

EQUIPE

CLASSIC RACING



Snetterton 300

23rd & 24th September 2023

EQUIPE

CLASSIC RACING

Saturday 23rd September 2023

Series	Event	Start	Mins	Finish
Equipe Free Practice	Practice	9.00am	20	9.20am
MGCC Cockshoot	Qualifying	9.30am	15	9.45am
Equipe GTS	Qualifying	9.55am	20	10.15am
MGCC Midgets & Sprites	Qualifying	10.25am	15	10.40am
Equipe 70s/Pre63/50s	Qualifying	10.50am	20	11.10am
MGCC Cup	Qualifying	11.20am	15	11.35am
Equipe Libre	Qualifying	11.45am	20	12.05pm
MGCC Trophy	Qualifying	12.15pm	15	12.30pm
Lunch	Lunch	12.30pm		1.25pm
Equipe GTS	Race	1.25pm	30	1.55pm
MGCC Cockshoot	Race 1	2.10pm	20	2.30pm
Equipe 70s/Pre63/50s	Race	2.45pm	30	3.15pm
MGCC Midgets & Sprites	Race 1	3.30pm	20	3.50pm
MGCC Cup	Race 1	4.05pm	20	4.25pm
Equipe Libre	Race	4.40pm	30	5.10pm
MGCC Trophy	Race 1	5.25pm	20	5.45pm

Sunday 24th September 2023

Series	Event	Start	Mins	Finish
BCV8	Qualifying	9.00am	20	9.20am
Snetterton Saloons	Qualifying	9.30am	20	9.50am
Equipe GTS	Race	10.00am	30	10.30am
MGCC Cockshoot	Race 2	10.45am	20	11.05am
MGCC Midgets & Sprites	Race 2	11.20am	20	11.40am
Equipe 70s/Pre63/50s	Race	11.55am	30	12.25pm
MG Trophy	Race 2	12.40pm	20	1.00pm
Lunch	Lunch	1.00pm		2.00pm
Snetterton Saloons	Race	2.00pm	45	2.45pm
BCV8	Race 1	3.00pm	20	3.20pm
Equipe Libre	Race	3.35pm	30	4.05pm
MGCC Cup	Race 2	4.20pm	20	4.40pm
BCV8	Race 2	4.55pm	20	5.15pm

ALL TIMES ARE PROVISIONAL & MAY BE CHANGED WITHOUT NOTICE. IT IS THE COMPETITORS RESPONSIBILITY TO WATCH THE PROGRESS OF THE MEETING & TO BE IN THE ASSEMBLY AREA NO LATER THAN 20 MINUTES PRIOR TO THE START OF THE QUALIFYING OR RACE. FAILURE TO COMPLY MAY RESULT IN SPACE BEING GIVEN TO RESERVES. IN LOCAL CONDITIONS THE QUALIFYING OR RACING PROGRAMME MAY BE BROUGHT FORWARD BY UP TO 20 MINUTES

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Organised by MotorSport Vision Racing for Equipe Classic Racing



Welcome to Snetterton

This war time bomber base turned race circuit has undergone multiple transformations over the years, evolving into the high-speed, technically demanding layout that exists today. With its long straights, sweeping bends, and challenging chicanes.

Snetterton has always been a favourite for Equipe drivers, the addition of the longer 300 circuit we are using today has the addition of the fast and challenging infield.

The weekend Equipe races are double header events where the second race grid is the finishing position of the first race. We start with Equipe GTS, close racing for smaller engine sports cars below 2.7 litres. GTS is always a competitive grid with racing throughout the field.

We have combined Equipe 70s, Pre '63 and Equipe 50s this weekend. Each will have separate podium prizes and the mix of cars overall will give a spectacular show and some very close racing.

Equipe Libre gives the bigger engine cars room to stretch their legs on this circuit but will be pursued by the smaller engine machines in the twisty bits.

Lastly, at this meeting we welcome guest grids from the MG Car Club and Snetterton Saloons - as the name suggests, they are a regular at this circuit and should provide some competitive racing. Their drivers must be the experts to talk to if you are looking to trim your time through Corum...

Thank you for supporting us either as a driver, Marshal or spectator. We will be around the Equipe driver centre all day – come and find us for a coffee and a chat.

Warm regards –

Rob : John



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Back by popular demand ...

This year with Prize Money!

The Super Sprint event at Silverstone on October 7th is the closest racing of the year with the whole day culminating in multiple finals, each of which is made up of close lap times from the 10 lap heats. This gives everyone a shot at a podium and now – a cash prize!

This year's Equipe Super Sprint will carry prize money for the Podium finishers in each of its finals ensuring the incentives are spread across the whole grid.

In each final the winner will get a trophy and a £500 cash prize. Second will get a trophy and £250 cash prize with the third podium place getting the trophy and £125 cash prize.

The Super Sprint is an innovative race format and features multiple 10 lap sprint races in one day. Following each race, the top half go in one direction and the bottom half in another direction making up the next series of races. This is not a knockout and ensures every driver gets a full day of track time. As the day goes on the drivers are filtered into races featuring closer lap times to themselves. The finals are super competitive with cars and drivers matched through the heats.

This is a fantastic way to end the season. The first 10 laps of any race are the most exciting and we have multiple track events across the day. Drivers will get a different mix of cars and competitors as the day goes on. The sprint brings genuine fresh energy and fun to our end of season Silverstone meeting.

This event is in partnership with Driven Auto Solutions.

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EQUIPE GTS





Equipe GTS is the premier clubman series for Pre 1966 smaller engine sports and GT cars with engines spread across five classes from under 1150cc to 2750cc.
Cars run on Dunlop Historic Tyres to FIA appendix K specification. FIA Papers are welcome but not mandatory. Equipe GTS is a series of races and not a championship.

Races at Snetterton this weekend will be 20 minutes qualifying followed by two 30 minute aggregate races. The first race will be on Saturday with the second half of the race on Sunday.

By carefully selecting eligible cars, the series consistently delivers close and exciting racing with an emphasis on competitive yet high driving standards with amateur club racing at its heart.

RACE 1 & 8		EQUIPE GTS			2 x 30 mins		
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Race No	Class	Driver	2nd Driver	Car Make and Model	Engine CC	Year	Colour
3	3	Robi Bernberg		TVR Grantura	1840	1963	Blue
10	3	Frazer Hack		MG B Roadster	1850	1965	Green
12	3	Russell Holley		MG B Roadster	1850	1962	Lt Blue
24	3	Babak Farsian		MG B Roadster	1840	1964	Blue
29	3	Max Cawthorn		MG B Roadster	1840	1965	Red
46	3	George Wiltshire		MG B Roadster	1840	1964	Yellow
52	3	Marc Yates		MG B Roadster	1854	1964	Red
57	3	Hugh Lafferty		MG B Roadster	1853	1963	Red
65	3	Jonathan Hughes		MG B Roadster	1855	1964	Blue
69	3	Rob Cull		TVR Grantura Mk III	1840	1963	Silver
71	3	Geoff Gouriet		MG B Roadster	1854	1965	Green
77	3	John Pearson		Volvo P1800	1800	1962	Grey
91	3	Mark Holme		MG B Roadster	1800	1962	Green
96	2	Neil Merry		Alfa GTA	1570	1965	Red
107	3	Harry Willmott		MG B Roadster	1845	1964	Green
110	3	James McBrien		MG B Roadster	1840	1965	Red
114	3	Can Bitirim		MG B Roadster	1843	1965	Red
122	1	Rachel Kirkby		Austin Healey Sebring Sprite	1293	1961	Blue
137	3	Andrew Pace		MG B Roadster	1798	1962	Green
153	3	Steve Spink		MG B Roadster	1850	1966	Green
171	1	Andrew Giles		Austin Healey Sebring Sprite	1293	1958	Silver
183	3	Lee Atkins		TVR Grantura 1800S	1850	1966	White
201	5	John Alexander		Austin Healey 100M	2600	1956	Black
321	3	Steve Moffatt		MG B Roadster	1840	1964	White
521	4	William Pratt		Morgan Plus 4	2188	1959	Blue



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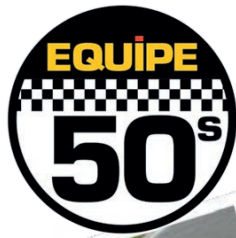
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Equipe Pre '63 is for Sports and GT cars whilst Equipe 50s combines Production Sports Cars and Sports Racing Cars with classes split pre & post 1956 (Sports racing cars under 2,000cc)

Both series run on Dunlop historic CR65 L section Tyres.

FIA Papers are welcome but not mandatory.

Equipe Pre '63, 50s and 70s are a series of races and not a championship.

Races will be 20 minutes qualifying and two 30 minute races. Race 2 starting positions are taken from the finishing positions in race 1.

Our aim is to re-create the vibrant clubman racing of the 50s, 60s and 70s where fantastic classic sports cars and GT cars can be driven on track by passionate amateur enthusiasts.

By carefully selecting eligible cars, these series deliver close and exciting racing with an emphasis on competitive racing coupled with high driving standards.

RACE 3 & 11	Equipe 70s, Pre '63 & 50s	2 x 30 Mins
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RACE No	SERIES	CLASS	DRIVER	2nd DRIVER	CAR	CC	YEAR	COLOUR
2	70s	4	Rob Cull		Ford Capri	3060	1980	Red
5	70s	4	Antony Ross		TVR 3000M	3000	1972	Blue
9	50s	3	Sam Williams		MG A	1850	1959	Red
27	70s	6	Martin Reynolds		Ford Mustang Mach1	4900	1971	Yellow
61	Pre '63	6	Doug Muirhead		Austin Healey 100/6	2968	1957	Red
62	Pre '63	7	Roberto Giordanelli		Jaguar E-Type DHC	3800	1962	Blue
77	70s	3	John Pearson		Volvo P1800	1800	1962	Grey
96	70s	4	Neil Merry		Ford Capri	2994	1975	Red
97	70s	2	Marc Yates		Lancia Fulvia Sport Zagato	1600	1972	Orange
98	70s	5	Kevin Kivlochan		Morgan Plus 8	3500	1969	Blue
103	70s	4	Josh Sadler		Porsche Carrera RS	2687	1973	Yellow
125	50s	2	Dafyd Richards		Lotus 11 Le Mans	1480	1957	Blue
138	Pre '63	2	Richard Woolmer		Elva Courier Mk I	1622	1958	Green
152	Pre '63	6	Mark Holme		Austin-Healey 3000	2998	1959	Red
171	Pre '63	1	Andrew Giles		Austin Healey Sebring Sprite	1293	1958	Silver
182	70s	5	Andrew Long		Morgan Plus 8	3528	1969	Green
201	Pre '63	5	John Alexander		Austin Healey 100M	2600	1956	Black
246	Pre '63	6	Jack Rawles		Austin-Healey 3000 MKIIA	2998	1962	White
521	50s	4	Martin Pratt		Morgan Plus 4	2188	1959	Blue
791	70s	5	Richard Plant		Morgan Plus 8	3528	1970	Maroon





We are a small friendly, family owned race team based in Bedfordshire. Paul & Sharon have 40+ years experience of classic car ownership, serving clients all over UK & abroad.

- Race, Rally & Road Preparation for 50's & 60's Cars
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Pop in to our awning or garage at any race meeting for a chat, or contact us by any of the methods below.



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EQUIPE LIBRE



EQUIPE LIBRE

Equipe Libre is open to any pre 1966 race car under FIA Appendix K regulations.
Cars run on Dunlop historic CR65 L section Tyres.
FIA Papers are welcome but not mandatory.

Equipe Libre is a series of races and not a championship.

The race today at Snetterton will be 20 minutes qualifying and a 30 minute race on Saturday and a second 30 minute racer on Sunday. Starting positions for the second race are the finishing positions from the first race. Trophies are awarded at the end of the second race.

Our aim is to re-create the vibrant clubman racing of the 50s and early 60s where fantastic classic sports cars can be driven on track by passionate amateur enthusiasts.
By carefully selecting eligible cars, these series deliver close and exciting racing with an emphasis on competitive racing coupled with high driving standards.

All cars from Equipe GTS, Pre '63 and 50s are eligible for Libre.

RACE 6 & 15	Equipe Libre					2 x 30 Mins		
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RACE No	CLASS	DRIVER	2nd DRIVER	CAR	ENGINE CC	YEAR	COLOUR
11	7	Larry Tucker		Ford Shelby Mustang GT350R	4727	1965	Blue
12	3	Patrick Martin		MG B Roadster	1850	1962	Lt Blue
23	7	Frederic Laurent		Jaguar E Type	3781	1964	Blue
33	7	Paul Kennelly		Ford Mustang Shelby GT350R	4744	1965	Blue
46	2	Gerard Buggy		Lotus Elan	1595	1965	Black
69	3	Rob Cull		TVR Grantura Mk III	1840	1963	Silver
77	3	John Pearson		Volvo P1800	1800	1962	Grey
98	7	Kevin Kivlochan		Shelby Cobra	4727	1964	Blue
114	3	Can Bitirim		MG B Roadster	1843	1965	Red
137	3	Jonathan Pace		MG B Roadster	1798	1962	Green
143	3	Callum Grant		Marcos 1800 GT	1816	1965	Red
159	7	Graham Moss		Cobra Daytona	4727	1965	Red
163	7	Adriaan Blok		Ford Galaxie	6400	1963	Red
171	2	Andrew Giles		Lotus Elan 26R	1594	1964	Grey
246	4	Bill Rawles		Austin-Healey 3000 MKIIA	2998	1962	White
381	7	John Dickson		Ford Mustang	4744	1965	White
461	3	Freddie Wiltshire		MG B Roadster	1840	1964	Yellow
778	7	Danny Winstanley		Jaguar E-Type semi lightweight	3800	1963	White
TBA	2	Paul Whight		Lotus Elan	1558	1964	Red



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Race 2 and Race 9 - 20 mins

Race No	Class	Driver	Car	Engine CC	Year	Colour
1	B	David Morrison	MG Midget	1380	1972	Red
15	B	John Payne	Austin Healey Sprite	1380	1970	Red
40	B	Colin Stubbs	MG ZR	1800	2004	Grey
44	B	Mark Bellamy	MG ZR	1800	2003	Yellow
82	B	Helen Waddington	MG ZR 170	1800	2001	Yellow
4	C	Keith Egar	MG Midget	1800	1965	Red
8	C	Mark Wright	MG F Cup Car	1800	1998	White
19	C	Chris Greenbank	MG F	1800	2001	Green
30	C	Karl Green	MG ZS 180	2500	2002	Silver
35	C	Tom Church	MG MGF	1800	1999	White
69	C	Peter Thomas Bramble	MG B Roadster	1950	1966	Yellow
83	C	David Coulthard	MG ZR 190	1800	2004	Silver
2	F	Gregory Elgood	MG F	1800	1998	Silver
9	F	Phil Rigby	MG F	1800	2001	Blue
58	F	Gareth Jones	MG TF	1800	2002	Orange

The Cockshoot Cup Race Championship is run by the North West Centre of the MGCC. The cup is a silver trophy first awarded in 1934.

It was donated by the Manchester MG Distributor at that time. The Championship has four classes, Class A for standard cars running on road legal tyres, Class B for modified cars on road legal tyres, Class C for fully modified cars using racing tyres and Class F for standard MGFs.

Points are awarded in each class 10, 8 down to 1 with an extra point for starting the race.

At the end of the season the driver with the most points from eight races out of ten wins the Cockshoot Cup. The winners of the other classes are awarded Cockshoot Class Trophies.

Championship points after eight rounds are ...

Class A	Rhys Higginbottom	35 points
Class B	David Morrison	66 points
	Mark Bellamy	62 points
	John Payne	58 points
Class C	Mark Wright	63 points
	Keith Egar	52 points
	Chris Greenbank	48 points
Class D	Phil Rigby	84 points
	Greg Elgood	66 points
	Gareth Jones	36 points



The Lackford Engineering Midget & Sprite Challenge is the only UK race series that caters exclusively for MG Midgets and Austin Healey Sprites. With the backing of the well known classic car restoration company, Lackford Engineering, we have created THE home for racing Midgets and Sprites on the major circuits in the UK.

For all drivers, from Novice to Expert, who relish close racing in traditional rear-wheel drive sports cars, we aim to provide serious racing on track and a friendly, fun-filled atmosphere in the paddock. With four classes for Fully modified, Race modified, Road modified and Historic cars, there are plenty of trophies for the drivers to aim for.

Current class leaders before Snetterton are:

Class A - Martin Morris 18 pts; Steve Watkins 13 pts;
Class D - Hugh Simpson 35 pts; Barney Collinson 29 pts; Dean Stanton 25pts;
Class E - Pippa Cow 27 pts; Richard Bridge 26 pts;
Class H - Mark Turner 25 pts; Kim Dear 15 pts;

For more information visit: mgcc.co.uk/midget-challenge

Race 4 & Race 10 - 20 mins

Race No	Class	Driver	Car Make and Model	Engine CC	Year	Colour
6	A	Martin Morris	MG Midget	1460	1965	Blue
23	A	Michael Chalk	MG Midget	1400	1960	Black
10	D	Amelia Storer	MG Midget	1380	1975	Green
14	D	Hugh Simpson	MG Midget	1380	1961	Red
21	D	Nicholas Rose	MG Midget	1340	1957	Green
27	D	Andrew Caldwell	MG Midget	1380	1968	White
47	D	Bruce Burrowes	MG Midget	1380	1973	Blue
60	D	Barnaby Collinson	MG Midget	1380	1972	Red
78	D	Ian Wright	MG Midget	1330	1971	Yellow
1	E	Pippa Cow	Austin Healey Sprite	1380	1965	Silver
15	E	Jake Wootton	MG Midget	1380	1965	Red
33	E	Richard Bridge	Austin Healey Sebring Sprite	1380	1964	Blue
108	H	Mark Turner	Austin Healey Sprite	1293	1962	Light Blue
211	H	Andy Booth	Austin Healey Sebring Sprite	1293	1959	Blue
24	Invitation	Stephen Cooper	Austin Healey Sprite Mk1	1430	1959	White



Celebrating its 35th year in 2023, the MG Cup is proud to be the biggest MGCC race series to encompass all MG models and selected Rover models. We truly celebrate all MG Rover production cars and cater for all MGs including Midgets, MGBs, MGCs, Metros, Maestros, Montegos, MGFs, MGTFs, MGZR's and MGZS's as well as Rover Tomcats and 216 GTIs. With the invaluable support from our title sponsors, Cherished Vehicle Insurance Services, and Toyo Tyres, we offer high quality close racing with equally competitive options for front-wheel or rear-wheel drive cars with a simple class structure suitable for both novice and experienced drivers.

Championship positions after eight races ..

Class A - Dale Reet 25 pts

Class B - Dan Ludlow 92 pts; Ian Boulton 89 pts; Iain Dowler 84 pts;

Class C - Ashley Woodward 105 pts; Chris Boulton 85 pts; David Nixon 69 pts;

Race 5 & Race 16 - 20 mins

Race No	Class	Driver	Make & Model	Engine cc	Year	Colour
27	A	Dale Reet	MG ZR 160	1800	2003	Blue
14	B	Dennis Robinson	MG ZR 170	1800	2003	Blue
29	B	Andrew Herron	MG ZR 170	1800	2002	Blue
36	B	Paul Drake	MG ZR 170	1800	2004	Grey
55	B	Gee Warner	MG ZR 170	1800	2005	Red
61	B	Ian Cochrane	MG ZS 180	2495	2003	Blue
67	B	Terry Gaskin	MG ZR 170	1800	2005	Blue
70	B	Dan Ludlow	MG ZR 170	1800	2004	Yellow
72	B	Stuart Emmett	MG ZR 170	1800	2004	Blue
74	B	Ian Boulton	MG ZR 170	1800	2001	White
93	B	Alan Forster	MG Montego	1800	1995	White
99	B	Iain Dowler	MG ZR 170	1800	2004	Red
444	B	Carl Robinson	MG ZR 170	1800	2004	Grey
468	B	Richard Sergeant	MG ZR 170	1800	2004	Black
2	C	Ashley Woodward	MG ZS 180	2500	2004	Blue
13	C	Peter Burchill	MG ZS 180	2500	2001	Black
17	C	Jake Fraser-Burns	MG ZR 190	1800	2002	Grey
52	C	Dave Nixon	Rover 220 Turbo	2000	1992	White
63	C	Simon Lowery	MG ZS 180	2500	2005	Blue
69	C	Lance Ellington	Rover 220 Turbo	2000	1993	Yellow
77	C	Steve Mcdermid	MG ZR 190	1800	2004	Silver
84	C	Chris Boulton	MG ZR 190	1800	2003	Blue
117	C	Andrew Burns	Rover 220 Turbo	2000	1994	White
49	Invitation	Stephen Atkinson	MG C	2912	1968	White
220	Invitation	Stuart Tranter	Rover 220 Turbo	1994	1993	Yellow

MG TROPHY

CHAMPIONSHIP

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The Holden MG Trophy

The MG Trophy is the premier race championship run by the MG Car Club and caters for MGZR & MG3 saloons in three classes. Class A is for the full race specification ZR190 & MG3 190 cars running on control slicks/wets. Class B is for modified ZR170 cars using a list 1B control tyre and Class C is for almost standard ZR160 cars, again using a list 1B control tyre. Class A cars carry Orange sun strips, Class B Yellow, and Class C White. All classes have designated number plates. For 2023 we are supporting the charity Autism Early Support, all cars will display their sticker on the windscreen.

The Driver of the Race award is sponsored by Millers Oils NanOdrive.

After eight races the leading Class A runners are Graham Ross, Sam Meagher and Paul Savage with 108, 94 and 86 points respectively.

Tylor Ballard leads Class B with an unbeatable 123 points followed by Fergus Campbell on 104 points and Jack Woodcock on 102 points.

For more information about the MG Trophy visit: mgcc.co.uk/trophy

OUR SPONSORS - Today's final rounds of the 2023 Championship are sponsored by Holden MG, part of the family-owned Holden Group that has car dealerships in Norwich and the surrounding area. Holden offers new, nearly new and approved used cars and vans for sale to private and business clients and provides servicing, repairs and maintenance for Norfolk motorists from their Norwich & Kings Lynn sites, all at affordable prices. Take a look at the latest models from the MG range which Holden MG have on display adjacent to the Murray's spectator area.

Race 7 and Race 12 - 20 mins

No.	Driver	Sponsor/Team	Vehicle	CC	Colour
Class A					
5	Sam Meagher	D+M Plant/Molson Group with 4G Racing	MG ZR 190	1796	Blue/White
37	Mike Harris	Cape Motors	MG ZR 190	1796	Red
79	Adam Jackson	Protier/AMW Motorsport	MG ZR 190	1796	White/Blue
92	Graham Ross	Write on Signs and Display	MG ZR 190	1796	White/Blue/Orange
99	Doug Cole	DC Motorsport/Finishline UK/RK Panel Craft	MG ZR 190	1796	Blue
116	Fred Burgess	LinkFresh Carrot Racing	MG ZR 190	1796	Black/Orange
Class B					
1	Tylor Ballard	College Motors	MG ZR 170	1796	Blue/Black
8	Jack Chapman	British Legends Racing/AP Chapman (Decorators)	MG ZR 170	1796	White/Blue
20	Matt Harvey	DMGRS & iTech Racing with Datoma Motorsport	MG ZR 170	1796	Black/Red
24	Jack Woodcock	C U Phosco	MG ZR 170	1796	White/Black
31	Fergus Campbell	Quinttech Solutions	MG ZR 170	1796	Flouro Red
39	James Blake	i-tech racing/M4 Tyres	MG ZR 170	1796	Black/Red
58	Tony Wigley	4G Racing	MG ZR 170	1796	Green
66	Cal Moore	Langworth Motorsport	MG ZR 170	1796	Grey/Teal
88	James Cole	DC Motorsport/Finishline UK /RK Panal Craft	MG ZR 170	1796	Green/Black
95	Jack Meagher	4G Racing	MG ZR 170	1796	Blue/White
178	James Moreton	4G Racing	MG ZR 170	1796	Black/Silver
184	Jon Candler	Asgood Eng/FTX Logistics/Itec	MG ZR 170	1796	Red



BCV8 Championship



The BCV8 Championship, it's fast, friendly, fun racing for MGBs MGCs and MG BCV8s from nearly standard to fully modified.

It is always fantastic to watch with competitive racing in every class and especially here at Oulton Park.

If you have a MG B,C or V8 and would like to race it, then the BCV8 is probably the best place to do just that.

It doesn't matter if you are new to racing or an old hand, we would love to help. Just come along to any of our meetings and say hello. Have a chat with the drivers, look around the cars, watch some great racing and see it's for you.

Race 7 and Race 10 - 20 mins

Race No	Class	Driver	Car	Engine CC	Year	Colour
1	D	James Wheeler	MG B GT V8	3900	1974	Yellow
9	AB	David Strike	MG B GT	1860	1974	Silver
10	B	Mark Scott	MG B Roadster	1840	1965	Green
12	B	Paul Eales	MG B	1950	1972	Orange
14	AB	Paul Linfield	MG B	1840	1964	Blue
24	B	Babak Farsian	MG B Roadster	1840	1964	Blue
46	B	Simon Cripps	MG B	1848	1967	Blue
53	C	Steve McKie	MG B GT V8	3900	1974	Maroon
57	C	Benjamin Tovey	MG B GT V8	3946	1970	White
61	C	Jonnie Wheeler	MG B GT V8	3900	1976	Yellow
68	C	Andrew Young	MG C GT	2912	1967	Yellow
72	C	Steve Wells	MG B GT V8	3900	1972	Red
73	C	Chris Greenwood	MG B GT V8	3900	1978	Green
79	C	Ollie Wardle	MG B GT V8	3900	1973	Red
81	C	Ken Deamer	MG B GT V8	3900	1972	Red
86	D	Neil Fowler	MG B GT V8	3900	1972	Red
93	D	Russell McCarthy	MG B GT V8	3900	1974	Yellow
193	Invitation	Shaun Holmes	MG C GT	2912	1968	Green

Race 7

Pole										

Results	1st Overall	2nd Overall	3rd Overall

Race 10

Pole										

Results	1st Overall	2nd Overall	3rd Overall



Snetterton Saloons concludes its 3rd season with the fourth 'home' race of the year - having had their annual 'away day' at Donington in April and races on the Snetterton 300 layout in May, June & August. Most, but certainly not all drivers, are East Anglian based; choosing to race with Snetterton Saloons due to our consistently high driving standards; friendly paddock; great value and competitive classes; not to mention the convenience of a local race series.

The Series could not run without the terrific support of our main sponsor; Uncle Luke's Sign & Sticker shop. Owner, Luke Allen, is campaigning his new TCR Golf this season, having previously competed with a Class C Honda Civic. Luke is joined at the front of the field by super-fast regulars Bryan Bransom, Jas Sapra, Kevin Clarke, Nigel Innes and David Marcussen in their M3's; plus some new faces. Simon Hill, of additional sponsor SCS Delta; specialists in automotive control systems, is also often at the sharp end in his Lotus Evora. DSB Tools (local & online workshop supplier) also offer additional Series support.

With clean, affordable and competitive racing for a wide variety of cars from production spec Mk2 Golf GTi's to TCR cars; Snetterton Saloons has become the favoured home for many racers enjoying the purposely limited grid sizes (for safety) and the paddock atmosphere; this year has seen a record membership.

Sunday 24th September - Race 6 - 45 min

Race No	Class	Driver(s)	Car
26	S	Bryan Bransom	BMW M3
40	S	Jasver Sapra	BMW M3
1	A	Ed Leigh	BMW M3
25	A	Simon Donoghue	BMW M3
27	A	Martin Reynolds	Ford Sierra Cosworth
96	A	Hugh Pelling	MG B V8
123	A	Nigel Innes	BMW M3
24	B	James Sundler	Renault Clio V6
30	B	Gavin Dunn	BMW M3
53	B	Simon Hill	Lotus Evora
77	B	Matt Swaffer	BMW 130i 3000cc
111	B	David Marcussen	BMW M3 E46
135	B	Colin Whitmore	BMW M3
330	B	Anton Martin	BMW 330i
TBC	B	Dominic McGee	Porsche Boxster S
2	C	Martin Ward	Honda Civic Type R
3	C	Glen Dumont	Honda Civic
7	C	Peter Parkin	Peugeot 306
11	C	Michael Williamson	Honda Civic
17	C	Kristian Dean	BMW Z4 3.0
44	C	Ray Honeybone	Renault Clio
50	C	Lehane/Lehane	Mini Cooper S 1600
58	C	Miles Moseley	Peugeot 306 2000
61	C	Cliff Pellin	Ford Fiesta ST180
72	C	Carl Chambers	Peugeot 208 Gti
192	C	Luke Allen	Honda Civic
325	C	Frank Rodber	BMW E90 325i
124	D	Hornigold / Hornigold	MG ZR
177	D	Kathryne Henderson	Ford Fiesta ST

Equipe Classic Racing

Snetterton 300

**Saturday 23rd & Sunday 24th
September 2023**

1. PERMIT

This event will be held under the following Motorsport UK Permit number:
Interclub: 128961

2. OFFICIALS

Motorsport UK Steward – Alan Barnard
Event Stewards – Fergie Whatling, Ian Hattersley
Senior Clerk of the Course – Andy Stevens
Clerk of the Course – Joe East, Bob Banthorpe
Deputy Clerks of the Course – Tony Weatherley
Assistant Clerk of the Course – Lewis Mason
Event Secretary – Lowenna Cleary
Chief Scrutineer – Nigel Thorne
Chief Marshal – Peter Rodwell
Chief Medical Officer – Dr R Basi
Starter/Chief Flag Marshal – Paul Brooks
Chief Paddock Marshal – Maurice Bennington
Chief Timekeeper – Andrew Craker
Commentators – Paul Jurd, Paul Goodman
Marshals/Event Officials - Members of the BMMC and other Motorsport UK recognised Clubs
Ambulances – East Anglian Medical Call (EAMC)
Rescue Units – BRSCC EA
Safety Car – Evelyne Buanic
Safety Car Observer – Richard Sneader
Recovery – MSV & JS Holmes Ltd
Telehandler – David Colchester
Safeguarding Officer – Joe East



CONDITIONS OF ADMISSION

Motor Racing is dangerous and persons attending the meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the vehicles, are absolved from all liability arising out of accidents, howsoever caused, resulting in damage and/or personal injury to spectators, pass and ticket holders, or to their goods and vehicles.

PROGRAMME & COPYRIGHT

The promoters reserve the right to amend or cancel the meeting without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright and any person found making illegal use thereof will be prosecuted. Although every effort is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any errors that may occur. It is a condition of admission to these premises that photography, cine-film, video, sound or any other visual or audio use, including making copies of the recording or reproduction, causing or permitting it to be seen or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain, or otherwise dealing with it in whole or in part is strictly forbidden. Use of privately owned camcorders for private viewing purposes only is not permitted by the circuit owners without prior permission. Furthermore, the Promoters reserve the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

SPECTATOR NOTICES

Please do not leave litter about the grounds - take it with you. Remember to drive with care and caution when leaving the grounds. To safeguard both competitors and public **ANIMALS ARE NOT ADMITTED**. This is most important.

PROHIBITED AREA NOTICES

The public are not admitted to the areas where these notices are displayed. The fences are there for protection and any person caught trespassing or wilfully damaging trees, fences etc., will be prosecuted by the Promoters.

ENQUIRY OFFICE

All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property, should be directed to the Circuit Office.

FLAGS

BLUE (STEADY)

Another competitor is close.

BLUE (WAVED)

Another competitor is trying to pass.

WHITE

Service vehicle or very slow car on circuit.

YELLOW (WAVED)

Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

YELLOW (DOUBLE WAVED)

Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

YELLOW/RED STRIPES

Slippery surface ahead.

BLACK/WHITE DIAGONAL

Warning to driver that his/her behaviour (e.g. corner cutting/track limits) is suspect and they may be black flagged.

BLACK

Driver must call in immediately and report to the Clerk of the Course.

GREEN (WAVED)

All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

RED

STOP RACING, proceed slowly to pits or startline as instructed by marshals (at startline & individual marshal's posts). Race stopped.

BLACK/ORANGE DISK

Warning of mechanical failure which might not be obvious to driver; call into pits immediately.

BLACK & WHITE CHEQUERED

End of the race



MAP KEY		Not all facilities are available at every event	
	Parking		Fuel
	Tirells's Restaurant		Information
	PH Garages		Footpaths
	Toilets		Race Control
	Disabled Toilets		Grandstand
	Baby Changing		Raced Viewing Banks
	First Aid		Timekeeper's Centre
	Circuit Office		Adventure Playground

VIEWING KEY	
	Jim Russell Stand
	Oliver Sear Stand
	Gold Hospitality
	Silver Hospitality
	Tirells



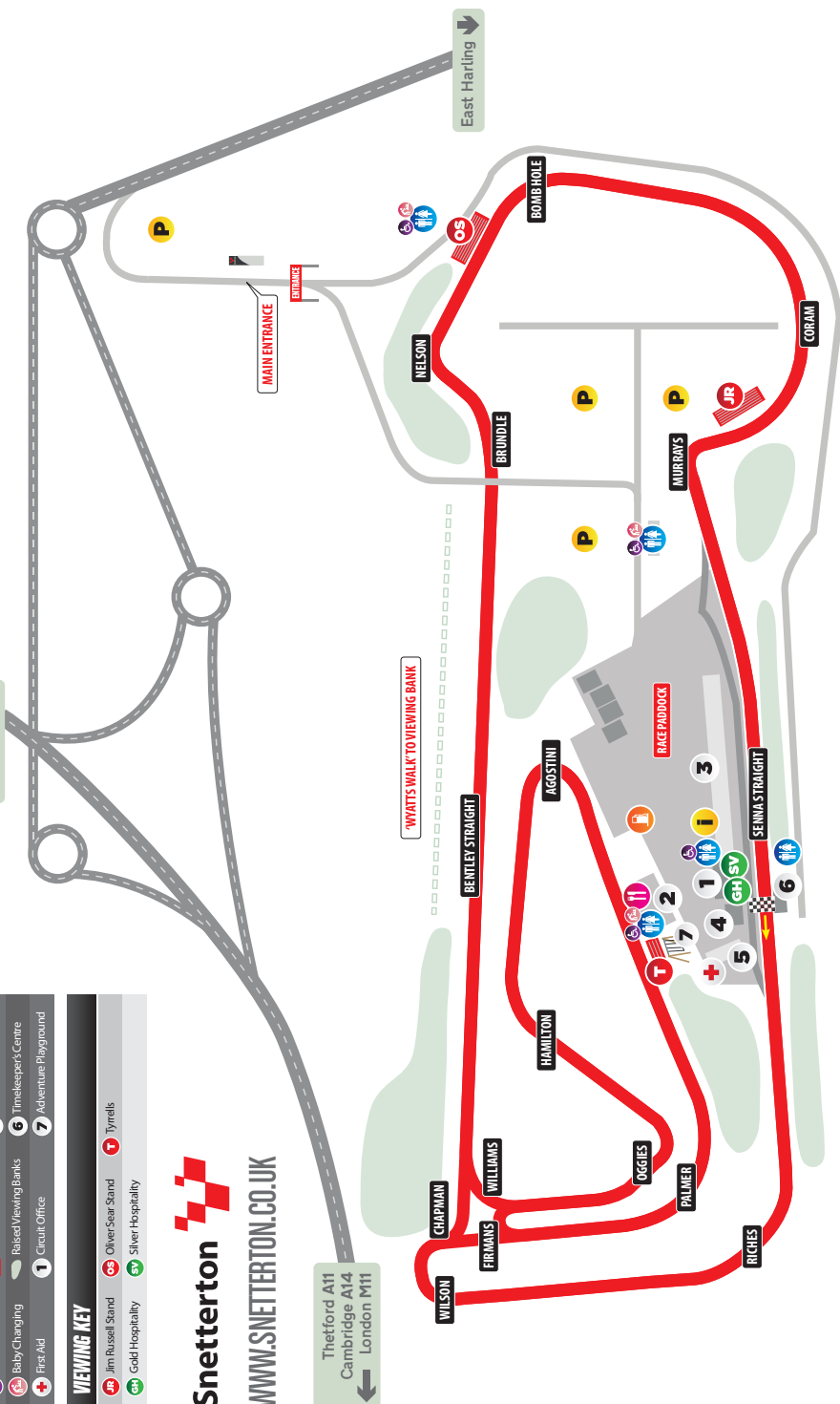
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NORFOLK, NR16 2JU
TEL: 01953 887303

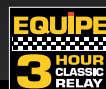
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