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*The*  
**Autocar**

Best for a variety of reasons

Saturday  
14th  
August

# Snetterton Motor Racing Circuit



## FIRST INTERNATIONAL TROPHY MEETING

Souvenir Official Programme



1/6

ORGANISED BY THE WEST ESSEX CAR CLUB.

*The*  
**Motor**  
WEDNESDAYS ONE SHILLING  
FOR THE BEST REPORTS OF ALL MAJOR SPORTING EVENTS



*more and more racing drivers...*

*on more and more racing cars...*

*are relying more and more on...*

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THE BEST BRAKES IN THE WORLD



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GIRLING LTD · KINGS ROAD · TYSELEY · BIRMINGHAM 11

WEST ESSEX CAR CLUB LTD.

INTERNATIONAL SNETTERTON  
**RACE MEETING**

FOR

**RACING & SPORTS CARS**

ON

**SATURDAY, 14th AUGUST, 1954**

**SNETTERTON RACING CIRCUIT (near Thetford)**

HELD UNDER THE GENERAL COMPETITION RULES OF THE ROYAL  
AUTOMOBILE CLUB AND THE INTERNATIONAL SPORTING CODE OF  
F.I.A. AND THESE SUPPLEMENTARY REGULATIONS.

UNDER R.A.C. PERMIT No. 0/113.

**OFFICIALS**

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

W.E.C.C. Ltd. Stewards: THE HON. GERALD LASCELLES, W. B. BLACK, ESQ.,  
and JOHN GOTT.

Judges: S. J. BOSHIER, W. L. FREEMAN and J. W. BUNBURY.

Clerk of Course and Secretary of Meeting: G. E. MATTHEWS.

R.A.C. Timekeepers:

MAJOR-GENERAL A. H. LOUGHBOROUGH, C.B., O.B.E.,  
A. L. EBBLEWHITE, C. A. AUDREY, A. P. GIBBONS.

R.A.C. Scrutineers: F. C. MATTHEWS (Chief Scrutineer), L. C. MCKENZIE,  
J. C. GILBERT, E. DUDLEY.

Starter: MAJOR H. CREE.

Chief Marshal: S. REES.

Chief Paddock Marshal: J. HOLMES.

Assistant Paddock Marshal: D. GOLDING.

Pits and Paddock Start Area: A. HAWKINS and M. BERG.

Control Marshals: MEMBERS OF W.E.C.C.

Commentators: ERIC TOBITT and DENNIS ALLEN

Press Officer: W.E.C.C. J. WORLEY.

Medical Officers: DR. J. F. RIX, DR. A. W. HAGGER, DR. R. M. KINNISH,  
DR. B. H. GOODRICH, DR. D. DICKIE and DR. J. S. STUART.

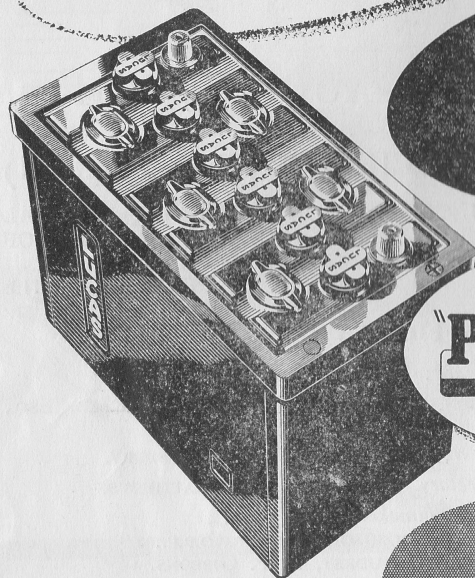
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## Acknowledgments . . .

OUR BEST THANKS are due to the :

Officials named in page one and to the clubs which have provided officials and helpers in an honorary capacity.

St. John Ambulance Brigade and the British Red Cross, for First Aid Services.

This meeting is organised by

**THE WEST ESSEX CAR CLUB LTD.**

President : The Hon. Gerald Lascelles.

Vice-Presidents : T. E. Anderson, Stirling Moss and W. E. Roberts.

Hon. Competitions Secretary :

G. E. Matthews, 48 Gaynes Hill Road, Woodford Bridge, Essex.

Club Headquarters :

"The Three Jolly Wheelers," Woodford Bridge.

Club Nights : First and Third Wednesdays in each month.

## YOUR INTEREST IS SOUGHT

**VEHICLES** are not allowed on the track after the meeting. Visitors should leave by their approved routes, or as directed by the stewards.

**CROPS** Please avoid damage to the valuable crops and farmland around the circuit.

**LITTER** In the interest of safety please prevent paper or similar materials from blowing across the track.

## OUR OFFICIAL CATERERS ONLY

are allowed to sell **any kind of Refreshment** in the Spectators' Enclosures.

ANY UNAUTHORISED PERSON FOUND SELLING WILL BE SEVERELY DEALT WITH.



## THE WEST ESSEX CAR CLUB LTD.

The post-war years saw a tremendous surge of enthusiasm and interest in motor sport, fostered, no doubt, by so many people having dealt with things mechanical between 1939 and 1945. Car clubs of long standing catered for motoring enthusiasts in various counties and districts, whilst "One make" clubs attended to the wants of adherents to cars of particular manufacturers.

The eastern fringe of the Home Counties was an area without such an organisation, a deficiency remedied in 1948 by the formation of the West Essex Car Club, created by a small circle of keen enthusiasts residing in the Woodford locality. For the first year or so, the Club was content to hold the smaller type of competitive event and social functions with a motoring flavour. From these small beginnings there sprang a heartening expansion of activities, with a rapidly growing membership.

A disused aerodrome at Boreham, near Chelmsford, was the venue of a Speed Trial in March, 1950, an event repeated twelve months later, when it served as the first Meeting of a year which set the seal on the Club's success as one of the more efficient and progressive in the land. Three full-scale Race Meetings were organised at Boreham in 1951, and again in 1952, culminating in the highly successful International Meeting in August of that year.

1953 saw our first visit to Snetterton. A new circuit and considered one of the most interesting in the country. All the meetings run were highly successful and it was decided to apply for an International Permit for 1954. Well the great day has arrived and we are very pleased to offer to you Snetterton's first International Meeting, with a large and varied entry, representative of nearly every country in the free world.

From 1951, the Club has enjoyed its own Club Room at the "Three Jolly Wheelers," Woodford Bridge, Essex, now well adorned with an array of motoring pictures. Club Nights are held here on the first and third Wednesdays of each month, when members are entertained by Film Shows, Motoring Brains Trusts or Quizzes, Talks by well-known personalities, and so on.

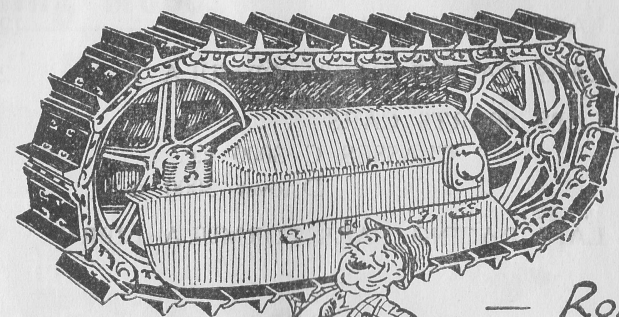
The Club caters for the "family car" owner by a series of Gymkhanas, Mystery Runs, etc., whilst the Rally each September is perhaps the most popular event of the year. All these activities and motoring topics in general are reported in the Club's magazine "Wheelspin," which has been adjudged one of the better publications of its type.

For this Meeting to-day, the West Essex Car Club thanks members of other Car Clubs who are providing such valuable assistance to the organisers.



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## EVENTS

- 1 20 LAPS SPORTS CARS  
CLASSES A 1500 c.c.  
B 2000 c.c. 11.30 a.m.
- 2 20 LAPS RACING CARS 500 c.c. 12.40 p.m.
- 3 40 LAPS RACING CARS FORMULA I. 2.00 p.m.
- 4 20 LAPS SPORTS CARS  
CLASSES C 3000 c.c.  
D over 3000 c.c. 4.00 p.m.
- 5 40 LAPS RACING CARS FORMULA LIBRE 5.10 p.m.

## AWARDS

### EVENT 1 SPORTS CARS

CLASS A 1500 c.c.:	1st	2nd	3rd
	£20	£10	£5
CLASS B 2000 c.c.:	1st	2nd	3rd
	£20	£10	£5

### EVENT 2 RACING CARS 500 c.c.

1st	£30	and	Redex Trophy
2nd		3rd	4th
£20		£10	£5

Also additional prizes of: £15, £10, £7, £5 if using Redex

### EVENT 3 RACING CARS FORMULA I

1st	2nd	3rd	4th	5th
£50	£35	£25	£15	£10

Also additional prizes of: 1st £50, 2nd £20; for highest placed entrants of cars not exceeding 2000 c.c.

### EVENT 4 SPORTS CARS

CLASS C 3000 c.c.:	1st	2nd	3rd
	£20	£10	£5
CLASS D over 3000 c.c.:	1st	2nd	3rd
	£20	£10	£5

### EVENT 5 RACING CARS FORMULA LIBRE

1st	2nd	3rd	4th	5th
£50	£35	£25	£15	£10

### ADDITIONAL AWARDS AS FOLLOWS:

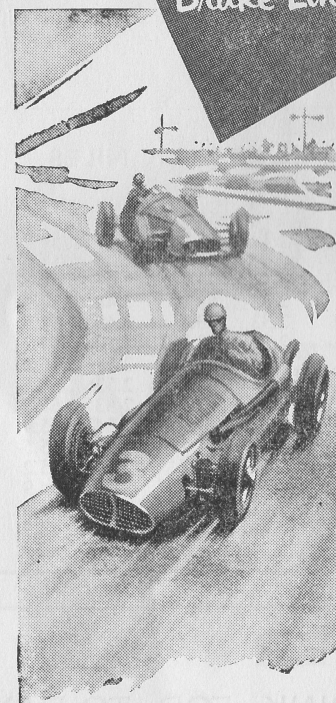
Fastest lap by a Sports Car in any Class—  
The "Autobrite" Tankard

Fastest Sports Car in any Class—  
The "National Benzol" Trophy

## Stirling Moss

says:—

"The more I race,  
the more I appreciate  
Ferodo Anti-Fade  
Brake Linings!"



"When I'm racing, I naturally want to go as fast as I can for as long as I can—that's why I choose Ferodo Anti-Fade Brake Linings. When cornering for instance . . . Ferodo Linings give me the confidence to keep my foot off the brake pedal till the very last moment—and, as any lap chart shows, seconds saved like that win races! And what's more, because Ferodo Linings can stand up to this scorching wear without fading, they stay efficient lap after lap!"

Stirling Moss specifies  
**FERODO**  
ANTI-FADE Brake Linings

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



# INTERNATIONAL SNETTERTON

Ladies and Gentlemen,

We in East Anglia extend a warm welcome to our friends, the West Essex Car Club, and must congratulate them on the very fine entry they have received for this our first International Meeting. An intense amount of work has gone into this meeting, and we know that a very fine day's racing is in store for us all.

To many of you, this will be your first visit to Snetterton. We welcome you to this circuit, and we need hardly say that we hope you will become regular "Snetterton enthusiasts." It is our aim to do all we can, within our resources, to make this circuit a centre for all those interested in this great sport.

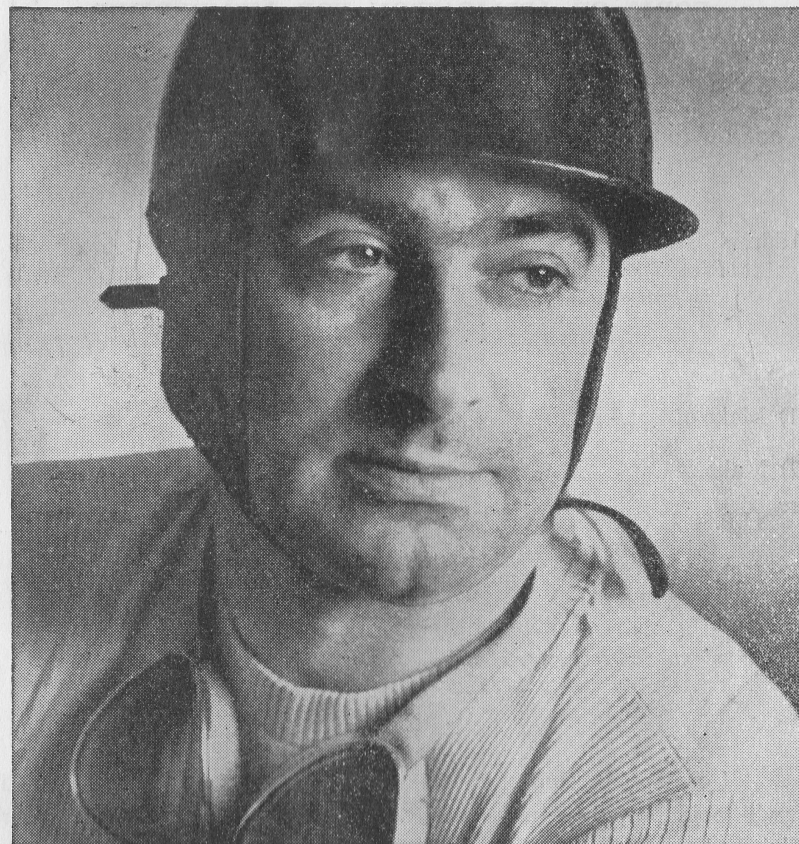
Do come again, there are two more meetings this year, both National, the first on 11th September, when the Aston Martin Owners' Club will be holding their Autumn Race Meeting. A varied and interesting entry includes an event for Historic Racing Cars. The last race meeting this season is on 9th October. This day the Eastern Counties M.C. have their first National event. Well known for their slick organisation and varied entries. This meeting, which closes the season, is a "must" to all those who wish to enter the long winter months with the warm memory of "Motor Racing at Snetterton."

## SNETTERTON SPEED TABLE—1 LAP = 2.70 MILES

<i>m.s. m.p.h.</i>	<i>m.s. m.p.h.</i>	<i>m.s. m.p.h.</i>	<i>m.s. m.p.h.</i>	<i>m.s. m.p.h.</i>
1.40 ... 97.2	1.56 ... 83.8	2.12 ... 73.6	2.28 ... 65.7	2.44 ... 59.3
1.41 ... 96.3	1.57 ... 83.1	2.13 ... 73.1	2.29 ... 65.2	2.45 ... 58.9
1.42 ... 95.4	1.58 ... 82.4	2.14 ... 72.5	2.30 ... 64.8	2.46 ... 58.4
1.43 ... 94.4	1.59 ... 81.7	2.15 ... 72.0	2.31 ... 64.4	2.47 ... 58.2
1.44 ... 93.5	2.00 ... 81.0	2.16 ... 71.5	2.32 ... 63.9	2.48 ... 57.9
1.45 ... 92.6	2.01 ... 80.3	2.17 ... 71.0	2.33 ... 63.5	2.49 ... 57.5
1.46 ... 91.8	2.02 ... 79.7	2.18 ... 70.4	2.34 ... 63.1	2.50 ... 57.2
1.47 ... 90.9	2.03 ... 79.0	2.19 ... 69.9	2.35 ... 62.7	2.51 ... 56.8
1.48 ... 90.0	2.04 ... 78.4	2.20 ... 69.4	2.36 ... 62.3	2.52 ... 56.5
1.49 ... 89.2	2.05 ... 77.8	2.21 ... 69.0	2.37 ... 61.9	2.53 ... 56.2
1.50 ... 88.4	2.06 ... 77.2	2.22 ... 68.5	2.38 ... 61.5	2.54 ... 55.9
1.51 ... 87.6	2.07 ... 76.5	2.23 ... 68.0	2.39 ... 61.1	2.55 ... 55.5
1.52 ... 86.8	2.08 ... 75.9	2.24 ... 67.5	2.40 ... 60.7	2.56 ... 55.2
1.53 ... 86.0	2.09 ... 75.3	2.25 ... 67.0	2.41 ... 60.3	2.57 ... 54.9
1.54 ... 85.3	2.10 ... 74.8	2.26 ... 66.6	2.42 ... 60.0	2.58 ... 54.6
1.55 ... 84.5	2.11 ... 74.2	2.27 ... 66.1	2.43 ... 59.6	2.59 ... 54.3

## GAYMER'S CYDER

THE DRINK FOR TO-DAY  
ASK FOR IT AT THE BARS



# Ken Wharton

uses and recommends



Here are the four grades

Shell X-100 20/20W  
Shell X-100 30

Shell X-100 40  
Shell X-100 50



**FORM OF APPLICATION FOR MEMBERSHIP  
TO THE WEST ESSEX CAR CLUB LTD.**

Name (in full, Block Letters) .....

Address .....

(1) Make of Car ..... Reg. No. .... Year .....

(2) Make of Car ..... Reg. No. .... Year .....

H.P. or C.C. .... Type of Body .....

H.P. or C.C. .... Type of Body .....

Joining Fee — 10/6d.

Annual Sub. — 25/0d.

Car Badge — 7/6d.

Lapel Badge — 3/6d.

I enclose the sum of £ : : and agree that if elected I will abide by the Rules and Regulations of the West Essex Car Club Ltd.

Date ..... Signed .....

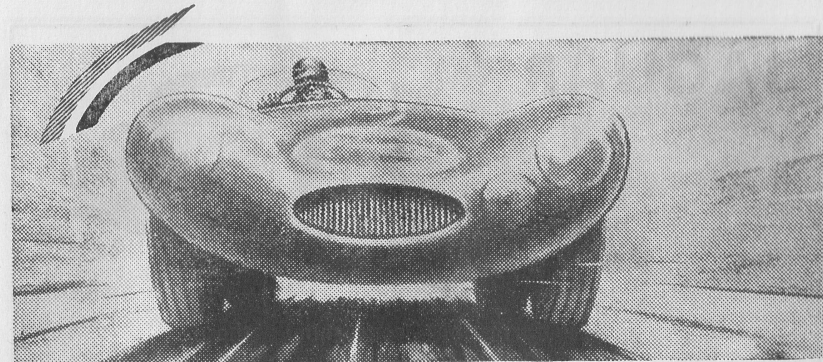
I, ..... being a member of the West Essex Car Club Ltd., propose the above application for membership.

Signed .....

I, ..... being a member of the West Essex Car Club Ltd., second this application.

Signed .....

Cheques and Postal Orders should be made payable to the West Essex Car Club Ltd.



**Sweeping Victory**  
for

**JAGUAR**

in

**RHEIMS**

INTERNATIONAL 12 HOUR SPORTS CAR RACE

**1st · 2nd · 3rd**

(Peter Whitehead  
and Ken Wharton)

(A. P. R. Rolt and  
Duncan Hamilton)

(R. Laurent and  
J. Swaters) \*Private Entry

**WINNERS' AVERAGE SPEED — 104.5 m.p.h.**

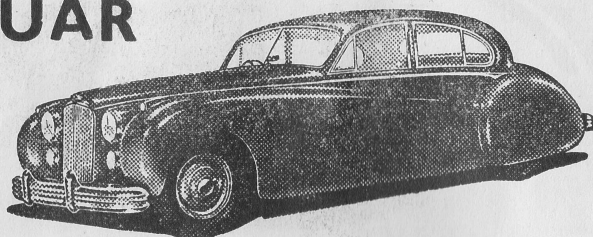
In reporting this major international success—Jaguar's third successive win at Rheims—the *Daily Telegraph* says:— "The Jaguar victory at Rheims establishes this British car as the most outstanding sports model in the world".

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## 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.

### FLAG COLOURS.

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.

The FORD  
Zephyr Six



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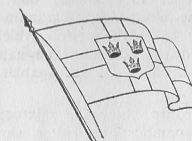
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## TO OWNERS OF SPORTS CARS

Sustained fast driving places a very great responsibility on sparking plugs. Lodge, who for years have manufactured plugs for aircraft and racing car engines, are now producing for general release a special platinum pointed plug for use in sports cars and high efficiency engines.

These special sparking plugs sell at 15/- mainly due to the precious metal platinum that has been introduced to form the electrodes. Platinum is used for two main reasons. Firstly it has an exceptional resistance to spark erosion which means longer life for the plug and longer intervals between the need for adjusting the gap. Secondly the conductivity of platinum and its imperviousness to the effects of gas enables both electrodes to be very thin so that they do not shroud the spark.

These sturdy thin platinum electrodes allow the mixture to flow more easily all round the gap, resulting in more certain combustion, better slow running, better starting and noticeably better all round performance.

The plug has the exclusive Lodge 'Sintox' insulation containing the platinum centre electrode which is gold soldered to the copper core. This gives high heat conductivity to the plug generally and a wider operating range. A resistor and spring contact still further lengthen the life of the plug.

The gap setting on these plugs is .018"—.021" and owing to the special construction this setting should not be altered at all whether the engine manufacturers recommend a different gap or even when a sports coil is fitted. Such recommendations have usually been given for use with ordinary plugs having normal electrodes.

These special long-life platinum pointed plugs, made exclusively by Lodge, are manufactured with identically the same materials as used so successfully for the world-famous Lodge aircraft and racing plugs.

Your garage will advise you as to the correct type of Lodge platinum pointed plug for your car.

Lodge Plugs Ltd., Rugby, England.

For all models...

**HEPOLITE**

PISTONS · PINS · RINGS · LINERS  
GREY IRON AND ALLOY CASTINGS  
AND GAS TURBINE BLADES



*Mr. L. Blake,  
Our representative at this  
meeting, will be  
pleased to help  
and advise you.*

**HEPWORTH &  
GRANDAGE  
Limited  
BRADFORD 4**

Gown by Michael Sherard



**11.30 a.m.**

1    2    3    4

16

5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

17



## 20 LAP SCRATCH RACE FOR 500 c.c. RACING CARS

1	F. R. Gerard—Cooper	...	...	...					
2	J. Russell—Cooper	...	...	...					
3	H. Hutchinson—Cooper	...	...	...					
4	Lex Beels—Cooper	...	...	...					
5	R. Schnell—Schnell	...	...	...					
6	P. Hoffmann—Cooper	...	...	...					
7	R. Bicknell—Revis	...	...	...					
8	D. L. R. Bridger—Kieft	...	...	...					
9	J. F. Denley—Cooper	...	...	...					
10	I. Bueb—Cooper	...	...	...					
11	P. Jopp—Emeryson	...	...	...					
12	D. Parker—Kieft	...	...	...					
14	D. Taylor—Staride	...	...	...					
15	E. Brandon or R. Nuckey—Cooper	...	...	...					
16	R. Nuckey or E. Brandon—Cooper	...	...	...					
17	L. Leston—Cooper	...	...	...					
18	G. H. Symonds—Cooper	...	...	...					
19	K. W. Smith—Smith 500	...	...	...					
20	A. E. Elliott—Cooper	...	...	...					
21	J. B. Naylor—Cooper	...	...	...					
22	R. T. Spreckley—Cooper	...	...	...					
23	R. A. Anderson—Staride	...	...	...					
24	C. Allison—Cooper	...	...	...					
25	R. J. Barrett—Cooper	...	...	...					
26	H. Phillipson—Staride	...	...	...					
27	Hon. E. G. Greenall—Cooper	...	...	...					
28	K. Brunton—J.P.	...	...	...					
29	P. Swaelens—Cooper	...	...	...					
30	C. Texidor—Cooper	...	...	...					
31	J. A. Somervail—Cooper	...	...	...					
32	C. M. Mauritzen—Cooper	...	...	...					
33	J. Brown—Staride	...	...	...					

[illegible]



2.00 p.m.

## INTERNATIONAL FORMULA 1 RACE

## 40 LAP SCRATCH RACE FOR FORMULA 1 RACING CARS

No.	Driver	Car	c.c.	Entrant
1	R. Parnell	Ferrari	...	Scuderia Amrosiana
2	D. Beauman	Ferrari	...	Sir J. Boles, Bt.
3	Sir J. Boles, Bt.	Connaught	...	Driver
4	J. Riseley-Pritchard	Connaught	...	R. R. C. Walker
5	W. Whitehouse	Connaught	...	Driver
6	L. Marr	Connaught	...	Driver
7	M. F. Young	Connaught	...	Roebuck Eng. Co.
8	F. R. Gerard	Cooper-Bristol	...	Driver
9	P. N. Whitehead	Cooper-Alta	...	Driver
10	R. Salvadori	Maserati	...	Gilby Eng. Co. Ltd.
11	J. H. Webb or J. E. G. Fairman	Turner	...	J. H. Webb

[illegible]

**September 11th—Aston Martin Owners Club National Race Meeting**

## October 9th—Eastern Counties Motor Club National Race Meeting

### EVENT 3—Continued

No.	Driver	Car	c.c.	Entrant
12	A. Brooke	H.W.M. ...	1960	Driver
14	E. N. Whiteaway	H.W.M. ...	2463	Driver
15	R. Gibson	Cooper-Bristol	1971	Driver
16	H. A. Richards	H.A.R. ...	1954	Driver
17	C. D. Boulton	Connaught ...	1960	Driver
NR 18	P. R. Emery or J. Caddey	Emeryson ...	2488	Emeryson Cars
30	R. Y. Nuckey or E. Brandon	Cooper ...	2460	Ecurie Richmond
20	C. M. Mauritzen	Cooper-Bristol	1971	Border Reivers
19	H. Gould	Cooper-Bristol	1971	H. Gould
NR 34	P. J. Collins	Van Wall Special	2237	G. A. Vandervell
NR 28	T. A. D. Crook	Cooper-Bristol	1971	Driver

Additional awards will be made to the entrants of cars with engines not exceeding 2000 c.c.

F.L. 89:67 MPH

[illegible]

## September 11th—Aston Martin Owners Club National Race Meeting

## October 9th—Eastern Counties Motor Club National Race Meeting



**4.00 p.m.**

## INTERNATIONAL SPORTS CAR RACE 20 LAP SCRATCH RACE FOR SPORTS CARS

**CLASS "C"** Over 2000 c.c. and up to 3000 c.c.

**CLASS "D"** Over 3000 c.c.

CLASS "C"—Over 2000 c.c. and up to 3000 c.c.

No.	Driver	Car	c.c.	Entrant
32	P. A. Everard or <del>J. E. G. Stevens</del>	Aston Martin DB 3...	2922	The Vermin Stable
34	R. Tucker	Austin-Healey	...	2660 Driver
35	D. S. Shale	Austin-Healey	...	2660 Driver
36	R. B. Weaver (Capt.) U.S.A.F.	Austin-Healey	...	2660 Driver

	1	2	3	4
32 P. A. Everard or J. E. G. Stevens—Aston Martin	44	44	44	44
34 R. Tucker—Austin-Healey ... ..	38	38	38	38
35 D. S. Shale—Austin-Healey ... ..	43	43	43	43
36 R. B. Weaver (Capt.) U.S.A.F.— Austin-Healey				
37 M. G. Connell—Jaguar ... ..				
38 T. E. B. Sopwith—Sphinx ... ..				
40 E. Protheroe—Jaguar ... ..				
41 P. N. Whitehead—Cooper-Jaguar ... ..				
42 A. Rippon—Jaguar ... ..				
43 R. E. Berry—Jaguar ... ..				
44 J. W. Whewell—Jaguar ... ..				
45 J. G. Hogg—Jaguar ... ..				
46 M. W. Head—Jaguar ... ..				

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## EVENT 4—Continued

CLASS "D"—Over 3000 c.c.

No.	Driver	Car	c.c.	Entrant
37	M. G. Connell	Jaguar	...	S. Boshier
38	T. E. B. Sopwith	Sphinx	...	Equipe Endeavour
40	E. Protheroe	Jaguar	...	Driver
41	P. N. Whitehead	Cooper-Jaguar	...	Driver
42	A. Rippon	Jaguar	...	J. I. Hamilton
43	R. E. Berry	Jaguar	...	Driver
44	J. W. Whewell	Jaguar	...	Driver
45	J. G. Hogg	Jaguar	...	Driver
46	M. W. Head	Jaguar	...	Driver

[illegible]

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## EVENT 5

**5.10 p.m.**

## INTERNATIONAL FORMULA LIBRE RACE

## 40 LAP SCRATCH RACE FOR FORMULA LIBRE RACING CARS

No.	Driver	Car	c.c.	Entrant
1	R. Parnell	Ferrari	...	Scuderia Ambrosiana
2	Sir J. Boles, Bt., or D. Beauman	Ferrari	...	Sir J. Boles, Bt.
3	Sir J. Boles, Bt., or D. Beauman	Connaught	...	Sir J. Boles, Bt.
4	J. Riseley-Pritchard	Connaught	...	R. R. C. Walker
5	W. J. Whitehouse	Connaught	...	Driver
6	L. Marr	Connaught	...	Driver
7	M. F. Young	Connaught	...	Roebuck Eng. Co.
8	F. R. Gerard	Cooper-Bristol	...	Driver
10	R. Salvadori	Maserati	...	Gilby Eng. Co. Ltd.
14	E. N. Whiteaway	H.W.M.	...	Driver
16	H. A. Richards	H.A.R.	...	Driver
17	C. D. Boulton	Connaught	...	Driver
18	P. R. Emery or J. Caddey	Emeryson	...	2488

[illegible]

## EVENT 5—Continued

No.	Driver	Car	c.c.	Entrant
20	J. A. Somervail	Cooper-Bristol	... 1971	Border Reivers
21	R. Flockhart	B.R.M. (S) ...	... 1488	A. G. B. Owen
22	A. G. Whitehead or E. W. Holt	E.R.A.(S) ...	... 1488	Driver
23	A. W. Birrell	E.R.A.(S) ...	... 1488	Driver
24	J. A. Williamson	E.R.A.(S) ...	... 1488	D. Wilkinson
25	D. Wilkinson	Cooper E.R.A.(S)	... 1991	Driver
26	Hon. E. G. Greenall	Cooper ...	... 1100	Driver
27	L. Leston	Cooper ...	... 1098	Driver
28	T. A. D. Crook	Cooper-Bristol(S)	... 1971	Driver
29	G. N. Richardson	R.R.A.(S)	... 1963	Driver
30	R. Y. Nuckey or E. Brandon	Cooper ...	... 2460	Ecurie Richmond
31	R. W. Fitzwilliam	Lago-Talbot	... 4482	Driver
32	J. D. Lewis	E.R.A.(S) ...	... 1488	Driver
33	P. J. Collins	Ferrari Thinwall Spec.	4493	G. A. Vandervell
35	C. M. Mauritzen	E.R.A. ...	... 1488	Border Reivers
19	H. Gould	Cooper-Bristol	... 1971	H. Gould

(S) Denotes Supercharged

[illegible]



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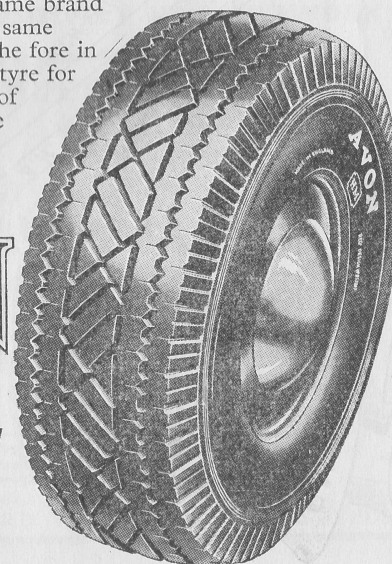
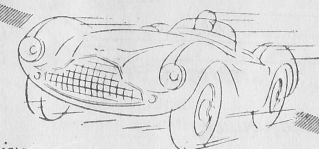
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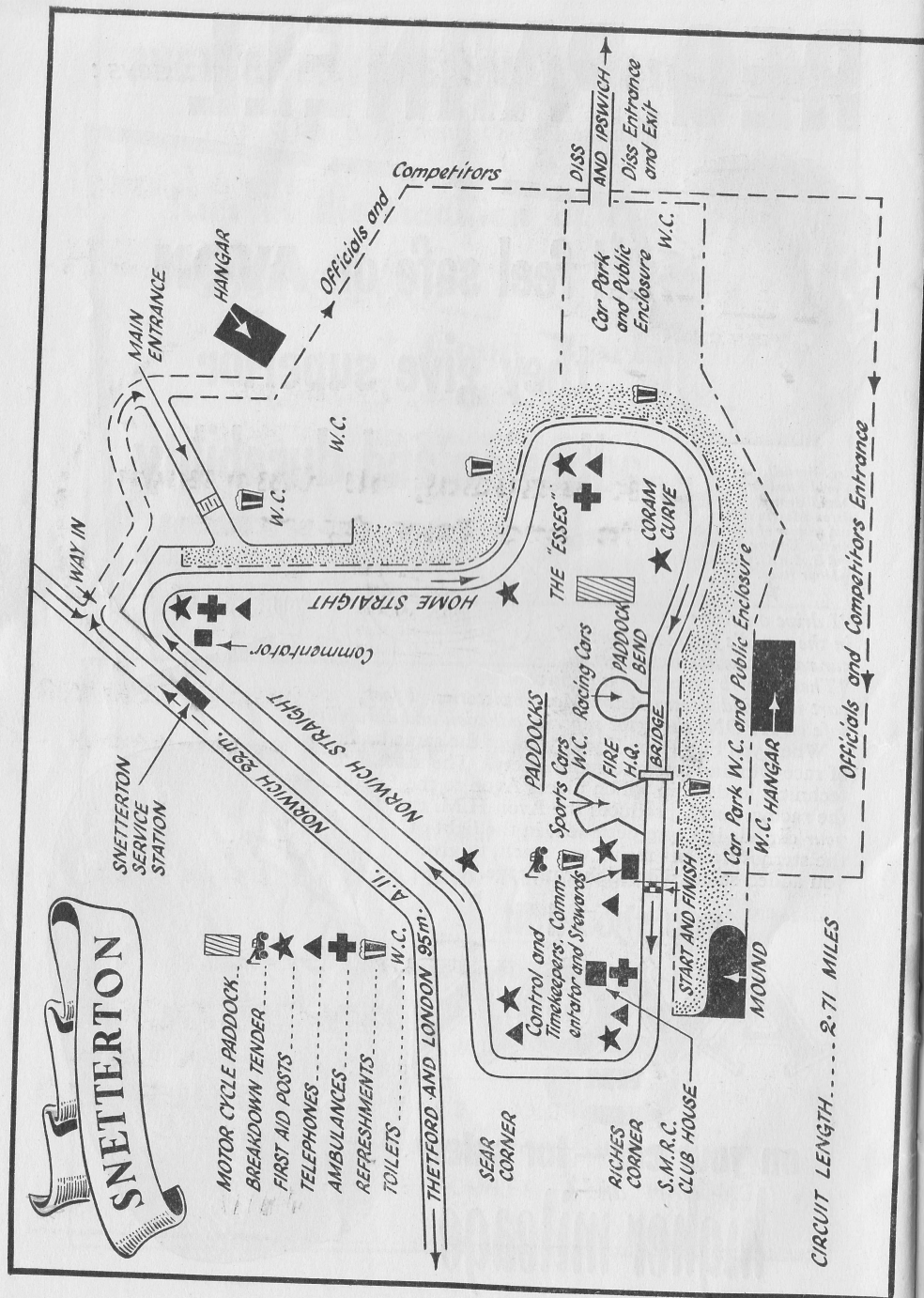
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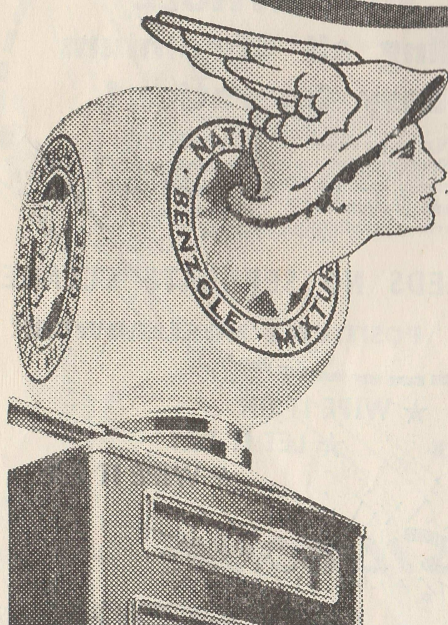
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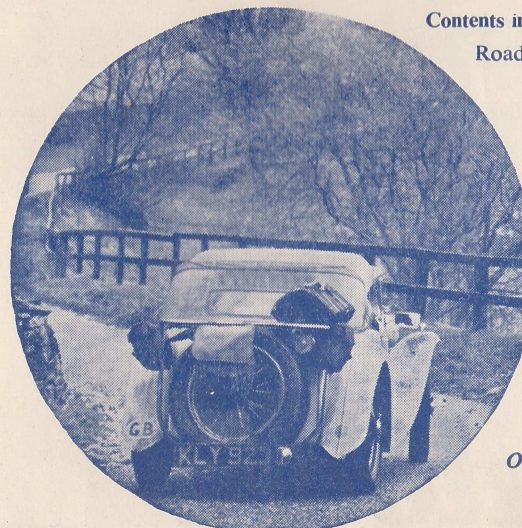
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