

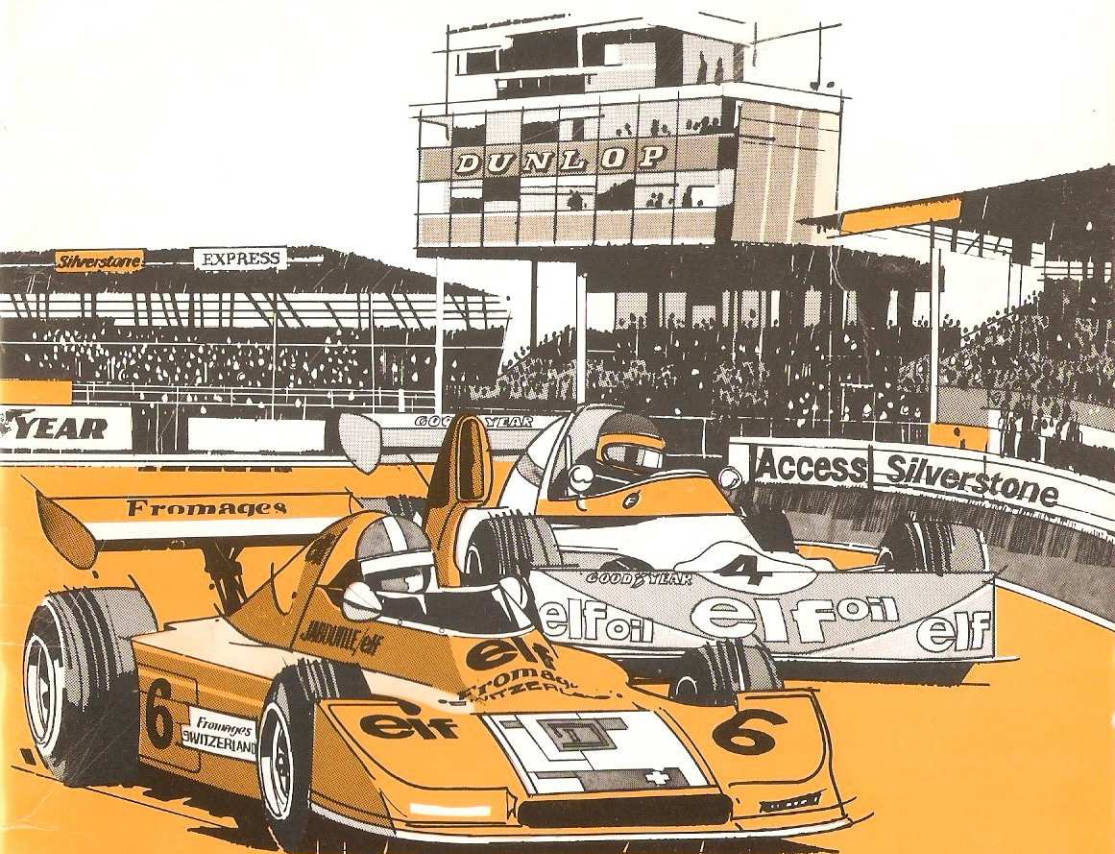
Silverstone

Sunday August 31st

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European Formula 2 Championship International
Official Programme 35p

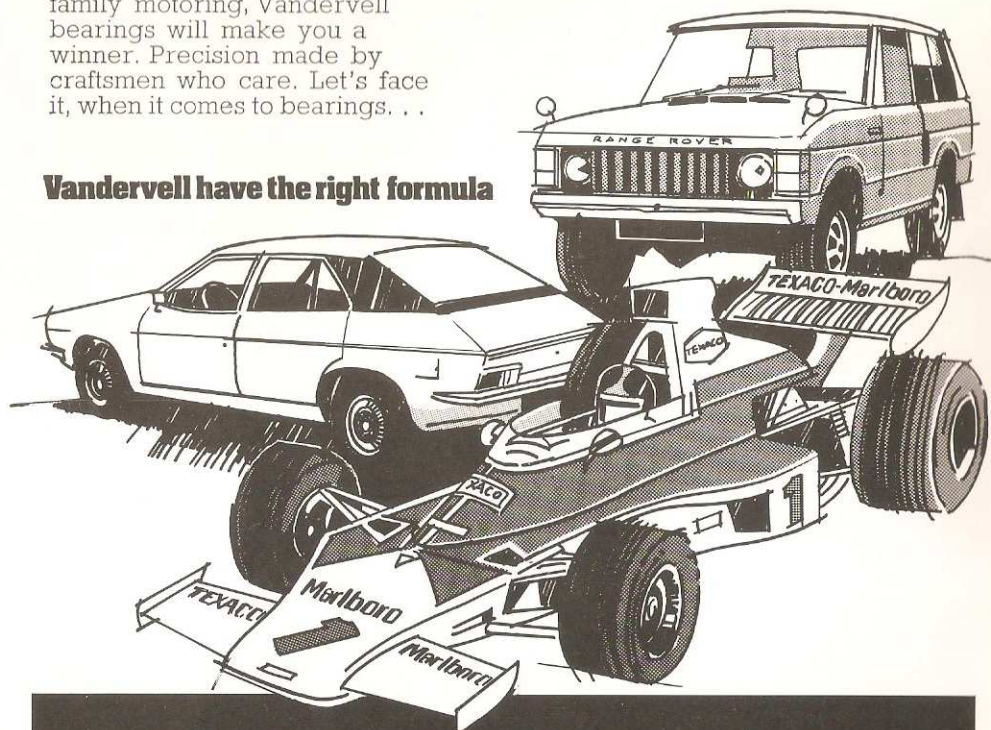


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SILVERSTONE RACE DAY PROGRAMME

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30/31 August, 1975

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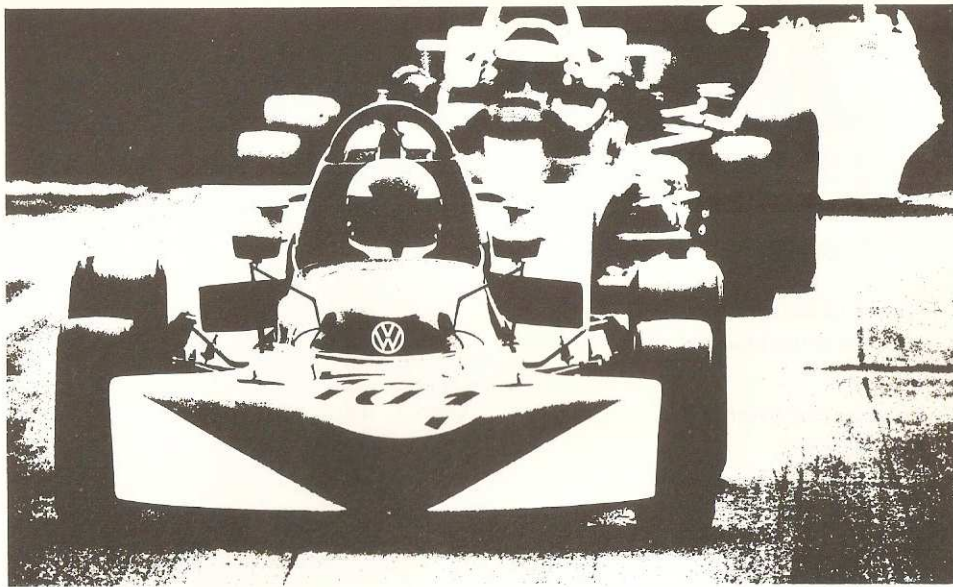
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FORMULA 2 RETURNS

BY IAN PHILLIPS
(Editor of Autosport)

Formula Two returns to Silverstone today after an absence of eight years. The best way to gauge the significance of this Formula in the shaping of a driver's career is probably to look back to that Easter Monday meeting in 1967 and see who were the up and coming drivers of the day and what they subsequently went on to achieve because of their Formula Two successes.

The late Jochen Rindt won that race, and although he was driving the works Cooper Formula One car at that time it was his total domination of Formula Two which led to him signing for Lotus a couple of years later and becoming World Champion in 1970. Jacky Ickx was driving for Ken Tyrrell in Formula 2 then and subsequently joined the Brabham F1 team; Piers Courage went on to the Frank Williams Team, Mike Spence to BRM, Robin Widdows to Cooper and Jean-Pierre Beltoise to Matra. These were just a few of the men taking part in that race who were probably unknown to the majority at the time but went on to become great drivers.

We have the same situation in today's entry list. A large number of the names are not yet well known in world motor racing circles; but wait a year or so and those that are battling it out for the lead round Silverstone today will be returning here in 1977 at the wheel of Grand Prix cars.

In a nutshell Formula Two is the final proving ground for aspiring World Champions before they move into the really big league. In fact, the whole of this meeting is a pointer to the future. Whereas Formula 2 is the final stepping stone to Formula One,



Typically close Formula 2 racing at Rouen. Jabouille leads the trio.

Formula Three and Formula SuperVee, which are also on the programme, are the major 'sorting out' Formulae for drivers before they move in Formula 2. Shrewd spectators might like to pull out a couple of names from these three races and pop along to the Ladbrokes betting tent and put a few bob on the 1980 world champion — you can be almost certain that he's racing here today.

Since 1970 the Formula Two European Champions have been Clay Regazzoni, Ronnie Peterson, Mike Hailwood, Jean-Pierre Jarier and Patrick Depailler, while the almost certain winner this year, and it will probably be settled today, is Jacques Laffite. A quick glance at their Formula One records since winning the Formula Two championship show that Regazzoni and Peterson have both won Grands Prix and finished second in the championship table while both Jarier and Depailler have taken pole position in Grand Prix events. Laffite finished second in the recent German Grand Prix while Hailwood, who retired just a month ago, led a number of Grands Prix in the works Surtees. Not a bad record indeed.

A look at any current Grand Prix entry list show that more than half of the current young stars were the leading drivers in Formula Two in the past five years. Names like James Hunt, Emerson Fittipaldi (the reigning champion even), Jochen Mass, Jody Scheckter, Carlos Reutemann, Carlos Pace, Vittorio Brambilla, Hans Stuck, Niki Lauda (probably this year's champion — he was British F2 champion in 1972), Tom Pryce, John Watson and Wilson Fittipaldi and the others previously mentioned. Can any other Formula match that list of drivers who have 'made it'. No way!

Typifying Formula One constructors' views on Formula Two recently was John Surtees who said: 'To Team Surtees, Formula 2 is a development bed, not just purely technically but also driverwise. F2 is very relevant. In the two and half years we were in it we were never out of the first two in the full championship and we developed a lot of Grand Prix drivers this way, Mike Hailwood, Carlos Pace, Jochen Mass and John Watson for instance.' Incidentally John Surtees himself finished third in the last F2 race at Silverstone.

Hopefully having convinced you of the importance of Formula 2 in the structure of motor racing let's take a look at the Formula itself.

With the exception of the Elf 2 chassis all the chassis are of aluminium monocoque construction and are very similar to Formula One cars (the latest March 752, in fact, is basically the same chassis as their successful F1 car). The Elf, constructed in France is of tubular spaceframe construction. All the chassis have built in deformable structures round the chassis. This is an energy absorbing 'overcoat' which protects the fuel tanks in the event of an accident. This requirement only became mandatory in Formula 2 this year but since its introduction in Formula 1 three years ago has prevented many accidents becoming much more serious.

Three basic engines are used in Formula Two, all of them in line four cylinder and of 2000 cc capacity. The most popular engine is the German BMW unit but alternatives are the British Ford BDA and Pinto based units and the French Simca engine.

The current Formula Two regulations permitted the use of production based engines of up to 2000 cc from the beginning of 1972. In that first year the Ford BDA engine dominated the class. But in September of that year Max Mosley, joint managing director of March Engineering, the Bicester based firm which supplies the majority of the F2 chassis seen here today, did an exclusive deal with BMW to use their engines, which were homologated (certified as eligible for the Formula when enough units have been made) from the first of January 1973.

The first appearance of the March-BMW F2 car was at Mallory Park in March 1973. Anyone who saw that race cannot possibly forget the sight of Jean-Pierre Jarier making electrifying starts in both heats and completely dominating the event. Of the 12 events in which this combination took part Jarier won eight outright, finished second in one (after suffering an electrical fault while leading) and crashed in two. The BMW engine had arrived. Four other races were won by March-BMW customers and four others by Ford BDA powered cars. In fact since Tom Pryce won at Norisring in Germany in September 1973 every single Formula 2 race has been won by a BMW engine.

The exclusivity clause of the March-BMW contract was dropped for 1974 and all the major teams and constructors adopted the German engine. All the initial engines were produced by BMW GmbH in Munich but when it became available to people other than the March team a number of other tuning concerns produced their own version. In fact this year the works prepared engines have generally had to take second place to those produced by Josef Schnitzer. Although there are numerous detail differences on the engines the easiest way to spot the changes from the grandstands are that the works engines have their inlet trumpets and airbox on the off-side of the car and the Schnitzers on the nearside.

These engines produce around 280 brake horsepower and fitted in the back of the light F2 chassis produce a power to weight ratio which permit lap times very similar to those achieved by Formula 1 cars. If we can just look back to the 1967 race once more it is worth noting that the F2 cars broke the F1 record by 0.6s at that meeting and this was not even broken at the F1 race at the same circuit two months later, although it

must be said that it was broken in practice. Nevertheless the 1m 29.2s set by Jochen Rindt and Graham Hill in their F2 cars would have put them on the outside of the front row F1 grid.

In the recent John Player Grand Prix the F1 cars managed a best of 1 m 19.36s with the new Woodcote chicane installed and the race record was 1 m 20.9s. The best unofficial F2 testing time recently has been 1 m 18.6s without the chicane, if the conditions are right the new outright circuit record may just fall to a Formula 2 car.

Don't discount the Ford BDA based engine, even though there aren't too many of them in today's race. Three young drivers, who normally race in the national Formula Atlantic championship, are competing in this event in the hope of being 'noticed'. They will all use Ford engines. Jim Crawford uses the alloy block Hart BDA built up by well known Harlow engine builder Brian Hart, himself a former F2 racer of note. This engine has appeared in the hands of another Briton, Brian Henton, in odd F2 races this year and has shown itself to be fully competitive, unfortunately it's just not the fashion in F2 at the moment. However, on a fast circuit like Silverstone it's bound to be fully competitive. The other Ford users, Ray Mallock and American Ted Wentz both rely on the Swindon Racing Engines prepared BDG derivative of the same engine. These are built by John Dunn in Swindon and again they have proved to be on a par with the BMW engines.

Two late British entries brought the Ford BDA challenge up to five and both could prove to be strong challengers. Brian Henton, the JPS Formula 1 driver, is entered in his own March — the only regular British Formula 2 entry in any of this year's championship races. In fact, it was Henton's Formula 2 performance at Thruxton over Easter which took him into Formula 1. Yet another Formula 2 success story.

The other entry is that of the Wheatcroft. No driver has been nominated at the time of writing for this neat little Mike Pilbeam designed Atlantic car, but entrant and owner Tom Wheatcroft doesn't believe in finishing second — so look out for a big name in this car.



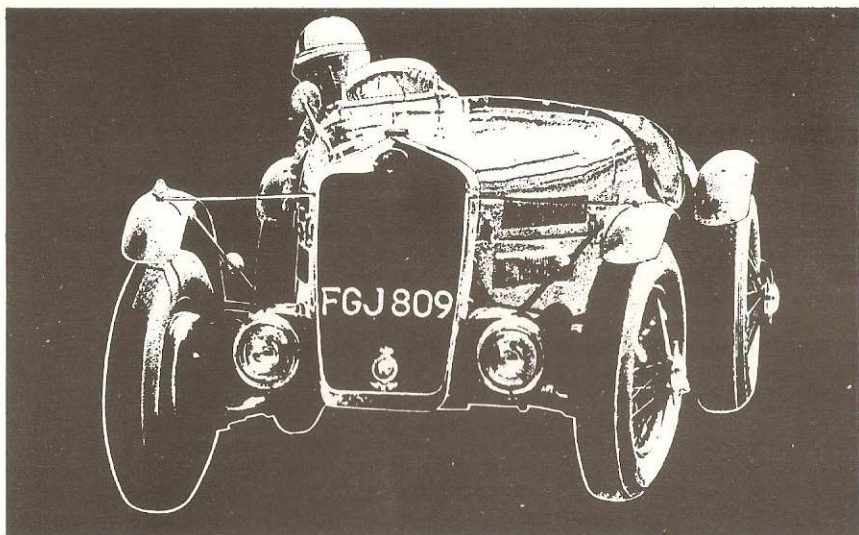
The Wheatcroft. One of the leading British challengers.

This shortage of Ford powered entries goes back to 1973 when the BMW was so dominant that everyone immediately thought they should have one. However the price of the engine and maintenance costs forced the majority of British teams to abandon F2 as they couldn't afford the cost and the travel to Germany to have them looked after. Thinking the BMW was the only thing to have and rather than compete on what they thought were uncompetitive terms with the Ford they pulled out. The Europeans, of course, had no problem in getting the engines looked after and so took over the Formula.

The Ford Pinto engine, developed by the Suffolk based Holbay Engines, has not really had a proper F2 outing as yet. Last year it was seen in the hands of an Italian privateer but today should see its first appearance in a British based car, the Safir. Its performance will be watched with great interest.

The Chrysler-Simca unit was introduced towards the end of last year and initially showed a great deal of promise. However the designer of the engine, Max Funda, was sadly killed in a road accident during the winter and development has been very slow since then.

So what about the drivers?



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Undoubted top talent in Formula 2 and in fact, the man who, in all certainty, will win the F2 championship, is 32-year old Frenchman Jacques Laffite. He comes to Silverstone needing just two points to clinch the title in his Elf/Ambrozium backed Martini-Schnitzer-BMW. He's scored six straight wins in the championship this year as well as taking in Grand Prix races with Frank Williams' team. It's been a long hard road to the top for Laffite. He was racing F3 in 1968 but had to drop back into Formula France until coming back to F3 in 1973. He won the French championship and nearly won the John Player title too, despite only taking in half the rounds. He moved into F2 last year and immediately showed an aptitude for the bigger car. This year he has carried all before him and will be a worthy champion.



Two points needed to become Champion. Jacques Laffite (Martini Mk.16 BMW Schnitzer)

Ironically Laffite's nearest challenger in the championship is 33-year old Jean-Pierre Jabouille, the man who he mechaniced for in the late 1960s in F3. Jabouille is a seasoned campaigner and an extremely talented all round driver. The record books don't show just how competitive Jabouille has been over the years in all classes of racing. He only won his first F2 race this year after three years of being a leading runner. As well as being a talented driver the tall, blond Frenchman is also technically inclined and, in fact, constructed his own car, the Elf 2J.

Jabouille's business partner in constructing cars is Gerard Larrouse, the three times Le Mans winner and former rally champion. This is really his first season on single seater racing, despite his 35 years, but some consistent good placings and a win at Hockenheim see him lying third in the championship, just one point behind team mate Jabouille. Larrouse drives the Elf 2, constructed by Alpine, driven by Jabouille last year.

It looks as though this will be only the second year in the last five that March Engineering have not won the championship. Robin Herd produced a brand new car this year in the 751 model, easily distinguishable by its pontoon sides between the wheels, and has two young Frenchmen backed by Elf to drive the works cars, Patrick Tambay and Michel Leclere.

Although this is the second season for both of them in F2 they still lack the experience to extract the maximum out of the car by fine tuning of the chassis. However both are extremely talented and more often than not have been robbed of certain high placings by niggling troubles. Leclere has been the unluckiest although he has scored one win, while Tambay has more points and three second places to his credit.

Two interesting entries are the Italian Osellas of Duilo Truffo and Giorgio Francia. This marque made its first appearance in F2 in the final race of last year after a great deal of sports car success. This year they have run two of their neat little cars for the two young Italian drivers who have adapted to the task well and made the car really

SILVERSTONE

Sunday, September 7th



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British Air Ferries Formula Ford Championship.
Forward Trust Special Saloon Championship.
Miller Organs Modified Sports Championship.
National Formula 4 Championship.

1st Race 3 p.m. Practice 11.50 a.m.

Admission to Trackside Enclosures, including free Grandstand seat, Adult £1, Child 20p. Paddock Transfer, Adult 50p., Child 20p.

Organised by British Automobile Club (North Thames Centre).

quite competitive. Francia, a former Italian F3 champion, lies joint sixth in the table while Truffo is tenth just four points further back.

Maurizio Flammini's only racing appearance in Britain was at the Race of Champions when he crashed one of Frank Williams' car in practice. He'll be hoping for a repeat of his Mugello F2 form, when he won in his March. He holds joint sixth in the championship table with Francia.

Belgian driver Claude Bourgoignie should be familiar to British fans, having been a leading Formula Ford driver at the end of the sixties and a top F3 contender in the early 1600cc days. He has been in and out of F2 in recent years but this year with the backing of Bang & Olufsen, the Hi-Fi specialists, he has come to terms with the Formula. His and team mate Bernard De Dryver's Marches are run and prepared by Brian Lewis Racing from Surrey — one of only two regular British private teams contesting the championship. Bourgoignie is currently fifth in the championship.

The other British Team is Project 3 run by former Rondel Racing boss Ron Dennis. His number one driver is works March F1 man Vittorio Brambilla, one of the fastest men ever round Silverstone before the chicane was installed and, of course, winner of the recent Austrian Grand Prix. Expect his March to be right to the fore.

Two other competitive March privateers are Swiss drivers Herbert Muller and relative newcomer Loris Kessel. Muller will be remembered by Silverstone regulars as one of the drivers of the whispering Porsches in the Interseries races at the circuit. Recently he has switched to single seaters after nearly ten years of sports car racing and his experience should make him a strong runner. Kessel surprised everyone by nearly walking away with the opening race of the year at Estoril, his first F2 race, but his season has been somewhat erratic since then.

Also tending towards the unpredictable, but when on form extremely competitive are Italians Gabriele Serblin, Giancarlo Martini and Cosimo Turizio. Even if they don't last long they'll be spectacular — that is guaranteed.

Although March has by far the biggest representation of any chassis manufacturer there's only one British name among their runners, Ray Mallock. This 24-year old lives in Roade, just a few miles from the circuit, and has long been one of the country's leading young talents although lack of finance has seen him struggle to keep going. He's always very fast at Silverstone and it would be extremely good to see his Team Ardmore March right up at the front with its Swindon prepared Ford engine. This will be only his second F2 race, like that of his fellow Formula Atlantic competitor American Ted Wentz. He drives a specially converted Lola sponsored by Wella for Men, also with Swindon power, and hope to reproduce the form which saw him lying an excellent third for a while in the Thruxton race at Easter.

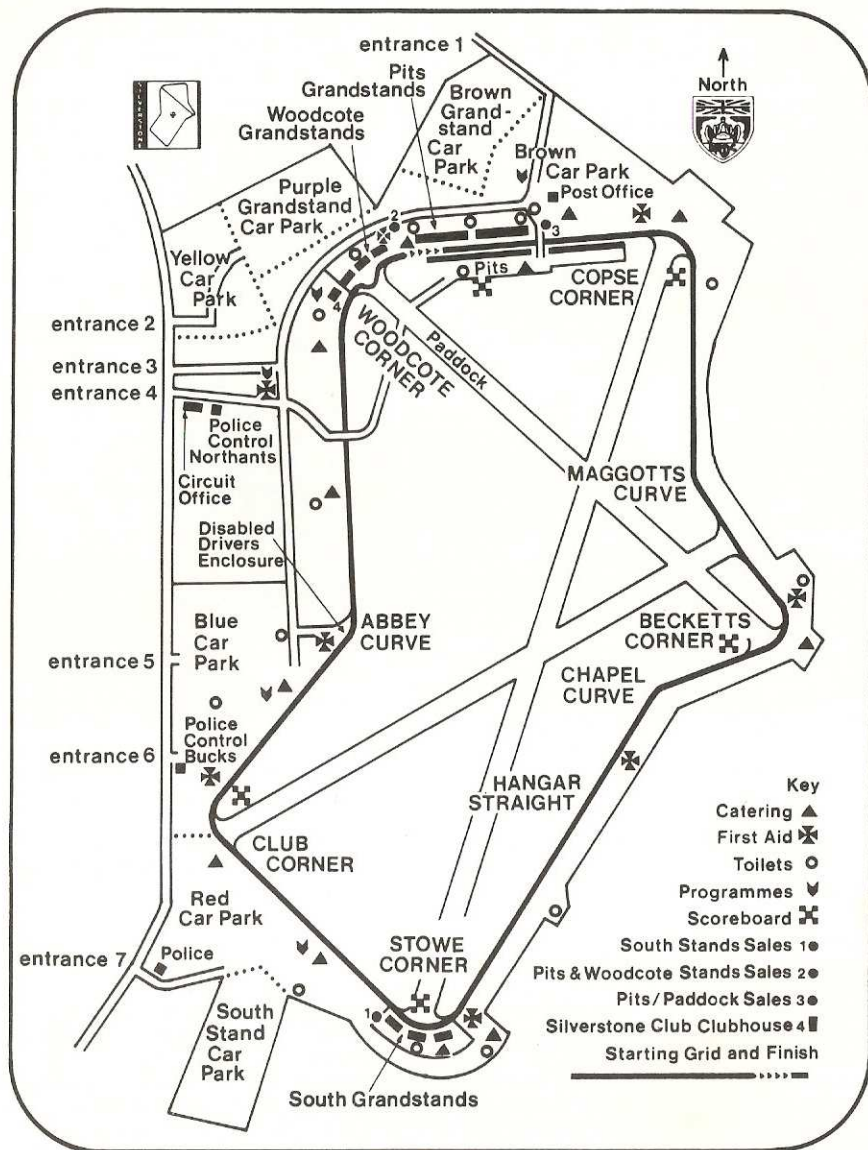
Leading the Chevron Cars challenge is 28-year old Jim Crawford from Bolton. Another British driver who has had to struggle for survival, Crawford has had a meteoric rise to the top, signing for the JPS Lotus F1 team after just two years of racing. He's scraped together all his own money to do this F2 race and is looking forward to a really strong showing. Like the other two Formula Atlantic men he'll be running a Ford engine, this time tuned by Brian Hart.

Two other strong Chevron runners will be the Austrians Harald Ertl and Hans Binder. The bearded Ertl recently made his F1 debut at the German GP, but will be best remembered for his enthusiastic driving of the Tourist Trophy winning BMW at Silverstone in 1973. He's usually very quick in his Warsteiner Beer Chevron. Binder will be having his first outing in his car having forsaken his early season March. He runs under the strict supervision of fellow Austrian Helmut Marko, the former BRM driver, and has shown considerable promise in this his first full year of F2.

An interesting runner will be Belgian Patrick Neve in the one-off Safir. This is an updated Motul/Rondel car from 1973 with the Holbay Pinto engine. Neve's driving in Formula 3 this year has seen him ranked very highly and his F2 debut is eagerly awaited. Another completely new car in F2 will be the Ralt driven by enthusiastic privateer John Wingfield. This Ralt is the new car designed and built by Ron Touranac, so long the man behind the successful Brabham cars.

So there we are with just some of the leading F2 runners. Who will win? It ought to be Laffite but watch Jabouille, Brambilla and Crawford.

SILVERSTONE GRAND PRIX CIRCUIT



EUROPEAN CHAMPIONSHIP FORMULA 2 INTERNATIONAL

Silverstone

Saturday/Sunday, 30/31 August, 1975

Organised by the British Racing Drivers' Club.

Presented and promoted by Silverstone Circuits Ltd.

The meeting will be governed by the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the Additional Supplementary Regulations of the organising Club and such Final Instructions as may be issued prior to the start of the meeting.

Permit Nos. RS10507 and RS10508

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Brent Vale Motor Club
Civil Service Motoring
Association
Godfrey Holmes Motor
Enthusiasts Club
Maidstone and Mid Kent
Motor Club
Metropolitan Police
Driving School
Northampton and District
Car Club
Seven Fifty Motor Club
Vintage Sports Car Club

Airfield Control:

British Motor Racing
Marshals Club

A.T.C.:

M. East (Oxford Airport)
G. Smith
(Oxford Airport)

Incident Vehicles:

Silverstone Circuits Ltd.

For Silverstone Circuits Ltd.:

Board of Directors:

P. C. T. Clark
(Chairman)
J. W. Brown
(Managing Director)
Hon. G. D. Lascelles
A. A. Salmon
J. G. S. Sears

Circuit Manager:

G. Smith

Press Officer:

R. N. Fearnall

Press Office:

R. N Fearnall (i/c)

Breakdown Services:

J. Bryant & Sons Ltd.
Davenport Autocar Ltd.
King Street Motors, Luton
Kingstons Ltd.
Silverstone Circuits Ltd.

Fire Services:

Northamptonshire Fire
Brigade
GKN Fire Tender
and Crew
Silverstone Circuits Fire
Service manned by
members of the British
Motor Racing Marshals
Club

Emergency Services: Silverstone Circuits Emergency Services Team manned by members of the British Motor Racing Marshals Club.

Medical Services: Our grateful thanks go to Mr. N. C. Mountford, M.B.E., and units of the Northamptonshire Fire Brigade, the Northamptonshire St John Ambulance Brigade, the GKN Fire Tender and Crew and to all the other voluntary officials without whom this Meeting would not be possible.

TIMETABLE

Saturday, 30th August

09.00 — 09.30	Practice for Formula Super Vee Cars — Heat 1	
09.45 — 10.15	Practice for Formula Super Vee Cars — Heat 2	
10.30 — 12.00	Practice for Formula 2 Cars	
12.15 — 13.00	Practice for Formula 3 Cars	
	Lunch Break	
14.00 — 14.30	Practice for Production Saloon Cars	
14.45 — 15.15	Practice for Classic Sports Cars	
15.30 — 17.00	Practice for Formula 2 Cars	
17.25	VW Gold Cup Formula Super Vee Race — Heat 1	7 laps
18.00	VW Gold Cup Formula Super Vee Race — Heat 2	7 laps

Sunday, 31st August

11.50 — 12.20	Untimed Practice for Formula 2 Cars	
12.45	BP Super Visco Formula 3 Race	20 laps
14.00	Britax Production Saloon Car Race	10 laps
14.50	EUROPEAN CHAMPIONSHIP FORMULA 2 RACE	50 LAPS
16.30	Speed Merchants Classic Car Race	10 laps
17.15	VW Gold Cup Formula Super Vee Race — Final	20 laps

TROPHIES AND AWARDS

EUROPEAN CHAMPIONSHIP FORMULA 2 RACE

Trophies: Winner — The B.R.D.C. Trophy
 Awards: 1st 10,000 S.Frs. 2nd 8,000 S.Frs. 3rd 7,000 S.Frs. 4th 6,500 S.Frs. 5th 6,000 S.Frs. 6th 5,500 S.Frs. 7th 5,000 S.Frs. 8th 4,500 S.Frs. 9th 4,000 S.Frs. 10th 3,500 S.Frs. 11th 3,000 S.Frs. 12th 2,800 S.Frs. 13th 2,600 S.Frs. 14th 2,400 S.Frs. 15th 2,200 S.Frs. 16th 2,000 S.Frs. 17th 1,800 S.Frs. 18th 1,700 S.Frs. 19th 1,600 S.Frs. 20th 1,500 S.Frs. 21st 1,400 S.Frs. 22nd 1,300 S.Frs. 23rd 1,200 S.Frs. 24th 1,100 S.Frs. 25th to 30th 1,000 S.Frs.
 (Drivers who have not covered 50% of the race distance will only receive 50% of the prize money).
 Fastest lap in the race — 1,000 S.Frs.

VW GOLD CUP FORMULA SUPER VEE RACE

Trophies: 1st, 2nd and 3rd — a Trophy.
 Awards: 1st 2,500 DM. 2nd 2,000 DM. 3rd 1,500 DM. 4th 1,200 DM. 5th 1,000 DM. 6th 800 DM. 7th to 9th 700 DM. 10th to 14th 600 DM. 15th to 19th 500 DM. 20th to 24th 400 DM. 25th to 29th 300 DM 30th to 36th 200 DM.

BP SUPER VISCO FORMULA 3 RACE

Trophies: Winner — a Trophy.
 Awards: 1st £100. 2nd £75. 3rd £50. 4th £30. 5th £20. 6th £15.

BRITAX PRODUCTION SALOON CAR RACE

Trophies: Overall Winner — a Trophy.
 Awards: in each class: 1st £15. 2nd £10. 3rd £5.

SPEED MERCHANTS CLASSIC CAR RACE

Trophies: 1st, 2nd & 3rd in each class — a Trophy.

BP SUPER VISCO BRITISH FORMULA THREE CHAMPIONSHIP

The major Formula Three Championship in Britain this year — which also spills onto the Continent — is to be sponsored by BP Motor Sport. The 18 round series takes place at 11 circuits.

Points will be scored on a 9-6-4-3-2-1 basis at each round, all with rounds counting towards the final Championship positions. Competitors setting fastest lap at each round will receive an extra point. Awards will be paid at each round as follows: 1st—£100; 2nd—£75; 3rd—£50; 4th—£30; 5th—£20; 6th—£15 (except the round at the John Player Grand Prix on July 19th).

Current points position (prior to the round on August 25th):

Gunnar Nilsson	52	Herve Regout	8
Danny Sullivan	45	Gianfranco Brancatelli	7
Patrick Neve	44	Conny Ljungfeldt	7
Alex Ribiero	27	Bob Arnott	6
Ingo Hoffman	23	Mike Tyrrell	6
Richard Hawkins	14	Fernando Spreafico	6
Conny Anderson	12	Dick Parksons	6
Larry Perkins	12	Stephen South	5
Pierre Dieudonne	10	Peter Clark	5
Renzo Zorzi	9	Ulf Svensson	5

BRITAX PRODUCTION SALOON CAR CHAMPIONSHIP

This is the fourth year in which Britax has sponsored the BARC Production Saloon Car Championship. Besides seat belts, Britax also manufacture a wide range of accessories.

In order to take part in the Championship, competitors must be competition members of the BARC.

There are 13 rounds in the Championship and points are scored in each class as follows: 4 or more starters: 4-3-2-1; 3 starters: 3-2-1; 2 starters: 2-1; 1 starter: 1.

The competitor who sets a new class lap record will score an extra point. Points scored in all rounds will count towards the final placings.

Awards at each round will be: in each class — 1st £15. 2nd £10. 3rd £5.

Final Championship Awards: Overall winner £100 and the Britax Trophy and replica. Other class winners £50. 2nd in each class £25.

Current points position:

£2300 and over		£1700—£2299	
John Brindley	19	Phil Dowsett	28
Derrick Brunt	12	Marc Smith	15
David Howes	4	Gerry Marshall	14
Alison Davis	2	Stuart Patterson	9
£1300—£1699		Up to £1299	
Jock Robertson	29	Tony Stubbs	28
Bill Sydenham	15	Simon Kirkby	22
Tony Lanfranchi	10	Neville Knight	16
Peter Slade	6	Tim Dodwell	12

SPEED MERCHANTS CLASSIC CAR CHAMPIONSHIP

This is an eight round Championship for Classic GT and Sports Racing Cars sponsored jointly by Speed Merchants Ltd. and Thoroughbred & Classic Cars Magazine. Races are held at Silverstone, Oulton Park, Snetterton and Thruxton.

Each race is run in four classes with points scored on a 9-6-3 basis in each class. All races count towards the final placings.

Current points position:—

Front engined GT Cars over 2000 c.c		Front engined GT Cars up to 2000 c.c	
Brian Classic	33	Bill Nicholson	36
Frank Sytner	30	John Webb	27
Martin Hilton	12	Sir Aubrey Brocklebank	12
Sports Racing Cars over 2000 c.c		Sports Racing Cars up to 2000 c.c	
Willie Green	36	Richard Thwaites	45
Tony Woodhouse	12	Brian Baker	30
Colin Crabbe	9	Rupert Glydon	12

VANDERVELL AWARD FOR NOVICE DRIVERS

Vandervell Products Limited is sponsoring the Vandervell Award for Novice Drivers for the fourth year in 1975.

All competitors at Silverstone car race meetings held between 8th March and 5th October, 1975 are eligible to compete for the Vandervell Award provided that they are holders, on or after 1st January, 1975, of an RAC Restricted Racing Licence upon which they have not obtained six upgrading signatures, and who have not held a racing licence issued by any national body for more than twelve months. High speed trials and relay races do not count for points but heats do count.

In order to take part in the Vandervell Award for Novice Drivers, competitors must register with the BRDC Race Office, Silverstone Circuit, nr Towcester, Northants NN12 8TN, at least 24 hours before the first race in which they wish to be eligible to score points.

In a race divided into classes or a single class race with less than ten starters points will be scored on an 8-6-4-2 basis in each class. In single class races with ten or more starters points will be scored on a 12-9-6-3-2-1 basis. Points are scored for a competitor's position relative to all competitors in the class or race **and not just to novice competitors**. A competitor's ten best scores will count.

There are no awards at the qualifying meetings.

Final Awards: Winner £150 and the Vandervell Trophy.

2nd £100. 3rd £75. 4th £50. 5th £25.

Current points position (prior to the round on August 25th):—

Graeme Dodd	51	Andy Houston	6
Alistair Macdonald	15	Derek Warwick	4
Eddie Cheever	9	Nick Scott	4
Ray Kershberg	8	Bill Wykeham	4
Dierdre Garlick	8	Miles Marshall	4
David Reade	6		

LAP RECORDS AS AT 31.8.75

As this is only the second meeting to be held on the Modified Grand Prix Circuit the following are the only lap records that apply. New records will be established today for all other classes.

Outright:	Clay Regazzoni (Ferrari 312T) 19.7.75 1 min. 20.9 secs. 130.47 mph, 209.94 kmh
Formula 3:	Alex Ribiero (March 753 Toyota) 19.7.75 1 min. 31.4 secs. 115.48 mph, 185.82 kmh

VW GOLD CUP FORMULA SUPER VEE RACE

— Heat 1

SATURDAY

Race 1

Start 17.25 hrs.

7 laps

20.52 miles

33.03 kms.

No.	Entrant and Driver-Nationality	Car	c.c.	Colour
1	Team Royale-Schrick (Driver: Bernard de Saint-Hubert (B))	Royale RP19 Heidegger	1600	
3	Peter White (GB)	Royale RP19 Heidegger	1600	White
4	Jean-Michel Martin (B)	Royale RP9 VW	1600	
5	Anglia Polythene (Driver: Bill Burley (GB))	Royale RP18A Heidegger	1600	Blue/White
6	Lucien Reyners (B)	Kaimann VW	1600	Blue
7	Dieter Engel (D)	Holiday Inn Kaimann VW	1600	Red/White
8	Bosch Racing Team Vienna (Driver: Kennerth Persson (S))	Bosch Kaimann VW	1600	Blue
9	Bosch Racing Team Vienna (Driver: Fritz Prandstatter (A))	Bosch Kaimann VW	1600	Blue
10	Bosch Racing Team Vienna (Driver: Werner Ruckelshausen (A))	Bosch Kaimann VW	1600	Blue
11	Anglia Interiors Ltd. (Driver: Glenn Wallis (GB))	Austro Kaimann Rolt	1600	Blue
12	Meray Motors (Driver: Tibor Meray (D))	Kaimann VW	1587	Red
14	Uwes-Mode-Racing Kern-Boss-Kamei (Driver: Uwe Jurdens (D))	Kern Kaimann Heidegger	1584	Blue/White
15	FRC (Driver: Rene Farner (CH))	Kaimann Heidegger	1600	Red/White
16	ATS-Lola-Team (Driver: Mikko Kozarowitzky — SF)	ATS Lola Zollner	1598	Yellow
17	Frank Lampe (D)	ATS Lola Technikraft	1598	Blue
18	Wolfgang Klein (D)	ATS Lola Heidegger	1598	Yellow
19	Fredy Eschenmoser (CH)	Lola T324 VW	1600	Yellow
20	Uwes-Mode-Racing Kern-Boss-Kamei (Driver: Prince Leopold von Bayern (D))	Supernova VW	1600	
21	Mike Tobitt (GB)	Supernova BH4 Daghorn	1600	Green
22	Ian Williams (Driver: John Morrison (GB))	Supernova SS75 Heidegger	1600	Red
23	Rainer Lindeken (D)	Horag HAS5B VW	1600	Red
24	Mark Litchfield (GB)	Elden PRH 17 VW	1600	Red
25	David Warwick (GB)	Crosle 24F Heidegger	1600	Green
26	SKG Racing Team (Driver: Bror Jaktlund (S))	Linjak RPB VW	1600	Red
27	Maurice Roger (F)	Loger VW	1587	Black
28	Schweiz Autorennsport Club SAR (Driver: Louis Christen (CH))	LCR Heidegger	1600	Yellow/Blue
29	Ron Grant (GB)	Taurus M24 VW	1600	Red
30	Team Warsteiner Eurorace (Driver: Peter Scharmann (A))	Toj Modus VW	1600	Gold/Brown
31	Team Europa Moebel (Driver: Alexander Guttes (D))	Kaimann VW	1600	

	1	2	3	4	5	6	7

RESULTS

1st Time

Speed m.p.h. 2nd

3rd 4th

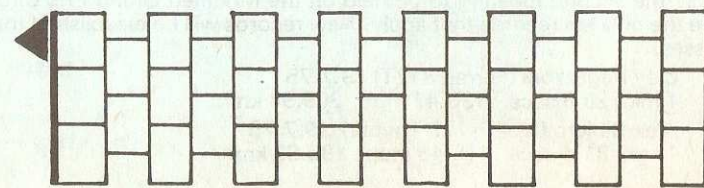
5th 6th

7th 8th

9th 10th

Fastest Lap No.

Time Speed m.p.h.

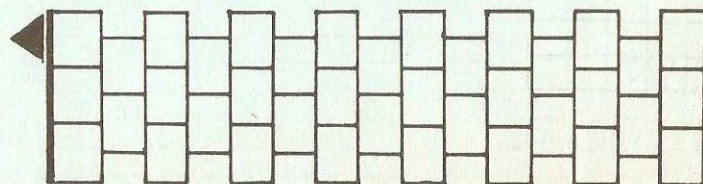


VW GOLD CUP FORMULA SUPER VEE RACE
- Heat 2

SATURDAY
Race 2
Start 18.00 hrs.

7 laps
20.52 miles
33.03 kms.

No.	Entrant and Driver-Nationality	Car	c.c.	Colour
41	Team Royale Schrick (Driver: Roland de Jamblinne (B))	Royale RP19 VW	1600	
42	Peter Froude (GB)	Royale RP18A Heidegger-Cross	1600	Blue
43	Heinz Loosli (CH)	Royale RP18 Heidegger	1600	
44	Glenn Hay (GB)	Royale RP9 VW	1600	Orange
45	Mike Izzard Racing with Thameside Trailers (Driver: Barry Hopwood (GB))	Royale RP18A Heidegger	1600	Maroon/Gold
46	Eugen Pfisterer (D)	Bosch Kaimann VW	1600	White/Green
47	Bosch Racing Team Vienna (Driver: Lennart Sundahl (S))	Bosch Kaimann VW	1600	Blue
48	Bosch Racing Team Vienna (Driver: Hans Royer (A))	Bosch Kaimann VW	1600	Blue
49	Bosch Racing Team Vienna (Driver: Ulf Drugowitsch (A))	Bosch Kaimann VW	1600	Blue
51	Klaus Zimmermann Racing Team Cologne (Driver: Detlef Schmickler (D))	Kaimann VW	1600	Yellow
52	Klaus Zimmermann Racing Team Cologne (Driver: Juha Varjosaaari (SF))	Kaimann VW	1600	Yellow
53	Uwes-Mode-Racing Kern-Boss-Kamei (Driver: Keijo Rosberg (SF))	Kern Kaimann Heidegger	1584	Blue/White
54	Uwes-Mode-Racing Kern-Boss-Kamei (Driver: Thomas Teves (D))	Kern Kaimann Heidegger	1584	Blue/White
55	ATS-Lola-Team (Driver: Manfred Schurti (LN))	ATS Lola Zollner	1598	Yellow
56	ATS-Lola-Team (Driver: Jochen Engel (D))	ATS Lola VW	1598	Yellow
57	Dugena Monza Racing (Driver: Michael Kahnt (D))	ATS Lola Technikraft	1598	Red
58	Scuderia Lang-Verpackungen (Driver: Helmut Bross (D))	ATS Lola VW	1600	Blue/Orange
59	Bofors TRA ab (Driver: Eje Elgh (S))	Lola T324 VW	1600	
61	Steve Tipping (GB)	Supernova BH3 Heidegger	1600	Brown/Yellow
61	Team Camborough (Driver: Simon Kirkby (GB))	Supernova SS75 Heidegger	1600	Red/White
62	Mike Catlow (GB)	Supernova BH3 Heidegger	1600	Black
63	Patrick Studer (CH)	Horag HAS6 Giger	1600	Red
64	Bruce Venn (GB)	Elden RS74 /75 Heidegger	1600	Red/White
65	David Warwick (Driver: Tim Rathmell (GB))	Crossle 24F Heidegger	1600	Green
66	Olivier de Croy (B)	Celi AC11 Schrick	1600	Orange
67	Mika Arpiainen (SF)	Veemax Mk.7 Heidegger	1600	White
68	Jean Johansson (S)	Brabham JJS BM	1600	Black
69	Wallspan Racing Promotions (Driver: Mike Young (GB))	Modus M2 Heidegger	1600	White
70	Campari Team Celi (Driver: Claude de Wael (B))	Celi AC11 Schrick	1600	Orange
71	Bofors TRA ab (Driver: Thomas Vaara (SF))	Lola T324 VW	1600	



	1	2	3	4	5	6	7

RESULTS

1st	Time
Speed..... m.p.h.	2nd
3rd	4th
5th	6th
7th	8th
9th	10th.....
Fastest Lap No.....	
Time	Speedm.p.h.

BRITAX PRODUCTION SALOON CAR RACE

SUNDAY
Race 4
Start 14.00 hrs.

(a round of the 1975
Britax Production Saloon
Car Championship)

10 laps
29.32 miles
47.18 kms.

No.	Entrant and Driver-Nationality	Car	c.c.	Colour
Class A — £2300 and over				
1	Barrie Boulton (Driver: Entrant or David Howes (GB))	Chevrolet Camaro	5740	Brown
2	Brindley Fabrics Ltd. (Driver: John Brindley (GB))	Chevrolet Camaro	5735	Blue
3	Hendon Way Motors — Sports Cars (Driver: Derrick Brunt (GB))	Chevrolet Camaro	5730	Silver
4	W. Payne Group (Driver: Trevor Moore or Roger Payne (GB))	Chevrolet Camaro	5730	Blue
8	Macinnes Amcron Racing Team (Driver: Jon Dooley (GB))	Alfa Romeo Alfetta	1779	Purple
9	Maggie Anderson (GB)(3rd Reserve)	Renault 17TS	1565	Blue/Red White/Black
Class B — £1700-£2299				
11	Flowsheet Panels Ltd. (Driver: Marc Smith (GB))	Ford Capri	3000	Orange/Blue
12	Industrial Control Services Ltd.	Ford Capri	3000	Blue
15	Nu-Luxe Foam Products Ltd. (Driver: Stuart Patterson (GB))	Ford Capri	2994	Blue
16	Southern Organs (Driver: Rod Birley (GB))	Ford Capri	2994	Yellow
17	Anchor Records Racing (Driver: Mike Smith (GB))	Ford Capri	2994	Yellow/Brown/Red
19	Allam Motor Services Ltd. (Driver: Jeff Allam (GB))	Vauxhall Magnum	2300	Blue/White/Yellow
20	Andrew Major (GB)	Vauxhall Magnum	2279	Black
24	Arian Automotive Developments (Driver: John Markey (GB))	Mazda RX2	2300	
26	Ian Deavin (GB)	Ford RS2000	2000	White
27	Production Power (Driver: David Grimshaw (GB))	Ford RS2000	1998	White
28	Macinnes Amcron Racing Team (Driver: Matthew Argenti (GB))	Alfa Romeo Alfasud	1186	Red
261	Hamilton Motors (London) Ltd. (Driver: Gerry Marshall (GB))	Vauxhall Magnum Ltd.	2300	Blue/White
Class C — £1300-£1699				
30	DJM Records (Driver: Tony Lanfranchi (GB))(2nd Reserve)	Mazda RX3	2000	Yellow
31	Peter Russek Racing (Driver: Wendy Markey (GB))	Mazda RX3	2000	White/Blue
32	Arian Automotive Developments (Driver: Alan Priest (GB))	Mazda RX3	2000	White/Black
33	Marshall Wingfield with GP Models (Driver: Mick Leary (GB))	Mazda RX3	1964	Orange
34	Peter Hemming (GB)	Mazda RX3	1964	White
35	Eric Cook (GB)	Mazda RX3	1964	White/Black
36	Barry Andrews (GB)	Mazda RX3	1964	Yellow
37	Hitachi Car Radio and Stereo (Driver: Neville Knight (GB))	Mazda RX3	1964	White/Red
38	Marshall Wingfield with GP Models (Driver: Jock Robertson (GB))	Mazda RX3	1964	Blue
39	Squires Lane Models for Mazda 01-346 1735 (Driver: "Jean-Pierre Aux" (GB))	Mazda RX3	1964	Blue
40	A & M Records (Driver: Bill Sydenham (GB)) (1st Reserve)	Mazda RX3	1964	Pink
Class D — Up to £1299				
41	Halesfield Motors (Telford) Ltd. (Driver: Simon Kirkby (GB))	Simca Rallye 1	1294	Green/Black
42	Jo Baily (GB)	Simca Rallye 1	1294	Orange/Black
43	Neil Hepburn (GB)	Simca Rallye 1	1294	Red
44	Maystar Car Aerials/Production Power (Driver: to be nominated)	Simca Rallye 1	1293	Orange
47	Henlys/Evening Standard (Driver: Peter Jopp (GB))	BLMC Mini GT	1275	Yellow
48	Tim Dodwell (GB)	BLMC Mini GT	1275	Brown
51	Heeley-Alden Ltd, of Northampton (Driver: Tony Hepworth (GB))	Moskvich 412	1478	Red/White/Black
53	Satra Motors Racing (Driver: Tony Stubbs (GB))	Lada 1200	1198	White/Red
54	Rallye Auto Sport Ltd. (Driver: Danny Alderton (GB))	Honda Civic	1169	Orange
56	L & G Fire Protection Ltd. (Driver: Simon Watson (GB))	Sunbeam Imp Sport	875	Red

1	2	3	4	5	6	7	8	9	10

RESULTS

Overall

1st	Time
Speed	2nd
3rd	4th

Class A.

1st	Time
Speed	2nd
3rd	4th
Fastest lap: Car No	
Time	Speed

Class B.

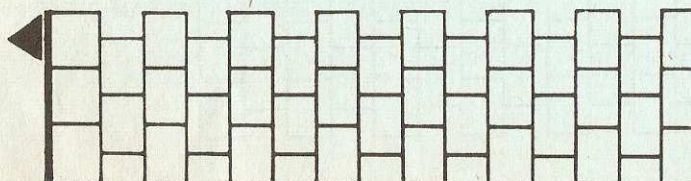
1st	Time
Speed	2nd
3rd	4th
Fastest lap: Car No	
Time	Speed

Class C.

1st	Time
Speed	2nd
3rd	4th
Fastest lap: Car No	
Time	Speed

Class D.

1st	Time
Speed	2nd
3rd	4th
Fastest lap: Car No	
Time	Speed



BRDC EUROPEAN CHAMPIONSHIP FORMULA 2 RACE

SUNDAY
Race 5
Start 14.50 hrs.

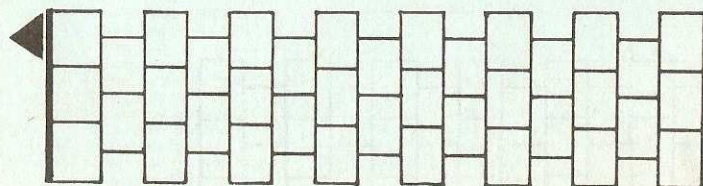
(the eleventh round of the 1975 European Formula 2 Championship)

The fastest 36 cars in practice will qualify to start in the race.

50 laps
146.60 miles
235.90 kms.

No.	Entrant	Driver	Nationality
1	Equipe Elf Switzerland	Gerard Larrouse	F
2	Equipe Elf Switzerland	Jean-Pierre Jabouille	F
3	Herbert Muller Racing	Herbert Muller	CH
4	Scuderia del Passatore	Giancarlo Martini	I
5	Scuderia del Pasatore	Lamberto Leoni	I
6	Brian Henton	Brian Henton	GB
7	Brissago Racing	Jo Vonlanthen	CH
8	Warsteiner Racing Team	Willy Deutsch	D
9	Team Warsteiner Eurorace	Dieter Braun	D
10	Ambrozium H7	Loris Kessel	CH
11	Project 3 Racing	Bruno Pescia	CH
12	Project 3	Vittorio Brambilla	I
13	Project 3 Racing with Scaini	Sandro Cinotti	I
14	Elf Team March	Patrick Tambay	F
15	Elf Team March	Michel Leclere	F
16	Bang & Olufsen Team Michel Vaillant	Bernard de Dryver	B
17	Bang & Olufsen Team Michel Vaillant	Claude Bourgoignie	B
18	Elba Racing Team	Gabriele Serblin	I
19	Ardmore Racing	Ray Mallock	GB
20	Trivellato Racing Team	Alberto Colombo	I
21	Trivellato Racing Team	Maurizio Flammini	I
22	Trivellato Racing Team	Maurizio Flammini	I
23	Cosimo Turizio	Cosimo Turizio	I
24	Roger Heavens	Antonio Prado	BR
25	Max Bonnin	Max Bonnin	F
26	March Engineering Ltd.	Hans Stuck	D
27	Jolly Club	Carlo Giorgio	I
28	Fred Opert	Harold Ertl	A
29	Fred Opert	to be nominated	
30	Team Eurorace Jorg Obermoser	Hans Binder	A
31	SDC Racing	Jim Crawford	GB
32	Ste ROC	Xavier Lapeyre	F
33	Ste ROC	Christian Ethuin	F
35	Gerd Biechteler	Gerd Biechteler	A
37	Raiffeisen Racing Team	Hans Meier	A
38	Ewald Boisit	Ewald Boisit	A
39	Osella	Duilio Truffo	I
40	Osella	Giorgio Francia	I
41	Osella	Arturo Merzario	I
42	Safir Engineering Ltd.	Patrick Neve	B
43	Marshall Wingfield Ltd.	John Wingfield	GB
44	Wella Hair Care	Ted Wentz	USA
45	Ecurie Elf Ambrozium	Jacques Laffite	F
46	The Donington Collection - Wheatcroft Racing	To be nominated	GB

Car	Engine	c.c.	Colour	No.
Elf Switzerland	BMW Schnitzer	1998	Yellow	1
Elf Switzerland	BMW Schnitzer	1998	Yellow	2
Artos March 752	BMW	1991	Green	3
Everest March 752	BMW	2000	Yellow	4
Liverani March 752	BMW	2000	Yellow	5
March 752	Ford Hart	1995	Black	6
March 752	BMW Schnitzer	1982	Blue/Yellow	7
March 752	BMW Schnitzer	1998	Gold	8
March 752	BMW	1998	Gold/Black	9
March 752	BMW	1999	White/Gold/Black	10
March 752	BMW Schnitzer	1999	White/Red/Black	11
March 752	BMW Schnitzer	1999	White/Red/Brown/Blue	12
March 752	BMW Schnitzer	1999	White/Red/Brown/Blue	14
March 752	BMW	1991	Blue	15
March 752	BMW	1991	Blue	16
March 752	BMW	2000	Red/White/Black	17
March 752	BMW	2000	Red/Black/White	18
March 752	BMW	2000	Blue	19
March 75B	Ford	1975	Green	20
March 752	BMW	2000	Yellow	21
March 742	BMW	2000	Yellow	22
March 742	BMW	2000	White	23
March 742	BMW	1999	Yellow/Green	24
March 742	Ford Hart	1998	Blue/Yellow	25
Jagermeister March 752	BMW	2000	Orange	26
March 742	Ford Hart	1998	White	27
Chevron B29	BMW Schnitzer	1999	Yellow	28
Chevron B29	Ford Hart	1999	Yellow	29
Chevron B29	BMW	1991		30
Chevron B29	Ford	2000	Blue/Yellow	31
Chevron B29	Chrysler Simca	1998	White	32
Chevron B29	Chrysler Simca	1998	White	33
Surtees TS15A	BMW	2000	Red/White	35
Surtees TS 15A	BMW	1991	Red/White	37
Surtees TS 15A	BMW	1991	Red/White	38
Osella FA2	BMW	1998	Red	39
Osella FA2	BMW	1998	Yellow	40
Osella FA2	BMW	1998	Red	41
Safir RJO2	Ford Holbay	2000	Blue	42
Ralt RT1	Ford Swindon	1970	Black	43
Lola T360	Ford Swindon	1998	White	44
Martini Mk16	BMW Schnitzer	1998	Black	45
Wheatcroft 002	Ford	1990	White	46



KEY TO NATIONALITIES OF COMPETITORS

A—Austria, B—Belgium, BR—Brazil, CH—Switzerland, D—Germany, F—France, GB—Great Britain, I—Italy, FL—Liechtenstein, NZ—New Zealand, S—Sweden, SF—Finland, USA—United States of America,

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

21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

SPEED MERCHANTS CLASSIC CAR RACE

SUNDAY

Race 6

Start 16.30 hrs.

10 laps

29.32 miles

47.18 kms.

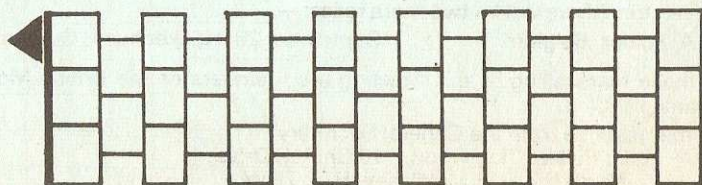
(a round of the 1975 Speed Merchants Classic Car Championship)

No.	Entrant and Driver-Nationality	Car	c.c	Colour
Class A - Front engined GT Cars over 2000 c.c.				
1	Brian Classic (GB)	Iso Grifo Bizzarini	5300	Red
3	Ian Hilton (GB)	AC Cobra	5000	Blue
4	Brewster Righter (USA)	AC Cobra	4727	Blue
5	Hon. Amschel Rothschild (GB)	AC Cobra	4727	Red
6	Lord Cross (GB)	AC Cobra	4727	Green
8	JCB Excavators Ltd. (Driver: Frank Sytner (GB))	Jaguar E	3781	White/Blue
9	Mike Fisher (GB)	Jaguar E	3781	White/Blue
11	Bob Fowler (GB)	Aston Martin DB4GT	3670	Black
12	John Goate (GB)	Aston Martin DB4GT	3670	Red
14	Robert Cook (GB)	Austin Healey Sebring 3000	2912	Red
16	Alexander Boswell (GB)	AC Ace	2600	Blue
17	Robin Rew (GB)	Reliant Sabre	2600	Blue

Class B - Front engined GT Cars up to 2000 c.c.				
21	Sir Aubrey Brocklebank (GB)	Morgan SLR	1991	Black
23	David Pratley (GB)	Marcos GT	1980	Red
24	Jem Marsh (GB)	Marcos GT	1650	Blue
26	Bill Nicholson (GB)	MGB	1798	Red/White
28	Hugh Clifford (GB)	Lotus Elan	1598	Gold/Green
29	Monsieur Rochas After Shave (Driver: John Webb (GB))	Lotus Elan	1498	Blue
30	Ken Eady (GB)	Lotus Elan	1598	Red/Blue
31	Sid Beer (GB)	MG Midget	1293	Green
32	Malcolm Beer (GB)	MG Midget	1293	Green
33	Rod Leach of Nostalgia (Driver: Christopher Stewart (GB))	Fiat Abarth	998	Red

Class C - Sports Racing Cars over 2000 c.c.				
41	Bob Owen (GB)	Maserati Tipo 151/65	5044	Red
42	Tony Woodhouse (GB)	Attila Mk3 Chevrolet	5300	Red
43	Coopers Metals Limited (Driver: Robert Cooper (GB))	Lister Jaguar	3871	Green
44	J. C. Bamford Excavators Ltd. (Driver: Willie Green (GB))	Ferrari 250LM	3253	Red
45	John Clark (GB)	Attila Mk 3B Chevrolet	5300	Orange
46	Sidney Hoole (GB)	Cooper Monaco	2200	Green

Class D - Sports Racing Cars up to 2000 c.c.				
51	Eastern Carpet Stores (Driver: Richard Thwaites (GB))	Elva Mk.7S BMW	1991	Blue/White
52	P. A. O. Preparations Ltd. (Driver: Michael Wetherill (GB))	Lotus 15C Climax	1998	Green
53	Allan Brownlee (GB)	Lotus 23B Ford	1598	Blue
54	Brian Baker (GB)	Lotus 23B Ford	1594	Blue
56	Mike Campbell-Bowling (GB)	Lotus Mk.11 Le Mans	1220	Blue
59	Richard Falconer (Driver: Martin Young (GB))	Emeryson C1 Climax	1460	Black
61	Michael Ostroumoff (GB)	Lola Mk.1 Climax	1220	White
62	Mike Wood (GB)	Lola Mk.1 Climax	1098	Blue



	1	2	3	4	5	6	7	8	9	10

RESULTS

Overall			
1st	Time		
Speed	m.p.h.	2nd	
3rd		4th	
Class A.			
1st	Time		
Speed	m.p.h.	2nd	
3rd		4th	
Fastest lap: Car No			
Time		Speed	m.p.h.
Class B.			
1st	Time		
Speed	m.p.h.	2nd	
3rd		4th	
Fastest lap: Car No			
Time		Speed	m.p.h.
Class C.			
1st	Time		
Speed	m.p.h.	2nd	
3rd		4th	
Fastest lap: Car No			
Time		Speed	m.p.h.
Class D.			
1st	Time		
Speed	m.p.h.	2nd	
3rd		4th	
Fastest lap: Car No			
Time		Speed	m.p.h.

VW GOLD CUP FORMULA SUPER VEE RACE

SUNDAY
Race 7
Start 17.15 hrs.

— Final

20 laps
58.64 miles
94.36 kms

(the British round of the 1975 VW Gold Cup
Formula Super Vee Championship)

No. Entrant and Driver — Nationality Car c.c.

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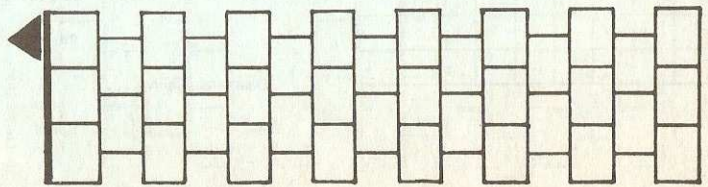
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

RESULTS

1st..... Time..... Speed.....m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th.....

Fastest lap: Car No..... Time..... Speed.....m.p.h.

ALLIED POLYMER GROUP SILVERSTONE DRIVER OF THE YEAR AWARD

The Allied Polymer Group, one of the largest polymer products groups in the U.K., supplying motorists and the motor industry with hundreds of different components ranging from Gandy brake and clutch linings to window seals, engine mountings, radiator hose and surface finishing equipment, is sponsoring the Allied Polymer Group Silverstone Driver of the Day Awards for the second year in 1975.

These awards are open to any driver competing at International or Championship Car Race Meetings at Silverstone in 1975.

Points will be awarded for each race (but not heats) on overall positions on a 20-15-10-8-6-4-3-2-1 basis. In addition 1 point will also be awarded for the fastest lap in each class with a further point if this fastest lap breaks the existing class lap record. A bonus of 3 points will also be awarded to the driver judged by a panel of three judges, representing the sponsors, the press and the circuit company, to be the Driver of the Day.

In the case of two part races points will only be awarded on aggregate placings and aggregate fastest laps.

If it is a long distance race with two drivers sharing the car full points will be awarded to both drivers provided that they have each driven for one third of the race.

Should there be a dead heat for any positions in a race both drivers will be awarded full points for the position.

A competitor's eight best scores will count.

Prize money at each round will be: Allied Polymer Group Driver of the Day Award of £25 (£50 at Grand Prix Circuit Internationals).

Final Awards: Winner £500 and the Allied Polymer Group Trophy, 2nd—£250, 3rd—£125, 4—£75, 5th—£50.

Current points position (prior to the round on August 25th):—

Jim Walsh	115	Ray Payne	60
Geoff Lees	112	David Howes	60
Gerry Marshall	86	Stuart Graham	59
Tony Strawson	85	Basil Dagge	53
Matthew Argenti	82	Richard Lloyd	51
Frank Sytner	81	Ray Mallock	51
John Wingfield	77	Alan Cottam	50
Peter Baldwin	70	Bailie Russell	49
Jeff Ward	70	Ian Richardson	46
Ted Wentz	62	Jock Robertson	46
John Jordan	61	Martin Birrane	46

Winners of Driver of the Day Award:—

March 16	Matthew Argenti	March 31	Jim Walsh
April 13	Ian Grob	April 19	Peter Morley
April 27	Larry Perkins	May 4	Jim Walsh/Ian Richardson
May 26	Richard Lloyd	June 8	Noel Stanbury
June 22	Geoff Lees	July 6	Gerry Marshall
July 12	Willie Green	July 19	Barrie Williams
July 26	Chris Mann	August 3	Matthew Argenti

SUPPORTING RACES

FORMULA 3

The BP Super Visco Static Formula Three championship is building up to a thrilling climax, and what better place to have what may turn out to be the most significant round of the series, than at Silverstone, the home of exciting Formula 3 racing during the past few years.

Although there will have been one further round since this was written, which could have tightened the situation even more, at the time of writing three drivers were getting closer and closer together at the top of the table. Sweden's Gunnar Nilsson, who won that fantastic F3 race supporting the John Player Grand Prix at Silverstone in July, was seven points clear of American Danny Sullivan and eight ahead of Belgian Patrick Neve.

Nilsson has really been the pacemaker in the series driving one of the two works Marches but recently his luck has been out and he desperately needs another win and nine points to stay in front. Neve, on the other hand, is returning to top form in his Safir. He showed everyone a clean pair of heels at Knockhill recently and put himself right back in the reckoning. Sullivan's luck was out at the Grand Prix meeting but in recent races has had two wins and two seconds to put him and the works Modus in a strong position. His recent success has been put down to the acquisition of a Novamotor prepared Toyota engine similar to that of Nilsson.



Patrick Neve leads Gunnar Nilsson into Copse Corner in the Formula 3 Race at the John Player Grand Prix.

But so close is the competition at the front of F3 that neither of these three can be guaranteed success. Nilsson's team mate, Brazilian Alex Ribeiro, lost the GP race only on the last lap but holds the lap record. The Australian Perkins Brothers, Larry and Terry in Ron Tauranacs Ralts must not be forgotten either. They've been on a tour of Europe recently cleaning up almost at every circuit and are rushing back from Sweden to compete here.

Then there's the New Zealander Richard Hawkins in his privately entered March, which he drives with great verve, and another Brazilian Ingo Hoffman, a protégé of the Fittipaldi brothers (who, of course, made their names in this class of racing). Although none of these have much hope of catching the leaders of the championship they are all separated by less than the points gained for a win and all of them have shown recently that they've got the ability to win.

There are no British names among the leading championship contenders but just watch out for Dick Parsons in a Modus, Bob Arnott's March and Stephen South's Ray. None of these three have had much luck in the championship races but have all featured strongly at some time or another.

Such is the international flavour of Formula Three, and these young men are all destined to be their country's leading drivers in a couple of years or so, that ten countries are represented in the first 16 in the championship, five chassis and three engine manufacturers.

Formula Three has been in the doldrums for a year or so but this season has seen it start to build up the sort of following it had during the 1-litre screamer days and the more recent 1600 cc days. Today the cars use engines of up to 2000 cc capacity with a restriction on the air intake to the inlet manifold. They run restricted tyre widths (8 inches at the front and 10 at the rear) and are very tricky to drive. In competition so close as this, tenths of a second mean a lot; let those small tyres get you out of line and 'wow', as quick as that, you've lost anything up to half a dozen places.

Formula Three is perhaps the most important of any single Formula in motor sport. It is *the* Formula where you get noticed by the men that matter, the Formula One team managers. At the John Player Grand Prix no less than 20 of the 26 drivers had made their names initially in F3. No wonder the men you will see here today are hungry for success. Some of them have given up all the comforts of life to be racing here today and will be desperately hoping for a win. Nothing less will do.

The racing is always close. Its tough, its tight, not an inch given anywhere. It's Formula 3 and don't you dare miss it!

PRODUCTION SALOONS

Today's round in the Britax Production Saloon Car Championship is the only occasion this year that the "club" production saloons, running on road tyres, race on the Silverstone Grand Prix Circuit. The honours for outright victory will be fought out between the Chevrolet Camaros, although their brakes may take a severe pounding with the additional "S Bend" at Woodcote corner.

Silverstone's regular Super Saloon driver David Howes, takes the wheel of Barrie Boulton's Camaro, but the similar cars of John Brindley, Derrick Brunt and Brian Rice have all achieved successful results in production saloon races this season.

Behind the thundering Camaros, there should be some hard-fought battles for the other capacity class honours at this important meeting. From half a dozen 3 litre Capris, the two driven by the 20 year old Smiths, Marc and Mike can be expected to be well placed; Marc, who describes himself as a "Lay about Company Director" from Macclesfield has been achieving some very good results while his name-sake from Chelmsford celebrated his Radio 1 result at Mallory Park on August 10th by being thrown into the lake. Regular Formula Ford winner, 24 year old Phil Dowsett is another Capri driver to figure in the results regularly, while Gerry Marshall will be trying to make up for the power deficit of his Vauxhall by dint of his customary spectacular driving.

Perhaps the most successful driver in this form of racing this year has been 22 year old Jock Robertson from Royston, and Jock's rotary-engined Mazda RX3 will be striving to defeat Tony Lanfranchi's similar car in this 10 lap race. At the tail of the field, the six different makes represented in the economy class will no doubt be renewing their customary amazing antics for superiority.



EUROPEAN SUPER VEE

The most important race of the year in this country for Formula Super Vees concludes today's programme. It's Britain's round in the highly competitive European Super Vee Championship and such is the popularity in this form of racing from all over Europe that there are almost seventy entries with drivers from nine countries.

All the leading contenders are entered for the 20 lap race, including Swede Kennerth Persson who leads the Championship at the time of writing. Manfred Schurti won the recent round which supported the German Grand Prix, with his ATS Lola, by 8 seconds from his team-mate, the Finn Mikko Kozarowitzky, and both are entered at this Meeting. The winner of this race at last year's Access RAC TT meeting at Silverstone, Finn Keijo Rosberg attempts to make it a double; incidentally after that win Rosberg was given a test drive in a Formula 5000 Lola at Silverstone and he's anxious to impress the Formula 2 team managers in this race so as to step up into a bigger formula next year. Runner's up to Rosberg last year, were Britain's John Morrison, who is determined to win today's race, and Belgian Bernard de Saint-Hubert, who is also well known for his saloon car exploits.

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.

PROGRAMME COPYRIGHT

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.

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

DOGS

It is a condition of admission to the Circuit and Car Parks that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

GRANDSTAND ROVER TICKETS

Grandstand Rover Tickets costing £1.50 for adults and 50p for children under 14, can be purchased at the Grandstand Ticket Offices behind the Pits and Woodcote Stands and at the South Stand. These tickets allow the holders to move from grandstand to grandstand thus enabling them to watch the racing at various parts of the circuit from a seat.

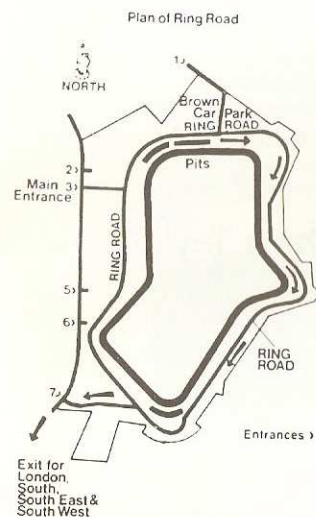
PADDOCK TRANSFERS

Paddock Transfers, costing £1.00 for adults and 50p for children under 14, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock, and Stewards' Enclosure where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

INTERNATIONAL FLAG SIGNALS

Red: Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Blue (Waved):** Another competitor is trying to overtake you. **Blue (motionless):** Another competitor is following you very closely. **White:** An ambulance or service car is on the circuit. **Black (with competitor's number):** Signal for the competitor to stop on the next lap. **Black and White Diagonally Divided Flag (with competitor's number):** Last warning to driver in connection with unsportsmanlike behaviour. **Black Flag and Black and White Chequered Flag shown together:** No Contest. **Black and White Chequered:** Signal for the winner and end of the race. Light Signals will be used for starting races.

Traffic arrangements at the circuit

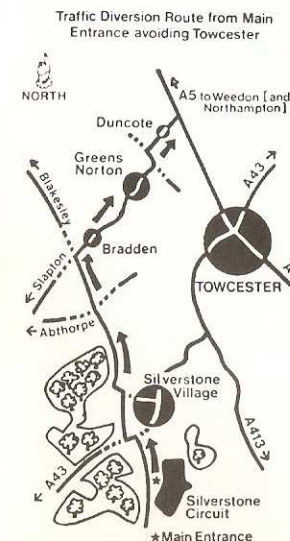


THE RING ROAD

The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South-East and South-West to leave by Gate No. 7.

The road will be one way in a clockwise direction. There may, however, be selected parts which are two way.

The Main Entrance



The second important feature for outgoing traffic is the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively. The diversions will be signposted and we request that you follow them. Please do not stop to argue with the Police Officers on duty as this only causes further delays.

Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

With such a vast number of cars we all know it is impossible to get away from any public event in five minutes, but with your co-operation it can be made far easier and less frustrating for everybody.

CLASSIC CARS

This is the first time that competitors in the Speed Merchants Classic Car Championship have the opportunity to race on Silverstone's Grand Prix Circuit, and on this occasion the winner is very predictable: Willie Green, driving Anthony Bamford's glorious Ferrari 250LM. Another Bamford car, the famous Lightweight Jaguar E-type driven by well-known Clubmans Sports driver Frank Sytner, is likely to be Willie's nearest rival, although Richard Thwaites' 2 litre Elva BMW Mk 7S goes very quickly. The entry for this race really does remind one of the BRDC International Trophy Meetings of the early sixties, when Grand Prix drivers competed in these cars when they were new as a supporting attraction to the main race.

ShellSPORT PRESENTS Dave Taylor



Photo by Robin Rew

(by permission of European Dragways—Potters Bar 43116)

On Sunday, world "wheelie" record holder, 32 yrs. old Dave Taylor from Barnehurst, Kent, will ride round parts of the circuit on the back wheel of his motor cycle.

This spectacular display has been developed by Dave Taylor during six years of stunt riding. He is also an expert motor cycle trials rider.

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INTERNATIONALS '75

EUROPEAN FORMULA 5000 CHAMPIONSHIP

SUNDAY, SEPTEMBER 28

The European Formula 5000 Championship returns to Silverstone's Grand Prix Circuit on September 27/28; another new International date at Silverstone in 1975. The Race, over 25 laps, will count towards the ShellSport European Formula 5000 Race Championship.

Richard Scott's Durex Lola won the Formula 5000 at Silverstone's International Trophy Meeting on April 12th, averaging 129.50 mph for the 25 laps.



Supporting the Formula 5000 Race will be a 20 lap BP Super Visco British Formula 3 Championship Race and the Final rounds in the Silverstone-based Brush Fusegear Formula Ford, Tricentrol Car Group Clubmans Sports, Esso Uniflo Special Saloon and Jaybrand Racewear Formule Libre Championships.

Official practice and the Formula Ford qualifying heats take place on Saturday, September 27th, between 9 a.m. and 6 p.m., and Sunday's first race starts at 12.45 p.m.

ACCESS RAC TOURIST TROPHY

SUNDAY, OCTOBER 5

The 1975 Access RAC Tourist Trophy at Silverstone is to be the final round of Europe's most important Touring Car Championship, the Trophee de L'Avenir.

The Access RAC Tourist Trophy, Britain's premier Touring Car Race, joins such major events as the Spa Francorchamps 24 Hours, the Monza 500 miles and the Tour de France in the 1975 Trophee de L'Avenir. A major part of the 500 Kilometre race will be the Access Manufacturers' Team Prize and a new Award — an Index of Performance, based on cars' fuel economy and cubic capacity.



The regulations governing the Trophee de L'Avenir are based on the 1976 Group 2 regulations, allowing more modifications but retaining the concept of a race for International Production Touring Cars.

Competitors from all over Europe, in Capris, BMW's, Opel Commodores, Dolomite Sprints, Chevrolet Camaros, etc., will be taking part in this classic race. Supporting events are rounds in the Speed Merchants/JCB Historic Car and APG Formula Ford 2000 Championships. (Practice on October 4th).

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autographs



UNIFLO-Safari style

All rallies are hard.

But some are so gruelling you have to be superhuman to finish, let alone win.

And that goes for the car, the engine, and the oil that keeps it driving on at impossible speeds through undrivable country day after day after day.

Esso Uniflo SAE 10W/50 has an impressive record for standing up to this

brutal treatment.

In last year's World Cup Rally, Uniflo was the oil used in 4 out of the 5 cars to finish in a field of 54.

In this year's Safari, 74 cars started, 14 finished, and Peugeot won – again with Uniflo under the bonnet.

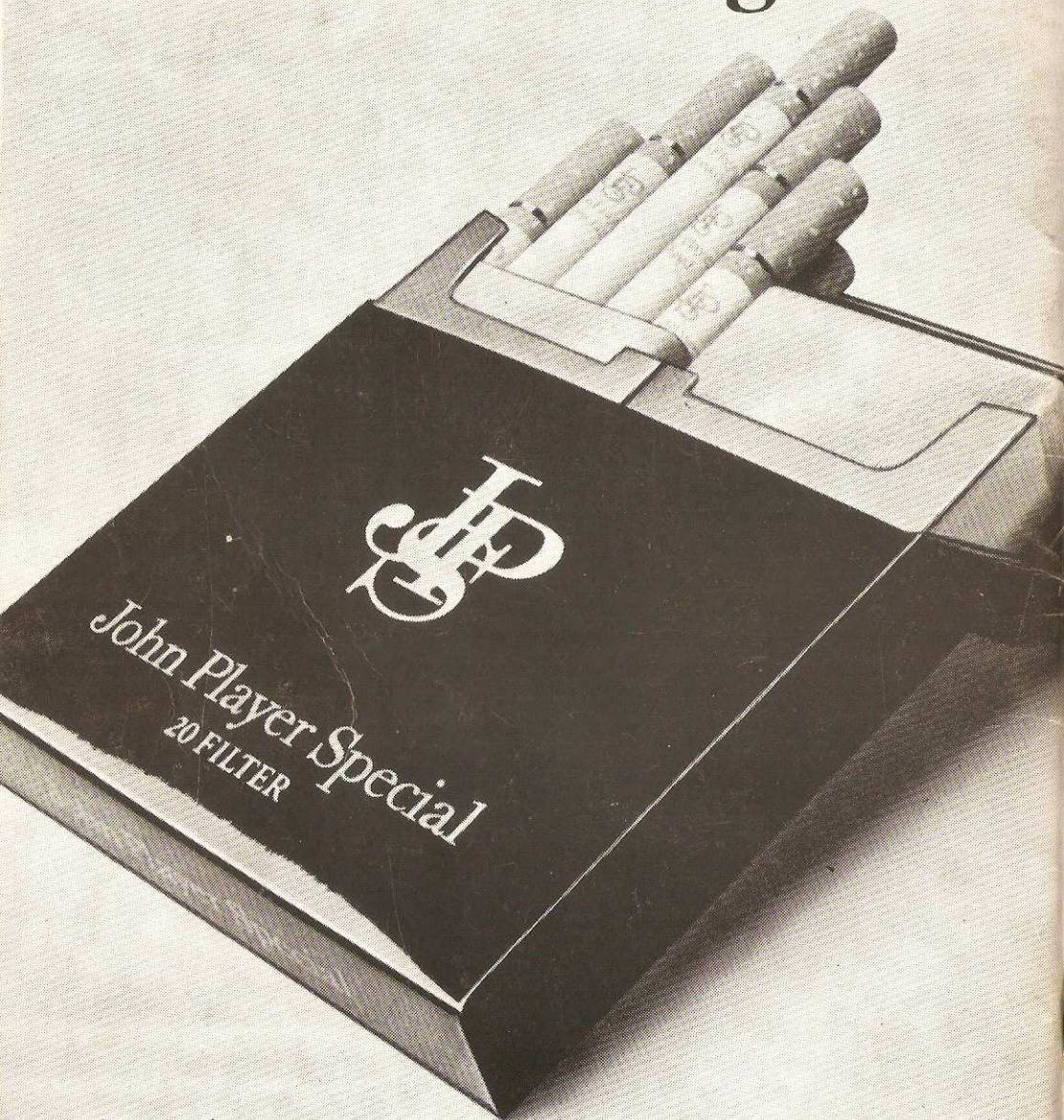
We congratulate Ove Andersson and Arne Hertz on their skill and endurance, and applaud Peugeot on their choice of motor oil.



You're in good company with



Your kind of cigarette



John Player Special

JPS11

MIDDLE TAR

As defined in H. M. Government Tables published in September 1974.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING