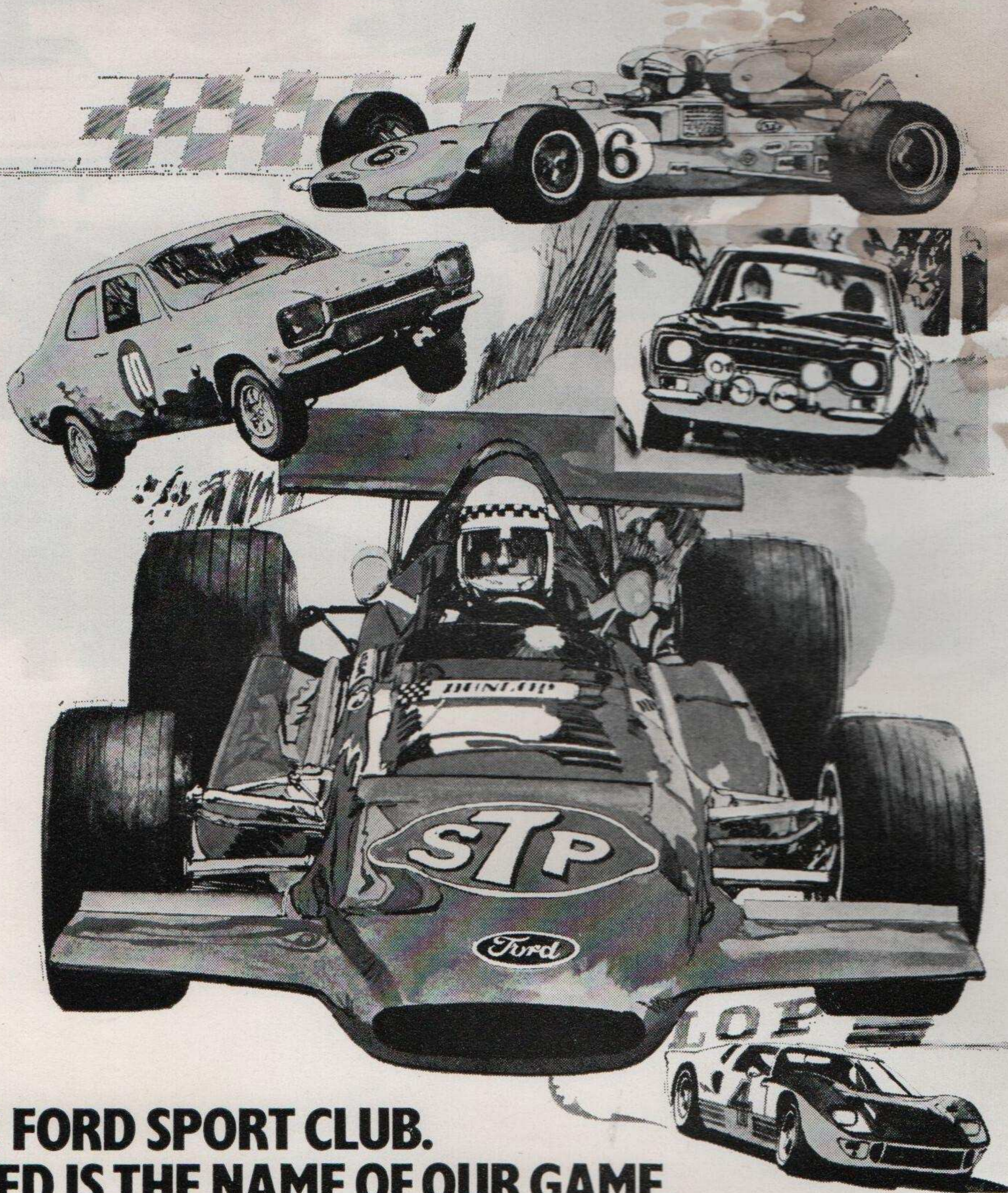


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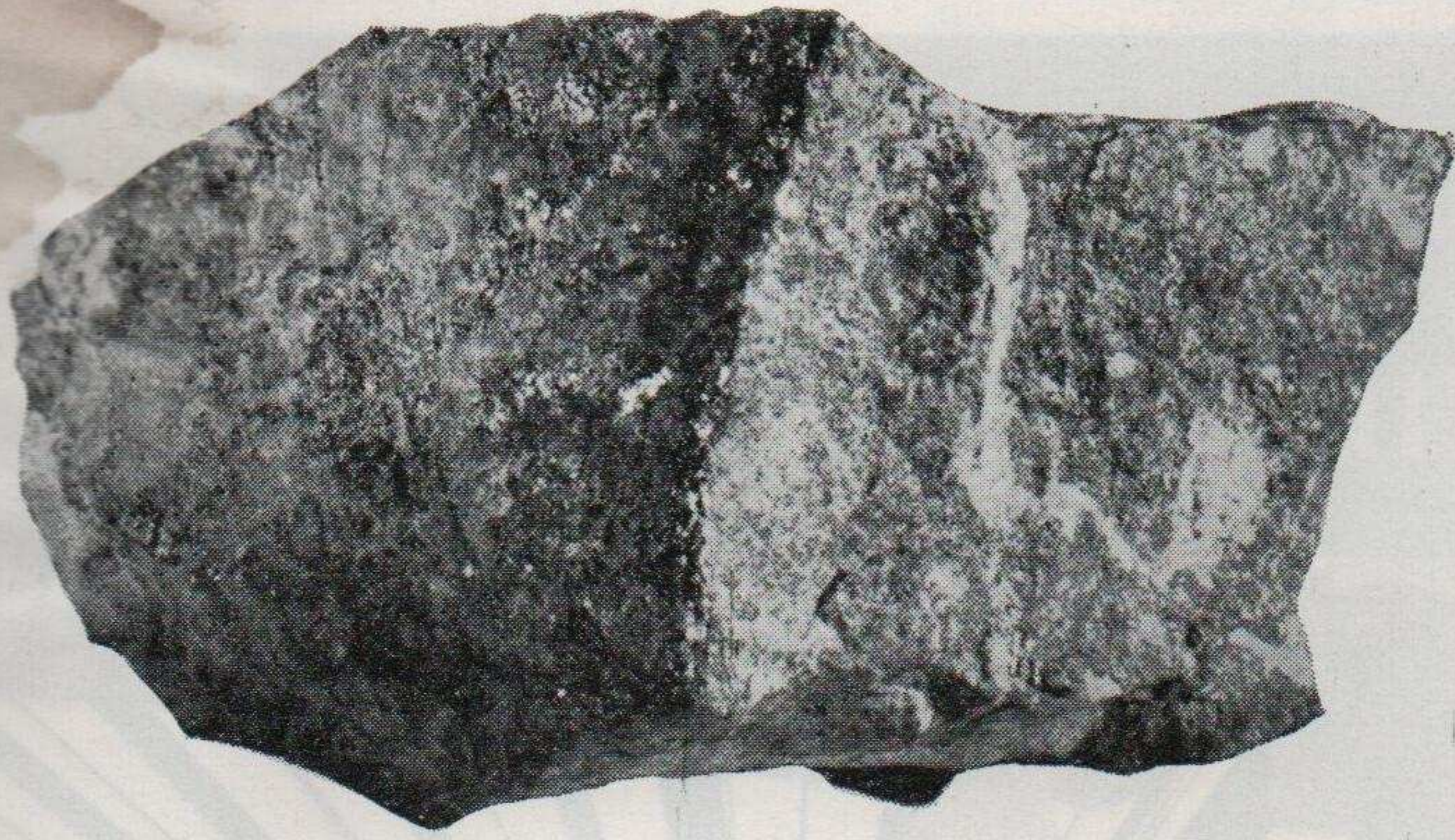
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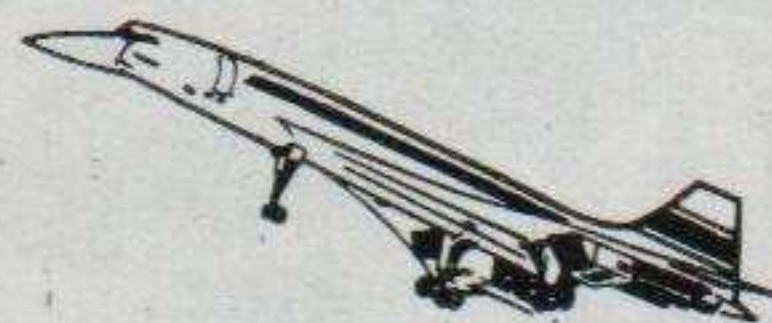
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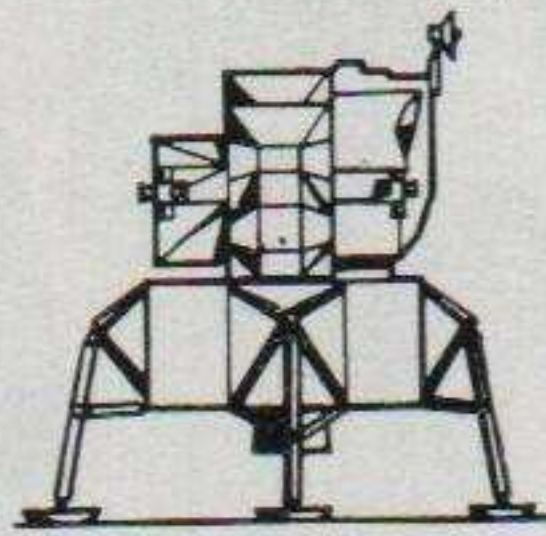
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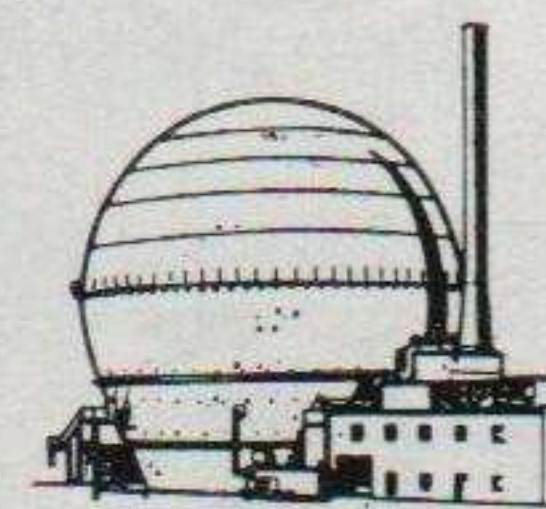
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Organised by the British Racing and Sports Car Club

Brands Hatch 21 March, 1971

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FLAG SIGNALS

Union Jack

This flag is used to start all races in the United Kingdom. (It is normal procedure overseas to use the national flag of the country concerned.)

Red Flag

Like the black flag, the red can only be used under the instructions of the Clerk of the Course. It is a warning to all drivers to stop immediately.

Yellow and Red Flag

Oil on the course warning is given by a yellow

and red flag held stationary. Should the oil slick appear particularly hazardous the flag will be waved.

Black Flag

A black flag, accompanied by the competition number of the car concerned, is an order for the driver to slow and call at his pit at the end of the lap.

Yellow Flag

A yellow flag is shown to signify an obstruction on the course. Drivers seeing a yellow flag must slow down and be prepared to stop if necessary.

Blue Flag

A blue flag held stationary warns a driver he is being closely followed. Waved, it means the driver behind is trying to overtake.

White Flag

When a white flag is shown it appears simultaneously at various points around the circuit to signify that a service vehicle is actually on the course.

Chequered Flag

The black and white chequered flag signifies the end of a race. It is brought down as the winning car crosses the finishing line.

CONDITIONS OF ADMISSION

NOTICE. Warning to the public — motor racing is dangerous. Spectators attending the track do so entirely at their own risk. It is a condition of admission that Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

FOR THE ATTENTION OF SPECTATORS

ANIMALS. Dogs and other pets will only be admitted to the enclosures if they are kept on a leash. This rule will be enforced to safeguard both competitors and the public.

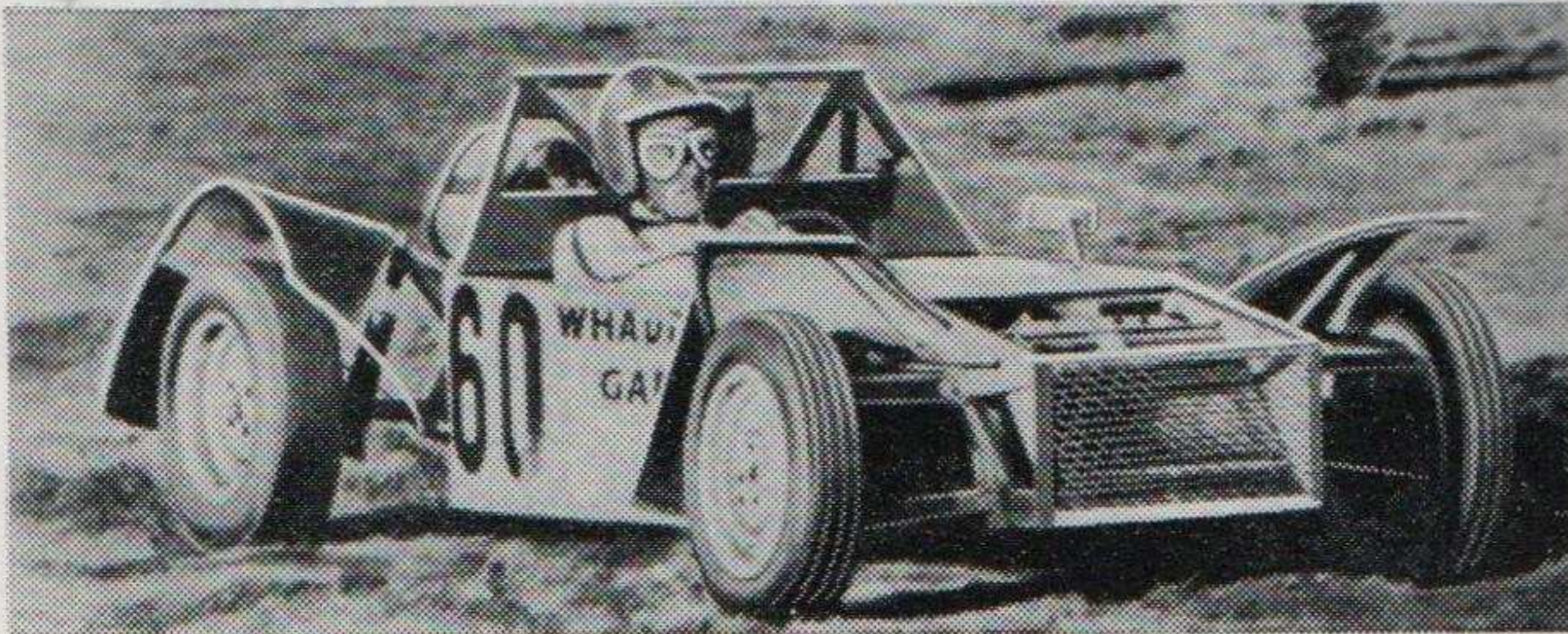
LITTER. Please do not leave litter about the grounds. If you cannot see a proper receptacle, take any rubbish home with you.

ACCIDENTS. Should there be an accident, do not interfere. The situation will be handled by the marshals, the doctor and the St. John Ambulance staff who are in attendance.

PROHIBITED AREAS. Prohibited area notices identify sections of the grounds where the public are not permitted. The fences are there for protection, and any person found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

DRIVING HOME. Drive with care and caution when leaving Brands Hatch. Remember, your conduct on the road before and after the race meeting can either raise or lower the prestige of motor racing generally, and of Brands Hatch Circuit in particular. We could not cater for such a large crowd here today without the friendly co-operation of the Police, so co-operate with them in return, and reach home safely.

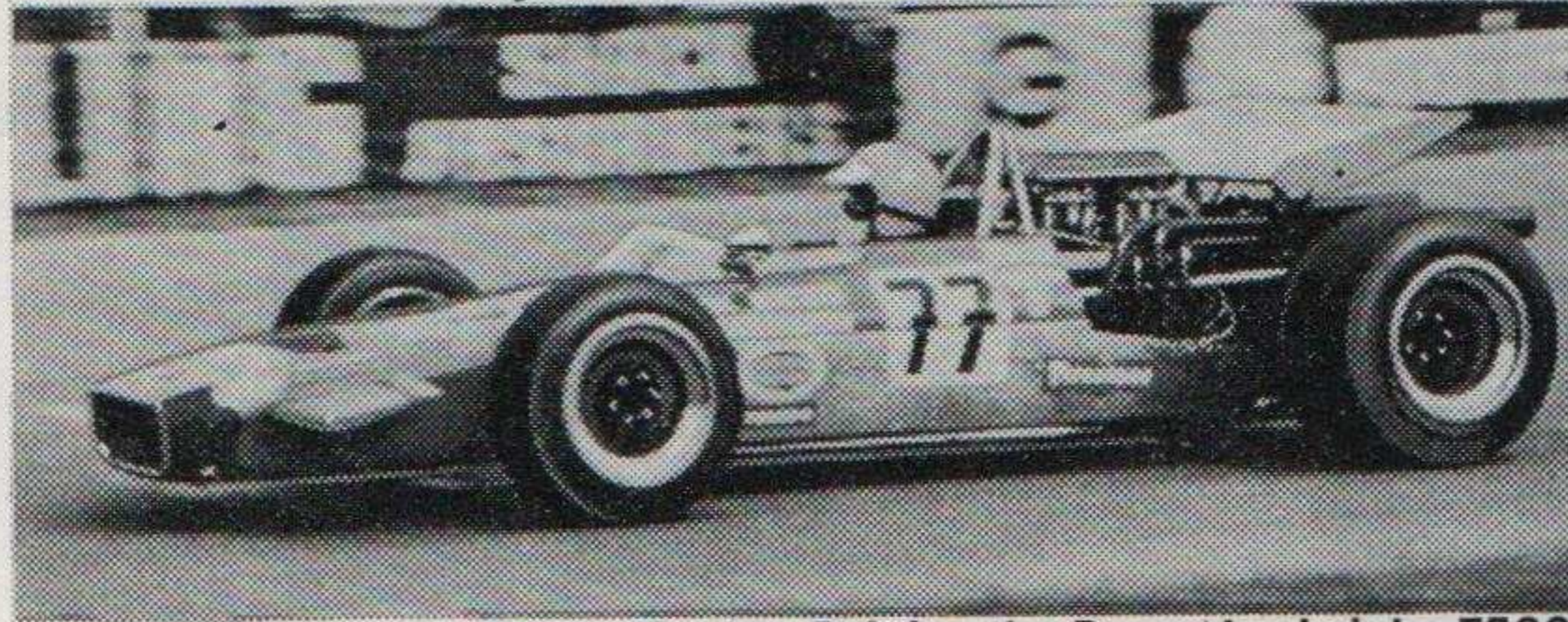
Depend on Duckhams



John Bevan. 1970 Players No.6 Autocross Champion



Bill Shakespeare. World Record Holder



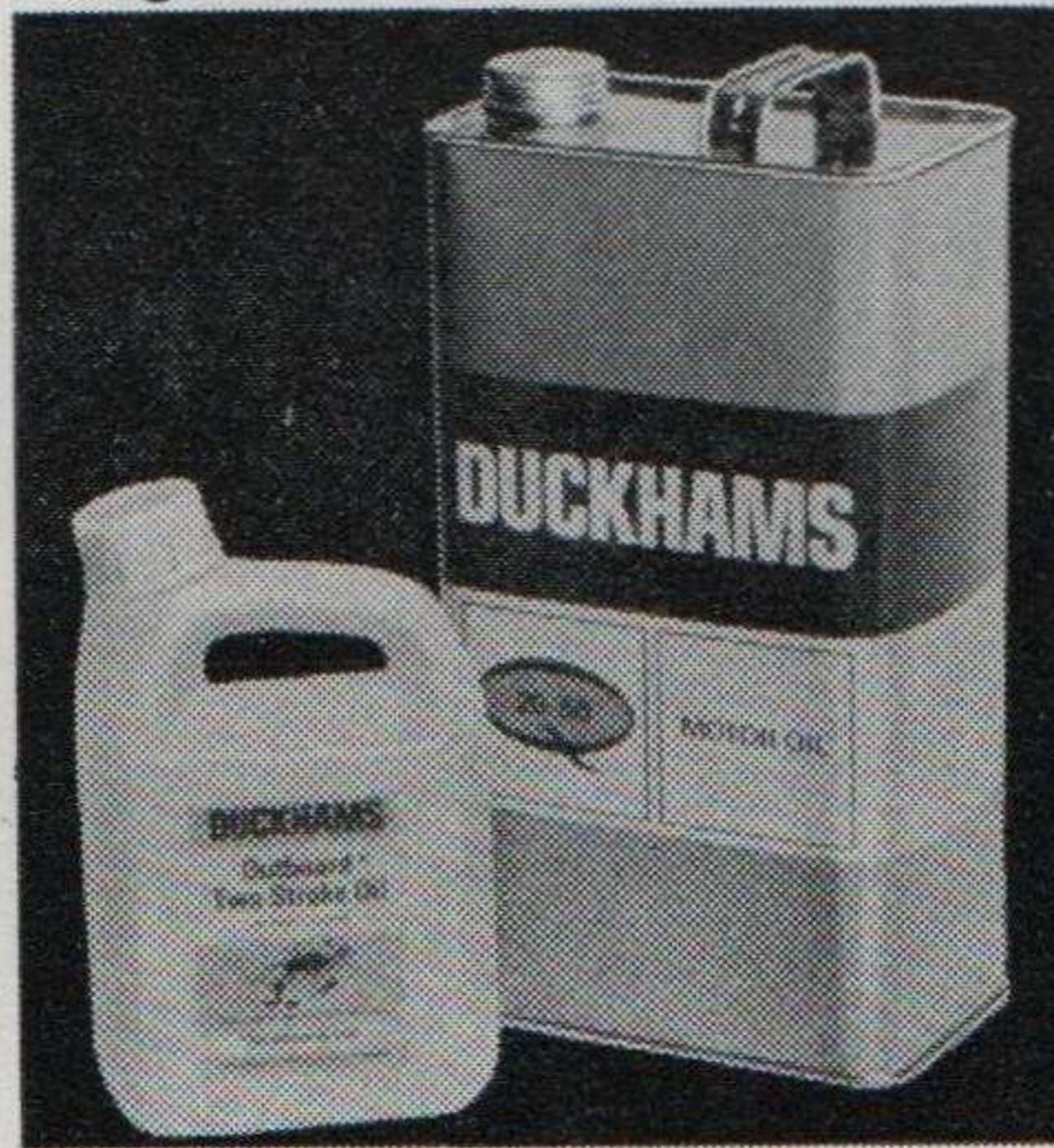
Trevor Taylor. Driving the Doug Hardwicke F5000



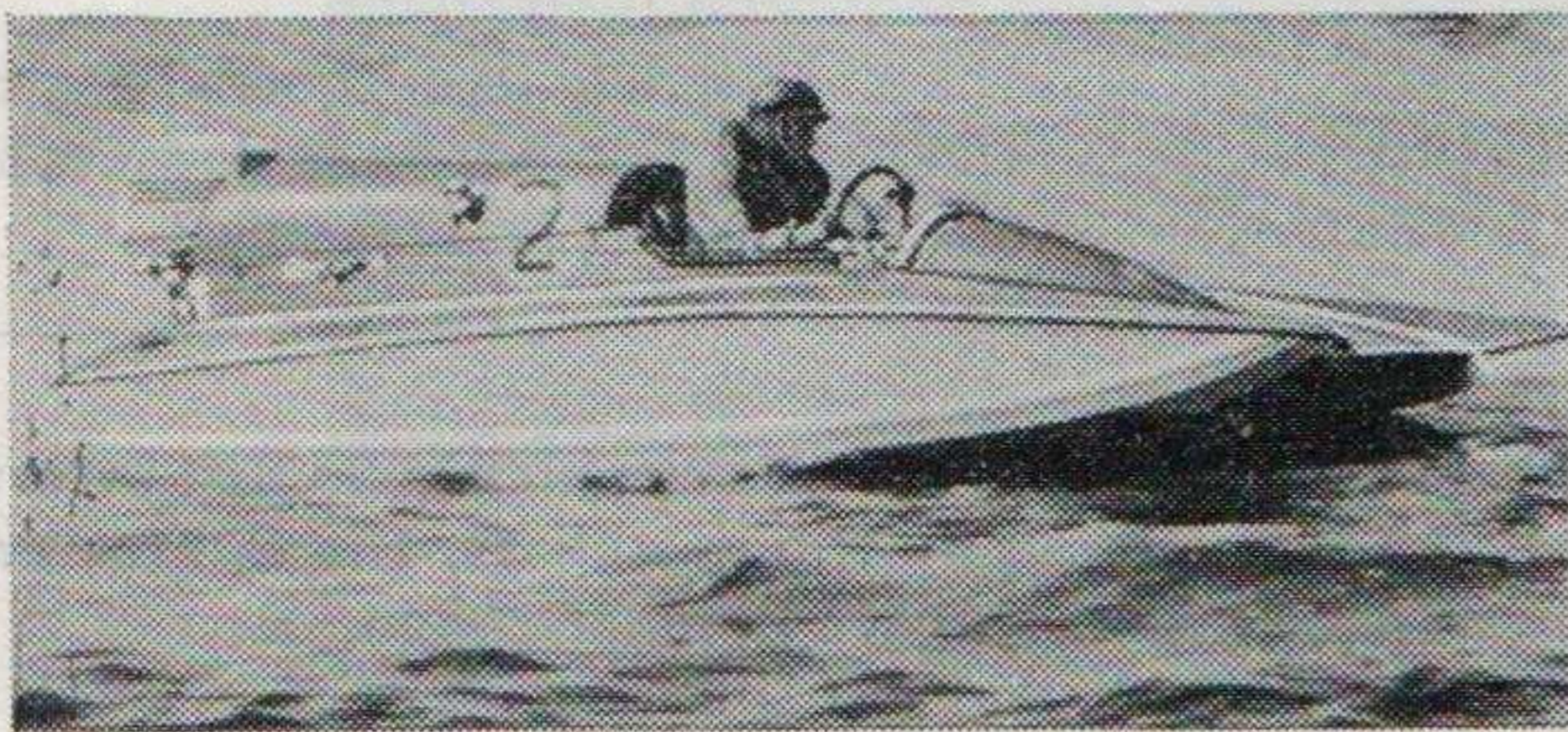
Gordon Jackson. Reigning British Expert



Paul Smart. Successful Triumph Works Team Rider



Dave Brodie. Saloon Car Champion Class Winner



Brian Kendall. World Record Holder



Bryan Moorcroft. 1970 BTRDA Autocross Champion

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Programme of Events and Awards

Event	Description	Laps	Start
Event 1	TOWNSEND THORESEN TROPHY RACE For Formula Ford Single-Seater Racing Cars 1st - £30 2nd - £25 3rd - £20 4th - £15 5th - £10	10	12.00 hrs
Events 2 & 4	THE HEPOLITE-GLACIER TROPHY RACE For Group 2 Touring Cars 1st - £300 2nd - £200 3rd - £150 4th - £100 5th - £95 6th - £90 7th - £85 8th - £80 9th - £75 10th - £70 11th - £65 12th - £60 13th - £55 14th - £50 15th - £45 16th - £40 17th - £35 18th to 24th - £30 25th to 30th - £25 31st to 36th - £20 In each class except Overall Winner: 1st - £30 2nd - £20 3rd - £10	20	12.45 hrs and 16.00 hrs
Event 3	THE DAILY MAIL 'RACE OF CHAMPIONS' supported by Champion Sparking Plugs Ltd. For Formula 1 Single-Seater Racing Cars 1st - £500 2nd - £250 3rd - £150 4th - £100 5th - £75 6th - £60 7th - £40 8th - £20 9th - £15 10th - £10	50	14.00 hrs
Saturday March 20th	SHELL SUPER OIL BRITISH CHAMPIONSHIP RACE For Formula 3 Single-Seater Racing Cars 1st - £250 2nd - £200 3rd - £150 4th - £120 5th - £100 6th - £90 7th - £80 8th - £70 9th - £60 10th - £55 11th - £50 12th - £45 13th - £40 14th - £35 15th to 20th - £30 21st to 25th - £25 26th to 30th - £20	40	15.00 hrs

Evening News 'Champagne Stakes'

by **W. R. Paulson**, *Motoring Correspondent of the London Evening News*

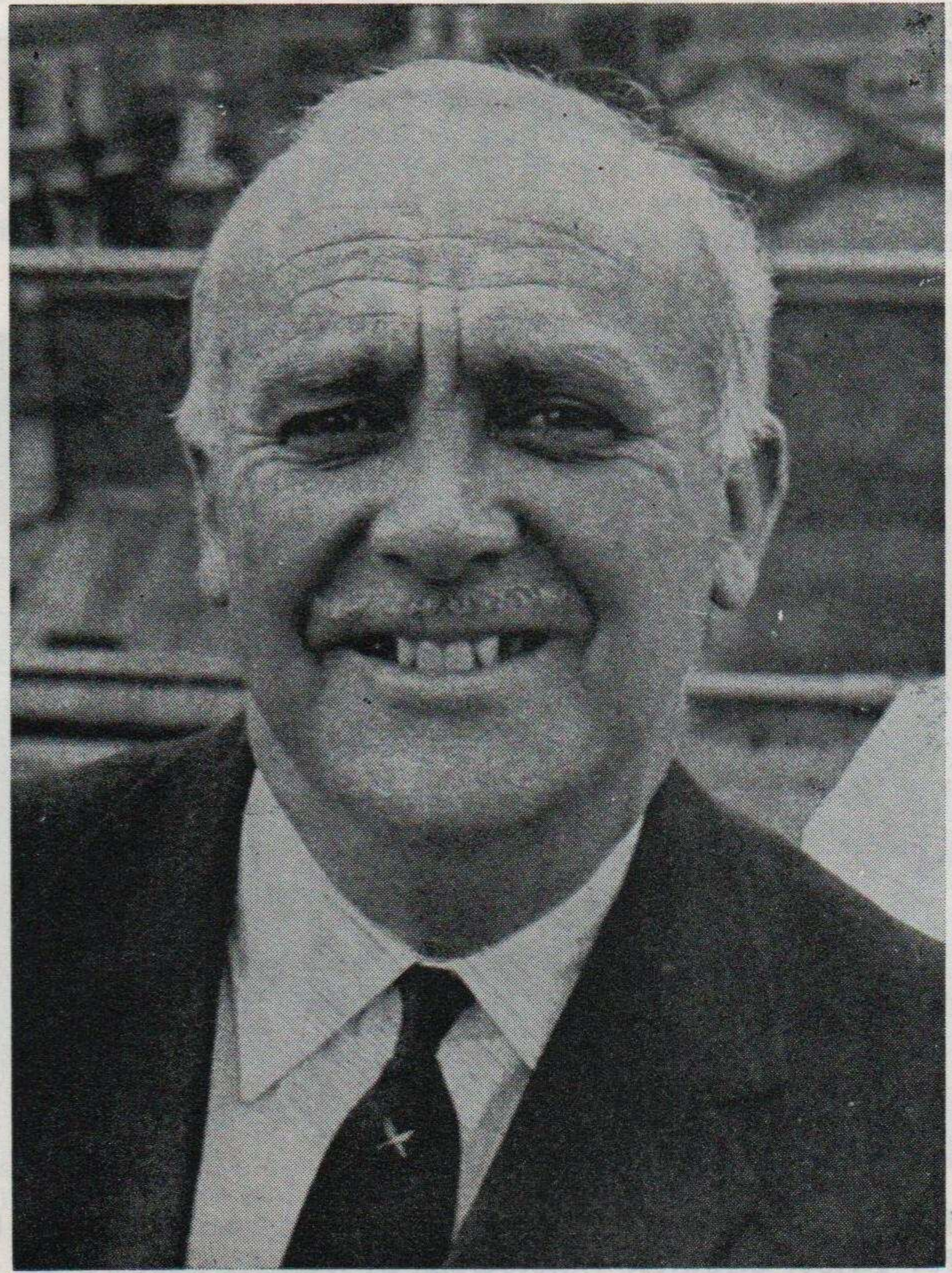
A 'RACE within a race' is the description often given to the Evening News 'Champagne Stakes'—a prize of 100 bottles of bubbly for the fastest practice time on the two Friday morning training sessions preceding the Daily Mail Race of Champions.

Certainly there have been some very exciting finishes, with first one driver and then another putting up a seemingly unapproachable time only to see it beaten in the last few minutes.

Here are the past winners of the Evening News prize with their practice times and speeds:

- 1965—Jim Clark (Lotus) 1m 34.9s, 100.53 mph.
- 1967—Dan Gurney (Eagle) 1m 32.2s, 103.47 mph.
- 1968—Mike Spence (BRM) 1m 30.8s, 105.07 mph.
- 1969—Graham Hill (Lotus) 1m 28.2s, 108.16 mph.
- 1970—Jack Brabham (Brabham) 1m 26.0s, 110.93 mph.

The official lap record, which can only be set up in a race, stands to the credit of Jack Brabham, whose retirement at the end of last season will be regretted by all those who watched his sterling performances here last year in both the Race of Champions—when he set up the record of 1m 25.8s, 111.18 mph—and the British Grand Prix, though neither was crowned with the victory he surely deserved.



Daily Mail Race of Champions

The curtain rises on 1971

Brian Groves, 'Daily Mail' Motoring Correspondent, says that today's Race of Champions should provide useful pointers to the season's Formula 1 championship battle.



While they are playing cricket down in Australia's sunshine, and Rugby League in the snow and frost of the British Isles, Grand Prix racing goes into hibernation in Europe.

It emerges again in March, as the transporters get on the road again and converge on Brands Hatch for the great Daily Mail Race of Champions over 50 laps of this twisting and difficult circuit.

And one by one the new cars that have evolved during those few winter months are unveiled; the new drivers who have been signed on arrive for the first of many thrilling high-speed battles that will take the cars from Barcelona to Zandvoort, Nurburgring to Monza before the championship is decided.

Each year, this race grows in status. It is now firmly established as the vital curtain-raiser to the European season, the first opportunity for us to see the new cars and drivers in action and weigh up their chances in the hectic season ahead.

Last year, a whole host of questions waited to be answered—how would the new March 701 perform? Or the squat new BRM P153? Or the radically new Lotus 72? Who would be the new drivers to watch?

Well, those questions were answered as the year progressed only to be replaced by an equally intriguing set this year.

Which out of the new cars is going to be the one to watch this year? The new March 711, which looks like a cross between Donald Campbell's speed boat Bluebird and a cigar with wings?

Or the Ferrari flat-12s, which went so well at the end of last season that they scored four wins, four seconds and a fourth place in the last six races?

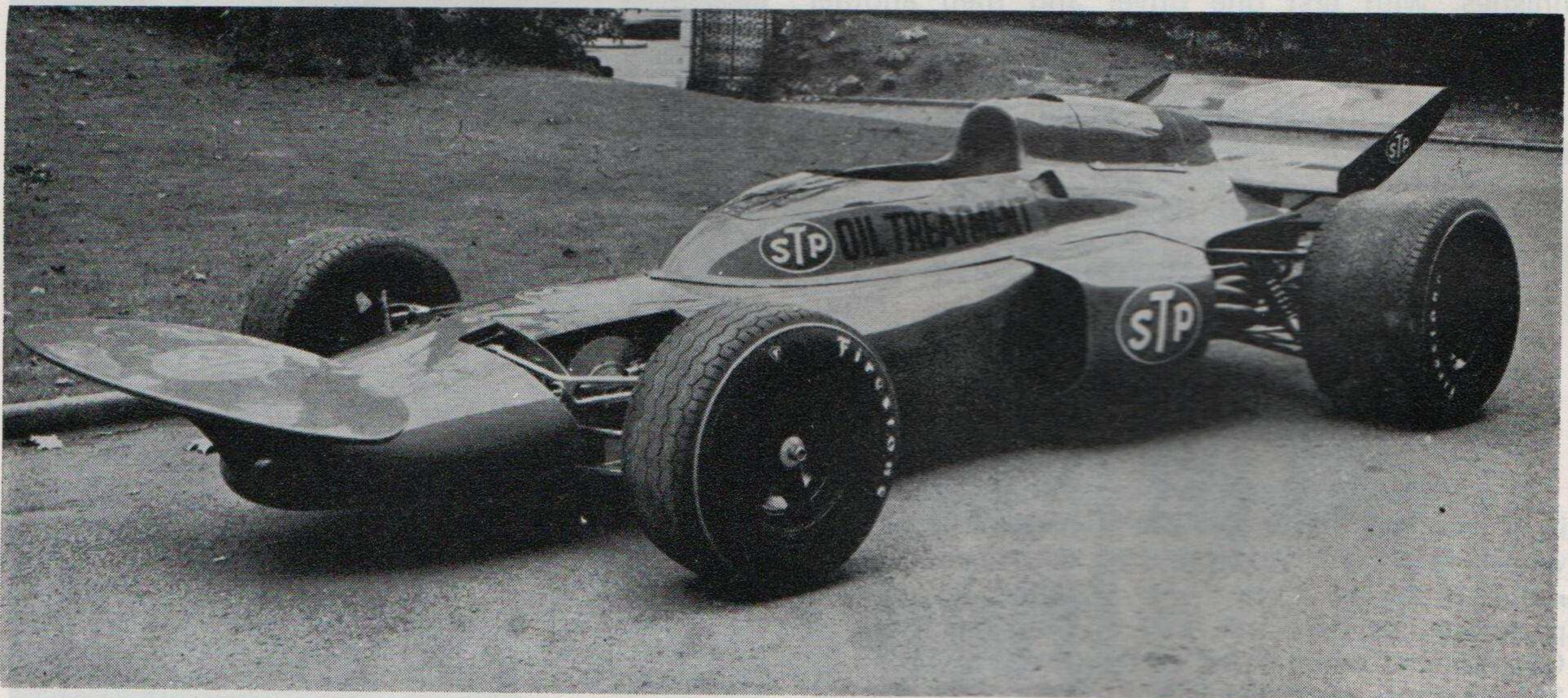
Will the Lotus 72, which won the championship last year for the late Jochen Rindt, be as impressive in the hands of two newcomers?

What about the new, wider BRM's or the Matras, both using V12 engines? Or the completely new Brabham which Graham Hill will drive?

And so you could go on with a list of questions that one race cannot hope to answer, even if it can provide some useful pointers.

But let me spell out to you some of the points that I shall be watching today.

continued on page 13



The March 711 certainly looks different from its rivals, but that front 'wing' looks very vulnerable, particularly for twisty circuits. (Photograph by Michael Cooper)



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**YARDLEY
TEAM BRM
SAFER**

MOTORING CONTEST

WIN A LUXURY
autolloyd **MOTORING HOLIDAY**

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TOTAL

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Full details and entry forms from your chemist or department store

PRIZES There are four first prizes each of a family motoring holiday for four, including spending money, up to the value of £350.

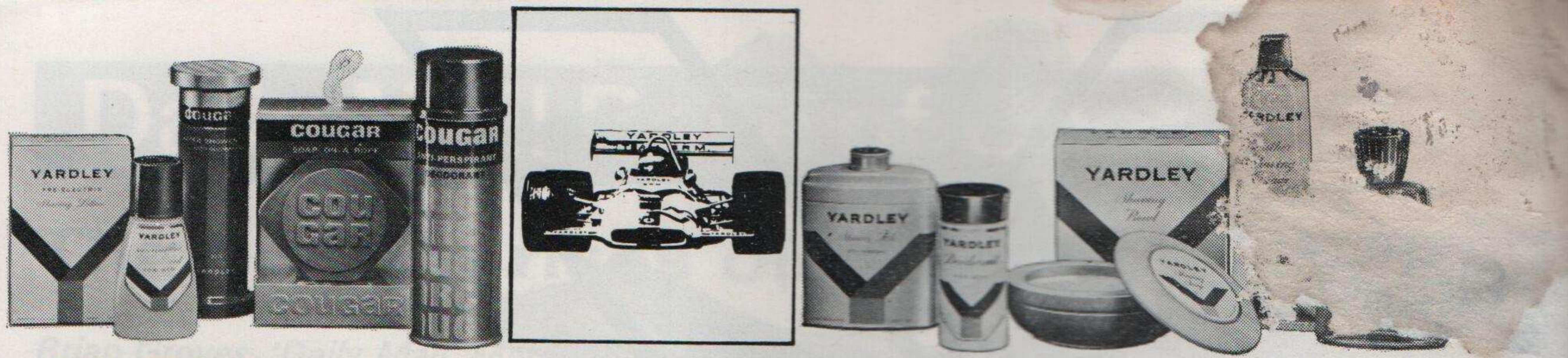
Prize holidays are organised by Autolloyd, with a choice of Spain, France, Holland, Italy, Portugal, Germany and Ireland.

Runners-up can win holidays too – sixteen motoring trips for two to top resorts each to the value of £100.

THE CONTEST On the form are eight ideas to improve motoring safety. Choose the SIX ideas you think would contribute most to reducing accident figures. Number them 1–6 in order of effectiveness.

Then complete the sentence giving your assessment of how motor sport can contribute to the safety of everyday motoring.

See over for fabulous Yardley BRM driving coat offer



YARDLEY B R M DRIVING COAT £8.50

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- ★ Exclusive Team colours
- ★ Authentic Yardley-B R M badge
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Please send me.....Yardley Team B R M Driving Coat/s at £8.50 + 25p p & p each (£8 10s. 0d. + 5s. 0d).

I enclose cheque/postal order for £....., plus a 'Yardley for Men' or 'Cougar' carton or aerosol cap for each coat.

PLEASE INSERT NO. REQUIRED

Men's sizes 36 38 40 42 44

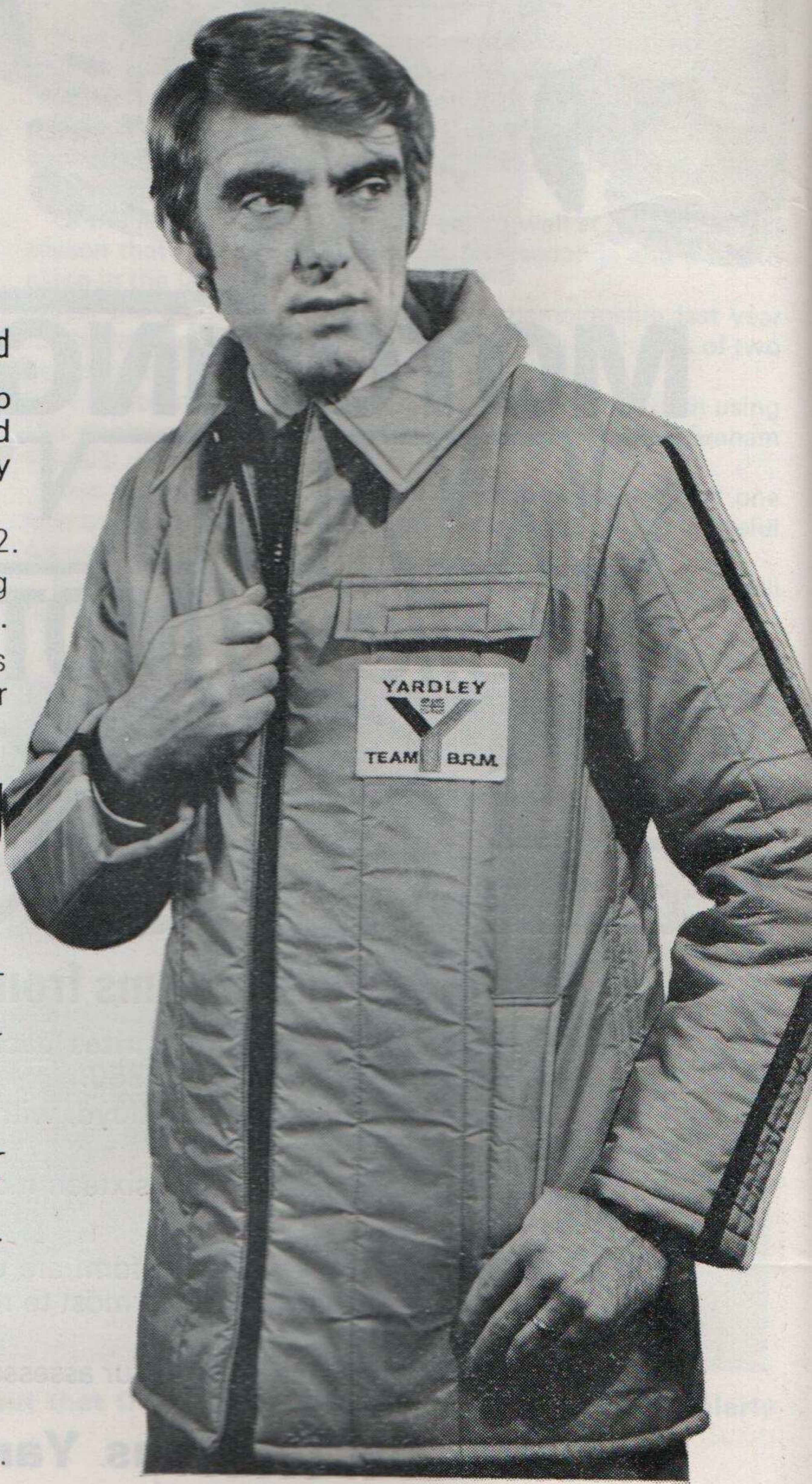
Ladies sizes 34 36 38

NAME _____

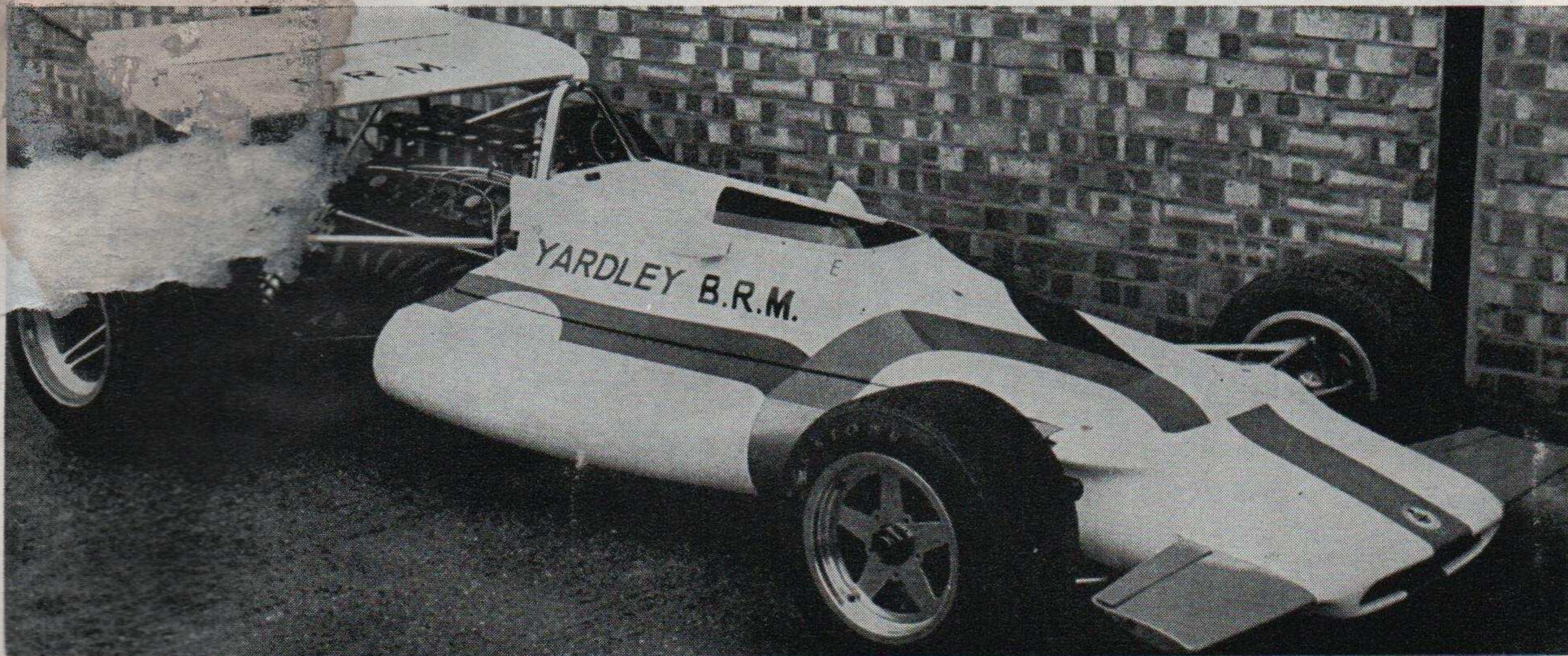
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BPA Allow 21 days for delivery.



The latest 1971 Yardley BRM, the P160, is appreciably lower and wider than its 1970 predecessor, and the V12 engine now has much more torque.

First and foremost I want to watch—for the first time here—the combination of 1969 champion Jackie Stewart and the Tyrrell-Ford, racing on Goodyear tyres now that Dunlop have pulled out of the top echelon of motor racing.

Jackie had a frustrating time last season, with the March 701 which proved heavy and not quick enough. The new car, introduced towards the end of the season, gave a glimpse of the old, way-out-in-front Stewart.

He has won this race for the last two years and will obviously be looking for a unique hat-trick! And I think we could be watching the 1971 champion.

Then I want to see how Graham Hill gets on in his new role as team leader for Brabhams. He made a remarkable comeback last year after his terrifying accident but was plagued with uncompetitive cars.

Now he has the new Brabham-Ford, he likes Brands Hatch and I, for one, would be delighted to see him do well. Definitely a combination to follow.

I am intrigued too, by this man Clay Regazzoni, the most talked-about driver in Grand Prix racing at the moment. He burst on the scene halfway through last season, got the Ferrari flat-12 really going, and ended up with a GP win *and* third place in the championship!

Well, he is 30 and Swiss and has been around in Formula 2 for a long time, gaining various sorts of good and bad reputations. Suddenly he seems to have emerged as a real champion of the future.

John Surtees is another driver I want to watch. Over the past few years, he has had little luck in his drives for Honda and BRM, but now he has his own car, made in his workshops at Edenbridge, Kent, only a short distance from this circuit.

It showed distinct promise towards the end of last year, and with the latest version, the TS9, perhaps he will have the sort of success that has eluded him since he won the world championship with Ferrari in 1964.

I am, of course, extremely interested in the new March 711, designed by Robin Herd. The 701 of last year was very much a rush job, completed in a matter of weeks, but this one has materialised after a lot of deep thought and discussion.

If you remember, Chris Amon left Ferrari to drive for March—but it was the Italian cars that went so well last year. Now he has left March to drive for Matra, if you see what I mean.

In the BRM camp, there is an interesting newcomer in the shape of Howden Ganley, 29-years-old New Zealander, who was runner-up in the European Formula 5000 championship last year.

He and 27-years-old John Miles, who spent much of last year driving for Lotus, join the experienced Pedro Rodriguez and Jo Siffert in the BRM set-up.

Then there is Denny Hulme, the 1967 champion, with the new McLaren M19, which has a very familiar look about it to anyone who remembers Stewart's championship-winning Matra-Ford.

Denny is a very consistent driver, who scored points in seven of last year's title races and ended up fourth, ahead of people like Stewart and Brabham. With just a trace of luck, he could be right back at the top, so I'll watch him closely today.

That little lot should be enough to indicate that the Race of Champions is going to be a very interesting affair, but there's more besides!

Last year a V8 engine won the championship yet again but the V12 and flat-12 engines sounded their strongest warning yet that the days of the Cosworth-Ford domination could be coming to an end.

Well, we will see, Lotus, March, McLaren, Brabham, Surtees and Tyrrell are still relying on the V8 to carry them through.

There's also the tyre battle, which is now down to two American companies, Goodyear and Firestone.

Tyres play an absolutely vital part in motor racing, and a few drivers who raced on Dunlops last year have had to change. We will see how they fare today.

And that's about it. No doubt you've some of your own questions which 50 scorching laps of this 2.65 miles twisting circuit will help to answer.

Whatever happens I hope you enjoy the race as much as I expect to. And that YOUR favourite driver does especially well!



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with
CHAMPION!**

Sponsors of the
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in association with
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**Fit Champion plugs
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Why we are in racing



Besides satisfying man's inherent sporting instinct, for both participants and spectators, motor racing has another equally serious purpose. One does not have to look back over many years to realise what vast improvements are constantly being made in automobile design, construction and materials. The modern car has been developed to a high standard of working efficiency, as well as comfort and convenience, much of which derives from experience gained on the race track where every component is tested under extremely exacting conditions.

For instance, as greater power and efficiency were developed out of more compact engines, so it became necessary to reduce the size of components and thus we have the small 14mm. spark plugs that are almost universally used today, giving trouble-free performance for thousands of miles. Another example is the projected core nose type spark plug widely used in modern o.h.v. engines. When this design was pioneered by Champion over 50 years ago it was in advance of its time, but later as engine design progressed it came into its own and proved itself by winning races during the mid-50's.

Champion has always supported and participated in motor racing not only for the prestige accruing from successes but also because it is a very practical way of demonstrating the results obtained in our own research laboratories where, with the aid of sophisticated modern equipment, road operating conditions at very high speeds are simulated in complete safety.

While spectators at Brands Hatch are enjoying today's great spectacle provided by a galaxy of skilled drivers demonstrating expert techniques, it is gratifying to reflect that their machinery and many of its components are the prototypes that will give rise to still further improvements in the everyday cars of tomorrow.

From Hubert G. Starley, C.B.E.
Managing Director,
Champion Sparking Plug Co. Ltd.

Lombank and motor sport



Lombank have winning ways

Our interest in you, the motorist, goes way beyond just providing the finest possible credit facilities. This year, again, we are sponsoring the exciting Lombank Formula 3 Championship for your enjoyment and for the advancement of Motor Sport. And when we finance your next car, you will find that same personal interest and friendly efficiency which goes towards making Lombank Britain's best finance house.



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SHELL SUPER OIL

British Formula 3 Championship

Shell and circuit owners have combined to support an RAC-approved British Formula 3 Championship in 1971. It involves at least £48,600 prize and expense money and the series will comprise at least 18 races offering prize and overseas travel money of £2,500 per event. A further £200 per race will go to a year-end prize fund to be divided in proportion to points earned on a 9, 6, 4, 3, 2 and 1 points basis and spread over all races. The drivers' championship title, however, will be decided on the basis of a competitor's best 12 performances out of 18 rounds (or 14 out of 19-21).

Each of the races is of full international or national open standard and three of them—Zandvoort, Paul Ricard and Magny-Cours—are on the Continent. There is also the possibility of further Continental rounds being added. It is also hoped that in 1972 the championship will assume full European status.

The Shell Super Oil Formula 3 races will also decide the

winner of the Motor Sport Trophy to be awarded by Motor Sport magazine.

The provisional 1971 championship calendar is: March 20, Brands Hatch; April 3, Brands Hatch; April 12, Mallory Park; May 2, Brands Hatch; May 8, Silverstone; May 16, Zandvoort; May 31, Oulton Park; June 5, Silverstone; July 3, Paul Ricard (France); July 14, Magny-Cours (France); July 17, Silverstone; August 21, Oulton Park; September 18, Oulton Park, or September 19, Thruxton; September 26, Mallory Park; October 3, Snetterton; October 9, Castle Combe; October 24, Brands Hatch.

POINTS POSITION

Today's meeting is the first qualifying round in the 1971 championship. Latest points positions will be given in race programmes throughout the season.

LOMBANK

Formula 3 Championship

Lombank, the finance house which has been such an enthusiastic supporter of motor racing for several years, are again sponsoring a major Formula 3 championship for the 1971 season. The winner receives £250, with £100 for the runner-up and £50 for third place.

The Lombank Formula 3 Championship comprises 17 rounds at four circuits on the following dates: Brands Hatch: March 20, May 30, June 20, August 15, September 12, September 26, October 24, October 31 and December 27; Mallory Park: March 14, July 4, July 25 and October 10; Oulton Park: May 15, July 3 and August 28; Snetterton: March 28.

Points are allocated to the drivers on the basis of 9, 6, 4, 3, 2

and 1 for the first six places and prize money is paid at the rate of £4 per point, making a prize fund of £100 per race, apart from the March 20 and October 24 Brands Hatch meetings where there is a prize fund of £2,500 per race. A competitor's best 12 results count towards the championship. (Supplementary rules relating to deciding ties at the end of the year are available from Motor Circuit Developments, Brands Hatch).

POINTS POSITION

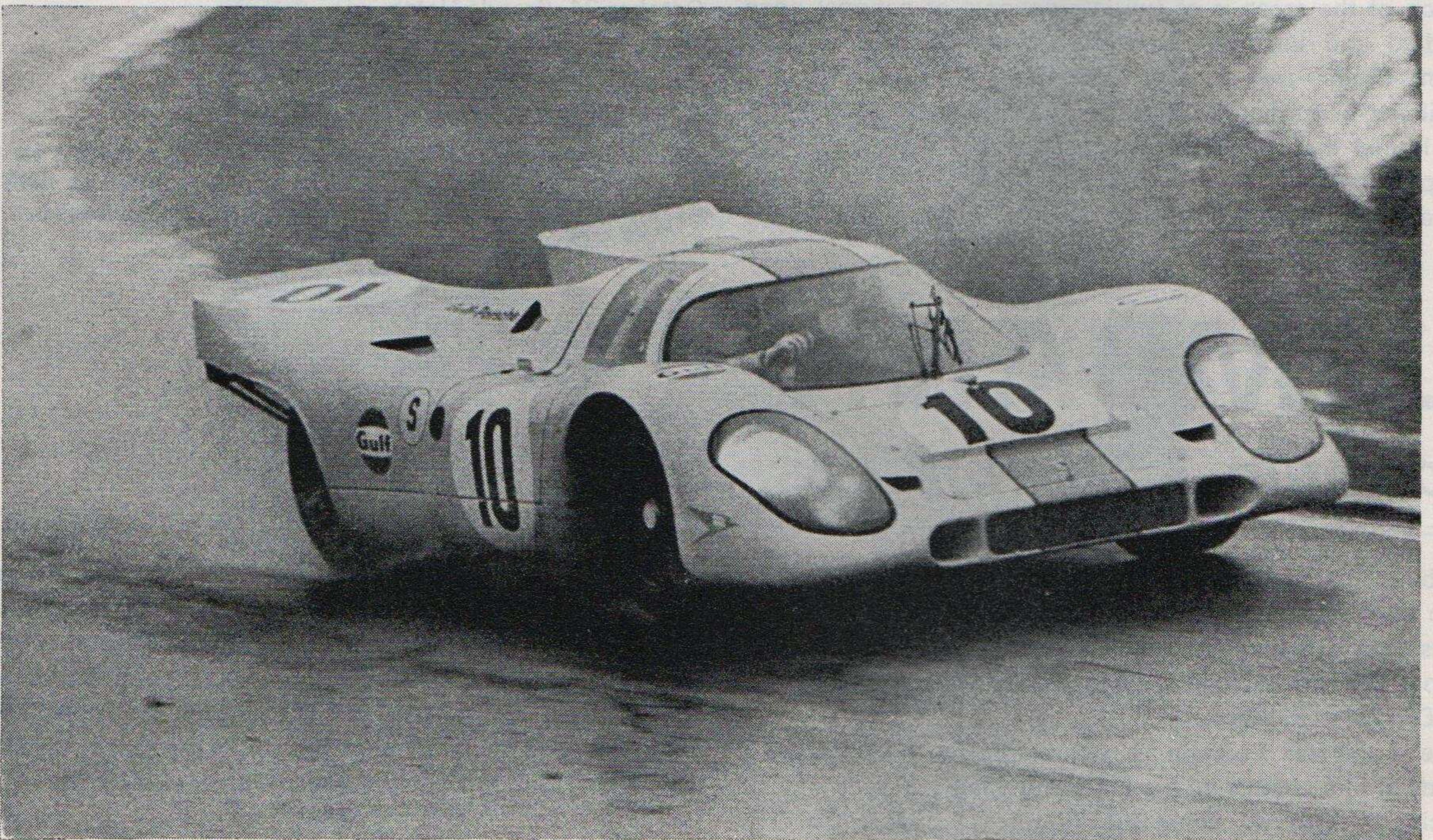
Today's meeting is the second qualifying round in the 1971 championship. Latest points positions will be given in race programmes throughout the season.

Past winners of the Daily Mail Race of Champions				
1965	Mike Spence (Lotus-Climax)	..	..	96.58 mph
1967	Dan Gurney (Eagle-Weslake) ..	..	..	98.66 mph
1968	Bruce McLaren (McLaren-Ford)	..	..	100.77 mph
1969	Jackie Stewart (Matra-Ford) ..	..	..	108.65 mph
1970	Jackie Stewart (March-Ford) ..	..	..	109.11 mph

BOAC 1000 KILOMETRES

Third round in the world sports car championship

Come to Brands Hatch on Sunday, April 4 to see what is now acknowledged as one of the world's most important endurance events in the motor racing calendar, and one which none of the contenders for the world's sports car championship can afford to miss. There is bound to be a bitter struggle for honours between the very latest 600 horsepower FERRARI 512Ss and the equally powerful PORSCHE 917s. Add to these entries from MATRA, ALFA ROMEO, McLAREN, de TOMASO and LOLA and you can see what a tremendous race this will be. They'll be battling out this vital struggle for over 600 miles and pit stops will add to the excitement.



And the day before on Saturday, April 3 there is not only final practice for the BOAC 1000 but also a major 40-lap international Formula 3 race. A qualifying round of the Shell Super Oil British Formula 3 Championship.

Advance booking forms are available from Brands Hatch Circuit Limited, Fawkham, Near Dartford, Kent. Telephone: West Ash (STD 047 486) 331.

or

BOOK TODAY IN THE BRANDS HATCH SHOP AT THE BACK OF THE STANDS.

BRANDS HATCH

April 4, 1971 — 12 noon

*The perfect
lover*



The oil with protective instincts.

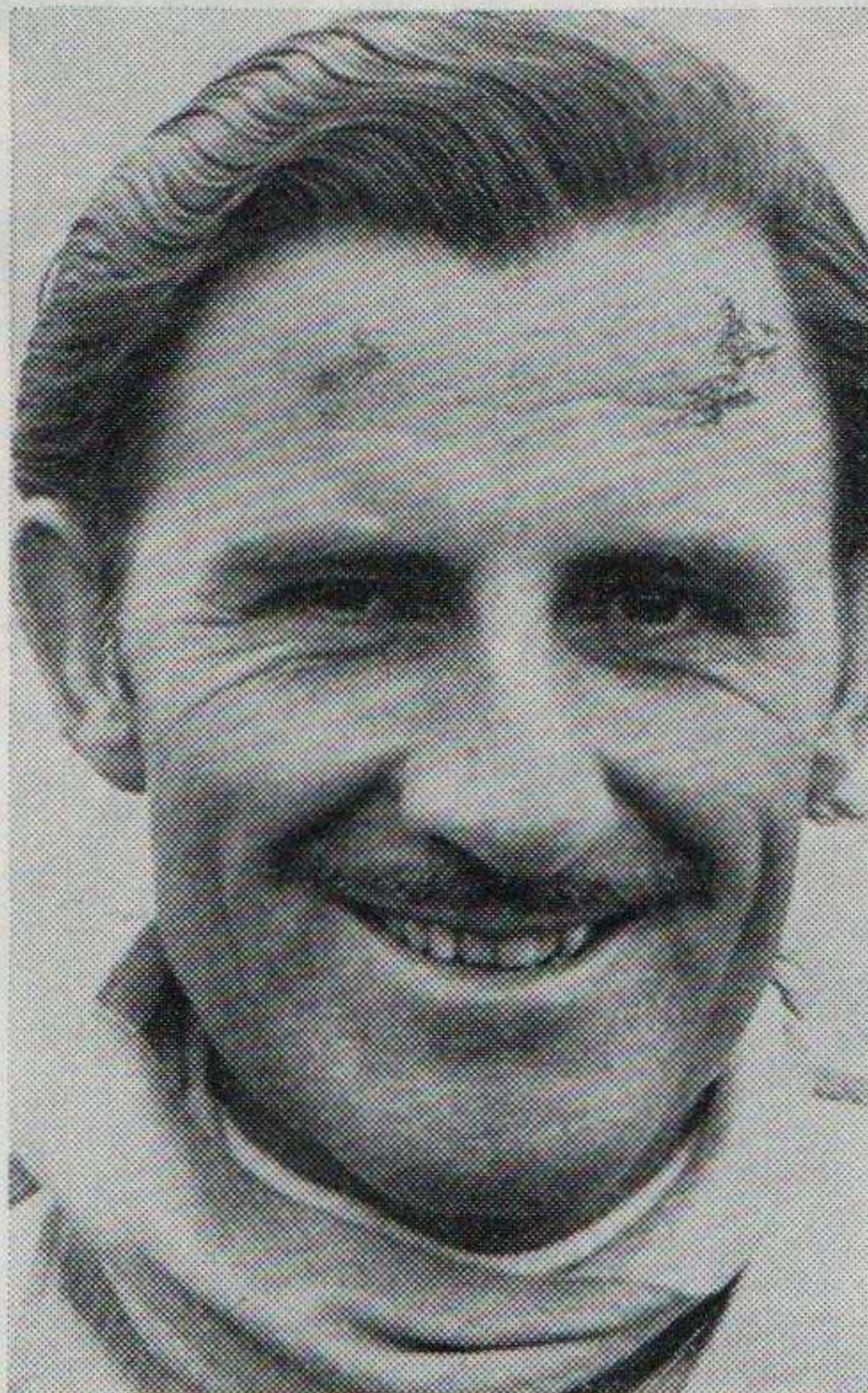
Castrol GTX. The Engine Protector.

For a free lubrication chart or information sheet on your car, write to: Dept. MCM, Castrol Ltd, High Rd., Cowley, Nr. Uxbridge, Middlesex.

Four World Champions

Graham Hill

who is now 42, won his first world championship in 1962 when he was driving for BRM—and for the next three years was runner-up. In 1966 he scored a tremendous win at the Indianapolis 500, and in 1968 he was world champion again, this time driving a Lotus. A great favourite at Brands Hatch—but he has never yet won the Race of Champions!



John Surtees

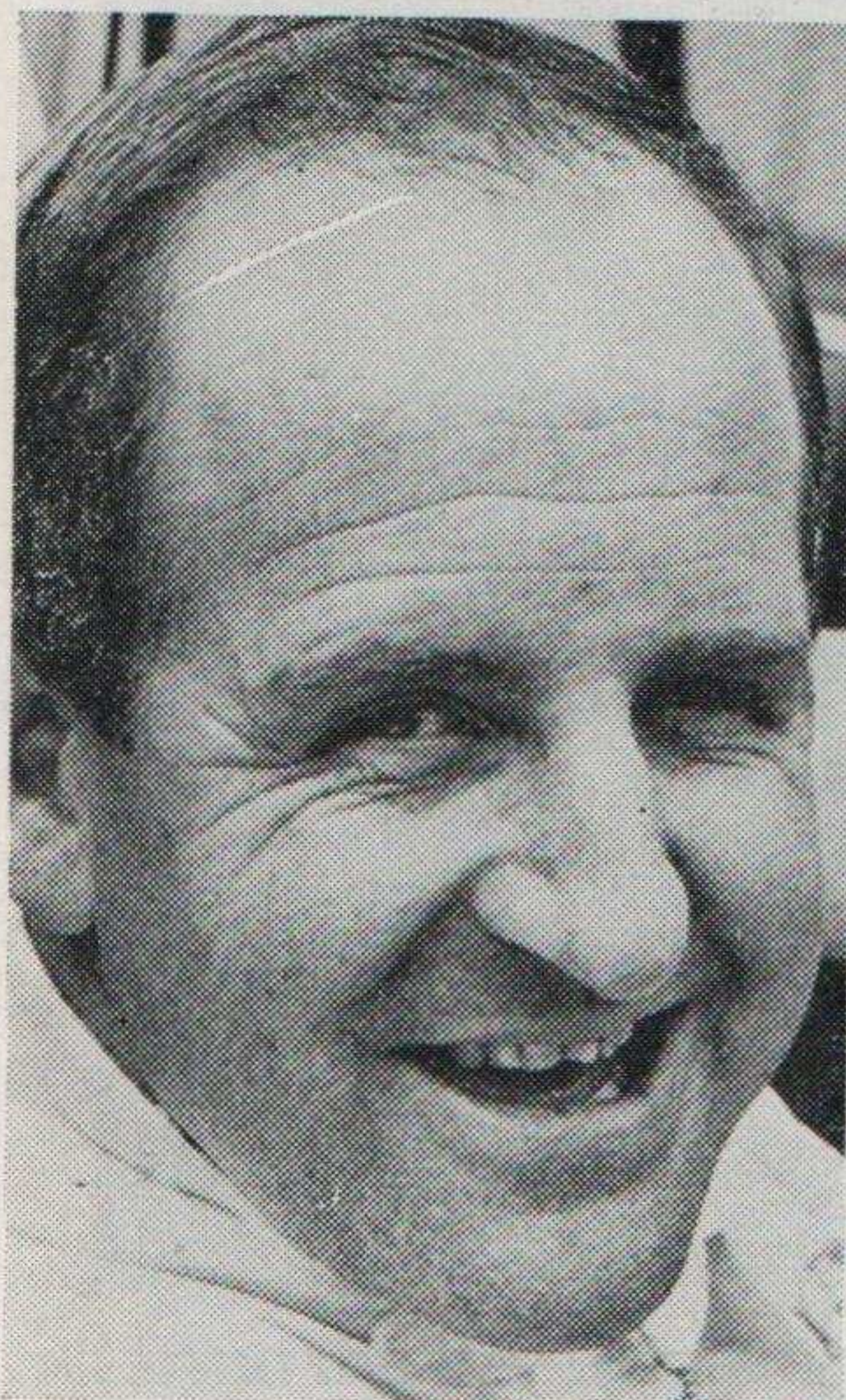
37 last month, won his championship title in 1964 when he was driving for Ferrari—but he had won SEVEN world championships on motor-cycles before that! Has since driven for Honda and BRM but last year produced his own Surtees TS7, which he will be racing here today, in its latest form. He is the only man to have been world champion on two wheels and four—but he has never won this race!



Denny Hulme

a New Zealander, is 34, and won the world title in 1967 driving a Brabham. Then he switched to the McLaren team and won the CanAm championship in 1968 and again last year. Finished fourth in the world championship last year.

Now driving the new M19, announced only a month ago, and looking for his first win in the Race of Champions.



Jackie Stewart

31-years-old Scotsman, was world champion in 1969 when he scored a runaway win driving Ken Tyrrell's Matra-Ford. He has won the Race of Champions for the last two years and set a new race average of 109.11 miles an hour last year, in the March 701. Now he is driving the latest Tyrrell-Ford, could well achieve his hat-trick and is strongly tipped to get his second world title this year.



Great races of the 1971 season—Sponsored or supported by the Daily Mail & Evening News

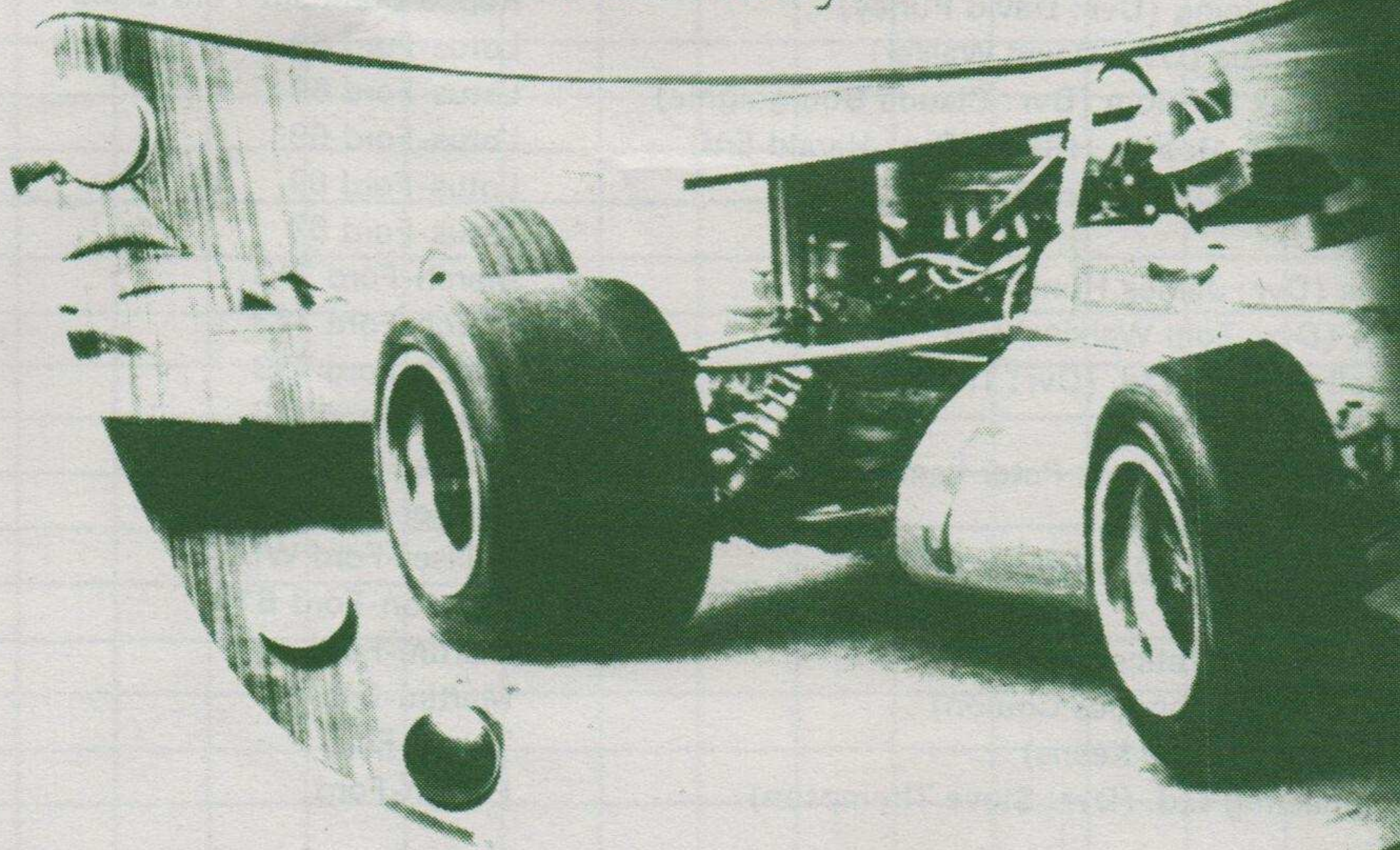
21st March	Daily Mail Race of Champions
12th April	Rothmans F5000 European Championship and Evening News Car Races
30th May	Daily Mail sponsored Fordsport Speed Day
31st May	Evening News International Motor Cycle Races
8th August	Evening News International Hutchinson 100 Motor Cycle Races
10th October	Evening News International Motor Cycle Race of the South

Your entry list and lap chart

DAILY MAIL

RACE OF CHAMPIONS

Brands Hatch, Sunday, March 21, 1971



LUCAS

**ELECTRICAL
EQUIPMENT**

PETROL
INJECTION

*Proved by
Achievement*



Shell Super Oil British F3 Championship race on Saturday, March 20

SATURDAY, MARCH 20

THE SHELL SUPER OIL BRITISH F3 CHAMPIONSHIP RACE

For racing cars complying with the FIA International Formula 3 (1,600 cc, minimum weight 440 kilograms).

First qualifying round of the Shell Super Oil British F3 Championship.

START 3.00 pm

40 Laps

106 miles (1 lap = 2.65 miles)

No.	Entrant and Driver	Car	Nat	cc
1	Race Cars International (Dvr: Brendan McInerney)	RepcO Brabham-Ford BT35	GB	1598
2	Colin Vandervell	RepcO Brabham-Ford BT35	GB	1598
3	Lipton's Picko Troberg Racing (Dvr: Jonas Quarnstrom)	RepcO Brabham-Ford BT35	S	1598
4	Ulf Svensson	RepcO Brabham-Ford BT35	S	1598
5	Pierre Francois Rousselot	RepcO Brabham-Ford BT35	F	1598
6	Jean Louis Lafosse	RepcO Brabham-Ford BT35	F	1598
7	Opal (Dvr: Bernard Lagier)	RepcO Brabham-Ford BT35	F	1598
8	Chris O'Brien	RepcO Brabham-Ford BT35	CDN	1598
10	Ronald Rossi	RepcO Brabham-Ford BT28	BR	1598
11	Jose Ferreira	RepcO Brabham-Ford BT28	BR	1598
12	Alan Jones	RepcO Brabham-Ford BT28	GB	1598
14	Brian McGuire	RepcO Brabham-Ford BT28	GB	1598
15	Lec Refrigeration Racing (Dvr: David Purley)	RepcO Brabham-Ford BT28	GB	1598
18	Gold Leaf Team Lotus (Dvr: David Walker)	Lotus-Ford 69	GB	1598
19	Team Johnson Wax Belgium (Dvr: Claude Bourgoignie)	Lotus-Ford 69	B	1598
20	Weissman Team Alfa Romeo HRHN (Dvr: Harald Ertl)	Lotus-Ford 69	A	1598
21	J. & J. Stanton Ltd. (Dvr: Gerry Birrell)	Lotus-Ford 69	GB	1598
22	Andy Sutcliffe	Lotus-Ford 69	GB	1598
25	Rose Bearings (Dvr: James Hunt)	March-Ford 713	GB	1598
26	Ecurie Ecosse (Dvr: Tom Walkinshaw)	March-Ford 713	GB	1598
27	Sloan Marshall Garages Ltd. (Dvr: Tim Goss)	March-Ford 713	GB	1598
28	Roger Williamson	March-Ford 713	GB	1598
30	Alan McKechnie Racing (Dvr: Peter Lamplough)	Palliser-Ford WD31	GB	1598
31	Keith St. John	Palliser-Ford WD31	GB	1598
32	Royal Restaurants (Dvr: Damian Magee)	Palliser-Ford WD31	GB	1598
34	Mike Tobitt	Chevron-Ford B15	GB	1598
35	Bardahl France (Dvr: Patrice Compain)	Martini-Ford	F	1598
36	Bardahl France (Dvr: Jacques Coulon)	Martini-Ford	F	1598
38	W. Keens Ltd. (Dvr: Mike Keens)	Tecno-Ford	GB	1598
40	Brineton Engineering Ltd. (Dvr: Steve Thompson)	Ensign-Ford	GB	1598
Reserves				
16	Alan Joy (1st Reserve)	RepcO Brabham-Ford BT28	GB	1598
41	Bob Howlings (Dvr: Bev. Bond) (2nd Reserve)	Ensign-Ford	GB	1598
42	Bob Evans (3rd Reserve)	Puma-Ford	GB	1598
33	Chris Skeaping (4th Reserve)	Chevron-Ford B17	GB	1598
9	Alan McCully (5th Reserve)	RepcO Brabham-Ford BT35	NZ	1598

Code to Nationalities: A — Austria; BR — Brazil; B — Belgium; CDN — Canada; F — France; GB — Great Britain; NZ — New Zealand; S — Sweden.

LAP RECORD

Racing cars — Formula 3

To be established.

For guidance, the record applicable to the previous Formula 3 cars with an upper capacity limit of 1,000 cc is shown below:

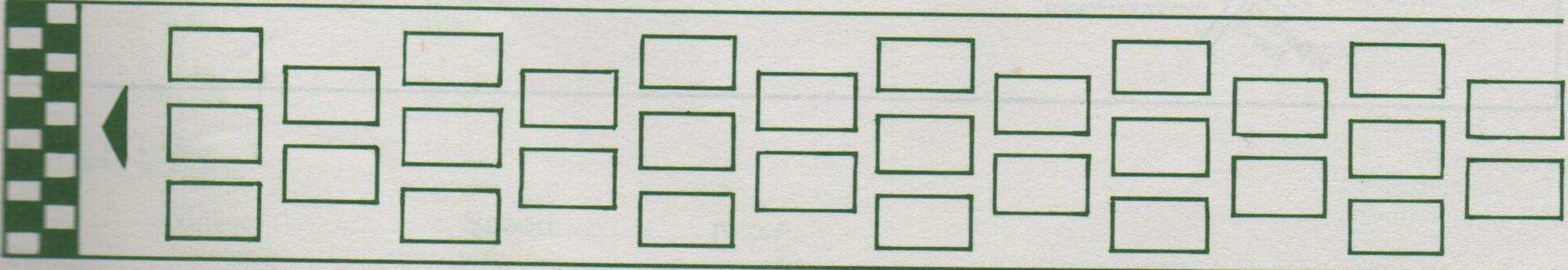
	min	secs	mph	date
Howden Ganley (997 cc Chevron-Ford B15)	1	35.4	100.00	19.10.69
Race record: Reine Wisell (997 cc Chevron-Ford B15)			98.37	19.10.69



1970 European F.2. Champion Driver — C. Regazzoni, Tecno-FVA
relied on Lucas Petrol Injection, Ignition and Alternator.

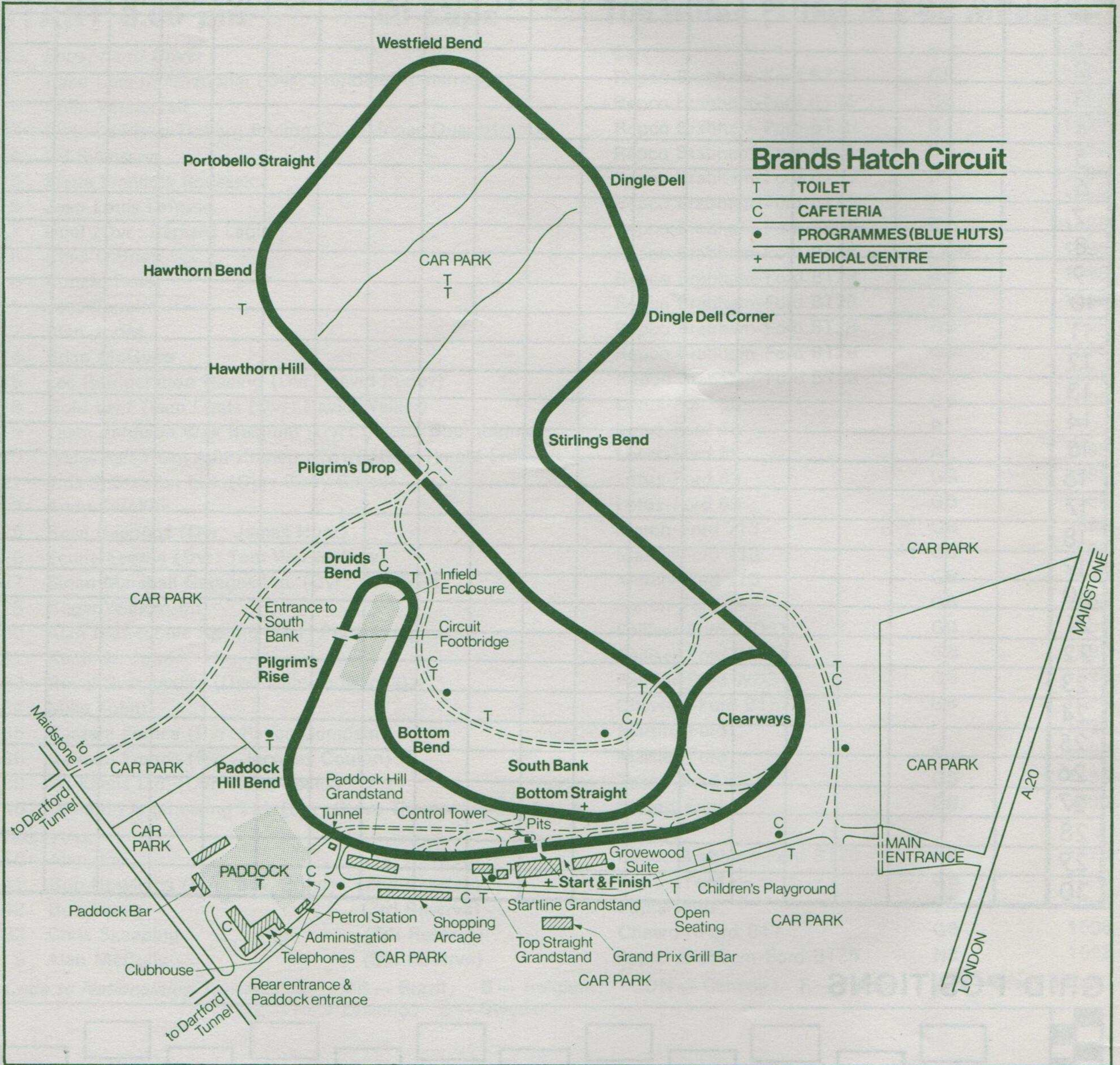
LAPS		SHELL SUPER OIL F3 RACE																			
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GRID POSITIONS



LUCAS

London to Mexico World Cup Rally — won by a Ford Escort relying on Lucas Starting, Ignition and Generating equipment.





1970 Can-Am Series Winner — D. Hulme, McLaren-Chevrolet M8D relied on Lucas Petrol Injection.

POS	LAPS										SHELL SUPER OIL F3 RACE									
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
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RESULTS:

1st..... Time..... Speed.....m.p.h.
 2nd..... 3rd..... 4th..... 5th..... 6th.....
 Fastest lap: Car No..... Time..... Speed.....m.p.h.

SUNDAY, MARCH 21 EVENT ONE

THE TOWNSEND THORESEN FORMULA FORD RACE

For racing cars complying with the Formula Ford regulations of the RAC.
(Ford Cortina GT pushrod engines only. Minimum weight 400 kilograms.)

START 12.00 noon

10 Laps

26.5 miles (1 lap = 2.65 miles)

No.	Entrant and Driver	Car	cc
51	Jeremy Gambs	Lotus-Ford	1598
52	Mo Harness	Lotus-Ford	1598
53	Bob Ellice	Lotus-Ford	1598
54	Derek Christie	Lotus-Ford	1598
55	Freddie Jacks	Lotus-Ford	1598
56	Ivor Goodwin	Lotus-Ford	1598
58	Heath Morrow (Dvr: Buzz Buzaglo)	Palliser-Ford	1598
59	Michael Catlow	Palliser-Ford	1598
60	Carlos Azevedo	Palliser-Ford	1598
61	Clive Santo	Palliser-Ford	1598
62	D.J. Bond (Dvr: Russell Wood)	Palliser-Ford	1598
63	Mike Taylor	Palliser-Ford	1598
64	Steven Coen	Palliser-Ford	1598
66	Valentino Musetti	Titan-Ford	1598
67	D.J. Bond (Dvr: David Minister)	Titan-Ford	1598
68	John De Stefano	Titan-Ford	1598
69	Team Skyjump (Dvr: Mike Wilds)	Titan-Ford	1598
70	Huu Vermeulen	Merlyn-Ford	1598
71	Artur Passanta	Merlyn-Ford	1598
72	Frank Bayes	Merlyn-Ford	1598
73	R. G. Arnold	Merlyn-Ford	1598
75	John Trevelyan	Crossle-Ford	1598
76	Mark Litchfield	Crossle-Ford	1598
78	Paul Venskunas	Crossle-Ford	1598
81	Ivy Racing Team (Dvr: Jake Allport)	Royale-Ford	1598
82	Christopher Tipping	March-Ford	1598
84	John Tait	Lola-Ford	1598
85	Tony Macon	Macon-Ford	1598
87	Car Bargain Centre-Hounslow (Dvr: Geoff Oliver)	DRW-Ford	1598
89	Peter Graham Motors Ltd. (Dvr: Donald McCloud)	Dulon-Ford	1598
91	James Murray-Willis	Mirage-Ford	1598
92	Paul Ellis	U2-Ford	1598
94	John Brick	Elden-Ford	1598

LAP RECORD

Racing cars — Formula Ford

Claude Bourgoignie (1,598 cc Lotus 59 Holbay)

Race record: Bernard Vermilio (1,598 cc Merlyn Mk. 17)

min	secs	mph	date
1	44.8	91.03	18.10.70
		89.42	27.9.70



Eight F.1. World Drivers Championships since 1962 have been won using Lucas Petrol Injection.

GRID POSITIONS

POS	EVENT ONE									
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36										

RESULTS:

1st..... Time..... Speed.....m.p.h.
 2nd..... 3rd..... 4th..... 5th..... 6th.....
 Fastest lap: Car No..... Time..... Speed.....m.p.h.

SUNDAY, MARCH 21 EVENT TWO

THE HEPOLITE-GLACIER TROPHY RACE — PART 1

For Special Touring Cars complying with Appendix 'J' Group 2 to the International Sporting Code, in four classes. Class A — over 2,000 cc. Class B — 1,301 cc to 2,000 cc. Class C — 1,001 cc to 1,300 cc. Class D — up to 1,000 cc.

The result will be decided on an aggregate basis of the two parts, the winner being the competitor completing the greatest distance in the least time. A qualifying round for the 1971 British Touring Car Championship.

START 12.45 pm

20 Laps

53 miles (1 lap = 2.65 miles)

Class A — over 2,000 cc

No.	Entrant and Driver	Car	cc
101	Wiggins Teape Ltd. (Dvr: Brian Muir)	Chevrolet Camaro	5738
102	Ovaltine (Dvr: Martin Thomas)	Chevrolet Camaro	5738
103	S.C.A. Freight Ltd. (Dvr: To be nominated)	Chevrolet Camaro	4983
104	Martin Birrane	Ford Mustang 302	4951
105	Castrol-Leechtune Engineering (Dvr: Dennis Leech)	Ford Mustang 302	4951
106	Ford Motor Co. Ltd. (Dvr: Gerry Birrell)	Ford Capri 2600GT	2894

Class B — 1,301 cc to 2,000 cc

No.	Entrant and Driver	Car	cc
111	Bloomfield Cars (Dvr: John Bloomfield)	Ford Escort RS1600	1852
112	British Vita Racing Team (Dvr: Mette Kruuse)	Ford Escort RS1600	1750
114	Team Broadspeed-Castrol (Dvr: John Fitzpatrick)	Ford Escort RS1600	1700
115	Luton Car Company (Dvr: Rod Mansfield)	Ford Escort RS1600	1700
116	John Willment Group of Ford Main Dealers (Dvr: Mike Crabtree)	Ford Escort RS1600	1601
117	Wylie's of Glasgow (Dvr: Graham Birrell)	Ford Escort RS1600	1601
118	D.J. Bond (Dvr: Terry Harmer)	Ford Escort RS1600	1601
119	Team Ford Mobil (Dvr: Matti Kemilainen)	Ford Escort TC	1594
120	Willy Kay (Dvr: Entrant or Nick May)	Ford Escort TC	1594
121	Gerry Edmonds Racing	Ford Escort TC	1594
122	Zekia Redjep	Ford Escort TC	1594

Class C — 1,001 cc to 1,300 cc

No.	Entrant and Driver	Car	cc
131	Team Broadspeed-Castrol (Dvr: David Matthews)	Ford Escort GT	1297
132	VMW Motors Racing Division (Dvr: Vince Woodman)	Ford Escort GT	1297
133	D. J. Garrett	Ford Escort GT	1297
135	Rob Mason	BLMC Mini-Cooper 'S'	1293
136	Malc Leggate	BLMC Mini-Cooper 'S'	1293
137	Jon Mowatt	BLMC Mini-Cooper 'S'	1293
138	Bob Jones (Dvr: Entrant or Paul Hutton)	BLMC Mini-Cooper 'S'	1293
139	Barrie Williams	BLMC Mini-Cooper 'S'	1293
140	Mike Drinkwater	BLMC Mini-Cooper 'S'	1293
144	Mo Mendham	BLMC Mini-Cooper 'S'	1275
145	David Morgan	BLMC Mini-Cooper 'S'	1275
146	Ken Costello	BLMC Mini-Cooper 'S'	1275

Class D — up to 1,000 cc

No.	Entrant and Driver	Car	cc
151	Jean Denton	Sunbeam Imp	999
152	Norman & Birch (Hadley) Racing (Dvr: Terry Watts)	Sunbeam Imp	999
154	George Bevan (Dvr: Bill McGovern)	Sunbeam Imp	998
155	Tony Charnell (Dvr: Melvyn Adams)	Sunbeam Imp	998
156	Guy's Automobile Engineers (Dvr: John Turner)	Sunbeam Imp	998
157	Trevox Wilcox	Hillman Imp	998
158	J. N. Bean	BLMC Mini-Cooper	998

Reserves:

134	Jeremy Nightingale	(1st Reserve)	Ford Escort GT	1297
141	Carol Beynon	(2nd Reserve)	BLMC Mini-Cooper 'S'	1293
143	Peter Dickson (Dvr: Mac Ross)	(3rd Reserve)	BLMC Mini-Cooper 'S'	1293
153	C.A.M. Potters Bar Ltd. (Dvr: Adrian Webb)	(4th Reserve)	Hillman Imp	999
123	Geoffrey Nicklen (Dvr: Bailie Russell)	(5th Reserve)	Ford Escort TC	1594
142	Peter Baldwin	(6th Reserve)	BLMC Mini-Cooper 'S'	1293

GRID POSITIONS

14	31	54	12	56	58		
3	2	44	33	57	36		
1	16	19	35	42	53		
5	20	22	37	38	15		
6	21	32	39	55	51	45	

SALOON CAR LAP RECORDS (Group 2)

Class	Driver (Car)	min	secs	mph	date
Saloon Cars — over 2,000 cc	Frank Gardner (4,955 cc Ford Mustang 302)	1	43.0	92.62	18.7.70
Race record:	Frank Gardner (4,955 cc Ford Mustang 302)			90.02	31.8.70
Saloon Cars — 1,301-2,000 cc	Chris Craft (1,594 cc Ford Escort TC)	1	45.2	90.85	22.3.70
Race record:	Chris Craft (1,594 cc Ford Escort TC)			89.05	22.3.70
Saloon Cars — 1,001-1,300 cc	John Fitzpatrick (1,297 cc Ford Escort GT)	1	47.3	88.91	18.7.70
Race record:	John Fitzpatrick (1,297 cc Ford Escort GT)			87.42	18.7.70
Saloon Cars — up to 1,000 cc	Bill McGovern (998 cc Sunbeam Imp)	1	51.2	85.79	31.8.70
Race record:	Bill McGovern (998 cc Sunbeam Imp)			83.92	31.8.70



Every F.1. Grand Prix in the 1970 World Championship Series was won using Lucas Petrol Injection.

POS	LAPS																			EVENT TWO	
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PART 1 FINISHING POSITIONS

OVERALL:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS A:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS B:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS C:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS D:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

SUNDAY, MARCH 21

EVENT THREE: THE DAILY MAIL RACE OF CHAMPIONS

For single-seater racing cars complying with the FIA International Formula 1. (1,500 cc supercharged or 3,000 unsupercharged minimum weight 530 kilograms.)

START 2.00 pm

50 Laps

132 miles (1 lap = 2.65 miles)

No.	Entrant and Driver	Car	No. of Cylinders	cc	Colour	Nat
1	Motor Racing Developments Ltd. (Dvr: Graham Hill)	Brabham-Ford BT34	8	2994	Blue	GB
2	Motor Racing Developments Ltd. (Dvr: Tim Schenken)	Brabham-Ford BT33	8	2994	Blue	AUS
3	British Racing Motors (Dvr: John Miles)	BRM P153	12	2998	White (Y-Black/Tan/Gold)	GB
4	British Racing Motors (Dvr: Howden Ganley)	BRM P153	12	2998	White (Y-Black/Tan/Gold)	NZ
5	S.p.a. Ferrari S.E.F.A.C. (Dvr: Clay Regazzoni)	Ferrari 312B	12	2998	Red	CH
6	Gold Leaf Team Lotus (Dvr: Emerson Fittipaldi)	Lotus-Ford 72	8	2994	Red/White/Gold	BR
7	Gold Leaf Team Lotus (Dvr: Reine Wisell)	Lotus-Ford 72	8	2994	Red/White/Gold	S
8	Bruce McLaren Motor Racing Ltd. (Dvr: Denny Hulme)	McLaren-Ford M19	8	2994	Orange	NZ
10	Bruce McLaren Motor Racing Ltd. (Dvr: Peter Gethin)	McLaren-Ford M14A	8	2994	Orange	GB
11	Ecurie Bonnier (Dvr: Jo Bonnier)	McLaren-Ford M7D	8	2994	Yellow/Red	S
12	Frank Williams (Racing Cars) Ltd. (Dvr: To be nominated)	Motul March-Ford 711	8	2994	Red	
14	Frank Williams (Racing Cars) Ltd. (Dvr: Tony Trimmer)	Motul March-Ford 701	8	2994	Red	GB
15	Clarke-Mordaunt Racing with Alastair Guthrie (Dvr: Mike Beuttler)	March-Ford 701	8	2994	Yellow/White	GB
16	Team Surtees Ltd. (Dvr: John Surtees)	Surtees-Ford TS9	8	2994	Blue/White	GB
17	Tyrrell Racing Organisation Ltd. (Dvr: Jackie Stewart)	Tyrrell-Ford	8	2994	Blue	GB

Code to Nationalities: AUS — Australia; BR — Brazil; CH — Switzerland; GB — Great Britain; NZ — New Zealand; S — Sweden.

GRID POSITIONS

17	16	10	12	
9	6	14		
5	7	15	8	

Handwritten notes: 24.6, 26.1, 27.13, 28.7, 29.0, 30.9, 31.3, 31.4, 31.9, 37.5, Practiced out of session

FORMULA 1 LAP RECORD

Jack Brabham (2,993 cc Brabham-Ford BT33)

Race record: Jackie Stewart (2,993 cc March—Ford 701)

(Outright circuit record as Formula 1 record above)

min	secs	mph	date
1	25.8	111.18	22.3.70
		109.10	22.3.70



1970 Daily Mail Race of Champions:—

1st.

J. Stewart

March-Ford

2nd.

J. Rindt

Lotus-Ford

3rd.

D. Hulme

McLaren-Ford

all relying on Lucas Petrol Injection, Ignition and Alternator.

	LAPS																			EVENT THREE					
POS	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
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5-17-16-2-4-14-3

1-13-35 108.04 mph

Flop Hill 1.26.7 110.03 mph.

LUCAS

1970 World Champion Driver — J. Rindt, Lotus-Ford, relying on Lucas Petrol Injection, Ignition and Alternator.

BRANDS HATCH LAP SPEED TABLE CONVERSION CHART

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
1-20.0 .2 .4 .6 .8	119.25 118.95 .65 .36 .06	1-25.0 .2 .4 .6 .8	112.23 111.97 .70 .44 .18	1-32.0 .2 .4 .6 .8	103.69 .47 .24 .02 102.80	1-39.0 .2 .4 .6 .8	96.36 .16 95.97 .78 .59	1-46.0 .2 .4 .6 .8	90.00 89.83 .66 .49 .32	1-53.0 .2 .4 .6 .8	84.42 .27 .12 83.98 .83
1-21.0 .2 .4 .6 .8	117.77 .48 .19 116.91 .62	1-26.0 .2 .4 .6 .8	110.93 .67 .41 .16 109.90	1-33.0 .2 .4 .6 .8	102.58 .36 .14 101.92 .70	1-40.0 .2 .4 .6 .8	95.40 .20 .01 94.83 .64	1-47.0 .2 .4 .6 .8	89.15 88.99 .82 .66 .49	1-54.0 .2 .4 .6 .8	83.68 .53 .39 .24 .10
1-22.0 .2 .4 .6 .8	.34 .05 115.77 .49 .21	1-27.0 .2 .4 .6 .8	109.65 .40 .15 108.90 .65	1-34.0 .2 .4 .6 .8	101.48 .27 .05 100.84 .63	1-41.0 .2 .4 .6 .8	94.45 .26 .08 93.89 .71	1-48.0 .2 .4 .6 .8	88.33 .17 .00 87.84 .68	1-55.0 .2 .4 .6 .8	82.95 .81 .66 .52 .38
1-23.0 .2 .4 .6 .8	114.93 .66 .38 .11 113.84	1-28.0 .2 .4 .6 .8	108.40 .16 107.91 .67 .43	1-35.0 .2 .4 .6 .8	100.42 .21 100.00 99.79 .58	1-42.0 .2 .4 .6 .8	93.52 .34 .16 92.98 .80	1-49.0 .2 .4 .6 .8	87.52 .36 .20 .04 86.88	1-56.0 .2 .4 .6 .8	82.24 .09 81.95 .81 .67
1-24.0 .2 .4 .6 .8	.57 .30 .03 112.76 .50	1-29.0 .2 .4 .6 .8	107.19 106.95 .71 .47 .23	1-36.0 .2 .4 .6 .8	99.37 .16 98.96 .75 .55	1-43.0 .2 .4 .6 .8	92.62 .44 .26 .08 91.90	1-50.0 .2 .4 .6 .8	86.72 .56 .41 .25 .10	1-57.0 .2 .4 .6 .8	81.53 .39 .26 .12 80.98
1 lap = 2.65 miles Speed in m.p.h. = 2.65 x 3600 x No. of laps TIME in seconds		1-30.0 .2 .4 .6 .8	106.00 105.76 .53 .29 .06	1-37.0 .2 .4 .6 .8	98.35 .14 97.94 .74 .54	1-44.0 .2 .4 .6 .8	91.73 .55 .37 .20 .03	1-51.0 .2 .4 .6 .8	85.94 .79 .63 .48 .33	1-58.0 .2 .4 .6 .8	80.84 .71 .57 .43 .30
		1-31.0 .2 .4 .6 .8	104.83 .60 .37 .14 103.92	1-38.0 .2 .4 .6 .8	97.34 .14 96.95 .75 .55	1-45.0 .2 .4 .6 .8	90.85 .68 .51 .34 .17	1-52.0 .2 .4 .6 .8	85.17 .02 84.87 .72 .57	1-59.0 .2 .4 .6 .8	80.16 .03 79.89 .76 .63



1971 South African Grand Prix:—1st M. Andretti, Ferrari, relying on Lucas Petrol Injection.

POS	LAPS																									EVENT THREE				
	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50					
1																														
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20																														

RESULTS:

1st..... Time..... Speed.....m.p.h.
 2nd..... 3rd..... 4th..... 5th..... 6th.....
 Fastest lap: Car No..... Time..... Speed.....m.p.h.

SUNDAY, MARCH 21 EVENT FOUR:

THE HEPOLITE-GLACIER TROPHY RACE — PART 2

START 3-50 pm

20 Laps

53 miles (1 lap = 2.65 miles)

Class A — over 2,000 cc

No.	Entrant and Driver	Car	cc
101	Wiggins Teape Ltd. (Dvr: Brian Muir)	Chevrolet Camaro	5738
102	Ovaltine (Dvr: Martin Thomas)	Chevrolet Camaro	5738
103	S.C.A. Freight Ltd. (Dvr: To be nominated)	Chevrolet Camaro	4983
104	Martin Birrane	Ford Mustang 302	4951
105	Castrol-Leechtune Engineering (Dvr: Dennis Leech)	Ford Mustang 302	4951
106	Ford Motor Co. Ltd. (Dvr: Gerry Birrell)	Ford Capri 2600GT	2894

Class B — 1,301 cc to 2,000 cc

No.	Entrant and Driver	Car	cc
111	Bloomfield Cars (Dvr: John Bloomfield)	Ford Escort RS1600	1852
112	British Vita Racing Team (Dvr: Mette Kruise)	Ford Escort RS1600	1750
114	Team Broadspeed-Castrol (Dvr: John Fitzpatrick)	Ford Escort RS1600	1700
115	Luton Car Company (Dvr: Rod Mansfield)	Ford Escort RS1600	1700
116	John Willment Group of Ford Main Dealers (Dvr: Mike Crabtree)	Ford Escort RS1600	1601
117	Wylie's of Glasgow (Dvr: Graham Birrell)	Ford Escort RS1600	1601
118	D.J. Bond (Dvr: Terry Harmer)	Ford Escort RS1600	1601
119	Team Ford Mobil (Dvr: Matti Kemilainen)	Ford Escort TC	1594
120	Willy Kay (Dvr: Entrant or Nick May)	Ford Escort TC	1594
121	Gerry Edmonds Racing	Ford Escort TC	1594
122	Zekia Redjep	Ford Escort TC	1594

Class C — 1,001 cc to 1,300 cc

No.	Entrant and Driver	Car	cc
131	Team Broadspeed-Castrol (Dvr: David Matthews)	Ford Escort TC	1297
132	VMW Motors Racing Division (Dvr: Vince Woodman)	Ford Escort GT	1297
133	D. J. Garrett	Ford Escort GT	1297
135	Rob Mason	BLMC Mini-Cooper 'S'	1293
136	Malc Leggate	BLMC Mini-Cooper 'S'	1293
137	Jon Mowatt	BLMC Mini-Cooper 'S'	1293
138	Bob Jones (Dvr: Entrant or Paul Hutton)	BLMC Mini-Cooper 'S'	1293
139	Barrie Williams	BLMC Mini-Cooper 'S'	1293
140	Mike Drinkwater	BLMC Mini-Cooper 'S'	1293
144	Mo Mendham	BLMC Mini-Cooper 'S'	1275
145	David Morgan	BLMC Mini-Cooper 'S'	1275
146	Ken Costello	BLMC Mini-Cooper 'S'	1275

Class D — up to 1,000 cc

No.	Entrant and Driver	Car	cc
151	Jean Denton	Sunbeam Imp	999
152	Norman & Birch (Hadley) Racing (Dvr: Terry Watts)	Sunbeam Imp	999
154	George Bevan (Dvr: Bill McGovern)	Sunbeam Imp	998
155	Tony Charnell (Dvr: Melvyn Adams)	Sunbeam Imp	998
156	Guy's Automobile Engineers (Dvr: John Turner)	Sunbeam Imp	998
157	Trevor Wilcox	Hillman Imp	998
158	J. N. Bean	BLMC Mini-Cooper	998

Reserves:

134	Jeremy Nightingale (1st Reserve)	Ford Escort GT	1297
141	Carol Beynon (2nd Reserve)	BLMC Mini-Cooper 'S'	1293
143	Peter Dickson (Dvr: Mac Ross) (3rd Reserve)	BLMC Mini-Cooper 'S'	1293
153	C.A.M. Potters Bar Ltd. (Dvr: Adrian Webb) (4th Reserve)	Hillman Imp	999
123	Geoffrey Nicklen (Dvr: Bailie Russell) (5th Reserve)	Ford Escort TC	1594
142	Peter Baldwin (6th Reserve)	BLMC Mini-Cooper 'S'	1293

GRID POSITIONS

PART 2 FINISHING POSITIONS

OVERALL:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS A:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS B:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS C:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS D:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

LUCAS

1970 World Constructors Championship — won by Lotus-Ford
relying on Lucas Petrol Injection, Ignition and Alternator.

14-1-6, 3-5-16 36-32-9 87.01

LAPS										EVENT FOUR										
POS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1																				
2					class A				16, 3					36-54, 3					86.16	
3																				
4																				
5								B		14-16-19										
6																				
7																				
8								C		32-31-39									38.22	4
9																				
10																				
11																			82.87	
12																				
13																				
14																				
15								D		54 - only 1										
16																				
17																				
18														37		1-2				
19																				
20																				
21																			81-60	
22																				
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26																				
27																				
28																				
29								B	14	1.47.0				89.16						
30																				
31																				
32																				
33														32		151.5			85.71	
34																				
35																				
36																				

FINAL RESULTS

OVERALL:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS A:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS B:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS C:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

CLASS D:

1st..... Time..... Speed.....mph
 2nd..... 3rd..... Fastest lap: Car No..... Time..... Speed.....mph

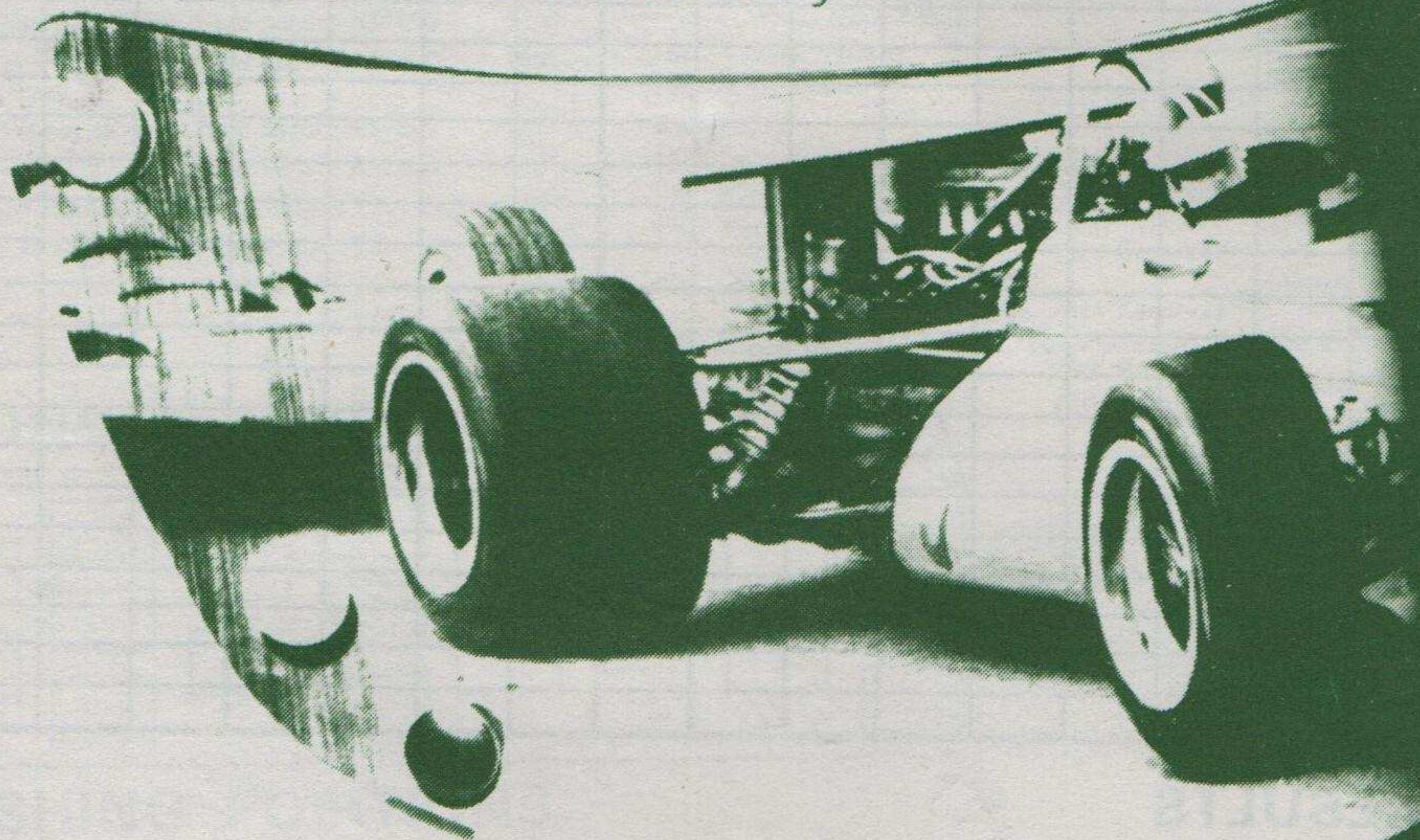
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Your entry list and lap chart

DAILY MAIL

RACE OF CHAMPIONS

Brands Hatch, Sunday, March 21, 1971



LUCAS

**ELECTRICAL
EQUIPMENT**

PETROL
INJECTION

*Proved by
Achievement*



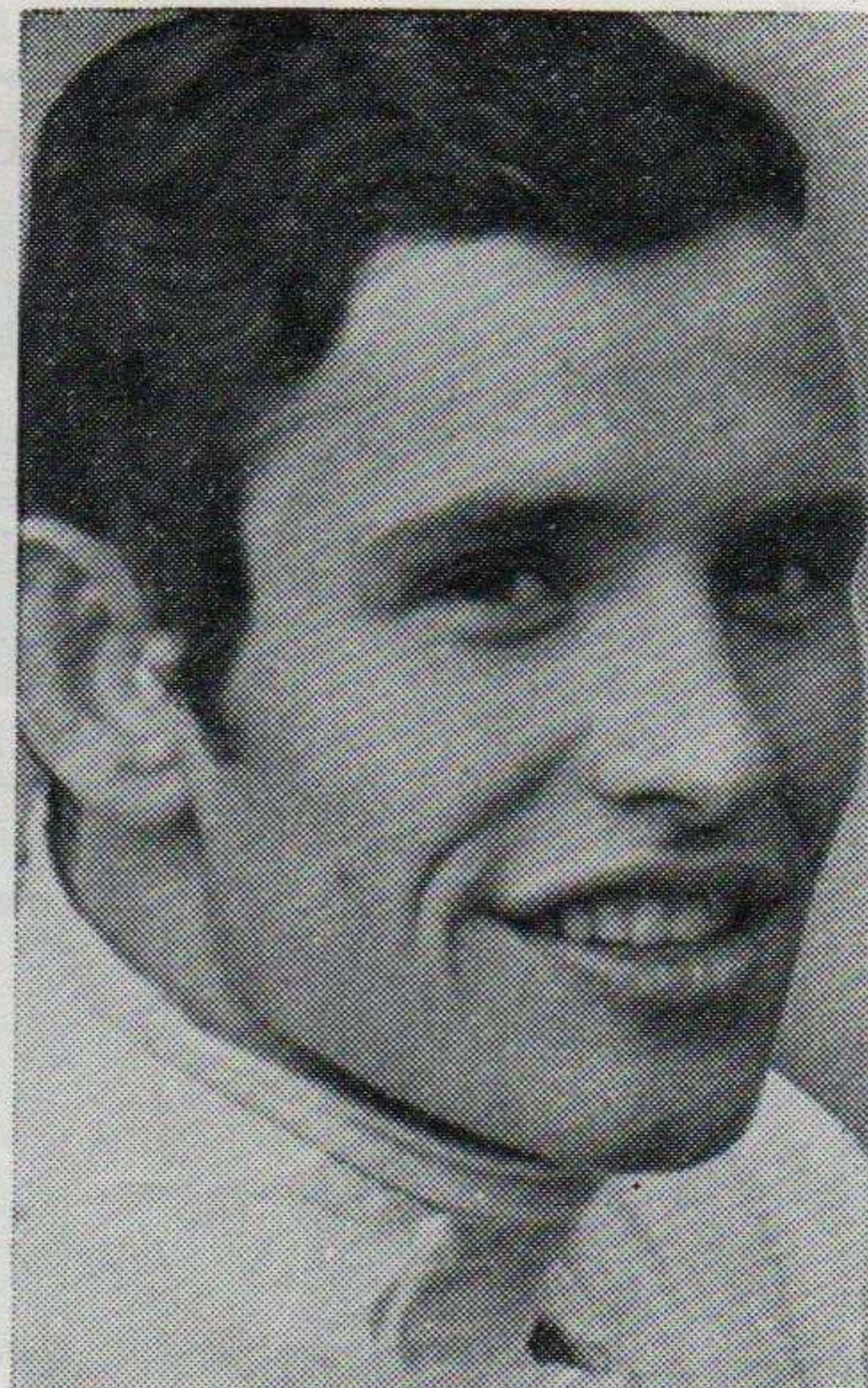
* Shell Super Oil British F3 Championship race on Saturday, March 20

Four World Champions in the making



Chris Amon

is 27, a brilliant young driver, winner at the 24-hour Le Mans race, but still—after eight years in Formula One—looking for his first grand prix win. Has driven for top teams like Ferrari and March. This year he is pinning his faith in the Matra V12 and a better share of luck. Things could happen for Chris in 1971—last year he had two second places in the championship races and a win at Silverstone.

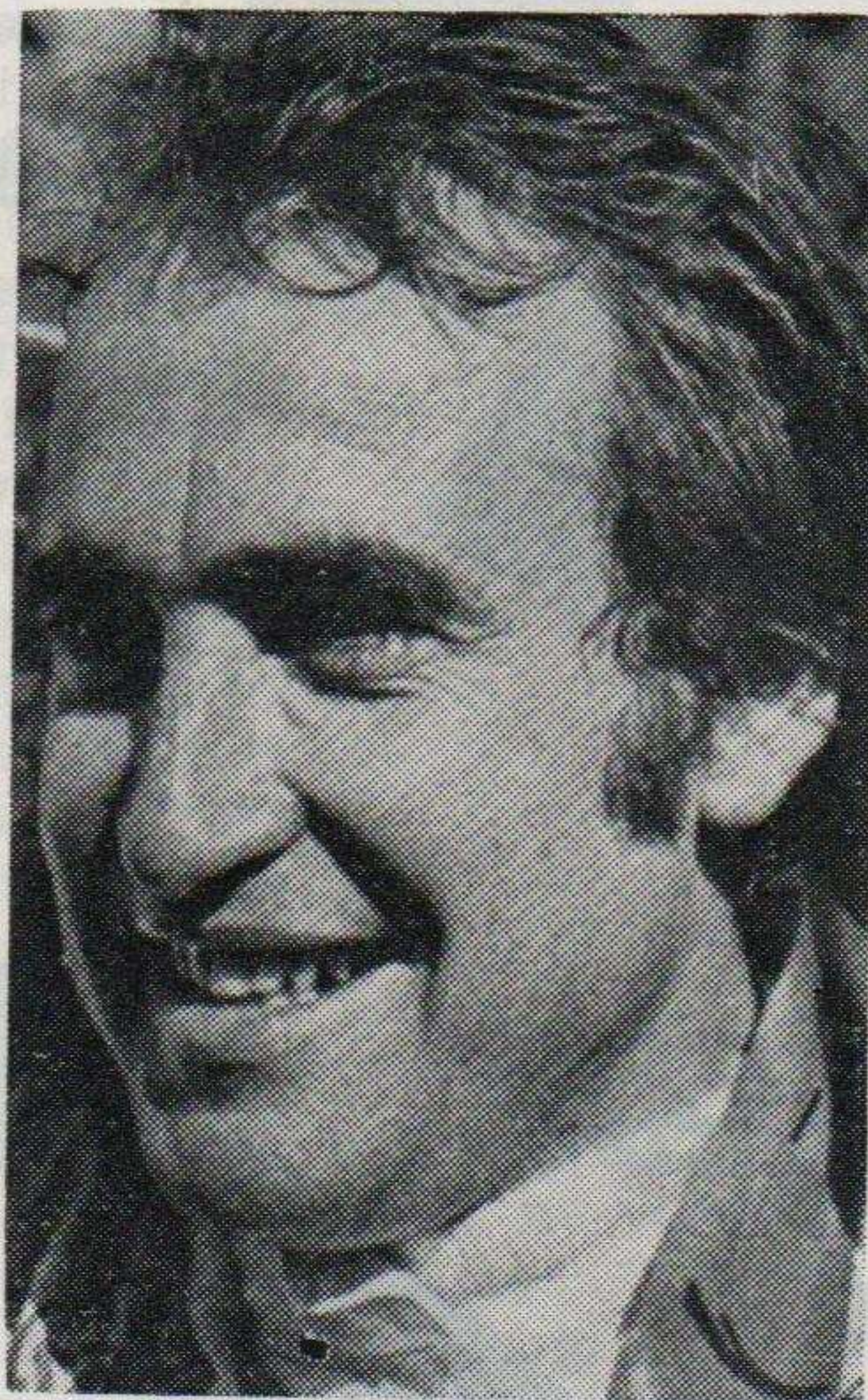


Jacky Ickx

is 26, a young Belgian driver in his fourth season of grand prix racing and a hot favourite to win the world championship for Ferrari. He finished last season with three wins out of five races and was runner-up in the title bid. Like many of the top drivers, he started on a motorcycle and was Belgian trials champion in 1961, his first competition year. No longer the 'baby' of grand prix racing, and a definite man to watch.

Clay Regazzoni

is 30 and a Swiss but only just, being born a few miles from the Italian border. Which explains why his superb win in the Italian Grand Prix at Monza last September, driving a Ferrari, sent the local crowds wild! For a newcomer it was a tremendous performance, and he went on to finish third in the championship. Now driving the second Ferrari and a definite prospect, having lived down his reputation as a 'hairy' driver in Formula Two races.



Emerson Fittipaldi

24-years-old Brazilian, who has had a meteoric rise to fame. Two years ago he was unknown. In 1969 he arrived in Europe to race Formula Fords and his ability was quickly noted. He graduated to Formula Three and by the end of the season, had won the Lombank championship! Had his first grand prix drive for Lotus only last July at Brands Hatch—and won the rich US Grand Prix at Watkins Glen in October! Now driving the championship winning Lotus 72.



Great races of the 1971 season—Sponsored or supported by the Daily Mail & Evening News

21st March	Daily Mail Race of Champions
12th April	Rothmans F5000 European Championship and Evening News Car Races
30th May	Daily Mail sponsored Fordsport Speed Day
31st May	Evening News International Motor Cycle Races
8th August	Evening News International Hutchinson 100 Motor Cycle Races
10th October	Evening News International Motor Cycle Race of the South



**The sign of Brooke Bond Oxo,
racing today with
Rob Walker and John Surtees.**

Up till now, Brands Hatch has proved something of a bogy for John Surtees on four wheels. Things have fallen off, things have broken, and races that were promising well have come to a disappointing end.

Which certainly does not mean that John dislikes the circuit. Far from it. For it was here as a schoolboy in short trousers he first learned to ride a motorcycle, and here that he had a phenomenal run of victories on two wheels. Indeed, it was at Brands Hatch that he had his first sight of the chequered flag.

It was inevitable that John should be fired by speed from an early age, for his father was a British motorcycle champion before the war, racing combinations. He was, according to John, 'a pretty strong character in terms of action', and with a mother who took an intense interest in motorcycle competition it was only natural that young John should be pestering his parents for a motorcycle at an age when most youngsters are concentrating entirely on toys.

John was only 12 years old when he became the proud owner of a Wallis Blackburn speedway bike, a single-gear machine. 'When my father used to go to race at Brands Hatch I went with him and we took my bike. At that time there was a cinder path round the circuit, and I used to race around that for hour after hour. It was there that I really learned to ride'.

It was not so very much later that John was riding in a few grass-track races, and also passengering his father in one or two sidecar races at Brands Hatch. He had his very first road race here at the tender age of 15, just after he had left school and was waiting to take up an engineering apprenticeship.

'I had a little 250cc Triumph at the time and was using it on the grass tracks', he recalled recently. 'One day a chap named Bill Oliver called in and told us he was going to Brands Hatch to try a new road circuit there. So I decided to take the Triumph down to have a go, complete with grass track tyres. Then I worked on the bike to convert it as far as possible to road racing. I remember dicing for the lead with one lap to go with Harry Pearce (who now works for McLaren Racing). That was when the circuit was raced the other way, and as we rushed into the bottom of Paddock I did a demon dive to get inside him. . . and passed him on my backside'!

He recalls how he won his very first race here, on a racing Vincent which he put together himself while he was learning engineering at the Vincent-HRD



It all started here

Alan Brinton writes about John Surtees, world champion on two and four wheels, for whom Brands Hatch has some rather special memories

Motor-Cycle Works. That was in 1951, when he was 17, and the successes mounted from then on. From the beginning of 1953 until the end of 1955, a span of three seasons, he won every race at Brands Hatch in which his bike ran through without mechanical problems.

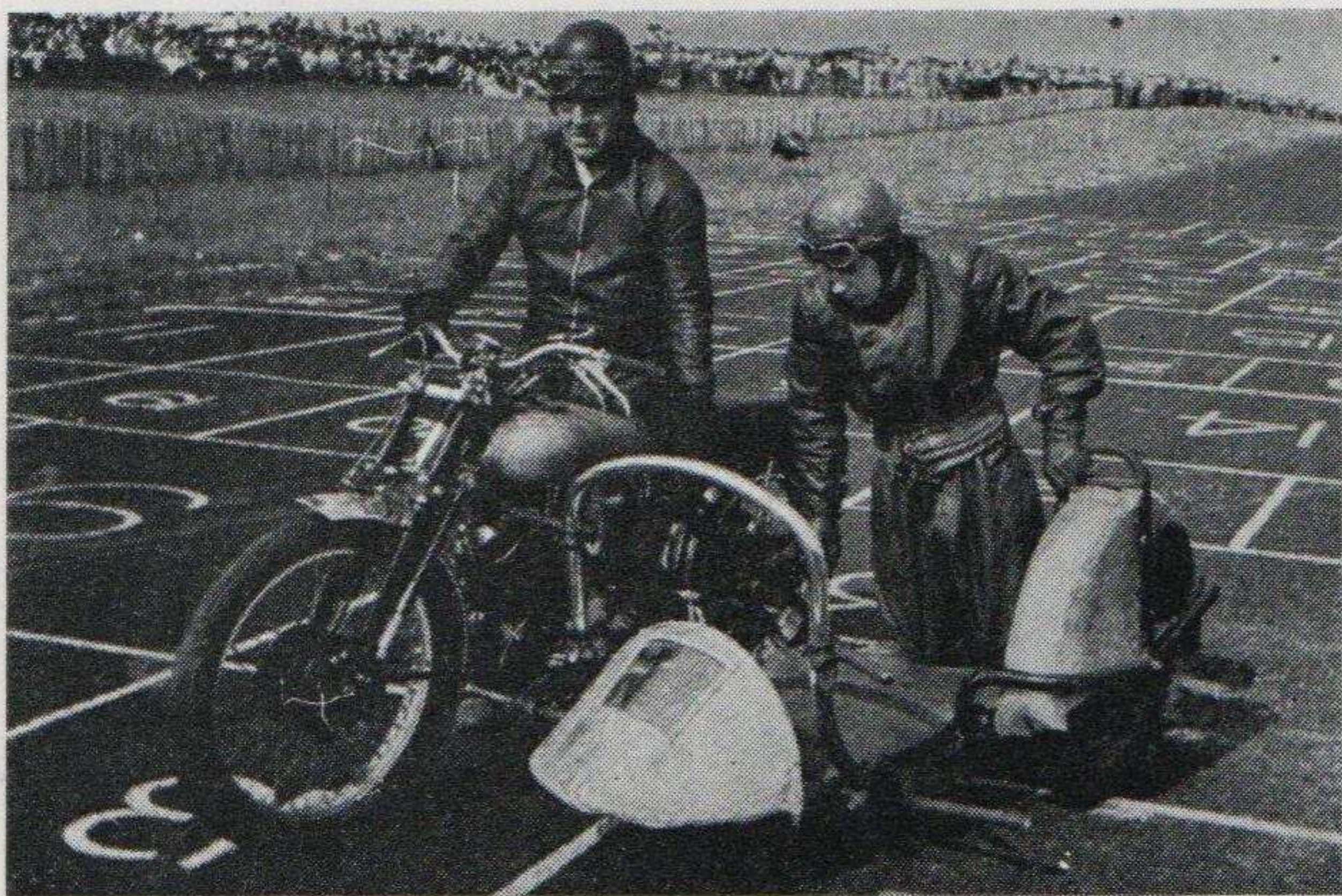
His Brands Hatch experience clearly stood him in good stead, for during the 1950s he won seven world motorcycle championships, riding Vincents, Nortons and MV Agustas.

By 1959 the situation had become somewhat repetitious. He said, I'd have stopped motorcycle racing in any case. For five years I'd been doing something over and over again. I was anxious for fresh fields, looking for the challenge of

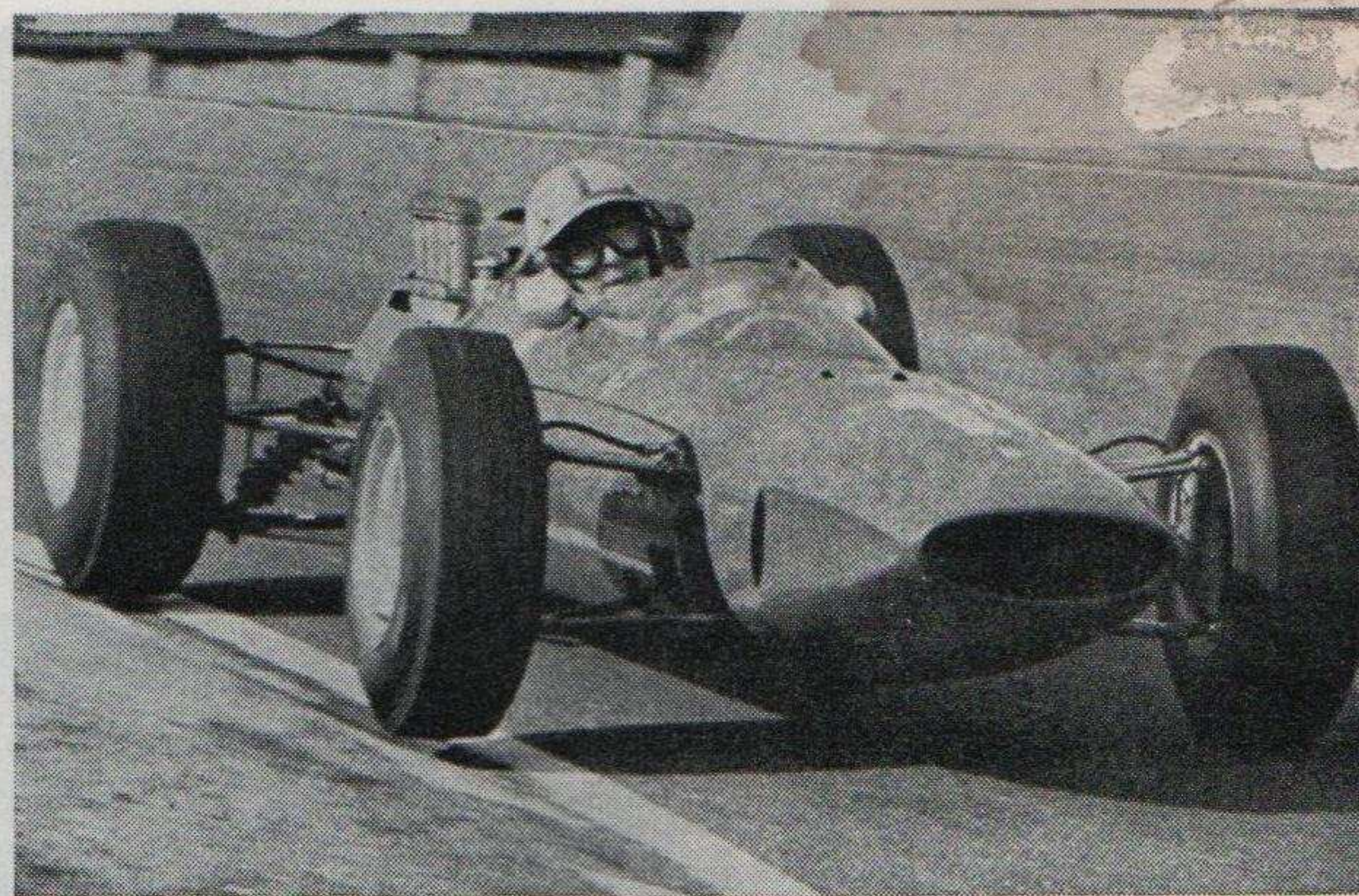
something new. I might have gone into business, but early on, when I was thinking about this problem of the future, I bumped into Tony Vandervell, Reg Parnell and Mike Hawthorn. That is why it turned out to be motor racing'.

In 1960 John won two more motorcycle world championships, and broke into car racing with a flourish. It was top talent-spotter Ken Tyrrell who gave John his first drive in single-seater racing in one of his Formula Junior Coopers. That year John also bought a Formula 2 Cooper, and things moved with such bewildering rapidity that before the season was half over he was driving in his first Grand Prix for Lotus. And very nearly won at least one world championship race—the Portuguese Grand Prix at

continued on page 40



Nearly 20 years ago and John gets ready to chair for his father in a sidecar race at Brands Hatch. Yes, they went round the circuit the other way then!



The first Race of Champions, saw John Surtees at the wheel of a Ferrari. An unlucky day for the then champion. He retired with a broken petrol pipe.

Oporto—which he was leading comfortably until he went off the road.

I well remember driving back from Gatwick with John after that race and telling him he had so nearly made a bit of history by winning a Grand Prix in his first season of motor racing. John just wasn't impressed. 'It's no good saying nearly', he replied. 'Fact is, I made a mistake and that's all there was to it'.

That remark was so typical of this quite astonishing character. It is not easy to analyse all the facts in his make-up. Determination, of course, ranks high, and the will to win. But there is much more than that. His engineering ability is impressive and since he can do pretty well everything so well himself he can demand the highest standards of workmanship, and loyalty, from his staff.

In some ways he reminds me of Jack Brabham, in that he is totally immersed in his work. It was always difficult to have five minutes connected conversation with Jack, and it is almost as hard with John, particularly if he is at his racing headquarters on the outskirts of Edenbridge; he stalks around, checking something on his new Grand Prix car, then goes over to another corner to discuss a problem on one of his Formula 5000s, disappears to take a long-distance phone call and returns to answer a query from one of his staff. It is a never-ending process that fills up his day. His actual racing naturally takes up a great deal of time, too, and a lot of world-wide travelling.

'Sometimes', he says, 'I get a little sick of living out of suitcases, but when there's a challenge there's no time for sitting back. Life is a challenge, you know. Whatever you do needs a competitive spirit. I loathe that horrible

statement that the British are good losers. They shouldn't be. If you lose, you shouldn't make a song and dance about it, but you should have a deep-down feeling about it. Not everyone can win, but you can have a damn good try. I suppose you could say I'm intensely committed to anything I do'.

His commitments don't leave him very much time for the reputedly dying art of conversation, but when he does get around to discussing things outside motor racing he talks well and displays a surprisingly wide variety of interests. He has positive ideas about music and painting, and admits that he would like to read much more than he is able to do at present. He has an appreciation of landscape which amounts almost to a hunger, and he likes his privacy when he is off duty. He lives in a large, rather rambling house on the Surrey-Kent border, approached by a tree-lined drive. From the back, there is a splendid view across acres of open country, and there are more trees—which is important to him since he has an intense liking for them.

There is little time to enjoy all this, because in addition to his motor racing activities he has investment company interests, and he is very interested in architecture—'partly as a hobby but it has become something of a business because we are going to develop the site at Edenbridge'.

Some music he simply does not like, such as basic pop and Western soul music with a message, but his range stretches all the way from the classical to popular music, anything that creates a picture and is beautiful and expressive. He badly wants to find the time to build up a good record library and also to buy more books.

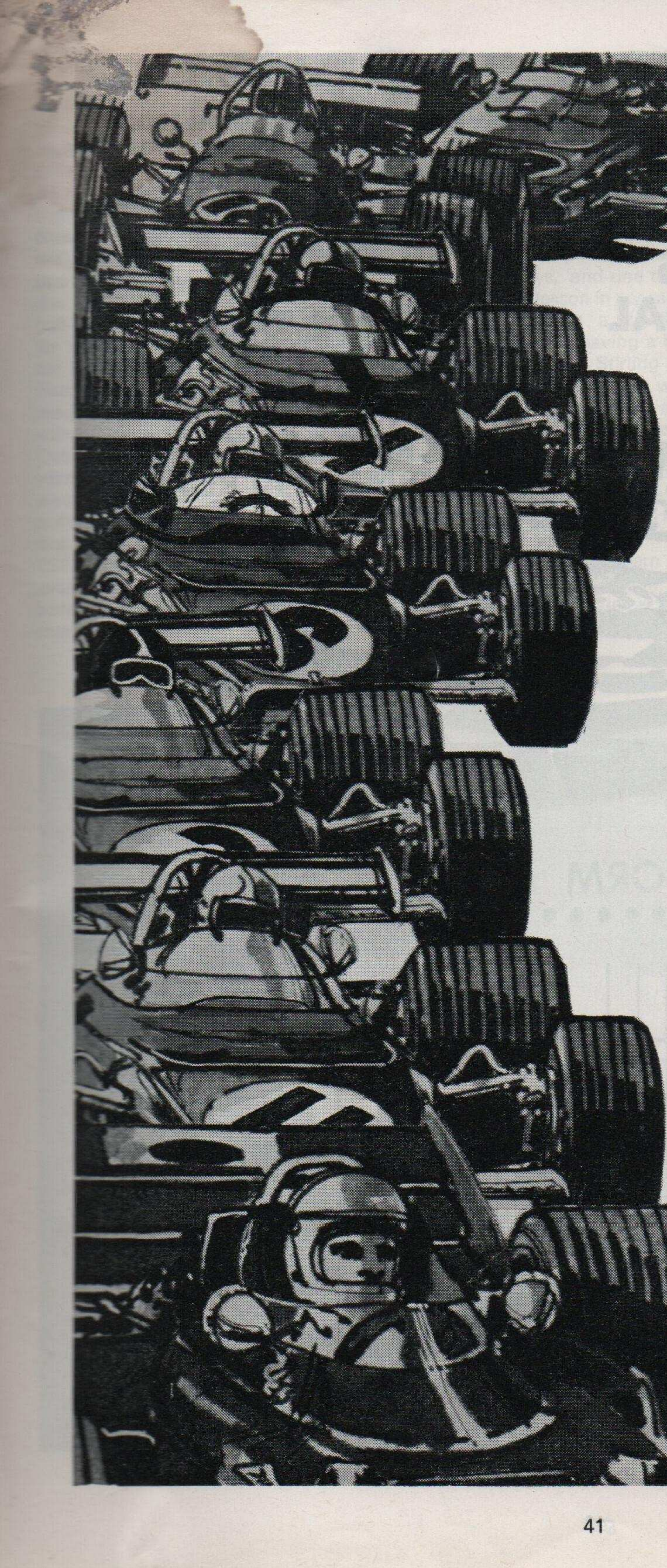
Meanwhile, though, motor racing is a very big chunk of his life, as it has been for more than a decade. After that first four-wheel season in 1960, which was really only part-time because he was still riding bikes, he had a couple of years with the Yeoman Credit team, for whom he drove Cooper and Lola F1 cars. At the end of the 1962 season he joined the Ferrari works team.

It was with Ferrari that he won the drivers' world championship in 1964. He is very fond of Italy, feels they understand him, and gets on well with Italians. Since his motorcycling days he has spoken fluent Italian, and he is tremendously popular at Monza. It was perhaps ironical that his only Grand Prix victory with Honda was in the 1967 Grand Prix at Monza, but the appreciation of the crowd seemed as enthusiastic as if he had been at the wheel of a Ferrari.

His break with Ferrari came half-way through the 1966 season, but John had the satisfaction of winning his last race he drove for them—that tremendously dramatic Belgian Grand Prix at Spa when half the field left the circuit on the first lap. It was an unfortunate conflict that brought that break with the Italian team, one that may well have cost John one or two more world championships, but looking back on it now one must conclude that he took the right decision in the circumstances. One thing he never lost is the respect of Enzo Ferrari; they are still very good friends.

Later that season he drove a Cooper-Maserati, and managed to infuse new life into the team which had cars that were not really competitive, culminating with a win in the Mexican Grand Prix. So John has not only won world championships on two and four wheels but has

continued on page 43



Firestone — a year of success in Motor Racing

In 1970 Firestone set up the most impressive list of racing victories ever accumulated by a tyre manufacturer in a single season.

Successes included

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World Championship Grands Prix
The Indianapolis '500'
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Formula I World Constructors' Championship
Formula II European Trophy
FIA World Sports Car Championship
European Touring Car Championship
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Cavallino
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SILVERSTONE

Saturday 8th May 1971

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DAILY EXPRESS INTERNATIONAL TROPHY
for Formula 1 cars and **GKN VANWALL
TROPHY** for Formula 5000 cars ;
supported by British Championship Races
for F3, sports cars and saloons ;
programme commences 10.30 am

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also won Grands Prix on three different makes of car.

His two years with Honda were not a success, for though the Japanese cars were quick they suffered too many breakdowns. His 1969 season with BRM is something he would rather forget.

It was inevitable that he would join the band of driver-constructors. Beginning with Formula 5000, he quickly demonstrated that he could become a force in this intensely competitive industry, and half-way through last year he turned out for the first time in his own Formula 1 car for the British Grand Prix at Brands Hatch. In the record books the 1970 results were not impressive, though enlivened by victory in the Gold Cup at Oulton Park, his first F1 win for three years. But his TS7 was consistently well up the field in the Grands Prix before suffering mechanical malaise, suggesting that its successor, the lower and lighter TS9 which John hopes to have here today, will be one of the more formidable contenders in this season's world championship.

So today's race should give the British public its first opportunity of seeing the new car in action. Another first for Brands Hatch and John Surtee's career.

But though Brands Hatch has so far not proved half as successful for John on four wheels as it did on two, he looks forward with relish to the challenge.

'It is a circuit posing problems for any driver', he says, 'and one that taught me one valuable lesson in my early car days. I remember driving a 2½ litre Cooper-Climax there and having a big dice with Jack Brabham and Stirling Moss. I was lying second at the time when another car dropped a load of oil at Clearways. Stirling took a different line through the oil and got away with it, but I was not sufficiently experienced and the result was I ended up in the Clearways bank. I bought my experience the hard way that day, but it was useful.

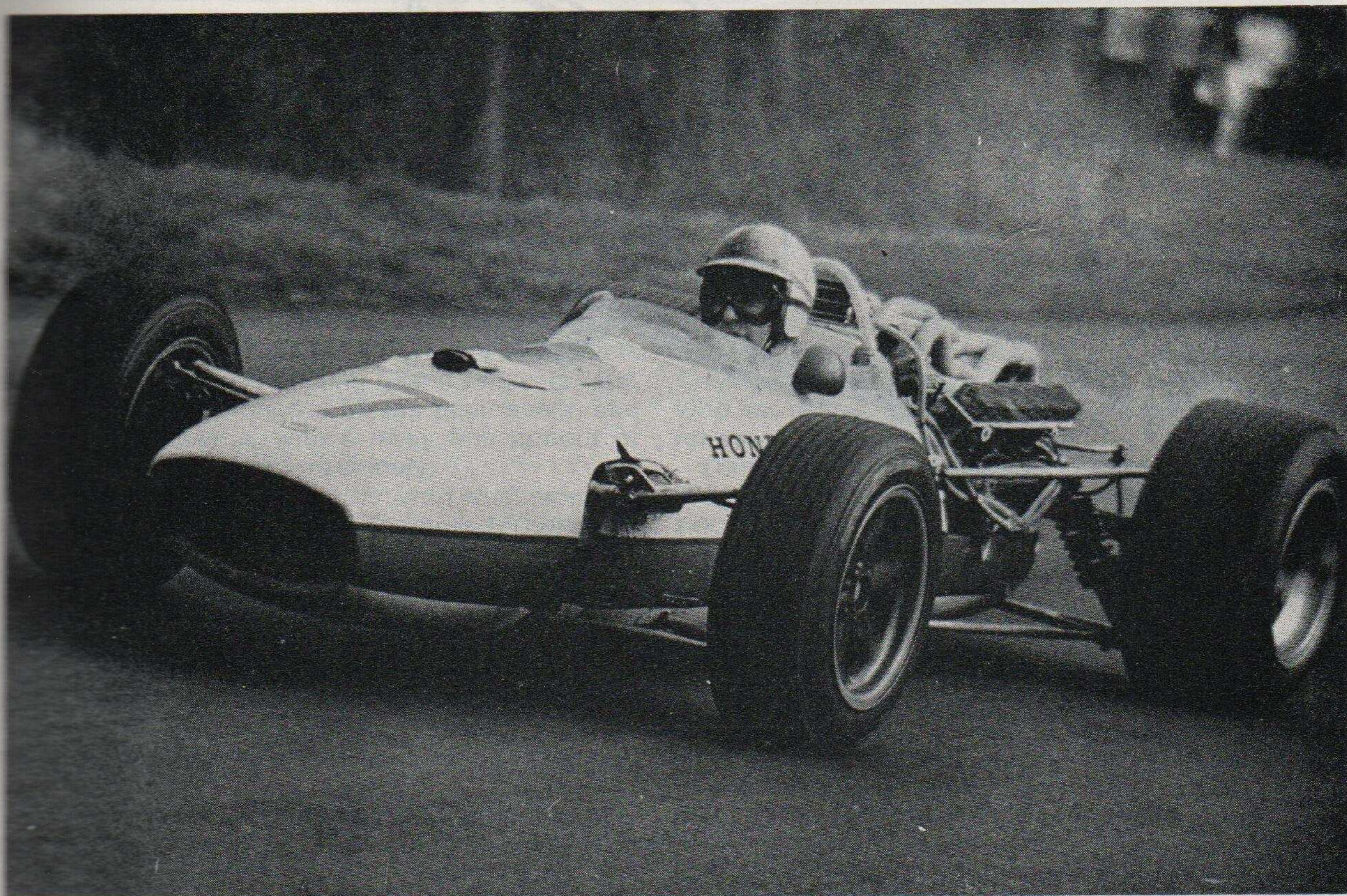
'You can always learn quite a bit driving at Brands Hatch, both in the construction and setting-up of a car. The biggest single factor in driving a Formula

1 car round the circuit is the pronounced dip at Pilgrims Drop. This probably stresses the car as much as anything on any circuit. It is a real test of suspension and everything else, but the problem that arises is that in ensuring that your car can tackle that dip you have to set the car up in such a way that it cannot handle to the best advantage elsewhere on the circuit. So setting up a car for Brands Hatch is very much a matter of compromise.

'It is a very interesting circuit to race on, with never a moment to get bored or lose your concentration. For me it is a circuit with character, mainly I suppose because of its undulating nature, but it is very tricky and rather rough. I suppose it's a bit of a miniature Nurburgring'.

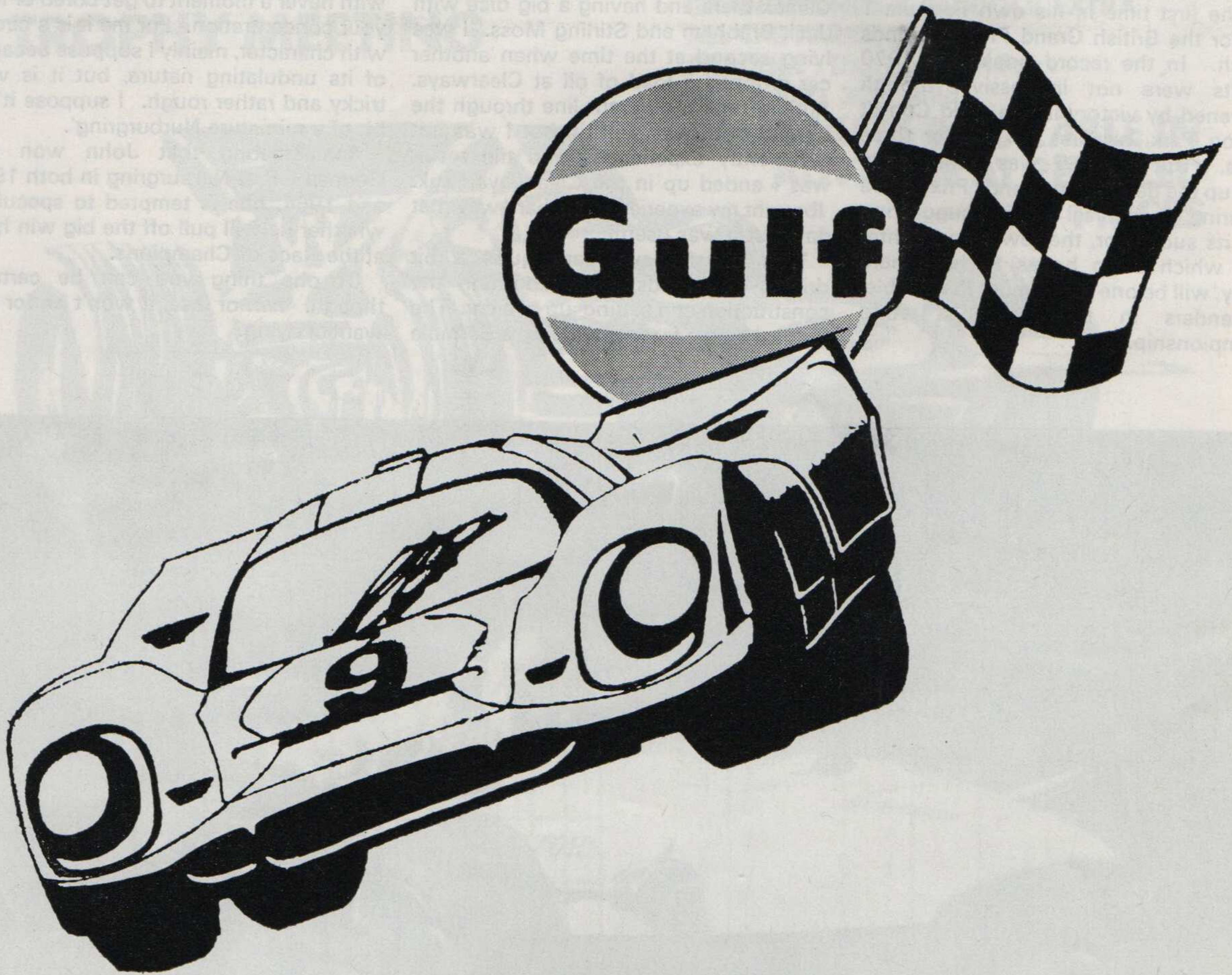
Remembering that John won the German GP at Nurburgring in both 1963 and 1964, one is tempted to speculate whether he will pull off the big win here at the Race of Champions.

Of one thing you can be certain, though. Win or lose, it won't be for the want of trying.

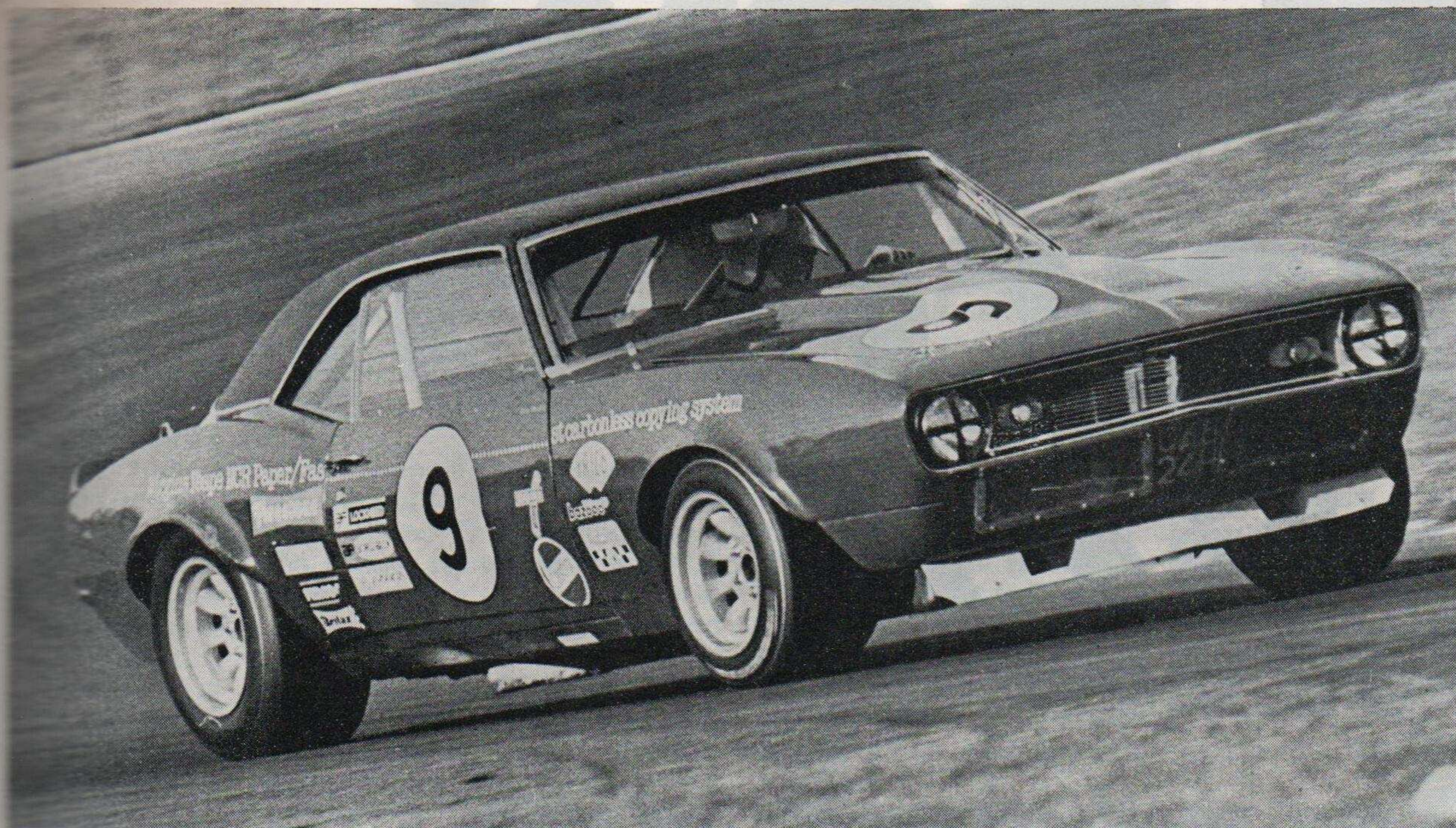


Surtees driving the Honda which gave him victory in the 1967 Italian Grand Prix

THE WINNER



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Australian Brian Muir may have a hard job today to keep the Wiggins Teape Camaro ahead of the cheeky little BDA-powered Ford Escorts. *(Photograph by Peter Tempest)*

Champions-to-be and saloon 'giant-killers' give promise of no-quarter racing

Pointers to the 1971 British Touring Car Championship

Top of today's bill is, of course, the Daily Mail Race of Champions, which will see the world's best drivers battling it out in those thrilling Grand Prix cars. But the action starts before the 50-lap main event, and continues afterwards, with a really fine turnout of single-seater and saloon machinery.

The day's racing opens at noon with what promises to be a hotly-fought 10-lap Townsend Thorenson Trophy Race for those very popular Formula Fords. This formula first saw the light of day at this circuit in June, 1967, when the first FF race was staged (and won by Ray Allen, who has since gone on to much bigger things), and has made spectacular progress in a comparatively short period. It has now gone far beyond these shores and is now an official national formula in several countries across the Channel.

Formula Ford has provided a splendid opportunity for ambitious young drivers to cut their teeth in combative single-seater racing, and has produced several names now figuring on the world scene. Like Emerson Fittipaldi, who has already won a

championship Grand Prix, Tim Schenken and Tony Trimmer, both of whom should be out in the Race of Champions this afternoon, and Colin Vandervell, who has moved up to Formula 3 and seems destined for even greater success.

One of the big features of Formula Ford is the way it has encouraged so many constructors to build single-seaters. Today's entry list includes no fewer than 14 different marques, which is very healthy not only for the builders but also for the competitiveness of the formula.

The feature common to all Formula Fords is, of course, the use of the 1.6 litre Ford Cortina GT pushrod engine. The engine tweekers work zealously and do a lot of work—within strict regulations—to extract as much power as possible from this robust unit, but hardly any engine tuner really has much of an edge over his rivals. The result is some very close racing, which enables up-and-coming drivers to gain valuable experience in traffic and in race tactics, and also provides the spectators with excitement a-plenty.

continued on page 47

a new race of disc brake pads



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The current Formula Ford lap record for the full 2.65 miles GP circuit stands to Belgian driver Claude Bourgoignie, who last October got his Lotus 59 round in 1 minute 44.8 seconds, a speed of just over 91 miles an hour, but all the signs are that this will be beaten in today's thrash. Who will do this? Well, the list of possibles is a long one in a very competitive field. With drivers of the calibre of Jeremy Gumbs, Mo Harness, Russell Wood, Valentino Musetti and John Trevelyan among the entries it is by no means easy to mark your card.

Of one thing we can be fairly certain, though—this 10-lap curtain-raiser to the day's racing should be a very tight and thrilling affair.

Hot on the heels of the Formula Fords we shall see the 'tin-top dicers' turning out for the first half of the Hepolite-Glacier Trophy Race. This is being run in two 20-lap parts, the winner being the competitor completing the greatest distance in the least time, which means the prospect of two exciting starts and equally exciting finishes.

This event is the first round in the 1971 British Touring Car Championship, and performances today should give some good pointers to form.

Most eyes will be on the battle for overall victory, but don't forget the Championship is split into four classes and it is points scored in the classes that count in the title placings. (Bill McGovern picked up the Championship last season driving George Bevan's Sunbeam Imp in the 1-litre class.)

But who will be first past the line today? Will the massive Chevrolet Camaros and Ford Mustang 302s romp away at the head of the field, or will they manage to hold off the very real threat from the cheeky little Ford Escorts with their various capacities of BDA engines?

All the signs are that this event will see a very thrilling David-and-Goliath tussle. Especially on a twisty circuit like Brands Hatch, where good handling is at a premium, and the smaller saloons can do a lot to make up a power deficiency. Perhaps you can cast your mind back to last October here, at the Motor Show 200 meeting, with former British Saloon Car Champion John Fitzpatrick having a splendid time in

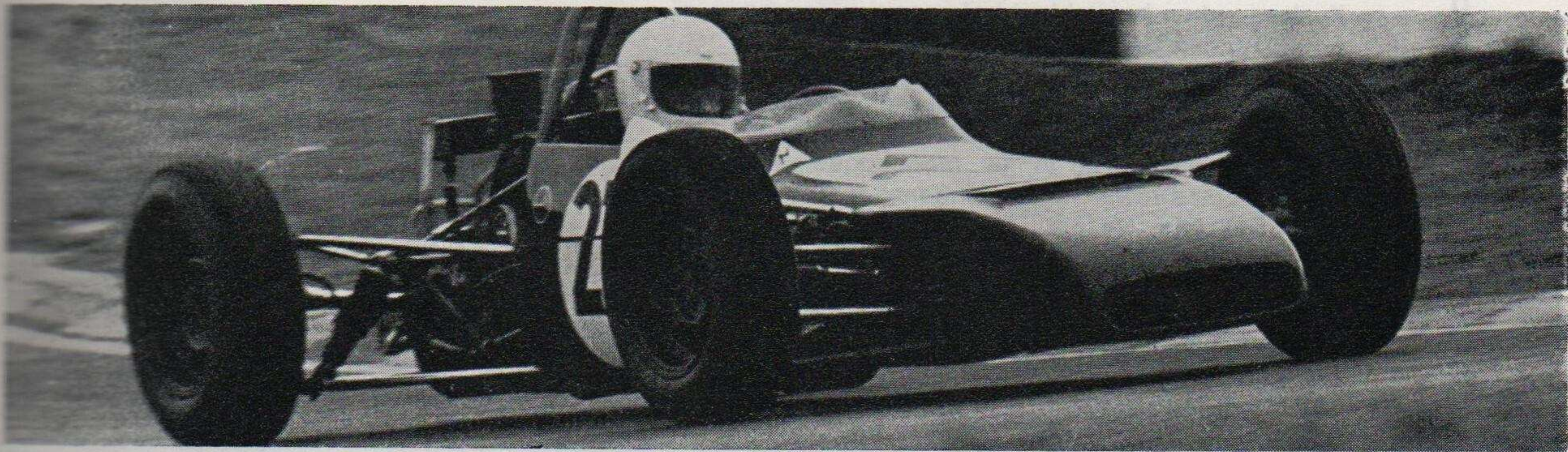
a Broadspeed Ford Escort Twin-Cam and challenging Brian Muir in the huge Wiggins Teape Camaro most of the way. The Escort even got just ahead of the Camaro on occasions, and John finally won after Brian left the road on the last lap when a shaft sheared in the Camaro's steering box.

If John Fitzpatrick could do that with a Twin-Cam under the bonnet of an Escort, he stands a better chance of doing well in today's race with power from the hotter four-valves-per-cylinder Ford BDA engine. Ralph Broad, that fast-talking Midlander who used to drive himself to very good effect and is the power behind Team Broadspeed-Castrol, is determined to give John Fitzpatrick an absolute fizzer for this season's saloon racing. Though the Escort he has built for 'Fitz' looks very much like the cars in the showrooms, it is a very different animal indeed. It is also very different from the Escorts that raced last season under the Broadspeed banner. The new Escort for John shows marked departures in practically every department—suspension, transmission and brakes. It uses a ZF 5-speed gearbox and has a rear axle from the German Capri. The front brakes are F1-type and even the steering has been modified.

The BDA engine in this car has a capacity of 1.7 litres and is giving around 245 horsepower (though Ralph is working on a 1.9 litre version which he expects will give 275 horsepower and which he hopes to get homologated).

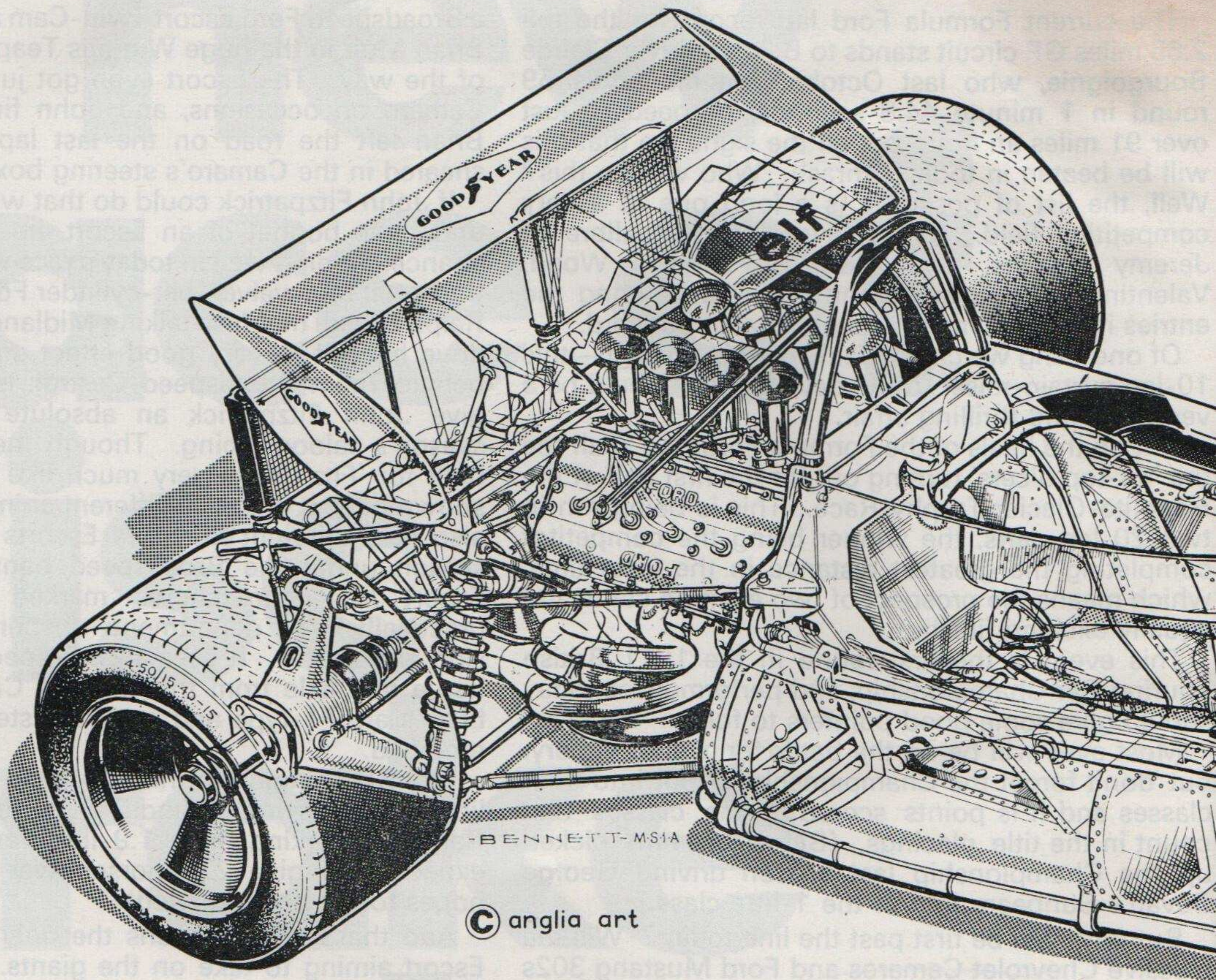
And that's by no means the only BDA-powered Escort aiming to take on the giants. John Bloomfield, who certainly knows his way around Brands Hatch, has a 1,852 cc BDA in his Escort, and Mette Kruise, the 24-years-old Danish girl making her debut today on a British circuit, has a potent 1,750 cc model, while such capable performers as Graham Birrell, Mike Crabtree, Rod Mansfield and Terry Harmer all have BDA engines.

So that's where the interest should lie, and it would be very rash to forecast the outcome. With class battles for championship points absolutely vital it promises to be a tremendous race that will have you on tip-toe throughout.



Russell Wood and his Palliser, one of the foremost Formula Ford combinations in the Townsend Thoresen Trophy Race.

(Photograph by Peter Tempest)



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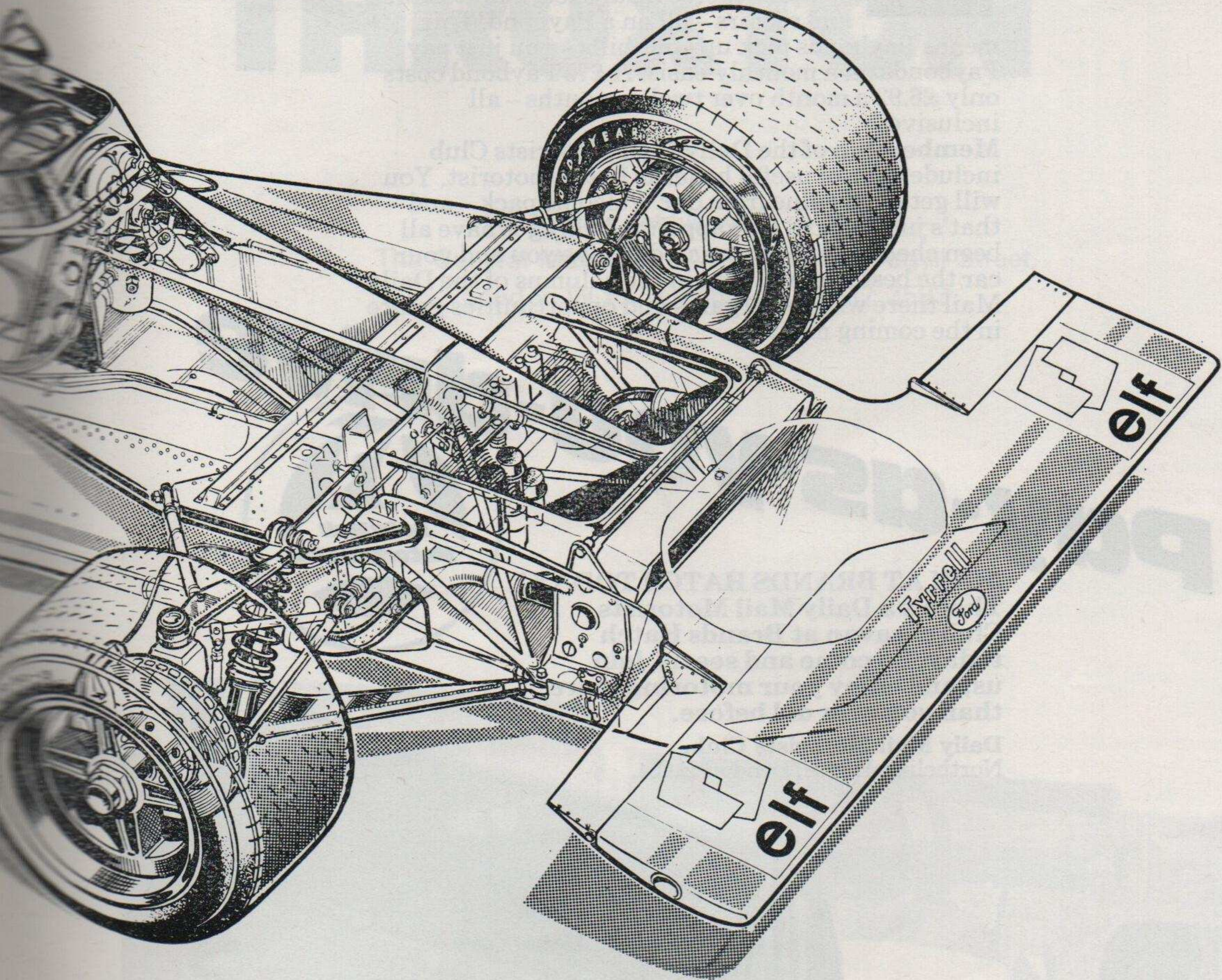
The Tyrrell-Ford made its debut last Autumn in the Oulton Park Gold Cup. The design is the work of Derek Gardner, formerly with Harry Ferguson Research as project engineer on such projects as the Ferguson Novi, the Lotus turbine Indianapolis cars and the Matra-Ford four-wheel-drive FI car. There is nothing revolutionary about the Tyrrell-Ford, which follows current FI thinking, but as Jackie Stewart demonstrated at Kyalami, when he grabbed pole position for the South African GP and finished second in this 1971 world championship opener, it promises to be a formidable contender this season. The cut-away is of 001, but the later 002 has a slightly longer wheelbase and longer monocoque, and has fabricated lower front wishbones which are only half the weight. The longer 002 will accommodate the bigger frame of Stewart's teammate, Francois Cevert, but a special pedal assembly enables the foot controls to be moved back 6 inches so that wee Jackie can drive the car.

THE ANSWER TO FERRARI?

Through the courtesy of AUTOSPORT here is a cutaway drawing of the

TYRRELL-FORD

an example of which Jackie Stewart is due to drive in today's Daily Mail Race of Champions



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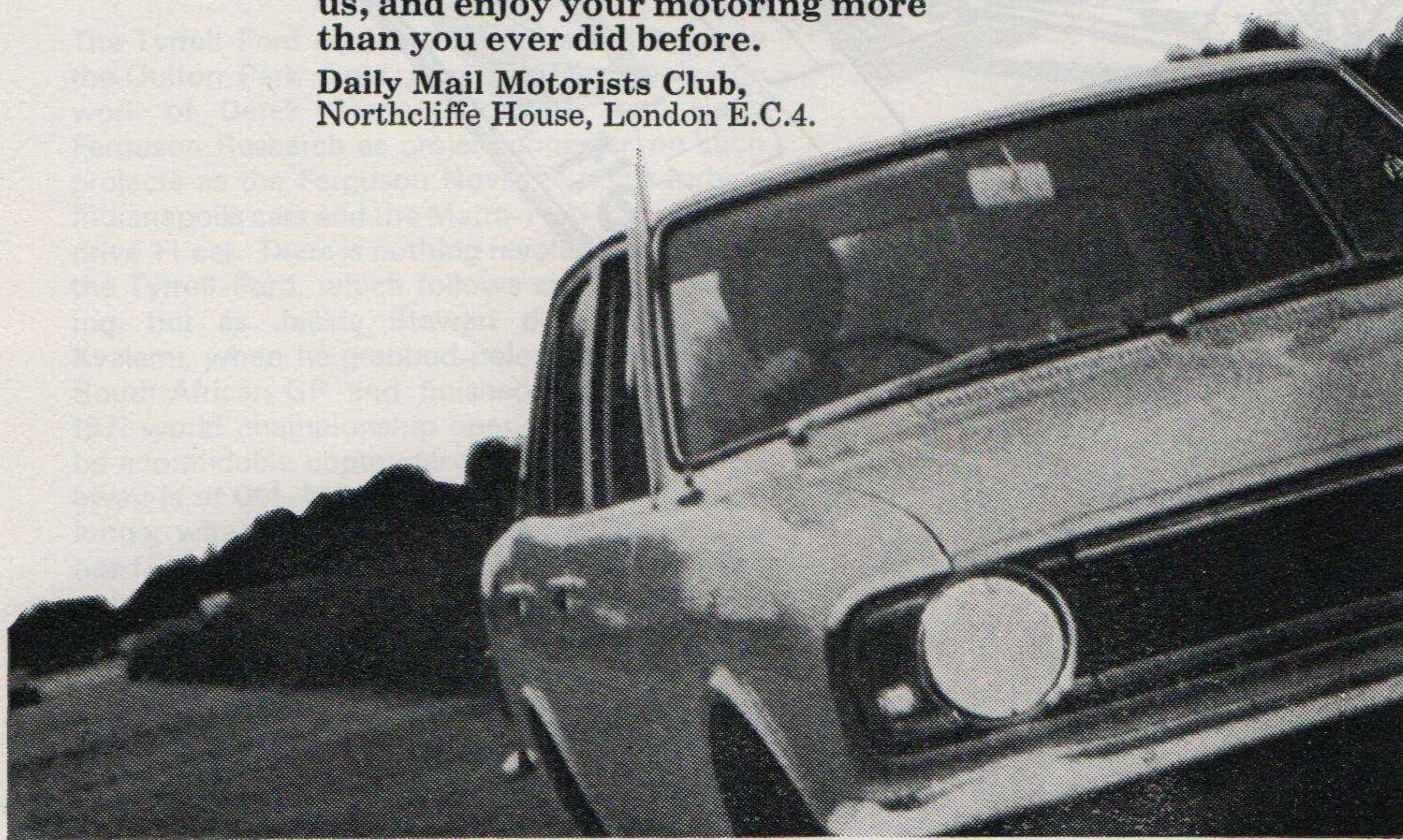
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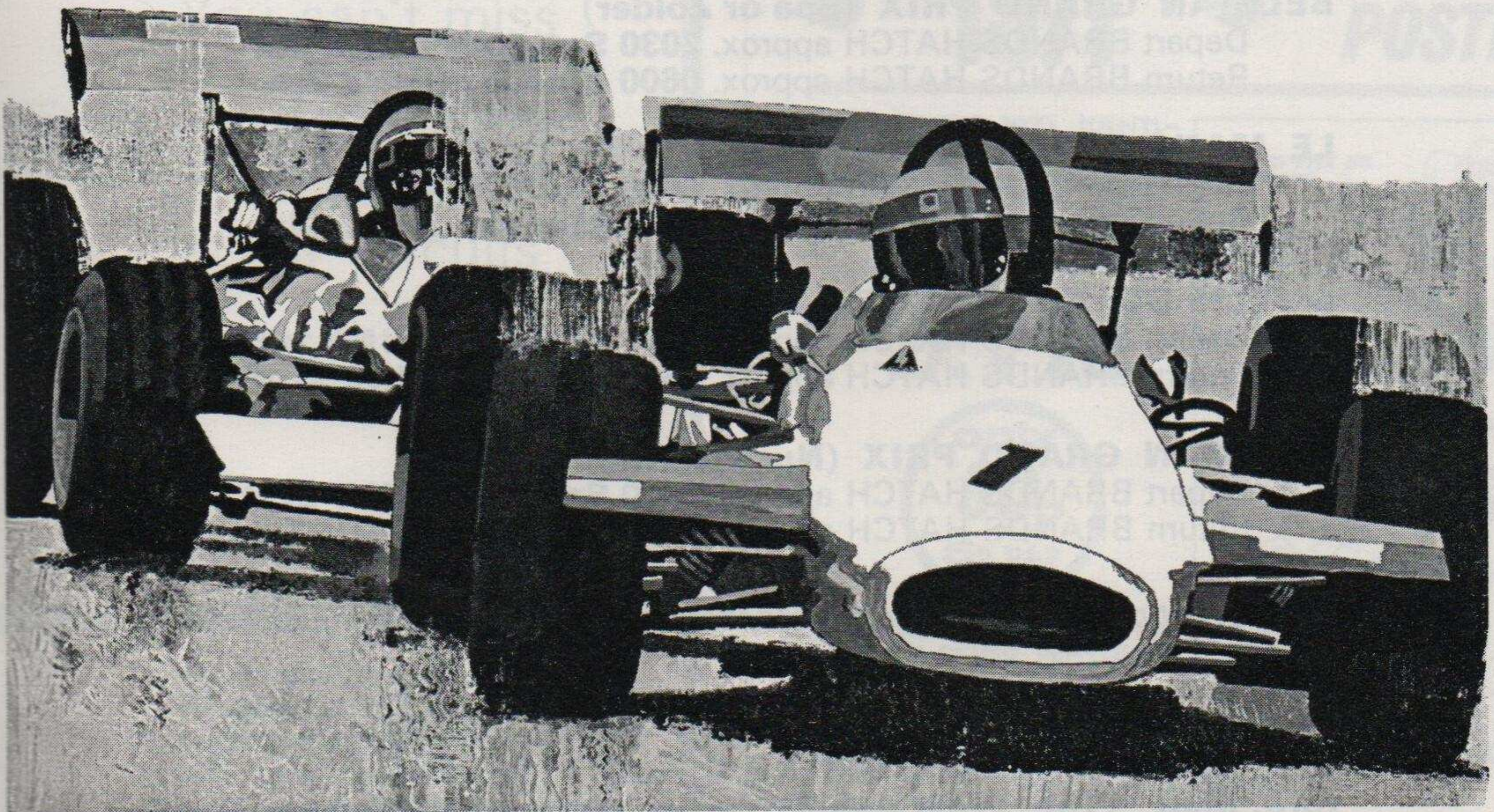
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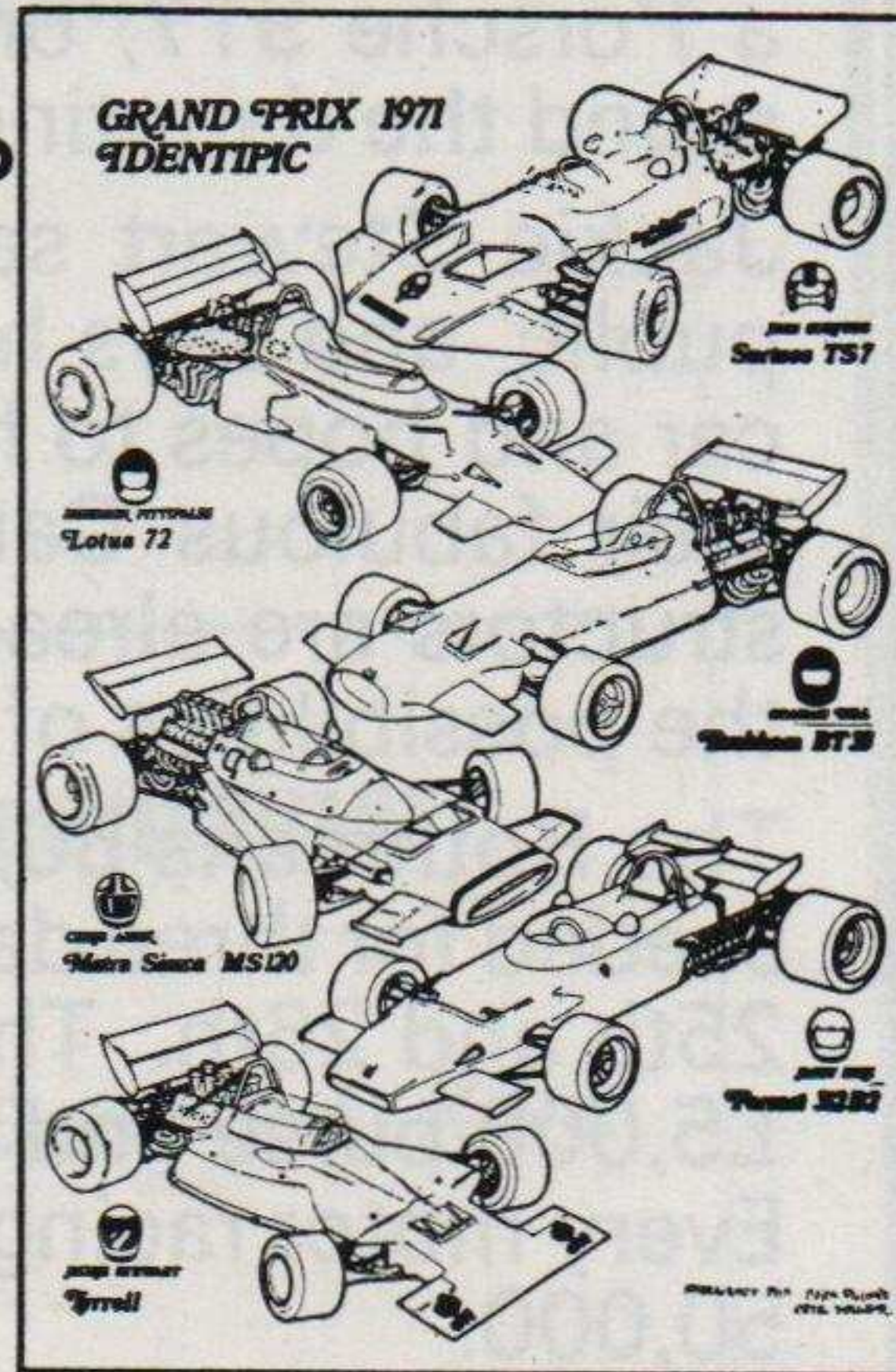
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Since The Rothmans 50,000 is over 118 laps, a distance of 500 kilometres, 312 miles, most of the competitors will need to make pit stops for fuel and tyres, thus adding to the suspense.

This unique event, a joint venture between Motor Circuit Developments and Rothmans of Pall Mall, supported by the Evening News and organised by the British Racing & Sports Car Club, will admit any type of car running on normal pump or turbine fuel. So it's up to entrants to decide just what combination offers the best chance of walking off with the huge prizes.

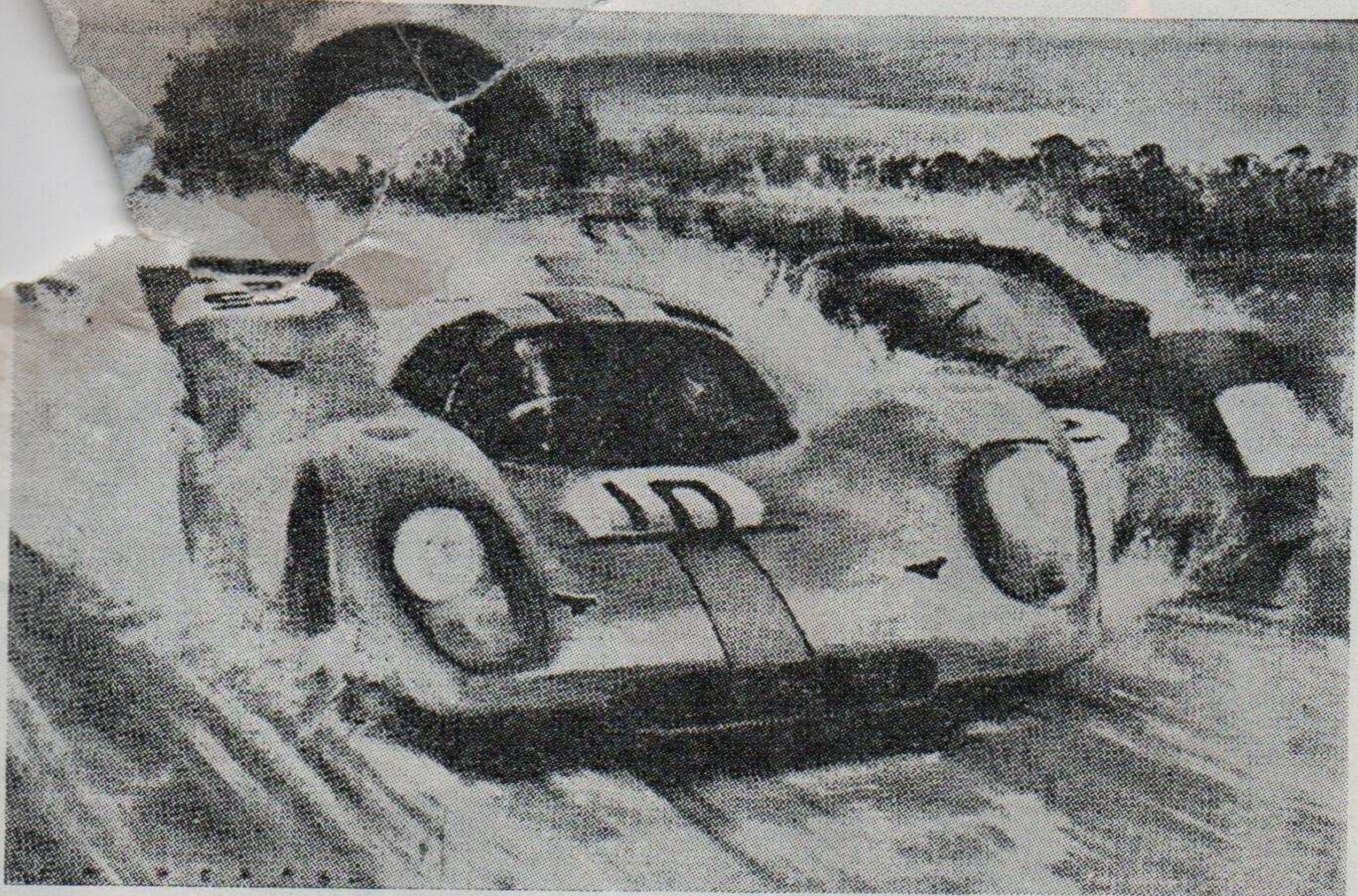
It's a race that could settle a lot of arguments. Like whether a Grand Prix car can take on a Porsche 917, or whether a big CanAm machine has the beating of a single-seater round the daunting twists and turns of Brands Hatch.

Jackie Stewart says this race is 'bound to capture the imagination of the general public' and says he will be there. Andy Granatelli is planning to send an Indianapolis car and hopes to have Mario Andretti driving it. McLaren Racing plan to enter one of their fabulous CanAm cars, and a specially designed machine as well. Other constructors are already searching for the winning combination; some are investigating the possibilities of turbine-powered cars.

The Rothmans 50,000 will be a real 4-day fiesta of speed, for up to 100 entries will be seeded for three days of qualifying trials on Thursday, Friday and Saturday, August 24th, 25th and 26th. The fastest 30 will make the grid, and the next fastest 30 will race for a £5,000 purse and £500 for the winner.

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