

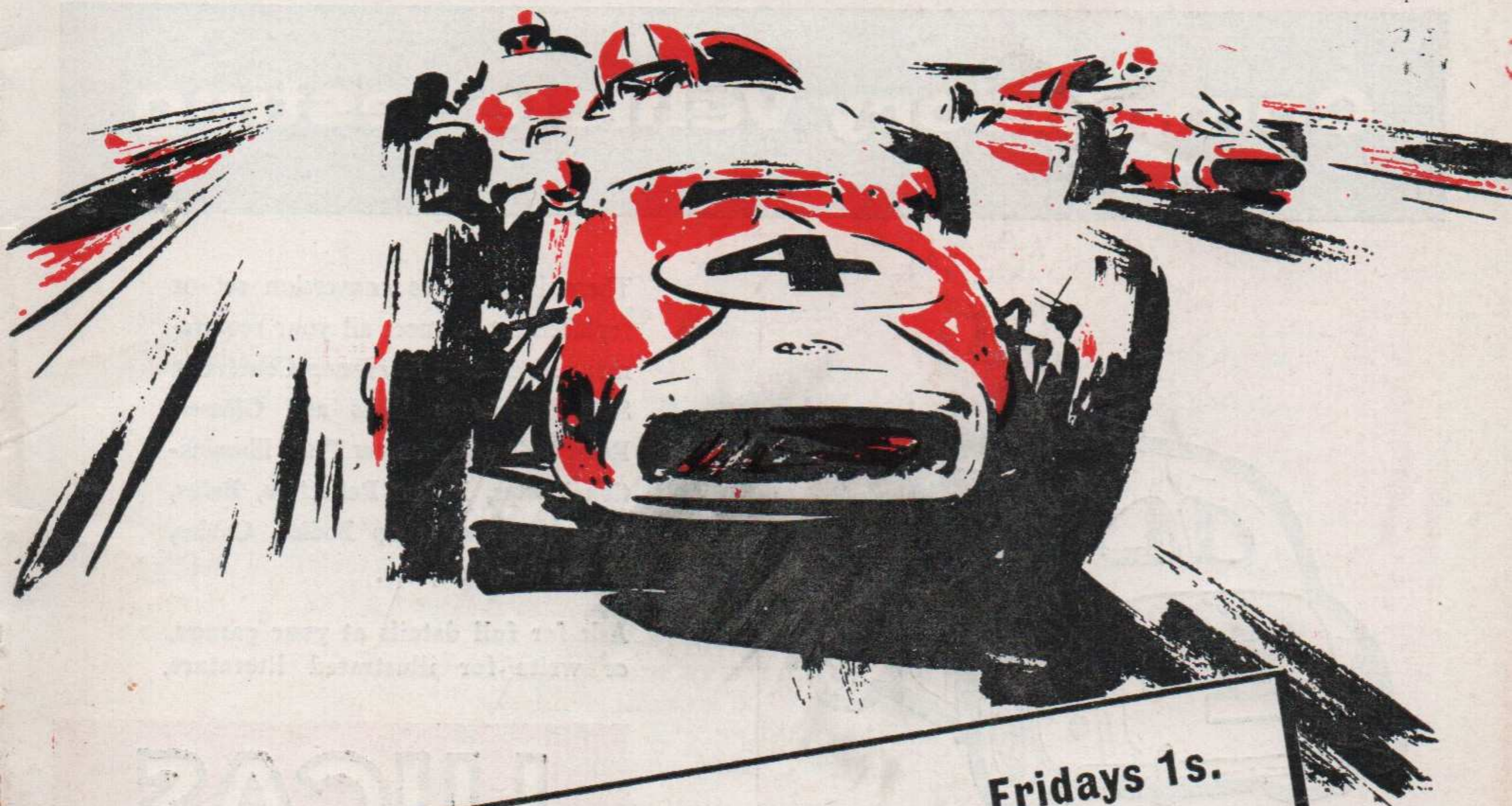
SNETTERTON MOTOR RACING CIRCUIT

**INTERNATIONAL
LOMBANK TROPHY RACE
AND
AUTOSPORT 'THREE HOURS'**

On Saturday, 17th September, 1960

OFFICIAL PROGRAMME 2/6

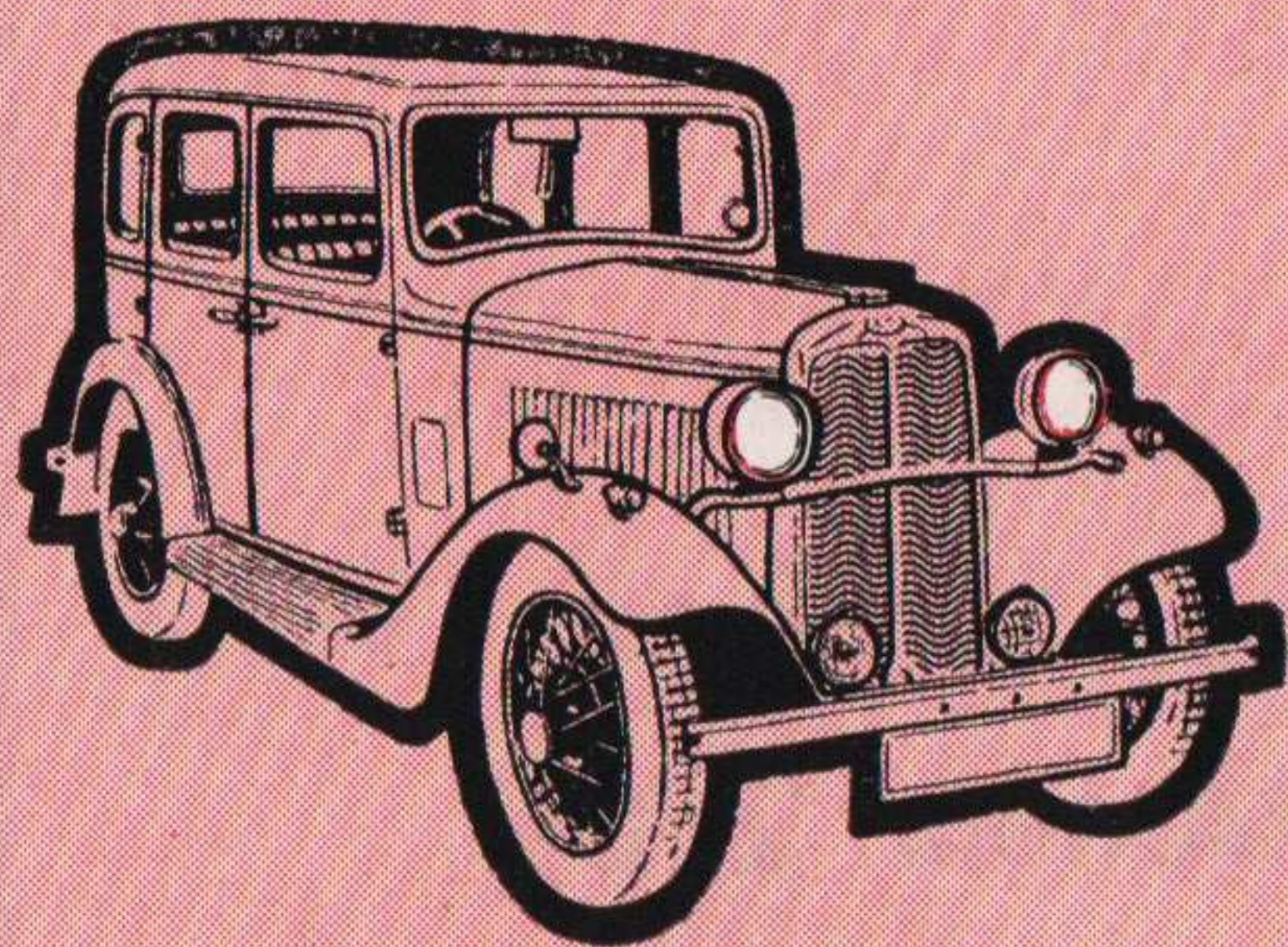
ORGANISED BY THE SNETTERTON MOTOR RACING CLUB



Fridays 1s.

The Autocar

the unchallenged leader



The Road Traffic Act, directed solely towards safer motoring, calls for headlight testing and also stipulates that obligatory side and rear lights and reflectors must work efficiently, and must conform to Regulations relating to size, position, etc. If you need to bring your lighting up to the required standard, insist on LUCAS Lighting Equipment, which is guaranteed to conform with the new Regulations.

Compulsory Vehicle Testing

There is a Lucas conversion set or replacement to meet all your requirements, including Headlamp Conversion Sets, Headlamp Rims and Glasses, Rear, Side and Number Plate illumination Lamps, Reflex Reflectors, Bulbs, Reflectors and Lamp Bodies, Cables, Dipper Switches, etc.

Ask for full details at your garage, or write for illustrated literature.

LUCAS

LIGHTING EQUIPMENT

Visit the Lucas Stands at Earls Court Commercial Show, 23rd Sept. - 1st Oct., Stand No. 233.
Motor Show, 19th Oct. - 29th Oct. Stand No. 214

JOSEPH LUCAS LTD . BIRMINGHAM 19

INTERNATIONAL LOMBANK TROPHY RACE

AND

AUTOSPORT 'THREE HOURS'

AT THE SNETTERTON CIRCUIT

On Saturday, 17th September, 1960

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. R169

Officials

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

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

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, MAJ. J. LAW, JIM RUSSELL, R. RAYNER

R.A.C. Timekeepers: H. W. SHUTTLEWORTH, A. FAULKNER, C. TOPLIS,
F. LOWE

R.A.C. Scrutineer: A. SOANES

Commentators: JOHN BOLSTER, DENIS ALLEN AND W. BARLOW

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

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,

It has been the ambition of the Snetterton Motor Racing Club to run an International Meeting for several years, and at last our ambition is realised. For the Meeting here to-day has not only a superb entry of Grand Prix Cars, it has variety of a special flavour.

The *Autosport* "3 Hours" miniature Le Mans is now firmly established at Snetterton, and, as in the case of previous years, it has a strong continental atmosphere inasmuch that every effort is made to capture some of the pageantry of a long distance race running into the dark hours, and also the side-shows and other attractions race-goers to Le Mans enjoy so much. The *Autosport* Championship itself is intended for bread and butter motor cars, the like of which are available to you all; and these cars, apart from meticulous preparation, are virtually standard. Gregor Grant, the Editor of *Autosport*, has long had the interests of amateur racing drivers close at heart, and this Championship is a wonderful opportunity for them, and I know that all competitors here to-day will join me in expressing our gratitude to Mr. Grant and *Autosport* for all the help they have given us.

We are particularly thrilled to have with us to-day Mr. Vandervell, with his new car. We have not seen the Vanwalls in action at Snetterton since 1955, when they won the main event of the day. To-day, however, they have a sterner task, for, with the full B.R.M. and Lotus Works Teams (not to mention the Yeoman Credit and privately entered Coopers), the opposition is going to be of the toughest variety. But Mr. Vandervell is used to battling with giants, for was it not his famous team of cars that shattered continental supremacy in Grand Prix Racing.

The Snetterton Motor Racing Club welcomes you all here to-day. We sincerely hope that you have a thoroughly enjoyable day's racing, and that you will come and see us again. Anyone interested in joining the Club will find an Application Form elsewhere in this programme, and I am always delighted to furnish particulars to interested enthusiasts.

Yours sincerely,

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.	m.s.	m.p.h.
1.30...	108.40	1.45...	92.91	2.00...	81.30	2.15...	72.27	2.30...	65.04
1.31...	107.21	1.46...	92.04	2.01...	80.63	2.16...	71.74	2.31...	64.61
1.32...	106.04	1.47...	91.18	2.02...	79.97	2.17...	71.21	2.32...	64.18
1.33...	104.90	1.48...	90.33	2.03...	79.32	2.18...	70.70	2.33...	63.76
1.34...	103.79	1.49...	89.51	2.04...	78.68	2.19...	70.19	2.34...	63.35
1.35...	102.69	1.50...	88.69	2.05...	78.05	2.20...	69.69	2.35...	62.94
1.36...	101.63	1.51...	87.89	2.06...	77.43	2.21...	69.19	2.36...	62.54
1.37...	100.58	1.52...	87.11	2.07...	76.82	2.22...	68.70	2.37...	62.14
1.38...	99.55	1.53...	86.34	2.08...	76.22	2.23...	68.22	2.38...	61.75
1.39...	98.55	1.54...	85.58	2.09...	75.63	2.24...	67.75	2.39...	61.36
1.40...	97.56	1.55...	84.83	2.10...	75.05	2.25...	67.28	2.40...	60.98
1.41...	96.59	1.56...	84.10	2.11...	74.47	2.26...	66.82		
1.42...	95.65	1.57...	83.38	2.12...	73.91	2.27...	66.37		
1.43...	94.72	1.58...	82.68	2.13...	73.35	2.28...	65.92		
1.44...	93.81	1.59...	81.98	2.14...	72.81	2.29...	65.48		

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 10-lap scratch race for cars complying with the International Formula Junior.
- Event 2. A 37-lap scratch race (100 miles)—"THE LOMBANK TROPHY"—for cars complying with the International Formula I (with a class for Formula II).
- Event 3. *Autosport* "THREE HOURS."

AWARDS

- Event 1. "THE JOHN LAW TROPHY" (to be held for one year only) and replica. In addition the following cash awards:—
1st £50; 2nd £30; 3rd £20; 4th £10; 5th £10; 6th £10; 7th £10.
- Event 2. To the winner: "THE LOMBANK TROPHY" (to be held for one year only) and replica. In addition the winner will receive 100 guineas.
- Event 3. To the outright winner £100 and in each class the following cash awards:—
1st £30; 2nd £20; 3rd £15 (the outright winner forfeits his class award). In addition to these cash awards Messrs. *Autosport* will make their own awards for the Championship.

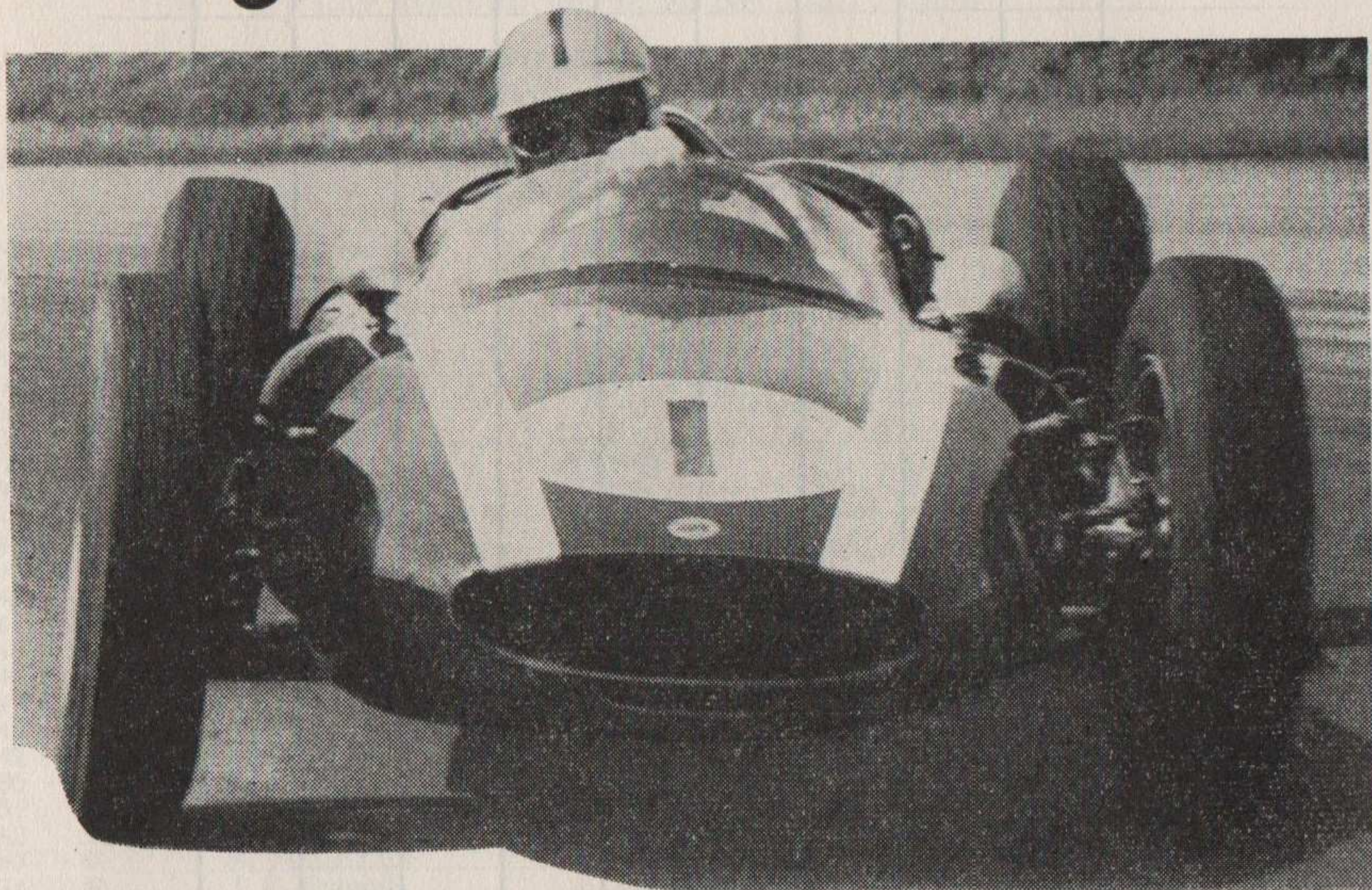
FLAG SIGNALS

- 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.

JOIN THE SNETTERTON MOTOR RACING CLUB

APPLICATION FORM ON PAGE 23

Right from the start—



GIRLING DISC BRAKES

on successful cars in the
**1960 WORLD CHAMPIONSHIP
GRAND PRIX EVENTS**

ARGENTINE G.P. **1st COOPER**

MONACO G.P. **1st LOTUS**

DUTCH G.P. **1st COOPER**

BELGIUM G.P. **1st COOPER**

World champion
racing driver
JACK BRABHAM
says

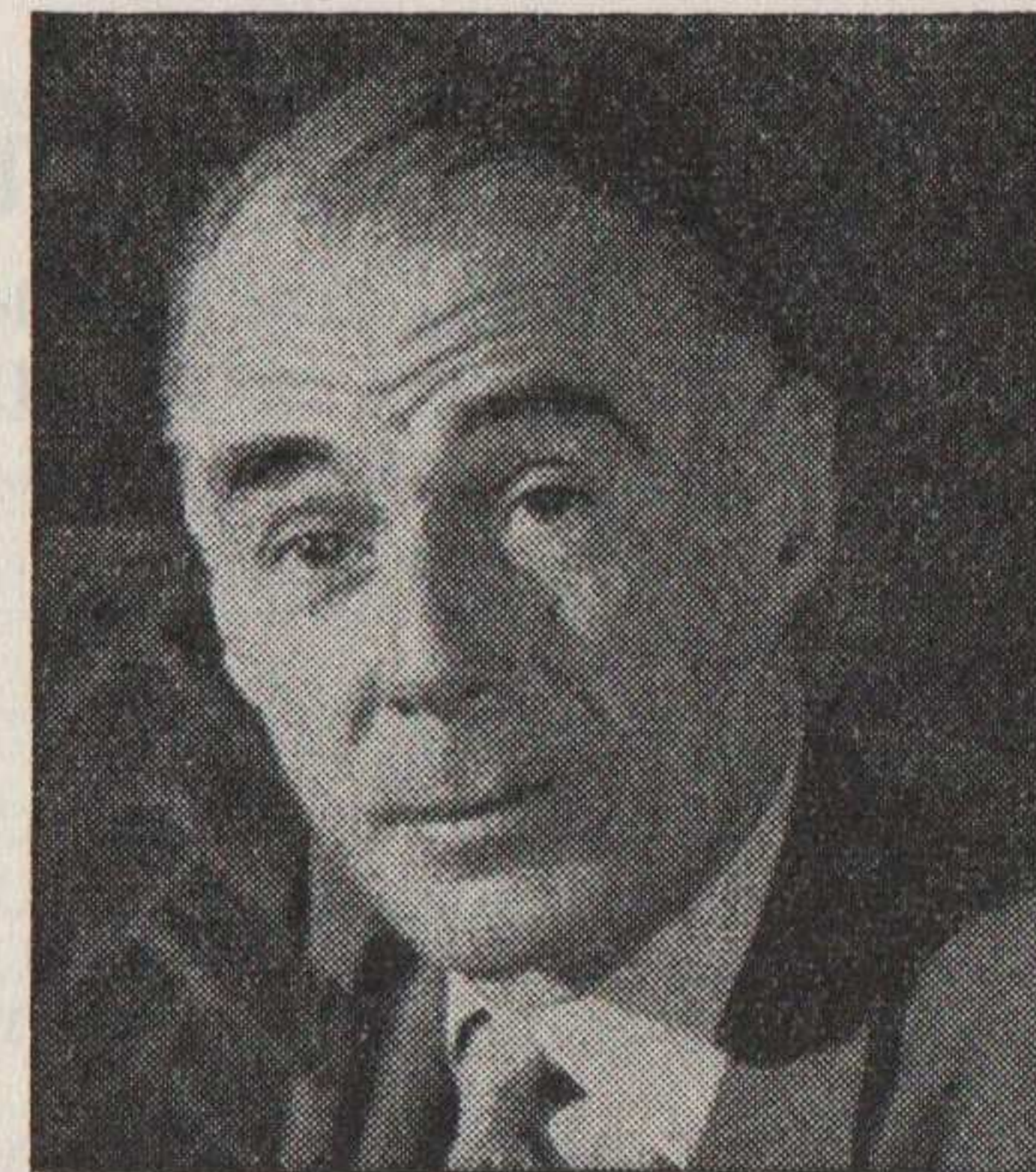
"I am not alone in believing that cars can only go as fast as they can stop: in fact, that brakes are as important to success as speed. Girling Discs fitted to the Coopers have been models of efficiency and reliability and have made a most significant contribution to our success."



GIRLING
DISC OR DRUM — THE BEST BRAKES IN THE WORLD

GIRLING LTD
KINGS RD · TYSELEY
BIRMINGHAM 11

MoS₂ AND ALL THAT



by *Nevil Lloyd*

How many people—as they add Moly-slip to their engine oil—pause to think of the romantic circumstances that surrounded its invention?

It all happened many years ago, long before Graham was even a slight slope, let alone a Hill. One winter's evening in Darkest West Kensington, MoS₂, ace secret agent of the dreaded C.S.I. (a body of men whose sole aim in life was the total destruction of motor racing) sat in his lonely lodgings decoding his laundry list. "Shirts—4", he read, his trained mind automatically translating the cryptic phrase into clear, "4 Shirts".

One by one MoS₂ picked them up and examined them; each one had frayed collars and cuffs, and many of the buttons were missing. "This is too much," he thought, "I haven't a decent shirt to my name." Only then did he realize his predicament. *He hadn't a name to have a decent shirt to.* With a cry of anguish he disappeared into the night, and was never seen again.

Meanwhile, behind locked laboratory

doors, another drama was unfolding as teams of white coated lubricating technologists worked day and night to refine a mineral ore called molybdenite to produce a substance called Molybdenum Disulphide, basic ingredient of Moly-slip. But one problem remained unsolved: what to call it. With a 40-hour week one cannot go around calling Molybdenum Disulphide Molybdenum Disulphide. There simply isn't the time. Then up spoke the lab. boy. "Ay say, whay not call the jolly stuff MoS₂, what?"

He spoke that way because he had, inadvertently, got mixed up with the molybdenite one day, and got very refined in the process. (He even drank his tea with his little finger extended, and even Moly-slip isn't as refined as all *that*). He went on to explain that his mother had a lodger, ace secret agent MoS₂ of the dreaded C.S.I. who had disappeared and had never been seen again, and who obviously wouldn't be wanting the use of his number any more.

Thus after years of patient devoted research, was produced and named the basic ingredient of Moly-slip. But invention was not enough. One vital question still required an answer. Having invented it, WHAT WAS IT FOR?

"MOLYSLIP FOR ENGINES"—10 oz. tin 15/-. Specially formulated to smooth away friction, the addition of Moly-slip to the oil in the sump results in peak power performance—closer to the rated B.H.P. and gets the best out of petrol and oil.

"MOLYSLIP 'G'"—10 oz. Flask 15/-. Added to gearbox, back axle and steering box, Moly-slip "G" gives silky-smooth gear changing, silent rear axle, and feather-light steering control.

From HALFORDS and all garages.

MOLYSLIP—for peak power performance

THE SLIP GROUP OF COMPANIES, 34 GREAT ST. HELENS, LONDON E.C.3. AVE 1636
Lubrication technologists for over a quarter of a century.

EVENT TWO

A 37-LAP SCRATCH RACE FOR THE "LOMBANK TROPHY" FOR CARS
COMPLYING WITH THE INTERNATIONAL FORMULA I
WITH A CLASS FOR FORMULA II

LAP RECORD: R. Flockhart, B.R.M., 104.68 mp.h.

Formula I:

No.	Country	Driver	Entrant	Car	c.c.
1	Sw.	J. Bonnier ..	Owen Racing Orgn.	B.R.M. Racing	2491
2	U.S.A.	D. Gurney ..	Owen Racing Orgn.	B.R.M. Racing	2491
3	G.B.	G. Hill ..	Owen Racing Orgn.	B.R.M. Racing	2491
4	N.Z.	To be nominated ..	Yeoman Credit Racing Team	Cooper G.P. F. I	2496
5	G.B.	H. Taylor ..	Yeoman Credit Racing Team	Cooper G.P. F. I	2496
6	G.B.	I. Ireland ..	Team Lotus	Lotus F. I	2494
7	G.B.	J. Surtees ..	Team Lotus	Lotus F. I	2494
8	Scot.	J. Clark ..	Team Lotus	Lotus F. I	2494
9	G.B.	R. Salvadori ..	C. T. Atkins	Cooper-Climax F. I	2.5 Litre
10	G.B.	B. Naylor ..	J.B.W. Car Co.	J.B.W. F. I	2485
11	G.B.	D. Piper ..	R. Bodle ..	Lotus F. I	2498
12	G.B.	G. Richardson ..	Driver ..	Cooper-R.R.A. F. I	2481
14	Scot.	T. Dickson ..	Ecurie Ecosse	Cooper-Climax	2496
15	G.B.	C. A. S. Brooks ..	G. A. Vandervell ..	Lotus-Vanwall	2499

Formula II:

LAP RECORD: A. Maggs, Cooper, 96.4 m.p.h.

Formula II cars will have a black ring painted round their racing number

16	G.B.	K. Ballisat ..	D. Gibson ..	Cooper-Climax (1960) F. II	1475
17	G.B.	P. Ashdown ..	G. G. Smith ..	Lola F. II	1410
18	G.B.	G. M. Jones ..	Driver ..	Lotus F. II	1468
19	G.B.	B. Halford ..	J. Fisher ..	Cooper F. II	1475
20	G.B.	I. Raby ..	Envoy Racing Team	Hume-Cooper F. II	1445
21	G.B.	J. Lewis ..	H. & L. Motors Ltd.	Cooper F. II	1475
22	G.B.	N. R. Hicks (or R. J. W. Utley)	Team Thercel ..	Lotus F. II	1475
23	S.A.	A. Maggs ..	J. L. E. Ogier (Essex Racing Team)	Cooper F. II	1475
24	G.B.	J. Whitmore ..	J. L. E. Ogier (Essex Racing Team)	Cooper F. II	1475
25	G.B.	M. McKee ..	Jim Russell ..	Cooper F. II	1475
26	G.B.	K. Finney ..	Spa Racing (Engs.) Ltd.	1959 Lotus F. II	1495
27	N.Z.	D. Hulme ..	N.Z.I.G.P. ..	Cooper-Climax	1475
28	G.B.	M. Niven ..	Driver ..	Lotus-Climax	1498

The winner of the Lombank Trophy will be taken on his lap of honour by Mr. Douglas Fitzpatrick on his famous 1908 Metalurgique racer.

AUTOSPORT

FRIDAYS ONE SHILLING AND SIXPENCE

BRITAIN'S MOTOR
SPORTING WEEKLY
MAGAZINE

LAP CHART FOR EVENT TWO

	1	2	3	4	5	6	7	8	9	10
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										

	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1														
2														
3														
4														
5														
6														
7														
8														
9														
10														

	25	26	27	28	29	30	31	32	33	34	35	36	37
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													

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

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

GOOD LUCK TO ALL COMPETITORS



The Lombank Trophy,
Principal Award in the International

Formula 1 Race at Snetterton on Saturday, September 17.

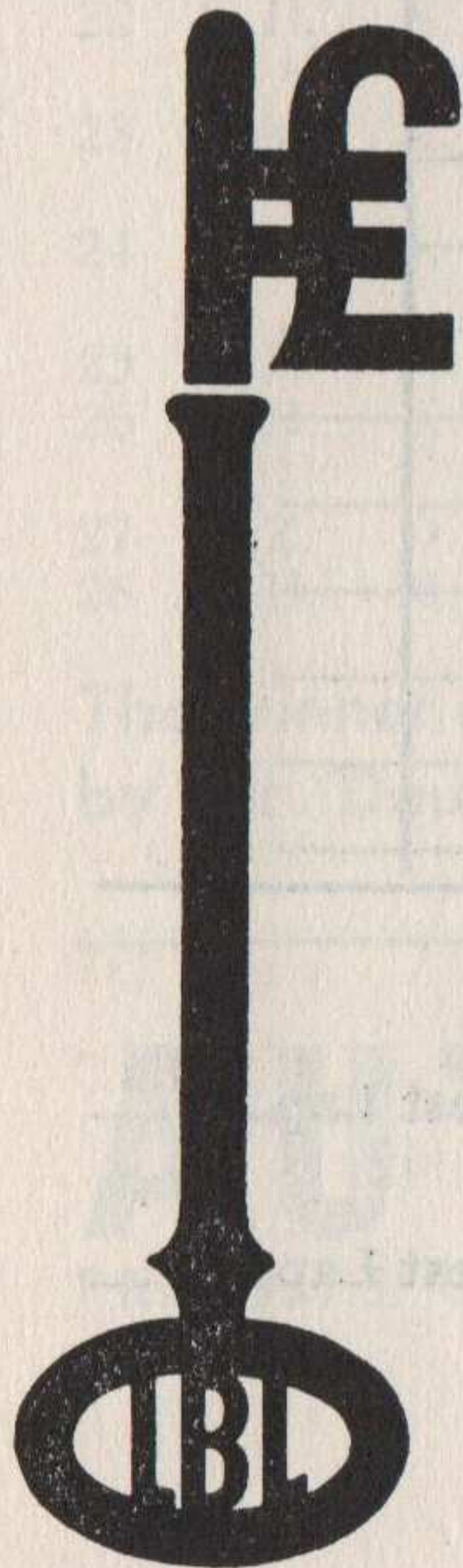
AND WELCOME TO ALL NON-COMPETITORS

If you are planning to purchase a new car, you will find the Lombank Way of providing Credit Finance very convenient. Our Area Manager, Mr. Douglas Scott, is always at your service.

LOMBANK LIMITED

Tombland House, 13 Tombland, Norwich, Norfolk
NOR.07P Norwich 29047 (2 lines)

Head Office: Lombank House, Lombank Corner
Purley Way, Croydon, Surrey
Tel. No. THOrnton Heath 6911 (30 lines)



EVENT THREE

AUTOSPORT "THREE HOURS"

Run in three classes: (a) up to 1,000 c.c.; (b) over 1,000 c.c. and up to 1,600 c.c.;
(c) over 1,600.

CLASS A:

No.	Colour	Driver	Entrant	Car	c.c.
1	R	R. G. Falconer ..	Driver ..	Turner 950 ..	948
2	G	S. J. Scrimgeour ..	Driver ..	Turner 950 ..	990
3	G	G. Morgan ..	Team Barwell ..	Turner B.M.C. G.T. Sports	950
4	G	J. H. Gaston ..	Driver ..	Austin-Healey Sprite	994
5	Cr.	F. R. Gerard ..	Driver ..	Turner Sports B.M.C. "950"	948
6		R. Bryant ..	Driver ..	Turner 950 ..	
7	G	K. W. Mackenzie ..	Driver ..	Alexander-Turner "950"	948
8		H. Elwes ..	Driver ..	Sprite ..	
9		P. Foden ..	Driver ..	Sprite ..	

CLASS B:

11	R	J. R. Stoop ..	Driver ..	Porsche Carrera ..	1588
12	R	F. P. E. Dewe ..	Driver ..	M.G. Twin Cam ..	1589
14	R	R. B. Ide ..	Octagon Stable ..	M.G.A. 1600 ..	1588
15	B.R.G.	J. Graydon- Whitehead	Driver ..	Elva Courier ..	1489
16		R. Vincent ..	Driver ..	Lotus Elite ..	
17	G	A. T. Foster ..	R. W. Jacobs ..	M.G. "A" ..	1589
18	G	T. Bridger ..	R. W. Jacobs ..	M.G. "A" ..	1589
19	B	A. J. Nurse ..	Driver ..	Lotus Elite G.T. ..	1220
20	B	C. Summers ..	Equipe Arden ..	Lotus Elite ..	1216
21	B.R.G.	J. P. Ferguson ..	Motorway Sales (Derby) Ltd.	Turner 1100 ..	1098
22		P. Brayshaw ..	Driver ..	Courier ..	

CLASS C:

25	G	J. Sutton ..	Driver ..	Austin-Healey B.M.1.	2660
26	B.R.G.	R. F. Bloxam ..	Driver ..	Frazer-Nash Le Mans Fixed Head Coupe	1971
27		L. Mayman ..	Driver ..	Morgan Plus 4 ..	

CLASS (A) 1st..... 2nd..... 3rd..... Winner's Speed..... Fastest Lap.....

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

CLASS (B) 1st..... 2nd..... 3rd..... Winner's Speed..... Fastest Lap.....

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

CLASS (C) 1st..... 2nd..... 3rd..... Winner's Speed..... Fastest Lap.....

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

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

ANY QUESTIONS?

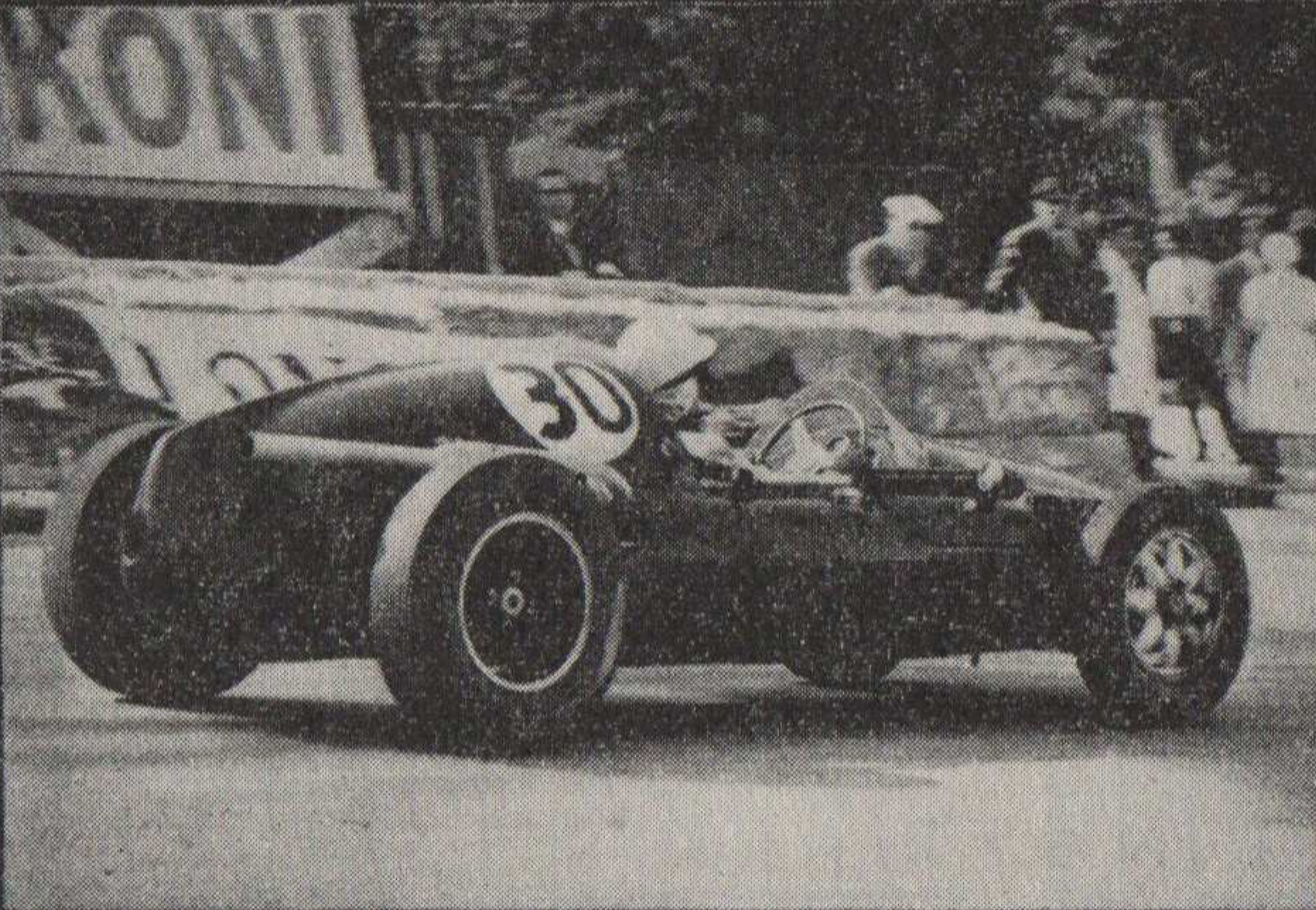


L. S. Blake

W. Howell



are the Hepolite experts attending this meeting to help and advise competitor and spectator.



PISTONS · PINS · RINGS · LINERS

The obvious choice of all winners

HEPWORTH & GRANDAGE LTD, BRADFORD 4.

THE PEOPLE IN THE KNOW—

The TUNING SPECIALISTS

USE AND RECOMMEND

Auto-Molyn

ALEXANDER ENGINEERING
Haddenham

BUTLER'S MOTORS
St. Albans

COLIN CAMPBELL MOTORS
Blackburn

RALLY EQUIPMENT
Colindale, N.W. 9

LES. LESTON LTD.
High Holborn

WOODYATT'S LTD.
Melvern

WILLMENT SPEED SHOP
Twickenham

V. W. DERRINGTON
Kingston

PERFORMANCE CARS LTD.
Windmill Garage
Great West Road
Brentford, Middlesex

MICHAEL CHRISTIE MOTORS
LTD. Aylesbury, Bucks

ALBANY PARK SERVICE
STATION, Kingston

JACOB'S
(Mill Garage), Woodford

MARSHALL'S TUNING SERVICE
Hampstead, N.W. 6

BUCKLER CARS LTD.
Crowthorne

SPEDEX ACCESSORIES LTD.
Luton

DOWTON ENGINEERING
Salisbury

MOTOR BOOKS
St. Martins Lane, W.C. 2

CROWN GARAGES
(The Sports Car Specialists)
Egham, Surrey

WILEN ENGINEERING
Esher, Surrey

Because they want **UTMOST PERFORMANCE**
with **ABSOLUTE RELIABILITY**

CHARHAM PRODUCTS LTD

5a MARKET PLACE, ACTON, W.3 ACOrn 5263

AUTOSPORT

The Magazine for weekly news of Motoring Sport

A **MUST** for
every enthusiast

A **MUST** for
every club member

MORE PAGES EVERY WEEK

of

- Sporting News • Road Tests
- Technical Articles • Club News

• Brilliant Photographs

and Classified Advertisements

that brings results

There is no other motoring magazine that gives you so much information about The Sport every week

BUY IT EVERY FRIDAY

Price 1/6

From your newsagent or from the publishers
AUTOSPORT, 159 PRAED STREET, LONDON W2

THE AUTOSPORT CHAMPIONSHIP

Instituted in 1956, the first "Autosport" Championship for Series Production Sports Cars was won by Robin Carnegie and R. W. FitzWilliam in an M.G.A., and the final "Three Hours" was won by Ken Rudd (A.C.). For 1957 the "Three Hours" was shipped to Snetterton, and became Britain's only day and night race. It was won again by Ken Rudd, but the championship went to Ian Walker (Lotus-Ford).

The championship is decided on a points basis, with several qualifying events during the season, and the final three hours race.

For 1958 a Team Trophy was awarded, and won by the Turners. The "Three Hours" went to John Lawry (Lotus Elite), and the championship to Jack Baldam (Turner).

In 1959 Jim Clark, now of Team Lotus, won the "Three Hours" in an Elite, and the Championship was shared jointly by Bob Gerard (Turner) and Dick Stoop (Frazer-Nash). The team trophy went to the Austin-Healey Sprites.

This year the result is again very open, and anyone of a dozen drivers could secure the championship. Lotus Elites seem to be well set for the team award, and the Three Hours is likely to produce a tremendous struggle between the Turners and Sprites, with Summers (Elite) desperately trying to score maximum points (24) in the event. The same applies to Sutton (Austin Healey), leader of the biggest category.

AUTOSPORT Series Production Sports Car Championship 1960

"THREE HOURS" RACE

Placings up to this meeting

	Name	Car	Class	Points
1	Summers	Lotus Elite	B	39
2	Gaston	Sprite	A	38
3	Gerard	Turner	A	29
4	MacKenzie	Turner	A	28
5	Sutton	Austin-Healey	C	27.5
6	Bryant	Turner	A	26
7	Morgan	Turner	A	24
8	Bridger	M.G.	B	21
9	{ Foster	M.G.	B	20
	{ Nurse	Lotus Elite	B	20
11	Scrimgeour	Turner	A	19
12	{ Fergusson	Elva	B	16
	{ Vincent	Lotus Elite	B	16
14	Bloxam	Frazer-Nash	C	13
15	Mayman	Morgan	C	11
16	Graydon-Whitehead	Elva	B	9
17	{ Elwes	Sprite	A	7
	{ Ide	M.G.	B	7
19	Foden	Sprite	A	6
20	Falconer	Turner	A	4
21	Dewe	M.G.	B	3.5
22	Brayshaw	Elva	B	3

Scoring in "Three Hours" in each class is as follows:—

1st—24 pts. ; 2nd—18 pts. ; 3rd—14 pts. ; 4th—10 pts. ; 5th—6 pts. ; 6th—4 pts. and ALL finishers—2 pts.

AUTOSPORT

FRIDAYS ONE SHILLING AND SIXPENCE

BRITAIN'S MOTOR
SPORTING WEEKLY
MAGAZINE

Motorcycles... Scooters... 3-wheelers...

NEW AND USED

You get the best from



on the best of easy terms

King's terms mean "Make-your-own-Terms"—terms which ensure that YOU are satisfied, that YOU get exactly what YOU want.

And you can get it right away for we can give immediate delivery of almost any make and model. Call in and see for yourself our marvellous selection.

NO GUARANTORS **NO** REFERENCES **NO** ENQUIRIES



SPROWSTON ROAD, NORWICH

AND AT

MILL ROAD, GREAT YARMOUTH

Open 9 a.m.—7 p.m. every day except Thursdays, open 9 a.m.—1 p.m.



The oil that took World Champion Jack Brabham to victory in the **1960 DUTCH, BELGIAN, FRENCH AND BRITISH GRANDS PRIX IS RIGHT FOR YOUR CAR**

Jack Brabham says: 'The oil I've always raced on, ever since I came to Britain, is exactly the same as the oil you can get at your local Esso station—Esso Extra Motor Oil. I've used it dozens of times, and it's never let me down—for the simple reason that it's got more than enough protection for *any* car. I couldn't find a better oil, and neither could you.'

WORLD CHAMPION

Esso



EXTRA MOTOR OIL



Stays on the job

PLANT HIRE

AND

EARTH MOVING CONTRACTORS

Let us quote you a competitive price

**Bulldozing, Scraping, Excavations,
Tractors and Lorries.**

**Fixed price Contracts or Machine Hire
with experienced operators.**

OLIVER SEAR LTD.

OLD BUCKENHAM HALL
ATTLEBOROUGH
Norfolk

Telephone: New Buckenham 352

*We undertake any work—including the impossible
(which might take a little longer)*

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 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.

**AFTER THE MEETING NO TRAFFIC IS PERMITTED ON THE
CIRCUIT WITHOUT SPECIFIC PERMISSION OF THE CLERK-
OF-THE-COURSE OR TRACK MANAGER**

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

**WILL SPECTATORS PLEASE REFRAIN FROM
WALKING ON THE CROPS**

Motor Racing again on October 9th

A B.R.S.C.C. RACE MEETING

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.



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, Old Buckenham Hall, Norwich

BY JOINING NOW

your subscription will last till April, 1962



**READ
BY THE
WELL
INFORMED
MOTORIST**

for the best
background to the
sport, touring guidance,
road tests and detailed
illustrations of new cars
and accessories.

The Motor

The complete Motoring Journal

every wednesday one shilling

There are over 200 pages of
Motoring facts and figures in **"The Motor Reference Yearbook 1960" 7s.6d.**