

OFFICIAL PROGRAMME 2/6

SNETTERTON MOTOR RACING CIRCUIT

INTERNATIONAL LOMBANK TROPHY RACE MEETING

SATURDAY, 14th APRIL, 1962

ORGANISED BY THE SNETTERTON MOTOR RACING CLUB



FRIDAYS 1s. 3d.

Autocar

—always in the lead!

INTERNATIONAL LOMBANK TROPHY RACE MEETING

AT THE SNETTERTON CIRCUIT

On Saturday, 14th April, 1962

Organised by The Snetterton Motor Racing Club

PERMIT No. R.510

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For the S.M.R.C.
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MEDICAL OFFICERS:

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MEDICAL SERVICES:

The St. John Ambulance Brigade
The British Red Cross Society

SPECIAL HELICOPTER AMBULANCE SERVICE:

Westlands Ltd., Yeovil

Fuel for this Service:

B.P. International Racing Service

MARSHALS:

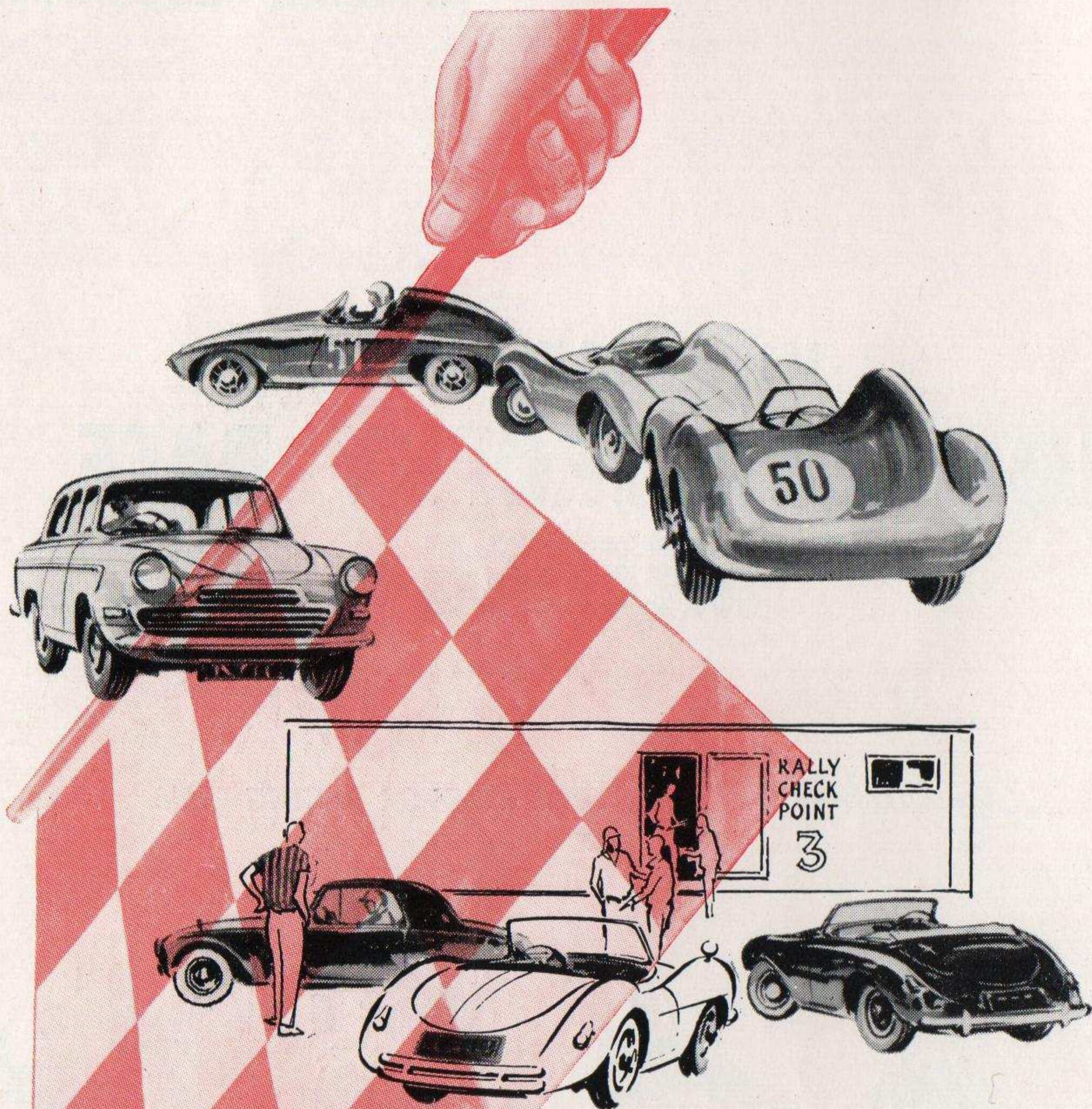
Members of the S.M.R.C.

SERVICES:

BREAKDOWN SERVICES: R. C. Edmondson Ltd., Fakenham
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E. E. Smith & Sons Ltd., Attleborough
Brown Autos, Wisbech
COURSE CAR (Riley): Boshier of Norwich Ltd.

AMPLIFICATION: By E.R.A. Co. Ltd., Norwich

The Club acknowledges with gratitude the assistance of:—
Shell Mex & B.P. Ltd., Esso Petroleum Co. Ltd., Castrol Ltd., Dunlop Rubber Co., Girling Ltd., Ferodo Ltd., Joseph Lucas Ltd.
Morris Motors Ltd. } for the provision of the Mini's for the
Boshier of Norwich Ltd. } Demonstration Run



Right from the earliest days of motoring Lucas Equipment has been used by successful competitors in racing and competitions from local club events to international and world records. A vigorous racing policy has contributed in no small measure to the development of fundamental efficiency and trouble-free motoring. So whether you drive today, in sporting events, business or for pleasure you can rely on the dependability of Lucas Electrical Equipment.

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

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AND AT

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

The Snetterton Motor Racing Club

LADIES AND GENTLEMEN,

The Snetterton Motor Racing Club extends a greeting to you on this occasion of our International "Lombank Trophy" Meeting.

Without any doubt 1962 will be a memorable year for us as it is the first occasion on which this club has attracted such a splendid field. Elsewhere in this programme is a resumé of the competitors in "The Lombank Trophy" Race, so I will limit myself to expressing our gratitude to you for your support and add that I hope we shall have the pleasure of seeing you all at Snetterton again during the season, and should there be any information you would like with regard to the club or the circuit I will, of course, be only too pleased to provide it.

May to-day's racing fulfil our expectations, and when you journey home this evening I sincerely hope you will carry happy memories of your visit to Snetterton and make plans to visit us again.

In closing, I have been requested by the police to ask you to drive home very carefully. I am well aware of the splendid straight fast roads that bring you to Snetterton, but please resist the temptation to do anything that could aggravate public opinion.

A happy day's racing to you,

Yours sincerely,

OLIVER SEAR,

General Secretary.

HELICOPTER AMBULANCE SERVICE

Following one or two unfortunate delays in getting ambulances to the scenes of motor racing accidents last season, the Grand Prix Drivers' Association decided to work for the general adoption of a helicopter ambulance service at every possible meeting in this country and abroad.

With little idea of the considerable expense involved in such a scheme, the Association approached Westlands Limited, of Yeovil, Somerset, who immediately agreed to put a machine at the disposal of the G.P.D.A. for the first major International meeting of 1962, as an initial measure to see how things work out. Provided all goes well, and that the individual race organisers are agreeable, it is hoped that the service will be available at all major International meetings in Britain this season.

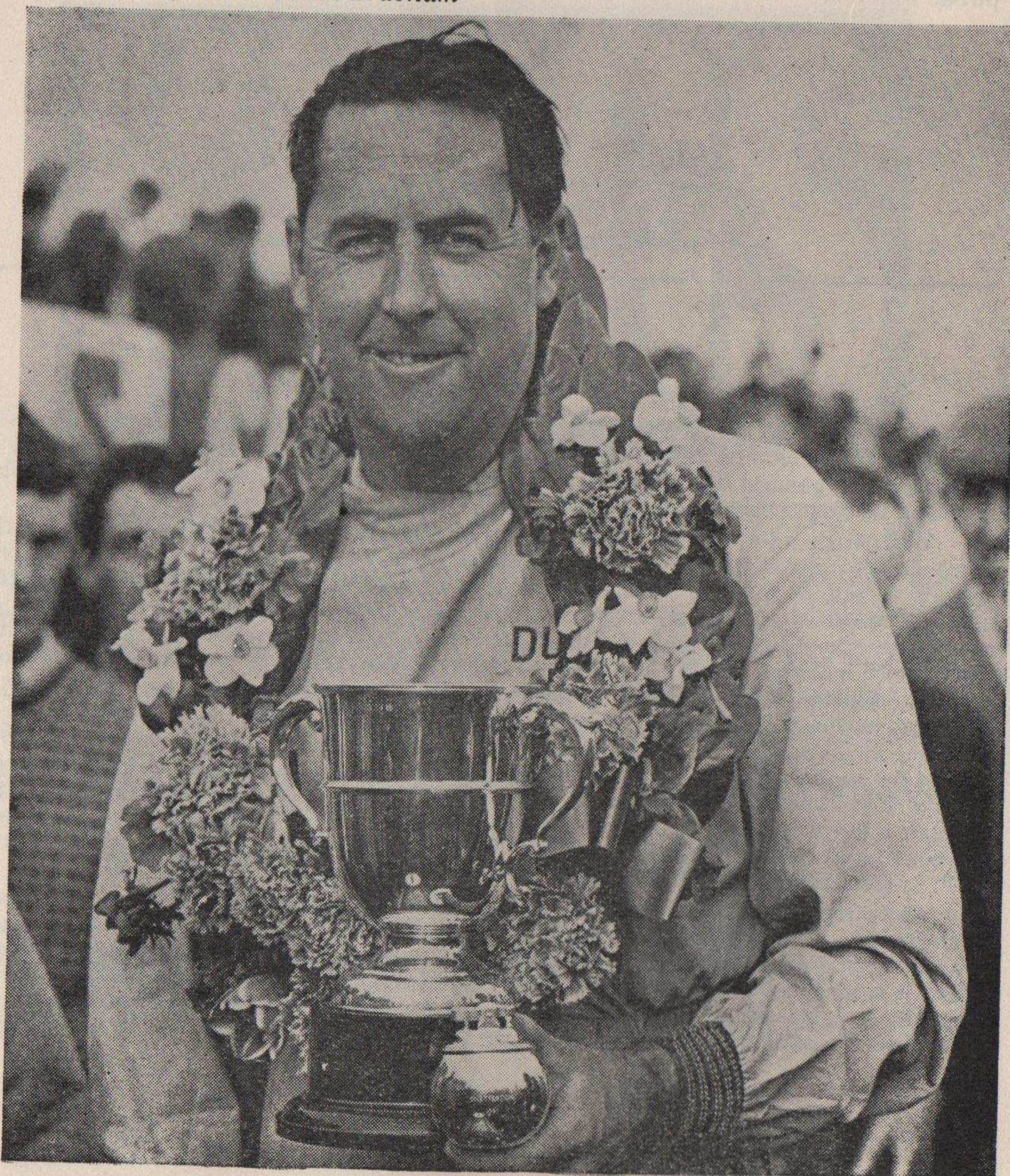
Furthermore, with great generosity, Westlands are providing this service entirely without charge—a fine gesture indeed for to hire such a machine would involve an expenditure which many race organisers, and certainly the G.P.D.A., would be unable to meet. It is an indication of the general interest in the welfare of both drivers and spectators that Derrick Colvin, one of Westlands' test pilots and himself a keen competitor at club events, has volunteered to fly the machine, again without payment and in his spare time; and that the fuel is being provided by the B.P. International Racing Service.

The purpose of the helicopter is not to take over the functions of the normal road ambulance—except, perhaps, when the approach roads to the circuit may be blocked by traffic arriving at, or leaving, the meeting. It will be available, however, wherever there is a need for immediate and highly specialised treatment, to take the injured directly and by the shortest possible route to the nearest hospital providing the specialised treatment required.

To all competitors at Snetterton for the Lombank Trophy International Meeting this Saturday, Lombank wish good luck, good motoring and a full measure of all the fun this way of life called Motor Sport can bring. And to you, the spectators, Lombank wish a rewarding day. If we can help you enjoy your motoring more (a better car, for instance) let us know.

Good Lombank luck!

Last year's winner, Jack Brabham



PROGRAMME

The first event will be at 2.30 p.m.

- Event 1. A 20-lap scratch race for cars complying with the International Formula Junior (fastest 28 cars during practice will qualify for this race).
- Event 2. A 50-lap scratch race for cars complying with the International Formula I.
- Event 3. A 25-lap scratch race for Touring cars complying with Appendix J Group 2.
CLASS A—Up to 850 c.c.; CLASS B—851—1000 c.c.; CLASS C—1001—2000 c.c.; CLASS D—Over 2000 c.c.

AWARDS

- Event 1. **Formula Junior:**
1st £50 2nd £30 3rd £20.
- Event 2. **Formula I:**
To THE WINNER: "The Lombank Trophy" and Replica (Trophy to be held for 1 year) and £100.
To every competitor completing the course—a Silver Tankard.
- Event 3. **Touring Cars:**
In each of the 4 Classes the following cash awards:—
1st £25 2nd £15.

KEY TO COLOURS

A—Aluminium, Blk—Black, Blk/W—Black and White, Blk/R—Black and Red, B—Blue, B/R—Blue and Red, BRG—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, LB—Light Blue, M—Maroon, M/R—Maroon and Red, MB—Midnight Blue, PB—Pale Blue, PA—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.

SNETTERTON SPEED TABLE—I LAP=2.70 MILES

<i>m.s.</i>	<i>m.p.h.</i>	<i>m.s.</i>	<i>m.p.h.</i>	<i>m.s.</i>	<i>m.p.h.</i>	<i>m.s.</i>	<i>m.p.h.</i>	<i>m.s.</i>	<i>m.p.h.</i>
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		



The Supermen of Motoring

year by year help Dunlop
build better, safer tyres
for you!

On a track awash in lashing rain the British Grand Prix at Aintree last year demonstrated yet again Dunlop leadership in tyre manufacture. The fantastic road-holding of the latest Dunlop racing tyre, built with new high-adhesion rubber, provided one of the greatest talking points of the 1961 racing season. International motor racing in which the world's top drivers push cars and tyres to the limits of endurance is the fiercest, most critical testing ground of all. For three years running *every* top rank Grand Prix has been won on Dunlop.

HOW YOU BENEFIT Result—Dunlop tyre quality has been developed to the stage where it leads the world. And leads not only in racing tyres. The flow of vital data from the track is used also to build the most advanced tyres ever produced for the great motoring public. *Whatever your car, in fitting Dunlop you fit the safest tyres of all.*



DUNLOP

FOR TOP MILEAGE — TOP SAFETY

CFH/H62/109



WELL WON
SHELL WON

1961
World Champion Driver — *Phil Hill*
1961
Formula One — Manufacturers'
Championship — *Ferrari*
1961
International Constructors'
Championship for
Sports Cars — *Ferrari*

USING SUPER SHELL WITH I.C.A. AND SHELL X-100 MOTOR OIL



EVENT ONE

A 20-Lap scratch Race for Cars complying with the International Formula Junior

LAP RECORD: R. Prior, Lola Mk. 5., 96.79

No.	Colour	Entrant	Driver	Car	c.c.
23		Team Lotus	P. Arundel	Lotus F.J.	1098
24		Team Lotus	A. Rees	Lotus F.J.	1098
25		Team Lotus	R. Anderson	Lotus F.J.	1098
26	Lt. B.	Scuderia Light Blue	H. P. K. Dibley	Lola F. J. Mk. 5	1098
27	O	Team Alexis	E. Harris	Alexis Mk. III	1100
28	Blk./S	D. Hume	D. Hume	Cooper Ford F.J.	1098
29	G	C. Ashmore	C. Ashmore	Elva Junior	1100
30	S	G. G. Smith	J. Muirhead	Lola F.J.	1068
31	G	W. D. Bertram	W. A. Borrowman	Senior Junior	1098
32	R	R. Harris	J. E. Fenning	Lotus 20	1096
33	R	R. Harris	John Gee-Turner	Lotus 20	1096
34	R/Blk.	G. A. Henrotte	B. Whitehouse	Lotus/Ford Jnr.	1095
36	B	J.R.R.D.S.	H. Morrogh	Lotus F.J.	1097
37	G	Scuderia Light Blue	Bill McCowen	Cooper F.J. Mk. III	1098
38	G	Tyrrell Racing Org.	T. Maggs	Cooper Austin F.J.	1098
39	G	Tyrrell Racing Org.	J. Love	Cooper Morris F.J.	1098
40	R	Super Speed Conversions	P. Ashdown	Lotus 20	1100
41	R	R. D. Nathan	R. D. Nathan	Elva Junior	1100
42	O	Team Alexis	D. Prophet	Alexis F.J.	997
43	W	P. E. Warr	P. E. Warr	Lotus 20	1097
44	R	B. Hart	B. Hart	Lotus 20	1098
45	B/W	Chequered Flag Ltd.	P. Proctor	Gemini Mk. 4	1100
46	B/W	Chequered Flag Ltd.	Bill Moss	Gemini Mk. 4	1100
47	R	P. Ellis	P. Ellis	Elva Junior 62	1100
48	G	D. Taylor	D. Taylor	Lola F.J. '62	1100
49	Blk.	Auto Racing Service	J. Pearce	Lotus 22	1100
50	Blk.	M. A. Fruitnight	M. A. Fruitnight	Merlyn F.J.	1100
51	Blk./R	Photo-Gen	S. G. Biles	Lotus 18	997
52	Blk.	Brabham Racing Developments Ltd.	Frank Gardner	Brabham F.J.	1098
53	Y/Gr.	Ian Walker Racing	Michael Spence	Lotus 22	1098
54	Gy/Gd.	Competitions Cars of Australia Ltd.	Brian Gubby	Ausper Mk. 4	1098
55	W	J. Peterson	J. Peterson	Cooper	1098
56		Lola Equipe	R. Prior	Lola Mk. 5	1098
57		Lola Equipe	J. Hine	Lola Mk. 5	1098
58		Midland Racing Partnership	R. Attwood	Cooper	1098
59		Midland Racing Partnership	W. Addley	Cooper	1098

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

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

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."

LAP SCORING CHART

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Sunday, 22nd April, 1962

National Motor Cycle Race Meeting

Sunday, 20th May, 1962

INTERNATIONAL MOTOR CYCLE RACE MEETING

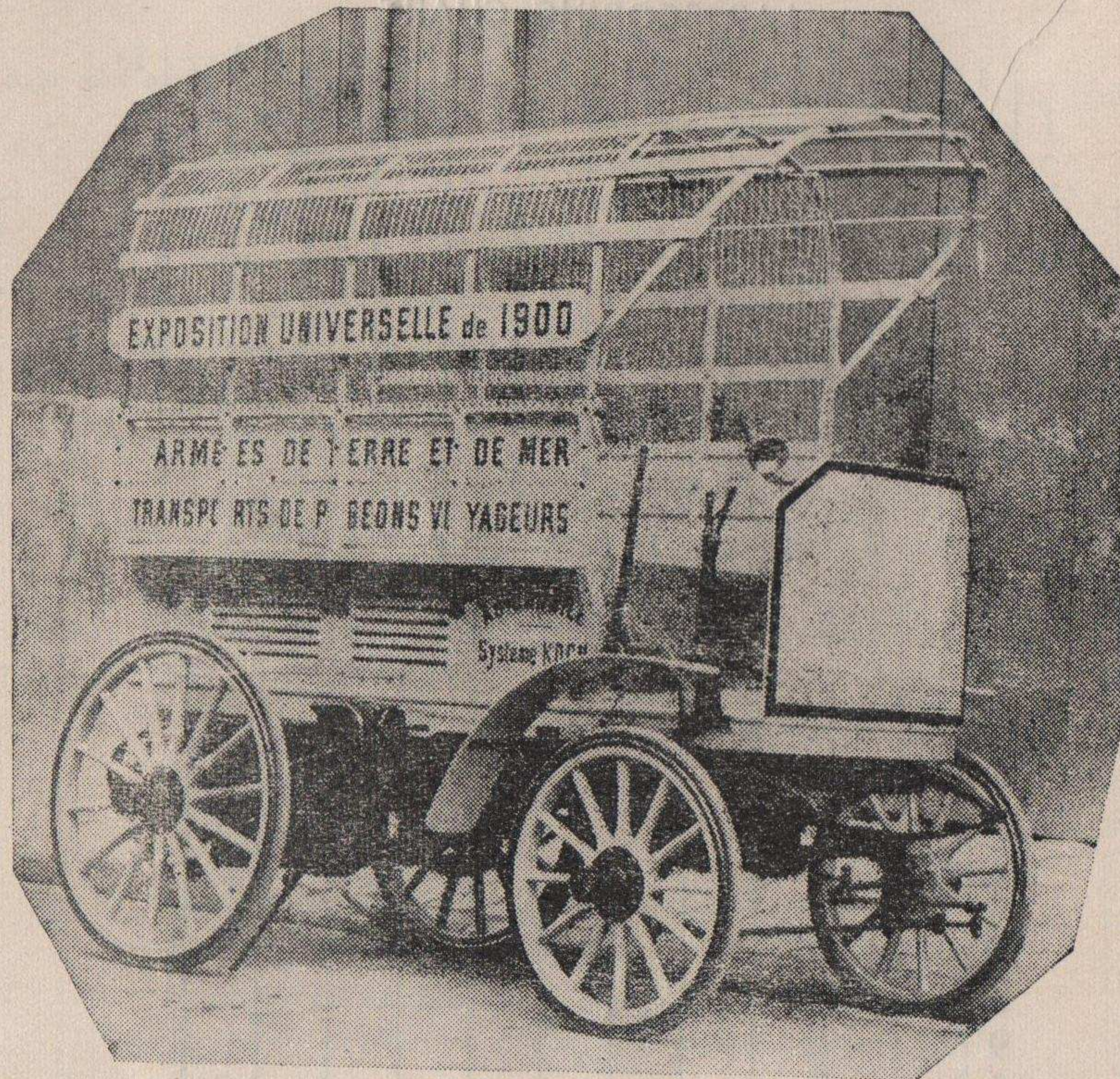
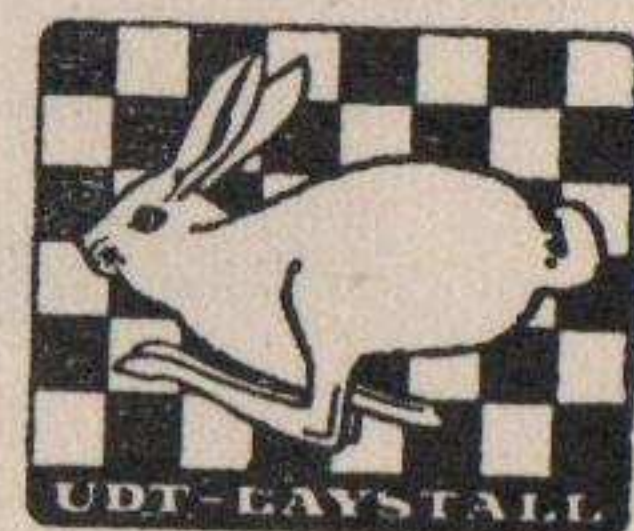


Photo by courtesy of the Autocar

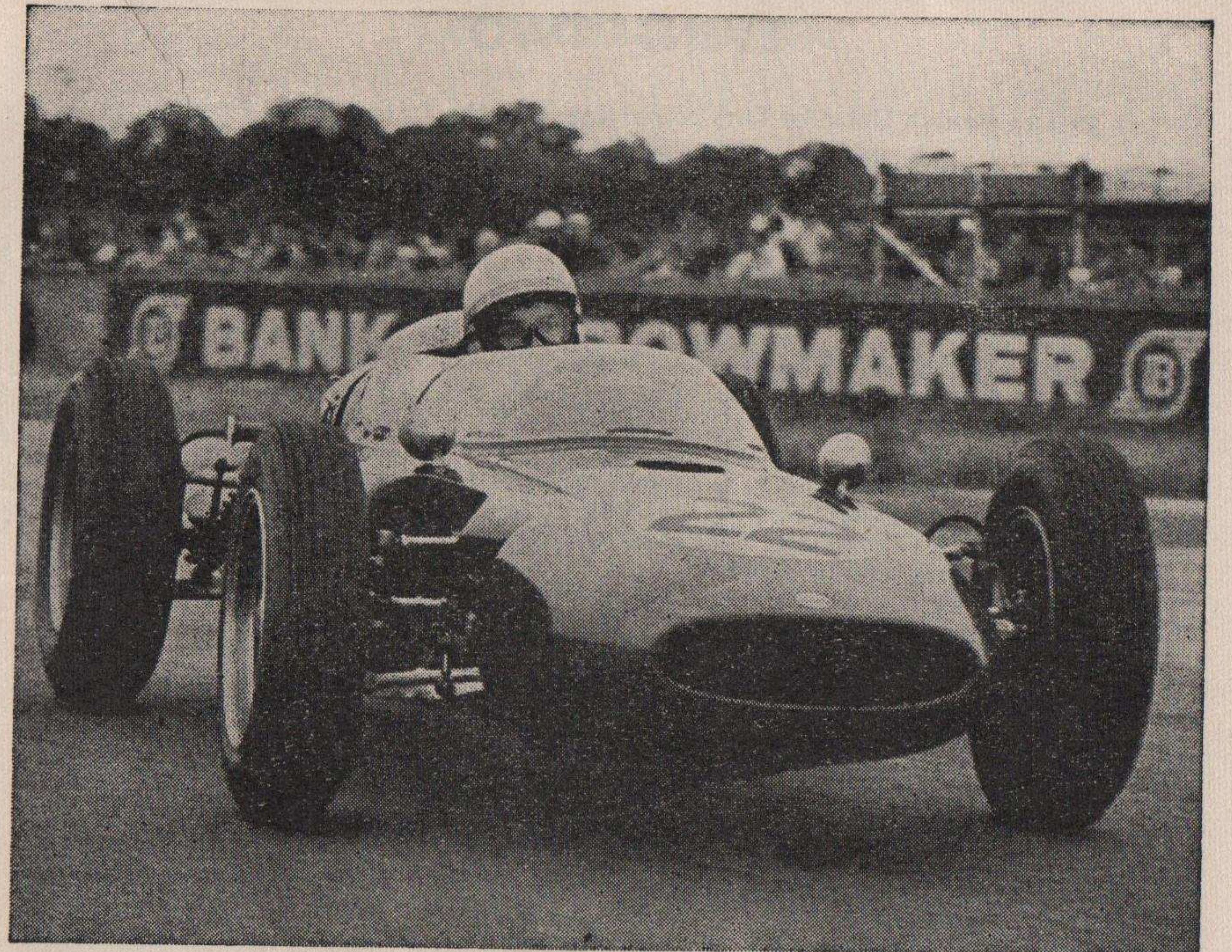
One of the earliest military combinations of automobile and air support, this carrier pigeon transporter was one of several types of vehicle ordered by the French Army from Messrs. Sautter, Harle & Co. (What fiendish purposes did the other types serve? The mind boggles!). It was reportedly delivered in 1901—the lettering on the side shows that even in those days delivery dates weren't to be trusted. The makers clearly predicted a bright future for the diesel engine, for this vehicle and others supplied at the same time were all propelled by "heavy oil engines". Tiller steered, and apparently chain driven, the delightful prospect of travelling in this vehicle must surely have had a beneficial effect on the French Army's pigeon recruiting programme.

UDT helps ^{nearly all} motorists
to help themselves

This advertisement is one of a series available free in booklet form. If you would like a copy write to: Publicity Dept., United Dominions Trust Ltd., 51 Eastcheap, London EC3.



Look for the
UDT/LAYSTALL
Racing Team on
the Circuit today.



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To the Bowmaker-Yeoman Racing Team good judgement and forward thinking are essentials. Apply the same essentials to the choice of a finance company for hire purchase facilities, and bank on Bowmaker. Ask your motor trader for the Bowmaker hire purchase service or get in touch with the local office of the Bowmaker Group.

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BOWMAKER (COMMERCIAL) LIMITED . YEOMAN CREDIT LIMITED
MIDLAND COUNTIES MOTOR FINANCE COMPANY LIMITED



HEAD OFFICE:

Bowmaker House · Lansdowne · Bournemouth

Branches throughout the United Kingdom



MEMBERS OF THE FINANCE HOUSES ASSOCIATION

EVENT TWO

A 50-Lap scratch Race for Cars complying with the International Formula 1

LAP RECORD: R. Salvadori, Cooper-Climax, 99.55

CIRCUIT LAP RECORD: J. Clark, Lotus Climax, 105.68

No.	Colour	Entrant	Driver	Car	c.c.
1	G	Brabham Racing Orgn.	Jack Brabham	Lotus F.1. (V8 or 4 cylinder)	1490
2	S	Republica Venezia	Jo Bonnier	Porsche F.1.	1498
3	G	Team Lotus Ltd.	Jim Clarke	Lotus F.1	1500
4	G	Team Lotus Ltd.	Trevor Taylor	Lotus F.1	1500
5	G	Team Lotus Ltd.	Peter Arundel	Lotus F.1	1500
6	Pale G	U.D.T. Laystall	Innes Ireland	Lotus G.P.	1500
7	Pale G	U.D.T. Laystall	Stirling Moss	Lotus G.P.	1500
8	Pale G	U.D.T. Laystall	Masten Gregory	Lotus G.P.	1500
9	G	Owen Racing Orgn. Ltd.	Graham Hill	B.R.M. Racing	1498
10	G	Owen Racing Orgn. Ltd.	Richie Ginther	B.R.M. Racing	1498
11	G	Bowmaker Yeoman	Roy Salvadori	Lola or Cooper F.1	1500
12	G	Bowmaker Yeoman	John Surtees	Lola or Cooper F.1	1500
14	G	R. H. Parnell	Tim Parnell	Lotus F.1	1500
15	Blk.	Tony Shelly	Tony Shelly	Lotus F.1	1498
16	G	Graham Eden	Graham Eden	Emeryson or Lotus F.1	1500
17	S	Wolfgang Seidel	Wolfgang Seidel	Porsche F.1	1498
18	G	Chris Ashmore	Chris Ashmore	Cooper F.1	1475
19	B	Ross Greenville	Ross Greenville	Cooper F.1	1500
20	G	Gilby Engineering	Keith Green	Gilby F.1	1475
21		Anglo American Equipe	I. Burgess	Cooper F.1	1475

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

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

FORTHCOMING EVENTS

Motor Racing

Sunday, 6th May, 1962

S.M.R.C. Race Meeting

Vintage and Historic Car Race

LAP SCORING CHART

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

GEMS from SLIP No.1 'WHO'LL BUY MY SWEET MOLYSLIP?'

Scribblings scraped at great cost from the chambers of the Old Masters. Since the Vintage Car Owners Cigar Fund has now gone up in smoke all proceeds will be sent to the National Fund for Providing Re-conditioned Aero Engines to Impoverished Racing Drivers.



WHAT IS MOLYSLIP?

Shame on you! It's the Molybdenum Disulphide Oil Supplement you add to engine and transmission oils. Moly slip coats working parts with a tough, permanent lubricating 'plating', reducing friction and heat and making parts last longer and performance figures better. Admit it now, you knew it all along. We will send you a free book on the subject if you write.

You in your turn can go out and buy some of the stuff. You play ball with us and we'll play ball with you.

SLIP GROUP OF COMPANIES
(MOLYSLIP DIVISION)
34 GREAT ST HELENS LONDON E.C.3
AVENUE 1636 Telex: 23755

THIS IS AUTOBRITE WEATHER!

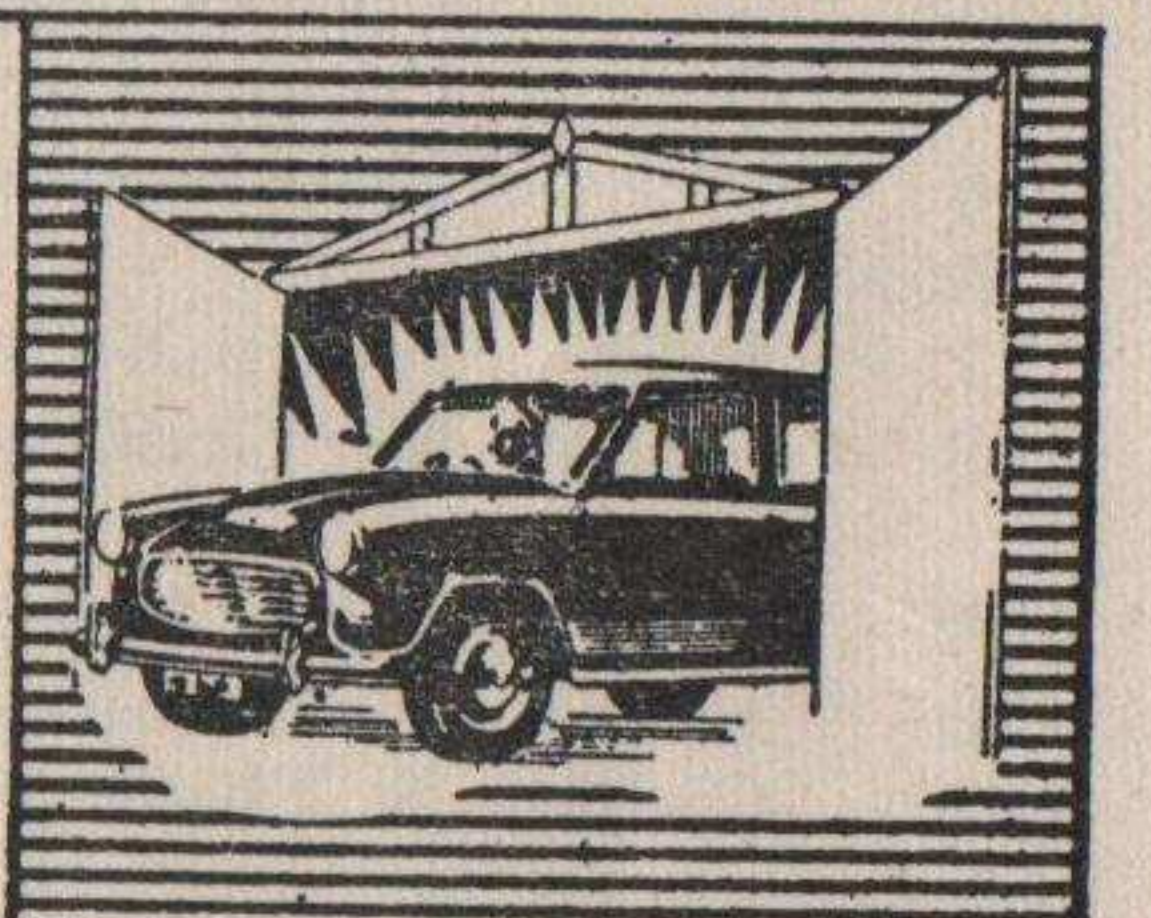
DUST....GRIT.... Dust and Grit act like sand-paper on your cellulose, lays on roads waiting to hit into your coachwork and chromium at killing velocity. Just imagine motoring at 45 m.p.h. into a headwind of 25 m.p.h. Your car suffers a 70 m.p.h. bombardment every yard you drive!!!

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.**

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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.

EVENT THREE

A 25-Lap scratch race for Touring Cars Complying with Appendix J. Group 2

LAP RECORDS:

Class A: J. Aley, Mini Minor 72.7
 Class B: A. Peer, Ford Anglia 81.44
 Class C: D. P. Merfield, Ford Anglia 81.44
 Class D: M. Parker, Jaguar, 86.79

No.	Colour	Entrant	Driver	Car	c.c.
CLASS A:—Up to 850 c.c.					
61	W	Squadra Blez International	J. Richard Aley	D.K.W. 800S Jnr.	800
62	W	Squadra Blez International	Frank Hamlin	Morris Mini Minor	848
63	W	S.A.H. Accessories Ltd.	N. H. Dangerfield	SAAB 93	750
64	W	D. Mantzel	D. Mantzel	D.K.W. 800	808
99		P. Ruby	P. Ruby	Auto-Union 808	808
<i>Reserve</i>					
65	Blk./W	B. H. Knight	B. H. Knight	Morris Mini	848
CLASS B:—851-1000 c.c.					
66	R	Don Moore	Christabel Carlisle	Austin Cooper Saloon	997
67	B	Max Cremer	Ivan Cremer	Mini Cooper	998
68	R	G. C. Burrows	G. C. Burrows	Austin Cooper	997
69	G	G. C. Shepherd	G. C. Shepherd	B.M.C. Cooper Mini	948
70	Gr.	Ecurie Chiltern Ltd.	T.B.N. Miss 'X'	Morris Cooper	997
71	R/Blk.	Werner Helm	Werner Helm	Morris Cooper	997
72	R/Blk.	M. H. Clare	M. H. Clare	Morris Mini Cooper	997
73	G	Cooper Car Co.	Tony Maggs	Austin Mini Cooper	997
74	G	Cooper Car Co.	John Love	Morris Mini Cooper	997
75	G	Cooper Car Co.	John Whitmore	Austin Mini Cooper	997
76	W	Don Moore	Julien Vernaev	Austin Cooper	997
<i>Reserves</i>					
77	R/B	Scottish Clubman	W. A. Borrowman	Austin Cooper	997
78	Gy./W	W. Griffiths Engr. Ltd.	A. D. Rutt	Morris Cooper Mini	997
79	Gy./W	J. D. Lewis	J. D. Lewis	Mini Cooper	996
80	R/Blk.	P. Galliford	P. Galliford	Morris Mini Cooper	998
81	Gy./W	S. Thynne	S. Thynne	Morris Mini Cooper	997
CLASS C:—1001-200 c.c.					
82		Sunbeam Talbot Ltd.	Peter Harper	Sunbeam Rapier	1592
83	B	J. K. Bell	J. K. Bell	Vauxhall VX 4/90	1508
84	Gy.	N. T. Lawrence	N. T. Lawrence	Borgward Isabella	1533
85	R	Peter Pilsworth	Peter Pilsworth	Riley 1.5	1500
86	B	Barwell Motors	A. Hutcheson	Riley 1.5	1532
87		Mountains Garage	P. Jopp	Sunbeam Rapier	1592
<i>Reserves</i>					
88	Gy.	J. E. Lovett	J. E. Lovett	Borgward T.S.	1583
89	Gy.	Westover Racing	Edward Lewis	Riley 1.5	1500
CLASS D:—Over 2000 c.c.					
90	B	Equipe Endeavour	M. Parkes	Jaguar 3.8	3871
91	B	Equipe Endeavour	J. Sears	Jaguar 3.8	3871
92		John Coombs	G. Hill	Jaguar 3.8	3871
93		John Coombs	R. Salvadori	Jaguar 3.8	3871
94	G	Peter Berry Racing	David Hobbs	Jaguar 3.8	3871
95	G	Sir G. Baillie	Sir G. Baillie	Jaguar 3.8	3871
96	C	The Gryphon Stable	J. G. Sutton	Vauxhall Velox	2650
97	R	D. A. N. Byrne	D. A. N. Byrne	Mercedes 220 SEB	2195
<i>Reserve</i>					
98	Gy.	Bracknell Motors Ltd.	P. Dodd	Jaguar 3.8	3871

LAP SCORING CHART

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

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

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

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

Sunday, 29th July, 1962

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