

BRITISH SALOON CAR CHAMPIONSHIP

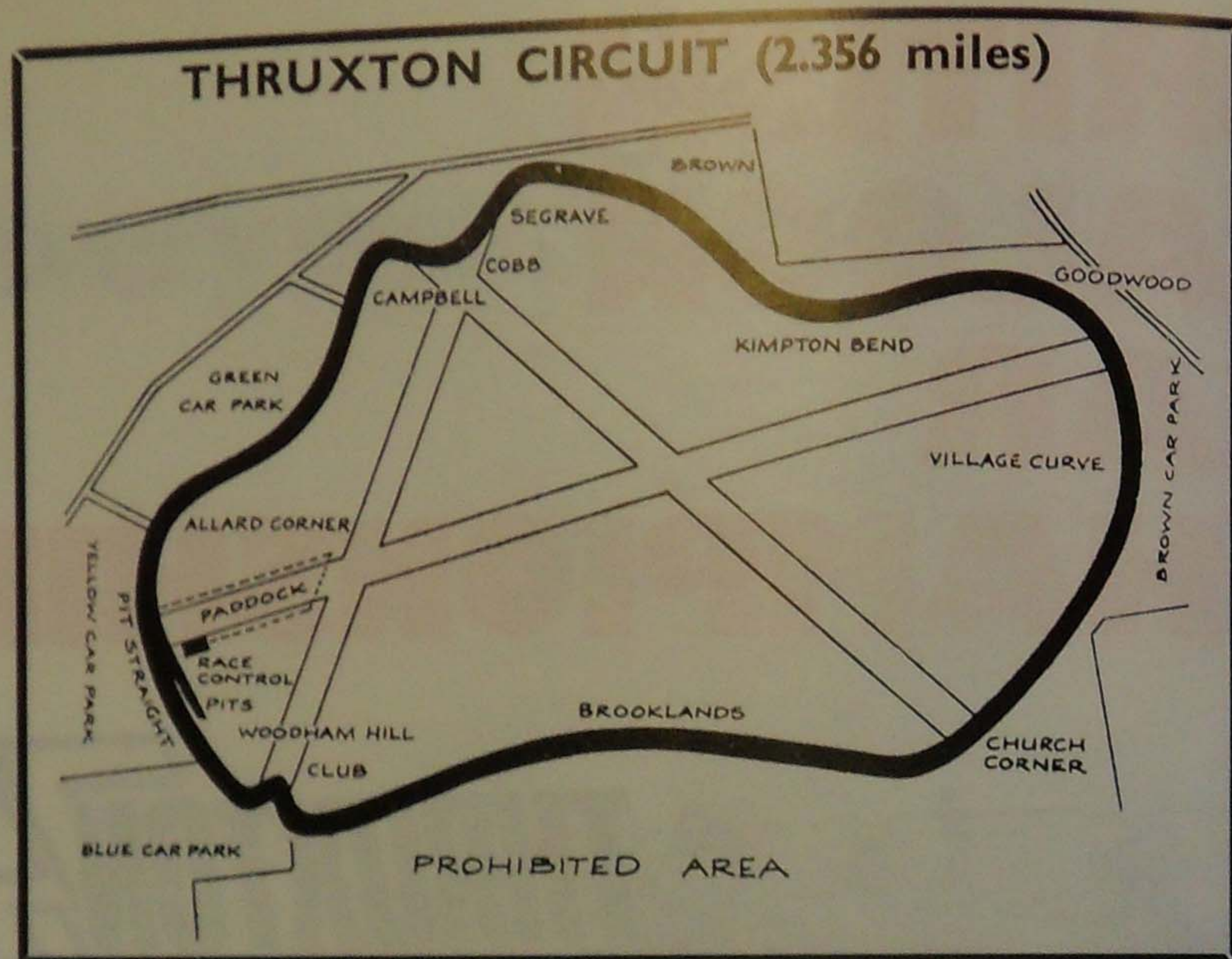
THRUXTON 75



SUNDAY MAY 11

BRITISH AUTOMOBILE RACING CLUB

OFFICIAL PROGRAMME 25p



BRITISH SALOON CHAMPIONSHIP INTERNATIONAL

THRUXTON SUNDAY MAY 11

FIRST RACE: 2.00 p.m.

- EVENT 1: ALLIED POLYMER FORMULA FORD 2000 CHAMPIONSHIP RACE** 12 LAPS
Awards: 1st-£72, 2nd-£48, 3rd-£32, 4th-£24, 5th-£16, 6th-£8
- EVENT 2: SPEED MERCHANTS/JCB HISTORIC CAR RACE** 10 LAPS
Awards: As per Championship Regulations
- EVENT 3: BRITISH AIR FERRIES FORMULA FORD 1600 CHAMPIONSHIP RACE** 10 LAPS
Awards: 1st-£30, 2nd-£25, 3rd-£20, 4th-£15, 5th-£10
- EVENT 4: SOUTHERN ORGANS NATIONAL TOURING CAR CHAMPIONSHIP RACE** 22 LAPS
Awards: Overall: 1st-£50, 2nd-£30, 3rd-£25, 4th-£15, 5th-£10, 6th-£10.
Class A: 1st-£150, 2nd-£100, 3rd-£50, 4th-£25.
Class B: 1st-£140, 2nd-£100, 3rd-£50, 4th-£25.
Class C: 1st-£130, 2nd-£90, 3rd-£50, 4th-£25.
Class D: 1st-£120, 2nd-£80, 3rd-£50, 4th-£25.
- EVENT 5: NATIONAL ORGANS CLUBMANS SPORTS CAR CHAMPIONSHIP RACE** 10 LAPS
Awards: Class A: 1st-£25, 2nd-£15, 3rd-£10, 4th-£5.
Class B: 1st-£18, 2nd-£12, 3rd-£8, 4th-£4.
- EVENT 6: SIMONIZ SPECIAL SALOON CAR CHAMPIONSHIP RACE** 10 LAPS
Awards: In Each Class: 1st-£18, 2nd-£12, 3rd-£8.
- EVENT 7: FORMULA FORD RACE 'B'** 7 LAPS
Awards: Trophies to 1st, 2nd and 3rd.

Racing organised by the British Automobile Racing Club

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.

ANIMALS ARE NOT ADMITTED TO THE CIRCUIT

LAP RECORDS

- Outright record:** Vern Schuppan (F5000 Lola T332) 1m. 11s., 119.46 mph. (18/8/74)
- Formula Ford:** John Stevens (Merlyn Mk. 17/20) 1m. 25.4s., 99.32 mph. (28/8/72)
- Special Saloons:**
- up to 850 cc: Peter Crouch (BLMC Mini) 1m. 37.2s., 87.20 mph. (7/7/74)
 - up to 1000 cc: Jeff Ward (Hillman Imp) 1m. 32.8s., 91.40 mph. (22/9/74)
 - up to 1300 cc: Jonathan Buncombe (BLMC Mini Cooper S) } 1m. 30.4 s., 93.82 mph. (13/6/71)
 - Richard Longman (BLMC Mini Cooper S) }
 - over 1300 cc: Mick Hill (Ford Capri V8) 1m. 23.8s., 101.21 mph. (27/10/74)

LAP RECORDS

Formula Ford 2000:

Record to be created today

Historic Cars:

- over 3000 cc: Willie Green (Lister Corvette) 1m. 32s., 92.19 mph. (18/8/74)
- up to 3000 cc: Neil Corner (BRM P25) 1m. 30.8s., 93.41 mph. (18/8/74)
- up to 2000 cc: Richard Bond (Cooper Bristol) 1m. 36.2s., 88.17 mph. (18/8/74)

Group 1 Saloons:

- over 4000 cc: Stuart Graham (Chevrolet Camaro Z28) 1m. 30.2s., 94.03 mph. (15/4/74)
- Richard Lloyd (Chevrolet Camaro Z28) 1m. 30.2s., 94.03 mph. (15/4/74)
- up to 4000 cc: Peter Hanson (Open Commodore GSE) 1m. 33s., 91.20 mph. (15/4/74)
- up to 2500 cc: Andy Rouse (Triumph Dolomite Sprint) 1m. 32s., 92.19 mph. (31/3/75)
- up to 1600 cc: Win Percy (Toyota Celica) 1m. 36.4s., 87.98 mph. (31/3/75)

Clubmans Sports Cars:

- 1600 cc modified: Noel Stanbury (Gryphon C4A/75) 1m. 19s., 107.36 mph. (20/4/75)
- 1600 cc Formula Ford: Nick Adams (Mallock U2 Mk 14)
- Ron Morgans (Mallock U2 Mk 14) 1m. 30.2s., 94.09 mph. (20/4/75)
- Arthur Mallock (Mallock U2 Mk 14)

SALOONS ON THE ORGAN TRAIL

ELEVEN AMERICAN SALOONS—10 CAMAROS AND ONE HEMICUDA—HEAD TODAY'S impressive line-up for the feature race. It's the latest round of the 1975 Southern Organs Group One Saloon Championship—the British Saloon Car Championship by any other name!—and with 35 "production cars" entered (33 can actually start the race) there should be fireworks all the way.

Once intended as "showroom condition street cars", Group One soon became Gp 1½ and even now is shaking off the last vestiges of pretence that it's cheap and one for the boys. With the end of Group 2 Saloons a couple of years back due to massive cost, Group One was introduced to provide cheaper saloon racing at International level. People who know now claim cars are costing at least as much to prepare and run as a full-race saloon. Whatever the cost, they're still not as quick as the full-racers, but they're so much more competitive. Today the sight of those Camaros should impress even the most hardened spectator as they snake their way round Thruxton's 2½ mile sweeps, jostling for entry into the slow chicane, then thundering off again past the pits as they use every bit of power that their builders have been able to wrest from their "stock" engines.

And don't be surprised if amongst those 5.7- and 7-litre monsters driven by Bob Ridgard, Tony Lanfranchi, Stuart Graham, Tony Shaw, Brian Pepper, Vince Woodman, Nigel Stovin-Bradford, Malcolm Wayne, Richard Lloyd, Jon Fletcher and Terry Sanger you spot a Dolomite Sprint or a Mazda RX3, both giving away at least 3000 cc. For Dolomite racer Andy Rouse and Mazda pilot Barrie Williams have both shown that its top speed, not necessarily cubes, which helps to win at Thruxton. Rouse finished second overall here at Easter to Richard Lloyd, with another five Camaros behind!

Watch out also for lady drivers Jenny Birrell—from Scotland, driving her Halesfield Motors Avenger GT—and Gill Fortescue Thomas making a most welcome return to sport this year with her Dolomite Sprint. Other Avengers in the hands of last year's Group One Champion Bernard Unett and Patrick Cobb provided excitement with their two-wheeling antics at Easter.

FULL FRONTAL ENGINES

Moving dramatically from saloons to clubmans sports cars—the front-engined two-seater cars which can't quite decide whether they're single-seaters or two-seaters!—favourites today must be Noel Stanbury and Geoff Friswell. Supernoel in his Gryphon leads the National Organs Championship, but Friz the Whiz has made a late return to clubmans after a couple of seasons in Formula Atlantic. Friz was one of the top Atlantic runners, but never found the necessary sponsorship to move on, and came back to vanquish the big field at Thruxton on April 20 after Supernoel had got himself involved in a first lap nonsense with several others.

Clubmans is run in two classes—both at 1600 cc but the one using modified Ford engines, the other Formula Ford-spec motors. The difference between these front-engined, racing-slicked, winged cars and the narrow-section-tyred, rear-engined, no-aerofoiled Formula Fords make for interesting comparison. Nick Adams is the favourite for the slower class.

THE GOLDEN OLDIES

Today sees the second round of the 1975 Speed Merchants/JCB Historic Car Championship, which promises to be as closely fought as on the last occasion the historic racing and sports cars were here—August 1974.

Willie Green is this year driving the ex-works Maserati 250F, and Frank Sytner in a Maserati Type 61 "Birdcage", will be competing for honours in the Up to 3000 cc Class. In the Over 3000 cc Class, David Ham, Lister Jaguar, Bruce Halford, Lister Jaguar, and Martin Morris driving his "D" Type Jaguar "OKV 3", should give excellent value for money, for Thruxton should favour the larger-engined sports racing cars. In the Up to 2000 cc Class Alan Cottam and Gerry Walton are both driving Connaughts, which are proving to be very quick and reliable; however, the Cooper Bristols of Simon Phillips, Robert Cooper and Ken Rogers will probably set out to prove that on its day the Cooper Bristol was virtually unbeatable.

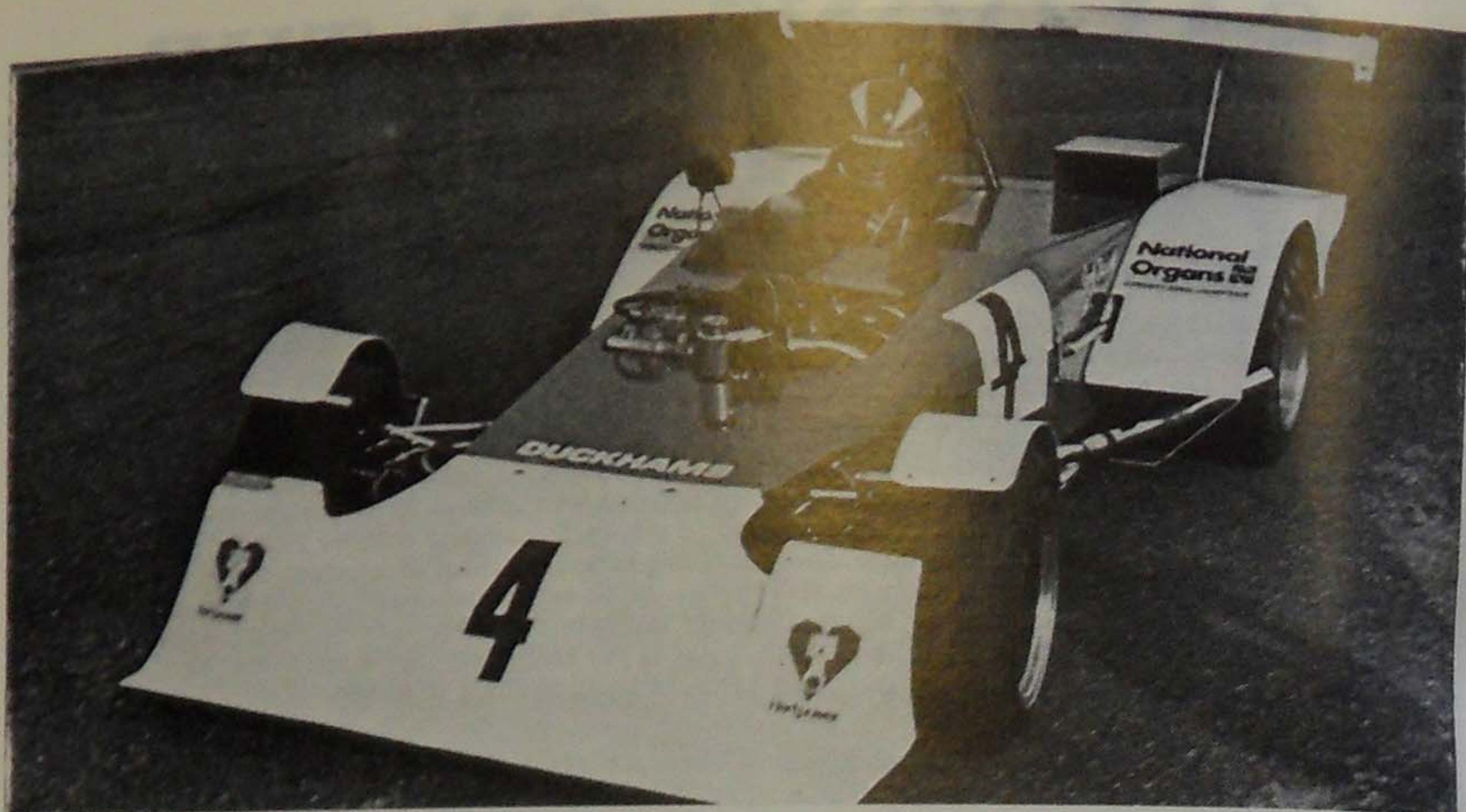
The JCB/Speed Merchants Championship is set on providing the spectators with entertaining motor racing of the highest quality. The drivers and entrants who own these cars must be given due credit for the way in which they present the beautiful historic racing machinery as one of the most fascinating mobile museums to be seen on British circuits.

Top: Andy Rouse in the Dolomite Sprint—can he repeat his Easter giant-killing act against the Camaros? (John Gaisford)

Middle: Win Percy is a threat to the Camaros too with his Samuri Celica, here leading Terry Sanger (Jeff Bloxham)

Bottom: Frank Bayes won the important Easter BAF Formula Ford race with his Merlyn. Can he repeat his success? (John Gaisford)





FORMULA FRAUGHT

If today's Formula Ford race is as fraught as some seen at Thruxton recently, expect plenty of action in today's **British Air Ferries Formula Ford Championship** round. Some 75 cars have been entered for the race, and with only 33 starters on the grids here, some form of selection has to be made. Practice should prove pretty exciting as the lads try for the fastest 33 times to ensure a Championship race. The next 33 will get a consolation race (race 7) without points, while the rest will be unlucky today. Look for young David Heale who leads the BAF series, but Rick Morris, Frank Bayes and Tiff Needell are stiff opposition.

MOVING UP

While the 1600 pushrod Fordies are straining to deliver the goods around Thruxton, their Formula Ford 2000 big-brothers use Ford's Pinto overhead-camshaft motor for propulsion. In its first season under the tender loving care of the **Allied Polymer Group**, FF2000 provides the upper league of FF to offset last year's situation of turned-down entries and masses of reserves. Heading the list today is local all-rounder Ian Taylor, one of Britain's top single-seater racers, who drives the Dulon his factory makes. Hard on his wheels should be Jeremy Rossiter in the Cars and Car Conversions/Spax sponsored Reynard, Derek Lawrence in the works Crossle, and Irishman Damien Magee in the Anglo Scottish Petroleum-powered Palliser. Its FF2000's first visit here, so watch for the new lap record.

BATTLING BUZZBOXES

Minis still rule in this branch of motorsport—as today's **Simoniz Special Saloon** grid thunders off the line—watch Doc David Enderby and Jeff Ward who both come to Thruxton sharing the lead, the flying doctor in his 850 Mini and Jeff Ward in what must be the fastest 1000 Imp in the country. Don't be surprised to see Terry Harmer, Richard Longman and Jack Winter in their 1300 Minis running rings around the Escorts, Camaro and others of the big class—it happens all the time at Thruxton! But favourite for today's special saloon splurge must be Joe Russell in the ex-Muir Camaro which won last weekend at Silverstone.

COMING SOON

If all today's action hasn't been enough, the BARC have another International coming up just two weeks away—on Bank Holiday Monday, 26th May. Star attractions are the thunderous Five-thousands, but along with them and the rest of the four-race programme are the Army Blue Eagles Helicopter Display Team, plus the Red Devils Free Fall Parachutists. The Blue Eagles and Red Devils provide action-packed entertainment and along with the Astrobounce for the kiddies, the numerous shops and bars, catering facilities and other fun, it's a day out for the family. Look on the back page of this programme for booking details and save yourself a few pence by booking in advance.

Stand seats, paddock and circuit admission can all be booked, so do it now and avoid disappointment on the day.

Top: Geoff Friswell has made a dramatic return to clubmans from Formula Atlantic by winning outright on April 20 (Jeff Bloxham)

Middle: Minis are always good value at Thruxton where speed and lightness can put them in front of the big cars (John Gaisford)

Bottom: Joe Russell (Camaro) is chased by Terry Vander Zee's Escort at Thruxton—they will dice again today (John Gaisford)

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Today's Racing

Officials of the Meeting

Organised by the British Automobile Racing Club.

This meeting is held under the International Sporting Code of the F.I.A. General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Supplementary Regulations and Instructions of the British Automobile Racing Club Ltd.

R.A.C. Permits No. 10208 (Int.) 10209 (Res.)

Stewards

P. G. Cooper (RAC)
M. Gorringe
K. C. W. Rainsbury

Judges

M. F. Turner-Bridger
J. Courtis
R. G. P. Cox

Clerk of the Course

S. L. Offord

Secretary of the Meeting

J. F. Wickham

Chief Observer

A. J. Holberton

Incident Officer

N. T. Hunt

Breakdowns

Norman Reeves (Motors)
Ltd. Uxbridge
Monro's of Andover
Gregory Motors,
Winterslow
G P Motors, Broughton
Clover Leaf Cars

Incident Vehicles

Motor Race Rescue Unit

Circuit Manager

B. R. Speakman

Chief Medical Officer

Dr. J. Palmer

Chief Scrutineer

N. C. Croucher

Scrutineers

M. J. Conway
D. E. Grainger
F. Harrison
R. G. Phillips
G. F. Viola

Commentators

N. Hay
S. Taylor

BARC Staff

Miss W. Dodimead
Miss H. Offord
Miss S. Duderidge
Mrs. D. Ali
Mrs. E. Smith

First Aid

St. John Ambulance
Brigade

Chief Timekeeper

M. R. G. Eyre

Timekeepers

J. W. Barber
J. M. Brewster
P. Cockerill
T. E. Colman
M. Johnson
L. Needham
R. A. Wood

Assistant Timekeepers

R. Ricketts
J. C. Hogarth

Race Recorders

D. MacGill
G. Williams

Press Officer

M. Cole

Chief Startline Marshal

R. J. Lentell

Chief Paddock Marshal

P. Sturgess

Chief Pit Marshal

J. W. Tilsley

Chief Flag Marshal

M. H. Groves

Chief Marshal

F. Reeves

Marshals — members of the BARC

ALLIED POLYMER FORMULA FORD 2000 CHAMPIONSHIP RACE

EVENT 1

12 LAPS

This is a race for single-seater cars using Ford 2-litre engines. This is a qualifying round of the 1975 Allied Polymer Formula Ford 2000 Championship.

No.	Entrant and Driver	Car	Colour
✓	R. A. McKinstry (Driver: Sid Fox)	Hawke DL14 Holbay Ford	Black/Yellow
✓	Anglo Scottish Southern Organs Palliser Team (Driver: Wil Arif)	Palliser P742 Minister Ford	White
15	Derek Lawrence	Crossle 31F Ford	Orange
20	Platform One racing with Modern Engineers (Driver: Roger Orgee)	Royale RP22 Ford	Yellow
26	Ashtune Race Hire (Driver: Ronald Reemus)	Van Diemen RA75 Ford	Yellow
27	Ashtune Race Hire (Driver: Pato Nunez)	Van Diemen RA75 Scholar Ford	Yellow
33	Anglo Scottish Southern Organs Palliser Team (Driver: Damien Magee)	Palliser P742 Rowland Ford	White
38	Bernard Vermilio	Merlyn Mk. 28 Scholar Ford	Red
40	Robert Cooper	Merlyn Mk. 28 Cooper Ford	Red
46	Spax racing/Triple C Magazine (Driver: Jeremy Rossiter)	Reynard 755F Piper Ford	Yellow
47	Spax Racing/Triple C Magazine (Driver: Adrian Reynard)	Reynard 755F Oselli Ford	Yellow
49	Ken Hensley Racing (Driver: Ian Taylor)	Dulon MPI6 Pinto Ford	White
50	Ken Hensley Racing (Driver: Ken Hensley)	Dulon MPI7 Pinto Ford	White/Black
✓	P & B Clacher Timber Merchants Perth (Driver: Phil Clacher)	Alpine A364 Rowland Ford	Blue
58	Scadecor Posters (Driver: Frank Bradley)	Elden Brown Ford	Red

GRID POSITIONS

	49	46	26			
		33	20			
←	38	27	40			
	58	50				
	1	47	15			

RESULTS

1st	15	2nd	38	3rd	49	4th	46	5th	47	6th	20
Fastest Lap: No. 15+38 Time 1:21.8 Speed 103.69 mph.											

SPEED MERCHANTS/JCB HISTORIC CAR RACE

10 LAPS

EVENT 2

This is a qualifying round of the 1975 Speed Merchants/JCB Historic Car Championship.

No. Entrant and Driver

Class A: Over 3000 cc

No.	Entrant and Driver	Car	cc	Colour
1	Forward Enterprises Ltd. (Driver: Philippe Renault/A. Hutton)	Lister Jaguar	3781	Green/Yellow
2	David Ham	Lister Jaguar	3781	Green
3	Barry Simpson Engineering Ltd. (Driver: Bruce Halford)	Lister Jaguar	3800	Blue
4	A. E. Young	Lister Jaguar	3781	Green
5	John Bazaley	Lister Corvette	5700	Green
6	Chris Drake	Lister Jaguar	3800	White
7	Caterham Cars-London (Driver: Pete Van Rossem)	Lister Jaguar	3800	Yellow/Black
8	R. A. Brierley Jones	Lister	5700	Brown
9	Martin Morris	Jaguar D	3800	Green
12	Forward Enterprises Ltd. (Driver: J. F. Renault)	Cooper Jaguar	3442	Green
14	P.A.O. Preparations Ltd. (Driver: Kirk Rylands)	HWM Jaguar	3800	Silver

Class B: 2001-3000 cc

19	J. C. Bamford Excavators Ltd. (Driver: Willie Green)	Maserati 250F	2500	Red
20	Hon. Patrick Lindsay	Maserati 250 F	2500	Red
21	P.A.O. Preparations Ltd. (Driver: Jeffrey Johnstone)	Maserati 300s	2991	Red
22	J. C. Bamford Excavators Ltd. (Driver: Frank Sytner)	Maserati Bridgeway	3000	Yellow
23	Rod Leach of Nostalgia (Driver: Christopher Stewart)	Aston Martin DBRI/300	2996	Green
25	Frank Lockhart	Rover Special	2995	Green
26	Tony Betson	Ferrari Berlinetta	2990	Blue/White

Class C: Up to 2000 cc

30	Dr. Tony Goodwin	Lotus Eleven Le Mans	1216	Orange
32	Terry Harrison	Lotus Eleven Le Mans	1098	Green/Silver
34	Forward Enterprises Ltd. (Driver: B. Pigelet)	Lotus X Le Mans	2000	Blue
36	Kenneth Moore (Driver: A. Curnow)	Cooper Climax Type 41	1460	Blue
35	Allan Brownlee	Lotus Eleven Series II	1220	Orange
36	Coopers (Metals) Ltd. (Driver: Robert Cooper)	Cooper Mk. 2	1971	Green
37	Coopers (Metals) Ltd. (Driver: E. Rollason)	Lola Mk. 1	1220	Green
38	Caterham Cars (Driver: Ken Rogers)	Cooper Bristol Mk. 1	1971	Purple
39	Simon Phillips	Cooper Bristol Mk. 2	1971	Blue
40	G. J. Walton	Connaught A	1960	Green
41	Colin Readey	Riley TT Sprite	1808	Blue

RESULTS

Overall:

1st	19	2nd	9	3rd	2	4th	7	5th	5	6th	4
Class A: 1st	9	Fastest Lap: No. 2+9		Time	1:34.4	Speed	89.85 mph.				
Class B: 1st	19	Fastest Lap: No. 19		Time	1:33.4	Speed	90.81 mph.				
Class C: 1st	39	Fastest Lap: No. 39		Time	1:35.4	Speed	88.91 mph.				

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BRITISH AIR FERRIES FORMULA FORD 1600 CHAMPIONSHIP RACE

EVENT 3


10 LAPS

This is a race for single-seater cars using near standard 1600 cc Ford Cortina Engines. Tyres used by these cars are identical. This is a qualifying round of the 1975 British Air Ferries Formula Ford Championship. The entry listed below will be divided into 2 practice sessions, 1 for odd numbers, the other for even numbers. If track conditions for the 2 sessions remain the same the fastest 33 cars overall in practice will start in this race and the next fastest 33 cars overall in practice will start in Event 7. If track conditions vary between practice sessions, the fastest 17 from the first practice and the fastest 16 cars from the second practice will start in this race and next fastest 17 from the first session and the next fastest 16 from the second session will start in Event 7.

No.	Entrant and Driver	Car	Colour
1	Newbridge (Driver: Tony Broster)	Dulon MPI7 Newbridge Ford	Yellow/Green
2	Power Cleaning (Driver: Dave Buttigieg)	Dulon MPI5 Ford	Red
3	Phil Dowsett	Crossle 25F Minister Ford	White
4	Newbridge (Driver: John Stelling)	Dulon MPI5 Newbridge Ford	Yellow
5	Paul Wootten	Dulon MPI5 Rowland Ford	White
6	John Skinner	Dulon MPI5 Oselli Ford	Red
7	Gareth Lloyd	Dulon MPI5 Minister Ford	White
8	David Heale	Dulon LD9/15 Oselli Ford	Orange
9	Edward Johnson	Dulon LD9 Rowland Ford	Brown
10	Parmi Bahia	Dulon LD4C Ford	White
11	Keith Hamilton	Merlyn Mk. 24 Scholar Ford	Blue
12	Don Smith	Merlyn Mk. 20A Minister Ford	Blue
13	M. G. Morland	Elden Mk. 10C Minister Ford	Black/Red
14	S. G. Williams	Merlyn Mk. 20A Scholar Ford	Blue
15	Geoff Illes	Merlyn Mk. 20A Minister Ford	Blue
16	Mark Syms	Merlyn Mk. 20A Longman Ford	Gold
17	Ray Turner	Merlyn Mk. 17/24 Holbay Ford	Green
18	Tony Halliwell	Merlyn Mk. 17A Minister Ford	White
19	Peter Owles	Merlyn Mk. 11A Rowland Ford	Black/Yellow
20	Modern Toys (Driver: John Bright)	Merlyn Mk. 11A Whitehurst Ford	White
21	Terry Richards	Merlyn Mk. 11A Scholar Ford	Red/White/Blue
22	John Busby	Merlyn Mk. 11A Ford	Green
23	Brian Dunning	Merlyn Mk. 11A Lloyd Ford	White
24	Rob Roy Racing with DJ Bond (Driver: Geoff Lees)	Royale RP21 Minister Ford	Yellow/Blue
25	Peter Krefel	Royale RP21 Minister Ford	White
26	Reg Granville	Royale RPI6A Minister Ford	Orange
27	Terry Winters	Royale RPI6 Piper Ford	Blue
28	Robert Hartley	Royale RPI6 Scholar Ford	Blue
29	Graham Jones	Royale RPI6 Lloyd Ford	Blue
30	Edward Bunker	Royale RPI6A Holbay Ford	Maroon/White
31	Sebastian Rose	Royale RPI6 Ford	Yellow/Blue
32	Murray Dudgeon	Royale RP3A Davron Ford	Blue/Yellow
33	Shellsport (Driver: Jim Walsh)	Hawke DL12 Ford	Yellow
34	R.A.F.M.S.A. (Driver: Lou de Marco)	Hawke DL12 Ford	Black/Yellow
35	Rick Morris	Hawke DL12 Scholar Ford	White
36	Warwick Trailers Ltd. (Driver: Derek Warwick)	Hawke DL12 Ford	Blue
37	Peter Williams	Hawke DL11 Rowland Ford	Blue/White
38	Rob Orford	Van Diemen RF75 Scholar Ford	White
39	Ashtune Race Hire (Driver: Clive Power)	Van Diemen RF75 Scholar Ford	Yellow
40	Ashtune Race Hire (Driver: Struan Robertson)	Van Diemen RF75 Scholar Ford	Yellow
41	MacInnes Amcron Racing (Driver: Matthew Argenti)	Van Diemen RF75 Scholar Ford	Orange/Purple
42	Ashtune Race Hire (Driver: Steve Stallwood)	Van Diemen RF75 Scholar Ford	Yellow
43	Ashtune Race Hire (Driver: Ronald Remeus)	Van Diemen RF75 Scholar Ford	Yellow
44	Allied Polymer Group (Driver: John Nicol)	Van Diemen RF74 Scholar Ford	Blue/White
45	Tiff Needell	Elden Mk. 17 Ford	Yellow
46	David Wills	Elden Mk. 10B Minister Ford	Red/White
47	Chris Ings	Van Diemen RF74	Black
48	J/S Racing/Friar Street Insurance (Driver: Chris Skellern)	Crossle 30F Rowland Ford	Blue
49	Mike Blanchet	Crossle 30F Minister Ford	Red
50	Frank Bayes	Crossle 30F Ford	White
51	John Poxon	Crossle 25F Minister Ford	Green/Silver
52	Birmingham Motor Tyres Ltd. (Driver: Paul Smith)	Crossle 25F Rowland Ford	Black
53	David Shaw	Crossle 25F Vegantune Ford	White

No.	Entrant and Driver	Car	Colour
54	Bremner Racing (Driver: Rod Bremner)	Crossle 25F Rowland Ford	Black
55	David Wigdor	Image FFI Scholar Ford	White
56	Mike Taylor	Image FFI Sabre Ford	Blue
57	Sample Surveys Ltd. (Driver: Mike Thompson)	Rostron CT75 ASD Ford	White/Green
58	Modern Hotel Group (Jersey) (Driver: Lee Wroe-Johnson)	Rostron CT3 Minister Ford	Black/Orange
59	C. K. Beale	Lotus 61M Ford	Orange
60	Geoffrey Hoodless	Lotus 51 Newbridge Ford	Blue
61	Team Castrol/Brensec Ltd. (Driver: John Nichols)	Reynard R75 Minister Ford	Purple
62	Robin Hood Coachbuilders Ltd. (Driver: Nick Foy)	Reynard 74F Minister Ford	Orange
63	Rob Newall	Jamun T3C Ford	White
64	Richard Ward	Jamun T2 Brown Ford	Red
65	John Peters	Jomic Stanspeed Ford	Red/White
66	Mike Wallaker	Jomic Mk. 2 Ford	Green
67	Colin Emery	MRE 74/75 F Ford	Blue
68	Michael Ralf	Palliser WDF3 Ford	Maroon
69	John Brock	Nike Minister Ford	Orange
70	David McClelland	Nike Ford	Blue
71	Ian Beech	Titan Mk. 6 Ford	Red
72	Production Power—Race Rental (Driver: Rob Wilson)	Arian RP3 Rowland Ford	Blue
73	Doug Westmore	Alexis Mk. 18B Rowland Ford	Yellow
74	Ian Moore	Dulon MPI5	Purple

GRID POSITIONS

	<u>3</u>	<u>36</u>	<u>51</u>	<u>20</u>	<u>11</u>	<u>63</u>	<u>66</u>
	<u>21</u>	<u>47</u>	<u>75</u>	<u>39</u>	<u>59</u>	<u>16</u>	
	<u>25</u>	<u>76</u>	<u>13</u>	<u>52</u>	<u>49</u>	<u>1</u>	<u>61</u>
	<u>46</u>	<u>55</u>	<u>53</u>	<u>43</u>	<u>14</u>	<u>40</u>	
	<u>8</u>	<u>34</u>	<u>37</u>	<u>2</u>	<u>60</u>	<u>38</u>	<u>58</u>

RESULTS

1st	<u>25</u>	2nd	<u>34</u>	3rd	<u>8</u>	4th	<u>3</u>	5th	<u>36</u>	6th	<u>55</u>
Fastest Lap: No. <u>25+76</u> Time <u>1:27.4</u> Speed <u>97.04</u> mph.											

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SOUTHERN ORGANS NATIONAL TOURING CAR CHAMPIONSHIP RACE

EVENT 4

This is a race for standard production vehicles. Modifications made to the cars are limited in number and governed by RAC Regulations. This is a qualifying round of the 1975 Southern Organs RAC British Touring Car Championship. **22 LAPS**

No. Entrant and Driver	Car	cc	Colour
Class A: Over 4000 cc			
1 Faberge Racing (Driver: Stuart Graham)	Chevrolet Camaro Z28	5730	Black/Green
3 National Organs (Driver: T. Lanfranchi)	Chrysler Hemi Cuda	6900	Yellow/Black
4 National Organs (Driver: Tony Shaw)	Chevrolet Camaro Z28	5724	Yellow/Red
5 VMW Motors/Team Esso Uniflo (Driver: Vince Woodman)	Chevrolet Camaro Z28	5735	White/Blue
7 Glazepa Products Ltd./Carter Bros. (Driver: Jon Fletcher)	Chevrolet Camaro	5735	White/Brown
9 General Relays (Driver: Brian Pepper)	Chevrolet Camaro Z28	5730	Blue
12 Malcolm Wayne Think Automotive/Simoniz Racing (Driver: Richard Lloyd)	Chevrolet Camaro Chevrolet Camaro	5730 7443	Black Red/White
15 Research Consultants (Driver: Terry Sanger) (2nd Reserve)	Chevrolet Camaro	5700	Blue
16 Bob Ridgard	Chevrolet Camaro	5730	Blue/Red
Class B: 2501-4000 cc			
21 Stuart Rolt	Ford Capri	2994	Blue
22 Hermetite Products (Driver: Holman Blackburn)	Ford Capri II	2992	White/Orange
25 Wisharts Garage, Crook, Durham (Driver: Gordon Spice)	Ford Capri II	2996	Yellow/Black
26 Wisharts Garage, Crook, Durham (Driver: Bill Gubelmann)	Ford Capri II	1999	Yellow/Black
30 Ottershaw Motor Co. (Driver: Shaun Jackson) (1st Reserve)	Opel Commodore	2984	Yellow/Blue
31 Marshall Wingfield (Driver: Peter Hanson)	Opel Commodore	2984	—
32 Dealer Opel Team (Driver: John Handley)	Opel Commodore	2984	Yellow/Blue
Class C: 1601-2500 cc			
40 Triumph Team Piranha (Driver: Andy Rouse)	Triumph Dolomite Sprint	1998	Silver/Black
41 Triumph Team Piranha (Driver: Roger Bell)	Triumph Dolomite Sprint	1998	Silver/Black
42 Allen of Romford (Driver: Allan Wilkinson)	Ford Escort RS2000	1993	Orange
43 Bob Saunders	Triumph Dolomite Sprint	1998	Yellow/Black
44 Shellsport (Driver: John Hine)	Triumph Dolomite	1998	Brown/Yellow
45 Castrol/Japan Airlines (Driver: Barrie Williams)	Mazda RX3	2300	White/Orange
47 Jon Mowatt	BMW 2002 Ti	1990	Blue/White
48 London Sports Car Centre (Driver: to be nominated) (3rd Reserve)	Ford Escort RS2000	1998	Green
50 Shellsport (Driver: Jillian Fortesque-Thomas)	Triumph Dolomite Sprint	1998	Brown/Yellow
52 Tensile Structures (Driver: Martin Thomas)	Triumph Dolomite	1990	Blue/Red/White
Class D: Up to 1600 cc			
60 Halesfield Motors (Telford) Ltd. (Driver: Bernard Unett)	Hillman Avenger GT	1598	Blue/White
61 Halesfield Motors (Telford) Ltd. (Driver: Jenny Birrell)	Hillman Avenger GT	1598	Gold
63 Samuri Racing with Toyota GB (Driver: Win Percy)	Toyota Celica GT	1588	Red/Brown
64 Penthouse Racing (Driver: Stan Clark)	Alfa Romeo GT	1570	Black/Gold
68 Bill Sydenham Penthouse Racing (Driver: Tony Dron)	Ford Cortina Lotus Alfa Romeo GT	1558 1570	Black Black/Gold
69 Samuri Racing with Toyota GB (Driver: Rex Greenslade)	Toyota Celica	1588	Red/Brown
70 Nias of Newbury Racing (Driver: Patrick Cobb)	Chrysler Avenger GT	1598	Blue/White

RESULTS

Overall:	1st	2nd	3rd	4th	5th	6th	Speed
Class A:	1	12	5	32	2	45	94.03 mph.
Class B:	1	32	32	1	2	4	90.04 mph.
Class C:	1	40	40	1	336	62	90.62 mph.
Class D:	1	63	63	1	366	82	87.82 mph.

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NATIONAL ORGANS CLUBMANS SPORTS CAR CHAMPIONSHIP RACE

EVENT 5

This is a race for front engined sports cars using either 1600 cc racing or 1600 cc Formula Ford Engines.
This is a qualifying round of 1975 National Organs Clubmans Sports Car Championship.

10 LAPS

No. Entrant and Driver	Car	Colour
Class A: 1001-1600 cc Fully Modified Engines		
1 Team Camborough (Driver: Creighton Brown)	Mallock U2 Mk. 17	Blue
4 Geoff Friswell	Mallock U2 Mk. 16	Blue/White
5 Ian James	Mallock U2 Mk. 12	Blue
6 Caldwell Smythe	Mallock Mk. 16	Blue
11 Delta Motor Co. (Windsor) Ltd. (Driver: Martin White)	Mallock U2 Mk. 14	Green
12 Malcolm Jackson	Mallock U2 Mk. 14	Orange/White
14 Bob Deverell	Mallock Mk. 14	Black/Red
15 Martin Mansell (2nd Reserve)	Mallock Mk. 11/14	Black/Gold
17 Jeremy Hunt	Mallock U2 Mk. 11/14	Blue/Orange
19 J. D. Spencer	Mallock U2 Mk. 11B	White
20 Zerostat Instruments Ltd. (Driver: Noel Stanbury)	Gryphon C4A/75	Black
21 Marler Haley Exposystems (Driver: Sid Marler)	Gryphon C73/4A	White
23 Calor Transport (Driver: Charles Tippet)	Gryphon C4A	Red
24 Ruari Gillies	Gryphon C4A	Red
25 Keith Norman	Gryphon C72/4A	Blue/White
26 Brian Green	Gryphon C4A	Green
28 St. Bruno (Driver: Barry Foley)	St. Bruno Roughcutter	White
29 Ian Walker (Driver: Vernon Davies)	Hustler SS4	Yellow/Green
36 Peter Cooke	Harrison Mk. 7	Black
Class B: 1600 cc Formula Ford Engines		
40 Team Camborough (Driver: Nick Adams)	Mallock U2 Mk. 14	Blue
41 Ron Morgans	Mallock U2 Mk. 14	Red/White
42 Team Ace Plant (Driver: Ray Mallock)	Mallock U2 Mk. 16	White
43 Keith Money	Mallock U2 Mk. 14	Black
44 Arthur Mallock	Mallock U2 Mk. 12/14E	Yellow
44 Colin Painter	Mallock U2 Mk. 8	Black/White
48 Nick Scott	Mallock U2 Mk. 11/14	Blue
53 Ron Woods	Mallock U2 Mk. 11/14	Yellow/Blue
54 Steve Saunders	Mallock U2 Mk. 11B	Blue
60 Andrew Houston	Gryphon C4A	Silver/Blue
61 Peter Ludford (1st Reserve)	Gryphon C5B	Green
62 Charles Tilley	Gryphon C71	Purple
66 Brian Young	Haggispeed Mk. 2	Brown
68 Robert Warren	Stallwood U2	Red/White
71 Mike Sales	Haggispeed	Red

RESULTS

Overall:

1st	4	2nd	20	3rd	36	4th	21	5th	23	6th	1
Class A: 1st	4	Fastest Lap: No.	4	Time	1-18.4	Speed	108.18				
Class B: 1st	42	Fastest Lap: No.	42	Time	1-27.2	Speed	97.27				

SIMONIZ SPECIAL SALOON CAR CHAMPIONSHIP RACE

EVENT 6

10 LAPS

This is a race for saloon cars, many of which are highly modified using non-standard engines and racing tyres. The silhouette of the body, however, must remain as produced. This is a qualifying round of the 1975 Simoniz Special Saloon Car Championship.

No. Entrant and Driver	Car	cc	Colour
Class A: Over 1300 cc			
1 Geoffrey Nicklen (Driver: Joe Russell)	Chevrolet Camaro	5998	Red
2 Terry Vander Zee	Ford Escort	3500	Red/White
3 Team Kent Messenger-All Car Equipe (Driver: Nick Whiting)	Ford Escort	1970	Yellow/Black
4 Brook Hire Liverpool Racing (Driver: Tony Sugden)	Ford Escort BDE	1840	Red/Gold/White
5 Brian Thackray	Ford Escort	1850	Silver/Blue
6 Chris Sims	Vauxhall Viva GT	2200	Blue/Silver
7 John Morgan (1st Reserve)	Jaguar Mk. 1	3781	Red
Class B: 1001-1300 cc			
11 Rob Roy Racing with D. J. Bond (Driver: Terry Harmer)	BLMC Cooper S	1293	White/Blue
14 Andrew Grover	Austin Cooper S	1293	Blue
15 Barry Morris	BLMC Mini	1300	White
16 Dave Thomas	BLMC Cooper S	1293	Orange/Brown
17 Jack Winter (Driver: Tony Pearce)	BLMC Cooper S	1293	White/Blue
18 Mick Hills (2nd Reserve)	BLMC Cooper S	1293	Blue/Yellow
19 John Easterling	Austin Cooper S	1293	Blue/White
20 Richard Longman & Co. (Driver: Richard Longman)	Austin Cooper S	1293	Green/Black
22 Jeff Mann	Ford Anglia	1300	Black
23 Susan Tucker Peake	Ford Escort	1297	Purple/Blue
24 Anthony Westbrook (4th Reserve)	Morris Mini	1298	Blue
Class C: 851-1000 cc			
26 Wisk Air Cargo (Driver: John Watson)	Austin Cooper S	999	Green
27 Terry Johnson	Austin Cooper S	999	Black
28 Jon Adlard	BLMC Cooper S	999	Brown
29 Keith Clements Auto Engineers (Driver: Robin Bastable)	Mini	1000	Red/White
30 Geoff Lynn	Hillman Imp	998	Orange
31 Len Elkerton	Sunbeam Imp	1000	Purple/White/Orange
32 Revolution Wheels (Driver: J. Ward)	Greetham Imp	998	Yellow/Blue
33 Peter Monkhouse	Hillman Imp	998	Yellow/Blue
34 Richard Long	Ford Anglia	1000	Yellow
35 Keith Clements Auto Engineers (Driver: TBH)	Mini	1000	Red/White
36 V. W. Derrington (3rd Reserve) (Driver: Robin Brookes)	Hillman Imp	998	Blue
Class D: Up to 850 cc			
40 Terry Price	BMC Mini	850	Red
41 Roger Saunders	Mini	848	Blue/White
42 Dieter Dahlemann	BL Mini	848	Blue/White
44 Pole Position (Racing) Ltd. (Driver: David Enderby)	Morris Mini	850	Green/White
45 Reginald Ward	Morris Mini	848	Brown
47 Alan Cranstone	Hillman Imp	849	Blue/Gold
48 Roger Gill	Hillman Imp	850	Blue
49 Mike Kirby	Chrysler Imp	848	Black

RESULTS

Overall:	1st	2nd	3rd	4th	5th	6th
	3	4	1	11	7	33
Class A:	1st 3	Fastest Lap: No. 3	Time 1 24 8	Speed 100.02 mph.		
Class B:	1st 11	Fastest Lap: No. 16	Time 1 33 0	Speed 91.20 mph.		
Class C:	1st 33	Fastest Lap: No. 30	Time 1 35 4	Speed 88.91 mph.		
Class D:	1st 48	Fastest Lap: No. 48	Time 1 37 8	Speed 86.72 mph.		

RACE 2

19	2	42	6	26	
7	30	32	1	12	
3	5	8	14	38	
39	37	25	34	22	
9	4	35	23	36	

RACE 5

4	1	11	28	43	71	19
20	6	29	44	41	59	5
21	12	25	42	40	61	68
23	14	15	60	17	62	
36	24	5	36	48	66	46

RACE 4

1	44	41	7	60	61
5	9	50	52	22	30
12	48	31	21	42	70
4	25	32	47	64	
40	45	3	63	68	69

RACE 6

3	11	33	29	49	47
6	24	45	23	26	19
2	16	30	48	15	43
1	17	28	31	36	
4	7	22	44	35	14

FORMULA FORD RACE 'B'

EVENT 7

This is a race for single-seater cars using near standard 1600 cc Ford Cortina Engines. Tyres used by these cars are identical.

7 LAPS

Cars qualifying to take part in this race are listed under Race 3 and the method by which they qualify is also under Race 3.

No.	Entrant and Driver	Car	cc	Colour
6				
61				
19				
64				
14				
48				
71				
45				
26				
15				
17				
28				
70				
9				
19				
56				
4				
31				
62				
5				
44				
33				
72				
27				
7				
23				
54				

RESULTS

1st 19 2nd 64 3rd 48 4th 17 5th 18 6th 45
 Fastest Lap: No. 19 Time 1:30.6 Speed 93.62 mph.

CHAMPIONSHIP INFORMATION

BRITISH AIR FERRIES FORMULA FORD CHAMPIONSHIP

BRITISH AIR FERRIES—the Southend-based passenger and cargo airline—are sponsoring the BARC's 1975 Formula Ford Championship. A feature of the series is the BAF Air Ticket, which drivers can use at one round of their choice to aim for double points.

The BAF Formula Ford Championship will be held over 16 rounds at 10 different circuits from March to October, with all rounds counting towards the final result. The prize money fund totals £2,200, including end-of-season payment. The winner of the BAF Championship will receive £200 plus the BAF Trophy.

Each Championship contender must register with the BARC at Thruxton Circuit, near Andover, Hants., and must be a competition member of the BARC in order to score points and win prize money. When registering, each competitor will be given a BAF Air Ticket—the competitor may double the number of points he scores at any one qualifying round of his choice by handing in the Air Ticket on signing-on for the meeting concerned. The Air Ticket may be used only once and is forfeited once handed in.

Points will be scored on a 9-6-4-3-2-1 basis with all rounds counting towards the Championship result. Prize money at today's qualifying round will be paid as follows: 1st-£30; 2nd-£25; 3rd-£20; 4th-£15; 5th-£10. End of season awards for final Championship placings are: 1st-£200 and BAF Trophy; 2nd-£150; 3rd-£100; 4th-£75; 5th-£50; 6th-£25.

Qualifying rounds are: March 2, Thruxton; March 31, Thruxton; April 13, Llandow; May 11, Thruxton; May 18, Brands Hatch; June 1, Cadwell Park; June 8, Silverstone; June 22, Croft; June 28, Oulton Park; July 26, Oulton Park; July 27, Mallory Park; August 10, Snetterton; August 25, Castle Combe; September 7, Silverstone; October 12, Thruxton; October 26, Thruxton.

FORMULA FORD

Championship points up to May 11:

David Heale (Dulon)	15	Peter Williams (Hawke)	4
Frank Bayes (Merlyn)	9	Terry Richards (Merlyn)	4
Geoff Lees (Royale)	9	David Buttigieg (Dulon)	4
Tony Broster (Dulon)	9	Peter White (Royale)	3
Rick Morris (Hawke)	6	Richard Mallock (Mallock)	3

ALCOA MAN OF THE MEETING

ALCOA'S Man of the Meeting Award is presented to the driver who contributes the most to the meeting. And to do that he doesn't necessarily have to win a single race. The decision is made by a panel of four—a member of the public, of the press, of the BARC and of Alcoa. Full details will be announced at today's meeting. Alcoa are running the scheme exclusively at Thruxton this year.

NATIONAL ORGANS CLUBMANS SPORTS CHAMPIONSHIP

NATIONAL ORGANS are sponsoring the BARC's new Clubmans' Formula Championship for 1975. The National Organs Clubmans Championship features 14 rounds at 9 different circuits, including Thruxton, Mallory and Brands Hatch with almost £100 prize money per round. Classes are for 1600 modified and 1600 Formula Ford-powered clubmans racers.

National Organs' Jim Miller is no stranger to the BARC—another of his companies, Miller Organs, is backing the BARC's Modsports Championship, while his Southern Organs concern is sponsoring the RAC Group 1 Saloon Championship, six rounds of which the BARC are organising. Southern Organs are also supporting the BRSCC's Formula Ford series.

Southern Organs International are Britain's main importers of Japanese-manufactured National Organs with 40 nationwide dealers—many of these will be involved in racetrack promotions during the season.

Today's class awards are: Class A: 1st-£25; 2nd-£15; 3rd-£10; 4th-£5. Class B: 1st-£18; 2nd-£12; 3rd-£8; 4th-£4.

Qualifying rounds of the National Organs Clubmans Formula Championship are: March 2, Thruxton; April 20, Thruxton; May 11, Thruxton; May 18, Mallory Park; May 26, Croft; June 1, Cadwell Park; June 8, Silverstone; June 29, Snetterton; July 13, Cadwell Park; July 27, Mallory Park; August 17, Brands Hatch; September 21, Brands Hatch; October 4, Oulton Park; October 26, Thruxton.

Championship points up to May 11:

Up to 1600 cc Modified	Up to 1600 cc Formula Ford
Noel Stanbury (Gryphon)	Nick Adams (Mallock)
Geoff Friswell (Mallock)	Ron Morgans (Mallock)
Creighton Brown (Mallock)	Nick Scott (Mallock)
Sid Marler (Gryphon)	Peter Clark (Centaur)
David Orbell (Stallwood)	Keith Money (Mallock)
Malcolm Jackson (Mallock)	Arthur Mallock (Mallock)
Ruari Gillies (Gryphon)	

CHAMPIONSHIP INFORMATION

SOUTHERN ORGANS RAC BRITISH TOURING CAR CHAMPIONSHIP

The ubiquitous generosity and enthusiasm of Southern Organs has been harnessed with the organisation of the RAC to offer the Southern Organs RAC British Touring Car Championship, the series which was last year sponsored by Castrol in their 75th Anniversary year.

The championship is run in four classes, divided on engine capacity: (a) over 4000 cc; (b) 2500-4000 cc; (c) 1600-2500 cc; (d) up to 1600 cc. Points are scored on a 9-6-4-3-2-1 basis in each class with reductions if there are less than six entries. Fifteen rounds have been organised, of which nine best results will count towards a driver's championship total. Prize money will be awarded to the first four finishers in each class, the overall season's end championship winner receiving £250. Each class winner will receive £250, second £200 and third £125.

Future rounds: March 16, Brands Hatch; March 28, Oulton Park; March 31, Thruxton; April 13, Silverstone; April 20, Brands Hatch; May 11, Thruxton; May 26, Silverstone; June 15, Mallory Park; June 29, Snetterton; July 19, Silverstone; August 17, Inghinston; August 25, Brands Hatch; September 7, Oulton Park; October 19, Brands Hatch.

Championship points up to May 10:

Up to 1600 cc			
Win Percy (Toyota Celica GT)	35	Tony Dron (Alfa Romeo GT Junior)	14
Bernard Unett (Hillman Avenger GT)	26	David Vizard (Hillman Avenger GT)	7
Jenny Birrell (Hillman Avenger GT)	22	Hugh Oliver-Bellasis (Hillman Avenger GT)	5
Stan Clark (Alfa Romeo GT Junior)	16		
1601-2500 cc			
Andy Rouse (Triumph Dolomite Sprint)	40	Tom Walkinshaw (Ford Escort RS2000)	11
Barrie Williams (Mazda RX3 Coupe)	20	Brian Muir (Mazda RX3 Coupe)	4
Roger Bell (Triumph Dolomite Sprint)	15	Gillian Fortescue-Thomas (Triumph Dolomite Sprint)	4
John Hine (Triumph Dolomite Sprint)	14		
2501-4000 cc			
Gordon Spice (Ford Capri 3000)	22	Shaun Jackson (Opel Commodore GS/E)	11
Les Blackburn (Ford Capri 3000)	21	Bill Gubelmann (Ford Capri 3000)	6
Stuart Rolfe (Ford Capri 3000)	11		
Over 4000 cc			
Richard Lloyd (Chevrolet Camaro Z28)	46	Tony Lanfranchi (Plymouth Hemi Barracuda)	11
Stuart Graham (Chevrolet Camaro Z28)	30	Tony Shaw (Chevrolet Camaro Z28)	10
Vince Woodman (Chevrolet Camaro Z28)	23	Malcolm West (Chevrolet Camaro Z28)	6
Brian Pepper (Chevrolet Camaro Z28)	13		

ALLIED POLYMER GROUP FORD 2000 CHAMPIONSHIP

This brand new formula, for single-seaters using standard 2-litre Ford Cortina engines, has found an enthusiastic sponsor in the Allied Polymer Group, whose increasing involvement in motorsport started only last year.

There are 17 rounds, a driver's best 15 results to count towards his championship total. Points are awarded on a 9-6-4-3-2-1 basis with prize money paid at £8 per point. There will be double points at the final round but not double prize money. Championship winner will receive £250, runner-up £150 and third-place man £100. There are also trade bonuses from Castrol, Dunlop, Goodyear and Shell. The McKechnie Wine Company is offering a case of wine to the fastest driver in practice for each round of the championship and points (10-7-4) will be awarded to the fastest three drivers counting towards an end of season prize.

Future rounds: March 16, Brands Hatch; March 28, Oulton Park; March 30, Snetterton; April 20, Brands Hatch; April 27, Oulton Park; May 11, Thruxton; May 25, Brands Hatch; May 26, Snetterton; June 15, Mallory Park; June 29, Snetterton; July 27, Snetterton; August 10, Mallory Park; August 25, Brands Hatch; September 7, Oulton Park; September 28, Silverstone; October 18, Brands Hatch.

Championship points up to May 10:

Derek Lawrence (Crossle 31F)	31	Frank Hopper (Crossle 31F)	5
Damien Magee (Palliser P742)	26	Donald McLeod (Van Diemen RF75)	4
Bernard Vermilio (Merlyn Mk 28)	25	Chris Pryer (MRE 755F)	3
Ian Taylor (Dulon MPI6)	22	Roger Orgee (Royale RP22)	3
Syd Fox (Hawke DL14)	12	Adrian Reynard (Reynard 755F)	7
Jeremy Rossiter (Reynard 755F)	7		

CHAMPIONSHIP INFORMATION

SPEED MERCHANTS/JCB HISTORIC CAR CHAMPIONSHIP

The Historic Car Championship for 1975 is co-sponsored by the J. C. Bamford Excavators Ltd. (who sponsored the first four years of the series) together with Speed Merchants, the Liverpool-based race organisers headed by Chief Executive Bill Allen working with founder Nigel Moores. The Championship is open to sports racing and thoroughbred Grand Prix cars manufactured up to and including 1960 running in three classes: over 3000 cc, up to 3000 cc and up to 2000 cc. Points are scored at each round as in each class as follows: 1st-6pts; 2nd-5; 3rd-4; 4th-3; and unplaced finishers 2. The Championship Trophy is awarded to the driver amassing the greatest number of points at five of the Championship's six rounds.

Rounds yet to be run are: August 17, Thruxton; September 7, Oulton Park; October 4, Silverstone; October 19, Brands Hatch.

There is also a Team Trophy Award going to any team of two drivers driving cars entered in the Championship (not necessarily in the same class) who amass the greatest number of points between them in all six rounds.

Championship points up to May 10 are:

Over 3000 cc			
David Ham (Lister Jaguar)	6	Martin Morris ("D" Type Jaguar)	4
Bruce Halford (Lister Jaguar)	5	Bert Young (Lister Jaguar)	3
2000 cc-3000 cc			
Wille Green (Maserati 250F)	6	Hon. Patrick Lindsay (Maserati 250F)	4
Frank Sytner (Maserati Birdcage)	5	Frank Lockhart (Rover Special)	3
Up 2000 cc			
Alan Cottam (Connaught)	6	Gerry Walton (Connaught)	4
Simon Phillips (Cooper Bristol)	5	Dr. Tony Goodwin (Lotus XI)	3

SIMONIZ SPECIAL SALOON CAR CHAMPIONSHIP

Simoniz—the car care people—are continuing their support of the successful MCD Special Saloon Championship series throughout 1975. Racing is in four classes—up to 850 cc, up to 1000 cc, up to 1300 cc and over 1300 cc—and points are scored on a 9-6-4 basis for the first three in each class at 15 rounds of the Championship's 20 rounds. Double points are awarded in the final round at Brands Hatch on November 2. Prize money is paid to first three in each class at each round, and end-of-season awards are £200 and Trophy for the overall Simoniz Special Saloon Car Championship winner, £72 to winner of the other three classes, and money down to 5th place in each class.

Qualifying rounds remaining are: May 26, Oulton Park; June 8, Brands Hatch; June 15, Snetterton; June 22, Brands Hatch; July 6, Silverstone; July 13, Mallory Park; August 10, Brands Hatch; August 25, Snetterton; September 7, Brands Hatch; September 14, Snetterton; October 4, Oulton Park; October 12, Thruxton; November 2, Brands Hatch.

Championship points up to May 11:

Up to 850 cc		851-1000 cc	
David Enderby (BLMC Mini)	36	Jeff Ward (Hillman Imp)	27
Michael Holland (Hillman Imp)	12	Peter Carlidge (Austin A40-Ford)	15
Bernard Tester (BLMC Mini)	10	Martin Sellicks (BLMC Mini)	9
Charles Bernstein (BLMC Mini)	9	Richard Long (Ford Anglia)	8
Roger Gill (Hillman Imp)	9	Derek Walker (Fiat 850 Coupé-Ford)	6
Brendan Chappel (BLMC Mini)	6	George Hard (BLMC Mini)	6
Mike Kerby (Hillman Imp)	6	Peter Baldwin (BLMC Mini-Ford)	6
Clifford Watts (Hillman Imp)	6	Ray Calcutt (Hillman Imp)	6
		Len Elkerton (Hillman Imp)	6
1001-1300 cc		Over 1300 cc	
Tony Westbrook (BLMC Mini)	26	Nick Whiting (Ford Escort)	27
Terry Harmer (BLMC Mini)	15	Tony Sugden (Ford Escort)	13
Susan Tucker-Peake (Ford Escort)	12	Gerry Marshall (Vauxhall Firenza Coupé)	9
Edward Taylor (BLMC Mini)	12	Tony Strawson (Ford Capri V8)	8
Ian Blunt (BLMC Mini)	12	Divina Galica (Ford Escort)	6
Gerry Gough (BLMC Mini)	9	Alec Poole (Skoda S110R Coupé-Ford)	6
Bob Fox (BLMC Mini)	9	Melvyn Crowther (Ford Capri)	6
Peter Baldwin (BLMC Mini-Allen)	9	Martin Birrane (Ford Capri V8)	6
Dave Hancock (BLMC Mini)	6		

THRUXTON QUICKIES

● If you missed all the action at Thruxton on Easter Monday, there's a full report in this month's **BARC News**. You can buy the packed 20-page issue at the Circuit Office for just 10 new pee—don't miss it!

● Can **Tony Lanfranchi** and **Stuart Graham** both beat the Thruxton jinx today? Big Tony had to fight his National Organs Chrysler Hemicuda all the way at Easter after the failure of its power steering, and spent most of the race in the most lurid broadsides around the fast track. Stuart Graham, last year's British Saloon Car Champion, has yet to win a race at Thruxton. At Easter he was comfortably leading in his Brutal Camaro from the rest of the pack when a halfshaft let go just a couple of laps from the end, losing him a wheel and his certain victory.

● **Andy Rouse**—the Mighty Mouse—has been doing some fairly exciting giant-killing acts this year. Easter at Thruxton saw him finish second overall to Richard Lloyd's Camaro in his 'little' Broadspeed Dolomite Sprint. Well, you've got to reckon 2-litres of British Leyland power being 'little' compared to 5.7 litres (some this year are even 7.4!) of Detroit iron block Chevys.

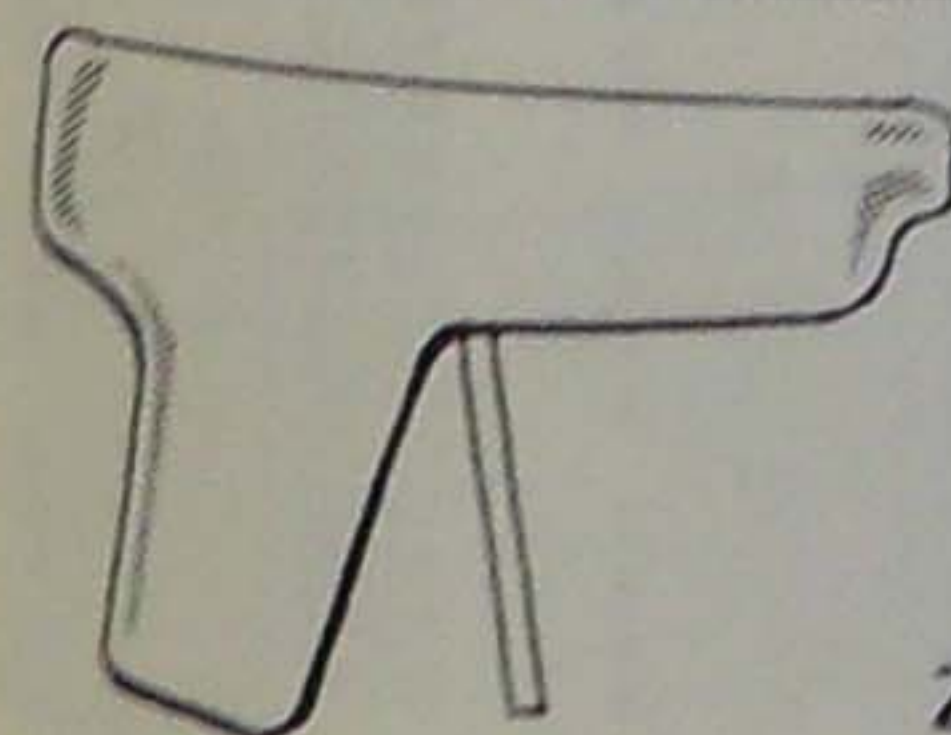
● Spare a thought for the lovely **Jill Fortescue-Thomas** who makes a welcome return to motor racing this year—she hasn't raced at Thruxton recently, so she and her ShellSport Dolomite Sprint have a lot to learn today. Undoubtedly one of the fastest ladies Britain has yet produced, many remember her fantastic driving in a works Escort a couple of years back, even beating Gerry Marshall.

● If you're a keen golfer, you'll be interested to hear that the **BARC Golf Society** has its Spring Cup challenge near Thruxton on Friday May 23, just before the big Formula 5000 meeting here. The match—for the Hugh Brampton Spring Cup (Hugh is Observer at Cobb corner today)—is at Bramshaw in the New Forest, teeing off between 1.30 and 2.30. Fees—which include dinner at the New Forest Lodge—are £4.50 to BARC members, £5 to non-members. Wives, caddies, girlfriends or anyone else not playing can attend the dinner for £3. Apply now to BARC Golf Society, Thruxton Circuit, nr. Andover, Hants, or give your name and address to the Circuit Office today and we'll contact you.

● Thruxton's 'extra' television meeting at Thruxton on November 15 is to be sponsored again by **Wella**, the hair care people. Races will include Formula Atlantic, modsports, saloons and Formula Ford, and it is a Saturday meeting. Make a note in your racing diary.

● Despite the addition of Formula Ford 2000 to the racing programme—designed to take some of the cream off the top of the **Formula Ford** circus and give more chances to race to everybody—entries for FF are still as big as ever. Today the BARC's hard-working competition office have had to process some 84 entries for the British Air Ferries Formula Ford race, whittling those down to 75 (the rest were too late!) and of those only half will get a race in the Championship round based on the 33 fastest practice times. The next 33 will get a crack too in the consolation race at the end of the meeting—often even hairier than the feature race!—but the rest are out of luck today.

IT MUST MAKE SENSE TO JOIN THE BARC!



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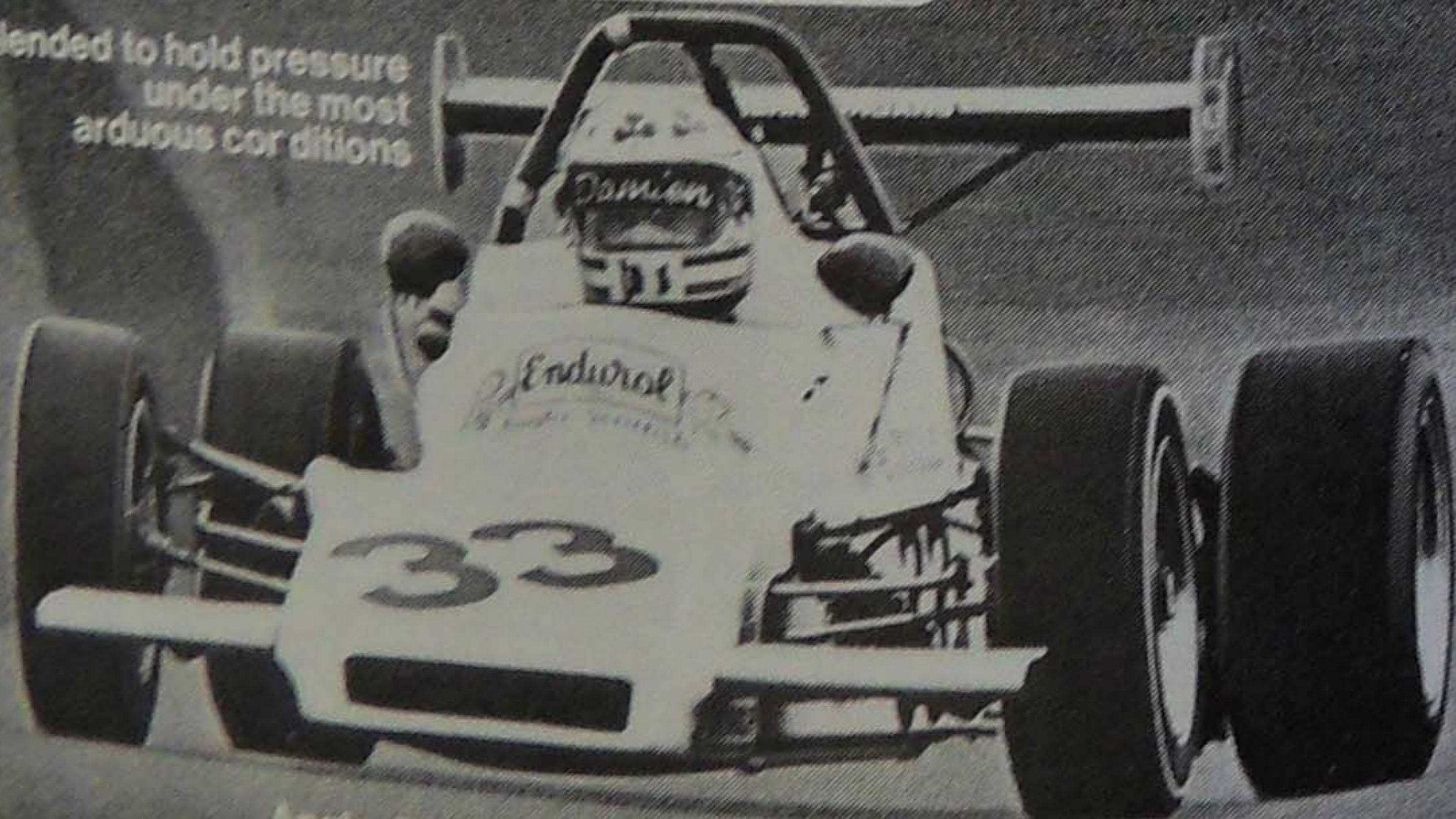


THE RETURN OF POWER: Formula 5000 comes back to Thruxton on Bank Holiday Monday May 26—just two weeks away. Can the big V8-powered single-seaters smash Thruxton's outright 120mph. barrier—or will David Purley's V6-powered car beat them all? Come and see for yourself—book now using the form on the back of this programme.

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THRUXTON 15

SEASON FIXTURES

MAY	Monday 26th	EUROPEAN FORMULA 5000 CHAMPIONSHIP INTERNATIONAL
AUGUST	Sunday 17th	EUROPEAN FORMULA 5000 CHAMPIONSHIP INTERNATIONAL
SEPTEMBER	Sunday 14th Sunday 28th	BARC CHAMPIONSHIP MEETING INTERNATIONAL 'MOTOR CYCLE' GRAND PRIX
OCTOBER	Sunday 12th Sunday 26th	BARC CHAMPIONSHIP MEETING BARC CHAMPIONSHIP MEETING
NOVEMBER	Saturday 15th	BBC TELEVISION MEETING

THRUXTON SPEED TABLE

(2.356 miles)

LAP TIME	SPEED	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.	M. S.	M.P.H.
1 08	124.73	1 16	111.60	1 24	100.97	1 32	92.19	1 40	84.82	1 48	78.5
.2	124.36	.2	111.31	.2	100.73	.2	91.99	.2	84.65	.2	78.3
.4	124.00	.4	111.02	.4	100.49	.4	91.79	.4	84.48	.4	78.1
.6	123.64	.6	110.73	.6	100.26	.6	91.59	.6	84.31	.6	77.9
.8	123.28	.8	110.44	.8	100.02	.8	91.40	.8	84.14	.8	77.7
1 09	122.92	1 17	110.15	1 25	99.78	1 33	91.20	1 41	83.98	1 49	77.5
.2	122.56	.2	109.87	.2	99.55	.2	91.00	.2	83.81	.2	77.3
.4	122.21	.4	109.58	.4	99.32	.4	90.81	.4	83.64	.4	77.1
.6	121.86	.6	109.30	.6	99.08	.6	90.62	.6	83.48	.6	76.9
.8	121.51	.8	109.02	.8	98.85	.8	90.42	.8	83.32	.8	76.7
1 10	121.17	1 18	108.74	1 26	98.62	1 34	90.23	1 42	83.15	1 50	76.5
.2	120.82	.2	108.46	.2	98.39	.2	90.04	.2	82.99	.2	76.3
.4	120.48	.4	108.18	.4	98.17	.4	89.85	.4	82.83	.4	76.1
.6	120.14	.6	107.91	.6	97.94	.6	89.66	.6	82.67	.6	75.9
.8	119.80	.8	107.63	.8	97.71	.8	89.47	.8	82.51	.8	75.7
1 11	119.46	1 19	107.36	1 27	97.49	1 35	89.28	1 43	82.35	1 51	75.5
.2	119.12	.2	107.09	.2	97.27	.2	89.09	.2	82.19	.2	75.3
.4	118.79	.4	106.82	.4	97.04	.4	88.91	.4	82.03	.4	75.1
.6	118.46	.6	106.55	.6	96.82	.6	88.72	.6	81.87	.6	74.9
.8	118.13	.8	106.29	.8	96.60	.8	88.53	.8	81.71	.8	74.7
1 12	117.80	1 20	106.02	1 28	96.38	1 36	88.35	1 44	81.55	1 52	74.5
.2	117.47	.2	105.76	.2	96.16	.2	88.17	.2	81.40	.2	74.3
.4	117.15	.4	105.49	.4	95.95	.4	87.98	.4	81.24	.4	74.1
.6	116.83	.6	105.23	.6	95.73	.6	87.80	.6	81.09	.6	73.9
.8	116.51	.8	104.97	.8	95.51	.8	87.62	.8	80.93	.8	73.7
1 13	116.19	1 21	104.71	1 29	95.30	1 37	87.44	1 45	80.78	1 53	73.5
.2	115.87	.2	104.45	.2	95.09	.2	87.26	.2	80.62	.2	73.3
.4	115.55	.4	104.20	.4	94.87	.4	87.08	.4	80.47	.4	73.1
.6	115.24	.6	103.94	.6	94.66	.6	86.90	.6	80.32	.6	72.9
.8	114.93	.8	103.69	.8	94.45	.8	86.72	.8	80.17	.8	72.7
1 14	114.62	1 22	103.43	1 30	94.24	1 38	86.55	1 46	80.02	1 54	72.5
.2	114.31	.2	103.18	.2	94.03	.2	86.37	.2	79.86	.2	72.3
.4	114.00	.4	102.93	.4	93.82	.4	86.20	.4	79.71	.4	72.1
.6	113.69	.6	102.68	.6	93.62	.6	86.02	.6	79.56	.6	71.9
.8	113.39	.8	102.43	.8	93.41	.8	85.85	.8	79.42	.8	71.7
1 15	113.09	1 23	102.19	1 31	93.20	1 39	85.67	1 47	79.27	1 55	71.5
.2	112.79	.2	101.94	.2	93.00	.2	85.50	.2	79.12	.2	71.3
.4	112.49	.4	101.70	.4	92.80	.4	85.33	.4	78.97	.4	71.1
.6	112.19	.6	101.45	.6	92.59	.6	85.16	.6	78.83	.6	70.9
.8	111.89	.8	101.21	.8	92.39	.8	84.99	.8	78.68	.8	70.7

CIRCUIT INFORMATION

COMMENTARIES:

There are two commentary points around the circuit, one at the start/finish line, and the other at the exciting Campbell/Cobb/Segrave complex. From their raised vantage points, your two commentators can cover almost the whole of the 2.356 mile race, so there is no practice information to the general public.

CATERING:

There is a restaurant in the Paddock where hot meals are available throughout the day from 7.30 a.m.

There are other catering points where hot drinks, sandwiches, etc., are available at the following points: in the Paddock, opposite the bridge and at Campbell Corner.

For BARC Members there is additional catering available in the Flying Club with meals being available from 8.00 a.m. onwards; there is a licensed bar here as well.

There are also licensed bars at the following points: In the Paddock, opposite the bridge and at Campbell Corner.

GRANDSTANDS:

There are four permanent stands at the following points:

Club Corner (Chicane). There are two stands here. Grandstand "A" holds 844 people and is at a very popular part of the circuit, not only giving a good view of all the excitement that happens but also for most of the circuit. Grandstand "B" holds 604 people and is for BARC members only, being alongside Grandstand "A". Admission to these stands is: Grandstand "A" £1.40. Grandstand "B" £1.20.

Pits. Grandstand "D" holds 604 people and is a must for those who like to watch the start and finish of all races as it is opposite the Startline. Admission £1.20

Cobb Corner. Grandstand "E", which holds 724 people, is probably the best viewing point on the circuit as one can follow cars almost the whole way round. Admission £1.20.

PADDOCK TRANSFER:

For those who like to have a close look at the cars in the Paddock the bridge by the Circuit Crossing has to be used. A charge of £1 is made to those who wish to avail themselves of this facility.

TOILETS:

There are Ladies and Gents toilets in the following places: In the Paddock, at the rear of Grandstands "A" and "B", Allard Corner and Campbell Corner.

SHOPS:

There is a small shopping area opposite the Pits. Such items as films, sunglasses, toys, stickers, anoraks, umbrellas, pictures, calendars, etc., can be purchased in this area. Cigarettes are also on sale in these areas.

CAMPING/CARAVANS:

Those who wish to stay overnight either under canvas or in a caravan will find an area set aside halfway up the Main Drive on the right-hand side. Fresh water is available from a tap at the top of the Skid Pan.

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.

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

The promoters reserve the right to alter amend or cancel the programme without notice.

THRUXTON 75

WILL THE 120 MPH LAP BE RUN?

CAN YOUR EARS TAKE THE THUNDER?

CAN YOUR EYES TAKE THE SPECTACLE?

CAN DAVID PURLEY BEAT DETROIT IRON?

DOES FORMULA 5000 TURN YOU ON?

DO THE BLUE EAGLES FLIP YOUR MIND?

DO THE RED DEVILS FALL FOR FREE?

Find out all the answers here at Thruxton on

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