

24 Hrs Du SNET

Willhire 24 hour



Britain's first ever Round-the-Clock Motor Race

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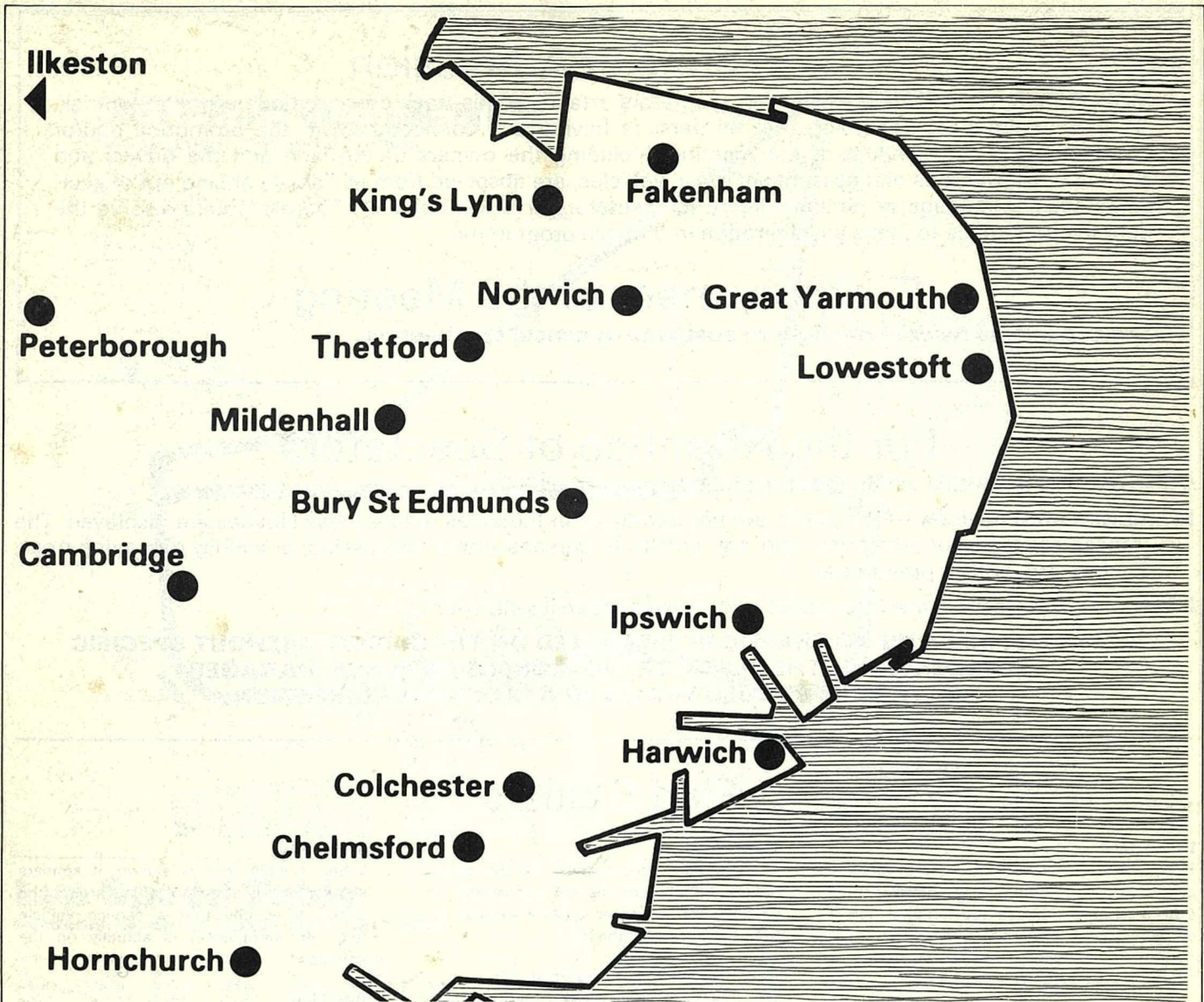


SATURDAY & SUNDAY

21/22 JUNE 1980

SNETTERTON

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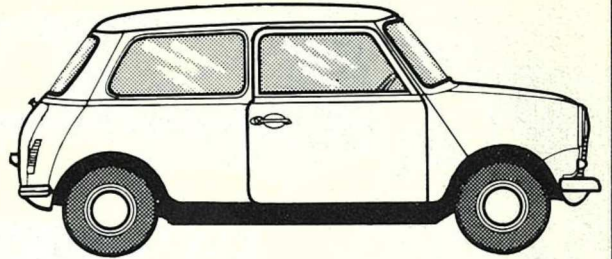
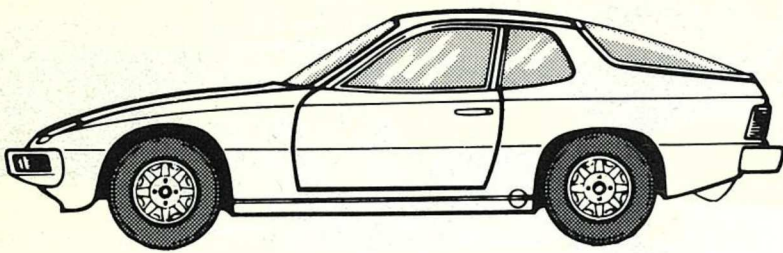
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1	BLMC Mini 1000 Saloon	2	4	39
2	Ford Fiesta	3	4	40
	Ford Escort 1100	2	4-5	36
	Vauxhall Chevette L	3	4-5	36
	Renault 5 TL			
3	Ford Escort 1300 Automatic	4	4-5	30
	Ford Escort 1300 L Estate	3	4-5	35
	Vauxhall Chevette Estate	3	4-5	34
	Talbot Horizon	5	4-5	34
4	Talbot Alpine	4	5	31
	Ford Cortina 1600L	4	5	32
	Vauxhall Cavalier	4	5	32
	Renault 18	4	5	33
5	Ford Cortina 1600L Estate	4	4-5	27
	Ford Cortina 1600L Auto	4	5	26
6	Ford Custom Minibus	4	12	25
7	Land-Rover LWB	2	3	17
	Ford Granada Auto/Manual	4	5	21
	Volvo 244-Automatic	4	5	23
8a	Rover 2.6 Saloon Automatic	5	5	22
8b	Triumph Stag	2	2+2	21
	Range Rover	3	5	15
	Rover 3.5 Saloon SDI	5	5	20
9	Jaguar XJ6L 4.2 Automatic	4	5	17

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Willhire 24 Hour Race

This meeting is held under the International Sporting Code of the FIA, General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the RAC and the Supplementary Regulations and Instructions of the British Racing and Sports Car Club Ltd.
RAC Closed Permit No 20/06/1

WILLHIRE PHOTOGRAPHIC COMPETITION

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Professional — 1st prize:
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from Willhire Stand in Paddock.**

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'Street Car' Magazine

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promotion organised by



Willhire 24 Hour Timetable

FRIDAY, 20th JUNE

22.30 Willhire 24 Hour Night Practice

SATURDAY, 21st JUNE

09.00-09.15 Ascar/Special Saloons Practice
 09.25-09.40 Formula Ford 1600 Practice
 09.50-10.05 Formula Ford 1600 Practice
 10.15-11.45 Willhire 24 Hour Practice

13.30 10 Laps BRSCC FORMULA FORD 1600 CHALLENGE RACE
14.00 10 Laps JOHN WOOLFE RACING ASCAR CHAMPIONSHIP RACE AND BRSCC SPECIAL SALOON CAR CHAMPIONSHIP RACE
14.30 10 Laps TOWNSEND THORESEN FORMULA FORD 1600 CHAMPIONSHIP RACE
16.00 WILLHIRE 24 HOUR START

SUNDAY, 22nd JUNE

16.00 WILLHIRE 24 HOUR FINISH

Awards

1st team overall £250 plus the Willhire Trophy and awards to each driver
 2nd team overall £150
 3rd team overall £100
 1st team in each class £600 plus a trophy
 2nd team in each class £400
 3rd team in each class £200

Class awards subject to 3, 4 and 5 entries respectively
 Index of Performance Award 1st £250 and

The **TDC** Trophy

Commander's Cup

Class A award is presented by Millfords Garage Ltd (Ford main dealers of Barton Mills)
 Class B award is the Challacombe Carriage Co Rose Bowl
 Class C award is the Tim Brinton Cars Ltd Talbot award (Talbot dealers of Bury St Edmunds)

SOS Talisman will present each driver taking part in the event with an item from their range of jewellery pendants in which is contained the name, address, blood group, etc of wearer.



Sonic Intercom will award one of their famous intercom sets to the driver/team manager of the first sports car in the general classification.



Centurion Helmets will provide a choice of their range of helmets to the drivers of the first saloon car in the general classification.

Acknowledgements

Thanks to:

WIGWAM INTERNATIONAL, Watton, for the loan of caravans to be used by Race Officials.

CENTRAL TYRES, Thetford, for their tyre service, which will be made available to all competitors in the Willhire 24 Hour Race.

EASTERN HELICOPTERS Ltd, Great Yarmouth, for providing the Helicopter Rides.

HIGHWAY WINDSCREENS, Attleborough, for providing their windscreen service to all Willhire competitors.

Welcome to the Willhire 24 Hour Race



W. Roger Williams
Managing Director, Willhire Ltd.

WE AT WILLHIRE are proud and honoured to be associated with the first 24 Hour Race ever to be held in Great Britain. Considering that Great Britain is the natural home of motor racing, it is surprising that an event such as this has never taken place before. The BRSCC, who have organised the racing, have long dreamed of it happening and Snetterton is the logical place to hold the event; not only is it away from the centres of population, but it is also right in the middle of "Willhire Country".

The amount of organisation that has gone into this event is quite extraordinary. Over 200 volunteer marshals and timekeepers will see fair play, along with all the other essential safety services that an event such as this needs.

We are very pleased to have driving in this event, Stirling Moss, Tony Lanfranchi, Gerry Marshall and Russell Brookes. These four alone have done an incredible amount to boost the prestige of motor sport, and Stirling Moss has, of course, won over 200 motor races in an amazing variety of cars. Many of the other drivers are very experienced saloon car campaigners and they are driving a wide selection of British, European and Japanese machinery. Some drivers are new to long-distance racing and fatigue will be a major factor that all the drivers will have to contend with.

The team entries can drive really hard for 24 hours, knowing that, if problems occur, another car is ready for them in the Pits. The single car entries will be driving for speed also, but will need that extra degree of reliability in order to survive this gruelling test of men (and girls) and their machines.

Welcome to the Willhire 24 Hour Race, we trust that you enjoy this unique event.

A handwritten signature in black ink that reads "W. Roger Williams". The signature is written in a cursive style and is enclosed within a large, hand-drawn oval.

W. Roger Williams
Managing Director, Willhire Ltd.

Officials of the Meeting

STEWARDS:

R. Langford (RAC)
 Cmdr Phillip Heseltine (BRSCC)
 Peter Swinger (BRSCC)
 Mike Dockray (BRSCC)

CLERKS OF THE COURSE:

Eddie Goodman/Peter Browning/Mike Wilds

ASST CLERK OF THE COURSE:

Barry Jaggard

SECRETARY OF THE MEETING:

Valerie Knight

CLUB SECRETARY:

Edna Tyler

CHIEF MARSHAL:

Fergus Whatling

ASST CHIEF MARSHAL:

David Stearn

CHIEF STARTLINE MARSHAL/STARTER:

Alan Knight

CHIEF PADDOCK MARSHALS:

Tom Violet
 Bill Barlow

CHIEF PIT MARSHAL:

Don Grumbaum

CHIEF FLAG MARSHAL:

Terry Jolly

COMMENTATORS:

Norman Greenway
 Neville Hay

PRESS OFFICER:

Ken Feveyear

ACKNOWLEDGEMENTS:

BRSCC & BMRMC Marshals

RACE CONTROL:

Norman French (I/C)

RACE TELEPHONES:

Kate Mills

RACE RUNNER:

Tim Cogman

RACE RESULTS SERVICE:

Ruth Drummond
 Leslie Sankey

TIMEKEEPERS:

Harry Clenshaw (I/C)
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 Jim Mullarkey
 Tim Colman
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 Mike Easton
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John & Joan Milligan
 Marie Armes
 Tony Parkin

BREAKDOWNERS:

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 Dallas Smith
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Things that (hopefully don't) go bump in the night

THE WILLHIRE 24 HOUR RACE is the first all day and all night motor race to be held in this country and is also, most probably, the first event of its type in that it is open only to pure production cars. Snetterton is an ideal choice of venue for such an event, several long-distance and night-time races having been held here in the past, while the BRSCC — the organising club — know all about this form of competition having run three very successful and popular "Tour of Britain" events in the mid-seventies.

The experience and know-how necessary to run the Willhire 24 Hour Race is therefore not lacking and neither is the entry. Many of Britain's most respected saloon and sports car drivers are included in the list of drivers — names such as Gerry Marshall, Tony Lanfranchi and Barrie Williams — while they are joined by top rally driver Russell Brookes and the incomparable Stirling Moss, fitting in yet another event to his already crowded calendar.

From the spectating point of view, the entry boasts a fine selection of cars. Sixteen manufacturers are represented and the blend of sports and saloon cars should make for some interesting and exciting viewing. At the same time, the varied specifications of the competing cars will mean that they will be able to run differing lengths of time between pit stops.

Pit stops, in fact, may well decide the issue and all teams will be trying their darndest to lose a minimum of time with each visit. The single car entries, chasing the Commander's Cup award, will refuel and change drivers in the regular pit area, as well as carrying out routine checks at each stop, while the team entries will drive into the paddock area to the rear of the pits and the team manager of the in-coming car will transfer a "baton" to the driver of the out-going car, which will be waiting in the "out-paddock"/marshalling area. Team managers need not only to be keen organisers but also fleet of foot!

The three Morgan teams in the largest capacity class should make an impressive sight, all three being made up of long-time "Morgan-maniacs."

The Libra Motive Morgan entry is perhaps the strongest on paper, preparation expert Rob Wells having concentrated on the marque for several years and having built a couple of mod-sports cars as well as looking after the championship-winning Plus 8 of Charles Morgan in 1978.



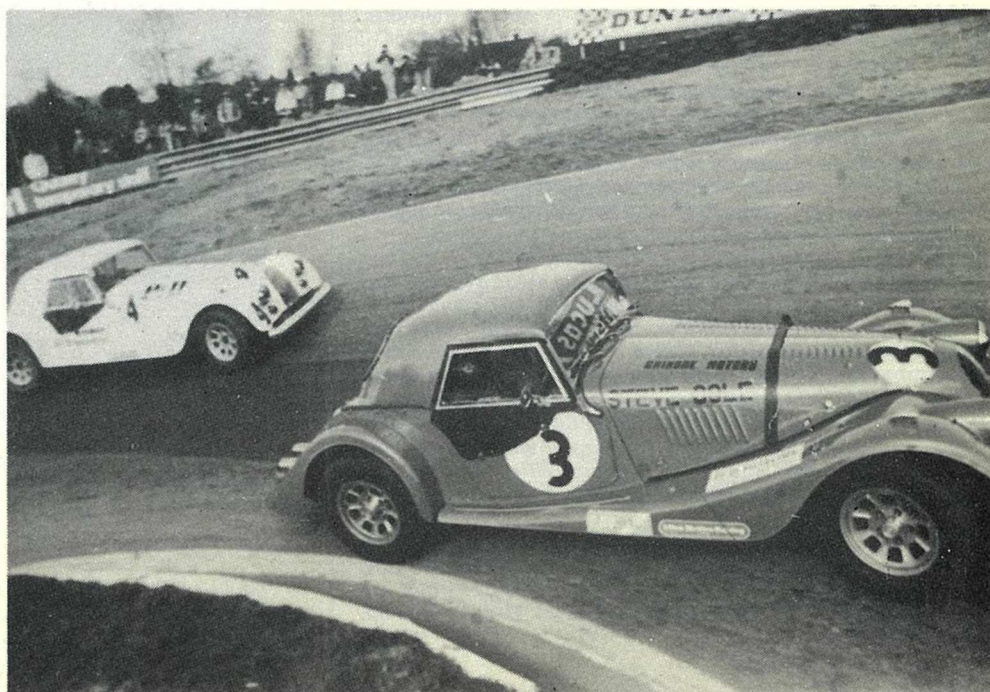
Martin Carroll's Opel Commodore makes up a third of the strong "Number 9" team.

Photograph: Jeremy Shaw

Sports car opposition in the large class will come from the MGB GT V8 of Joel Wykeham, Paul Baker and Nicholas Morgan, the former making a step up from MG Midgets, which he races regularly in prodsports events.

Heading the saloon section of this class, though, will be the JJS Veneers Ford Capri team of Gerry Marshall, PM's son Mark Thatcher, Hertfordshire butcher Eric Cook and the Scarborough brothers, Graham and Trevor.

Gerry, of course, needs little introduction, having been one of this country's foremost saloon competitors for at least ten years, while Mark has competed in a wide variety of cars since his first event last year. Just one week ago, indeed, he made his debut in the Le Mans 24 Hour race and performed extremely well until sidelined by electrical trouble after a spin. Eric Cook has raced a Capri in prodsaloon races for several seasons — on and off — while Graham Scarborough's JJS Veneers Capri has been a regular front-runner this year. Brother Trevor has not



Morgans will be out in force for the Willhire 24 Hours. Five of them are due to run.

Photograph: Jeremy Shaw

raced since last year, when he campaigned a Vauxhall Chevette, but showed then that he has a good deal of talent and should prove a more than useful member of the team.

Another Capri has been entered by Carroll's Transport, to be driven by Mike Knight, David Piper and former Aurora champion Tony Trimmer.

Two Opel Commodore teams also boast strong driver line-ups, the three-car one utilising the cars of Pete Hall, Martin



Chris Meek's Panther Lima has been sweeping all before it in Prodsports racing lately and will certainly be a front-runner this weekend.

Photograph: Eric Yuill

Carroll and Hamish Irvine, while they are joined by Formula Atlantic driver Phil Dowsett, who has also driven Hall's car on occasions during the past few seasons, and the vastly experienced Syd Fox. Syd has driven virtually every type of car in his long career and his extensive knowledge should prove invaluable during this gruelling event.

The SOS Talisman team consists of the Opels of Paul Everett and Scot Sid Harrison, they being joined by former saloon champions Jock Robertson and David da Costa. Jock has driven only rarely during the last couple of seasons — a

Why Snetterton?

Snetterton is the logical location for the Willhire 24 Hours, it being the only circuit in the country to have any recent experience of running races in the dark. Last year, the track hosted a round of the Tricentrol British Saloon Car Championship, which was of one hour's duration and run completely at night-time. It proved to be very successful and highlighted the need in this country for a real test of endurance.

Prior to that event, night races were held at the circuit as part of the BRSCC-run Tour of Britain between 1973 and 1976, while, going back even further, the Autosport 3 Hours race provided an annual end-of-season event — the final round of the Autosport-backed Sports GT Championship — in the late '50s and '60s, which started in daylight but finished after dusk. Jack Sears won the last of these in 1964 with his AC Cobra. The race had to be stopped slightly early due to dense fog, although the event was run to a slightly different format the following year with a couple of 2-Hour races.

The nearest that there has been to a full 24-hour race in Britain stems from the pre-war era at Brooklands. The JCC Double Twelve was held there in 1929 and 1931 and took the form of a pair of 12-Hour races, the first on Saturday and the second on Sunday.



Alfa "afficionado" Jon Dooley leads the Alfetta attack. He is pictured at Russell during a race in 1978.

Photograph: Keith Randall

real waste of talent — while David has competed in the European Touring Car Championship with the Ronnie Scott's Club Ford Escort and now — down a step — in the Austin Morris Mini 1275GT Challenge, since his Escort championship winning days.

Publisher Adam McMillan, former Opel-turned-Clubmans driver Tom Dodd-Noble and preparation wizard Colin Davids add variety to the class with the former's BMW.

Fastest car in class B will undoubtedly be the Vauxhall-based Panther Lima of Chris Meek, Peter Clark and Martin Birrane. Meek has many prodsports titles under his belt as well as a host of other championship victories during his lengthy involvement in the sport, but this is the first season that a Panther has been seen on the race tracks. Meek has already shown the car's potential and he should be well up the order if the car can stand up to the stresses.

Local favourites must surely be the father and sons Brundle team, who campaign a 2-litre Toyota Celica. Being Toyota



The Mayfair VW Scirocco certainly have the strongest driver line-up with Stirling Moss, Desiré Wilson and Tony Lanfranchi among their number.

Photograph: John Gaisford

dealers in the area, the Brundles know their car inside out while their driving ability has been proven over the years, Martin having shone in both saloons and single-seater racing over the last two seasons. Young Robin has least experience of the three but has several promising rallycross drives to his credit.

Commander's Cup

The history of the Commander's Cup goes back to one summer's evening in 1965 when Commander Philip Hesletine, a long-time supporter of the local centre of the BRSCC, and motor sport in general, went to the circuit to find that Jim Russell had just completed a 24-hour run in a Vauxhall Victor. After a couple of drinks, the Commander asked Russell whether he would like a cup to commemorate his achievement!

In the early days a challenge was laid down for anyone to cover more miles with a production car which must cost less than £1,000. Inflation, of course, has changed all that, but the Cup is still open to be won by a driver or team of drivers running a production car and is currently held by Andy Rouse, Tony Dron and Win Percy, who covered 1,855.5 miles in a Porsche 924.

The Willhire 24 Hours provides an exciting extension to the Commander's Cup theme and is sure to capture the imagination of both competitors and spectators, coming, as it does, just a week after the classic Le Mans 24 Hour sports car race in France.

Other East Anglian flavour comes with the Napolina Alfa Romeo Dealer Team. Rob Kirby prepares the Napolina cars at his Cambridge base, while Jon Dooley had his very first taste of competition here at Snetterton during his days at Cambridge University. He was, and is, an Alfa "nut" — so is his father, by the way — and his first race was with a Giulia saloon ... he



The multi-national Mota-Care Colt Lancer adds more variety to the entry. Photograph: Jeff Bloxham (Autosport)

ended it embedded in the bank at the Hairpin! Hopefully, he will have more luck this weekend. He certainly has a good team behind him for John Myerscough has a good deal of saloon racing under his belt, Derrick Brunt is a former saloon champion and Peter Baldwin is regarded as one of the best club special saloon racers, his 1300cc Mini a winner more often than not.

The up to 1600cc category is headed by the impressive Mayfair Team. Regular Mayfair driver Tony Lanfranchi has assembled a strong cast for his trio of VW Sciroccos, including, of course, Stirling Moss.

Stirling is now deep into what must be one of his busiest ever seasons and has shown that he has lost little of his old talent, although he is certainly due for a slice of good fortune.

Desiré Wilson won fame (if not yet fortune) earlier this year by becoming the first woman to win a Formula 1 motor race

and she could become the first to win a 24-hour endurance race, too, if all goes according to plan!

Another strong team is the one run by Jackie Epstein under his Epstein Enterprizes banner. His Talbot Sunbeam, privately entered but running in the colours of Shell Super Oil, has works Talbot rally driver Russell Brookes and co-driver Peter Bryant at the helm and their extensive rallying exploits will stand them in good stead during the long night ahead.

Former winner of the Welsh Rally, Barrie Williams, is also no stranger to this type of event. "Whizzo" joins former rally and hill-climb driver John Cleland, Irish Formula 3 driver Eddie Jordan and motoring journalist Jeremy Shaw in the Mota-Care of Hinckley Colt Lancer and they will be hoping that the proven reliability of their car will not let them down now.

The "Silly Suds" entry comprises the Alfasuds of Tim Abady/Bob Murray, Phil Clarke and Andrew Thorpe — regular prodsaloon racers all — and also employs the services of Escort/Fiesta racer David Grimshaw and Nick Baughn, whose first season of racing, in 1979, resulted in two championship titles!



Roger Jones' Renault 5 should prove to be a great favourite amongst spectators. Photograph: Gordon Dawkins

Tony Dickinson is another championship winner, although his experience is gained mainly in special saloon Skodas. His Ginetta mount this weekend will prove a completely different kettle of fish, although Tony is sure to strengthen the Wendy Woods entry.

The varied content of the up to 1600cc class continues with a Caterham Super 7, a Mini 1275GT, a Renault 5TS and an MG Midget, the latter likely to provide its usual spectacular antics. Reigning prodsports champion Terry Stone will be ably backed up by regular Midget "practitioner" Ian Jacobs and engine tuner Terry Hird.

An interesting line-up of cars, then, and an impressive entry of respected saloon and sports car drivers. It would be impossible to predict a winner; there are simply too many variables in this type of event. One thing is for certain, though, and that is that the Willhire 24 Hour Race will provide a stern test of man and machinery and that the winners at the end of the day will have thoroughly deserved their triumph.

NEXT CAR RACE MEETINGS AT SNETTERTON

6 July — BARC CAR RACES (7 events)
Adults: £2.00; Children: £1.00; 'ROVERS'

27 July — Sports Car Festival (8 races)
Adults: £2.50; Children: £1.00; 'ROVERS'

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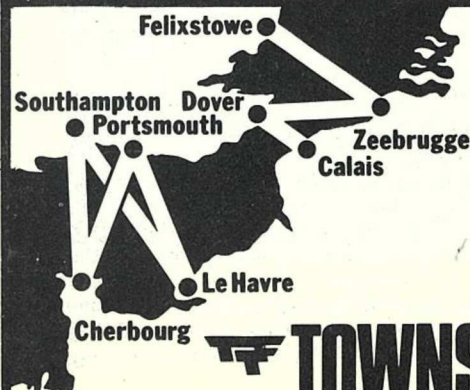
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Formula Fords and big saloons provide daylight action

By Paul Harmer

CHAMPIONSHIP RACES for Formula Ford, ASCAR and Special Saloons make up the supporting programme leading up to the Willhire 24 Hour Race.

The first race will be a ten lap challenge for Formula Fords who do not qualify, in practice, for the Townsend Thoresen Championship round. The first two over the line, though, will join the twenty-four others in the main race.

The rumbling ASCARS — American Saloon Car Auto Racers — appear for another race in their series, today's event marking halfway in the twelve rounds. Only limited modifications are allowed to these American cars, some are even street legal, making them comparatively equal in terms of performance. Former stock car racer Tom Laffey drives the ex-Dennis Leach Boss Falcon and takes on no fewer than ten Chevrolet Camaros. Current leader in this exciting series is Robin Gray, who used to campaign a rapid Morgan in Modified Sports Car races. Robin seems to cope very well in clawing through the field — as ASCARS start the fastest men at the back of the grid.

Recent Silverstone victor Brian Rice campaigns a special bodied former Trans Am example, while another man from the Modsports world is Jon Fletcher who is currently only two points behind Gray in the table. David Bertorelli hasn't enjoyed much success of late, retiring at Brands with electrical problems and retiring at Silverstone with a broken exhaust. Given some decent luck, David could well be up with the leaders.

All in all the ASCARS provide an excellent spectacle on their own but supplementing the grid today — which will be started in two groups — are Special Saloon contenders from the up to 1300cc and the 1301–2000cc category.

Two of the North's most successful saloon drivers, the Tonys Sugden and Dickinson, are due to meet in their scorching Formula 2 powered Skodas — a real battle of the giants. In the up to 1300cc class, local favourite Peter Baldwin will be warming up for his drive in the 24 Hour Race but don't expect Peter to be taking things easy.

Another local driver, David Auger, will be pushing his Ford-BDA powered Skoda to the limit to keep Baldwin's rapid Mini in sight. David prepares his car himself with the help of his farming family and, I suspect, does a reasonable amount of testing around the farmyard. Tony Allies is yet another Snetterton regular with his Mini Clubman

while James Funnell's Ford engined Morris Minor represents over two years' hard work building up the car from scratch.

Demon Van Diemen

The Townsend Thoresen Formula Ford 1600 Championship reaches halfway point today with the seventh round of fourteen and, as ever, provides close and dramatic racing.

No less than nine countries are represented in today's field including the current leaders, Roberto Moreno and Raul Boesel in the locally-manufactured Van Diemen RF80s. Both these talented drivers are destined to reach the top and both have been near to lowering the current lap record this year — if conditions are right this afternoon, who knows?

Sussex doctor Jonathan Palmer has recently switched from the Royale marque to Van Diemen with welcome backing from West Surrey Engineering and is a close fourth in the points table behind Rick Morris whose Royale RP26 is also regularly with the leaders.

Irishman Tommy Byrne, Mexican Ricardo Valerio and Englishman Robert Gibbs are also Van Diemen mounted and all are capable of staying with the main bunch.

Back in the Royale camp, Swanley based American Peter Arget-singer is usually well to the fore with his bright yellow RP26 model along with the Rushen Green Racing entered Julian Bailey and David Palmer.

Beginning to make a serious threat to the Formula Ford world is the Clapham manufactured Ray. Their challenge is led by Fulham's Ashley Ward — happily, hastily reappearing after a nasty shunt at Brands Hatch, and Tunbridge Wells man about town — and recent Brands winner Andy Ackerley.

Other lesser known marques, so far at any rate, will be seen in the hands of Scotsman Don MacLeod (Sark 2), Tony Trevor (Clea Range/PRS), Allen Revell (Sparton) and Australian Alan Goldsmith (Quest).

So, a truly competitive field for Britain's longest established Formula Ford 1600 Championship — it should be a great race and afterwards there is sufficient time to relax and enjoy all the extra circuit attractions before the big race at 4 pm.



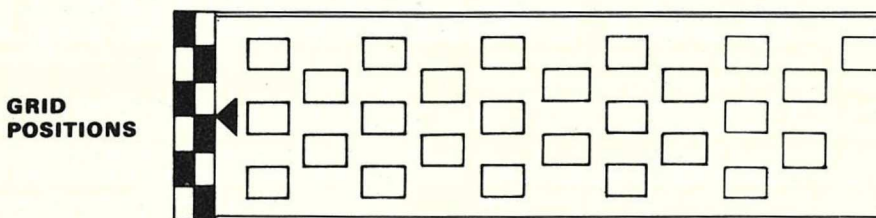
Current ASCAR series leader is the Chevrolet Camaro of Robin Gray.

Photograph: Gordon Dawkins

BRSCC Formula Ford 1600 Challenge Race

Practice will be divided into two sessions. The fastest twenty-four cars overall will qualify immediately for the Championship Race, Event 3. The next fastest 26 cars will compete in this Challenge Race. If conditions for each practice session are different, the top twelve cars from each session will qualify for Event 3. In either case, the first two finishers for the Challenge Race will make up the grid for Event 3.

For full list of competitors, see page 12.



LAP RECORD:

Kenneth Acheson (1599cc Royale RP24 Minister)
Roberto Moreno (1599cc Royale RP26 Minister)

	min	secs	mph	date
Kenneth Acheson	1	11.6	96.39	13.8.78
Roberto Moreno	1	11.6	96.39	29.7.79

RESULTS:

1st.....	2nd.....	3rd.....	4th.....	5th.....
6th.....	7th.....	8th.....	9th.....	10th.....
Winner's Time.....	Speed.....	mph		
Fastest Lap: Car No.	Time.....	Speed.....	mph	

John Woolfe Racing ASCAR Championship

JOHN WOOLFE RACING, Europe's foremost importer of American standard and high performance automotive parts, sponsor the BRSCC's first season of Championship racing for ASCAR — American Saloon Car Auto Racing.

Following the success of last year's experimental series of races, the BRSCC are organising a full twelve-round championship in 1980, taking place over eight different circuits throughout the country.

The individualistic regulations from last year's events are being retained, the most obvious of them being: that grid positions shall be in reverse order with the fastest cars at the back and the slowest at the front, at the organisers' discretion; that there shall be a rolling 2-2 start; that the "Selling Plate" will apply.

This means that any driver, by entering the race, agrees in principle to the sale of his car for a maximum of £4,000. Within one hour of the finish of the race, any driver may offer to purchase any car for the sum of £4,000. The sale transaction, which will be supervised by the Stewards of the Meeting, must be completed within one further hour to the satisfaction of both parties.

Points scoring will be on the basis 10-9-8-7-6-5-4-3-2-1 plus a further two points to the competitor(s) setting fastest lap(s) at each round. A competitor's best ten results will count.

Prize money will be: at each round: 1st, £100; 2nd, £75; 3rd, £50; 4th, £25.
at end of season: 1st, £100; 2nd, £75; 3rd, £25.

Points after five rounds:

1	Robin Gray	30 pts	7	Chris Davis	16 pts
2	Jon Fletcher	28 pts		Tom Laffey	16 pts
3	Brian Morris	24 pts	9	Michael Huddart	6 pts
4	Brian Rice	23 pts		Chris Boswell	6 pts
5	Ricky Fagan	21 pts	11	Michael Boot	4 pts
6	Rob Potter	20 pts	12	David Bertorelli	3 pts

Next round: 9th August — Oulton Park.

SATURDAY, 21st JUNE

EVENT TWO

Start: 14.00 hrs (approx)

10 LAPS

John Woolfe Racing ASCAR Championship Race and BRSCC Special Saloon Car Championship Race

No.	Entrant/Driver	Home Town	Car	cc
ASCAR				
1	Mocal Oil Controls by Think Automotive (Dvr: Rob Potter)	Iver	Chevrolet Camaro	5700
4	Jon Fletcher	Littleborough	Chevrolet Camaro	5700
6	Anthony Wolfe	Northolt	Chevrolet Camaro	5700
7	Michael Huddart	Chelford	Chevrolet Camaro Z28	5700
9	Brian Morris	Middlesbrough	Chevrolet Camaro	4945
12	Cliff Davis Cars Ltd (Dvr: Robin Gray)	London	Chevrolet Camaro	5736
13	Cliff Davis Cars Ltd (Dvr: Chris Davis)	London	Chevrolet Camaro	5736
14	Autodex Ltd (Dvr: Ricky Fagan)	Iver Heath	Chevrolet Camaro Z28	5732
19	Davide Bertorelli	Acton	Chevrolet Camaro Z28	5700
36	Mike Boot	Birmingham	Chevrolet Camaro	5700
50	Chris Boswell	Fowlmere	Chevrolet Camaro	5360
121	Tom Laffey	Birmingham	Ford Boss 351 Falcon	5740
Special Saloons: Class B				
60	Tony Sugden	Doncaster	Skoda Swindon BDX Coupé	1975
61	Skoda UK Ltd (Dvr: Tony Dickson)	Boston	Skoda Hart 420R 130RS	1994
Class C:				
70	Len Elkerton	Leighton Buzzard	Sunbeam Carter Imp	998
71	David Auger	Kings Lynn	Skoda Ford BDA 130RS	1293
72	T. Kamil Abdullah	Kuala Lumpur	Wessex Mini	1293
73	Tony Allies	Braintree	BL Mini Clubman	1293
74	Peter Baldwin	Cambridge	Marshall Stantune BDA Mini	1298
75	Houghton Garage (Dvr: James Funnell)	Leicester	Morris Minor Ford Saloon	1300
76	David Hancock	Abingdon	BL Mini	1300

LAP RECORDS:	min secs	mph	date
ASCAR Saloons:			
Robin Gray (5736cc Chevrolet Camaro)	1 17.6	88.59	26.8.79
Special Saloon Cars, 1301-2500cc:			
Tony Dickinson (1994cc Skoda 130RS Hart)	1 09.1	99.87	5.8.79
Special Saloon Cars, Up to 1300cc:			
Peter Baldwin (1293cc Marshall Mini-BDA)	1 12.36	95.37	11.5.80

OVERALL RESULTS:	1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph
ASCAR:	1st.....	2nd.....	3rd.....	4th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph
CLASS B:	1st.....	2nd.....	3rd.....	4th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph
CLASS C:	1st.....	2nd.....	3rd.....	4th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph

BRSCC Special Saloon Car Challenge

The BRSCC ARE ONCE AGAIN running a three-class Special Saloon Car series which will take place over fourteen rounds at eight different circuits.

Points will be scored on the basis 4-3-2-1 to the first four finishers in each class (subject to there being four starters in each class), together with an additional point to the competitors setting fastest lap in each class.

Prize money will be distributed £40, £25 and £15 to the top three finishers in each class at every round, while there will also be end-of-season awards of £200 to the overall champion and class awards of £50, £30 and £20.

Points position

Class A

1	Vince Woodman	5 pts
2	David McDonald	4 pts
3	Nick Whiting	3 pts
4	John Morgan	2 pts

Class B

1	Tony Sugden	16 pts
2	Terry Dickinson	11 pts
3	Malcolm Johnstone	4 pts
	Alan Smith	4 pts

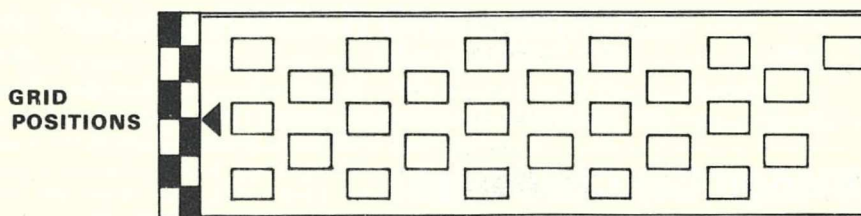
Class C

1	Peter Baldwin	20 pts
2	David Auger	6 pts
3	Brian Prebble	5 pts
	Brian Cutting	5 pts

Townsend Thoresen Formula Ford 1600 Championship Race

See page 10 for details of qualification

No.	Entrant/Driver	Home Town	Car	cc
1	Jubilee Race Hire (Dvr: Terry Baillieux)	Brussels	Crossle Minister 40F	1598
2	Jubilee Race Hire (Dvr: Geoff Davies)	Sussex	Crossle Minister 40F	1598
3	Jim Harvey	Colchester	Dulon JGH Ford MP17	1598
4	Cliff Fisk	Chigwell	Dulon Auriga MP17	1598
6	Dennis Temple	Pretoria SA	Merlyn Tempest Ford M31-	1598
7	Howard Groos	Urmston	Pacer Adams 80	1598
8	Ram Racing Promotions/Team Brincliff (Dvr: Josh Wright)	Stevenage	PRS Minister RH02	1598
9	Racefax Race Hire/Nashua Carbonless Paper (Dvr: Mike Baker)	Gravesend	Elden Auriga FF80	1598
10	Mark Paulo	Ayr	PRS Auriga RH02	1598
11	Rostron Racing Cars (Dvr: Alan Goldsmith)	Sydney	Quest Minister FF80	1598
12	Richard McCaskill	Reading	Hawke Ford DL11B	1598
15	Ashley Ward	Fulham	Ray Dart 80F	1598
16	Ropley Motors/Oakley Coachbuilders (Dvr: Rick Morris)	Hertford	Royale Scholar RP26	1598
17	Roger Hamblin	Reading	Macon Rowland Mk6	1598
18	Andy Ackerley	Tunbridge Wells	Ray Auriga 80F	1598
19	Van Diemen International Racing Services (Dvr: Roberto Moreno)	Brasilia	Van Diemen Minister RF80	1598
20	Robert Juggins	Huntingdon	Royale Auriga RP26	1598
21	Rushen Green Racing (Dvr: David Palmer)	Norwich	Royale Minister RP26	1598
22	Rushen Green Racing (Dvr: Julian Bailey)	London	Royale Minister RP26	1598
24	Yoshiaki Masuko	Japan	Royale Auriga RP26	1598
30	Clearance Limited (Dvr: Tony Trevor)	Loughborough	PRS CES RH02	1598
31	Freight Clearance Ltd (Dvr: Allen Revell)	Peacehaven	Sparton Minister	1598
32	Paul Gerrish	Epping	Van Diemen Minister RF80	1598
33	Dave Ryan	Auckland NZ	Van Diemen Auriga RF80	1598
35	Bob Higgins	Bath	Van Diemen Scholar RF79	1598
36	West Surrey Engineering (Dvr: Jonathan Palmer)	Handcross	Van Diemen Scholar RF80	1598
37	John Ayres	Rochester	Van Diemen Auriga RF79	1598
38	Paul Dunnell	Ipswich	Van Diemen Holbay RF80	1598
39	E. L. Gibbs Ltd Racing (Dvr: Robert Gibbs)	Sittingbourne	Van Diemen Auriga RF80	1598
40	Peter Argetsinger	Watkins Glen	Royale Auriga RP26	1598
41	Mick George	Sunbury	Van Diemen Minister RF79	1598
42	Aalco Luton Ltd (Dvr: Tommy Byrne)	Dundalk	Van Diemen Auriga RF80	1598
43	World Transport/Rushbrook Racing (Dvr: Martin Holman)	Swanley	Sparton Rowland JP80	1598
44	Van Diemen International Racing Services Ltd (Dvr: Lou Schollum)	Auckland (NZ)	Van Diemen Auriga RF80	1598
45	Robert Lewis	Feltham	Spartan Auriga JP80	1598
46	West Surrey Engineering (Dvr: Allen Timpany)	Brighton	Royale Auriga RP26	1598
51	Bridge Motors (Bocking) Ltd (Dvr: Christian Bridge)	Halstead	Van Diemen Scholar RF76	1598
66	Image Race Hire (Dvr: Mark Smythe)	London	Image Auriga FF5	1598
68	Francis Heathcote	Cambridge	Royale Minister CES RP24	1598
81	Van Diemen International Racing Services Ltd (Dvr: Raul Boesel)		Van Diemen Auriga RF80	1598



LAP RECORD:

Kenneth Acheson (1599cc Royale RP24 Minister)
Roberto Moreno (1599cc Royale RP26 Minister)

	min	secs	mph	date
Kenneth Acheson	1	11.6	96.39	13.8.78
Roberto Moreno	1	11.6	96.39	29.7.79

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th.....
 6th..... 7th..... 8th..... 9th..... 10th.....
 Winner's Time..... Speed..... mph
 Fastest Lap: Car No. Time..... Speed..... mph



Townsend Thoresen Formula Ford 1600 Championship

EUROPE'S LARGEST PRIVATE ENTERPRISE car ferry company, Townsend Thoresen, are also amongst the staunchest supporters of Formula Ford 1600 with nine years of unbroken sponsorship.

The Townsend Thoresen series has been a nationwide Championship since 1975 and prior to that, was based at Brands Hatch.

Over this time, the Championship has grown in stature and, in recent years, has attracted all the top contenders in this most competitive form of single-seater motor racing.

Points are awarded on a 20-15-12-10-8-6-4-3-2-1 basis plus an extra two points for the competitor(s) setting fastest lap(s). Each driver's best 12 scores from the 14 races will count.

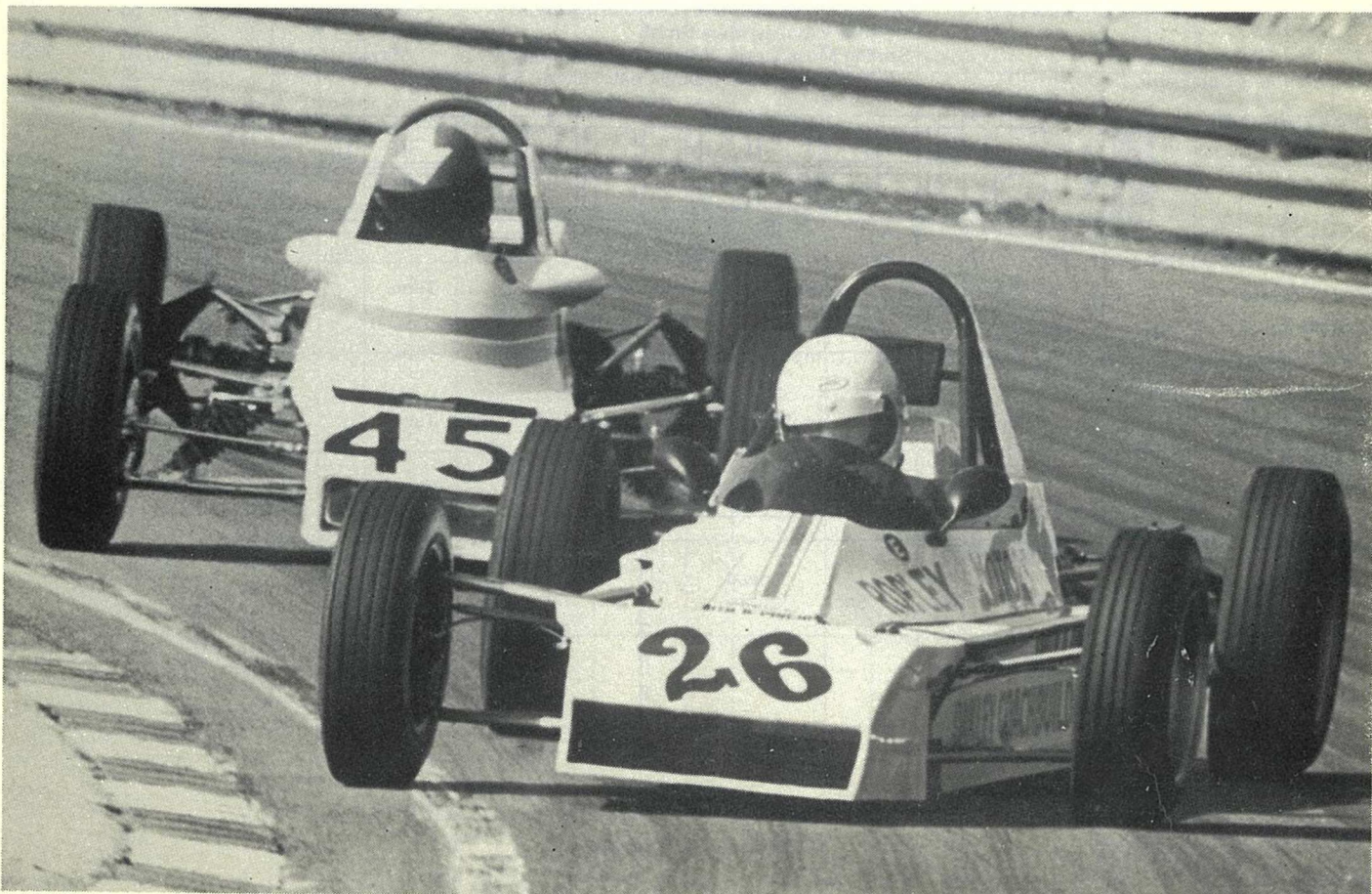
Future rounds: Brands Hatch, June 29; Mallory Park, July 27; Snetterton, August 10; Mallory Park, August 25; Oulton Park, September 6; Snetterton, September 14; Brands Hatch, October 5; Brands Hatch, October 19.

Past Winners:

1970 Bob Evans	1975 Tiff Needell
1971 Tony Brise	1976 David Kennedy
1972 Bob Arnott	1977 Chico Serra
1973 Frank Hopper	1978 Kenny Acheson
1974 Roy Klomfass	1979 Terry Gray

Points Position after sixth round at Snetterton on June 8:

1	Roberto Moreno	110 pts	15	Guy Dormehl	6 pts
2	Raul Boesel	78 pts		Lou Schollum	6 pts
3	Rick Morris	48 pts		Ashley Ward	6 pts
4	Jonathan Palmer	45 pts	18	Alfonso Toledano	4 pts
5	Peter Argetsinger	39 pts		Geoffrey Davies	4 pts
6	Robert Gibbs	28 pts	20	Robert Coates	3 pts
7	Julian Bailey	27 pts		Anthony Reid	3 pts
8	Ricardo Valerio	22 pts		Andy Ackerley	3 pts
9	Tommy Byrne	15 pts		Paul Gerrish	3 pts
10	Donald MacLeod	12 pts	24	Paul Dunnell	2 pts
11	Dave Scott	10 pts	25	Allen Revell	1 pt
12	Alan Goldsmith	9 pts		Dave Coyne	1 pt
13	John Davis	8 pts		Morris Dunne	1 pt
	Tom Brown	8 pts			



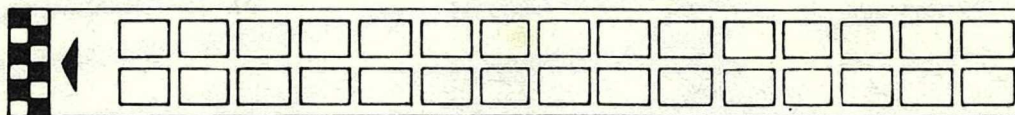
A leading Townsend Thoresen runner will be Rick Morris' Royale.

Photograph: Keith Randall

Willhire 24 Hour Race

No.	Team	Driver	Car(s)	cc
Class A: Over 2300cc				
1*	Quarters Racing	Joel Wykeham/Paul Baker/Nicholas Morgan	MGB GT V8	3529
2*	Libra Motive Morgan	Rob Wells/Charles Morgan/Norman Stechman	Morgan Plus 8	3528
3*	Morris Stapleton Motors - London's Morgan Agents	Bruce Stapleton/Bill Wykeham/Richard Down/John Spero	Morgan Plus 8	3528
4*	Team Narborough	Mick Daghish/Chris Conoley/Paul Leades	Ford Capri	2994
5*	Adam MacMillan Racing	Adam MacMillan/Tom Dodd Noble/Colin Davids/Roger Williams	BMW 3.0 Si	3000
6	Carrolls Transports	Mike Knight/David Piper/Tony Trimmer	Ford Capri	2994
8	Morgan Sports Car Club	Mary Lindsay/John Lindsay/Patrick Keen/John MacDonald/Peter Garland/Mike Duncan	Morgan Plus 8 (3)	3528
9	Industrial Control Services Limited/Carrolls Transport/Sports Car Breakers	Pete Hall/Phil Dowsett/Martin Carroll/Syd Fox/Hamish Irvine/Andrew Jeffrey	Opel Commodore GS/E (3)	2800
10	JJS Veneers	Gerry Marshall/Mark Thatcher/Eric Cook/Graham Scarborough/Trevor Scarborough	Ford Capri (3)	2994
11	SOS Talisman Co Ltd	Paul Everett/Sid Harrison/Jock Robertson/David Da Costa	Opel Commodore GS/E (2)	2800
Class B: 1601-2300cc				
21*	John Brundle (Motors) Ltd	John Brundle/Martin Brundle/Robin Brundle	Toyota Celica GT	1968
22*	Panther Car Company	Chris Meek/Peter Clark/Martin Birrane	Panther Lima	2279
23*	Julius Thurgood The Classic Car Hire Register	Julius Thurgood/Rae Davis/John Trevelyan/T.B.N.	MGB Roadster	1800
24	Napolina Alfa Romeo Dealer Team with CMC	Jon Dooley/John Myerscough/Rob Kirby/Derrick Brunt/Nigel Rosser/Peter Baldwin	Alfa Romeo Alfetta GTV (3)	1962
26	Dick Adams Racing with "Bomacote" and Hawain Tropic	Dick Adams/Dave Wilson/Graham Bolton/Duncan Kirk/Kerry Nash/Jim Wheals	Triumph TR7	1998
Class C: Up to 1600cc				
31*	Hinckley Mota-Care/Colt	Jeremy Shaw/Barrie Williams/John Cleland/Eddie Jordan	Colt Lancer	1597
32*	Equipe Esso	Ian Bax/John Wilmshurst/Bob Humphreys	BL Mini 1275 GT	1275
33*	Epstein Enterprizes Ltd	Russell Brookes/Peter Bryant	Talbot Sunbeam 1.6 Ti	1598
34*	Lucky Thirteen Racing Team	Ian Jacobs/Terry Stone/Terry Hird	MG Midget	1275
35*	The Lotus Eaters	John Ballentyne/Peter Garrod	Caterham Super 7	1600
36	CI Caravans/Tred-Rite Tyres	Roger Jones/Dave Salter/Tony Houben	Renault 5TS	1598
37	Silly Suds	Tim Abady/Bob Murray/Andrew Thorpe/Nick Baughin/Phil Clarke/David Grimshaw	Alfa Romeo Alfesud Ti (3)	1286
38	Wendy Wools (Carter & Parker Ltd)	Bill Hunt/Tom Shepard/Tony Dickinson/Andy Woolley/Mark Smith	Ginetta G15 (2)	998
7	Mayfair Magazine	Stirling Moss/Desiré Wilson/Tony Lanfranchi/Chuck Nicholson/Danny Chau/Juliette Slaughter	Mayfair VW Scirocco GLi (3)	1588

STARTING GRID



OVERALL RESULTS:	1st.....	2nd.....	3rd.....	4th.....	5th.....	6th.....
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph
CLASS A:	1st.....	2nd.....	3rd.....	4th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph
CLASS B:	1st.....	2nd.....	3rd.....	4th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph
CLASS C:	1st.....	2nd.....	3rd.....	4th.....		
Winner's Time.....	Speed.....	mph	Fastest Lap: Car No.....	Time.....	Speed.....	mph

Final Race Positions:

Car No.	Laps	Hr.	Time Min.	Sec.	Speed mph	Car No.	Laps	Hr.	Time Min.	Sec.	Speed mph
1	6	.....	.....	.....	.....	.....
2	7	.....	.....	.....	.....	.....
3	8	.....	.....	.....	.....	.....
4	8	.....	.....	.....	.....	.....
5	9	.....	.....	.....	.....	.....
						10	.....	.....	.....	.....	.....

Class Positions:

Over 2300cc:	1st.....	Laps.....	Time.....	Speed.....	2nd.....	3rd.....	4th.....
1601-2300cc:	1st.....	Laps.....	Time.....	Speed.....	2nd.....	3rd.....	4th.....
Up to 1600cc:	1st.....	Laps.....	Time.....	Speed.....	2nd.....	3rd.....	4th.....
Commander's Cup:	1st.....	Laps.....	Time.....	Speed.....	2nd.....	3rd.....	4th.....

The Willhire 24 Hour Race

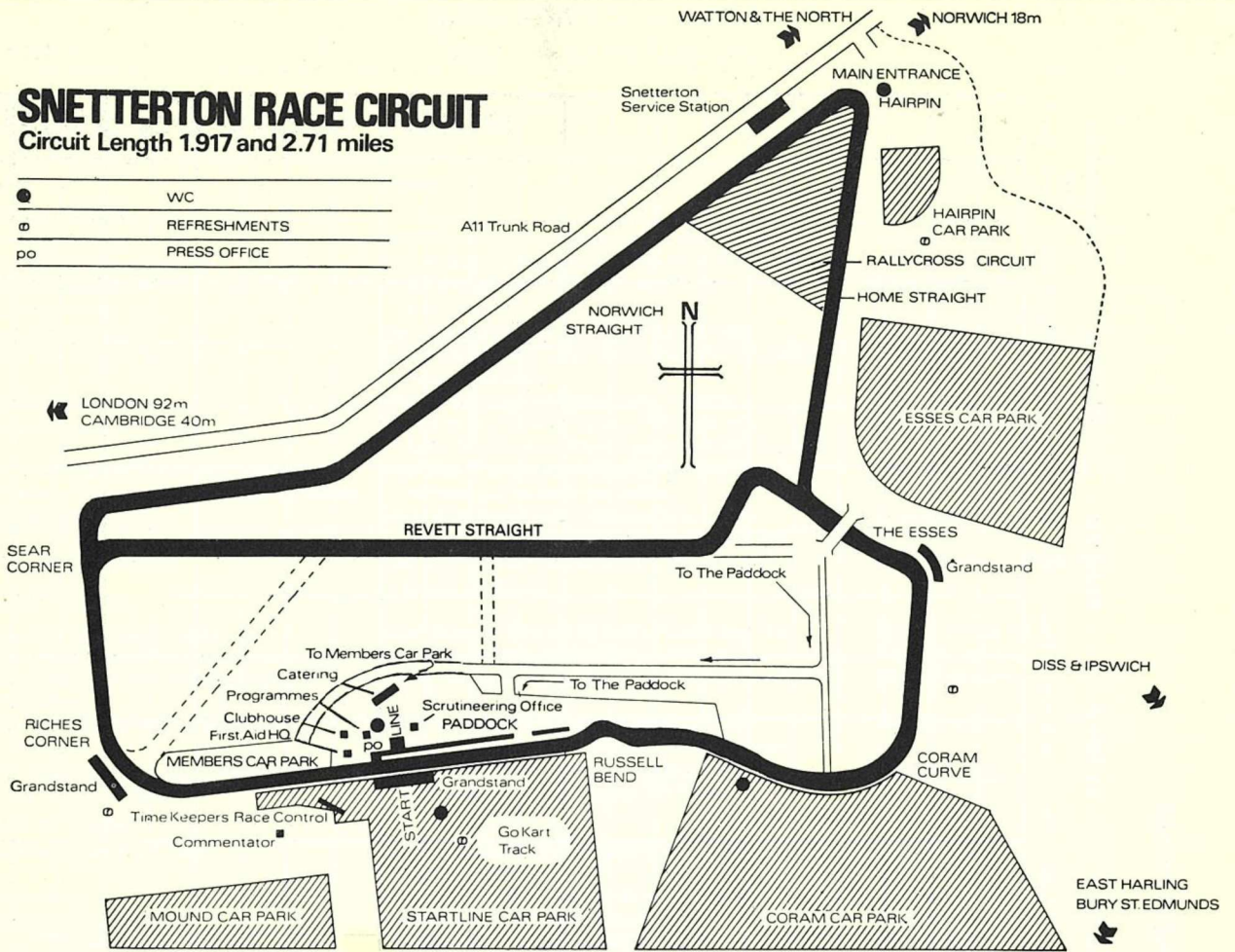
RACE LEADERS AT EACH HOUR

Hour	Time	FIRST		SECOND		THIRD		FOURTH		FIFTH		CLASS A			CLASS B			CLASS C			Commander's Cup			
		Car No.	Laps	Car No.	Laps	Car No.	Laps	Car No.	Laps	Car No.	Laps	Car 1	Car 2	Car 3	Car 1	Car 2	Car 3	Car 1	Car 2	Car 3	Car 1	Car 2	Car 3	
1	5 pm																							
2	6 pm																							
3	7 pm																							
4	8 pm																							
5	9 pm																							
6	10 pm																							
7	11 pm																							
8	Midnight																							
9	1 am																							
10	2 am																							
11	3 am																							
12	4 am																							
13	5 am																							
14	6 am																							
15	7 am																							
16	8 am																							
17	9 am																							
18	10 am																							
19	11 am																							
20	12 noon																							
21	1 pm																							
22	2 pm																							
23	3 pm																							
24	4 pm																							

SNETTERTON RACE CIRCUIT

Circuit Length 1.917 and 2.71 miles

- WC
- REFRESHMENTS
- po PRESS OFFICE



Lap Speed Table

Snetterton Lap Speed Table: 1 Lap = 1.917 miles

Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph	Time ms	Speed mph
1.112	96.93	1.170	89.63	1.228	83.35	1.286	77.89	1.444	73.11				
1.113	96.79	1.171	89.51	1.229	83.25	1.287	77.80	1.345	73.03				
1.114	96.66	1.172	89.39	1.230	83.15	1.288	77.72	1.346	72.95				
1.115	96.52	1.173	89.28	1.231	83.05	1.289	77.63	1.347	72.87				
1.116	96.39	1.174	89.16	1.232	82.95	1.290	77.54	1.348	72.80				
1.117	96.25	1.175	89.05	1.233	82.85	1.291	77.45	1.349	72.72				
1.118	96.12	1.176	88.93	1.234	82.75	1.292	77.37	1.350	72.64				
1.119	95.98	1.177	88.82	1.235	82.65	1.293	77.28	1.351	72.57				
1.120	95.85	1.178	88.70	1.236	82.55	1.294	77.19	1.352	72.49				
1.121	95.72	1.179	88.59	1.237	82.45	1.295	77.11	1.353	72.42				
1.122	95.58	1.180	88.48	1.238	82.35	1.296	77.02	1.354	72.34				
1.123	95.45	1.181	88.36	1.239	82.25	1.297	76.94	1.355	72.26				
1.124	95.32	1.182	88.25	1.240	82.16	1.298	76.85	1.356	72.19				
1.125	95.19	1.183	88.14	1.241	82.06	1.299	76.77	1.357	72.11				
1.126	95.06	1.184	88.03	1.242	81.96	1.300	76.68	1.358	72.04				
1.127	94.93	1.185	87.91	1.243	81.86	1.301	76.59	1.359	71.96				
1.128	94.80	1.186	87.80	1.244	81.77	1.302	76.51	1.360	71.89				
1.129	94.67	1.187	87.69	1.245	81.67	1.303	76.43	1.361	71.81				
1.130	94.54	1.188	87.58	1.246	81.57	1.304	76.34	1.362	71.74				
1.131	94.41	1.189	87.47	1.247	81.48	1.305	76.26	1.363	71.66				
1.132	94.28	1.190	87.36	1.248	81.38	1.306	76.17	1.364	71.59				
1.133	94.15	1.191	87.25	1.249	81.29	1.307	76.09	1.365	71.52				
1.134	94.02	1.192	87.14	1.250	81.19	1.308	76.00	1.366	71.44				
1.135	93.89	1.193	87.03	1.251	81.10	1.309	75.92	1.367	71.37				
1.136	93.77	1.194	86.92	1.252	81.00	1.310	75.84	1.368	71.29				
1.137	93.64	1.195	86.81	1.253	80.91	1.311	75.75	1.369	71.22				
1.138	93.51	1.196	86.70	1.254	80.81	1.312	75.67	1.370	71.15				
1.139	93.39	1.197	86.59	1.255	80.72	1.313	75.59	1.371	71.07				
1.140	93.26	1.198	86.48	1.256	80.62	1.314	75.51	1.372	71.00				
1.141	93.13	1.199	86.37	1.257	80.53	1.315	75.42	1.373	70.93				
1.142	93.01	1.200	86.27	1.258	80.43	1.316	75.34	1.374	70.85				
1.143	92.88	1.201	86.16	1.259	80.34	1.317	75.26	1.375	70.78				
1.144	92.76	1.202	86.05	1.260	80.25	1.318	75.18	1.376	70.71				
1.145	92.63	1.203	85.94	1.261	80.15	1.319	75.09	1.377	70.64				
1.146	92.51	1.204	85.84	1.262	80.06	1.320	75.01	1.378	70.56				
1.147	92.39	1.205	85.73	1.263	79.97	1.321	74.93	1.379	70.49				
1.148	92.26	1.206	85.62	1.264	79.88	1.322	74.85	1.380	70.42				
1.149	92.14	1.207	85.52	1.265	79.78	1.323	74.77	1.381	70.35				
1.150	92.02	1.208	85.41	1.266	79.69	1.324	74.69	1.382	70.28				
1.151	91.89	1.209	85.31	1.267	79.60	1.325	74.61	1.383	70.21				
1.152	91.77	1.210	85.20	1.268	79.51	1.326	74.53	1.384	70.13				
1.153	91.65	1.211	85.09	1.269	79.42	1.327	74.45	1.385	70.06				
1.154	91.53	1.212	84.99	1.270	79.32	1.328	74.37	1.386	69.99				
1.155	91.41	1.213	84.89	1.271	79.23	1.329	74.29	1.387	69.92				
1.156	91.29	1.214	84.78	1.272	79.14	1.330	74.21	1.388	69.85				
1.157	91.17	1.215	84.68	1.273	79.05	1.331	74.13	1.389	69.78				
1.158	91.04	1.216	84.57	1.274	78.96	1.332	74.05	1.390	69.71				
1.159	90.92	1.217	84.47	1.275	78.87	1.333	73.97	1.391	69.64				
1.160	90.81	1.218	84.37	1.276	78.78	1.334	73.89	1.392	69.57				
1.161	90.69	1.219	84.26	1.277	78.69	1.335	73.81	1.393	69.50				
1.162	90.57	1.220	84.16	1.278	78.60	1.336	73.73	1.394	69.43				
1.163	90.45	1.221	84.06	1.279	78.51	1.337	73.65	1.395	69.36				
1.164	90.33	1.222	83.96	1.280	78.42	1.338	73.57	1.396	69.29				
1.165	90.21	1.223	83.85	1.281	78.33	1.339	73.50	1.397	69.22				
1.166	90.09	1.224	83.75	1.282	78.24	1.340	73.42	1.398	69.15				
1.167	89.98	1.225	83.65	1.283	78.16	1.341	73.34	1.399	69.08				
1.168	89.86	1.226	83.55	1.284	78.07	1.342	73.26						
1.169	89.74	1.227	83.45	1.285	77.98	1.343	73.18						

Conditions of Admission

MOTOR RACING IS DANGEROUS and spectators attending this track do so entirely at their own risk. "It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders". The promoters reserve the right without notice to make any alteration to the race programme.

Postponement of the Meeting

The Organisers reserve the right to postpone or cancel the meeting.

For the Attention of Spectators

DOGS are NOT permitted within the area of Snetterton Circuit.

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

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

**AFTER THE MEETING NO TRAFFIC IS PERMITTED ON THE CIRCUIT WITHOUT SPECIFIC PERMISSION OF THE CLERK-OF-THE-COURSE OR TRACK MANAGER.
ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION**

Flag Signals

Union Jack

Traditionally, this is used to start all races in the United Kingdom. It is normal procedure overseas to use the national flag of the country concerned. However, it is now more common to use red and green "traffic lights" as for today's races.

Yellow Flag

Shown to signify danger. Drivers seeing a yellow flag must slow down and be prepared to stop if necessary. No overtaking allowed. When waved, signifies even greater danger.

Yellow and Red Flag

Oil on the course warning is given by a yellow and red flag held stationary. Should the oil slick appear particularly hazardous the flag will be waved.

Green Flag

Danger area passed, overtaking permitted.

Black Flag

A black flag, accompanied by the competition number of the car concerned, is an order for the driver to slow and call at his pit at the end of the lap.

Black Flag with Orange Spot

This indicates to the driver whose number is shown with the Flag that there is a mechanical defect with his car. He must stop at his pit.

Black and White Diagonal Flag

Displayed with a car's number, warns the driver that his behaviour is suspect and he may be black-flagged on further reports.

Blue Flag

A blue flag held stationary warns a driver he is being followed closely. Waved, it means the driver behind is trying to overtake.

White Flag

When a white flag is shown, it appears simultaneously at various points around the circuit to signify that a service vehicle (e.g., an ambulance) is actually on the course.

Red Flag

Like the black flag, the red can only be used under the instructions of the Clerk of the Course. It is an instruction to all drivers to stop immediately.

Crossed Yellow and Yellow/Reg Flags

Shown at all posts to indicate that the race has been stopped.

Chequered Flag

The black and white chequered flag signifies the end of a race. It is brought down as the winning car crosses the finishing line.

This meeting is promoted by:

MOTOR CIRCUIT DEVELOPMENTS LTD.

For SNETTERTON CIRCUIT LTD.

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