

SNETTERTON MOTOR RACING CIRCUIT

Autosport Series-Production Sports Car Championship Final

“THE THREE HOURS”

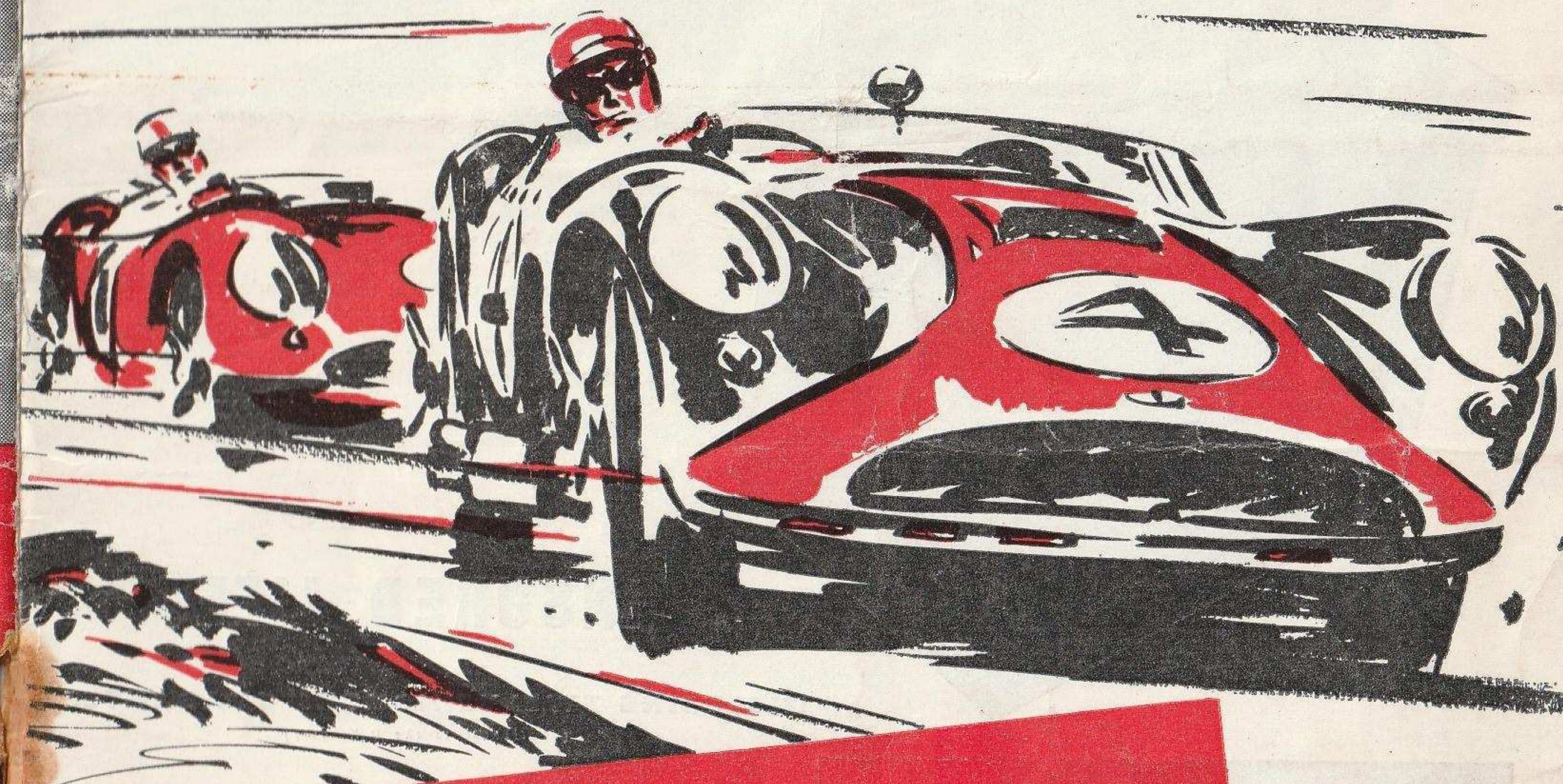
AND

FORMULA I & II RACE

On Saturday, 10th October, 1959

OFFICIAL PROGRAMME 2/-

ORGANISED BY THE SNETTERTON MOTOR RACING CLUB



First for the facts

Wednesdays 1s

The Motor

The Autocar

BEST
FROM START TO
FINISH

FRIDAYS 1s

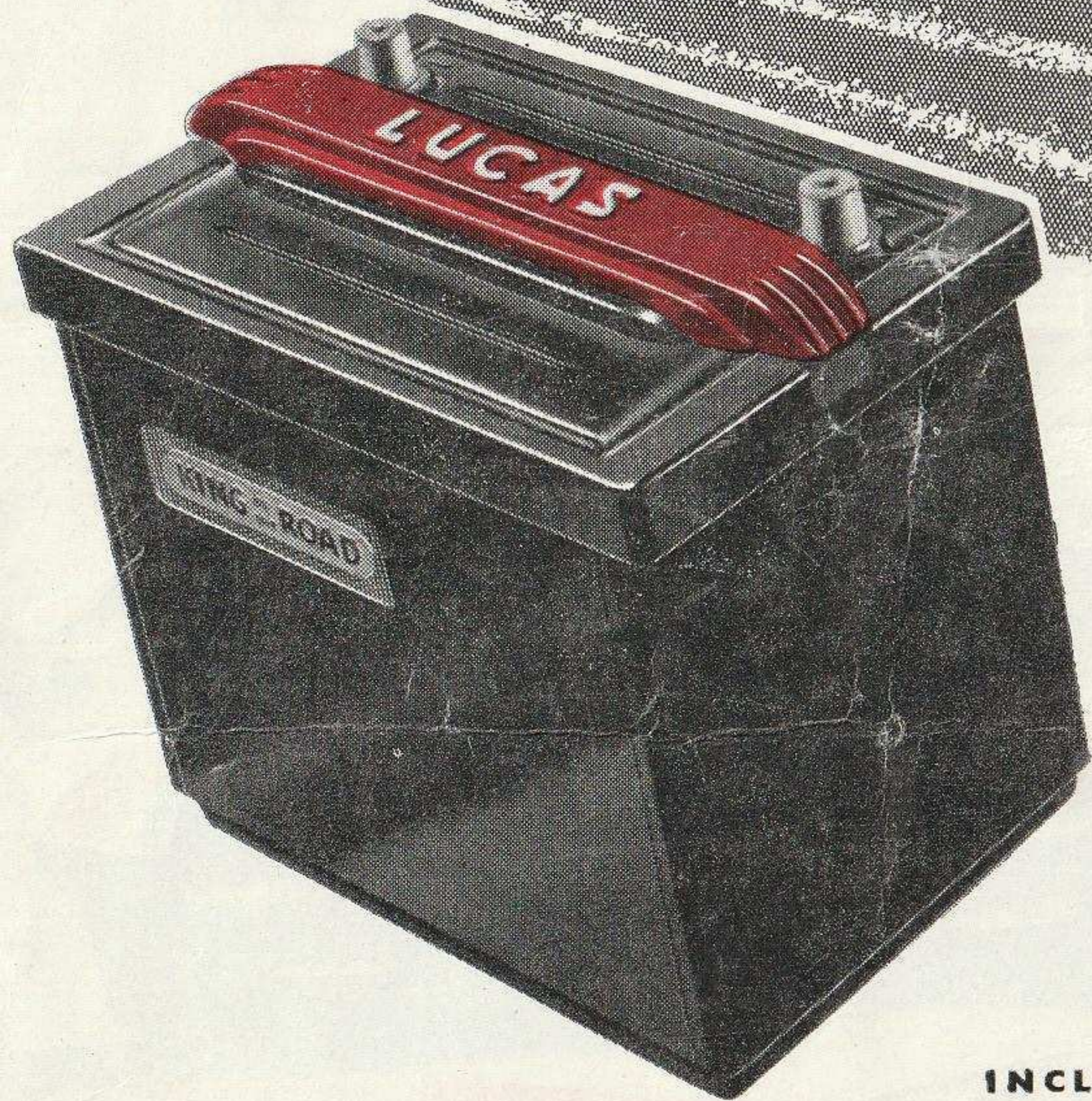
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Patented streamlined top • easy to clean

One piece manifold venting system • easy servicing • no lost plugs

Anti-splash guards prevent acid surging • act as acid level indicator

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NEW
FEATURES**



The New 'S' Range of Batteries provides the ideal replacement for all vehicles using 12 volt 7 or 9 plate batteries.

At any time after the initial twelve months free warranty period and within two years of purchase any garage can exchange your Lucas Car Type Battery irrespective of where it was purchased for a new one at a cost proportionate to the length of service. Ask your local garage for full details.

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INSURED LIFE**

INCLUDING TWELVE MONTHS GUARANTEE

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LUCAS S RANGE BATTERIES

AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP FINAL

"THE THREE HOURS"

AND

FORMULA I & II RACE

AT THE SNETTERTON CIRCUIT

On Saturday, 10th October, 1959

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. R790

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

President : CAPT. J. W. N. BUNBURY

Officials

R.A.C. Steward : D. H. DELAMONT

S.M.R.C. Stewards : CAPT. J. W. N. BUNBURY, J. L. E. OGIER,
SIR JAMES SCOTT-DOUGLAS, R. R. PARNELL

Clerk of the Course : P. E. HESELTINE

Chief Marshal : P. LACEY

Secretary of the Meeting : OLIVER SEAR

Race Day Secretary : C. MORTON

Judges of Fact : J. H. SARGINSON, MAJOR J. LAW, JIM RUSSELL

R.A.C. Timekeepers : H. W. SHUTTLEWORTH, V. C. AUSTIN, R. ALCOCK,
A. FAULKNER, F. A. LANE

R.A.C. Scrutineer : A. SOANES

Commentators : JOHN BOLSTER, DENIS ALLEN AND W. BARLOW

Medical Officers : DRs. DICKIE, HYDER, LIPSCOMBE AND HAMMERTON

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

Mr. Gregor Grant and the staff of "Autosport"

R. C. Edmondson Ltd., Fakenham

E. E. Smith & Sons Ltd., Attleborough

Browns Autos, Wisbech

Course Cars : Boshier of Norwich Ltd.

All those who are on duty as Marshals at this meeting
The British Red Cross Society and St. John Ambulance Brigade

Joseph Lucas for their assistance with course marking

Joseph Lucas for their assistance with course lighting

Shell-Mex & B.P. Ltd.

Esso Petroleum Co. Ltd.

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

The Snetterton Motor Racing Club

LADIES AND GENTLEMEN,

Another season comes to a close at Snetterton, and as in the case of the last two years, we are pleased to offer you the only race meeting in the country to run into the dark hours. The "Autosport" Three Hours miniature Le Mans. This event is rapidly becoming a minor classic in the racing calendar, for it combines with it the stamina of a long distance race without being long enough for spectators to lose interest in what is happening. The "Autosport" Championship is a true amateur racing venture, and all enthusiasts are grateful to Gregor Grant for his enthusiastic support for this event.

The S.M.R.C. have taken the "in for a penny in for a pound" view of this meeting and no trouble or expense has been spared to bring you the best available entry for the Formula I and II race. We welcome old friends back to Snetterton, especially Jack Brabham, Roy Salvadori, neither of whom have visited us since 1956. With André Pilette and Lucia Bianchi the entry list looks "International"—and why not?

Welcome to B.R.M., to Team Lotus—to you all!

Yours faithfully,

OLIVER SEAR,
Hon. Secretary.

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.
1.36	101.	1.53	86.0	2.10	74.8	2.27	66.1
1.37	100.	1.54	85.3	2.11	74.2	2.28	65.7
1.38	99.0	1.55	84.5	2.12	73.6	2.29	65.2
1.39	98.1	1.56	83.8	2.13	73.1	2.30	64.8
1.40	97.2	1.57	83.1	2.14	72.5	2.31	64.6
1.41	96.3	1.58	82.4	2.15	72.0	2.32	63.9
1.42	95.4	1.59	81.7	2.16	71.5	2.33	63.5
1.43	94.4	2.00	81.0	2.17	71.0	2.34	63.1
1.44	93.5	2.01	80.3	2.18	70.4	2.35	62.7
1.45	92.6	2.02	79.7	2.19	69.9	2.36	62.3
1.46	91.8	2.03	79.0	2.20	69.4	2.37	61.9
1.47	90.9	2.04	78.4	2.21	69.0	2.38	61.5
1.48	90.0	2.05	77.8	2.22	68.5	2.39	61.1
1.49	89.2	2.06	77.2	2.23	68.0	2.40	60.7
1.50	88.4	2.07	76.5	2.24	67.5	2.41	60.3
1.51	87.6	2.08	75.9	2.25	67.0	2.42	60.0
1.52	86.8	2.09	75.3	2.26	66.6	2.43	59.6

The 100 m.p.h. lap is 1 m. 37 s.

AUTOSPORT
FRIDAYS ONE SHILLING AND SIXPENCE

BRITAIN'S MOTOR
SPORTING WEEKLY
MAGAZINE

PROGRAMME

The first event will be at 3 p.m.

Event 1. A 25-lap scratch race for cars conforming to the International Formula I with a class for Formula II cars.

Event 2. Start 4.30 p.m.

The Final of the "Autosport" Championship, the "Three Hours" race.

AWARDS

Event 1. Trophies to the winners of both Formula I and II sections and an engraved silver tankard to every competitor who finishes.

Event 2. The "Three Hours" in addition to the awards presented by "Autosport" the S.M.R.C., will give the following:

To the outright winner of the "Three Hours" £100.

To each class the following: 1st £25; 2nd £15; 3rd £10.

The "Autosport" awards for the Championships will be as follows:—

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 entrant who nominates a team of three entries which amasses the greatest aggregate of points in the general classification, £50, the AUTOSPORT Challenge Team Trophy, and three replicas.

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

Promoters in any race in the competition may offer additional awards in respect of that race.

If through unforeseen circumstances the competition has to be abandoned before its completion awards will be made at the discretion of AUTOSPORT.

Points Values for Final Three Hours' Race: 1st—24 pts.; 2nd—18 pts.; 3rd—14 pts.; 4th—10 pts.; 5th—6 pts.; 6th—4 pts.; All finishers 2 pts.

FLAG SIGNALS

RED—Signal for 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**—Take care, oil has been spilt somewhere on the road.

WHITE—An ambulance or service car is on the circuit.

BLACK shown with number—Signal for car bearing that number to stop at pits on next lap.

BLACK with **WHITE CHEQUERED**—Signal for end of race.

COLOURED LIGHTS have the same force as flags.

EVENT ONE

LAP RECORD : B. Naylor, J.B.W. Maserati 98.99 m.p.h.

A 25 LAP SCRATCH RACE FOR CARS CONFORMING TO THE INTERNATIONAL FORMULA I WITH A CLASS FOR FORMULA II CARS.

No.	Colour	Driver	Entrant	Car	c.c.
1	G	Jack Brabham	Driver	Cooper Racing	2200
2	G	Ron Flockhart	Owen Racing Organisation	B.R.M. Racing	2491
3	G	To be nominated	Owen Racing Organisation	B.R.M. Racing	2491
4	G	Innes Ireland	Team Lotus	Lotus F. I	2494
5	G	Graham Hill	Team Lotus	Lotus F. I	2494
6	G	David Piper	Dorchester Ser. Stn.	Lotus	2000
7		Bruce Halford	Horace Gould	Maserati F. I	2514
8	Gy	I. Raby	Empire Cars Ltd.	Hume Cooper	1720
9	B	Chris Summers	Equipe Arden	Cooper F. II	1500
10	B.R.G.	Dennis Taylor	Driver	Lotus F. II	1475
11	B.R.G.	R. Salvadori	G. T. Atkins	Cooper Maserati F. I	2500
12	G/R	Chris Bristow	Yeoman Credit Racing Team	Cooper-Borgward	1488
14	G/Y	Ronald Carter	Driver	Cooper Climax	1475
15	G/R	K. Y. Twisk	Tulip Stable	Cooper Climax	1475
16	G	Brian Whitehouse	Westmount Garage	Cooper F. II	1475
17	G	George Wicken	Wincheap Racing Associates	Cooper F. II	1475
18	Blk	Trevor Taylor	Ace Garage, Rotherham	Beart Cooper F. II	1475
19	G	Dick Gibson	Driver	Cooper Climax F. II	1475
20	G	Keith Greene	Gilby Eng. Co. Ltd.	Cooper F. II	1475
21	G	Tim Parnell	R. H. H. Parnell	Cooper F. II	1475
22	Y	André Pilette	Equipe Nationale	Cooper Climax	1500
23	Y	Lucia Bianchi	Equipe Nationale	Cooper F. II	1500
24	S/G	M. B. McKee	Jim Russell	Cooper F. II	1475
25	B	M. J. Parkes	Driver	Fry F. II	1475

KEY TO COLOURS

A—Aluminium, Blk.—Black, Blk./W—Black and White, Blk./R—Black and Red, B—Blue, B/R—Blue and Red, B.R.G.—British Racing Green, C—Cream, C/B—Cream and Blue, G—Green, G/Gd—Green and Gold, G/R—Green and Red, G/S—Green and Silver, Gy—Grey, Gy/R—Grey and Red, L.B—Light Blue, M—Maroon, M/R—Maroon and Red, M.B—Midnight Blue, P.B.—Pale Blue, P.A—Polished Alloy, R—Red, S—Silver, W—White, P/Gy—Pearl Grey, G/C—Green Check, B/S—Blue Silver, Gy/B—Grey Blue, Bg—Beige, Bg/R—Beige Red, Chl—Charcoal.

JOIN THE SNETTERTON MOTOR RACING CLUB

APPLICATION FORM ON PAGE 19

AUTOSPORT

FRIDAYS ONE SHILLING AND SIXPENCE

BRITAIN'S MOTOR SPORTING WEEKLY MAGAZINE

LAP SCORING CHART

Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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FORMULA I 1st
 FORMULA II 1st
 2nd
 3rd
 Winner's Speed 103.85
 Winner's Speed 95.17
 Fastest Lap 40.3
 Fastest Lap 1.2
 33.6

when
high performance
counts . . .



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EFFORTLESS CONTROL with

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THE *molydisulphide* OIL-SUPPLEMENT

Friction—metal against metal—is the hidden enemy in every car. Now, friction is banished easily, quickly, by amazing MOLYSLIP. Use it and you will feel the difference . . . fingertip steering control, gears sliding home at a touch and greater, livelier power under your foot. One treatment gives you months of this new velvet smooth motoring.

Even the best oils gain extraordinary lubrication characteristics when MOLYSLIP is added. It's the molydisulphide that makes the difference; all moving parts become 'plated' with minute gliding layers of this indestructible substance forming a friction-free cushion between bearing surfaces. It prevents wear and enables parts to mesh together effortlessly, noiselessly.

Look what MOLYSLIP does . . .

- IN GEARBOX: eliminates stiffness—gives whisper-light gear change.
- IN STEERING BOX: makes steering effortless—ensures quicker, safer control.
- IN BACK AXLE: cuts down mechanical noise—increases life.
- IN ENGINES: assists 'running in'—gives 'supertuned' performance—cuts repair and overhaul costs.



MOLYSLIP (G) for gearbox, steering
and back axle. 10 oz. easy injection polythene flask
(sufficient for all three) 15/-

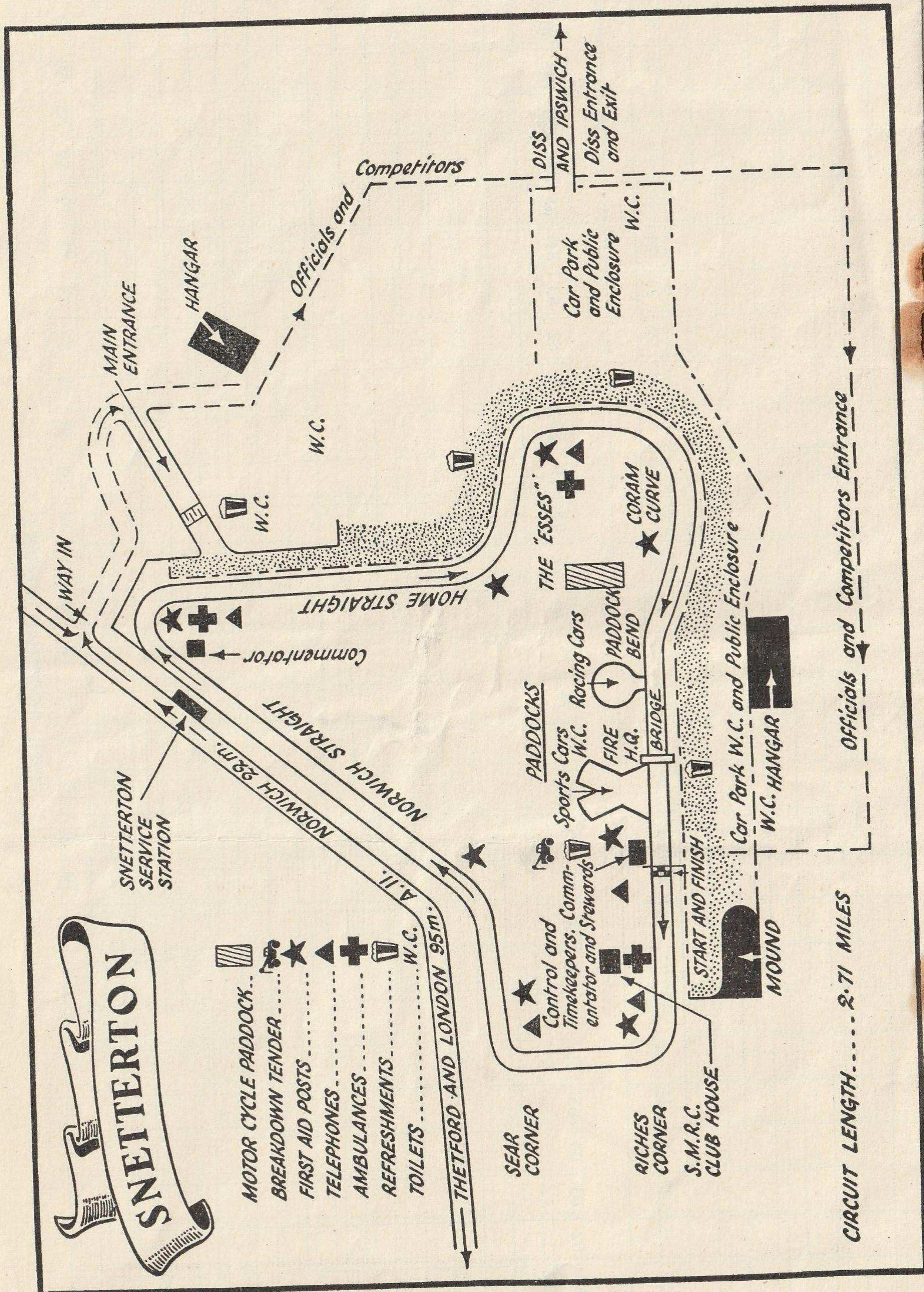
MOLYSLIP for engine:
10 oz. tin 15/-.

Smooth . . . effortless . . . friction-free
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JACOBS, (Mill Garage), Woodford
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AUTOSPORT Series Production Sports Car Championship 1959

"THREE HOURS" RACE

Placings up to this meeting

Class A (up to 1,000 c.c.)			Class C (1,301-1,600 c.c.)—cont.		
		pts.			pts.
1.	J. H. Gaston ...	48	5.	K. P. Tomei ...	16
2.	F. R. Gerard ...	44	6.	G. Baird ...	14
3.	K. W. MacKenzie ...	24	7.	A. M. James ...	13
4.	B. A. M. Gilbert ...	22	Class D (1,601-2,000 c.c.)		
5.	C. P. Tooley ...	21	1.	R. Stoop ...	44
6.	A. J. Furse ...	13	2.	E. J. B. Mitchell ...	36
7.	J. I. Goddard Watts ...	11	3.	J. G. Tallis ...	32
Class B (1,101-1,300 c.c.)			4.	J. McKechnie ...	22
1.	J. H. D. Whitmore ...	40	5.	T. Lanfranchi ...	20
2.	J. Clark ...	30	6.	P. H. Sutcliffe ...	17
3.	R. Vincent ...	21	7.	R. Staples ...	16
4.	R. M. Shepherd Barron ...	18	8.	A. C. W. Belcher ...	16
Class C (1,301-1,600 c.c.)			Class E (Over 2,000 c.c.)		
1.	J. P. Fergusson ...	40	1.	D. Protheroe ...	40
2.	W. E. Needham ...	32	2.	Sir Gawaine Baillie ...	29
3.	M. Wayne ...	30	3.	J. G. Sears ...	27
4.	C. Meek ...	24	4.	C. R. Hanson ...	14

RESERVES :

T. Entwistle (c) ; I. L. Taylor (c) ; C. R. Wood (a) ; A. McKechnie (a) ; D. Dixon (c) ;
M. B. Baring (a) ; R. G. Falconer (a).

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 organization 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 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.

AUTOSPORT

FRIDAYS ONE SHILLING AND SIXPENCE

BRITAIN'S MOTOR
SPORTING WEEKLY
MAGAZINE

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DUCATI
SPORTS MODELS

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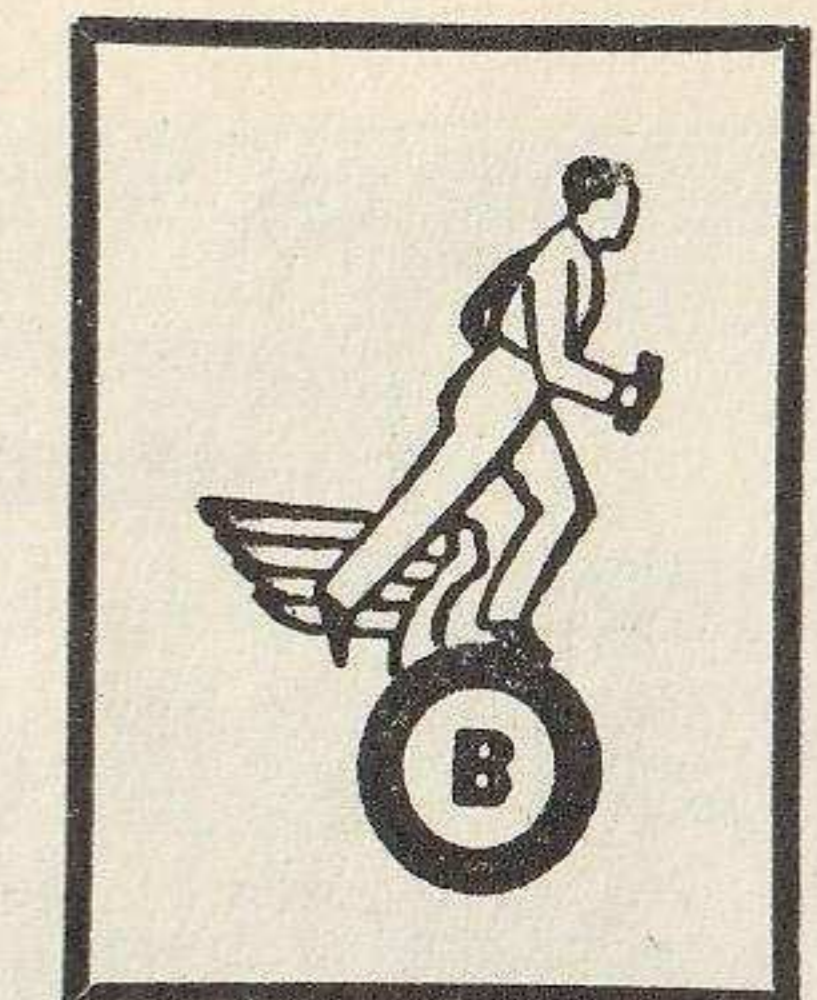
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THE SNETTERTON MOTOR RACING CLUB

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.

Yours faithfully,

OLIVER SEAR,
Hon. Secretary.



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The Snetterton Motor Racing Club

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Permanent Address.....

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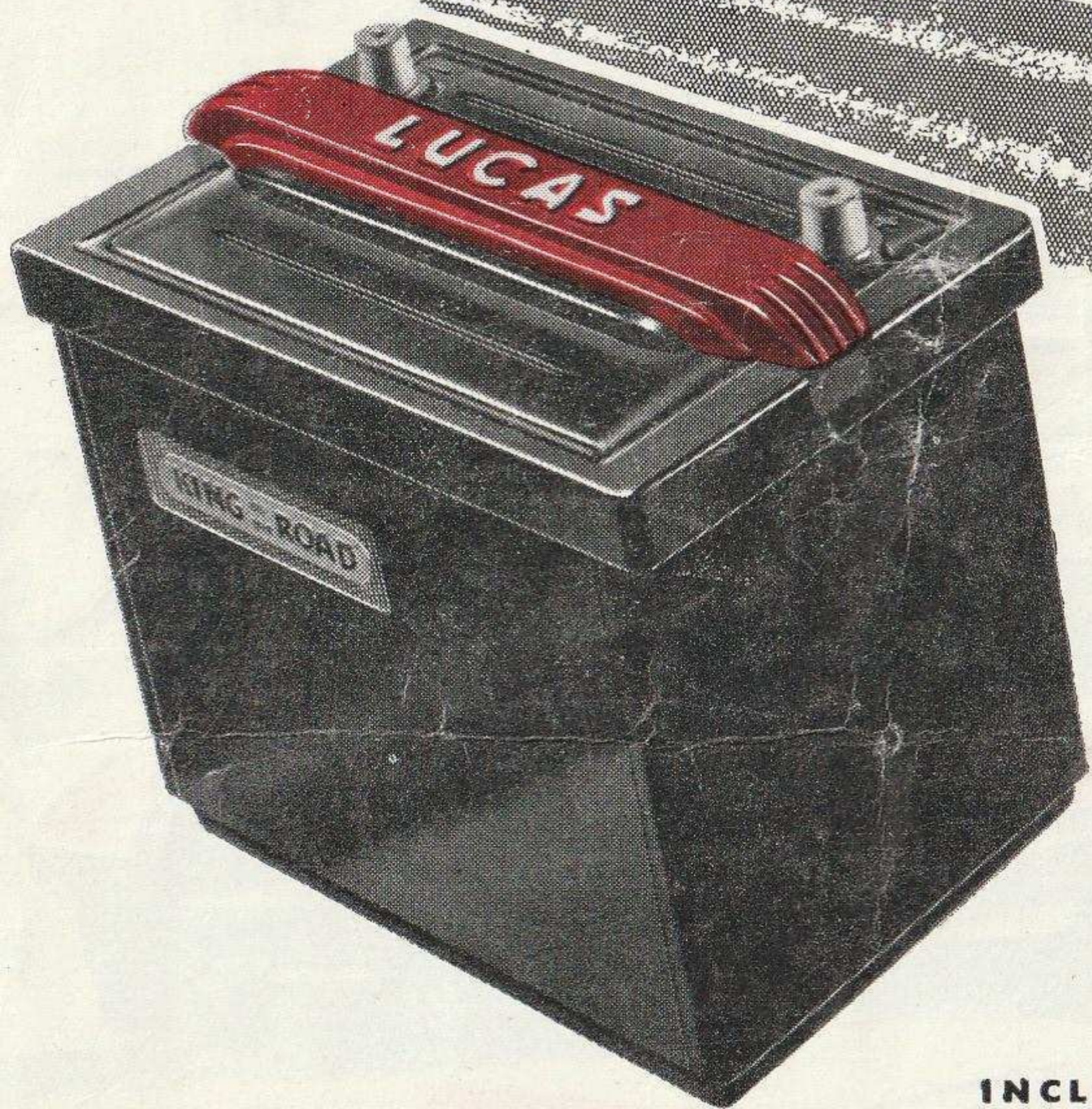
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EXCLUSIVE NEW FEATURES

Patented streamlined top • easy to clean

One piece manifold venting system • easy servicing • no lost plugs

Anti-splash guards prevent acid surging • act as acid level indicator



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2 Years

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