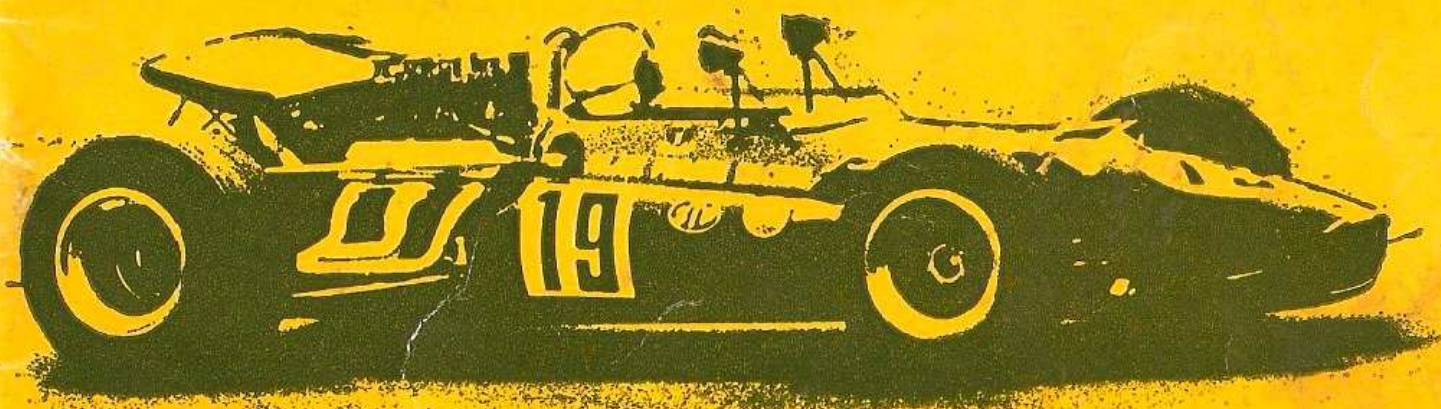




KODAK F5000
MOTOR RACE
MEETING
THRUXTON near
Andover,
Hants.
SUNDAY AUGUST 1ST 1971



Organised by the British Automobile Racing Club



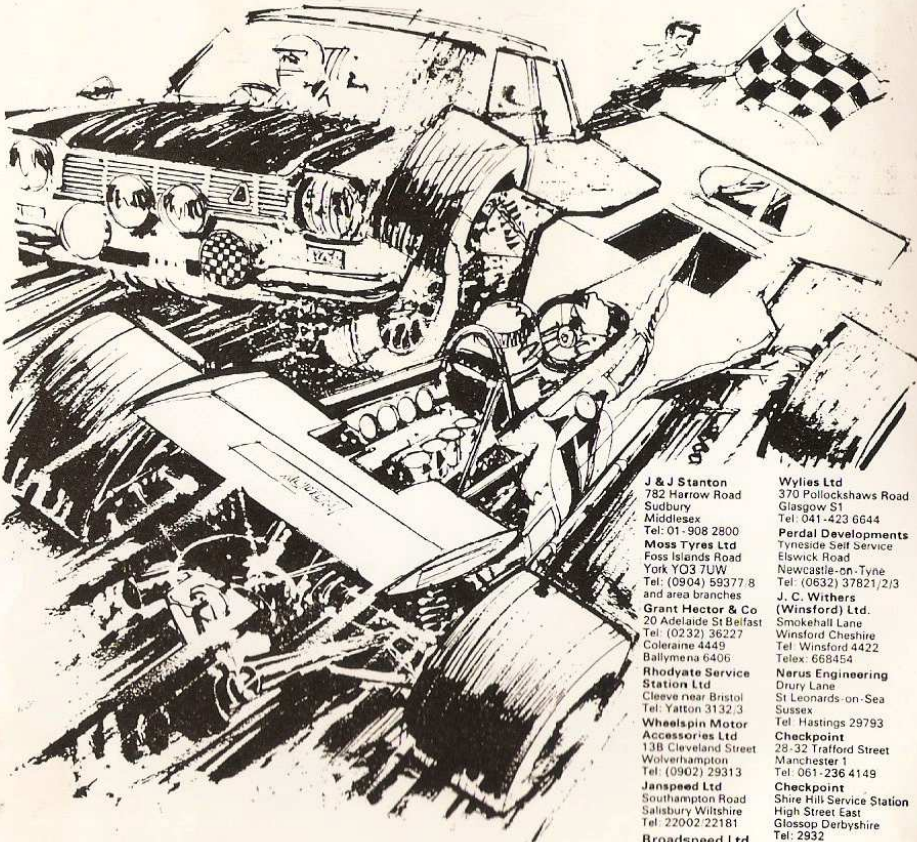
Souvenir Programme 20p

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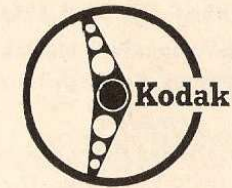
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KODAK FORMULA 5000 RACE MEETING

Organised by the
British Automobile Racing Club

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IMPORTANT NOTICES

ORGANISERS OF THE MEETING

British Automobile Racing Club
Sutherland House, 5-6 Argyll Street, 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: G. 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 Thruyton 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.

PROGRAMME OF EVENTS

		Laps	Start
EVENT ONE	The Super 8 Trophy Race for Formula 5000 Racing Cars—Part One	15	2.30 p.m.
EVENT TWO	The Kingsway Trophy Race for Saloon Cars—Part One	12	3.10 p.m.
EVENT THREE	The Forward Trust Formula 3 Race for the Kodak 135 Trophy	15	3.50 p.m.
EVENT FOUR	The Super 8 Trophy Race for Formula 5000 Racing Cars—Part Two	15	4.35 p.m.
EVENT FIVE	The Kingsway Trophy Race for Saloon Cars—Part Two	12	5.20 p.m.

AWARDS

The Super 8 Trophy Race for Formula 5000 Cars:

This event will be run in two 15-lap parts (35.34 miles each part).

The event qualifies for the Rothmans European Formula 5000 Championship (round 10).

Awards: In each part—

1st—£250; 2nd—£175; 3rd—£125; 4th—£100; 5th—£75; 6th—£62.50; 7th—£50; 8th—£45; 9th—£40; 10th—£37.50; 11th—£35; 12th—£32.50; 13th—£30; 14th—£27.50; 15th—20th—£25. To the winner on aggregate—The Super 8 Trophy. To the competitor setting the fastest lap from the two parts—£30.

The Kingsway Trophy Race for Saloon Cars:

This event will be run in two 12-lap parts (28.27 miles each part).

Awards: On aggregate—

1st overall—The Kingsway Trophy and £50; 2nd—£30; 3rd—£15. Class A: 1st—£30; 2nd—£25; 3rd—£20; 4th—£10. Class B: 1st—£25; 2nd—£20; 3rd—£15; 4th—£10. Class C: 1st—£20; 2nd—£15; 3rd—£10; 4th—£5. Class D: 1st—£20; 2nd—£15; 3rd—£10; 4th—£5.

The Forward Trust Formula 3 Race for the Kodak 135 Trophy:

The race qualifies for the Forward Trust Formula 3 Championship. (round 7).

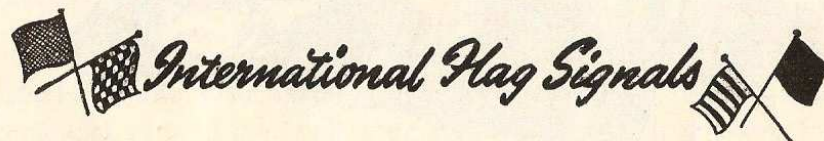
This event will be run over 15 laps (35.34 miles).

Awards:

1st overall—The Kodak 135 Trophy and £100; 2nd—£75; 3rd—£60; 4th—£40; 5th—£30; 6th—£20; 7th—£10; 8th—£5.

Fastest lap of the day:

The Kodak 126 Trophy.



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.

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.

If you're not, don't waste a minute. You're missing the action.

You don't have to drive to join BARC. If you want to, you'll find enough BARC organised races, rallies, autocross, sprints, hill climbs to keep you on the move throughout the year. But to be a member you don't have to do anything—except join.

Then whether you drive or not, you'll be much more than just a spectator. You'll be

a supporter. A participator. Fully involved in today's toughest, fastest, most exciting sport. Knowing the inside story. Enjoying special spectator privileges. Welcomed at all BARC dinners, dances, parties and other social opportunities to meet the motor racing world.

All for a mere four pounds a year.

A low enough membership fee for any club. For the largest Motor Club in Britain, an offer too good to miss.

Don't miss it. Join. Fill in and post the coupon for the BARC brochure and application form.

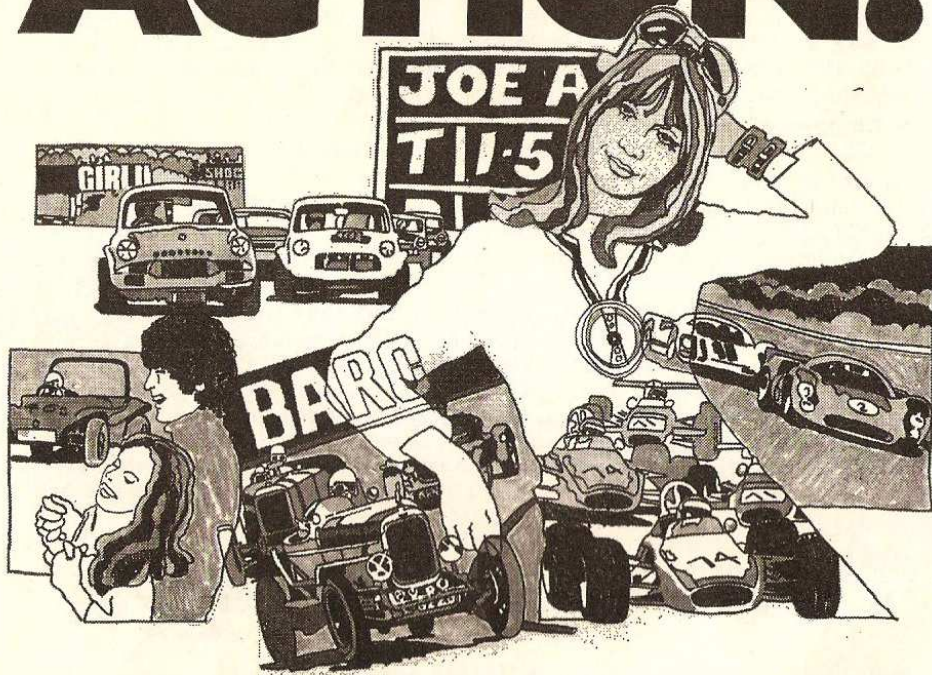
Please send membership form and full details of B.A.R.C.

NAME _____

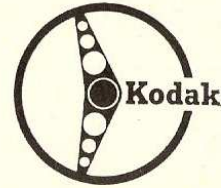
ADDRESS _____

B.A.R.C., British Automobile Racing Club Ltd.,
Sutherland House,
5-6 Argyll Street, London W.1.
Tel: 01-437 2533/5

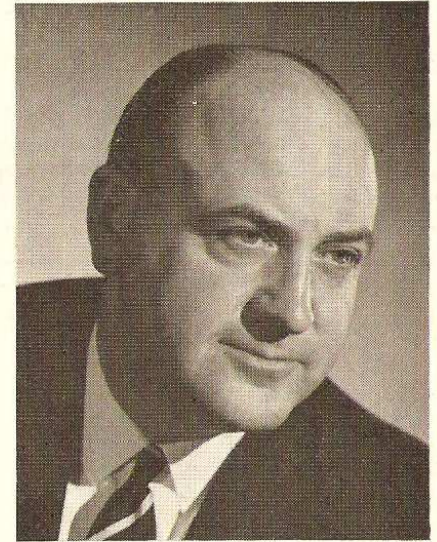
JOIN THE ACTION!



JOIN THE B.A.R.C.—WHERE THE ACTION IS



Introduction from
Mr F. J. MOORFOOT,
Chairman and
Managing Director of
Kodak Limited



This is the third year that Kodak Limited has sponsored a meeting at Thruxton—and the third occasion that my wife and I have had the great pleasure of coming along to join in the fun and enjoy the drama of high-speed motor racing.

The sport is most photogenic and one which actively encourages the amateur photographer. At our meeting, of course, we have taken things further by providing special camera galleries and other attractions. There is a fine atmosphere at Thruxton and we at Kodak Limited are grateful to the British Automobile Racing Club for all the help they have given us and for the inimitably friendly and efficient way in which they have organised our meeting.

We had excellent weather in 1969 and 1970 and it would be splendid if we had the same luck this year. But even if we don't there are enough attractions to hold the family's interest—and we do make films for all kinds of weather!

I would like to thank the officials, drivers and mechanics in advance for all their hard work and to wish all of them, together with spectators and photographers, a most enjoyable afternoon's motor racing.

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 herewith 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/7302 (International) and RS/7303 (National).

Stewards of the Meeting:

R. M. Southcombe (R.A.C.) M. Gorringe W. W. Paul

Judges:

T. H. Fisk S. M. Lawry K. C. W. Rainsbury

Clerk of the Course: G. D. White

Chief Observer: E. H. G. Browning

Incident Officer: N. T. Hunt

Chief Medical Officer: Dr. G. R. Branson

Chief Startline Marshal: R. G. P. Cox

Chief Paddock Marshal: P. A. Sturgess

Chief Timekeeper: R. King-Farlow

Secretary of the Meeting: B. J. Bland

Chief Flag Marshal: M. H. Groves

Chief Pit Marshal: C. S. Hoile

Deputy Chief Startline Marshal: R. K. Gorringe

Chief Starting Enclosure Marshal: B. S. Smith

Chief Scrutineer: F. C. Matthews

Timekeepers and Assistants:

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J. W. Barber
D. Benbow

C. J. H. Gardner
Mrs. S. Gardner
M. Gillespie

L. Needham
R. Oates
A. D. F. Simpson

Scrutineers and Assistants:

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Mrs. A. Davis

S. A. Dewell
A. P. Mason

Mrs. T. Matthews
G. F. Viola

Number Painters:

E. Collins I. Lintern

Medical Officers:

Dr. N. H. Barley

Dr. K. K. Eaton

Dr. P. E. Sundt

Scoreboard:

A. Collins
E. Collins
Mrs. J. Collins

J. H. Davis
M. Glover
M. R. Leonard

B. G. Nuttley
Miss G. Nuttley
E. C. Taylor
P. N. Terry

Press Officer: Q. D. Spurring

Press: C. H. Masterman, A. Fry

Race Information: Mrs. G. Bland, Miss J. Gardner

Paddock Office: R. P. Benbow, Miss J. Gummer Membership Enquiries: Miss B. Keane

Race Telephones: Mrs. V. Cooke

Breakdown Services:

Clover Leaf Garages (Andover)
County Garage (Stockbridge)

Henlys, Wessex (Andover)
J. S. Monroe Ltd. (Andover)

Test Motors (Over Wallop) Ltd.

Rescue Vehicle and Crew:

Northern Race and Rally Marshals Club

First Aid: St. John Ambulance Brigade

Junior Race Assistants:

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T. E. Georges
C. R. Ginever
S. Hands
G. C. Johnson

M. C. Johnson
B. N. Marsden
G. V. Masterman
I. Macdonald
J. G. Moorley

B. Saggars
P. Saggars
D. C. Saunders

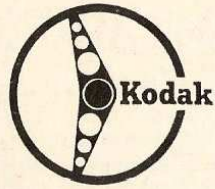
Observers, Flag, Course, Fire, Startline, Pit and Paddock Marshals:

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R. J. Adams
A. J. C. Akers
J. D. Allen
R. J. Amey
H. E. G. Andrews
J. W. Atkinson
T. P. Ayres
G. D. Barnes
P. R. Barnett
V. Barton
D. B. Bates
N. Beehl
H. A. Benbow
R. P. Benbow
H. Berry
M. Berry
R. F. Birdmead
H. Bishop
N. M. Blackmore
S. R. Blake
J. M. F. Blakey
S. A. Bonnett
W. A. H. Brampton
G. E. Branston
D. Brewster
A. C. Brind
E. C. Britten
T. S. Brown
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G. Budge
R. D. Cain
M. J. Cannam
A. I. Carey
M. L. Chantler
J. G. Chard
K. Chennells, Jnr.
K. Chennells
D. A. Clarke
R. P. Clayson
R. Clouter
G. P. Coleman
D. M. Collins
P. W. Collyer
G. R. Cook
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C. G. Darley
M. J. Davies
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P. J. Driffill
Mrs. S. Driffill
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G. J. Dutnall
J. Elliott
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D. J. Fickling

R. D. Findlater
B. E. Foot
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J. Ford
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N. Forder
A. Foster
J. B. C. Franklin
P. D. Franklin
M. W. Fraser
R. Fraser
R. A. Frupp
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J. C. Gilbert-Harris
C. K. Girdwood
M. G. N. Glyde
C. W. O. Gollop
B. C. Gooding
R. K. Gorringe
B. R. V. Grant-Braham
C. A. Graves
B. R. Gray
T. J. Green
G. J. Halfhead
H. J. Halfhead
R. Hall
J. P. Hamilton
B. S. Hannant
M. Harrison
R. G. Harwood
P. N. Hawkins
Miss W. J. Hawkins
B. A. Henderson
N. G. Hebditch
C. C. Herman
V. H. Heske'h
P. J. Hider
C. Hillier
J. C. Hoare
G. C. Howard-Ady
J. L. H. Howard
R. M. Holland
I. J. Huffer
P. J. Huffer
J. L. M. Hughes
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R. Robson
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PHOTOGRAPHY AT THRUXTON

By
H. J. P. Arnold
*Public Relations Advisor,
Kodak Limited*

When Grahame White of the BARC asked me to write something for this year's souvenir programme, we were initially at something of a loss for a subject. I wrote in detail about the location of the special camera galleries and the different types of photography possible at each in last year's programme—so little more than a summary is needed this year. Then I suggested that I might write a few personal words about motor racing photography at Thruxton. Grahame White thought this was a good idea (or rather he didn't say "no") so . . .

For those who can remember back that far, Thruxton opened its doors to the motor racing world for the very first time on March 3 1968. It was a bitterly cold Saturday—and one of those occasions which has led unjust folk to describe Thruxton circuit as the "Siberia" of Hampshire. This is, needless to say, a gross distortion, since the thermometer mounted on the top of my camera registered almost 5 deg F above the Siberian winter mean temperature! But it was true that most of the cars were stopping out on the circuit for a quick brew, or at least I think it was that judging by the amount of steam that could be seen.

Of course the truth is that Thruxton offers great variety for its regular visitors. On some days—like polar explorers—you risk suffering painful injury if you happen to touch the metal parts of your camera with bare skin—and on others it can be so hot that you risk obscuration of the lens and other vital parts with sweat and flying liquid tar if you are not careful. But mechanics are very helpful and friendly chaps—and are not slow to offer an oily rag to repair the damage as many a poor inexperienced photographer has found to his (or her) cost!

Rain is a meteorological phenomenon which is not unknown at the circuit—but it has a negative virtue in this direction. Has it ever been the scene of anything so bad as that Saturday in September 1968 at Crystal Palace, when the photographers at North Tower were marooned for some time? When those who stayed for the whole meeting were awarded honorary life membership of the RNVR and all still talk to this day of exposures even on High Speed *Ektachrome* film amounting to about F1.2 at a fort-night?

Inevitably, you encounter all types of photographers at Thruxton. Those with cameras and film and those without; men, women and I couldn't be sure; those who use you know whose film and the odd ones who don't; and the thin, the medium and the fat. The physical build normally seems to be attributable to customary

stations on the circuit. The lean, athletic types are to be seen wearing an air of defiant arrogance at such far-flung places as Church and Village. The medium build are likely to be perambulating about the pits and the paddock. And those of more ample girth never move one inch from Club Corner (or the bar).

On some tracks there seems to be a state of war between the hard-working officials and marshals and motor racing photographers. I don't know why this is, but it certainly isn't the case at Thruxton—indeed the BARC officials are extremely polite and considerate. When you miss the shot of a lifetime because your motor drive has jammed you may catch them wiping a tear from their eyes. And if a photographer does do something silly and imperils himself or a driver, a marshal will say "sorry" before hitting the offender on the head, appropriately enough with the red flag, which is (as all *cognoscente* know) the signal for "complete and immediate stop."

The officials know their photography too and have a swift eye for the photographic antique. They will be quite interested in the latest piece of highly elaborate equipment, but if you really wish to establish a warm friendship then bring your most ancient camera. I don't know if this is because it reminds them of that old camera they have somewhere at home, or of their distant past—but it really works. I appeared at a couple of meetings with an old 1920 vintage Kodak Panoram No. 1 Camera and was immediately surrounded. (I think that was the reason anyhow). I took some shots on the start/finish line and remember very nostalgically the great delicacy and finesse with which the chief start-line marshal waved the chequered flag as he posed for me. (A car also happened to come past at that moment). I suppose he thought I was a talent scout for Steve McQueen!

At today's meeting those amateurs who have obtained photographers' passes will be able to experience some of the thrills and fun professional motor racing photographers experience—that is why Kodak Limited sponsors the event—and (seriously now) should also be able to experience for themselves the friendly attitude of the BARC marshals and officials.

If you've been to Thruxton with us before, welcome back! If it's your first time, have fun and don't be put off by the noise. (I well remember the very first meeting at Thruxton when—early on the Sunday morning—one lone engine was being quietly revved in the paddock and a plaintive female Kodak voice was heard to say, "Does it get any noisier than this?")

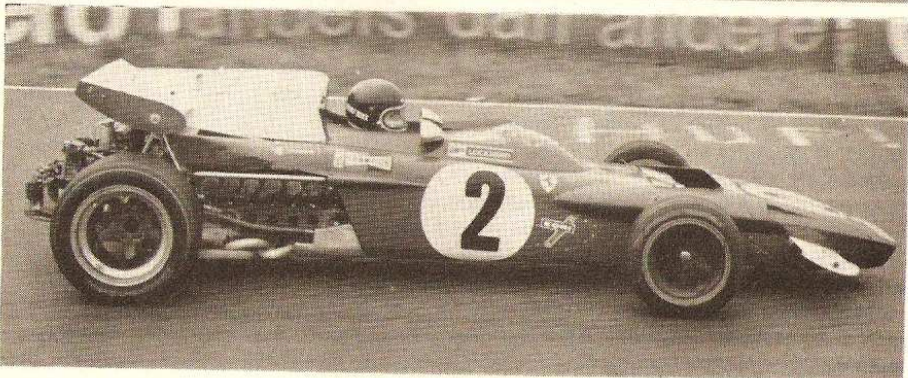
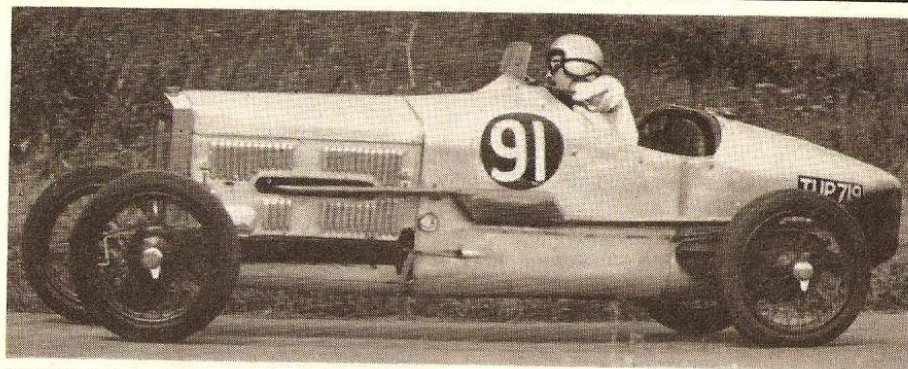
Happy shooting, whether you are doing it on *Ektachrome*, *Kodachrome*, *Tri-X* or any other Kodak film. May the combined volume of shutters opening and closing drown the engines of Messrs Gardner, Redman, Hailwood—and Fred.

SPEED TRAP

For interest and to provide extra information for the commentator, a check is being made at this meeting on the speeds of the cars at the point just before they back off for braking for Club Corner.

The speed trap, loaned by Norton Villiers, has been sited at the Woodham Hill marshals' point and will be operated by Peter Inchley, Managing Director of Norton Villiers Performance Shop (Norton Villiers have an experimental division based at the circuit).

A 750 Norton Commando has been made available to the organisers for use round the course.

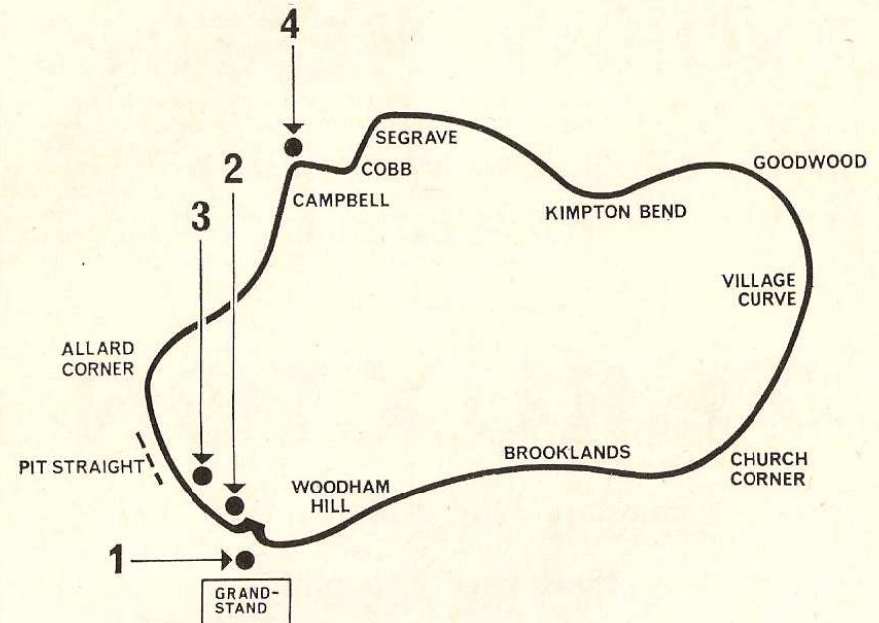


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**LAY-OUT OF KODAK
CAMERA GALLERIES**



- 1. Club Corner Grandstand—outside the Track:**
Head-on views for the long telephoto lenses as the cars come up Woodham Hill and "pans" at the entrance to the chicane.
- 2. Club Corner—inside the Track:**
Excellent views of all the exciting incidents at the chicane.
- 3. Pits Gallery—inside the Track:**
Elevated view of the drama of pitstops and fast "pans" down Pit Straight.
- 4. Campbell Corner—outside the Track:**
A 10- to 15-minute walk from the pits area but well worth it. Head on views and "pans" with plenty of incidents at a most exciting corner.

THE ECHO TROPHY MEETING

Organised by West Hants &
Dorset Car Club

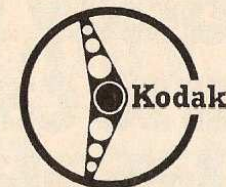
THRUXTON

Sunday, 22nd August, 1971

First race 2.15 p.m.

25-lap main race for Formula 3 cars

Supporting races for Special Saloons,
Clubmans Sports, Formula Ford and
Production Saloons



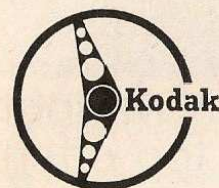
THE WORLDS OF KODAK

X-ray Film to help fight disease and to ensure the safety and quality of industrial products—microfilm systems to store information and retrieve from one million documents a single item within seconds—cameras and films for hundreds of thousands of people to record their holidays . . . a wedding . . . a birthday . . . a christening—films and equipment to assist the police in detecting and preventing crime—films, papers and equipment for plate making, engraving and phototypesetting in the printing industry—photo resist materials essential to the production of printed circuits—a wide range of materials for the professional photographer—colour, black and white and specialist films to aid the scientific researcher and for manned and unmanned space photography . . .

These are some of the limitless worlds of Kodak.

Kodak Limited is the British member of a world-wide group of companies. Founded at the end of the last century, Kodak Limited now has around 12,750 employees and its factories are situated at Harrow (Middlesex), Stevenage and Hemel Hempstead (Hertfordshire) and Kirkby (near Liverpool). Its head office is currently at Kingsway, London WC2, but very shortly it will be moved to Hemel Hempstead.

A new and memorable achievement has just been registered with the production at Stevenage of the ten millionth *Instamatic* still camera to be made since the factory commenced production of these cameras in 1963. A large proportion of Kodak Limited's total photographic production goes overseas and the company received the Queen's Award to Industry 1970 for export achievement.



TROPHIES

THE Kodak trophies to be presented this afternoon have been made by means of an interesting photographic technique. Briefly, it is an etching process which uses a special chemical known as Kodak Photosensitive Resist. This becomes light-sensitive when coated and dried onto metal. The coating is then exposed to ultra violet light through a photographic negative. After development, the exposed areas of the Resist form an extremely accurate photographic stencil which is unaffected during subsequent etching by acid.

This technique is widely used for making printed circuits for radio and television sets; it is also used to make the microminiature circuits which are at the heart of all computer systems. The first astronauts to land on the moon left behind a tiny plaque engraved with the signatures of many of the world's Heads of State. This was made by the same basic process used to produce the unique Kodak trophies for this afternoon's winning drivers.

Today's Course car is the fabulous race-bred BMW Sports Coupé



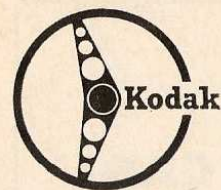
"a combination of automotive art without parallel in a world that bends too often for the sake of mere expedience."



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BMW Concessionaires G.B. Ltd., BMW House, Chiswick High Road, London, W.4. Tel: 01-995 4651
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Today's extra attractions

Today's meeting of course has the keen photographer very much in mind, and Kodak Limited has arranged various special photographic facilities. Four camera galleries have been sited at vantage points around the circuit (more details on page 10) for holders of special photographers' passes purchased in advance. Each gallery has a Kodak representative in attendance. Holders of the special passes have been included in a Lucky Draw for 60 opportunities for extra photographic facilities, and the names are on display in the Kodak Information Centre on the outside of the track opposite the pits. Should any spectators have trouble with their cameras a technician is on duty there to help.

Whether you are a holder of a special pass or not, you are eligible to take part in the Kodak *Focus on Thruxton* Competition, entry forms for which are being distributed by the Kodak Girls. There are four sections in the competition—Colour transparencies, Colour prints, Black and White prints and Movie photography.

For spectators with young children with them, Kodak have provided a Film Show in the Kodak Film Marquee (behind the Flying Control building at the top of the approach road from the main entrance) which will be in operation all day until 6 pm. Kodak staff members are manning a nursery area next to the cinema, where parents can leave young children to be entertained by clown Sammy Sunshine and by 'Chad', the world's largest Teddy Bear. D. Sebel & Co Ltd have kindly supplied a range of Mobo toys, and Chad is on loan from Chad Valley Co Ltd.

In the Junior Motor Racing Driver of the Year Competition, children under 14 can have their photographs taken free of charge sitting in a Formula Ford racing car, and prizes will be awarded to the most photogenic boy and girl. Details from the Kodak Information Centre.

- The Kodak Girls will be driven round the circuit with race winners in a 1909 Rolls-Royce Silver Ghost kindly loaned by the Montagu Motor Museum. The Girls' hot pants outfits have been supplied by C&A Modes.
- Before racing starts, there will be a hot-air balloon ascent by members of the London Balloon Club. In addition the display by the Army team of Red Devils free-fall parachutists is always very spectacular.
- Chronosport, the country's largest suppliers of sports and specialist timing equipment, will once again present prizes to the chief mechanics of the winning cars. Chronosport also sponsor leading Formula 1 and Formula 2 teams and equip many leading individual drivers.
- The BMW 3.0 CS course car has been kindly loaned by BMW Concessionaires Ltd.

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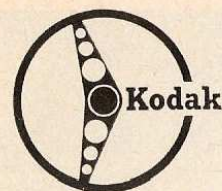
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New record on the cards

PROGRAMME NOTES/Quentin Spurring

Perhaps the most interesting thing about today's Formula 5000 event is the possibility of a new outright circuit record.

When the F5000 cars first came to Thruxton (for this meeting last year), the record stood to the late Jochen Rindt at 1 min 14.0 secs, set in the works Lotus 69 Formula 2 car at the Easter international earlier that year. The 1970 Kodak meeting featured a memorable battle for supremacy between Frank Gardner's Lola and Peter Gethin's McLaren, which raged in both heats and was finally resolved in Gardner's favour by a scant 0.2 sec on aggregate, after over 70 miles of really desperate racing. That duel really put F5000 on the map as a formula capable of providing racing which was exciting as well as fast, for both drivers lowered Rindt's record to 1 min 13.6 secs.

This of course added fuel to the fire in the argument about the respective merits of F2 and F5000, and this barely valid comparison between two entirely different formulae was given added impetus at the 1971 Easter Yellow Pages meeting, when Graham Hill's Brabham and Ronnie Peterson's March had that fantastic duel in the final, and Peterson sliced another 0.2 sec off to get Formula 2 back on top in the record book.

The leading drivers will be going all out today to ensure that F5000 does not miss its turn with the record, and as long as track conditions are suitable it is probable that a few cars will manage to get under that 115.55 mph figure of 1 min 13.4 secs.

THE CARS AND DRIVERS

Leading the attack on the record, and also the Rothmans European Formula 5000 Championship after the nine rounds held so far, is the most experienced driver in the race, **Frank Gardner** in the works Lola T192. The Australian, twice British Saloon Car Champion and one of the most capable test drivers in the world, has scored three championship wins this season, at Snetterton, Mondello Park and Castle Combe. He must be considered favourite to win today's event, especially if, as rumoured, he will be giving a new and improved version of the T192 its first race today.

Also in a Lola T192 is **Mike Walker**, a youthful but experienced F5000 specialist who has been racing in the formula for three years. Although he has not managed to pull off a win this year despite winning two events in 1970, Mike is lying fifth in the current points table.

As usual the biggest representation comes from McLaren, and two of the latest M18 models are entered. Wearing number 1, in deference to Peter Gethin's second championship win for Sid Taylor last season, is the Sid Taylor Team Control car which will once again be driven by that fine Lancastrian driver **Brian Redman**. Brian made his comeback to the formula at Mallory Park last month fully recovered

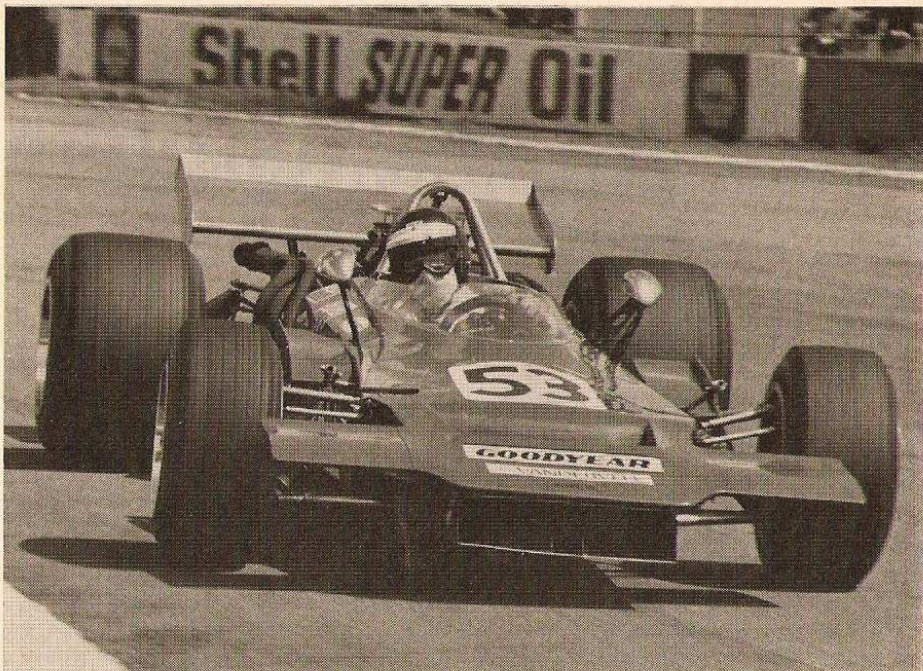


PHOTO: TREVOR MORGAN

Kodak Super 8 Trophy holder Frank Gardner in action earlier this season at Silverstone with the works entered Lola T192, with which he has won three of the nine Formula 5000 races so far held this year.

from some nasty burns received in an accident with his works Porsche in May's Targa Florio; he had already won the April F5000 race at Brands Hatch, and is currently lying third in the championship. After initial difficulties in the handling department, the M18 is now proving a very competitive machine, and another is the Barry Newman Racing entry for Frenchman **Jean-Pierre Jaussaud**, one of the few F5000 drivers who also competes in Formula 2. Jaussaud, who will be having his second outing with the car, has been very impressive this year and could be a winner today.

The leading exponent points-wise of last year's M10B McLaren, although he has not yet won an F5000 race, is Grovewood protege **Ray Allen**, who of course has also had a couple of Formula 1 races this season after graduating straight from FF and F100 and a few F3 events. Allen's Team Trojan car, sponsored by Pink Stamps, is in fact the very last M10B built, and some consistent drives with it have taken the Londoner into fourth place in the championship table. More London drivers with M10Bs are cargoedies man **Gordon Spice** and **Keith Holland**, both of whom gained the bulk of their racing experience in saloons, Spice in Minis and Holland in Imps.

Perhaps the fastest driver with an M10B is New Zealander **Graham McRae**, who is the current Tasman Champion with his Crown Lynn Potteries car and was the winner of the Mallory Park F5000 race in May. The Belgian sports car expert **Teddy Pilette** can be expected to be up there with the Racing Team VDS machine, while M10B numbers are brought up to eight by the 1970 versions of Midlander **David Prophet** and Mancunian **John Myerscough** (with the

John Butterworth car), and the updated 1969-built M10A of **Rob Taylor** from East Anglia, which is powered by a 5-litre Rover V8 tuned by its entrant Jack Lilley.

After Lola and McLaren, the next most important F5000 *marque* is Surtees, and this is emphasized by **Mike Hailwood's** current second place in the championship with the works TS8. Like Gardner, Mike the Bike has won three of the races so far held—two at Mallory and one at Silverstone—and if he wins today and the Sydney-sider fails to score, the seven-times World Champion motor-cyclist will equal Gardner's points total.

Effective support for Surtees comes from **Alan Rollinson** from Walsall, Staffs, who won at Monza in June with Alan McKechnie's TS8, and from Londoner **Tony Trimmer** with the Business Consultant Services TS5A. The under-rated Rollinson has had plenty of F5000 experience, but for former FF and F3 champion Trimmer this will be only his second F5000 race. His first outing, at Mallory last month, was as much a race-testing operation as a race, so having now had the opportunity to sort out this apparently rapid if outdated car Trimmer could be a dark horse today, especially as a couple of 1971 Formula 1 drives have given him powerful single-seater experience.

The rest of the 22-car entry is made up of singleton *marques*, headed by the improving Len Terry-designed Leda LT25 which will once again be driven by the popular Yorkshireman **Trevor Taylor**. A car which is potentially very fast but which in the past has made few appearances is the immaculate Lotus 70 of Scotland's **Jock Russell**, which is unusual (and unique in this event) in using a Ford Boss 302 engine. Another departure from the almost universal Chevrolet is the Rover power unit in **Fred Saunders's** well known Irish-built Crossle 15F, while a 4½-litre version of this V8 powers the elderly Brabham BT16/21B of **Dave Berry** from North Wales. From South Wales comes **Bob Miller** with his large Dulon LD8 which, like Irishman **Lingard Goulding's** P1100 Beattie, is a seasoned F5000 campaigner. Finally, **Peter Hawtin**—a V8 enthusiast in club racing well before the advent of F5000—has the only Formula 1 chassis in the race, an ex-works Cooper T86B, now with a Chevy motor.

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

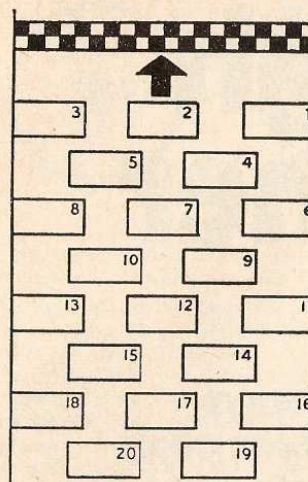
Drivers	pts	Entrants	pts
1 Frank Gardner	46	1 Lola Cars	46
2 Mike Hailwood	37	2 Team Surtees	37
3 Brian Redman	25	3 Sid Taylor Team Castrol	32
4 Ray Allen	21	4 Team Trojan	25
5 Mike Walker	15	5 Doug Hardwick Racing	15
6 Alan Rollinson	12	6 Crown Lynn Potteries	12
Graham McRae	12	7 A.G. Dean Racing	9
8 Tony Dean	9	Alan McKechnie Racing	9
9 Trevor Taylor	8	9 Barrie Newman Racing	8
10 Peter Gethin	7	Malaya Garage	8
11 David Prophet	6	11 John Butterworth	5
Ulf Norinder	6	12 David Prophet Racing	3
13 John Myerscough	5	Bugle-Prophet Racing	3
14 Jean-Pierre Jaussaud	4	Alan Rollinson	3
Howden Ganley	4	Keith Holland Racing	3
16 Keith Holland	3	16 Jock Russell	2
17 Jock Russell	2	17 Tony Kitchiner	1
18 Rob Taylor	1	Gordon Spice Cash 'n' Carry	1
Gordon Spice	1	Mermaid Racing	1
Fred Saunders	1		

Next round: Silverstone, August 14

EVENT 1 THE SUPER 8 TROPHY RACE **Start**
15 Laps **for FORMULA 5000** **2.30 pm**
(35.34 miles) **RACING CARS—PART 1**

(This is is a qualifying round of the Rothmans F5000 Championship)

No.	Entrant and Driver	Car	cc	Colour
1	Sid Taylor Team Castrol (Driver: Brian Redman)	McLaren M18 Smith-Chevrolet	5000	White/Green/ Red
3	Lola Cars Ltd. (Driver: Frank Gardner)	Lola T192 Smith-Chevrolet	4993	Red
4	John Butterworth (Driver: John Myerscough)	McLaren M10B Bartz-Chevrolet	5000	Aubergine/ Tangerine
5	Jock Russell	Lotus 70 Falconer & Dunn-Ford	5000	Blue/White
8	Team Trojan (Driver: Ray Allen)	McLaren M10B Morand-Chevrolet	4991	Pink
11	Malaya Garage Racing Division (Driver: Trevor Taylor)	Leda LT25 Smith-Chevrolet	4998	White/Blue
12	Barry Newman Racing Ltd. (Driver: Jean-Pierre Jaussaud)	McLaren M18 Morand-Chevrolet	4996	Green/Silver
15	Team Surtees Ltd. (Driver: Mike Hailwood)	Surtees TS8 Morand-Chevrolet	4957	Blue/White
16	Peter Hawtin	Cooper T86B Traco-Chevrolet	5000	Green
19	Business Consultant Services/ Kent Services Racing Team (Driver: Tony Trimmer) (2nd Reserve)	Surtees TS5A Lola-Chevrolet	4998	Yellow/Black
21	Bugle-Prophet (Driver: David Prophet)	McLaren M10B Prophet-Chevrolet	4968	Silver/Gold
22	Crown Lynn Potteries (Driver: Graham McRae)	McLaren M10B Morand-Chevrolet	5000	Black
25	Keith Holland Racing (Driver: Keith Holland)	McLaren M10B Bartz-Chevrolet	4995	Red/White/ Blue
26	Alan McKechnie (Driver: Alan Rollinson)	Surtees TS8 Morand-Chevrolet	5000	Green
28	David Berry (1st Reserve)	Brabham BT16-21B Rover	4500	Yellow/Blue
31	Irish Racing Team (Driver: Lingard Goulding)	Beattie P1100/B Prophet-Chevrolet	5000	Aubergine
33	Racing Team V.D.S. (Driver: Teddy Pilette)	McLaren M10B Morand-Chevrolet	4997	Red
41	Bob Miller	Dulon LD8 Traco-Chevrolet	4995	Green/Orange
44	Gordon Spice Cash & Carry (Driver: Gordon Spice)	McLaren M10B Bartz-Chevrolet	4991	Black
57	Jack Lilley (Driver: Rob Taylor)	McLaren M10A/B Lilley-Rover	5000	Blue/White/ Red
66	Mermaid Racing (Driver: Fred Saunders)	Crossle 15F Rover	5000	Blue
77	Doug. Hardwick (Driver: Mike Walker)	Lola T192 Smith-Chevrolet	5000	Red



Lap Record for F5000 Cars:

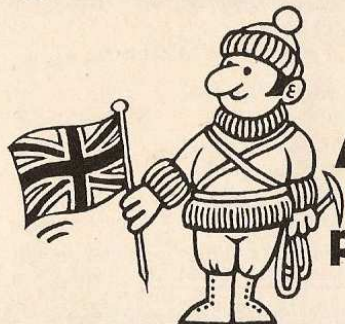
Peter Gethin (McLaren M10B Smith-Chevrolet)
 and Frank Gardner (Lola T190 Bartz-Chevrolet)
 1 min 13.6 sec, 115.24 mph.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1st															
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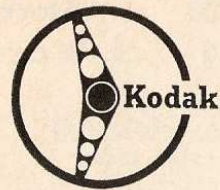
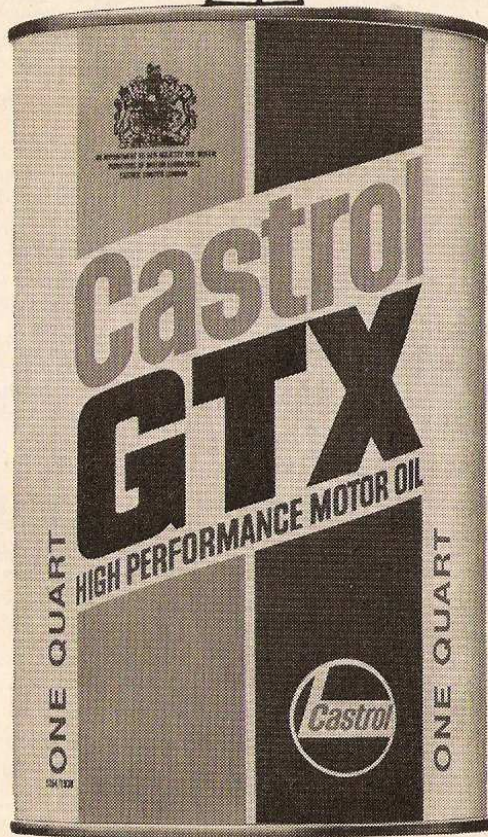
RESULT

1st..... 2nd..... 3rd.....
 4th..... 5th..... 6th.....
 Winner's Time..... Winner's Speed.....mph
 Fastest Lap: Car No..... at.....mph

The High Performer



Always gives peak performance



Big banger Boss battle

THE capacity field of ever-popular saloon cars will have two 12-lap races, with results calculated on aggregate race times like the F5000s.

The battle for the Kingsway Trophy looks like being between the Group 2 Boss Mustangs of Londoner Martin Birrane, who went so well at the British GP meeting to finish fourth from the back of the grid, and Dennis Leech from Exeter. Birrane, of course, is a former Thruxton saloon lap record holder, so he'll be out to get his record back from Robin Gray. Although Birrane is now getting more reliability and has scored a couple of club victories, neither he nor Leech with his Castrol-sponsored car have yet been able to make any impression on the Chevrolet Camaros in the British Touring Car Championship. Both have recently fitted more powerful engines and are hoping that these will power them to international wins later in the season.

Dave Brodie used to call his BDA-engined Escort "Boss", and he is certainly the boss of club saloon car racing at the moment. Brodie does not often come up against Group 2 Mustangs and the like, so this is going to be a very interesting confrontation. All three drivers reckon to lap Thruxton under 90 secs—the lap record stands at 89.4—and although the Mustangs should be faster, Brodie's car is a real screamer, and you never know . . .

Another West Countryman, Brian Cutting, will provide another Escort challenge with his very special Martin V8-engined car, while Welsh Llandow experts John Morgan and Tony Williams will revive memories of saloon racing's past with their spectacular Jaguars.

The 1300 cc class favourite must be Bristolian Vince Woodman's G2 Escort GT, with its powerful fuel-injected Broadspeed engine. Vince is currently enjoying a battle for the 1300 class in the RAC's national championship with the Broadspeed works car of Dave Matthews, and their's was quite the closest dice at the British GP meeting before Woodman had to retire. Stern Mini challenges come from Dave Minchin, Don Kettleborough, John Coundley and others.

A feature of the entry is the very strong 1-litre class which includes many of the fastest 1000s in the country, perhaps the quickest of which are lap record holder John McDonald's Anglia and the Imps of John Turner and Andy Holloway. Some of the other 1-litres will no doubt have trouble from Roger Saunders's rapid 850 Mini, which has been known to put 1300s to shame.

THE NEXT INTERNATIONAL AT

THRUXTON

IS THE BARC FORMULA 3 AND SPORTS CAR
INTERNATIONAL CHAMPIONSHIPS MEETING ON

SEPTEMBER 19



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.

CHAMPIONSHIP POSITIONS TO-DATE

DAVE WALKER (LOTUS 69 NOVA)	:	36 POINTS
ROGER WILLIAMSON (MARCH 713M HOLBAY)	:	10 POINTS
SANDY SHEPARD (BRABHAM BT 28 HOLBAY)	:	10 POINTS
ANDY SUTCLIFFE (LOTUS 69 HOLBAY)	:	10 POINTS

Encouraged by the success of the 1970 series, Forward Trust have again put up its handsome Formula III Trophy and **OVER £2800 PRIZE MONEY.**

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.

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Can anybody beat Walker?

THE 15-lap Kodak 135 Trophy race for Formula 3 cars is the seventh round of the BARC's important Forward Trust Championship but, more to the point, the very first race to the newly modified regulations.

When the 1600 cc formula replaced the successful old 1-litre category, the cars proved to be disappointingly slow in comparison to their predecessors, and the CSI, motor sport's governing body, decided to increase the inlet manifold restrictor limit from 20 to 21.5 mm in order to allow drivers to extract more power from the engines. This rule comes into force today, so this is the first chance to see just what sort of improvement it makes on the speeds of the cars.

A very firm favourite to win is the works Gold Leaf Lotus driver Dave Walker, who has now built up a very convincing lead in the championship. At the last Forward Trust round, at Cadwell Park the day after his sensational win at the British GP meeting, Walker brought his total of Formula 3 victories this year to a magnificent 20 and his international wins to nine. With the improved performance from the engines, the lap record should take a hammering today, and the man most likely to win is Walker.

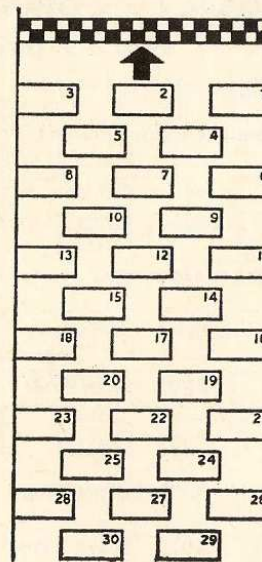
Should the Australian fail, the winner, as usual in Formula 3, is anybody's guess. All the other leading British-based F3 men are entered in what promises to be a fabulous race—Vandervell, Purley, Shepard, the AIRO team, Sutcliffe, von Opel, Williamson, Morgan, Maskell, Bond, Hunt, McInerney, Thompson, Scheckter, Evans—and they're all potential winners! And watch out for Scottish F2 driver Gerry Birrell, having one of his rare F3 outings with the GP Lotus 69 . . .

FORWARD TRUST FORMULA 3 CHAMPIONSHIP

				<i>Pts.</i>					<i>Pts.</i>
Dave Walker	...	Lotus 69	...	36	Chris O'Brien	...	Brabham BT35	...	6
Roger Williamson	...	March 713M	...	10	Rikky Von Opel	...	Lotus 69	...	6
Sandy Shepard	...	Brabham BT28	...	10	Alan McCully...	...	Lotus 69	...	6
Andy Sutcliffe...	...	Lotus 69	...	10	Ulf Svensson	...	Brabham BT35	...	6
David Morgan	...	Lotus 69	...	9	Barrie Maskell	...	Chevron B18	...	4
Tom Walkinshaw	...	March 713M	...	7	Brian McGuire	...	Brabham BT28	...	4
James Hunt	...	March 713M	...	6	Brendan McInerney	...	Brabham BT35	...	4
Derek Lawrence	...	Palliser WDF3	...	6					

EVENT 3 THE FORWARD TRUST FORMULA 3 RACE **Start 3.50 pm**
15 Laps (35.34 miles) FOR THE KODAK 135 TROPHY
(This is a qualifying round for the 1971 Forward Trust Formula 3 Championship)

No.	Entrant and Driver	Car	cc	Colour
2	Diners Club GP Racing (Driver: Chris O'Brien)	Brabham BT35 Holbay	1600	Blue
7	Bell & Colvill Racing with Castrol (Driver: Colin Vandervell) (4th Reserve)	Brabham BT35 Vegantune	1598	White/Red/ Green
14	Randy Lewis (1st Reserve)	Brabham BT35 Holbay	1598	Orange
23	Jorge Pinhol	Brabham BT35 Holbay	1600	Red/Green
32	Australian International Racing Organisation (Driver: Alan Jones)	Brabham BT28 Vegantune	1598	Orange
34	Australian International Racing Organisation (Driver: Brian McGuire)	Brabham BT28 Vegantune	1598	Orange
35	Lec Refrigeration Racing (Driver: David Purley)	Brabham BT28 Holbay	1598	Blue/Red/ White
36	Protective Footwear Service Ltd. (Driver: Alan Joy)	Brabham BT28 Rowland	1600	Red/Blue
37	Causer & Co. (Driver: Sonny Eade)	Brabham BT28 Scholar	1600	Blue
38	The Motor Auctions London & Derby (Driver: Peter Hull)	Brabham BT28 Vegantune	1598	White
39	Sandy Shepard	Brabham BT28 Holbay	1598	Green/Yellow
40	Ronald Rossi	Brabham BT28 Holbay	1600	Yellow/Green
42	Jose Ferreira	Brabham BT28 Holbay	1600	Yellow/Green
46	Gold Leaf Team Lotus (Driver: David Walker)	Lotus 69 Novamotor	1599	Red/White/ Gold
47	Guaranteed Promotions (Motor Sport) Ltd. (Driver: Gerry Birrell)	Lotus 69 Holbay	1600	Orange
48	Australian International Racing Organisation (Driver: Alan McCully)	Lotus 69 Vegantune	1598	Orange
49	Security Express—Team W.R.O. (Driver: Richard Longman)	Lotus 69 Novamotor	1598	Yellow/Green
54	Andy Sutcliffe	Lotus 69 Holbay	1598	Green/White
56	Rikki Von Opel	Lotus 69 Holbay	1598	Blue/Yellow
60	Geddes Yeates	Lotus 59/69 Scholar	1600	Red
61	Team Rose Bearings with Baty Group (Driver: James Hunt)	March 713M Holbay	1600	White
62	Team Rose Bearings with Baty Group (Driver: Brendan McInerney)	March 713M Holbay	1600	White
63	L. & M. Team Air (Driver: John Bisignano) (2nd Reserve)	March 713M Holbay	1598	Blue
64	Roger Williamson	March 713M Holbay	1598	Red/White
65	Cavan Riley	March 713M Novamotor	1598	Blue
67	David Morgan	March 713S Vegantune	1598	White/Yellow
69	Peter Bloore (Driver: Lee Kaye)	March 713S Bloore	1598	White
72	Sports Motors-Chevron (Driver: Barrie Maskell)	Chevron B18 Holbay	1598	Blue
73	Chris Skeaping (5th Reserve)	Chevron B17	1598	Blue/White
74	John Finch (6th Reserve)	Chevron B17 Holbay	1598	Yellow/Black
76	Peter Lamplough (3rd Reserve)	Kent Services Racing Team Lola-Chevrolet Palliser WDF3 BRM	1598	White
78	Derek Lawrence	Palliser WDF3 BRM	1600	Orange
80	Team Ensign (Driver: Bev Bond)	Ensign LNP Holbay	1600	Green
81	Contac 400 Racing Team (Driver: Steve Thompson)	Ensign LNI Holbay	1598	Blue/White
83	Alan McKechnie (Driver: Bob Evans)	Puma F3	1600	Green
84	Dr. J. Ehrlich (Driver: Jody Scheckter)	EMC 606 EMC	1598	Blue



Lap Record for Formula 3 Cars:
 Alan McCully (Lotus 69 Vegantune)
 and Jody Scheckter (EMC)
 1 min 24.0 secs, 100.97 mph.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1st															
2nd															
3rd															
4th															
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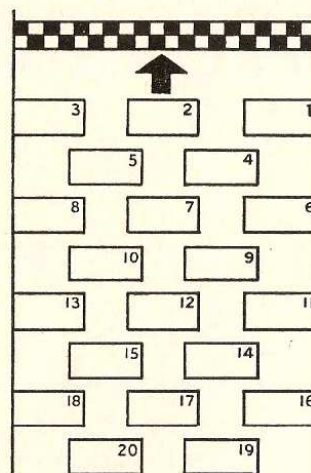
RESULT

1st.....	2nd.....	3rd.....
4th.....	5th.....	6th.....
7th.....	8th.....	9th.....
Winner's Time.....	Winner's Speed.....	mph
Fastest Lap: Car No.....	at.....	mph

EVENT 4 THE SUPER 8 TROPHY RACE **Start**
15 Laps **for FORMULA 5000** **4.35 pm**
(35.34 miles) **RACING CARS—PART 2**

(This is a qualifying round of the Rothmans F5000 Championship)

No.	Entrant and Driver	Car	cc	Colour
1	Sid Taylor Team Castrol (Driver: Brian Redman)	McLaren M18 Smith-Chevrolet	5000	White/Green/ Red
3	Lola Cars Ltd. (Driver: Frank Gardner)	Lola T192 Smith-Chevrolet	4993	Red
4	John Butterworth (Driver: John Myerscough)	McLaren M10B Bartz-Chevrolet	5000	Aubergine/ Tangerine
5	Jock Russell	Lotus 70 Falconer & Dunn-Ford	5000	Blue/White
8	Team Trojan (Driver: Ray Allen)	McLaren M10B Morand-Chevrolet	4991	Pink
11	Malaya Garage Racing Division (Driver: Trevor Taylor)	Leda LT25 Smith-Chevrolet	4998	White/Blue
12	Barry Newman Racing Ltd. (Driver: Jean-Pierre Jausaud)	McLaren M18 Morand-Chevrolet	4996	Green/Silver
15	Team Surtees Ltd. (Driver: Mike Hailwood)	Surtees TS8 Morand-Chevrolet	4957	Blue/White
16	Peter Hawtin	Cooper T86B Traco-Chevrolet	5000	Green
19	Business Consultant Services/ Kent Services Racing Team (Driver: Tony Trimmer) (2nd Reserve)	Surtees TS5A Lola-Chevrolet	4998	Yellow/Black
21	Bugle-Prophet (Driver: David Prophet)	McLaren M10B Prophet-Chevrolet	4968	Silver/Gold
22	Crown Lynn Potteries (Driver: Graham McRae)	McLaren M10B Morand-Chevrolet	5000	Black
25	Keith Holland Racing (Driver: Keith Holland)	McLaren M10B Bartz-Chevrolet	4995	Red/White/ Blue
26	Alan McKechnie (Driver: Alan Rollinson)	Surtees TS8 Morand-Chevrolet	5000	Green
28	David Berry (1st Reserve)	Brabham BT16-21B Rover	4500	Yellow/Blue
31	Irish Racing Team (Driver: Lingard Goulding)	Beattie P1100/B Prophet-Chevrolet	5000	Aubergine
33	Racing Team V.D.S. (Driver: Teddy Pilette)	McLaren M10B Morand-Chevrolet	4997	Red
41	Bob Miller	Dulon LD8 Traco-Chevrolet	4995	Green/Orange
44	Gordon Spice Cash & Carry (Driver: Gordon Spice)	McLaren M10B Bartz-Chevrolet	4991	Black
57	Jack Lilley (Driver: Rob Taylor)	McLaren M10A/B Lilley-Rover	5000	Blue/White/ Red
66	Mermaid Racing (Driver: Fred Saunders)	Crossle 15F Rover	5000	Blue
77	Doug. Hardwick (Driver: Mike Walker)	Lola T192 Smith-Chevrolet	5000	Red



Lap Record for F5000 Cars:

Peter Gethin (McLaren M10B Smith-Chevrolet)
 and
 Frank Gardner (Lola T190 Bartz-Chevrolet)
 1 min 13.6 secs, 115.24 mph.

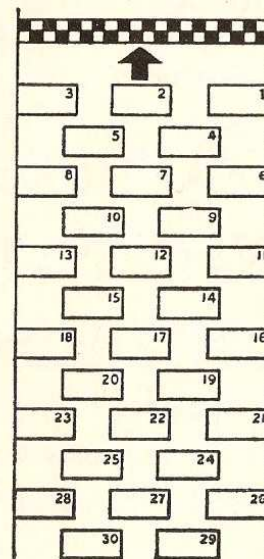
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1st															
2nd															
3rd															
4th															
5th															
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19th															
20th															

RESULT

1st..... 2nd..... 3rd.....
 4th..... 5th..... 6th.....
 Winner's Time..... Winner's Speed.....mph
 Fastest Lap: Car No..... at.....mph

EVENT 5 THE KINGSWAY TROPHY RACE **Start**
12 Laps FOR SALOON CARS – PART 2 **5.20 pm**
(28.27 miles)

No.	Entrant and Driver	Car	cc	Colour
Class A—Over 1300 cc				
103	Martin Birrane	Ford Boss Mustang ..	4955	Yellow/Black
104	Castrol-Leechtune Engineering (Driver: Dennis Leech)	Ford Boss Mustang ..	4955	Red/Green/ White
106	David Brodie (4th Reserve) ..	Ford Escort RS 1600 ..	2150	Black
108	Brian Cutting	Ford Escort Martin V8 ..	2998	Blue
114	Anthony Williams	Jaguar 3.4 Mk 1		
115	John Morgan	Jaguar 3.8 Mk 1	3781	Red
Class B—1001-1300 cc:				
120	V.M.W. Motors (Racing Div.) (Driver: Vince Woodman)	Ford Escort GT	1297	White/Blue
123	Stephen Milne	Ford Anglia	1298	Red
125	Tony Clark	Austin A40	1293	Grey
127	Peter Munro	BL Mini Clubman GT ..	1293	Black
129	Don Kettleborough	BL Cooper S	1293	Blue/White
131	Team W.R.O. (Driver: David Minchin)	Austin Cooper S	1293	White/Black
132	Kettering Tyres (Driver: Tom Powell)	Austin Cooper S	1293	Red/Yellow/ White
133	Paul Fluckiger	Austin Cooper S	1293	Black
134	John Coundley	Austin Cooper S	1293	Green/White
136	Bernard Morley	Austin Cooper S	1293	Blue/Gold
137	Mario Goncalves	Austin Cooper S	1293	White/Black
141	William Abbott	Morris Cooper S	1293	Green/White
142	Paul Bright (Driver: Terry Hart)	Morris Cooper S	1293	Blue
143	Alan Shaw	Morris Cooper S	1293	Green/White
144	Dave Dunnell (5th Reserve) ..	Morris Cooper S	1275	Blue/Gold
Class C—851-1000 cc:				
145	Guys Automobile Engineers (Driver: John Turner)	Sunbeam Imp	998	Yellow/Blue
146	Andy Holloway	Sunbeam Imp	998	Red/White
149	John McDonald	Ford Anglia BRM	997	Blue
150	Anthony White	Ford Anglia	997	White/Orange
154	Tony Pearce (2nd Reserve) ..	BL Cooper S	998	Yellow/White
156	Jeremy Bean	BL Mini Mk 2	998	Yellow/Blue
157	Oakewoods Bacon Co. Ltd. (Driver: John Routley)	Austin Cooper S	999	Blue/White
158	Graham Ayres	Austin Cooper S	999	Green/White
160	P. J. Lambert (Driver: David Gumn)	Austin Cooper S	970	Red/Silver
162	Brownhills Motor Sales (Driver: John Thompson) (3rd Reserve)	Morris Cooper S	999	Blue/Yellow
163	David Ings	Morris Mini	998	Red/White
Class D—Up to 850 cc:				
166	Mike Parker	BL Mini	850	White/Orange
167	Corralls P.D. Fuels Ltd. (Driver: Roger Saunders)	Austin Mini	848	Orange/White
170	Basil Stainer (1st Reserve) ..	Morris Mini	848	Yellow/Blue



Lap Records for Saloon Cars:

Over 1300 cc:
 Robin Gray (Ford Escort Martin V8)
 1 min 29.4 secs, 94.87 mph.

1001-1300 cc:
 Jonathan Buncombe (Austin Cooper S)
 1 min 30.4 secs, 93.82 mph.

851-1000 cc:
 John McDonald (Ford Anglia BRM)
 1 min 34.6 secs, 89.66 mph.

Up to 850 cc:
 Keith Holland (Hillman Imp)
 1 min 40.2 secs, 84.65 mph.

Overall:

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

Class A—Over 1300 cc:
 1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....mph Fastest Lap: Car No.....at.....mph

Class B—1001-1300 cc:
 1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....mph Fastest Lap: Car No.....at.....mph

Class C—851-1000 cc:
 1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....mph Fastest Lap: Car No.....at.....mph

Class D—Up to 850 cc:
 1st..... 2nd..... 3rd..... 4th.....
 Winner's Speed.....mph Fastest Lap: Car No.....at.....mph

1 2 3 4 5 6 7 8 9 10 11 12

1st												
2nd												
3rd												
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27th												
28th												
29th												
30th												

RESULTS

THE SUPER 8 TROPHY RACE FINAL RESULT

(Based on the aggregate results of both parts)

1st..... 2nd..... 3rd.....
4th..... 5th..... 6th.....
7th..... 8th..... 9th..... 10th.....
Winner's Time..... Winner's Speed.....mph
Fastest Lap: Car No.....at.....mph

THE KINGSWAY TROPHY RACE FINAL RESULTS

(Based on the aggregate result of both parts)

Overall:

1st..... 2nd..... 3rd..... 4th.....
5th..... 6th..... 7th..... 8th.....
Winner's Time..... Winner's Speed.....mph
Fastest Lap: Car No.....at.....mph

Class A Over 1300 cc:

1st..... 2nd..... 3rd..... 4th.....
Winner's Time..... Winner's Speed.....mph
Fastest Lap: Car No.....at.....mph

Class B: 1001—1300 cc:

1st..... 2nd..... 3rd..... 4th.....
Winner's Time..... Winner's Speed.....mph
Fastest Lap: Car No.....at.....mph

Class C: 851—1000 cc:

1st..... 2nd..... 3rd..... 4th.....
Winner's Time..... Winner's Speed.....mph
Fastest Lap: Car No.....at.....mph

Class D: Up to 850 cc:

1st..... 2nd..... 3rd..... 4th.....
Winner's Time..... Winner's Speed.....mph
Fastest Lap: Car No.....at.....mph

SEE THE NEXT F 5000 ROUND —

UNIFLO TROPHY MEETING

Sponsored by Esso Petroleum
Organised by the British Racing
and Sports Car Club

SILVERSTONE

SATURDAY, AUG. 14th

First Race 2.30 pm

The Uniflo Trophy race (a round
in the Rothmans European F 5000
Championship), plus races for
Formula Ford, Saloon Cars, G.T.
and Mod. Sports, and Historic Cars

Admission to special trackside enclosures: adults 70p; children 20p. Grandstand
Rover tickets and Paddock Transfers extra. All parking free.

All tickets bookable in advance at reduced prices from Booking Office, Silverstone
Circuit, nr. Towcester, Northants NN12 8TN. Tel. Silverstone 273.

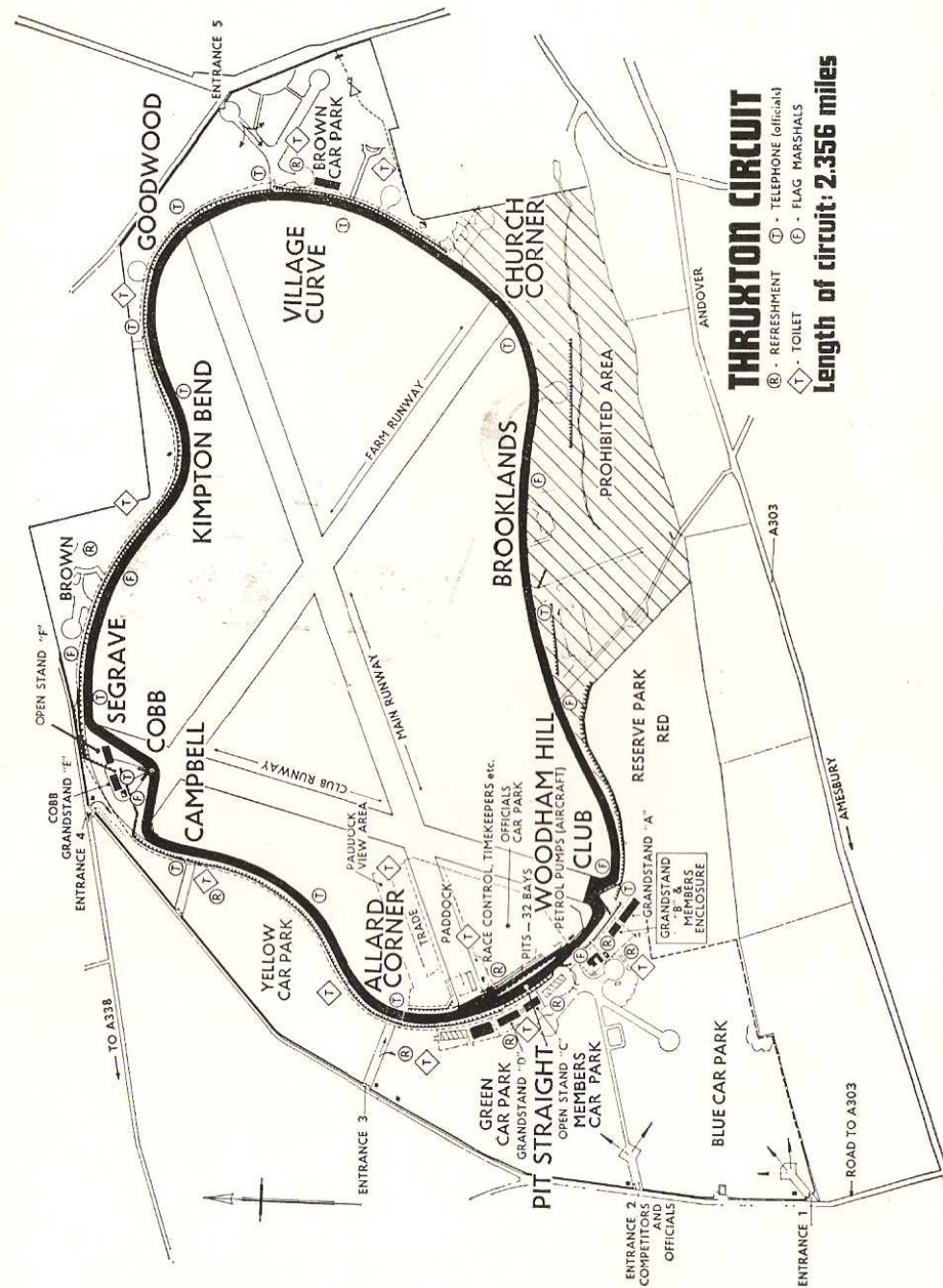
THRUXTON SPEED TABLE

(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	84.42	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

Outright Circuit Lap Record:
Ronnie Peterson (March 712M Cosworth FVA)

1 min. 13.4 sec. 115.55 m.p.h.



THRUXTON CIRCUIT

(R) - REFRESHMENT (T) - TELEPHONE (officials)
(E) - REFRESHMENT (T) - TOILET (E) - FLAG MARSHALS

length of circuit: 2.356 miles

go into
action with
Kodak Colour
Film

No need to miss a single dramatic shot.
Plenty of Kodak Colour Film available
all around the circuit.



Kodak