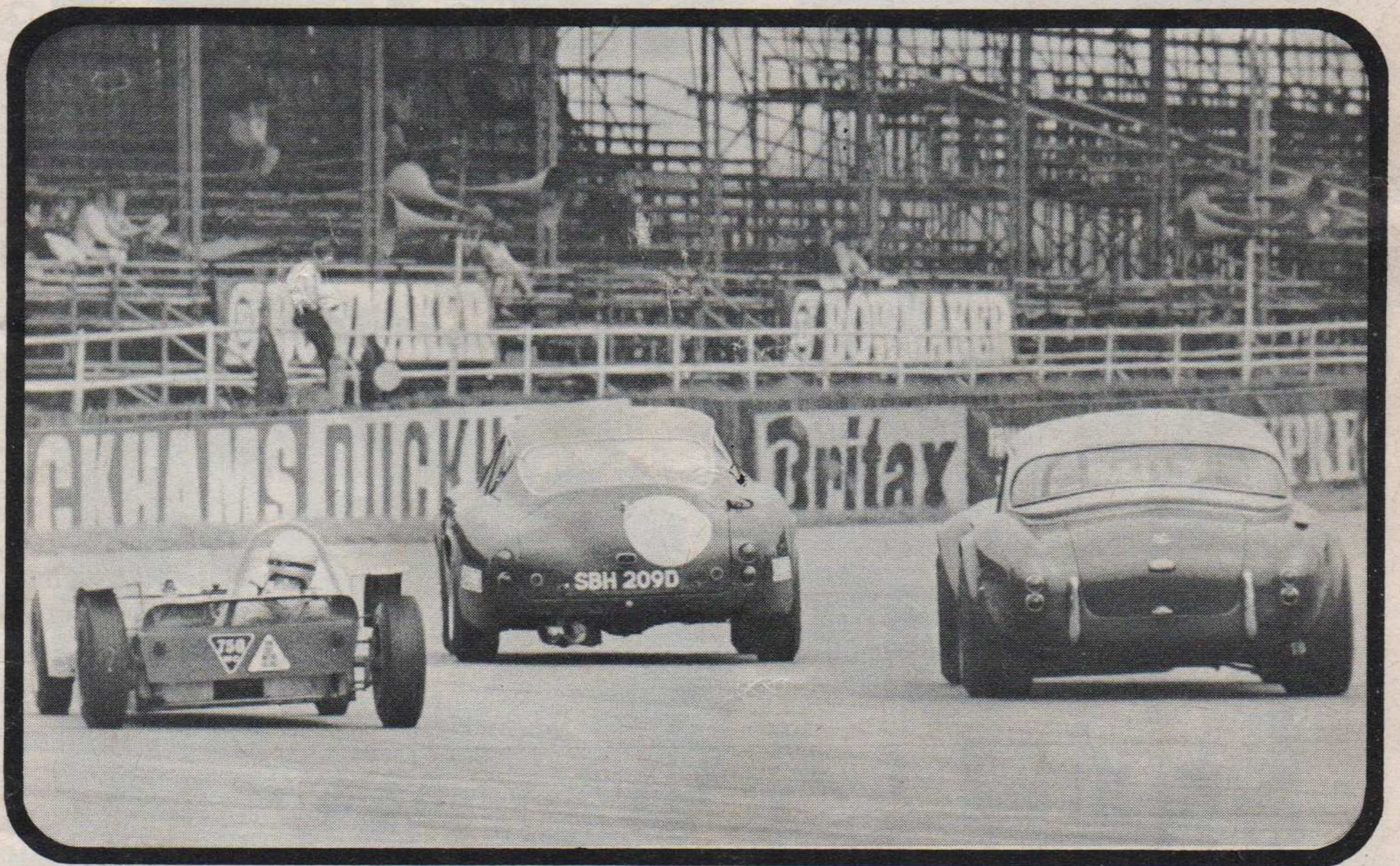




750 MOTOR CLUB

BIRKETT

6-hours Relay Race



Thruxton August 15th 1971

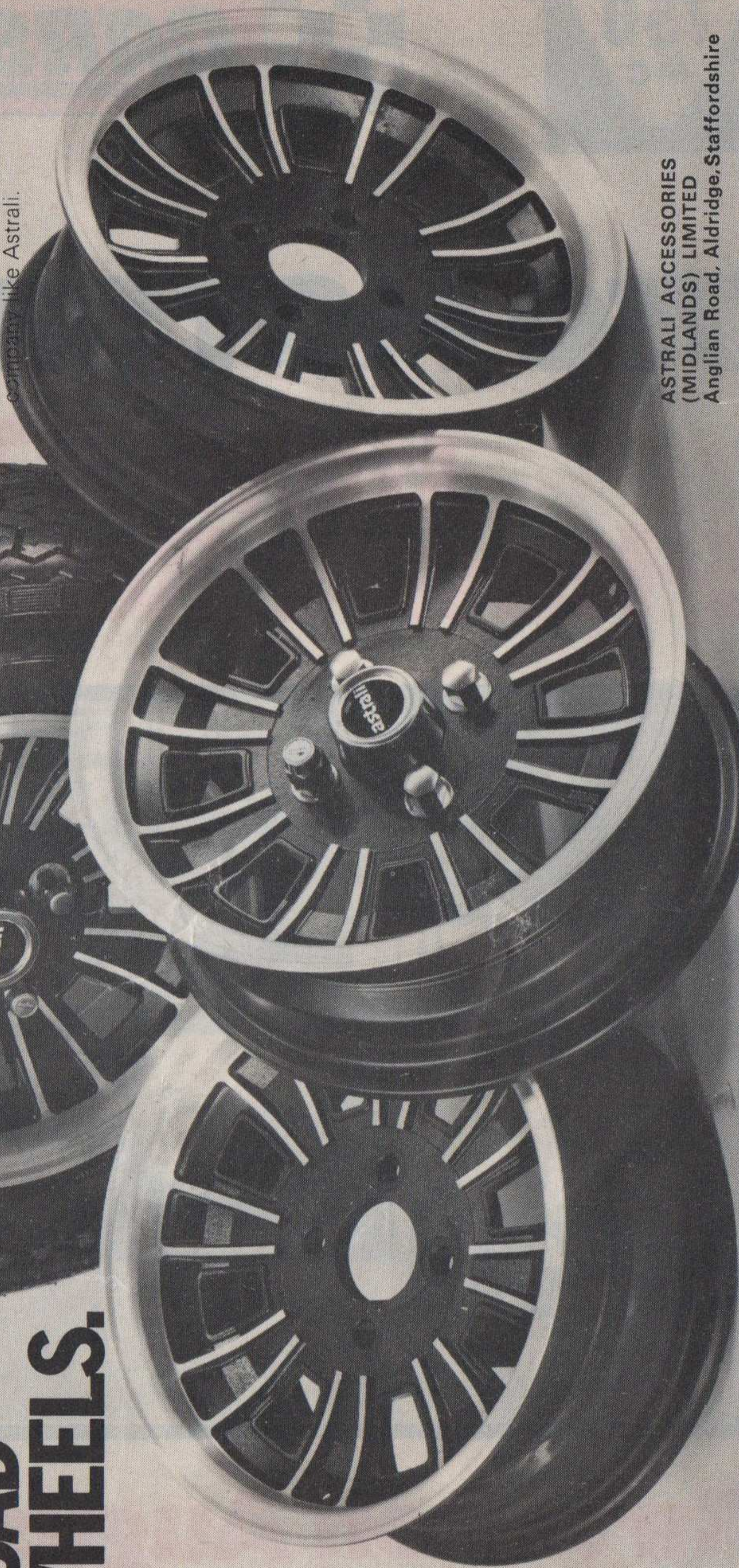
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Castrol Ltd. and supported by Dunlop.

Official Programme 15p.

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ASTRALI ACCESSORIES
(MIDLANDS) LIMITED
Anglian Road, Aldridge, Staffordshire

National BIRKETT SIX-HOURS RELAY RACE 1.00 p.m.

Organised by the 750 Motor Club.

Sponsored by Cars and Car Conversions and Castrol and supported by Dunlop.
RAC Permit No. RS/6891

Officials

RAC Steward
Club Stewards

Clerk of the Course
Deputy Clerk of the Course
Chief Observer
Chief Marshal
Chief Timekeeper
Handicapper
Chief Medical Officer
Secretary of the Meeting
Administration Secretary
Track Manager
Chief Commentator

Peter Cooper
John Mallet
John Walford
Gordon Connelly
Peter Dawe
Nigel Hunt
David Holliday
Michael Ford
Robin Birchall
Dr. S. C. Rexford Welch
Brian Cocks
Mike Eyre
Richard Speakman
Neville Hay

Acknowledgments

Breakdown Services supplied by the following for all meetings at Thruxton in 1971.

Clover Leaf Garages Ltd. Andover.

County Garage (Stockbridge) Ltd. Stockbridge.

Henlys (Wessex) Ltd. Andover.

J. S. Monro Ltd. Andover.

Sparshatts (Standard Triumph) Ltd. Andover.

Test Motors Ltd. Over Wallop.

Our thanks to Rank Xerox for supplying a copying machine in Race Control.

Ambulances supplied by the St. Johns Ambulance Brigade, Andover Division.

Scoreboard Attendants supplied by Taskers Valley Motor Club Andover.

Our thanks are also due to Selectus Ltd. for their assistance in supplying the Velcro Tape which is being used as team sashes and Smith and Nephew for supplying the adhesive for fixing these to the cars, and the countless people who have given their services as Marshals, Doctors, Officials etc.

Conditions of Admission

The holder of a ticket must at all times observe the instructions of the Meeting Officials.

MOTOR RACING IS DANGEROUS

Spectators attending at this track do so entirely at their own risk.

It is a condition of admission that all persons having any connection with the promotion and or the organisation and or conduct of this meeting, including the owners of the vehicles and passengers are absolved of all liability arising out of all accidents causing damage or personal injury to spectators, ticket holders or officials.

DOGS NOT ADMITTED IN ANY CIRCUMSTANCES

Vehicles are taken into the Car Parks on condition that the promoting Club and the Owners of the Circuit shall not be liable for loss or damage to the vehicles or of to any part or accessory thereof, and of to any property left in or about or with the vehicles, in whatever way or by whatever means such loss or damage may be caused.

Speedwell. Professional equipment

	<p>Accelerator Pedal Easily fitted to BLMC Mini, MGB and 1100/1300, second model for Escort, Viva, etc. Improves driving comfort and facilitates heel and toe operation.</p>		<p>Switches Speedwell produce a large range of switches including flasher switches, two position on-off switches. Versions with warning lamps are available.</p>
<p>Wheel Nut Covers Pushed over the wheel nuts, protect them, and improve appearance for Minis, Sprites, Viva, Escort, Cortina, large saloons etc.</p>		<p>Aluminium and Steel Wheels New pressure diecast wide rim aluminium wheels for Minis. Superb finish complete with special nuts. Also wide rim steel wheels for V.W. with spoke effect.</p>	
	<p>Instrument Consoles Universal instrument consoles suitable for any 2" instrument. Manufactured from high quality black leather grain plastic.</p>		<p>Speedwell Gauges All Speedwell Gauges are 2" diameter and available in two types. "Rally" with matt black bezels & special adjustable red datum needle. "Deluxe" with chrome bezels.</p>
<p>Rally Jacket & Gloves Graham Hill designed. Rallymaster jacket, warm & water resistant. Real leather driving gloves, Velcro strap, full vented. Mens and ladies sizes.</p>		<p>SPEEDWELL CENTRE, 260-300 BERKHAMSTED ROAD, CHESHAM, BUCKINGHAMSHIRE. TELEPHONE:- CHESHAM 6961</p>	

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Come of Age

by
Richard
Hudson-Evans

Twenty-one today, that's this Clubman's classic. Different venue yes. But the same magic formula, the same spirit.

Started as the brainchild of the late Holland Birkett, onetime President of the organising 750 Motor Club (still surely just about the most worthwhile outfit on the motoring scene today), the Six Hour annually survives. A sort of British Clubman's Le Mans. The last of the Mohicans. The last long distance race in the country.

Teams have always been what the Six Hour is all about, varying between three and seven cars. The choice of cars themselves have resulted in every conceivable shape, size and performance. Perhaps it's this variety that is the event's appealing character; its own individual challenge. For thankfully, the Six Hour is still refreshingly different. Especially these days, when most purist racing formulae contrive abysmally to produce apparatus of uniform appearance and near identical performance.

It may be as well to understand that the idea of what you're seeing today is all based upon a 'free' relay system, each team having to lap the circuit as many times as possible within the six hours.

As on the Sarthe circuit, the Team Manager is a mighty important guy, just as important as the drivers in fact. He can despatch his cars in any order, for any period (in most cases), and each of his bods any number of times. It's this strategy that wins or loses the day for a team.

But whilst the big guns blast away for outright victory, being far more concerned with who covers the most laps in the time, the Team Manager has the much more involved factor on his calculation plate - handicap, or how to get the better of it.

Although handicap may seem an unnecessary and contrived element, it will at least mean that everybody entertaining you and themselves today has a chance at taking home the sponsors' pots, pans and lolly.

The handicap is such that each team, unless in scratch position, is credited with a certain number of credit laps. These are presumed to have been run before the race starts. Results are calculated from the credit laps plus the number of laps actually covered by each team in the six hours, as well as the final order of finishing after the chequered flag is raised at the end of the sixth hour.

You will see that there are cases in some teams when one car is very much faster than its fellows. Here, the cunning organisers have imposed a limit to the number of laps that car can do, to equalise that team's efforts for scratch and handicap purposes. Otherwise, you could get a team of mainly 850 Minis, all staying in the paddock while their fellow team driver, equipped with a Chevron B8 fitted with long-distance tanks, circulates for the entire distance without a pit stop.

Over the years, the Six Hour has pulled its fair share of motoring names.

Looking through previous years' programmes, you'll see and maybe remember, such workshop names of our game as Le Mans winner Dickie Attwood, who once used a TR3 for the race.

Vic Elford was once to be seen in an Anglia, running as star man for Team Anglebox. Jem Marsh - one of his earliest Marcos. Colin Chapman in a Lotus Seven. Eric Broadley used a Special, no doubt concocting future Lolos. John Sprinzel and John Whitmore. Tuners like Ralph Broad, Chris Lawrence and Ian Walker. Top saloon car drivers of today, like John Fitzpatrick have taken part, whilst Gerry Marshall has been a virtual regular for some time.

Talking of saloons. Did you know Graham Hill once took part in an A35! Whilst today's British sportscar championship leader, John Miles, once really figured in a Six Hour in a Diva. The late Jim Clark competed one year too.

Even a little known (then) Steve McQueen ventured into the '62 Six Hour, in nothing more than an 850 Mini.

Apart from the splendid amateurism of the Six Hour, perhaps it's the fun that needs nurturing most of all.

The fun of a cheeky little 750 Special (if members of the promoting club will excuse such adjectives) cornering alongside a Le Mans-winning D Type.

The fun of having a go in Sprite to U2, from Healey to TR, from Maserati with a history to an Imp with none.

As you see some of this fun in progress today, remember that it was this same sort of fun that former World Champions, like Clark and Hill, were weaned on. They progressed from this clubman's day out - no matter what.

Colin Chapman runs his own Grand Prix team and heads a vast sportscar factory.

Vic Elford is now one of the world's leading sportscar drivers, number one for Alfa next year. Quite a difference from his 850 Min and that Anglia.

Steve McQueen became sufficiently hooked on the Motor Racing bug to make an epic about Le Mans. The Six Hour was very much a part of his bug.

The race, like the cast, has now come of age.

Who knows. Out there on the track today, before your very eyes, a World Champion of tomorrow may well be having fun at its birthday party. There can be no better training.....

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...Girling put a stop to it.



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KONI
SHOCK ABSORBERS

750 M.C. Car & Car Conversions BIRKETT SIX HOUR RELAY RACE

Team No. 1	CLUBMEN TEAM Team Manager: Mick Rossington Pit No. 25		
	General Classification: Class D	Handicap	0 Credit Laps
	1A Roger Craven	U2	1600 cc
	1B Charles Nickerson	U2	1694 cc
	1C Ray Blake	Lotus Seven	1500 cc
Team No. 2	FIRESTONE F.100 TEAM Team Manager: Peter Hales Pit No. 21		
	General Classification: Class C	Handicap	3 Credit Laps
	2A Mark Cole	Sturgess	1300 cc
	2B Lynden Thorne	Aldon	1293 cc
	2C John Tait	Royale	1300 cc
	2D John Calvert	Royale	1300 cc
Team No. 3	ARK RACING Team Manager: Derek Matthews Pit No. 22		
	General Classification: Class D	Handicap	3 Credit Laps
	3A John Banks	Arksprite TwinCam	1598 cc
	3B Christopher Smith	" " "	1594 cc
	3C A. N. Other	" " "	-
Team No. 4	VIVA DRIVERS CLUB Team Manager: Rodney Spokes Pit No. 2		
	General Classification: Class B	Handicap	7 Credit Laps
	4A Jeremy Lawrence	Vauxhall Viva	1975 cc
	4B Chris Coburn	" "	1975 cc
	4C Gerry Marshall	" Firenza	1975 cc
	4D Robert Beaumont	" Viva	1975 cc
	4E Roger Bell	" "	2200 cc
	4F Gerry Marshall	" "	2200 cc
Team No. 5	ASTON MARTIN O.C. Team Manager: Paul Gardner Pit No. 8		
	General Classification: Class B	Handicap	11 Credit Laps
	5A Tom Leake	Aston MartinDB4 GTZ	3995 cc
	5B Ernie Miller	Aston Martin "	3670 cc
	5C Nick Cussons	" " "	3670 cc
	5D Nigel Clarkson	" " DB3S	2922 cc
Team No. 6	CARS & CAR CONVERSIONS Team Manager: Jan Odor Pit No. 1		
	General Classification: Class A	Handicap	13 Credit Laps
	6A Richard Hudson-Evans	GTM	1275 cc
	6B Colin Hine	Mini Clubman	1000 cc
	6C John Rhodes	Mini	1000 cc
	6D Eric Cook	Mini	1293 cc
	6E John Francis	Mini Cooper S	1293 cc
	6F David Vizard	Mini Cooper S	1293 cc

Team No. 7 NORTH OXON CAR CLUB
 Team Manager: F. Gilkes
 Pit No. 11

General Classification: Class A Handicap 15 Credit Laps

7A	Richard Belcher	Mini	850 cc
7B	Monty Guildford	Mini Cooper S	999 cc
7C	Peter Shepherd	Mini Cooper S	1293 cc
7D	Keith Padmore	Mini	998 cc
7E	Danny Boulton	Mini	850 cc
7F	Geoff Gilkes	Mini Cooper S	1293 cc

Team No. 8 SPECIAL BUILDERS 1200 TEAM
 Team Manager: John Pitchers
 Pit No. 26

General Classification: Class C Handicap 17 Credit Laps

8A	Angelo Farina	Farin-Dison	1198 cc
8B	Bill Cowling	Cowman U2	1200 cc
8C	Norman Manning	" "	1200 cc
8D	Jeff Ward	Rejo Mk. 4	1200 cc
8E	Nick Conrad	U2	1200 cc
8F	Fred Burbury	FTB Mk. 1	1200 cc

Team No. 21 SALOON TEAM
 Team Manager: Brian Cunningham
 Pit No. 14

General Classification: Class B Handicap 20 18 Credit Laps

21A	Adrian Hurrell	Anglia	1000 cc
21B	Richard Lockwood	Mini Cooper S	999 cc
21C	Bernard Morley	Mini Cooper S	1293 cc
21D	Norman Lackford	Anglia	
21E	Phil de Banks	Escort	1670 cc

Team No. 22 FORMULA 1200 TEAM
 Team Manager: Bryan Clayton
 Pit No. 27

General Classification: Class C Handicap 19 Credit Laps

22A	Richard Hurdwell	Wells	1200 cc
22B	Brian Morris	Hybrid	1200 cc
22C	Peter Bush	Dingo 2	1200 cc
22D	Cyril Lyford	Squegon	1000 cc
22E	Peter Cooke	Lotus Seven	1200 cc
22F	Mike Taylor	Tetranchanychus	1200 cc
		Telarius	

Team No. 23 CEMIAN MOTOR CLUB
 Team Manager: J. Trace
 Pit No. 16

General Classification: Class B Handicap 19 Credit Laps

23A	Jerry Trace	Elva Courier	1588 cc
23B	Bruce Brown	Elva Courier	1880 cc
23C	Carl Ripley	Elva Courier	1880 cc
23D	D. Willson	Austin Healey Sprite	1138 cc
23E	Edward Reeve	" "	" 1138 cc
23F	Stephen Waldock	Lotus Elan	1558 cc

Team No. 24 T.E.A.C.
 Team Manager: David Towell
 Pit No. 12

General Classification: Class A Handicap 20 Credit Laps

24A	Jeremy Bean	MG Midget	1300 cc
24B	Gordon Dawkins	Mini Cooper S	1293 cc
24C	Graham Lilwall	MG Midget	1149 cc
24D	Mike Gidden	Ginetta G4	1098 cc
24E	Nick Ramus	MG Midget	1293 cc
24F	Jon Mowatt	Mini Cooper S	999 cc

Team No. 25 MEXICO CHALLENGE TEAM
 Team Manager: Martyn Watkins
 Pit No. 23

General Classification: Class B Handicap 22 Credit Laps

25A	Stuart McCrudden	Escort Mexico	1598 cc
25B	Stan Clark	" "	" "
25C	Gillian Fortescue-Thomas	" "	" "
25D	Chris Sclater	" "	" "
25E	Barry Williams	" "	" "
25F	Nick Weir	" "	" "

Team No. 26 AUSTIN HEALEY CLUB
 Team Manager: S. Walker
 Pit No. 10

General Classification: Class B Handicap 25 Credit Laps

26A	Mike Westminster	Austin Healey	2660 cc
26B	Sid Segal	" "	2998 cc
26C	F. Walker	" "	2998 cc

Team No. 27 MG CAR CLUB 'A' TEAM
 Team Manager: P. Axon
 Pit No. 4

General Classification: Class B Handicap 25 Credit Laps

27A	Phillip Axon	MGB	1860 cc
27B	J. C. Loveday	MGB	1798 cc
27C	Charles Dawkins	MGB	1798 cc
27D	Rodney Eade	MGB	1798 cc

Team No. 28 SPRIDGETS TEAM
 Team Manager: Vincent Bottomley
 Pit No. 15

General Classification: Class A Handicap 34 28 Credit Laps

28A	Keith Hill	Healey Sprite	1140 cc
28B	Ron Kirkman	Healey Sprite	1103 cc
28C	Bryan Halladay	Healey Sprite	948 cc
28D	G. R. Wilson	MG Midget	1098 cc

Team No. 31 SURREY SPORTING MC
 Team Manager: Tim Dodwell
 Pit No. 3

General Classification: Class A Handicap 32 31 Credit Laps

31A	Charles Merriman	Healey Sprite	998 cc
31B	F. W. Marriott	Mini Cooper S	1275 cc
31C	Clive Dart	Mini Cooper	1275 cc
31D	Ken Dart	Mini Cooper S	970 cc

Team No. 32 FLYING FIFTIES TEAM
 Team Manager: Eric Hall/Robin Church
 Pit No. 7

General Classification: Class D Handicap 35 Credit Laps

32A Clive Doyle	Lister Bristol	1971 cc
32B David Muirhead	" "	1971 cc
32C Robert Cooper	Maserati 300 S	2991 cc
32D Murray Barber	AC Ace	1991 cc
32E Glyn Guisti	MGTB	1350 cc
32F Ron Gammons	MGTC	1466 cc

Team No. 33

MG CAR CLUB 'B' TEAM
Team Manager: A. N. Other
Pit No. 5

General Classification: Class B Handicap 43 Credit Laps

33A Vic Ellis	MGA	1650 cc
33B Jan Polley	MGB	-
33C Brian Hole	MG Midget	-
33D John Cotton	MGB	1864 cc

Team No. 34

THE SOLO TEAM
Team Manager: A. N. Other
Pit No. 19

General Classification: Class D Handicap 45 Credit Laps

34A I. M. Grenville-Mathers	Bentley	4257 cc
34B Ron Morgans	Lotus Seven	-
34C Fred Boothby	Lotus 17	-

Team No. 35

SOUTH LONDON 750
Team Manager: Ray Street
Pit No. 30

General Classification: Class C Handicap 48 Credit Laps

35A Mike Street	DC Plus	600 cc
35B Andy Denton	Diabliesse Mk. 3	600 cc
35C Mike Peck	Proto	747 cc
35D John Giles	JGS	642 cc
35E Gordon Edey	Bishop	642 cc
35F Roy Picton	Jason	747 cc

Team No. 36

ALFA ROMEO TEAM
Team Manager: Paul O'Hanlon
Pit No. 17

General Classification: Class B Handicap 51 Credit Laps

36A Ken Davies	Guilietta SS	1290 cc
36B G. L. Thomas	Super 1600	1570 cc
36C J. M. Dooley	Guillia TI	1570 cc
36D R. A. Pi-kington	Alfa Romeo TZ	1570 cc

Team No. 37

NORTH HERTS 750
Team Manager: Jack West
Pit No. 29

General Classification: Class C Handicap 61 Credit Laps

37A Paul Griffin	Pagan 11	600 cc
37B Ken Card	Reon Reliant R2A	642 cc
37C Stan Goldthorpe	SG	600 cc
37D Jim Tomlinson	WEV 2	642 cc

Join the arch tacho basher



Brian (Yogi) Muir

On Glacier Powermax bearings and Hepolite piston products, Arch tweakster Yogi Muir is leading the rest in the British Saloon Car Championship. And you can bet that tacho, piston and bearing bashing like this takes some beating.

In his demon 456 bhp Chevy Camaro with revs hitting 7,000 and pushing nearly a ton and a half of tweaked steel along at speeds of up to a ton sixty five, his bearings are taking all the nasties and then some.

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We could go on about how we won the championship last year on Glacier bearings and Hepolite pistons. But why don't you get on with it instead.

Like Yogi Muir.

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Brian Yogi Muir leads British Saloon Car Championship having won overall 5 out of 8 rounds on Glacier and Hepolite. (Subject to official confirmation).



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Lustraphone

For the first time ever a radio microphone is being used here today for additional commentaries from the Pit and Paddock areas.

For further information please contact,

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THE PRIZES

CARS AND CAR CONVERSIONS' TROPHY and a set of DUNLOP Rally Jackets to the team completing the greatest number of laps in General Classification.

CARS AND CAR CONVERSIONS/CASTROL CLASS AWARDS: £50 to each Class winning team in the General Classification.

DUNLOP LEADER AWARDS: £15 to the leading team, in General Classification, at the 2nd, 3rd, 4th and 5th hours. 3

LMB TROPHY: to the Winning 750 Formula team in General classification. 3 5

CARS AND CAR CONVERSIONS/CASTROL HANDICAP AWARDS: will be made to the teams finishing in the first three Places in the Handicap Classification.

SPEEDWELL TROPHY: to the first team to cover 500 miles. 3

LUCAS TROPHY: to the first all saloon car team, in General Classification. 4

GIRLING TROPHY: to the first all Modsports team, in General Classification. 27

KONI TROPHY: to the first team on Handicap Classification. 36

ASTRALI TROPHY: to the first team of Historic Cars in General Classification. 32

OSELLI TROPHY: to the first team of all BLMC. Engined Cars. 27

POWERMAX TROPHY: to the first team in General Classification where all cars are using parts manufactured by A.E. Autoparts. (Glacier and Hepolite) 3

DENTS TROPHY: to the first 750 team on Handicap Classification. 35

During the day...

During the day, apart from the racing, there will be several other happenings around the circuit.

The Skid-Pan will be open all day for readers of Cars and Car Conversions and members of the 750 Motor Club. The course consists of theoretical instruction under the beady eyes of Messrs. Mike Dashwood and John Burnell, followed by a go on an ultra slippery surface. Incidentally, a trophy will be awarded to the person who puts up the fastest penalty-free time that beats a special bogey time set up by a Triple C member.

Next item on the menu is the Castrol/CCC Concours that is being held in the Blue Car Park. This is open to any member of the public and the entrance is absolutely free. There are two classes - one for production cars - one for kit cars and specials. So if your car is shining beautifully, get into the Blue Car Park quickly and who knows, you may well be the winner of a handsome pot that is being awarded in each class.

On the outside of the circuit opposite the pits, there will be a number of companies from the tuning and accessory trades displaying many facets of the 'Go faster - Go safer' business, as well as ourselves with a host of magazines, books and other goodies.

Don't forget to go across and look around the pits and paddock and see some of the feverish activities involved in keeping a team of six cars lapping at high speed for the duration of six hours.

Anyone who fancies himself or herself as a commentator will be given five minutes to commentate on the race and if your spell is judged best by a panel of six motoring journalists, you also will receive a pot.



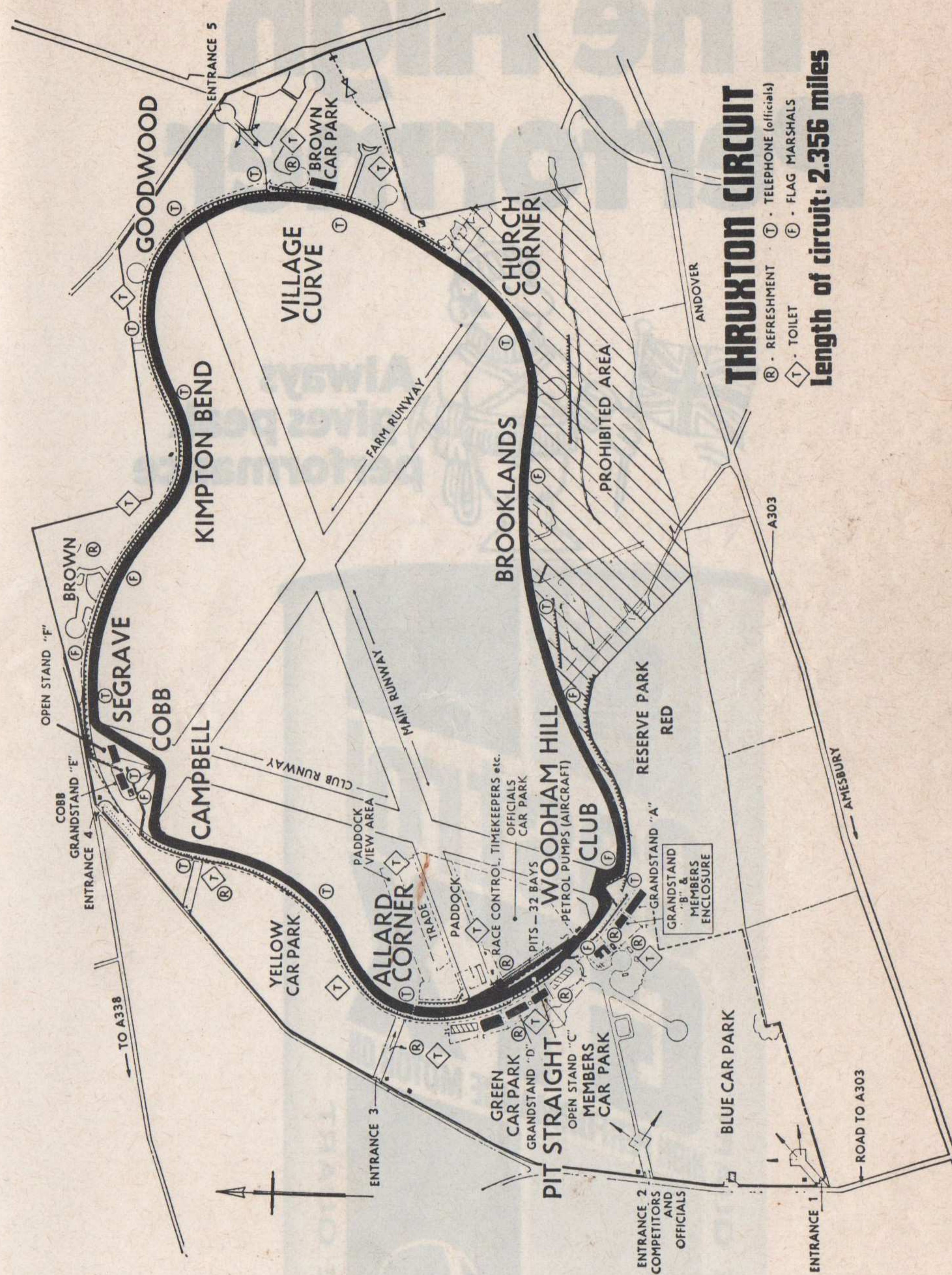
Hand signals are coming back into fashion.

Hardly surprising—Dents driving gloves aren't just designed to feel good. They look good, too.

And they could make a better driver of you, into the bargain. That's because they give you 'grip-confidence.' Whatever the temperature, their soft-grained leather palms give a secure, non-slip grip. They're supple, too. Gloves that mould themselves to the shape of your hand allowing essential freedom of movement, with air-hole ventilation so your hands keep their cool.

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