## Championship Car Races

## Organised by the BRSCC for Snetterton Circuit Ltd.



| Date | Event | Organiser Races |  | Charges |
| :---: | :---: | :---: | :---: | :---: |
| 2 May | Clubman's Motor Cycle Races | Southern 67 | All Classes | 7/6A, CF, Rovers |
| 3 MAY | WORLD CHAMPIONSHIP QUALIFIER STOCK CAR RACES | PROMOTASPORT | STOCK CARS | 10/-A, 4/-C |
| Э May | Clubman's Motor Cycle Races | BFRC | All Classes | 7/6A, CF, Rovers |
| 17 May | Clubman's Car Races | Romford ECC | FL, FF, T, PS, C | 10/-A, 4/-C, 4/-P, SF |
| 24 May | Motor Cycle Races | Snett. Comb. | All Classes | 10/-A, 4/-C, 4/-P, SF |
| 25 May | Championship Car Races | BRSCC | FL, FF, FI00, ${ }^{\text {T }}$ | 10/-A, 6/-C, 6/-P, SF |
| 31 May | Clubman's Car Races | TEAC | FL, FF, FIOO, T, PS, | , 10/-A, 4/-C, 4/-P, SF |
| 7 June | Clubman's Car Races | Cheshunt MC | FL, FF, T, PS, C | 10/-A, 4/-C, 4/-P, SF |
| 14 June | Clubman's Motor Cycle Races | Racing 50 | All Classes | 7/6A, CF, Rovers |
| 21 June | Clubman's Car Races | West Essex CC | $\begin{aligned} & \text { FL, FF, FI F } 100, \mathrm{~T}, \\ & \hline \text {, } \end{aligned}$ | 10/-A, 4/-C, 4/-P, SF |
| 28 June | Championship Car Races | BRSCC | $\begin{aligned} & \text { FL, FF, F100, T, } \\ & \text { PS } \end{aligned}$ | 10/-A, 6/-C, 6/-P, SF |
| 5 July | Stock Car Races | Promotasport | Stock Cars and Hot Rods | 10/-A, 4/-C |
| 12 July | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rovers |
| 18 July | Clubman's Motor Cycle Races | Midlands MRC | All Classes | 7/6A, CF, Rovers |
| 19 July | Clubman's Motor Cycle Races | Newmarket MC | All Classes | 7/6A, CF, Rovers |
| 26 July | Championship Car Races | BRSCC | FL, FF, T, GT, C | 10/-A, 6/-C, 6/-P, SF |
| 2 Aug. | Stock Car Races | Promotasport | Stock Cars and Hot Rods | 10/-A, 4/-C |
| 9 Aug. | Championship Car Races | West Essex CC | $\mathrm{C}_{\mathrm{FL}, \mathrm{FF}, \mathrm{FIOO}, \mathrm{~T}}$ | 10/-A, 6/-C, 6/-P, SF |
| 23 Aug. | Clubman's Car Races | Romford ECC | FL, FF, T, PS, GT | 10/-A, 4/-C, 4/-P, SF |
| 30 AUG. | CARRERAS RACE OF ACES INTERNATIONAL MOTOR CYCLE MEETING | SNETT. COMB. | ALL CLASSES | $10 /-\mathrm{A}, 4 /-\mathrm{C}, 6 /-\mathrm{S},$ |
| 31 AUG. | GUARDS SNETTERTON 5000 NATIONAL CAR RACES | BARC | $\begin{aligned} & \text { F5000, } \mathrm{F} 100, \mathrm{~T}, \end{aligned}$ | $\begin{aligned} & 16 /-\mathrm{A}, 6 /-\mathrm{C}, 10 /-\mathrm{S}, \\ & 10 /-\mathrm{P} \end{aligned}$ |
| 5 Sept. | 9-Hour Kart Race | Bath KC | Karts | 5/-A, CF, Rovers |
| 6 Sept. | Clubman's Motor Cycle Races | Bantam MCC | All Classes | 7/6A, CF, Rovers |
| 13 Sept. | Clubman's Motor Cycle Races | Newmarket DMC | All Classes | 7/6A. CF, Rovers |
| 20 Sept. | Scott-Brown 3-Hour Sports Car Race | BRSCC | FL, FF, T, PS | $\begin{aligned} & 10 /-\mathrm{A}, 4 /-\mathrm{C}, 10 /-\mathrm{S}, \\ & 10 /-\mathrm{P} \end{aligned}$ |
| 27 Sept. | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rovers |
|  | Clubman's Motor Cycle Races | Bantam MCC | All Classes | 716A, CF, Rovers |
| II Oct. | Championship Car Races | BRSCC | ${ }^{\mathrm{F}} \text { PS } \mathrm{PF}, \mathrm{FI} 00, \mathrm{~T},$ | 10/-A, 6/-C, 6/-P, SF |
| $180 \mathrm{ct}$. | Clubman's Motor Cycle Races | Snett. Comb. | All Classes | 7/6A, CF, Rovers |
| 25 Oct. | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rovers |
| I Nov. | Motor Cars Slalom | CUAC | T, GT, S | 5/-A, CF, Rovers |

## KEY

Races: FI-Formula One. F5000-Formula 5000. FL-Formule Libre. F3-Formula 3. F4-Formula 4. FV-Formula V. FF-Formula Ford. Hist.-Historic Racing Cars. S6-Group 6 Sports Prototype. S5, $6-2 L$-Group 4 Sports Cars up to 2 litres. GT-Special Grand Touring. F100-Formula F100 Sports Cars. PS-Production Sports.
C-Clubman's Sports. T2-Group 2 Saloon. T-Saloon Cars (Club-Type). 750 - 750 Formula. Mono.-MonoCosto Formula. 1200-Formula 1200 .
Charges: A-Adults. C-Children. CF-Children Free. S-Covered Stands. OS-Open Seats or Stands.
SF-Stands Free. P-Paddock. SP-Stands and Paddock combined. ROVERS-Stands and Paddock Free.
ALL NORMAL PARKING FREE


## BRSCC CHAMPIONSHIP CAR RACES

The meeting is held under the General Competition Rules of the Royal Automobile Club the Standing Supplementary Regulations of the R.A.C. and the additional Supplementary Regulations and instructions issued by the British Racing and Sports Car Club.
Organised by the B.R.S.C.C.
for Snetterton Circuit Ltd.

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## 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 al liability arising out of accidents causing damage or personal injury to spectators or ticke holders".

## 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, unless kept on leads. Prohibited area notices.-The public are not permitted in the areas where these Notice 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 ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION

## Flag Signals

| UNION JACK |  | Start. |
| :---: | :---: | :---: |
| RED |  | Stop immediately. |
| YELLOW (Waved) | . | Great danger; prepare to stop; no overtaking. |
| YELLOW (Motionless) |  | Take care; danger. |
| BLUE (Waved) . . |  | Another competitor is trying to overtake. |
| BLUE (Motionless) |  | Another competitor is following you closely. |
| YELLOW (With Vertical | Red Stripes) | Oil on the Course. |
| WHITE | . . . . | An ambulance or service car on the circuit. |
| GREEN |  | Course restored to position when race started. |
| BLACK (With Number) |  | Car with that number must stop at pits. |
| BLACK and WHITE C | HEQUERED | Signa! for End of Race. |

## Acknowledgements

All those whe are on duty as Marshals at this meeting.
The British Red Cross
This meeting is promoted by:
MOTOR CIRCUIT DEVELOPMENTS LTD.
Managing Director: John Webb
For SNETTERTON CIRCUIT LTD
General Manager: C. J. D. Lowe Circuit Manager: B. Feltham
Snetterton Circuit Ltd., Snetterton,
Norwich, Norfolk, NOR 10X

## Officials of the Meeting

TTEWARDS:
E. Harris

For the B.R. \& S.C.C
D. Wilkinson
L. Taylor
R. G. Playford

JUDGES:
Major J. Law
B. L. Mitcham

CLERK OF THE COURSE
Cmdr. P. E. Heseltine
ASST. CLERK OF THE COURSE:
P. Lacey

CHIEF MARSHAL:
J. Sellers

ASST. CHIEF MARSHAL
. Binning
CHIEF PADDOCK MARSHAL:
R. R. Rayner

CHIEF START LINE MARSHAL:
H. L. Driver

SECRETARY OF THE MEETING:
Miss M. Powney
RACE CONTROL:
Mrs. R. R. Rayner
Mrs. C. Snare
Mrs. J. Clifford
Miss A. Clifford
Miss S. Cohen
COURSE TELEPHONES:
Mr. and Mrs. D. Barnard
PADDOCK OFFICE:
G. M. Bridge
G. T. Orbell
C. Peschiera

## STARTER:

A. G. C. Tompkins

INCIDENT OFFICER
R. Snare

## SPECIAL RESCUE:

Henlys (lpswich) Ltd.
COMMENTATORS
W. Barlow
P. Wren

SCRUTINEERS
H. L. Rilett
H. L. Rilett
D. F. D. Smith
D. F. D. Smith
J. Atkinson
J. Atkinson

## TIMEKEEPERS:

F. A. Lowe
E. B. Colman
J. Harvey
H. Clenshaw
C. C. Cann
A. Lee

RACE RECORDER:
Mrs. F. A. Lowe

## MEDICAL OFFICERS

Doctors from the
Norfolk \& Norwich Hospita
MEDICAL SERVICES:
British Red Cross Society

## BREAKDOWNS:

Smiths of Attleborough
Southolm Motors Ltd.
MARSHALS:
Members of the B.R. \& S.C.C., B.M.R.M.C. and S.M.R.C.
PRESS OFFICER:
A. Henry

## Programme of Events and Awards

EVENT I. FORMULA FORD RACE

For Formula Ford Single-Seater Racing Cars.

LAPS

To the drivers of cars finishing Ist, 2nd and 3rd-a trophy
EVENT 2. S.K.F. CHAMPIONSHIP RACE
or Grand Touring Cars
In each Class: Ist- $£ 12$; 2nd- $£ 9$; 3rd- $£ 6$.
EVENT 3. B.O.C. CHAMPIONSHIP RACE
For Formule Libre Single-Seater Racing Cars
Ist- $£ 36$; 2nd- $£ 24$; 3 rd- $£ 16$; 4th- $£ 12$; 5 th- $£ 8 ; 6$ th- $£ 4$
EVENT 4. S.T.P. CHAMPIONSHIP RACE .. .. .. .. For Modified Sports Cars.
In each Class: Ist- $£ 12$; 2nd- $£ 9$; 3rd- $£ 6$
EVENT 5. SALOON CAR RACE
To the drivers of cars finishing Ist, 2nd and 3rd in each class-
10

## Formula Ford Race

For Formula Ford Single-Seater Racing Cars



## RESULTS:




The Ford GT40 earned Ford the world manufacturers' championship in 1966 and 1968, and though it has now been 'retired' from works-backed participation there is a privately-owned example in today's SKF Grand Touring Car Championship round.

## Three championship rounds add spice to a programme with variety

With the motor racing season now getting into its stride today's meeting includes three championship rounds that promise to provide some keenlyfought contests.

But the opening event is for those ever-popular Formula Ford singleseaters, driven by young men with the ambition to make their way in the sport. Since this is his home ground, it is hardly surprising to see seven entries from the Jim Russell Racing Drivers School, and we can expect Jim's pupils to put up a good show on the circuit where the lessons take place.
After many years of sponsoring leading motor racing teams, Shell is now supporting the Jim Russell School, which offers aspiring drivers a full course of lessons to bring them up to race-track standard. Says Mr. Walter Wilson, manager of Shell Retail Division: "Young men used to have to make a big investment often to find out that they weren't really cut out to be racing drivers. They might spend a lot of money on a car and be disillusioned after their first race. Nowadays, the beginner simply has a trial at a school such as Jim Russell's. If the driver has potential, he
is invited to sign on for a full course of lessons."
During 1970, Shell is trying particularly to influence the type of keen amateur driver who might enlist at a racing school.

The entry list for the Formula Ford race is impressively long, with Lotus and Merlyns dominating the field but several other marques are also represented. A good dice is in prospect.

Next comes the SKF race, which is the fifth round of the SKF Grand Touring Car Championship, and which brings together most of the leading contenders, including Mike Gribben with his Chevron B8, Beric Ewin (WRA GT) and Brian Martin (Martin GT). And there's also John Jordan with a Ford GT40, which may these days be an outdated car but is always a fine sight in action.

Number three on the programme is the longest event of the afternoon, a 15-lap race which is the fourth round of the BOC Formule Libre Championship. The entry list has a few names new to the championship, but perhaps one of the most interesting is the 4.7 litre Conchord-Ford which Bob Waters is down to drive; this is a car which made a few appearances last season in Formula 5000, and though it wasn't very


Merlyn and Lola battle it out in a Formula Ford race. Though powered by only a Cortina GT engine, these cars are very rapid.


Brian Spicer, seen here driving his Jaguar ' $E$ ' Type at a Snetterton meeting in March, is entered for today's STP Championship race.
successful then it could put up a good show today. But Steve Thompson must be the favourite with his rapid and reliable Lola-Ford T60.

There is another championship round to follow-the fourth round of the STP Modified Sports Car Championship, sponsored by the British branch of STP, the American motor lubricant company who entered the car which won last year's Indianapolis '500' and which is backing the works-entered Marches in Grand Prix racing this season.

There is a good turnout for this race, in which a number of drivers will be fighting for a points lead in this 19 -round series. The entries include Rod Longton, a doctor from Epping, Essex, who is going extremely well with his TVR Tuscan, Ted Worswick with his 'E' Type Jaguar, John Northcroft who won his class at Oulton Park on March 27, Andrew Chatburn and Pat Bryant with their 'Spridgets', and Shaun Jackson who drove well here in an AC Cobra in mid-March.

To round off the afternoon's racing, there is another 10-lapper for Saloons, with an entry that represents the whole gamut of saloon racingfrom a 6.2 litre Capri and a 4.7 litre Ford Mustang down a to lusty gaggle of 848 cc Minis.

There's plenty of variety all the way through this afternoon's programme. Let's hope it keeps fine for it.

EVENT 2
Start: 15.15 Hours
10 Laps

## S.K.F. Championship Race

## For Grand Touring Car

A qualifying round for the 1970 S.K.F. Grand Touring Car Championship


OVERALL RESULTS:
Ist....... 1050201594

Class D-Up to 1150 c.c
Il5 Roy Cottrill 1098

Winner's Speed.
m.p.h. at


[^0]

Fastest Lap: Car No............... at..............m.p.h.

## Class C-1151 c.c. to 1600 c.c. <br> Ist 100 2nd...109 3rd...108 4th <br> Winner's Speed... <br> $\qquad$ .....p.h.

Fastest Lap: Car No................. at...............m.p.h.

## S.K.F. <br> Grand Touring Car Championship

Skefco Ball Bearing Co. Ltd., of Luton, are sponsoring a championship for Grand Touring cars at six circuits in 1970. The overall winner receives $£ 100$ plus a trophy which is being specially designed in Sweden. The winners of the other three classes get $£ 50$ each.

The S.K.F. Grand Touring Car Championship comprises 21 rounds at six circuits on the following dates: Snetterton: April 26; Brands Hatch: March 30, June 7, July 5, August 2 following dates: Snetterton: April 26; Brands Hatch: March 30, June 7, July 5, August 2 and September 27; Castle Combe: May 9; Mallory Park: April 19, May 25, June 28 and SepSeptember 19 and October 17. Points are allocated to the drivers on the basis of 12 points for a class win, 9 points for second in class and 6 points for third and prize money is paid at the rate of $f 1$ per point. A competitor's best 15 results count towards the championship.

Points Position


1601-2500 c.c.
I. Brian Martin
2. Allen Gibson
3. George Pitt.

## EVENT 3

## B.O.C. Championship Race

For Single-Seater Racing Cars of unlimited engine capacity A qualifying round for the 1970 B.O.C. Formula Libre Championship


## RESULTS:

Overall:
lIst
and $\qquad$ ard

4th 2
Eth 6th
Winner's Speed q9//m. Fastest Lap: Car No. $\qquad$ ..at

## B.O.C. Formula Litre Championship

The British Oxygen Company are sponsoring a major championship for Formula Libra cars covering six circuits during the 1970 season. The winner receives $£ 150$, with $£ 75$ for the runner-up and $f 50$ for third

The B.O.C. Formule Litre Championship comprises 22 rounds at six circuits on the following dates: Snetterton: April 26, July 26, August 9 and September 20; Brands Hatch: May 24, June 7 and November 15; Castle Combe: July 25 and August 31; Mallory Park: March 8, March 30, June 28, September 13, September 27, October 18 and December 27; Mondello Park: August 3; Oulton Park: April 18, July 4, August 29 and September 26. Points are allocated to the drivers on the basis of 9-6-4-3-2-I for the first six places and prize money is paid at the rate of $£ 4$ per point. A competitor's best 14 performances count towards the championship.

Points Position

1. Tony Dean .. .. .. .. .. .. .. .. 18 pts.
2. Steve Thompson
3. Kyd Williams
4. Rod Pickering
5. Allen Gibson
6. Peter Lawson
7. Barrie Maskell

$$
\begin{gathered}
18 \text { pts. } \\
10 \text { ", } \\
\hline
\end{gathered}
$$

## S.T.P. <br> Modified Sports Car Championship

The S.T.P. Modified Sports Car Championship comprises 20 rounds at six circuits on the following dates: Snetterton: April 26, August 9 and September 20; Brands Hatch: March 8, july 5, August 16, September 27 and November 29; Castle Combe: July 25 and August 31; Mallory Park: March 30, May 3, May 25, June 28 and September 13; Mondello Park: May 10; Oulton Park; March 14, March 27, June 6 and October 17. Points are allocated to the drivers on the basis of 12 points for a class win, 9 points for second in class and 6 points for third and prize money is paid at the rate of $£ \mid$ per point. A competitor's best 15 results count towards the championship.
Points Position

. Andrew Chat
200I-3000 c.c.

1. Rod Langton
2. John Chatham
3. Bill Viney

1151-2000 c.c.
. Jon Fletcher
2 pts.
. M. Cuthbert
Over 3000 c.c.
$\begin{array}{lll}\text {.. } & . & 18 \text { pts. } \\ . & . & 12\end{array}$
2. Alan Minshaw

Richard Taft

The British Branch of S.T.P., the American motor lubricant company who entered the car which won the 1969 Indianapolis 500 and sponsor the March Formula I team, are sponsoring which won the 1969 Indianapolis 500 and sponsor the March Formula I team, are sponsoring $£ 100$, with the winners in the other three classes getting $£ 50$ each.

## S.T.P. Championship Race

For Modified Sports Cars

A qualifying round for the 1970 S.T.P. Modified Sports Car Championship

|  | Entrant and Driver | Car | c.c. |
| :---: | :---: | :---: | :---: |
| Class A-Over 3000 c.c. |  |  |  |
| 151 | Bill Harding (Dvr.: Shaun Jackson) | AC Cobra | 4727 |
| 152 | R. T. Taft | AC Cobra | 4727 |
| 153 | International Set Travels (Dvr.: Malcolm Sears) | Sunbeam Tiger | 4727 |
| 055 | Ted Worswick | Jaguar 'E' Type | 3781 |
| 0156 | Glenn Del Medico | Jaguar 'E' Type | 3781 |
| 157 | Brian Spicer | Jaguar 'E' Type | 3781 |
| Class B-2001 c.c. to 3000 c.c. |  |  |  |
|  | Lockhart Sports Cars (Dvr.: Rod Longton) | TVR Tuscan | 2994 |
| 162 | Steve States .. .. .. .. | Austin Healey 3000 | 2975 |
| 164 | W. F. Viney | Austin Healey 3000 | 2912 |
| Class C-I151 c.c. to 2000 c.c. |  |  |  |
| 0166 | Croydon Centre Garage/S.A.H. (Dvr.: Rob Cox) | Triumph GT6 | 1998 |
| 0168 | David James | Marcos GT.. | 1988 |
| 169 | John Northcroft | Marcos GT . | 1960 |
| 171 | Opposite Lock Club (Birmingham) |  |  |
| 173 |  | Lotus Elan MGB | 1880 1798 |
| 174 | Norman Cuthbert | Lotus Elan | 1598 |
| 175 | John Sabourin | Lotus Elan | 1594 |
| 176 | Carol Unwin.. | Austin Healey Sprite | 1340 |
| 177 | C.S.M.A. Racing Team (Dvr.: Keith Harris) | Austin Healey Sprite | 1311 |
| 178 | Andy Belcher.. .. .. .. .. | Austin Healey Sprite | 1293 |
| 179 | Charles Ivey | MG Midget. | 1293 |
| 181 | Anthony Thorpe | Triumph Spitfire | 1240 |
| Class D-Up to II50 c.c. |  |  |  |
| 184 | Keith Billows | MG Midget. | 1147 |
| 186 | David Whelpton | Austin Healey Sprite | 位 |
| 188 | Richard Simms (Dvr.: Entrant or Duncan Longbottom) |  |  |
|  |  | MG Midget.. MG Midget. | 1143 <br> 1143 |
| 190 | Pat Bryant | MG Midget. | 1143 |
| 192 | Andrew Chatburn | Austin Healey Sprite | 1132 |
| 193 | John T. Vigors | Austin Healey Sprite | 1120 |
| 195 | David L. Cox | Austin Healey Sprite | 1115 |
| 196 | R. D. Sutherland | Ginetta G. 4 | 1098 |
| 197 | Charles Merriman | Austin Healey Sprite | 998 |


Class, A-Over 3000 c.c. $/ 5 \%$ 2nd. 5 th.............
Ist. 5 rd..



## Saloon Car Race

## No. Entrant and Driver

Car
c.c.

Class A-Over 1300 c.c.
64
201 Bill Cox
203 Bernard Mayes
0207 D E Coman
209 Michael Sales.
Ford Capri . .
Ford Mustang
Ford Anglia TC
Ford Escort TC
Ford Anglia TC .. .. 1598
ord Escort TC .. .. 1594

Class B-1001 c.c. to 1300 c.c.
O212 Hugh Wheldon ANDY. WitE.KDON
BLMC Mini Cooper 'S' BLMC Mini-Cooper 's'
BLMC Mini-Cooper ' $S$
BLMC Mini-Cooper ' $S$ '
BLMC Mini-Cooper 's' .. 1293
Cooper 'S'
214 Duncan Drye
ord Escort
217 British Vita Racing (Dvr.: Geoffrey Wood)
219 John Littler

Class C-85I c.c. to 1000 c.c.
222 W. T. I. Hunt (Dvr.: To be nominated)
8th 223 Anthony Le-May
y) 腥 224 R. G. Rayner
y- 225 Tony Jones
6th 226 John Thompson
6th 227 Michael Brandon
229 G. Raynes
231 J Tomlin
Class D-Up to 850 c.c.
232 Richard Maxwell
233 David Pryce
234 Norman Blowers
235 Graham Boulton
236 Michael Hipperson

BLMC Mini-Cooper 'S' . . 999
BLMC Mini-Cooper ' $S$ '
BLMC Mini-Cooper ' $s$ '
Ford Anglia
BLMC Mini-Cooper ' $s$ '
Hillman Imp
BLMC Mini-Cooper ' $S$ '

BLMC Mini.
BLMC Mini.
BLMC Mini.
BLMC Mini

## OVERALL RESULTS:


Winner's Speed.
2nd........ $2 / 6$
16
$\ldots$ 3rd..... 21

Class A-Over 1300 c.c
Ist203 2nd.20/3rd
m.p.h. Fastest Lap: Car No.
$\qquad$ 4th...... 203

Winner's Speed... $\qquad$
Class B-1001 c.c. to 1300 c.c.
Ist. $2 / \%$ 2nd. $2 / 6$ 3rd. $2 / 5$ 4th Winner's Speed. m.p.h. Fastest Lap: Car..... $\qquad$
Class C-85I c.c. to 1000 c.c.
Ist.22\% 2nd.25 3rd.223... 4th $\qquad$
Class D-Up to 850 c.c. h................. Winner's Speed... $\qquad$
 m.p.h.

4th
$\qquad$ 3rd............... 4th
Winner's Speed. $\qquad$ m.p.h.

## LAP RECORDS-CARS



## LAP SPEED TABLE

Snetterton 1 Lap- 2.71 Miles

| m.s. m.p.h. | m.s. m.p.h. | m.s. m.p.h. | m.s. m.p.h. | m.s. m.p.h. |
| :---: | :---: | :---: | :---: | :---: |
| $1.20 \cdot 0 . .121 .95$ | 1.30-0. . 108.40 | 1.40-0. $97 \cdot 56$ | 1.50-0..88-69 | 2.00-0. .81-30 |
| 2. . $121 \cdot 65$ | 2. . $108 \cdot 16$ | 2. . $97 \cdot 37$ | 2. . $88 \cdot 53$ | 2. . $81 \cdot 17$ |
| 4. . 121 - 34 | 4. . 107-92 | 4. . $97 \cdot 17$ | 4. .88.37 | 4. .81.03 |
| 6. . $121 \cdot 04$ | 6. . $107 \cdot 68$ | 6. . $96 \cdot 98$ | 6. .88.21 | 6. .80-90 |
| 8. . $120 \cdot 74$ | 8. . $107 \cdot 45$ | 8. . $96 \cdot 79$ | 8. . 88.05 | 8. . $80 \cdot 76$ |
| 1.21-0..120-44 | 1.31-0.. 107.21 | 1.41-0..96.59 | 1.51-0..87-89 | 2.01-0..80-63 |
| 2. . 120-15 | 2. . 106-97 | 2. . $96 \cdot 40$ | 2. .87-73 | 2. .80-50 |
| 4. . 119 - 85 | 4. . 106-74 | 4. .96.21 | 4. .87-58 | 4. . $80 \cdot 36$ |
| 6..119.56 | 6. . $106 \cdot 50$ | 6. $96 \cdot 02$ | 6..87-41 | 6. . $80 \cdot 23$ |
| 8. . 119-27 | 8. . $106 \cdot 28$ | 8. .95-84 | 8. . 87-26 | 8. . $80 \cdot 10$ |
| 1.22-0..118.98 | 1.32-0.. 106.04 | 1.42-0..95-65 | 1.52-0..87.11 | 2.02-0..79-97 |
| 2. . $118 \cdot 69$ | 2. . 105-81 | 2. . $95 \cdot 46$ | 2. .86-95 | 2. . $79 \cdot 84$ |
| 4. . 118.40 | 4. . $105 \cdot 58$ | 4. .95-27 | 4. . $86 \cdot 80$ | 4. .79.71 |
| 6. . 118.11 | 6. . $105 \cdot 36$ | 6. $95 \cdot 09$ | 6. $86 \cdot 64$ | 6. .79.58 |
| 8. . 1177 -83 | 8. . $105 \cdot 13$ | 8. . $94 \cdot 90$ | 8. . $86 \cdot 49$ | 8. . $79 \cdot 45$ |
| 1.23-0.. 117-54 | 1.33-0..104.90 | 1.43-0..94-72 | 1.53-0..86-34 | 2.03-0..79-32 |
| 2. . 117 - 26 | 2. . $104 \cdot 68$ | 2. $94 \cdot 54$ | 2. . $86 \cdot 18$ | 2. . $79 \cdot 19$ |
| 4. . 116.98 | 4. . $104 \cdot 45$ | 4. .94.35 | 4. .86-03 | 4. .79.06 |
| 6. . $116 \cdot 70$ | 6. . $104 \cdot 23$ | 6. $94 \cdot 17$ | 6. $85 \cdot 88$ | 6. .78-93 |
| 8. . $116 \cdot 42$ | 8. . $104 \cdot 00$ | 8. .93.99 | 8. . $85 \cdot 73$ | 8. .78-81 |
| 1.24-0.. $116 \cdot 14$ | 1.34.0. . $103 \cdot 79$ | 1.44-0..93.81 | 1.54.0..85-58 | 2.04-0..78-68 |
| 2. . $115 \cdot 87$ | 2. . 103.57 | 2. $93 \cdot 63$ | 2. . $85 \cdot 43$ | 2. . $78 \cdot 55$ |
| 4. . 115 -59 | 4. . 103.35 | 4. .93-45 | 4. . $85 \cdot 28$ | 4. .78-42 |
| 6. . $115 \cdot 32$ | 6. . $103 \cdot 13$ | 6. $93 \cdot 27$ | 6. $85 \cdot 13$ | 6. .78.30 |
| 8..115-05 | 8. . $102 \cdot 91$ | 8. . 93.09 | 8. .84.98 | 8. . $78 \cdot 17$ |
| 1.25-0.. $114 \cdot 78$ | 1.35-0. 102.70 | 1.45.0..92.91 | 1.55-0..84.84 | 2.05-0..78-05 |
| 2. . $114 \cdot 51$ | 2. . $102 \cdot 48$ | 2. .92.74 | 2. . $84 \cdot 69$ | 2. . $77 \cdot 92$ |
| 4. . 114 - 24 | 4. . $102 \cdot 26$ | 4. . $92 \cdot 56$ | 4. . $84 \cdot 54$ | 4. .77-80 |
| 6. . 113.97 | 6. . 102.05 | 6. $92 \cdot 39$ | 6. 84.39 | 6. .77-68 |
| 8. . 113.71 | 8. . 101.84 | 8. .92.21 | 8. $84 \cdot 25$ | 8. .77-55 |
| 1.26-0. . 113.44 | 1.36-0..101.63 | 1.46-0..92.04 | 1.56-0..84.10 | 2.06-0..77-43 |
| 2. . $113 \cdot 18$ | 2. . 101.41 | 2. . $91 \cdot 86$ | 2. . $83 \cdot 96$ | 2. . $77 \cdot 31$ |
| 4. . 112 . 92 | 4. . $101 \cdot 20$ | 4. .91. 69 | 4. $83 \cdot 81$ | 4. .77-18 |
| 6. . $112 \cdot 66$ | 6. . 100-99 | 6..91. 52 | 6. $83 \cdot 67$ | 6. .77-06 |
| 8. . 112-40 | 8. . 100-79 | 8. . $91 \cdot 35$ | 8. .83-53 | 8. .76.94 |
| 1.27-0. . $112 \cdot 14$ | 1.37-0..100.58 | 1.47-0..91-18 | 1.57-0..83-39 | 2.07-0..76-82 |
| 2. . 1111.88 | 2. . 100-37 | 2. 91.01 | 2. .83-24 | 2. . $76 \cdot 70$ |
| 4. . 1111.62 | 4. . $100 \cdot 16$ | 4. .90-84 | 4. . $83 \cdot 10$ | 4. .76-58 |
| 6. . 1111.37 | 6.. 99.96 | 6. .90.67 | $6 . .82 \cdot 96$ | 6. .76.46 |
| 8. . $1111 \cdot 12$ | 8.. 99.76 | 8. . $90 \cdot 50$ | 8. .82-82 | 8. .76-34 |
| 1.28-0. . $110 \cdot 86$ | 1.38-0.. 99.55 | 1.48-0..90-33 | 1.58-0..82-68 | 2.08-0..76-22 |
| 2..110.61 | 2. 99.35 | 2. $90 \cdot 17$ | 2. .82. 54 | 2. .76-10 |
| 4. . $110 \cdot 36$ | 4. . $99 \cdot 15$ | 4. .90.00 | 4. .82.40 | 4. .75.98 |
| 6..110.11 | 6.. 98.95 | 6. 89.83 | 6. $82 \cdot 26$ | 6. .75-86 |
| 8. . 109.86 | 8.. $98 \cdot 75$ | 8. 89.67 | 8. . $82 \cdot 12$ | 8. . $75 \cdot 75$ |
| 1.29-0. . 109.62 | 1.39.0.. 98.55 | 1.49-0..89.51 | 1.59-0..81.98 | 2.09-0..75-63 |
| 2. . $109 \cdot 37$ | 2. . $98 \cdot 35$ | 2. . $89 \cdot 34$ | 2. 81.85 | 2. $75 \cdot 51$ |
| 4. . $109 \cdot 13$ | 4.. $98 \cdot 15$ | 4. 89.18 | 4. $81 \cdot 71$ | 4. .75-39 |
| 6. . $108 \cdot 88$ | 6.. $97 \cdot 95$ | 6. $89 \cdot 02$ | $6 . .81 \cdot 57$ | 6. .75. 28 |
| 8. . $108 \cdot 64$ | 8. . $97 \cdot 76$ | 8. . $88 \cdot 85$ | 8. . $81 \cdot 44$ | 8. .75-16 |

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[^0]:    Class D-Up to 1150 c.c lst 127 2nd 20 nd

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