moss/Perdisa (M) | BELGIAN G.P. |
| Behra (G) Farina (F) Ascari/Villoresi (F) | Hawthorn (F) Fangio (M) Gonzales (M) | Fangio (M.B.) Kling (M.B.) Marimon (M) | Not Run | Collins (F) Castelloffi (F) Behra (M) | FRENCH G.P. |
| Ascari (F) Farina (F) Fischer (F) | Farina (F) Fangio (M) Hawthorn (F) | Fangio (M.B.) Gonzales (F) Trintignant (F) | Not Run | Fangio (F) Moss (M) Behra (M) | GERMAN G.P. |
| Ascari (F) Gonzales (M) Villoresi (F) | Fangio (M) Farina (F) Villoresi (F) | Fangio (M.B.) Hawthorn (F) Gonzales (F) | Fangio (M.B.) Taruffi (M.B.) Castellotti (F) | Moss (M) Collins/Fangio (F) Flockhart (Cn.) | ITALIAN G.P. |
| Fangio (A) Gonzales (F) Farina (A) | Not Run | Hawthorn (F) Musso (M) Fangio (M.B.) | Not Run | Not Run | SPANISH G.P. |
| Taruffi (F) Fischer (F) Behra (G) | Ascari (F) Farina (F) Hawthorn (F) | Fangio (M.B.) Gonzales (F) Hermann (M.B.) | Not Run | Not Run | SWISS G.P. |
| Sports Cars | Not Run | Not Run | Trintignant (F) Castellotti (L) Perdisa/Behra (M) | Moss (M) Fangio/ Collins (F) Behra (M) | G.P. DE MONACO |
| Lang Reiss (M.B.) Helfrich/Nieder- mayer (M.B.) Johnson/ Wisdom (N.H.) | Rolt/Hamilton (J) Moss/Walker (J) Walters/ Fitch (Cu.) | Gonzales/ Trintignant (F) Rolt/ Hamilton (J) Spear/ Johnston (Cu.) | Hawthorn/Bueb (J) Collins/ Frere (A.M.) Claes/ Swatters (J) | Flockhart/ Sanderson (J) Moss/ Collins (A.M.) Trintignant/ Gendebien (F) | LE MANS |
| Bracco (F) Kling (M.B.) Fagioli (L) | Marzotto (F) Fangio (A) Bonnetto (L) | Ascari (L) Marzotto (F) Musso (M) | Moss/ Jenkinson (M.B.) Fangio (M.B.) Maglioli (M.B.) | Castellotti (F) Collins/ Klemantaski (F) Musso (F) | MILLE MIGLIA |
| Allard/ Warburton (Al.) Moss/ Scannel (S) M. & Mme Angelvin (Si) | Gatsonides/ Worledge (Fo.) Appleyards (J) Marion/ Charmasson (C) | Chiron/ Basadonna (L) David/Barbier (Pu) Blanchard/ Lecocq (P) | Malling/ Fadum (S) Gillard/Dugat (P) Gerдум/ Kuhling (M.B.) | Adams (J) Schock (M.B.) Grosogeat (D.K.) Harper (S) | MONTE CARLO RALLY |

appear in the table above:

| | | | | | | | | |
|-----|---|-----------|------|---|---------------|----|---|---------|
| H | = | H.R.G. | M | = | Maserati | R | = | Renault |
| He. | = | Healey | M.B. | = | Mercedès Benz | S | = | Sunbeam |
| Ho. | = | Hotchkiss | N.H. | = | Nash Healey | | | Talbot |
| Hu. | = | Humber | P | = | Panhard | Si | = | Simca |
| J | = | Jaguar | Po. | = | Porsche | T | = | Talbot |
| L | = | Lancia | Pu. | = | Puegeot | | | |

