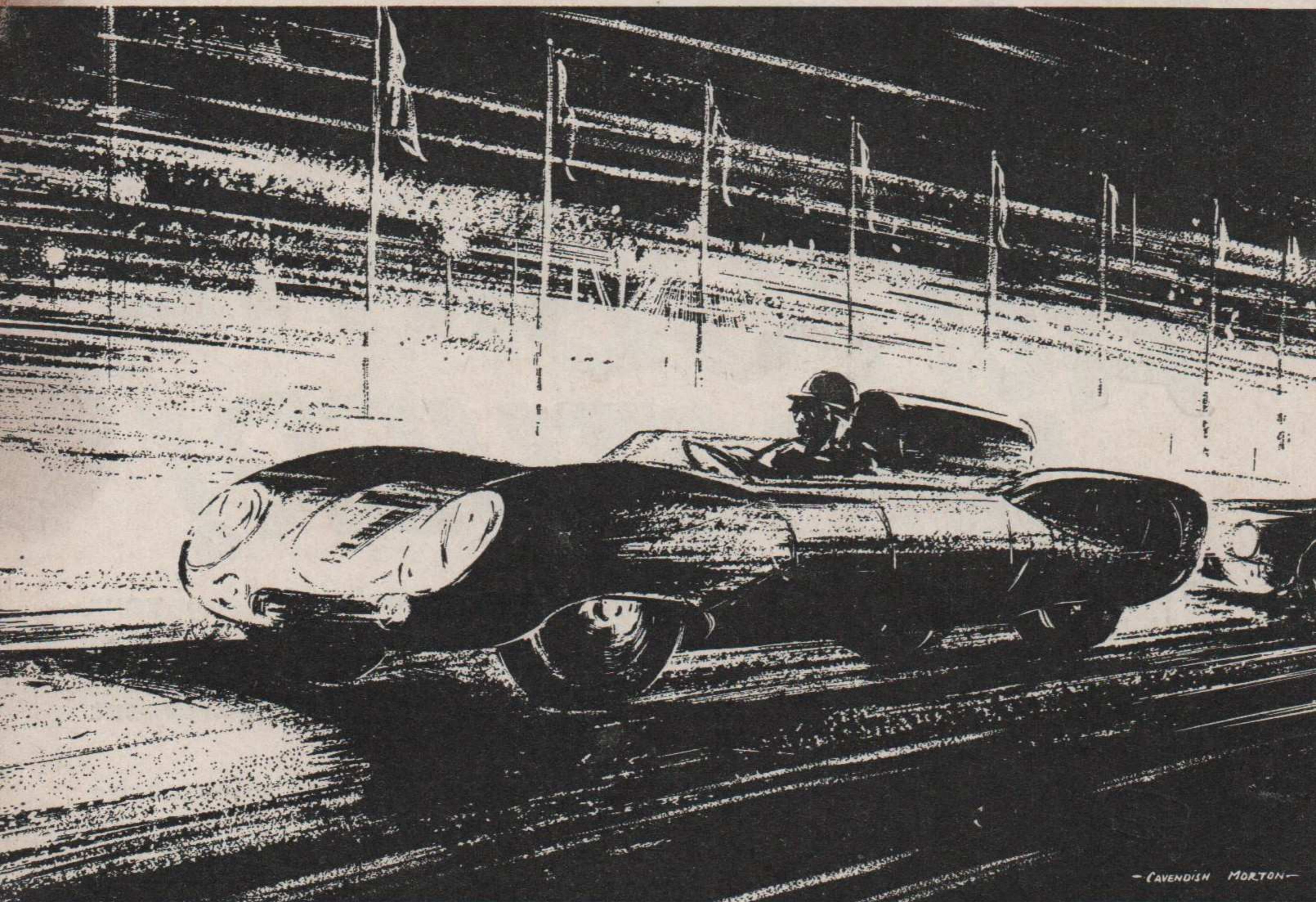


SNETTERTON MOTOR RACING CIRCUIT
AUTOSPORT SERIES-PRODUCTION SPORTS CAR
CHAMPIONSHIP FINAL

“The Three Hours”

Saturday, 12th October, 1957

OFFICIAL PROGRAMME 1/6

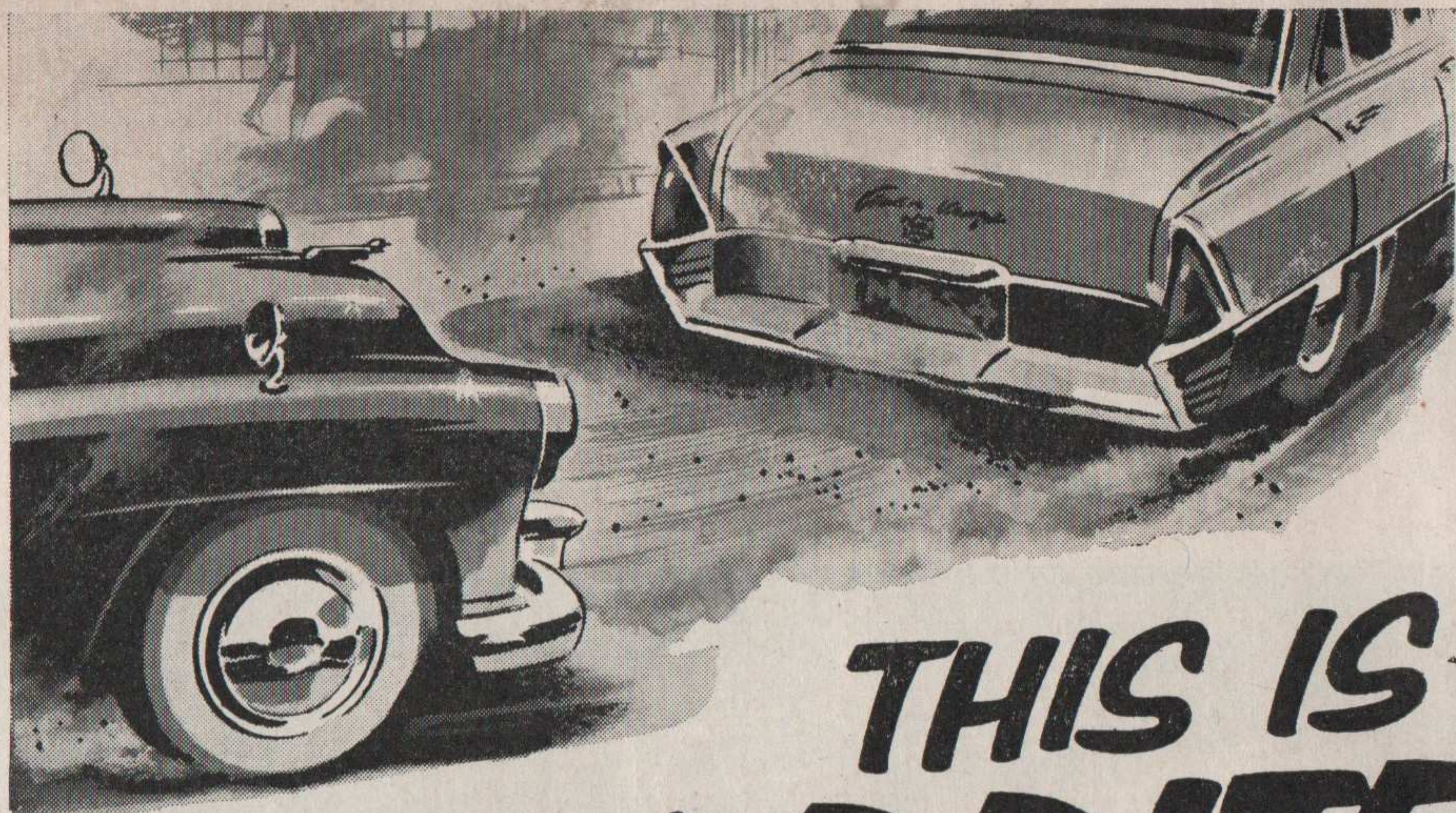


ORGANISED BY THE SNETTERTON MOTOR RACING CLUB

The
Autocar

Best from start to finish

EVERY FRIDAY 1s



**THIS IS
AUTOBRITE
WEATHER!**

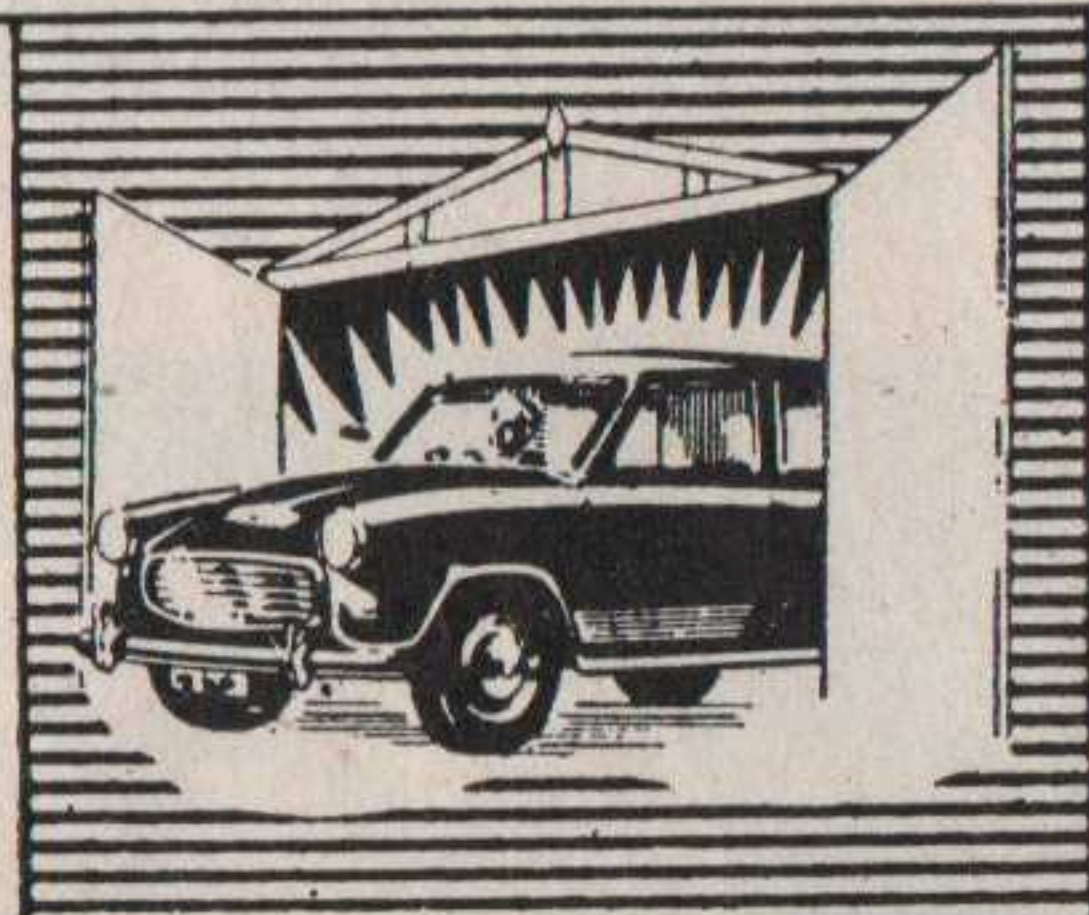
DUST....GRIT.... Dust and Grit act like sand-paper on your cellulose, lays on roads waiting to hit into your coachwork and chromium at killing velocity. Just imagine motoring at 45 m.p.h. into a headwind of 25 m.p.h. Your car suffers a 70 m.p.h. bombardment every yard you drive !!!

Shine and protect your car in one easy operation with Autobrite Silicone Car Polish—Laugh at the worst the weather can do, and keep your car **FREE FROM RUST & OXIDATION.**



5/-
ENOUGH FOR
3 CARS!

START OFF WITH
WHOLE-CAR
SILICONE
SHINE AND
PROTECTION



THE SILICONE CAR POLISH

GUARANTEE—Better than any Polish you have ever used—or your Money back IN FULL.

E. R. HOWARD LTD., IPSWICH

**AUTOSPORT SERIES-PRODUCTION SPORTS CAR
CHAMPIONSHIP FINAL**

"THE THREE HOURS"

AT THE SNETTERTON CIRCUIT

On Saturday, 12th October, 1957

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 THE SUPPLEMENTARY REGULATIONS. PERMIT No. R241.

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

President : CAPT. J. W. N. BUNBURY

Officials

R.A.C. Steward : BASIL TYE

S.M.R.C. Stewards : J. G. S. SEARS, G. HORSFALL, M.B.E.

Judges of Fact : J. H. SARGINSON, MAJOR J. LAW, L. J. COE.

Clerk of the Course : S. J. DIGBY

Secretary of the Meeting : OLIVER SEAR

Chief Marshal : CMDR. P. E. HESELTINE, R.N. (RTD.)

R.A.C. Timekeepers : GEN. A. H. LOUGHBOROUGH, H. SHUTTLEWORTH, C. AUDREY AND A. FAULKNER

R.A.C. Scrutineer : A. SOANES

Commentators : JOHN BOLSTER AND DENIS ALLEN

Medical Officers : DRs. WILSON AND HEATH

Chief Paddock Marshal : C. MORTON

SERVICES :

R. C. Edmondson Ltd., Fakenham.

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

ACKNOWLEDGMENTS :

All those who are on duty as Marshals at this meeting.
The St. John Ambulance Brigade.
C.T.S. Batteries for their assistance with course lighting.

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

The Snetterton Motor Racing Club

LADIES AND GENTLEMEN,

The first rule of the club, does I think, say, just what we are here for, i.e. :
“(a) To encourage social intercourse between members of the club and to provide facilities for the meeting of one another to discuss, promote and generally take part in the sport of Motor Racing, Touring, and in fact any form of competition connected with motoring”; and “(b) To run a Social Club for the benefit of all persons interested in the Snetterton Motor Racing Circuit.” Now that is a pretty tall order, so let me be more explicit.

Obviously the main interest of our members is the running of motor race meetings at Snetterton, whether on a National scale—or a Club “dice” for the fun of the novice; in this respect we run five major race meetings a year, and a Club Sprint. We are also invited to most club meetings run by other clubs at Snetterton, so if in fact we are not the organizers, there is ample opportunity for the beginner to get experience. There is, I suppose, something of interest going on at Snetterton almost every week-end of the year in which members very often take a prominent part. Now, in addition to our many sporting activities, the club social life is well worth your consideration. We have our own Registered Club House in the Paddock Area of the Circuit, a wide variety of beers, wines and spirits are always available at reasonable prices; access to this Club House (and the Paddock Area) is permitted to members, their wives and families, on race days and, in fact, at all times (families must come on a “Family Membership”).

Guest tickets to the Club House are also available at 2s. 6d. each, for each race meeting. Club members may also buy the “Pit Roof Passes” which are strictly limited. There is a hard roof on the Club House giving a fine view of the racing. During the winter months film shows, club nights, talks, etc. are also held in the Club House at the Circuit.

In addition to the above items, a monthly news letter is sent out to all members giving details of our activities, and items of news, posters, car stickers, etc., are also sent to all members.

This is a live, active club, and does, we feel, offer the Snetterton race-goer excellent value for his £1 or 30s., whichever the case may be; our steadily increasing membership does, I think, verify this.

We would welcome YOU as a member. Our Application Form is to be found elsewhere in the Programme.

Yours faithfully,

OLIVER SEAR.

Hon. Secretary.

PROGRAMME

The Event will be started by Gregor Grant, Editor of “Autosport.”
4.10 to 4.50. Band of the 4th Bn. Royal Norfolk Regiment (T.A.),
by courtesy of the Commanding Officer.
5.00 Start of the “Three Hours.”
8.00 End of the “Three Hours.”
8.15 Fireworks Display.

AWARDS

To the competitor with the highest aggregate of points in the five qualifying events, and in the three speed events, THE AUTOSPORT CHAMPIONSHIP TROPHY (to be held for one year), a replica, and £100.
To the runner-up. AN AUTOSPORT TROPHY AND £50.
To the competitor placed third. AN AUTOSPORT PLAQUE AND £25.
To the competitor placed fourth. AN AUTOSPORT PLAQUE AND £10.
To the highest nominated Team. £20.
To each class winner (excluding the above). AN AUTOSPORT TROPHY.
To 2nd, 3rd, and 4th, in each class. AUTOSPORT PLAQUES.

THE “THREE HOURS” RACE.

To the competitor covering the greatest distance. £100.
To first in each class. £50.
To second in each class. £30.
To third in each class. £20.

SENSATIONAL OFFER TO MOTORISTS . . .

C.T.S., Norfolk's Largest Battery Retailers offer

CONTINENTAL TYRES

at a 5% Cash Discount off Normal Tyre Prices

These are Standard Equipment on Continental
Mercedes-Benz and Volkswagen

MOTOR CYCLE TYRES HOLD
SIX WORLD SPEED RECORDS



Your garage can obtain for you, or direct from

CONTINENTAL TYRE SERVICE

Magdalen Road, Norwich Tel. 27537

or

C.T.S. Tyre & Battery Service

66 St. Giles Street, Norwich Tel. 22429

C.T.S. Car Batteries from £3 15s.
(exchange)

Motor Cycle Batteries 30/-
guaranteed one year

TO-DAY'S CARS

The six Lotus-Fords are outwardly similar, but there are differences in cylinder heads and all make use of Buckler close-ratio gears in the three-speed gearboxes. Both Coakley and Lawry have normal side-valve heads with carefully polished ports, efficient manifolds and twin carburettors. Prior's engine is also a side-valve, but is fitted with an Acquaplane head. As for the remainder, they all use o.h.v. heads from different manufacturers; Walker uses Willment; Williamson, Yates and Barnard, Elva. The cars are all the normal production sports chassis, with transverse leaf spring independent front suspension and rigid rear. Average weight of those fast little 1172 c.c. cars is about 8 cwt., and with their aerodynamic bony shape are capable of over 100 m.p.h.

A.C. Bristol have the familiar six-cylinder engine of 1,971 c.c., with three carburettors. Average weight of these cars is about 16 cwt.; they have independent suspension all round, four-speed gearbox, and Rudd's car has the latest type of disc brakes announced early this year. Maximum speed exceeds 120 m.p.h. Another fast sports car is the four-cylinder Austin Healey 100S, which has a 2.6-litre B.M.C. engine and twin carburettors; compression ratio is 8.3 to 1, weight around 17 cwt., and maximum speed over 120 m.p.h.

Fastest car in the race is undoubtedly the red, road-equipped C-type Jaguar driven by John Bekaert, with a maximum in excess of 135 m.p.h. Weight is about 19 cwt., and the car is based on the original Le Mans-winning type driven by Peter Walker and Peter Whitehead. Sargent's car is the more usual XK120, fitted with the engine modifications permitted in the Championship regulations.

Another very rapid car is the Le Mans Replica Frazer-Nash driven by Bond, which was originally entered by R. J. W. Utley. There is also Burke's Porsche Carrera which has a 4-o.h.c., air-cooled flat-four engine, and Calvert's beautiful little blue Alfa Romeo Giulietta Sprint Veloce with its 2-o.h.c. 1.3-litre engine. The Elva utilizes a Ford Ten engine with Elva o.h.v. head, and smallest car in the race is Goddard-Watt's Berkeley with its 328 c.c., two-stroke engine and compression ratio of 8.5 to 1 and enlarged inlet manifolds.

The Triumphs, M.G.A's and the Morgan are basically off-the-line production cars with individual tuning according to the whims of owners, and Cutler's Healey is the Riley-powered "Silverstone" now out of production.

Nevertheless, Snetterton with its fast straight, does not give cars with exceptional power-weight ratios the same advantages as they may have on other, more "tight" circuits. Over a period of three hours many cars will travel over 220 miles, and the reliability factor is important, particularly as about two thirds of the race will be covered in darkness, with extra emphasis on the efficiency of electrical equipment.



THE ENTRY

Up to 1500 c.c.

| Colour | No. | Driver | Entrant | Car | c.c. |
|--------|-----|-------------------------------------|------------|-----------------|------|
| Y | 1 | Ian Walker | Driver ... | Lotus-Ford ... | 1172 |
| Blk/W | 3 | Tom Barnard (N. Cunningham Reid) | Driver ... | Lotus-Ford ... | 1172 |
| G | 5 | John Lawry | Driver ... | Lotus-Ford ... | 1172 |
| G | 7 | G. H. Williamson | Driver ... | Lotus-Ford ... | 1172 |
| M | 9 | R. M. Prior... | Driver ... | Lotus-Ford ... | 1172 |
| B | 11 | D. J. Calvert | Driver ... | Alfa Romeo ... | 1290 |
| B | 15 | D. G. Dixon | Driver ... | M.G.A. ... | 1489 |
| G | 17 | A. N. Ford ... (J. Fergusson) | Driver ... | Elva-Ford ... | 1172 |
| Y | 19 | A. F. Coakley | Driver ... | Lotus-Ford ... | 1172 |
| G | 21 | J. Burke | Driver ... | Porsche Carrera | 1496 |
| B | 23 | K. W. MacKenzie | Driver ... | M.G.A. ... | 1489 |
| R | 25 | M. J. Reid | Driver ... | M.G.A. ... | 1489 |
| R | 27 | R. J. Randall | Driver ... | M.G.A. ... | 1489 |
| G | 29 | J. Goddard-Watts | Driver ... | Berkeley ... | 328 |
| T | 31 | R. Fitzwilliam (R. Carnegie) | Driver ... | M.G.A. ... | 1489 |

Over 1500 c.c.

| | | | | | |
|-----|----|--------------------------------|-------------|--------------------|------|
| B | 2 | Ken Rudd ... (Bob Jennings) | Driver ... | A.C. Bristol ... | 1971 |
| G/W | 4 | John Dalton | Driver ... | Austin Healey | 2660 |
| R | 6 | John Bekaert | Driver ... | Jaguar C ... | 2344 |
| S | 8 | P. J. Sargent | Driver ... | Jaguar XK120 | 3442 |
| G | 10 | R. A. Hudson | Triple S... | Austin Healey | 2660 |
| G | 12 | C. R. Hanson | Triple S... | Austin Healey | 2660 |
| Blk | 14 | R. C. Green | Driver ... | A.C. Bristol ... | 1971 |
| G | 16 | H. G. Cutler | Driver ... | Healey Silverstone | 2443 |
| G | 18 | D. G. Wilcocks | Driver ... | Triumph ... | 1991 |
| G | 20 | R. E. Meredith | Driver ... | Morgan ... | 1991 |
| R | 22 | V. A. Hassall | Driver ... | A. C. Bristol... | 1971 |
| W | 24 | R. F. North | Driver ... | Triumph ... | 1991 |
| T | 26 | A. M. Kellett | Triple S... | Austin Healey | 2660 |
| G | 28 | M. R. S. Bond | Driver ... | Frazer-Nash... | 1971 |
| G | 30 | I. L. Taylor | Driver ... | Triumph ... | 1991 |

TEAMS

The following Teams will be competing for the Team Award:-

- TEAM 1. LOTUS - Ian Walker, Tom Barnard, G. H. Williamson
- TEAM 2. ECURIE M.G. - D. G. Dixon, K. W. MacKenzie, M. J. Reid
- TEAM 3. TRIPPLE S - R. A. Hudson, C. R. Hanson, A. M. Kellett
- TEAM 4. John Dalton, John Bekaert, P. J. Sargent

KEY TO COLOURS

Gy-Grey, G-Green, B-Blue, M-Maroon, Y-Yellow, Blk/W-Black/White, R-Red, T-Turquoise, G/I-Green/Ivory, W-White, Blk-Black, Blk/O-Black/Orange, B/I-Blue/Ivory, R/G-Red/Green, S-Silver, G/W-Green/White, G/Y-Green/Yellow, S/G-Silver/Green, M/B-Mid Blue.

PRODUCTION CAR RACING

BY GREGOR GRANT.

Editor "Autosport"

The "Autosport" Series Production Sports Car Championship was instituted in 1956. With innumerable events for sports-racing machines, it was felt that some opportunity should be given to the entrants of more normal road-equipped sports cars to race their machines on British circuits. In consequence, a list of races was drawn up which were qualifying events for the final; also bonus marks were awarded for best performances at speed events at Prescott and Shelsley Walsh.

Final event to decide the Championship was a three hours race run on a handicap basis, credit laps being worked out according to lap times recorded by each competitor on various circuits. Actually this worked out exceptionally well, and resulted in a close race with the issue in doubt right up until the finish. No less than seven cars were on the same lap as the winning Fitzwilliam/Carnegie M.G. received the chequered flag. Ken Rudd's A.C. Bristol narrowly missed catching the M.G., and covered the greatest distance of any competitor.

The competition proved so popular, that, after many requests from intending competitors, it was decided to continue it for 1957. It was decided, however, to abandon the handicap system, and to concentrate on scratch races within three classes; i.e., up to 1500 c.c., 1501 to 2700 c.c., and over 2700 c.c. Later in the season, owing to the few entrants in the over 2700 c.c. class, this was merged with the over 1500 c.c. section. An extremely large entry was received and, as always, difficulty was experienced in providing a sufficient number of events to give entrants the best possible chance of amassing points. Also, the Suez crisis caused the postponement and abandonment of several events, and at one time it looked as if the contests would have to be held over until 1958.

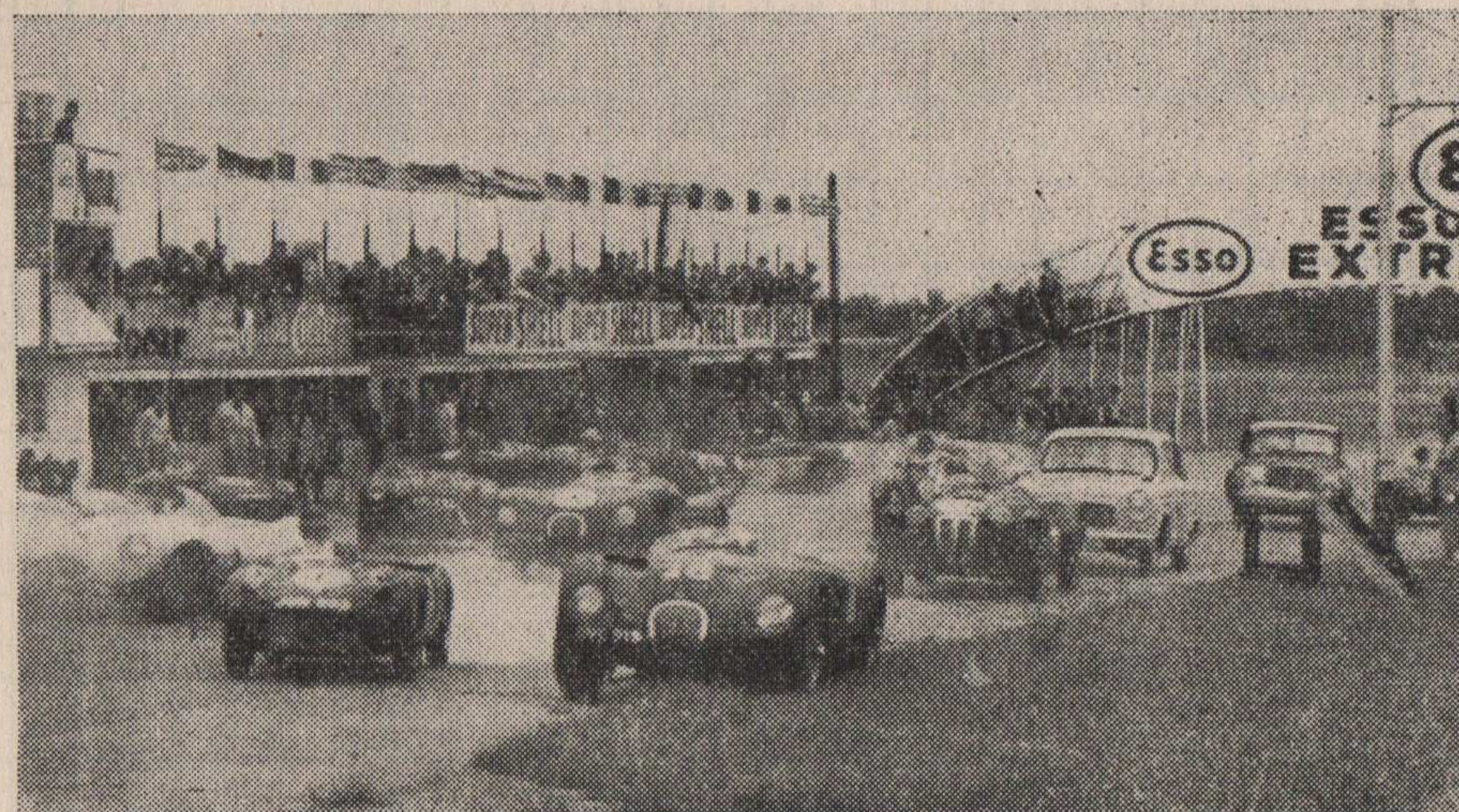
However it was found possible to find enough races to keep interest going, and bonus marks were awarded for sprint events at Prescott, Shelsley and Brighton. To encourage development of small-capacity sports cars, modified cylinder heads were permitted on side-valve engines, a move which appears to have assisted in the marketing of efficient overhead valve conversions, particularly for the Ford Ten engine. Also, as Jaguars announced road equipment as being available for the "C," this car was permitted, as was the XKSS, although it was unlikely that there would be any available in Great Britain for many months.

During the season, Lotus-Ford, A.C. Bristol, Austin Healey 100S and Jaguar have been noticeably faster than any of their competitors, and it will be interesting to observe their performance at Snetterton to-day in an entry which includes Porsche Carrera, Alfa Romeo, Morgan, Triumph, M.G.A., Healey Silverstone, Berkeley, Frazer-Nash, etc. Many entrants are of the opinion that the contest should be confined to the widely-sold production sports cars, but this would be most unfair on the smaller manufacturers. It is quite true to say that the "Autosport" Championship has caused, indirectly, great interest in Lotus-Ford, and A.C. Bristol, with consequent benefit to the manufacturers. Next year, the contest may be modified to encourage other classes of car. After all, an M.G.A. won in 1956. The claims of touring car, and Grand Touring enthusiasts must also be studied, and everything will be taken into consideration when planning the 1958 events.

To-day's race, organized by the Snetterton M.R.C., is a highly interesting experiment. With no R.A.C. Tourist Trophy races this year, it is the only long distance event for sports cars to be staged in Great Britain. Also, it is the only chance spectators will have to see night racing in this country.

Although the destination of the Championship Trophy lies between half-a-dozen entrants, the "Three Hours" can be won by any of the 30 competitors. There are also class awards and a team prize to be considered. The "Three Hours" is a purely scratch race to find the outright winner. For the Trophy, points will be awarded according to the placings in each of the two classes.

With no handicapping, it should be comparatively simple to follow the progress of the race, assisted by commentators and an up-to-the-minute scoreboard. Under 1500 c.c. cars will bear odd numbers, and the larger cars, even numbers. All cars will have their offside numbers illuminated at night. To assist in spotting course signs, the organizers are grateful for the co-operation of the "Scotchlite" people, in supplying many yards of their self-illuminating materials.



A TYPICAL SNETTERTON START

Penalised 1 lap RESULT

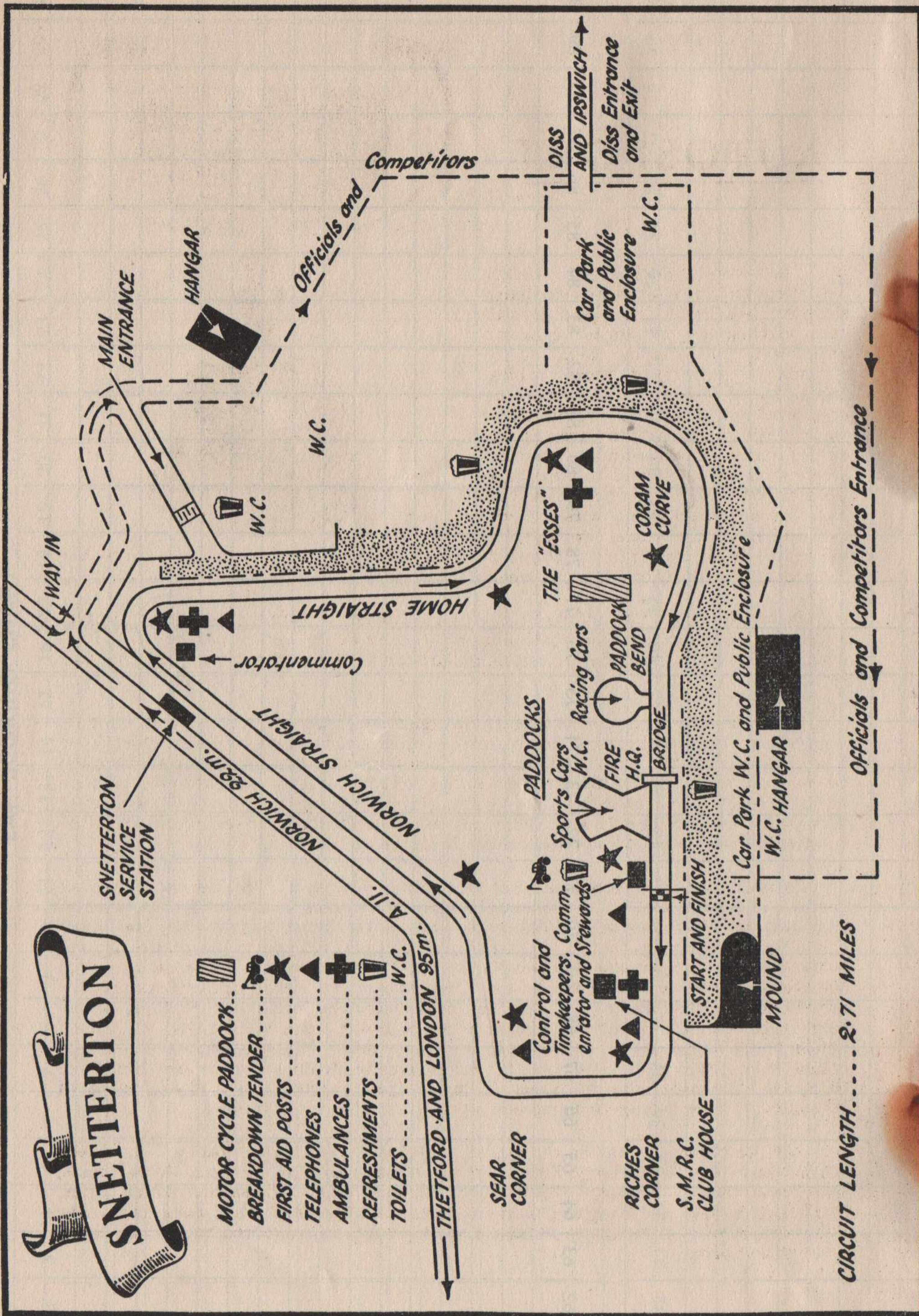
| | | | |
|------------------|---------------------|-----------------|-------------------------------|
| Up to 1500 c.c. | 1st..... 1 | 2nd..... 3 | 3rd..... 5 |
| Winner's Speed : | Mins..... 3 | Secs..... 74.50 | Fastest Lap : Mins..... 73.56 |
| Over 1500 c.c. | 1st..... 2 | 2nd..... 6 | 3rd..... 4 |
| Winner's Speed : | Mins..... 3 Hrs. 00 | Secs..... 37 | Fastest Lap : Mins..... 76.08 |
| | | | 78.05 |

| | | | |
|-------------|-------------|-------------|-------------|
| 11th. 23 | 12th. 27 | 13th. 30 | 14th. 15 |
| 79 | 75 | 75 | |
| 3.01.09 | 3.01.10 | 3.02.17 | |

6

| | | | | | | | | | |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 2. | 6. | 4. | 1. | 12. | 3. | 28. | 5. | 24. | 16. |
| 87 laps | 88 laps | 85 laps | 83 laps | 83 laps | 82 laps | 82 laps | 82 | 80 | 80 |
| 3.00.37 | 3.00.23 | 3.01.00 | 3.00.28 | 3.01.03 | 3.00.35 | 3.00.36 | 3.01.11 | 3.00.54 | 3.01.53 |
| 234.137 | 229.989 | 228.244 | 223.509 | 222.024 | 220.689 | 219.429 | 219.959 | | |

7



AUTOSPORT



The now widely-read weekly "Autosport" has been in existence since August, 1950. Its object was to cater exclusively for motor sporting enthusiasts by bringing them up-to-the-minute reports of races, rallies, trials, speed events and everything connected with the sport. Its launching was not without great difficulty. Shortage of paper supplies and a printers' strike were not calculated to encourage publication of a magazine which had to come out every week, without fail. Stories behind the scenes would fill a very large book, and it is the proud boast of the publishers that never once has "Autosport" failed to come out weekly.

It was touch and go in the Spring of 1955 when yet another strike of printers caused the suspension of publication by practically every weekly periodical. However, "Autosport" transferred itself to Paris and printed there till the strike was settled.

To bring reports of races, considerable organization is involved. Correspondents are required in many parts of the world to supplement the staff. "Autosport" has a large circulation in U.S.A. and Canada, which means that transatlantic affairs must be covered very comprehensively, without ignoring the smaller clubs at home. There are also readers in Australia, New Zealand, South America, and the Continent of Europe to be considered, and there are many enthusiasts to be found in other countries, even China, Japan and Soviet Russia.

In addition to the recognized editorial staff, "Autosport" makes use of various specialists. John Bolster, for example, does road tests and contributes popular technical articles. He is, undoubtedly, one of the most widely-read and most controversial writers in motoring journalism. His checked sports jacket, deerstalker hat and big moustache are also familiar to B.B.C. TV-viewers. Technical drawings are accomplished by Theo Page, whose "exploded views" are exquisite examples of an extremely difficult art. In charge of photography is George Phillips, whose knowledge of motor-racing was gained in the post-war years with M.G's. "Phil's" action shots of drivers are famous all over the world. Main assistance to Phillips comes from Frankie Penn, whose gift for camera-work does not prevent him from being an extremely able Northern Editor. The brighter side is the concern of Raymond Groves, whose cartoons are reproduced all over the world.

Add to them the names of regular contributors such as "Jabby" Crombac, Ruth Sands Bentley, Barry Mason, Billie McMasters, Dr. Alvarez, Alan Bruce, Bill Henderson, "Aeneas," John Gott, Maurice Louis Rosenthal, Hans Fries, Ozzie Lyons, Jack O'Donoghue, Gordon Martin and Jim Hall, then one gets a fairly clear idea of what it means to publish a weekly magazine devoted to the well-loved sport of motoring.

AUTOSPORT CHAMPIONSHIP PLACINGS PRIOR TO THIS MEETING

| Class | Position | ENTRANT AND CAR | Goodwood | Mallory Park | Silverstone (Maidstone) | Snetterton | Brands Hatch | Silverstone (B.R.S.C.C.) | TOTAL | Best of Five | Bonus Points Prescott | Shelsley Walsh | Brighton | ACTUAL TOTAL |
|-------|----------|--------------------------------------|----------|--------------|-------------------------|------------|--------------|--------------------------|-------|--------------|-----------------------|----------------|----------|--------------|
| 1 | 1 | Ian Walker (Lotus/Ford) | 6 | 9* | 6 | 1* | 9* | 9* | 40 | 39 | — | 5 | 6 | 49 |
| 2 | 2 | Ken Rudd/Bob Jennings (A.C. Bristol) | 9* | 3 | 6 | 3 | 6 | 9* | 36 | 33 | 5 | 5 | 3 | 45 |
| 2 | 3 | John Dalton (Austin Healey) | 6 | 8 | 8 | 8* | — | 4 | 34 | 34 | 0 | 3 | 5 | 42 |
| 1 | 4 | Tom Barnard (Lotus/Ford) | 9* | 4 | 3 | 7 | 3 | 4 | 30 | 27 | 4 | 5 | 3 | 39 |
| 2 | 5 | John Bekaert (Jaguar) | — | 1* | 8 | 10 | 9* | — | 28 | 28 | 0 | 4 | 4 | 36 |
| 1 | 6 | John Lawry (Lotus/Ford) | 2 | 6 | 2 | — | 4 | 3 | 17 | 17 | 5 | 3 | 1 | 26 |
| 1 | 7 | G. H. Williamson (Lotus/Ford) | — | — | 8 | — | 6 | 6 | 20 | 20 | 0 | 2 | 0 | 22 |
| 1 | 8 | R. M. Prior (Lotus/Ford) | — | — | 4 | — | 10 | 10 | 14 | 14 | 0 | 0 | 0 | 14 |
| 2 | 9 | P. J. Sargent (Jaguar) | 9* | — | — | — | 3 | — | 13 | 13 | 0 | 0 | 0 | 13 |
| 2 | 10 | R. A. Hudson (Austin Healey) | — | 1 | 4 | — | 4 | — | 8 | 8 | 0 | 0 | 0 | 8 |
| 2 | 11 | C. R. Hanson (Austin Healey) | — | 2 | 2 | 5 | — | — | 9 | 9 | 0 | 0 | 0 | 9 |
| 1 | 12 | D. J. Calvert (Alfa Romeo) | 4 | — | 1 | — | — | — | 5 | 5 | 3 | 0 | 2 | 11 |
| 1 | 13 | D. G. Dixon (M.G.A.) | — | — | 2 | 4 | — | — | 6 | 6 | 1 | 0 | 0 | 8 |
| 1 | 14 | A. N. Ford/J. Fergusson (Elva) | — | 3 | — | 3 | — | — | 6 | 6 | 0 | 0 | 0 | 6 |
| 1 | 15 | A. F. Coakley (Lotus/Ford) | — | — | — | 5 | — | — | 5 | 5 | 0 | 0 | 0 | 5 |
| 1 | 16 | R. C. Green (A.C. Ace) | — | — | — | — | — | — | 0 | 0 | 4 | 0 | 0 | 4 |
| 1 | — | J. Burke (Porsche Carrera) | — | — | — | — | — | — | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | — | H. G. Cutler (Healey Silverstone) | — | — | — | — | — | 1 | 0 | 0 | 0 | 0 | 4 | 4 |
| 2 | 19 | D. G. Wilcocks (Triumph TR3) | — | — | — | — | — | — | 0 | 0 | 0 | 2 | 0 | 2 |
| 1 | 20 | K. W. Mackenzie (M.G.A.) | — | — | — | — | — | — | 1 | 1 | 3 | 0 | 0 | 4 |
| 2 | 21 | R. E. Meredith (Morgan) | — | — | — | — | — | — | 0 | 0 | 2 | 0 | 0 | 2 |
| 2 | — | V. A. Hassall (A.C. Ace) | — | — | — | — | — | — | 0 | 0 | 2 | 0 | 0 | 2 |
| 1 | — | J. Goddard-Watts (Berkeley) | — | 2 | — | — | — | — | 2 | 2 | 0 | 0 | 0 | 2 |
| 1 | — | J. Randall (M.G.A.) | — | — | — | — | — | — | 2 | 2 | 0 | 0 | 0 | 2 |
| 2 | — | R. F. North (Triumph TR3) | — | — | — | — | — | — | 2 | 2 | 0 | 0 | 0 | 2 |
| 2 | 26 | A. M. Kellett (Austin Healey) | — | — | — | — | — | 2 | 2 | 2 | 0 | 0 | 0 | 2 |

Reserves selected to take part in "Three Hours": M. J. Reid (M.G.A.), I. L. Taylor (Triumph TR2), M. R. S. Bond (Frazer-Nash), R. Fitzwilliam/R. Carnegie (M.G.A.).

(1) Up to 1,500 c.c. (2) Over 1,500 c.c. *Fastest lap (1 point).



Main Ford Dealers

FAKENHAM, NORFOLK

SNETTERTON SPEED TABLE— LAP=2.70 MILES

| m.s. m.p.h. | m.s. m.p.h. | m.s. m.p.h. | m.s. m.p.h. | 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 |

EXTRACTS FROM THE RACING REGULATIONS

R.A.C. PERMIT No. R241

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.

OUTSIDE ASSISTANCE.—Competitors are warned that outside assistance, save from officials or a car pit personnel, may render a car liable to disqualification. COLOURED LIGHTS have the same force as flags.

PLEASE AVOID DAMAGE TO THE VALUABLE CROPS AND FARMLAND AROUND THE CIRCUIT

BOSHIER

SERVICE & SALES

DISTRIBUTORS FOR:—

SPRITE CARAVANS · RENAULT & SINGER
CARS · GUY COMMERCIAL VEHICLES

RETAILERS OF

M.G. · MORRIS · DODGE
& MORRIS COMMERCIAL

ALEXANDER-LAYSTALL CONVERSIONS

HEAD OFFICE: CHAPEL FIELD ROAD GARAGES, NORWICH Tel: 21484 (3 lines)

BRANCHES: REEPHAM Tel: 295 · SOUTHWOLD Tel: 2125

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.

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.

Please dispose of your litter at home, NOT here!

SPECIAL OFFER TO PROSPECTIVE MEMBERS

1 Year's Subscription gives you Membership for 18 months.

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"

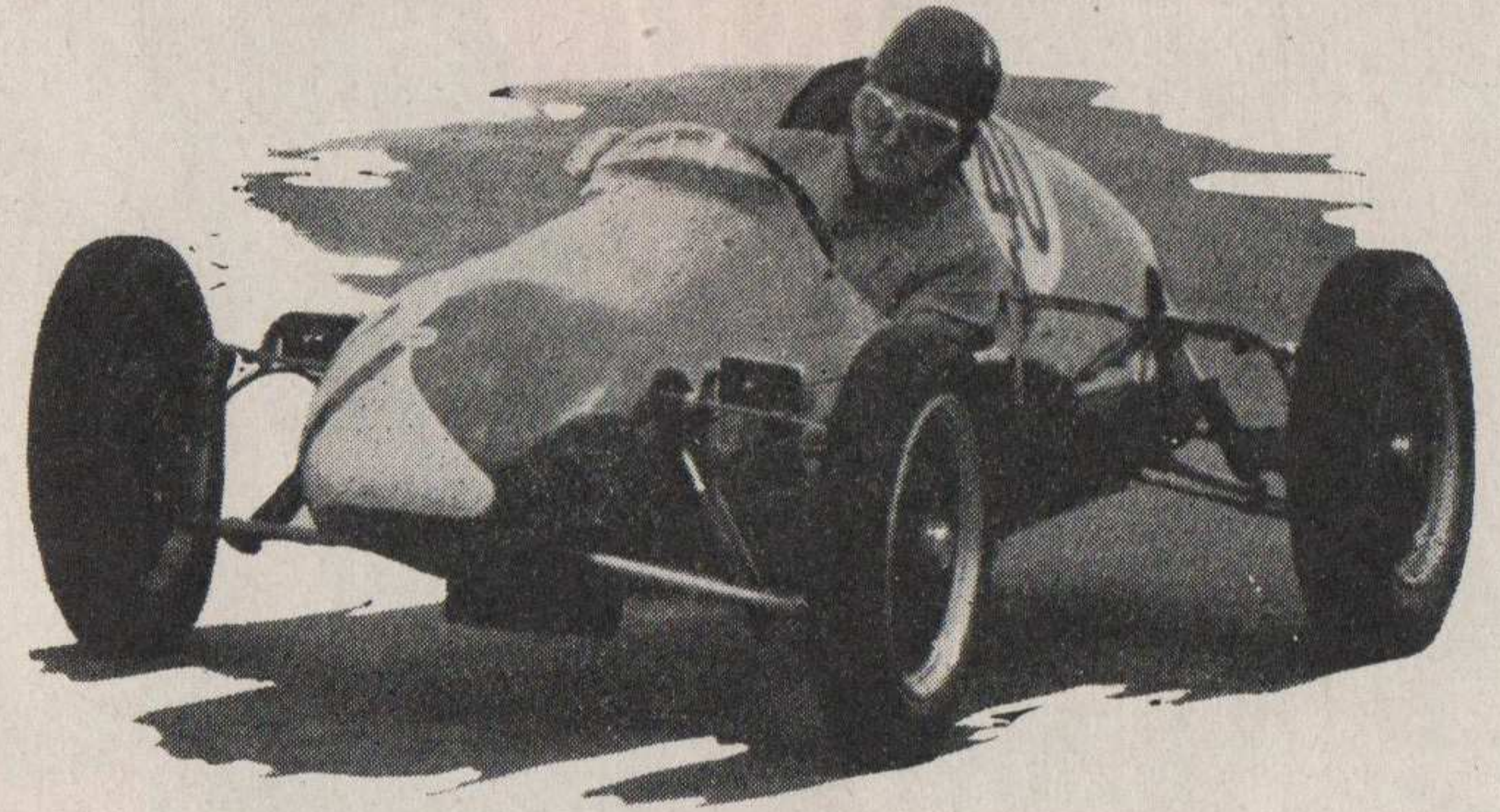
Application Form and Fees to be forwarded to:—

Snetterton Motor Racing Club, East Harling, Norwich

BY JOINING NOW

your subscription will last till April, 1959

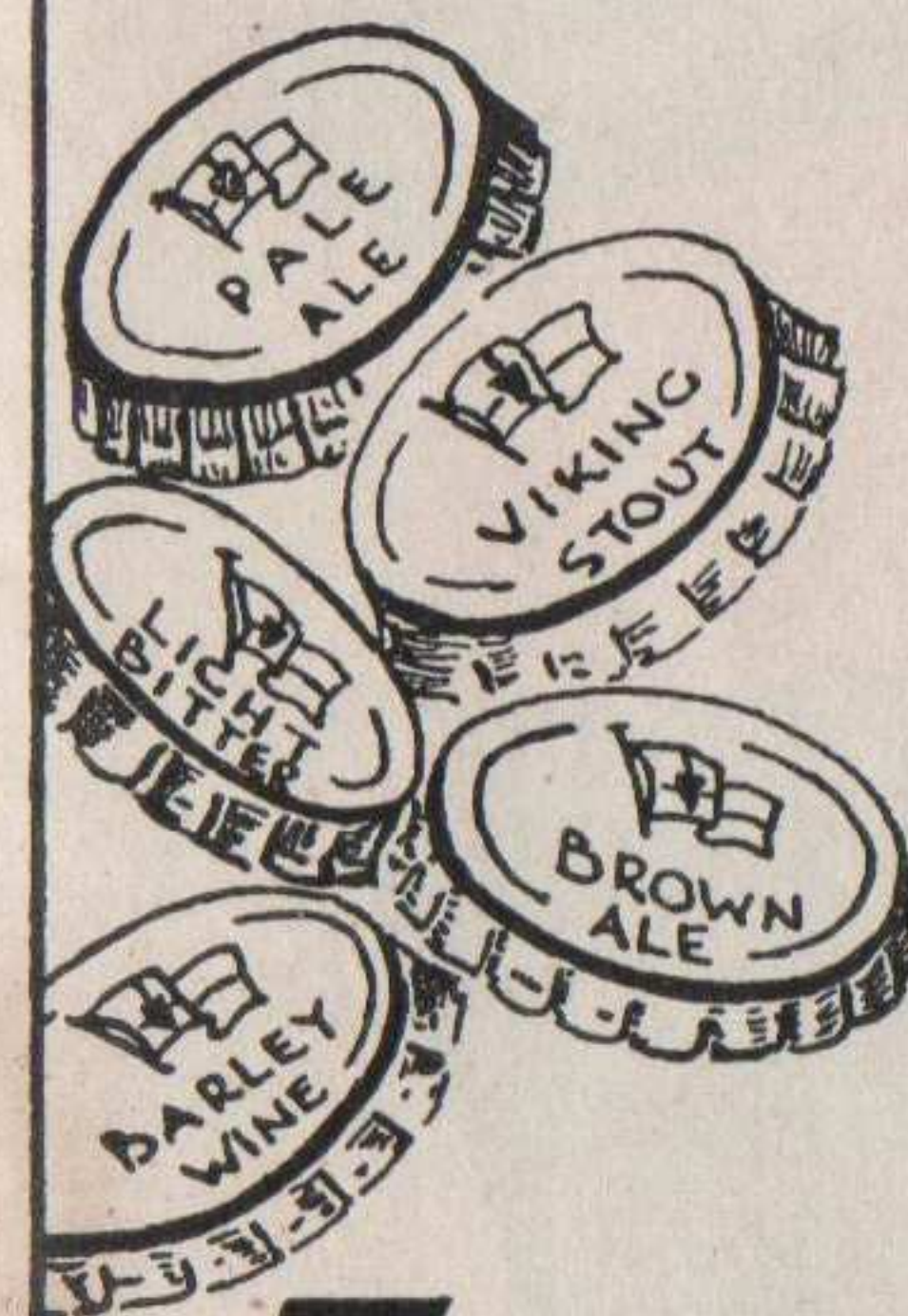
Tony Marsh starts the 1957 season



ahead of
the field
by using



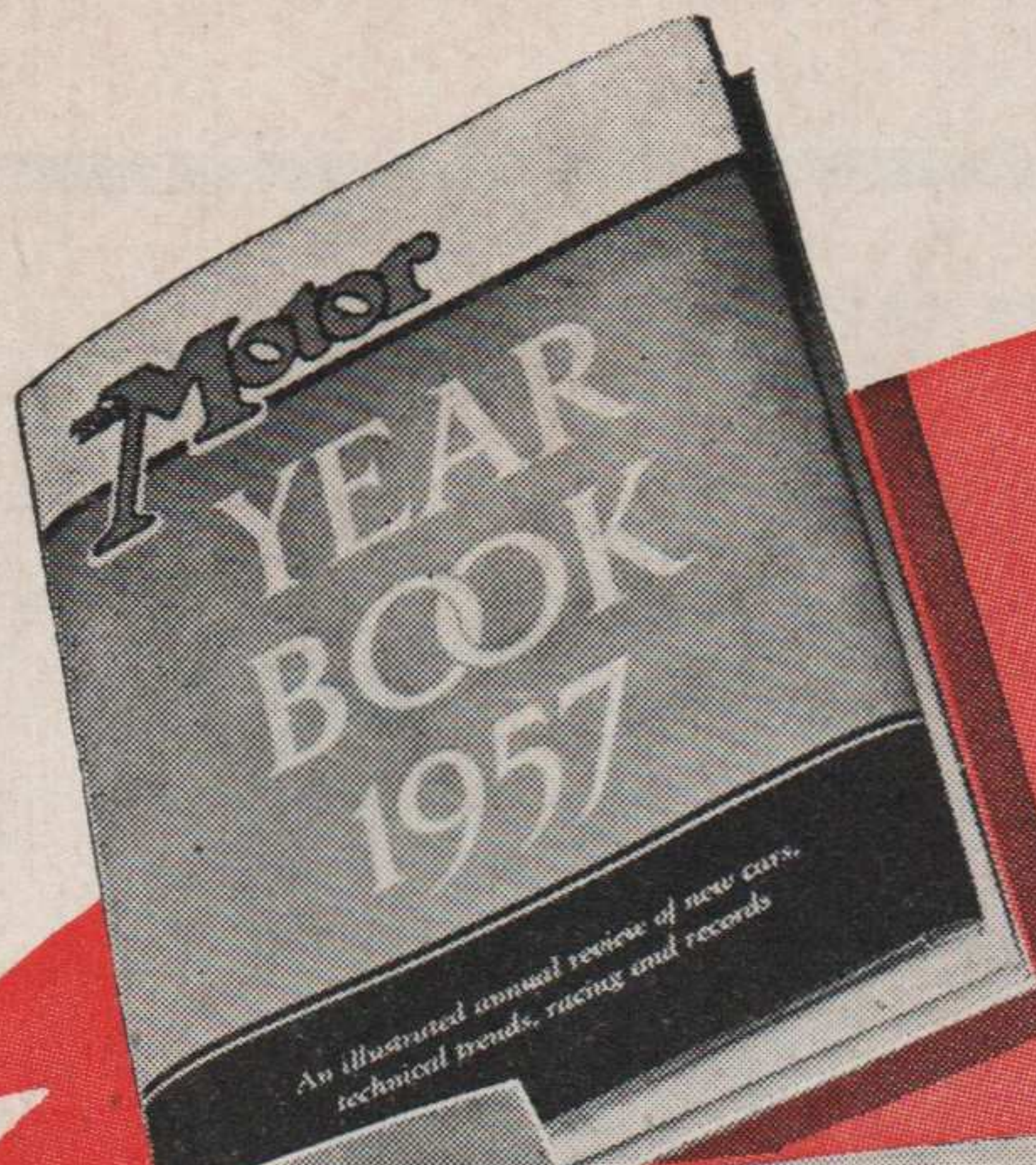
DO YOU?



MORGANS
CAP·THEM·ALL

EAST ANGLIAN ALES

BREWED FROM NORFOLK BARLEY AT NORWICH



The Motor, published every Wednesday is associated with a fine range of books. Here are a few examples, all obtainable from your Bookseller or direct from the Publishers. TEMPLE PRESS LIMITED, Bowling Green Lane, London, E.C.1.

