# EASTER MONDAY MARCH 30TH 1970 THRUXTON 



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Every Thursday

## W.D. \& H.O. WILLS TROPHY INTERNATIONAL

Organised by the<br>British Automobile Racing Club

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Introduction from
Mr. John Pile,
Chairman,
W. D. \& H. O. Wills.


It gives me great personal pleasure to see, for the second successive year, the W. D. \& H. O. Wills Trophy International-the country's biggest Easter Monday meeting-amongst our programme of sport. This also includes World Championship Power Boating, Horse Racing, International Show Jumping and Open Tennis, to name a few.

I am very happy that this event has been planned in association with B.A.R.C. and Thruxton Circuit and look forward to a very successful and enjoyable Easter Monday meeting.

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## 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 Auto mobile Racing Club Ltd.) may issue for the meeting. All competitors will be deemed to be fully conversan with such Rules, Regulations and Instructions. R.A.C. Permit No. RS5917 (International)

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## TODAY'S RACE TIMING

| EVENT ONE | W. D. \& H. O. WILLS TROPHY RACE- <br> Heat One (Formula 2 Cars) | 20 laps | 12.25 p.m. |
| :--- | :--- | :--- | :--- | :--- |
| EVENT TWO | W. D. \& H. O. WILLS TROPHY RACE- <br> Heat Two (Formula 2 Cars) | 20 laps | 1.15 p.m. |
| EVENT THREE | WILLS EMBASSY TROPHY RACE <br> (Group 5 and 6 Sports Cars) | 25 laps | 2.05 p.m. |
| EVENT FOUR | W.D. \& H. O. WILLS TROPHY RACE- <br> Final (Formula 2 Cars) | 46 laps | $\mathbf{3 . 1 0}$ p.m. |
| EVENT FIVE | WILLS THREE CASTLES TROPHY <br> RACE (Group 2 Saloon Cars) | 25 laps | 4.50 p.m. |

W. D. \& H. O. Wills Trophy Race for Formula 2 Cars:

The event will be run in two 20 lap ( 76 km ., 47 miles) heats and a 46 lap ( 174 km ., 108 miles) final.
The event will be run to the F.I.A. rules governing the 1970 European Trophy for Formula 2 drivers and will be the opening round of the 1970 Championship.
Awards: Awards for this event are as laid down in the regulations governing all qualifying events for the 1970 European Trophy for Formula 2 drivers and the amounts isted below are the approximate conversions.
First overall-£290; 2nd-£193; 3rd-£145.
Non Graded Drivers: First overall-£579; 2nd-£483; 3rd-£434; 4th-£386; 5th-£338; 6th-£290; 7th-£265; 8th-£241; 9th-£217; 10th-£193; 11th-£174; 12th-£154; 13th-£135; 14th-£116; 15th—£96; 16th-£86; 17th-£77; 18th-£67; 19th-£58; 20th and after-£48.

## Wills Embassy Trophy Race for Sports Cars:

Cars must conform to the regulations of Groups 5 and 6 of Appendix J to the Inter national Sporting Code: Classes will be as follows: (a) Group 5, 2001 to 5000 c.c. b) Group 5, up to 2000 c.c.; (c) Group 6, 2001 to 3000 c.c.; (d) Group 6, up to 2000 c.c 25 laps ( 94 km . - 59 miles)

Awards: Overall winner of the race- $£ 300$ and the Wills Embassy Trophy; 2nd£200; 3rd-£175; 4th—£150; 5th—£100; 6th—£80; 7th—£70; 8th-£50; 10th—£40 11 th-£ $30 ; 12$ th- $£ 20 ; 13$ th- $£ 15 ; 14$ th to 20 th- $£ 10$ each. Highest placed Group 6 car up to 2000 c.c.- $£ 50$. Highest placed Group 5 car up to 2000 c.c.- $£ 50$. Highest placed Group 6 car over 2000 c.c.- $£ 75$. Highest placed Group 5 car over 2000 c.c.- $£ 75$ This event will qualify for the 1970 R.A.C. British Sports Car Championship.

Wills Three Castles Trophy Race for Special Touring (Saloon) Cars:
Cars must conform to the regulations of Group 2 of Appendix $\mathbf{J}$ to the Internationa Sporting Code: Classes will be as follows: (a) Over 2000 c.c.; (b) 1301-2000 c.c.; (c) 1001 1300 c.c.; (d) Up to 1000 c.c. 25 laps ( 94 km .- 59 miles).

Awards: Overall winner of the race- $£ 200$ and the Wills Three Castles Trophy; Awards: Overall winner of the race- $£ 200$ and the Wills Three Castles Trophy;
2nd- $£ 150 ; 3$ rd- $£ 125 ; 4$ th- $£ 100 ; 5$ th- $£ 80 ; 6$ th- $£ 70 ; 7$ th- $£ 60 ; 8$ th- $£ 50 ; 9$ th- $£ 40$;
 10th- $£ 30 ; 3$ rd- $£ 30$; Class (b) 1 st- $£ 50 ; 2$ nd - $£ 40 ; 3$ rd- $£ 30$; Class (c) 1 st- $£ 40 ; 2$ nd- $£ 30$; 3rd-£20; Class (d) 1 st- $£ 40 ; 2$ nd- $£ 30$; 3 rd- $£ 20$.

This event will qualify for the 1970 R.A.C. British Saloon Car Championship.

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## W. D. \& H. O. WILLS <br> WORLD OF SPORT

Two top W. D. \& H. O. Wills sports events will be staged this Easter Monday-the Wills Trophy International being held for the second year at Thruxton and the Spring Meeting at the All England Show Jumping Course, Hickstead. This meeting is the first of four events to be held at this venue throughout 1970. These two events open the W. D. \& H. O. Wills sports programme for 1970 - the best yet presented-which includes some twenty different sports covering eighty-five events.
Immediately following Easter Monday is the Wills World Ice Skating Championships at Wembley on 17th April.
Bristol will again be the venue for the star studded Wills Open Tennis Championships in June. Despite their boycott of other leading Championships in Europe, the world's finest tennis players have agreed to play in the Wills "Open".


Lovers of horse racing have a full and varied programme this year in Wills Sports World. Highlight of the Wills Flat Racing season will be the $£ 10,200$ Wills Mile at Goodwood on 29th August. The exciting new W. D. \& H. O. Wills Premier Chase Series will again be held in the autumn, with the final taking place at Haydock Park on 16th January, 1971.

A thrilling attraction for spectators on 13th June will be the W. D. \& H. O. Wills International Power Boat Race, a World Championship event, which takes place on the South Coast between the Solent and Weymouth Bay. The race starts and finishes at Poole Harbour. Other marine events to be staged by Wills in 1970 include the W.D. \& H. O. Wills World 505 Championships to be held at Plymouth from 22nd-28th August.


It is not possible to cover all the varied sporting activities of W.D. \& H. O. Wills in 1970, but Wills Sports World includes Rugby League, a $£ 10,000$ Golf Tournament, Rally Cross, Sand Yachting and an International Water Ski Meeting, to name but a few. In addition to their sporting activities, Wills also give financial assistance to the Arts in their support of the London Philharmonic Orchestra and the Bath Festival.
W.D. \& H. O. Wills hope that, through their support of sporting activities, competitors will be more proficient and spectators' leisure time more enjoyable.


Jochen Rindt with the Wills Trophy after his victory last year.

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## THE SKID CONTROL CENTRE at THRUXTON

## WORLD CUP RALLY CARS

At 4.30 p.m. there will be a parade of some of the cars that are entered in the forthcoming Daily Mirror World Cup Rally. These cars will also be on display in the Paddock throughout the day. At the time of going to press details of the parade cars were not available as many of the cars were still being prepared for the Rally. Full details will be given out over the public address during the parade.

## THE BAND OF THE ROYAL HUSSARS (P.W.O.)

From 11.45 a.m. to 12.15 p.m. the Band of the Royal Hussars (P.W.O.) will play music in the area between Club Corner and Allard Corner. The Band will also perform in front of the Pits Grandstand after the meeting until about 6.15 p.m.

## THE PRINCE OF WALES'S DIVISION

Throughout the day the Prince of Wales's Division is mounting a Display in the area adjacent to the Skid Control Centre. The Display is aimed at showing to the public the modern Army and encouraging men between $17 \frac{1}{2}$ and 25 years to join one of the famous Regiments it represents. The members of the Display are from the four Wessex Regiments-The Devonshire and Dorset Regiment, the Gloucestershire Regiment, the Royal Hampshire Regiment, the Duke of Edinburgh's Royal Regiment (Berkshire and Wiltshire).
The Display consists of a panoramic model layout of an infantry company attack and a Range where members of the public (Under 14) can try their luck in knocking out a tank with the latest Infantry Anti-Tank Gun. Films are also shown on the Life and Work in the Army.

## SKID CONTROL CENTRE

The Skid Control Centre will be open throughout the day. Try your hand on the Skid Pan.

## NURSERY AREA

A Nursery Area, adjacent to the Skid Control Centr, e is available today for children to play in. Staff will be on duty throughout the day to supervise the area.

## AWARDS FOR FASTEST PRACTICE LAPS

Williams and Humbert Limited are presenting special awards to the drivers who put up fastest practice lap for each of the three races. Each award will be a magnum of Dry Sack sherry and will be presented on the start line by Mr. Derek Palengat of Williams and Humbert Limited after the afternoon practice session on Easter Saturday.

## COURSE CAR

The A.C. 428 Convertible course car has been kindly loaned by A.C. Cars Ltd., Thames Ditton, Surrey.

BRITAIN'S OTHER FORMULA TWO RACE IN 1970
IS ALSO BEING ORGANISED BY THE B.A.R.C.

## CRYSTAL PALACE

SPRING BANK HOLIDAY MONDAY 25th MAY

START 1.00 p.m.

## ALCOA BRITAIN INTERNATIONAL TROPHY

INTERNATIONAL FORMULA TWO RACE in two Heats and a Final

## plus

Qualifying Events for the R.A.C. British Sports and Saloon Car Championships

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Start line enclosure 7s. 6d. Open seating enclosures 6 s .
Transfer to Paddock 20s.
Practice, Saturday, 23 May, 5s. or FREE to holders of raceday tickets. Accompanied children free.
Party rates: 3 s. in $£$ discount on advance bookings of 20 or more admission tickets.
Advance booking facilities available from the Chief Officer of the Parks Department, Cavel! House, 2a Charing Cross Road, London,W.C. 2 (01-836 9882).

## FREE PARKING

REFRESHMENTS
Car parks open 9 a.m. Turnstiles 9.30 a.m
Pass out tickets available for children's zoo, monsters and other park facilities.
For further information please phone 01-778 4691 or write to: Circuit Manager, Crystal Palace Offices, Anerley Hill, London, S.E.I9.

# W. D. \& H. O. WILLS TROPHY RACE for FORMULA 2 CARS 

## by Paul Watson

Today's feature race-The W. D. \& H. O. Wills Trophy for Formula 2 cars has every chance of being Britain's hardest fought International race of the season. Certainly Formula 2 can be guaranteed to produce a thrilling race, and with the sort of names that have entered today's event, we have an absolute guarantee of a thriller
Formula 2 is for 1600 c.c. single-seater racing cars of not more than six cylinders and un-supercharged (superchargers are rarely used in motor racing these days). It is the second most important European formula, its "Big Brother" being Formula 1 Grand Prix.
The formula was first introduced in its present form in 1967, since when it has flourished progressively. Nearly all the major European racing car manufacturers have built cars for it, while the Ford engine-developed by Cosworth Engineeringhas tende d to dominate the series, in spite of repeated attacks by Ferrari and B.M.W., who are the only two serious manufacturers not to use Cosworth-Ford four-valve engines
Just like Grand Prix F1 racing, there are championships at stake. The major one is The European Trophy for Grade " B " drivers, of which Thruxton is the opening round for 1970. Grade "A" drivers are also allowed to compete (only five in number), but they do not score points towards the trophy. To qualify for the Championship, a driver must conform for the following provisions; (a) not have won a World Championship in the last five years, (b) not been classified twice or more in the first six at a World in the last five years, (b) not been classified twice or more in the first six at a World Championship event, (c) not finished twice or more in a Manufacturers Sportscar present there are 26 Grade "A"" drivers-all the rest are Grade "B". Last year's F2 Trophy winner was Johnny Servoz-Gavin of France who is not entered today.
This direct division of drivers makes for a highly interesting situation, as in effect This direct division of drivers makes for a highly interesting situation, as in effect it produces two races in one; the first and foremost for the business of the day, with winning points towards the European Trophy for "B" drivers, and the second for the five Grade "A" drivers who are competing in this event for the sheer hell of it. Naturally, can but it doesn't really matter, for what is mo important is that h A first can, but it doesnt really matter, for what is more importan is that he is the first man home in his division. Nevertheless, the very spirit of motor racing ma or a driver not to set his target on taking he chequed ag outrigh
In Formula 2 one can most clearly appreciate which new drivers are destined for greater things, for only in this formula does one see the Jackie Stewarts and Graham Hills of this world alongside the unknown names-and thus make a direct comparison With one engine dominating the formula, each and every driver has, by and large, the same sort of power at his disposal, therefore on the face of it everyone should be theless, a driver with limited experience but real ability can and does stand a very real chance of putting it over the established names. If he succeeds, then once is often chance
enough.
The equality of cars and opportunity that Formula 2 affords, makes it a great success and what is more important, allows it to carry out the job for which it was originally designed-to promote new talent and give it the opportunity of competing alongside those who have already reached the top. Formula 2 can truly be called the final stepping stone.



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## THE DRIVERS

## Rindt v Stewart?

The British Automobile Racing Club have done a grand job in attracting an absolute galaxy of names for The Wills Trophy, headed by none other than Jackie Stewart, the current World Champion, with a new Brabham BT30/2, entered by John Coombs. Stewart now lives in Geneva and this may well be one of only three or four British appearances by him this season. For the last two years Stewart and his arch-rival Jochen Rindt have dominated the Formula 2 scene. Stewart was beaten by Rindt at Thruxton ast Easter Monday, but won at the Nurburgring and Madrid a few weeks later for Matra. Like Rindt he relishes F2 as a relaxation from Grand Prix racing, but none the ess takes it exceedingly seriously
Jochen Rindt must truly be called "The King of Formula 2". Some years ago he burst on to the international racing scene at Crystal Palace in a Formula 2 car, since when his successes in this class of racing have been unrivalled. In the last two seasons he has won a total of ten F2 races, and has never been beaten on Easter Monday at Thruxton; few spectators who were here this time last year will forget his astonishing drive. Needless to say, on both his previous Thruxton appearances he has overcome an almost impossible handicap to win the race against the heaviest odds. Rindt drives a factory Lotus again this year and must start favourite to complete the hat-trick.
Stewart and Rindt are of course Grade " $A$ " drivers, the others are Jo Siffert, Jacky Ickx, and Chris Amon. Siffert and Ickx drive factory B. M. W's from Munich in Germany while the New Zealander Amon is in one of the much talked about March 702 F2 cars As manufacturers, March made their first serious debut in South Africa last month but were beaten by Jack Brabham.
Jo Siffert is a canny driver and comes from Switzerland. In Grand Prix racing he drove for Rob Walker last year and March this; his best F2 race last year was at the Nurburgring where he finished second. Jacky Ickx is the best thing that has happened to Belgium since brussels sprouts! A remarkably talented young man, he has just joined the B.M.W. team after a rather sporadic year in 1969 when he didn't really take F2 racing very seriously. However, his performances in Grand Prix racing have been magnificent and he was second to Stewart in the World Championship with wins in the German and Canadian Grands Prixs for Brabham, before switching to Ferrari the German and Canadian Grands Prixs
Chris Amon last drove for Ferrari in Formula 2 racing, back in 1968, but was pu off this formula in the worst possible way when his, and everybody's friend, the late off this formula in the worst possible way when his, and everybody's friend, the late and will drive a March 702 in Formula 1 and 2 . Towether with Denis Hulme Bruce McLaren, Amon is one of the three great drivers produced by New Zealand in Bruce McLaren, Am
the last half decade.

Practically every nationality seems to be represented in today's race, for amongs the Grade "B" drivers are drivers from no less than fourteen countries, of which somewhat surprisingly Britain only produces ten.

A brief resume of each driver follows:


AMON


ICKX


SIFFERT

stommelen


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## GREAT BRITAIN

Derek Bell: Former Ferrari F1 and F2 driver, making a comeback after two indifferent years, through no fault of his own, with the Italian firm. Joint fifth in last year's European Trophy. Comes from Pagham in Sussex and drives a Brabham BT 30/2 for Wheatcroft Racing.
Peter Westbury: Bearded, turgid and highly experienced driver from Holmbury St. Mary in Surrey. Twice winner of the R.A.C. British Hill Climb Championship; gifted design and development engineer. Joint fifth with Derek Bell in 1969 European F2 Trophy, winner of Munich race
John Miles: Leapt to prominence last year through some sensible drives in the F1 four-wheel-drive Lotus 63; now promoted full-member of the Gold Leaf Team Lotus Formula One team with Rindt. Comes from London and is the son of Bernard Miles the character actor.
Robin Widdows: Tough and determined Formula 2 specialist who won the Monza Lottery F2 race last year. Former member of the British Four-Man Olympic Bob-sleigh team, at his best when the odds are against him. Comes from Lynchmere in Surrey and drives a Brabham BT30/2 for millionaire Alistair Walker.
Peter Gaydon: Former Rootes executive and successful Formula 3 driver, making his first full break into F2 with a Brabham BT 30/2 entered by top British driver of the immediate post-war period-Bob Gerard. Co-partner in a successful International Race Management company, Gaydon has experience in every aspect of the game. Lives in London, recently married.
Brian Hart: Cool-headed veteran Formula 2 driver with great talent for fast slipstreaming circuits. Won Rhein Cup at Hockenheim in 1969 but also runs a company specialising in building and maintenance of engines for formula cars. Lives in Harlow, Essex.
Malcolm Guthrie: Wealthy son of Sir Giles Guthrie of B.O.A.C. fame. Drives sportscars and formula cars of all types, and has recently taken over the running of the March F2 factory team for whom he also drives. A colourful personality with a wealth of stories (of both types) and notable for his brash approach to life.
Johnny Blades: Quick talking men's outfitter from Whitley Bay, Northumberland. Turned fully professional this year after several successful seasons in small capacity sports cars. Noted jazz musician in the North-East. Drives 1969 ex-works Lotus 59B for Northumbria Racing.
Paul Craven: New to Formula 2 after a season of Formula 3 racing. Hails from Dewsbury in Yorkshire, and drives a privately owned Chevron B17B.

## ITALY

Ernesto Brambilla: Fiery Italian driver from Milan and member of the Ferrari factory team in 1968 and 1969. Dominated F2 racing at the end of 1968 and beginning of last year with Dino Ferrari's-a former motor cycle and Formula 3 driver who has come up the hard way. Drives a Ferrari again today.
Andrea de Adamich: Studious-looking Italian sports car driver, who has recently turned to single-seaters after a successful season with Alfa-Romeo. Last drove


BELL


DE ADAMICH


BRAMBILLA


WIDDOWS


WESTBURY

F2 seriously in the Argentine when he won The Temporada for Ferrari. Also drives F1 this year.
Vittorio Brambilla: Younger brother of Ernesto; a talented Formula 3 driver who specialised in Monza races last year.
Giancarlo Gagliardi: Another Formula 3 Monza specialist who like the younger Brambilla brother is breaking into F2 this year.
Enzo Corti: Milanese driver who used a F2 Brabham last year but was hampered by old equipment. Now drives a much newer Brabham BT30 for Scuderia Picchio Rosso. FRANCE
Francois Mazet: Wavy-haired French Formula 3 Champion of 1969, driving a Tecno and one of the best half-dozen F3 drivers in Europe last year. A Parisian with a great ability for administration as well as driving, has joined Tim Schenken in the Sports Motors quasi-factory Formula 2 Brabham team.
Francois Cevert: Lanky good-looking brother-in-law of French Champion and hero Jean-Pierre Beltoise. Rocketed to the top of French motor racing circles and last year drove a factory F2 Tecno. This year continues to drive for Tecno.
Patrick Dal Bo: Colourful French driver from Annecy on the Swiss frontier. Experienced in F2 and F3 with cars constructed by his father Martius Dal Bo. Drives a new Pygmee MDB15.
Jean-Pierre Jabouille: Tall, fair-haired French Formula 3 expert, drove for the unsuccessful Alpine factory last season and a F3 Matra the year before. Much underrated and rarely given the chances he deserves. Drives factory Pygmee today.
Patrick Depailler: Like Jabouille, a former Alpine F3 driver who has not driven F2 before. Quiet spoken somewhat shy and again much under-rated. Also drives a new Pygmee.

## GERMANY

Hubert Hahne: German Nurburgring expert and B.M.W. driver. Runner-up in 1969 European Trophy to Johnny Servoz-Gavin. A hard cut-and-thrust driver of the
pre-war Mercedes and Auto-Union cult, but a smooth PR man out of the cockpit.
Rolf Stommelen: Comes from Cologne and drove Porsche factory sports cars last year. Making a break into formula cars this year with F1 Brabham and F2 March cars. Sponsored by a German Caravan company from the Eifel.
Bernd Terbeck: Little known former German saloon car driver who had a quiet time last year with a Brabham BT23C. Continues with same car this year, sponsored by Eifelland.
Werner Lindermann: Known as "Noddy" in Formula 2 circles, drives a Brabham purchased from Kurt Ahrens and entered by Montan Racing Team.
Helmut Gall: Unknown driver from Germany having his first Formula 2 race at Thruxton.

## AUSTRIA

Dieter Quester: Austrian member of the B.M.W. Formula 2 team and European Touring Car Champion. A great Hill Climb expert on the Continent, hopes to be in Formula 1 later this year. Second only to Rindt in Austria.

## SWITZERLAND

Clay Regazzoni: "Clay"-real name Gianclaudio; like Hubert Hahne a tough and


CEVERT


DAL BO


HAHNE


MAZET


QUESTER
ruthless driver who has driven for both the Ferrari and Tecno factory Formula 2 teams after graduating from F3.
Xavier Perrot: Likeable Swiss garage owner from Zurich where he is also a March distributor. Experienced F2 privateer, improves with every race.
IRELAND
John Watson: Comes from Belfast; leapt to prominence at this meeting last year by heading all the Grade " $B$ " drivers off before writing his Lotus off spectacularly. Unquestionably the most talented Irish driver for many years, winner of Phoenix Park International last year with Lola and now drives new Brabham BT30/2.
Brian Cullen: From Limerick in Southern Ireland. An experienced single-seater driver with many Irish wins to his credit. Fourth at Munich last year and an expert water ski jumper. Works for family insurance firm, drives ex-Bill Ivy Brabham BT23C.
Tommy Reid: Veteran Irish formula driver with some F2 experience, usually in Brabham and Crossle cars.
POLAND
Adam Potocki: Controversial French domiciled Polish driver of aristocratic birth. Winner of Rouen F3 race two years ago in a Matra, making his first F2 appearance ever at Thruxton with a Lotus.

## SWEDEN

Reine Wisell: Brilliant Swedish driver who together with fellow Swede Ronnie Peterson and Aussie Tim Schenken, dominated Formula 3 in 1969. Winner of countless F3 races in England and abroad for Chevron, now drives new semi-works F2 Chevron B18 for Publicator Racing. A man to watch.

## AUSTRALIA

Tim Schenken: Like Wisell, a successful graduate from F3, and now Sports Motors team driver in a new Brabham BT30/2. Tall dark and good looking, one of a rapidly growing bunch of talented "Down-Under" drivers who look headed for the top. Formula Ford Champion in 1968 and most talked about driver of the year.

## ARGENTINA

Carlos Reutermann: Last drove in Formula 2 in the Argentine at the beginning of 1969. Reputed to be a fast customer, but not seen in Europe before.
Benedicto Caldarella: Another Argentine whose reputation is said to be high in South America. Drives one of two Brabhams sponsored by his home country.
BRAZIL
Emerson Fittipaldi: The only Brazilian ever to break into top European motor racing The late-season sensation last year in a Formula 3 Lotus entered by Jim Russell, with which he won the National Lombank Championship. Drives new Lotus 69 for the Russell Racing School.
JAPAN
Tetsu Ikuzawa: Seasoned Japanese campaigner with Brabham and Lotus F3 cars, now racing F2 for the first time. Fast cool and utterly fearless, in true Japanese fashion -he always drives a hard race. Has new Lotus 69 this year.

MAY THE BEST MAN WIN!


FITTIPALDI


IKUZAWA


REGAZZONI


SCHENKEN


WISELL

## EVENT 1 W. D. \& H. O. WILLS TROPHY RACE

|  | Entrant and Driver | Nat. of Driver | Car |  | Colour |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | John Coombs <br> (Driver: Jackie Stewart) | GB. | Brabham BT30/2 Cosworth FVA | 1598 | Blue/White |
| 3 | Sports Motors-Team Brabham (Driver: Tim Schenken) | AUS. | Brabham BT30/2 Cosworth FVA | 1598 | Red/ Yellow |
| 5 | F.I.R.S.T. <br> (Driver: Peter Westbury) | GB. | Brabham BT30/2 Cosworth FVA | 1598 | Blue/White |
| 7 | Wheatcroft Racing <br> (Driver: Derek Bell) | GB. | Brabham BT30/2 Cosworth FVA | 1598 | Green/Gold |
|  | Automovil Club Argentino <br> (Driver: Carlos Reutemann) | RA. | Brabham BT30/2 Cosworth FVA | 1600 | White/Yellow |
|  | H. C. Ballantine, Ecurie Ecosse (Driver: Graham Birrell) | GB. | Brabham BT30/2 Cosworth FVA | 1594 | Blue |
|  | Bob Gerard Racing (Driver: Brian Hart) | GB | Brabham BT30 Cosworth FVA | 1598 | Gr |
| 17 | Enzo Corti |  | Brabham BT30 Cosworth FVA | 1598 | Red |
| 19 | Montan Racing Team <br> (Driver: Werner Lindermann) | D. | Brabham BT30 Cosworth FVA | 1600 | White |
|  | Jochen Rindt Ltd./Team Lotus (Driver: John Miles) | GB. | Lotus 69 Cosworth FVA | 1594 | Greenl Yellow |
| 23 | Jim Russell Racing Drivers' School (Driver: Emerson Fittipaldi) | BR. | Lotus 69 Cosworth FVA | 1598 | Green/ Yellow |
|  | David Winter <br> (Driver: Adam Potocki) | PL. | Lotus 59B Cosworth FVA | 1594 | Blue |
| 27 | Bayerische Motoren Werke Aktiengesellschaft <br> (Driver: Jo Siffert) | CH . | B.M.W. | 1598 | White |
| 29 | Bayerische Motoren Werke Aktiengesellschaft <br> (Driver: Dieter Quester) | A. | B.M.W. | 1598 | White |
| 31 | Squadra Tartaruga <br> (Driver: Xavier Perrot) | CH. | March 702 Cosworth FVA | 1594 | Yellow |
| 33 | Malcolm Guthrie Racing ... <br> (Driver: Chris Amon) | NZ. | March 702 Cosworth FVA | 1594 | Grey/Maroon |
| 35 | Tecno Racing Team-Jolly Club... <br> (Driver: Clay Regazzoni) | CH. | Tecno 70 Cosworth FVA | 1600 | Red/Gold |
|  | Jolly Club <br> (Driver: Giancarlo Gagliardi) | 1. | Tecno 70 Cosworth FVA | 1600 | White |
| 39 | Constructions Pygmee <br> (Driver: Patrick Dal Bo) | $\Gamma$. | Pygmee MDB15 <br> Cosworth FVA | 1600 | Blue |
|  | Constructions Pygmee (Driver: Patrick Depailler) (1st Re |  | Pygmee MDB15 <br> Cosworth FVA | 1600 | Blue |
| 43 | Paul Craven (2nd Reserve) | GB. | Chevron B17B Cosworth FVA | 1596 | Red |
| 45 | Ernesto Brambilla ... | I. | Ferrari Dino 166 ... | 1598 | Red |
| 47 | Alistair Walker Racing (Driver: Alistair Walker) (3rd Rese | GB. <br> erve) | Brabham BT23C Cosworth FVA | 1598 | Red |



RESULTS
$\qquad$
5th..
6 th
7 th 8th

Winner's Speed. $\qquad$
$\qquad$

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|  | East Midlands Centre. Based on Leicester. |
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REGISTERED COMPETITION MEMBERSHIP
CENTRES




## H.Q. (RACE REGULATIONS)



ABOUT THE
BRITISH AUTOMOBILE RACING CLUB

Today's organising club-the British Automobile Racing Club-is 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 Donnington 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 reviving the Tourist Trophy at Goodwood in 1958. Today the Club has over 10,000 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 in 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. There are 10 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 championshipthe Castrol B.A.R.C. Hill Climb Championship.

The Club promotes and organises five Club racing championships-The Osram B.A.R.C. Special Saloon Car Championship, the Motoring News G.T. Championship, the Chevron Oil Fred W. Dixon 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 British and European International Championships are staged.

In addition to the opportunity to take part, assist or spectate at the Club's events members receive the BARC NEWS, the Club's monthly newspaper, and 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 essential to the true motor sporting enthusiast and the annual subscription is $£ 4$, with a $£ 1$ entrance fee. In addition members who wish to race can join the H.Q Register at an additional $£ 1$ per year and members who wish to join their local centre can do so at an additional $£ 1$. Fuller details of membership can be obtained today from the B.A.R.C. Membership Office-so join now and be a part of British motor racing.


31

## Start

 1.15 p.m.

## WILLS 圈 Embassy TROPHY RACE <br> for SPORTS CARS

## by Paul Watson

For many racing enthusiasts, sportscar racing is what they've really come to see. It is spectacular, noisy, colourful and the cars infinitely varied in their size, shape and type-truth to say that no B.A.R.C. Easter International would be the same without the sports cars, and for today's Wills, Embassy Trophy race there is just about something
The regulations governing sports car racing vary almost as much as the British weather They are drawn up by the F.I.A. in Paris, who make the rules and regulations, but They are drawn up by the F.I.A. in Paris, who make the ru
At the moment there are two main categories, one for cars conforming to Group 6 which we call sports-prototypes, and the other to Group 5 which we refer to as sports cars. The two main differences are that (a) a manufacturer has to build twenty-five cars of one type (that's chassis and engine) to call it a Group 5 sports car, and (b) whereas there is a limit of 3 -litres on Group 6, the 25 -off Group 5 cars are allowed to go right up to 5000 c.c.
However, there is a weight limit handicapping the Group 5 cars, so that although this category allows for bigger engines, it does not necessarily mean that the cars are faster.
Whether or not the sports cars will be quicker than the prototypes remains to be seen, but by past experience it has been found that the two divisions are pretty well evenly matched for pace.
Within each category (Groups 5 and 6) there is also an engine size division, this is so as to allow the smaller 2-litre cars a chance at winning some glory, for although they obviously cannot hope to stay with the "big-bangers", in terms of overall speed or an outright win, they should and do have their own class to contest, which to students of motor racing is just as important.

Therefore in today's sports car race we have in effect, four races in one.
The B.A.R.C., under the direction of Grahame White their General Manager, have done a great job in attracting not only the cream of British sportscar talent, but some excellent representation from across the channel. One only has to glance down the list to pick out household names in motor racing, such as Brian Redman, David Piper, Chris Craft, the colourful American veteran Masten Gregory and Swede Jo Bonnier who is President of the Grand Prix Drivers Association.

## The Prototypes

Heading the prototype ranks is none other than Ford-man Chris Craft from Woodford

## TELEGRAM FROM HOLLYWOOD

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132-134 Fleet Street, London, EC4.
in Essex. Chris has spent most of his racing career in Ford saloons, but has recently branched out into serious sports car racing, last year with a Porsche and a Lola and now with a Can-Am McLaren M8C, to which he has fitted nothing less than a fully fledged 3-litre Formula One Ford engine of the type that so consistently wins Grand Prix races for drivers like Jackie Stewart. The McLaren is one of the latest type, which have for so many years dominated the American and Canadian Can-Am scene.

CRAFT


REDMAN


DEAN
Craft faces strong opposition this afternoon from a brace of the latest German Porsche's from Stuttgart. These are the 908 Spyders with 3-1itre engines and driven by Masten Gregory and the Spaniard Jose-Maria Juncadella. Gregory has been racing since the early fifties, and is now making a fiery comeback to top sports car racing at the wheel of Swede Richard Brostrom's 908. Back in the fifties, at the now sadly lamented Goodwood circuit, Gregory will be remembered for his spectacular escape when he bailed out of a Jaguar sports car before it demolished itself against the bank at Woodcote Corner. Gregory has in his time been a most accomplished Grand Prix driver. Juncadella drove a Ford GT40 and Porsches last year.

Other cars in the over 2-litre prototype class include representatives of Lola and Chevron, including Motoring News GT Championship runner-up Alistair Cowin with the Formula One Repco engined Chevron B8B. Cowin is a top London boutique designer and something of a Thruxton expert.

Amongst the fourteen small prototypes are a number of prominent names, but none more so than Brian Redman, the Porsche driver and co-winner with Jo Siffert of no less than five World Manufacturers sports car races in 1969, including the British round at Brands Hatch. Redman drives a 2 -litre factory Chevron B16 in this race, which like many of the entries in this class is fitted with a 1.8 -litre Cosworth-Ford engine, which is in effect an oversize Formula 2 motor.

Redman openly admits that he intends beating as many of the large cars as is humanly possible, and knowing this quiet but incredibly fast Lancastrian, he might well cause quite a few red faces amongst the big sports car drivers.


Other prominent 2 -litre prototype drivers are former Other prominent 2-litre prototype drivers are former
R.A.C. Hill Climb Champion Peter Lawson, Digby Martland R.A.C. Hill Climb Champion Peter Lawson, Digby Martland
John Burton, Ian Skailes, Roger Nathan, Guy "Mr. TorLine", Edwards and the jovial Tony Lanfranchi who handles Mark Konig's pretty little B.R.M. engined Nomad.
the Lola's that dominated this race last year when they finished in line ahead, but at today's event they are going to have their work cut out to stay on even terms with the Porsche's and Craft's McLaren. Group 6 cars were not admitted last year.

There are two Porsche 917 s entered, and these are the Group 5 versions of the 908, but instead of having 3-litre engines, they have hefty $4 \frac{1}{2}$-litres. They made their first appearance last year, winning the Austrian Grand Prix at Zeltweg after re-designing the body work so as to make them more stable at speed.

It takes a really courageous man to handle one of these monsters, but here at Thruxton we can see two of the very best. One car is driven by David Piper, who is probably the most experienced sports car driver in the world and who has been racing motor cars of every conceivable size and shape for nearly twenty years, specialising in the continental scene and in South Africa where for many years he was quite unbeatable. Piper is the doyen of the non-factory driver who makes motor racing pay-he is respected by all and sundry and has a results list that must equal even the goals scored by George Best.

The other 917 is driven by Yorkshire sportscar driver and dealer Tony Dean who has recently been in the States building himself a fine reputation in Can-Am racing.

The two Ferraris are the recently homologated Group 5 512 S , driven by the Italian Giampiero Moretti and German Georg Loos, neither of whom are are particularly well known although Moretti's experience covers a variety of sportscars.

Four Lolas are entered, including David Piper's with a driver to be nominated, and you can be sure that whoever it is, he will be fast. I wouldn't be surprised to see a prominent Grand Prix pilot in the seat of this Lola when the flag drops. Jo Bonnier drives another, this experienced Swede coming from the same sort of racing background as David Piper, while two rapidly growing young names are also Lola-mounted, Terry Croker and Barrie Smith.

Amongst the 2-litre sportscars are local Hampshire driver Paul Vestey from Alresford, with a Porsche 910, Austrian Lambert Hofer (Porsche 910), together with rapid northerners George Silverwood and Trevor Twaites and WRA driver John Bamford who went so well at Thruxton last year.

The race is over 25 exciting laps and is a qualifying round in the RAC Sportscar Championship, although not for the European Sportscar 2-litre Championship, for which so many of the new 2000 cc cars have been built.


LEPP


BONNIER


HINE

The Sports Cars
The Group 5 over 2-litre class contains two each of Ferrari and Porsche plus a quarter of Lola T.70's. It was 25 Laps for GROUP 5 and 6 SPORTS CARS 2.05 p.m.




## EVENT 4 W. D. \& H. O. WILLS TROPHY RACE FOR FORMULA 2 CARS FINAL

Qualification for the final is the first 10 cars finishing overall in each heat and the next 10 fastest cars from the two heats as a whole. Grid positions have been determined by finishing order in the heats and fastest lap times after the first 20.

$\qquad$
$\qquad$
$\qquad$

[^0]


Starting Grid and Results are on Page 42.

STARTING GRID FOR W. D. \& H. O. WILLS TROPHY RACE


RESULTS


Winner's Speed $\qquad$
$\qquad$ ..at... $\qquad$ .m.p.h.

## THRUXTON LAP RECORDS

Outright and Formula 2: Jochen Rindt (Lotus T59 F2 Cosworth Ford),
$1 \mathrm{~min} .14 .0 \mathrm{sec} ., 114.62 \mathrm{~m} . \mathrm{p} . \mathrm{h}$.

## Group 6 Sports Cars:

Over 2000 c.c.: To be established today.
Up to 2000 c.c.: To be established today

## Group 5 Sports Cars:

Over 2000 c.c.: Brian Redman (Lola T70 Mk. IIIB Chevrolet)
1 min .17 .4 sec .
Up to 2000 c.c.: John Burton (Chevron B8 B.M.W.)
1 min .23 .4 sec .
Group 2 Saloon Cars

| Over 2000 c.c.: | Brian Muir (Ford Falcon) 1 min .28 .0 sec . | 96.38 m.p.h. |
| :---: | :---: | :---: |
| 1301-2000 c.c.: | Mike Crabtree (Ford Escort $\begin{aligned} \text { Twin Cam) } \\ 1 \\ 1 \mathrm{~min} .31 .6 \mathrm{sec} .\end{aligned}$ | 92.59 m.p.h. |
| 1001-1300 c.c.: | Chris Craft (Ford Escort G.T.) |  |
|  | 1 min .33 .2 sec . | 91.00 m.p.h. |
| Up to 1000 c.c. | Ab Goedemans (Fiat Abarth Berlina) ${ }^{1 \text { min. } 36.6 \text { sec. }}$ | 87.80 m.p.h. |


11.30 am Warming-up lap for the competing cars
11.45 am Competing cars in position on the
starting grid
12.00 noon BOAC 1000 KILOMETRES WORLD CHAMPIONSHIP
6.00 pm SPORTS CAR RACE
6.10 pm Winner's Trophy Presentation (approx)
Practice takes place on Friday, April 10 and Saturday, April 11, from $2 \mathrm{pm}-5 \mathrm{pm}$
One of the world's classic events which none of the top championship contenders can afford to miss.

See a battle royal between the exciting NEW FERRARI 512 with its mighty 5 litres of power and the equally thrilling PORSCHE 917 (which led Le Mans for hours last year). From Italy and France, ALFA ROMEO and MATRA will be giving brand-new models their debut in a strong bid for this prestige-important championship. And not forgetting a bunch of the new CHEVRON B16s and LOTUS 62s, the ASTRA, the NOMAD, and many more famous marques.
20/-Adults, 6/-Children, 30/-Stands, 20/-Open Seats, 30/-Paddock (limited).


WILLS
(a)

THREE CASTLES TROPHY RACE for SALOON CARS

by Grahame White

Today's Wills Three Castles Trophy Race for Group 2 Saloon Cars should be an ideal way of rounding off an exciting day's motor racing. Saloon car racing has been popular in England now for many years and its popularity has spread all over the world. Motor racing is a very international thing and classes of racing change very little whichever country you go to. The fastest saloon cars racing today are undoubtedly in America and it is, in fact, a saloon car which holds the current fastest ever lap in a motor race in history. This stands to Cale Yarborough at a lap average of $195 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. which was achieved recently at Daytona Oval Speedway. Down the straight at that track the saloons are doing 230 m. .p.h., which is pretty fast.
Probably the second fastest type of saloon cars are those racing in England. Today you will see a number of American cars in the top class although not quite the same as the big "stockers" as they call them in the States.
David Piper heads the list, the English long-distance sports car driver of great repute and tremendous success, mostly in Ferraris and more latterly in 917 Porsches. David, who used to be a farmer until the M1 was built through the middle of his land, is one of the most successful privateers there is. His mount in this race will be a black Chevrolet Camaro which of course could be a potential winner. Last time David raced a saloon in earnest was in an Italian Lancia in the supporting race to the Aintree 200 back in 1963, which he rolled during the event.
Two similar cars are entered for Roy Pierpoint, Saloon Car Champion of Great Britain in 1965, and Brian Muir, the Australian who has had many successes in saloon car racing since coming to England a few years ago. Pierpoint's experience varies from Ford G.T. 40's, Porsches and Ferraris and he has been racing big American saloons for six years varying from Mustangs to Falcons. He had a miraculous escape last year when going off the circuit at Oulton Park at over $100 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. completely destroying his car against a tree, but almost unbelievably was not hurt himself.


45


LEECH


GARDNER


PIERPOINT

# WigginsTeape's blue Camaro: the papermaker's pacemaker 

Driver: Brian Muir<br>Preparation:Malcolm Gartlan Racing Sponsor:Wiggins Teape Limited<br>Product Advertised: NCR paper (the carbonless Car: Chevrolet Camaro paper for fast multi-form copies Car: Chevrolet Camaro $\begin{aligned} & \text { paper for fast multi-form copies }\end{aligned}$

Brian Muir last year, as well as driving saloons, drove for the Lotus works team in G.T. races with the fast Europa and has driven for Fords at Le Mans

Two new Ford Boss Mustangs, the latest and fastest cars imported direct from America over a month ago, will be entered for two times British Saloon Car Champion Frank Gardner, who like Muir hails from Australia, and last year's saloon car find Dennis Leech. Gardner's experience in racing is vast, having driven in every type of class including World Championship Grands Prix. He has raced at Le Mans many times, has driven a great variety of cars, was successful in both Formula 3 and Formula acing, and with saloons has remained faithful to Fords throughout, winning the Championship in both a Ford Falcon and a Ford Cortina Twin Cam in 1967 and 1968. Gardner also does a lot of test motoring for the Ford Motor Company with their competition cars.
Making up the big class is Martin Birrane, a South London estate agent who has as well as the Ford Mustang entered today a Mustang as a road car and a Ford Fairlane as a Club racer.
In the middle class there is a predominance of Ford Escort Twin Cams, one of the most successful cars in saloon racing in the last few years. Fastest of these should be the Team Broadspeed entered for Chris Craft. Chris is now driving for the team for the third year and started racing in saloon cars in Club events back in 1962 when he was almost unbeatable in his famous "Yellow Peril" Anglia. Since then he has come a long way. This year he will be driving Ford saloons, a Group 6 McLaren sports car and a F. 5000 single seater. Last year he had a lot of sports car successes as co-driver with David Piper in a Porsche 908 entered by Alain de Cadenet.

- Main opposition to Craft will probably come from Mike Crabtree who was very successful last year in a Twin Cam Escort, and John Hine who is entered by Duncan successful last year in a Twin Cam Escort, and John Hine who is entered by Duncan Jaguar driver and amongst his many successes was outright winner at Le Mans coJaguar driver and amongst his many successes was outright winner at Le
driving with Tony Rolt. Duncan will be here today watching his car race.
John Hine has had many long distance race successes in sports cars and is a relative newcomer to saloons.
Graham Birrell from Scotland, who you will already have seen in the Formula 2 race, will go well, as will Team Diamond's car entered for Rod Mansfield.
Willie Green will also be a man to watch. His performances in a saloon last year were extremely good but even better were his races in his G.T. 40 and Chevron B.R.M.
Of the 16 cars entered in the 1301-2000 c.c. class, all but three are Escorts, so Gerry Marshall with a Vauxhall Viva G.T., which believe it or not is one of the fastest saloon cars in England today, and the two German B.M.W. 2002 ti's entered for Colin Youle and Jonathan Buncombe will have a hard job to get into the class results with all those Fords.
The smaller 1300 c.c. class this year is rather depleted compared with previous years with no works Minis, which is a shame, so probably John Fitzpatrick with yet another Ford Escort, this time the G.T., will live up to his potential and should be leading for class. John won the Saloon Car Championship with a Ford Anglia in 1966 driving the the same team, Broadspeed.

The 113 mph 5 Seater Sports Coupé


## move over

From out of nowhere, a speck appears in your rear-view mirror, grows instantly larger, and you see the famed blue-andwhite medallion on the bonnet. That's the brilliant BMW 2002 Coupe bearing the on you, and unless you're driving a BMW yourself that's all you will see of it - apart from a fast disappearing rear number plate For this is a very special number plate. exhilarating performance car with a truly exhilarating performance. Catapult-like at breath-taking 0.50 in 6.8 from the rest 2-litre single carburettor engine smothly
powers you to a top speed of $113.0 \mathrm{mph} \ddagger$ economical petrol consumption gives over 27 mpg .
Roadholding matches the very best sports cars, and with anti-roll stabilisers both front and rear plus power assisted brake and radial tyres, you've got the perfec combination of comfort and safety. What else? Rev. counter, $4 / 5$ seater with fully reclining front seats, leatherette steering wheel and two-tone horn-to mention a few Move over now ... to the BMW 2002 Coupe, the car other marques move over for.

## Move over to BMW

$\dagger$ Car, August $1968 \quad \ddagger$ Autosport, June 1967



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In Minis it will be interesting to watch Richard Longman's performance as this is to be his first International meeting. Last season he proved almost unbeatable in Club saloon car races and won the Osram B.A.R.C. Saloon Car Championship outright

Equipe Arden have entered a car for Gordon Spice or John Rhodes to drive and whoever it will be you can bet they will be leading or mixing it for the lead in the class Both are vastly experienced and have been very successful. Spice was reckoned las year to be the fastest Mini man around. He will also be driving single seaters this year as well as the odd drive in a G.T. car. Last year he co-drove a G.T. 40 in a number of long distance events.

The smallest class, up to 1000 c.c., has only five entries and again it will probably be a Ford Escort which will be leading the bunch. Vince Woodman, a garage owner from Bristol, has entered his Escort, a car prepared by Broadspeed, and therefore is guaranteed to be fast. However, George Bevan's entered Hillman Imp to be driven by Bill McGovern could be a serious threat to the Ford supremacy.

Twenty-five laps round this Thruxton circuit in a saloon car is very hard work. It may look easy to you but you just take a close look at one of the drivers after the event and look easy to you but you just take a close look at one into his performance. Remember, you will see that he has put every effort he can into his performance. Remember,
saloon cars are not built like racing cars and they are not easy to drive, but they are a spectacle. We hope this race will be one as well.


MUIR


SPICE


FITZPATRICK

## TAKE HOME A SOUVENIR POSTER OF TODAY'S MEETING

Copies of the Posters which were specially designed by Dexter Brown for the W. D. \& H. O. Wills Trophy International are on sale at the B.A.R.C. Enquiry Office

PRICE 2'- each


1970 THRUXTON PROGRAMME

Car Meetings




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.

# Kodak motor race meeting 

Organised by the British Automobile Racing Club
Thruxton Sunday August 9
Formula 5000 race
(qualifying for national championship)
Formula 3 race
Saloon Car race


## Important Votices

## 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. Gorringe, 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 Thruxton 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 accept responsibility for the 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. So | M.P.H. | M, S. | M.P.H. | M. S. | M.P.H. | M. S. | M.P.H. |
| 110 | 121.17 | 124 | 100.97 | 138 | 86.55 |  |  |  |  |
| . 2 | 120.82 | . 2 | 100.73 | ${ }^{1} 38$ | 86.37 | 152 | 75.73 75.59 | ${ }^{2} 06$. | 67.31 67.21 |
| . 4 | 120.48 120.14 | . 4 | 100.49 | . 4 | 86.20 | . 4 | 75.46 | . 4 | 67.21 67.10 |
| . 8 | 120.14 119.80 | . 6 | 100.26 100.02 | . 8 | 88.02 | . 8 | 75.33 | . 6 | 67.00 |
| 111 | 119.46 | $125^{\circ}$ | 100.02 99.78 | $139{ }^{\text {. }}$ | 88.85 | 153.8 | 75.19 75.06 |  | 66.89 |
| . 2 | 119.12 | 1. | 99.55 | $\begin{array}{r}139 \\ \\ \\ \hline\end{array}$ | ${ }_{85.50}^{85.67}$ | $\begin{array}{r}153 \\ \\ \\ \hline\end{array}$ | 75.06 74.93 | 207. | 66.78 66.68 |
| .4 | 118.79 118.46 | . 4 | 99.32 | . 4 | 85.33 | . 4 | 74.93 74.9 | . 2 | 66.68 66.57 |
| . 6 | 118.46 118.13 | . 6 | 99.08 | .$^{6}$ | 85.16 84.99 | . 6 | 74.66 | . 6 | 66.47 |
| 112 | 117.80 | 126 | 98.85 98.62 | $140{ }^{\text {. }}$ | 84.99 <br> 84.42 <br> 8.6 | $154{ }^{8}$ | 74.53 74.40 | ${ }^{.8} 8$ | 66.37 |
| . 2 | 117.47 | ${ }^{1} 26.8$ | 98.62 | 140.2 | 84.42 84.65 | 154. | 74.40 74.27 | 208 | 66.26 |
| . 4 | 117.15 | . 4 | 98.17 | . 4 | 84.48 | . 4 | 74.14 | . | 66.16 |
| . 8 | 116.83 | . 8 | 99.94 | . 6 | 84.31 | . 6 | 74.01 | . 6 | 66.06 65.95 |
| $113{ }^{\text {. }}$ | 116.51 | $127{ }^{\text {. }}$ | 97.71 97.49 | $141^{.8}$ | 84.14 83.98 | $155^{.8}$ | 73.88 | ${ }^{0.8}$ | 65.85 |
| 1. | 115.87 | 12 | 97.49 97.27 | 141.2 | 83.98 83.81 | 155 | 73.75 73.62 | 209. | 65.75 65.65 |
| . 4 | 115.55 | . 4 | 97.04 | . 4 | 83.64 | . 4 | 73.50 | . 4 | 65.65 65.55 |
| . 8 | 115.24 114.93 | .8 | 96.82 96.60 | . 6 | 83.48 | . 6 | 73.37 | . 6 | 65.44 |
| $114^{.8}$ | 114.93 | $128{ }^{\text {. }}$ | 96.60 96.38 | $42^{.8}$ | 83.32 83.15 | 156 | 73.24 | . 8 | 65.34 |
| 1.2 | 114.31 | 128 | 96.38 96.16 | ${ }^{42} .2$ | 83.15 82.99 | ${ }^{1} 56{ }^{2}$ | 73.12 72.99 | 210 | 65.24 |
| . 4 | 114.00 | . 4 | 95.95 | . 4 | 82.83 | . 4 | 72.87 | . 2 | 65.14 65.04 |
|  | 113.69 113.39 | . 8 | 95.73 | . 6 | 82.67 | . 6 | 72.74 | . 6 | 64.94 |
| $115^{.8}$ | 113.39 113.09 | $129{ }^{\text {. }}$ | 95.51 95.30 | 143.8 | 82.51 82.35 | $57^{8}$ | 72.62 | . 8 | 64.84 |
| . 2 | 112.79 | . 2 | 95.09 | $1{ }^{1} .2$ | 88.19 | 57.2 | 72.49 | 211 | 64.75 |
| . 4 | 112.49 | . 4 | 94.87 | . 4 | 82.03 | . 4 | 72.25 | . 4 | 64.65 64.55 |
| . 6 | 112.19 | . 6 | 94.66 | . 6 | 81.87 | . 6 | 72.12 | . 6 | 64.55 |
| $116{ }^{.8}$ | 111.89 | $130^{.8}$ | 94.45 94.24 | $144^{.8}$ | 881.71 | 158.8 | 72.00 | . 8 | 64.35 |
| . 2 | 111.31 | 1 | 94.03 | 144 | 81.55 81.40 | 158 | 71.88 | 212 | 64.25 |
| . 4 | 111.02 | . 4 | 93.82 | . 4 | 88.24 | . 4 | 71.76 | . 2 | 64.16 |
| .$_{8} 8$ | 110.73 | . 8 | 93.62 | . 6 | 81.09 | . 6 | 71.51 |  | 64.06 63.96 |
| $117^{.8}$ | 110.44 110.15 | $131^{.8}$ | 93.41 93.20 |  | 80.93 | ${ }_{59} .8$ | 71.39 | ${ }^{.6}$ | 63.87 |
| 1 | 109.87 | 131.2 | 93.20 93.00 | 145. | 80.78 80.62 | 159 | 71.27 | 213 | 63.77 |
| . 4 | 109.58 | . 4 | 92.80 | . 4 | 80.62 80.47 | . 2 | 71.15 | . 2 | 63.68 63.58 |
| . 6 | 109.30 | . 6 | 92.59 | . 6 | 80.32 | . 6 | 71.04 70.92 |  | 63.58 63.49 |
| $118{ }^{.8}$ | 109.02 108.74 |  | 92.39 92 | 1.88 | 80.17 | . 8 | 70.80 | . 8 | 63.49 63.39 |
| 118.2 | 108.74 108.46 | 132.2 | 92.19 91.99 | 146 | 80.02 79.86 | 200 | 70.68 | 214 | 63.30 |
| . 4 | 108.18 | . 4 | 91.79 |  | 79.71 | . 4 | 70.45 |  | 6.20 |
| . 6 | 107.91 | . 6 | 91.59 | . 6 | 79.56 | . 6 | 70.33 | . 4 | 63.11 63.01 |
| $119{ }^{\text {. }}$ | 107.63 107.36 |  | 91.40 | $17^{.8}$ | 79.42 | . 8 | 70.21 | . 8 | 63.01 62.92 |
| 119.2 | 107.36 107.09 | ${ }^{1} 33.2$ | 91.20 91.00 | 147 | 79.27 | 201 | 70.10 | 215 | 62.83 |
| . 4 | 106.82 | . 4 | 90.81 | .4 | 78.97 | . 4 | 69.89 6986 | .2 | 6.73 |
| . 6 | 106.55 | . 6 | 90.62 | . 6 | 78.83 | . 6 | 69.86 69.75 | . 4 | 62.64 62.55 |
| $120^{.8}$ | 106.29 |  | 90.42 | 1.88 | 78.68 | . 8 | 69.64 | . 8 | 62.55 62.46 |
| 120.2 | 106.02 105.76 | 134.2 | 90.23 90.04 | 148 | 78.53 78 | 202 | 69.52 | 216 | 62.36 |
| . 4 | 105.49 | . 4 | 89.85 | . 4 | 78.39 78.24 | . 2 | 96.41 69.29 | . 2 | 62.27 |
| . 6 | 105.23 | . 6 | 89.66 | . 6 | 78.24 78.10 | . 6 | 69.29 69.18 | . 4 | 62.18 |
|  | 104.97 |  | 89.47 | . 8.8 | 77.96 | . 8 | 69.18 69.07 | . 8 | 62.09 62.00 |
| 121. | 104.71 104.45 | 135 | 89.28 89 | 149 | 77.81 | $203{ }^{\text {a }}$ | 68.96 | $217^{\circ}$ | 61.91 |
| . 4 | 104.20 | .4 | 88.91 | . 4 | 77.67 | .$_{4}$ | 68.84 | . 2 | 61.82 |
| . 6 | 103.94 | . 6 | 88.72 | . 6 | 77.39 | . 6 | 68.73 68.62 | . 6 | 71.73 |
|  | 103.69 |  | 88.53 |  | 77.25 | . 8 | 68.51 | . 8 | 61.64 61 615 |
| 122. | 103.32 | 136 | 88.35 | 150 | 77.11 | $204{ }^{8}$ | 68.40 | $218{ }^{\circ}$ | 61.46 |
| . 4 | 102.93 | . 4 | 887.98 | .4 | 76.97 | . 2 | 68.29 | . 2 | 61.37 |
| . 6 | 102.68 | . 6 | 87.80 | . 6 | 76.69 | . 6 | 68.18 | . 4 | 61.28 |
| 123.8 | 102.43 |  | 87.62 |  | 76.55 | . 8 | 68.07 67.96 | . 8 | 61.19 |
| 123 | 102.19 | 137 | 87.44 | 151 | 76.41 | 205 | 67.85 | 219 | 61.02 |
| . 4 | 101.70 | .4 | 87.26 | . 2 | 76.27 | . 2 | 67.74 | . 2 | 60.93 |
| . 6 | 101.45 | . 6 | 86.90 | . 6 | 76.14 76.00 | . 6 | 67.64 6753 | . 4 | 60.84 |
| . 8 | 101.21 | . 8 | 86.72 | . 8 | 75.86 | . 8 | 67.42 | . 8 | 60.76 60.67 |

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