

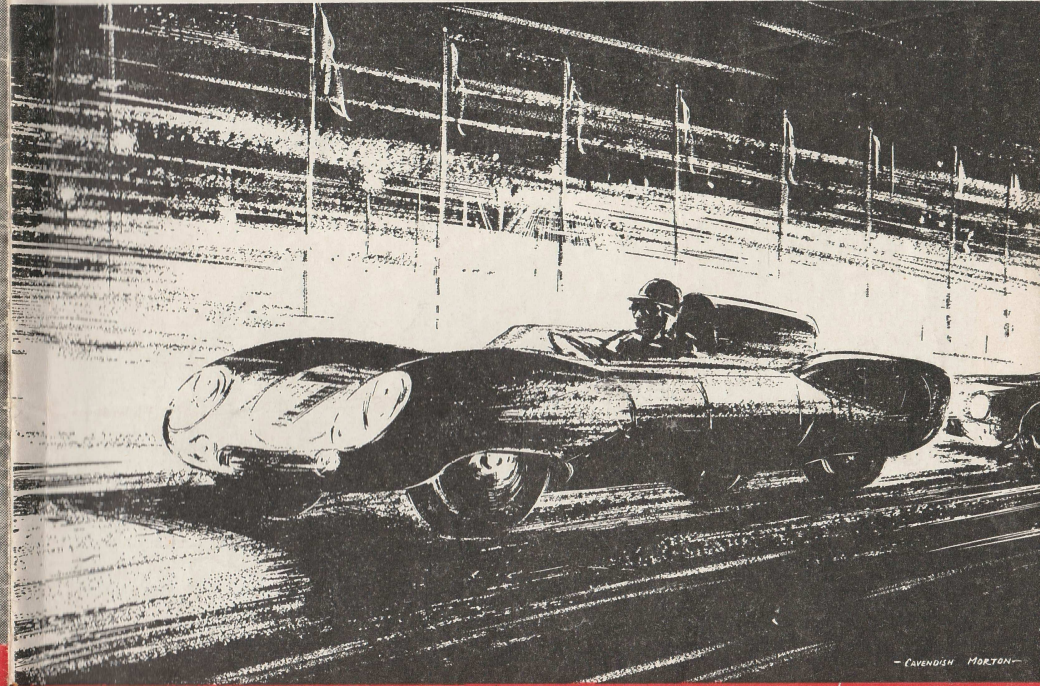


SNETTERTON MOTOR RACING CIRCUIT  
Autosport Series-Production Sports Car Championship Final  
**“THE THREE HOURS”**  
AND SUPPORTING EVENTS

On Saturday, 11th October, 1958

OFFICIAL PROGRAMME 1/6

ORGANISED BY THE SNETTERTON MOTOR RACING CLUB



For sporting events from road to track

WEDNESDAYS 1s

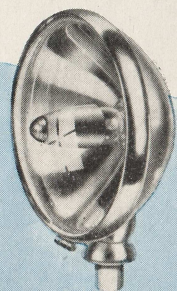
The **Motor**

The **Autocar**

**BEST FROM START TO FINISH**  
FRIDAYS 1s.

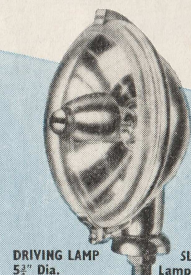
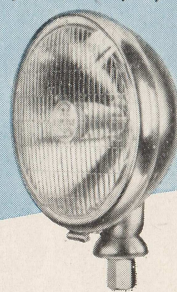


*Whatever the Weather . . . .*

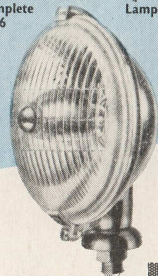


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Complete £5. 5. 0. Lamp only £5.  
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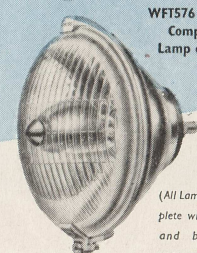
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(All Lamps supplied complete with cable, switch and bracket where necessary).

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## AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP FINAL

# "THE THREE HOURS"

AND SUPPORTING EVENTS

AT THE SNETTERTON CIRCUIT

On Saturday, 11th October, 1958

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. R502.

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

President : CAPT. J. W. N. BUNBURY

### Officials

R.A.C. Steward : JOHN GOTT

S.M.R.C. Stewards : CAPT. J. W. N. BUNBURY, J. L. E. OGIER,  
GREGOR GRANT AND G. E. HORSFALL, M.B.E.

Clerk of the Course : R. RAYNER

Chief Marshal : P. E. HESELTINE

Secretary of the Meeting : OLIVER SEAR  
(to whom all correspondence should be addressed)

Judges of Fact : J. H. SARGINSON, MAJOR J. LAW  
R.A.C. Timekeepers : GEN. A. H. LOUGHBOROUGH, R. CLARKE

C. AUDREY AND A. FAULKNER

R.A.C. Scrutineer : A. SOANES

Commentators : JOHN BOLSTER AND DENIS ALLEN

Medical Officers : DRs. DICKIE, HYDER AND LIPSCOMBE

Chief Paddock Marshal : C. MORTON

The Club wishes to acknowledge their gratitude for the help received  
from the following :

R. C. Edmondson Ltd., Fakenham.

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

Browns Autos, Wisbech.

Course Cars : (Day) Broom Motors, Norwich ; (night) Mr. R. Shackley.

### ACKNOWLEDGMENTS :

All those who are on duty as Marshals at this meeting.  
The British Red Cross Society.

Joseph Lucas for their assistance with course marking.

Joseph Lucas for their assistance with course lighting.

Bosch Ltd. for presentation of Fog Lamp to winner of Three Hour Race.

The manufacturers of "Scotchlite"  
(Minnesota Mining and Manufacturing Co., Wigmore Street, London.

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, carstickers, 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 first event will be at 2 p.m.

- Event 1. A scratch race of 1 hour duration for grand touring and special series saloon cars in the following classes : (a) up to 1300 c.c., (b) 1301-2000 c.c., (c) over 2000 c.c.
- Event 2. Start 3.15 p.m. A 10-lap scratch race for sports cars in two classes. (a) up to 1100 c.c., (b) over 1100 c.c.
- Event 3. Start 4 p.m. THE " THREE HOURS " RACE.

## AWARDS

- Event 1. 1st - £30 and the following class awards : 1st - £20 2nd - £15 (the winner forfeits his class award).
- Event 2. 1st - £30 and the following class awards : 1st - £20 2nd - £15 3rd - £10 (the winner forfeits his class award).
- Event 3. IN ADDITION TO THE AWARDS MADE BY AUTOSPORT, the S.M.R.C. award the following : TO THE OUTRIGHT WINNER OF THE " THREE HOURS " RACE £100, and by courtesy of Messrs. Bosche Ltd., a Fog Lamp, also the following class awards : 1st - £30 2nd - £20 3rd - £15 (the winner forfeits his class award).

The " Autosport " Awards are as follows for Event 3 :—

To the entrant who finishes first in the general classification, £100, the AUTOSPORT Championship Trophy and Replica.

To the entrant who finishes second, £50 and an AUTOSPORT Trophy.

To the entrant who finishes third, £25 and an AUTOSPORT Trophy.

To the entrant who finishes fourth, £10 and an AUTOSPORT Trophy.

To the nominated team of three cars which amasses the greatest aggregate of points during the season, £50, the AUTOSPORT Challenge Team Trophy, and three Replicas.

### Class Awards :

To the entrant of the car in each class finishing highest in the general classification (other than the first four), an AUTOSPORT Trophy and £10.

To second and third, an AUTOSPORT Trophy.

### KEY TO COLOURS

Ct/Gy—Court Grey, Y—Yellow, B—Blue, Gy—Grey, Gy/R—Grey/Red, R—Red, G—Green, W/Blk—White/Black, B.R.G.—British Racing Green, Bge/R—Beige/Red, M—Maroon, Y/Blk—Yellow/Blk, C—Cream, C/B—Cream/Blue, B/W—Blue/White, G/Blk—Green/Blk, S—Silver, A—Aluminium, W/G—White/Green.

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**AUTOSPORT** BRITAIN'S MOTOR  
SPORTING WEEKLY  
FRIDAYS ONE SHILLING AND SIXPENCE MAGAZINE



## EVENT TWO

A 10-LAP SCRATCH RACE FOR SPORTS CARS in two classes  
(a) up to 1100 c.c., (b) over 1100 c.e.

Lap Record for Sports Cars up to 1100 c.c. : Innes Ireland (Lotus Mk. XI) 89.66  
Lap Record for Sports Cars over 1100 c.c. : Ivor Bueb (Lister Jaguar) 95.48

### CLASS A : up to 1100 c.c.

No.	Colour	Driver	Entrant	Car	c.c.
61	G	A. Stacey ...	S. F. Chapman ...	Lotus XI ...	1096
62	G	R. Ashdown ...	S. F. Chapman ...	Lotus XI ...	1096
64	S	J. H. Saunders ...	Driver ...	Elva Mk. 2 ...	1098
65	G	R. N. Prior ...	Driver ...	Lotus Mk. II ...	1098
NS 66	G/Blk	J. Campbell Jones ...	Driver ...	Lotus Mk. XI ...	1098
67	G	R. J. W. Utley ...	Driver ...	Tojeiro-Climax ...	1098
NS 68	B/Y	M. B. McKee ...	Driver ...	Lotus Mk. XI ...	1098
69		J. Seiff ...	Innes Ireland ...	Lotus II ...	1098
NS 70	B/W	Tim Hodges ...	Dorchester Service Station	Lotus Mk. XI ...	1098
63		K. Hall ...	S. F. Chapman ...	Lotus Mk. XI ...	1098
NS 73		K. Greene ...	Gilby Eng. Co. Ltd.	Lotus ...	1098
71	A	R. Fletcher ...	Driver ...	Lotus ...	1084
72	G	P. Riley ...	Driver ...	Lotus Mk. XI ...	1098
74	G	Sqdn. Ldr. G. R. Candy	Halton Stables ...	Halton-Tojeiro ...	1098
75	B	E. T. Heath ...	Innes Ireland ...	Lotus Mk. XI ...	1098
84	S	David Piper ...	Driver ...	Lotus Mk. XI ...	1098

### CLASS B : over 1100 c.c.

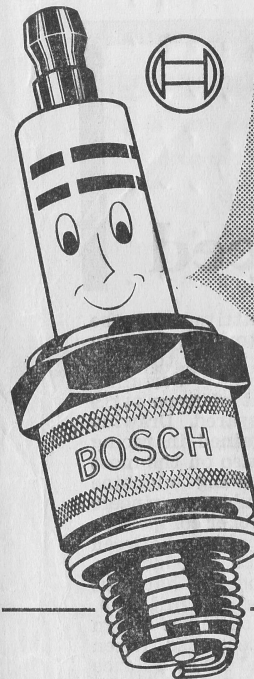
76	R	R. F. Anderson ...	Driver ...	A.C. Bristol ...	1971
77	G	J. Dalton ...	Driver ...	Aston Martin ...	2922
NS 78	B	R. F. Bloxam ...	Driver ...	Aston Martin ...	2922
79	G	B. Halford ...	Driver ...	Lister Sports ...	3442
NS 80	G	P. Mould ...	Driver ...	Jaguar "D" type ...	3442
81	Gy	J. Bekaert ...	Driver ...	H.W.M. Jaguar ...	3442
NS 82		B. Naylor ...	Driver ...	J.B.W. Sports ...	1993
83		G. Hill ...	Team Lotus ...	Lotus ...	1991

### LAP SCORING CHART

	1	2	3	4	5	6	7	8	9	10
1	79	79	83							
2		83	79							
3		66								
4		79		79		77	68			
5		83		63		63	63			
6			62			62	77	77		
7			84			81	81	81		
8			69			84				

1st..... 2nd..... 3rd..... Winner's Speed..... Fastest Lap.....

**AUTOSPORT** BRITAIN'S MOTOR SPORTING WEEKLY  
FRIDAYS ONE SHILLING AND SIXPENCE MAGAZINE



What's the use of being  
a sparking plug

IF YOU CAN'T BE A

# BOSCH

SPARKING PLUG ?

And what's the use of being a fog lamp, windscreen wiper, horn and a whole wide range of electrical equipment unless your name's Bosch? After all, Bosch accessories last longer and they're more effective, more economical. It's a good name to have. Ask any Bosch owner.

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# MORGANS

CAP THEM ALL

## EAST ANGLIAN ALES

BREWED FROM NORFOLK BARLEY AT NORWICH

# Racing *does* improve the breed

As long ago as 1920 the Avon Company was building tyres for racing—realising then that the development of more and more horsepower presented a challenge to their technical and manufacturing resources.

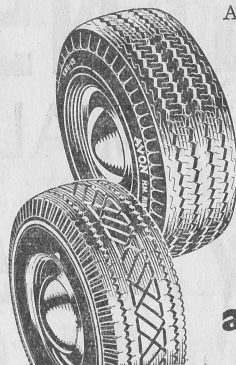
In 1928 Kaye Don won the R.A.C. Tourist Trophy on Avon tyres at an average speed of just over 64 m.p.h. In the 1956 Le Mans race, Stirling Moss and Peter Collins drove their David Brown Aston Martin to finish 1st in its class (2nd in the general classification) over a distance of 2,497 miles in 24 hours at an average speed of 104 m.p.h.—*on the same, unchanged set of Avon tyres!*

In the 1957 season Aston Martin claimed still more major victories, and currently hold six absolute sports car lap records—at Sicily (Targa Florio), Sebring, Oulton, Goodwood, Aintree & Nurburgring.

This tremendous advance highlights the achievement of the David Brown Aston Martin over recent years, and reflects the

ever progressive attitude of the whole of the motor industry in its constant striving towards greater improvement. Certainly in the development of Avon tyres no effort has been spared. Drawing upon experience gained in racing and rallying, and also on the most advanced tyre testing machine in Europe, Avon rubber engineers have formulated rubber compounds which strike the balance between the softness which produces a leech-like grip, and the hardness essential to higher mileage. Scientific calculation in the design of the Avon carcass has taken the place of trial and error. Science has also superseded fashion in the design of Avon treads. And Avon technical superiority, so ably demonstrated by racing successes, is applied to the whole range of Avon car tyres.

It is significant that Aston Martin now fit Avon on all their production cars. It is significant that more and more motorists everywhere are turning to Avon for greater safety and, above all, higher mileage.



Fit **AVON**

H·M

and get higher mileage

## EVENT THREE

### THE AUTOSPORT "THREE HOURS" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP FINAL

Run in three classes (a) up to 1000 c.c. (b) 1001-1600 c.c., (c) 1601-3500 c.c.

#### CLASS A : up to 1000 c.c.

No.	Colour	Driver	Entrant	Car	c.c.
1	G	R. A. Jameson ...	Driver ...	Berkeley ...	492
2	G	J. I. Goddard Watts ...	Driver ...	Berkeley ...	492
3	B.R.G.	A. J. Nurse ...	Driver ...	Turner ...	972
4	G	B. A. M. Gilbert ...	Driver ...	Turner ...	948
5	B	J. P. Baldam ...	Driver ...	Turner ...	948
6	Y	M. McKee ...	Mann Egerton & Co. Ltd.	Austin Healey Sprite	948

#### CLASS B : 1001-1600 c.c.

7	G	I. Walker ...	Driver ...	Lotus Elite	1220
8	G	J. Lawry ...	Equipe Arden	Lotus Elite	1220
9	Gy	P. D. Gammon ...	Driver ...	Elva Courier	1498
10	G	Wing Cdr. K. W. Mackenzie	Ecurie Chiltern	M.G.A.	1489
11	S	C. W. Lawson ...	Driver ...	Porsche ...	1582
12	G	J. P. Fergusson ...	Driver ...	Elva Courier	1489
14	G	C. P. Tooley ...	Driver ...	M.G.A.	1489
15	R	J. A. P. Trafford ...	Driver ...	M.G.A.	1489
16	W	R. Vincent ...	Driver ...	M.G.A.	1489
17	R	D. G. Dixon ...	Ecurie Chiltern	M.G.A.	1489
18	W/G	T. Entwistle ...	Driver ...	M.G.A.	1489

#### CLASS C : 1601-3500 c.c.

19	W	S. A. Hurrell ...	Driver ...	Triumph TR3	1991
20	G	L. Taylor ...	Driver ...	Triumph TR2	1991
21	G	J. R. Stoop ...	Driver ...	Frazer Nash	1971
22	G	W. E. Wilks ...	Driver ...	Frazer Nash	1971
23	G	M. E. S. Bond ...	Ecurie Chiltern	Frazer Nash	1971
24	G	J. Dashwood ...	Driver ...	Frazer Nash	1971
25	G	C. R. Hanson ...	Team Triple S	Austin Healey	2662
26	C/B	D. Protheroe ...	Driver ...	Austin Healey	2662

Nos. 6 & 18 are competing by invitation and are not in the "Autosport Championship."

1957 Winner: KEN RUDD, A.C. Bristol

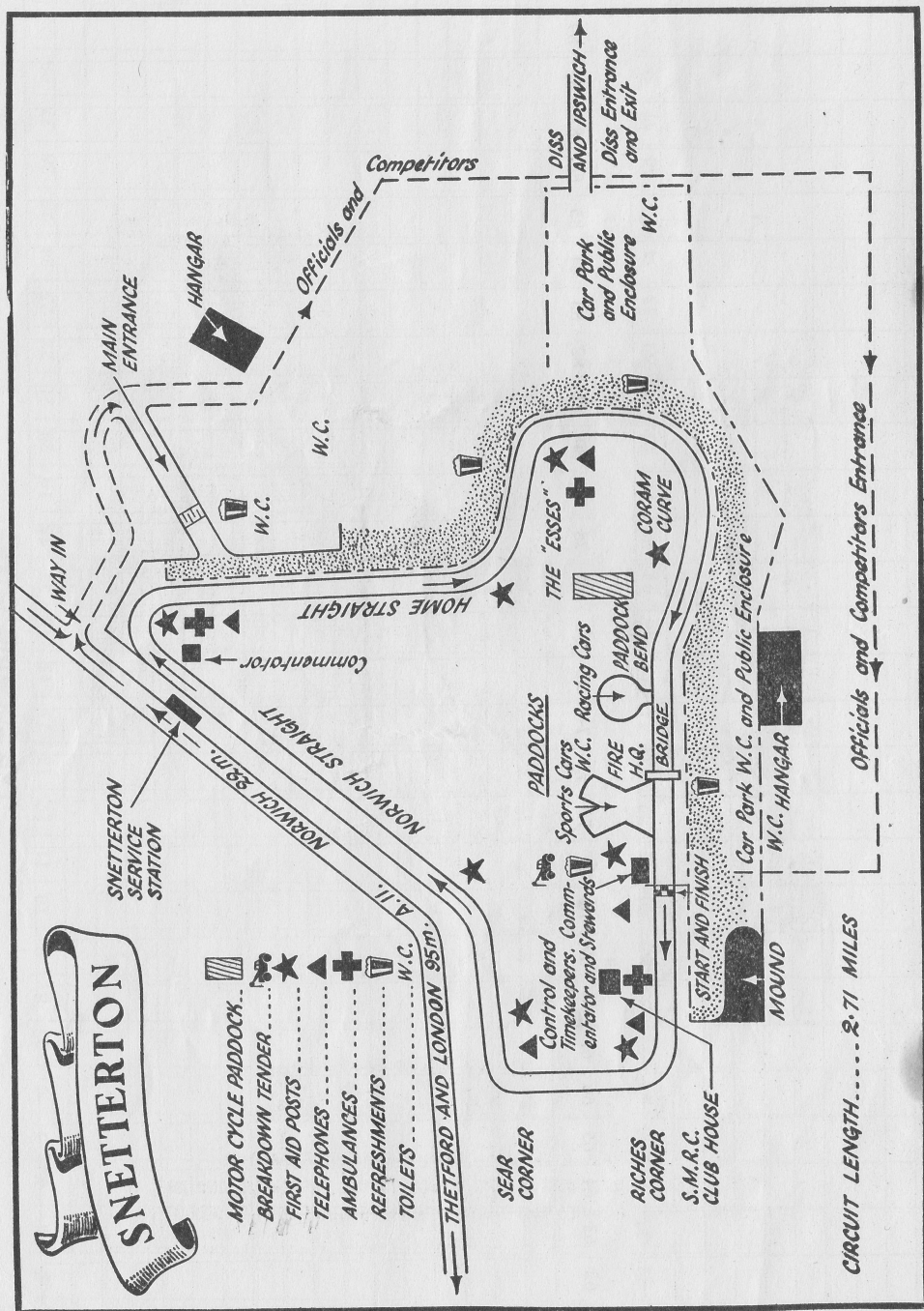
1st *21 Hawry* 2nd *23 Bond* 3rd *29 Wilks* 4th *19 Murch*

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

Class Winners .....

**AUTOSPORT** BRITAIN'S MOTOR SPORTING WEEKLY  
FRIDAYS ONE SHILLING AND SIXPENCE MAGAZINE





when  
 high performance  
 counts ...



you  
 can rely on

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# 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.

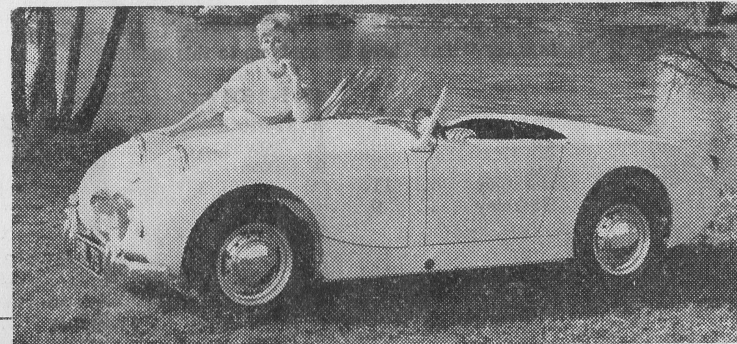
It was touch and go in the Spring of 1955 when yet another strike of printers caused the suspension of publication by practically every weekly periodical. However, "Autosport" transferred itself to Paris and printed there till the strike was settled.

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** BRITAIN'S MOTOR  
FRIDAYS ONE SHILLING AND SIXPENCE SPORTING WEEKLY  
MAGAZINE



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**"AUTOSPORT" CHAMPIONSHIP**

Placings for "The Three Hours" up to this meeting

**Up to 1000 c.c. :**

1. Baldam ... .. Turner ... 48
2. Nurse ... .. Turner ... 40
3. Gilbert ... .. Turner ... 38
4. Jameson ... .. Berkeley ... 11
5. Goddard-Watts ... .. Berkeley ... 9

**1001-1300 c.c. :**

1. Walker ... .. Elite ... .. 54
2. Lawry ... .. Elite ... .. 22

**1301-1600 c.c. :**

1. Gammon ... .. Elite ... .. 37
2. MacKenzie ... .. M.G.A. ... .. 30
3. Hayles ... .. M.G.A. ... .. 21
4. Fergusson ... .. Elva ... .. 20
5. Lawson ... .. Porsche ... .. 16
6. Tooley ... .. M.G.A. ... .. 9

**1301-1600 c.c.—continued**

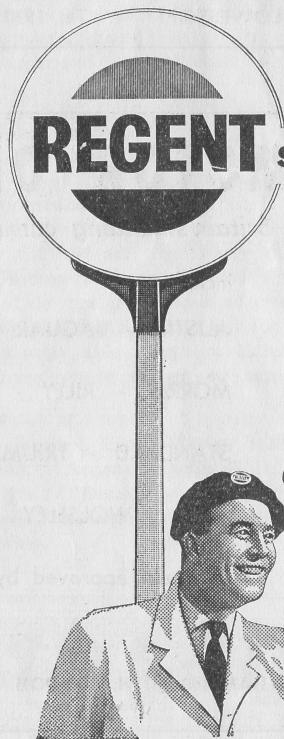
7. Trafford ... .. M.G.A. ... .. 8	
8. Vincent ... .. M.G.A. ... .. 5	
9. Dixon ... .. M.G.A. ... .. 4	
No. 3, Hayles (non-runner)	

**Over 1600 c.c. :**

1. Protheroe ... .. Austin Healey ... 49
2. Stoop ... .. Frazer Nash ... 39
3. Hanson ... .. Austin Healey ... 30
4. Wilks ... .. Frazer Nash ... 23
5. Bond ... .. Frazer Nash ... 21
6. Dashwood ... .. Frazer Nash ... 11
7. Hurrell ... .. Triumph ... .. 5
8. Taylor ... .. Triumph ... .. 1

**By Invitation :**

T. Entwistle ... .. M.G.A.
M. McKee ... .. Austin Healey Sprite



**REGENT stations  
serve you well**

*DRIVE IN FOR*

**Quick  
Cheerful  
Service**



**THIS IS  
AUTOBRITE  
WEATHER!**

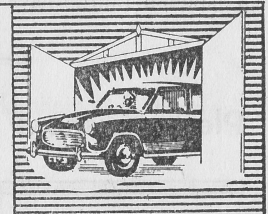
**DUST....GRIT....** Dust and Grit act like sand-paper on your cellulose, lays on roads waiting to hit into your coachwork and chromium at killing velocity. Just imagine motoring at 45 m.p.h. into a headwind of 25 m.p.h. Your car suffers a 70 m.p.h. bombardment every yard you drive !!!

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**5/-**  
**ENOUGH FOR  
3 CARS!**

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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**

SNETTERTON SPEED TABLE—1 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. R/512

**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.

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