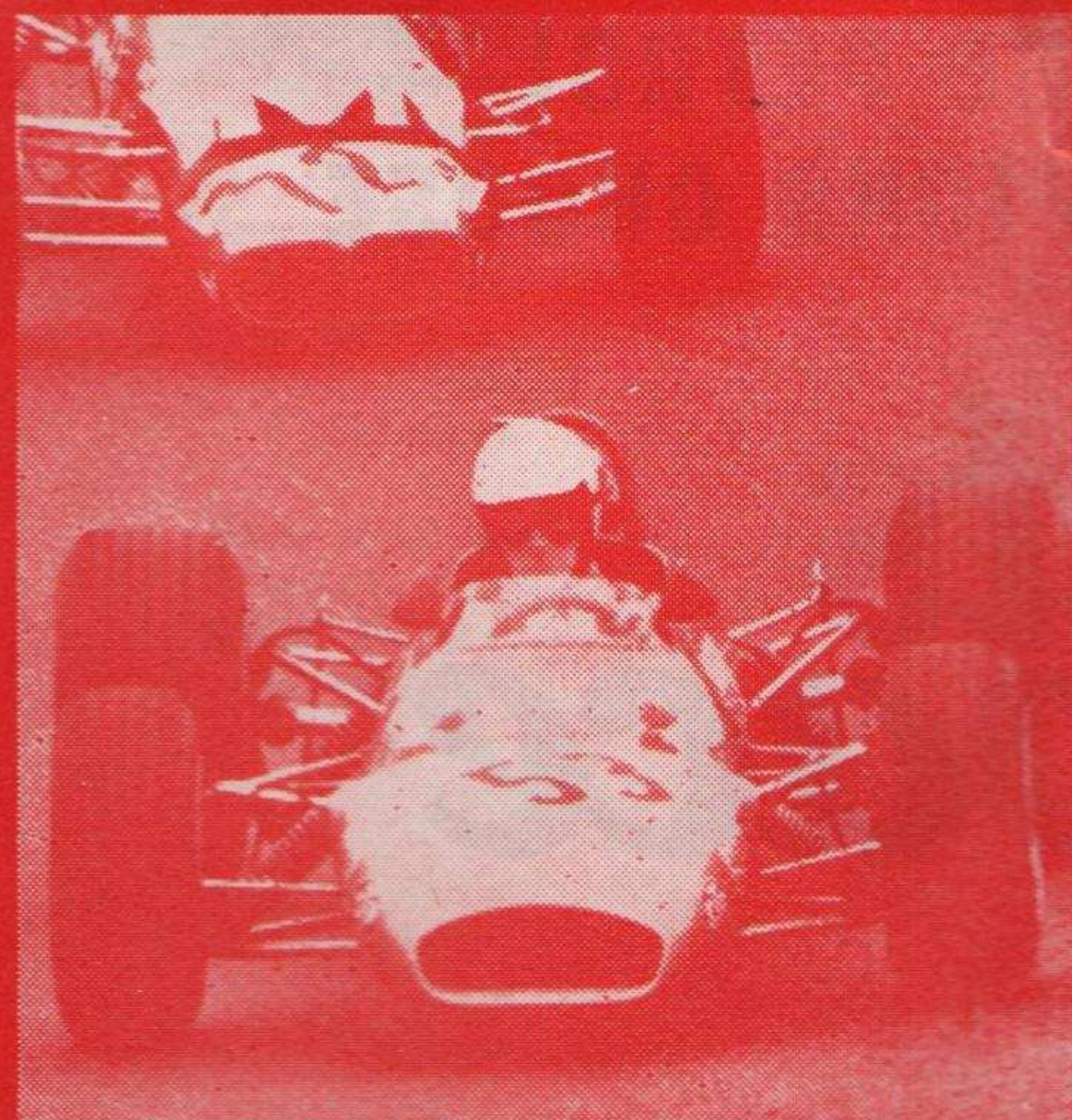
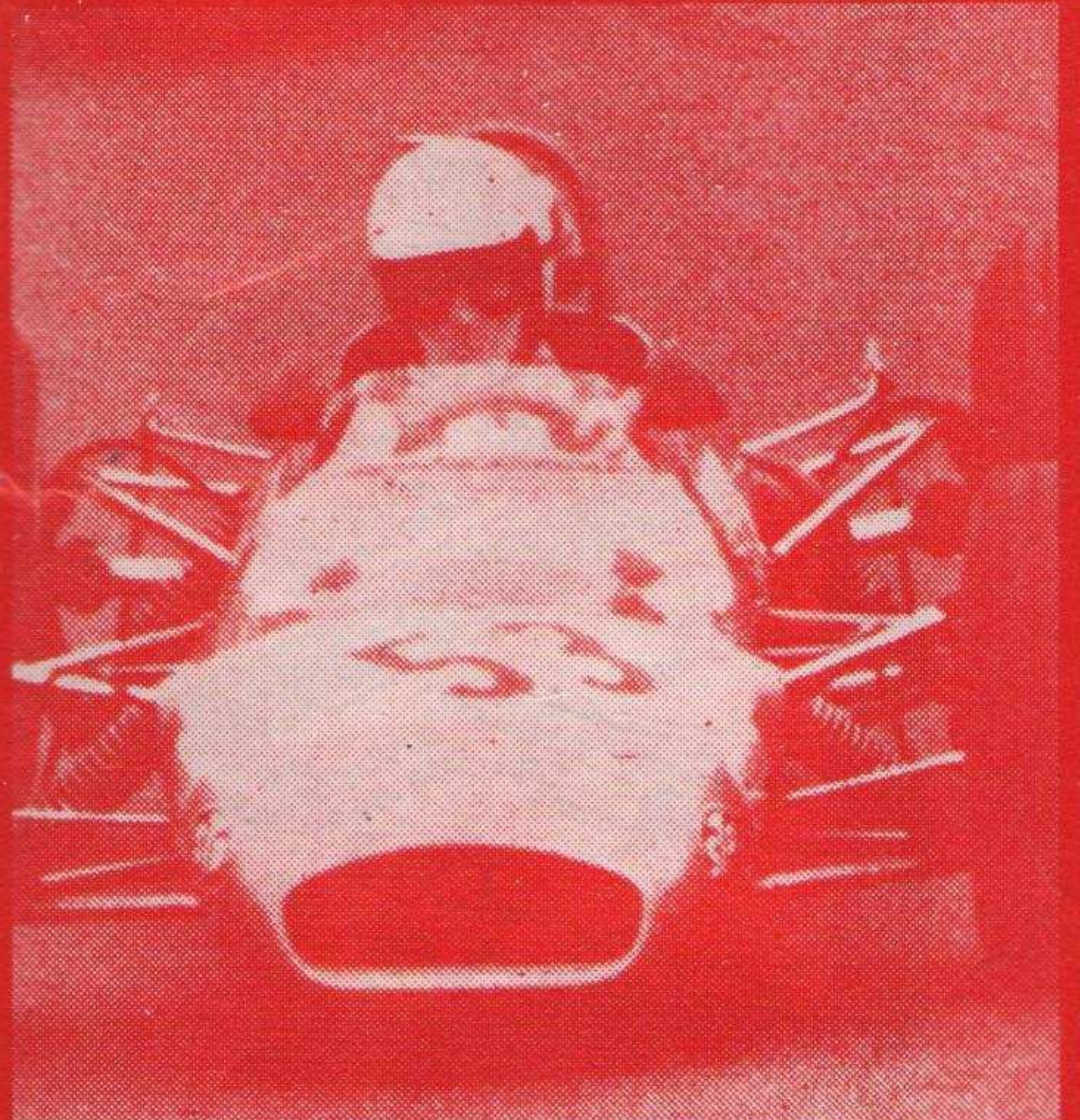


Official Programme 2s 6d

Cadwell Park

International Road Races

13 September 1970



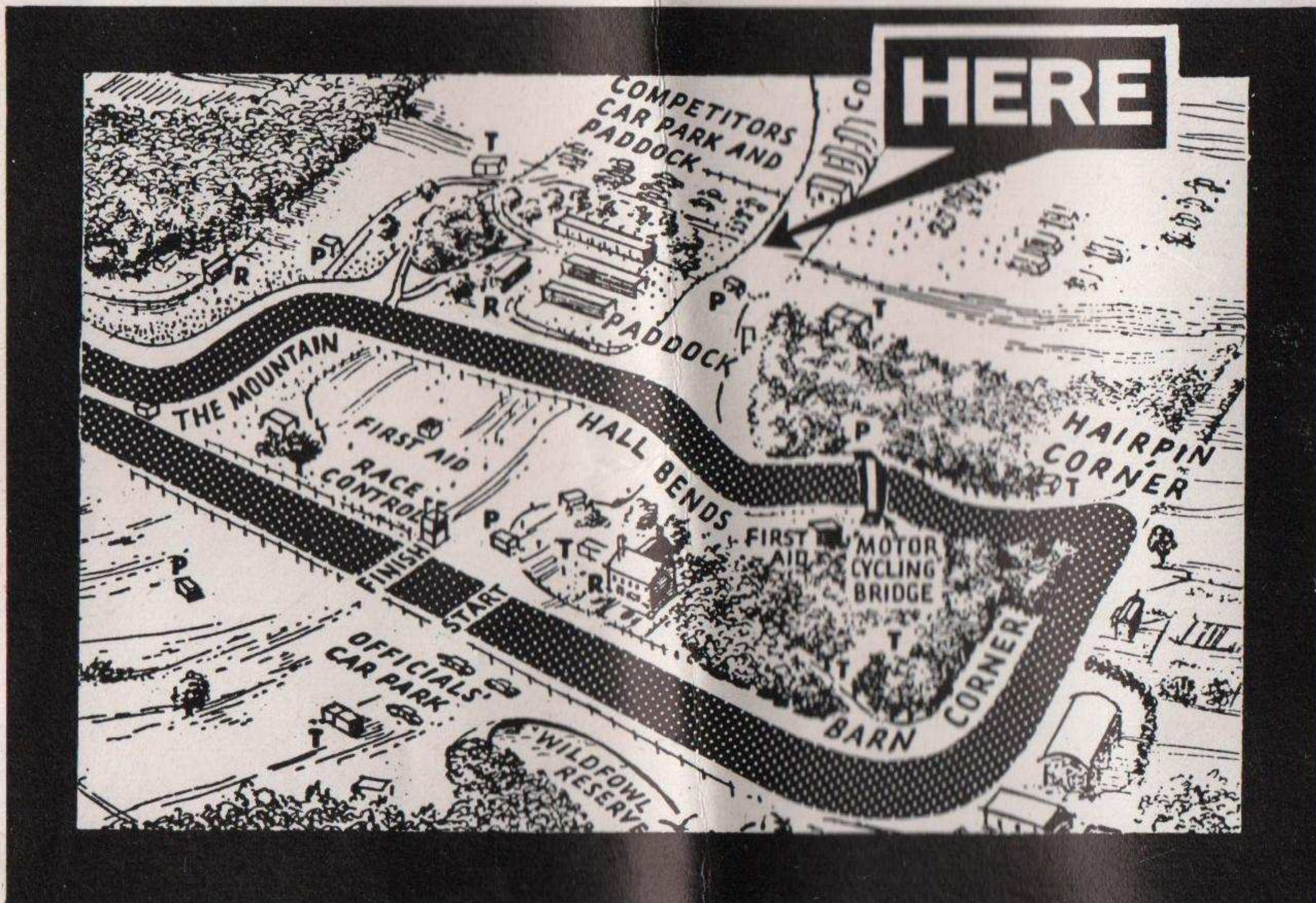
AUTOCAR

First away and always ahead
Thursday



PETROL

IS AVAILABLE AT
CADWELL PARK



**USE THE PETROL
CHAMPIONS CHOOSE**



*sets
the pace*

This race meeting is organised by the British Racing and Sports Car Club Ltd. (Northern Section) and held under the Standing Supplementary Regulations of the RAC and additional Supplementary Regulations of the British Racing and Sports Car Club Ltd. under RAC Permit No. RS5878

OFFICIALS

Stewards—

For the RAC
E. Harris
For the BRSCC
D. O. Stephens
R. T. Spreckley

Judges—

D. Brookes
R. Paterson
G. Knights

Clerk of the Course—
F. Wright

Assistant Clerk of the Course—
P. Titman

Secretary of the Meeting—
Mrs S. Wood

Assistant Secretary of the Meeting—
Mrs F. Wright

Race Control—
Mrs P. Titman
Mrs F. Wright
Mrs F. Holmes

Timekeepers—
R. S. Corfe
D. J. Barker
L. Faulkner
D. J. Brewster

Scrutineers—
E. J. Toye
S. Eddon
J. E. Haigh
R. Hardman

Race Recorder—
Miss E. Ellerby
Chief Marshal—
M. Whitworth

Chief Observer—
P. Titman

Chief Flag Marshal—
F. Holmes

Chief Track Marshal—
P. J. Haw

Chief Paddock Marshal—
J. B. Fleming

Assistant Chief Paddock Marshal—
W. Brown

Chief Assembly Area Marshal—
W. Smales

Chief Pit Marshal—
R. A. J. Snuggs

Starter—
D. S. Blacow

Commentators—
J. W. Higham
F. H. Kay

Medical Officers—
Dr V. Altman
Dr. I. G. Brown

Medical Services—
St. John Ambulance Brigade, Louth
Combined Division, Div. Supt. Chas.
Cummings

Marshals—
Members of the BRSCC
Louth and Dist. Motor Cycle Club
Lincoln and Dist. MC and LC Club

Salvage Vehicles—
Bell Oil Operations Ltd., Grimsby
A. W. Jaines Ltd., Manby
Stuart Friskney Garages, Skegness

Course Car kindly loaned by Bell Oil Operations Ltd.

MARSHALS

Observers—

B. Aspden
T. Kay
L. Raynor
N. Wainman
F. D. Barker
A. J. Kershaw
J. R. Walker
J. Elstrop
M. L. Bailey
J. Low
W. G. Standing
G. Woodhouse
B. L. Codd
S. M. C. Moore
J. J. Burke
T. Lonsdale
C. Goldthorpe
P. T. Moody
G. Staves
P. Young
E. H. Irons
D. W. Thompson
R. Firbank

Flag Marshals—

J. A. Addy
J. L. Bunting
H. Coghill
R. Greenwood
R. J. Mills
A. M. Stones
G. G. Barber
B. Jonas
M. J. Anable
M. Burnham
P. Crooks
J. D. Hornby

J. F. Rushforth
B. Taylor
P. Crossley
F. R. Everett
C. J. Anderton
A. Butcher
I. Fryer
J. Midwood
R. J. Smith
R. Tomlinson
D. C. Foot

Course Marshals—

M. D. S. Dunstone
J. T. Paddison
M. H. Starkey
K. Wilson
R. M. Wearing
C. K. Green
K. H. Richardson
C. A. Stead
P. Wilson
A. R. Washer
D. Martin
D. Sturla
D. Williams
W. R. Winne
T. Maude
T. Woods
P. Hanson
R. Jupe
J. L. Archibold
M. M. English
R. H. Hirst
A. M. Littledike
D. A. Thomas
M. A. Richards
B. Haley

J. E. Marshall
M. Rushworth
S. Borrows
D. H. Greaves
R. James
E. S. Littledike
J. M. Whyte
A. H. Clay
A. Graham
P. Smith
J. Edwards
P. Gunson
D. B. Jupp
M. Nicholson
K. Pillans

Paddock Marshals—

G. H. Cass
R. F. Cawood
M. Roe
E. Woods
A. Cawood
H. D. Sunderland
T. Woods
R. J. Beck

Start Line Marshals—

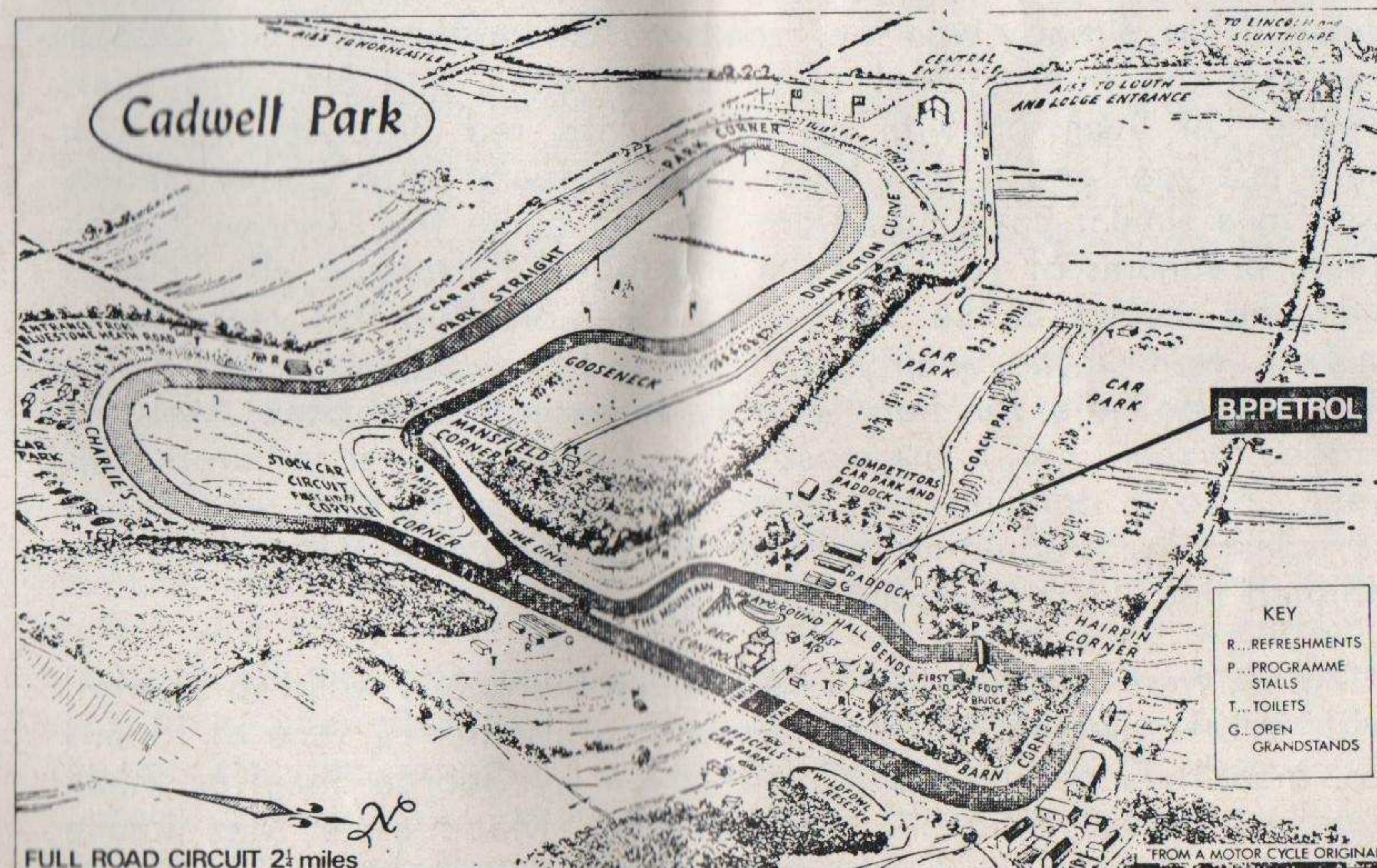
I. D. Robertson
G. Lyles
G. S. Whitaker
C. Gibson
R. A. Dickinson
C. Hobson

Pit Marshals—

D. I. Morgan
J. S. Whitehead
B. D. Varley
P. D. Miles



Italy's Giacomo Agostini crests Cadwell 'Mountain' in his debut—September 1969. This greatest of world motor cycle champions is included in the important Cadwell International Solo and Sidecar Races on September 27th (1 p.m.)



WARNING! Motor Racing is DANGEROUS

You are present at this meeting entirely at your own risk and subject to the condition 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 liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

TODAY'S F3 RACE

By PETER GAYDON

Today's International Formula Three race contains a superb entry from all over Europe. All will be competing for the jackpot of £1,500 prize money of which £250 will go to the outright winner.

This race counts towards the Motor Sport/Shell International Championship and the Lombank National Championship, the first six finishers adding points to those scored in the previous rounds.

At the top of the table are no less than three drivers with the same score of thirty. The two Works Gold Leaf Team Lotus drivers Bev Bond and Dave Walker share the lead with Tony Trimmer who has driven the Race Cars International Brabham BT28 in this Championship. Mike Beuttler is fourth with twenty-five points, Carlos Pace fifth with twenty and Gerry Birrell sixth with fifteen points. With three rounds to go any one of these drivers plus nine others could win!

The Lombank Championship is also led by Bond and Pace, both of them having twenty-nine points, from Walker with twenty-eight, Trimmer eighteen, Steve Matchett fifteen and Bere Hawthorne twelve.

To pick the winner today is an almost impossible task as there are so many first class drivers entered. Looking at the visitors first, amongst the top drivers are Frenchman Jean-Pierre Jussaud with his Works Tecno and Jurg Dubler the Swiss Chevron B17 driver. Jussaud has already won the French F3 Championship whilst Dubler has won the International races at Barcelona and Brno this year. Swede Ulf Svensson with his immaculate red Brabham was sixth here last year and is now backed up by team mate Conny Andersson in a similar car. Also from Sweden come the Mennen Racing Team Brabhams of Torston Palm and Ingvar Pettersson who finished first and second in the Swedish F3 Championship this year. Palm, in fact, won all the qualifying rounds! The two Liptons Tea Lotus 59s' will be here for fiery Freddy Kottulinsky and Sten Axelsson. Freddy, a real tiger, is the most successful Lotus driver in Europe this year. Also in only his first season is Sten Gunnarsson who drove karts last year graduating to F3 at the beginning of this season. He finished third in the Swedish Championship.

Apart from Jussaud the Italian Tecno marque is well represented with Works driver Jean Max, seventh in his first F2 race at Ricard last month. Other Tecnos will be driven by George Shaeffer, Alain Boudier, Francois Migault, Lionel Noghes, Madagascan Max Bonnin and Jean Johansson. Other foreign drivers include Danish Cham-

pion Ole Vejlund with his Lotus 59, Bengt Radmyr—Lotus 59; Eddie Jacobson—March 703; Angelo Angeleiri from Italy and former bullfighter Rene Ligonnet in Chevron B15s, Lothar Schorgs' Macnamara and, most welcome back after his terrible Rouen accident, Bob Wollek in his Rey Racing Brabham BT28.

With popular Brabham BT28s are seven of today's top stars. Clarke Mordaunt Racing lead the list with their yellow and white car for Mike Beuttler with stiff opposition from the Race Cars International Brabham of Tony Trimmer. Tony won the famous Monaco F3 race this year—the first Briton to do so since Jackie Stewart in 1964. From north of the border come Richard Scott and Gerry Birrell. Richard now drives in both F2 and F3 and today will drive John Kendall's dark blue BT28. Gerry drives John Stanton's Sports Motors Manchester semi works machine. Popular Northcountryman Cyd Williams has his own orange BT28 and Chimay winner David Purley the Lec Refrigeration sponsored car. Finally of the Brabham men there is Alan Harvey who, having already won an F3 race at Cadwell earlier this year, must be in with a real chance today.

The rapid Works Lotus 59s are driven by Bev Bond and Australian Dave Walker. Both are renowned for their will to win and with both Championships at stake there may not be much team practice today! Team Bardhal are in a similar position with Carlos Pace and Wilson Fittipaldi both in tremendous form. However a likely man to beat them all is Jame Hunt with his Molyslip sponsored 59. Hunt was fourth here last year just fractions behind 1970 F1 star Ronnie Peterson.

The Petonyer March team will be out in force, with the first car driven by Tom Walkinshaw and possibly a surprise driver in the second. Also March mounted is Dave Morgan with his White car entered by the Aldephi Staff Bureau.

Of the four British entered Chevrons favourite is Peter Hanson, winner of the Karlskoga International and the Finnish F3 Championship. His is the only British car with an Italian Novamotor engine. Also Barrie Maskell, who so nearly won at Oulton Park a fortnight ago and Steve Matchett and Chris Skeaping.

Finally two interesting singleton entries: the new works Nemo to be driven by Brendan McInerney and the Pallister WD3/EMC for Roger Keele.

This then is the entry. If you can select the winner before the meeting starts you will be a very clever judge of ability for with such a vast array of talent I would not dare. One thing is certain, the race will be frighteningly close as Cadwell Park, in spite of its undulating character, has an element of slipstreaming which keeps the cars bunched together. Dubbed as Britain's 'little Nurburgring' Cadwell is a driver's circuit and whoever takes the chequered flag today can be justly proud of his success.

Event 1 Heat 1 10 laps Start 2 p.m.

SINGLE-SEATER RACING CARS complying with the FIA INTERNATIONAL FORMULA 3

No.	Entrant and Driver	Car	Nationality
1	Clarke Mordaunt Racing (Driver Mike Beuttler)	Repco Brabham Ford BT 28	GB
2	Sports Motors (Manchester) Ltd. (Driver Gerry Birrell)	Repco Brabham Ford BT 28	GB/Scottish
3	Cyd Williams	Repco Brabham Ford BT 28	GB
4	Ulf Svensson	Repco Brabham Ford BT 28	S
5	Mennen-Picko Troberg Racing (Driver Torsten Palm)	Repco Brabham Ford BT 28	S
6	Ole Vejlund	Lotus Ford 59	DK
7	Gold Leaf Team Lotus (Driver Bev Bond)	Lotus Ford 59 A	GB
8	Team Bardahl (Driver Wilson Fittipaldi)	Lotus Ford 59 A	BR
9	Liptons Tea Racing Division (Driver Sten Axelsson)	Lotus Ford 59 A	S
10	Molyslip Lotus Racing (Driver James Hunt)	Lotus Ford 59	GB
11	N.E.R.O. (Driver Barrie Maskell)	Chevron Ford B 17	GB
12	Steve Matchett	Chevron Ford B 15	USA
14	Georges Schafer	Tecno Ford	CH
15	Alan Boudier	Tecno Ford M	F
16	Jean Johansson	Tecno Ford	S
17	Tecno Motul (Driver Jean Max)	Tecno Ford	F
18	Jean-Pierre Jaussaud (Driver Francois Migault)	Tecno Ford	F
19	Ecurie Monaco (Driver Lionel Noghes)	Tecno Ford	MC
20	Petonyer—Team March (Driver Tom Walkinshaw)	March Ford 703	GB/Scottish
21	Vienna Race Management (Driver Lothar Schorg)	McNamara Ford F 30	A
22	The Paul Watson Race Organisation (Driver Roger Keele)	Palliser Ford WD 3	GB
23	Race Cars International (Driver Brendan McInerney)	Nemo Ford	IRL
Reserves—			
24	Alan McCully	Repco Brabham Ford BT 28	NZ
25	Keith Wright	Repco Brabham Ford BT 28	GB
26	Lynton Racing (Driver Alan Stubbs)	Repco Brabham Ford BT 28	GB
27	Edward Reeves	March Ford 703	GB
28	Fabrizio Noe	Tecno Ford	I
29	Luigi Battistello	Repco Brabham Ford BT 28	I
30	Petonyer Air Navigation Ltd. (Driver Geoff Bremner)	March Ford 703	GB
31	Team Arnold (Driver Jean-Pierre Jarier)	Tecno Ford	F
32	Gerard Bazin	Matra Ford	F

1st..... 2nd..... 3rd..... 4th.....

Winner's speed.....mph Fastest lap—Car No...7.....at.....mph

For key to nationalities see Event 4


11 21 12 14 13 8 14 28



Our craftsman-built power-boosted special tuning job

One of our tyres goes only to rather special customers. It's our SP Sport radial. And the customers include the makers and owners of the world's finest, fastest cars. SP Sport tyres are built as carefully as the powerful precision machinery they must help to control. They're built to take much faster driving than the British average. They'll hold two tons or so of high-powered metal right up to autobahn speeds.

And they embody everything we've learnt on the race-track about wet-weather control. Our special Aquajet system. Cutaway centre channelling*. Slotted tread. Everything to drain water—fast. Our special customers can't afford to lose time in bad weather. And with their kind of cars, you don't take chances.

SP Sport is our high-performance radial.
 **DUNLOP RADIALS**

*The number of ribs and centre channels in the tread pattern of the SP Sport vary according to tyre size.

SPORTS CARS TO THE FOREFRONT

By PAUL WATSON

At the beginning of this year the FIA, that is the governing body in International motor racing, instituted a new 'formula' for sports cars and prototypes. To support this new thinking, they created a European Championship for cars up to 2-litres while our own Royal Automobile Club was quick to follow suit with an RAC Championship.

Both championships are now nearly over for 1970, but nonetheless, the British Racing and Sports Car Club have taken the initiative in organising an independent International 2-litre race over fifteen laps of the tight twisting and highly demanding Cadwell Park circuit.

One thing is for certain, and that's that the Cadwell circuit will prove ideal for the 2-litre cars and we should see a really fantastic race.

The event is divided into two classes, for Group 5 cars and Group 6 cars. Here there is a subtle difference that may require a little explaining. Group 6 is for sports-prototypes of which less than twenty-five units have been manufactured on any given chassis/body and with the same engine. Hence in this class one finds all the experimental one-off designs such as the Martin, Taydec, Unipower and Daren cars plus of course established names such as Lola with their new and very exciting T.210. In Group 5 one marque dominates, this being Chevron who for the last three or four years have made it possible for many drivers to race in the sports car category through the inexpensive price of their 2-litre Chevron B8 many of which are entered in today's race. Recently they have also been turning out the sleeker and much quicker B16 model, and recently this car was accepted into Group 5 on reaching twenty-five units. Porsche are another marque in the Group 5 class represented here today.

On the engine side, the Cosworth-FVA is a 1600 c.c. Formula 2 and the Cosworth-FVC (an improved and enlarged 1800 c.c. version).

The 2-litre 4-cylinder German B.M.W. engine from Munich appears in all but two of the Chevron B8's. Porsche produce their own 6-cylinder engine while the pretty little Martin is using a rally 1800 c.c. Ford twin-cam producing about 185 b.h.p. The Cosworth-FVA turns out an approximate 230 b.h.p.; the FVC 245 b.h.p.; the B.M.W. 180 b.h.p. and the Porsche 220 b.h.p.

Amongst the entry are some very formidable names such as John Burton, Guy Edwards, Jeremy Richardson, Brian Robinson, Roger Nathan, Terry Croker, Brian Martin and Chevron B8 drivers Twaites, Farnell and Silverwood.

John Burton, a strong favourite for the race, comes from Worcestershire, and drives his orange B16 with terrific verve and determination. This year he won the European and RAC Sportscar Championships and recently finished second to Jo Bonnier in the Danish Grand Prix.

Guy Edwards (London) used to drive for Tor-Line Racing of Immingham with a Chevron B8. A driver who is at his best when the odds are against him.

Jeremy Richardson is one who is well on the way up. Two years ago he was an unknown club driver in a Lotus Seven. Drives the leading factory Daren, a light adaptable little car. Has suffered from unreliability this year but his personal ability makes him a driver who should go a long way.

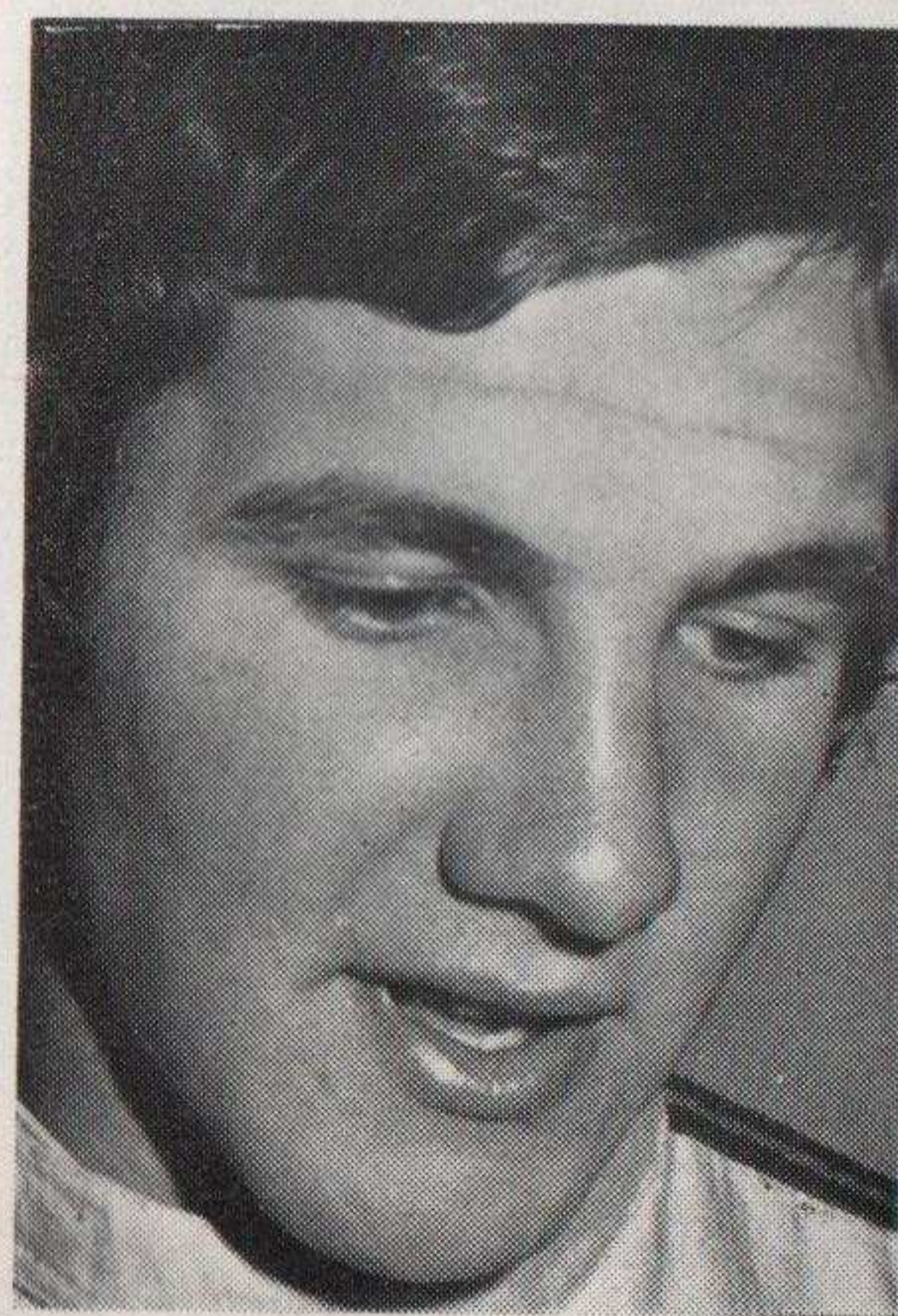
Brian Robinson (Newcastle-Upon-Tyne) drives a Chevron B16; with recent successes in Germany and Scandinavia is certainly one of the most improved drivers of today in sportscar racing. He started racing with Ford Escorts and Cortinas.

Roger Nathan, the man behind Astra cars, drives the works version. He is certainly one of the more experienced of today's drivers.

Terry Croker (Chigwell) has so far had an abortive season with a big 5-litre Lola T.70. Now has a new Lola T.210 in place of the T.70. Has considerable experience in saloon cars. A fighter all the way.

Brian Martin, (age 27) has in recent weeks leapt to the forefront of sportscar racing. A gifted design engineer—employee of Ford—designed, built and now drives his own Martin BM7 Spyder with an 1800 c.c. rally twin-cam engine on loan from FoMoCo. The Martin BM7 handles like a dream, and, with Brian's ability, makes the Martin - Martin combination a powerful one. Is looking for buyers in order to start producing a new car for 1971.

Other names worth watching include Yorkshiremen Trevor Twaites, Dave Farnell and George Silverwood in Chevron B8's who should help to make this race a memorable one.



Terry Croker



George Silverwood



John Burton

The Protectors



The helmet's for your life. The GTX for your engine's. High protection, low consumption GTX. The engine protector.

104 97 95
96 106
Event 2
103 105
99

Start 2.30 p.m.

SPECIAL TOURING CARS 15 laps

Class A, 1301 c.c. to 2000 c.c.—

No.	Entrant and Driver	Car	c.c.	Nat.
95	Team Broadspeed Ltd. (Driver John Fitzpatrick)	Ford Twin Cam	1594	GB
96	Terry J. Drury	Ford Escort TC	1594	GB
97	Gerry Edmonds Racing (Driver Lawrence Hickman)	Ford	1594	GB
98	George Dixon	Mercury McLaren	1598	GB

Class B, 1001 c.c. to 1300 c.c.—

102	Equipe Arden (Driver Gordon Spice)	Morris Mini Cooper 'S'	1293	GB
103	David Buckett	Austin Cooper 'S'	1275	GB
104	Melton Racing (Driver David Matthews)	Ford Escort	1297	GB
105	Richard Groves (Driver John Moore)	Mini Cooper 'S'	1275	GB
106	Antique Automobiles Ltd. (Driver Malcolm Leggate)	Mini Cooper 'S'	1293	GB

Class A, 1301 c.c. to 2000 c.c.—

1st..... 2nd..... 3rd.....
Winner's time..... speed.....mph
Fastest lap — Car No..... atmph

Class B, 1001 c.c. to 1300 c.c.—

1st..... 2nd..... 3rd.....
Winner's time..... speed.....mph
Fastest lap — Car No..... atmph

Twelve Weekends in Amsterdam

TO BE WON AT

Market Rasen Races

Saturday, September 26th

First Race 1.30 p.m.
Children under 14 admitted free

Lombank and motor sport



Lombank have winning ways

Our interest in you, the motorist, goes way beyond just providing the finest possible credit facilities. This year, again, we are sponsoring the exciting Lombank Formula 3 Championship for your enjoyment and for the advancement of Motor Sport.

And when we finance your next car, you will find that personal interest and friendly efficiency which goes towards making Lombank Britain's best finance house.



Lombank Limited, Lombank House, Purley Way, Croydon. CR9 3BL. 01-684 6911
LKA/81

47 46 36 58 57 49
54 35 43 65 51
Event 3 63 Heat 2 Start 3.15 p.m.
SINGLE-SEATER RACING CARS complying
with the FIA INTERNATIONAL FORMULA 3
10 laps

No.	Entrant and Driver	Car	Nationality
34	The Paul Watson Race Organisation (Driver Richard Scott)	Repco Brabham Ford BT 28	GB/Scottish
35	The Paul Watson Race Organisation (Driver Alan Harvey)	Repco Brabham Ford BT 28	GB
36	Race Cars International (Driver Tony Trimmer)	Repco Brabham Ford BT 28	GB
37	Rey Racing (Driver Bob Wollek)	Repco Brabham Ford BT 28	F
38	Ulf Svensson (Driver Conny Andersson)	Repco Brabham Ford BT 28	S
39	Gullringshus AB (Driver Sten Gunnarsson)	Repco Brabham Ford BT 28	S
40	Mennen-Picko Troberg Racing (Driver Ingvar Pettersson)	Repco Brabham Ford BT 28	S
41	LEC Refrigeration Racing (Driver David Purley)	Repco Brabham Ford BT 28	GB
42	Gold Leaf Team Lotus (Driver Dave Walker)	Lotus Ford 59A	AUS
43	Carlos Pace	Lotus Ford 59A	BR
44	Liptons Tea Racing Division (Driver Freddy Kottulinsky)	Lotus Ford 59A	S
45	Radmyr Racing Organisation (Driver Bengt Radmyr)	Lotus Ford 59	S
46	The Paul Watson Race Organisation (Driver Peter Hanson)	Chevron Ford B 17	GB
47	The Jurg Dubler Racing Organisation (Driver Jurg Dubler)	Chevron Ford B 17	CH
48	Chris Skeaping	Chevron Ford B 17	GB
49	Alessandro Angeleri	Chevron Ford B 15	I
50	Rene Ligonnet	Chevron Ford B 15	F
51	Petonyer—Team March (Driver Ian Ashley)	March Ford 703	GB
52	Adelphi Staff Bureau (Driver David Morgan)	March Ford 703	GB
53	Leed Racing (Driver Eddie Jacobson)	March Ford 703	S
54	Jean-Pierre Jaussaud	Tecno Ford	F
55	Max Bonin	Tecno Ford	MDG
Reserves—			
56	Andy Sutcliffe	Lotus Ford 59	GB
57	Carlo Scarambone	Chevron Ford B 15	I
58	Jorgen Jonsson Racing (Driver Jorgen Jonsson)	Repco Brabham Ford BT 28	S
59	Fritz Jordan	Lotus Ford 59	BR
60	Phillippe Monot	Matra Ford MS 5	F
61	Lenham Hurst Racing (Driver Hardy Heheisel)	Tecno Ford	D
62	Jean-Claude Guenard	Alpine F3	F
63	Ken Sedgley	Chevron Ford B 17	GB
64	Albert Badan	Kitchiner Ford	CH

1st..... 36 2nd..... 2 3rd..... 54 4th..... 38
Winner's speed..... 167.0 mph Fastest lap—Car No..... at..... mph
83.00 1:34.6 85.625
43 40 39 56 63 48 51 47

A PROFILE ON MIKE BEUTTLE

By PETER GAYDON

Just who is the best F3 driver this year is a question hard to answer for, as in 1969, this is a shared honour. Last year Ronnie Peterson, Reine Wisell and Jim Sherken all won major events and this year the situation is much the same. One driver who can justly claim to be a worthy successor to the 1969 Stars is Mike Beuttler.

Mike is twenty-eight and totally dedicated to becoming a successful racing driver — many would say he has already succeeded. He has driven for Clarke Mordaunt Racing in F3 for the past three years remaining faithful to the Brabham chassis. This year's BT28 is fitted with a Lucas engine of which Mike has the choice of two and can be easily recognised with its yellow and white colours. Sponsors Ralph Clarke and David Mordaunt aim to take Mike into the front line of racing and it is their support which has taken Mike to the top of F3. At the start of his career, in 1968, he crammed fifty-four races into one season to gain experience for his first International year in 1969. Results that year included third places at Pau and Jarama and fourths at Barcelona and Albi.

He won his first race of 1970 at Thruxton, became the first Englishman to win the Grand Prix de Paris at Montlhery, France, and fought off a hoard of nine other drivers to win the incredibly close Martini Silverstone F3 race. After this came the finest performance of all. His victory in the F3 event supporting the British Grand Prix at Brands Hatch was masterly and typical. He was always in contention for the lead and in the final two laps put such pressure on his opponents that he was able to pull out a precious second to win. In his last four races he has maintained his position leading two and retiring, winning one and setting fastest lap after a pitstop in the other.

Mike is a sure bet for a high place today. When he is really trying he gets his head down just like Jack Brabham so watch the blue and white Bell Star helmet closely!

PRINTING
ALLINSON & WILCOX

QUEEN STREET - LOUTH - LINCOLNSHIRE
Telephone Louth 3761 and 3785

85 77 84
80 87

Event 4 98

Start 3.45 p.m.

SPECIAL GRAND TOURING CARS

Group 5 and 6

15 laps

Group 5—

No.	Entrant and Driver	Car	c.c.	Nat.
70	Central Garage (Mirfield) Ltd. (Driver George Silverwood)	Chevron BMW B8	1991	GB
71	The Paul Watson Race Organisation (Driver Trevor Twaites)	Chevron BMW B8	1991	GB
72	The Paul Watson Race Organisation (Driver David Farnell)	Chevron BMW B6/8	1991	GB
73	Martyn Denley	Chevron BMW B8	1991	GB
74	The Paul Watson Race Organisation (Driver T.B.N.)	Chevron BMW B8	1991	GB
75	The Paul Watson Race Organisation (Driver T.B.N.)	Chevron BMW B8	1991	—
76	Opposite Lock Club (Birmingham) (Driver Mike Coombe)	Porsche 906	1991	GB
77	Brian Robinson	Chevron Cosworth B 16	1790	GB
78	Ian Skales	Crossley Cosworth Spyder	1598	GB

Group 6

80	Brian Martin	Martin Ford BM 7 Spyder	1800	GB
81	Worcestershire Racing Assn. (Driver T.B.N.)	Chevron Cosworth B 16	1790	—
82	Roger Nathan Racing Ltd. (Driver Roger Nathan)	Astra Cosworth RNR 2	1790	GB
83	Guy Edwards	Astra Cosworth RNR 2	1790	GB
84	A & J Motors (Chadwell Heath) Ltd. (Driver Terry Croker)	Lola Cosworth T.210	1790	GB
85	Peter Smith	Chevron Cosworth B8	1598	GB
86	Mike Gribben	Chevron Cosworth B8	1598	GB
87	Tayden Cars T.R. Clapham Ltd. (Driver Malcolm Payne)	Taydon Cosworth Mk 2	1598	GB
88	Stanley Robinson	Unipower Cosworth	1598	GB
89	Daren Cars Ltd. (Driver Jeremy Richardson)	Daren Cosworth Mk 2B	1598	GB
90	Daren Cars Ltd. (Driver Martin Raymond)	Daren Ford Mk II B	1150	GB
91	Daren Cars Ltd. (Driver Peter Richardson)	Daren Ford Mk 2B	999	GB

1st..... 2nd..... 3rd..... 4th.....

Winner's speed.....mph Fastest lap—Car No.....at.....mph

Key to Nationalities—

GB = Great Britain CH = Switzerland USA = United States of America
BR = Brazil A = Austria IRL = Republic of Ireland
MC = Monaco D = West Germany AUS = Australia
I = Italy MDG = Madagascar NZ = New Zealand
S = Sweden DK = Denmark F = France

71 6 98 7 79

Event 5

Final

Start 4.30 p.m.

THE 1970 LOMBANK FORMULA 3 CHAMPIONSHIP ROUND for SINGLE-SEATER RACING CARS complying with the FIA INTERNATIONAL FORMULA 3

25 laps

No.	Entrant and Driver	No.	Entrant and Driver
10	HUNT	40	Peterson
36	TRIMMER	18	Vignault
1	BUTTLE	39	...
52	MORRIS	19	...
5	TORSTEN PALM	56	...
54	JAUSSANT	23	...
2	BIRKBECK	48	...
38	ANDERSON	20	...
7	BOND	21	...
43	PAGE	51	...
4	...		

1st..... 2nd..... 3rd..... 4th.....
5th..... 6th.....

Winner's speed.....mph Fastest lap—Car No.....at.....mph



Mike Beuttler



James Hunt



Tony Trimmer

a new race of disc brake pads



Five years went into the development of Formula Two-Four. Their manufacture calls for materials, processes and quality control procedures that surpass anything before. The result is disc brake pads that have no equal.

But whether you prefer 2, 3 or 4 wheels, Ferodo brake linings and disc brake pads are race and rally proved for your safety.

FERODO
brake linings
and disc pads

**Line up with the best
Ferodo Formula Two-Four**



Ferodo Limited, Chapel-en-le-Frith, Stockport.

Turner & Newall Ltd.



**MOLYSLIP-LOTUS
FORMULA 3 DRIVER
JAMES HUNT** says...

Unleash YOUR car's pent-up performance with

**NEW FULL
POWER
MOLYSLIP**