

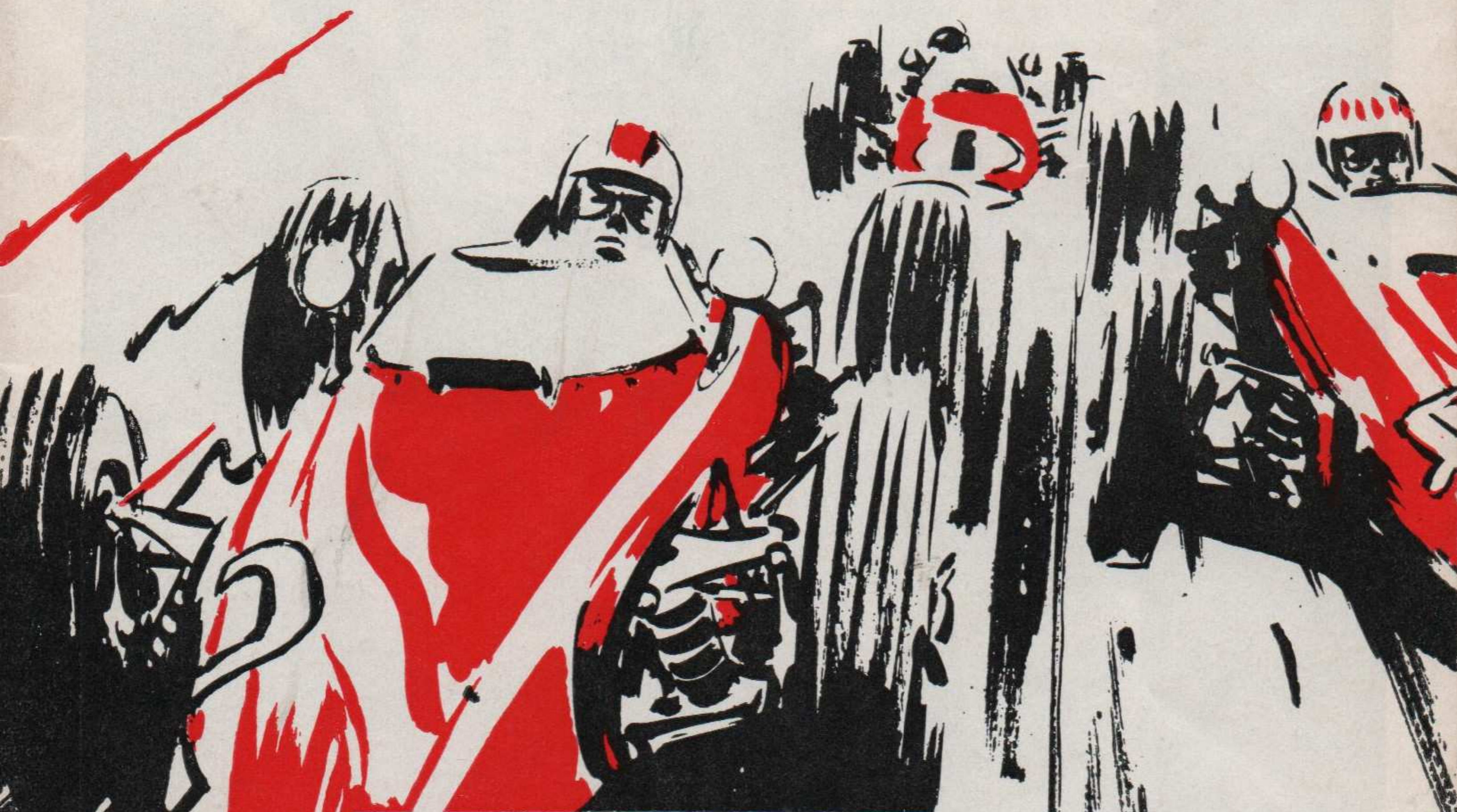
OFFICIAL PROGRAMME 2/6

SNETTERTON MOTOR RACING CIRCUIT

INTERNATIONAL LOMBANK TROPHY MEETING

SATURDAY, 30th MARCH, 1963

ORGANISED BY THE SNETTERTON MOTOR RACING CLUB



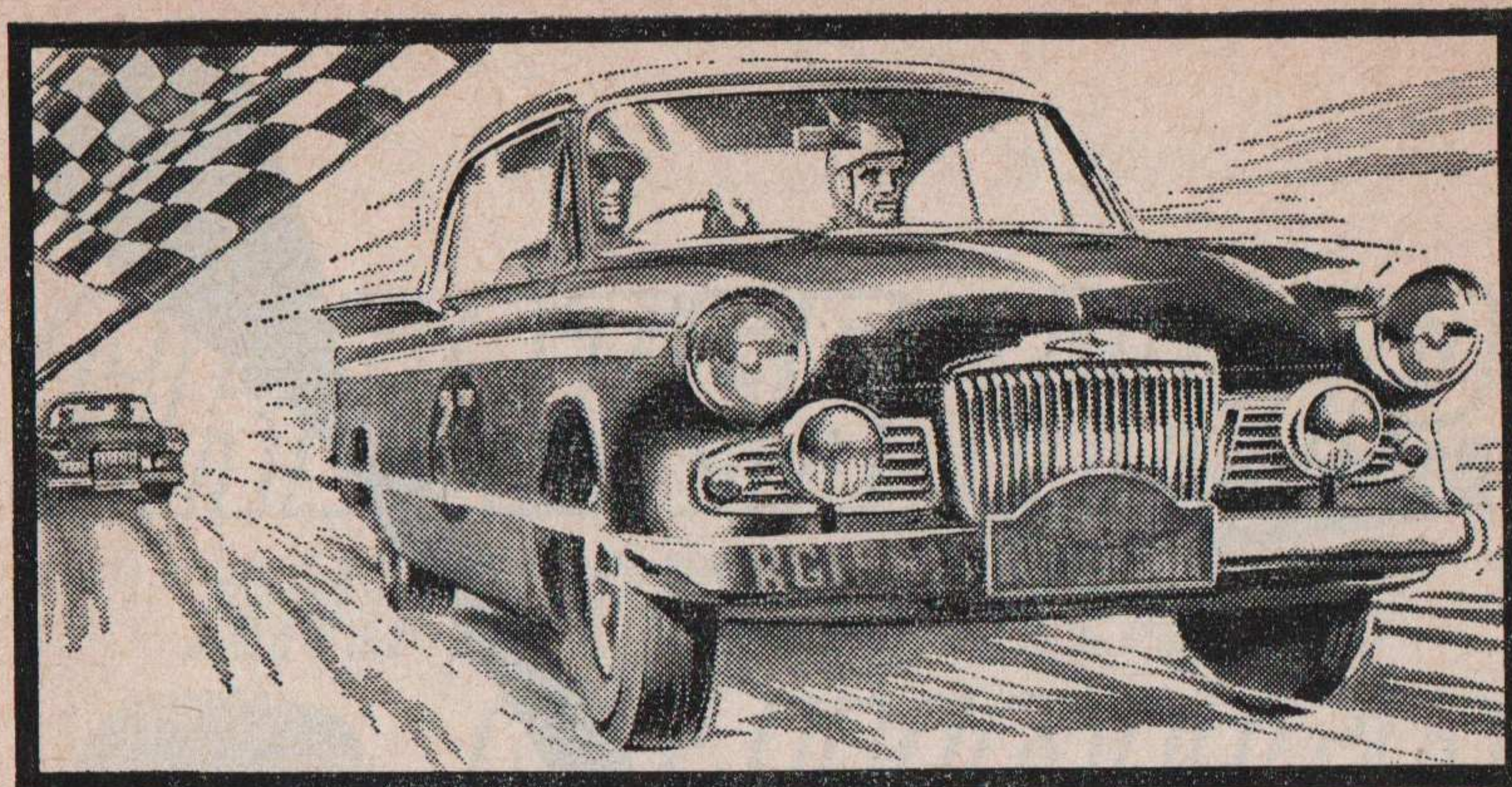
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- INTERNATIONAL TROPHY RACE, SILVERSTONE
- TUCSON (ARIZONA) SPORTS CAR RACE
- SPA GRAND PRIX MEETING
- INTERNATIONAL GREEK ACROPOLIS RALLY
- BRITISH AUTOMOBILE RACING CLUB'S MEETING, CRYSTAL PALACE
- OULTON PARK GOLD CUP MEETING
- BRITISH RACING AND SPORTS CAR CLUB'S 1962 SALOON CHAMPIONSHIP
- SIX-HOUR RACE, BRANDS HATCH
- AUTOMOBILE TOUR DE FRANCE
- RAC INTERNATIONAL RALLY

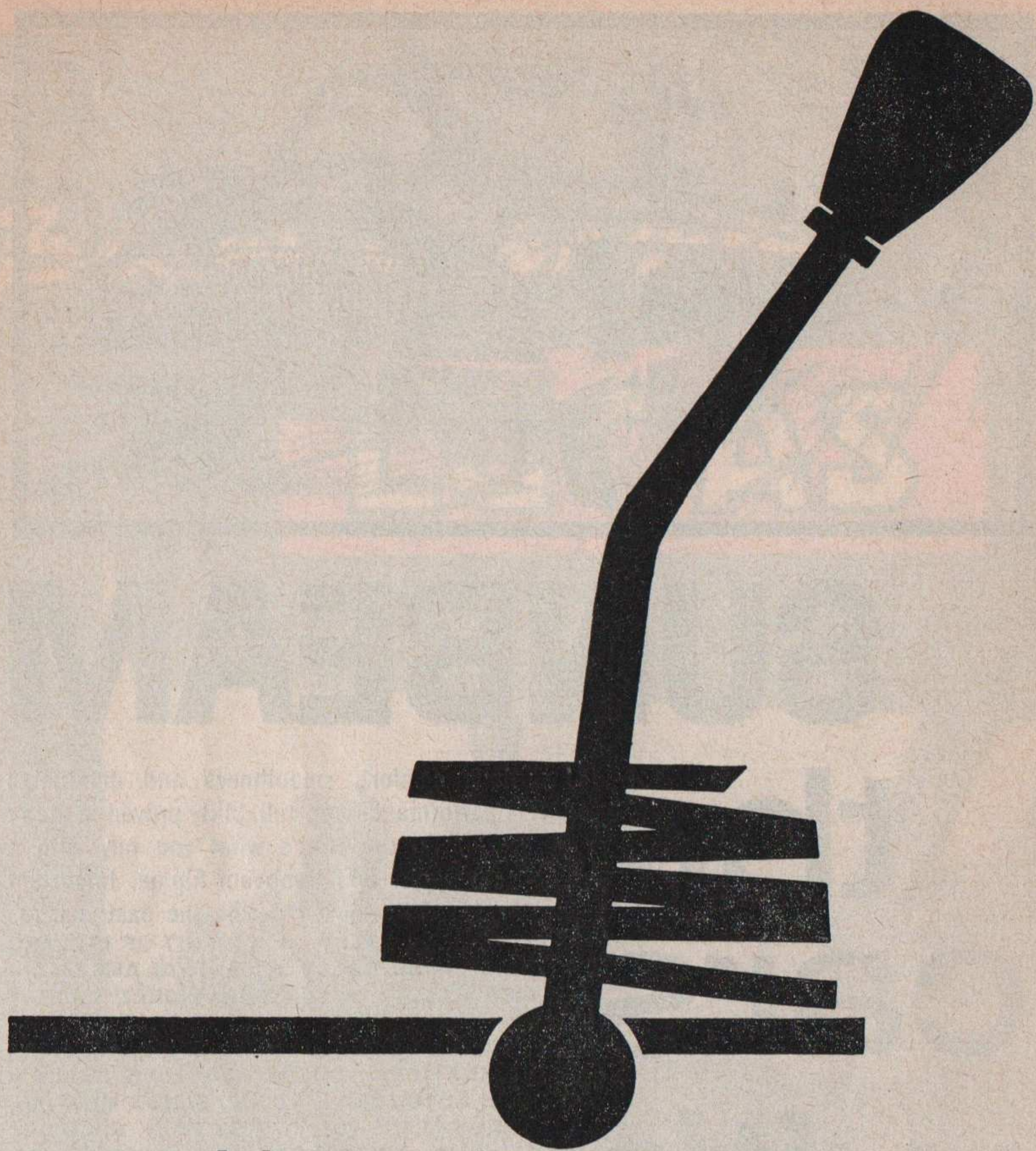
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GREATER GRIP

IN THE WET

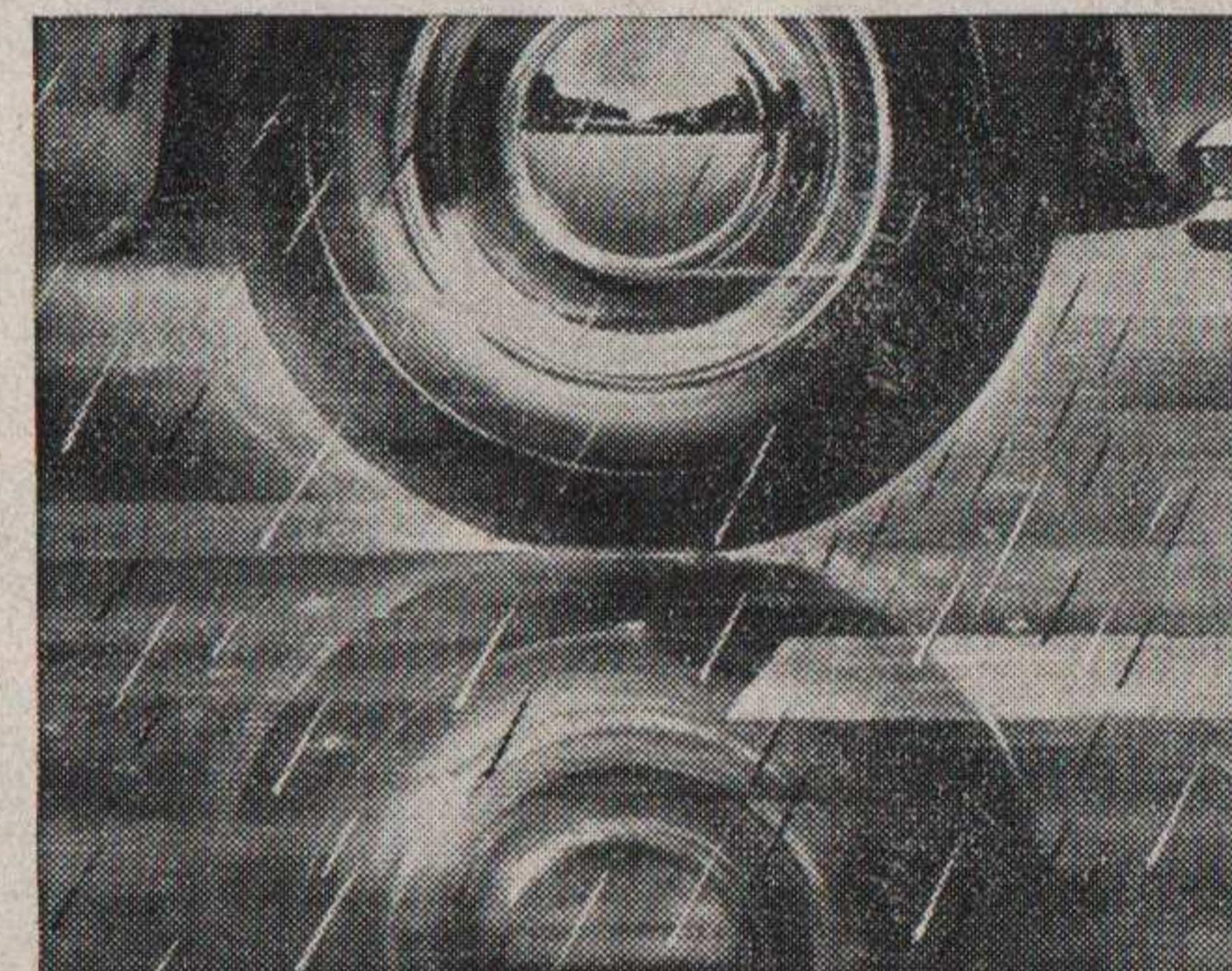
AND HIGHER MILEAGE



AT HIGHER SPEEDS!

NEW Mk 3 TURBOSPEED

Here is the successor to the TURBOSPEED Mark II which used the first-ever two-fold tread of CLING and CUSHION rubber. With the same basic construction but with even better CLING and CUSHION rubber, the AVON TURBOSPEED Mark 3 is specially designed for the really fast motorist giving greater grip in the wet than ever before. So ask for Turbospeed—and be safe fast!



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CLING RUBBER Low-bounce 'dead' rubber which clings like a leech whatever the state of the road or weather. Grips tighter in the wet than ordinary rubber, eliminates tyre squeal in the dry, and gives you higher mileage too!

TURBOSPEED

Mk 3

In sizes for Aston Martin,
Austin Healey, Jaguar,
M.G.A., Triumph etc.

The flag's down... Off to another great season. Who's racing on BP this year? The pick of the bunch of course: Bruce McLaren and Tony Maggs on Cooper-Climax: Innes Ireland and Jim Hall on Lotus-BRM: Joakim Bonnier on Lotus-Climax and Cooper-Climax. Great cars. Great drivers. Great fuels. Great lubricants. BP of course.

 **BP is the key to better racing**



INTERNATIONAL MOTOR RACING

MARCH 30th, 1963

Snetterton

This Meeting, organised by The Snetterton Motor Racing Club, Permit No. R.972 is governed by the International Sporting Code of the F.I.A., the Standing Supplementary Regulations and general Competition Rules of the Royal Automobile Club, and additional Supplementary Regulations.

Officials :

STEWARDS:

For the R.A.C.
John Gott, M.B.E., G.M.

For the S.M.R.C.

Lord Gainsborough
J. W. N. Bunbury
J. Sarginson

JUDGES:

John Webb
J. Law
R. Rayner
S. J. Boshier

CLERK OF THE COURSE:

Cmdr. Heseltine

SECRETARY OF THE MEETING:

Oliver Sear

CHIEF TIMEKEEPER:

Frazer Lowe

CHIEF SCRUTINEER:

R. J. Soanes

COMMENTATORS:

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W. Barlow

PRESS OFFICER:

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P. Lacey

CHIEF Paddock MARSHAL:

C. Morton

MEDICAL OFFICERS:

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Dr. R. Benson
Dr. Knowles
Dr. R. D. France
Dr. J. Stuart
Dr. J. Scott-Napier

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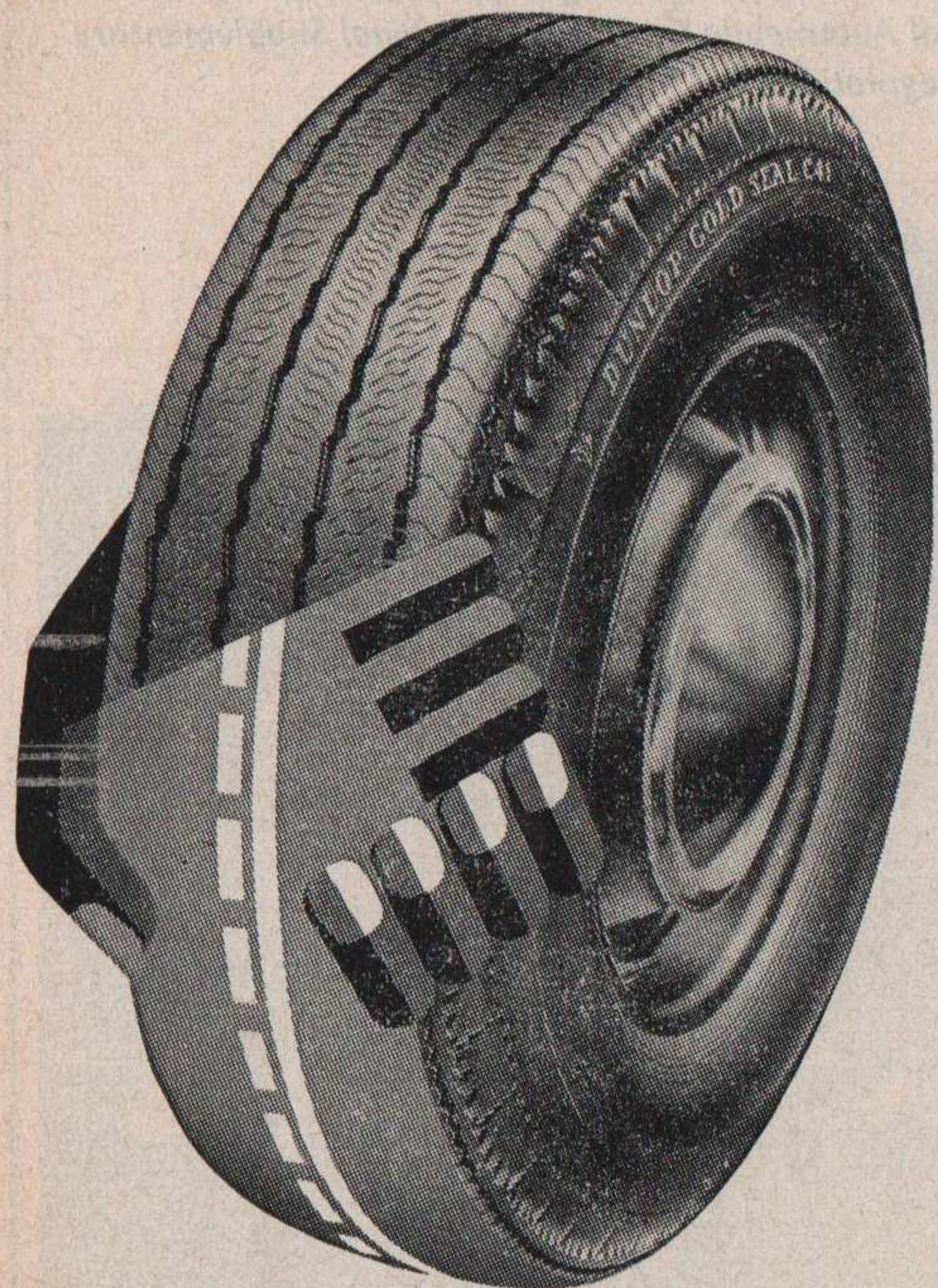
British Red Cross Society
St. John Ambulance Brigade

MARSHALS:

Members of the S.M.R.C.

GET THIS TYRE AND GET THE GRIP

THAT GIVES NEW CONFIDENCE IN ANY DRIVING SITUATION



ALREADY MORE THAN A MILLION motorists are experiencing the entirely new sense of safety provided by the Dunlop Gold Seal C41. They actually *feel* the 'road-hug' tread gripping—and holding—on bends and corners, and when braking or accelerating. Wet-hold, too, is fantastic.

The special safety shoulder makes steering 'snatch' or wheel-wander caused by raised white lines and similar irregularities, a thing of the past. Insist on the C41 when you need new tyres: it is the safest and longest wearing standard tyre—ever!

Sizes for the majority of modern cars and light vans—and remember C41 tyres cost no more than ordinary tyres.

GET THE

DUNLOP



GOLD SEAL C41

FOR TOP SAFETY—TOP MILEAGE

CFH/H63/107

Programme of Events

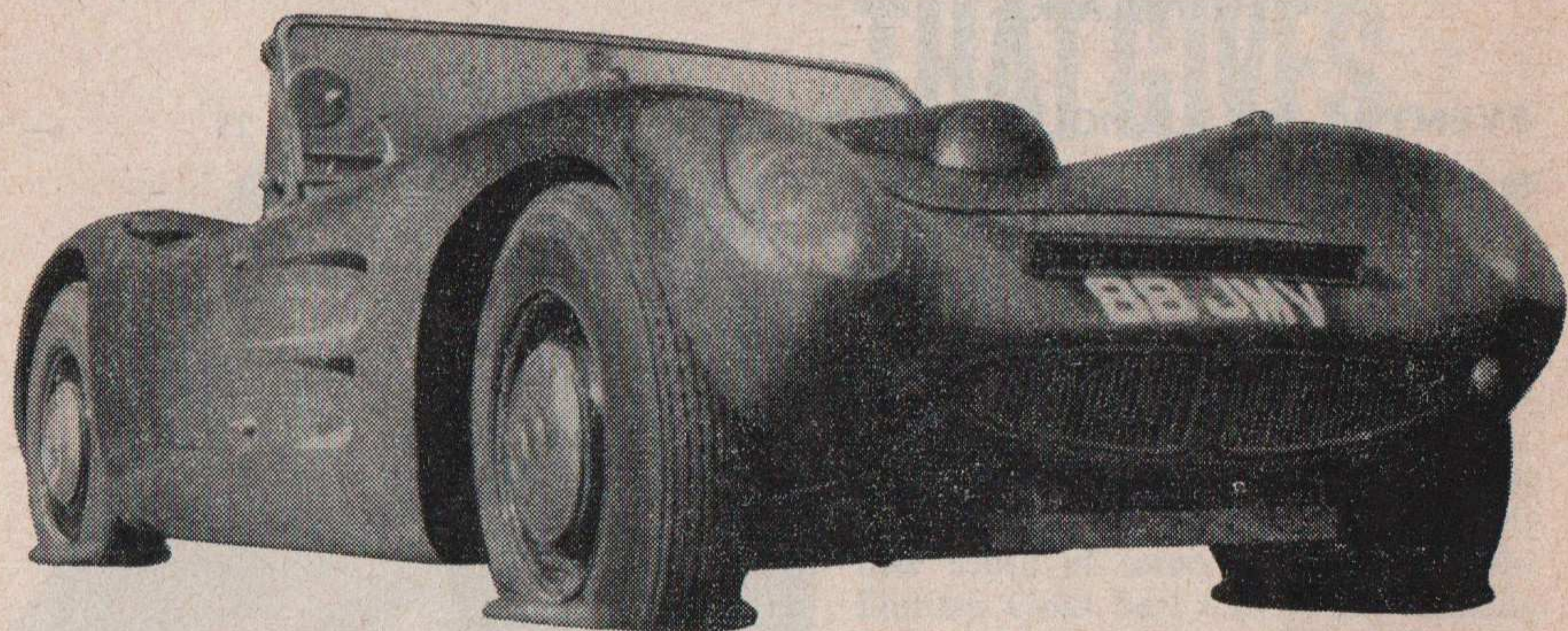
	Laps	Start
EVENT 1. A Scratch Race	25	2 p.m.
for SPORTS CARS conforming to Appendix C and Prototype Grand Touring Cars in three Classes:—		
(a) Up to 1150 c.c.		
(b) 1151–2000 c.c.		
(c) Over 2000 c.c.		
EVENT 2. THE INTERNATIONAL 'LOMBANK TROPHY' RACE	50	—
for Cars complying with the INTERNATIONAL FORMULA 1.		
EVENT 3. THE SLIP MOLYSLIP TROPHY RACE	25	—
for TOURING CARS conforming to Appendix J, Group 2, in the following Classes:—		
(a) Up to 1300 c.c.		
(b) 1301–2000 c.c.		
(c) Over 2000 c.c.		

This is a Qualifying Race for the 1963 Slip Moly slip Touring Car Championship.

Prizes

- EVENT 1.** To the Overall Winner—£50.
To the Winner in each Class £25. **(The Winner forfeits his Class Award.)**
- EVENT 2.** To the Outright Winner 'THE LOMBANK TROPHY' and Replica and £100, 2nd £75; 3rd £25.
The first Car with a 4-Cylinder Engine to finish—£50.
(Provided it does not finish 1st, 2nd or 3rd in general classification.)
To each Driver completing the Course—a Club Silver Tankard.
- EVENT 3.** To the Outright Winner £50 and a Trophy.
To each Class Winner £25.
(The Outright Winner forfeits his Class Award.)

RUN DOWN? TYRED? EXHAUSTED?



GET
GOING
AGAIN
WITH

If you've been off your motoring reading lately, take **Small Car** once a month from now on. **Small Car** peps up the young, fortifies the over-forties with news of all that's new in cars up to 1800 cc. New models and mods—nothing acts faster than **Small Car**. Tests and reviews. Ideas for your holiday—you probably need one. Profiles of the mini-magicians who make those small cars GO! Inside information on cars of the future together with backward glances at the ones Dad raved about. **Small Car** gives you this unique prescription each month in exciting detail and full colour pages. This month go two degrees over—get **Small Car** today 2/-.

small car 2¹/₂ MONTHLY

HGP409

For the attention of spectators

Vehicles.—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.

Dogs not admitted.—In the interests of safety of human lives, spectators and competitors, DOGS are NOT permitted within the area of the Snetterton Circuit.

Prohibited area notices.—The public are not permitted in the areas where these Notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted.

Litter.—Please do not leave litter about the grounds—take it with you

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

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

ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION

Flag signals

Competitors are reminded of the meaning of the Flags which will be used by the Flag Marshals.

UNION JACK	Start.
RED	Stop immediately.
YELLOW (Waved)	Great danger; prepare to stop.
YELLOW (Motionless)	Take care; danger.
BLUE (Waved)	Another competitor is trying to overtake.
BLUE (Motionless)	Another competitor is following you closely
YELLOW (With Vertical Red Stripes)	Oil on the Course.
WHITE	An ambulance or service car on the circuit.
BLACK (With Number)	Car with that number must stop.
BLACK and WHITE CHEQUERED	Signal for End of Race.
SPECIAL NOTICE	A car that does not stop when the Red or Black Flag is shown will render the driver of that car liable to a fine of £5.

Ferodo First

on B.R.M. in 1962

INTERNATIONAL TROPHY, SILVERSTONE, 1st Graham Hill

EUROPEAN GRAND PRIX, 1st Graham Hill

GERMAN GRAND PRIX, 1st Graham Hill

ITALIAN GRAND PRIX, 1st Graham Hill, 2nd Richie Ginther

S.A. GRAND PRIX, 1st Graham Hill



Rubery Owen & Co. Ltd. chose Ferodo disc brake linings for their successful team of B.R.M. cars

Fit race-proved **FERODO**



Anti-Fade Linings for Drum or Disc Brakes



FERODO LIMITED · CHAPEL-EN-LE-FRITH · ENGLAND A Member of the Turner & Newall Group

12/15A

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		

Acknowledgements

SERVICES:

- Breakdown Services: R. C. Edmondson Ltd., Fakenham
Boshier of Norwich Ltd.
E. E. Smith & Sons Ltd., Attleborough.
Browns Autos, Wisbech.
- Course Car: Boshier of Norwich Ltd.
- Amplification: E.R.A. Co. Ltd., Norwich.
- Traffic Signs: The Royal Automobile Club.
- Police Services: Supt. A. Cushing and the Norfolk County Constabulary.

Starting Positions

GRID POSITIONS IN ALL RACES WILL BE DETERMINED BY THE COMPETITORS' LAP TIMES RECORDED BY THE OFFICIAL TIME-KEEPERS DURING PRACTICE

Conditions of Admission

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."

Postponement of the Meeting

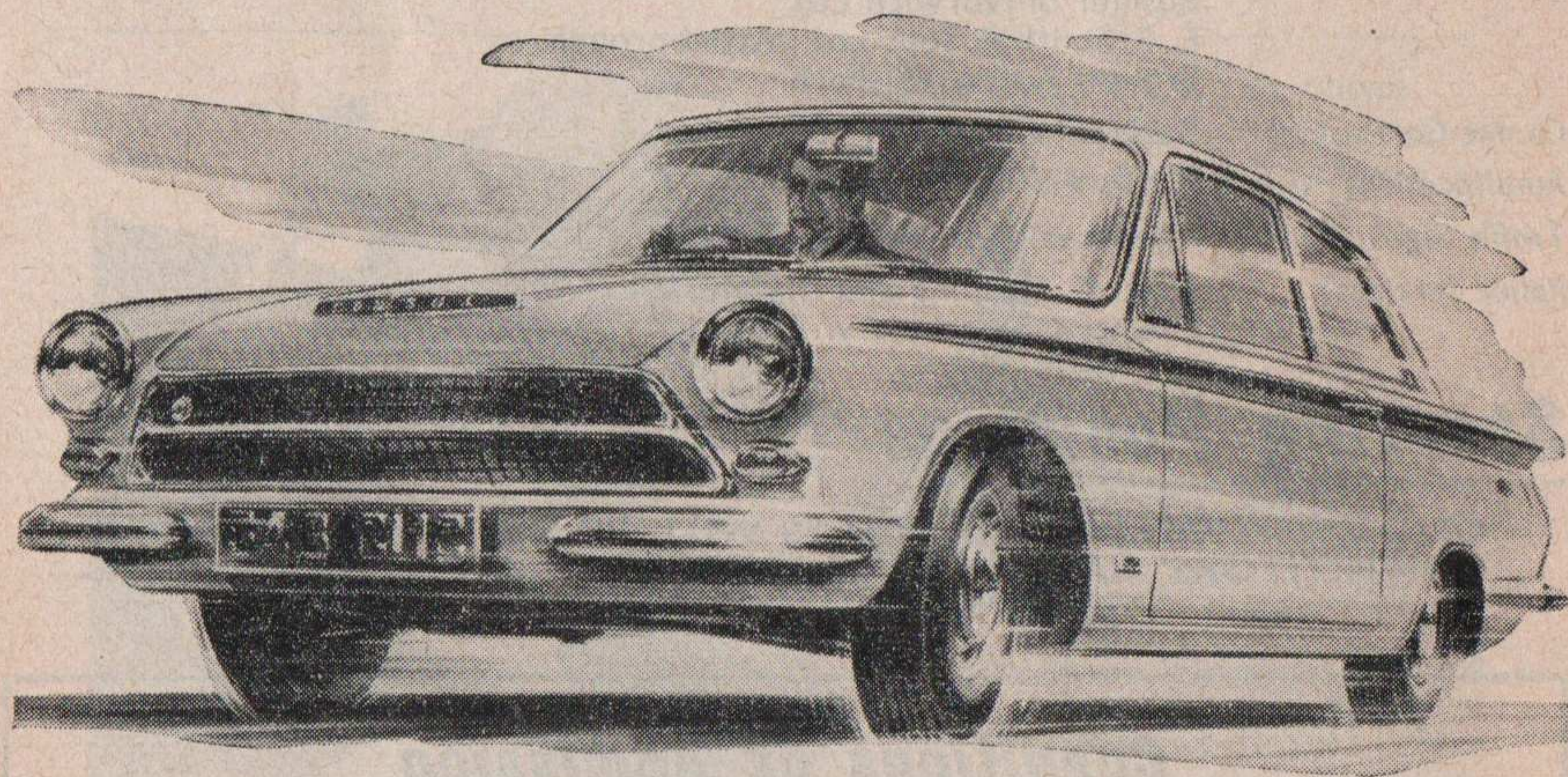
The Club reserves the right to postpone or cancel the meeting.

0-100 IN 30 SECS!

110 M.P.H!

THE NEW HIGH-POWERED

**CONSUL
CORTINA**



developed by
LOTUS

MADE WITH CARE BY FORD OF BRITAIN 

Lap Records

	c.c.	Car	min. secs.	m.p.h.
EVENT 1.—Sports Cars				
(a) M. BECKWITH ..	1098	Lotus 23	1 42.4	95.27
(b) M. BECKWITH ..	1600	Lotus 23	1 39.2	98.35
(c) G. HILL	2500	Lotus Monte-Carlo	1 36.8	100.79

		Cars	min. secs.	m.p.h.
EVENT 2.—Formula 1				
S. MOSS		Lotus Climax ..	1 33.6	104.23

		Cars	min. secs.	m.p.h.
EVENT 3.—Touring Cars, Group 2				
(a) M. H. CLARE		Mini-Cooper ..	2 02.2	79.84
(b) A. HUTCHESON		Riley 1.5	2 02.3	79.81
(c) GRAHAM HILL		Jaguar 3.8	1 50.6	88.21

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WHAT'S IT REALLY LIKE DRIVING ROUND Snetterton ? FIND OUT FOR YOURSELF

By joining the **SNETTERTON MOTOR CLUB**

FOR ONLY 3 GUINEAS A YEAR

You can experience something really new in motor club enjoyment. Consider these benefits:—

DRIVE ON A RACE TRACK

When you join you will be sent three tickets, each entitling you to at least 20 laps driving your own car round one, or all, of the three circuits concerned . . . **BRANDS HATCH, MALLORY PARK and SNETTERTON.** There will be a wide selection of dates to choose from. Each track will be properly supervised and medical and catering services will be at hand. Members will be covered automatically by legal liability insurance and low-cost personal accident cover will be available as an optional extra.

DRIVE ON A SKID ROAD

You will also receive three tickets exchangeable, initially at Brands and later at Mallory, entitling practice with your own car on a skid road capable of inducing a 360 degree spin at only 20 mph. There will be a wide range of dates.

DRIVE ON A KART TRACK

You will be able to hire each circuit's karts, kart track helmets, gloves and overalls for only 7s. 6d. per 10-lap session instead of the normal charge of 10s. This facility will exist initially at **Brands and Mallory**, and later at **Snetterton**, on any day of the year (excepting race days) between 9 a.m. and dusk.

ENJOY A CIRCUIT CLUBHOUSE

Throughout 1963 modern-style motoring country clubs will be developed at **Brands Hatch, Mallory Park and Snetterton.** Each will be open on at least three days a week and will feature bars with a strong motor sporting flavour. They will also be equipped with record players, dance floors, fruit machines, electric model race circuits, table tennis, etc. They will act as private motoring 'pubs' and will also promote dances, film shows, dinners and other entertainments of interest to motoring people. The country clubs will be known as **BRANDS HATCH CLUB, MALLORY PARK CLUB and SNETTERTON CLUB.** Members of the circuit clubs will automatically become members of the country clubs; country club membership only may be obtained for a subscription of 2 gns. Each member may bring two guests.

CHEAPER SPECTATING

You will be able to purchase low-cost spectator season tickets (excepting the British Grand Prix at Brands Hatch) for yourself and one other person at any, or all, of the circuits concerned. These will admit your car to any public park and yourself to the paddock and a special reserved viewing enclosure. At **Brands Hatch** a season will cost £5 5s. 0d. for £8 6s. 6d. normal admission value; at **Mallory Park** the charge will be £3 3s. 0d. instead of over £6 0s. 0d. and at **Snetterton** £3 3s. 0d. instead of over £6 0s. 0d. (PER PERSON).

YOUR OWN MAGAZINE

Through the post every month you will receive a copy of **SPORTS CAR**, value 30s. a year. It will come to you not as a club journal but as a lively, informative magazine full of road and track tests of modified and production sports, GT and saloon cars. **SPORTS CAR** is edited by John Blunsden and Darryl Reach, part of the team which produces its lively companion journal **MOTOR RACING.**

DRIVE IN A SPRINT

The circuit clubs will organise sprints, driving tests and hill climbs for the exclusive benefit of their own members. Race meetings as such (excepting those already organised by the SMRC) will not be arranged as the promoters do not wish to conflict with or undermine the excellent facilities offered by national motor sporting clubs.

DISPLAY A PROUD EMBLEM

Each circuit club will have its own emblem of a Union Jack crossed with a Chequered Flag on a coloured shield background. This will be reproduced on car and label badge, transfers, ties and other items for the exclusive benefit of members. The first 100 label badges of each club will be gilt finished to denote Founder Membership.

MEMBER OF ONE, MEMBER OF THREE

A member of any one circuit club is entitled to certain benefits when visiting either of the other two circuits. These include the right to exchange race track and skid road tickets, to use the kart track at concession rates, full clubhouse privileges, use of members viewing enclosure and participation in sprints, etc.

SAVE A GUINEA

For Members joining during 1963 the one guinea entry fee will be waived.

HOW TO JOIN

Complete the attached application form and send it with your remittance to the **General Secretary, Circuit Car Clubs, Brands Hatch Circuit Ltd., Fawkham, Kent, Tel. West Ash 331.** Your membership card, rule book and further details will then come to you direct from the Secretary of the individual circuit club of your choice.

-----FULL MEMBERSHIP APPLICATION FORM-----

Dear Sir,

Please enrol me as a full member of the following circuit car club:
SNETTERTON MOTOR CLUB BRANDS HATCH MOTOR CLUB
MALLORY PARK MOTOR CLUB
 (delete as required)

and send me full details of circuit and skid road availability, clubhouse activities and reduced rate season tickets. Please also send me the following:

.....Ties at 15s. each
Lapel badges (pin) at 3s. 6d. each
Car badges at £1 5s. 0d. each ...
3 in. transfers at 1s. 0d. each ...

I also enclose 3 gns. for 12 months membership £ 3 3 0
 TOTAL

Please make cheques payable to the Club you have chosen.

NAME

ADDRESS

TELEPHONE.....

HOBBIES AND INTERESTS (non-motoring).....

Note : Members joining after December 31, 1963, will be charged an entry fee of £1 1s. 0d.



GRAHAM HILL
BRM



JIM CLARK
Lotus-Climax

OFF TO A GOOD START

JOHN BLUNSDEN
Editor of
SPORTS CAR

ONCE again the Lombank Trophy race at Snetterton marks the opening of Europe's Formula I racing season, and with entries from BRM, Cooper and Lotus works teams, as well as the British Racing Partnership, today's event may well provide a pointer of Grand Prix form for the coming season.

We extend a particularly warm welcome to World Champion Graham Hill, who is making his first British race appearance since he clinched the title in South Africa. Graham has a busy programme today, with a works BRM in the main event, a special lightweight Jaguar E-type in the sports car race and a Jaguar 3.8 in the touring car event.

The diminutive, talented Californian, Richie Ginther, will be partnering Hill in the BRM team today, and throughout the 1963 season, and his many supporters will wish for him a break from the cruel run of ill-fortune which dogged him last year.

Snetterton has a reputation for being something of a BRM circuit, but the cars from Bourne will, once again, face extremely tough competition from the two Team Lotuses of Jim Clark and Trevor Taylor. Last year Jim Clark and the Lotus 25 proved themselves the fastest combination on most circuits and it is significant that Colin Chapman has decided to use these cars for a further season of World Championship races. This year they will have the latest fuel-injected versions of the Coventry Climax V8 engine giving over 200 horsepower—or about 20 horsepower more than last year.

The latest Climax engine will also be seen in Bruce McLaren's works Cooper, a car which in 1962 had one of the most consistent records in Grand Prix racing and gave Bruce third place in the World Championship table behind Hill and Clark.

Regrettably both Bowmaker and UDT/Laystall have had to withdraw from the Grand Prix scene, but the British Racing Partnership, who ran the UDT cars last year, will be fielding their own team throughout 1963 and have brought in Texan Jim Hall to partner Innes Ireland in their considerably modified Lotus-BRMs.

With such a high calibre entry, and given a dry circuit, it is virtually certain that Stirling Moss's current Snetterton Formula I record of 1 minute 33.6 seconds (104.23 mph), which he set up in this event last year, will be lowered.



BRUCE McLAREN
Cooper-Climax



INNES IRELAND
Lotus-BRM

Although the race winner will undoubtedly be found from the drivers and cars already mentioned, these make up only about half the field for this 50 lap event. The remainder, fielding an interesting cross-section of Formula I machinery, cannot hope to keep pace with the fastest works entries, but several of them will be fighting hard for the special award for the first car with a four-cylinder engine to finish.

The severe winter retarded development of many 1963 competition cars, but following a period of frenzied activity at factory and circuit several new models will be making their Snetterton debut today. In the 25-lap sports car event one of the favourites for outright victory will be Tommy Atkins' new Cooper Monaco, to be driven by Roy Salvadori. This combination could well threaten the hitherto scarcely-challenged supremacy of Innes Ireland in the ex UDT/Laystall Lotus 19.

Yet it is on the cards that both these machines could be beaten by the fearsomely-powerful Chevrolet-engined Cooper Monaco of Chris Summers. No one who was present at Brands Hatch on Boxing Day will have any illusions about this car's spectacular speed in a straight line, and the two long straights of Snetterton will obviously be used to maximum advantage by Summers.

In the smaller capacity field there is the promise of some really scintillating rivalry between the Ian Walker Brabhams of Paul Hawkins and Frank Gardner, the Lotus 23s of Mike Beckwith, Tony Hegbourne, Keith Greene and Alan Rees and, the works Elva Mark 7 of Bill Moss, who is making a welcome return to the circuits.

Saloon car events often provide the best spectator value of all, and with the line-up promised for this afternoon we can be certain of some exciting dicing. The race distance of 25 laps should give a good opportunity for sorting out the men from the boys—and we're not forgetting the girls either, for Christabel Carlisle and Anita Taylor will be fighting it out with Mini and Anglia, respectively.

There is some very hot competition in the small class, with drivers of the calibre of Mick Clare, John Whitmore, John Love and Paddy Hopkirk. This year, Paddy, who is so brilliant in rallies and driving tests, will be having quite a go on the tracks as a member of the Cooper Mini works team. It will also be interesting to see young Mantzel at the wheel of one of the new DKW F12s, for his father is a wizard at tuning these German two-strokes.

Competition will be just as fierce in the next class with two Vauxhall VX 4/90s facing Cortinas, Rapiers and a Riley 1.5. There is a talented list of drivers, including Peter Harper, Dizzy Addicott, Jimmy Blumer, Peter Procter, Les Leston (who hasn't retired after all!) and Jack Sears who should be able to make a Cortina really go on his local circuit.

Among the 'big bangers' Graham Hill and Roy Salvadori will be in two of the several Jaguars which can be expected to lead the field.

Some great racing is in prospect from this first major event of the European season.

EVENT 1

A 25 Lap Scratch Race for SPORTS CARS conforming to Appendix C and Prototype Grand Touring Cars in three Classes.

Class 'A'—Up to 1150 c.c.

Lap Record:

M. BECKWITH .. 1098 Lotus 23 | 42.4 95.27

NO.	ENTRANT AND DRIVER	CAR	C.C.
20	R. W. Jacobs (Dvr.: A. P. Hedges)	M.G. Midget	1139
21	R. W. Jacobs (Dvr.: A. T. Foster)	M.G. Midget	1139
22	J. F. Brown (Dvr.: A. Fletcher)	Lotus 23	1100
23	Dr. E. H. M. Paul (Dvr.: Dr. E. H. M. Paul)	Elva Mk. 7	1150
24	Colchester Racing Developments Ltd. (Dvr.: P. R. Courage)	Merlyn IV	1098
25	Equipe Elva (London) (Dvr.: S. J. C. Minoprio)	Elva Mk. 7	1098
26	Ian Walker Racing (Dvr.: P. Hawkins)	Brabham Sports	1098
27	Chris Williams Ltd. (Dvr.: C. M. M. Williams)	Lotus 23	1097
28	Squadra Tartaruga Switzerland (Dvr.: F. Birchler)	Abarth 1000 Bialbero	992

RESERVES:

29	Equipe Elva (London) (Dvr.: R. S. Benson)	Elva Mk. VII	1098
30	Lawrencetune Engines Ltd. (Dvr.: C. Lawrence)	Deep Sanderson 301	997
31	McArthur Weston Racing (Dvr.: R. McArthur)	Lotus 23	1097
32	N. Garrett (Dvr.: N. Garrett)	Lotus 23	1098
33	Neal Davis Racing (Dvr.: R. A. Postlethwaite)	Lola Sports Racing	1098
34	Ecurie Freeze (Dvr.: T. Bone)	Lotus Ford 23	1078

Class 'B'—1151-2000 c.c.

Lap Record:

M. BECKWITH .. 1600 Lotus 23 | 39.2 98.35

NO.	ENTRANT AND DRIVER	CAR	C.C.
35	R. C. Fawdington & Son (Dvr.: J. Sutton)	Lotus 23	1594
36	Kevin Keegan (Dvr.: K. Keegan)	Lotus Elan	1580
37	Normand Ltd. (Dvr.: T. Hegbourne)	Lotus 23B	1600
38	Normand Ltd. (Dvr.: M. Beckwith)	Lotus 23B	1600
39	K. A. Greene (Dvr.: K. A. Greene)	Lotus 23	1600
40	Roy Winkelmann Racing (Dvr.: A. Rees)	Lotus 23	1594
41	Ian Walker Racing (Dvr.: F. Gardner)	Brabham Sports	1594
42	Elva Cars (1961) Ltd. (Dvr.: W. Moss)	Elva Mk. 7	1600
43	Racing Developments (Dvr.: R. F. Pierpoint)	Attila Climax Mk. 2	1216
44	Lawrencetune Engines (Dvr.: P. Arnold)	Morgan Super/S.	1991
45	A. G. Wood (Dvr.: A. G. Wood)	Cooper Monaco	1963
46	Sports Motors Ltd. (Dvr.: R. J. Bloor)	Lotus Mk. II	1600

Class 'C'—Over 2000 c.c.

Lap Record:

G. HILL 2500 Lotus Monte-Carlo | 36.8 100.79

NO.	ENTRANT AND DRIVER	CAR	C.C.
48	C. T. Atkins (Dvr.: R. Salvadori)	Cooper Climax	2700
49	P. H. Sutcliffe (Dvr.: P. H. Sutcliffe)	Jaguar 'D' type	3800
50	Ansty Garage (Dvr.: C. Summers)	Cooper Monaco	5850
51	Protheroe Cars (Dvr.: D. Protheroe)	Jaguar 'E' Coupe	3781
52	J. Coombs (Dvr.: G. Hill)	Jaguar 'E'	3857
53	British Racing Partnership (Dvr.: I. Ireland)	Lotus 19 M.C.	2500
54	Charles Vogeale (Dvr.: C. Vogeale)	Lotus 19 M.C.	2500

RESERVES:

55	J. Turner (Dvr.: J. Turner)	Lotus 15	3750
56	H. Dibley (Dvr.: H. Dibley)	Lola Buick	3750
57	J. Ewer (Dvr.: J. Ewer)	Merlyn Sports	2090
58			
59			

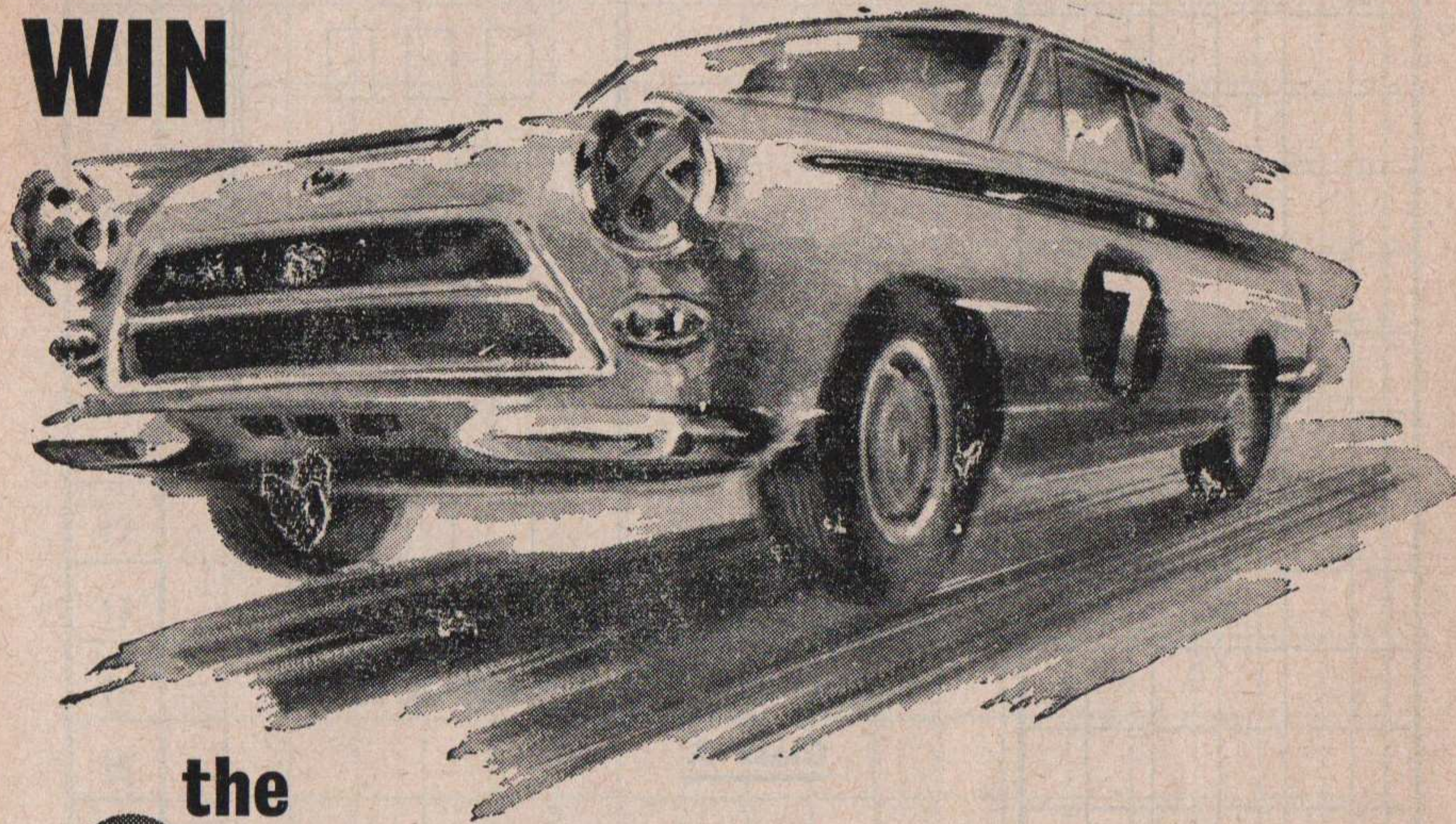
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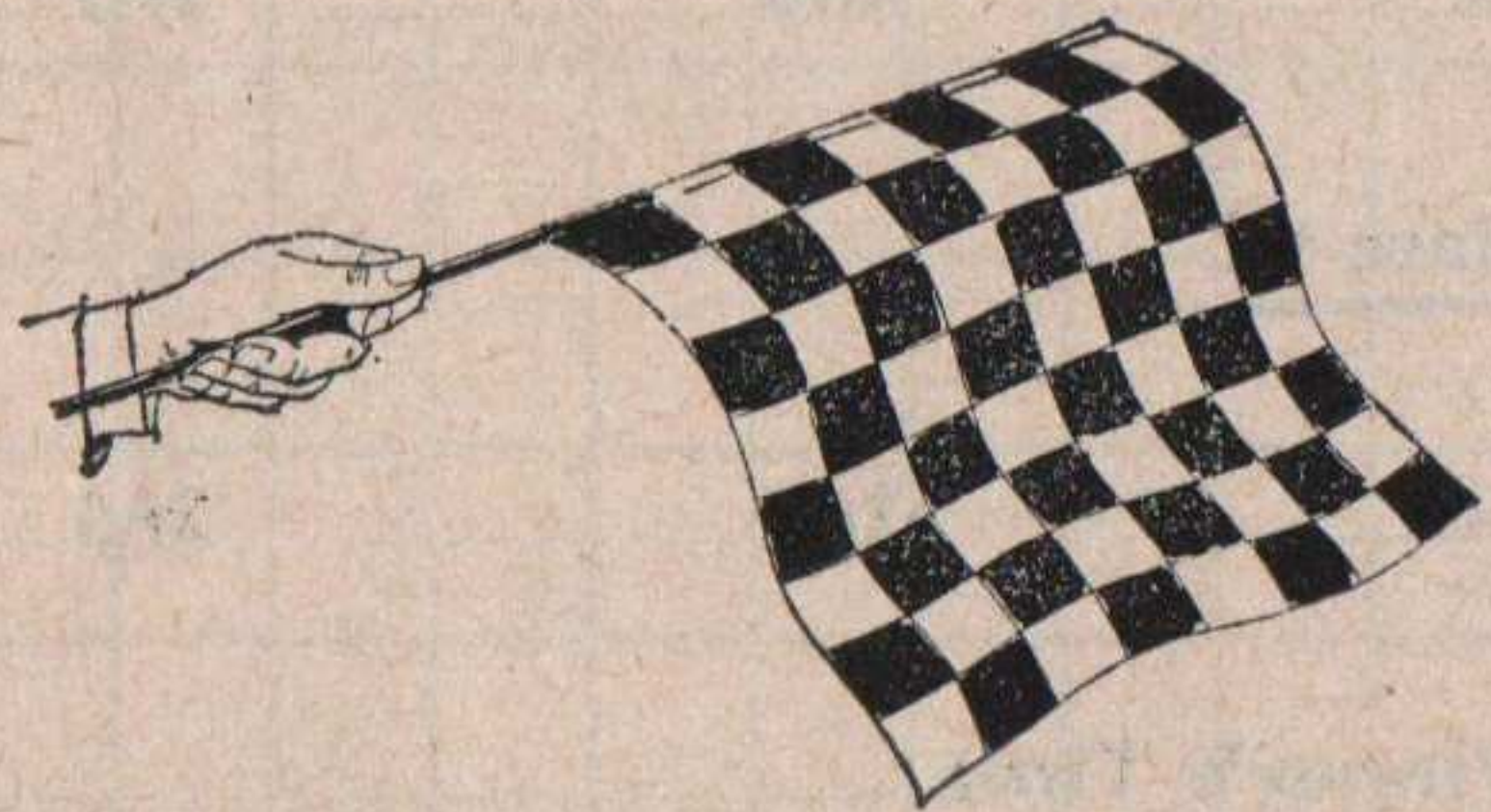
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EVENT 2

THE INTERNATIONAL "LOMBANK TROPHY"

A 50 Lap Scratch Race for Cars complying with the INTERNATIONAL FORMULA I. ...

Lap Record:

S. MOSS 1498 Lotus Climax .. | 33.6 104.23

NO.	ENTRANT AND DRIVER	CAR	C.C.
1	Owen Racing Organisation (Dvr.: G. Hill)	B.R.M. Racing	1498
2	Owen Racing Organisation (Dvr.: R. Ginther)	B.R.M. Racing	1498
3	Team Lotus Ltd. (Dvr.: J. Clark)	Lotus-Coventry Climax	1494
4	Team Lotus Ltd. (Dvr.: T. Taylor)	Lotus-Coventry Climax	1494
5	British Racing Partnership (Dvr.: I. Ireland)	Lotus B.R.M.	1498
6	British Racing Partnership (Dvr.: J. Hall)	Lotus B.R.M.	1498
7	Cooper Car Co., Ltd. (Dvr.: B. McLaren)	Cooper Coventry Climax F.I.	1494
8	R. H. Parnell (Dvr.: T. Parnell)	Lotus B.R.M. F.I.	1498
9	D. Prophet (Dvr.: D. Prophet)	Brabham 1963	1500
10	M. Nunn (Dvr.: M. Nunn)	B. & M. Cooper F.I	1475
11	G. Eden (Dvr.: G. Eden)	Arden Cooper F.I	1498
12	J. Russell (Dvr.: A. Wyllie)	Lotus F.I	1498
14	A. Robinson & Sons (Dvr.: P. Robinson)	Lotus F.I	1500
15	Auto Racing Service (Dvr.: J. Pearce)	Lotus Climax	1498
16	D. W. Racing Enterprises Ltd. (Dvr.: R. Anderson)	Lola Coventry Climax	1494
17	Scuderia Filleipinetti (Dvr.: Jo. Sieffert)	Lotus B.R.M.	1498
18	R. H. Parnell (Dvr.: R. Carter)	Lotus Climax	1498

NOTES:

EVENT 3

THE SLIP MOLYSLIP TROPHY

A 25 Lap Scratch Race for **TOURING CARS** conforming to Appendix J, Group 2, in three Classes. A qualifying event for the 1963 Slip Molslip Touring Car Championship.

Class 'A'—Up to 1300 c.c.

Lap Record:

M. H. CLARE Mini-Cooper .. 2-02.2 79.84

NO.	ENTRANT AND DRIVER	CAR	C.C.
60	Alexander Eng. Co. (Dvr.: M. H. Clare)	Morris Cooper Saloon ..	997
61	Westover Racing (Dvr.: E. Lewis)	Cooper Morris 950 ..	980
62	Miss A. Taylor (Dvr.: Miss A. Taylor)	Ford Anglia ..	1198
63	D. Moore (Dvr.: Miss C. Carlisle)	Morris Mini Cooper ..	997
64	The Cooper Car Co. Ltd. (Dvr.: Sir J. Whitmore)	Austin Mini Cooper ..	997
65	The Cooper Car Co. Ltd. (Dvr.: J. Love)	Austin Mini Cooper ..	997
66	The Cooper Car Co. Ltd. (Dvr.: P. Hopkirk)	Morris Mini Cooper ..	997
67	Janos Speed Engineering (Dvr.: J. E. Fenning) ..	Morris Mini Cooper ..	997
69	D. Mantzel (Dvr.: D. Mantzel)	D.K.W. F.12 ..	900
70	P. Ruby (Dvr.: P. Ruby)	D.K.W. 800S ..	800

RESERVES:

71	Scottish Racing Drivers Club (Dvr.: W. A. Borrowman)	Austin Cooper Saloon ..	998
72	The Stanhope Stable (Dvr.: P. Clarke)	Fiat Abarth 1000 T.C. ..	983
73	G. C. Burrows (Dvr.: G. C. Burrows)	Austin Mini Cooper ..	1021
74	Langton Garage (Dvr.: J. D. Lewis)	Mini Cooper Saloon ..	997
75	Team Red Rose (Dvr.: H. W. Ratcliffe)	M.G. 1100 ..	1098

Class 'B'—1301-2000 c.c.

Lap Record:

A. HUTCHESON Riley 1.5 .. 2-02.3 .. 79.81

NO.	ENTRANT AND DRIVER	CAR	C.C.
76	Team Tourist Trophy (Dvr.: D. Addicott)	Vauxhall VX.4/90 ..	1507
77	Lawrence Tune Engs. (Dvr.: W. B. Blydenstein)	Vauxhall VX.4/90 ..	1548
78	A. Hutcheson (Dvr.: A. Hutcheson)	Riley 1.5 ..	1532
79	Alan Andrews Racing (Dvr.: J. Blumer)	Ford Cortina ..	1499
80	Sunbeam Talbot Ltd. (Dvr.: P. Proctor)	Sunbeam Rapier IIIA ..	1592
81	Sunbeam Talbot Ltd. (Dvr.: P. Harper)	Sunbeam Rapier IIIA ..	1592
82	Alan Frazer Racing Team (Dvr.: P. Jopp)	Sunbeam Rapier ..	1592
83	Alan Frazer Racing Team (Dvr.: L. Leston)	Sunbeam Rapier ..	1592
84	John Willment Autos Ltd. (Dvr.: J. Sears)	Ford Cortina ..	1500
85	John Willment Autos Ltd. (Dvr.: K. Greene or J. Uren)	Ford Cortina ..	1500

RESERVES:

86	John Willment Autos Ltd. (Dvr.: J. Uren or K. Greene)	Ford Cortina ..	1500
87	M. A. Sargeant (Dvr.: M. A. Sargeant)	Riley 1.5 ..	1489

Class 'C'—Over 2000 c.c.

Lap Record:

G. HILL Jaguar 3.8 | 50.6 88.21

NO.	ENTRANT AND DRIVER	CAR	C.C.
88	Team Tourist Trophy (Dvr.: B. Aston)	Jaguar 3.8 ..	3.8
89	M. Pendleton (Dvr.: M. Pendleton)	Jaguar 3.8 ..	3.8
90	C. McLaren (Dvr.: C. McLaren)	Jaguar 3.8 ..	3781
91	Zenith Films Racing (Dvr.: W. A. Powell)	Jaguar 3.8 ..	3.8
92	J. Coombs (Dvr.: G. Hill)	Jaguar 3.8 ..	3875
93	Atherstone Engineering (Dvr.: M. Salmon)	Jaguar 3.8 ..	3.8
94	C. T. Atkins (Dvr.: R. Salvadori)	Jaguar 3.8 ..	3781

RESERVES:

95	D. M. Racing (Dvr.: J. Sparrow)	Jaguar 3.8 ..	3.8
96	Bracknell Motors Ltd. (Dvr.: P. Dodd)	Jaguar 3.8 ..	3781

NOTES:

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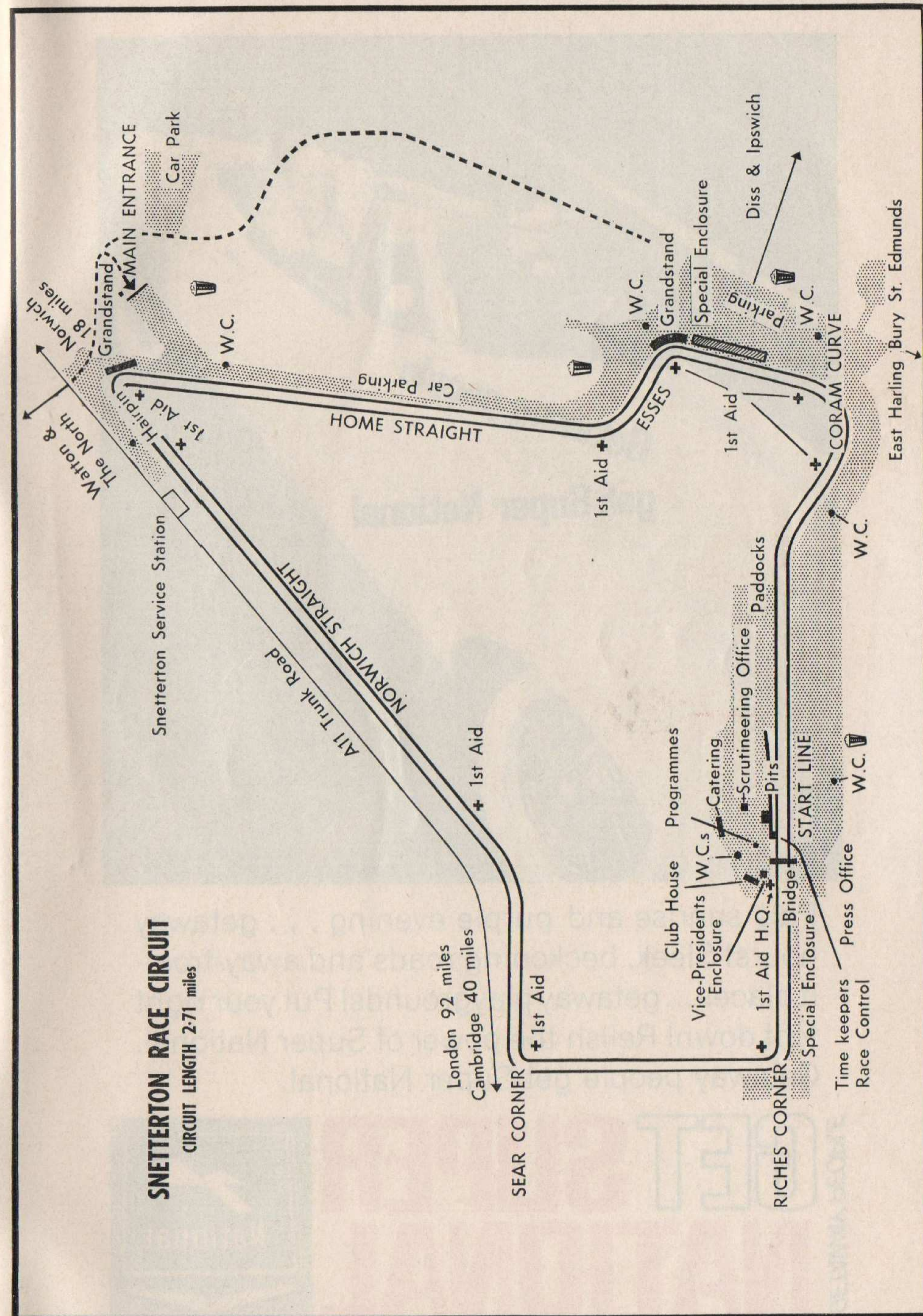
Answer :- Because they are compiled, written illustrated and produced by EXPERTS.

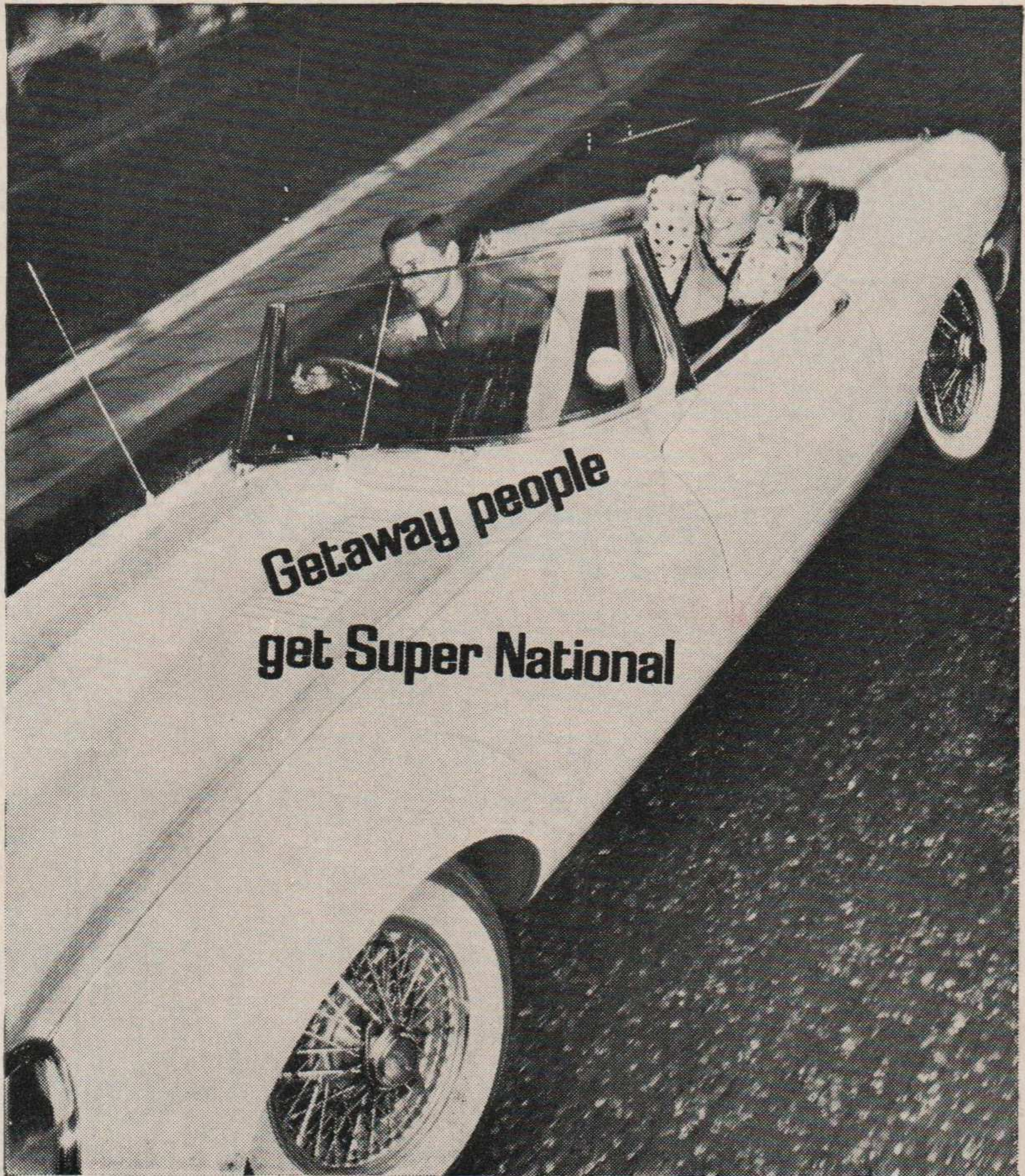
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