

Yellow Pages Formula 2 European Championship race Easter Monday April 12th **THRUXTON**

Organised by the



1971

Also races for Sports Cars,
Saloons & Super Vee

Souvenir Programme 20p



Kodak motor race meeting

Organised by the British Automobile Racing Club

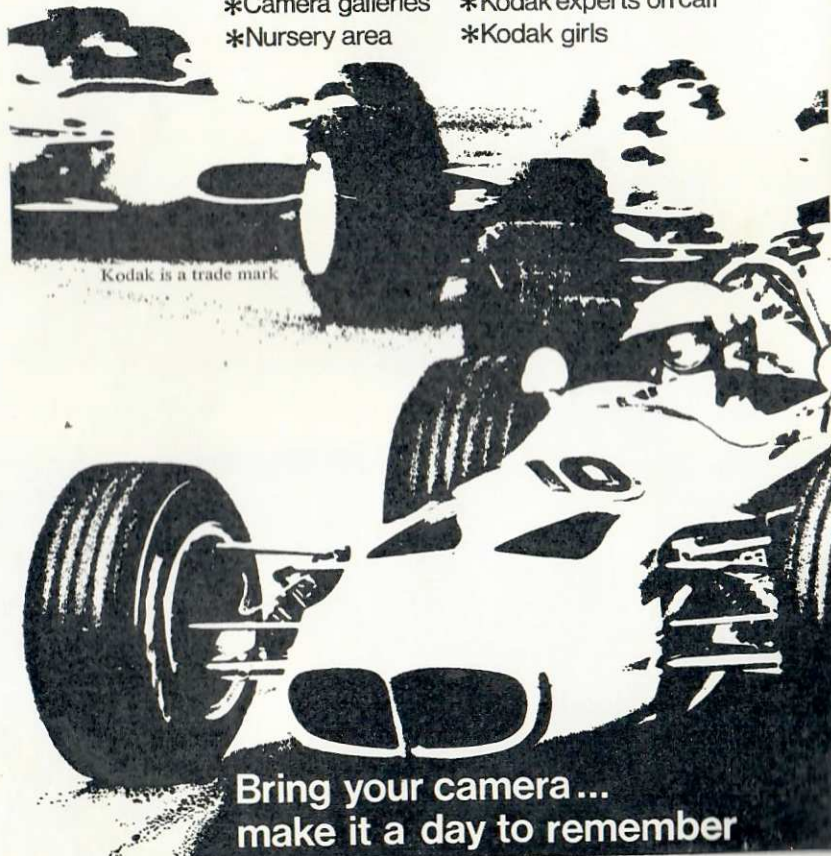
Thruxton Sunday August 1

Formula 5000 race
(qualifying for the Rothmans
F5000 championship).

Formula 3 race

Saloon Car race

- *Camera galleries
- *Nursery area
- *Kodak experts on call
- *Kodak girls



**Bring your camera...
make it a day to remember**

Yellow Pages

FORMULA 2 EUROPEAN CHAMPIONSHIP MEETING

Organised by the
British Automobile Racing Club

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DUNLOP SPORT RADIAL



ENGINEERED FOR ACTION!



**Introduction from
Mr. E. G. Hedgcock,
Managing Director of
Thomson Yellow Pages
Limited**

It is almost five years since the first Yellow Pages directory was published in this country. Today we have established 62 Yellow Pages directories covering most of the U.K., published on an annual basis.

The company is now engaged on an all-out campaign to establish the regular use of Yellow Pages as part of the national way of life. To this end we are sponsoring a number of different events in fields which have a strong public following.

The sponsorship of this important Easter Monday Formula 2 meeting at Thruxton follows our very successful venture into motor racing at this circuit last September. It represents the start of a much wider involvement in motor racing in 1971 and is therefore an important part of our overall Yellow Pages promotion campaign.

I should like to extend a sincere welcome to everyone and I do hope you all enjoy an excellent day's racing.



Put a rock in your engine!

You'll add up to 25% longer engine life-
Even if you're already using the finest oils

The secret of longer engine-life lies in a rock containing a super-lubricant called molybdenum disulphide (MOS₂). Technologists have extracted this sensational ingredient, refined it to a degree unknown only a few years ago, and called it Full Power MOLYSLIP. The moment you add MOLYSLIP to your engine or gearbox oils you start reducing wear caused by friction. This is a proven fact.

In the engineering laboratories of one of Britain's leading universities two engines were tested. One was lubricated with a leading 20/50 multigrade oil, the other with identical oil—PLUS MOLYSLIP.



The results speak for themselves, even though the finest oil that that money can buy was used in BOTH engines, the engine protected by MOLYSLIP showed

25% LESS WEAR than the engine lubricated by oil alone. Can you afford not to give your engine this extra protection?

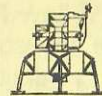
FULL POWER MOLYSLIP
Adds life to every car engine

*Send stamped addressed envelope for full details to Moly Slip (Dept. F) Lloyds House, Handforth, Manchester.

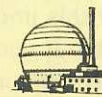
MOS₂ the secret of MOLYSLIP the space-age lubricant



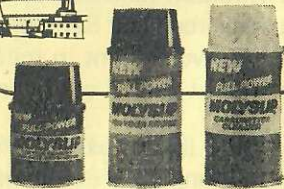
Chosen for Concorde, to solve certain lubrication problems that could not be solved by even the finest oils.



Chosen for the Apollo Moon Modules to withstand the pressures and temperatures of space exploration.



Chosen for the Euratom Power Station to give total reliability under the toughest conditions.



From Halfords and other accessory stockists.

OFFICIALS OF THE MEETING

The meeting is governed by the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the additional Supplementary Regulations and any instructions which the Club (The British Automobile Racing Club Ltd.) may issue for the meeting. All competitors will be deemed to be fully conversant with such Rules, Regulations and Instructions. R.A.C. Permit No. RS 6874 (Full International).

- Stewards of the Meeting:**
B. Tye (R.A.C.) M. Gorringe W. W. Paul
- Judges:**
C. A. S. Brooks, J. M. A. Edmondson, E. C. Gordon-England, S. M. Lawry, H. E. Rodhouse
Clerk of the Course: G. D. White
Deputy Clerk of the Course: R. J. Scannell
Secretary of the Meeting: B. J. Bland
- Chief Observer:** E. H. G. Browning **Deputy Chief Observer:** A. J. Holberton
Incident Officers: R. S. J. Martin, N. T. Hunt
Chief Flag Marshal: M. H. Groves **Chief Course and Fire Marshal:** P. D. Franklin
Chief Spectator Control Marshal: I. A. Strachan
Chief Medical Officer: Dr. G. R. Branson
- Chief Startline Marshal:** R. G. P. Cox **Deputy Chief Startline Marshal:** R. K. Gorringe
Chief Pit Marshal: C. S. Hoile **Chief Starting Enclosure Marshal:** B. S. Smith
Chief Paddock Marshal: P. A. Sturgess **Deputy Chief Paddock Marshal:** C. L. Payne
Chief Timekeeper: R. King-Farlow **Chief Scrutineer:** F. C. Matthews
- Eligibility Scrutineers:** C. Mitchell, R. Croucher.
Commentators: J. N. R. Hay, J. M. Lewis, P. Scott-Russell
- Timekeepers and Assistant Timekeepers:**
R. J. Balmer M. R. G. Eyre C. J. Gardner J. Harvey
J. W. Barber Mrs. D. Eyre Mrs. S. Gardner A. M. Koeller
D. Benbow A. D. F. Simpson
- Scrutineers and Assistant Scrutineers:**
D. E. Grainger K. B. Salmon Mrs. R. Cockerill Mrs. R. Dickens
H. A. Powell G. F. Viola Mrs. F. Davis Mrs. T. E. Matthews
M. J. Palmer
- Number Painters:** E. Collins, I. Lintern
- Medical Officers:**
Dr. N. H. Barley, Dr. D. Bond, Dr. K. K. Eaton, Dr. G. Jarvis, Dr. R. L. McGhie,
Dr. D. Russell, Dr. P. E. Sundt
- Scoreboard:**
A. Collins J. H. Davis R. C. Hinton Miss G. Nuttley
E. Collins M. Glover M. R. Leonard P. N. Terry
Mrs. J. Collins D. Hinds B. Nuttley
- Press Officers:** P. Easton, Q. Spurring
Press: Miss E. Walker, A. Fry, C. H. Masterman
Race Information: Mrs. G. Bland, Miss J. Gardner
Race Telephones: Mrs. V. Cooke, Mrs. E. Cunnell
Paddock Office: D. Stephens, Miss J. Gummer
Pit Reports: R. P. Benbow, D. F. Brown, C. S. Rivett
- Junior Race Assistants:**
A. G. Dickens S. Hards R. P. Smart
Miss S. Dickens G. V. Masterman
- Breakdown Services:**
Cloverleaf Garages (Andover) J. S. Monroe Ltd (Andover)
Test Motors (Over Wallop) County Garage (Stockbridge)
Sparshatts (Andover) Henlys (Wessex) Andover

First Aid: The St. John Ambulance Brigade

Observers, Flag, Course, Startline, Pit and Paddock Marshals:

R. J. Adams	W. Cumber	H. J. Halfhead	N. Neville-Jones
A. K. C. Akers	P. D. Cunnell	J. P. Hamilton	A. J. C. Nussle
M. S. Albini	C. G. Darley	B. S. Hannant	B. F. G. Nuttley
J. D. Allen	N. J. Davies	J. R. Hardcastle	Miss G. F. Nuttley
R. Arney	J. H. Davis	R. A. Harman	P. G. Odell
J. P. Ashton	R. H. Davis	R. G. Harwood	R. A. O'Leary
D. F. Balaam	J. M. Deeley	M. Harrison	R. Oram
H. E. G. Andrews	B. R. Degerlund	Miss W. Hawkins	P. F. E. Osmond
N. H. Barley	R. S. Degerlund	B. A. Henderson	Miss G. Orchard
P. R. Barnett	K. Denham	C. C. Herman	Mrs. D. Osmond
D. B. Bates	M. S. J. Devine	V. H. Hesketh	M. A. Parker
N. Beehl	L. G. Dickens	P. J. Hider	A. J. Parsfield
H. A. Benbow	C. Dickens	C. E. Hill	K. G. Partridge
R. P. Benbow	M. Dominey	C. Hillier	B. P. Pavitt
H. Berry	P. R. Dowding	D. Hinds	C. C. Payne
M. Berry	P. J. Driffill	R. C. Hinton	C. L. Payne, Jnr.
C. Bigmore	Mrs. S. Driffill	J. C. Hoare	C. L. Payne
T. P. Bissell	B. F. Dunn	W. O. Holding	S. W. Payne
R. F. Bidmead	L. Duddridge	R. M. Holland	B. C. Pazzard
N. M. Blackmore	P. R. Dunford	J. C. Howard-Ady	Sqn. Ldr. T. C. W.
S. R. Blake	G. J. Duttall	J. L. H. Howard	Peacock
J. M. F. Blakey	S. J. Duttall	I. J. Huffer	C. J. Penfold
G. F. Bond	R. A. Drysdale	P. J. Huffer	M. G. Pearce
N. G. Bostock	J. M. English	S. D. Hunt	I. D. Permain
W. A. H. Brampton	C. V. Evans	A. N. Hyett	Bill Pickup
D. Brewster	F. R. Everett	A. R. Iles	B. W. Pinker
A. C. Brind	J. N. R. Falconer	R. J. Illman	A. E. Potter
E. C. Britten	W. D. Farmer	A. L. Inman	M. Potter
D. F. Brown	J. J. Ferguson	R. S. Irish	D. K. Poulson
Q. Brown	B. W. Ferris	C. J. Jacob	B. W. R. Pusey
T. S. Brown	D. J. Fickling	R. J. James	J. Pussard
D. J. Bryant	R. Finch-Hatton	J. N. Jordan	S. P. Quinton
I. W. Bryan	R. D. Findlater	D. E. O'N. Johnson	R. E. Ramage
D. A. Bull	B. E. Foot	D. N. Jones	C. A. Redfern
N. C. Burnett	R. A. M. Forbes	G. L. Joseph	D. B. Reeves
M. J. Canham	J. Ford	M. L. Joseph	C. C. Reeves
A. J. Canham	S. J. Ford	D. B. Jupp	F. Reeves
A. I. Carey	K. J. Ford	R. Kambourian	Mrs. J. A. Reeves
R. C. Casling	N. Forder	R. M. Keyworth	R. H. Reynolds
M. L. Chantler	A. Foster	A. E. King	E. Ridler
M. Churchill	M. W. Frazer	D. C. King	J. K. Riseley
J. G. Chard	E. Freeborn	D. K. King	R. Robson
D. A. Clarke	R. A. Frip	A. M. Knaggs	D. A. S. Rose
R. P. Clayson	M. J. Frost	K. J. Lambert	G. C. Ruscoe
R. Clouter	P. Fulke-Greville	D. R. Legge	S. K. Sadler
M. A. Coales	J. F. Gardner	R. J. Lentell	M. J. Sage
A. J. Coates	R. J. Gillman	M. R. Leonard	R. W. Sage
G. P. Coleman	M. Glover	A. J. Lindsay	C. Saggars
D. M. Collins	M. G. N. Glyde	A. J. V. Lines	E. J. Salisbury
A. Collins	T. E. Georges	G. D. Lloyd	J. H. Salisbury
E. Collins	R. P. D. Gidderson	A. R. Longbourne	D. J. Sampson
Mrs J. Collins	C. W. O. Gollop	J. H. Lucas	C. M. J. Sandford
P. W. Collyer	C. K. Girdwood	D. J. Male	L. A. Sandford
C. J. Cook	A. R. Gorringe	F. W. Lovell	A. E. Saunders
G. R. Cooke	B. R. V. Grant-	H. M. Matthews	D. C. Saunders
M. Cooke	Braham	Dr. R. L. McGhie	D. R. Scatchard
D. Coombs	B. R. Gray	G. M. Mellish	R. J. Sell
J. Cox	Miss N. H. Green	E. A. J. Mockett	J. Searle
F. Coomber	M. J. Hall	N. B. Morgan	R. Sharnier
R. O. Croucher	R. Hall	F. O. Munns	A. H. Sewell
B. G. Cullem	C. J. Halfhead	F. G. Neal	A. F. Sharpe

Continued on page 43

RACE TIMETABLE

SATURDAY, April 10:

YELLOW PAGES TROPHY RACE FOR FORMULA SUPER VEE CARS—Part One 15 laps — 3.50

MONDAY, April 12:

EVENT ONE YELLOW PAGES TROPHY RACE FOR FORMULA SUPER VEE CARS—Part Two 15 laps 12.00 noon

EVENT TWO YELLOW PAGES TROPHY RACE FOR FORMULA TWO CARS—Heat One 28 laps — 12.50

EVENT THREE YELLOW PAGES TROPHY RACE FOR FORMULA TWO CARS—Heat Two 28 laps — 1.50

EVENT FOUR YELLOW PAGES TROPHY RACE FOR SPORTS CARS 25 laps — 2.50

EVENT FIVE YELLOW PAGES TROPHY RACE FOR FORMULA TWO CARS—Final 50 laps — 4.00

EVENT SIX YELLOW PAGES TROPHY RACE FOR SALOON CARS 25 laps — 5.40

AWARDS

Yellow Pages Trophy Race for Formula 2 Cars:

Awards: Awards for this event are as laid down in the regulations governing all qualifying events for the 1971 European Trophy for Formula 2 Drivers and the amounts listed below are the approximate conversions from Swiss francs:

First overall—£300; 2nd—£200; 3rd—£150.

Non-graded drivers: First overall—£600; 2nd—£500; 3rd—£450; 4th—£400; 5th—£350; 6th—£300; 7th—£275; 8th—£250; 9th—£225; 10th—£200; 11th—£180; 12th—£160; 13th—£140; 14th—£120; 15th—£100; 16th—£90; 17th—£80; 18th—£70; 19th—£60; 20th and after—£50 each.

In addition, the following awards will be given:

To the winner of the Final—The Jochen Rindt Memorial Trophy and The Yellow Pages Trophy.

To the mechanics of the winning car in the Final—A crate of Moet et Chandon champagne.

To the highest placed non-graded driver in the Final—A Trophy.

To the winner of Heat 1: An Electrolux Combined Fridge Freezer Unit.

To the winner of Heat 2—One year's free rental of a Radio Rental colour Television Set.

Yellow Pages Trophy Race for Formula Super Vee Cars:

Awards: Overall winner on aggregate—The Yellow Pages Trophy and £140; 2nd—£115; 3rd—£90; 4th—£70; 5th—£45; 6th—£35.

Yellow Pages Trophy Race for Sports Cars:

Awards: Overall winner of the race—The Yellow Pages Trophy, a Philips car cassette player and a car radio and £300; 2nd—£200; 3rd—£175; 4th—£150; 5th—£125; 6th—£100; 7th—£80; 8th—£70; 9th—£60; 10th—£50; 11th—£40; 12th—£30; 13th—£20; 14th to 20th—£10 each.

Yellow Pages Trophy Race for Touring (Saloon) Cars:

Awards: Overall winner of the race—The Yellow Pages Trophy, a Sky Tours European holiday for two and £200; 2nd—£150; 3rd—£125; 4th—£100; 5th—£80; 6th—£70; 7th—£60; 8th—£40; 9th—£30; 10th—£20; 11th—£15; 12th to 20th—£10 each. Class (a): 1st—£50; 2nd—£40; 3rd—£30; Class (b): 1st—£50; 2nd—£40; 3rd—£30. Class (c): 1st—£45; 2nd—£35; 3rd—£25; 4th—£10. Class (d): 1st—£45; 2nd—£35; 3rd—£25; 4th—£10.



THE START OF A NATIONAL HABIT

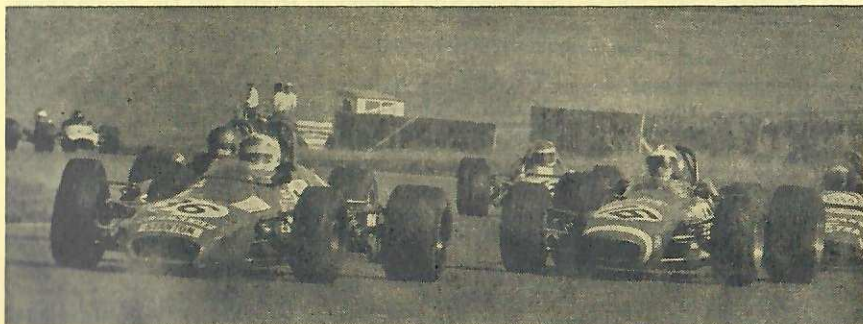
If you have a telephone you will automatically receive Yellow Pages free from the Post Office*. You can also find them in many telephone kiosks, hotels and offices.

Yellow Pages list all the shops, trades and services that you could possibly need, classified under easy-to-use headings.

More and more people are turning to Yellow Pages to solve their purchasing problems. Just ring round and get the information you want without moving from your telephone. By using Yellow Pages and your telephone you can find out the best prices and the fastest delivery dates; obtain favourable estimates; and make enquiries or bookings.

Already research has shown that more than five million references are made to Yellow Pages every week.

Yellow Pages have mounted an all out campaign aimed at boosting the use of Yellow Pages to an even higher level. A large part of the budget is being used in the field of motor racing following last year's very successful sponsorship of the Formula 3 Europe Cup B.A.R.C. meeting held at Thruxton in September. This was the company's first venture into motor racing sponsorship.



Winner Gerry Birrell (Brabham) and Jurg Dubler (Chevron) during last September's Yellow Pages F3 meeting. Both are driving F2 cars here today.

This year Yellow Pages were very happy to take over the sponsorship of this B.A.R.C. Easter Monday Formula 2 Championship meeting and every effort has been made to provide a lively and exciting day. In addition to the

* Except for Hull and parts of Western Scotland.

distribution of the popular Yellow Pages hats and the sale of Yellow Pages tee shirts, a special Yellow Pages London Transport double decker bus will tour the circuit between races.

In addition to today's meeting, Yellow Pages are broadening the scope of their sponsorship to include a new formula introduced for the first time this year—Formula Atlantic.

The Yellow Pages Formula Atlantic Championship extends over 22 races run at five circuits throughout the year. The circuits involved are Brands Hatch, Oulton Park, Mallory Park, Snetterton and Castle Combe. The next race in the series will be held at Brands Hatch on 2nd May.

The Championship has a total prize fund of £5,000 plus supplementary prizes from a number of Yellow Pages advertisers including Fiat, Radio Rentals and SkyTours.

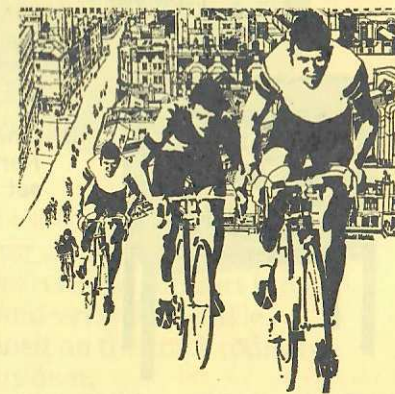
Formula Atlantic slots in between Formula 3 and Formula 2.

Formula Atlantic cars will have something like 200 b.h.p. engines and should reach speeds of up to 160 m.p.h. and lap the circuits little slower than Formula 2 cars.

Other sporting events sponsored by Yellow Pages include the Yellow Pages Round the Houses Professional Cycling Championship. There will be a series of ten races in different parts of the U.K. The best seven races count towards the Championship which is the first of its kind to be held in this country.

There will be a number of world champion cyclists appearing in the Championship, including Hugh Porter, World Professional Pursuit Champion; Gordon Johnson, World Professional Sprint Champion; and Les West, National Road Race Champion.

The first race in the series will be held in the New Hampshire Shopping Centre, Bournemouth, on 24th April. The race starts at 6.15 p.m.



THOMSON YELLOW PAGES LTD WISH TO EXPRESS THEIR APPRECIATION TO FIAT (GREAT BRITAIN) LTD. FOR THE LOAN OF ADVERTISING VEHICLES.

Supplementary Prizes

Yellow Pages have arranged for a number of supplementary prizes for both the Formula 2 European Championship races and the saloon car race. These are as follows:

FORMULA 2 RACES

1. Electrolux combined fridge/freezer to the winner of Heat 1.



The Electrolux 71/55 is an all-in-one freezer plus a big self de-frosting refrigerator in one cabinet. Both sections operate independently.



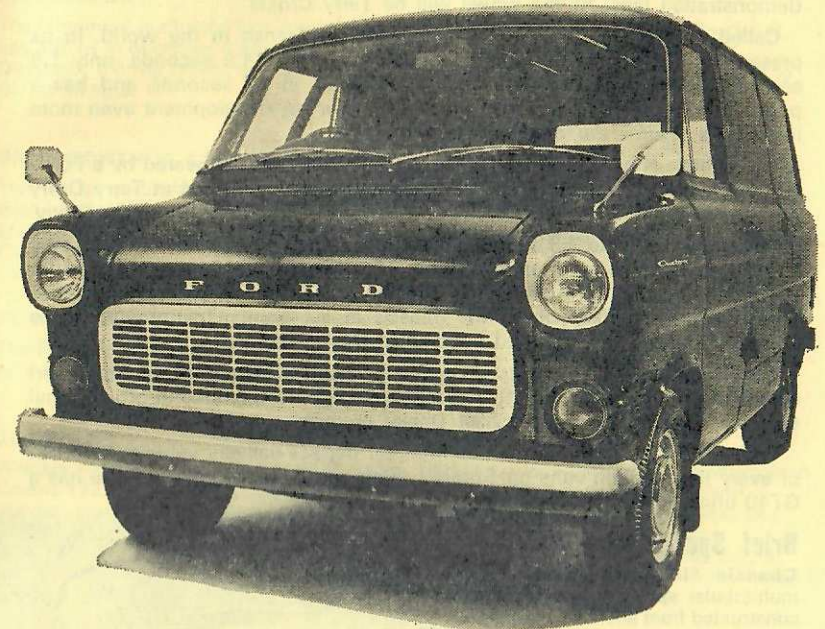
2. One year's free rental of a Radio Rentals 22-inch colour television set to the winner of Heat 2.

3. Twelve bottles of Moet et Chandon Champagne for the mechanics of the winning car.

SALOON CAR RACE

1. A Thomson SkyTours European holiday for two to the winner of the race.

'71 Transit. It's here. And now.



'71 Transit is the best thing to happen on the medium van scene for a long, long time.

Ford has built new style and comfort into Britain's most reliable and versatile vehicle.

Obviously the Transit on the track today is something way out on its own.

The Transits you see on the road are no less exceptional in their own way.

Ask your local Ford Dealer to show you why.

Transit-the Supervan!



Ford Transit Supervan!

—Wolf in Le Mans Clothing

A Ford Transit van almost as fast as the Le Mans-winning Ford GT40 sports car makes its debut at the Thruxton circuit today where it will do three demonstration laps. At the wheel will be Terry Croker.

Called the Transit Supervan, it is the fastest Transit in the world. In its present form it covers the standing quarter-mile in 14.9 seconds, only 1.8 seconds slower than a racing GT40, 0-70 m.p.h. in 9.7 seconds, and has a potential top speed of over 150 m.p.h. With further development even more impressive figures are anticipated.

The vehicle is based on the Transit 18 cwt. van, but is powered by a Ford-Gurney Eagle V8 engine, and was designed and constructed at Terry Drury Racing of Rainham, Essex, with the co-operation of the Ford Motor Company.

To accept the 5-litre V8 engine a bay was cut in the loadspace of an 18 cwt. Transit's bodyshell and strengthened. The wheel arches were flared to accommodate the 18-in. spread of the Revolution racing wheels and tyres. The Transit shell fixes on to the chassis at six points. Instrumentation is contained within the standard cowling in the driving cab.

The Supervan will give track-handling displays at various motor-sport events in Britain during the 1971 season, and will be exhibited at promotional exercises at Ford Truck Specialist Dealer premises.

Today the Transit is regarded as the near perfect delivery vehicle. Four out of every ten medium vans on Britain's roads are Transits, but only one has a GT40 under its body.

Brief Specification

Chassis Independent multitubular spaceframe constructed from aircraft quality tubing.

Engine and Gearbox 4999 c.c. Ford Gurney-Eagle developing 435 b.h.p. Four 48 IDA Webers. Five-speed and reverse synchromesh ZF gearbox.

Front Suspension Unequal length wishbones with inclined coil spring/damper units and forged front upright/hub carrier units.

Rear Suspension Engine power transmitted through Rotaflex coupling joints and fixed length driveshafts with twin wishbones and magnesium rear hub carriers.

Tyres 15.50 x 15 CanAm Firestones with rigid "Indianapolis" treads.

Exhaust Eight-branch crossover system phasing through 180 degrees and exhausting through two 4 in. diverging tail-pipes.



OTHER THRUXTON WEEKEND ACTIVITIES

As well as a really exciting programme of motor racing on Monday there is one race plus practice all day on Saturday, and in addition, for those of us who wish to be able to take a break from the thrills of the track, the organisers have laid on one or two extra things for your pleasure.

FAIRGROUND

The fairground is situated just behind the pits grandstand on the outside of the circuit, and will be in operation during Saturday, Sunday and Monday. There will be Dodgems, the Big Wheel, roundabouts, sideshows and all sorts of activities and fun to please all ages.

SKID CONTROL CENTRE

This will be available for use throughout the weekend should any member of the public wish to make use of it. The skid control instructors are in attendance all the time and are most willing to help anybody interested in trying their skills with a Skid Control Centre vehicle.

FORD TRANSIT SUPERVAN

The Ford Transit Supervan demonstration (details on the facing page) takes place on the Monday at 3.40 p.m., after the sports car race.

JOYRIDES

Western Air Training, the flying club based at Thruxton, has available two single-engined Cessna 172 four-seater aircraft, and trips can be arranged all day on Saturday and Sunday, and before and after the racing on Monday. The trips last for 15 minutes and cost £1.50 per person, and details are available from 'C' Hut next to the white Flying Control building. So if you would like to find out what the traffic is like before driving home, why not take a quick flip to have a look? The aircraft will be in the hands of fully qualified flying instructors from the club's staff.

NURSERY AREA

If you are here today with young children, you may be interested to know that there is a nursery area situated next to the Skid Control Centre, which could be useful for the entertainment of your children during the day.

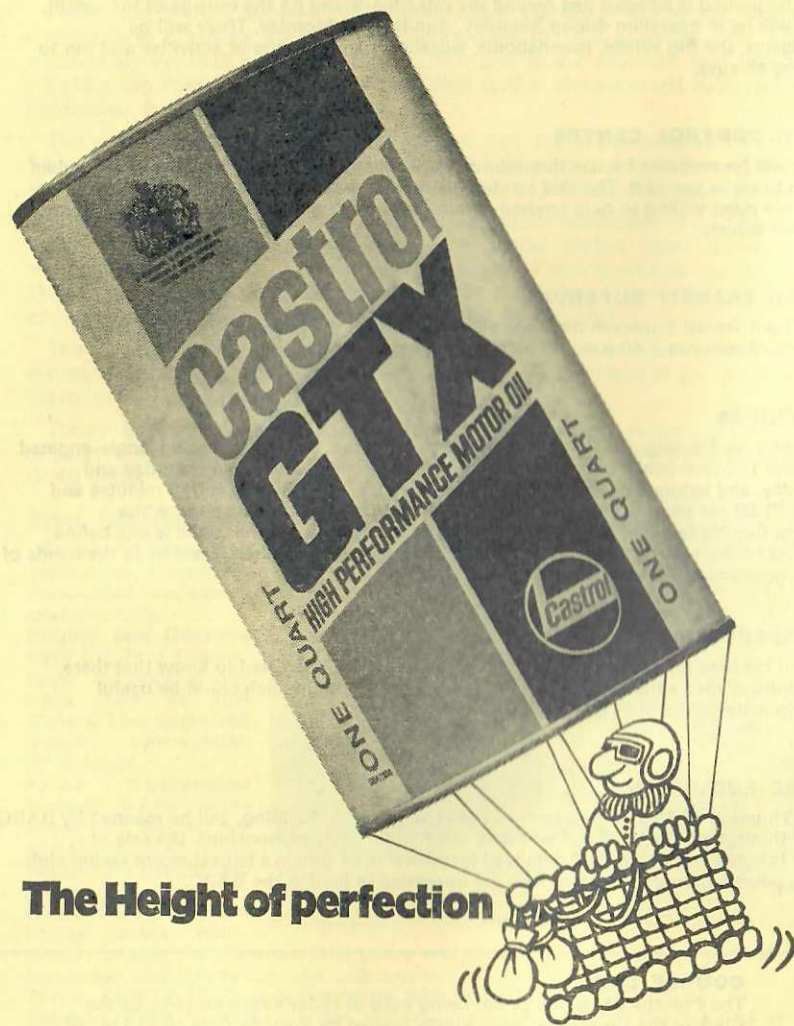
BARC ENQUIRIES

The Thruxton (BARC) office, next to the Flying Control building, will be manned by BARC staff throughout the weekend and they can handle advance bookings, the sale of club insignia and so on. Full details of membership of Britain's largest motor racing club are available to any spectators who are interested in joining the BARC.

COURSE CAR

The Porsche 911S course car being used at today's race meeting by the Clerk of the Course has been kindly loaned by Porsche Cars (GB) Ltd., of 400 London Road, Isleworth, Middx.

The High Performer



The Height of perfection



Super Vee—from drawing board to championship

RICHARD LLOYD previews the Yellow Pages Super Vee race

One of the earliest Super Vee drivers was Tom Davey, a young advertising copy-writer who makes his home in Tenafly, New Jersey, U.S.A. Here's his story:

My first encounter with Super Vee came on the night after the 1969 American Road Race of Champions at Daytona—and I must admit I really wasn't very enthusiastic about the class at the time.

I had just finished in 11th place in the Formula Vee race (a race I was favoured to win) and I was feeling pretty down. Volkswagen of America's special vehicles manager Josef Hoppen and racing car builders John Zeitler and Ed Zink invited me along to dinner and a meeting to discuss some new rules or something. That was the beginning of Super Vee. Joe, John and Ed were really excited about the idea, but somehow I couldn't share their enthusiasm.

About a year later we were all together again at the 1970 American Road Race of Champions, only this time the occasion was the awards banquet and I was receiving my trophy for winning the Super Vee National championship (in a Zeitler). This time I was having no trouble at all sharing Joe's and John's great enthusiasm for Super Vee.

Perhaps a look at how the season went for me and how my opinion changed will give greater insight into the growth and future of that particular class.

Determined for revenge after being trounced at the '69 A.R.R.C., I headed back to Daytona in February 1970, for the Trans-Atlantic Challenge Cup race—the race that brings together the top American and European Formula Vee drivers. There I finished third in a five-way photo-finish for first place and also got my first look at a Super Vee (a Beach). I had to admit that the car looked pretty neat but there just weren't any Super Vees running and I figured it would be quite some time before any of them did. At any rate, many of my friends were driving Formula Fords and thinking that they're pretty neat cars too. I decided to buy a Ford and run that until Super Vee caught on.

Unfortunately, disaster struck. As I was passing a slower car in a practice race, the driver moved over unexpectedly and hit my wheel. I went end-for-end a couple of times, demolishing the Ford and nearly myself along with it. I ended up with a badly broken arm, a broken nose—and, of course, a broken car. Meanwhile, John Zeitler had completed his first Super Vee and was ready for a test session at Lime Rock.

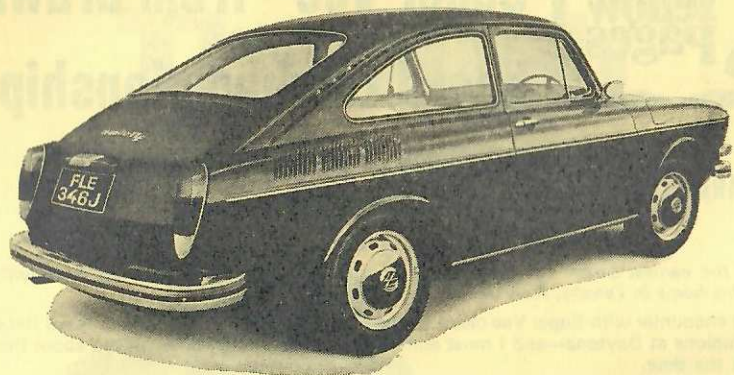
By then Super Vee had taken a lot of kidding because not one had shown up at a race, but perhaps now things would change.

I went along with John to watch the test and was quite impressed as to its comparative timing with the Formula Fords and with its ease of handling. I really wished that I could take the cast off my arm and drive the car that day. A week later, John won the first Super Vee race when he defeated Harry Ingle's brand new Zink (and most of the Fords) at Lime Rock. Interest in the class began to gather momentum.

I thought that we could have the Super Vee ready in time for the Bryar National shortly after competing in the Vee race at Germany's Nurburgring. So we worked late every night and finished the car the day before the race. I headed up to New Hampshire hoping to get some easy points before everyone else finished their cars so I could rest my arm for the A.R.R.C. You can imagine how happy I was to see Ray Caldwell, Jim Purcell and Denny Shattuck



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Left to right: Royale, Lola, Austro Kaimann, Fuchs.

all show up for the race in brand new Super Vees. It was good to see the class catching on, but with an untried car and a weakened arm I really didn't need any competition at that point. Despite the usual problems that go along with a new car, I really liked the Super Vee. Caldwell won the race and I finished third after a pit stop to fix a leaky valve cover gasket. I also managed to turn the fastest lap of the race.

One thing was obvious after Bryar—Super Vee had finally arrived. Everyone was making a last-ditch effort to qualify for the A.R.R.C. and if I wanted to make it, I'd have to race for it, bad arm or not.

My second place at the Atlanta National was good enough to clinch the Northeast Division championship which I had won in Formula Vee the year before. Next we headed back to New York with a month to develop a super-Super Vee engine, but we were able to build a good engine in a very short time and what happened at the A.R.R.C. is history. I think, however, that the fact that the top Super Vees beat the Formula Fords made the class really look good, and now I think we'll see the class develop. The addition of the European-built cars will also give the class a shot in the arm. And you know that the racing will be first-rate when people like Bill Scott and Skip Barber talk about racing FSV. There's no question that the cars will be much faster with the newly permitted* Hewland gearboxes. In fact, I predict a first-rate Super Vee will be as fast as a nationally competitive Formula B.

Since that article was written there have been three Super Vee races, two in the States, at Daytona and Sebring, and one in Europe, Hockenheim, last week-end, which was won by Cyd Williams (Royale PR9) with Helmut Bross (Fuchs) and Werner Reidl (Austro Kaimann) in second and third places. Today's race is the first qualifying round of the richly endowed Volkswagenwerk Gold Cup series. At the top of the capacity entry is the winner of the Daytona race—Erich Breinsberg—who must be favourite for the £140 first prize, and maximum points. Formula Three star Cyd Williams should certainly be amongst the leaders in the D.J. Bond Royale, as should reigning British Formula Vee Champion Mike Hayselden who will be driving the Biota.

The two drivers who had the crowd on its feet at last year's Yellow Pages meeting are also entered. Then, of course, Lasse Sirvio and Willy Braillard were driving Formula Vee 1300, this time they are in the more sophisticated Formula Super Vee 1600.

There are fourteen different makes of car entered today and they will all be eligible for points in the £2,500 constructors' championship. Five of the cars are British, but most of the engines will be from the Continent, including the ones in the Palliser and the Lola.

The Hawke and the D.J. Bond Royale will have Stuart Rolt tuned engines. The British Super Vee season starts on May 2nd, also at Thruxton, when the first round of the Volkswagen Motors Silver Cup takes place.

Super Vee Technical Spec.

Chassis—Monocoque or spaceframe
 Engine—1600 c.c. Volkswagen
 Power—110-135 b.h.p.
 Transmission—Volkswagen
 Wheels—13, 14, 15 in. diameter. 6 in. max. rim.
 Tyres—Free.
 Weight—882 lb. minimum.

* Only in U.S.A., in Europe the Volkswagen transmission must be used.

FORMULA SUPER



EVENT I
15 Laps

Yellow Pages TROPHY RACE FOR FORMULA SUPER VEE CARS-- PART TWO

Start
12.00 noon

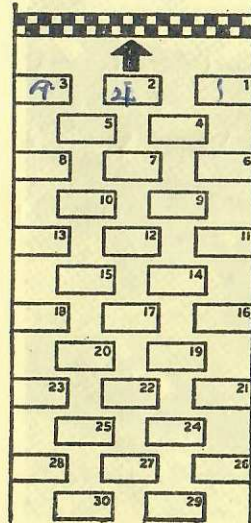
(This race is the first round of the 1971 Volkswagenwerk Gold Cup Championship)

No.	Entrant and Driver	Nat. of Driver	Car	c.c.	Colour
1	Bosch Racing Team Vienna (Driver: Erich Breinsberg)	A	Austro-Kaimann	1600	Blue
2	Bosch Racing Team Vienna (Driver: Peter Berger)	A	Austro-Kaimann	1600	Yellow
3	Bosch Racing Team Vienna (Driver: Werner Riedl)	A	Austro-Kaimann	1600	Blue
4	Bosch Racing Team Vienna (Driver: Helmuth Koinigg)	A	Austro-Kaimann	1600	Blue
5	D.N.R.T. Johnson Wax Team (Driver: Huub Verneulem)	NL	Austro-Kaimann	1600	Orange/White
6	D.N.R.T. Johnson Wax Team (Driver: Robert Boom)	NL	Austro-Kaimann	1600	Orange/White
7	W.R.D. Racing (Driver: Rainer Braun)	D	Austro-Kaimann	1600	Green
8	W.R.D. Racing (Driver: Jochen Maas)	D	Austro-Kaimann	1600	Green
9	Liechtenstein Racing Team (Driver: Manfred Schurti)	FL	Austro-Kaimann	1600	Red/Yellow
10	Christian Dietrich	D	Austro-Kaimann	1600	White
11	Horst Rauh	D	Austro-Kaimann	1600	Blue
12	Werner Berstermann	D	Austro-Kaimann	1600	White
14	Racing Team Reifeul Muller (Driver: Friedhelm Vogt)	D	Kaimann	1600	Silver
17	D. J. Bond (Driver: Cyd Williams)	GB	Royale RP9	1600	Red
18	Alain Quevieux	F	Royale RP9	1600	Blue/Gold
19	Jean-Jacques Fouquin	F	Royale RP9	1600	Blue/Gold
20	Hubert Hahne (Driver: Herve Le Guellec)	F	Royale RP9	1600	White
21	Nicholas Killenberg	D	Royale RP9	1600	White
22	Frank Schneider	D	Royale RP9	1600	White
23	Steel Stamping Products/Bridge Motor Works (Leicester) (Driver: John Wales)	GB	Royale RP9	1600	Orange
24	Ecurie St. George (Driver: Toby St. George Matthews)	GB	Royale RP9	1600	White/Red
27	Mike Haysey	GB	Palliser WDFV1	1600	White
28	VW-Konig Wien (Driver: Heinz Derflinger)	A	Palliser WDFV1	1600	White/Red
29	VW-Konig Wien (Driver: Richard Pixner)	A	Palliser WDFV1	1600	White
32	Erich Jacobi	D	Fuchs	1600	Blue/White
33	Heinz Nagel	D	Fuchs	1600	Blue/White
34	Helmut Bross	D	Fuchs	1600	Blue/White
35	Roy Marsh	USA	Fuchs	1600	Blue/White
36	Aldo Celi Cars (Driver: Willy Braillard)	B	Celi AC5	1600	Yellow/Blue
37	Aldo Celi Cars (Driver: Pierre Dievdonne)	B	Celi AC5	1600	Yellow/Blue
38	Albert Franceshine	B	Celi	1600	Blue
40	PR for Men Racing (Driver: Michael Kozarowitsky)	SF	Veemax Mk. 5	1600	Yellow
41	Colt Racing Team (Driver: Lasse Sirvio)	SF	Veemax Mk. 5	1600	Yellow
44	Motul Racing Team (Driver: Roland Muller)	D	Motul	1600	Red
45	Herman Gruhn	D	Motul	1600	Red
46	Ecurie Bonnier (Driver: Greger Kronegard)	S	Lola T250	1600	Yellow
47	T. Hayselden Racing (Driver: Mike Hayselden)	GB	Biota-Monaco	1600	Blue

Continued on page 21

48	Liechtenstein Racing Team (Driver: Lars Berger)	FL	Beach	1600	Red
49	Ron Grant	GB	Hawke DL5	1600	Blue
51	Scuderia Mille Miglia (Driver: Freddy Grainal)	B	Grac	1600	Red
52	Team R.P.B. (Driver: Bror Jaktlund)	S	R.P.B.	1600	Green/Black
54	Team R.S.M. (Driver: Lothar Schorg)	A	Tasco R.S.M.	1600	Red

15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
14	4	1	1	9	9	1	8	8	3						
13	9	9	9	4	8	8	8	9	9	1					
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GRID POSITIONS BASED ON THE FINISHING ORDER OF PART ONE

8 3 RESULTS 9 1
1st..... 2nd..... 3rd..... 4th.....

5th..... 6th..... 7th..... 8th.....

Winner's Speed..... 94.81m.p.h.

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

Aggregate Results, based on accumulative times of Part One and Part Two

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

5th..... 6th..... 7th..... 8th.....

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

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Background to Britain's largest motor sporting club



THE BRITISH AUTOMOBILE RACING CLUB

Past History

The race meeting today is organised by the British Automobile Racing Club, one of the largest and most active motor sporting clubs in the world. The club was founded in 1912 as the Cycle Car Club and changed its name in 1919 to the Junior Car Club, and was responsible for the series of 200 mile races at Brooklands and Donington which were the first major long distance races in this country. In 1946 the Club amalgamated with the Brooklands Automobile Racing Club and in 1949 became the British Automobile Racing Club. The Club has organised the British Grands Prix at Aintree and was responsible for organising all the famous Goodwood meetings, its home circuit, now replaced by Thruxton.

Today the Club has over 9,000 members spread throughout the world and each year organises over 150 competitive events. In addition, the Club receives invitations to over 400 events organised by other clubs each year so that B.A.R.C. membership serves as a passport to the lion's share of motoring sport organised in Great Britain. In order to cope with this very large programme the Club employs a full time staff at the Headquarters in London which is responsible for running the principal race meetings and administering the Club.

Centres

There are nine regional Centres, each of which runs a full programme of competitive and social activities. Through the Centres, the B.A.R.C. is the leading organiser of hill climbs, promoting and organising 20 events during the season, several of these being National events qualifying for the R.A.C. Hill Climb Championship, and others being qualifying rounds of the Club's own championship, the Castrol B.A.R.C. Hill Climb Championship.

Racing and Championships

In 1971 the Club is organising 39 race meetings at 10 circuits throughout the country. This programme includes five full International meetings. The Club promotes and organises five of its own Club racing Championships—the Osram Special Saloon Car Championship, the Castrol *Motoring News* G.T. Championship, the Chevron Oil Modified Sports Car Championship, the Forward Trust Formula 3 Championship and the Tate Formula Ford Championship. At the Club's International race meetings, qualifying rounds of the British and European International Championships are contested, such as those at today's event.

Membership Facilities

In addition to the opportunity to take part, assist or spectate at the Club's events, members receive the *B.A.R.C. NEWS*, the Club's monthly newspaper. The Centre members regularly receive the Centre circular which keeps them abreast of B.A.R.C. events both competitive and social in their area.

Membership of the B.A.R.C. is thus almost essential to the true motor sporting enthusiast. Whatever your interest in motor sport, however much you know about it, by joining our Club you can get really involved. Many people, not surprisingly, join just for the privilege of putting our very distinctive badge on their car. It is quite surprising how many of these you see. If you are not already a member, then think seriously about joining. Details of membership can be found on the form in the centre of this programme.

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Fifty top drivers from twelve nations

PAUL WATSON previews the Yellow Pages Formula 2 event

The Yellow Pages Trophy for Formula 2 cars is the highlight of today's action-packed programme of top international motor racing. As the second round in the European Trophy for Grade 'B' drivers it has attracted an enormous field, representing not only Great Britain with 19 drivers, but Germany (4), Argentina (2), Italy (3), Switzerland (4), Ireland (1), Sweden (2), Brazil (2), Japan (1), France (8), Austria (2) and Australia (1)—a total of twelve nations!

Amongst a galaxy of well known names are several that even the average British housewife must have heard of. Graham Hill for example who drives a Brabham; but regrettably Jackie Stewart has declined to enter on home ground. What a shame, by the way, that we shall not have a repeat of those classic duels between Rindt and Stewart that have punctuated so many past Formula 2 races.

THE F2 EUROPEAN TROPHY

Last year the European Trophy was won by Tecno driver Clay Regazzoni from Switzerland. This achievement plus his win in the Italian Grand Prix now makes him a Grade 'A' driver, but like Stewart he is not entered in today's race. The 'A' drivers are ones who have (a) won a World Championship during the past five years; or (b) been classified twice or more in a World Championship Formula 1 Grand Prix; or (c) won the European Formula 2 Trophy; or (d) been classified twice or more in the first three places in a World Manufacturers

Henri Pescarolo (March 712M) winning the first 1971 European F2 race, at Mallory Park last month.





The Thruxton (BARC) Ltd. office (by the flying control building) will be manned for the whole weekend for advance bookings, sale of Club insignia, etc.

Full details of membership will be available for any spectators who are interested in joining the BARC.

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Hill



Emerson Fittipaldi



Pescarolo

sportscar event. These are the major considerations although there are others.

The five Grade 'A' drivers entered for this year's race are Graham Hill, Emerson Fittipaldi, Henri Pescarolo, Jo Siffert and Rolf Stommelen. All the rest are in the 'B' category and therefore eligible for Championship points.

THE CARS

This is the last year of the current Formula 2; next year it changes from 1600 c.c. to the full 2-litres. In spite of this being the final year of the 1600's, at least five manufacturers are taking the championship most seriously. March Engineering have produced a fine new car in the 712M, a great improvement on their disappointing 1970 702 model. Amongst the many March drivers are Pescarolo, Peterson and Bell. Lotus have gone ahead with the development of their well tried Type 69 and have attracted drivers like Fittipaldi, Wisell and that new revelation from Glasgow, Gerry Birell. Motor Racing Developments—or rather Brabhams—have the new BT36 and Graham Hill drives one of these, as does the German Stommelen. Chevron have the ungainly looking but fast B18 and the services of Jo Siffert, while Francois Cevert leads the Tecno attack with a three-car team. Pygme and Crossle have also entered cars. All the cars in today's race, without exception, are powered by the Cosworth-Ford 4-valve 1598 c.c. "FVA" engine. BMW's and Ferrari's have quit the Formula 2 game for other pastures.

As with all European Trophy Formula 2 events, there are two distinct winners. Naturally each driver wants to cross the line first, but in reality a Grade 'B' driver need only to be the first 'B' man home to have achieved his primary objective. Grade 'A' drivers cannot score for the championship and therefore their finishing positions are purely academic as far as the European Trophy is concerned. Points are scored as follows: 1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; and 6th, 1. Last year the Trophy was won by Regazzoni with 45 points; the full results were as follows: 1st, Regazzoni—45; 2nd, Bell—35; 3rd, E. Fittipaldi—23; 4th, Quester—14; 5th, Peterson—14; 6th, Cevert, Widdows and Ikuzawa—9.

THE DRIVERS

You will know the Grade 'A' drivers not only by their famous names but by a gold star carried on the nose of each car. In all there are five of them, and every one is a household name in motor racing. Remember, these five drivers cannot score points in the European Trophy.

Graham Hill is a name that needs no introducing as he is above all the finest ambassador of British motor racing that one could possibly have. At 42 years old Hill is somewhat

If you're more than mildly interested in motor racing, you're more than likely already one of the 10,000 members of the BARC.

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Schenken



Westbury



Ikuzawa

of a veteran, indeed if one looks back through old B.A.R.C. programmes of the 'fifties one will find the name N. G. Hill (N. stands for Norman) regularly in races for Formula 2, 500 c.c. Formula 3 and sportscars. It seemed last year as though Hill's best races were in the past, but at Brands Hatch on March 21st in the "Race of the Champions" Formula 1 race he made a fighting comeback, putting the new Brabham BT34 on the second row of the starting grid and pushing Jackie Stewart for thirty-five laps before the engine broke. Clearly Hill in a good car is still a force to be reckoned with, and here at Thruxton he drives the very best again with the No. 1 Rondel Racing "works" Brabham BT36. Hill's best F2 places last year were 5th at Crystal Palace, Ricard and Salzburg. Today could see Hill's return to the winners' circle.

Jo Siffert comes from Freiburg in Switzerland and is easy to recognise by the white cross of Switzerland on his red Bell-Star helmet. A driver of great experience in all formulae, he is a past winner of the British Grand Prix when he drove for Rob Walker; last year drove for STP March and this year will be seen in a Formula 1 B.R.M. Siffert had a few F2 drives last year in the now disbanded B.M.W. team, winning at Rouen and finishing second at Enna in Sicily. He is also a member of the all-conquering Gulf-JW Porsche team, and his association with John Wyer is now almost a legend: already this year Siffert has won the Argentine 1000 Kms. at Buenos Aires (with Derek Bell) and the Colombian GP at Bogota in the new Chevron B18 Formula 2 car which he drives again in today's event.

Henri Pescarolo is a quiet spoken professional from France whose racing career has mainly centred around Matra Sport. He was first seen some six or seven years ago in a Lotus Super Seven, was then contracted by Matra and quickly rose through the ranks of Formula 3 and 2 to become No. 2 to Jean-Pierre Beltoise in the Matra Grand Prix team. When Matra pulled out of F2 racing at the end of 1969 "PepsiCola" switched to a private Brabham BT30 entered by Bob Gerard to finish second at Pau and Barcelona and third at Zolder. He now drives the No. 1 March 711 for Frank Williams. In a Formula 2 car Pescarolo is always a potential winner and at Mallory Park in the last B.A.R.C. F2 race he was indeed the winner.

Emerson Fittipaldi is one of the great revelations of the seventies. Twenty-four months ago he was virtually unheard of; now he is one of Brazil's national heroes, a Grand Prix winner and generally one of the most talked about young men in motor racing. In 1969 Fittipaldi spent most of the season winning Formula Ford club races; he made his F3 debut at Brands Hatch in the closing months of the season and caused such a sensation that last year saw him team driver for the Bardahl-entered Lotus 69 (a virtual works car) with which he finished second at Imola, third at Barcelona, Crystal Palace and Rouen and fourth at the Nurburgring, Hockenheim (twice) and Salzburg. He finished up third to Regazzoni and Bell in the European Trophy and then crowned his season by winning the United States G.P. His new F2 Lotus 69 was not ready for Mallory Park, but he gave the Pratt & Whitney Lotus 56B Turbine car its debut in the "Race of the Champions", retiring when the suspension collapsed.



Peterson



Bell



Gerry Birrell

Rolf Stommelen completes the list of graded drivers with the new Eifelland Racing Team Brabham BT36. Stommelen is a German whose early racing years were spent with the Porsche sportscar team before he moved into Formulae 1 and 2 with Brabhams. Stommelen now stands head and shoulders above any other German driver, taking over from past names like Caracciola and Rosemeyer; indeed Stommelen is Germany's best hope since the last war and is generally speaking a most under-rated driver. He comes from Cologne in northern-central Germany and last year collected a second at Mantorp Park in Sweden, a third on his home circuit of the Nurburgring and a fourth at Zolder in Belgium. In Formula 1 he drives for John Surtees and in sportscars for the Alfa-Romeo team.

Amongst the 'B' drivers who will be struggling for points in this the second round of the European Trophy, are some pretty formidable names, not least **Ronnie Peterson** who has the quality of an 'A' driver even if for 1971 he is rated in the 'B' category. Indeed, after his performance in the B.A.R.C. Speed International Formula 2 race at Mallory Park last month, this phenomenally quick Swede must be rated as most people's No. 1 choice for the 1971 European Trophy. At Mallory Park he frankly out-drove the field, and if it hadn't been for his hair-raising accident in the esses, he would undoubtedly have won with ease. As it was the race went to the bearded Frenchman Henri Pescarolo. Peterson has come up the ladder through the established school of Formula 3. He first became noticed in a Tecno F3 during the '69 season when together with Tim Schenken and Reine Wisell, he formed that all-conquering trio that dominated F3 racing. By the 1970 Monaco Grand Prix Peterson was already in a F1 car, thanks to the support of Colin Crabbe who provided the means. He was seventh at Monaco; while in Formula 2 with a Malcolm Guthrie March 702 he gained a third at Hockenheim, a fourth at Imola, a fifth and two sixths. Generally speaking the F2 March was not a competitive car, but Peterson's ability was undeniable and as a result he now leads both their Formula 1 and 2 teams at the start of the '71 season. Peterson's Mallory Park "demonstration" gave all that were in Leicestershire an idea that here might well be another Rindt in the making. Certainly, Peterson is the man most likely to provide the surprises in today's race.

Derek Bell always goes well at Thruxton, his home circuit. Last year he was third in this race behind Rindt and Stewart, and throughout the '70 season he battled with the Swiss Clay Regazzoni for the lead in the European Trophy. However, the Regazzoni-Tecno combination proved just too quick for Bell in his private Brabham BT30, and in the final standings he was second with 35 points to Regazzoni's 45. In sportscar racing Bell now drives for the Gulf-JW team, and partnering Jo Siffert he has already won the Argentine 1000 Kms. at Buenos Aires. His Formula 1 drives have so far been few and far between, although he was sixth in last year's United States G.P. with a Surtees. Bell now drives a March 712M for the Frank Williams team.

B.A.R.C

MEMBERSHIP APPLICATION FORM

To: The General Manager,
British Automobile Racing Club, Ltd., Sutherland House, 5-6 Argyll Street,
London, W.1.

Date.....

I desire to be nominated for election by the Council as a Member of British Automobile Racing Club, Ltd., and, if elected, I undertake to abide by the Memorandum and Articles of Association and Rules of the Company.

Surname.....
(BLOCK CAPITALS)

Full Christian Names.....
(BLOCK CAPITALS)

Wife's full Christian names (if joining).....

Title or Rank (Mr., Mrs. or Miss).....

Address.....
(BLOCK CAPITALS)

County..... Telephone No.....

Profession or Occupation.....

Nationality..... Age (if under 21).....

Clubs (if any).....

I enclose remittance/Banker's Order for the following:

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Annual Subscription	£4.00	.
Overseas Subscription... ..	£2.00	.
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* Reg. Centre and/or Comp. Mem.	£1.00	.
Joint Membership (Wife)	£0.50	.
Reg. Centre and/or Comp. Mem. (Wife)	£1.00	.
Insignia (B.A.R.C.)
* Please indicate overleaf which centre(s) required.		
	Total	.

Cheques should be made payable to "BRITISH AUTOMOBILE RACING CLUB, LTD.", and crossed. A Banker's Order form is attached.

I agree: (1) That any Badge(s) issued to me remain the property of the Club, and is/are to be returned immediately should I cease to be a Member.

(2) That the Club reserves the right to require the return of the Badge(s) at any time.

(3) Not to transfer the Badge(s) to any other person.

Signature.....

NOTE: Clause 6 of the Company's Memorandum of Association is as follows:
Every Member of the Club undertakes to contribute to the assets of the Club in the event of its being wound up while he is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he ceases to be a Member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors among themselves, such amount as may be required, not exceeding fifty new pence.

INSIGNIA ORDER FORM

Please supply

-B.A.R.C. Car Badge(s) (£1.60 each) (flange/grille) ... £
-Hand Embroidered Blazer Badge(s):
.....Gold and silver wire, 3 in. wide (£2.25 each) ... £
-Woven Cloth Badge(s) (for racing overalls) (40p each) ... £
-Rally Jacket(s) with woven cloth badge (£10 each)
.....Small, 36-38; Medium, 38-40; Large, 40-42; XL, 42-44, ... £
-Blazer Buttons (chrome only):
.....Large (Coat) (10p each) ... £
-Small (Cuff) (10p each) ... £
-Cuff Links:
.....Enamel £1.25 per pair ... £
-Terylene Tie(s) (£1 each):
.....For general wear—Dark Blue or Maroon ... £
-For sports wear—Striped ... £
-Tie Tack(s) (Silver) (75p each) ... £
-Tie Pin Badge(s) (Silver) (Stick pin) (75p each) ... £
-Miniature Enamel Badges, ¾ in. wide
.....Unmounted (40p each) flat or curved ... £
-Lapel Badge(s), stud fitting (40p each) ... £
-Brooch(es), pin fitting (40p each) ... £
-Lady's Silver Marcasite Brooch/Dress Ornament
..... (£5.25 each) ... £
-Lady's Silk Scarf (five colours), Green, White, Blue
.....dark/light, Red, Tan (£2.25 each) ... £
-Key Ring(s) (75p each) ... £
-Colibri Monogas Cigarette Lighter (£3.50 each) ... £
-Paper Knife (£1.40 each) ... £
-Newspaper with Club crest, 200 sheets and envelopes
..... (£1.70) ... £
-Badge Transfers: (Face up or down)
.....2 in. wide (dryfix) (10p each) ... £
-3 in. wide (dryfix) (10p each) ... £
-7 in. wide (dryfix) (25p each) ... £
-Car Side Flashes (Black or White) (50p p.r. set) ... £
-**TOTAL** ... £

CENTRE AND/OR COMPETITION MEMBERSHIP

(Fee £1 for EACH registration required below)

Please register me with the following

	Main London Register for receipt of Race Regulations.
	South-Western Centre. Based on Southampton.
	Yorkshire Centre. Based on Leeds.
	North-Western Centre. Based on Liverpool.
	South-Eastern Centre. Based on Eastbourne.
	East Midlands Centre. Based on Leicester.
	Surrey Centre. Based on Leatherhead.
	South Wales Centre. Based on Caerleon.
	Bristol and Bath Centre. Based on Box.
	North Thames Centre. Based on Stanmore.

FOR OFFICE USE

- M.D. No. EM 71
- Ack. Date.....
- Receipt.....
- Ref. Req.....
- Membership No.....
- ABR No.....
- Despatch Note No.....
- Expiry Date.....

DO NOT DETACH THIS FORM

BANKER'S ORDER

To (Name of Bank)..... NOW
 (Address of Branch)..... £ .

On receipt of this Order please pay the sum of
Pounds and.....Pence

ANNUALLY

until further notice from me, pay annually on *
 the amount of my Annual Subscription for Membership of the British Automobile Racing Club, namely £
 to Barclays Bank Limited, Old Broad Street Branch
 (Code No. 20-63-90) for the account of British Automobile Racing Club, Ltd.
 (Account No. 22599-1)

Note to Member's Banker
 Please quote the following number when making payments in respect of this Order.

Signature

Date

Name (Block Capitals).....

NOTE: *(a) Insert the 1st of the month following date of your membership application, e.g., if you apply for membership during the month of June, "1st July" should be inserted.
 (b) This form, upon completion, should be sent to the General Manager, British Automobile Racing Club, Ltd., Sutherland House, 5-6 Argyll Street, London, W1.

MEMBERSHIP FEES

ANNUAL SUBSCRIPTION

The annual subscription is £4. This subscription entitles a member: (i) to carry the Club badge, (ii) to receive Club publications including the BARC NEWS, (iii) to receive general circulars with details of race meetings and other principal events (competitive and social), (iv) to receive concessionary admission arrangements (where these apply) at race meetings and other events organised by the Club.

Subscriptions are renewable annually twelve months from the date of enrolment.

REGISTERED CENTRE AND/OR COMPETITION

(1) CENTRE MEMBERSHIP

You can join Centres of the Club at Box, Caerleon, Eastbourne, Leatherhead, Leeds, Leicester, Liverpool, Southampton and Stanmore which organise their own sporting and social events.

A Centre Member is entitled to receive all mailing from the Centre joined, including regulations for events organised by that Centre, and to enter for any BARC Club event. Regulations for H.Q. organised race meetings would only be sent on application to H.Q. Competition Dept.

(2) HEADQUARTERS COMPETITION MEMBERSHIP

A Competition Member is registered on the Main London Register and receives all Race Regulations and details of main BARC events. (Regulations for Centre events can be sent on application to the Centre secretary concerned.)

A member can register with any Centre (see (1)) or become a headquarters competition member by completing the application form in the appropriate spaces marked with an "X", and paying the annual fee of £1 for each registration.

JOINT MEMBERSHIP

The wife of a member may become a Joint Member on payment of an additional annual subscription of 50p. No additional entrance fee is required. She may also become a Registered Competition Member of the same category as her husband for a further fee of £1.

OVERSEAS MEMBERSHIP

Keen motorists resident overseas may qualify for membership at a reduced subscription of £2. Overseas members receive copies of the BARC NEWS and are entitled to display the Club's car badge and other insignia.

ENROLMENT FEE

A fee of £1 is payable on enrolment. For full details of the total amount payable at the time of joining and for subsequent payments see the table on the front page of the application form.

JUNIOR SECTION

Membership of the Junior Section is open to boys and girls between the ages of 13 and 17 years.

The annual subscription is £1 and there is NO entrance fee. Junior Members are entitled to receive: (a) An enamel lapel or brooch badge; (b) A membership card, (c) The BARC NEWS, (d) The right to apply for admission for themselves and their friends to B.A.R.C. private Members' Meetings at many racing circuits; (e) The right, on reaching the age of 17, to transfer to full membership of the Club without payment of the normal entrance fee of £1. An enrolment form will be sent on request.



Rollinson



Beuttler



Tino Brambilla

Another Grand Prix driver who regularly does well in Formula 2 is **Francois Cevert**, a tall big-eyed and good-looking Frenchman from Paris who like Ronnie Peterson found himself in Formula 1 and 2 after skipping through F3 as though it was kindergarten. Cevert is a Ken Tyrrell discovery, just as Jackie Stewart before him. He came into F1 for last year's Dutch G.P. after a brief Formula 3 career with Alpines and a Tecno. Cevert gained championship points in the Italian Grand Prix while in Formula 2 he won at Mantorp Park, gaining thirds at Ricard and Langenlebern with a F2 Tecno. He remains with Tecno this year through the support of Elf petrol, and together with Peterson and Bell must have a good chance of collecting the European Trophy in 1971.

Slightly overshadowed by Peterson is that other great Scandinavian driver **Reine Wisell** from Malmo who is this year's lead driver for a new London based team representing the interests of Lotus. Wisell drives as No. 2 to Fittipaldi in the Lotus F1 team in spite of a poor season last year in a Chevron when he had few F2 outings. In his first Grand Prix at Watkins Glen last year he finished third to Fittipaldi and Rodriguez.

Of all the new drivers in Formula 2, the one that caused the biggest stir was **Gerry Birrell** in the J. & J. Stanton Lotus 69. Shadowing Pescarolo all the way at Mallory, and at one point leading him, Birrell finished second in only his third F2 race. Last year he drove a Brabham in Formula 3, winning several races and earning himself the chance of a regular drive in Formula 2. To win Thruxton may be a bit too much for Birrell at this stage, but it seems likely that before the end of the season this talented Scot from Glasgow will have been in the winners' circle more than once.

In all there are 25 drivers entered for each heat, and while the ten names already mentioned will undoubtedly produce the winner, there are still some pretty useful names amongst the supporting cast. In Heat One there is **Alan Rollinson**, winner of the Bogota City Grand Prix and now driving a F2 Lotus in place of his usual Brabham. **Mike Beuttler** gave a taste of things to come at Mallory Park when he finished third in Heat One but was put off the track by another competitor in a later race. Beuttler won the F3 division of the British Grand Prix last year and recently had his first F1 drive at Brands Hatch in a March 701. Today he conducts a F2 March 712M for a syndicate of London stockbrokers.

There are no more colourful drivers than the two **Brambilla Brothers**, Tino and Vittorio, with their Brabham BT30s. Their hard cut and thrust antics amuse the spectators and tend to annoy other drivers, but both are quick and hard to keep back when the racing is close.

Another press-on merchant is the Japanese driver **Tetsu Ikuzawa** who again this year drives a Lotus. Ikuzawa is his country's only representative in European motor racing and has a distinct liking for a fast slipstreaming circuit like Hockenheim where he always does well. **John Watson** returns to Formula 2 with his re-built Brabham after a bad accident at Rouen last season. Both driver and car are now fully mended and it will be interesting to see if Watson can again head all the Grade 'B' drivers as he did in the 1969 race here at Thruxton—until he crashed! Watson is in many ways the "Dark Horse" in today's event. **Jurg Dubler** and **Jeremy Richardson** are two new names to Formula 2, in fact

See the only other British round of F.2 championship at

Crystal Palace



Hilton Transport International Trophy Meeting

organised by British Automobile Racing Club

SPRING BANK HOLIDAY - 31 MAY

Rounds of European F.2 Drivers' and
RAC British Saloon Car Championships

Admission
Adult £1 Child 10p
Start line and South Tower
enclosures 40p
Other open seating
enclosures 30p
Paddock Transfer £1.20
Practice 29 May 30p
or free to ticket holders

Free Parking
For details of advance
booking facilities
including party
discounts-telephone
01-778 4691



Al Walker



Hart



Lauda

Richardson had barely ever sat in a single-seater until in early March he went testing at Snetterton. A sports car graduate, Richardson had his first F2 race at Mallory Park, kept his head and in a tidy demonstration finished 6th. Dubler is a veteran of Formula 3 racing who turned up at Bogota with a Brabham and impressed everyone with his ability to adapt. The question is can he maintain this form in Europe?

From Austria comes **Helmut Marko** in a new Lola F2; Marko is primarily a sportscar driver of much repute and it will be interesting to see how he gets on in his Bonnier-entered Lola.

Tim Schenken is a driver who needs little introduction. Schenken drives in Heat Two with a new Rondel Racing Brabham BT36, which is in fact a works car. An Australian, he has a close association with Brabhams having driven them the last three seasons. He was second at Ricard in 1970 with a Sports Motors BT30 and third at Pau and Mantorp Park, but generally speaking 1970 was a let-down year for Schenken after his brilliant string of F3 wins in 1969, and he is now hoping for better luck in the season ahead.

South America is producing more and more top-line drivers. Emerson Fittipaldi of Brazil is of course the most sensational, but one should not underestimate **Carlos Reutemann**, who arrived over here last year and had he not been dogged by so much bad luck would unquestionably have done better. A fourth at Munich and a fifth at Hockenheim were his best results but he certainly has the ability to do better.

Then there is the highly experienced **Peter Westbury** who drives the Felday Engineering Brabham BT30. Thirds at Hockenheim and Munich were his best '70 results; he has never been lucky at Thruxton but is always up in the leading group when the fun begins.

Al Walker is a driver who has improved rapidly in the last season. He went well here last year to finish fifth in an old Brabham BT23C and in Bogota he led one of the races until his engine blew up a few laps from home. **Brian Hart** prepared many of the engines but is also an accomplished driver. He has won F2 races in Germany and Italy and a month ago finished third at Mallory Park after nearly nine months away from driving. Hart drives for former Grand Prix driver Bob Gerard.

Another South American with a big future is **Wilson Fittipaldi**. He had his first F1 drive in January's Buenos Aires race and now moves into F2 with one of last year's Jochen Rindt Racing Lotus 69s. He is the brother of Lotus F1 team-leader Emerson Fittipaldi.

Peter Gaydon is equally well known as an organiser and a driver. As London Director of Motor Race Consultants Ltd., his company is responsible for the management of many drivers in today's race. Gaydon has been out of Formula 2 since last May when he raced for Bob Gerard, but in today's race he hopes to be out in the Eifelland Caravan's BT30 driven by Rolf Stommelen last season.

For a small country Austria always produces a quantity of talented drivers. The late Jochen Rindt was part-Austrian, so are Dieter Quester and Helmut Marko, while a fourth is **Niki Lauda** who impressed at Mallory Park in his first F2 drive after a year's racing with Porsche 908 and McNamara F3.

Jochen Rindt Memorial Trophy

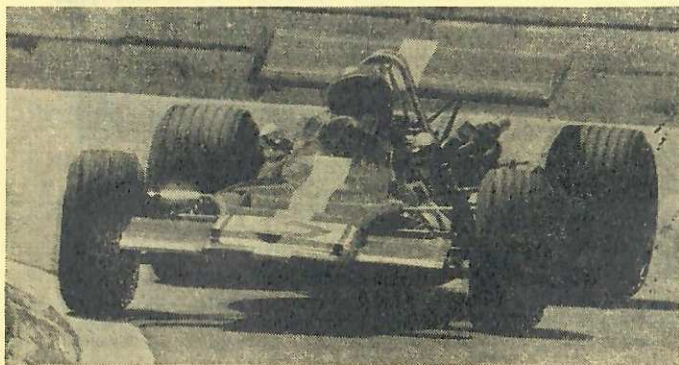
BARC and Yellow Pages pay tribute to a World Champion

In London on Monday March 29th the magnificent Jochen Rindt Memorial Trophy was unveiled and shown for the first time. The trophy was commissioned by Yellow Pages and was presented by them to the B.A.R.C. in memory of this great driver. It is particularly fitting that this should happen as the Club's association with the late Jochen Rindt was a very close one. Jochen entered big time motor racing in a Ford of Austria entered Formula 2 Brabham at the B.A.R.C.'s Whit Monday race meeting at Crystal Palace in 1964. Against the toughest Formula 2 opposition that could be offered the young Austrian won the event outright and in so doing beat such established stars as the late Jim Clark, Graham Hill and Denis Hulme. From that day on he was to be known as the uncrowned king of Formula 2. The B.A.R.C. have supported this formula in England now for many years and it was at the B.A.R.C.'s events in particular that Jochen excelled.

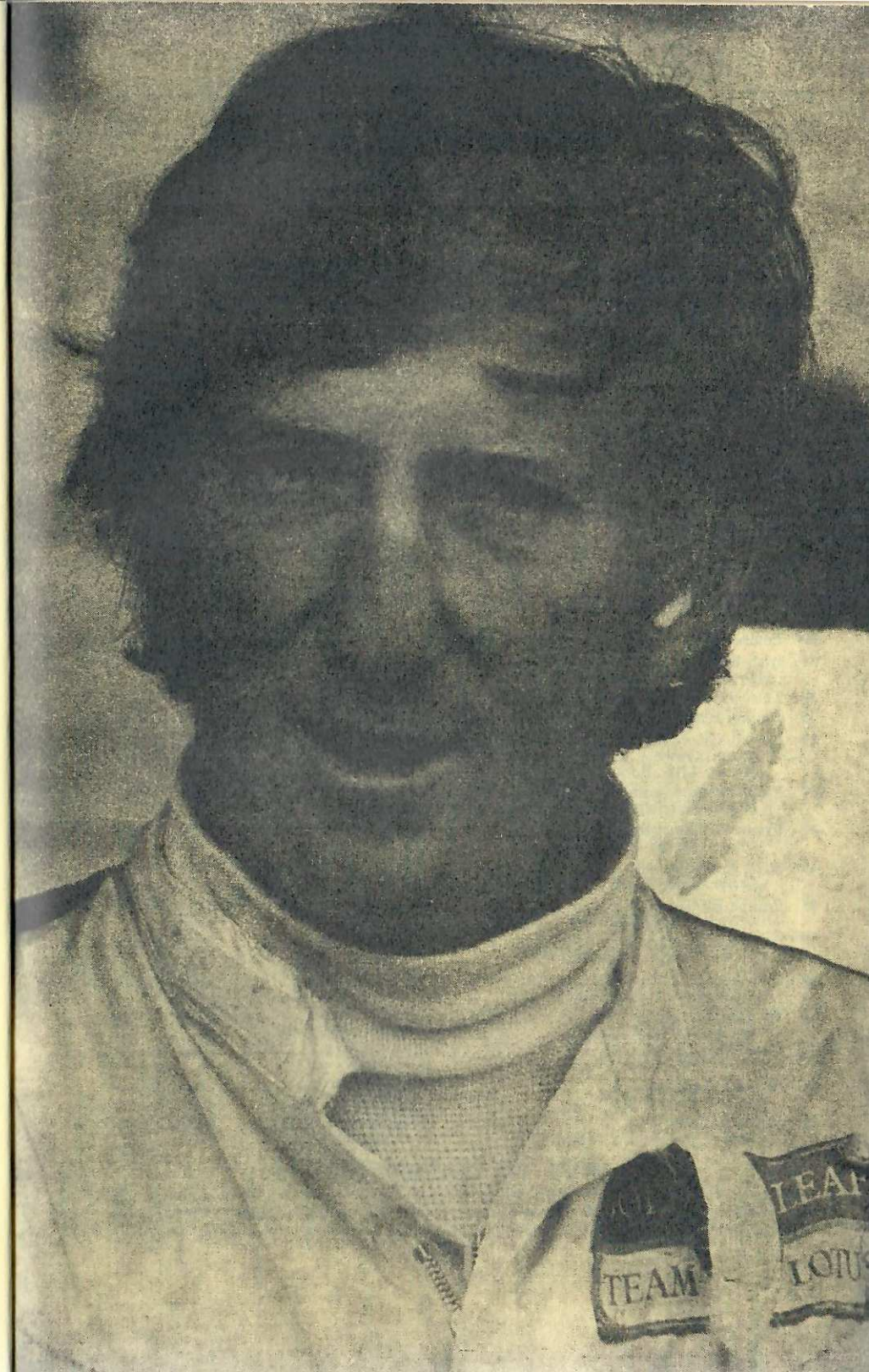
Many of you here today will have seen Jochen in action at Thruxton and it was because of his Easter Monday hat trick, outright wins in 1968, 1969 and 1970, that it became quite obvious how the trophy should be used in future years. It will be presented to the winner of the Formula 2 race final to be held at Thruxton today, and to the outright winner of the Easter Monday event in future years provided that the race is for Formula 2 cars. A fitting tribute to a great driver, and a world champion.



The Jochen Rindt Memorial Trophy.



Jochen Rindt's Lotus 69 in typical pose during last year's Whit Monday meeting at Crystal Palace.



EVENT 2

28 Laps

Yellow Pages TROPHY RACE FOR FORMULA 2 CARS— HEAT ONE

Start
12.50 p.m.

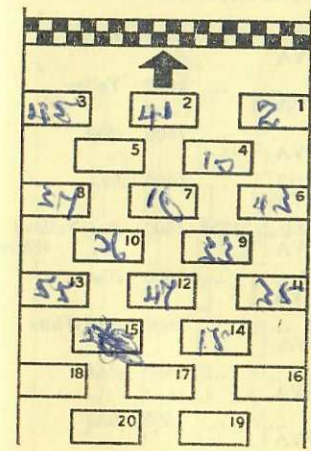
No.	Entrant and Driver	Nat. of Driver	Car	c.c.	Colour
2	Rondel Racing Ltd. (Driver: Graham Hill)	GB	Brabham BT36 ... Cosworth FVA	1600	Blue
6	Eifelnd Racing Team (Driver: Rolf Stommelen)	D	Brabham BT36 ... Cosworth FVA	1600	White
8	Automovil Club Argentino (Driver: Carlos Ruesch)	RA	Brabham BT30 ... Cosworth FVA	1600	White Yellow
10	Ala d'Oro (Driver: Tino Brambilla)	I	Brabham BT30 ... Cosworth FVA	1600	Red
16	Jolly Club (Driver: Jurg Dubler)	CH	Brabham BT30 ... Cosworth FVA	1600	Orange
17	Irish Racing Cars (Driver: Tommy Reid)	IRL	Brabham BT30 ... Cosworth FVA	1600	Red
19	The Paul Watson Race Organisation (Driver: Jeremy Richardson)	GB	Brabham BT30 ... Cosworth FVA	1600	Orange
21	John Watson	IRL	Brabham BT30 ... Cosworth FVA	1600	Green
23	Brian Cullen (Reserve)	IRL	Brabham BT30 ... Cosworth FVA	1600	Green
27	L.I.R.A.—Team Lotus (Driver: Reine Wisell)	S	Lotus 69C Cosworth FVA	1600	Yellow Red
29	Emerson Fittipaldi	BR	Lotus 69 Cosworth FVA	1600	Yellow Green
31	Irish Racing Cars (Driver: Alan Rollinson)	GB	Lotus 69 Cosworth FVA	1600	Red White
33	Tetsu Ikuzawa	J	Lotus 69 Cosworth FVA	1600	White
35	Johnny Blades (Reserve)	GB	Lotus 69 Cosworth FVA	1600	Green
37	Clarke Mordaunt Racing with Alastair Guthrie (Driver: Mike Beuttler)	GB	March 712M Cosworth FVA	1600	Yellow White
39	Eifelnd Caravanning (Driver: Hannelore Werner) (Reserve)	D	March 712M Cosworth FVA	1600	White
41	Frank Williams (Racing Cars) Ltd. (Driver: Derek Bell)	GB	Motul-March 712M Cosworth FVA	1600	Red
43	Shell Arnold Team (Driver: Jean-Pierre Jaussaud)	F	Shell Arnold March 712M Cosworth FVA	1600	White
45	Equipe Elf/Tecno (Driver: Francois Cevert)	F	Tecno TF71/2 Cosworth FVA	1600	Blue
47	Equipe Elf/Tecno (Driver: Patrick Depailler)	F	Tecno TF71/2 Cosworth FVA	1600	Blue
49	Gall-Autofunk Racing Team Bendorf (Driver: Helmut Gall)	D	Tecno TF70/2 Cosworth FVA	1600	Red Yellow
51	Squadra Tartaruga (Driver: Xavier Perrot)	CH	March 712M Cosworth FVA	1600	Yellow
53	Herve Bayard (Reserve)	F	Chevron B18 Cosworth FVA	1600	Blue
55	Constructions Pymgee (Driver: Patrick Dal Bo)	F	Pymgee MDB16/71 Cosworth FVA	1600	Blue
57	Ecurie Bonnier (Driver: Dr. Helmut Marko)	A	Bongrip-Lola T240 Cosworth FVA	1600	Yellow

KEY TO NATIONALITIES

A—Austria; AUS—Australia; B—Belgium; BR—Brazil; CH—Switzerland; CY—Cyprus; D—Germany; DK—Denmark; F—France; GB—Great Britain; I—Italy; IRL—Ireland; FL—Liechtenstein; J—Japan; MC—Monaco; NL—Holland; RA—Argentina; S—Sweden; SF—Finland; USA—United States of America.

28	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
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1.15.6

RESULTS

1st..... 2nd..... 3rd..... 4th.....
5th..... 6th..... 7th..... 8th.....
Winner's Speed... 112m.p.h.
Fastest Lap: Car No. 2707 at 11.8m.p.h.

EVENT 3

28 Laps

Yellow Pages TROPHY RACE

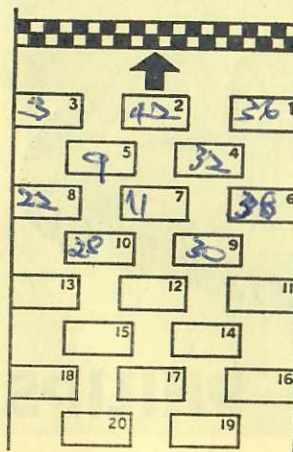
FOR FORMULA 2 CARS—

HEAT TWO

Start
1.50 p.m.

No.	Entrant and Driver	Nat. of Driver	Car	c.c.	Colour
3	Rondel Racing Ltd. (Driver: Tim Schenken)	AUS	Brabham BT36 ... Cosworth FVA	1600	Blue
5	Bernd Terbeck (Reserve)	D	Brabham BT36 ... Cosworth FVA	1600	White
7	Eifelland Racing Team (Driver: To be nominated)		Brabham BT30 ... Cosworth FVA	1600	White
9	Automovil Club Argentino (Driver: Carlos Reutemann)	RA	Brabham BT30 ... Cosworth FVA	1600	White/Yellow
11	Ala d'Oro ... (Driver: Vittorio Brambilla)	I	Brabham BT30 ... Cosworth FVA	1600	Red
15	Ala d'Oro ... (Driver: Gian-Luigi Picchi or Giovanni Salvati) (Res.)	I	Brabham BT30 ... Cosworth FVA	1600	Red
18	F.I.R.S.T. ... (Driver: Peter Westbury)	GB	Brabham BT30 ... Cosworth FVA	1600	Blue/White
20	F. R. Gerard ... (Driver: Brian Hart)	GB	Brabham BT30 ... Cosworth FVA	1600	Green
22	Alistair Walker ...	GB	Brabham BT30 ... Cosworth FVA	1600	Green
24	John Wingfield ...	GB	Brabham BT30 ... Cosworth FVA	1600	Blue
25	Ecurie Monaco ... (Driver: Lionel Noghes) (Reserve)	MC	Brabham BT30 ... Cosworth FVA	1600	White
26	B.P.G. Engineering Co. Ltd. (Driver: Rod Pickering) (Reserve)	GB	Brabham BT23C Cosworth FVA	1600	Red/White
28	L.I.R.A.—Team Lotus ... (Driver: Richard Scott)	GB	Lotus 69C ... Cosworth FVA	1600	Yellow/Red
30	Wilson Fittipaldi ...	BR	Lotus 69 Cosworth FVA	1600	Yellow/Green
32	J. & J. Stanton Ltd. (Driver: Gerry Birrell)	GB	Lotus 69 Cosworth FVA	1600	Orange
34	G. Kinnane ... (Driver: John Pollock) (Reserve)	IRL	Lotus 69 Cosworth FVA	1600	White
36	Smog March Racing Division (Driver: Ronnie Peterson)	S	March 712M ... Cosworth FVA	1600	Yellow
38	Team Erste Osterreachshe Spar Casse (Driver: Niki Lauda)	A	March 712M ... Cosworth FVA	1600	Yellow
40	Ecurie Ecosse ... (Driver: Tom Walkinshaw)	GB	March 712M ... Cosworth FVA	1600	Blue
42	Frank Williams (Racing Cars) Ltd. (Driver: Henri Pescarolo)	F	Motul-March 712 Cosworth FVA	1600	Red
44	Shell Arnold Team ... (Driver: Jean-Pierre Jarier)	F	Shell Arnold March 712M Cosworth FVA	1600	Red/Yellow/White
46	Equipe Elf/Tecno ... (Driver: Jean-Pierre Jabouille)	F	Tecno TF 71/2 ... Cosworth FVA	1600	Blue
48	Jean Blanc ...	CH	Tecno TF71/2 ... Cosworth FVA	1600	Red/White
50	Jo-Siffert-Chevron Cars ... (Driver: Jo Siffert)	CH	Chevron B18 ... Cosworth FVA	1600	Red
56	The Paul Watson Race Organisation (Driver: Brian Nelson)	IRL	Crossle 18F ... Cosworth FVA	1600	Blue

28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28



1-13-4

RESULTS

1st.....	2nd.....	3rd.....	4th.....
42	44	36	3
5th.....	6th.....	7th.....	8th.....
32	30	50	
Winner's Speed.....m.p.h.			
Fastest Lap: Car No.....at.....m.p.h.			

We're turning on the power for you.

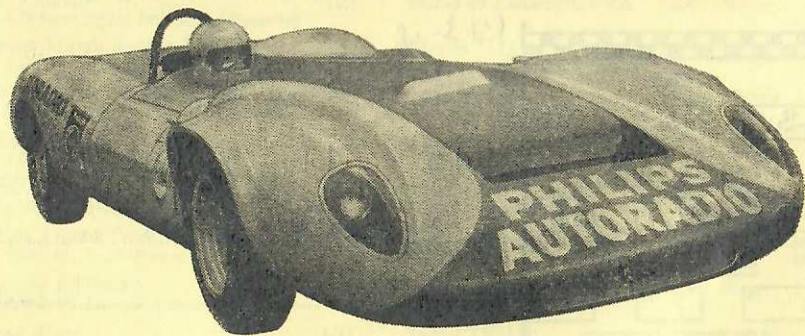
Watch out for the young English racing driver Guy Edwards in the new Philips Autoradio-sponsored racing car.

He's competing in the 2 litre Group 6 of this year's major Championship races.

Off the track, we turn on more power for you. We have a brilliant range of car entertainers with everything from car radios to record and cassette playing models. Illustrated is one of our range of car

radios, model RN495. It has instant pushbutton tuning to select any of 5 stations. And tuned RF stage for high sensitivity tuning on busy wavebands.

So wherever you're looking for power, on the track or off, don't miss our performance.



PHILIPS



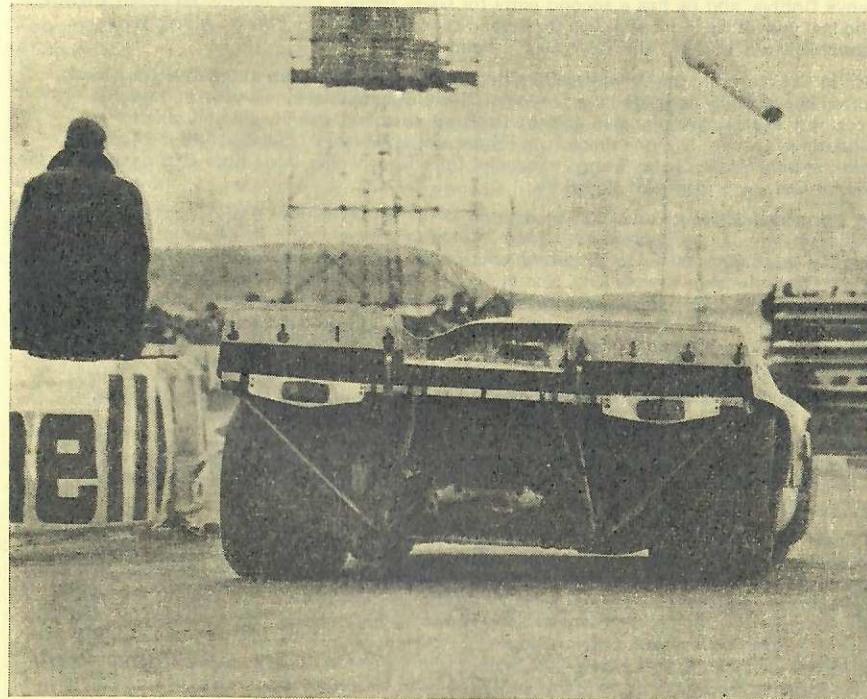
Craft in most powerful car to race at Thruxton

PAUL WATSON previews the Yellow Pages sports car race

Once again there is a full entry of sportscars for the Yellow Pages Trophy race which will be divided into three classes, (a) Group 5-6-7 over 2-litre; (b) Group 5 up to 2-litre and (c) Group 6 up to 2-litre.

At present there is a distinct shortage of large capacity sportscars and prototypes available for non-championship events so the three definite over 2-litre entries have been lumped together to form one class with the addition of Group 7 which caters for Can-Am type two-seater racing cars. The three definite entries include a Can-Am McLaren M8E and two Porsches. **Chris Craft** will be handling the new McLaren M8E for Ecurie Evergreen, powered by a Chevrolet 8 litre engine! Craft faces stiff opposition from **Jo Siffert** in David Piper's 5-litre Porsche 917. Siffert co-drove for the World Manufacturers' Championship-winning Gulf J.W. Porsche team in 1970, but at Thruxton will drive a private 917 for David Piper who, it will be remembered, so tragically lost part of one leg while helping to make the Le Mans film last summer. Piper now takes over the job of entrant and it is indeed nice to know that we shall not be losing this colourful personality from our sport.

Is this the view the sports car drivers will get of Siffert's Porsche today?





Siffert



Bonnier



Miles

Californian **Steve Matchett** drives Yorkshireman Tony Dean's 3-litre Porsche 908; this is a big departure for him after a successful career in Formula Vee and 3.

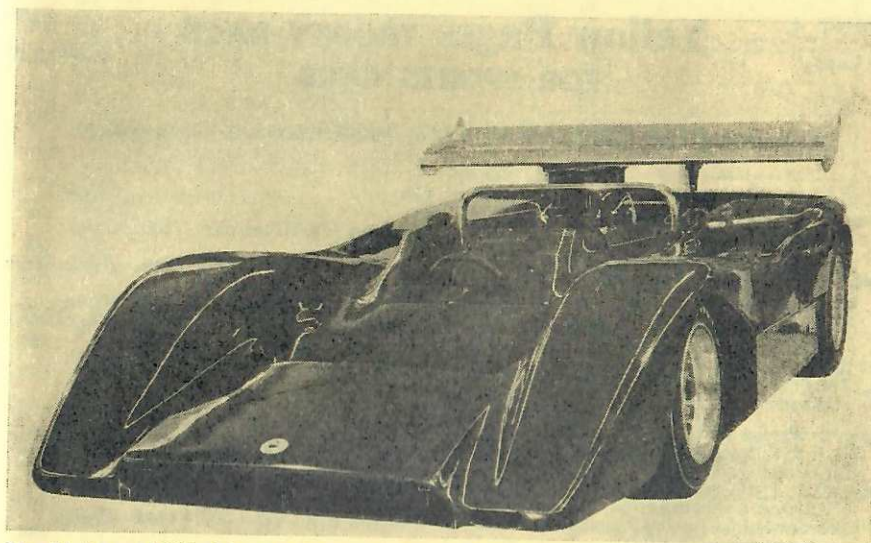
However the bulk of the entry runs in the two 2-litre classes, of which 22 cars are entered in the Group 6 prototype section. Here it is almost certain to be a battle between the new Chevron B19s from Bolton and the Lola T210s and T212s from Slough, in other words North versus South! There is plenty of talent driving both marques, not least from B.R.M. and former Lotus Formula 1 driver **John Miles** who handles the No. 1 DART entry from Scotland. DART is a new team founded by a 33-year-old Scottish enthusiast from Perth, Denys Dobbie, and he has a second entry for Gerry Birrell's elder brother **Graham Birrell**, who last year drove in F2 and won the saloon car race at Mallory Park on March 14th. Castrol Oil are backing the new DART team.

Also in Chevrons are the Worcestershire Racing pair **John Burton** and **John Bamford**. Burton successfully contested the European 2-litre Championship last year, and won races both in this championship and the British Sportscar Championship of which Thruxton is a round. Burton comes from Hagley while his team-mate Bamford is a farmer from Tenbury Wells. **John Lepp**, a jeweller from Cheshire, is in another B19 entered by the Central Garage of Mirfield, Yorkshire.

Jo Bonnier heads the 5-car Lola opposition to the eight Chevron B19s. Bonnier is, as everybody knows, president of the Grand Prix Drivers' Association, whose main function these days seems to be getting circuits banned (on safety grounds) from running World Championship Grands Prix, Spa being the latest. Bonnier himself rarely enters F1 now, but rather concentrates on sportscar racing and last year had some pretty mighty battles for the 2-litre Championship with Brian Redman. The drivers' section of this championship went to Bonnier, although Chevron's took manufacturers' honours. He is Swedish but for convenience now lives in Switzerland as do so many top racing drivers.

In other Lolas of varying ages are **Guy Edwards**, **Jeremy Lord** and **Terry Croker**. Edwards has more sponsorship in a year than most drivers see in a lifetime. Philips Autorotus now have a big interest in him and last year they had good value from this colourful Londoner, although the Astra he drove was far from competitive. With a new Lola T212 and additional backing from FINA petrol Edwards could pull a few surprises at Thruxton.

A driver who really bears watching is **Terry Croker**; still only 22 years old, Croker had a difficult year in 1970 after wasting time with a 5-litre Lola T70, but has tremendous talent, and like Edwards drives a Lola. Croker is a car salesman and comes from Chadwell Heath in Essex. The class is completed by several more Chevrons and Lolas, plus examples of the new Huron which has been entered at Le Mans, Gropa, Daren, Martin, Taydec, Ardua and Dulon. Former British Leyland works driver **Roger Enever** drives one of the Huron's for his new American sponsors Camel Filters, the cigarette firm. Talented designer-driver **Brian Martin** gives the new Martin BM8 one of its first outings and 1970 *Motoring News* GT Championship



The McLaren M8E driven today by Chris Craft is the most powerful car ever to appear at Thruxton.

winner Jeremy Lord is out in the new Tech Del Lola T212 having won at Thruxton a few weeks ago in his old championship Astra. The 2-litre Group 5 class contains only Chevrons. Some are the new 1970/71 B16s and some the older BMW-engined B8s which have seen good service over a number of years.

Trevor Twaites leads the B16 entries in the ex-John Burton car. Twaites won last year's RAC Sportscar Championship in a B8 and this year shares his newly acquired B16 with the Marquis of Clydesdale for Intertech. **Gerard Larrousse** comes over from France to drive a B16, fresh from his win for the Martini Porsche team in the Sebring 12-Hours (with Vic Elford), while **Mike Garton** and **Brian Robinson** are also B16 mounted, the former with an envious list of long-distance successes in 1970 to his credit.

Sportscar racing, especially in the 2-litre class, promises to be one of the year's most exciting sections of motor sport. With drivers like Miles, Burton, Lepp, Bonnier, Edwards and Croker in today's field the results are sure to be very hotly contested, and it will take at least a Siffert or a Craft to stay ahead of them: however many litres they have at their disposal! Philips Electrical Ltd., will present the winner of this race with an N2602 car cassette player and 314 car radio.

MARSHALS—continued from page 6

P. J. Shelton	B. W. Taylor	A. K. Tredgett	J. F. Wickham
R. D. Shevloff	D. Taylor	C. G. Tucknott	R. K. Wigmore
R. T. Skeates	S. J. Taylor	C. J. Twinning	A. J. Willis
D. J. Slaven	P. N. Terry	K. V. Tucker	C. P. Willoughby
S. P. Small	B. J. Thomas	R. Unsworth	R. G. Wills
B. S. Smith	K. W. Thomas	P. J. Vallis	C. D. V. Wilson
P. F. C. Smith	B. G. Thompson	D. J. Vass	R. P. Windsor
A. J. Staples	W. J. Thomson	J. I. W. Walton	C. Winter
D. S. Stephens	R. L. Thuel	K. E. Walton	E. J. Winter
M. R. Stevens	A. H. Thorne	T. W. Walton	P. J. Winter
A. Still	Mrs. S. Thurland	R. J. Warburton	R. Winter
E. R. Stokes	D. F. Thurland	G. Watson	T. Woods
R. W. Storrie	J. W. Tilsley	N. P. Waylen	J. W. Wootton
A. G. Strachan	J. D. Townsend-	R. L. West	M. L. Wright
D. H. Strickland	Barker	A. J. Whatling	
H. M. Studd	N. K. Townsend	M. J. Wheatcroft	

EVENT 4
25 Laps

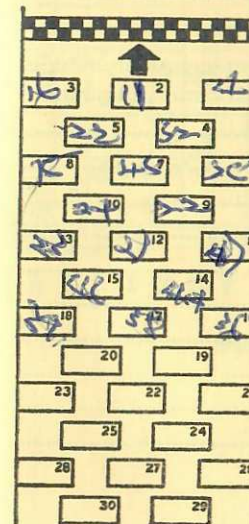
Yellow Pages TROPHY RACE FOR SPORTS CARS

Start
2.50 p.m.

(This race is a qualifying round of the 1971 British Sports Car Championship)

No. Entrant and Driver	Nat. of Driver	Car	c.c.	Colour
Class A—Group 7: Over 2000 c.c.:				
1 Ecurie Evergreen/Castrol (Driver: Chris Craft)	GB	McLaren M8E Chevrolet	7600	Green
2 The Paul Watson Race Organisation (Driver: To be nominated)		McLaren M8E Chevrolet	8000	White/Green
4 Jo Siffert	CH	Porsche 917	5000	White
5 The Paul Watson Race Organisation (Driver: To be nominated)		Porsche 917	5000	Blue/Silver
7 Steve Matchett	USA	Porsche 908	2998	Blue
8 The Paul Watson Race Organisation (Driver: To be nominated)		Ferrari 512S	5000	Red
Class B—Group 6: Up to 2000 c.c.:				
11 D.A.R.T. Racing with Castrol (Driver: John Miles)	GB	Chevron B19 FVC	1798	Blue
12 D.A.R.T. Racing with Castrol (Driver: Graham Birrell)	GB	Chevron B19 FVC	1798	Blue
14 Worcestershire Racing Association (Driver: John Burton)	GB	Chevron B19 FVC	1798	Orange
15 Worcestershire Racing Association (Driver: John Bamford)	GB	Chevron B19 FVC	1798	Orange
16 Central Garage (Mirfield) Ltd. (Driver: John Lepp)	GB	Chevron B19 FVC	1798	Red
18 Richard Shardlow	GB	Chevron B19 FVC	1798	Red
20 Tony Beeson	GB	Chevron B19 BDA	2000	Blue
22 Scuderia Fillipinetti (Driver: Jo Bonnier)	CH	Lola T212 FVC	1798	Yellow
23 Philips Autoradio (Driver: Guy Edwards)	GB	Lola T212 FVC	1798	Yellow/Purple
24 Minilite Ltd. (Driver: Jeremy Lord)	GB	Lola T212 FVC	1798	White/Blue/Black
25 Ecurie Evergreen/Castrol (Driver: Alain de Cadenet)	GB	Lola T210 FVC	1798	Green
26 Terry Croker	GB	Lola T210 FVC	1798	Blue
27 W.R.A. Engineering (2nd Reserve) (Driver: George Whitehead)	GB	Gropa CMC FVC	1798	Purple/Orange
28 Mike Gribben	GB	Gropa CNC FVA	1600	Blue
30 Huron Auto Race Developments Ltd. (Driver: Shaun Jackson)	GB	Huron FVC	1798	Red
31 Roger Enever	GB	Huron FVC	1798	Yellow/Brown/White
32 Martin Raymond	GB	Daren Mk. 4 FVC	1798	Yellow
34 Martin Racing Developments (Driver: Brian Martin)	GB	Martin BM8 FVC	1798	Blue
35 T. R. Clapham (Driver: Malcolm Payne) (1st Res.)	GB	Taydec Mk. 3 FVC	1798	Yellow/Blue
36 Speed Sports Motobooks (Driver: Martin Ridehalgh) (4th Res.)	GB	Dulon LD11 Porsche	1991	Orange
37 Les Aylott (7th Reserve)	GB	Ardua G6 Ford	1825	Blue
Class C—Group 5: Up to 2000 c.c.:				
39 Intertech Steering Wheels (Driver: Trevor Twaites)	GB	Chevron B16 FVC	1798	Orange
40 Jo Siffert-Chevron Cars (Driver: Gerard Larrousse)	F	Chevron B16 FVC	1798	Red
41 Speed Sports Motobooks (Driver: Mike Garton)	GB	Chevron B16 FVC	1790	Yellow
42 Brian Robinson	GB	Chevron B16 FVC	1790	Red
44 Ken Walker	GB	Chevron B16 FVC	1790	Blue
45 Adrian Wilkins (3rd Reserve)	GB	Chevron B16 FVC	1790	White
46 Allen Gibson	GB	Chevron B8 BMW	1991	White
47 Anthony Charnell	GB	Chevron B8 BMW	1991	Blue/White
48 Roy Seddon (5th Reserve)	GB	Chevron B8 BMW	1991	Red
50 Graham Lynch (6th Reserve)	GB	Chevron B8 BMW	1991	Red/White

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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2nd																	11	11							
3rd																15	15								
4th																16	16								
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30th																									



RESULTS

Overall:

1st... 4
2nd... 11
3rd... 16
4th... 11

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

Fastest Lap: Car No. 116.2 at 116.2 m.p.h.

Class A: Group 7, over 2000 c.c.:

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

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

Fastest Lap: Car No. 117.8 at..... m.p.h.

Class B: Group 6, up to 2000 c.c.:

1st... 11
2nd.....
3rd.....
4th.....

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

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

Class C: Group 5, up to 2000 c.c.:

1st... 115
2nd.....
3rd.....
4th.....

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

Fastest Lap: Car No. 122 at..... m.p.h.

June 10. 1971

SILVERSTONE

Saturday 8th May 1971
GKN-DAILY EXPRESS
23RD INTERNATIONAL
TROPHY MEETING

sponsored by the GKN group
and the Daily Express
organised by the British Racing Drivers' Club

DAILY EXPRESS INTERNATIONAL TROPHY
for Formula 1 cars and GKN VANWALL
TROPHY for Formula 5000 cars;
supported by British Championship Races
for F3, sports cars and saloons;
programme commences 10.30am

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Silverstone

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Telephone: Silverstone 273

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• Pits Grandstand		£2.25	
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Special trackside Spectator Enclosures		90p	
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STARTING GRID FOR YELLOW PAGES TROPHY RACE

36	41	30	18	11	19	46	15	43	17	42	38	14	35	20
2	5	7	10	12	15	20	25	27	33	34	37	44	47	55
3	4	6	9	11	14	16	19	21	22	24	26	29	32	39

17 55 20
48 46 55
32 35
49

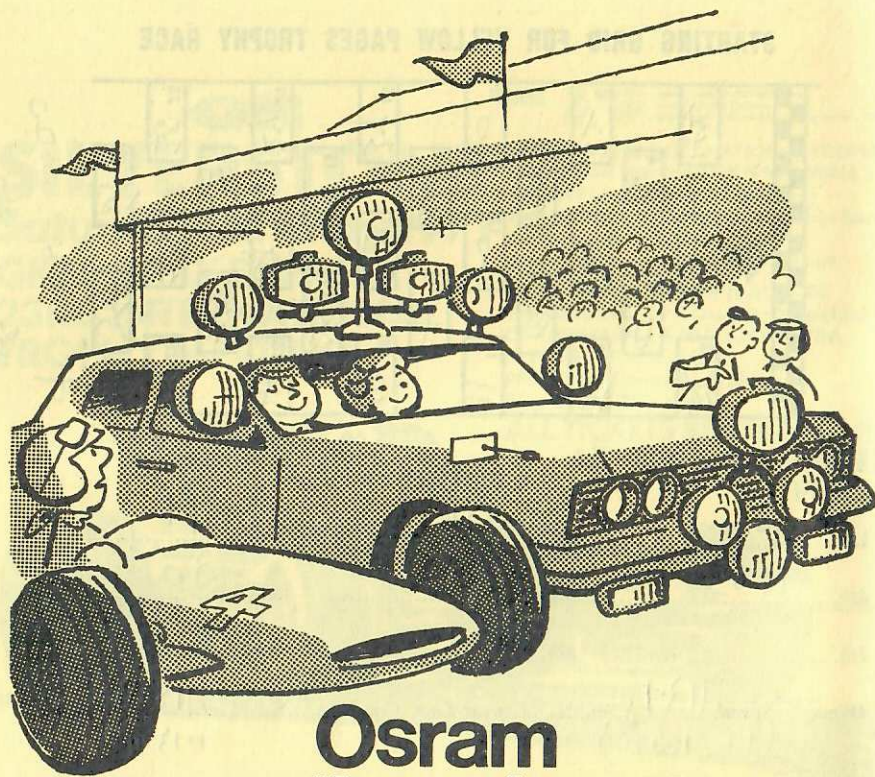
RESULTS

1st..... 2	2nd..... 38	3rd..... 41
4th..... 45	5th..... 3	6th..... 30
7th.....	8th.....	9th.....

Winner's Speed 113.10 m.p.h. Fastest Lap: Car No. 46 at 115.55 m.p.h.
(1:12.20) 1:13.4

THRUXTON LAP RECORDS

Outright:	Peter Gethin (McLaren M10B Smith Chevrolet)	
	Frank Gardner (Lola T190 Bartz-Chevrolet)	
	1 min. 13.6 sec.	115.24 m.p.h.
Formula 2:	Jochen Rindt (Lotus 69 Cosworth FVA)	
	1 min. 14.0 sec.	114.62 m.p.h.
Group 7 Sports Cars:		
Over 2000 c.c.:	David Prophet (McLaren M12 Chevrolet)	
	1 min. 21.4 sec.	104.20 m.p.h.
Group 6 Sports Cars:		
Up to 2000 c.c.:	Chris Craft (Lola T210 FVC)	1 min. 17.0 sec. 110.15 m.p.h.
Group 5 Sports Cars:		
Up to 2000 c.c.:	John Burton (Chevron B8 BMW)	1 min. 23.4 sec. 101.70 m.p.h.
Group 2 Saloon Cars:		
Over 2000 c.c.:	Frank Gardner (Ford Boss Mustang)	1 min. 27.6 sec. 96.82 m.p.h.
1301-2000 c.c.:	Mike Crabtree (Ford Escort T/C)	1 min. 31.2 sec. 93.00 m.p.h.
1001-1300 c.c.:	John Fitzpatrick (Ford Escort GT)	1 min. 35.2 sec. 89.09 m.p.h.
Up to 1000 c.c.:	Bill McGovern (Hillman Imp)	1 min. 39.8 sec. 84.99 m.p.h.
Formula Super Vee:	To be established today.	



**Osram
really enjoy the
races they
sponsor**

(if only it would get darker earlier!)

When it gets dark Osram always have the edge on any competition with first class automotive bulbs and a full range of lamps and lighting equipment for every application: street lamps, football field floodlights, car park and garage forecourt lighting, T.V. studio lamps, fluorescent tubes and, of course, household lamps.

Osram



**Fitz's Escort starts
from the back . . .**

GRAHAME WHITE previews the Yellow Pages
saloon car race



*Fitzpatrick—can
he overcome the
might of the
Detroit iron
again?*

If ever there was a popular form of motor racing it was for Saloon cars. Ever since the days when the early Austin A.35's and Morris Minors were dicing with Ford Zephyrs and Austin A.105's in International races some 10 to 15 years ago, it's popularity has never dropped. The sight of Mike Hawthorn and Stirling Moss in Mark 7 Jaguars and in later years the late Jim Clark two-wheeling Lotus Cortinas to impossible lap times, will be remembered as part of the history of motor racing.

Today saloons are more sophisticated in their design and their road holding is now so good that their immense speed is sometimes not realised. Today's race for Group 2 Saloons which qualifies for the British Championship rounds off what is hoped to be an exciting day's motor racing.

THE ENTRIES

The outright winner of the event will almost certainly be in the top class for cars over 2000 c.c., for we have five American cars and one German all doing battle. In one of the big Ford Boss Mustangs will be tall, bearded Dennis Leech who runs an engineering business in the West Country and who has proved that he is more than competitive with the strongest opposition in saloon car racing anywhere. The other Boss Mustang will be driven by Martin Birrane, a staunch supporter of saloon car racing in many different types of cars during the last four years. He has raced Ford Anglias, Falcons, Mustangs and even a 7-litre Trans-Am Fairlane. Birrane hails from Ireland and is boss of a very large estate agent business in South London.

Wiggins Teape Ltd. have entered their Chevrolet Camaro for the Australian Brian Muir to drive. Muir, who has driven many varieties of car and competed in such events as Le Mans, the B.O.A.C. 1000 km. race, etc., has been one of the top saloon car drivers in England for the last three years, having had many outright wins including last year's classic Tourist Trophy.

Also in Chevrolet Camaros will be Martin Thomas and John Hine. John Hine has raced for many years, mostly in G.T. cars, and only in the last year has he transferred his

Forward Trust again sponsors Formula III Championship for 1971



QUALIFYING ROUNDS

April 4th, Silverstone: April 9th, Cadwell Park: May 16th, Silverstone: June 13th, Thruxton: July 10th, Croft: July 18th, Cadwell Park: August 1st, Thruxton: August 8th, Croft: August 29th, Thruxton: September 11th, Crystal Palace: October 17th, Thruxton.

Encouraged by the success of the 1970 series, Forward Trust is again putting up its handsome Formula III Trophy and **OVER £2800 PRIZE MONEY.** The Championship will be organised in conjunction with BARC. The overall winner will receive the Silver Trophy, Replica and £200.

Forward Trust is pleased to make this contribution to motor racing to encourage

the many promising young drivers on their way to the top via Formula III. Forward Trust with over 80 branches throughout the Country also encourages and helps many thousands of people to buy the cars, caravans and boats they've set their hearts on.

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Fitzpatrick's Escort RS1600 leads Muir's Camaro at Brands Hatch last month.

affections to saloons. He drove for a number of seasons in a car sponsored by Chris Barber, the jazz musician.

All these American cars are 5-litre, and dicing with them will be the immaculate silver left-hand drive 2.6 litre Ford Capri driven by the young Scotsman, Gerry Birrell. You will have seen Birrell in action in the Formula 2 race and you will know that he is one of the top people. This car is immensely fast and although entered by the Ford Motor Company in England, was in fact built in Germany at Ford's factory in Cologne, that is why it is left-hand drive.

The 2-litre capacity class which is made up of nothing other than Ford Escorts always provides good racing. Leading these will obviously be ex-Saloon Car Champion John Fitzpatrick driving for Team Broadspeed/Castrol, the outfit run by Ralph Broad and sponsored by Castrol Oil. John won the first round of the British Saloon Car Championship this year outright with his Escort having had a terrific race with Brian Muir for the whole of the distance. However, things won't be so easy for John today because he practised in the wrong session on Saturday, flew to Austria in the afternoon, practised for a race there, raced on Sunday and flew back to Thruxton this morning to compete in the race. He therefore has to start at the back of the grid which should make things really exciting.

Stiff opposition should be provided by the John Willment Ltd. entered car for Mike Crabtree. Crabtree has had some very good results in saloon car events and last winter clinched the Caribbean Championship at Atkinson Field, Guyana. He came back from that series with more cups for two races than he had won in two years in England. Rod Mansfield races a Clubman's car in Club events as well as a saloon and has been racing in fact for 11 years. Terry Drury Racing have entered a car for Terry Croker, the young 22-year-old who has



Dickie Henderson,
Chairman, S.O.S.

**The Stars
Organisation For
Spastics**

CELEBRITY TROPHY MEETING

**ORGANISED BY
The Jaguar Drivers' Club**

**SUNDAY, JUNE 6th, 1971
At THRUXTON CIRCUIT**

The Jaguar Drivers' Club has very kindly arranged to make their June 6th meeting a special charity event on behalf of the Stars Organisation for Spastics. Many well-known show business personalities will be present, and all the races will be additionally sponsored and named after an artist, who will be at Thruxton to present the trophies.

THIS ADDITIONAL SPONSORSHIP WILL MEAN THERE WILL BE OVER £1,000 IN PRIZE MONEY.

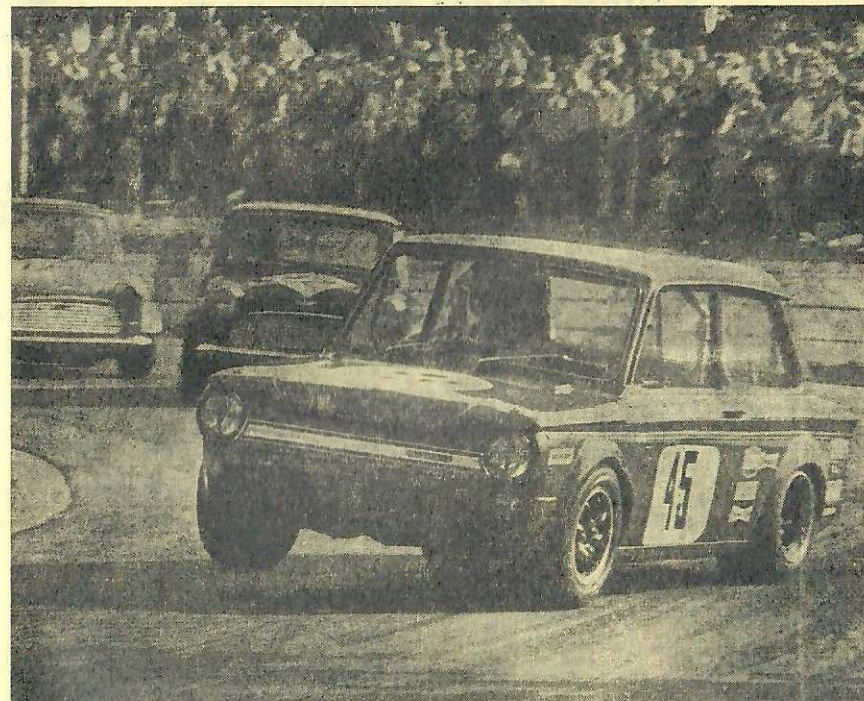
There will be races for Formula III, Formula Ford, Clubman's, Modern Sportscars, Historic Sportscars and Saloons.

The S.O.S. is responsible for having established two centres for spastics. The first was Colwall Court, a holiday hotel for children at Bexhill, and the second an adult residential centre called Wakes Hall, which is in Essex. Because of the long waiting list for places at Wakes Hall, the S.O.S. has decided to establish a third centre, which will be at Camberwell Green, in South London. Building of this centre is due to start late in 1971, and, therefore, very special efforts are being made to raise the extra funds needed.

It is for this reason that the Jaguar Drivers' Club is so very kindly supporting the Stars Organisation for Spastics on June 6th, 1971, and why we hope you will do the same.

If you have any enquiries regarding this meeting, please refer to:-

**The Secretary,
Jaguar Drivers' Club,
The Norfolk Hotel,
South Kensington,
London, S.W.7.**



Reigning British Saloon Car Champion Bill McGovern three-wheels his Bevan Imp.

shown great potential in Sports cars and saloons in his relatively short career. An ex-go kart Champion, many have predicted that he will become a really top line driver. You will probably have seen him in the Sports car race driving a Lola and, of course, he is the same person as was driving the very exciting Ford V8 Transit Van on its three lap demonstration run this afternoon. His entrant in the Saloon car race was responsible for building that van. Graham Birrell, a first class saloon car driver who hails from Glasgow and is equally as well known as his brother Gerry who will be driving the Capri, could well be a class winner. Scottish Champion, considerable experience including Formula 2 last year, he will also be seen in the Sports car race driving in the same team as Formula 1 BRM driver John Miles.

Garage proprietor John Bloomfield who has had tremendous success in Club saloon car racing in the last two years will undoubtedly put up a fine performance in International company, as will Lawrie Hickman who is driving for Gerry Edmonds Racing. Bill McGovern heads the 1000 c.c. class in the incredibly well prepared and successful George Bevan Sunbeam Imp, the combination that won last year's Saloon Car title and could well do the same again this season.

In the 1300 c.c. class Team Broadspeed/Castrol's second car for David Matthews will renew its battle with West Country Ford dealer Vince Woodman. David Morgan will undoubtedly be the fastest and most spectacular Mini entered today. Morgan's experience covers a range of competing cars including some excellent Formula 3 drives last year and Formula Atlantic drives in the early part of this season.

This, then, gives the details of only a fraction of the entry. There is no doubt that the racing will be keen and the lap records could well be broken.

EVENT 6

Yellow Pages TROPHY RACE FOR TOURING (SALOON) CARS

Start
5.40 p.m.

25 Laps

(This race is a qualifying round of the 1971 British Saloon Car Championship)

No. Entrant and Driver	Nat. of Driver	Car	c.c.	Colour
Class A—Over 2000 c.c.:				
1 Castrol Leechtune Engineering (Driver: Dennis Leech)	GB	Ford Boss Mustang 302	4955	White/Green/Red
2 Martin Birrane	GB	Ford Boss Mustang 302	4985	Orange/Black
4 Ford Motor Co. Ltd. (Driver: Gerry Birrell)	GB	Ford Capri 2600 GT	2996	Silver
5 Wiggins Teape Ltd. (Driver: Brian Muir)	AUS	Chevrolet Camaro	5740	Blue
6 Ovaltine (Driver: Martin Thomas)	GB	Chevrolet Camaro	5700	White/Orange
7 S.C.A. Freight Ltd. (Driver: John Hine)	GB	Chevrolet Camaro	4996	White/Green
Class B—1301-2000 c.c.:				
9 Team Broadspeed Castrol (Driver: John Fitzpatrick)	GB	Ford Escort RS1600	1700	White/Red/Green
10 John Willment (Mitcham) Ltd. (Driver: Mike Crabtree)	GB	Ford Escort RS1600	1800	White/Red
11 Luton Motors Group Ltd. (Driver: Rod Mansfield)	GB	Ford Escort RS1600	1700	Blue
12 Terry Drury Racing Cars (Driver: Terry Croker)	GB	Ford Escort RS1600	1700	White
14 Wylie's of Glasgow (Driver: Graham Birrell)	GB	Ford Escort RS1600	1601	Blue/Silver
15 D. J. Bond (Driver: Terry Harmer) (6th Res.)	GB	Ford Escort RS1600	1601	Blue/White
16 Willy Kay (Driver: Nick May)	GB	Ford Escort Twin Cam	1596	Red
17 John Bloomfield	GB	Ford Escort RS1600	1800	White
18 Gerry Edmonds Racing (Driver: Lawrie Hickman)	GB	Ford Escort Twin Cam	1594	Gold/Black
19 Geoffrey Nicklen (Driver: Bailie Russell) (5th Res.)	GB	Ford Escort Twin Cam	1600	Blue/Silver
20 Zekia Redjep	CY	Ford Escort Twin Cam	1600	Red/Blue
Class C—1001-1300 c.c.:				
22 Team Broadspeed Castrol (Driver: David Matthews)	GB	Ford Escort GT	1298	White/Red/Green
23 V.M.W. Motors (Racing Division) (Driver: Vince Woodman)	GB	Ford Escort GT	1300	White/Blue
24 Dave Garrett (Driver: Entrant or Brian Peacock)	GB	Ford Escort GT	1300	Red/White
25 Ib Obgardt (Driver: John Neilsen)	DK	Ford Escort GT	1298	Red
26 Jeremy Nightingale	GB	Ford Escort GT	1297	White
27 Peter Dickson (Driver: Mac Ross) (2nd Res.)	GB	British Leyland Cooper S	1293	Green
28 Rob Mason (4th Res.)	GB	British Leyland Cooper S	1293	Yellow
29 D. J. Bond (Driver: Bob Jones or Dick Ferris) (1st Res.)	GB	Austin Cooper S	1293	Red/White
30 Mo Mendham (7th Res.)	GB	Austin Cooper S	1293	Purple/Silver
32 David Morgan	GB	Morris Cooper S	1293	Blue
33 Jon Mowatt	GB	Morris Cooper S	1293	White/Black/Red
34 Malcolm Leggate	GB	Morris Cooper S	1293	Blue/White
Class D—Up to 1000 c.c.:				
36 George Bevan (Driver: Bill McGovern)	GB	Sunbeam Imp	998	Blue
37 George Bevan (Driver: Juhani Kynsilehto)	SF	Sunbeam Imp	998	Green/White
38 Guys Automobile Engineers (Driver: John Turner)	GB	Sunbeam Imp	998	Yellow/Blue
39 C.A.M. (Potters Bar) Ltd. (Driver: Adrian Webb)	GB	Sunbeam Imp	998	Green
40 Norman & Birch (Hanley) Racing (Driver: Terry Watts) (3rd Res.)	GB	Sunbeam Imp	998	Green
41 Tony Charnell (Driver: Melvyn Adams)	GB	Sunbeam Imp	998	Blue/White
42 Jean Denton	GB	Sunbeam Imp	998	White
44 Trevor Willcocks (8th Res.)	GB	Hillman Imp	998	Black/Silver
46 Jeremy Bean	GB	Austin Cooper	998	Yellow/Blue

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

1st	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
2nd	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
3rd	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
4th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
5th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
7th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
8th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
9th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
10th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
12th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
13th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
14th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
15th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
16th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
17th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
18th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
19th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
20th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
21st	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
22nd	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
23rd	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
24th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
25th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
26th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
27th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
28th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
29th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
30th	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

RESULTS

Overall:

1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....m.p.h.
 Fastest Lap: Car No.....at.....m.p.h.

Class A: Over 2000 c.c.:

1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....m.p.h.
 Fastest Lap: Car No.....at.....m.p.h.

Class B: 1301-2000 c.c.:

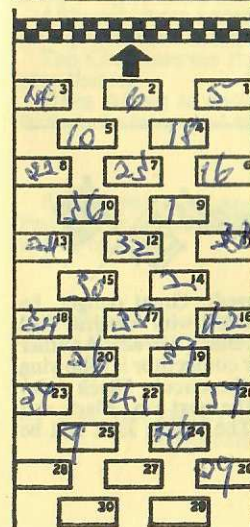
1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....m.p.h.
 Fastest Lap: Car No.....at.....m.p.h.

Class C: 1001-1300 c.c.:

1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....m.p.h.
 Fastest Lap: Car No.....at.....m.p.h.

Class D: Up to 1000 c.c.:

1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....m.p.h.
 Fastest Lap: Car No.....at.....m.p.h.



1971 THRUXTON PROGRAMME

Car Meetings

Sun. April 18	Race Meeting	Mini 7 Club
Sun. April 25	Race Meeting	Nottingham Sports C.C.
Sun. May 2	Race Meeting	B.A.R.C. (H.Q.)
Sun. May 30	Osram 100 Kms. Trophy Meeting ...	B.A.R.C. (Surrey Centre)
Sun. June 6	Celebrity Trophy Meeting	Jaguar Drivers' Club
Sun. June 13	<i>Motoring News</i> 100 Kms. Trophy Meeting	B.A.R.C. (H.Q.)
Sun. July 18	Race Meeting	Austin Healey Club
SUN. AUG. 1	KODAK FORMULA 5000 RACE MEETING	B.A.R.C. (H.Q.)
Sun. Aug. 15	Six-Hour Relay Race	750 Motor Club
Sun. Aug. 22	Race Meeting	West Hants & Dorset C.C.
Sun. Aug. 29	Chevron Oil 100 Kms. Trophy Meeting	B.A.R.C. (Surrey Centre)
Sat. Sept. 11	Race Meeting	V.S.C.C.
SUN. SEPT. 19	NATIONAL OPEN RACE MEETING—SPORTS CARS	B.A.R.C. (H.Q.)
Sun. Sept. 26	Race Meeting	Monoposto Racing Club
Sun. Oct. 17	Championship Finals Race Meeting ...	B.A.R.C. (H.Q.)

Motor Cycle Meetings

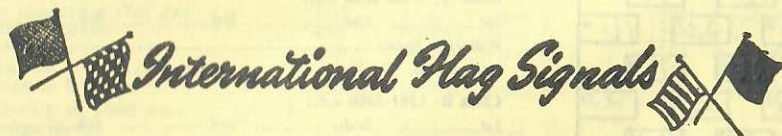
SUN. MAY 9	MOTOR CYCLE INTERNATIONAL 500 MILE GRAND PRIX D'ENDURANCE	S.D.M.C.C.
Sun. June 20	Road Races	S.D.M.C.C.
Sun. July 25	Road Races	Southern 67 Racing Club
Sun. Oct. 10	Road Races	S.D.M.C.C.

Sprint Meetings

Sun. July 11	British Automobile Racing Club (North Thames Centre)
Sun. Aug. 8	British Automobile Racing Club (Surrey Centre) National Championships
Sun. Oct. 24	British Automobile Racing Club (South Western Centre)

Kart Meeting

Sun. July 4	British Kart Club. Full Circuit.
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Red: Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (Motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Blue (Waved):** Another competitor is trying to overtake you. **Blue (Motionless):** Another competitor is following you very closely. **White:** An ambulance or service car is on the circuit. **Black (with Competitor's Number):** Signal for the competitor to stop on the next lap. **Black and White Chequered:** Signal for the winner and end of the race. The Union Jack will be used for starting races.

Important Notices

ORGANISERS OF THE MEETING

British Automobile Racing Club
Sutherland House, 5-6 Argyll Street, London, W.1.

President:

The Rt. Hon. The Earl Howe, C.B.E., D.L., J.P.

Chairman: W. W. Paul

Hon. Gen. Treasurer: M. Gorrings, F.C.A.

General Manager: Grahame D. White

MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

B.A.R.C. MEMBERS

B.A.R.C. members and their guests holding Thrupton brooches or day tickets have access to the Members Enclosure at Club Corner, as well as to the Paddock. B.A.R.C. members and their guests may use the bar in the Flying Control Building on any day, but members should be in possession of their membership cards when using this bar.

MESSAGES

The organisers wish to stress that announcements to assist spectators cannot be made over the course loudspeaker system except in cases of genuine emergency.

PROGRAMME

All literary matter in this Programme, including the list of competitors and their racing numbers, is Copyright, and any person making illegal use thereof will be prosecuted.

The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme of competitors, but the promoters cannot accept responsibility for the failure of any driver or car to appear.

Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof.

When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.

REFRESHMENTS

Public restaurants and licensed bars are located behind the Pits Grandstands, in the Paddock and at several other points around the circuit. A full range of light refreshments will be on sale.

LOST AND FOUND PROPERTY

Spectators who find articles are asked to return them to the Police Office by the Flying Control Building, where those who have lost anything should also apply.

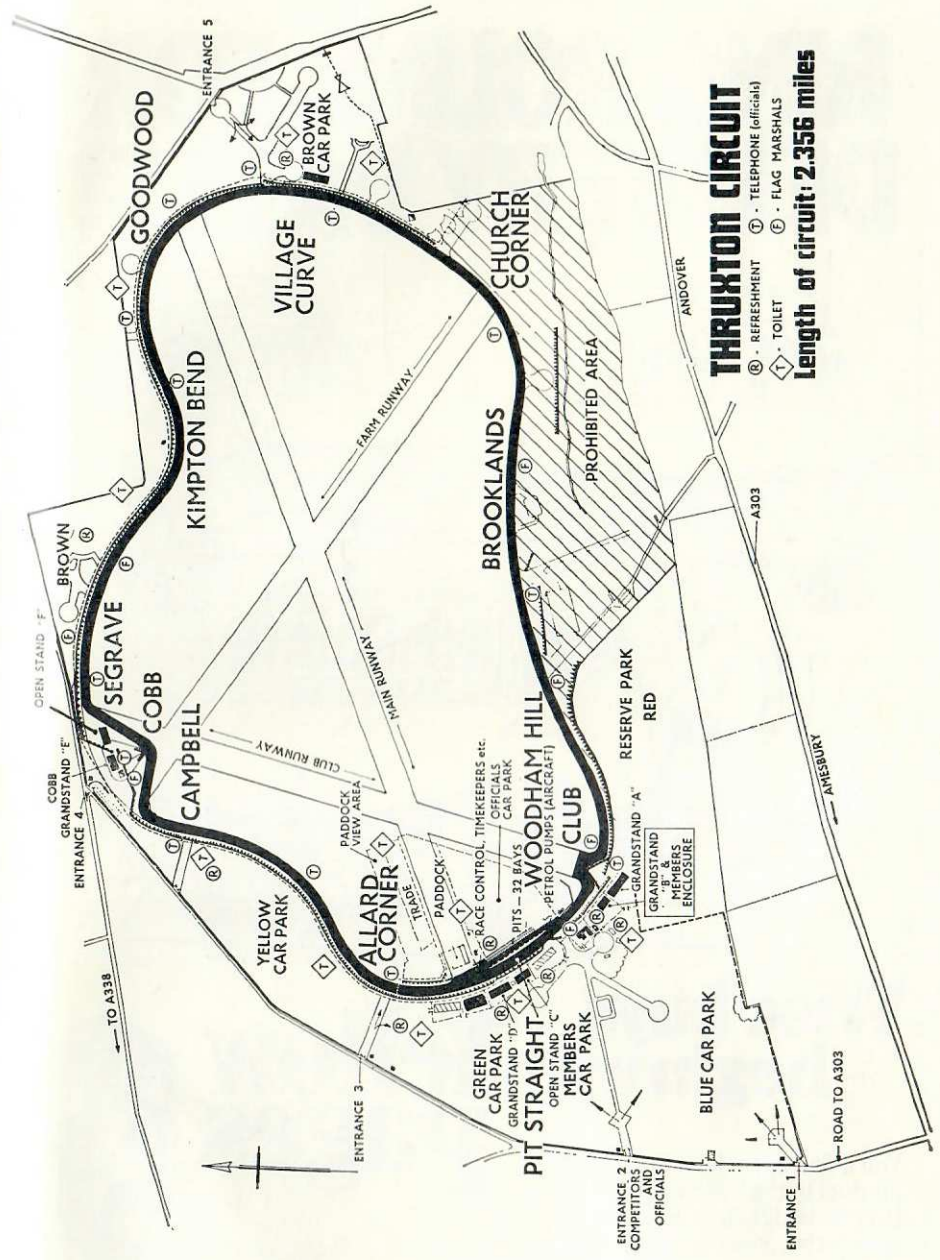
DOGS

IN THE INTERESTS OF SAFETY, DOGS AND OTHER ANIMALS ARE NOT ADMITTED TO THE COURSE UNLESS ON A LEAD.

THRUXTON SPEED TABLE

(2.356 miles)

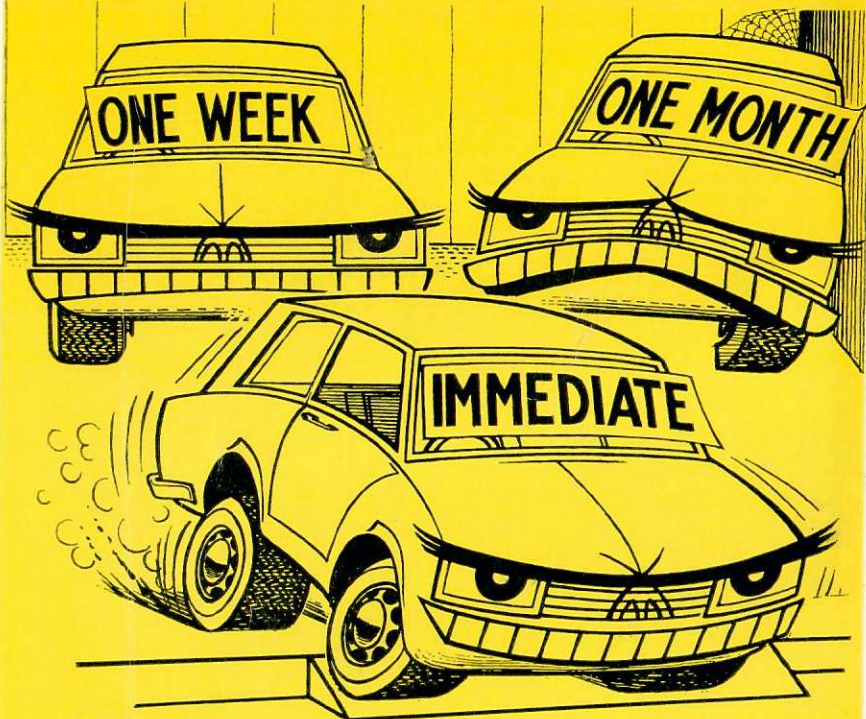
LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
1 10	121.17	1 24	100.97	1 38	86.55	1 52	75.73	2 06	67.31
.2	120.82	.2	100.73	.2	86.37	.2	75.59	.2	67.21
.4	120.48	.4	100.49	.4	86.20	.4	75.46	.4	67.10
.6	120.14	.6	100.26	.6	86.02	.6	75.33	.6	67.00
.8	119.80	.8	100.02	.8	85.85	.8	75.19	.8	66.89
1 11	119.46	1 25	99.78	1 39	85.67	1 53	75.06	2 07	66.78
.2	119.12	.2	99.55	.2	85.50	.2	74.93	.2	66.68
.4	118.79	.4	99.32	.4	85.33	.4	74.79	.4	66.57
.6	118.46	.6	99.08	.6	85.16	.6	74.66	.6	66.47
.8	118.13	.8	98.85	.8	84.99	.8	74.53	.8	66.37
1 12	117.80	1 26	98.62	1 40	84.82	1 54	74.40	2 08	66.26
.2	117.47	.2	98.39	.2	84.65	.2	74.27	.2	66.16
.4	117.15	.4	98.17	.4	84.48	.4	74.14	.4	66.06
.6	116.83	.6	97.94	.6	84.31	.6	74.01	.6	65.95
.8	116.51	.8	97.71	.8	84.14	.8	73.88	.8	65.85
1 13	116.19	1 27	97.49	1 41	83.98	1 55	73.75	2 09	65.75
.2	115.87	.2	97.27	.2	83.81	.2	73.62	.2	65.65
.4	115.55	.4	97.04	.4	83.64	.4	73.50	.4	65.55
.6	115.24	.6	96.82	.6	83.48	.6	73.37	.6	65.44
.8	114.93	.8	96.60	.8	83.32	.8	73.24	.8	65.34
1 14	114.62	1 28	96.38	1 42	83.15	1 56	73.12	2 10	65.24
.2	114.31	.2	96.16	.2	82.99	.2	72.99	.2	65.14
.4	114.00	.4	95.95	.4	82.83	.4	72.87	.4	65.04
.6	113.69	.6	95.73	.6	82.67	.6	72.74	.6	64.94
.8	113.39	.8	95.51	.8	82.51	.8	72.62	.8	64.84
1 15	113.09	1 29	95.30	1 43	82.35	1 57	72.49	2 11	64.75
.2	112.79	.2	95.09	.2	82.19	.2	72.37	.2	64.65
.4	112.49	.4	94.87	.4	82.03	.4	72.25	.4	64.55
.6	112.19	.6	94.66	.6	81.87	.6	72.12	.6	64.45
.8	111.89	.8	94.45	.8	81.71	.8	72.00	.8	64.35
1 16	111.60	1 30	94.24	1 44	81.55	1 58	71.88	2 12	64.25
.2	111.31	.2	94.03	.2	81.40	.2	71.76	.2	64.16
.4	111.02	.4	93.82	.4	81.24	.4	71.64	.4	64.06
.6	110.73	.6	93.62	.6	81.09	.6	71.51	.6	63.96
.8	110.44	.8	93.41	.8	80.93	.8	71.39	.8	63.87
1 17	110.15	1 31	93.20	1 45	80.78	1 59	71.27	2 13	63.77
.2	109.87	.2	93.00	.2	80.62	.2	71.15	.2	63.68
.4	109.58	.4	92.80	.4	80.47	.4	71.04	.4	63.58
.6	109.30	.6	92.59	.6	80.32	.6	70.92	.6	63.49
.8	109.02	.8	92.39	.8	80.17	.8	70.80	.8	63.39
1 18	108.74	1 32	92.19	1 46	80.02	2 00	70.68	2 14	63.30
.2	108.46	.2	91.99	.2	79.86	.2	70.56	.2	63.20
.4	108.18	.4	91.79	.4	79.71	.4	70.45	.4	63.11
.6	107.91	.6	91.59	.6	79.56	.6	70.33	.6	63.01
.8	107.63	.8	91.40	.8	79.42	.8	70.21	.8	62.92
1 19	107.36	1 33	91.20	1 47	79.27	2 01	70.10	2 15	62.83
.2	107.09	.2	91.00	.2	79.12	.2	69.99	.2	62.73
.4	106.82	.4	90.81	.4	78.97	.4	69.86	.4	62.64
.6	106.55	.6	90.62	.6	78.83	.6	69.75	.6	62.55
.8	106.29	.8	90.42	.8	78.68	.8	69.64	.8	62.46
1 20	106.02	1 34	90.23	1 48	78.53	2 02	69.52	2 16	62.36
.2	105.76	.2	90.04	.2	78.39	.2	69.41	.2	62.27
.4	105.49	.4	89.85	.4	78.24	.4	69.29	.4	62.18
.6	105.23	.6	89.66	.6	78.10	.6	69.18	.6	62.09
.8	104.97	.8	89.47	.8	77.96	.8	69.07	.8	62.00
1 21	104.71	1 35	89.28	1 49	77.81	2 03	68.96	2 17	61.91
.2	104.45	.2	89.09	.2	77.67	.2	68.84	.2	61.82
.4	104.20	.4	88.91	.4	77.53	.4	68.73	.4	61.73
.6	103.94	.6	88.72	.6	77.39	.6	68.62	.6	61.64
.8	103.69	.8	88.53	.8	77.25	.8	68.51	.8	61.55
1 22	103.32	1 36	88.35	1 50	77.11	2 04	68.40	2 18	61.46
.2	103.18	.2	88.17	.2	76.97	.2	68.29	.2	61.37
.4	102.93	.4	87.98	.4	76.83	.4	68.18	.4	61.28
.6	102.68	.6	87.80	.6	76.69	.6	68.07	.6	61.19
.8	102.43	.8	87.62	.8	76.55	.8	67.96	.8	61.11
1 23	102.19	1 37	87.44	1 51	76.41	2 05	67.85	2 19	61.02
.2	101.94	.2	87.26	.2	76.27	.2	67.74	.2	60.93
.4	101.70	.4	87.08	.4	76.14	.4	67.64	.4	60.84
.6	101.45	.6	86.90	.6	76.00	.6	67.53	.6	60.76
.8	101.21	.8	86.72	.8	75.86	.8	67.42	.8	60.67



THRUXTON CIRCUIT
 Length of circuit: 2.356 miles

Outright Circuit Lap Records:
 Peter Gethin (McLaren M.10 B. Smith-Chevrolet) } 1 min. 13.6 secs. 115.24 m.p.h.
 Frank Gardner (Lola T.190 Bartz-Chevrolet)

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