Souvenir Official Programme



SNETTERTON Saturday, July 25th, 1953

ORGANISED BY THE A.M.O.C.



For the Best Reports of all Major Sporting Events



1/6 EVERY FRIDAY

AND THE PICTURES

FOR THE BEST REPORTS

HEW MERCEURS UNIX AT ADDRESSED BACK

FORMAL PRODUCTS REPORT OF NON BOLIES

SYERY FRIDAY

Published by AUTOSPORT 159 Praed St., London W.2

UNITED STATES AIR FORCE TROPHY RACE MEETING

NATIONAL EVENT held under the International Sporting Code of the F.I.A., the General Competition Rules of the Royal Automobile Club, these Supplementary Regulations and such Final Instructions as may be issued by the Aston Martin Owners Club. R.A.C. Permit No. 0/60.

OFFICIALS

STEWARDS (for the Club)



THE MARQUESS CAMDEN, J.P.



CHARNWOOD.



Lt. Col. R. CLIVE GALLOP.

R. GORDON

PANEL OF JUDGES (for Races and Trials): GEORGE MATHEWS (Chief Judge), M. F. L. FALKNER, ESQ., H. ORR EWING, ESQ., J. STIRLING, ESQ., GRENVILLE MANTON, ESQ., A. D. FORSHAW, ESQ., MAJOR F. R. CLIFFORD, DONALD HEALEY, ESQ., C. E. STAPLETON, ESQ., and HOWARD COLLINSON, ESQ.

> CLERK OF THE COURSE: DUDLEY CORAM, ESQ.

Deputy Clerk of Course: GEORGE G. TAYLOR, ESQ.

> Controller: L. M. KITCHING, ESQ.

> > Organised by ASTON MARTIN OWNERS CLUB.



Lt. Col. A. T. G. GARDNER, O.B.E., M.C.



Maj. Gen. FRANCIS H. GRISWOLD, U.S.A.



SUTHERLAND.



S. C. H. DAVIS. Esq. (For the R.A.C.)

Assistant Clerk of Course: COL. W. P. THORINGTON, U.S.A.F.

> Chief Marshal: HARRY A. WALLACE, ESQ.

Chief Course Observer and Chief Flag Marshal: RALPH V. PERRY, ESQ. Area Observers: Section No. 3: LT. COL. A. O'SHANOUN. Section No. 1: J. C. STUBBERFIELD, ESQ. Section No. 2: J. A. GREASLEY, ÉSQ. Section No.4: W. M. COUPER, ESQ. Chief Paddock Marshal: LT. COL. C. H. D. BERTHON. Paddock Marshals: MEMBERS OF THE BENTLEY DRIVERS' CLUB. Chief Start Line Marshal: T. H. STEWART, ESQ. Chief Timekeeper: MAJ. GEN. A. H. LOUGHBOROUGH, C.B., O.B.E. (R.A.C.). Chief Scrutineer: F. C. MATTHEWS, ESQ. (R.A.C.). Scrutineers and Assistant Scrutineers: JOHN BLAND, ESQ. (R.A.C.), R. SOAMES, ESQ. (R.A.C.), F. W. MATHEWS, ESQ. (R.A.C. Asst.), J. BESTENTE, ESQ. (Asst.), C. C. COLLINS, ESQ. (Asst.), E. LORD, ESQ. (Asst.). Course Marshals and Start Area Marshals: MEMBERS OF THE ASTON MARTIN OWNERS' CLUB, THE WEST ESSEX CAR CLUB, THE EASTERN COUNTIES MOTOR CLUB, EAST ANGLIAN CAR CLUB, SPORTING CAR CLUB OF NORFOLK, AND THE SURREY SPORTING MOTOR CLUB. Commentators: NEVIL LLOYD, CAPTAIN J. J. OSWOLD, U.S.A.F., T. WALKERLEY, ESQ. and W. E. TUBBS, ESQ. Press Officers: ERNEST C. W. STAPLETON, ESQ. (for the Club). MAJOR J. FISHER (for the U.S.A.F.). Hon. Medical Officers: DR. A. HAMMERTON (in Charge). DR. J. STUART. Information and Officials Office: MRS. BETTY STAPLETON (in Charge). MRS. R. V. PERRY. MRS. KATHLEEN WALLACE. MRS. K. STUBBERFIELD. Track Manager: OLIVER SEAR, ESQ. Ambulances and First Aid Services: ST. JOHN'S AMBULANCE BRIGADE (under the direction of Lt. Col. Sir Thomas Cook). AMERICAN AMBULANCE AND STAFF attending by kind permission of the O.C. 81st Fighter Interceptor Wing U.S.A.F. Quartermasters: N. S. ROOK, ESQ (Chief) and A. J. WOOD, ESQ. Race Organisation Committee: DUDLEY CORAM, ESQ. (Chairman), ERNEST C. W. STAPLETON, ESQ., T. H. STEWART, ESQ., H. A. WALLACE, ESQ., N. S. ROOK, ESQ., and PETER C. DOYLE, ESQ. Services: Breakdown Equipment: MANN, EGERTON & CO. LTD., and BOSHIER & PATTENDEN LTD. Fuels and Oils: Esso, SHELL, B.P., NATIONAL BENZOLE and NOTWEN. Secretary of the Meeting: PETER C. DOYLE, ESQ., Downs Farm, Cannon Lane, Pinner, Middlesex.

The PIONEERS of MOTOR RACING in EAST ANGLIA

THE Aston Martin Owners' Club promoted the very first motor racing at Snetterton Circuit in October, 1951. The meeting was presented as a speed trial by special permission of The Royal Automobile Club, (the controlling body of motor sport in this country) purely to test the reactions of the sporting minded folk of East Anglia. Although a comparatively small number of people attended this meeting, it made a marked impression on those who saw the racing, and the result was a large number of letters requesting that the Club return at an early date next season.

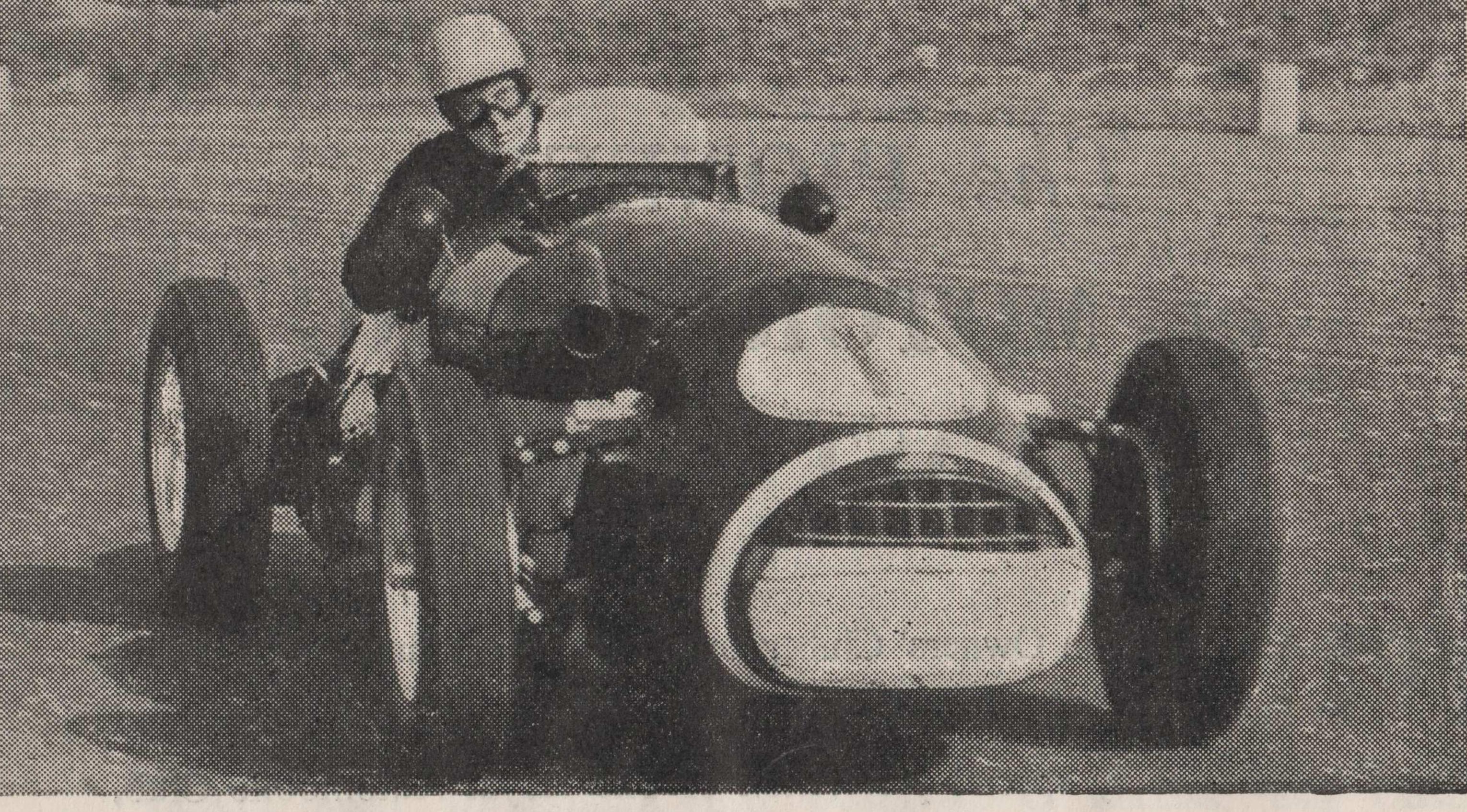
But much had to be done to put the circuit into shape to enable full scale racing to be organised. The track had to have a great deal of attention, including levelling and resurfacing; protective barriers had to be erected, services had to be provided, and an efficient public address system worked out and installed.

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Just before the start of an "All Aston" Snetterton race with examples of the marque dating from 1929 to 1953.

A.M.O.C. Photo.





AUTOSPORT Photo.

Member Eric Thompson winning the Formula 2 Race at Snetterton Spring Meeting with Member R. R. C. Walker's Connaught.

These very necessary improvements were carried out with energy and drive by two local gentlemen, Oliver Sear and John Richies, during the winter of 1951-52.

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Before racing opened in 1952, a number of enthusiastic members of the Aston Martin Owners' Club, together with a small band of local enthusiasts, assisted Mr. Oliver Sear in determining the final course of the circuit by making tests in racing and sports cars at speed—much rubber was worn off many sets of tyres before all were satisfied—and these tests have continued at intervals since, with the object of achieving perfection.

The 1952 season saw the Aston Martin Owners' Club joined at Snetterton by the very enterprising Eastern Counties Motor Club—together with the Half Litre Club they combined to give East Anglia a season of motor race meetings—and more and more people came to watch.

This year, encouraged by the strength of local enthusiasm and support, the circuit owners asked the West Essex Car Club—the very successful promotors of events at the ill-fated Boreham—to join the group of clubs that would provide the programme for the season. So, with three motor sporting clubs and your local Eastern Centre A.C.U., you now have a full season of motor and motor-cycle events, including to-day's national gesture to our good friends the United States Air Force—the U.S.A.F. Trophy Meeting; a day's motor sport for you with the knowledge that you are, in part, hosts to a large number of Americans many thousands of miles from their homes and their own motor sport.

The A.M.O.C. has often been asked why it came to Snetterton to promote motor races. It came at the request of its member, Oliver Sear, whose foresight, combined with an ardent love of the sport, found in the disused airfield of Snetterton Heath a natural circuit, in many ways far superior to others, with much that made it more closely resemble a true road course than probably any other in the country. The principal interest of the Club since its foundation in 1935 has been the provision of events solely for Aston Martin cars, but many of its members, besides being Aston enthusiasts, are prominent drivers at the wheels of a variety of other sports and racing cars—thus considerably increasing the scope of the Club's interests. That is why the A.M.O.C. came to Snetterton.

We shall be here again on 12th September. In the meantime, if you have any constructive suggestions or criticisms on motor racing at Snetterton, write to our Secretary, Mr. Dudley Coram, Aston Martin Owners' Club Ltd., 554, Limpsfield Road, Upper Warlingham, Surrey.

A.M.O.C. Photo.

Ken Wharton, twice Snetterton lap holder, coming in from his Lap of Honour after winning the Formula Libre race on April 18, with the Cooper-Bristol.

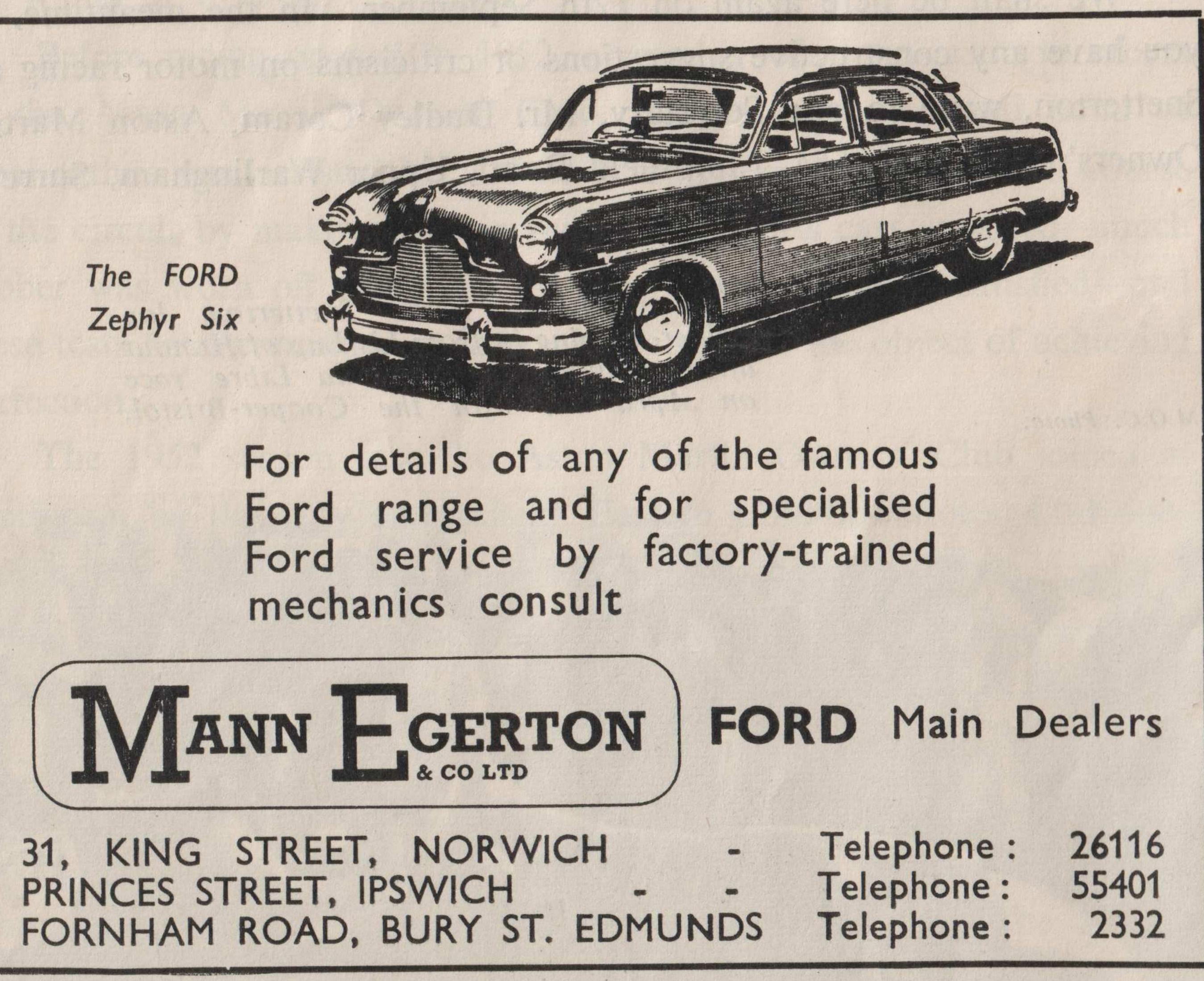
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Hotesdale

Mr. & Mrs. Aionel Robertson





PRINCES STREET, IPSWICH

Telephone: Botesdale 92

Car	E	NTRIES		Event							
No.	Entrant/Driver	Car	c.c.	Nos.							
76	John Heath	H.W.M. Sports	3442	4							
	(Dr.: G. Abecassis)			1							
	J. Richard Aley, U.S.A.F.	T.A. M.G.		1							
120	R. W. Appelbee	T.D. M.G.	500	3							
40	H. C. Allison	Cooper Jap Mark V	500	3							
111111110000000000000000000000000000000	R. A. Anderson	Jaguar XK120	500	1							
137	Lieut, Ned Ames, U.S.A.F.	Aston Martin Ulster	1496	1							
. 116	J. A. Bracegirdle Hadlow Wood Racing Team	ASton Martin Cloter		· · ·							
0/	(Dr.: D. S. Boston)	Jaguar XK 120	3442	4							
104	Hadlow Wood Racing Team	Juguni int int									
104	(Dr.: D. S. Boston)	Jaguar XK 120	3442	4							
114	C. D. Boulton	Silverstone Healey		1							
122	B. H. Browning	Citroen "French 15"		1							
133	A. Baker	Land Rover		1							
32	G. H. Brown	Cooper	500	3							
42	Berrow-Johnson	Ray Martin Special	500	3							
44	R. D. Biss	Cooper Mark 6	500	3							
24	J. H. Walton		1071	56							
	(Dr.: P. R. Bolton)	Frazer Nash Le Mans	1971	5,6							
4	S.A.I.P.A. Modena		1000	57							
	(Dr.: W. R. Baird)	Ferrari F2	1980	5,7							
5	S.A.I.P.A. Modena		4100	1							
	(Dr.: W. R. Baird)	Ferrari	2443	4							
70	A. C. Baxter	Healey Silverstone	1087(S)	6							
74.	P. Bucknall	M.G. Bueb-Arnott	1007(5)	3							
	I. L. Bueb	Jowett Jupiter	1485	6							
	T. Blackburn D. Dowter	L.M.C.	1971	6							
86 87	B. Baxter Capt. W. H. Bledsoe, U.S.A.F.		1500	6							
107	Capt. W. H. Bledsoe, U.S.A.F.		1500	1							
	B. E. Bradnack	Cooper	1100(S)	7							
	A. W. Birrell	E.R.A.	1496(S)	7							
	Cooper Car Co.	and the second	-								
	(Dr.: Eric Brandon)	Cooper J.A.P.	500	3							
119	J. A. Cowap	S.S. Jaguar 100		1							
112	Giacomo Caprara	Alfa Romeo 2 ¹ / ₂ Litre Saloon		1							
117	R. K. N. Clarkson	Morgan Plus 4 Saloon		1							
38	A. Cowley	Cooper Jap	500	3							
73	Peter Clark	Aston Martin D.B.2	2580(S)) 4 6							
77	F. B. Copeland	Frazer Nash Le Mans	1971	3							
49	John Coombs	Staride Norton	500 1971	6							
94		Cooper-Bristol Sports	1971 1988	5,7							
23	T. A. D. Crook	Cooper-Alta Dristel Seleen	1971	.,,							
	T. A. D. Crook	Bristol Saloon Jowitt Javelin	1//1	1							
121	D. Dixon	Allard J.2	3917	4							
124	R. K. Darby B. Baxter (Dr.: J. Deeley)		27.11	1							
134 52	John Heath	H.W.M.	1960	5.7							
. 52	(Dr.: J. Duncan Hamilton)	11. ** . 1*1.									
90	R. B. Durell										
20	(Dr.: Miss Belinda Carlyon)	Jaguar XK120	3442	4							
136	R. B. Durell	Jaguar XK120	3442	1							
84	L. Marr (Dr.: D. Edwards)	Aston Martin International	1496	6							
127		Aston Martin International	1496	1							
27	Emeryson Cars										
	(Dr.: P. M. Jopp)	Emeryson	1970	5							
57	J. H. Webb (Dr.: J. Fairman)	Turner	1960	5.7							
123	S. F. Pile (Dr.: R. F. Fyson)	Aston Martin Le Mans	1495	1							
37	G. N. Foulger	Cooper	500	3							
61	Mai. John Farrow, U.S.A.F.	Jaguar XK 120	3442	4							
111	Maj. John Farrow, U.S.A.F.	Jaguar XK 120	3442	r.							
		7									

Car		
No.	Entrant / Driver	
21	F. R. Gerard	Coop
48	F. R. Gerard	Coop
18	H. H. Gould	Coop
80	H. H. Gould	Coop
72	J. Duncan Hamilton	Jagua
101 118	J. Duncan Hamilton J. B. Hopps	Jagua
108	Capt. P. S. Hamilton, U.S.A.F.	Asto
140	Sgt. J. Hawtree	Ford
124	B. R. Hovenden	Asto
31	Border Rievers	
	(Dr.: J. K. Hall)	Coop
33	Border Rievers	Caar
25	(Dr.: J. Higham) Mrs. Joyce Howard	Coor
23 91	Capt. C. P. Hazlehurst	Jagua
90	Capt. C. P. Hazlehurst	Kieft
132	L. M. K. Janke, U.S.A.F.	Mor
62-	W. J. Jacobs	Allar
110	W. J. Jacobs	
	(Dr.: A. N. Other)	Alla
131	S. Lewis-Evans	Mor
39	S. Lewis-Evans	Coop
45	Ecurie Londres (Dr.: Les Leston)	Leste
68	S. J. Lawrence	41 L
60	Connaught Engineering	Cont
	(Dr.: K. McAlpine)	
82	W. A. McMillan	F.N.
106	W. A. McMillan	F.N.
129	G. A. L. Martin	Trim
115 29	D. Murkett Border Reivers	Arm
29	(Dr.: I. McKay)	Coop
30	Border Reivers	
	(Dr.: C. H. Mauritzen)	Coop
10	Leslie Marr	Cont
16	L. Manduca	Alta
135	S. C. Norman	Aust Alta
22 50	J. B. Naylor W. Nicholson	Kief
99	R. Parnell	Asto
100	R. Parnell	
79	Ted Parsons	M.G
109	Ted Parsons	M.G
12	Don Parker	Kief
66	Hadlow Wood Racing Team	Logu
02	(Dr.: E. Proteroe) J. A. Cowap	Jagu
83	J. A. Cowap (Dr.: Tony Platt)	C.S.
69	J. A. Cowap	
0,	(Dr.: Tony Platt)	Jagu
43	J. Russell	Coo
2	R. R. C. Walker	-
	(Dr.: A. P. R. Rolt)	Con
88	J. E. Robinson	Asto
89	T. C. Broadhead	M
09	(Dr.: Peter Reece)	Fraz
9	G. N. Richardson	R.R.
105	D. M. B. Smith	Asto

Car	c.c.	Event Nos.
per-Bristol per-Norton per-Bristol per-M.G. tar XK 120c.	1971 500 1971 1467 3442	5 3 5,7 4
ar XK 120c. on Martin Speed Model on Martin D.B.2 d Zephyr on Martin 2 Litre D.H.C.	3442 1950 2580	1 1 1 1
per	500	3
per mard Special ar XK 120 ft-Bristol	500 1767 3442 1971	3 5 4 6
rris Minor rd J.2	3917	1 4
rd J.2	3917	1
rris Minor per Norton	500	1 3
ton Special Litre Bentley naught	500 4398 1960	3 4 5,7
.B.M.W. 328 .B.M.W. 328 nph Mayflower nstrong Siddeley Saphire	1965 1965	6 1 1 1
oper	500	3
oper inaught	500 1960 1499(S)	3 5, 7 7
a-Bristol ft on Martin DB3	1971 500 2922	1 5 3 4 7
G.K.3 Magnette G.K.3 Magnette ft	1086(S) 1086(S) 500	
uar X.K.120	3442	4
.C.	650	6
uar 100 oper Norton	3500 500	43
naught on Martin 2 Litre Speed Jodel	1960 1950	5,7
zer Nash (Mille Miglia)	1971	6
A. on Martin D.B.2 Saloon	1497(S) 2580) 7

Car				Ēvent
No.	Entrant/Driver	Car	C.C.	Nos.
85	S. G. Greene			
	(Dr.: Roy Salvadori)	Frazer Nash Le Mans Mark 2	1971	. 6
103	S. G. Greene			
	(Dr.: Roy Salvadori)	Frazer Nash I.e Mans Mark 2	1971	1
126	B. H. Morgans			
100	(Dr.: Peter Skegg)	M.G. Mark 2 18/80		1
	David Snow, U.S.A.F.	M.G. Midget		1
28	The Border Rievers			
	(Dr.: D. K. Swan)	Cooper	500	3
	G. G. Smith	Cooper	500	3
41	Ken Smith	Smith Special	500	3
46	G. H. Symonds	Cooper-Norton	500	3
26	The Border Reivers			
	(Dr.: J. Somervail)	Cooper Bristol	1971	5
20	The Border Reivers	babaal a get the sum of the state	in weather it.	
	(Dr.: J. Somervail)	E.R.A.	1496(S)	7
11	D. S. Shale	Turner	1087(S)	7
3	Don Truman	Cooper Mark 7	500	3
35	R. K. Tyrrell	Cooper Mark 6 (Norton)	500	3
71	Peter Woozley	Allard J.2.X.	5420	4,7
102	Peter Woozley	Allard J.2.X.	5420	1
128	S/Sgt. R. F. Waring, U.S.A.F.	Ford Consul		1
34	D. G. Walker	Kieft Norton	500	3
75	J. H. Walton	Cooper-Bristol Sports	1971	5,6
	Ken Watkins	Cadillac Allard	5400	4,7
	J. H. Webb		1960	5,7
	A. G. B. Owen			
	(Dr.: Ken Wharton)	B.R.M.	1488(S)	7
8	Peter Bell			
	(Dr.: Ken Wharton)	Cooper-Bristol	1971	. 5
78	Ben Wyatt	Frazer Nash Mark 2	1971	6
6	Peter Walker	Cooper E.R.A.	1997(S)	10 10 10 10 10 10 10 10 10 10 10 10 10 1
93	Peter Walker	Jaguar X120c.	3442	
14	E. N. Whiteaway	B.H.W.		7
	Priver is the Entrant unless oth		ercharge	ed).

EVENTS AND AWARDS

PLAQUES OF HONOUR for 1st, 2nd, 3rd and 4th Class in the Touring and Sports Classes. 2 LITRES CAPACITY. TROPHIES for 1st, 2nd, 3rd and 4th places. WINNER TO RETAIN THE U.S.A.F. TROPHY FOR ONE YEAR and to receive £30. 2nd, £20. 3rd, £10. 4th, £5. UNDER 2 LITRES CAPACITY. TROPHIES for 1st, 2nd, 3rd and 4th places. 1st, £30. 2nd, £20. 3rd, £10. 4th, £5. 2nd, £20. 1st, £30. 3rd, £10. 4th, £5. SPECIAL AWARDS. £10 TO FIRST CAR to break existing Lap Record of 88.04 m.p.h. £10 FOR FASTEST LAP OF THE DAY. £10 FOR FASTEST LAP MADE BY A SPORTS CAR.

EVENTS 1 AND 2. THE RELIABILITY TRIALS. EVENT 3. THE FORMULA 3 SCRATCH RACE. 1st, £30.2nd, £20.3rd, £10.4th, £5.EVENT 4.THESCRATCHRACEFORSPORTSCARSOFOVER EVENT 5. THE FORMULA II SCRATCH RACE. EVENT 6. THE SCRATCH RACE FOR SPORTS CARS OF EVENT 7. THE FORMULE LIBRE SCRATCH RACE. EVENT 8. THE INVITATION SCRATCH RACE.

EXTRACTS FROM THE REGULATIONS

R.A.C. Permit No. 0/60

FLAG SIGNALS.—The following flag signals will be used as necessary to signal to the driver of a car: National-Start. Red-Complete and immediate stop. Yellow (waved)-Great danger-be prepared to stop. Yellow (motionless)-Take care-danger. Blue (waved)-Another competitor is trying to overtake you. Blue (motionless)—Another competitor is following you very closely. Yellow with Vertical Red Stripes—Oil on track. White—An ambulance or service car is on the circuit. Black with White Number-Competitor with this number to stop at pit on next lap. Black and White Chequered-Signal for end of race. The driver of a car which does not stop after a black or red signal flag has

been displayed to her/him will be excluded from the race.

FUEL.—Racing cars—No restriction.

Sports cars—Standard Pump fuels only to which any proportion of Benzole may be added. No other additives except U.C.L. are allowed. Placed cars may have samples of their fuel taken for analysis.

GENERAL REGULATIONS.—Competitors are responsible for ensuring that their cars carry, clearly displayed on either side, their allotted number, printed in figures at least 10 ins. high and $1\frac{1}{2}$ ins. thickness and in front not less than 8 ins. high and $1\frac{1}{2}$ ins. thickness. There will be signwriters and facilities for the painting of these numbers available in the paddock. These numbers must be in position before the car is allowed to practice.

All cars must be fitted with a fireproof bulkhead between engine and cockpit and must have an efficient four-wheel braking system. All drivers in open cockpit cars must wear goggles or vizor and crash helmets. Competitors are asked to wear clean overalls and to see that their cars are presented in a clean condition. Competitors must not display racing numbers when driving to or from the meeting. Passengers may not be carried during either practising or racing. Windscreens if erected must be of laminated glass or suitable plastic material. All drivers must be able to produce Medical Certificaes in the prescribed form.

RIGHTS OF ORGANISERS, OFFICIALS AND COMPETITORS.—The right to protest lies only with an Entrant or Driver, or an Official acting in his official capacity.

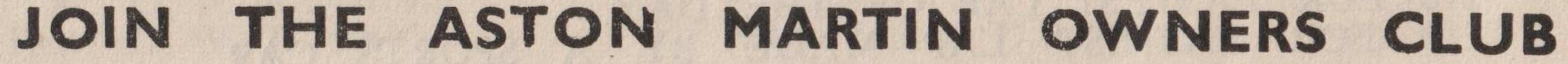
In the case of a protest by a Competitor or Driver, such protest shall be in writing and accompanied by a fee of £1 1s. 0d. which fee shall only be returned if the protest shall be deemed to have been well founded, or if so directed by the Stewards of the Meeting or the R.A.C. In the absence of the Stewards of the Meeting protests may be addressed to the Clerk of the Course.

The Organisers reserve the right to substitute any car or driver in any event for those printed in the official programme.

The right is reserved to exclude any Entrant or Driver for breach or non-performance of any one of the Rules and Regulations although exclusion is not expressly mentioned as the penalty in such Rules and Regulations. The Driver of any car who is not ready to start when called upon to do so, or who does not immediately comply with the Marshal's instructions. may be excluded. In case of exclusion, entrance fees will not be returned.

INTERPRETATION OF RULES.—The interpretation of the Regulations shall rest entirely with the Stewards of the Meeting, who may from time to time add to, or omit from them subject to the provisions of the General Competition Rules of the R.A.C.

Secretary of the Meeting-PETER DOYLE, Aston Martin Owners Club, Downs Farm, Cannon Lane, Pinner, Middlesex. Tel. Pinner 1484.



10

THE RELIABILITY TRIALS (To be run concurrently)

A Half-hour Regularity Test for Stock Touring and Sports Cars

Competitors in this test will be on the circuit for exactly thirty mintues after the drop of the flag.

Cars will be lined up for starting with engines dead, in echelon formation, Competitors are grouped in sections, and given an average speed to which they

with their respective drivers lined up facing them-known as a "Le Mans start." must keep to secure a First Class Award. Competitors must make their own calculations to adjust their speeds with the amount of time taken in excess of the two-minute pit stop allowance.

Competitors will be penalised by seconds for early or late arrival. Competitors will call at their appropriate colour pits at the lap indicated Competitors may be assisted at all times by not more than TWO pit assistants

against their entry in the programme. They will remove one road wheel, which must be carried, repeat CARRIED, in a clockwise circuit of the car, and replaced. with or without the aid of not more than two pit assistants. The whole of this operation which must take a minimum of 2 minutes will be supported by officials. who must remain in their allotted colour area, and who may make signals to their drivers therefrom.

The checkered flag will be exhibited exactly 30 minutes after the starting signal of the trial.

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7.7	С. (S- Т		in at			
	$\begin{array}{llllllllllllllllllllllllllllllllllll$	Speed 64.8		Area Colour		
S. S. Strand			Allard J2X	59.4		
	R. Salvadori		Frazer Nash Le Mans	Ballard States		Green
105	R. Dalvauon		Mark II	57r	5	OICCII
104	D. S. Boston	S	Jaguar XK 120	59.4	8	Black
105	D. M. B. Smith	S	Aston Martin DB11	54.0	4	White
106	W. A. McMillan	S	F.N./B.M.W. 328	54.0	5	Yellow
107	W. H. Bledsoe	S	Porsche 356	54.0	. 6	Red/White
108	P. S. Hamilton	S	Aston Martin DB11	54.0	6	Red
109	E. Parsons	S	M.G. K3 Magnette(S)	54.0	8	Green
110	W. Jacobs	S	Allard J2	54.0	8	Blue
111	J. Farrow	S	Jaguar XK 120	54.0	4	Red
112	Giacomo Caprara	S	Alfa Romeo $2\frac{1}{2}$ Litre	54.0	3	Red/White
114	C. D. Boulton	S	Silverstone Healey	54.0	3	Orange
115	D. Murkett	T	Armstrong Siddelley Sapphire	54.0	2	Black
116	J. A. Bracegirdle	S	Aston Martin Ulster	48.6	6	Green
117	R. K. N. Clarkson	S	Morgan Plus 4 Saloon	54.0	3	Yellow
118	J. B. Hopps	S	Aston Martin Speed Mdl.	48.6	6	White
119	J. A. Cowap	S	S.S. Jaguar 100	48.6	7	Yellow
120	R. W. Applebee	S	M.G. T.D.	48.6	7	Orange
121	D. Dixon	Τ	Jowett Javelin	48.6	2	White
122	B. H. Bowring	T	Citroen French 15	48.6	3	Green/White
123	R. F. Fyson	T	Aston Martin Le Mans	48.6	5	Orange

EVENTS 1 AND 2

REMEMBER THESE DATES FOR MORE FINER RACING 5th September (Motor Cycle) . 12th September . 17th October

			Call				
	(.	Set					
No.	Driver T-	-Tou	ring) Car	Speed	Lap	Area Colour	
124	B. R. Hovenden	S	Aston Martin 2 Litre	48.6	4	Blue	
125	J. Richard Aley	S	M.G. T.A.	43.2	4	Black	
126	P. Skegg	S	M.G. Mark 2 18.80	43.2	5	Green/White	
127	D. Edwards	S	Aston Martin	43.2	3	Blue/White	
			International				
128	R. F. Waring	Т	Ford Consul	43.2	2	Light Blue	
129	G. A. L. Martin	T	Triumph Mayflower	37.8	2	Yellow/Wht.	
130	D. Snow	S	M.G. Midget	37.8	5	Light Blue	
131	S. Lewis-Evans	T	Morris Minor	37.8	4	Yellow/Wht.	
132	L. M. K. Janke	Τ	Morris Minor	37.8	4	Violet	
133	A. Baker	Τ	Land Rover	37.8	5	Blue/White	
134	J. Deeley	T	Triumph DHC	37.8	3	Light Green	
135	S. C. Norman	T	Austin 7	32.4	2	Violet	
136	R. B. Durell	S	Jaguar XK 120	54.0	4	Violet	
137	N. Ames	S	Jaguar XK 120	54.0	3	Black	
139	T. A. D. Crook	S	Bristol Saloon	54.0	5	White	
140	Sgt. J. Hawtree	T	Ford Zephyr	48.26	2	Black	
				in a contraction of the			

Kesults

Touring.

1st Class	•••••
2nd Class	
3rd Class	
4th Class	

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."

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.

Sports.

1st	 		 	•••
2nd	 		 ••••••	
3rd	 		 	
4th	 	•••••	 	

ASTON

EMPIRE TROPHY 1.O.M.

New average and lap speed records were established by R. Parnell in an Aston Martin DB.3S the outright winner.

Subject to official confirmation



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(SALES) LIMITED THE DAVID BROWN CORPORATION ASTON MARTIN DIVISION . FELTHAM MIDDLESEX London Showrooms: 103 NEW BOND STREET, LONDON, W.1

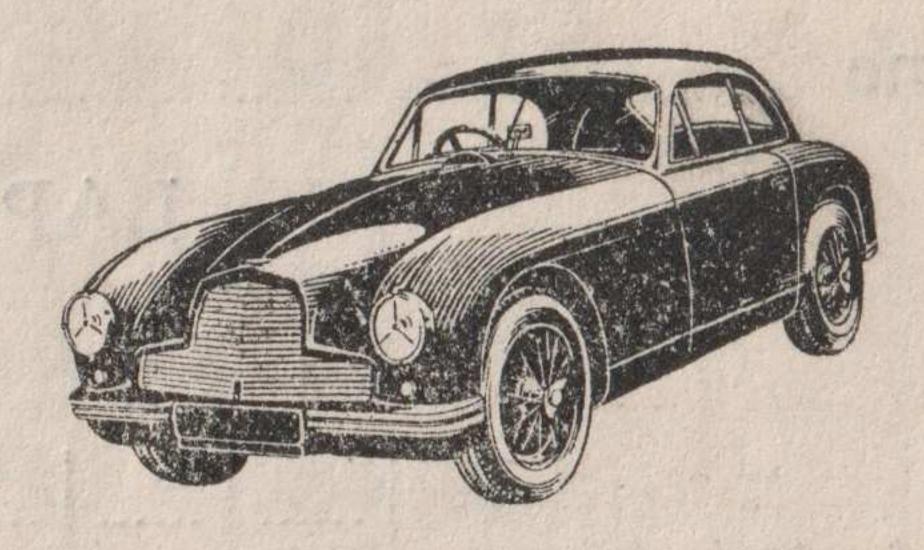
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Aston Martin DB.3S model [driven by R. Parnell



For the private owner : the racebred luxury D.B.2, sister-car to the competition DB.3S. 1.0 p.m.

A 10 LAP SCRATCH RACE FOR RACING CARS OF FORMULA III

No.	Driver	
3	D. Truman	Coo
12	D. Parker	Kei
15	E. Brandon	Coo
28	D. K. Swan	Coo
29	I. McKay	Coo
30	C. H. Mauritzen	
31	J. K. Hall	Coo
32	G. H. Brown	Coo
33		Coo
	J. Higham	Coo
34	D. G. Walker	Kief
35	R. K. Tyrrell	Coo
36	G. G. Smith	Coo
38	A. Cowley	Coo
39	S. Lewis-Evans	Coo
40	H. C. Allison	Coo
41	K. Smith	Smi
42	Berrow-Johnson	Ray
43	J. Russell	Coo
44	R. D. Biss	Coo
45	L. Leston	Lest
46	G. H. Symonds	Coo
47	R A Anderson	Coo
48	F. R. Gerard	Coo
49	J. Coombs	Star
50	W. Nicholson	Kief
1st R	eserve—	
	G. N. Foulger	Coo
	Reserve-	
THE ARE ARE AND A	I. L. Bueb	Buel

Results

1st	2na	1	•••••	••••••	3	rd		•••••		4th.	
Time											
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Winner's Speed:	Min	S	Sec	S		Fas	test	Lap	: M	ins	Secs.

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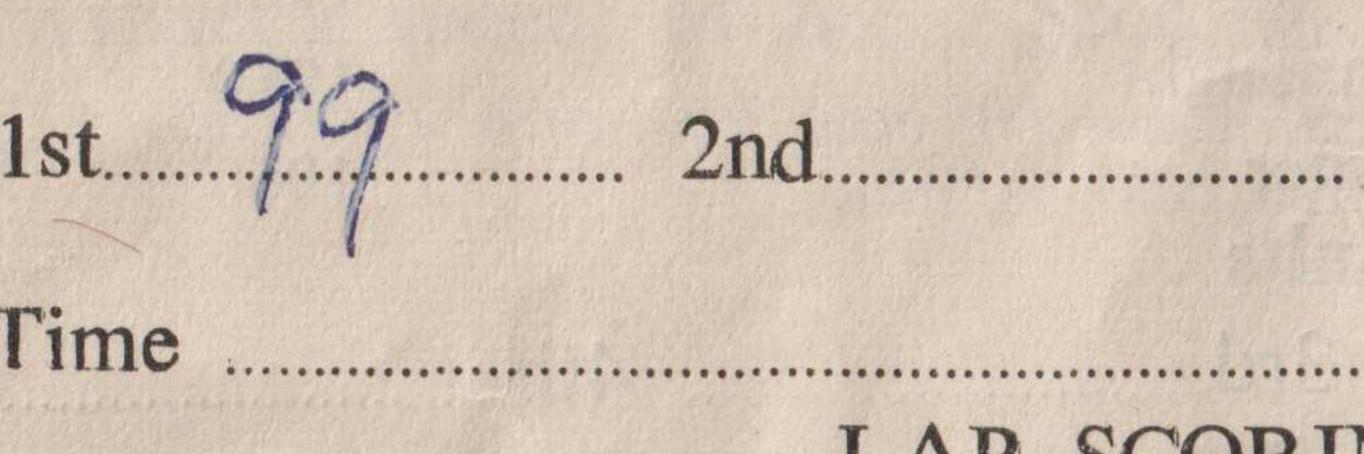
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1.40 p.m.

A 15 LAP SCRATCH RACE FOR SPORTS CARS OVER 2000 c.c.

No.	Driver	Car	c.c.
61	J. Farrow	Jaguar XK 120	3442
62	Bill Jacobs	Allard J2	3917
63	R. K. Darby	Allard J2	3917
5	W. R. Baird	Ferrari	4100
65	K. Watkins	Cardillac Allard	5400
66	E. Proteroe	Jaguar XK 120	3442
67	D. S. Boston	Jaguar XK 120	3442
68	S. J. Lawrence	Bentley 4½ Litre	4398
69	Tony Platt	Jaguar 100	3500
70	A. C. Baxter	Healey Silverstone	2443
71	P. Woozley	Allard J2X	5420
72	J. Duncan Hamilton	Jaguar XK 120C	3442
93	P. Walker	Jaguar XK 120C	3442
73	P. Clark	Aston Martin DB2	2580(S)
91	C. P. Hazlehurst	Jaguar XK 120	3442
92	Miss Belinda Carlyon	Jaguar XK 120	3442
76	G. Abecassis	H.W.M. Sports	3442
99	R. Parnell	Aston Martin DB3	2922

(S) Denotes supercharged.



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Chapelfield Road Garages Norwich. Tel.: 24184/5/6

Results

CHAPELFIELD ROAD GARAGES NORWICH, NORFOLK

98 City Road, Norwich Tel.: 22185



2.30 p.m.

and the second s

THE

		A 15 LAP	SCRATCH RACE I
No.	Driver	Car	c.c.
2	A. P. Rolt	Connaught	1960
-	W. R. Baird	Ferrari	1980
8	K. Wharton	Cooper-Bristol	1971
10	L. Marr	Connaught	1971
18	H. H. Gould	Cooper-Bristol	1971
17	J. H. Webb	Turner	1960
22	J. B. Naylor	Alta-Bristol	1971
-75	J. H. Walton	Cooper-Bristol	1971
24	P. R. Bolton	Frazer Nash Le Mans	1971
25	Mrs. Joyce Howard	Cromard Special	1767
26	J. Somervail	Cooper-Bristol	1971
27	P. M. Jopp	Emeryson	1970
21	F. R. Gerard	Cooper-Bristol	1971
23	T. A. D. Crook	Cooper-Alta	1988
52	J. Duncan Hamilton	H.W.M.	1960
60	K. McAlpine	Connaught	1960
57	J. Fairman	Turner	
		Results	
1st		3rd	4th
Time			

.s. m.p.h.	m.s. m.p.h.	m.s. m.p.h.	m.s. m.p.h.
56 83.8	2.12 73.6	2.28 65.7	2.44 59.3
57 83.1	2.13 73.1	2.29 65.2	2.45 58.9
58 82.4	2.14 72.5	2.30 64.8	2.46 58.4
59 81.7			2.47 58.2
00 81.0			2.48 57.9
01 80.3			2.49 57.5
02 79.7	2.18 70.4		2.50 57.2
03 79.0	2.19 69.9		2.51 56.8
04 78.4	2.20 69.4		2.52 56.5
05 77.8	2.21 69.0		2.53 56.2
06 77.2	2.22 68.5		2.54 55.9
			2.55 55.5
			2.56 55.2
			2.57 54.9
			2.58 54.6
			2.59 54.3
		2.75 57.0	2.37 34.3
	$56 \dots 83.8$ $57 \dots 83.1$ $58 \dots 82.4$ $59 \dots 81.7$ $00 \dots 81.0$ $01 \dots 80.3$ $02 \dots 79.7$ $03 \dots 79.0$ $04 \dots 78.4$ $05 \dots 77.8$ $06 \dots 77.2$ $07 \dots 76.5$ $08 \dots 75.9$ $09 \dots 75.3$ $10 \dots 74.8$	$56 \dots 83.8$ $2.12 \dots 73.6$ $57 \dots 83.1$ $2.13 \dots 73.1$ $58 \dots 82.4$ $2.14 \dots 72.5$ $59 \dots 81.7$ $2.15 \dots 72.0$ $50 \dots 81.0$ $2.16 \dots 71.5$ $51 \dots 80.3$ $2.17 \dots 71.0$ $52 \dots 79.7$ $2.18 \dots 70.4$ $53 \dots 79.0$ $2.19 \dots 69.9$ $54 \dots 77.8$ $2.21 \dots 69.0$ $56 \dots 77.8$ $2.22 \dots 68.5$ $57 \dots 75.9$ $2.24 \dots 67.5$ $59 \dots 75.3$ $2.25 \dots 67.0$ $10 \dots 74.8$ $2.26 \dots 66.6$	$56 \dots 83.8$ $2.12 \dots 73.6$ $2.28 \dots 65.7$ $57 \dots 83.1$ $2.13 \dots 73.1$ $2.29 \dots 65.2$ $58 \dots 82.4$ $2.14 \dots 72.5$ $2.30 \dots 64.8$ $59 \dots 81.7$ $2.15 \dots 72.0$ $2.31 \dots 64.4$ $20 \dots 81.0$ $2.16 \dots 71.5$ $2.32 \dots 63.9$ $21 \dots 80.3$ $2.17 \dots 71.0$ $2.33 \dots 63.5$ $22 \dots 79.7$ $2.18 \dots 70.4$ $2.34 \dots 63.1$ $23 \dots 79.0$ $2.19 \dots 69.9$ $2.35 \dots 62.7$ $24 \dots 78.4$ $2.20 \dots 69.4$ $2.36 \dots 62.3$ $25 \dots 77.8$ $2.21 \dots 69.0$ $2.37 \dots 61.9$ $26 \dots 77.2$ $2.22 \dots 68.5$ $2.38 \dots 61.5$ $27 \dots 76.5$ $2.23 \dots 67.5$ $2.40 \dots 60.7$ $29 \dots 75.3$ $2.25 \dots 67.0$ $2.41 \dots 60.3$ $10 \dots 74.8$ $2.26 \dots 66.6$ $2.42 \dots 60.0$

10

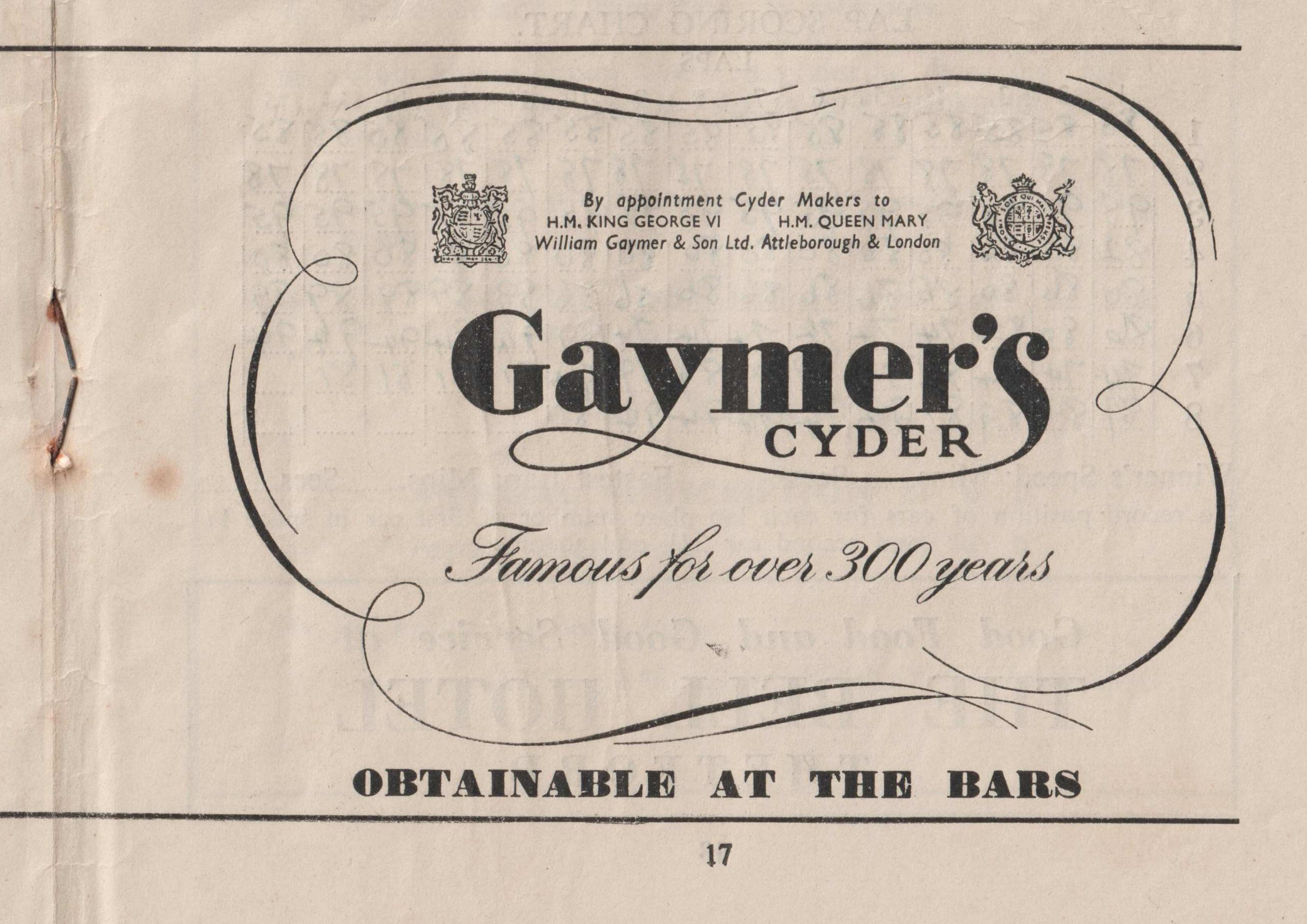
SNETTERTON SPEED TABLE-1 LAP = 2.70 MILES

58



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To record position of cars for each lap place number of first car in space 1/1and second car 2/1, and so on.



3.30 p.m.

A 15 LAP SCRATCH RACE FOR SPORTS CARS UNDER 2000 c.c.

No.	Driver	' Car	c.c.						
74	P. Bucknall	M.G. Special	1087(S)						
75	J. H. Walton	Cooper-Bristol Sports	1971						
94	T. A. D. Crook	Cooper-Bristol Sports	1971						
24	P. R. Bolton	Frazer Nash Le Mans	1971						
77	F. B. Copeland	Frazer Nash Le Mans	1971						
78	B. Wyatt	Frazer Nash Mark II	1971						
79	E. Parsons	M.G. K3 Magnette	1086(S)						
80	H. H. Gould	Cooper-M.G.	1467						
81	T. Blackburn	Jowett Jupiter	1485						
82	W. A. McMillan	F.N./B.M.W. 328	1965						
83	A. Platt	C.S.C. 650	650						
84	D. Edwards	Aston Martin International	1496						
85	R. Salvadori	Frazer Nash	1971						
86	B. Baxter	L.M.C.	1971						
87	W. H. Bledsoe	Porsche	1500						
88	J. E. Robinson	Aston Martin Speed Model	1950						
89	P. Reece	Frazer Nash Mille Miglia	1971						
90	C. P. Hazlehurst	Kieft-Bristol	1971						
	(S) Denotes supercharged								

(S) Denotes supercharged.

Results 1st. R. Sahradon 2nd B. Wyate. 3rd WB. Black 4th A Grand Time

LAP SCORING CHART. LAPS Winner's Speed: Mins......Secs...... Fastest Lap: Mins.....Secs.....

		4	3	4	3	6	7	8
1	85	85	85	85	\$5	85	85	8
2	18	78	78	78	78	78	78	-7
3	95	95	95	95	95	95	95	9
4	78	\$2	56	80	80	80	80	8
5	80	86	80	86	86	86	8%	8:
6	80	80	82	74	74	74	74	7
7	74	74	74	82	89	189	89	8
8	59	89	89	89	94	94	94	9
		1	1		1	1.4.	1	(

Gil

81

To record position of cars for each lap place number of first car in space 1/1and second car 2/1, and so on.

Good Food and Good Service at THE BELL HOTEL

EVENT 6



NEWS FOR ALL SNETTERTON FOLLOWERS :--THE SNETTERTON MOTOR RACING GLUB

* * * * IMPORTANT POINTS

- Racing.
- Special Season Ticket Rates to members.
 - Winter.
 - every Sunday.
 - The "Snetterton Motor Racing Club" will be The Club for all enthusiasts.

the second s

For full particulars apply to :---OLIVER SEAR, LITTLE ROWLEY, EAST HARLING

An entirely new and spacious, fully licensed Club House to be erected in Competitors' Enclosure with Roof Garden from which members may watch the

Club House open every day during licensing hours throughout the racing season and week-ends during

* Circuit open to club members for practice and testing

Make it YOUR Club

ANNUAL SUBSCRIPTION EI 0 0 Family Members - £1 10 0

4.30 p.m.

EVENT 7 A 15 LAP SCRATCH RACE FOR FORMULE LIBRE Car C.C. 1488(S)L.M. nnaught 1960 rari 1980 rari 4100 oper-E.R.A. 1997(S) 1946(S) .A. 1497(S).A. naught 1960 1087(S)ner [.W. 1499(S) 1960 ner oper Bristol 1971 1100(S)per 1496(S) per-Alta 1988 1970 eryson .M. 1960 inaught 1960 1960 ner

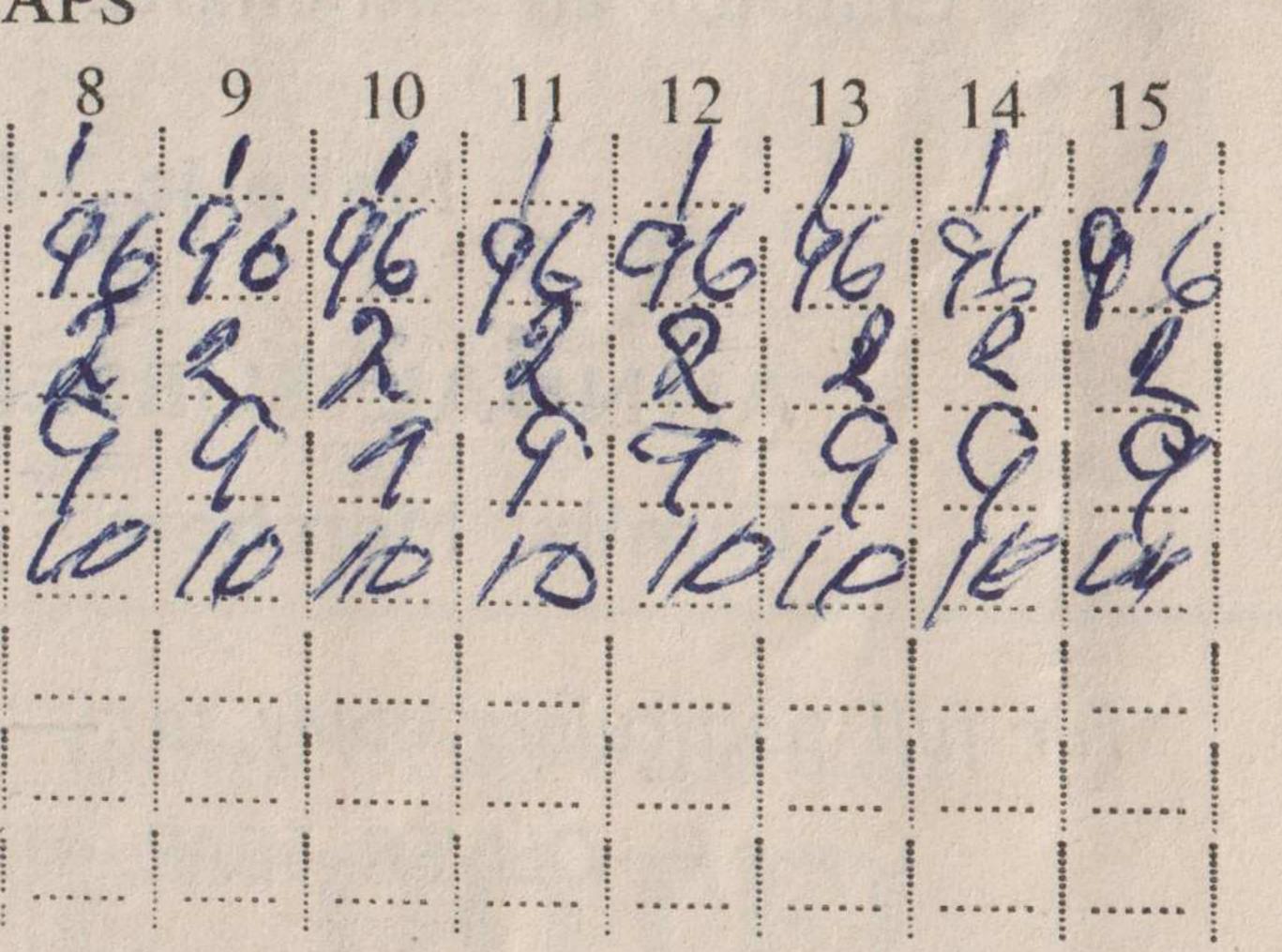
				the loss and the second s
	No.	Driver	Car	c.c.
	1	K. Wharton	B.R.M.	1488(S)
		A. P. Rolt	Connaught	1960
	A	W. R. Baird	Ferrari	1980
		W. R. Baird	Ferrarí	4100
	6	P. Walker	Cooper-E.R.A.	1997(S)
		A. W. Birrell	E.R.A.	1946(S)
Y		G. N. Richardson	R.R.A.	1497(S)
	10	L. Marr	Connaught	1960
		D. S. Shale	Turner	1087(S)
	14	E. N. Whiteaway	B.H.W.	
	16	L. Manduca	Alta	1499(S)
		J. H. Webb	Turner	1960
and the second	18	H. H. Gould	Cooper Bristol	1971
12 - F.	18	B. E. Bradnack	Cooper	1100(S)
		J. Somervail	E.R.A.	1496(S)
		T. A. D. Crook	Cooper-Alta	1988
		P. M. Jopp	Emeryson	1970
		J. Duncan Hamilton	H.W.M.	1960
	60	K. McAlpine	Connaught	1960
		J. Fairman	Turner	1960
	100	R. Parnell		
	G.		5) Denotes supercharged.	
	46	swon	Results	
	1st			Ath
				TUIL
	Гime	·····	***************************************	
		LAF	SCORING CHART.	
			LAPS	

LARD 2 3 16 16 16

14

Winner's Speed: Mins.....Secs...... Fastest Lap: Mins.....Secs..... To record position of cars for each lap place number of first car in space 1/1and second car 2/1, and so on.

ults



Star :

SIPAHRING amd SERVICE for ALL ASTON MARTIN CARS

INTERNATIONALS - LE MANS MODELS MARK II MODELS - ULSTERS TWO LITRES - SPEED MODELS & D.B. 2s





Demonstration D.B.2 available

5.30 p.m. approx.

THE U.S.A. INVITATION RACE A 10 LAP SCRATCH RACE.

No. Driver and the second of the

Results

1st	2nd	3rd	4th
Time		•••••••••••••••••••••••••••••••••••••••	

LAP SCORING CHART.

	LAPS										
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Winner's Speed: Mins. Secs. Fastest Lap: Mins. Secs. To record position of cars for each lap place number of first car in space 1/1 and second car 2/1, and so on.

22

C.C.

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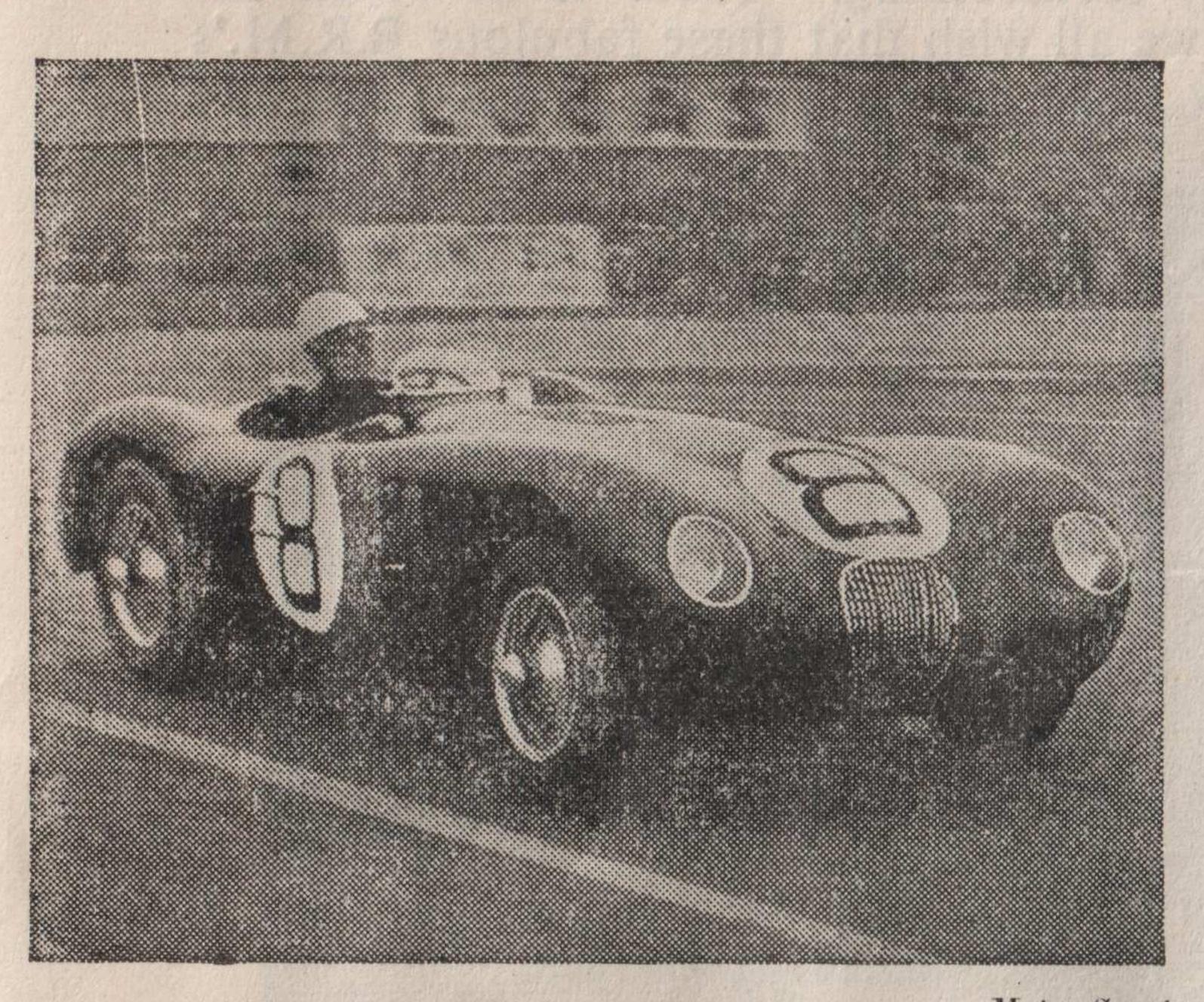
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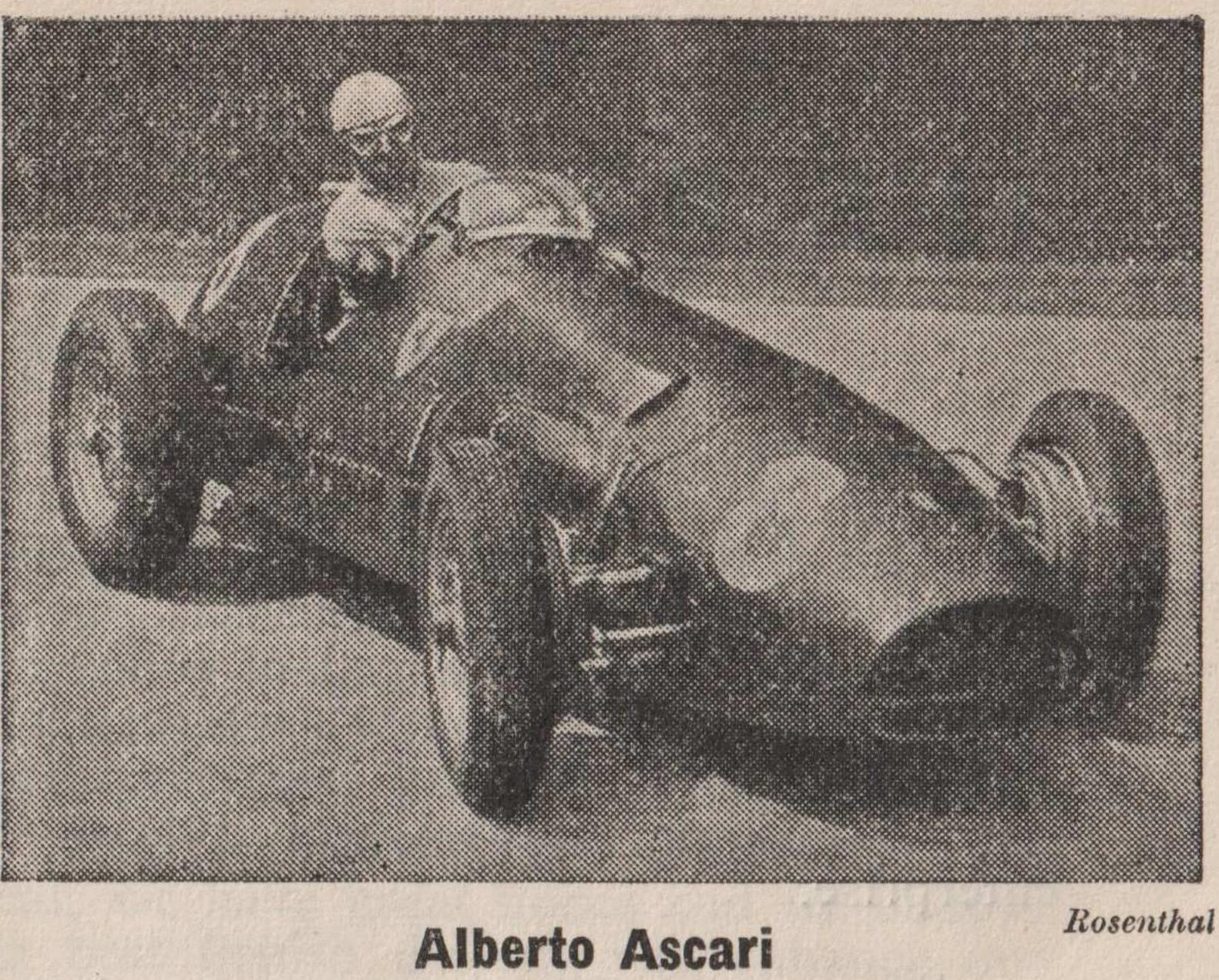
Stirling Moss B.R.D.C. Gold Star winner for the third year in succession

Motor Sport

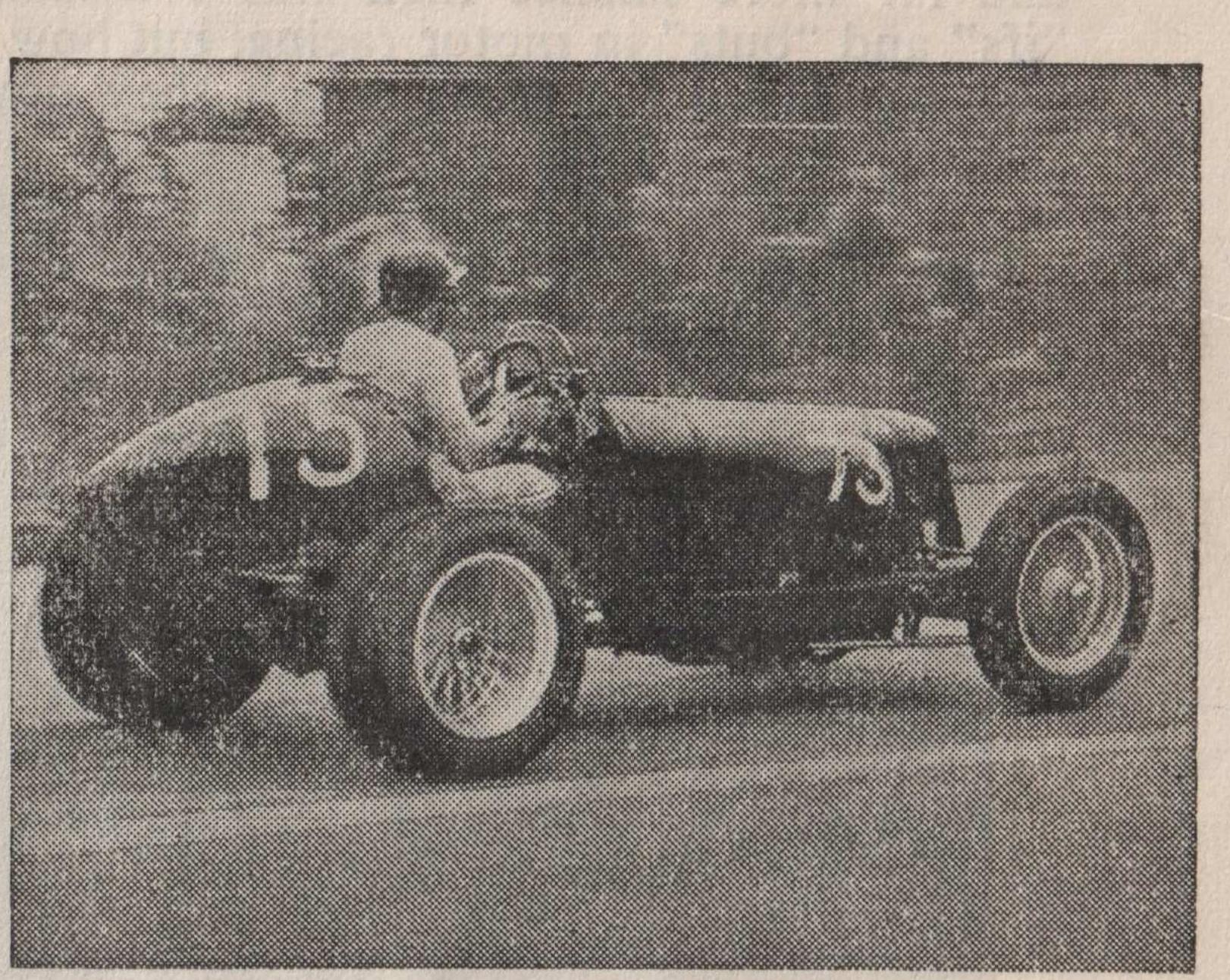




Your garage will advise which grade your car should have



Champion driver of the world



Motor Sport

Ken Wharton R.A.C. British Hill Climb champion for the second year in succession

used-and recommend you

Shell X-100 Motor Oil — the same oil that the champions used—is available at your garage in the following grades :

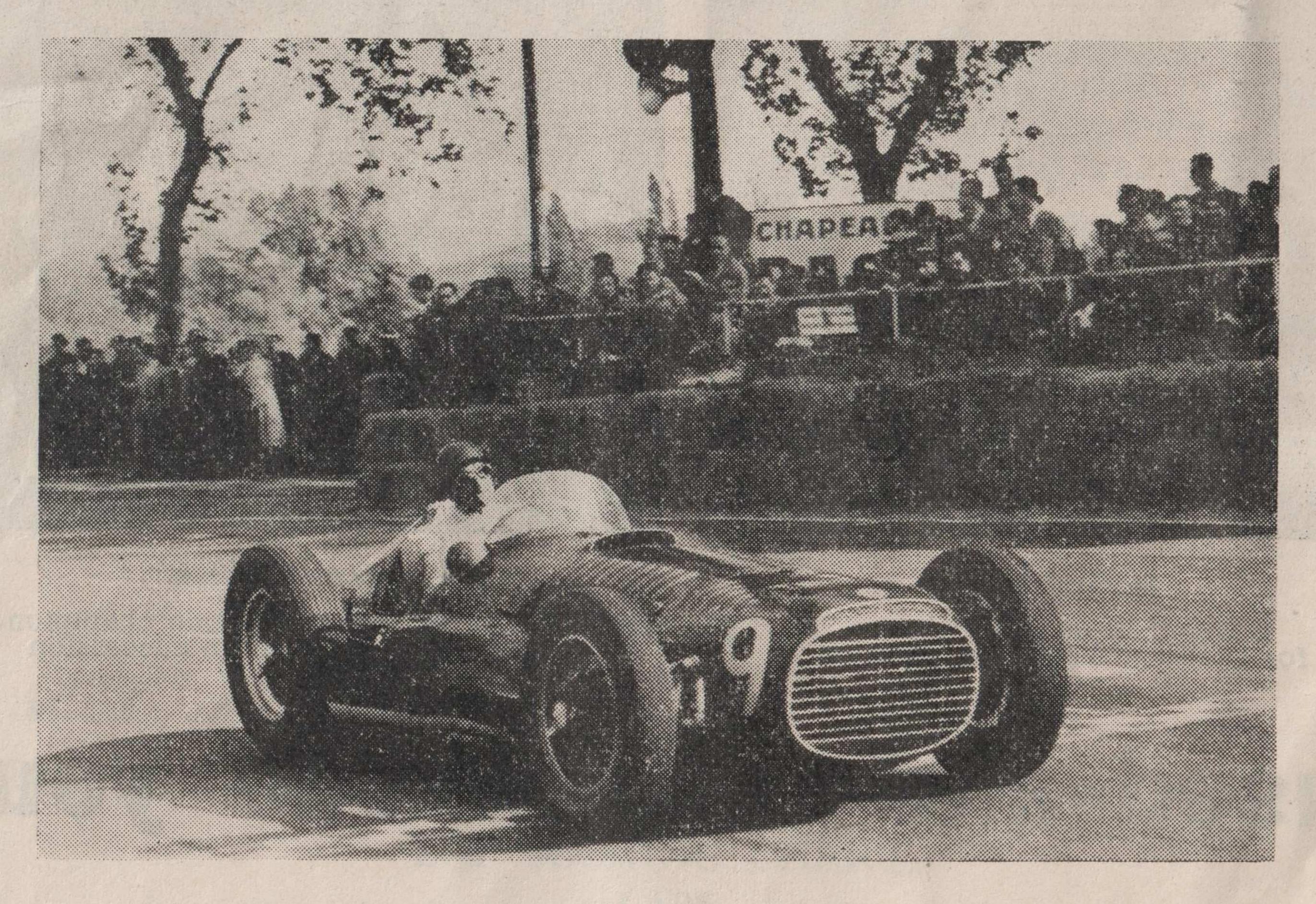
Shell X-100 Shell X-100 Shell X-100 Shell X-100

THE B.R.M.

MAKES ITS BOW IN EAST ANGLIA

This B.R.M. project, which has become such a controversial subject, not only amongst motor racing enthusiasts but even with the general public, was started by Raymond Mays in a gallant endeavour to produce a British Grand Prix racing car to enhance this country's international prestige. So much has been written on this subject, and so many criticisms and differing viewpoints have been expressed, that it becomes increasingly difficult to sort out the relevant details of the enterprise.

The salient facts, however, are these—the project needed far greater resources and far more finance than was eventually forthcoming. There is no room for "ifs" and "buts" in motor racing, but how we all wish that these fabulous B.R.M.'s had developed the speed which they now show just a year or two earlier, and



The B.R.M. at Albi Grand Prix, May, 1953-Ken Wharton up.

the second s

Stand and alle while while Shaded in the

this might so easily have been achieved had the necessary support materialised. We all know it is too late but, nevertheless, it is a great achievement to have produced this car at all. The B.R.M. is probably the fastest and most advanced car of its type ever produced anywhere in the world.

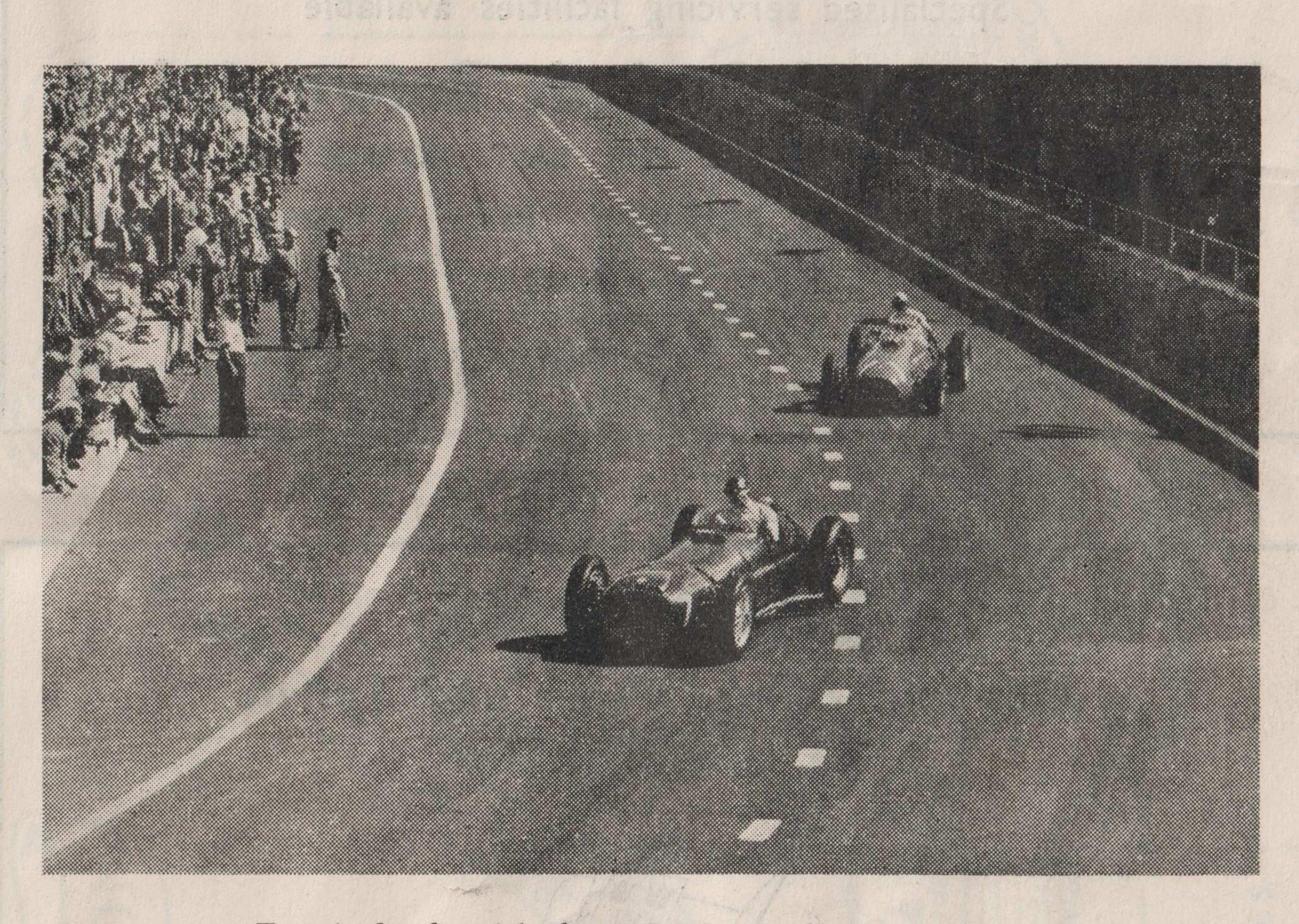
Now the venture has passed into private ownership and Mr. A. G. B. Owen. who always backed the project and was one of its very first supporters, is continuing to run the cars through Rubery, Owen & Co. Ltd., the parent firm in the Owen Organisation. Alfred Owen feels that all those who have worked so hard to bring the cars into being should be given an opportunity of seeing them run, so they will be entered and raced wherever possible in this country, and abroad, as long as there are races for which they are eligible.

The finest drivers in the world are pleased to handle the B.R.M. and, among them, we are proud of our British Aces, Reg Parnell and Ken Wharton. Parnell brought B.R.M. their first victory in 1950 when he won the Richmond Trophy at

Goodwood in the pouring rain and, in 1952, he was again successful at the International Goodwood Meeting when he was second to Gonzalez (also driving a B.R.M.), in the two races for which the cars were entered. Again on a B.R.M. he won the Formula Libre race at Charterhall in Scotland last year.

Ken Wharton, getting the feel of the B.R.M. for the first time last year, is now driving brilliantly and broke the Goodwood lap record on Easter Monday this year no fewer than five times, finally setting it at 92.21 m.p.h. before winning the Glover Trophy.

The great champion Fangio, and his almost equally brilliant compatriot Gonzalez, have put up some meteoric performances driving the B.R.M. and, though Fangio has yet to bring us victory, and Gonzalez spilled the car once or twice before winning at Goodwood last year, we have great hopes and we believe these two Argentinians, together with our best British drivers, will enhance our country's prestige by their future performances at the wheel of the B.R.M.



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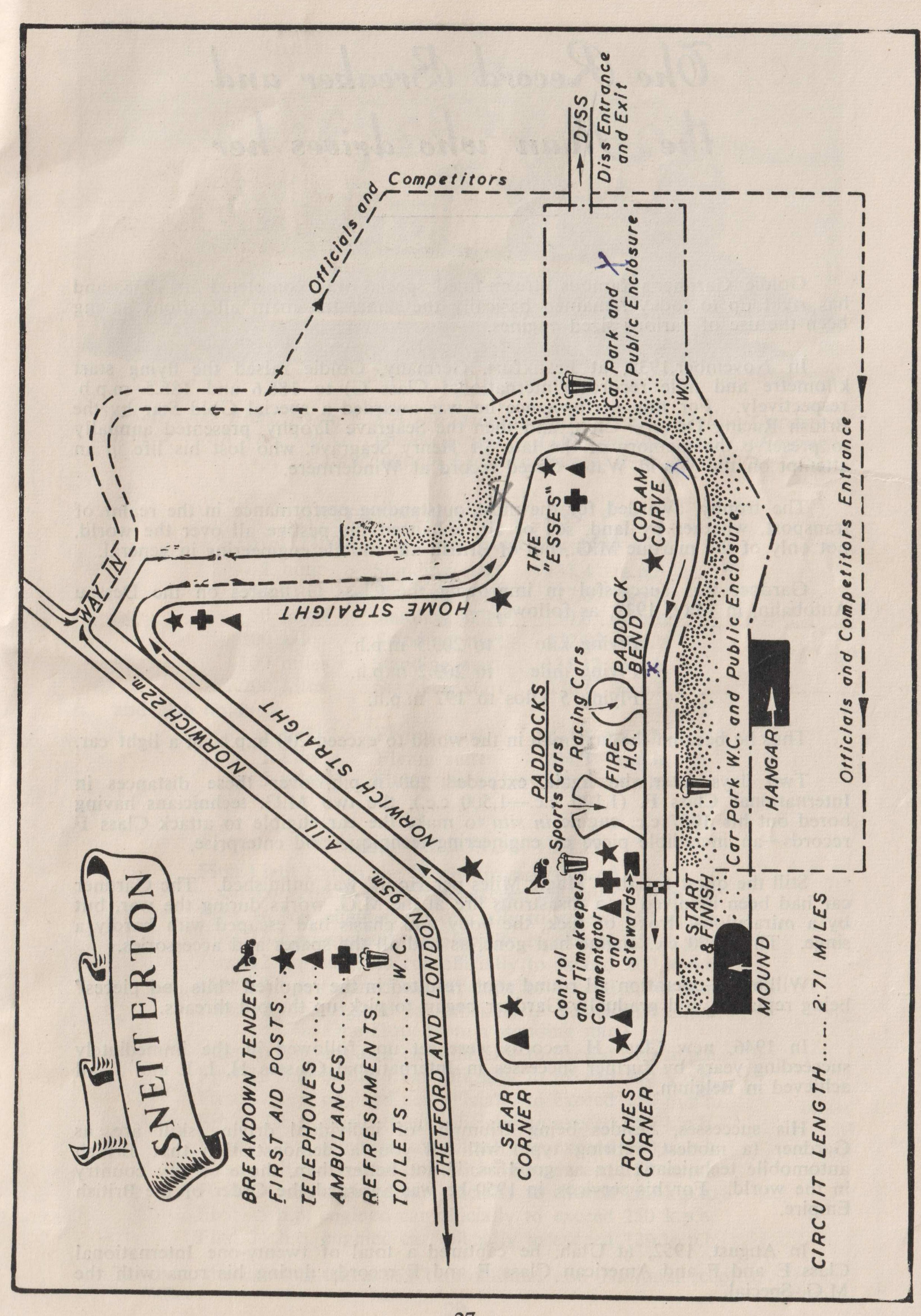
Alfred Owens plans to continue the project through into the next formula. It is early yet to divulge plans and, in any case, the B.R.M. has already suffered by too much advance publicity on previous occasions, but suffice it to say that no effort will be spared to do what is best in all senses of the word. Nevertheless, everyone must realise that this venture is backed only by private enterprise, and resources must, of necessity, be limited.

Thousands of the British Motor Racing public flocked to join the B.R.M. Association when this was first launched, and so many requests have come in from enthusiasts anxious to find a means whereby they can continue to help in this project, that Alfred Owen has already decided to endeavour to make this possible. This presents many problems but it is, nevertheless, hoped and expected that some revision of the existing B.R.M.A. may be made to enable enthusiasts everywhere to come in and help if they want to.

Fangio leads with the B.R.M. at Albi Grand Prix.

A. F. RIVERS FLETCHER.





The Record Breaker and the Man who drives her

Goldie Gardner's famous stream-lined special was completed in 1938, and has right up to today remained basically the same, the main alterations having been the use of various sized engines.

In November, 1938, at Frankfurt, Germany, Goldie raised the flying start kilometre and mile records (International Class G) to 186.6 and 186.5 m.p.h. respectively. For this performance he was awarded a special Gold Star by the British Racing Drivers' Club, and then the Seagrave Trophy, presented annually to preserve the memory of the late Sir Henry Seagrave, who lost his life in an attempt on the World Water Speed record at Windermere.

The trophy, awarded for the most outstanding performance in the realm of transport, whether by land, sea or air, enhanced the pestige all over the world, not only of the marque M.G., but of British automobile engineering in general.

Gardner was successful in improving the Class G figures on the Dessau Autobahn, in May, 1939, as follows: --

> Flying kilo to 203.5 m.p.h. Flying mile to 203.2 m.p.h. Flying 5 kilos to 197 m.p.h.

Thus he became the first man in the world to exceed 200 m.p.h. in a light car.

Two days later, he again exceeded 200 m.p.h. over these distances in International Class F. (1,100 c.c.-1,500 c.c.), the two M.G. technicians having bored out his 1087 c.c. engine in situ to make the car eligible to attack Class F records—an incredible piece of engineering technique and enterprise.

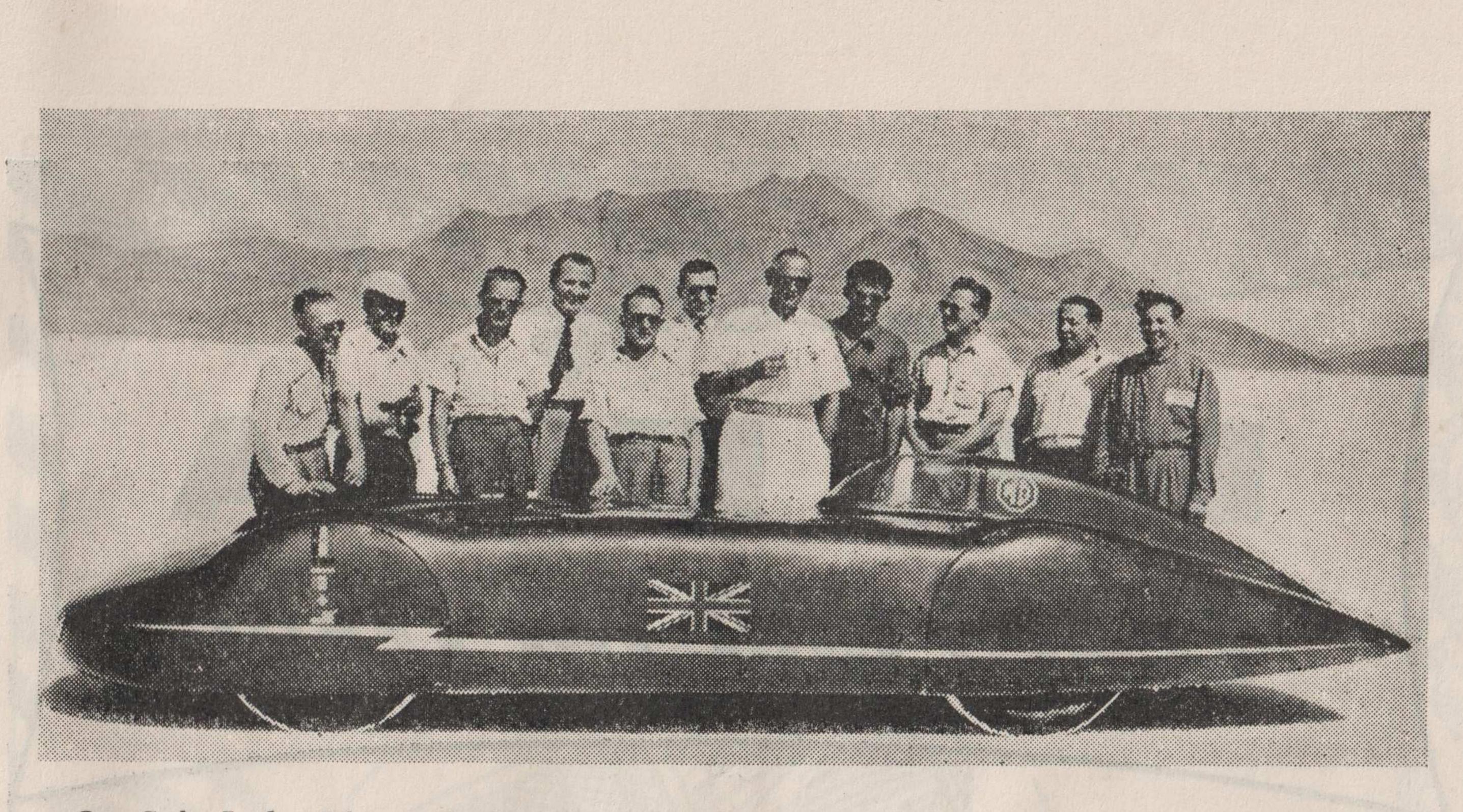
Still the quest for the "Magic Miles per Hour" was unfinished. The Gardner car had been involved in a disastrous fire at the M.G. works during the war, but by a miraculous stroke of luck, the body and chasis had escaped with hardly a singe. The 1,500 c.c. engine had gone, as had all the spares and accessories.

Willing co-operation all round soon resulted in the required "bits and pieces" being replaced, and gradually Gardner began to pick up the old threads.

In 1946, new Class H records were set up, followed in the immediately succeeding years by further successes in International Classes H, I, E and J, all achieved in Belgium.

His successes, besides being triumphs of individual driving skill are, as Gardner (a modest, retiring type) will tell you, a demonstration that British automobile technicians are as good as, if not better than, those of any country in the world. For his services, in 1950 he was awarded the Order of the British Empire.

In August, 1952, at Utah, he captured a total of twenty-one International Class E and F and American Class E and F records during his runs with the M.G. Special.



On Salt Lake Flats, Utah, U.S.A., in August, 1951, Lt. Col. Goldie Gardner captured with his M.G. (supercharged "TD" engine) the following International Class records:

INTERNATIONAL CLASS F

(ove	er 1100 c.	c. and not excee	ding 1500 c.c.).
1	hour	Standing start	137.4 m.p.h.
50	kilos	Standing start	127.85 m.p.h.
50	miles	Standing start	130.6 m.p.h.
. 100	kilos	Standing start	132.00 m.p.h.
100	miles	Standing start	135.12 m.p.h.
200	kilos	Standing start	136.6 m.p.h.
nd also holds:			South and the south of the sout
. 1	mile	Flying start	203.9 m.p.h.
1	kilo	Flying start	204.3 m.p.h.
5	kilos	Flying start	200.6 m.p.h.

OTHER RECORDS HELD.

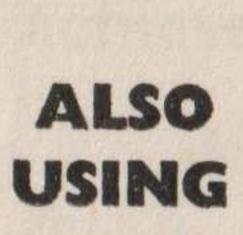
First Light Car in the World category, up to 2 litres) to First 16 h.p. engined car of First 16 h.p. engined car of First 12 h.p. engined car of First 12 h.p. engined car off First 12 h.p. engined car of (in One Hour from First 10 h.p. engined car off First 10 h.p. engined car off First 7 h.p. engined car of First 7 h.p. engined car of First 5 h.p. engined car off First 5 h.p. engined car of First 5 h.p. engined car off First 5 h.p. engined car off First $3\frac{1}{2}$ h.p. engined car off

To date, the car has taken 169 International and National records.

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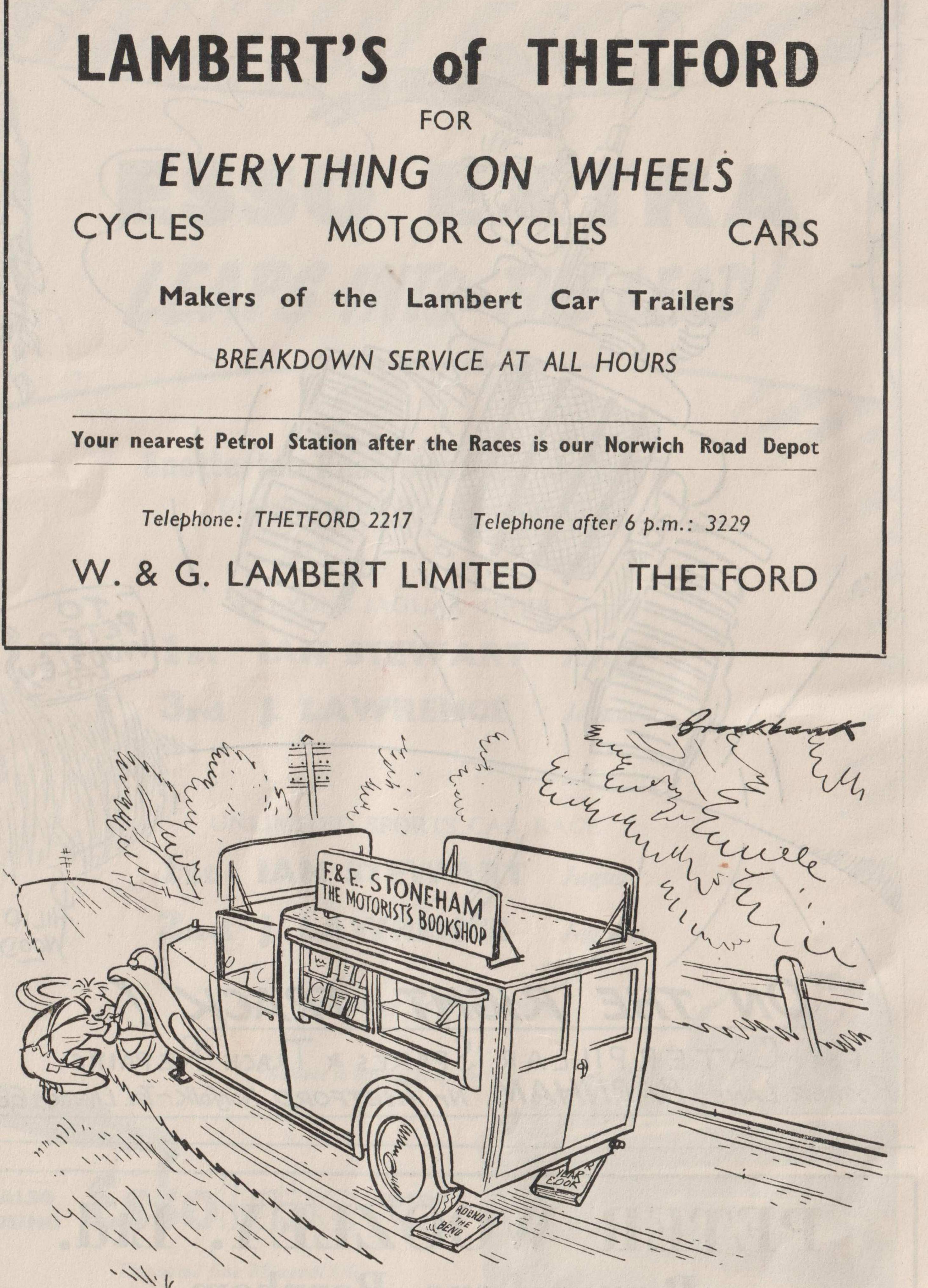
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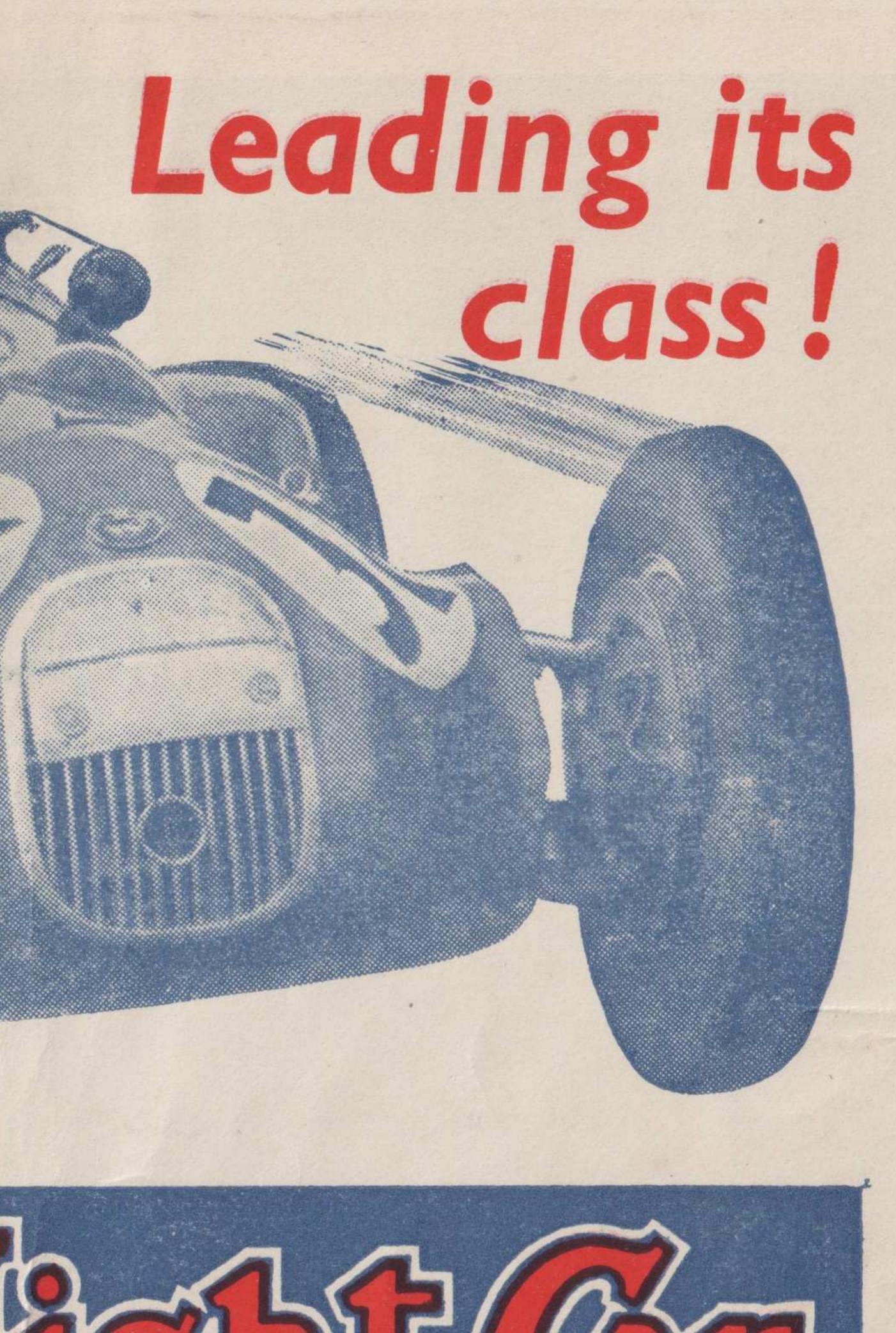
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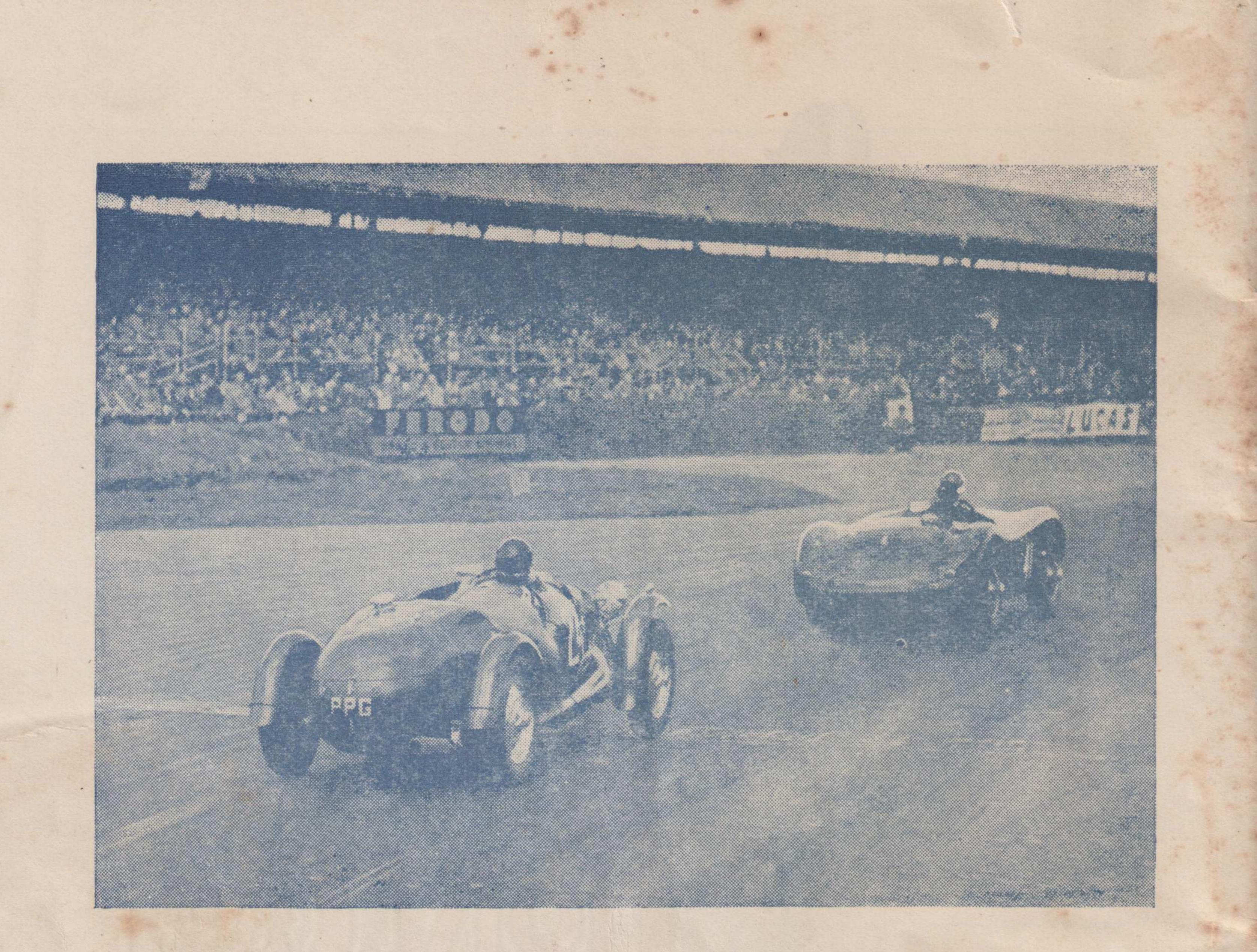
The magazine for the enthusiast who wants a readable, well illustrated and informative survey of all that is new and important in the world of motoring.

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