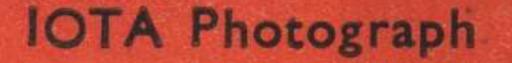


# FOR FORMULA III AND FORMULA LIBRE RACING CARS



MOTOR OIL

# SATURDAY, 31st MAY, 1952 - OFFICIAL PROGRAMME /-

# FOR EXPERT COMMENT AND PICTURES

### MONTHLY ONE SHILLING



# For Formula III and

# SNETTERTON CIRCUIT

# SATURDAY, 31st MAY, 1952

# Organized by the Half-Litre Car Club Ltd.

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

# TIME TABLE

FORMULA	III	HEAT 1	
		HEAT 2	11
		HEAT 3	ł,
FORMULA	LIE	BRE RACE	
FORMULA	III	FINAL	1

# OFFICIALS

Stewards of the Meeting: For the R.A.C.: S. C. H. DAVIS For the Half-Litre Car Club Ltd.: R. D. BARRASS and I. V. H. SMITH Clerk of the Course: J. F. GALE Assistant Clerk of the Course: J. PRITCHARD Secretary of the Meeting: R. M. CARTER Chief Marshal: R. S. RIDGEWAY Chief Scrutineer: Captain S. R. PROCTOR, A.F.R.AeS. Chief Timekeeper. Major-General A. H. LOUGHBOROUGH Starter and Judge: D. A. STUMP

### Marshals:

Members of the Half-Litre Car Club Ltd., Maidstone and Mid-Kent Motor Club, Cambridge 50 Car Club, Norwich and District Motor Cycle Club, Cambridge Undergraduates Auto Club and The Motor Racing Enthusiasts Club, and others

Medical Services: Dr. HAMMERTON, Dr. STUART and Norfolk Division St. John Ambulance Brigade

Breakdown Services: BOSHIER & PATTENDEN Ltd., Norwich

# MOTOR RACING

# Formula Libre Racing Cars

•••	 1.30	p.m.	(10	Laps)
••	 2.10	p.m.	(10	Laps)
••	 2.50	p.m.	(10	Laps)
• •	 3.30	p.m.	(30	Laps)
•••	 4.45	p.m.	(30	Laps)

# FORMULA III RACE

This race is open to four-wheeled racing cars conforming with the International Formula III established by the C.S.I., that is, racing cars having a maximum engine capacity of 500 c.c. unsupercharged and a minimum weight of 440 lbs. The race will be run in three heats of 10 laps. and a final of 30 laps. The ten best placed drivers in each heat will qualify for the Final.

This race is open to racing cars of any capacity and will be run in one race of 30 laps.

All starts will be standing starts with engines running. The starting signal will be the fall of the Union Jack.

Starting grid positions for Formula III heats and Formula Libre will be decided by times recorded during practice, the fastest cars being at the front. In the Final Formula III race grid positions will be according to race speeds in the Heats, the fastest cars having the front positions on the grid. The drivers in the Heats have been arranged by ballot.

### FORMULA III RACE

HEATS-1st, £50; 2nd, £25; 3rd, £12; 4th, £8; 5th, £5. FINAL-1st, £150; 2nd, £75; 3rd, £30; 4th, £15; 5th, £5.

1st, £150; 2nd, £75; 3rd, £30; 4th, £15; 5th, £5. SPECIAL PRIZE of £5° to the first Formula II car to finish in the Formula Libre Race.

RED—Signal for complete and immediate stop. YELLOW (waved)—Great danger, be prepared to stop. YELLOW (motionless)—Take care, danger. BLUE (waved)—Another competitor is trying to overtake you. BLUE (motionless)—Another competitor is following you very closely. YELLOW with vertical RED stripes—Take care, oil has been spilt somewhere on the road.

WHITE—An ambulance or service car is on the circuit. BLACK shown with number-Signal for car bearing that number to stop at pits on next lap.

BLACK with WHITE CHEQUERED—Signal for end of race. All races will be run in a clockwise direction.

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



# FORMULA LIBRE RACE

### THE STARTS.

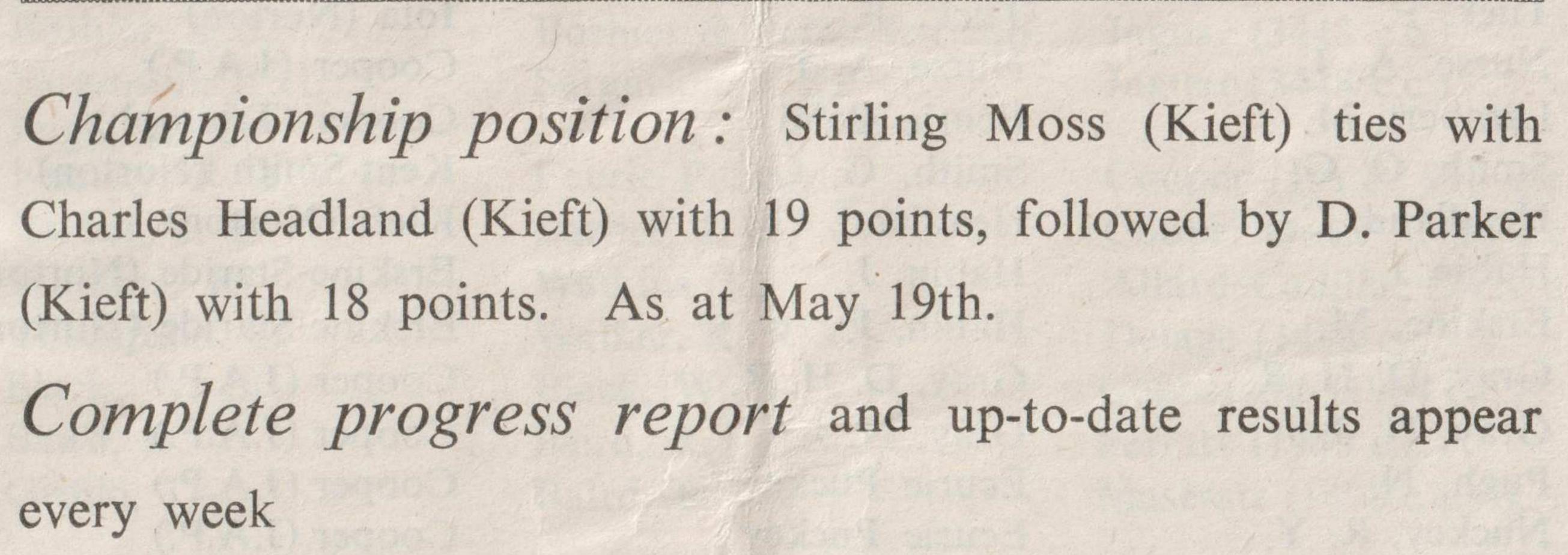
# PRIZES

### FORMULA LIBRE RACE

## FLAG SIGNALS

## POSTPONEMENT OF THE MEETING

# JOHNSON'S CAR-PLATE BRIGHTEST, LONGEST-LASTING WAX POLISH KNOWN!

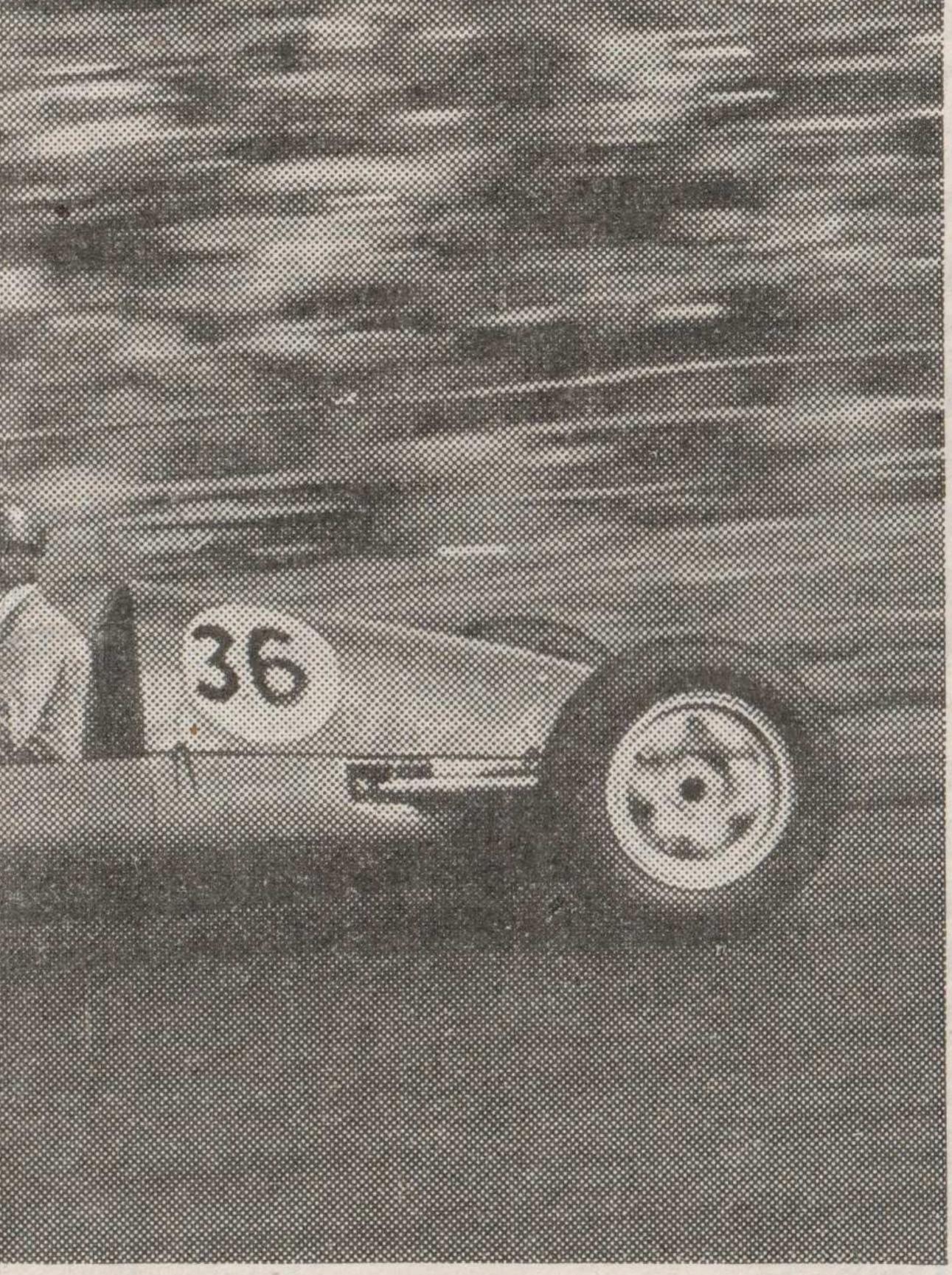


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THE AUTOSPORT 500 c.c. National Championship, 1952



## FORMULA III

Car No. Driver Daniell, H. L. 2 Pycroft, P. de F. C. 3 Gerard, F. R. 4 Barclay, J. M. 5 Cussen, D. 6 Whitehouse, W. J. 7 Carter, K. E. 8 Webb, W. 9 Ecclestone, B. C. 10 Smith, K. W. Leston, L. 12 Parker, D. 14 Gregory, J. 15 Bell, R. A. R. 16 Richards, A. W. 17 Sellers, J. D. 18 Clarke, J. 19 Paulson, R. E. 20 Baines, K. 21 Eyre, G. N. 22 Byrnes, J. 23 Instone, C. R. Bicknell, R. G. 24 25 Firm, V. J. 26 Tuck, F. 27 Nurse, A. J. 28 Lambert, M. 29 Smith, G. G. 30 Headland, C. 31 Habin J. 32 Erskine, M. 33 Gray, D. H. R. 34 Gray, N. J. 35 Pugh, N. 36 Nuckey, R. Y. 37 Symonds, G. H. 38 Spreckley, R. T. 39 Wicken, G. H. 40 Summers, C. Westcott, J. F. 41 42 Braid, P. K. 43 Annable, D. F. 44 Gill, A. D. 45 Tyrrell, R. K. 46 Thomas, G. E. 47 Bryant, T. 48 Truman, D. 49 Owen, R. 50 Hale, C. 51 Emery, P. R.

Entrant Daniell, H. L. Pycroft, P. de. F. C. Gerard, F. R. Beauman, D. B. Murdoch, P. G. C. Whitehouse, W. J. Carter, K. E. Webb. W. Jenkins, L. D. B. Smith, K. W. Leston, L. Parker, D. Gregory, J. Bell, R. A. R. Richards, A. W. Sellers, J. D. Gilder, J. Asbury, S. Stabulum Volucrium Stabulum Volucrium Byrnes, J. Instone, C. R. Bicknell, R. G. Firm, V. J. Tuck, F. Nurse, A. J. Ecurie Balai Smith, G. G. Headland, C. Habin, J. Habin, J. Gray, D. H. R. Gray, N. J. Ecurie Puckey Ecurie Puckey Symonds, G. H. Spreckley, R. T. Wicken, G. H. Summers, C. Westcott, J. F. Mackson Car Team Ecurie Blounts Mackson Car Team Scuderia Guildbec Thomas, G. E. Corbin, F. C. Truman, D. Hill, R. G. Hale, C. Emery, P. R.

# ENTRIES

Emeryson (Norton) Emeryson (Norton) Cooper (Norton) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (Norton) Cooper (Norton) Kieft (Norton) Cooper (J.A.P.) Smith 500 (Norton) Cooper (Norton) Kieft (J.A.P.) Iota (Norton) Iota (J.A.P.) J.B.S. (Norton) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (Triumph) Cooper (J.A.P.) Mezzolitre (B.S.A.) Mezzolitre (B.S.A.) Revis (J.A.P.) J.B.S. (J.A.P.) Iota (Norton) Cooper (J.A.P.) Cooper (Triumph) Kent-Smith (Norton) Kieft (Norton) Erskine-Staride (Norton) Erskine-Staride (Norton) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (J.A.P.) Cooper (Norton) Kumbang (J.A.P.) Kieft (Norton) Mackson (Norton) Kieft (Norton) Mackson (Norton) Cooper (Norton) Cooper (J.A.P.) Cobra (Norton) Cooper (Norton) Hill (J.A.P.) Emeryson (Norton) Emeryson (Norton)

Engine

Car

- Car No. Driver 52 Brise, R. W. 53 Wood, L. 54 Taylor, D. J. 55 Brise, J. K. 56 Brown, J. 57 Mitchell, E. J. B. 58 Hay, H. S. F.
- 59 Leigh, T.
- 60 Moor, J.
- 61 Cooper, J.
- 62 Ford, W. E.

### Entrant

Brise, J. K. Arnott 500 Arnott 500 Arnott 500 ] Arnott 500 ] Mitchell, E. Hay, H. S. Leigh, T. Moor, J. The Cooper Ford, W. E.

# FORMULA LIBRE ENTRIES

71 Gerard, F. R. 72 Whitehead, A. G. 73 Richardson, G. N., or Walker, P. D. C. 74 Richards, H. A. 75 Whitehouse, W. J. 76 Moore, O. 77 Salvadori, R., or Spero, H. C. 78 Willis, R. C. 79 Pattenden, R. E. 80 Boshier, S. J. 81 Sarginson, J. H. 82 Pugh, N., or Nuckey, R. Y. 83 Barber, J. D. 84 Watkins, K. 85 Thompson, E. 86 Black, W. B. 87 Baird, R. 88 Griffin, D. 89

90

Gerard, F. R. Whitehead, A. G.

Richardson, G. N. Richards, H. A. Whitehouse, W. J. Moore, O.

Spero, H. C. Willis, R. C. Boshier & Pattenden Ltd. Boshier & Pattenden Ltd. Sarginson, J. H.

Ecurie Puckey Barber, J. D. Watkins, K. Walker, R. R. C. Black, W. B. Baird, R. Baird, R.

S—Supercharged. \*-Qualifies for Formula II prize.

# WARNING

### "MOTOR RACING IS DANGEROUS AND PERSONS ATTENDING THIS MEETING 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, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators."

	Car Engine
B.	Cooper (J.A.P.)
Team	Arnott (Norton)
Team	Arnott (Norton)
Feam	Arnott (Norton)
Геат	Arnott (Norton)
J.B.	Cooper (J.A.P.)
F.	Iota (J.A.P.)
	Cooper (J.A.P.)
	Wasp 500 (Norton)
Car Co.	Cooper (Norton)
	Cooper (J.A.P.)

E.R.A. (1995 c.c.) S. E.R.A. (1488 c.c.) S

R.R.A. (1987 c.c.) S. H.A.R. (1954 c.c.)\* Alta (1960 c.c.)\* H.W.M. (3814 c.c.)

Maserati (3000 c.c.) B.M.W.-Bristol (1996 c.c.)\* Veritas (1971 c.c.)\* Jaguar (3448 c.c.) Jaguar (3448 c.c.)

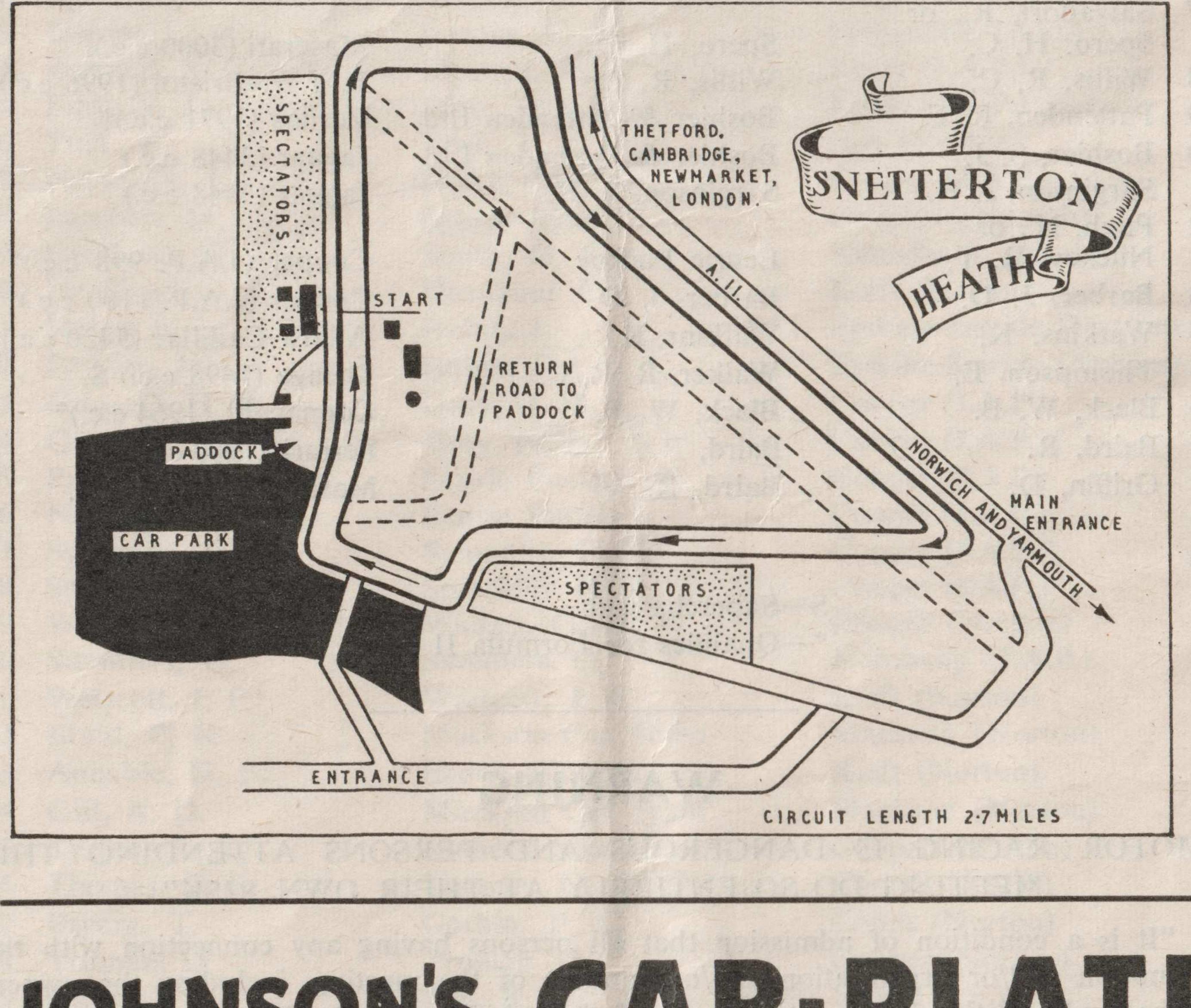
Cooper (J.A.P. 998 c.c.)\* Cooper (J.A.P. 1100 c.c.)\* Allard–Cadillac (5420 c.c.) Delage (1498 c.c.) S. Connaught (1964 c.c.)\* Ferrari (1980 c.c.)\* Maserati (1498 c.c.) S.

A small group of racing enthusiasts in the Bristol area-keen to race their own cars after the war but unable to afford the high expenses of racing the large racing cars then available—conceived the idea of building their own small cars powered by engines not exceeding 500 c.c. It was soon realised that the motor-cycle engine could easily be used in a light car chassis and several such cars were built. When sufficient were available, short sprints and races were organised. In 1947 the 500 c.c. Club was formed.

This new class of racing grew in popularity rapidly and it was not long before Charles Cooper and his son John saw the possibilities of putting these small cars into production to enable those enthusiasts to race who had not the ability or time to construct their own cars. This form of car racing soon spread to the Continent and in the winter of 1949-50 the international organising body governing motor racing gave 500 c.c. racing its international status known now as "Formula III."

During 1950 and 1951 many important races were run in England, France, Italy, Spain, Holland, Germany, and Belgium, and British drivers and cars have been the winners of nearly all the international races in these countries. On fast circuits 500 c.c. cars are capable of speeds of about 110 m.p.h. and on many circuits some of them are only about 5 to 10 m.p.h. slower than the cars in Formulae I and II.

The Half Litre Car Club Ltd. is the National Club of this country concerned with the promotion of 500 c.c. races and social activities for its 500 c.c. enthusiast-members. Membership is open to all enthusiasts whether or not they own racing cars. The . subscription is 2 guineas per annum which includes a copy of the monthly motorracing magazine "Iota" and of various newsletters from time to time. Secretary :-- K. E. Carter, 100 Station Road, Sidcup, Kent.



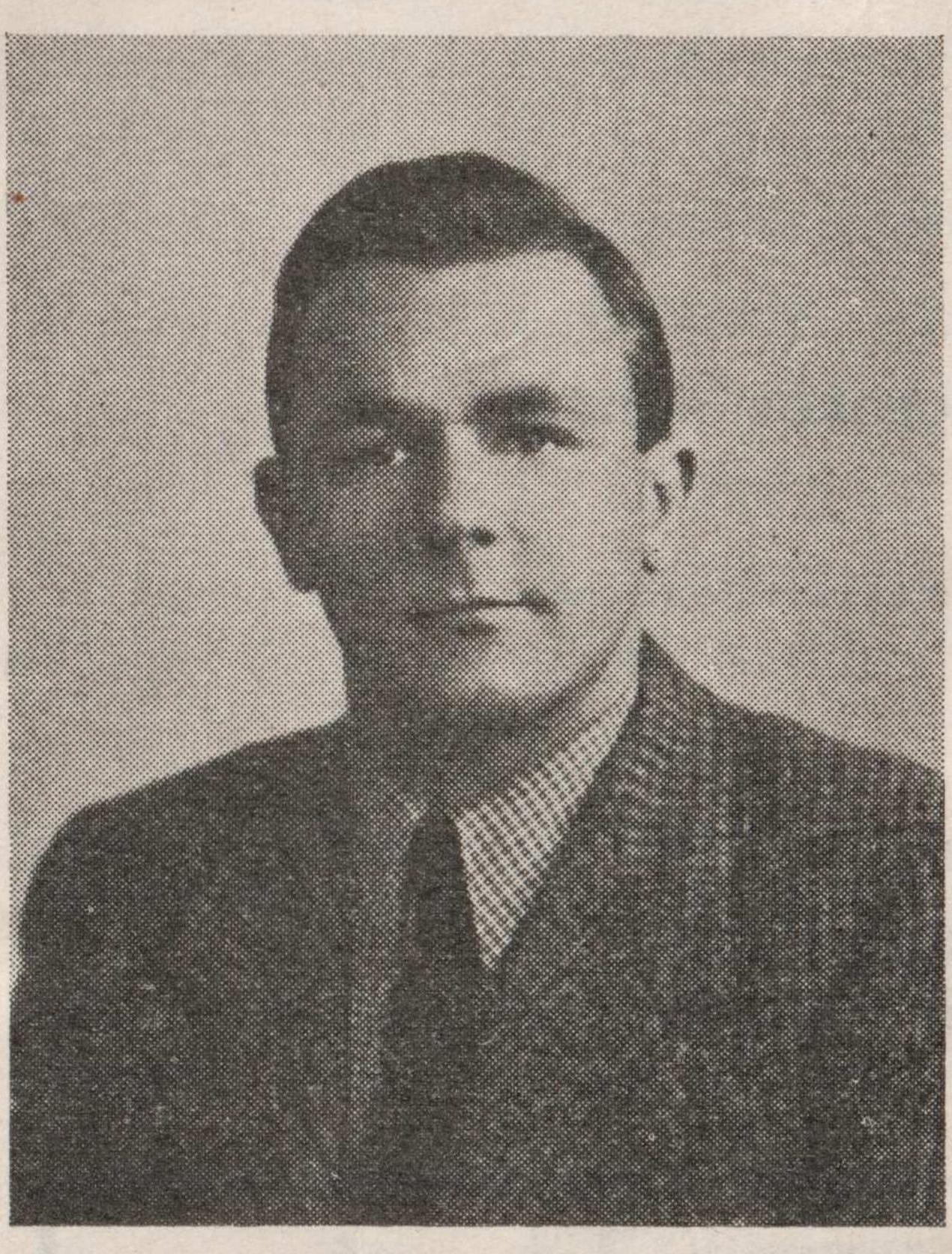
JOHNSON'S CAR-PLATE THE 20 MINUTE CAR WAX - NO RUBBING!

## THE HALF LITRE CAR CLUB

### TODAY'S FORMULA III PERSONALITIES By DOUGLAS ARMSTRONG (Editor of "Iota")

OOKING through the list of entries for today's half-litre racing, one notices many - famous names which are, in fact, with Formula III's present popularity, internationally famous.

Among them we have John Cooper who, besides being the co-designer and manufacturer of the Cooper racing car, is a driver of considerable experience, having had many victories at home and abroad. Record breaking is another one of his pastimes,



**KEN SMITH** 



JOHN COOPER



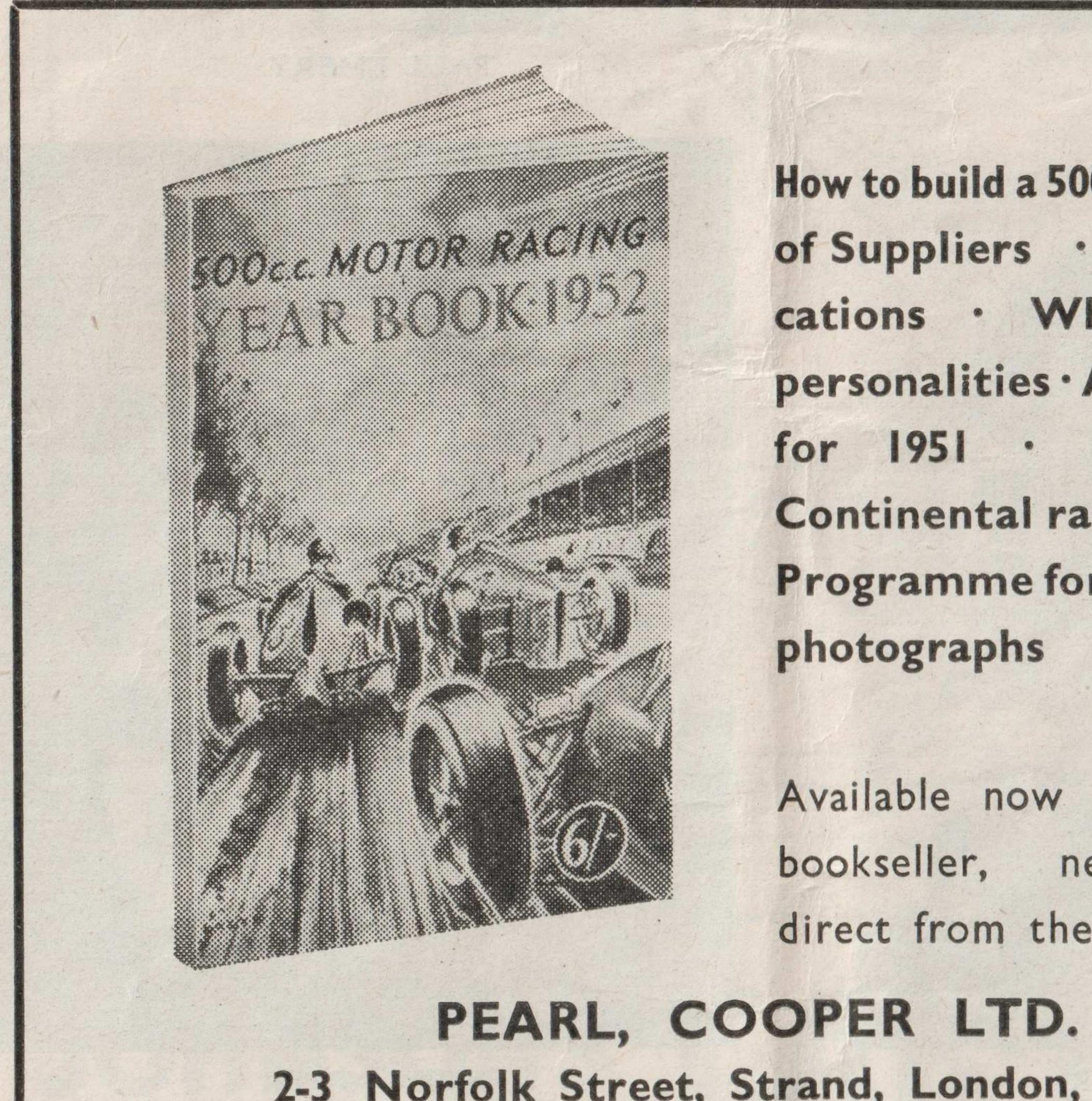
factory-built car and prefers to race his own home-built job, the Smith 500, with which he has enjoyed much success.

Don Parker is notable for his extreme light weight and for the spirited manner in which he drives his very fast Kieft. He has long been an advocate of the J.A.P. engine, but has recently turned to a twin-cam Norton unit, and won the recent Boreham race with it.

Brands Hatch is the usual happy hunting ground for cheery George Wicken, where he is noted for his skilful and courageous driving. We can rely on him to put up a fine show here today.



Front-wheel-drive expert is Paul Emery, who drives the Emeryson of his own construction. This combination in action on a fast corner with one of the front wheels well off the road is one of the sights of 500 c.c. racing. The Erskine Staride is one of the new names in half-litre cars, and today John Habin has entered two. He himself will drive one, and the constructor, Michael Erskine, the other.



GEORGE WICKEN

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## Start: 1.30 p.m. Formula III Heat 1

Car No.	Driver
19	R. E. Paulson
27	A. J. Nurse
47	T. Bryant
32	M. Erskine
40	C. Summers
7	K. E. Carter
45	R. K. Tyrrell
14	J. Gregory
42	P. K. Braid
11	L. Leston
48	D. Truman
10	K. W. Smith
18	J. Clarke
35	N. Pugh
52	R. W. Brise
.9	B. C. Ecclestone
51	P. R. Emery
28	M. Lambert
41	J. F. Westcott
21	G. N. Eyre
37	G. H. Symonds

Ist 2nd 3rd ...... 4th 5th ...... Winner's Time ..... Transfer firs



10 Laps—27 Miles

Car Cooper Cooper Cobra Erskine-Staride Kumbang Cooper Cooper Iota Mackson Cooper Cooper Smith 500 Cooper Cooper Cooper Cooper Emeryson Cooper Kieft Cooper Cooper

### Results

6th	
7th	
8th	
9th	
10th	
Speed	m.p.h.
st 10 to Final	



# FOR THE ATTENTION OF SPECTATORS

Please do not leave litter about the enclosures—take it away with you.

The Half-Litre Car Club wishes to acknowledge with thanks the valuable assistance given by the individual marshals and the supporting Clubs, without whom this event would not be possible.

If an accident occurs, leave it to the marshals, the Doctor and the St. John Ambulance men who are in attendance. For the safety of competitors and the public, DOGS ARE NOT PERMITTED

UNLESS KEPT ON A LEASH.

PROHIBITED AREA NOTICES—The public are not permitted in the areas where these Notices are displayed.

C+-++ . 210	p.m. Formula III
	Driver
46	i man har all all all all all all all all all a
26	
16	A. W. Richards
. 58	H. S. F. Hay
57	E. J. B. Mitchell
39	G. H. Wicken
30	C. D. Headland
53	L. Wood
20	K. Baines
5	D. Cussen
56	J. Brown
.34	N. J. Gray
- 54	D. J. Taylor
17	J. D. Sellers
62	W. E. Ford
60	J. Moor
3	F. R. Gerard
1	H. L. Daniell
. 36	R. Y. Nuckey
8	W. Webb
	R
1st	
2nd	
3rd	
4th	
5th	

Winner's Time ..... Transfer firs



Heat 2

10 Laps—27 Miles

Car Cooper Iota J.B.S. lota Cooper Cooper Kieft Arnott Cooper Cooper Arnott Cooper Arnott Cooper Cooper Wasp Cooper Emeryson Cooper Kieft

### esults

6th	•••••••
8th	
9th	
10th	
Speed	m.p.h.
st 10 to Final	

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Start : 2.50	p.m. Formula III
Car No	). Driver
23	C. R. Instone
15	R. A. R. Bell
44	A. D. Gill
. 22	J. L. Byrnes
38	R. T. Spreckley
49	R. Owen
24	R. G. Bicknell
50	C. Hale
4	J. N. Barclay
61	J. N. Cooper
29	G. G. Smith
6	W. J. Whitehouse
55	J. K. Brise
25	V. J. Firm
43	D. F. Annable
12	D. Parker
. 2	P. de F. C. Pycroft
' 33	D. H. Gray
59	T. Leigh
31	J. Habin
	Re
lst	

Winner's Time .....

3rd

4th

5th



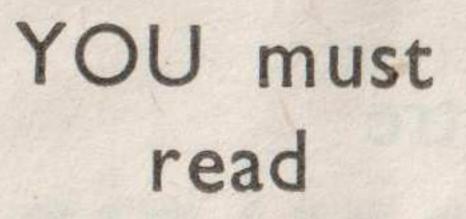
Heat 3

10 Laps-27 Miles

Car Mezzolitre Iota Mackson Mezzolitre Cooper Hill Revis Emeryson Cooper Cooper Kent-Smith Cooper Arnott J.B.S. Kieft Kieft Emeryson Cooper Cooper Erskine-Staride

### esults

10th
Transfer first 10 to Final



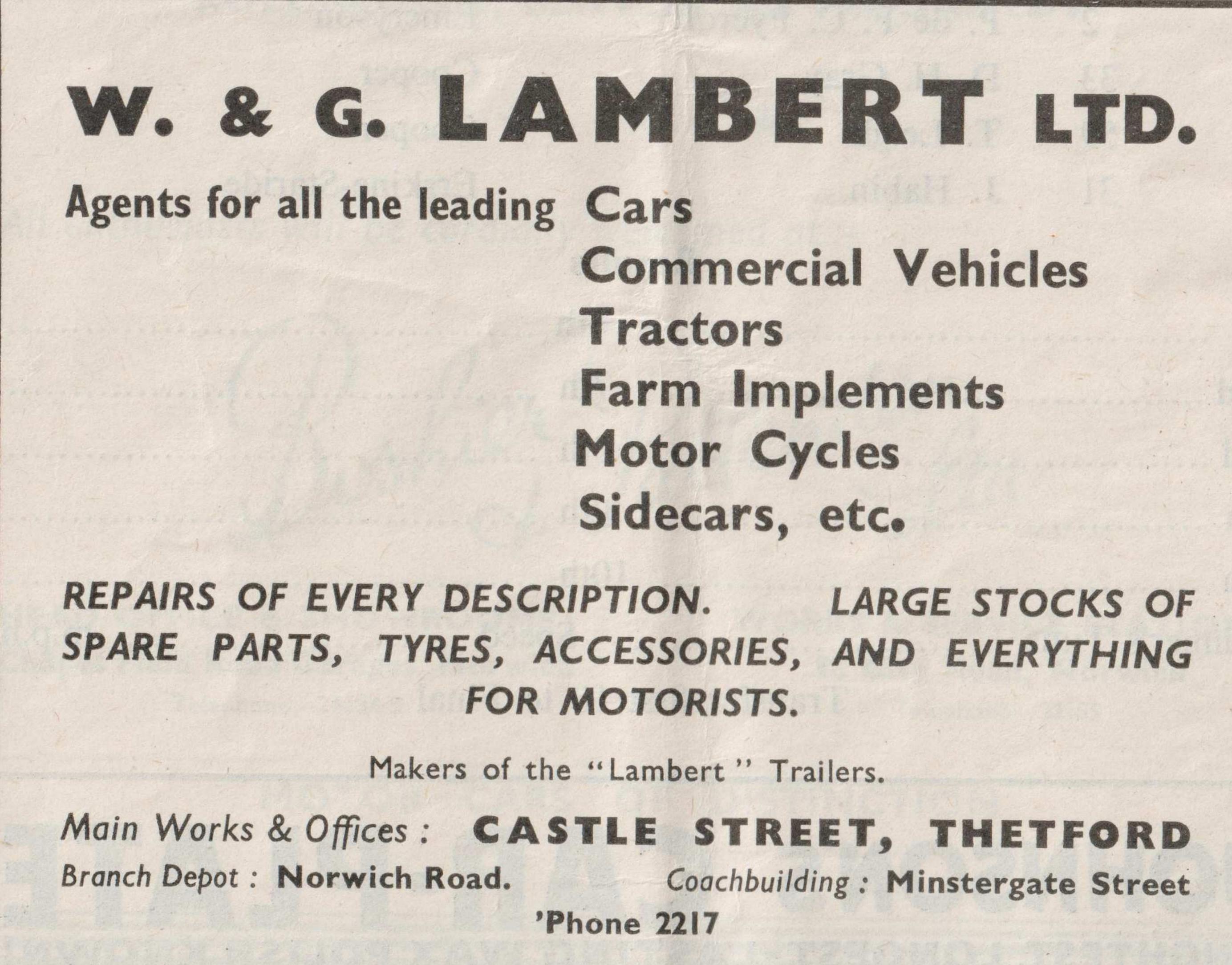


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Coachbuilding : Minstergate Street

Start : 3.30 p.m. The Formu	ula Libre Race 30 L	aps—81 Miles
Car No. Driver	Car	Capacity
71 F. R. Gerard	E.R.A.	1995 c.c. S
72 A. G. Whitehead	E.R.A.	1488 c.c. S
73 G. N. Richardson or	R.R.A.	1987 c.c. S
P. D. C. Walke		
74 H. A. Richards	H.A.R.	1954 c.c. *
75 W. J. Whitehouse	Alta	1960 c.c. *
76 O. Moore	H.W.M.	3814 c.c.
77 R. Salvadori	Maserati	3000 c.c. S
78 R. C. Willis	B.M.WBristol	
79 R. E. Pattenden	Veritas	1971 c.c. *
80 S. J. Boshier	Jaguar	3448 c.c.
81 J. H. Sarginson	Jaguar	3448 c.c.
82 N. Pugh or R. Nuckey		* 898 c.c. *
83 J. D. Barber	Cooper J.A.P.	1100 c.c. *
84 K. Watkins	Allard-Cadillac	5420 c.c.
85 E. Thompson	Delage	1498 c.c. S
86 B. Black	Connaught	1964 c.c. *
87 R. Baird	Ferrari	1980 c.c. *
88 D. Griffin	Maserati	1498 c.c. S
89 D. Chillin		
90		
*-Qualifies for Formula I	I prize S-S	Supercharged
	Results	
1st		
2nd		
3rd	6th	
Winner's Time	Speed	m.p.n.
Winner of Formula II Prize	· · · · · · · · · · · · · · · · · · ·	
SNETTERTON SPEED	TABLE—1 LAP = $2.7$	
m.s. $m.p.h.$ $m.s.$ $m.p.h.$	m.s. m.p.h. m.s. m.p.	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 2.14 \dots 72.5 \\ 2.15 \dots 72.0 \\ \end{array} \begin{array}{c} 2.31 \dots 64.4 \\ 2.32 \dots 63.9 \\ \end{array}$	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$2.10 \dots 71.5$ $2.33 \dots 63.5$	
1.43 94.4 2.00 81.0	2.17 71.0 2.34 63.	
$1.44 \dots 93.5$ $2.01 \dots 80.3$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
1.10	2.21 69.0 2.38 61.	5 2.55 55.5
1.48 90.0 2.05 77.8	2.2268.5 $2.3961.$	
$1.49 \dots 89.2$ $2.06 \dots 77.2$	$2.23 \dots 68.0$ $2.24 \dots 67.5$ $2.40 \dots 60.$ $2.41 \dots 60.$	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	
$1.51 \dots 07.0$ $1.52 \dots 86.8$ $2.00 \dots 75.3$	2.26 66.6 2.43 59.	6 3.00 54.0
1.53 86.0 2.10 74.8	$2.27 \dots 66.1$ $2.44 \dots 59.$	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$2.28 \dots 65.7$ $2.45 \dots 58.$ $2.29 \dots 65.2$ $2.46 \dots 58.$	
1		
1.56 83.8 2.13 73.1	2.30 64.8 2.47 58.	2

m.s.	m.p.h.	m.s. m.p.h.
	97.2	1.57 83.1
1.41	96.3	1.58 82.4
1.42	95.4	1.59 81.7
1.43	94.4	2.00 81.0
1.44	93.5	2.01 80.3
1.45	92.6	2.02 79.7
1.46	91.8	2.03 79.0
1.47	90.9	2.04 78.4
	90.0	2.05 77.8
1.49	89.2	2.06 77.2
1.50	88.4	2.07 76.5
1.51	87.6	2.08 75.9
1.52	86.8	2.09 75.3
1.53	86.0	2.10 74.8
1.54	85.3	2.11 74.2
	84.5	2.12 73.6
		2.13 73.1

Start: 4.45 p.m. The Final of the Formula III Race 30 Laps—81 Miles

From Heat 1 Car No.	Driver	Car
·····	******************************	
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From Heat 2		
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From Heat 3		
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Reserves		
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••••••••	••••••	····
Re	sult of Formula III Fin	al
1st	2nd	3rd
4th	5th	64h
Winner's Time	5th	otn
miner 5 rinne	Speed	m.p.h.

16

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Printed by Bradley Simpkins Ltd., 67-73, Marlborough Grove, S.E.I.