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#### INDEX

A bbreviations in Directory, 165 Abroad, points to remember, 162 Accidents, 14, 51, 53 Royal Society for the Prevention of, 89

Advertisements. See advt. Index, advt. pages 1-3 Aero Club, Royal, 90 Agents and Repairers, etc. 181 (Lon-

don); 191 (Country); 602 (Ireland) Air Routes (Tickets), 149 Altitude, effect on horse-power, 85 Ancient Monuments, 92

Anti-Dazzle, 55 Appeals, 17

Associate Committee, 7 Members' Badge, 25 Membership, 4 Members' Representation, General Council, 7

Subscriptions, 4 Associated Clubs, 8 Atlas (see end of Book) Auto-Cycle Union, 8 Automatic Traffic Signal Lights, 61 Automobile Clubs, etc., Associated, 8 Axles, Front and Rear (Repairers), 190

Badge, Associate-Members', 25 Members' Car, 25 Ball Race Repairers, 189 Battery Repairers, 189 Blackpool and Fylde M.C., 8 B.B.C. Automobile Club, 8 Blind, White Sticks for the, 62 Bradford A.C., 8 Brakes and Braking Systems, 46 Braking Distances, 87 Brands Hatch Racing Circuit, 34 Breakdown or Accident, Assistance in Case of, 14 Bridlington and District M.C., 9 Brighton and Hove M.C., 9 British Automobile Racing Club, 9 British Two-stroke Club 9

Licences, 57 Calendar, 164 Car Badge, Associate-Members', 25 Members', 25 Private Goods Vehicles, 25 Examination, 20 Insurance Policy, R.A.C. 18 Lighting and Ignition Repairers, 189 Caravan Club of Gt. Britain and Ireland, 9 Caravanning and Camping, 16, 136 (sites) Carcless Driving, 49 Carnets, 149 Castle Combe Racing Circuit, 34

Certificates, for Motor Vehicles, International, 150 Certified Trials, R.A.C. 21 Charterhall Racing Circuit, 34 Chassis Frame Repairers, 190 Cheshire A.C., 9 Cinemas and Theatres (and Garages) London, 169 Civil Service M.A., 9 Classification, Hotel, 166 Club Membership, 4 Clubs, etc., Abroad, 157 Associated with the R.A.C., 8
Committee, R.A.C., 5 Competitions, 31 Committee, 6, 31 Compulsory Insurance, 52 Construction and Use of Motor Cars and Cycles, 44 of Trailers, 47 Consultation with Solicitor, Free, 17 Continental Assistance Service, 151

,, Handbook, 151 Conversion Tables, 85-87 Council for the Preservation of Rural England, 92

of the R.A.C., General, 7

Country Club, R.A.C., 4, 29, 30

Directory (Hotels, etc.), 191

County Offices, R.A.C., 28 Coventry and Warwickshire M.C., i) Crossings, Pedestrian, 52 Crystal Palace Racing Circuit, 34 Customs Documents, 149

Handbook, 151

Dangerous Driving, 49 Position of Motor Vehicle on Road, 51 Darkness, Hours of, 55 Day and Half-Day Trips, 93 Dazzle, Anti-, 55 Definitions (Motor Laws), 37 Dewar Trophy, 88 Direction Indicators, 45 Directory, abbreviations in, 165 Country (Hotels, etc.), 191 London Hotels, 168 London Repairers Agents, 181

Disability Tests, 42 Doncaster and District A.C., 9 Drink or Drugs, Driving under the Influence of, 50 Driving Instructors, R.A.C. Registered,

Instructors' Examinations, 21 Licences, 41-44 (Offences and Penalties)

Licence Reminder Service, 24 Permits, International, 150

Tests, 41

Duties on Motor Cycles and Private

Castern Counties Office, Norwich, 26
Emergency Treatment, 53
Engineering and Technical, 19
Engineer's Fees, 20
Entrance Fee, Members', 4
Events, Important, 33
Examinations—Car, 20, Motor Cycle, 23, Private Goods Vehicle, 24
Excessive Noise, Silencers and, 45
Excise Duty, Payment and Rates of, 40, 56
Executive Committee, 5

Falcon M.C.C., 9.
Fédération Internationale de l'Automobile, 158, 159
Fees, Engineer's, 20
Feet to metres, 85
Ferries, 124
Financial Assistance in Legal Cases, 17
Fire Extinguishers in Private Garages, 58
First-Aid Hints, 58

"Motor Regulations, 161
Garage Appointments, Hotel and, 18
Garages, London Theatres and, 169
General Council of the R.A.C., 7
"Get-You-Home" Service, 14
Goodwood Racing Circuit, 34
Gradients of Hills, 131
Grand Prix. R.A.C., 32, 35

Foreign Touring, 18, 149

Hackney Carriages, 57
Halifax A.C., 9
Hampshire A.C., 9
Hartippools and District M.C., 10
Herefordshire M.C., 10
Herefordshire M.C., 10
Highways Department, 21
Hill Climb Championship, R.A.C., 32
Hills in England, Wales and Scotland, 131
Hire Cars, 57
R.A.C. Membership, 4

Hire Cars, 57 " R.A.C. Membership, 4 History of the R.A.C., 4 Horns, Regulations, 45 Horse-Power, effect of altitude, 85 Hospital Treatment in, 53 Hotel Classification, 166

,, and Garage Appointments, 18
Hotels. See advt. index, advt. pages,
1-3

etc. (Explanatory), 165-167 Joint Appointment, 166

, London, 168 Restaurants, Repairers and Agents (Country), 191; (Ireland), 602 Hotels, Sign, R.A.C., 165 Huddersfield, A.C., 10

I dentification Marks, 37, 77
Plates, 39
Ignition Repairers, Car Lighting and, 189
Important Events, 33
Inches into Millimetres, 85

Index Marks, 37, 77 Indicators, Direction, 45 Inspections, Car, 20; Motor Cycle, 23, Frivate Goods Vehicle, 24

Institute of Transport, 89
Institution of Mechanical Engineers, 90
Instructors, R.A.C. Registered Driving,
64

Insurance, Compulsory, 52

Policies, R.A.C., 18
International Certificates for Motor
Vehicles, 150

Driving Permits, 150
Motor Regulations, Digest, 161
Rally, R.A.C., 32

Road Signs, 163
Irish A.C., Royal, 91
Hotels, etc., 602

Joining Fee, Associate Members, 4
Joint Hotels Appointment, 166

Kilometres into miles, 86

Laws, Motor, 37 Legal, 15

Assistance, 15
Committee, 6
Representation, Free, 15
Leicestershire A.C., 10

L.E. Velo Club, 10 Licence, Appeals against Refusal to

Grant, 43
"C", 57
Card, Loss or Destruction of, 39

Fees, 43 in Court, Production of, 39

,, New, 39 ,, Production of, 43

Provisional, 42
Removal of Disqualification,

Revocation of, 42
Signing of, 42
to Vehicle, Fixing of, 40

,, to Vehicle, Fixing of, 40 Driving, 41–43, Offences and Penalties, 44

Part Year, 39 Surrender of, 39 Licensing Authorities, Registration and 74
Lighting and Ignition Repairers, Car, 189
Lighting of Vehicles, 54
Lighting-Up Tables, 80-84
Lights, Stop, 46

Lights, Stop, 46
Limits, Speed, 48, 56
Lincoinshire A.C., 10
Liverpool M.C., 10
London, Hotels, 168
Postal Districts, 172-173

Repairers and Agents, 181 Route Map, 170-171 Street Maps, 174-180

Theatres and Cinemas (and Garages), 169
Transport (Central Road Services) Sports Association M.C., 10

Manslaughter, 16, 50
Manslaughter, 16, 50
Mans, A.C., 10
Map of London, Route, 170-171
Maps and Guides, R.A.C. Road, 93
of London, Street, 174-180
Mascots, 46

Membership, 4
Menseyside and N. Wales Counties
Office, Liverpool, 26
Metres to Feet, 85
Middlesbrough and District M.C., 11

Middlesex County A.C. 11 Midland A.C., 11 Car Club, 11

Members' Car Badge, 25

Car Club, 11
Counties Office, Birmingham,
26

Mid-Surrey A.C., 11
Miles into Kilometres, 86
Millimetres into Inches, 85
Motor Car Insurance Policy, R.A.C., 18

Taxation, 40
Cycle Committee, 7
Dept., 22

", Insurance Policy, R.A.C.,

Repairers and Agents, 181 (London); 191 (Country) Taxation, 40

Cycling Club, 11 Laws, 37 Schools, R.A.C. Registered, 21, 64 Yacht Club, Royal, 8

Name and Address, Duty to Give, 50 National Trust, 92, list of properties, 94 Nearside parking at night, 56 Noise, Excessive (Motor Vehicles), 45 North Derbyshire M.C., 11

rth Derbyshire M.C., 11 , Midland Counties Office, Nottingham, 26 North Western Counties Office, Manchester, 26 Northern Counties Office, Newcastle, 26 Nottingham Sports Car Club, 11

Obstruction, 47
Oulton Park Racing Circuit, 34
Offences and Penalties (Driving Licences), 41-44
Offences under the Road Traffic Acts, 49
Offices, R.A.C. County, 26
Oxford M.C., 11

Places, 56 Part Year Licences, 39 Passports, 18, 150 Pathfinders & Derby M.C., 11 Patrols, Road, 13 Pedestrian Crossings, 52 Penalties, Offences and (Driving Licences), 41-44 Per Ardua M.C., 12 Permits, International Driving, 150 Petroleum Spirit, Storage of, 57 Physical Fitness, Declaration as to, 41 Pillion Riding, 50 Postal Districts, London, 172-173 Preservation of Rural England, Council for the, 92 Private Goods Vehicles, 4, 24, 25 Hire Cars, 57

Motor Vehicle (definition), 37
Prosecutions, Restrictions on, 50
Provisional Licence, 42
Public Policy Committee, 5
Publications, R.A.C. Touring, 93
Purchase Tax, 56

RA.C. Club House, 27
Country Club, 4, 29, 30
Country Offices, 26
International Tourist Trophy
Race, 32, 35
Officers and Representatives
at British Ports, 154
Representatives
Overseas, 155, 156
Registered Driving Instructors, 64

Schools of Motor Driving, 64 Services, 13 Radiator Repairers, 190

Rading Circuits, 34
Radiator Repairers, 190
Rally, R.A.C. International, 32
Rates of Duty Payable on Motor
Cycles, 40; Private Cars, 40, 41
Reckless Driving, 49
Records, World's, 36
Registration and Licensing Authorities,
74
Payment of Duty, 37

Registration Book 38 Repairers and Agents, etc., 181 (London); 191 (Country); 602 (Ireland) Repair of Cars, Advice on, 19 Representation on General Council of the R.A.C. 7 Riley M.C. 12

Road and Weather Reports, 17 Maps, etc., R.A.C., 17, 93 Patrols, 13

Signs, R.A.C., 21, 63 International 163 Traffic Acts (Offences), 45

Routes, 17 Royal Aero Club, 90 Irish A.C., 91 Motor Yacht Club, 8

Scottish A.C., 91 Society for the Prevention of Accidents, 89

Dafety Glass, 45 Scapa Society, 92 Schools, R.A.C. Registered Motor Driving, 64 Scottish A.C. Royal, 91 Eastern Counties Office, Edinburgh, 26 Western Counties Office, Glas-

gow, 26 Second-hand Cars, Advice on, 19 Service Depots. See advt. index, advt. pages 1-3 Sheffield and Hallamshire M.C., 12

Shooting Brakes, 56 Signs, Hotels, Repairers, etc. 165 Speed Limit, 56

"Traffic, 62, 63 Silencers and Excessive Noise, 45 Silverstone Racing Circuit, 32, 34 Smetterton Racing Circuit, 34 Solicitor, Free consultations with, 16 Somerset A.C., 12 South Midland Counties Office, Oxford,

Wales A.C., 12 Wales Counties Office, Cardiff, 26 Western Counties Office, Bristol,

Southern Counties Office, Bournemouth, 26

Speed Limit Signs, 60 " Limits, 43, 52 Speedometers, 46 Springs (Repairers), 190 Standing Joint Committee of R.A.C., A.A. and R.S.A.C., 89 Station Wagon; 56

Steamship Services, 129 Stewards, R.A.C., 3 Stop Lights, 46 Storage of Petroleum Spirit, 57 Subscriptions, Members and Associate Members, 4

Suffolk County A.C., 12 Sunbeam M.C.C., 12 Sunbeam-Talbot Owners' Club, 12 Sussex Office, Brighton, 26 Sutton Coldfield and North Birmingham A.C., 12

1 ables, Conversion, 85-87 Lighting-Up, 80-84 Tampering with Motor Vehicles, 51 Taxation (rates of duty), 40 Technical and Engineering Committee, 6 Department, 19 Telephone Boxes, 13, 98-121 (lists) Tests, Disability, 42 Driving, 41
Theatres and Cinemas (and Garages), London, 169 Thrust Washer Repairers, 189 Tolls in England and Wales, 122 Touring Abroad, 18, 149 Department, 17 Publications, R.A.C., 93 Tourist Trophy Race, R.A.C. International, 32, 35 Traffic Signal Lights, Automatic, 61 Signs, 60-63 Trailers, Construction and Use of, 47 Trials Drivers' Championship, R.A.C., Trials, R.A.C. Certified, 21 Trips, Day and Half-Day, R.A.C., 93 Tyre Pressure Equivalents, British and Continental, 87 Tyres (Regulations), 45

lster Office, 26 Unattended Vehicle, 47 United Commercial Travellers' Association Motor Clubs, 12 Use of Motor Cars and Cycles, Construction and, 44 Utility Vehicles, 56

Veteran Car Run, R.A.C., 32 Vickers Armstrongs M.C., 12

West Surrey A.C., 12 Western Counties Office, Exeter, 26 "What to See "Booklets R.A.C., 93 Wheels (Repairers), 190 White Sticks for the Blind, 62 Windscreens and Windscreen Wipers, 45 Wire, Ropes, etc., across Highway, Stretching, 52 Woodcote Park, Epsom, 4, 29, 30 Worcestershire M.C., 12 World's Records, 36

Y orkshire Office, Leeds, 26 Sports Car Club, 12





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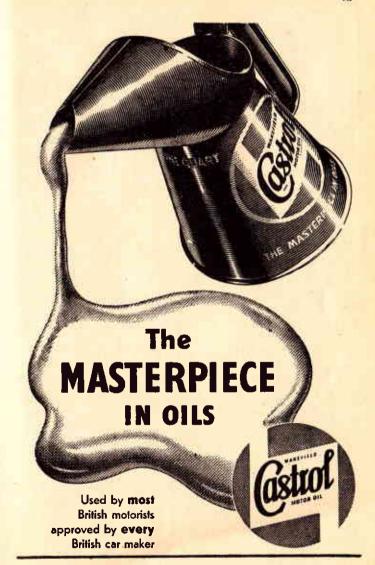


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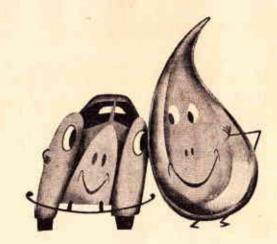
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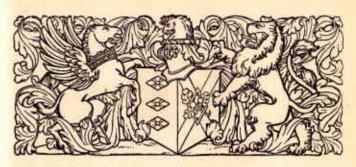
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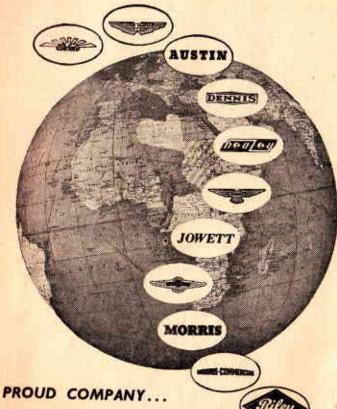
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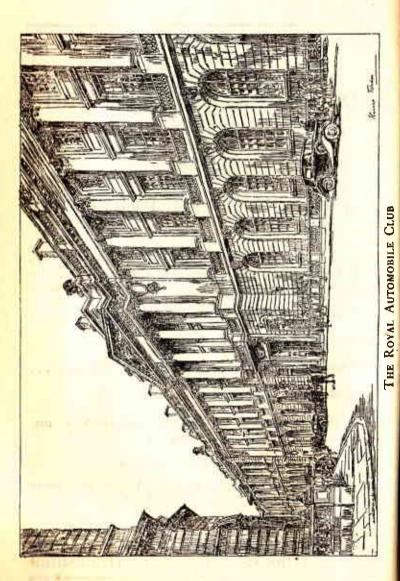
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# THE ROYAL AUTOMOBILE CLUB GUIDE AND HANDBOOK

1954



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THE ROYAL AUTOMOBILE CLUB
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Whilst the Club takes every care to ensure the accuracy of the particulars given in this Handbook at the time of going to frees, no thousand can be accepted for any error or omission which may occur

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the efficient conduct of these events, so that no inconvenience is caused to other road users and, during 1953, R.A.C. Observers were appointed at all such events except those confined to members of the promoting club. Promoters were required to satisfy the R.A.C. on their organising ability as a condition of receiving approval for their future events.

The day-to-day administration of the sport is undertaken by the R.A.C. Competition Department, which has the responsibility of carrying out the physical task of maintaining these Registers of Clubs and Competitors and assessing the nature of each competition, the suitability of its regulations and the responsibility of the regulations. and the proposed course. Special care appropriate to these events is exercised in connection with all Race Meetings and other Speed contests and each Course on which these competitions are held is inspected prior to use, detailed requirements being set out for the safety of spectators and competitors alike.

The Tourist Trophy Race was first promoted by the Royal Automobile Club in 1905, and is one of the oldest motor races still surviving under its

original title and still serving its original purpose of developing a road-type car as opposed to the purely racing machine.

The last war prevented the 1939 race from taking place, and it was not until 1950 that the Royal Automobile Club was able to revive the race on the new Dundrod Circuit, near Belfast in Northern Ireland. It would be appropriate that the race should be returned to Northern Ireland as it was held there from 1928 to 1936. Unfortunately, the 1952 event had to be cancelled but in 1950 and 1951, Stirling Moss won driving a Jaguar car.

Organisation of the 1953 race was delegated to the Ulster Automobile Club, and the appropriate that the street of the control of the 1953 race was delegated to the Ulster Automobile Club.

and the event attracted an excellent entry including a number of famous

foreign makes of car.

Earlier, in furtherance of the Club's policy of fostering post-war motor sport, the lease of Silverstone Airfield was acquired by the Royal Automobile Club in 1948, and this venue was developed as England's leading race circuit.

The R.A.C. decided to relinquish its lease of Silverstone at the end of 1951 as it had most satisfactorily achieved the task of "priming the pump", to recall the phrase used by Mr. Wilfrid Andrews, the Chairman of the R.A.C. when announcing that the lease would not be renewed. The R.A.C. venture at Silverstone proved the practicability of successful racing on redundant airfields, and set an example which was repeatedly followed in many other parts of the country where a suitable venue existed.

The R.A.C. established at Silverstone the British Grand Prix, which was staged by the Club with great success in 1948, 1949, 1950 and 1951. When the lease of the circuit was relinquished, it was passed to the British Racing Drivers' Club, and it was considered proper, in view of the Club's primary function in controlling the sport, that organisation of the Grand Prix race in 1952 and 1953 should be delegated to the B.R.D.C., and agreed that for the first time the race should be not for the current Formula I cars, but for Formula II.

For the first time in the history of British motor sport the R.A.C. staged an International Rally of Great Britain in 1951, and this Rally introduced competitors to over 1,800 miles of stiff motoring in England, Scotland and Wales. The Rally was repeated in 1952 and 1953 with considerable success, in 1953 a marking system was pioneered internationally which fairly related the performances of sports and touring cars, so that it was possible to declare in outright winner of an event,

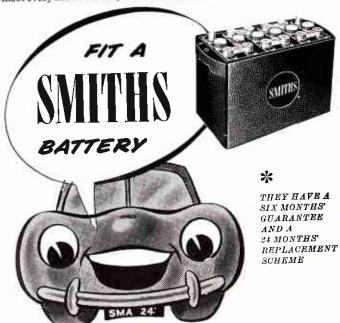
Individual titles awarded by the R.A.C are those of Hill Climb Champion and Trials Champion. The former selects the leading sprint specialist by means of maris obtained during the six major hill climbs of each year, and the Trials Champion gains his laurels in an event specially organised by the R.A.C., which is reserved exclusively for the year's most outstanding drivers in this highly specialised branch of motor sport.

The general public are always delighted by the Annual Veteran Car Run to Brighton, which commemorates the emancipation of the motor vehicle and which continues to attract larger and larger entries although the limit for competing vehicles remains at 1904 or earlier.

### GENERAL INFORMATION

## Store up for the future

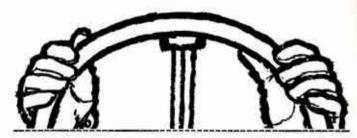
Demands on car batteries are growing year by year; but development and improvement of Smiths batteries are always one pace ahead. You can trust your Smiths battery to provide ample reserve capacity to meet every need. Store up for the future with a Smiths long-life battery.



ONE OF SALTIS ACCESSORIES FOR BETTER MOTORING



# Are you a BP Superman?



Start first time—on BP Super. You accelerate more smoothly, you go further in top without pinking. And this energetic petrol gives you more miles per shilling, too.

The true BP Superman also uses BP Energol
—the oiliest oil.



is the trade-mark of

ANGLO-IRANIAN OIL CO., LTD.



#### IMPORTANT EVENTS DURING 1954

2212	MARCH
6th	Rugby Football, Twickenham. Royal Navy v. The Army,
9th-14th	R.A.C. Raily, Hiackpool.
27th	Complete Vestebull Twickennam. The Army v. 280 year out a war-
2000	APRIL Project Army or Henorth Army.
Brd	Rugby Football, Twickenham. British Army v. French Army.
3rd	Discoverify Bont Kace (Centillary Associa
10th	F.A. Amateur Cup Final, Wembley.
19th	Race Meeting, Goodwood.
	Formula III Ruces, Brands Hatch.
1st	Association Football Cup Final, Weinbley.
1st	
3rd-14th 7th-8th	
12th-13th	Oxfordshire Agricultural Show, Ramangcon.
15th	Race Meeting, Silverstone.
19th-20th	
20th	
20th-21st	Tunbridge Wells Agricultural Show, Tunbridge Wells.
20th-22nd	Royal Windsor Horse Show.
22nd	Ulster Trophy Race, Dundrod. Royal Cornwall Agricultural Show, St. Austell.
26th-27th	Royal Ulster Agricultural Show, Belfast.
26th-29th	Luxembourg Grand Prix.
27th 29th	and Million Places Admirate
29th	Cambridgeshire Agricultural Show, Chatteris.
30th	Circuish Motor CVCD Scripti Plate
31st	500 Miles Race, Indianapous, U.S.A.
	The Dorder JONE
2nd	The Derby, Cheshire Agricultural Show, Chester,
2nd-3rd 2nd-5th	Bath and West Show, Exeter.
2nd-29th	Bath and West Show, Everer. Royal Tournament, Earls Court. Suffolk Agricultural Show, Cavenham, Bury St. Edmunds.
4th-5th	Suffolk Agricultural Show, Cavenham, Bury St. Edmunds.
7th	Dutch Grand Prix.
7th-11th	
8th-10th	Three Counties Agricultural Show, Gloucester.
9th-10th	
10th	Trooping the Colour, Horse Guarda Parade London.
10th-12th	Richmond Royal Horse Show, Leicesterubire Agricultural Show, Melton Mowbray
11th-12th	10th A F II TANFIEL PRODUCT KACES
14th, 16th	Poval Ascot Ruce Meeting.
15th-18th 16th-17th	Royal Ascot Ruce Meeting, Lincolnshire Agricultural Show, Swineshead, Boston.
19th-20th	Fuel Economy Rolly. Belgian Grand Prix. Winshedon
20th	Belgian Grand Prix.
21st-3ed ]	
22nd-25th	
23rd-26th	Royal Counties Agricultural Show, Susanas,
24th, 28th	
26th	nly Royal Norfolk Agricultural Show, Norwich.
BULL-194 J	July Henley Royal Regatta.
noth-ard	THE STATE OF THE PROPERTY OF THE PARTY OF TH
3rd	Rest-and-be-Thankful Hill Climb.
4th	Belgian Motor Cycle Grand Prix.
4th	
6th-9th	Royal Show, Windsor. Formula III Races, St. Helier, Jersey, C.I. Dutch Motor Cycle T. T.
8th	Formula III Races, St. Heller, Jersey, Col.
10th	
13th-15th	Kent County Agricultural Show, Maidstone.
14th-15th	
14th-15th	
17th 17th	R.A.C. British Grand Prix, Silverstone.
19th-24th	R.A.C. British Grand Prix, Silverstone, International Horse Show, White City, London, Royal Welsh Agricultural Show, Machynilleth.
21st-23rd	Royal Welsh Agricultural Show, Machynlinth-
22ml	Cumberland Agricultural Blow, Catherin
22md	Bosley Ray Hill Climb,
24th	Grand Prix of Portugal.
25th	German Motor Cycle Grand Prix.  Durham Agricultural Show, Chester-le-Street.
30th-31s	Durani Africanini Sacri, Cheera v Sacri

#### AUGUST

1st German Grand Prix.
2nd Formula III Races, Brands Hatch.
8th Balewell Agricultural Show, Balewell.
8th Race Meeting, Oulton Park.
10th-13th Royal Lancashire Agricultural Show, Blackpool.
14th Royal Lancashire Agricultural Show, Blackpool.
14th Royal Lancashire Agricultural Show, Blackpool.
12th Swiss Motor Cycle Grand Prix.
12nd August-11th September Edinburgh Festival.
12th-27th Southport Agricultural Show, Southport.
12th Shelsiey Walsh Hill Climb.

2nd Bucks County Agricultural Show, Aylenbury.
4th Brighton Spend Trials.
4th-5th Racing at Stockholm.
5th Italian Grand Priz.
9th Highland Games, Braemar.
11th R.A.C. Tourist Trophy Rose,
12th Italian Motor Cycle Grand Priz.
12th Prescott Hill Climb.
18th Formula III Races, Crystal Palace.
20th-25th International Six Days Motor Cycle Trials.
24th-2nd October Commercial Motor Show, Earls Court, London.
25th Race Meeting, Goodwood.

2nd Race Meeting, Charterhall.
3rd Spanish Motor Cycle Grand Prix.
20th-30th Motor Show, Earls Court, London.
24th Spanish Grand Prix.

19th-20th Motor Cycle Show, Earls Court, London.

It will be appreciated that as this list is necessarily compiled some time in advance, the dates given are liable to alteration.

#### MOTOR RACING CIRCUITS

In the majority of cases, the near approaches to these circuits are signposted by the R.A.C. on race days.

Brands Hatch (Kent).—Lies within the area bounded by Farningham, Gravesend and Wrotham. Approached by A20, 21 miles South-East of Farningham; from Gravesend by B262 to Betcham, then by an unclassified road through Longfield and Fawkham.

Castle Combe (Wilts).—Lies within the area bounded by Chippenham, Marshfield, Chipping Sodbury and Malmesbury. Approached from A420 in the South by B4039; from the North by A46 or A429 thence by B4040 to Acton Turville then by B4039.

Charterhall (Berwickshire).—Lies between Greenlaw and Berwick-upon-Tweed, adjoining B6460, 3‡ miles East of Greenlaw.

Crystal Palace (Kent).—Lies within the area bounded by Tulse Hill, Catford, Croydon and Bromley. Approached from the South Circular Road (A205) by A215 then A214, and by A212; from Croydon by A212 or A213; and from Bromley by A222 then A234.

Goodwood (Sussex).—Lies within the area bounded by Chichester, Arundel, Midhurst and Petworth. Approached from the North by A285 then § mile beyond Halnaker by an unclassified road, or by A286 to Lavant then an unclassified road. From the South by A27 to Westhampnett then by an unclassified road.

Oulton Park (Cheshire).—Lies between Tarporley, Northwich and Nantwich, 2) miles North-East of the first named. Reached from Cete Brook on A49 by taking the Little Budworth road and turn South 1) miles from the main road.

Silverstone (Northants).—Lies within the area bounded by Towcester, Buckingham, Brackley and Stony Stratford. Approached from A43, just South of Silverstone village, by an unclassified road towards Buckingham.

Snetterion (Norfolk).—Lies within area bounded by Thetford, Attleborough and Watton, 24 miles North-East from Larling, South of All.

#### R.A.C. INTERNATIONAL T.T. RACE WINNERS SINCE INCEPTION

WINNE		101	•	
	1905-1922			
FF 30 50 000000	(Held in the Isle of Man)		33.9	m.p.h.
14th September, 1905	. J. S. Napier (Arrol-Johnston) Hon. C. S. Rolls (Rolls-Royce)		39-6	19
28th September, 1906	E. Courtis (Rover)		28.8	**
30th May, 1907	G. P. Mills (Beeston-Humber)		28-1	**
30th May, 1907	G. P. Mins (Decision Transcript			
(" Heavy Trophy")	W. Watson (Hutton)	**	50-25	**
24th September, 1908 10-11th June, 1914	K Lee Guinness (Sunbeam)		56-44	**
22nd June 1922	( hossagne (Sundeam)		55.78	30
22nd June, 1922 22nd June, 1922	Cl. Algernon Callingess, Dt.		53-3	
(" Fifteen-Hundred	Kace" (Taibot-Darracq)		40.00	111
	1928-1930			
34	Held on the Ards Circuit, Ulster)		64-06	m.p.h.
18th August, 1928	Cover Don / Lea-Prancist 3		72-82	100
17th America 1929	R. Caracciola (Mercedes Benz) S	700	70-88	333
23rd August, 1930	T. Nuvolari (Alfa-Romeo) S			
22nd August, 1931	N. Black (M.G.) S C. R. Whiteroft (Riley)	12.	74/22	100
20th August, 1932		10.0		
2nd September 1933	C 1 P Dodson (M.G. Magnette	1	74-68	
1st September, 1934	C. J. P. Dodson (M.G. Magnette F. W. Dixon (Riley) F. W. Dixon and C. J. P. Dodso	100	76-90	1
7th September, 1935 5th September, 1936	F. W. Dixon and C. J. P. Dodso	OC)	78-0	
ath September, 1991	(Riley) ··	5.0	10.0	
	1937-1938			
	(Held at Donington Park)		69.7	0 m.p.h.
4th September, 1937	G. Comotti (Darracq)		67-6	1
3rd September, 1938	Louis Gerard (Delage)		14.00	S 50
	1950-1953			
	Held on the Dundrod Circuit, Ulster		75-13	m.p.h.
16th September, 195	) S. Moss (Jaguar)		. 83.5	5
15th September 195	P. Collins and P. Griffith			
5th September, 1953	(Aston-Martin)		. 81.7	1 0
	Tester Committee			
	PRIV CH V	ED	CTI	NE
BRITISH	GRAND PRIX, SILV	EK	31,	
CONTRACTOR A CAPTURE TO A CAPTURA TO A CAPTURE TO A CAPTU	1   Villoresi (Maserati) S		. 144	40 m.p.u
2nd October, 1948	Q A Ascari (Maserati) D		. 72	13
			71	
14th May, 1949	1 Barron E de Graffenreid (Mar	seraci	. 764	35 "
rath may, to a	9 F R Gerard (E. K.A.) 2		. 76	
	3. L. Rosier (Talbot)	6- B	90-	95
13th May 1950	1. G. Farma (Alta Romeo) S 2. J. M. Fagioli (Alta Romeo)	2	90-	92
(Grand Prix d'Europe)	3. R. Parnell (Alfa Romeo) S		90	37
	t & Convaigs (Ferral)		. 96	11
14th July, 1951	2. J. M. Fangio (Alfa Romeo)	S	. 95	61
	3. L. Villoresi (Ferrari)		. 93	39
19th July, 1952	1. A. Ascari (Ferrari)	£ 3	90-	91 "
inte July, toos		Partie e d	. 89	60 "
	g I M Hawthorne (Cooper-1	actero	. 92	97
18th July, 1953			92	43
	2. J. M. Fangio (Maserati) - 3. G. Farina (Ferrari)		90-	8
	3. G. Farma (Perrui)			
	S - Supercharged			

Highest speeds attained irrespective of any classification. Accepted by the Fédération Internationale

Distance or Time	Start	Make of Car	Drivers	Time		Distance		Speed		1	Place of	
	-			H. M. Sect.		Muce Yards		M.P.H.	K.P.H	Date		mance
12	5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.	Auto-Union Railton-Special Auto-Union Railton Special Morruon Metcor	B. Rosemeyer John Cobb B. Rosemeyer John Cobb B. Rosemeyer John Cobb Ab. Jenkins Ab. Jenkins & C. Bergere  "" Ab. Jenkins & C. Bergere  "" Ab. Jenkins & C. Bergere  "Ab. Jenkins & C. Bergere  "" Ab. Jenkins & C. Bergere	19. 5. 25. 9. 34. 59. 1 19. 2 13. 10 21. 19 52. 38 55. 1 41 50. 3 30 12. 7 12 33. 10 56 47. 14 47 29. 18 45 58. 1 42 59. 1 44 23.9 1 44 23.9	68 96 13 24 57 94 16 67 97 97 97 97 97 97 97 97 97 97 97 97 97	,034 8	681 519 954	117.3 393.8 138.7 394-2 326-7 302-2 2283-0 270-4 179-88 187-66 191-55 183-04 177-35 172-38 170-29 165-56 185-61 190-67 190-67 190-92 170-36 165-81 190-68 177-23 172-98 172-98 173-98 170-29 170-29 170-36 165-81 190-68 177-36 177-37 177-38 177-38 177-38	188,7 633,8 223-2 634-4 455-5 435-1 289-48 302-01 308-25 294-56 205-42 277-42 274-06 270-48 266-44 285-7 276-8 306-85 307-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-8 308-87 276-88 308-87 276-88 308-87 276-88 308-87 276-88 308-87 276-88 308-87 276-88 308-87 276-88 308-87 276-88 308-87 30	26/10/37 16/9/47 27/40/37 16/9/47 26/9/39 20/7/51 22/7/40 20/7/51 4/9/50 22/7/40 22-23/7/40 22-23/7/40	Frankfurt Bonneville Frankfurt Bonneville	, Utah Darmstad

GENERAL INFORMATION

# MOTOR LAWS

# DIGEST OF THE VARIOUS STATUTES REGULATIONS RELATING TO THE USE PRIVATE MOTOR VEHICLES OF

A. J. A. HANHART, LL.B.

Statutes.—Roads Act, 1920; Finance Acts, 1921-1952; Vehicles (Excise) Act, 1949; Road Transport Lighting Acts, 1927-1953, Petroleum Act, 1928; Road Traffic Acts, 1930 and 1934; The Road Traffic Acts, 1930 and 1934; The Road Traffic

(Driving Licences) Act, 1936. Motor Car. A mechanically propelled vehicle constructed itself to carry DEFINITIONS.

a load or passengers which:—

(a) being constructed or adapted for the conveyance of goods or burden (a) being constructed or adapted for the propulsion, does not weigh more (a) being constructed or adapted for the conveyance of goods or burden. than 31 tons unladen or, if not carrying such ocetainer. 3 tons unladen,

does not weigh more than 3 tons unladen, or

(c) in any other case does not weigh more than 21 tons unladen.

(does not weigh more than 21 tons unladen.

(e) in any other case does not weigh more than 21 tons unladen.

(f) in any other case does not weigh tons unladen.

(g) in any other case does not exceed 8 cwt.

(however, and which is specially designed and constructed unladen does not exceed 6 cwt., and which is specially designed and constructed unladen does not exceed 6 cwt., and which is specially designed and constructed unladen does not exceed 6 cwt., and which is specially designed and constructed unladen does not exceed 6 cwt., and which is specially designed and constructed unladen does not exceed 6 cwt., and which is specially designed and constructed unladen. being constructed solely for the carriage of passengers and their effects, and adapted to carry not more than seven passengers exclusive of the driver and also being inted with tyres of the prescribed type.

and not merely adapted for the use of persons suffering from some physical deject or disability and used solely by such persons, deject or disability and used solely by such persons, defect to a three agreement the person in possession of such vehicle which is subject to a three agreement the person in possession of such vehicle which a greenest.

Read.—Any highway and any other road to which the public has access, negligible over which a road passes.

Highway Authority in relation to any road means the authority which is repositive for the manucumance of the road.

Trailer.—A vehicle drawn by a motor vehicle. N.B.—A side car attached to a motor cycle shall, it is complies with the prescribed conditions, be regarded as motor cycle shall, it complies with the prescribed and not as being a trailer.

Identification Marks.—Every motor vehicle used on a road reparable at the Identification Marks.—Every motor vehicle used on a road reparable at the public expense must be registered and carry identification marks. Motor wehicles are registered at the Council of the County or County Borough in which the vehicle is ordinarily kept on a decharation being made by the applicant with the necessary particulars and payment of duty. The applicant applicant with the necessary particulars and payment of duty. The applicant instrument of the same time produce or send to the Authority a Certificate of must at the same time produce or send to the Authority a Certificate of Insurance or Cover Note indicating that on the date the inence comes into operation there will be in force a policy of insurance usued in accordance with operation there will be in force a policy of insurance usual in a registration book, (2) a licence. A vehicle is deemed to be "ordinarily kept" in the tration book, (2) a licence. A vehicle is deemed to be "ordinarily kept" in the

The marks are allotted to an applicant upon the first registration of the vehicle on flat vehicle, and must be carried on the back and front of the vehicle on flat irctangular plates or unbroken rectangular surfaces forming part of

TY HE

#### THE COUNTRYSIDE

Council for the Preservation of Rural England.—The Club is represented on this Council, which organises concerted action for the protection of public interests in rural scenery. The Council is representative of a large number of organisations interested in the subject from different points of view. Particulars of membership may be obtained from the Secretary, 4 Hobart Place, Lendon, S.W.1. The Council is supported by voluntary subscriptions.

The Scapa Society.—The objects of the Society are as follows: (1) To protect the picturesque simplicity of rural and river scenery and to promote a due regard for dignity and propriety of aspect in towns, with special reference to the abuses of spectacular advertising, (2) To assert generally the national importance of maintaining the element of interest and beauty in out-of-door life. (3) To complete the national element of interest and beauty in out-of-door

life; (3) To combat the nuisance caused by the scattering of litter.

The Town and Country Planning Act, 1947, and the Control of Advertisements Regulations, 1948, enable local planning authorities to exercise effective control over outdoor advertising in the interests of public satety and the protection of amenity, and to control the siting and design of petrol filling stations. The Club, and the Society, are anxious that these powers should be energetically used to protect and enhance the dignity of towns and the beauty of the countryside. It will be some years before all existing hoardings and advertisements and petrol filling stations can be dealt with, but new cases of either which injure the amenity of their surroundings should be reported to the Club, or direct to the Secretary, Scapa Society, 71 Eccleston Square, S.W.1.

The National Trust.—The National Trust, which depends upon voluntary contributions, was founded to acquire and administer suitable properties for the use and enjoyment of the public. It appeals for the support of all who regard the natural beauty and historic buildings of our country as a national heritage. The Secretary, 42 Queen Anne's Gate, S.W.I (Tel. Whitehall 0211), will give particulars of membership and all information with regard to the work of the Trust.

Ancient Monuments.—England and Wales possess an immense range of ancient monuments of great interest to the visitor, as well as to the student of history. The Ministry of Works, who are entrusted with the duty of administering the Ancient Monuments Acts of 1913 to 1953, have the custody of over 500 monuments in Great Britain, including Castles, Abbeys, Roman sites, prehistoric remains, etc. In addition, over 7,000 monuments of all types are protected under the Acts by inclusion in the list of monuments published from time to time by the Ministry. A number of buildings which are Crown property are also in the care of the Ministry of Works, such as the Tower of London, Hampton Court Palace and Caernaryon Castle.

The public are admitted to most monuments in the custody of the Ministry of Works at a fee of from 3d. to is., according to the importance of the monument. An annual pass, admitting two persons to any of these monuments, costs f.l. Children under 14 years of age and parties of over 20 persons are admitted at half price. A custodian is in attendance at most of the monuments, and at others the key may be obtained as indicated on a notice exhibited on the site. At many there is a printed guide-book. The hours of opening, generally, are:—

March - April Weekdays 9 - 6 Sundays 2 - 6
May - September 9 - 8 2 - 8
October - February 9 - 8 2 - 4

Access to many prehistoric monuments is unrestricted." Photographs may be taken by visitors without a permit, except of buildings occupied by the Military, where the consent of the Military Authorities must be obtained. The use of stand cameras is subject to the discretion of the custodian.

### TOURING

GREAT BRITAIN



FORD DEALER MECHANICS are Factory trained in FORD SERVICE SCHOOLS.

MODERN TIME & MONEY - SAVING EQUIPMENT and tools are used by Ford Dealers.

'MAKE-SURE' VOUCHERS are available for regular service at any Main FORD DEALER'S.

GENUINE ENFO SPARES and repairs at low fixed prices at every FORD DEALER'S.

ENGINE EXCHANGE PLAN provides replacement engines usually at less cost than a rebore and general overhaul.

There is a Ford Dealer at your service in your Town

Wherever you may be, there is a Ford Dealer near at hand, ready to give you '5-Star' service.

Ford '5. STAR' MOTORING

-The best at lowest cost

91 APPOINTMENT HOTE PERIOLS MAKUTACTUACES I THE LETE HING BEOMEE FORD HOTER COMPANY AT What does

#### LONDON OMNIBUS

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convey to you?

IT is a vehicle of Information which periodically journeys into print carrying sample Insurance Policies from the Omnibus collection built up by the London Assurance in 200 years of service.

Should you wish for information about any of our policies which, by their scope and diversity, provide all kinds of insurance for all sorts of people, pray make what use of us you will.

#### THE LONDON ASSURANCE

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#### HOME TOURING

Routes.—An outline Tour may be submitted for suggestions, revision and remarks, or an enquiry for a route to occupy a certain time. Some indications should be given of the description of country desired.

Important.—In order to facilitate the work of the Touring Department, from the beginning of March until the end of September, Members and Associate-Members are requested to give notice of their requirements well in advance of the commencement of their journeys and to state the date of

Enquirers should state whether they are R.A.C. Members, Members of Associated Clubs, or Individual Associates, quote their Membership number, and give their address.

A list of R.A.C. County Offices is given on page 26.

#### R.A.C. TOURING PUBLICATIONS

Map of Recommended Routes Into, Out of, Round and Across London.—

1 mile to the inch. Price 4s. 6d. on paper; 10s. 6d. mounted on cloth. Size, open, 34 by 30 in.; tolded, 7½ by 4½ in.; with complete Index.

By following the indicated circular route, which has a radius of about twelve miles, a motorist from the country can avoid London traffic. About one handred mile counters are shown.

hundred golf courses are shown.

Quickway Map of London.—Scale 2 in. to 1 mile. Designed for the use of motorists who desire to find their way with facility from one part of London to another. With index. Prices—on paper 5s. 6d.; on linen, 11s. 6d.; or North and South sections mounted back to back on paper, 6s. 6d. (postage 6d.).

Day and Half-Day Trips.—A series of booklets containing a map of the district with the routes marked in red, detailed itineraries and mileage, and a brief indication of the places of interest. Free,

"What to See" Booklets.—A special series is being prepared for all towns of historical interest, similar to the Day and Half-Day Trips series, but giving in addition details of the town, and in the cases of Oxford and Cambridge a tour of the Colleges and other principal features. Free.

NOTE.—All published maps and guide-books are stocked or will be obtained. Lists and prices available on application.

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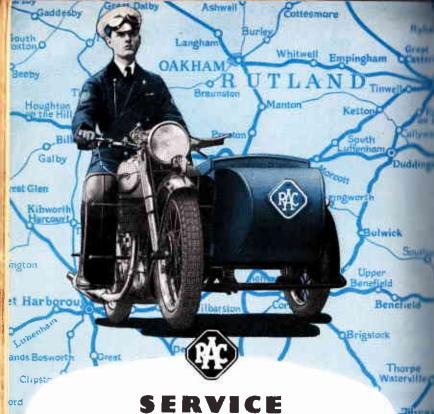




Establishments holding the R.A.C. Appointment can be identhied by the R.A.C. sign (left, above) exhibited outside. The illustration on the right shows the sign used on notepaper and other hotel stationery indicating that the Hotel has received the Joint Appointment of the R.A.C., the A.A. and the R.S.A.C.

#### ARREVIATIONS IN DIRECTORY

	11.	DDI	1111	INTIONS IN DIRECTOR1
B.		Sec. 1		Breakfast.
ba.			-	(Preceded by a number) Number of public bathrooms.
bp.	(12)2	100	-	(Preceded by a number) Number of bedrooms with
	7-7	250		private bathroom.
8.8			inn	Bed, breakfast and attendance.
hed		- 22	-	(Preceded by a number) Number of bedrooms.
B.T			100	Hotels controlled by British Transport Hotels and
500		-55		Catering Services.
C.	6.6		201	Special terms for young children.
Oge			100	Charge at Parking Place.
0.7	1.		-200	Central Heating.
Ch.			=	Inclusive charge per day for driver or other servant.
D.			800	Dinner
Dgs	i.		-	Dogs permitted. (Conditions are sometimes imposed.).
D. 1			600	Daily Tariff
11.0			=	Early Closing Day.
G.	**		200	Garage adjoining Hotel under Hotel control.
0.4			184	Garage near Hotel but separately controlled.
H.C	1.		=	Hot and cold running water in all bedrooms.
h.c.	. x .		400	Hot and cold running water in some bedrooms.
(1,0	6		=	Officially Appointed by the Royal Irish A.C.
her.			=	Lunch.
- Aut	11.		_	Licensing Hours.
L.N	1.	4.0	=	Willing to supply meals up to 10 p.m.
S.t.	- 6	4.6	=	Lift,
M.C	).		==	Market Days.
N.			-	Also open at night.
100			800	Parking Place.
8	4.0	4.0	-	Open on Sundays.
815	(4.6)	0.00	700	Service or surcharge percentage.
8.6	414	4.4	==	Snack bar available in Hotel,
Tel	49.	17.71	Prof	Telephone.
T.A			200	Telegraphic Address.
U.	40		==	(Followed by a number) Private Lock-ups.
W.		0.0	-	Weekly Tariff.



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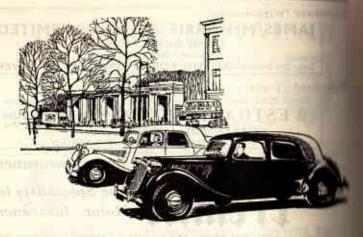
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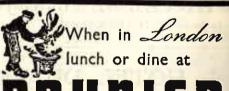
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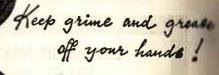
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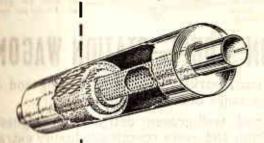
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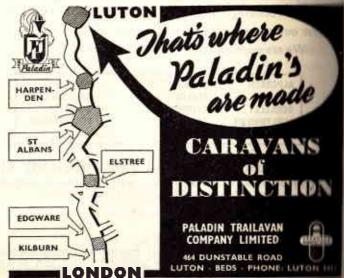
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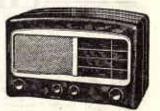


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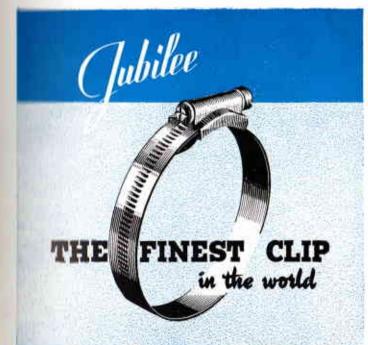


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