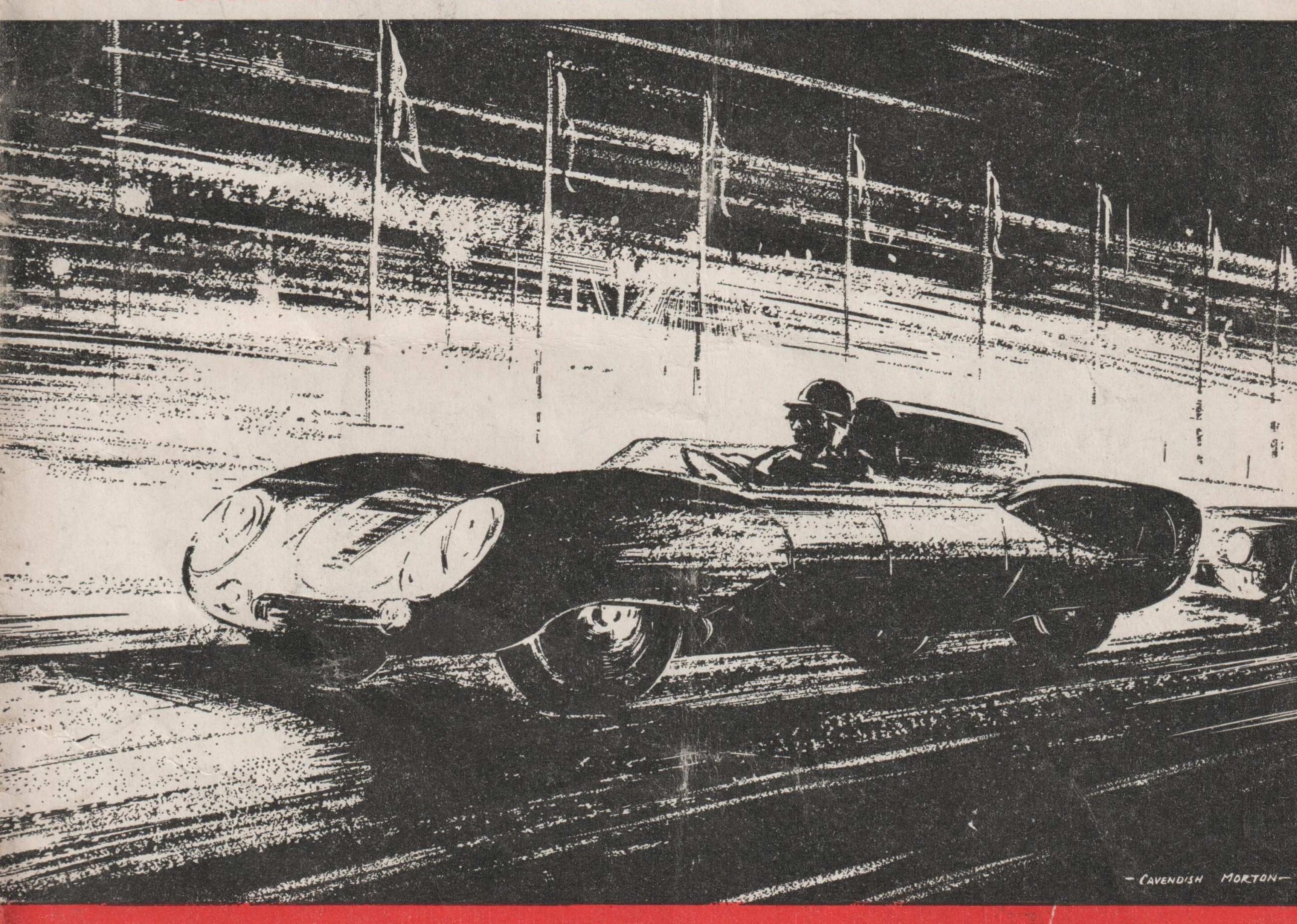
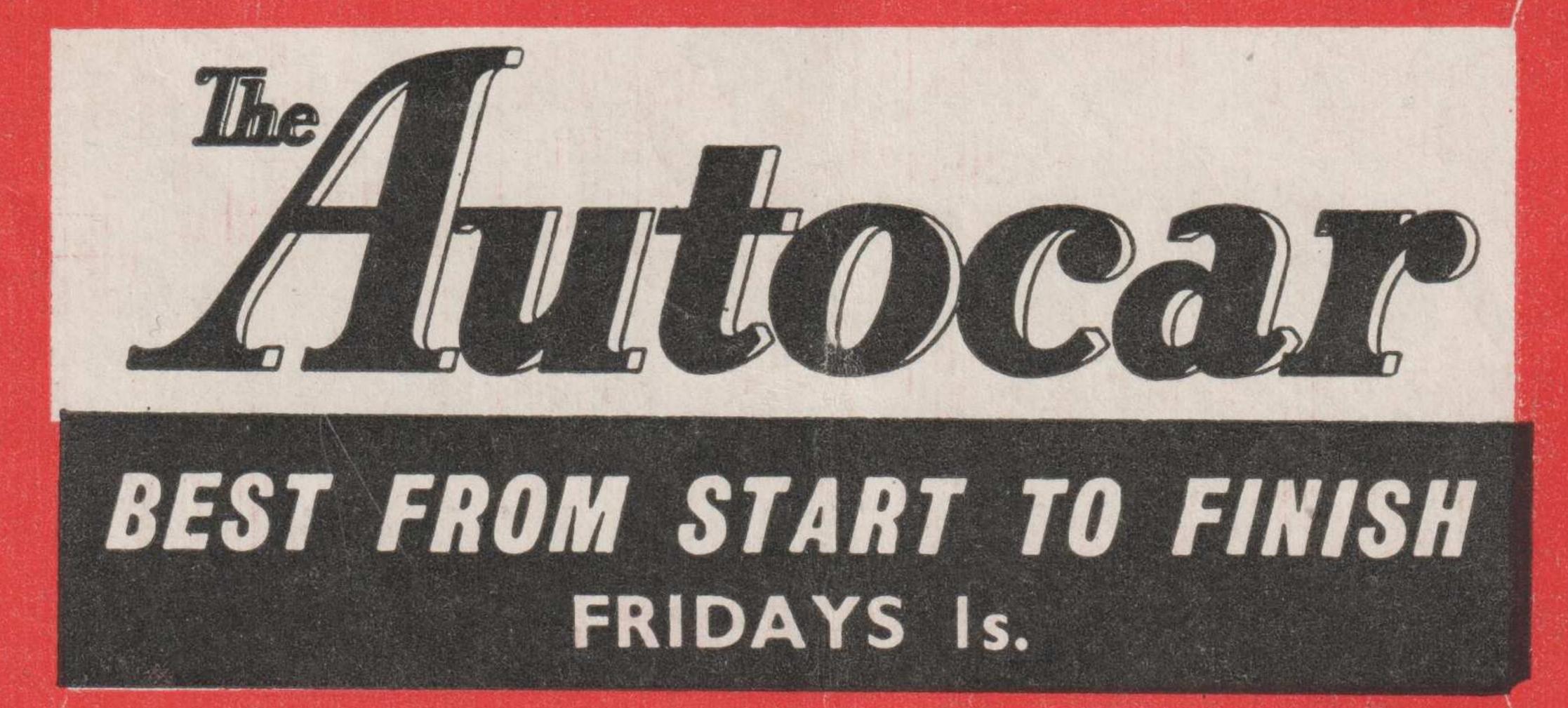
SNETTERTON MOTOR RACING CIRCUIT Autosport Series-Production Sports Car Championship Final **"THE THREE HOURS"** AND SUPPORTING EVENTS On Saturday, 11th October, 1958 OFFICIAL PROGRAMME 1⁶ ORGANISED BY THE SNETTERTON MOTOR RACING CLUB







AUTOSPORT SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP FINAL

AND SUPPORTING EVENTS AT THE SNETTERTON CIRCUIT On Saturday, 11th October, 1958

THIS RACE MEETING IS RUN UNDER THE INTERNATIONAL SPORTING CODE OF THE F.I.A., AND THE GENERAL COMPETITION RULES OF THE R.A.C. AND THE SUPPLEMENTARY REGULATIONS. PERMIT No. R502.

Organizing Committee : The Competitions Committee of The Snetterton Motor Racing Club.

President : CAPT. J. W. N. BUNBURY

Officials

R.A.C. Steward: JOHN GOTT GREGOR GRANT AND G. E. HORSFALL, M.B.E. Clerk of the Course : R. RAYNER Chief Marshal: P. E. HESELTINE Secretary of the Meeting : OLIVER SEAR (to whom all correspondence should be addressed) Judges of Fact : J. H. SARGINSON, MAJOR J. LAW R.A.C. Timekeepers: GEN. A. H. LOUGHBOROUGH, R. CLARKE C. AUDREY AND A. FAULKNER R.A.C. Scrutineer : A. SOANES Commentators: JOHN BOLSTER AND DENIS ALLEN Medical Officers : DRS. DICKIE, HYDER AND LIPSCOMBE Chief Paddock Marshal: C. MORTON The Club wishes to acknowledge their gratitude for the help received from the following : R. C. Edmondson Ltd., Fakenham. E. E. Smith & Sons Ltd., Attleborough. Browns Autos, Wisbech. ACKNOWLEDGMENTS: All those who are on duty as Marshals at this meeting. The British Red Cross Society. Joseph Lucas for their assistance with course marking. Joseph Lucas for their assistance with course lighting. The manufacturers of "Scotchlite"

S.M.R.C. Stewards: CAPT. J. W. N. BUNBURY, J. L. E. OGIER, Course Cars: (Day) Broom Motors, Norwich; (night) Mr. R. Shackley. Bosch Ltd. for presentation of Fog Lamp to winner of Three Hour Race. (Minnesota Mining and Manufacturing Co., Wigmore Street, London.

Amplification by E.R.A. & Co. Ltd., Norwich

"THE THREE HOURS"

THE SNETTERTON MOTOR RACING CLUB

LADIES AND GENTLEMEN,

The first rule of the club, does I think, say, just what we are here for, i.e. : " (a) To encourage social intercourse between members of the club and to provide facilities for the meeting of one another to discuss, promote and generally take part in the sport of Motor Racing, Touring, and in fact any form of competition connected with motoring"; and "(b) To run a Social Club for the benefit of all persons interested in the Snetterton Motor Racing Circuit." Now that is a pretty tall order, so let me be more explicit.

Obviously the main interest of our members is the running of motor race meetings at Snetterton, whether on a National scale-or a Club "dice" for the fun of the novice ; in this respect we run five major race meetings a year, and a Club Sprint. We are also invited to most club meetings run by other clubs at Snetterton, so if in fact we are not the organizers, there is ample opportunity for the beginner to get experience. There is, I suppose, something of interest going on at Snetterton almost every week-end of the year in which members very often take a prominent part. Now, in addition to our many sporting activities, the club social life is well worth your consideration. We have our own Registered Club House in the Paddock Area of the Circuit, a wide variety of beers, wines and spirits are always available at reasonable prices ; access to this Club House (and the Paddock Area) is permitted to members, their wives and families, on race days and, in fact, at all times (families must come on a "Family Membership").

Guest tickets to the Club House are also available at 2s. 6d. each, for each race meeting. Club members may also buy the "Pit Roof Passes" which are strictly limited. There is a hard roof on the Club House giving a fine view of the racing. During the winter months film shows, club nights, talks, etc. are also held in the Club House at the Circuit.

In addition to the above items, a monthly news letter is sent out to all members giving details of our activities, and items of news, posters, carstickers, etc., are also sent to all members.

This is a live, active club, and does, we feel, offer the Snetterton race-goer excellent value for his f_1 or 30s., whichever the case may be; our steadily increasing membership does, I think, verify this.

We would welcome YOU as a member. Our Application Form is to be found elsewhere in the Programme.

Yours faithfully, OLIVER SEAR,

Hon. Secretary.

PROGRAMME

The first event will be at 2 p.m.

- (c) over 2000 c.c.
- (a) up to 1100 c.c., (b) over 1100 c.c. Event 3. Start 4 p.m. THE "THREE HOURS" RACE.

AWARDS

Event 1. 1st - f_{30} and the following class awards: 1st - f_{20} 2nd - f_{15} (the winner forfeits his class award). Event 2. 1st - f_{30} and the following class awards: 1st - f_{20} 2nd - f_{15} 3rd - £10 (the winner forfeits his class award). Event 3. IN ADDITION TO THE AWARDS MADE BY AUTOSPORT, the S.M.R.C. award (the winner forfeits his class award).

The "Autosport" Awards are as follows for Event 3 :---

To the entrant who finishes first in the general classification, f_{100} , the Auto-SPORT Championship Trophy and Replica. To the entrant who finishes second, £50 and an AUTOSPORT Trophy. To the entrant who finishes third, f_{25} and an AUTOSPORT Trophy. To the entrant who finishes fourth, f_{10} and an AUTOSPORT Trophy.

To the nominated team of three cars which amasses the greatest aggregate of three Replicas.

Class Awards :

To the entrant of the car in each class finishing highest in the general classification (other than the first four), an AUTOSPORT Trophy and f_{10} . To second and third, an AUTOSPORT Trophy.

KEY TO COLOURS

Ct/Gy-Court Grey, Y-Yellow, B-Blue, Gy-Grey, Gy/R-Grey/Red, R-Red, G-Green, W/Blk-White/Black, B.R.G.-British Racing Green, Bge/R-Beige/Red, M-Maroon, Y/Blk-Yellow/Blk, C-Cream, C/B-Cream/Blue, B/W-Blue/White, G/Blk-Green/Blk, S-Silver, A-Aluminium, W/G-White/Green.



Event 1. A scratch race of 1 hour duration for grand touring and special series saloon cars in the following classes : (a) up to 1300 c.c., (b) 1301-2000 c.c.,

Event 2. Start 3.15 p.m. A 10-lap scratch race for sports cars in two classes.

the following: To THE OUTRIGHT WINNER OF THE "THREE HOURS" RACE £100, and by courtesy of Messrs. Bosche Ltd., a Fog Lamp, also the following class awards: 1st - f_{30} 2nd - f_{20} 3rd - f_{15}

points during the season, £50, the AUTOSPORT Challenge Team Trophy, and

BRITAIN'S MOTOR SPORTING WEEKLY MAGAZINE

A SCRATCH RACE OF 1 HOUR DURATION FOR GRAND TOURING AND SPECIAL SERIES SALOON CARS in the following classes : (a) up to 1300 c.c., (b) 1301-2000 c.c., (c) over 2000 c.c.

CLA	ISS A:	up to 1300 c.c.						
		Driver				Car		C.C.
		L. Adams Sqd. Ldr. J. H.	•••	Bray Motors	•••	Austin A35	•••	948
34	the second s	Gast	on	Driver		Austin A35		948
		G. Hill						948
	Gy B	G. C. Shepherd J. Sprinzel						
		B. Ferrari						
		1301-2000 c.c.						
				Driver		Porsche 1600	•••	1600
41	D	M. Kaye	••••			Porsche		1500
42	R	R. A. Brightman	•••					
43	R	R. W. Fitzwilliam	L					1 - 00
44	R	H. G. Walldorff				M.G.A Triumph TR3		1589 1991
				Driver				1991
46	Blk/Gy	7 L. Leston				Riley 1.5		State and the state of the state
		A. T. Foster		R. W. Jacobs				Contraction of the second
		M. Lucia D. G. Dixon		Driver Ecurie Chiltern		Triumph TR3 M.G.A		1991 1489
		L. J. Coe						
CLA	ASS C:	over 2000 c.c.						
		J. G. Sears				Austin Healey		
	IVI	To be nominated D. Shale						3442 2639
		R. A. Hudson						2639
56	B	T. Sopwith		Equipe Endeave	our	Jaguar 3.4	•••	3442
	B Cm	Sir G. Bailey		Equipe Endeave			•••	3442
50	CIII	H. Taylor	•••	Driver	• • •		hvr	2533
59	Μ	P. Jopp	•••	Driver	•••		-	
Dec								
	erves :	TDI		T .		A TT 1		0000
		I. Palmer R. M. Shepherd-	•••	Driver	• • •	Austin Healey	• • •	2039
			on	Driver	•••	Fiat Abarth	•••	747
				Driver		Morris		1000
310	Jass A	J. M. Young	•••	Driver	•••	Ford Prefect	•••	1172

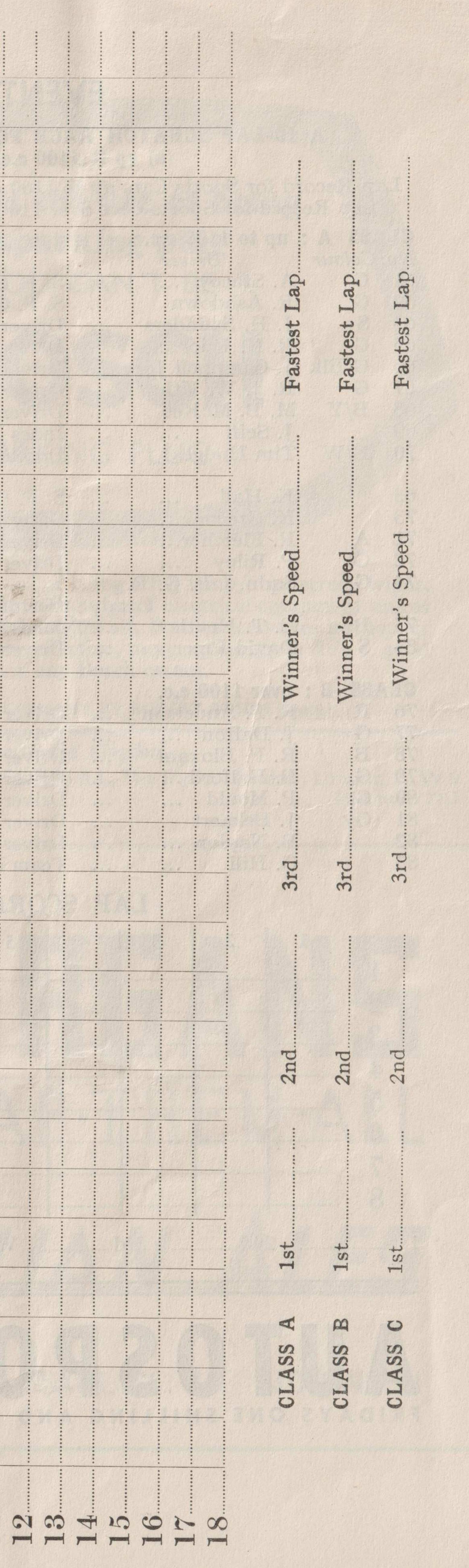
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APPLICATION FORM ON PAGE 19

EVENT ONE

JOIN THE SNETTERTON MOTOR RACING CLUB

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EVENT TWO

A 10-LAP SCRATCH RACE FOR SPORTS CARS in two classes (a) up to 1100 c.c., (b) over 1100 c.c.

Lap Rec	ord for S	ports Ca	ars up	to 1	100
	lecord for				

CLASS A: up to 1100 e.e.No. ColourDriverEntrantCarc.a61GA. StaceyS. F. ChapmanLotus XI10962GR. AshdownS. F. ChapmanLotus XI10964SJ. H. SaundersDriverElva Mk. 210965GR. N. PriorDriverLotus Mk. II10966G/Blk J. Campbell JonesDriverLotus Mk. XI10967GR. J. W. UtleyDriverLotus Mk. XI10968B/YM. B. McKeeDriverLotus Mk. XI10969J. SeiffInnes IrelandLotus Mk. XI10963K. HallS. F. ChapmanLotus Mk. XI10973K. GreeneGilby Eng. Co. Ltd.Lotus10974GSqdn. Ldr. G. RDriverLotus Mk. XI10975BE. T. HeathInnes IrelandLotus Mk. XI10984SDavid PiperDriverLotus Mk. XI109)96)98)98)98)98)98
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CLASS B: over 1100 c.c.	
76 R R. F. Anderson Driver A.C. Bristol 197)71
77 G J. Dalton Driver Aston Martin 292)22
78 B R. F. Bloxam Driver Aston Martin 292)22
79 G B. Halford Driver Lister Sports 344	+42
80 G P. Mould Driver Jaguar "D" type 344	+42
81 Gy J. Bekaert Driver H.W.M. Jaguar 344	142
82 B. Naylor Driver I.B.W. Sports 199	993
83 G. Hill Team Lotus Lotus 199	991

LAP SCORING CHART

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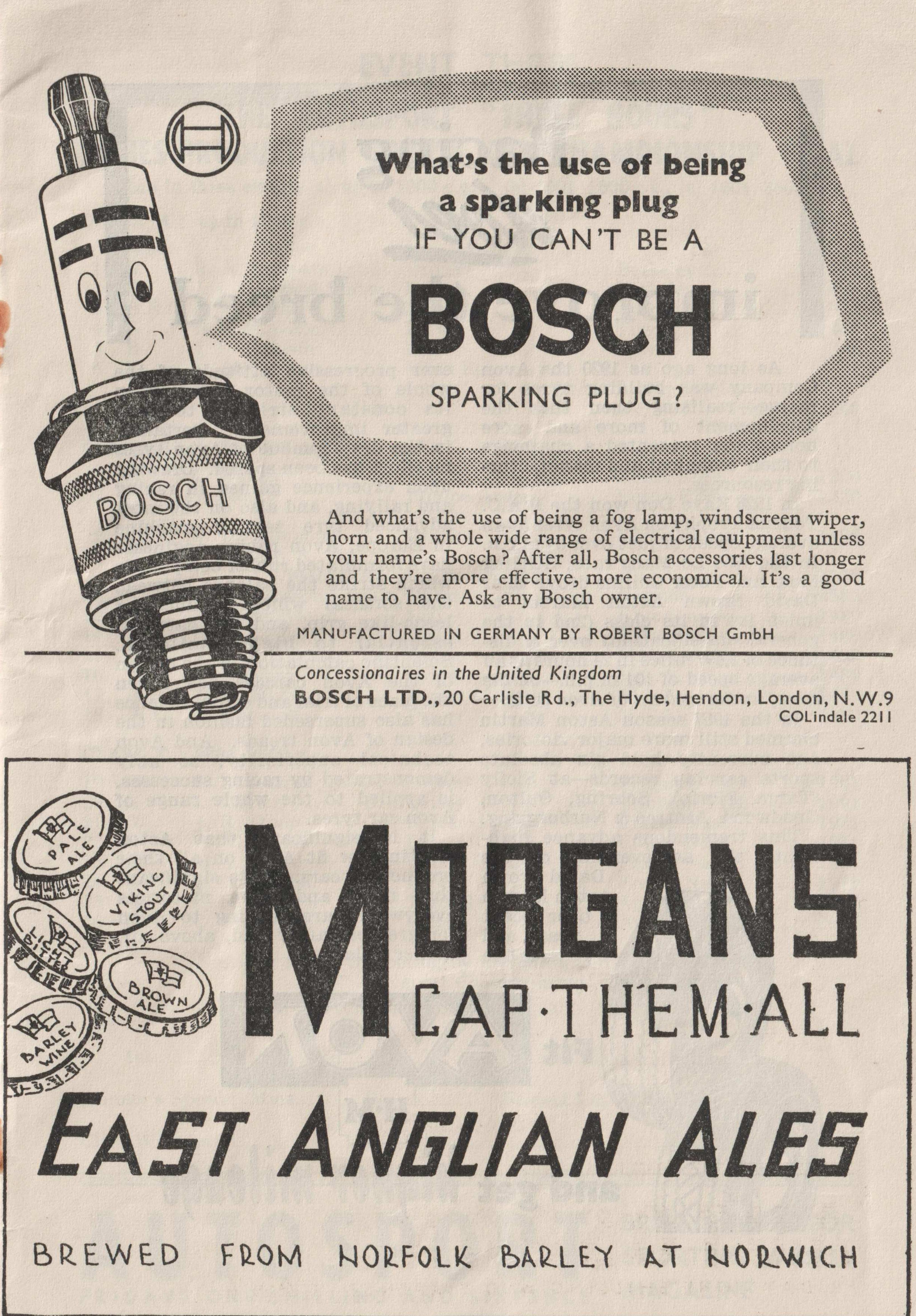
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BRITAIN'S MOTOR SPORTING WEEKLY MAGAZINE

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As long ago as 1920 the Avon ever progressive attitude of the horsepower presented a challenge to their technical and manufacturing resources.

In 1928 Kaye Don won the R.A.C. Tourist Trophy on Avon tyres at an In the 1956 Le Mans race, Stirling Moss and Peter Collins drove their finish 1st in its class (2nd in the general classification) over a dis-

Goodwood, Aintree & Nurburgring. Avon car tyres. This tremendous advance high-

Racing manprove une preed

Company was building tyres for whole of the motor industry in racing-realising then that the its constant striving towards development of more and more greater improvement. Certainly in the development of Avon tyres no effort has been spared. Drawing upon experience gained in racing and rallying, and also on the most advanced tyre testing machine average speed of just over 64 m.p.h. in Europe, Avon rubber engineers have formulated rubber compounds which strike the balance between David Brown Aston Martin to the softness which produces a leech-like grip, and the hardness essential to higher mileage. tance of 2,497 miles in 24 hours at an Scientific calculation in the design average speed of 104 m.p.h.—on the of the Avon carcass has taken same, unchanged set of Avon tyres! the place of trial and error. Science In the 1957 season Aston Martin has also superseded fashion in the claimed still more major victories, design of Avon treads. And Avon and currently hold six absolute technical superiority, so ably sports car lap records—at Sicily demonstrated by racing successes. (Targa Florio), Sebring, Oulton, is applied to the whole range of

It is significant that Aston lights the achievement of the Martin now fit Avon on all their David Brown production cars. It is significant Aston Martin that more and more motorists over recent everywhere are turning to Avon years, and for greater safety and, above all. reflects the higher mileage.



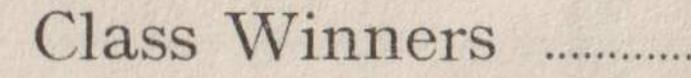
THE AUTOSPORT "THREE HOURS" SERIES-PRODUCTION SPORTS CAR CHAMPIONSHIP FINAL

CLASS A : up to 1000 c.c.

ULF	155 A :	up to 1000 c.c.							
No.	Colour	Driver		E	ntrant		Car		c.c.
		R. A. Jameson					Berkeley		492
		J. I. Goddard Wa					Berkeley		492
		A. J. Nurse					Turner		972
		B. A. M. Gilbert							948
		J. P. Baldam					Turner		
		M. McKee					A GILLET	•••	510
		m. menee		mann 12		+d	Austin Healey		
					CO. 1	stu.			948
							SF.	nne	970
CT /	CC D.	1001-1600 c.c.							
		I. Walker		Driver			Lotus Elite		1220
8	G	J. Lawry	• • • •	Equipe .	Arden		Lotus Elite		1220
				The second					
9	Gy	P. D. Gammon		Driver			Elva Courier		1498
		Wing Cdr. K. W.							
		Macken			hiltern		M.G.A.		1489
11		C. W. Lawson							1582
12		J. P. Fergusson							1489
14		C. P. Tooley					M.G.A.		1489
		J. A. P. Trafford							1489
		R. Vincent							1489
The second second	R	D. G. Dixon							
10	vv/G	T. Entwistle	•••	Driver	•••	• • •	WI.G.A	•••	1409
CL/	ASS C:	1601–3500 c.c.							
19	W	S. A. Hurrell		Driver			Triumph TR3		1991
20	G	L. Taylor ·		Driver			Triumph TR2		1991
21		J. R. Stoop		Driver			Frazer Nash		1971
22		W. E. Wilks		Driver			Frazer Nash		1971
23		M. E. S. Bond		Ecurie C			Frazer Nash		1971
24		J. Dashwood					Frazer Nash		1971
		C. R. Hanson		Team Ti			Austin Healey		
		D. Protheroe			and the second se				
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		R. A. Jameson					Berkeley		492
		J. I. Goddard Wa					Berkeley		492
		A. J. Nurse					Turner		972
		B. A. M. Gilbert							948
		J. P. Baldam		The second se			Turner		
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					CO. 1	<i>_</i> ta.	Austin Healey		010
							. sp	rite	948
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CLF	IZZ R:	1001-1600 c.c.							
7	G	I. Walker		Driver			Lotus Elite		1220
		J. Lawry							1220
*		J							
9	Gw	P. D. Gammon		Driver			Flva Courier		1498
		Wing Cdr. K. W.					LIVA COULLI	•••	1120
		Macken			hiltorn		MCA		1/180
11									1489
		C. W. Lawson							1582
		J. P. Fergusson							1489
14		C. P. Tooley					M.G.A		1489
		J. A. P. Trafford							1489
16	W	R. Vincent		Driver		•••	M.G.A		1489
17	R	D. G. Dixon		Ecurie (Chiltern	• • •	M.G.A		1489
18	W/G	T. Entwistle		Driver			M.G.A		1489
CLA	ASS C:	1601-3500 c.c.							
				D ·			T : 1 TD 2		1001
19		S. A. Hurrell		Driver	•••		Triumph TR3		1991
20		L. Taylor ·		Driver	•••		Triumph TR2		1991
21		J. R. Stoop		Driver			Frazer Nash		1971
22		W. E. Wilks	• • •	Driver		• • •	Frazer Nash		1971
23	G	M. E. S. Bond		Ecurie (Chiltern	• • •	Frazer Nash		1971
24	G	J. Dashwood		Driver			Frazer Nash		1971
25	G	Č. R. Hanson		Team T	riple S		Austin Healey		2662
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		J. I. Goddard Wa					Berkeley		492
		A. J. Nurse					Turner		972
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15	R	J. A. P. Trafford		Driver			M.G.A		1489
16	W	R. Vincent		Driver			M.G.A		1489
17	R	D. G. Dixon		Ecurie (Chiltern		M.G.A		1489
18	W/G	T. Entwistle		Driver			M.G.A		1489
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20		L. Taylor ·		Driver	•••		Triumph TR2		1991
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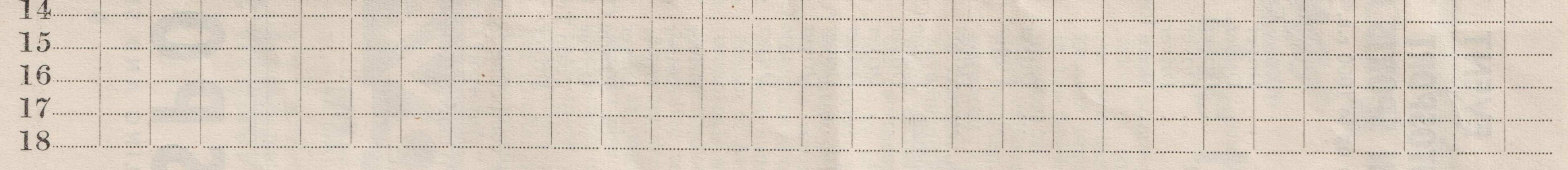
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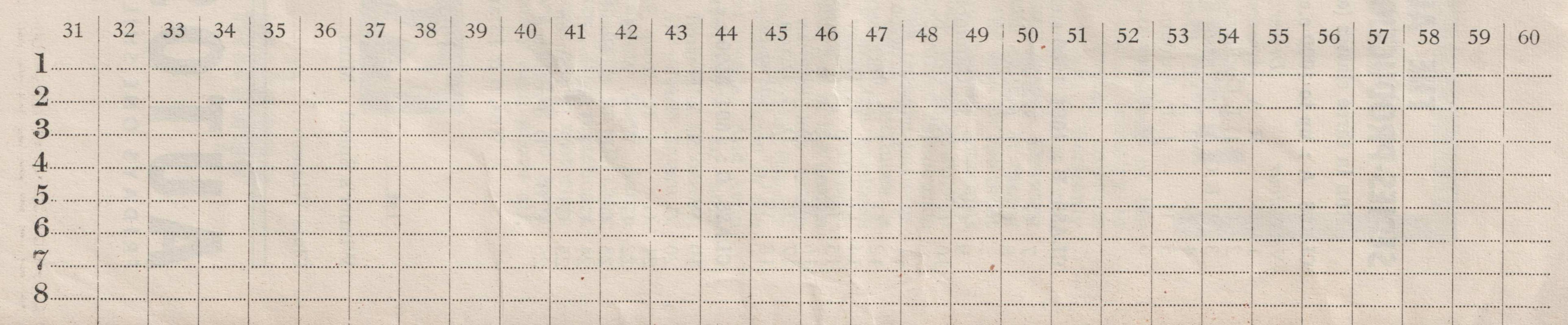
Run in three classes (a) up to 1000 c.c. (b) 1001-1600 c.c., (c) 1601-3500 c.c.

MAGAZINE

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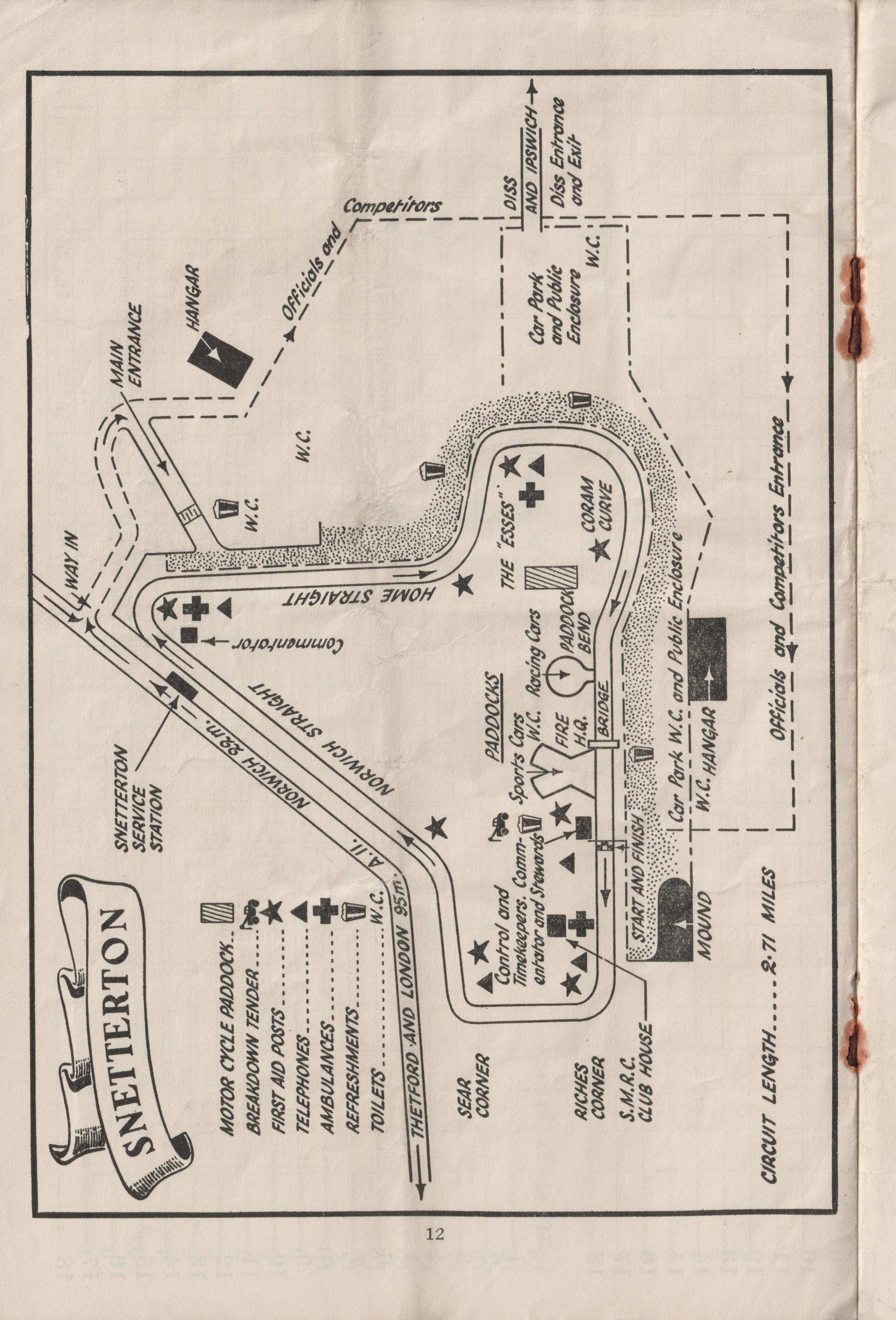
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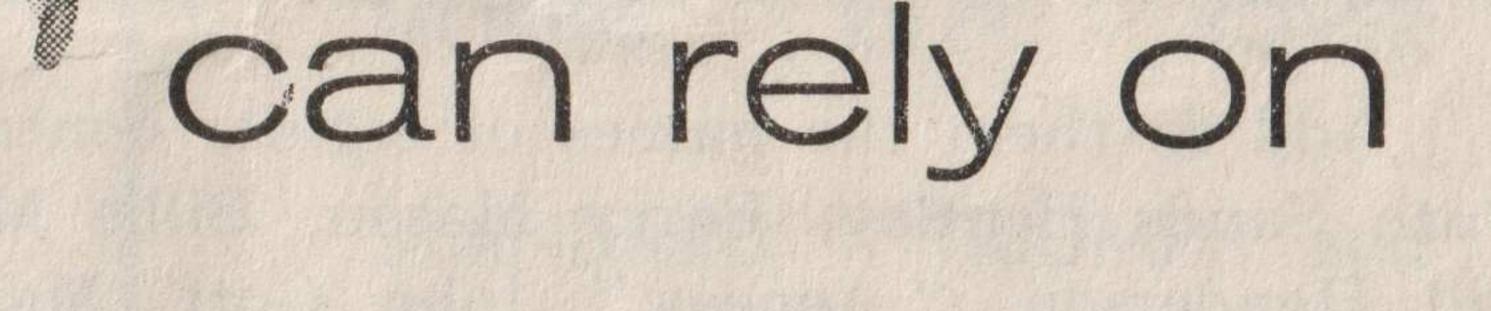
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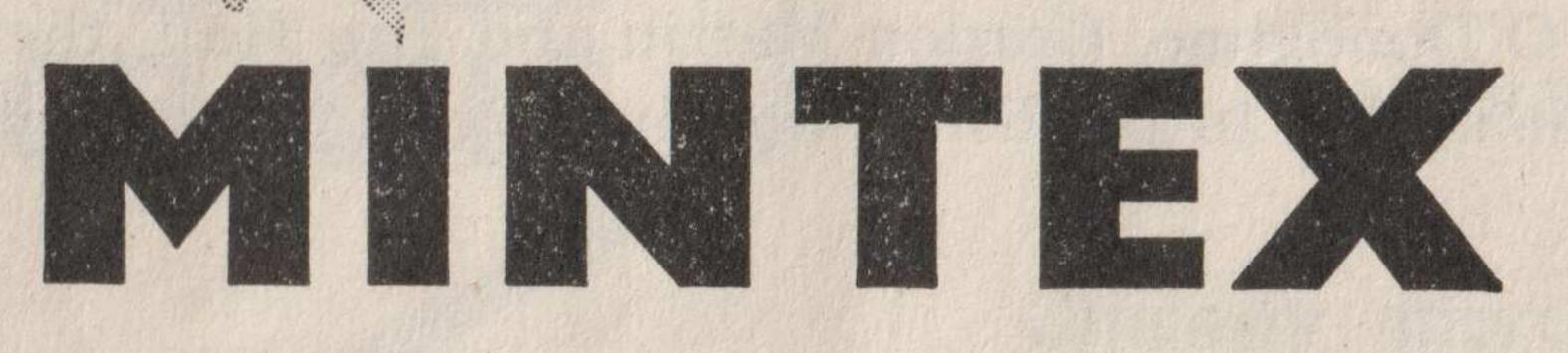
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AUTOSPORT

The now widely-read weekly "Autosport" has been in existence since August, 1950. Its object was to cater exclusively for motor sporting enthusiasts by bringing them up-to-the-minute reports of races, rallies, trials, speed events and everything connected with the sport. Its launching was not without great difficulty. Shortage of paper supplies and a printers' strike were not calculated to encourage publication of a magazine which had to come out every week, without fail. Stories behind the scenes would fill a very large book, and it is the proud boast of the publishers that never once has "Autosport " failed to come out weekly.

It was touch and go in the Spring of 1955 when yet another strike of printers caused the suspension of publication by practically every weekly periodical. However, "Autosport" transferred itself to Paris and printed there till the strike was settled.

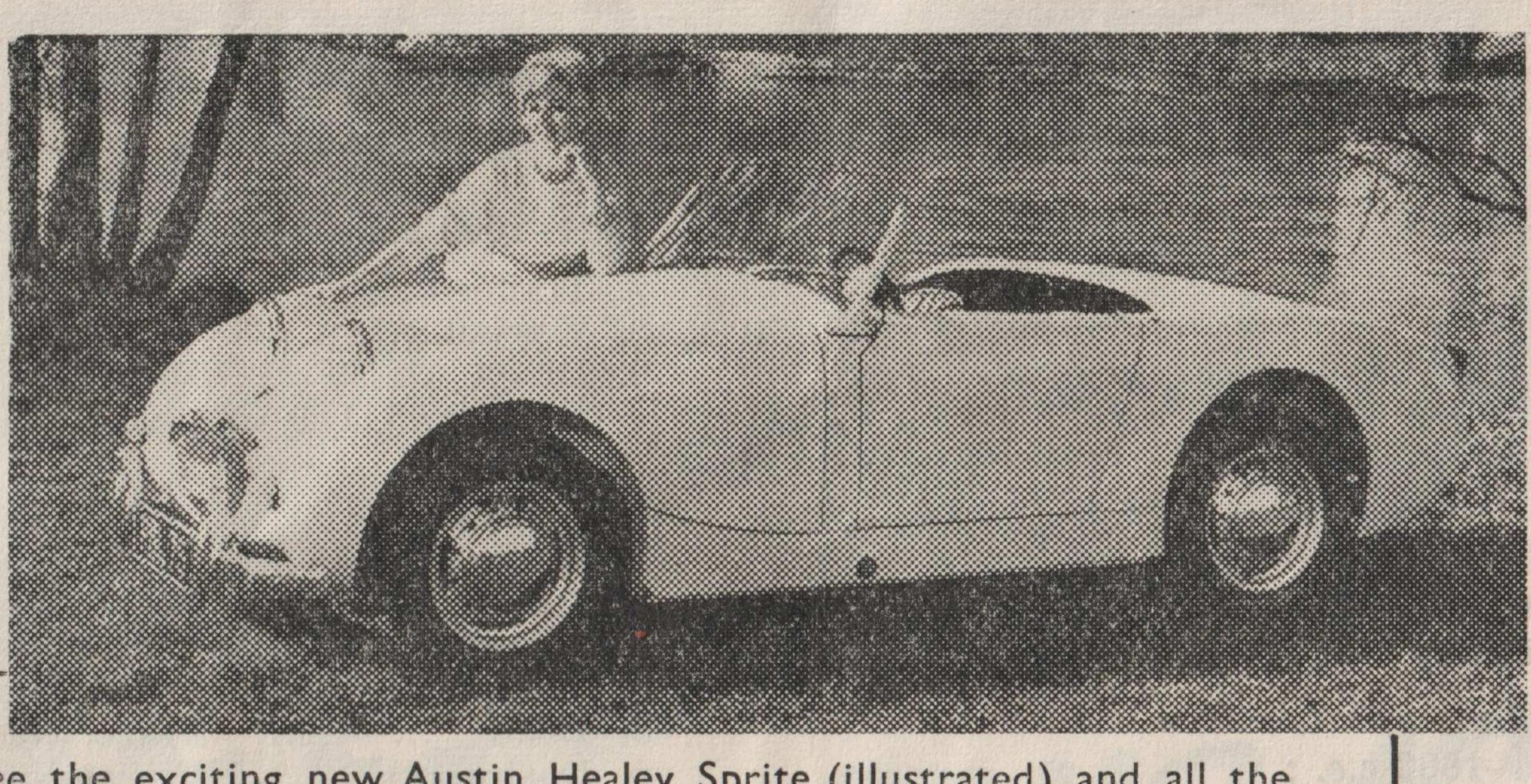
To bring reports of races, considerable organization is involved. Correspondents are required in many parts of the world to supplement the staff. "Autosport" has a large circulation in U.S.A. and Canada, which means that transatlantic affairs must be covered very comprehensively, without ignoring the smaller clubs at home. There are also readers in Australia, New Zealand, South America, and the Continent of Europe to be considered, and there are many enthusiasts to be found in other countries, even China, Japan and Soviet Russia.

In addition to the recognized editorial staff, "Autosport" makes use of various specialists. John Bolster, for example, does road tests and contributes popular technical articles. He is, undoubtedly, one of the most widely-read and most controversial writers in motoring journalism. His checked sports jacket, deerstalker hat and big moustache are also familiar to B.B.C. TV-viewers. Technical drawings are accomplished by Theo Page, whose "exploded views" are exquisite examples of an extremely difficult art. In charge of photography is George Phillips, whose knowledge of motor-racing was gained in the post-war years with M.G's. " Phil's " action shots of drivers are famous all over the world. Main assistance to Phillips comes from Frankie Penn, whose gift for camera-work does not prevent him from being an extremely able Northern Editor. The brighter side is the concern of Raymond Groves, whose cartoons are reproduced all over the world.

Add to them the names of regular contributors such as "Jabby" Crombac, Ruth Sands Bentley, Barry Mason, Billie McMasters, Dr. Alvarez, Alan Bruce, Bill Henderson, "Aeneas," John Gott, Maurice Louis Rosenthal, Hans Fries, Ozzie Lyons, Jack O'Donoghue, Gordon Martin and Jim Hall, then one gets a fairly clear idea of what it means to publish a weekly magazine devoted to the well-loved sport of motoring.

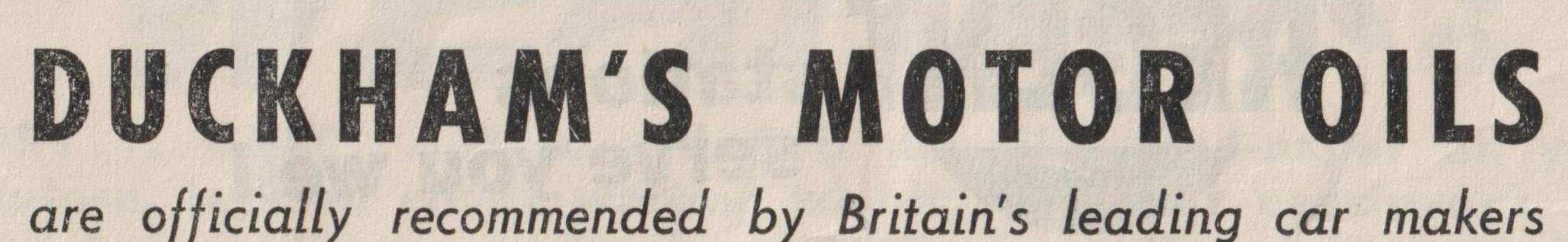


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"AUTOSPORT" CHAMPIONSHIP

Placings for "The Three Hours" up to this meeting

Up to 100	0 c.c. :				
 Baldan Nurse 			Turner Turner		48
3. Gilbert			Turner	•••	40 38
4. Jameso			Berkeley	•••	
5. Goddai	d-Watts	5	Berkeley	•••	
1001-1300) c.c. :				
1. Walker		• • •	Elite	•••	54
2. Lawry	•••	• • •	Elite	•••	22
1301-1600) c.c. :				
1. Gamme		• • •	Elite		37
2. MacKe			M.G.A.		30
3. Hayles		•••	M.G.A.		21
4. Ferguss		• • •	Elva	•••	20
5. Lawson		•••	Porsche		16
6. Tooley	•••	• • •	M.G.A.	•••	9
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1301-1600 c.c.—continued						
7. Trafford	State of the second	M.G.A	8			
8. Vincent		M.G.A. ·	5			
9. Dixon		M.G.A	4			
No. 3,	Hayles	(non-runner)				
Over 1600 c.c.						
1. Protheroe		Austin Healey	49			
2. Stoop		Frazer Nash	39			
3. Hanson		Austin Healey	30			
4. Wilks		Frazer Nash	23			
5. Bond		Frazer Nash	21			
6. Dashwood		Frazer Nash	11			
7. Hurrell		Triumph	ALL ALL STREET			
8. Taylor		Triumph				
By Invitation :						

T. Entwistle M.G.A. . . . M. McKee ... Austin Healey Sprite





SNET	TERTON SPEE	ED TABLE-1	LAP = 2.70 M	ILES
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1.40 97.2	1.56 83.8	2.12 73.6	2.28 65.7	2.44 59.3
1.41 96.3	1.57 83.1	2.13 73.1	2.29 65.2	2.45 58.9
1.42 95.4	1.58 82.4	2.14 72.5	2.30 64.8	2.46 58.4
1.43 94.4	1.59 81.7	2.15 72.0	2.31 64.6	2.47 58.2
1.44 93.5	2.00 81.0	2.16 71.5	2.32 63.9	2.48 57.9
1.45 92.6	2.01 80.3	2.17 71.0	2.33 63.5	2.49 57.5
1.46 91.8	2.02 79.7	2.18 70.4	2.34 63.1	2.50 57.2
1.47 90.9	2.03 79.0	2.19 69.9	2.35 62.7	2.51 56.8
1.48 90.0	2.04 78.4	2.20 69.4	2.36 62.3	2.52 56.5
1.49 89.2	2.05 77.8	2.21 69.0	2.37 61.9	2.53 56.2
1.50 88.4	2.06 77.2	2.22 68.5	2.38 61.5	2.54 55.9
1.51 87.6	2.07 76.5	2.23 68.0	2.39 61.1	2.55 55.5
1.52 86.8	2.08 75.9	2.24 67.5	2.40 60.7	2.56 55.2
1.53 86.0	2.09 75.3	2.25 67.0	2.41 60.3	2.57 54.9
1.54 85.3	2.10 74.8	2.26 66.6	2.42 60.0	2.58 54.6
1.55 84.5	2.11 74.2	2.27 66.1	2.43 59.6	2.59 54.3

R.A.C. PERMIT NO. R/512

FLAG SIGNALS.—The following flag signals will be used as necessary to signal the driver of a car : National-Start. Red-Complete and immediate stop. Yellow waved)-Great danger, be prepared to stop. Yellow (motionless)-Take care, danger. Blue (waved)-Another competitor is trying to overtake you. Blue (motionless)—Another competitor is following you very closely. Yellow with Vertical Red Stripes-Oil on track. White-An ambulance or service car is on the Circuit. Black with White Number—Competitor with this number to stop at pit on next lap. Black and White Chequered—Signal for end of race.

OUTSIDE ASSISTANCE.—Competitors are warned that outside assistance, save from officials or a car pit personnel, may render a car liable to disqualification.

COLOURED LIGHTS have the same force as flags.

ALC: N



EXTRACTS FROM THE RACING REGULATIONS

YAD OFO BEYE

Please dispose of your litter at home, NOT here!

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BRITAIN'S MOTOR SPORTING WEEKLY MAGAZINE

1. S. M. T. S.

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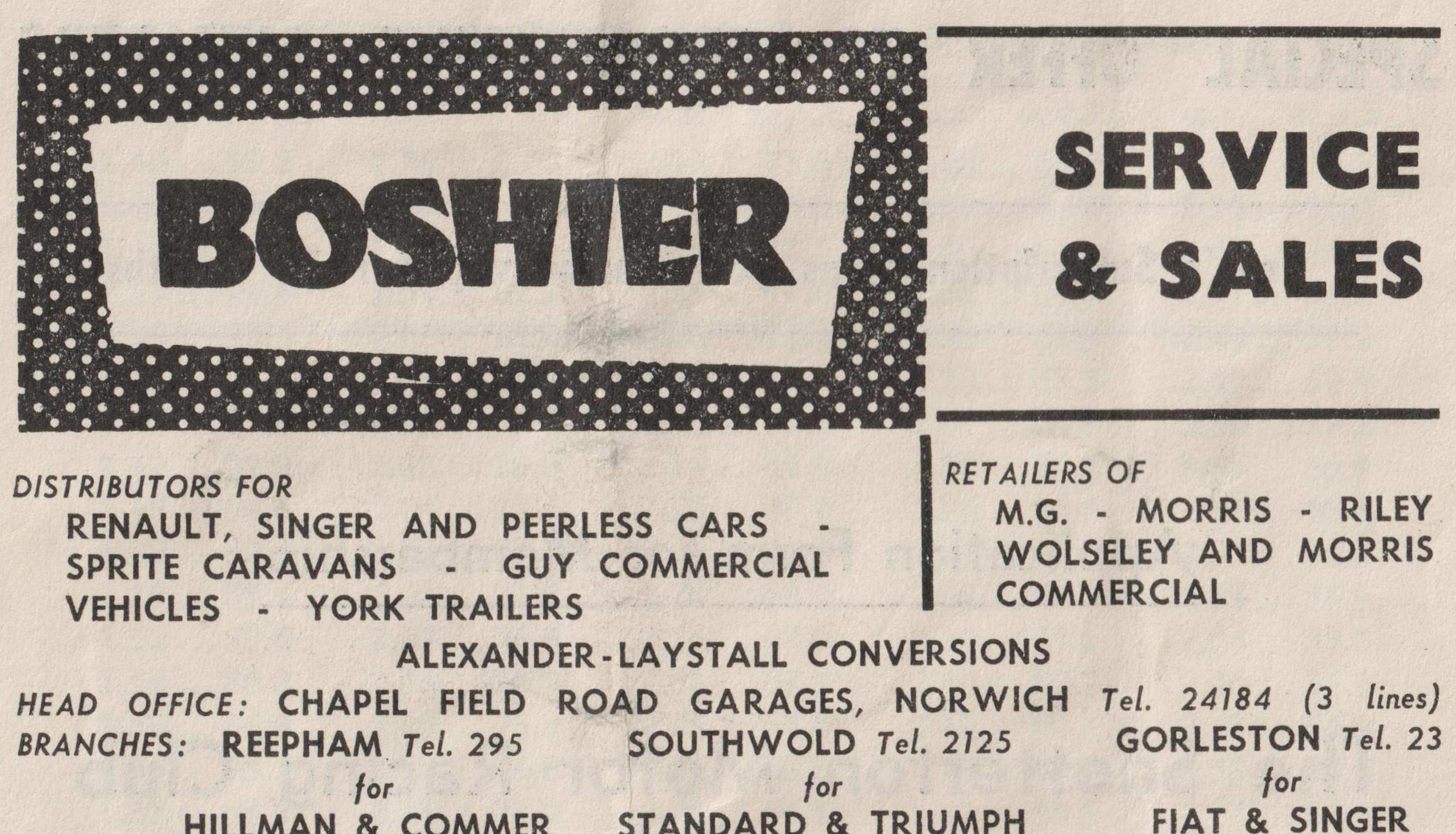
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"It is a condition of admission that all persons having any connection with the promotion and/or organization and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders."

NO DOGS ADMITTED

In the interest of safety of human lives, spectators and competitors, DOGS are NOT permitted within the area of the Snetterton Circuit. Vehicles are taken into the Car Park on condition that the Club shall not be

liable for loss of or damage to the vehicle, or of or to any part or accessory therefor, or of or to any animal or thing left in or about or with the vehicle, in whatever way or by whatever means such loss or damage may be caused.

VEHICLES	are not allowed on the track
	by their approved routes, or
CROPS	Please avoid damage to the circuit.

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

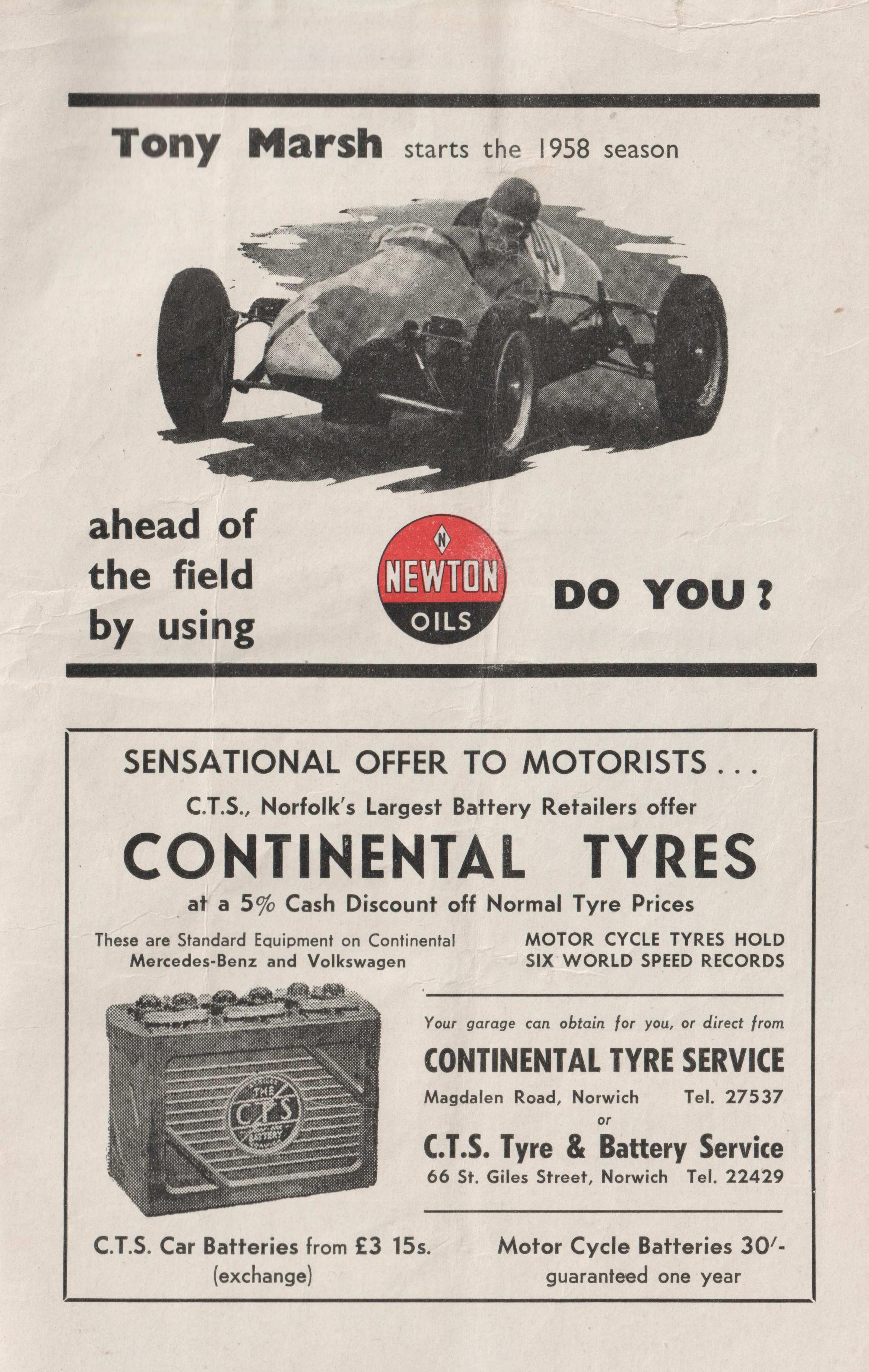


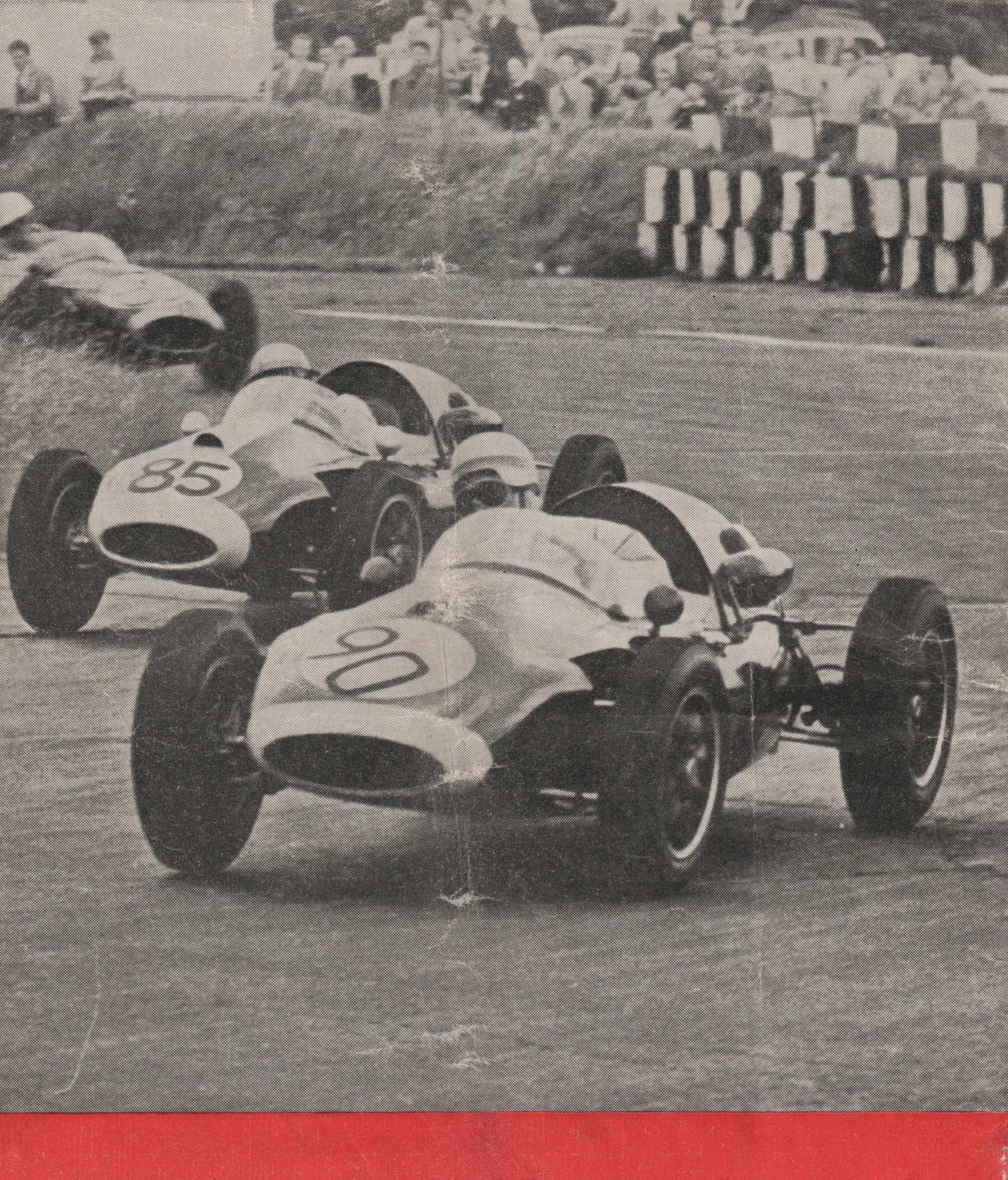
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after the meeting. Visitors should leave as directed by the stewards.

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BRITAIN'S MOTOR SPORTING WEEKLY MAGAZINE





For sporting events from road to track

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