

BARC RACING

THRUXTON 75



Forward Trust

November

Trophy

Race Meeting

SATURDAY NOVEMBER 15 THRUXTON CIRCUIT

FORWARD TRUST IS A MEMBER OF MIDLAND BANK GROUP

FEATURING:

**THE PRESENTATION OF
A BARC GOLD MEDAL
TO LORD HESKETH
PLUS**

**THE HESKETH 308B
GRAND PRIX RACER**



OFFICIAL PROGRAMME 25 P

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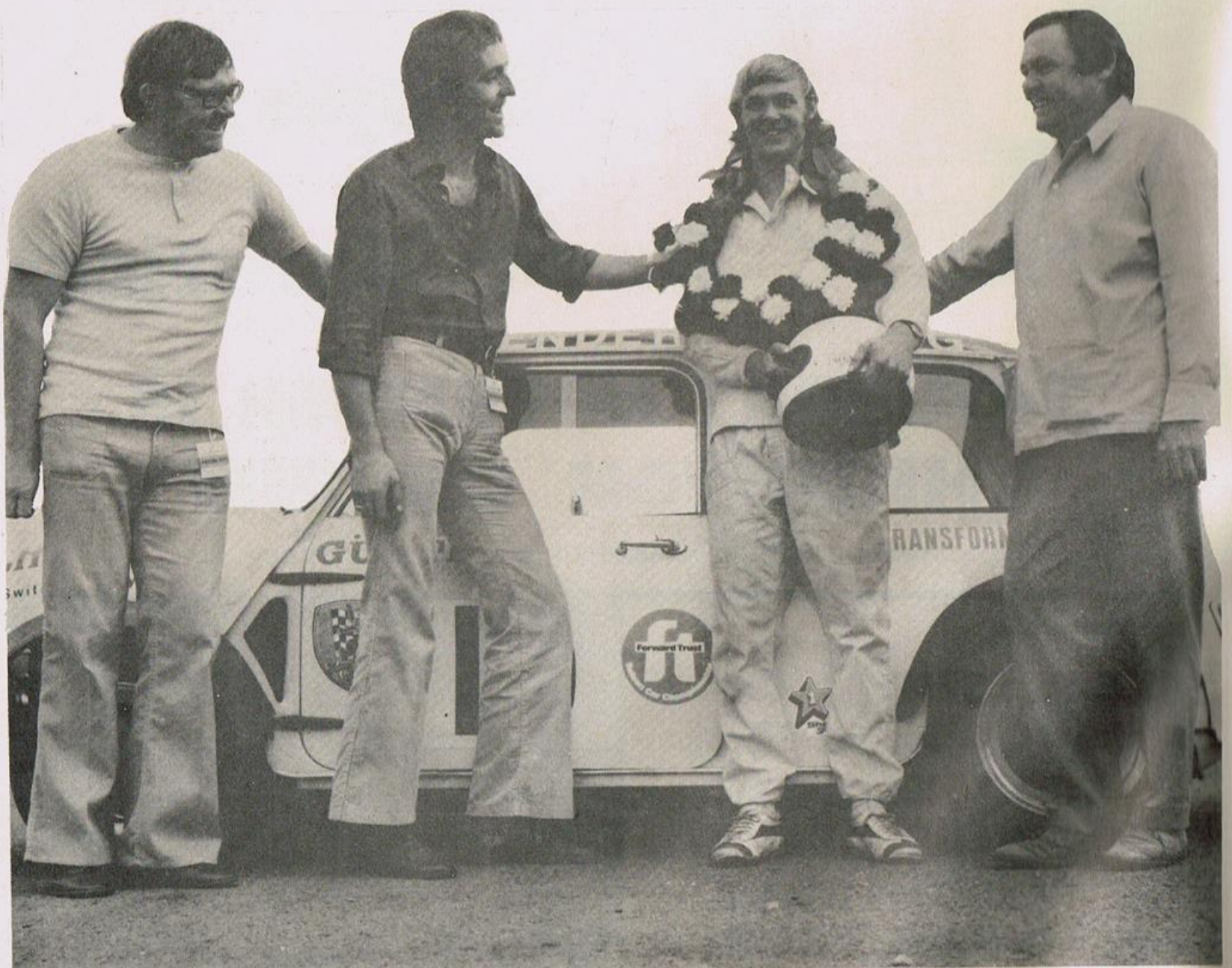
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WELCOME TO THRUXTON...



FIVE YEARS AGO TO THIS VERY DAY, VIEWERS OF THE BBC Grandstand programme saw one of the most exciting Formula 3 races ever televised and although not winning this final round, Carlos Pace was able to collect sufficient points to become the first ever Forward Trust Motor Racing Champion.

This was 1970 – a year that saw our entry into motor sport and the start of a long and close association with the BARC. Elsewhere in this programme, in an interview with Mark Cole, we have given some of the reasons behind our interest and involvement. Suffice to say here that we are delighted to be associated once again with the BARC in sponsoring a Forward Trust Trophy Meeting at Thruxton.

Over the years many familiar names have been engraved on the Forward Trust Trophies. Former champions of Formula 3 – Carlos Pace, Dave Walker, the late Roger Williamson, Ian Taylor and Brian Henton and of course the Special Saloon Car Specialists Gerry Marshall, Peter Crouch, Graham Goode and Phil Winter.

It is perhaps appropriate therefore that both Formula 3 and Special Saloons play a leading role in today's programme and with supporting races from the ever popular and highly competitive Formula Fords and Modified Sports we hope that everyone – spectators, officials and competitors alike – will enjoy a successful afternoon's sport.

Finally, may I also say how pleased we are to have our Trophy Meeting providing the setting for the Gold medal presentation. And I should like to take this opportunity of adding our own congratulations to Lord Hesketh and pay tribute to his outstanding contribution to the world of motor racing. We wish him and his enthusiastic team every success in their quest to provide a British World Champion in James Hunt.

Tom O'Malley
Managing Director, Forward Trust Limited



*Vive
Le Patron!*

*Congratulations
Lord Hesketh*

*on the award of the coveted
BARC Gold Medal for your outstanding
contributions & sponsorship to
British Motor Racing*

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FORWARD TRUST NOVEMBER TROPHY SATURDAY NOV 15 1975

PROGRAMME OF EVENTS

- 9.00 am PRACTICE
- 12.45 pm THE PRESENTATION OF A BARC GOLD MEDAL TO THE RT HON LORD ALEXANDER HESKETH, IN RECOGNITION OF HIS OUTSTANDING CONTRIBUTION TO MOTOR RACING, BY MR WW PAUL, CHAIRMAN OF THE BARC COUNCIL. THIS WILL BE FOLLOWED BY A DEMONSTRATION OF THE HESKETH 308B GRAND PRIX CAR
- 1.10 pm **EVENT 1:** FORWARD TRUST TROPHY FORMULA FORD RACE 7 laps
Awards: 1st—Forward Trust Trophy and £35; 2nd—£30; 3rd—£25
4th—£20; 5th—£15; 6th—£10.
- 1.40 pm **EVENT 2:** FORWARD TRUST TROPHY FORMULA THREE RACE 15 laps
Awards: 1st—Forward Trust Trophy and £200; 2nd—£150; 3rd—£100; 4th—£70;
5th—£50; 6th—£40; 7th—£30; 8th—£20; 9th—£10; 10th—£10.
- 2.20 pm **EVENT 3:** FORWARD TRUST TROPHY MODIFIED SPORTS CAR RACE 8 laps
Awards: Overall winner — Forward Trust Trophy
In each class: 1st—£20; 2nd—£15; 3rd—£10.
- 2.55 pm **EVENT 4:** FORWARD TRUST TROPHY SPECIAL SALOON RACE 12 laps
Awards: Overall winner — Forward Trust Trophy
In each class: 1st—£50; 2nd—£30; 3rd—£20.
- 3.55 pm **EVENT 5:** CONSOLATION FORMULA FORD RACE 7 laps (for non-qualifiers in Event 1)
Awards: 1st; 2nd and 3rd: Trophies

THIS MEETING IS BEING TELEVISED BY BBC TV GRANDSTAND THIS AFTERNOON, AND THERE MAY BE SLIGHT VARIATIONS FROM THE TIMES SHOWN ABOVE

OFFICIALS OF THE MEETING

Organised by the British Automobile Racing Club. This meeting is held under the International Sporting Code of the FIA, General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the RAC and the Supplementary Regulations and Instructions of the British Automobile Racing Club Ltd. RAC Permit No. RS10790 (Res.)

Stewards: B. Tye (RAC) K. C. W. Rainsbury	Chief Observer: A. J. Holberton	Chief Paddock Marshal: P. A. Sturgess	Chief Scrutineer: N. Croucher	Assistant Timekeepers: M. S. Cook A. W. Coyle
Judges: J. S. Courtis D. E. W. Jordan H. E. Rodhouse N. F. Turner Bridger C. D. V. Wilson	Deputy Chief Observer: R. J. Scannell	Press Officer: Mark Cole	Scrutineers: R. Croucher M. Conway P. Williams F. Harrison	Race Recorders: B. Williams R. Williams G. E. Williams
Clerk of the Course: S. L. Offord	Incident Officer: P. D. Cunnell	BARC Staff: Miss D. Evans Miss S. Hunt Mrs. S. Duddridge Mrs. E. Smith	Chief Timekeeper: M. R. G. Eyre	First Aid: St. Johns Ambulance Brigade
Deputy Clerk of The Course: J. F. Wickham	Chief Marshal: F. Reeves	Incident Vehicles: Motor Race Rescue Unit	Timekeepers: R. Balmer J. Harvey P. Cockerill D. Morley G. Colman T. Colman M. Ford	Breakdowns: Norman Reeves Ltd. Uxbridge Monro's of Andover Gregory Motors Winterslow G. P. Motors Broughton Clover Leaf Cars, Andover
Secretary of the Meeting: Miss W. R. Dodimead	Chief Medical Officer: Dr. J. Palmer	Commentators: N. Hay S. Taylor		
	Chief Startline Marshal: R. J. Lentell			
	Chief Flag Marshal: M. H. Groves			

MARSHALS — MEMBERS OF THE BARC

NOTICES

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

Under no circumstances whatsoever will any animal be admitted to Thruxton Circuit, whether in vehicles or not. The organiser's prime consideration must be the safety of competitors, and anyone found attempting to bring an animal into the Circuit or with any animal at the Circuit will be asked to remove both animal and themselves from the Meeting.

COVER PIC: Peter Tempest

PROGRAMME AND COPYRIGHT

The promoters reserve the right to amend or cancel the programme without notice. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted.

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



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1st Thruxton August 17th. 1st Mallory August 24th.

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SIX YEARS INVOLVEMENT

BARC PRESS OFFICER MARK COLE INTERVIEWS IAN ANDERSON, ADVERTISING AND PUBLICITY MANAGER FOR FORWARD TRUST LTD, ON HIS COMPANY'S INVOLVEMENT IN MOTOR SPORT AND LONG ASSOCIATION WITH THE BARC



MC: Ian, the November Trophy meeting brings to a close Forward Trust's sixth consecutive season in motor racing. What influenced your company to enter the sport in the first place?

IA: Well that's not at all difficult to answer. Forward Trust is one of the largest finance companies in Great Britain and, as you probably know, a significant part of our business is connected with the provision of finance to purchase cars, caravans and boats and to carry out a wide range of home improvements, mainly on a personal loan basis. The greatest proportion of this aspect of our business involves motor vehicles and it's therefore appropriate that we should associate ourselves with a sport that has such close affinities with the motor industry, the motor trade and the motoring public.

MC: Are you satisfied with the result?

IA: Evaluating sponsorship of any kind is extremely difficult but it must be remembered that we did not enter motor racing merely to increase public awareness of the company. I think your question is best answered by referring to our six years' continuous involvement. One would hardly go six years if we were dissatisfied!

MC: But what about Formula 3, which you had supported since 1970 and which you dropped this season?

IA: I thought this was probably behind your earlier question. We didn't come out because we were dissatisfied. True F3 was going through the doldrums somewhat but I don't think it was as bad as some people made out and in any event the BARC made us well aware that it was due for a re-

val. The reason to come out was quite simply financial — it did not make commercial sense, nor indeed advertising sense, to sponsor two championships. With escalating costs we just could not afford to increase our budget. But, to put it another way, it would have been totally unfair to everyone concerned to split the available money two ways. So we decided to concentrate on one. The one incidentally we would have liked to have sponsored way back in 1970 — but a Special Saloon Car Championship just wasn't available with the BARC.

MC: That brings me to another point. When you are considering possible sponsorship, what do you look for?

IA: First and foremost an organising club who can do just that — ORGANISE. Certainly we do not seek to control the way things are done — we have neither the physical resources nor the technical expertise. But it is pointless sponsoring a championship that is badly organised and I think some give and take is essential. Of course there are some sponsors who put their money in and then sit back and wait for it all to happen. On the other hand there are some organising bodies who just take the money and give nothing in return. Obviously this is something of a hobby-horse of mine and we'll be running out of time if you let me go on. Let's just say that a good sponsorship should benefit all concerned — the sport and its followers, the organising club and of course the company providing the financial backing.

MC: Of course, one tends to associate Forward Trust with Thruxton but championship rounds are held all over the country. Does this pose problems?

IA: No, quite the opposite and we welcome the opportunity to be represented on all the major circuits. This way our local branch managers can take advantage of the meetings to invite their dealer customers for an enjoyable day out. You see, you mustn't forget that as well as the motorist, we have to support and provide a service for dealers and this we do with a full range of financial facilities which include demonstration vehicle, garage equipment and stocking finance as well as contract hire. This is what I meant earlier by my reference to public awareness.

MC: Ian, we've talked a lot about motor racing but I suspect that a lot of our readers — members of the general public you've just referred to — would like to know precisely what Forward Trust can do to help them.

IA: The first thing to remember is that as part of Midland Bank Group, Forward Trust can provide a complete range of financial services to meet most requirements. Personal and domestic loans have increased considerably in popularity. One advantage to the customer is that with these loans, ownership of the merchandise is immediately vested in the individual. Furthermore, all our personal loan schemes carry what virtually amounts to free life cover. Our advice to anyone who is considering making a major purchase on credit is to find out more about our personal loan schemes by 'phoning the local Forward Trust branch manager.

Once you know the facts about Forward Trust, instalment finance could take on an entirely new meaning.

MC: Thank you — and our best wishes for a successful meeting on November 15.

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RACECHAT

BY MARK COLE

FORWARD TRUST'S THRUXTON FINALE

SUPERSTAR LEES



Cooper and Pearson — the battling modsportsters — will be fighting it out again this afternoon. The Porsche Carrera driver and the Jaguar XK120 ace now equal the outright modsports record

THE CAR WHICH WON THE 1975 DUTCH GRAND PRIX, THE MAN WHO HAS BACKED Britain's most spectacular unsponsored racing effort, the Formula Ford driver who has won the 1975 Triple Crown and sponsorship from one of Britain's leading finance houses — all are attractions at Thrupton today for the season-closing Forward Trust November Trophy meeting. The five-race non-championship programme is to be televised by BBC TV Grandstand this afternoon, but there's nothing like being at the real thing!

The Grand Prix winner is the Hesketh 308B which James Hunt took to victory at Zandvoort earlier this year — the mystery is who will be present to demonstrate the sleek red, white and blue racer today.

The Man is Lord Alexander Hesketh, who backs his own Grand Prix team and is to receive a coveted BARC Gold Medal for his outstanding contribution to motor racing.

The Formula Ford winner is 24-year-old Warwickshire mechanic Geoff Lees, who has won all three major British Formula Ford championships, one of them the BARC's British Air Ferries series. Lees becomes the first ever man in British racing history to have carried off the hat trick — Ian Taylor was the closest to it with the two Championships and the Formula Ford Festival in 1972. Lees took this year's Festival too last Sunday.

As a member of Midland Bank Group, a large sector of Forward Trust's business as a finance house is connected with the provision of finance to purchase cars, caravans and boats and to carry out a wide range of home improvements. By far the greatest proportion of this personal lending involves motor vehicles.

Formula Three tops the racing bill with the Forward Trust Trophy for the last Formula Three race of the season attracting an excellent 25-car entry, headed by 1975 BP Super Visco British Formula Three Champion Gunnar Nilsson in the works March-Toyota. As well as Danny Sullivan, Patrick Neve, Larry Perkins and Richard Hawkins chasing him, Ruper Keegan and Eddie Cheever could be the men to watch. BAF Hawke driver Keegan is now very much on form after a disappointing early season, and Cheever showed stunning form by winning his first two Formula Three races in August, and then last Sunday's International at Hockenheim.

Formula Ford has yet another huge 80-car entry necessitating a Forward Trust Trophy race plus a consolation event. Lees, Tiff Needell, Peter White, Lou de Marco, Bern Vermilio and Frank Bayes top the line-up.

The Forward Trust Special Saloon Trophy race sees another full grid headed by Gerry Marshall in the DTV Baby Bertha Firenza V8, Martin Birrane in his Capri V8, Tony Hazlewood in the Jaguar XJ8 and Nick Whiting in his Escort-BDG represent the Super Saloon Brigade. Phil Winter, who has won the 1975 Forward Trust Special Saloon Championship, is still fighting for points in the BARC President's Cup challenge, which goes to the highest points-scoring BARC badge-carrying member in BARC racing.

Final race is the Forward Trust Modsports Trophy event which sees all Britain's top Modsports contenders in action again. Highlight of this race should be the battle between the Porsches of John Cooper and Nick Faure, with Richard Jenvey (1975 Miller Organs Modsports Champion in his Lotus Elan), John Pearson (Jaguar XK120) and John Fletcher (Elan) mixing it with them.

BARC '76

ANNOUNCED IN LONDON LAST NIGHT were some of the BARC's 1976 racing plans:

- Forward Trust are backing two Special Saloon Championships, one for cars up to 850cc and up to 1000cc, the other for 1001-1300cc and over 1300cc cars.
- Britax are to continue their popular Britax Production Saloon Car Championship.
- BP will again sponsor Britain's premier Formula Three series, the BP Super Visco Formula Three Championship.
- DJM Records join forces with the BARC to promote the DJM Records Formula Ford Championship, and are also to sponsor the exciting DJM Records European Formula Two Trophy at Thrupton on Easter Monday

It's those Formula Fords again — last time out at Thrupton a difference of opinion at the chicana saw David Wills (Elden No 66) put a little off line (!) after a grand nerfing match.



THRUXTON'S NOVEMBER TELEVISION meeting is fast becoming a must for motor racing's talent-spotters — the team managers and sponsors on the lookout for tomorrow's aces. Today should be no exception — except that most of them will already be watching 24-year old Geoff Lees. Geoff last week made motor racing history when he became the first driver to take the Triple Crown.

By trade a motor mechanic from Warwickshire, by talent a motor racing Superstar, Geoff will be behind the wheel of his Rob Roy Racing Royale proudly bearing number 1 today. Geoff's racing career started earlier than most people's: "I had a trial at the Mallory Park Jim Russell School when I was 15 — the car was so bad it put me off motor racing."

He was soon interested again, however, and as soon as he was 17 got his driving licence. A major setback followed when he received an eye injury at work; it wasn't until 1971 when he was 19 that he was able to race, with his own Alexis. Formative Formula Ford years saw him finish fourth in the '72 Daily Express Championship, and then a Royale RP16 last year which took him to second place in the STP FF series. This year Geoff sold the RP16 and waited for the right deal to come along: "It came from Royale after Rob Roy's Robin McGregor-Grieves put me in Peter White's RP21 for three races. I won them all," he relates. After that he bought his own RP21 and drove both that and the Rob Roy car during an epic season which has taken him to the British Air Ferries, Brush Fuse Gear and National Organs titles with 27 wins.



Next year? I just don't know," confesses Geoff. "I've been testing a Formula 3 car at Goodwood, and that's what I'd really like to do. With enough sponsorship," no-one has achieved Geoff's Treble before. But he puts those who know him very much in mind of two stars who have gone before — Roger Williamson and Tom Pryce. The talent spotters too.

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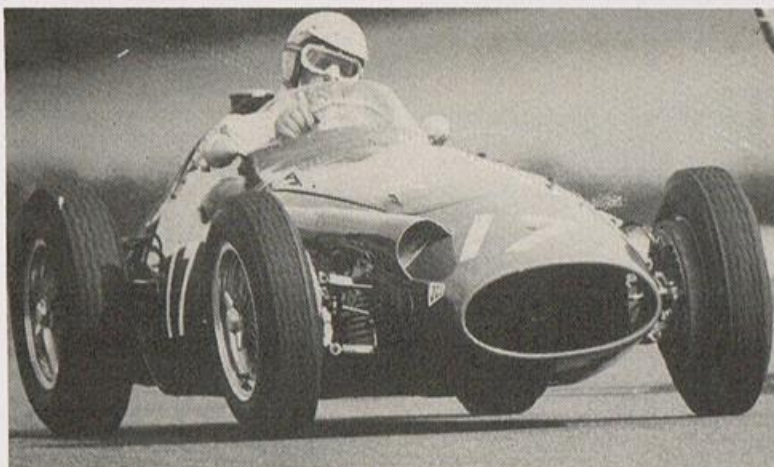
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THRUXTON 75

A MEMORABLE MOTOR RACING YEAR



Geoff Lees, Formula Ford superstar, on his way to another Thruxton win in his Rob Roy Racing Royale (above, Bloxham). Superstar of a different class, Wille Green, drifting his superb JCB Maserati 250F through the chicane during the August JCB/Speed Merchants event (right, Gaisford)



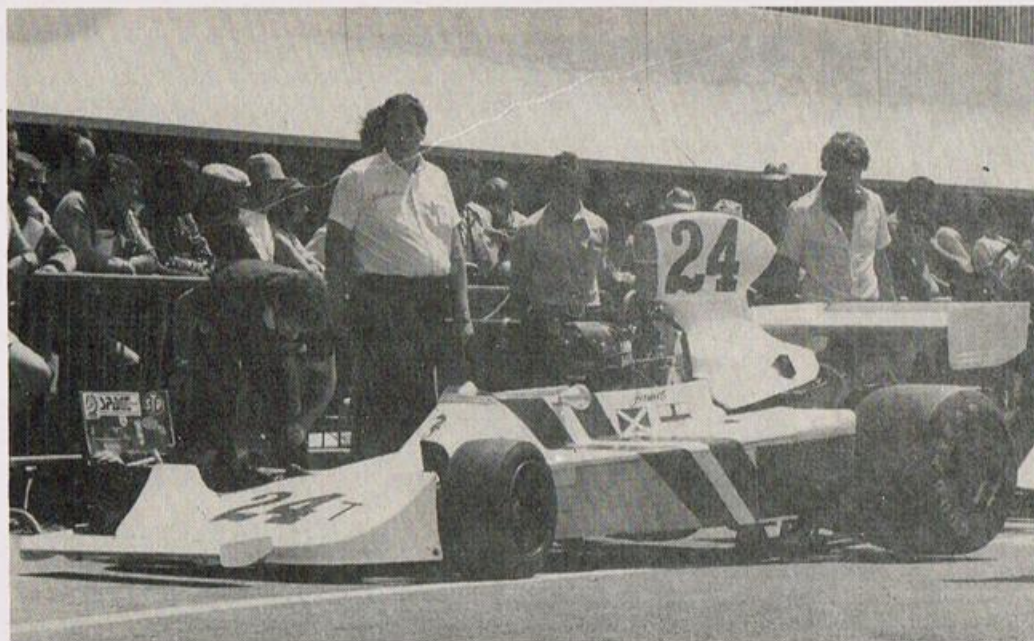
Ian Ashley was Thruxton's F5000 hero this year (above, Gaisford) in the Richard Oaten Lola, winning in May and finishing in the points in August with a broken foot. Gunnar Nilsson established himself at Thruxton in both F3 and his Atlantic Chevron (right, Morgan) as Superswede Two with many popular wins



The shape of things to come? Jon Buncombe appeared in this amazing Imp (above, Gaisford) at the Championship finals meeting, and proceeded to smash the saloon record. Underneath is a Chevron B19 2-litre sports car. Diminutive Brazilian driver Alex Ribeiro (right, Bloxham) won the first Formula 3 event of 1975 and also the BP Championship closer to take second overall in the series. Easter Monday (below, Gaisford) provided Thruxton's shunt of the year when nine Formula Two cars crashed at the chicane, somehow without totally blocking the track!



THE HESKETH STORY



The team at work — Lord Hesketh supervises practice adjustments to the Hesketh 308 as James Hunt waits in the car in the Paul Ricard pits

THE TEAM

"TO THE FROZEN SPECTATORS AT Mallory Park on a cold March morning in 1973, the sight of Hesketh Racing's arrival prompted stark disbelief. The pin-striped Rolls Royce, the Daimler, and the helicopter ferrying team guests to a nearby field from where the two cars ran a shuttle service to the paddock was all a bit too much for dedicated Formula Two regulars. . ." Thus was described Hesketh Racing's assault on the 1973 season — and although now an essential part of the motor racing scene, Lord Alexander Hesketh and his entourage have continued to incite disbelief wherever they have set up circus.

Only now, Hesketh Racing has a Grand Prix to its credit, given to them by James Hunt in the Hesketh 308B — the actual Zandvoort winner is the car racegoers will see at Thruxton today. To date, the Hesketh effort has stood out in a world of multi-thousand pound sponsorship and heavily-commercialised racing teams like an oasis of sanity in a desert of bedlam. Without big sponsorship and relying heavily on a welcome sense of patriotism, Hesketh Racing have more than achieved a personal aim — they have also given hope to the private

entrants who had all but disappeared from the international motor racing scene. Long live the Racing Bears.

With all this in mind, the BARC — Britain's biggest and longest-established motor racing club — decided to award Lord Hesketh one of their coveted Gold Medals. The honour this bestows may be judged by some previous recipients — Jackie Stewart, Colin Chapman, Graham Hill and Stirling Moss. Alexander Hesketh's 'outstanding contribution to motor racing' is the citation.

The Hesketh story — as far as motor racing is concerned — really got off the ground early in 1972 when one Bubbles Horsley was able to convince Alexander that he (Bubbles) would yet be world champion. A Formula Three Dastle was purchased and Bubbles failed to set motor racing alight. On being demoted (or promoted, whichever way you look at these things) to team manager Bubbles settled into the post he holds to this very day. James Hunt was then coerced into driving the Dastle, a rather brave undertaking on the part of Hesketh Racing — James had a long case history of attempted suicides by means of Armco. Bubbles put James in the Dastle for the '72 British Grand Prix supporter, and after the wreckage had been cleared up it was decided that James was obviously far

too fast for Formula Three, and a Formula Two March for the rest of the season was arranged. The first outing saw James finish fifth in the Rothmans 50,000 at Brands Hatch after a superlative drive, led his next race at Salzburgring before blowing up, and then finished well at Hockenheim, Albi and went to South America for a series of races which gave him a fifth place.

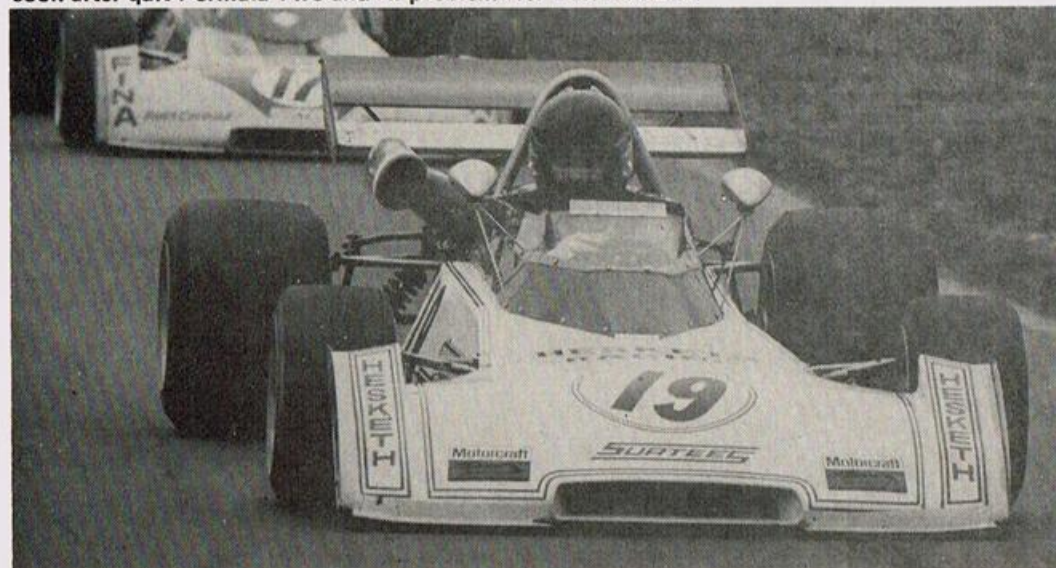
Hesketh decided to stay in Formula Two for 1973 with a brand-new Surtees TS15 — but a chapter of troubles gave James no results, including a suspension failure whilst fourth at Mallory, and it was decided to move straight up into Formula One without further ado. The Race of Champions dawned and James appeared in an old Surtees TS9B — he finished a glorious third and the path ahead was now much clearer.

For the rest of the season it was decided that a Formula One March would fit the bill — and Hesketh Racing made it in time for the Monaco Grand Prix. An impressive drive to a certain sixth place was robbed by a closing-laps engine failure, but 'Hunt the Shunt' was no longer the music hall joke of Formula 3, but the man they were all talking about in Formula 1. Sixth place at Paul Ricard followed, then fourth in the British Grand Prix — the year of Scheckter's big accident, when James brought the partisan crowd to their feet with his superb dicing among the leaders. Third in the Dutch, seventh in the Canadian and second in the American rounded off the season, and the team were ready to take their next big step — to build their own car.

Dr Harvey Postlethwaite, Hesketh's tame designer, and the crew at Hesketh's stately family seat, Easton Neston (near to Silverstone) produced the 308 over that winter — and in its third race James took the car to his first Formula One win, in the Daily Express International at Silverstone. 1974 netted third places in the Swedish, Austrian and United States Grands Prix, and then for 1975 the Hesketh was improved with rubber front suspension and side radiators. James this season knocked up the team's first grande epreuve — the Dutch GP — and second places in Austria, France and the Argentine, giving him fourth place in the 1975 World Drivers Championship behind Lauda, Fittipaldi and Reutemann — and Hesketh fourth in the Constructors.

Late in the season — at the Italian Grand Prix — the Hesketh 308C with its lower frontal area, all-rubber suspension and other improvements — was given its first race. But that, as they say, is another story . . .

Earlier days — James pilots the Hesketh Surtees TS15 in the 1973 Mallory Park Formula Two race. A suspension mounting broke and left the car inelegantly stranded out on the circuit. They soon after quit Formula Two and its problems for Formula One



Finest hour, 1974 version: James blasts off pole position which gave him and Hesketh their first Formula One victory over Peterson in the ill-fated JPS/9 and Jochen Mass in the Surtees



HOW A PEER OF THE REALM PUT BRITAIN FIRST, BACKED JAMES HUNT AND WENT TO THRUXTON TO FIND THE GOLD AT THE END OF THE RAINBOW

LE PATRON

WHEN ALEXANDER HESKETH APPEARED on the rain-sodden seafront at Monte Carlo in 1972 in his white suit complete with carnation, casting round his bold pronouncements for the future, many might have been excused for judging him as an uninformed extrovert. But within that nineteen-stone frame lurked an astute and lively business mind which viewed a possible involvement in Grand Prix racing not only as a means of enjoyment, but also as a hard business project.

The third Baron Hesketh of Hesketh might well have been born with the proverbial golden spoon in his mouth, but he is certainly not about to throw away his substantial inheritance on a flight of frivolous fancy. His financial path into international motor racing developed at a shrewd and cautious pace. First the Hesketh banner arrived in Formula 3. Together with a Formula 2 involvement on a limited scale while Alexander fully assessed the situation. Only when he was utterly certain that James Hunt was the man to back, did he commit himself to an elaborate and expensive Formula 2, and finally Formula 1, programme.

Before inheriting part of his father's fortune at the age of 21, Alexander spent some time working in a Californian bank in an effort to become conversant with the intricacies of financial management. He'd already made a preliminary foray into the realms of motor sport back home in rural Northamptonshire, competing in local restricted rallies with a Cortina 1600E alongside the local milkman Bob Freeborough who was cajoled into navigating. Unfortunately, the vast collection of rather superfluous extras attached to this long-suffering Ford by the youthful Hesketh meant that its unmodified motor was only capable of pushing along at about 65 mph. Alexander's brief, although we're assured fruitful, rallying career ended when, 'I collided with one of my tenant farmer's combine harvesters and wrote off the car. Most embarrassing.'

His meeting with Bubbles in 1971 proved to be the turning point. Impressed with the speed and dexterity of his future team manager behind the wheel of a Dastle midget racer, Alexander decreed that Bubbles would become the next World Champion, and that Hesketh Racing would provide him with the machinery for his headlong race to fame. Fortunately, Bubbles called a halt to this before he was laughed out of motor racing and his Lordship was persuaded that a 'more

modest' plan of action should be based around James Hunt's progress. Alexander concurred and hence the name of Hesketh Racing started out on the road to the top.

Effervescent, outgoing and ambitious, Alexander Hesketh belies his youth with an acute perception when it comes to surrounding himself with talented individuals. It was all very well to have a good time with his racing car, but he fully appreciated from the very early stages that, to, avoid a farcical failure, his team would have to be agile, streamlined, and efficient. Bubbles was engaged to carry out the overall co-ordinating, while the choice of Harvey as designer when he was still employed at March must be regarded as something of a master stroke.

If he feels so inclined, Alexander can be bombastic in the extreme. If he doesn't want to speak to someone, then they're left in no doubt at all that they're not welcome. But once past that defiant veneer, you'll discover that Hesketh Racing has spent a lot less than most teams to achieve a lot more than most.

The only way in which a reasonable financial balance can be attained in Grand Prix racing is by careful attention to detail and steady progress. When it became obvious two years ago that it would be a good idea to miss the Swedish Grand Prix and go testing, Hesketh immediately agreed to the step being taken. Everyone else in the Formula 1 camp thought they were mad at the time. But nobody even remembers it now, only the team's success is heavily ingrained on their memories.

In private life, Alexander cannot be accused of modest living. But while he's spending money, he always keeps an eye on economy, even when dealing with such trappings of wealth as his Rolls-Royce. On one classic occasion, after his regular pin-striped Shadow had been involved in a road accident, he made an astounding discovery about Hertz rates for rental. He worked out that to rent a Corniche coupe cost about seven pounds a day less than renting another Silver Shadow, so he spent the next few weeks being chauffeured around in a Corniche whilst his regular machine was being repaired!

Other road cars in the Hesketh stable include an SSK Mercedes and a Porsche Carrera RS — 'which James took one day and said he'd get it serviced. Having said that, I've never seen it since!' — plus Bubbles's Granada Estate, which is used for high-speed ferrying of urgent components from time to time. When not rushing around the county

The driver: James Hunt, at 28 Britain's brightest hope for the World Championship

AS THIS PROGRAMME WAS GOING TO press, news came through of Lord Hesketh's announcement in London that the Hesketh Grand Prix Racing Team was to withdraw from motor racing if a sponsor had not been found by last night (Friday). If the Team has withdrawn, today's Thruxton Forward Trust November Trophy meeting will have overnight become an historic occasion — the last appearance on a racetrack of a works Hesketh car. Speculation was rife that if this was the case, James Hunt would be flown from abroad especially to drive the car for the last time — and maybe even attempt to break Thruxton's elusive 120 mph lap barrier.

Hesketh Racing's current problems are said to have stemmed from lack of finance — as Formula 1 Racing's only unsponsored team, Lord Hesketh is said to have put £500,000 of his own money into the effort to produce a British world champion in a Hesketh car. The figure of £300,000 sponsorship was needed by last night in order to keep Hesketh Racing going.

in his Jet Fanger helicopter or keeping an eye on the team's headquarters at his family's country seat, Easton Neston near Towcester, Alexander Hesketh lives in one of his uncle's flats close by his Mayfair offices.

Those who expected the Hesketh flagship to sink, all hands on deck, without trace, must feel disappointed and rather cheated. But then, there's always a tendency to snipe at newcomers. Particularly when they're as openly successful as Alexander Hesketh's happy band.

But how long will Lord Hesketh continue to give his personal backing to a Grand Prix team whose expenses seem to escalate every second?

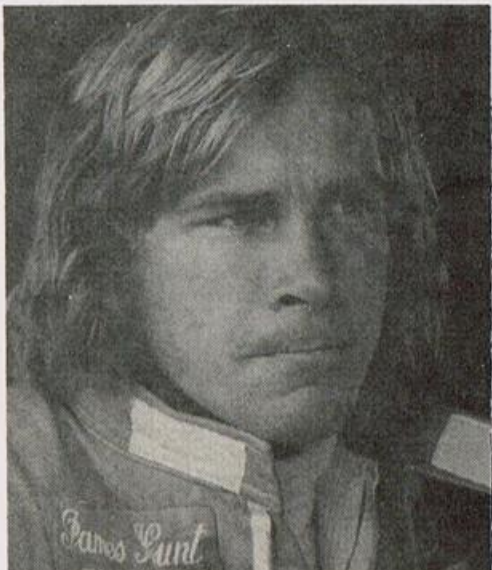
'We will stay around until we can win a World Championship for Britain. And once we have done that, I believe the temptation to try and do it a second time would be too hard to resist.

'We would like to be remembered as the team which gave some fun back to racing and which provided a British World Champion'.

Material in this feature is reproduced from 'The Heavily Censored History of Hesketh Racing' by kind permission of GBM Editorial Associates and is their copyright.

Le Patron: Alexander Hesketh has shown that racing and no sponsorship can mix

at Silverstone's Daily Express International in the race factory. Being outdragged off the front row are Ronnie



FLAG SIGNALS

WITH CARS HURLING INTO CORNERS around Thruxton at 120mph plus — and a lot more down the straights — drivers have to be kept informed about what's going on about them. Flag signals — motor racing's 'traffic lights' — are used for this:

Union Jack starts the race

Blue Flag warns that another driver is trying to pass when waved, that someone is following closely when held stationary

Yellow Flag warns drivers of an incident ahead. Stationary it warns drivers to use caution; waved it means danger ahead and drivers should slow, even be prepared to stop. Overtaking is forbidden wherever a yellow flag is shown

Green Flag indicates all-clear following an incident. An incident will be covered by three yellows — one before, one at and one after — followed by a green flag. Overtaking is forbidden between the first yellow and the green

Red/yellow flag warns that oil or fuel has been dropped on the track

Crossed yellow with red/yellow flags warn that the race has been stopped ahead

Red flag at the start/finish line means that the race has been stopped prematurely due to incident or force majeure (ie snow)

Black flags come in three varieties. Black with a number order a car to return to the pits at the end of that lap because of mechanical defect. Black and orange shows a car it has a defect but need not necessarily pit. Black-and-white diagonal warns a driver his methods are 'being observed'

White flag warns there is an official car, ambulance or rescue vehicle on the track

Chequered flag signifies the end of the race

THE BARC GOLD MEDAL



ONE OF MOTOR RACING'S MOST coveted awards, the BARC Gold Medal is given by the British Automobile Racing Club from time to time for "outstanding achievement in motor racing by British subject."

BARC Gold Medals are not awarded annually, but given when the Council of the BARC considers that they have been merited by an individual.

Gold medals given to date have been

- 1955 **Stirling Moss** (British Grand Prix and Mille Miglia victories)
- 1957 **David Murray** (Ecurie Ecosse win at Le Mans)
- 1958 **Mike Hawthorn** (World Championship of Drivers)
- 1959 **Sir David Brown** (Aston Martin World Constructors Sports Car Championship)
- John Cooper** (Constructors World Championship, Formulae 1 and 2)
- Jack Brabham** OBE (World Championship of Drivers)

- 1960 **Pat Moss and Ann Wisdom** (European Rally Ladies Championship)
- 1961 **Stirling Moss** OBE (Monaco and German Grands Prix victories)
- 1962 **Graham Hill** OBE (World Championship of Drivers)
- Sir Alfred Owen** (BRM Constructors World Championship)
- 1963 **Jim Clark** OBE (World Championship of Drivers)
- 1964 **John Surtees** MBE (World Championship of Drivers)
- 1965 **Jim Clark** OBE (Indianapolis 500 victory)
- Colin Chapman** (Lotus 35 Indianapolis Constructor)
- 1966 **Jack Brabham** OBE (World Championship of Drivers and Constructors World Championship)
- 1967 **Jack Brabham** OBE (Constructors World Championship)
- Denny Hulme** (World Championship of Drivers)
- 1968 **Jim Clark** OBE (25 Grand Prix wins)
- Graham Hill** OBE (World Championship of Drivers)
- 1969 **John Wyer** (Gulf Ford Le Mans victories 1968 and 1969)
- 1971 **Jackie Stewart** (World Championship of Drivers)
- Ken Tyrrell** (Constructors World Championship)
- 1972 **Graham Hill** OBE (First driver to win World Championship of Drivers, Le Mans and Indianapolis)
- 1973 **Colin Chapman** (Lotus 50 Grands Prix victories)
- Jackie Stewart** (26 Grands Prix wins)
- 1975 **Rt Hon Lord Alexander Hesketh** (Outstanding Contribution to Motor Racing)

USG

PORTSMOUTH
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Congratulate

LORD HESKETH

on his well deserved
BARC Gold Medal

And wish him and
HESKETH RACING
success in 1976

WINCANTON **W** GROUP

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FORWARD TRUST TROPHY FORMULA FORD RACE

EVENT 1: 7 LAPS

6 laps

This is a race for single-seater racing cars using near standard 1600cc Ford Cortina Engines. Racing Tyres used by these cars are identical. Practice will be divided into 2 sessions, one for odd numbers and one for even numbers. If track conditions remain the same for the 2 sessions, the fastest 33 cars overall will start in this race, the second fastest 33 cars in Race 5. If track conditions for the 2 sessions vary considerably, then the fastest 17 from the first practice and the fastest 16 cars from the second practice will start in this race and the next fastest 17 from the first practice and the next fastest 16 from the second practice will start in Race 5.

No.	Driver	Entrant	Town	Car
1	Geoff Lees	Rob Roy Racing with DJ Bond	Atherstone	Royale RP21 Minister Ford
2	John Bright	—	Leicester	Royale RP21 Aldon Ford
3	Peter White	—	Thames Ditton	Royale RP21 Minister Ford
4	Peter Morgan	—	Buckingham	Royale RP21 Davron Ford
5	Graham Jones	—	St. Mellons	Royale RP16 Scholar Ford
6	Dave Granville	—	Bridgwater	Royale RP16A Minister Ford
7	Edward Bunker	Normans of Slough	Burnham	Royale RP16A Holbay Ford
8	Julian Clark	—	Hornchurch	Royale RP3 Minister Ford
9	Brian Jordan	—	Woodley	Royale RP11 Ford
10	Dave Buttigieg	Power Cleaning	Chandlers Ford	Dulon MP17 Norman Abbot Ford
11	David MacPherson	—	Farningham	Dulon MP17 Minister Ford
12	John Stevens	Ronnie Scott	Petersfield	Dulon MP17 Rowland Ford
13	Chris Beale	Arthur Griffin	Wantage	Dulon MP15C Cooper Ford
14	John Skinner	—	Blewbury	Dulon MP15 Oselli Ford
15	Paul Wootten	—	Lower Weston	Dulon MP15 Rowland Ford
16	Ian Moore	—	Trowbridge	Dulon MP15 Ford
17	Mike Blanchet	—	Croydon	Crossle 30F Minister Ford
18	Gareth Lloyd	—	Corsham	Dulon MP15 Minister Ford
19	Edward Johnson	—	Purley	Dulon LD9 Rowland Ford
20	Clive Power	Newbridge	Corsham	Dulon MP15 Newbridge Ford
21	Chris Skellern	JS Racing/Friar St. Insurance Brokers	Worcester	Crossle 30F Scholar Ford
22	Tiff Needell	The High School of Hang Gliding	Weybridge	Crossle 25F Scholar Ford
23	Phil Dowsett	—	Chelmsford	Crossle 25F Minister Ford
24	John Poxon	—	Worthing	Crossle 25F Minister Ford
25	David Shaw	—	Wargrave on Thames	Crossle 25F Rowland Ford
26	Paul Smith	Birmingham Motor Tyres (BMTR) Ltd.	Sutton	Crossle 25F Rowland Ford
27	Jonathan Reichelt	—	Coldfield	—
28	Keith Hamilton	—	Bracknell	Crossle 20F Rowland Ford
29	Tony Rivers	—	Northolt	Merlyn Mk.24/25 Cooper Ford
30	Ray Turner	—	Norbury	Merlyn Mk.24 Scholar Ford
31	Bill Bullard	—	Bishop's Stortford	Merlyn Mk.17/24 Ford
32	P. Owles	—	Wembley	Merlyn Mk.11A Rowland Ford
33	Lou de Marco	Royal Air Force Motor Sports Assoc. Warwick Trailers Ltd.	Barnes	Merlyn Mk.11A Rowland Ford
34	Derek Warwick	—	Ruislip	Hawke DL12 Holbay Ford
35	Rick Morris	—	Alresford	Hawke DL12 Ford
36	Tom Wood	—	Farnborough	Hawke DL12 Scholar Ford
37	Rupert West	—	Solihull	Hawke DL11 Ford
38	Cliff Webb	—	Harborough	Hawke DL2B Ford
39	Bernard Vermilio	—	Bodmin	Hawke DL2 Ford
40	C. Garraway	—	Colchester	Merlyn Mk.29 Scholar Ford
41	David Wigdor	Production Power-Race Rental	Cotham	Merlyn Mk.24 Longman Ford
42	Barnaby Holland Martin	Production Power-Race Rental	Brighton	Merlyn Mk.20 Ford
43	John Scannell	—	Brighton	Merlyn Mk.20 Ford
44	Bob Lambert	—	London	Merlyn Mk.11A Piper Ford
45	Alan McBride	—	London	Hawke DL12 AFD
46	Grant Wilson	—	Saltdean	Elden Mk.10C Scholar Ford
47	Kenny Gray	—	Itchenor	Elden Mk.10 Minister Ford
48	Miki Dee	Hiwatt Amplification	Otley	Van Diemen RF75 Scholar Ford
49	Kevin Bowditch	—	Kingston	Van Diemen RF74 Rowland Ford
50	Derek Daly	Cheshire Engines	Maidenhead	Van Diemen RF74 Scholar Ford
51	Pato Nunez	Ashtune Race Hire	Dublin	Crossle 30F Ford
52	Richard Piper	Ashtune Race Hire	Brazil	AVD Ashtune Scholar Ford
53	Mike Walker	Ashtune Race Hire	Saffron Walden	AVD Ashtune Rowland Ford
54	Eric Horsfield	—	Saffron Walden	AVD Ashtune Moore Ford
55	Pierre De Frenne	Lawrencetune	Cleveland	Alexis Mk.23B Scholar Ford
56	Timothy Wallwork	—	London	Alexis Mk.18B Sabre Ford
57	Ian Beech	—	Grantham	Titan Mk.6A Brown Ford
58	David Hudspith	—	Birmingham	Titan Mk.6 Ford
59	Geoffrey Hoodless	—	Stratford on Avon	Lotus 61R Scholar Ford
60	Frank Bayes	—	Woking	Lotus 51 Newbridge Ford
61	Stephen Walker	N.P. Mee	Haywards Heath	Image Minister Ford
62	David Heale	—	Macclesfield	Image Ford
63	Nick Foy	Robin Hood Coach-builders	Didcot	Reynard 75F Oselli Ford
64	Dave Lee	—	Southampton	Reynard 74F Ford
65	John Brock	—	Hounslow West	Arian FP1 Ford
66	Richard Eyre	—	Crediton	Nike Ford
67	John Peters	—	Shoeburyness	Javelin JL2 Minister Ford
68	Peter Ramella	—	Egham	Jomic Mk.3 Stanley Ford
69	Paul Clark	—	London	Minstrale Piper Ford
70	Clive Broughton	—	Woking	Lola T200 Rowland Ford
71	Christopher Williams	Grimshaw Powerboat & Motor Race Team	Northants	Ray 73F Minister Ford
72	Parmi Bahia	—	Cheltenham	Jamun T3B Minister Ford
73	Tony Broster	Newbridge	Southampton	Mirage M5 Ford
74	Phil Silverstone	—	Romsey	Dulon MP17 Newbridge Ford
75	John Nichols	Team Castrol/Brensec Ltd.	Stevenage	Hawke DL12 Scholar Ford
76	Jim Walsh	Crompton Lighting	Madrid	Reynard R75 Minister Ford
77				
78				
79				

GRID			↑
65	24	1	1
53	19		2
		79	3
			4
			5
			6
			7
			8
			9
			10
			11
			12
			13

1.24 53 65.3 38.37

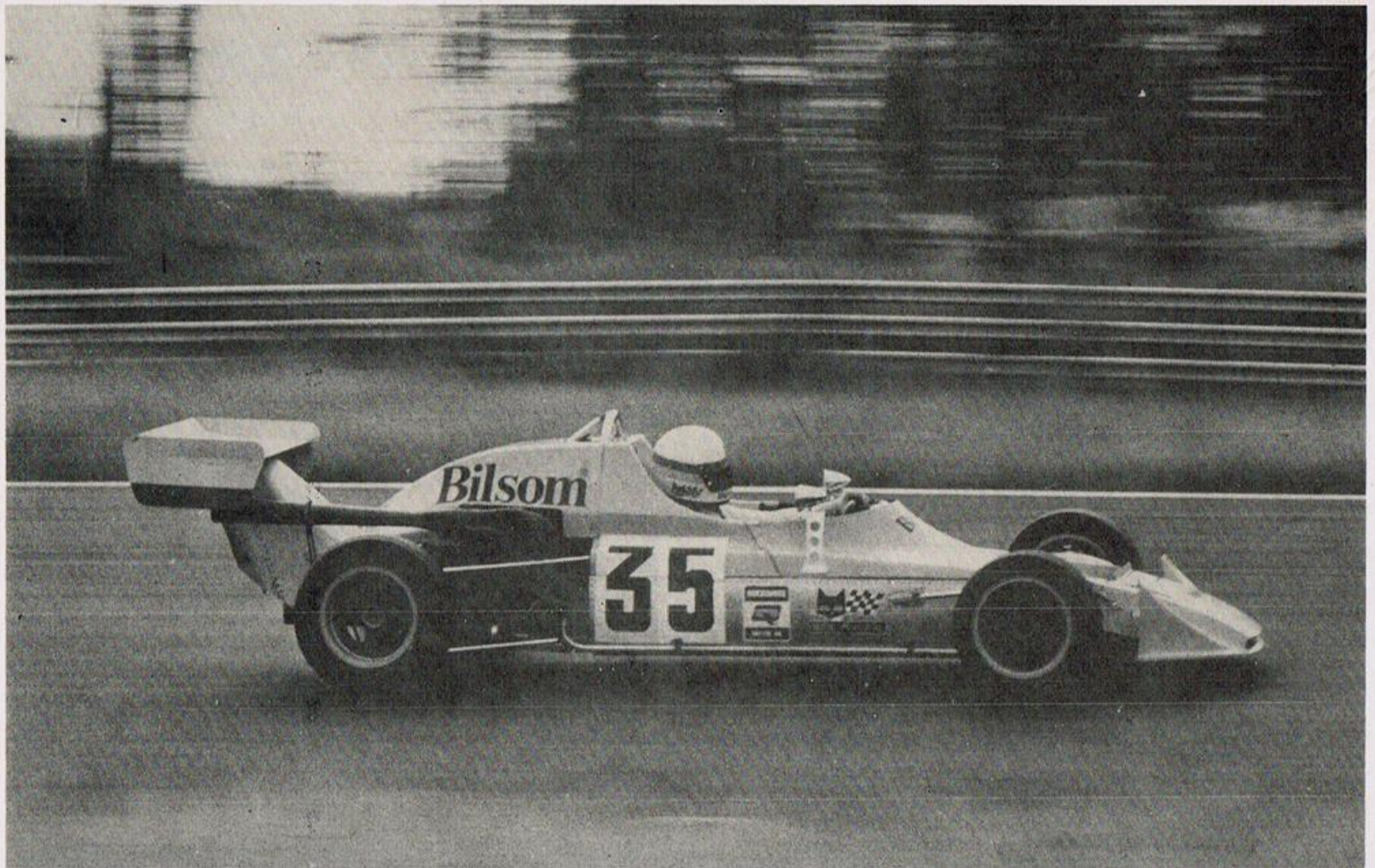
LAP CHART

Pos.	1	2	3	4	5	6	7
1							
2							
3							
4							
5							
6							
7							

RESULTS

1.....	1
2.....	24
3.....	53
4.....	65
5.....	3
6.....	38
Fastest lap.....in.....m.....s	
Lap record:	
John Stevens (Merlyn Mk.17/20)	
1m 25.4s, 99.32mph (28.8.72)	

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FORWARD TRUST TROPHY FORMULA THREE RACE

EVENT 2:15 LAPS

This is a race for single-seater racing cars complying with International Regulations. The engines are based on standard 2000cc production blocks and the width of tyres used by these cars is limited.

ENTRIES

No.	Driver	Entrant	Town	Car
1	TBN <i>Conny Andersen</i>	March Engineering	—	March 753 Toyota
2	Gunnar Nilsson	March Engineering	Sweden	March 753 Toyota
3	John Stokes	—	Birmingham	March 753 Toyota
4	Chris Barnett	—	Penhold	March 753 Toyota
5	Graham Hamilton	MacDonald Shand	Dumfries	March 753 Ford
6	Herve Regout	Ecurie Ecosse Bang & Olufsen Team	Brussels	March 753 BMW
7	Pierre Dieudonne	Michel Vaillant Bang & Olufsen Team	Brussels	March 753 BMW
8	Giordano Regazzoni	—	Switzerland	March 753 Toyota
10	Rupert Keegan	British Air Ferries Racing Team	London	March 743 Toyota
12	Bob Arnott	Swan Song Records	London	March 743 Ford
17	Richard Hawkins	F.S. Ratcliffe Springs (Rochdale) Ltd.	Wantage	March 743 Novamotor
19	Steve Pettit	Joe Simons Racing	—	March 753 Brown Ford
29	John Lain	Imado Watch Co. Ltd.	Atherstone	GRD 375 Ford
31	Don MacLeod	—	London	GRD 375 Ford
33	Danny Sullivan	Team Modus	Watton	Modus M1 Toyota
34	Patrick Neve	Team Modus	Belgium	Modus M1 Toyota
36	Dick Parsons	—	Crowthorne	Modus M1 Ford
43	Eddie Cheever	MacDonald Shand- Ecurie Ecosse	USA	Modus M1 Toyota
44	Larry Perkins	Team Cowangie	Australia	Ralt RT1 Ford
45	Terry Perkins	—	Australia	Ralt RT1 Ford
47	Tony Rouff	Dr. Joseph Ehrlich	USA	Ehrlich ES5 Ford
50	Mike Wrigley	—	Cheshire	March 733 Norvic
53	Ken Silverstone	—	Stevenage	March 743 Ford
58	Geoff Lees	Safir Engineering Ltd.	Atherstone	Safir RJO3 Ford
60	Gary Anderson	—	Swanley Village	Anson F3 Ford
61	Lager Carlson	Van Dieman Inter- national Race Hire	Sweden	Bilson-Van Dieman-GRD 75 Novamotor

GRID

10	43	2	1
34	1		2
17	44	33	3
4	12		4
36	58	61	5
5	3		6
19	53	29	7
—	—	—	8
—	—	—	9
—	—	—	10
—	—	—	11
—	—	—	12
—	—	—	13

LAP CHART

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

RESULTS

1	2
2	43
3	34
4	44
5	36.61

Fastest Lap Car No.in.....m.....s
 Lap record: Patrick Neve (Safir-Ford RJO3, 26/5/75), Danny Sullivan (Modus-Toyota M1, 17/8/75 and 26/10/75), Gunnar Nilsson (March-Toyota 753, 26/10/75) and Stephen South (March-Toyota 753, 26/10/75), 1m 16.4s, 111.02mph

DID YOU KNOW:

THAT THE BARC ORGANISED 44 RACE MEETINGS AND 18 HILLCLIMBS THIS YEAR? NEXT YEAR THERE ARE EVEN MORE. RACING, SPECTATING OR MARSHALLING, GET MORE FROM THE BARC

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THRUXTON
73

1976 THRUXTON MEETINGS

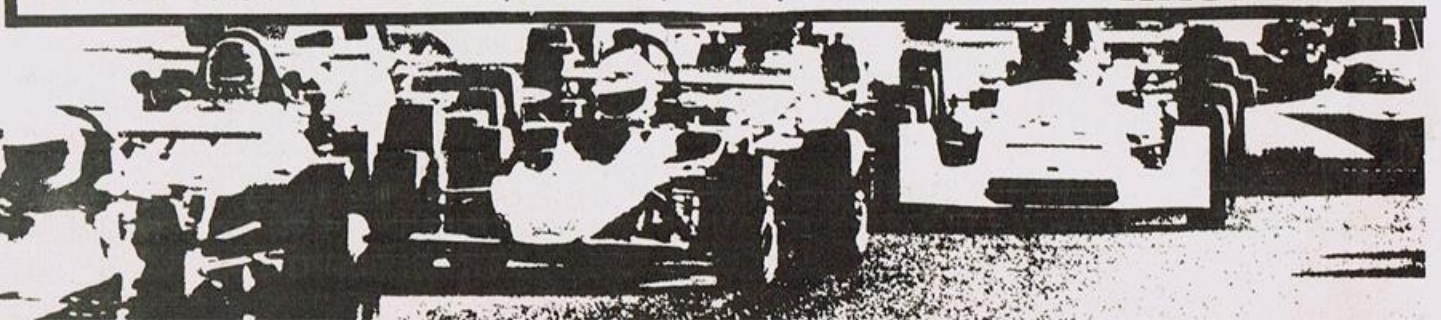
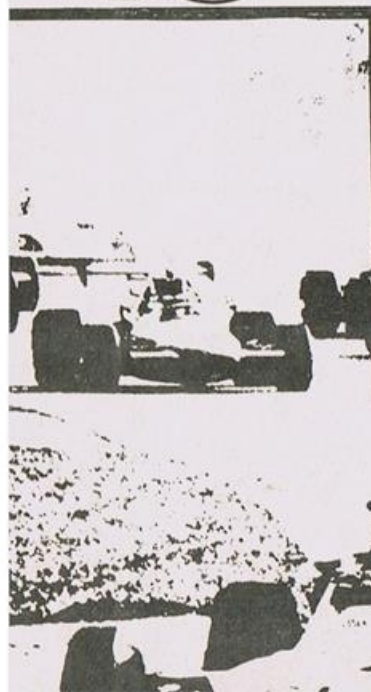
MARCH	Sunday 7	BARC Championship Meeting (Formula Three)
APRIL	Sunday 4	BBC Radio One Meeting (Production Saloons)
	Saturday 17	Easter Monday practice
	Easter Monday 19	European Formula Two Championship Meeting (Formula Two)
MAY	Sunday 9	British Touring Car Championship Meeting (Group One)
Bank Holiday	Monday 31	Spring 5000 Championship Meeting (5000)
AUGUST	Sunday 8	Formula Atlantic Championship Meeting (Formula Atlantic)
	Sunday 29	British Sports Car Championship Meeting (2-Litre Sports)
SEPTEMBER	Sunday 12	Summer 5000 Championship Meeting (5000)
OCTOBER	Sunday 31	BARC Championship Finals Meeting (Formula Three)
NOVEMBER	Saturday 14	BARC November Trophy Meeting (Formula Three)

Brackets denote main races. All dates and meetings are provisional fixtures.

THRUXTON CIRCUIT, 5 MILES WEST OF ANDOVER ON A303,
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For further details contact: Thruxton Circuit, near Andover, Hants Weyhill (026477) 2607 and 2696

BARC
RACING



FORWARD TRUST TROPHY MODIFIED SPORTS CAR RACE

This is a race for Sports cars based on road-going vehicles which may be modified although they must retain the engine from the original car. Tyres are free.

EVENT 3: 8 LAPS

ENTRIES

No.	Driver	Entrant	Town	Car	cc
Class A: Over 2000cc					
1	Nick Faure	Peter Lovett	Ewhurst	Porsche 911	3000
2	John Cooper	Squires Steel Stockholders Racing	Pattingham	Porsche 911	2800
3	Guy Bedington	—	Plymouth	Jaguar V12E	5300
4	Elke Wellhausen	—	Chesterfield	Jaguar E Type	3800
5	Mick Riddle	—	Guildford	Jaguar E	3800
6	John Pearson	Victor Raysbrook Motors	Erdington	Jaguar XK120	3700
8	Bob Neville	—	Towcester	MG B GT V8	3514
9	D. Grant	—	Wallington	MG C	2997
10	John Maycock	Andreason Racing & Tuning Eastleigh 2445	Southampton	Triumph TR3A	2138
11	Ed Stephens	—	Reading	TVR Tuscan/Marcos	2994
12	Adnan Sapmaz (5th Res.)	—	London	Porsche 911	2800
Class B: 1501-2000cc					
16	Richard Jenvey	Polarroof/Glover Racing	Wolverhampton	Lotus Elan	1594
17	Jon Fletcher	Glazepa Products Ltd.	Littleboro	Lotus Elan	1800
18	John Evans	—	Walsall	Lotus Elan 75M	1800
19	Peter King	Gamelle Fashion Shops	Brentwood	Lotus Europa	1860
20	Rob Haigh	—	Brentwood	MGA	1890
21	Dave Bettinson (1st Res.)	Caterham Car Sales	Bromley	Lotus 7 Series 3	1600
Class C: 1151-1500cc					
27	Richard Ward (2nd Res.)	—	Cheltenham	MG Midget	1298
28	Peter Nott	—	Tiverton	MG Midget	1275
29	David Strange	—	Kingswood	MG Midget	1275
30	Alan Goodman	Middlesex Vending Ltd.	Arborfield	MG Midget	1460
31	Keith Ashby	Middlesex Vending Ltd.	Newbury	MG Midget	1293
32	Gordon Howie	—	Brean	MG Midget	1293
33	Ian Bax	Whitegates Service Station (Racing)	Woodford Green	MG Midget	1293
34	Rob Jones (3rd Res.)	—	Sutton Coldfield	MG Midget	1297
35	Mike Taylor	Sportspares Racing	Swillington	Austin Healey Sprite	1293
36	Ian McCullough	Sportspares Racing	Doncaster	Sprite Mk.IV	1293
37	Viven West	—	Worthing	Austin Healey Sprite	1293
Class D: Up to 1150cc					
40	Simon Packford	MerryChef Davrian	Woodford Green	Davrian Mk.7	998
41	Bob Jarvis	—	London	Davrian Mk.7	998
42	John Kirk	KIF Metals	Airdrie	Davrian Mk.5	1111
43	Steven Roberts	—	Chippenham	Marcos Mini	1120
44	TBN	Andreason Racing & Tuning Eastleigh 2445	Eastleigh	Triumph Spitfire	1147
45	Ian Hall	—	Pilning	Mini-Jem Mk.2	1148
46	David Mercer	—	Orpington	MG Midget	1120
47	Jonathan Palmer	—	Honor Oak Park	Austin Healey Sprite	1120
48	Andy Baily	P&W Electrical Controls	Radlett	Austin Healey Sprite	1144
49	Jim Adamson (4th Res.)	Rock Engineering Group	Tyne & Wear	Davrian Mk.7	998

GRID



—	—	—	1
—	—	—	2
—	—	—	3
—	—	—	4
—	—	—	5
—	—	—	6
—	—	—	7
—	—	—	8
—	—	—	9
—	—	—	10
—	—	—	11
—	—	—	12
—	—	—	13

1.2.21.20.45.3.42.40
49.

LAP CHART

Pos.	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

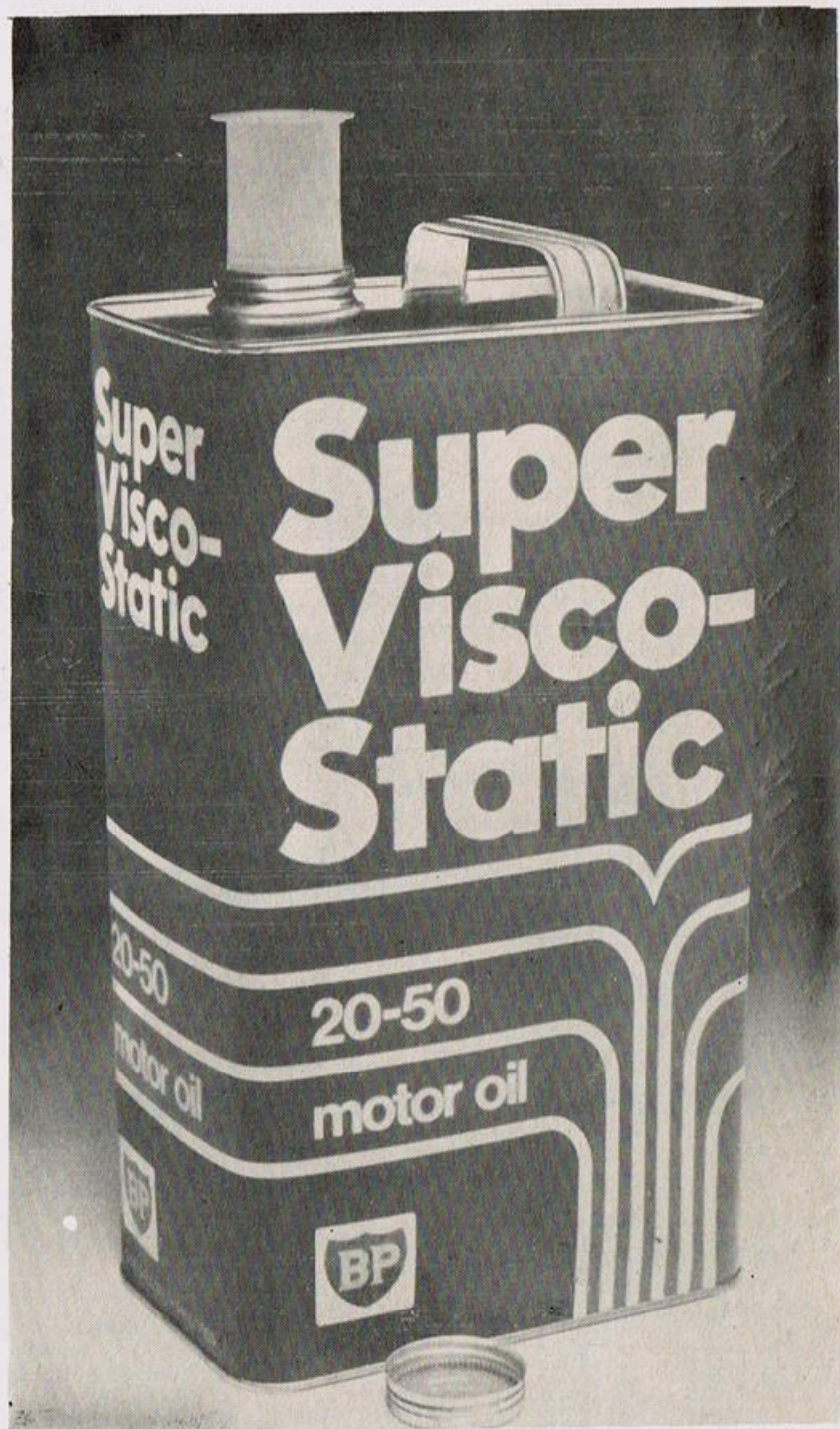
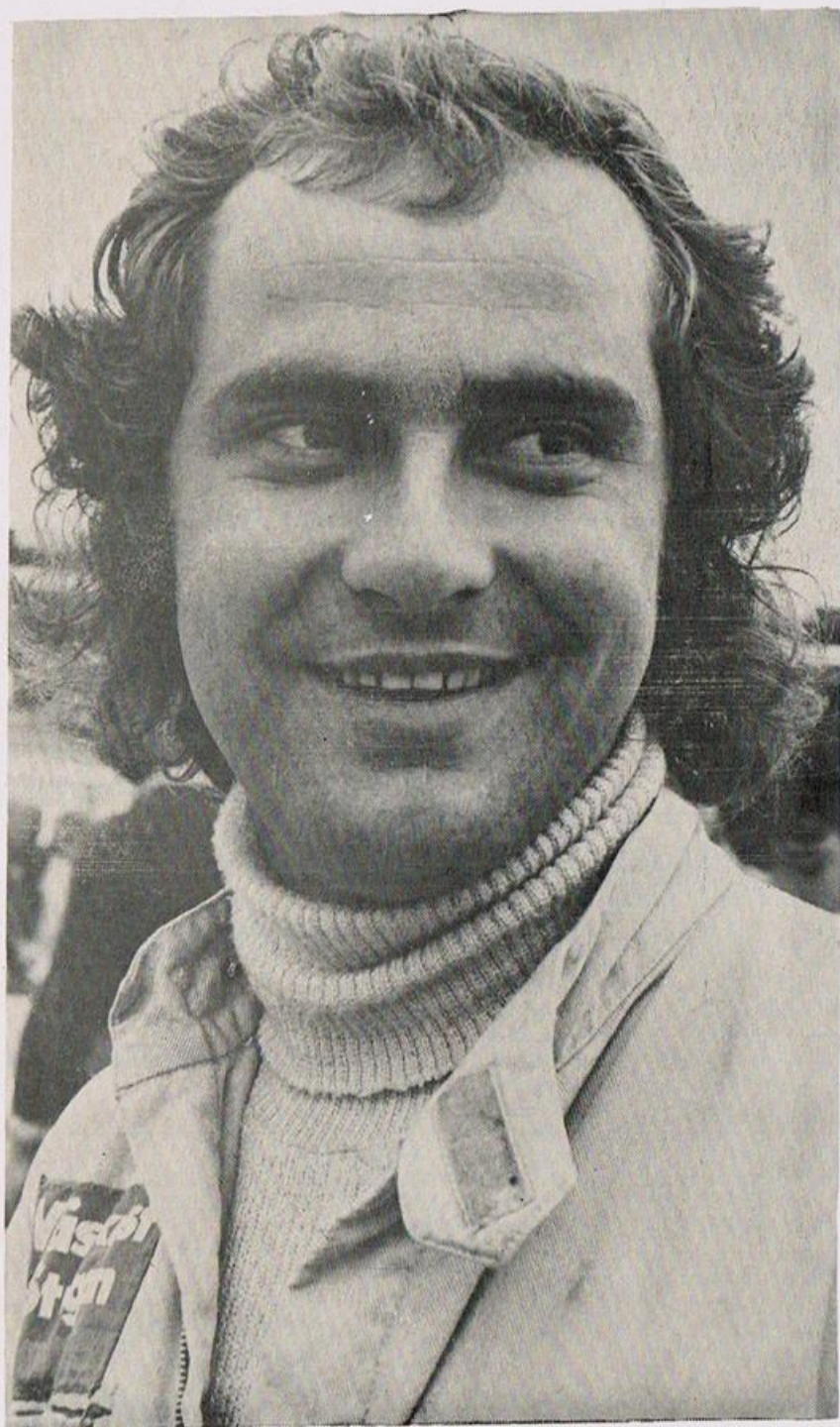
RESULTS

1.....
2.....
3.....
Lap Records:
Over 3000cc: John Pearson (Jaguar XK120) 1m 25.4s, 99.32mph (26/10/75)
2001-3000cc: John Cooper (Porsche Carrera) 1m 25.4s, 99.32mph (26/10/75)
1151-2000cc: Richard Jenvey (Lotus Elan) 1m 25.6s, 99.55mph (26/10/75)
Up to 1150cc: Bob Jarvis (Davrian Imp) 1m 27.2s, 97.27mph (26/10/75)

Over 3000cc class
1.....
2.....
Fastest lap:
Car No.in.....m.....s
2001-3000cc class
1.....
2.....
Fastest lap:
Car No.in.....m.....s
1151-2000cc class
1.....
2.....
Fastest lap:
Car No.in.....m.....s
Up to 1150cc class
1.....
2.....
Fastest lap:
Car No.in.....m.....s

The British Formula 3 Championship.

Meet the winners.



**Congratulations to Gunnar Nilsson, the winning driver.
From BP Super Visco Static, the winning oil.**

FORWARD TRUST TROPHY SPECIAL SALOON CAR RACE

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.

EVENT 4:12 LAPS

No.	Driver	Entrant	Town	Car	cc
Class A: Over 1300cc					
1	Gerry Marshall	Dealer Team Vauxhall	Royston	Vauxhall Firenza	5000
2	Chris Sims	Newquay Publicity Association	Newquay	Vauxhall Magnum	2200
3	Phil Clarke	Continental Wine Experts & The Kingsway	Norwich	Vauxhall Firenza	2300
4	Colin Hawker	The Toleman Group	Romford	DFVW	2996
5	Tony Hazlewood	Hughes of Beaconsfield	Hazlemere	Jaguar Saloon	7000
6	John Morgan	—	Risca	Jaguar Mk.1	3781
7	Arthur Collier	Dealer Team Skoda	Co Wexford	Skoda S110R	5000
9	TBN	Team Esso Uniflo/Ian Richardson Racing	—	Chevrolet Corvair	8100
10	Martin Birrane	Adlard of Brixton	Flimwell	Ford Capri	5000
12	Nick Whiting	Team Kent Messenger/All Car Equipe	Sevenoaks	Ford Escort	1970
14	Tony Sugden	Brook Hire Liverpool Racing	Doncaster	Ford Escort	1840
15	Brian Thackray	—	Reading	Ford Escort	1850
Class B: 1001-1300cc					
17	Phil Winter	Jack Winter	Wimborne	Longman Mini	1293
18	Steve Harris (1st Res)	Jack Winter	Wimborne	BL Mini Cooper	1293
19	Rod MacDonald	—	Ringwood	BL Mini	1269
20	Pete Smith	Smith Bros. Motors	Newbury	BL Mini Cooper S	1293
21	Fred Smith	—	Ludlow	Austin Mini	1293
24	Graham Goode	—	Desford	Ford Escort	1300
Class C: 851-1000cc					
28	Pat Mannion	Revolution Wheels	Wallington	Hillman Imp	998
29	Andy Holloway	—	Launceston	Sunbeam Imp	998
30	George Ostroumoff (3rd Res.)	—	Redditch	Chrysler Imp	998
31	Jeff Ward	Epic Accessories	Leicester	Hillman Imp	998
32	Brian Prebble	—	Southampton	Hartwell Imp	998
34	Jack Wines	—	Frome	Austin Mini	1000
35	Don Hardman	Marque Cars Racing Leicester	Leicester	Cooper S	999
36	Robin Bastable	Keith Clements Automobile Engineers	Wincanton	Mini	999
37	Brian Tufton (5th Res.)	—	Wincanton	Morris Mini	999
38	Tony Edmunds (4th Res.)	—	Salisbury	Austin Mini	999
Class D: Up to 850cc					
40	Mike Kirby	—	Hillingdon	Chrysler Imp	850
41	Roger Gill	—	Orpington	Hillman Imp	848
42	Clifford Watts	—	Leicester	Hillman Imp	848
43	Martin Goodall/Neil Dineen	Dieter Dahlemann	Christchurch	BL Mini	850
44	Geoff Gilkes	—	Banbury	Mini/Imp	850
45	Roger Saunders	—	Petersfield	Mini	850
46	Gerry Glass	Visual Techniques	Basildon	BLMC Mini	850
47	Reginald Ward	Patrick Motor Group Westover Motors	Corfe Mullen	Morris Mini	850
48	Francis Taylor	—	Gillingham	Mini	850
49	Barry Reece (2nd Res.)	Greenham Fork Lifts & Tyre Co.	Caerphilly	Mini	849

GRID



—	—	—	1
—	—	—	2
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—	—	—	10
—	—	—	11
—	—	—	12
—	—	—	13

LAP CHART

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

RESULTS

1. 12. 7. 14. 17. 24.

1.....	Over 1300cc class
2.....	1.....
3.....	2.....
	3.....
	Fastest lap: car no.....in.....m.....s
	1001-1300cc class
	1.....
	2.....
	3.....
	Fastest lap: car no.....in.....m.....s
	851-1000cc class
	1.....
	2.....
	3.....
	Fastest lap car no.....in.....m.....s
	Up to 850cc class
	1.....
	2.....
	3.....
	Fastest lap: car no.....in.....m.....s

Lap records:
Over 1300cc: Gerry Marshall (Vauxhall Firenza V8) 1m 22s, 103.43mph (26/10/75)
1001-1300cc: Graham Goode (Ford Escort 1300) 1m 28s, 96.38 mph (12/10/75)
851-1000cc: Jeff Ward (Hillman Imp) 1m 30.8s, 93.41mph (26/10/75)
Up to 850cc: Roger Gill (Hillman Imp 12/10/75) and Roger Saunders (BLMC Mini, 26/10/75) 1m 36.4s, 87.98mph

DID YOU KNOW:

THAT BARC MEMBERS CAN GET SPECIAL CONCESSIONS ON THRUXTON SPECTATING? SEASON TICKETS, DAY BADGES, MEMBERS BARS AND RESTAURANTS ARE ALL INCLUDED

JOIN GERRY MARSHALL



HE'S A BARC MEMBER

LIKE MANY OF BRITAIN'S LEADING INTERNATIONAL RACING DRIVERS, GERRY MARSHALL CAN SEE THE MANY ADVANTAGES OF BELONGING TO BRITAIN'S BIGGEST, BEST AND LONGEST-ESTABLISHED MOTOR SPORT CLUB. THERE'S THRUXTON CIRCUIT FOR INSTANCE – THE HOME OF THE BARC IN THE HEART OF HAMPSHIRE. MEMBERS CAN ENJOY ADVANCE BOOKINGS, SEASON TICKETS AND DISCOUNTS ON THEIR MOTOR SPORT VIEWING. THEY CAN COMPETE IN ANY OF THE 44 RACE MEETINGS OR 18 HILL-CLIMBS THE BARC ORGANISES EACH YEAR. OR JOIN ONE OF NINE SOCIAL CENTRES THROUGHOUT THE COUNTRY TO ENJOY OFF-TRACK GET-TOGETHERS. THERE IS THE FREE BARC NEWS – THE CLUB'S OWN BRIGHT AND UP-TO-DATE MAGAZINE – AND ALSO ALL SORTS OF TRADE DISCOUNTS OFFERED TO MEMBERS. GERRY MARSHALL KNOWS WHAT'S GOOD FOR HIM. SO DO YOU. SO JOIN THE BRITISH AUTOMOBILE RACING CLUB TODAY

PLEASE RUSH ME
BARC MEMBERSHIP
DETAILS – AND
A FREE COPY OF
THE BARC NEWS!



NAME

ADDRESS

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RETURN TO: BARC THRUXTON CIRCUIT
NR ANDOVER HANTS (026477 2696) TX10


CONSOLATION FORMULA FORD RACE

EVENT 5: 7 LAPS

This is a race for single seater racing cars using near standard 1600cc Ford Cortina Engines. Racing Tyres used by these Cars are identical. Qualification for this race is as in Event 1.

ENTRIES

No.	Driver	Entrant	Town	Car
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GRID 

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LAP CHART

Pos.	1	2	3	4	5	6	7
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

RESULTS

1.....

2.....

3.....

4.....

5.....

6.....

Fastest Lap

Car No in..... m.....s

DID YOU KNOW:

THAT THE BARC IS BRITAIN'S OLDEST AND BIGGEST MOTOR RACING CLUB? FOUNDED IN 1912 IT NOW HAS OVER 8000 MEMBERS. JOIN THEM TODAY.

RACE CIRCUIT INFORMATION THRUXTON 75

THRUXTON CIRCUIT Home of the British Automobile Racing Club and second fastest racetrack in Britain, Thruxton was reopened in 1968 and has been the scene of some of Europe's most exciting Formula Two and Formula 5000 races over the past seven years. Around Thruxton's 2.356 mile sweeps, the two different types of racing have shown one thing in common - two F2s and two F5000s share the current outright lap record at 1m 11s dead, an average speed of 119.46mph. There are eleven meetings at Thruxton each year, this season four BARC internationals, six BARC Championship meetings and the SDMCC Thruxton Grand Prix.

COMMENTARIES There are two commentary points at Thruxton, one at the Start/Finish line and the other at the exciting Campbell/Cobb/Segrave complex. From their raised vantage points, the two commentators can see the whole circuit. A third commentator will interview race-winners from the startline rostrum during the afternoon. Due to local planning restrictions, commentaries may not start until the first race, so there is no practice information to the general public.

CATERING There is a restaurant marquee in the Paddock where hot meals are available throughout both days from 7.30am. There are other catering points where hot drinks, sandwiches, etc are available. These are located at Wella Bridge, and in the Paddock.

LICENCED BARS There are licenced bars at the following points: in the Paddock, opposite the Wella Bridge and at Campbell Corner.

GRANDSTANDS There are four permanent stands at the following places:

CLUB CORNER Grandstand A holds 850 people and commands a view over most of the circuit. Admission to this stand costs 70p. Grandstand B is for BARC members only and holds 600 people. Admission costs 60p.

PITS Grandstand D holds 600 people and is opposite the Start/Finish line. Admission costs 60p.

COBB Grandstand E holds 725 people and commands a good view over much of the circuit and the complex. Admission costs 60p.

Spectators are asked to remain seated at all times in order not to block the view from people behind.

There is also a terraced spectator area at Club for drivers, mechanics and entrants admission is by Driver/Mechanic pass, or for BARC Members paying 30p.

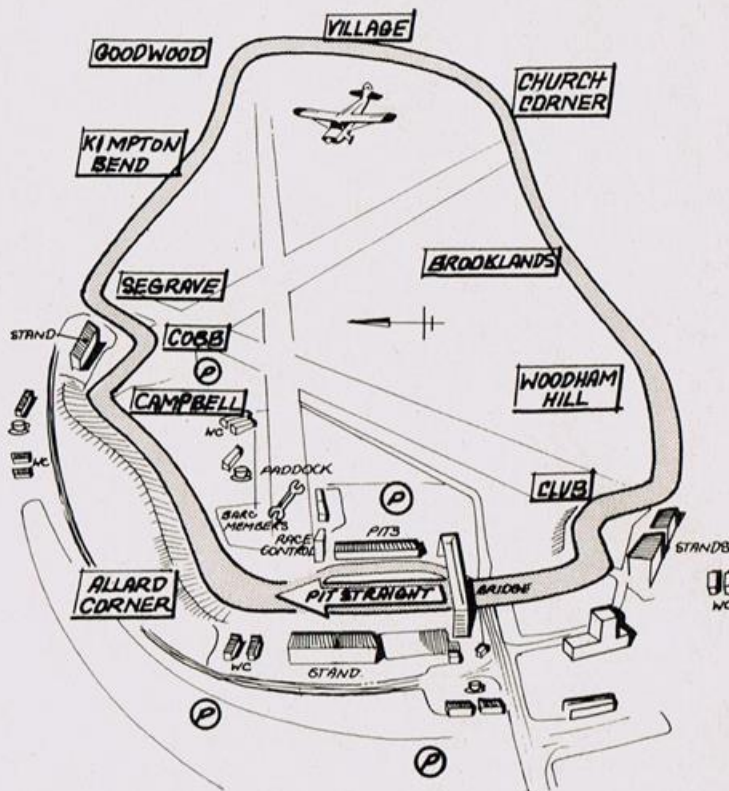
PADDOCK For those who like a closer look at the competing cars (and drivers!) admission to the Paddock is by Members Day Badges for BARC members, or at a cost of £1 for the public. Access is over the Wella Bridge.

TOILETS There are ladies and gents toilets in the following places: 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, rally jackets, umbrellas, and motor accessories can be purchased from the shops there.

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 righthand side. Fresh water is available from a tap at the top of the skidpan.

BARC MEMBERS BARC Members and their guests holding Thruxton Season Tickets or Members Day Badges have access to the Members Enclosure at Club Corner, as well as to the Paddock. BARC members and their guests may use the bar in the Flying Control Building on any day, but members must be in possession of their membership cards when using this bar.



1976 CIRCUIT DATES

March 7	BARC Championship Meeting (Formula 3)
April	BBC Radio One Championship Meeting (Prod saloons)
April 19	European Formula Two Championship Meeting (Formula 2)
May 9	British Touring Car Championship Meeting (Group 1)
May 31	Spring 5000 Championship Meeting (5000)
August 8	Indylantic Race Day (Formula Atlantic)
August 29	British Sports Car Championship Meeting (2-litre Sports Cars)
September 12	Summer 5000 Championship Meeting (5000)
October 31	Championship Finals Meeting (Formula 3)
November 14	November Trophy Meeting (Formula 3)

*Brackets indicate principal race. All meetings have full programmes

THRUXTON SPEED TABLE (2.356 MILES)

Lap Time	Speed	Lap Time	Speed	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 12		117.80	1 16		111.60	1 20		106.02	1 24		100.97	1 28		96.38	1 32		92.19	1 36		88.35
	.2	124.36		.2	117.47		.2	111.31		.2	105.76		.2	100.73		.2	96.16		.2	91.99		.2	88.17
	.4	124.00		.4	117.15		.4	111.02		.4	105.49		.4	100.49		.4	95.95		.4	91.79		.4	87.98
	.6	123.64		.6	116.83		.6	110.73		.6	105.23		.6	100.26		.6	95.73		.6	91.59		.6	87.80
	.8	123.28		.8	116.51		.8	110.44		.8	104.97		.8	100.02		.8	95.51		.8	91.40		.8	87.62
1 09		122.92	1 13		116.19	1 17		110.15	1 21		104.71	1 25		99.78	1 29		95.30	1 33		91.20	1 37		87.44
	.2	122.56		.2	115.87		.2	109.87		.2	104.45		.2	99.55		.2	95.09		.2	91.00		.2	87.26
	.4	122.21		.4	115.55		.4	109.58		.4	104.20		.4	99.32		.4	94.87		.4	90.81		.4	87.08
	.6	121.86		.6	115.24		.6	109.30		.6	103.94		.6	99.08		.6	94.66		.6	90.62		.6	86.90
	.8	121.51		.8	114.93		.8	109.02		.8	103.69		.8	98.85		.8	94.45		.8	90.42		.8	86.72
1 10		121.17	1 14		114.62	1 18		108.74	1 22		103.43	1 26		98.62	1 30		94.24	1 34		90.23	1 38		86.55
	.2	120.82		.2	114.31		.2	108.46		.2	103.18		.2	98.39		.2	94.03		.2	90.04		.2	86.37
	.4	120.48		.4	114.00		.4	108.18		.4	102.93		.4	98.17		.4	93.82		.4	89.85		.4	86.20
	.6	120.14		.6	113.69		.6	107.91		.6	102.68		.6	97.94		.6	93.62		.6	89.66		.6	86.02
	.8	119.80		.8	113.39		.8	107.63		.8	102.43		.8	97.71		.8	93.41		.8	89.47		.8	85.85
1 11		119.46	1 15		113.09	1 19		107.36	1 23		102.19	1 27		97.49	1 31		93.20	1 35		89.28	1 39		85.67
	.2	119.12		.2	112.79		.2	107.09		.2	101.94		.2	97.27		.2	93.00		.2	89.09		.2	85.50
	.4	118.79		.4	112.49		.4	106.82		.4	101.70		.4	97.04		.4	92.80		.4	88.91		.4	85.33
	.6	118.46		.6	112.19		.6	106.55		.6	101.45		.6	96.82		.6	92.59		.6	88.72		.6	85.16
	.8	118.13		.8	111.89		.8	106.29		.8	101.21		.8	96.60		.8	92.39		.8	88.53		.8	84.99