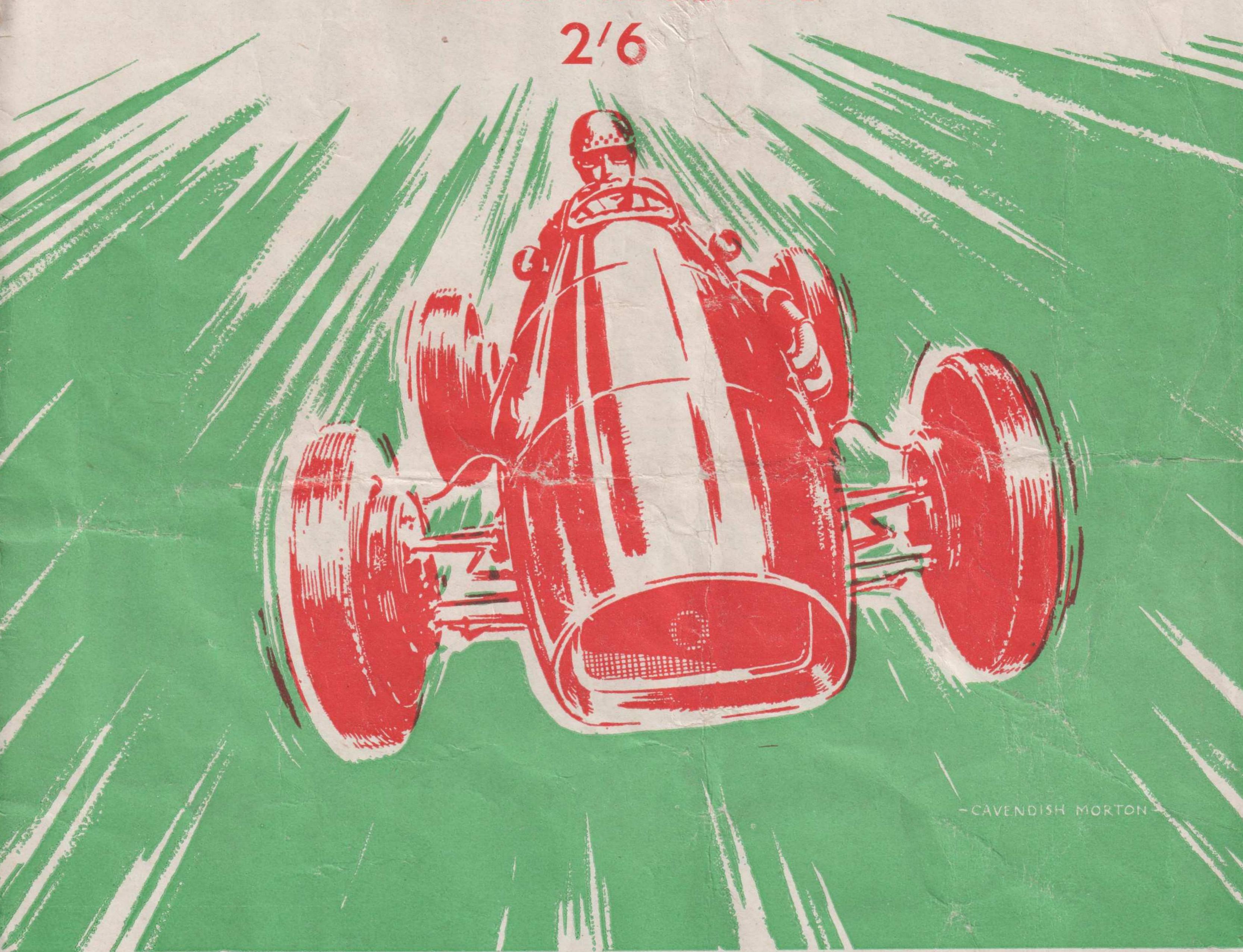
SNETTERTON MOTOR RACING CIRCUIT

REDEX TROPHY RACE MEETING

Sunday, 7th October, 1956

Organised by SNETTERTON MOTOR RACING CLUB

OFFICIAL PROGRAMME





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REDEX TROPHY MEETING

AT THE SNETTERTON CIRCUIT

On Sunday, 7th October, 1956

THIS RACE MEETING IS RUN UNDER THE INTERNATIONAL SPORTING CODE OF THE F.I.A., AND THE GENERAL COMPETITION RULES OF THE R.A.C. AND THESE SUPPLEMENTARY REGULATIONS.

PERMIT No. R/62

THIS RACE MEETING IS OPEN TO MEMBERS OF THE ORGANIZING CLUB, AND ALSO TO MEMBERS OF THE FOLLOWING CLUBS BY INVITATION:

The British Automobile Racing Club, The British Racing and Sports Car Club Ltd., The Eastern Counties Motor Club Ltd., The East Anglian Motor Club, Thames Estuary Automobile Club and Club Lotus.

Organizing Committee: The Competitions Committee of The Snetterton Motor Racing Club.

President: The Rt. Hon. The Earl of Kimberley

Officials

R.A.C. Steward: TO BE NOMINATED

S.M.R.C. Stewards: The Rt. Hon. The Earl of Kimberley, D. Fitzpatrick, Esq., Roger North, Esq.

Judge of Fact: Major J. Law

Clerk of the Course: R. A. HAYLOCK, Esq.

Secretary of the Meeting: Oliver Sear, Esq.

Chief Marshal: P. E. HESELTINE, Esq.

Race Control: R. RAYNER, Esq.

R.A.C. Timekeepers: Gen. A. H. Loughborough, C. Audrey, Esq., H. W. Shuttleworth, Esq., R. L. Clarke, Esq.,

R.A.C. Scrutineer: R. Soanes, Esq.

Starter: K. Cottrell, Esq.

Press Officer: Mrs. P. HESELTINE

Commentators: D. V. Allen, Esq., K. Best, Esq., I. Girling, Esq. Medical Officers: Dr. J. Rogers and Dr. W. W. Watson.

Chief Paddock Marshal: C. Morton, Esq.

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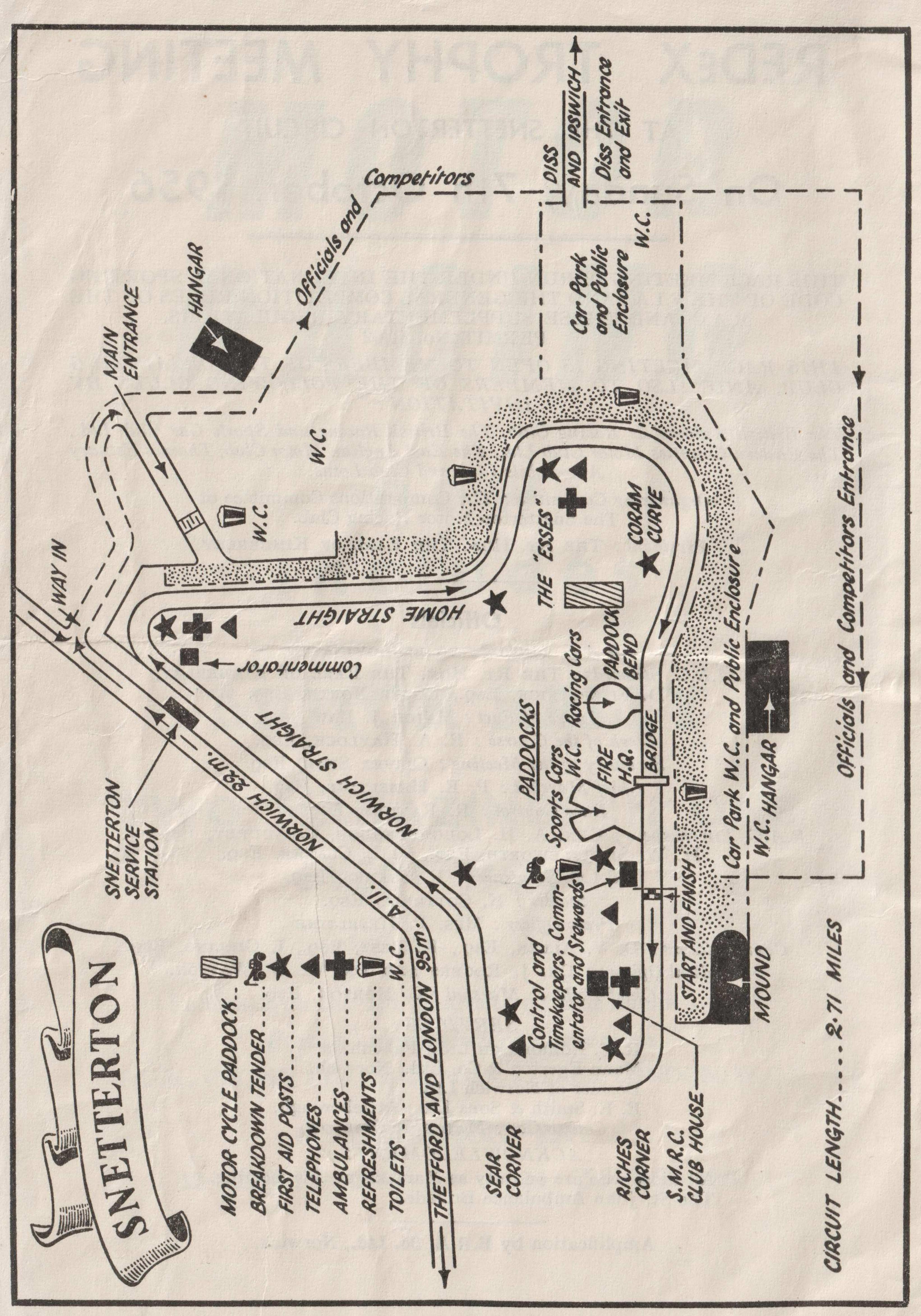
E. E. Smith & Sons Ltd., Attleborough.

Course Car: Major R. Bastow

ACKNOWLEDGMENTS:

All those who are on duty as Marshals at this meeting. The St. John Ambulance Brigade.

Amplification by E.R.A. Co. Ltd., Norwich.



THE SNETTERTON MOTOR RACING CLUB

LADIES AND GENTLEMEN,

The season is nearly over, and this is the last race meeting to be organized at Snetterton this year. I would, on behalf of the club, like to thank you all—competitors, officials, marshals and spectators for supporting us so well throughout this season.

The weather has by no means been kind to us this year and I only hope as I write these words that October 7th will be a mild autumn day. The entry we have received will, I know, provide you with a fine afternoon's racing.

Next year we plan a similar series of events to those we have had this year, with the addition, of course, of the new Formula II racing class, which should provide some very exciting racing, with close struggles anticipated between the Cooper, Lotus and Lister cars, with the occasional privately constructed special to add flavour.

So to 1957 we look with keen anticipation and enthusiasm. May the sun shine upon us; may the sportsmanship of this thrilling sport continue untarnished, and the growing enthusiasm of motor racing flourish.

Our first provisional date is March 31st, and we look forward to seeing you all here again.

This club, the S.M.R.C., welcomes anyone interested in motor racing, so if you are interested—and you must surely be—write to me for full details. An application form for membership is to be found below this letter.

OLIVER SEAR,
Hon. Secretary, S.M.R.C.,
East Harling,
Norwich.

Application Form for Membership

The Snetterton Motor Racing Club

| Name | | |
|----------------------------|-----------------|----------------|
| Permanent Address | | |
| I enclose herewith | to value of £ | to cover |
| First year's subscription. | Adult Member £1 | Family £1 10s. |
| | | |

Cheques to be made payable to "SNETTERTON MOTOR RACING CLUB"

Application Form and Fees to be forwarded to:
Snetterton Motor Racing Club, East Harling, Norwich

Introducing...

By Dennis Allen ("Conrod" of the Eastern Evening News)

Pressed by various governments to produce cars in bulk for export, the British motor industry has, with a handful of notable exceptions, been forced to ignore the Grand Turisimo class of vehicle, leaving the field to the continentals. One of the exceptions is the Jensen Motor Company, whose latest product, the "541," is the circuit car for to-day's meeting.

It shows that for grace, power and ingenuity, the Jensen can hold its own against its formidable rivals, and disproves the theory that a British car is rarely attractive unless it is a copy of French or Italian styling.

This 115 m.p.h., four-seater saloon gives exceptional performance with remarkable relative economy through a most favourable power-weight ratio, achieved by marrying a fibre-glass body with the 4-litre, six-cylinder A135 (Austin Princess) engine.

Modifications are available, such as a high-compression cylinder head, but as the standard product possesses enough urge to satisfy most tastes, these are not in great demand.

As an indication of the ease with which the Jensen gets its vivid performance, 60 m.p.h. requires only 2,000 r.p.m. and 90 m.p.h., 3,000 r.p.m. With peculiar modesty, the manufacturers claim 20-24 m.p.g., but 25 m.p.g. at 60 m.p.h. averages is common. Overdrive is available as an optional extra, and is fitted to the circuit car.

The chassis is conventional, apart from tubular outriggers and the suspension is the fashionable one of independent front, with semi-elliptic springs at the rear.

PROGRAMME

The first race will be at 2 p.m. and the meeting will consist of the following events:--

- Event 1. 5-lap "All-Comers" Handicap Race for cars with engines not exceeding 2500 c.c. in capacity. Cars fitted with Coventry Climax engines will not be permitted in this race.
- Event 2. (a) 10-lap Scratch Race for Sports Cars up to 1100 c.c. (b) 10-lap Scratch Race for Sports Cars 1101 to 1500 c.c. These cars will run together.
- Event 3. 15-lap Scratch Race for Formula III Racing Cars.
- Event 4. 15-lap Scratch Race for Unlimited Sports Cars run in three classes:—
 - Class (a) up to 1500 c.c. (b) 1501 to 2700 c.c.
 - (c) over 2700 c.c.

AWARDS

Event 3. 1st - £20 2nd - £15 3rd - £10.

Event 4. 1st - £15 and the "Redex Trophy" to the winner plus the following class awards:-

The winner will thus collect £30 and the "Redex Trophy" which will be held for one year only, a replica will be given with the Trophy.

EXTRACTS FROM THE RACING REGULATIONS

STARTING POSITIONS.—Starting positions for Scratch events will, as far as

possible, be allotted on practice times.

FLAG SIGNALS.—The following flag signals will be used as necessary to signal the driver of a car: National-Start. Red-Complete and immediate stop. Yellow (waved)—Great danger, be prepared to stop. Yellow (motionless)—Take care, danger. Blue (waved)-Another competitor is trying to overtake you. Blue (motionless)—Another competitor is following you very closely. Yellow with Vertical Red Stripes-Oil on track. White-An ambulance or service car is on the Circuit. Black with White Number-Competitor with this number to stop at pit on next lap. Black and White Chequered—Signal for end of race.

INSTRUCTIONS TO DRIVERS.—All drivers in Event 1 will report to their machines 20 minutes before the advertised start of the Meeting, henceforth, drivers must report to their cars at the time of the start of the event preceding the one for which they are entered and will proceed to the starting area as directed by the officials. When directed by the Chief Paddock Marshal they shall proceed on to the course and complete one warming up lap prior to taking up their allotted grid positions.

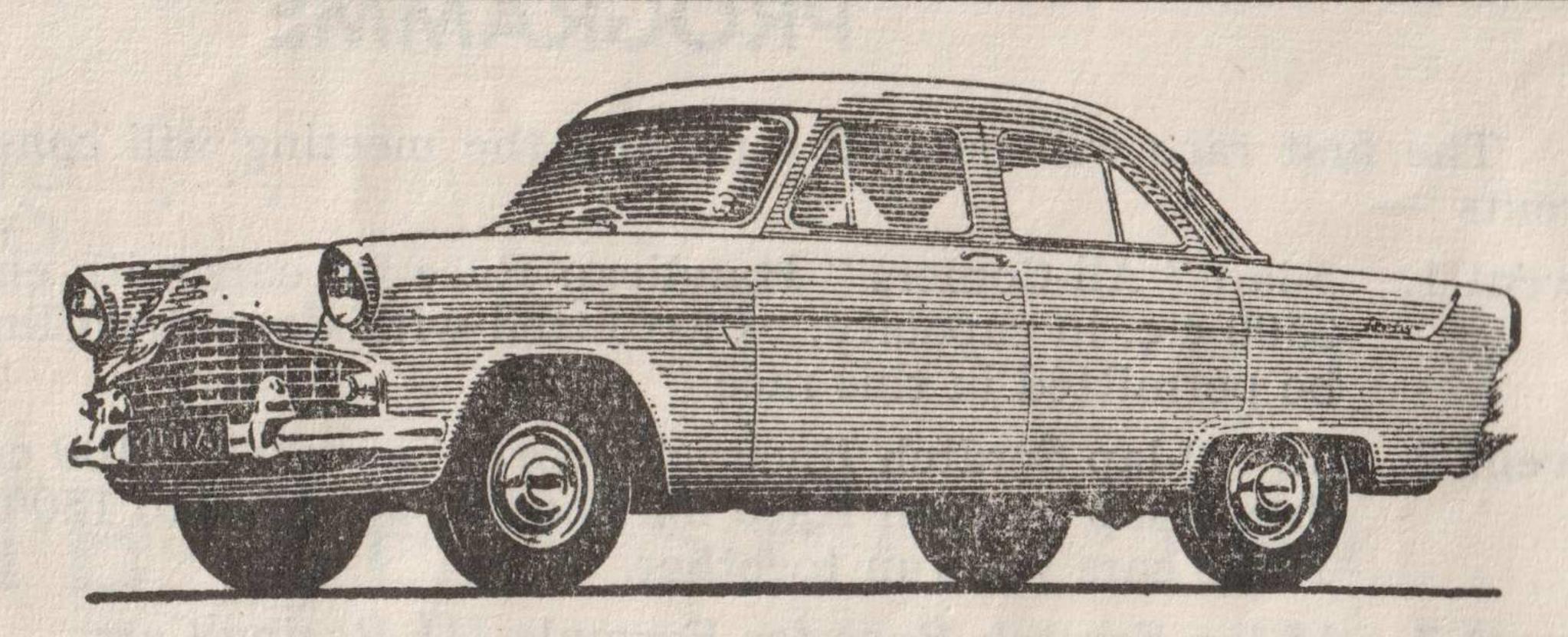
Time signals will be 3 mins., 2 mins., and 1 min., before the start of each event. All drivers must complete 1 extra lap after receiving the chequered flag for

the end of the race, before retiring to the Paddock.

The rule of the Road is "keep to the right—overtake on the left."

OUTSIDE ASSISTANCE.—Competitors are warned that outside assistance, save from officials or a car pit personnel, may render a car liable to disqualification.

The Three Graces



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YOUR INTEREST IS SOUGHT

VEHICLES are not allowed on the track after the meeting. Visitors should leave by their approved routes, or as directed by the stewards.

CROPS Please avoid damage to the valuable crops and farmland around the circuit.

LITTER In the interest of safety please prevent paper or similar materials from blowing across the track.

SPECTATOR SAFETY

In the interest of Public Safety NO PORTABLE STANDS OR CARS are permitted between the spectator ropes, but are permitted in the same position as the car parking area.

EVENT ONE

5-LAP "ALL-COMERS" HANDICAP RACE for cars with engines not exceeding 2500 c.c. in capacity. Cars fitted with Coventry Climax engines will not be permitted in this race. If this race is over-subscribed it will be run as two events.

| No. | Colour | Driver | En | itrant | | Car | | | |
|-----|--|------------------|--|--------|---|--------------------|-----|------|---|
| | | Patricia Ozanne | | | | Ford Prefect | | 1172 | |
| | \overline{RB} | R. Gregory-Brain | | | CONTRACTOR OF THE PARTY OF THE | Ford Anglia | | | |
| | BG | Peter Gammon | The state of the s | | | Ford Van | | 1172 | *************************************** |
| | Blk | Tom Barnard | | | | | | | |
| | G | Ralph Sleigh | | | | Ford Zephyr II | | 2552 | |
| | R | M. P. Nolan | [1] [1] [1] [2] [2] [3] [3] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4 | | | M.G. T.D. | | | |
| | BlkB | W Beedie | Ecurie Mic | lge | | M.G. T.C | | 1250 | |
| 9 | BlkB | G D Beedie | Ecurie Mic | lge | | M.G. T.A. | | 1096 | |
| 10 | G | K. D. Laverton | Driver | | | Lotus Mk. 6 | | 11/2 | |
| 11 | G | T Sears | I. W. N. B | unbury | 7 | F.C.B | | 948 | |
| 12 | Bronze | R. Simpson | Driver | | | Healey - Silversto | one | 4443 | ************************* |
| 31 | | Campbell-Tones | Driver | | | Healey - Silverst | one | 2443 | |
| 38 | R | B. Ferrari | Driver | | | A.C. Ace | | 1991 | |
| 20 | G | I. L. Taylor | Driver | | | Triumph I.R.2 | | 1991 | |
| | Wt | M. Morris | Equipe De | evone | | Triumph T.R.2 | | 1991 | |
| | G | M. F. Rowley | Melbourne | Bridge | e | | | | |
| | | | | Gar | age | Triumph T.R.2 | | 1991 | |
| 15 | Gv | T. E. Lynch | Driver | | | Austin-Healey | | 2660 | |
| 17 | Salar Street Control of the Street St | A. J. Ridy | | / | | Lotus-M.G. | | 1498 | |
| 2 | | G. G. Smith | | | | Elva-Maserati | | | |
| | RG | J. B. Naylor | | | | Lotus-Maserati | | | |
| 8 | | A. G. Mann | | | | H.W.M | | 2496 | |
| | | M. G. Hofman | | dge | | Morris Minor | | | |
| 46 | | G. N. Hennessey | | | | Lotus Mk. VI | | 1172 | *************************************** |
| | | | | | | | | | |

LAP SCORING CHART

LAPS

| 1 | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---------------------------|---|
| 9 | ••••••••••••••••••••••••••••••••••••••• | | | ************************* | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |

To record position of cars for each lap place number of first car in space 1/1 and second car 2/1, and so on.

| 1st | 2nd | 3rd | Winner's Speed | Fastest Lap |
|------------|-------------|------|----------------|-------------|
| Winner's S | peed: Mins. | Secs | Fastest Lap: M | insSecs |

KEY TO COLOUR OF CARS

R-Red, G-Green, Gy-Grey, L-Lilac, M-Maroon, Wt Bl Str.-White with Blue Stripes, S-Silver, G & S-Green & Silver, Blk-Black, B-Blue, U-Unpainted, A-Aluminium, P-Purple, DB-Dark Blue, BG-Black-Green.

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ENOUGH FOR 3 AVERAGE

CARS!

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AUCONE

EVENT TWO

LAP RECORD: 1100 c.c., P. Gammon and R. Stacey, 86.4 m.p.h., Cooper and Lotus Climax.

1500 c.c., W. A. Scott-Brown, Lotus, 90.17 m.p.h.

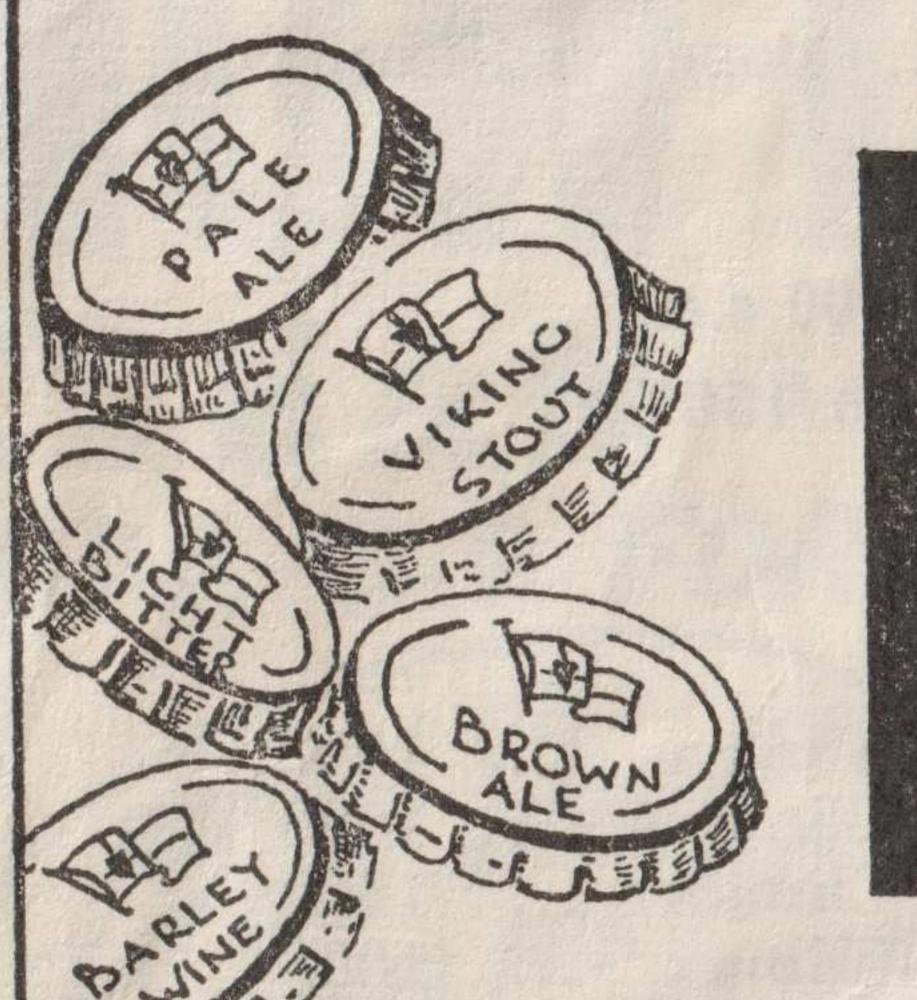
- (a) 10-LAP SCRATCH RACE FOR SPORTS CARS up to 1100 e.e.
- (b) 10-LAP SCRATCH RACE FOR SPORTS CARS, 1101 to 1500 c.c.

 These cars will run together

| | These cars will run together. | | | | | | | | | | |
|--|--|-----------------------------|--|--|---|-----------------------|--|--------------|--|--|--|
| Clas | s (a) | | | | | | | | | | |
| No. | Colour | Driver | | Entrant | | Car | | | c.c. | | |
| 16 | В | C. Kerr-Moller | I | river | | | limax | | 1098 | | |
| 21 | | K. A. Greene | | | | | | | | | |
| 24 | S | P. G. Gammon | | | | | | | | | |
| 33 | G | Ivor Bueb | | | | | | | | | |
| 19 | | R. Harrison | A | . W. Har | rison Ltd. | Lotus-Cla | x. Mk. | 11 | 1098 | | |
| 83 | | K. Hall | | | | Lotus-Cla | | | | | |
| 25 | | W. H. Ellis | | | | Lotus-Cla | | | | | |
| 14 | | M. Zervudachi | | | | Lotus-Ch | | | | | |
| | | Dr. Manton | | THE RESERVE ASSESSMENT OF THE PARTY OF THE P | | Lotus-Cl | | | | | |
| 27 | | A. Stacey | | | | Lotus-Cl | | | | | |
| | | Hon. E. G. Green | | | | Lotus-Cla | | | | | |
| | | J. J. Richards | | | | Lotus-Cla | | | | | |
| | | W. S. Frost D. Mathieson | | | | Lotus-Cla | | | | | |
| The second second | THE RESERVE OF THE PARTY OF THE | | | | | Lotus-Cla Lotus Le | AND DESCRIPTION OF THE PARTY OF | | | | |
| | | G. M. Jones G. Fowell | | | | G. F. Cli | | | The second secon | | |
| | | W. Bradley | | | | Cooper-C | | | | | |
| A COLUMN TO SERVICE AND ADDRESS OF THE PARTY | | R. J. Fletcher | | | | Lotus Mi | | | | | |
| | | it. j. i le concer | | | | | | | | | |
| Clas | s (b) | | | | | | | | | | |
| | | To be nominat | T ba | FRS | onwith | Totus-Cli | max | | 1408 | | |
| 41 | RC. D | Brian Naylor | cu I | B Navl | or I td | Lotus-Ch | gerati | | 1484 | | |
| 2 | G | G. G. Smith | the state of the s | | | | | | | | |
| 49 | B | N. Cunninghan | | | | 271 00 11100 | 3016661 | | 1.00 | | |
| | | R | Reid I | Lord Strat | fford | Cooper-N | orton | | 1496 | | |
| | | | | | | | | | | | |
| | | LAP S | CORI | NG CH | ART. | LAP | | | | | |
| | 1 | 2 3 | 4 | 1 5 1 | 6 7 | 181 | 9 | 10 | | | |
| | 02 | 200 | | | | | | | | | |
| | 1 39.03: | | | | | | | | | | |
| | 2 524 | 5341 | | | | | | | | | |
| | 2 9 4 | 911812 | | | | | | | | | |
| | 3 | | | | | | | •••••• | | | |
| | 4 | | | | | | | | | | |
| | 5 | 30 | | | | | | | | | |
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| | 6 | | | | | | | •••••• | | | |
| 1 | 7 | 1 | | | | | | | | | |
| | 0 | 91 | | | | | | | | | |
| | ð | 24 | ************* | - | | | | •••••••• | •••• | | |
| To | record pos | sition of cars for | each la | p place nu | imber of fir | st car in spa | ace 1/1 a | and se | econd | | |
| | | | | $\frac{1}{2}$, and | | | | | | | |
| CLA | ASS (a) | | | | | | | | | | |
| 1st | 2: | nd 3rd | | Winner's | Speed | Fas | test La | D | | | |
| | taki ni a ta | | | | | | | | | | |
| Wir | ner's Spe | ed: Mins | Secs | | Fastest L | ap: Mins | S | ecs | | | |
| | | | | | | | | | | | |
| And the second s | | | | | | | | | | | |
| 1st. | 2 | nd 3rd | | Winner's | Speed | Fas | test La | p | | | |
| | | od · Mine | | | | | | ece | | | |

Fastest Lap: Mins...

Winner's Speed: Mins.....Secs.....



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EVENT THREE

LAP RECORD: J. Russell, Cooper-Norton, 86 m.p.h.

15-LAP SCRATCH RACE FOR FORMULA III RACING CARS

| No. | Colour | Driver | Entro | ent | Ca | er |
|------|--|----------------|--------------------|-------|-----------------|-----|
| 1 | S | Jim Russell . | Cooper Car Co. | ••• | Cooper Mk. 10 | |
| 2 | | Ivor Bueb . | Ecurie Demi-Li | tre | Cooper Mk. 10 | |
| 12 | THE RESERVE OF THE PERSON OF T | D. Parker . | | | | |
| 7 | M | I. E. Raby . | | | | |
| 5 | G | G. H. Symonds. | Driver | | | |
| 6 | B | H. C. Taylor . | | | | |
| 8 | G | John Brown . | Peter Brown A | Autos | | |
| 10 | BW | Dick Campbell. | Driver | | Cooper Mk. 8 | |
| 11 | SG | E. J. Davis . | J. N. Smith | | Cooper Mk. 8 | |
| 14 | R | P. Ellis | Driver | | | |
| 15 | W | E. Hall | Driver | | Cooper Mk. 9 | |
| 4 | P | P. Luke | Driver | | Cooper Mk. 8 | |
| 18 | G | T. Bridger . | Driver | | Cooper Mk. 9 | |
| 1 16 | | A. W. Hall . | Driver | | Creamer/500 | |
| 9 | | T. Buckland . | Driver | | Kieft | |
| 19 | | R. Harrison . | A. W. Harrison | Ltd. | Harrison-Cooper | r |
| 17. | B | P. Johnston . | Driver | | Emeryson-Triur | nph |
| 20 | R | F. Hobart . | Driver | | Martin | |
| 21 | G | M. E. Wyatt . | Driver | | Cooper | |
| 28 | R | R. J. Barrett | Barrett & Sons | | Cooper Mk. 9 | |
| | | | | | | |

LAP SCORING CHART

LAPS

| 1 | 1 2 3 2 7 2 | 14 5 6 | 7 8 9 | | 12 13 14 15 |
|-----|----------------|---------|-----------|-------|-------------------|
| 2 | 181515 | 15 1 15 | 12/2/12 | 12121 | 212/213 |
| 4 | | IS 15 | 15/5 | 2151 | 5 15 15 15 |
| 6 | | 28 28 | | 155 | |
| 7 8 | | 192 | | | |

To record position of cars for each lap place number of first car in space 1/1 and second car 2/1, and so on.

| 1st | 2nd | 3rd | Winner's Speed | Fastes | t Lap | |
|------------|--------------|------|----------------|--------|-------|--|
| | | | | | | |
| | | | | | | |
| Winner's S | Speed: Mins. | Secs | Fastest Lap | : Mins | Secs | |
| | | | | | | |

Admission to the Race Meeting is FREE

EVENT FOUR

LAP RECORD: W. A. Scott-Brown, Lotus-Climax, 1500 c.c., 90.17 m.p.h.

REDEX TROPY RACE

15-LAP SCRATCH RACE FOR UNLIMITED SPORTS CARS, run in three classes:—Class (a) up to 1500 c.c. Class (b) 1501 to 2700 c.c. Class (c) over 2700 c.c.

| Clas | s (a) | | | | |
|-------------------|---------|--|---------------------|-------------------|--|
| No. | Colour | Driver | | Car | 1000 |
| 16 | В | C. Kerr-Moller | | Cooper-Climax | |
| 21 | G | K. Greene | S. G. Greene | Cooper-Climax | 1098 |
| 24 | S | Peter Gammon | Driver | Cooper-Climax | 1098 |
| 33 | | Ivor Bueb | Ecurie Demi-Litre | Cooper-Climax | 1098 |
| | | R. Harrison | A. W. Harrison Ltd. | Lotus-Clx. Mk. 11 | 1098 |
| | G | K Hall | Driver | Lotus-Clx. Mk. 11 | 1098 |
| 25 | G | W. Ellis | Driver | Lotus-Clx. Mk. 11 | 1098 |
| 14 | | M. Zervudachi | | Lotus-Clx. Mk. 11 | 1098 |
| TO VIEW ENGINEERS | | G. Hill | | Lotus-Clx. Mk. 11 | 1098 |
| 27 | | Alan Stacey | | Lotus-Clx. Mk. 11 | 1098 |
| 28 | | Hon. E. G. Greenall | | Lotus-Clx. Mk. 11 | |
| 29 | | J. J. Richards | | Lotus-Clx. Mk. 11 | |
| 30 | | W. S. Frost | | Lotus-Clx. Mk. 11 | 1098 |
| | BO | D. B. Mathieson | | Lotus-Clx. Mk. 9 | |
| THE RESERVED OF | | | | Lotus-Le Mans | |
| | | G. M. Jones | T. E. B. Sopwith | Lotus-Clx. Mk. 11 | 1498 |
| | Mid.B | De Mordon | J. B. Naylor Ltd | Lotus-Maserati | 1484 |
| | RG | Drian Naylor | Driver | Lotus-MG Mk 8 | 1498 |
| | R | A. J. Kildy | Lord Strafford | Cooper-Coppanight | 1496 |
| 49 | В | 10 be nominated | Lord Stranord | Cooper Command | |
| ~ 1 | | | | | |
| | ss (b) | | Thering Davigno | Triumph T.R.2 | 1991 |
| | W | | | Triumph T.R.2 | |
| | | | | A.C. Ace | |
| 38 | | B. Ferrari | | | |
| | | Campbell-Jones | Driver T. | Austin Haaley | 2660 |
| 32 | T | D. Shale | S. & W. Motors Ltd. | Austin-Healey | 2000 |
| | | | | | |
| | ss (c) | | AT 11 Trimble | Taguar "C" Tyme | 3442 |
| 34 | | B. M. Trimble | Maxwell Trimble | Jaguar "C" Type | 3442 |
| | R | David Lewis | Driver T. | Jaguar "D" Type | 3/1/2 |
| | W | | Murkett Bros. Ltd. | Jaguar D'Type | 3/1/2 |
| 36 | G | | J. C. Broadhead | Jaguar D Type | 2442 |
| 38 | G | W. A. Scott-Brown | | Aston-Jaguar | 2071 |
| 37 | G | T. Kyffin | | Aston-Martin DB3S | |
| 40 | R | Peter Blond | Driver | Jaguar "D" Type | 3444 |
| | | | | | |
| Res | serves— | | | | 1000 |
| | GW | G. Fowell | | G.FClimax | |
| | S | 주의 (1997년 1988년 1984년 1일 1987년 1987년 1982년 1988년 1 | Driver | Cooper-Climax | |
| | | I. Dalton | Driver | Austin-Healey | 2662 |
| | R | B. Scofield | Driver | Jaguar "D" Type | 3442 |
| | | | | | |
| | | Reid | H. W. Motors Ltd. | H.W.M | 3442 |
| | | | | | |
| | R G | N. Cunningham- | | | |
| | | rectu | | | |
| | | | | | The state of the s |

GAYMER'S CYDER

THE DRINK FOR TO-DAY ASK FOR IT AT THE BARS

EVENT FOUR-continued.

LAP SCORING CHART

To record position of cars for each lap place number of first car in space 1/1 and second car 2/1, and so on.

| CL | A | SS | (a) |
|----|---|----|-----|
| | | | , , |
| | | | |

| 1st | 2nd | | 3rd | Winner's | Speed | Fastest | Lap |
|------------|-------|-------|------|----------|--------------|---------|------|
| Winner's S | peed: | Mins. | Secs | | Fastest Lap: | Mins | Secs |

CLASS (b)

| 1st | 2nd | 3rd | Winner's | Speed | Fastest | Lap |
|------------|------------|------|----------|--------------|---------|------|
| Winner's S | peed: Mins | Secs | | Fastest Lap: | Mins | Secs |

CLASS (c)

| 1st | 2nd | 3rd | Winner's | Speed | Fastest | Lap |
|------------|-------------|------|----------|----------------|---------|------|
| Winner's S | peed: Mins. | Secs | | Fastest Lap: 1 | Mins | Secs |

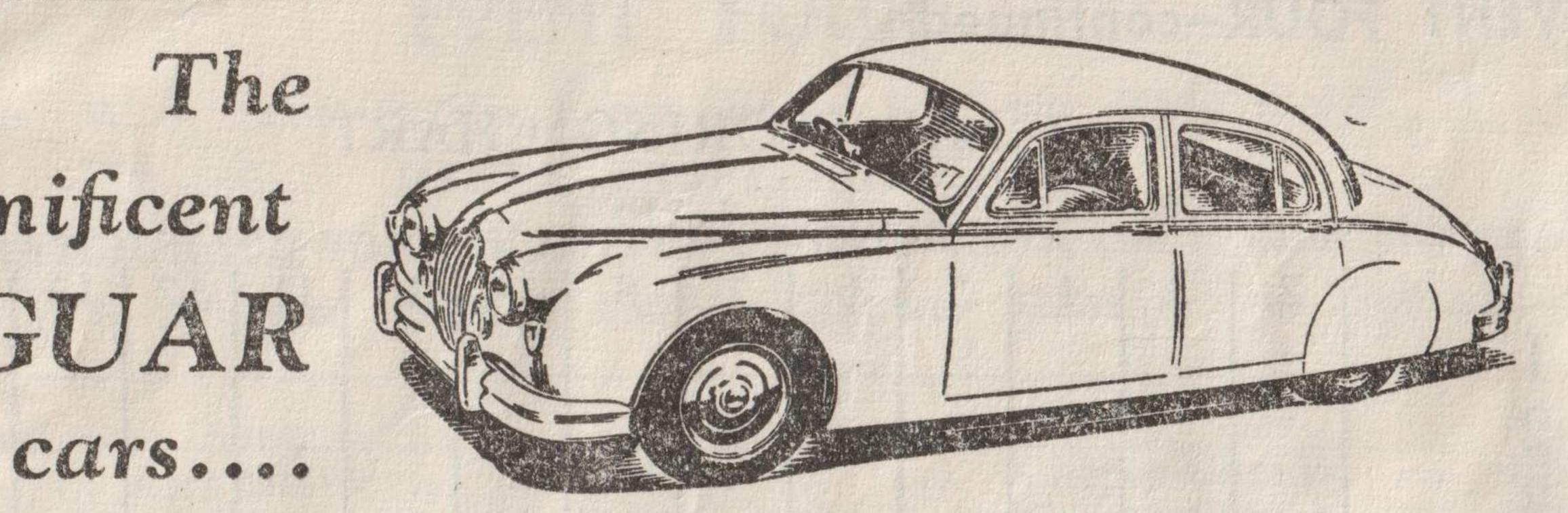
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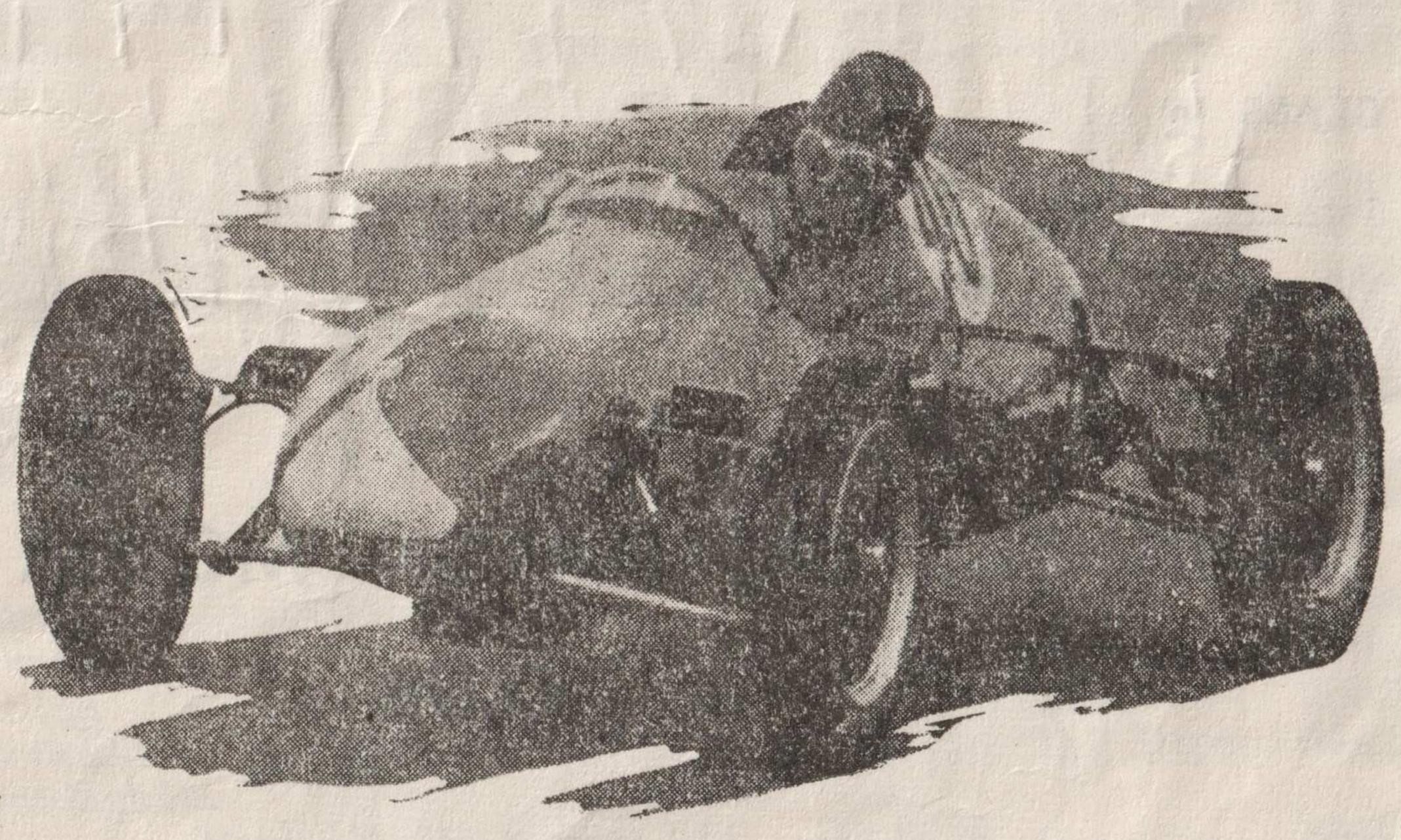
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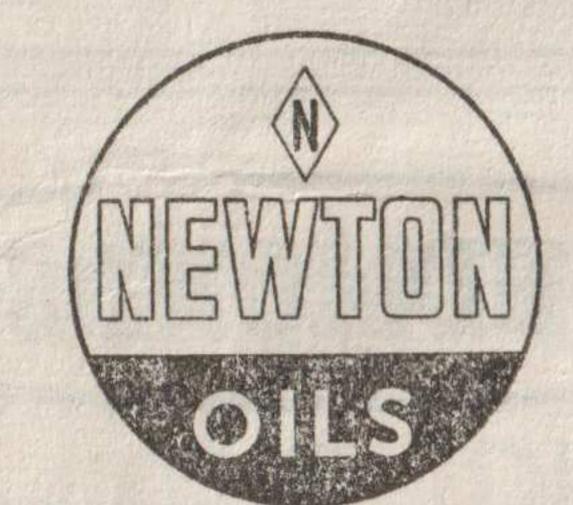
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In both Racing and Sports Car Classes in his 1100cc Cooper/ Jap & 1100cc Cooper/Climax



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MOTOR RACING IS DANGEROUS

and spectators attending this track do so

ENTIRELY AT THEIR OWN RISK

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

NO DOGS ADMITTED

In the interest of safety of human lives, spectators and competitors, DOGS are NOT permitted within the area of the Snetterton Circuit.

Vehicles are taken into the Car Park on condition that the Club shall not be liable for loss of or damage to the vehicle, or of or to any part or accessory therefor, or of or to any animal or thing left in or about or with the vehicle, in whatever way or by whatever means such loss or damage may be caused.

SNETTERTON SPEED TABLE—1 LAP=2.70 MILES

| m.s. m.p.h. |
|-------------|-------------|-------------|-------------|-------------|
| 1.40 97.2 | 1.56 83.8 | 2.12 73.6 | 2.28 65.7 | 2.44 59.3 |
| 1.41 96.3 | 1.57 83.1 | 2.13 73.1 | 2.29 65.2 | 2.45 58.9 |
| 1.42 95.4 | 1.58 82.4 | 2.14 72.5 | 2.30 64.8 | 2.46 58.4 |
| 1.43 94.4 | 1.59 81.7 | 2.15 72.0 | 2.31 64.6 | 2.47 58.2 |
| 1.44 93.5 | 2.00 81.0 | 2.16 71.5 | 2.32 63.9 | 2.48 57.9 |
| 1.45 92.6 | 2.01 80.3 | 2.17 71.0 | 2.33 63.5 | 2.49 57.5 |
| 1.46 91.8 | 2.02 79.7 | 2.18 70.4 | 2.34 63.1 | 2.50 57.2 |
| 1.47 90.9 | 2.03 79.0 | 2.19 69.9 | 2.35 62.7 | 2.51 56.8 |
| 1.48 90.0 | 2.04 78.4 | 2.20 69.4 | 2.36 62.3 | 2.52 56.5 |
| 1.49 89.2 | 2.05 77.8 | 2.21 69.0 | 2.37 61.9 | 2.53 56.2 |
| 1.50 88.4 | 2.06 77.2 | 2.22 68.5 | 2.38 61.5 | 2.54 55.9 |
| 1.51 87.6 | 2.07 76.5 | 2.23 68.0 | 2.39 61.1 | 2.55 55.5 |
| 1.52 86.8 | 2.08 75.9 | 2.24 67.5 | 2.40 60.7 | 2.56 55.2 |
| 1.53 86.0 | 2.09 75.3 | 2.25 67.0 | 2.41 60.3 | 2.57 54.9 |
| 1.54 85.3 | 2.10 74.8 | 2.26 66.6 | 2.42 60.0 | 2.58 54.6 |
| 1.55 84.5 | 2.11 74.2 | 2.27 66.1 | 2.43 59.6 | 2.59 54.3 |
| | | | | |

Patrons are warned not to purchase Commodities from unauthorized persons. If molested to this effect, please report to the Police or the Official Stewards.

Admission to the Race Meeting is FREE

The Snetterton Motor Racing Club

A Club for anyone interested in Motor Racing and especially the activities at Snetterton

Fully Licensed Club House open every weekend

Testing on the Circuit every Sunday

There is always something of interest going on . . . write for all information to:-

Adult Member £1 0 0 Hon. Sec.: OLIVER SEAR,
Family ,, £1 10 0 S.M.R.C., East Harling, Norwich

APPLICATION FORM FOR MEMBERSHIP APPEARS ON PAGE THREE

NEXT YEAR...

During 1957 we are anxious to revise our lists for circularising publicity on the race meetings to be held at Snetterton (8 or 9 in all). If you would care to help us—and your assistance is sincerely sought, would you be so kind as to complete this form and send it to

OLIVER SEAR, S.M.R.C., East Harling, Norwich

Please send me Posters

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Address

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