

BOAC

10000

KILOMETRES

WORLD CHAMPIONSHIP SPORTS CAR RACE

BRANDSHATCH

4 APRIL 1971

12 NOON

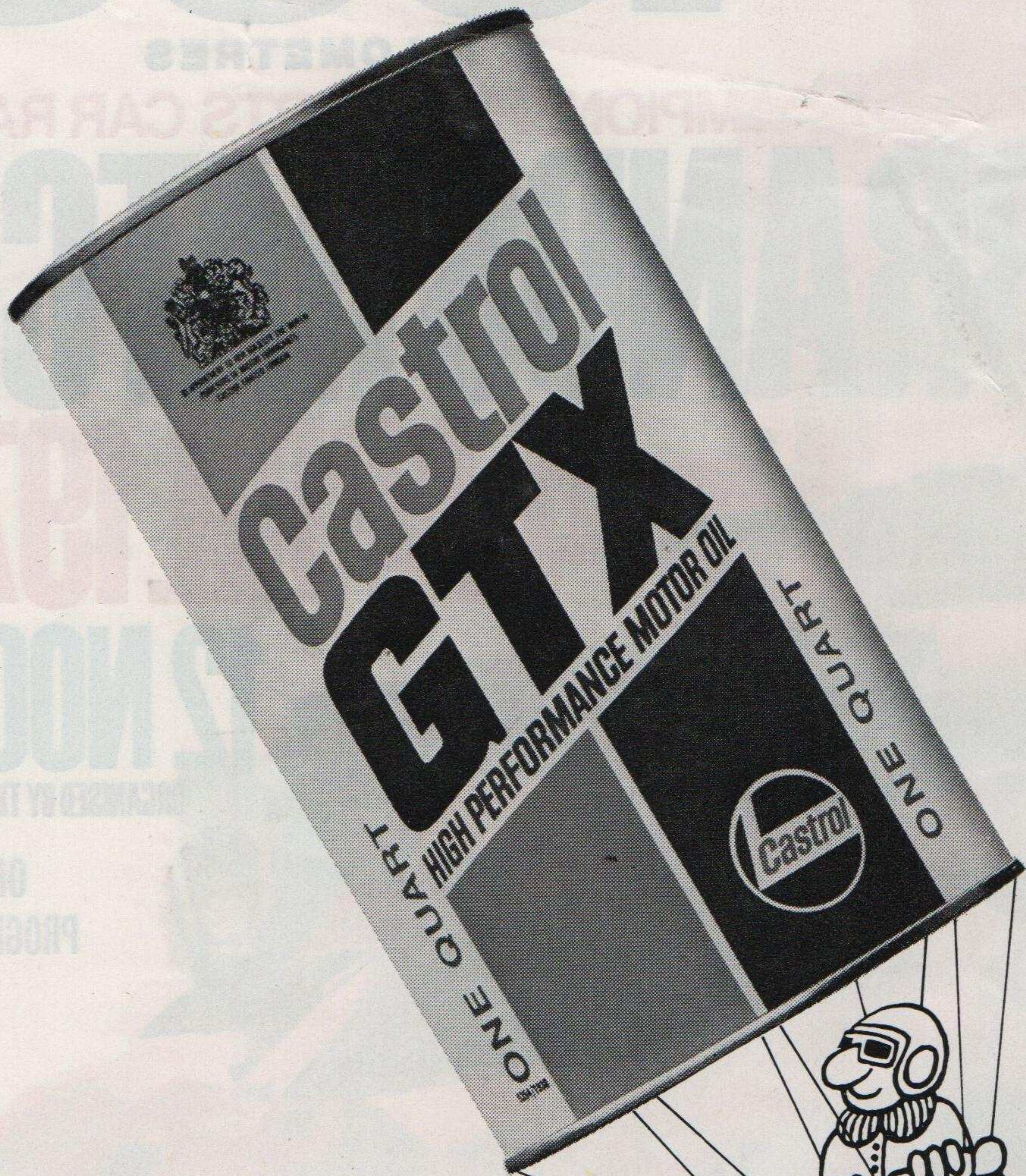
ORGANISED BY THE BRSCC

**OFFICIAL
PROGRAMME**

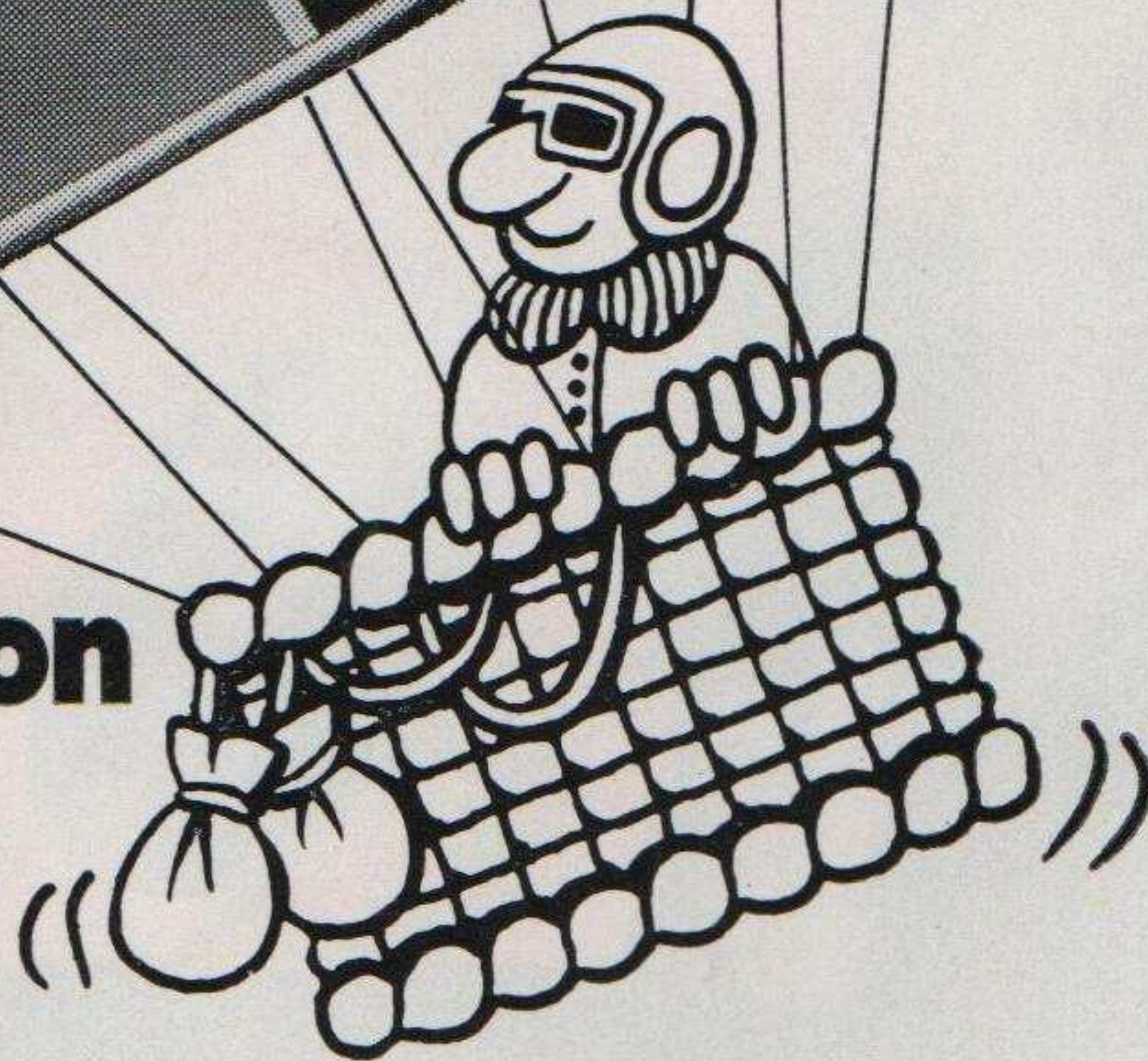
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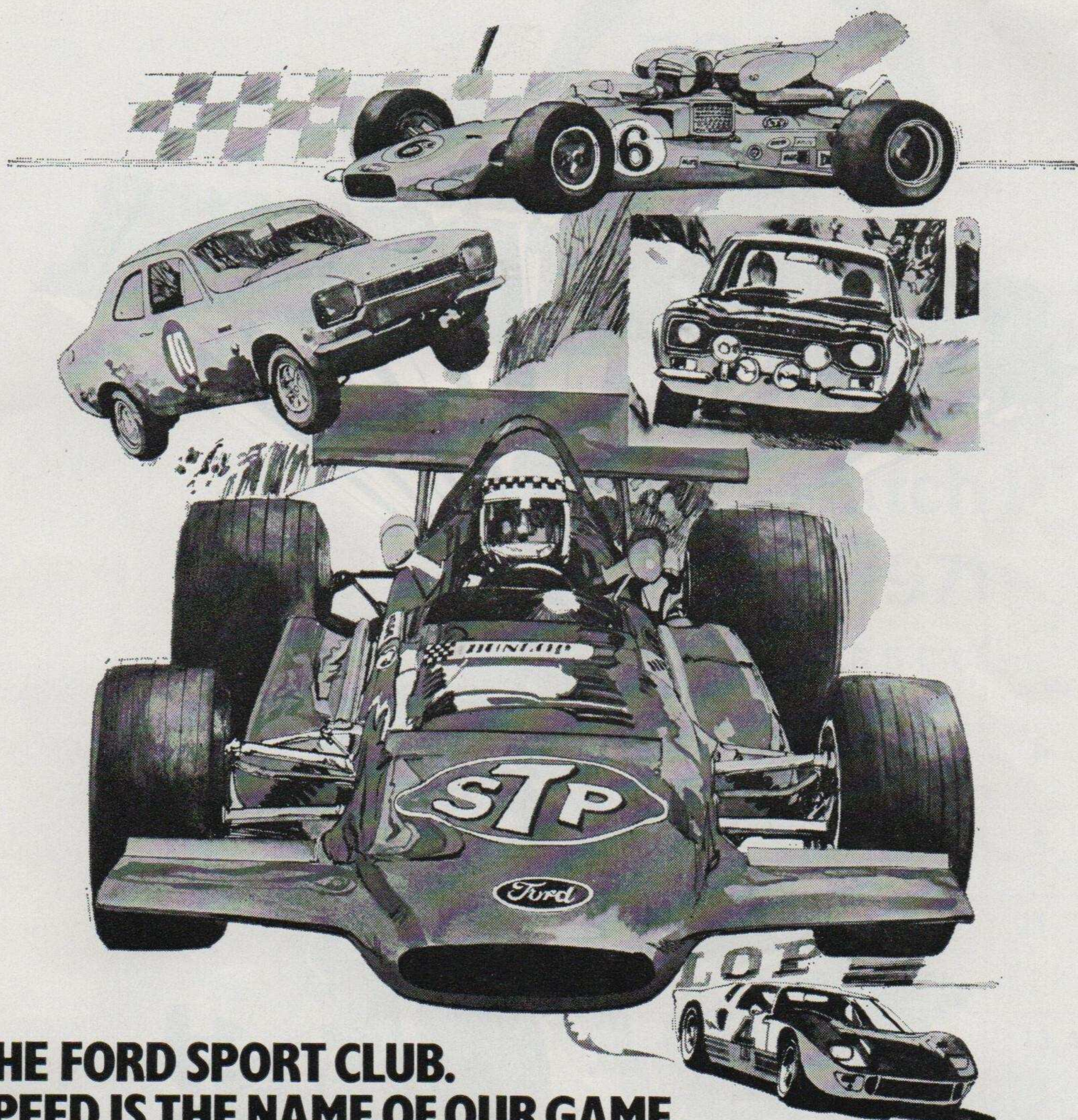


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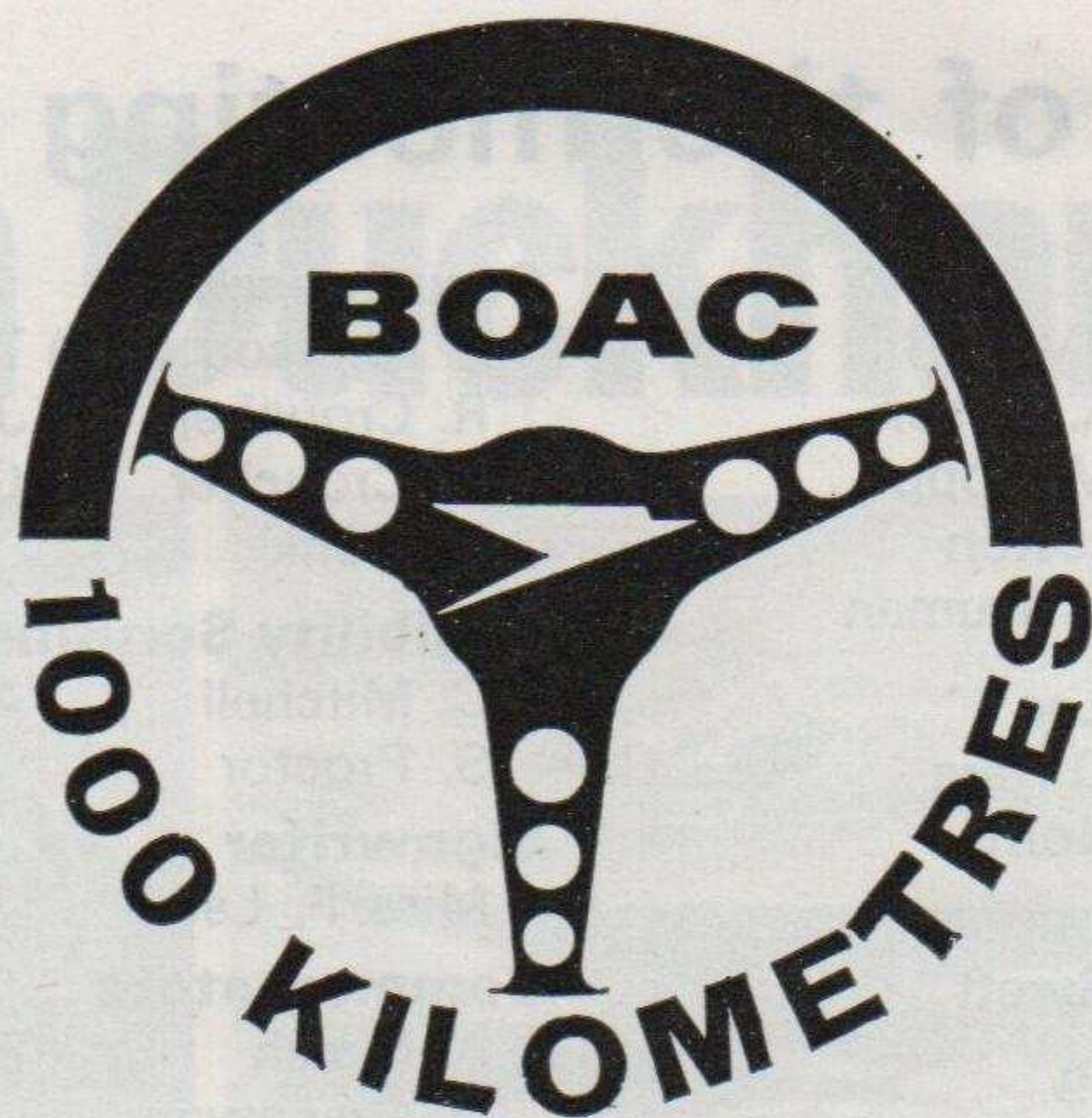
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WORLD CHAMPIONSHIP SPORTS CAR RACE

Brands Hatch

4 APRIL, 1971

Organised by the B.R.S.C.C.

CONTENTS

Officials of the Meeting		6
Programme of Events and awards		8
BOAC 1000 is now a classic	by Mr. Richard Hilary BOAC Commercial Director	11
Setting the scene	by Mike Cotton, Editor of Motoring News	13, 14, 17, 18
Race Programme		21-32
BOAC 1000— The instant classic		20, 33
Profile— Jacky Ickx	by Alan Brinton	35, 36, 39, 40
The motor racing circus goes by air	by Tony Smith	43, 45

This meeting is promoted by:

**MOTOR CIRCUIT DEVELOPMENTS LTD.
For BRANDS HATCH CIRCUIT LTD.**

Brands Hatch Circuit Ltd. Fawkham Nr. Dartford Kent

Telephone: West Ash 331

Managing Director: John Webb

Director and General Manager: C. J. D. Lowe

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For the BRSCC J. A. Ellison
P. M. Jopp
L. Leston
D. F. Truman

Judges

G. Lee
B. O'Hara
J. Norris

Clerk of the Course

N. Syrett

Secretary of the Meeting

N. Syrett

Race Control

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Mrs. B. Crow Miss V. Powell
P. Morley Miss V. Fisher
Mrs. J. Dickens

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ACKNOWLEDGEMENTS

The Official Course Car has been kindly made available by THE FORD MOTOR COMPANY LTD.
DUPLICATOR kindly supplied by RONEO LIMITED
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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.

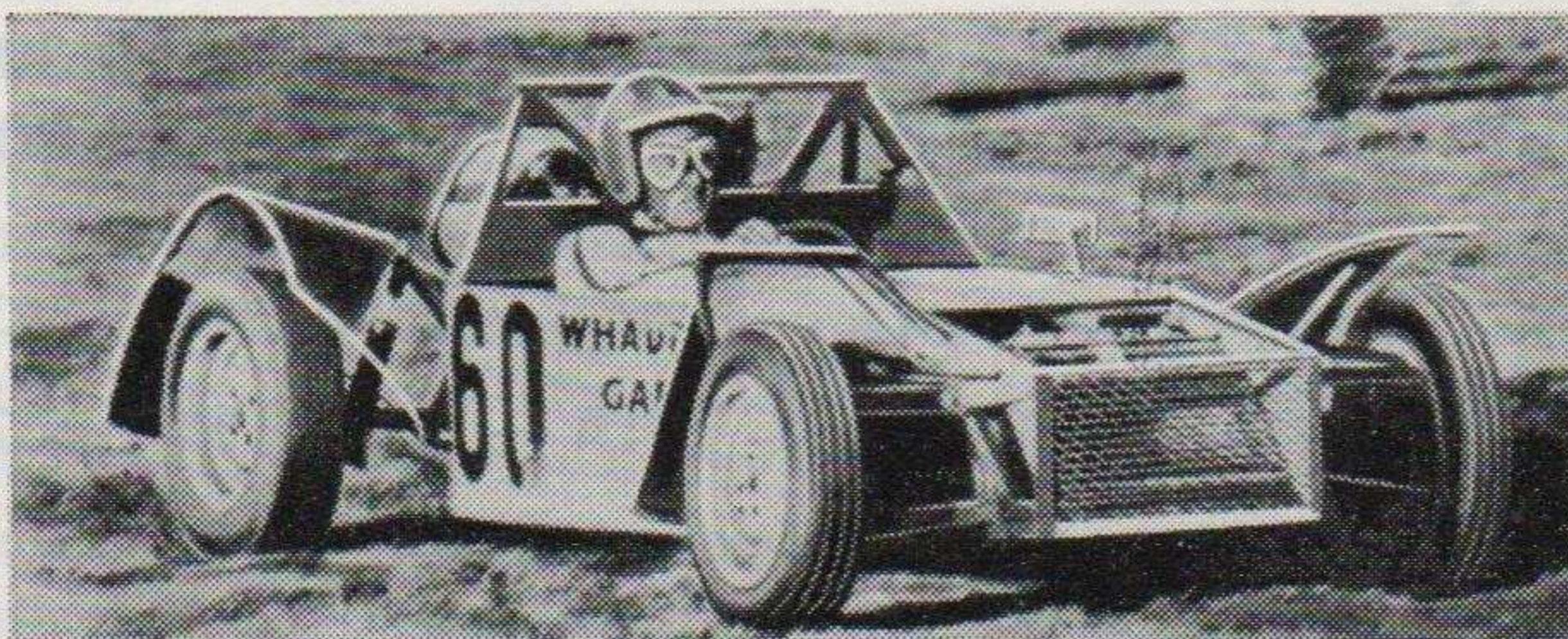
LITTER. Please do not leave litter about the grounds. If you cannot see a proper receptacle, take any rubbish home with you.

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.

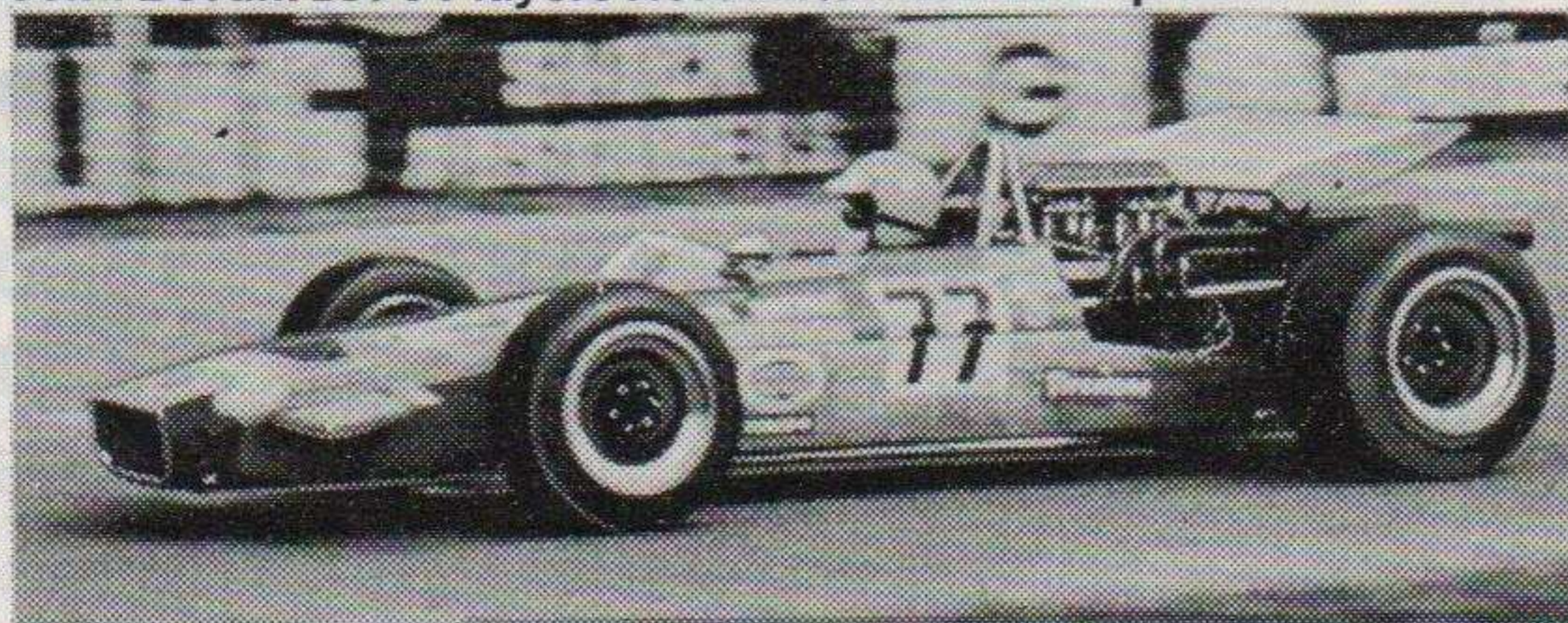
Depend on Duckhams



John Bevan. 1970 Players No.6 Autocross Champion



Bill Shakespeare. World Record Holder



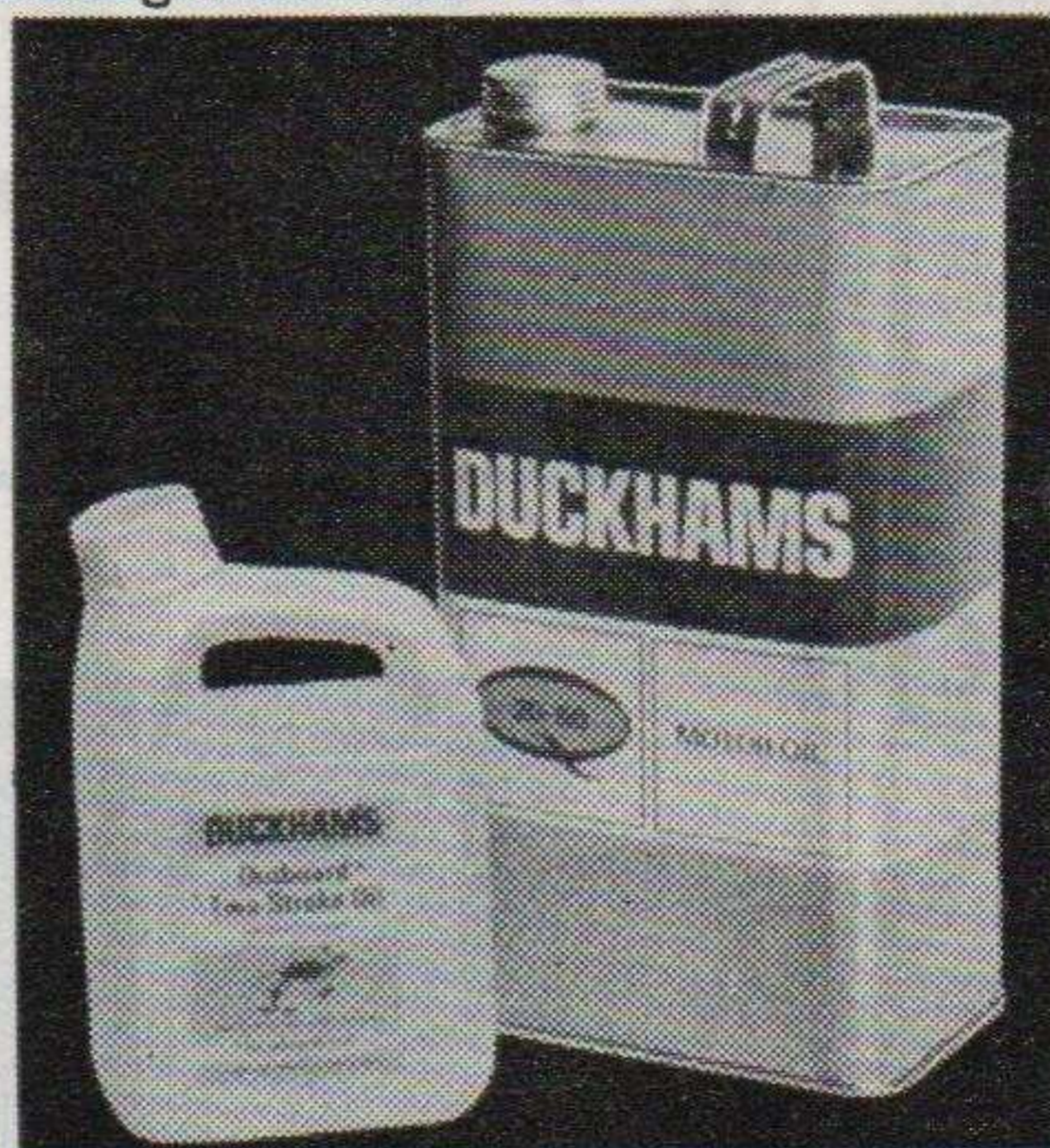
Trevor Taylor. Driving the Doug Hardwicke F5000



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

Saturday, April 3, 1971

Practice for Formula 3 Race	10.00 hours
Practice for BOAC 1000	11.30 to 13.00 hours and 14.00 to 15.30 hours
Shell Super Oil British Championship Formula 3 Race	16.00 hours

Awards

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 — 20th — £30, 21st — 25th — £25, 26th — 30th — £20.

Sunday, April 4, 1971

Competing cars in position on Starting Grid	11.30 hours
Competing cars under Starter's Orders	11.55 hours
BOAC INTERNATIONAL 1000 Kms WORLD CHAMPIONSHIP SPORTS CAR RACE	12.00 hours
Winner's Trophy Presentation	18.30 hours (approx.)

Awards

Overall Winner — £1,000 and the BOAC Trophy, 2nd Overall — £500, 3rd Overall — £250, 4th Overall — £150, 5th Overall — £100.

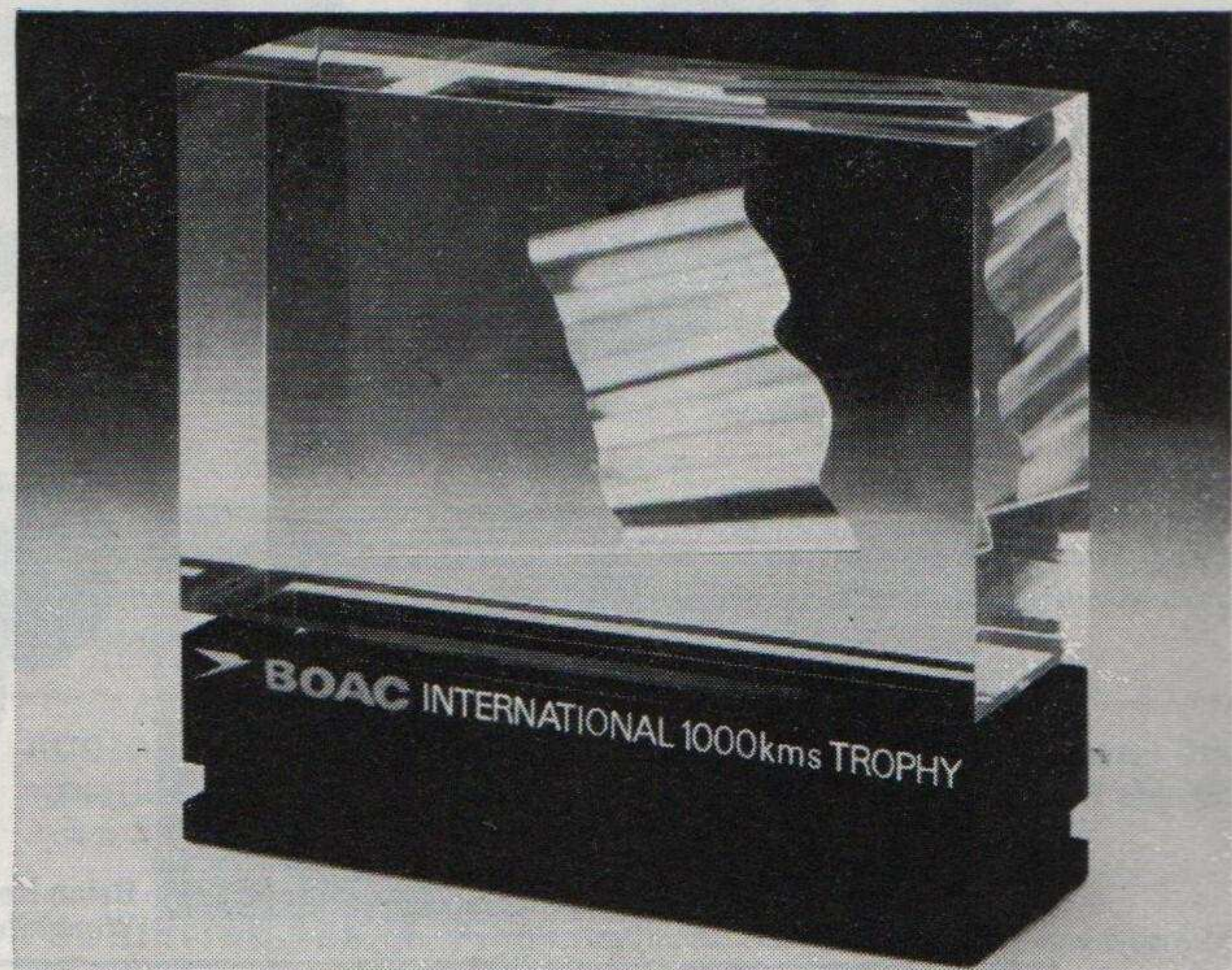
To the entrants of the cars covering the greatest mileage in each Class, excluding the outright winner:—

1st — £200 2nd — £100 3rd — £50 4th — £25

Trophy for the Jet Age

The winner of a motor race generally gets a cup, to celebrate his achievement and to provide something into which champagne can be poured. The winners of today's BOAC 1000 will have to find another receptacle for the bubbly, because the BOAC Trophy is anything but cup-like. It is, in fact, a very elegant piece of modern design, in keeping with the jet age. The man who created it was Richard Negus, FSIA. Consisting of a silver gilt flag embedded in a block of acrylic material, the trophy is mounted on a plinth of black Belgian marble.

Mr Richard Hilary, BOAC's Commercial Director, will present the BOAC International 1000 Trophy to the entrant of the winning car. The drivers who will have worked so hard for their victory will receive smaller replicas.



PREVIOUS BOAC WINNERS

1967 — Phil Hill/Mike Spence (7 litre Chaparral 2F)	93.08 mph
1968 — Jacky Ickx/Brian Redman (4.7 litre Ford GT40)	95.96 mph
1969 — Jo Siffert/Brian Redman (3 litre Porsche 908)	100.22 mph
1970 — Pedro Rodriguez/Leo Kinnunen (4½ litre Porsche 917)	92.15 mph*

*Rain during much of the race.

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 second qualifying round in the 1971 championship. Latest points positions will be given in race programmes throughout the season.

Willment conversions are based on Escort racing experience.

The Willment 26-car conversion chart

The chart is a complex grid with multiple columns and rows. The columns represent different car models and specifications, while the rows represent various conversion options. The chart includes a small image of a car in the top left corner and some explanatory text at the bottom.

Years of racing our own Escort give Willment a head start on Ford conversions. We supply and convert the RS1600, Mexico and other main-line Fords into 26 cars with plus performance. Write for the chart with all the engine, suspension, brakes and transmission facts.

name _____

address _____

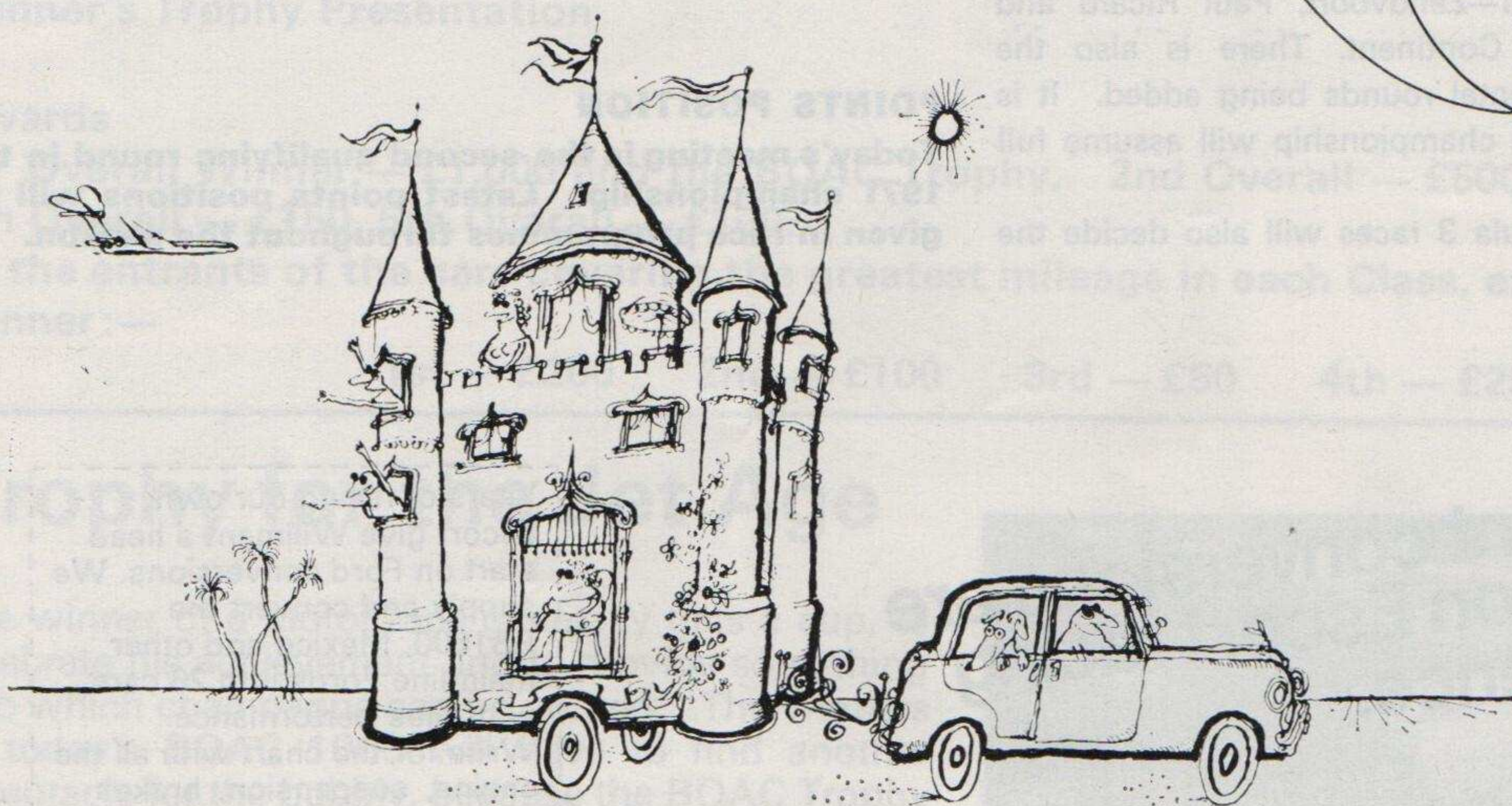
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Canada – from £173 for 4 weeks.

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Visit our "Landcruise" caravan at Brands Hatch today and collect a colourful brochure on the area of your choice . . . or send the coupon below.

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From _____

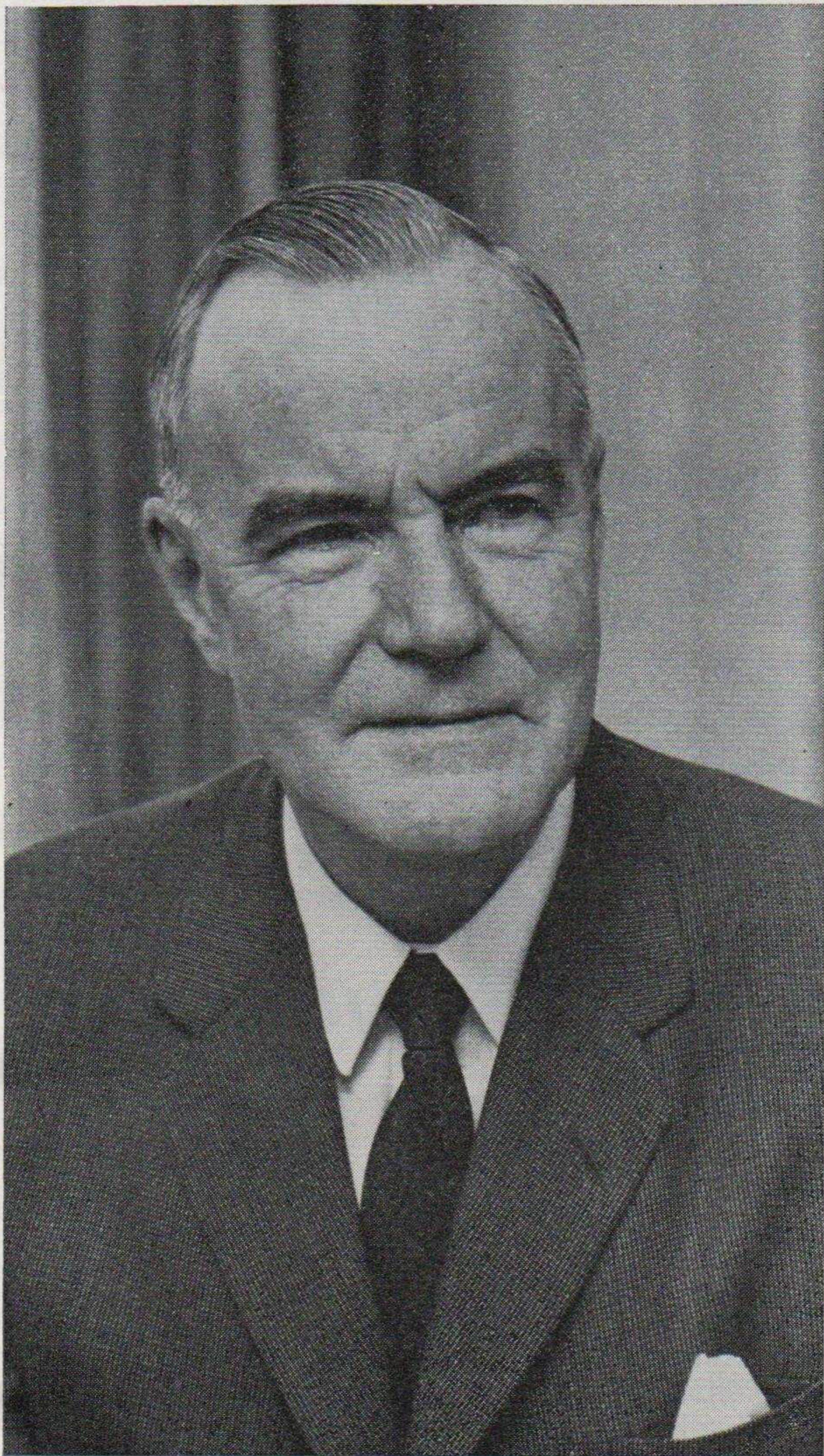
Please send me a 'Landcruise' caravan
brochure on Canada USA South Africa

For some people there is only one airline.

BOAC
takes good care of you.

BOAC

BOAC 1000 is now a classic



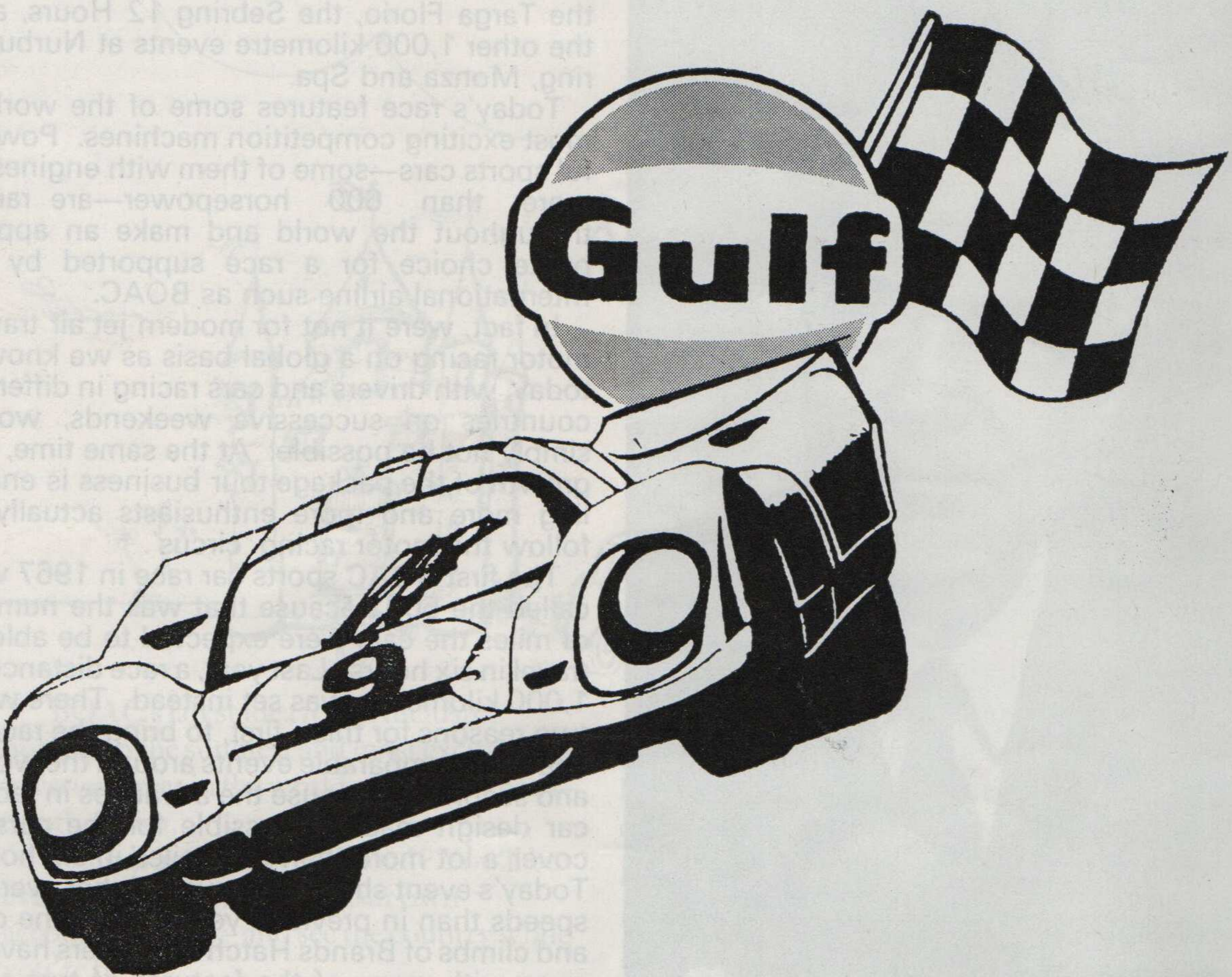
**A comment on today's big race
from Mr Richard Hilary,
BOAC's Commercial Director.**

It is no mean achievement that after only five years the BOAC 1000 has become established as a motor racing classic, ranging alongside such famous events as the Le Mans 24 Hours, the Targa Florio, the Sebring 12 Hours, and the other 1,000 kilometre events at Nurburgring, Monza and Spa.

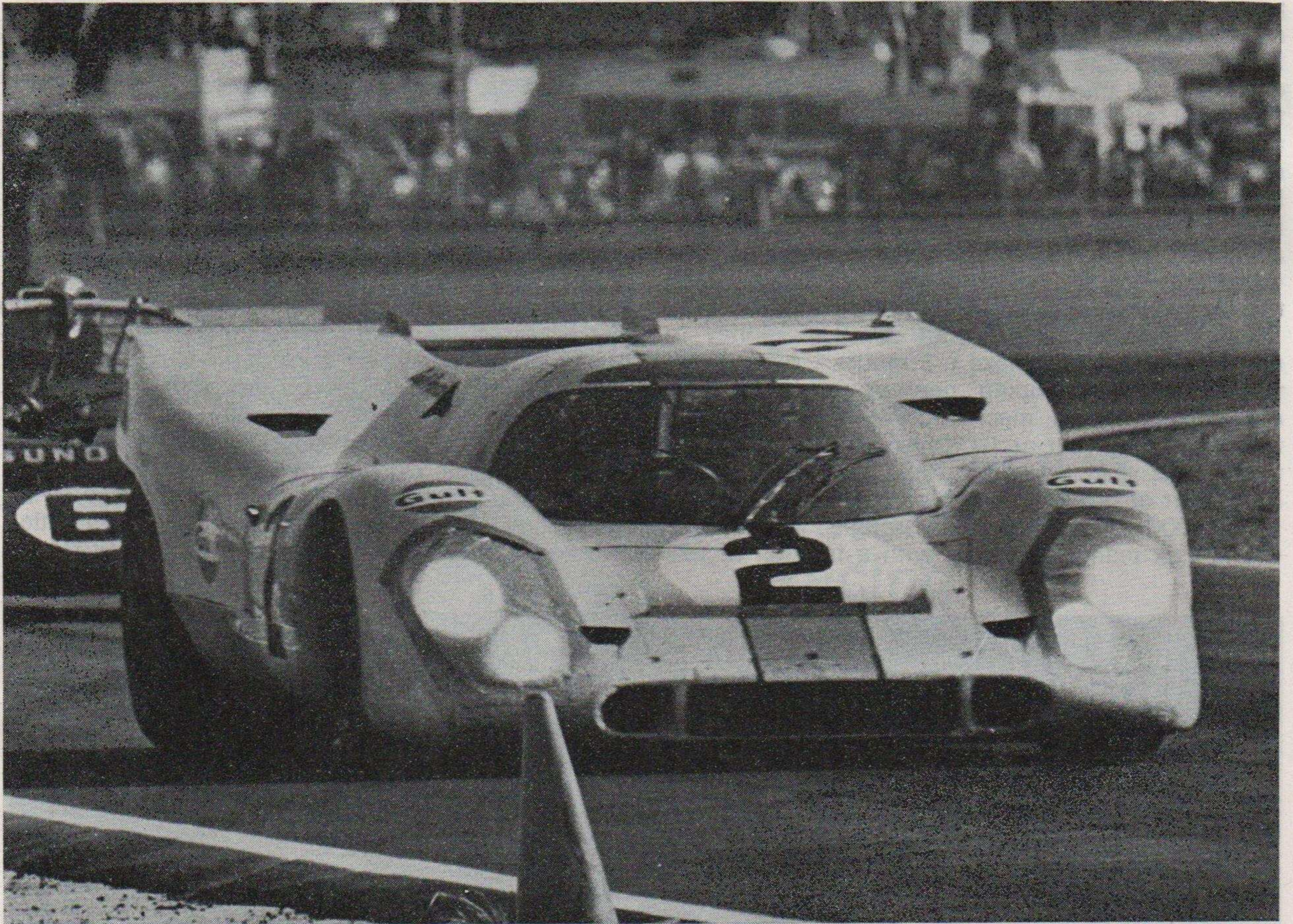
Today's race features some of the world's most exciting competition machines. Powerful sports cars—some of them with engines of more than 600 horsepower—are raced throughout the world and make an appropriate choice for a race supported by an International airline such as BOAC.

In fact, were it not for modern jet air travel, motor racing on a global basis as we know it today, with drivers and cars racing in different countries on successive weekends, would simply not be possible. At the same time, the growth of the package tour business is enabling more and more enthusiasts actually to follow the motor racing 'circus'.

The first BOAC sports car race in 1967 was called the 500 because that was the number of miles the cars were expected to be able to travel in six hours. Last year, a race distance of 1,000 kilometres was set instead. There were two reasons for this: first, to bring the race in line with comparable events around the world, and secondly, because the advances in racing car design made it possible for the cars to cover a lot more than 500 miles in six hours. Today's event should see even higher average speeds than in previous years. With the dips and climbs of Brands Hatch the drivers have to cope with many of the features of true road circuits, and the sight of a stream of high-powered sports cars racing around the twists and turns will undoubtedly provide yet another race to remember.



Gulf Oil (Great Britain) Ltd.



The Gulf-Porsche 917 which gave Pedro Rodriguez and Jackie Oliver victory at Daytona, despite a 92-minute pit stop for gearbox repairs. (Picture by London Art Tech)

And now Championship round four...

Michael Cotton, Editor of *Motoring News*, looks at the early-season battles and sets the scene for today's big race.

This weekend you are watching the fourth round of the 1971 World Championship for Manufacturers, yet another clash between the mighty Porsche teams and Ferrari. But do not discount the Alfa Romeo team for a surprise victory, because the Autodelta cars have been improving steadily during the past year and are now able to give the 5-litre cars a good run for their money, especially on slower and more testing circuits like Brands Hatch.

It is the last time you will see the Group 5 (25-off) Porsche 917 models out in strength in Britain, because next year the FIA has decided to 'outlaw'

these 600 horsepower cars which, from August onwards, will be entered mainly for Interserie races and perhaps a Can-Am programme. Next year the Championship will be simply for Group 6 3-litre prototype (one-off) cars like the works Ferrari you see today, the Alfa Romeos, Matras, and perhaps some new cars powered by the Ford-Cosworth DFV Formula 1 engine. Possibly they will be marginally slower in a straight line (though that's hard for the eye to see!) but they will make up for this because they are lighter and more manoeuvrable, and can travel further on their mandatory 120 litres of fuel.

The World Championship for Manufacturers, or the World Sports Car Championship as it is commonly called, has a special place in the affections for true motor racing enthusiasts. This is where the *manufacturers* battle against each other for the

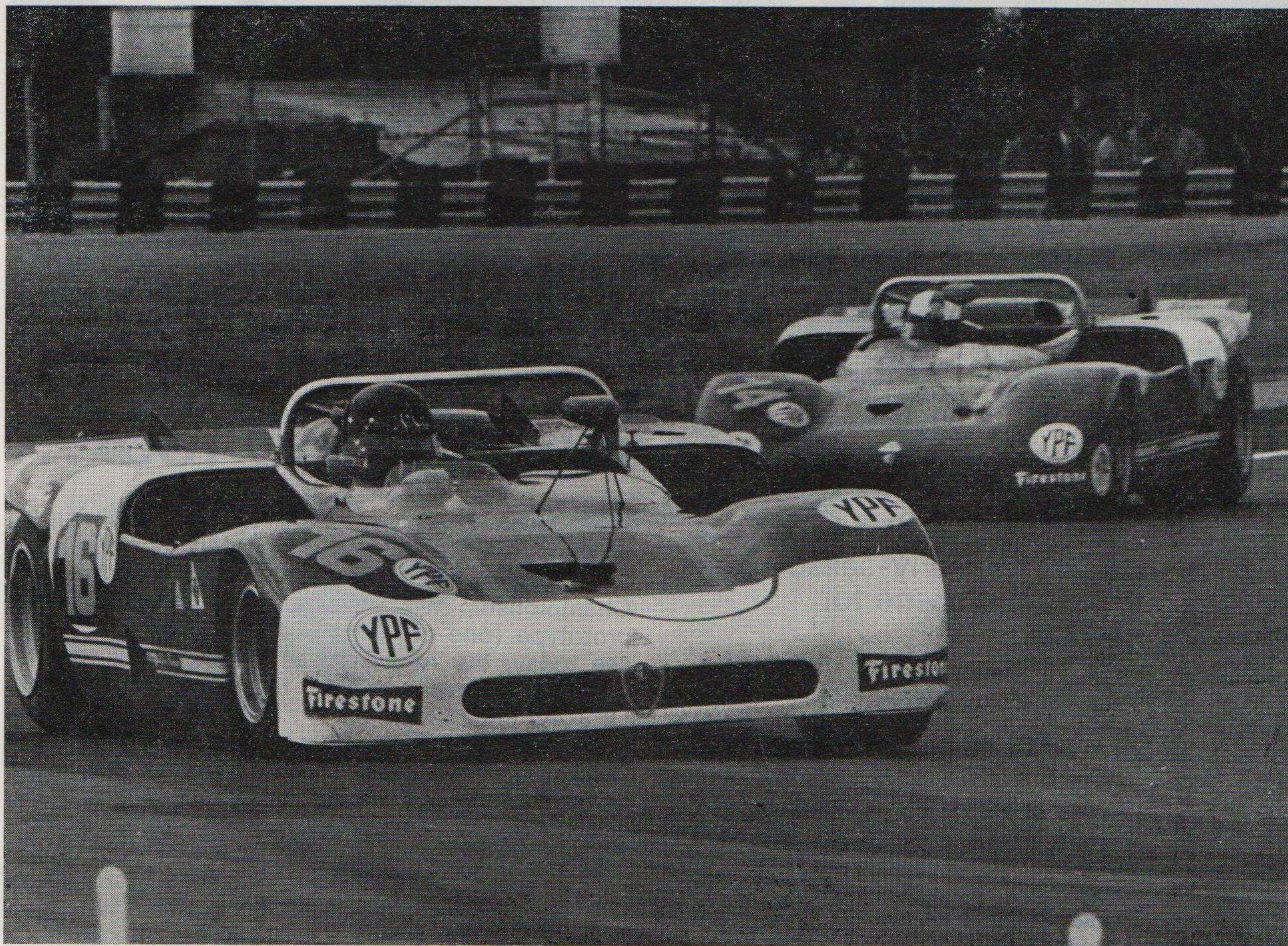
prestige of making the best, the fastest, and the most durable racing cars. The names of Porsche, Ferrari, Alfa Romeo and Matra are well-known to everyone, for they all make cars which are sold to the public and therefore, they all stand to gain from the international prestige which is derived from race victories. Perhaps Matra is the odd one out because the Velizy company is really an offshoot from an aerospace firm which makes rockets and advanced parts for tomorrow's aircraft like the Concorde, but the mid-engined sports cars which they make are a common sight in Europe.

These manufacturers spend sums of money in racing which would make a Formula 1 team green with envy. Developing new engines and new chassis, employing mechanics to service two or three cars, and four or six drivers, then flying them to all parts of the world to take part in ten races, is the sort of programme which can run away with £1,000,000 a year without any trouble! Most of the Grand Prix teams get away with a fraction of this


expense by buying engines and then working hard at securing sponsorship. So you see, the sports car manufacturers are true professionals in the motor racing game. The men they choose to drive their cars are usually renowned Grand Prix stars, but for the most part they have to temper outright speed with the ability to conserve their machines for 1,000 kilometres (which is virtually a sprint), for 12 or even 24 hours. You will see, this weekend, how much strategy is involved in running a long-distance race.

The number one driver, the 'ace', will take the first stint and drive virtually at maximum speed for the first hour. All the cars are well proven and should go the full distance, but some unforeseen factor often breaks up the field... remember last year, when the screen-wipers on Jacky Ickx's Ferrari wouldn't work properly? After the second round of fuel stops, which come around the two-hour mark, the tempo begins to slacken a little. The number two drivers take over with instructions

continued on page 17



The Autodelta-entered Alfa Romeos are proving consistent runners in this year's Championship. Here is Andrea de Adamich at the wheel in the Buenos Aires race in January. (Picture by London Art Tech)



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

10 out of the 13
World Championship Grands Prix
The Indianapolis '500'
Formula I World Drivers' Championship
Formula I World Constructors' Championship
Formula II European Trophy
FIA World Sports Car Championship
European Touring Car Championship
Tasman Drivers' Championship
South African Formula I Championship
U.S. Automobile Club Championship
Trans-American Sedan Car Championship
Practically every Formula F100 race
since the start of the Formula.

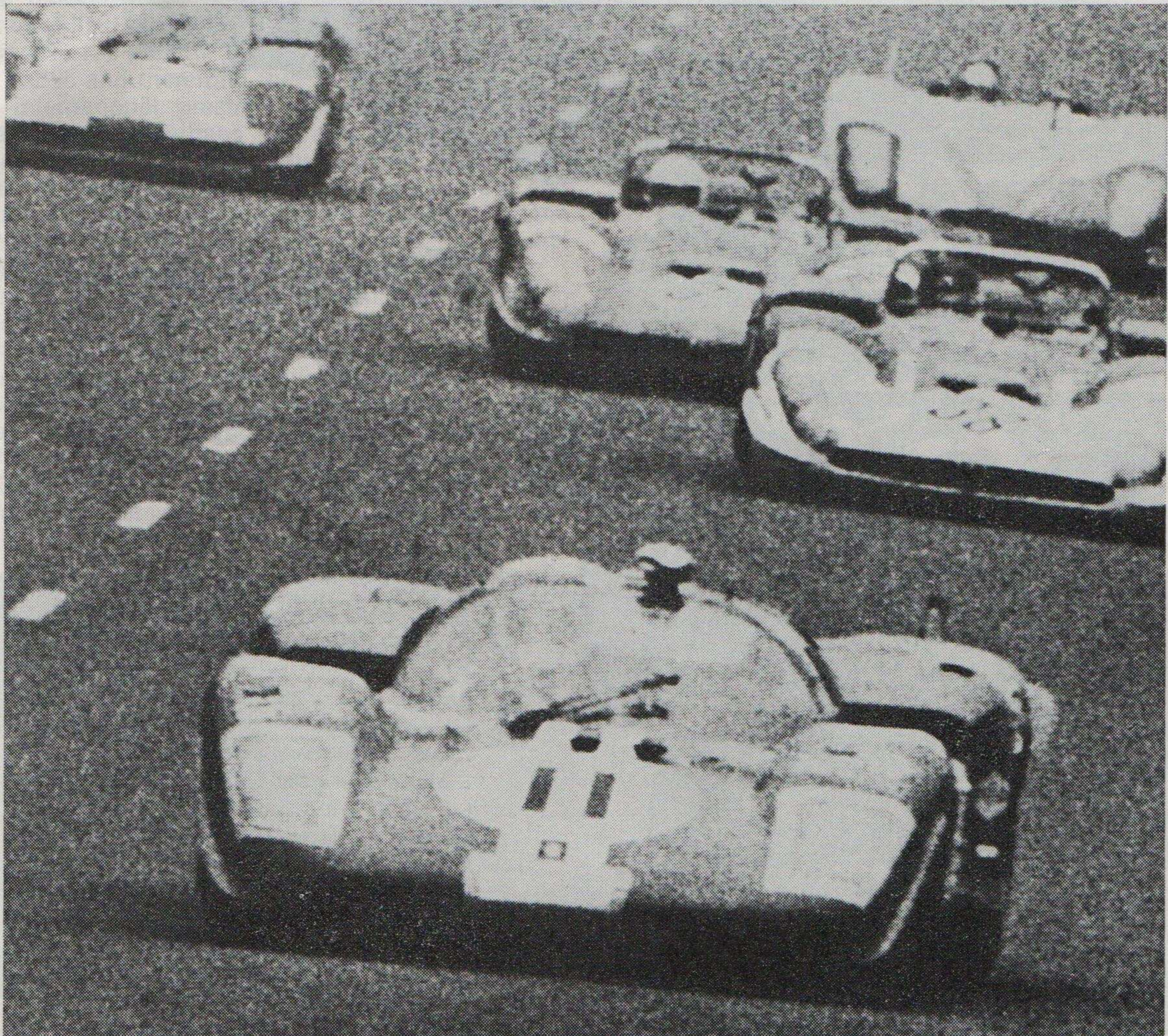
That's the kind of quality and performance you can be sure of getting in the Firestone tyres you buy for your own car.

FIT

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Cavallino
SPORT 200

— the high performance radial

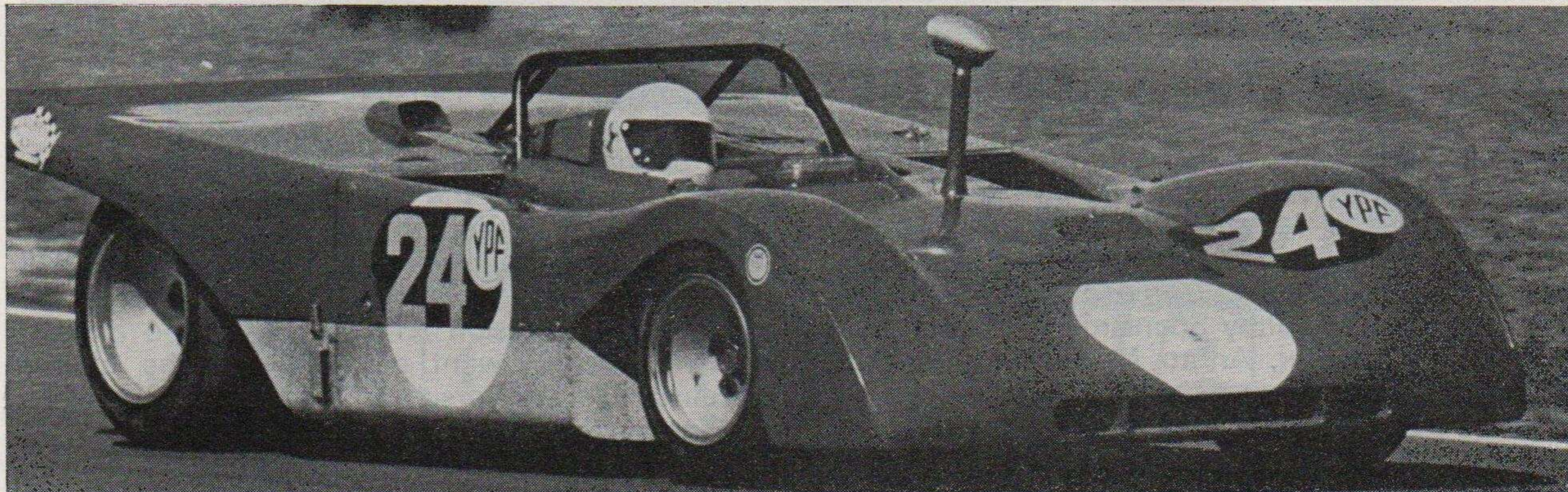




Listen hard.
Through the vroom-vroom of the cars
and the roar of the crowd, you may hear
the gentle clunk of ice in a Martini.

The right one





The 3-litre Ferrari 312P which is expected to provide real opposition for the big Porsches round Brands Hatch.

(Picture by London Art Tech)

to go quickly, but at all costs to keep the car going and if they do something silly, like going off the road, they might begin to look for another job!

Often positions remain fairly static for two hours. That's not to say the cars are not racing any more, but the speed is being dictated by the team managers, and you will see the signals being hung out for the drivers... P1...120, or P4 ...65, the number indicating seconds in front of or behind the next man on the road. Sometimes the signals refer to classes, so don't get worried if you see two P1 boards out at the same time. The number one driver normally, but not always, finishes the race, but he will if some quick driving will improve the car's position. The final hour is usually exciting, and this race at Brands Hatch has a reputation for providing close finishes.

We can thank John Webb, managing director of Motor Circuit Developments, and the BRSCC for putting the race on each year, and BOAC for sponsoring the event. Since 1967, when the race was first held in Britain, each year has been the sort of success everyone hoped for. Even last year, when it rained, more than 20,000 spectators turned up to see Pedro Rodriguez drive the race of his life in terribly difficult conditions, and he followed that up later in the season by recording a 'world record' 160 mph lap record at Spa, the highest average ever seen on a road course; we mustn't forget his BRM victory in the Belgian Grand Prix at Spa, either.

Rodriguez, a 31 year old Mexican, drives with Jackie Oliver who is a renowned Brands Hatch specialist, having led the British GP here more than once, though so far, he hasn't had an international victory. They, in John Wyrer's Gulf-sponsored Porsche 917, will be favourites for an outright win today. Since we last saw the 917 at Brands Hatch the engine capacity has been increased from 4.5 to 4.9 litres, with a power increase which makes the cars faster than ever.

In John Wyrer's second car are Jo Siffert from Switzerland—he won the British GP here in 1968 for Rob Walker, driving a Lotus 49—with Britain's Derek Bell. Both cars will be odds-on if you can find any bookies quoting the odds.

There is a second team of Porsches here this weekend, sponsored by the Martini International aperitif company and entered by Saarbrücken driver/team manager Hans-Dieter Dechent, whose 908 finished sixth last year driven by Koch and Larrousse. The Martini Rossi Racing Team come here on the crest of a wave, with victory at Sebring a fortnight ago for the powerful combination of Vic Elford (second here last year) and Frenchman Gerard Larrousse. The second Martini Porsche is handled by German driver Kurt Ahrens with Gijs van Lennep from Holland. Gijs was fourth last year in a privately entered Porsche 908, and the Martini team is a truly international effort this season, clearly with high hopes of pulling off further victories.

The rival Ferrari team believe they stand a good chance of winning the BOAC 1000 kms, and this makes the contest fascinating because they are running a 312P which is powered by the latest flat-12 Grand Prix engine developing 450 horsepower. So far this season the Ferrari has proved the fastest of all the 3-litre challengers, though this is purely a test and development year for the Modena company preparing for the 1972 Championship. Around Brands Hatch it will probably be one second or less slower per lap than the Porsches, but will run for well over an hour on its fuel load compared with the Porsches' 50-60 minutes. Little needs to be said about drivers Jacky Ickx and Clay Regazzoni, who are both extremely swift and experienced F1 drivers. Clay's victory here in the Race of Champions two weeks ago certainly stamps him as a fine Brands Hatch exponent.

The Autodelta-entered Alfa Romeo 33-3 models, prepared by Ing. Carlo Chiti who is one of the

grand old men of motor racing, are even faster and more reliable with their V8 engines now developing 440 horsepower. Drivers include all sorts of nationalities, Formula 1 men Rolf Stommelen, Andrea de Adamich, and Henri Pescarolo, backed by Nanni Galli and Toine Hezemans.

Three of the latest, 600 horsepower Ferrari 512Ms have been entered, two by the veteran Swiss driver Herbert Muller and another by Jose Juncadella, the wealthy Spaniard who chooses the Ferrari works driver, Arturo Merzario, to co-drive. Brian Muir and Guy Edwards drive a privately entered Lola T70, and Willi Kauhsen's 917 is the car driven by Steve McQueen in the film 'Le Mans' which will be released later this year.

Cast your eyes down the entry list to see a great many British drivers, many of them with international experience, taking part in today's 621-mile race. Many of them are driving Chevrons, either the Group 5 B16 or the prototype B19, competing against a bevy of the rapid little Lola T210 and the latest 212 models, the new Hurons which will be racing for the first time, Brian Martin's two Martin BM8s, a Gropa, a Costin, a Daren and a Dulon-Porsche. As you see, the Cosworth FVC engine is firmly established as a competitive power unit, being used by 50% of all the cars!

So far this season John Wyer's factory-backed private team has won two rounds of the Championship, starting with the new event at Buenos Aires, Argentina, in January. There they finished first and second, ahead of Autodelta's two cars in third and fourth places, but until the fatal accident involving Ignazio Giunti the new Ferrari 312P, making its debut, looked a possible winner.

Siffert and Bell won the race in South America, but at the next round in Daytona their engine failed and victory was taken by Rodriguez and Oliver, despite a 92-minute pit stop to have the gearbox repaired! That was a 24-hour race which

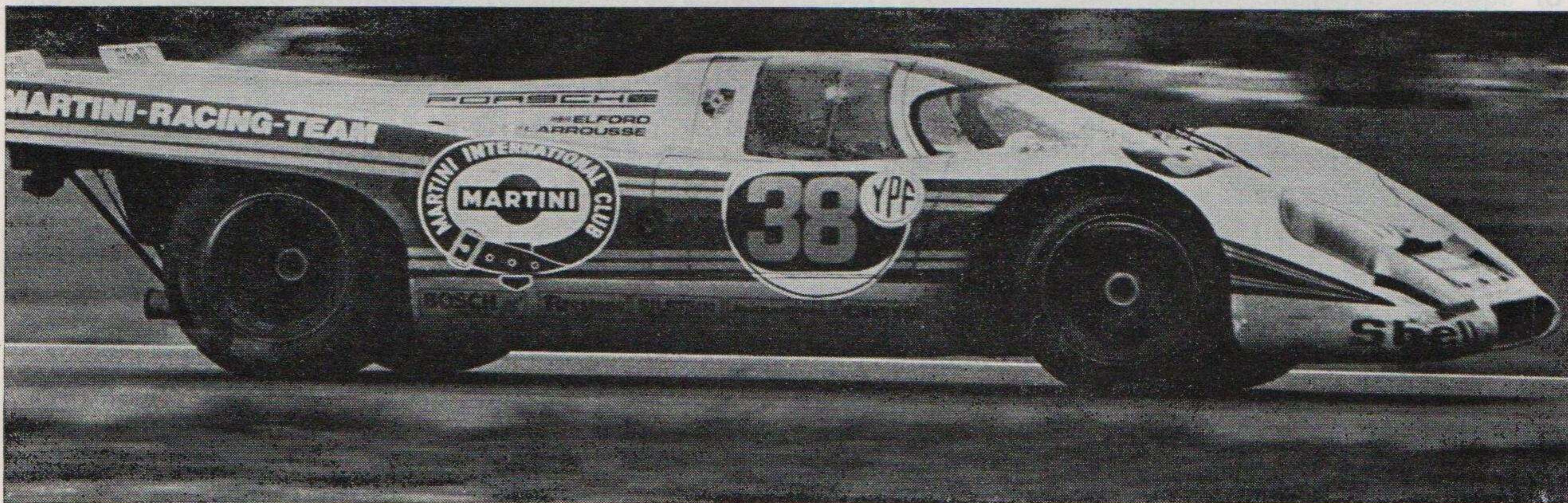
gave the J.W. team a narrow win over a NART Ferrari 512S, though a similar failure in the 5-hour BOAC 1000 would certainly bid goodbye to any chance of a win.

At Sebring the Ferrari 312P was tremendously competitive, leading the race overall for three hours, but eventually retired with transmission trouble. John Wyer's cars had problems, the Siffert/Bell 917 running out of fuel and the Rodriguez/Oliver car having a collision with a Ferrari. So a well-deserved victory went eventually to the Elford/Larrousse Martini Porsche 917, ahead of the ever-present Autodelta team.

Up to now the Porsche marque has piled up a commanding lead in the Championship. Only the best-placed car from each factory scores any points down to sixth place, marked on a 9-6-4-3-2-1 basis, and you can add today's score to the table on this page.

After the BOAC 1000 there is a fortnight's break before the trials at Le Mans, then a fortnight after that the Championship resumes at the 150 mph Monza circuit. From there the teams move on to the even faster Spa road track, and by contrast their next appointment is the slow and difficult Targa Florio mountain course in Sicily. On then to Nurburgring, another difficult track where the 3-litre cars will stand the best chance of winning, before the greatest race of all at Le Mans. Inevitably there is a feeling of anti-climax afterwards, but the race at the new Osterreichring late in June is a nice event to watch. In July the cars are sent to Watkins Glen, in New York State, for the 6-Hour race and the final event on the 1971 calendar takes place at Mosport, Canada, on August 8.

	Porsche	Ferrari	Alfa Romeo	Chevrolet
Buenos Aires	9	2	4	0
Daytona	9	6	0	3
Sebring	9	1	6	0
Brands Hatch				



One of the brightly decorated Porsche 917s of the Martini Rossi Racing Team, who had a splendid victory at Sebring with Vic Elford and Gerard Larrousse sharing the drive.

(Picture by London Art Tech)

We're turning on the power for you.

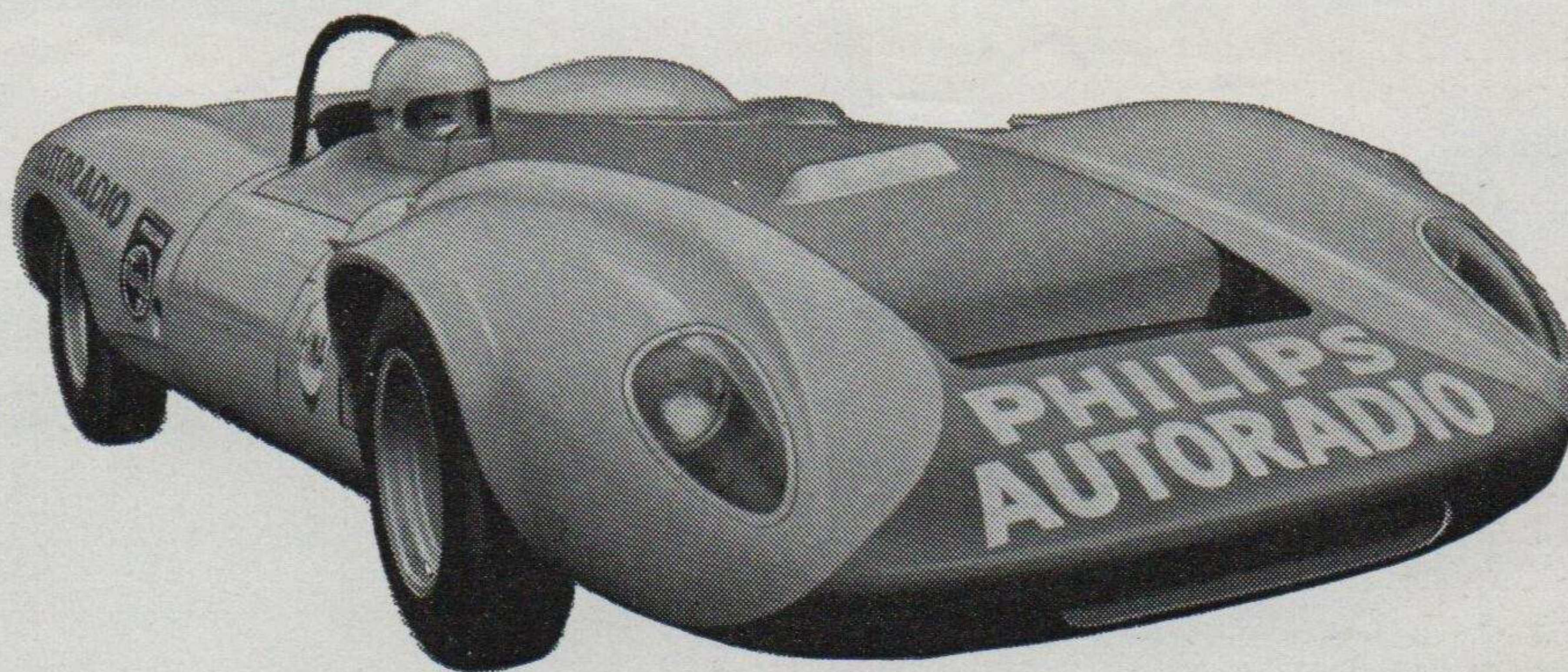
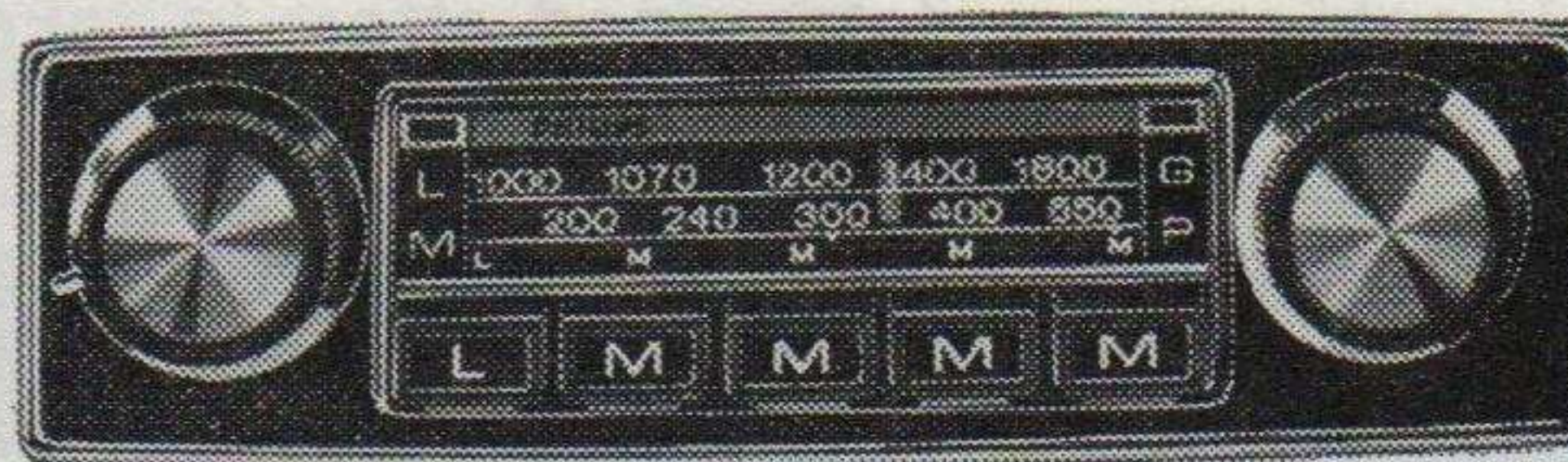
Watch out for the young English racing driver Guy Edwards in the new Philips Autoradio-sponsored racing car.

He's competing in the 2 litre Group 5 of this year's major Championship races.

Off the track, we turn on more power for you. We have a brilliant range of car entertainers with everything from car radios to record and cassette playing models. Illustrated is one of our range of car

radios, model RN495. It has instant pushbutton tuning to select any of 5 stations. And tuned RF stage for high sensitivity tuning on busy wavebands.

So wherever you're looking for power, on the track or off, don't miss our performance.



PHILIPS

BOAC 1000— The instant classic

It is usually many, many years before a motor race becomes established as a major event in the calendar, but the BOAC 1000—previously known as the BOAC 500—was one of those very rare races, the instant classic.

Right from July 30, 1967, when it was first staged on the Brands Hatch Grand Prix circuit, it was acknowledged as a leading race on the world scene. It had everything in its favour. Not only was it a qualifying event for the world sports car championship but that year it was also the decider for the coveted title. Porsche went into the fray with a one point lead over Ferrari, but the result—with a Ferrari shared by Chris Amon and Jackie Stewart in second place—tipped the scales for the Italian marque and gave Ferrari the championship.

That first BOAC 500 was of six hours duration, and the big feature was undoubtedly the appearance of the high-winged Chaparral 2F driven faultlessly by Phil Hill and Mike Spence. It was a thrilling sight, with a thunderous roar from its 7 litre Chevrolet engine, and that rear spoiler altering its angle at the behest of the drivers.

Not only was it exciting but it also won, covering 211 laps at an average speed of 93.08 mph. Though Ferrari and Porsche threw in a long list of top names to drive their entries, in a determined effort to take

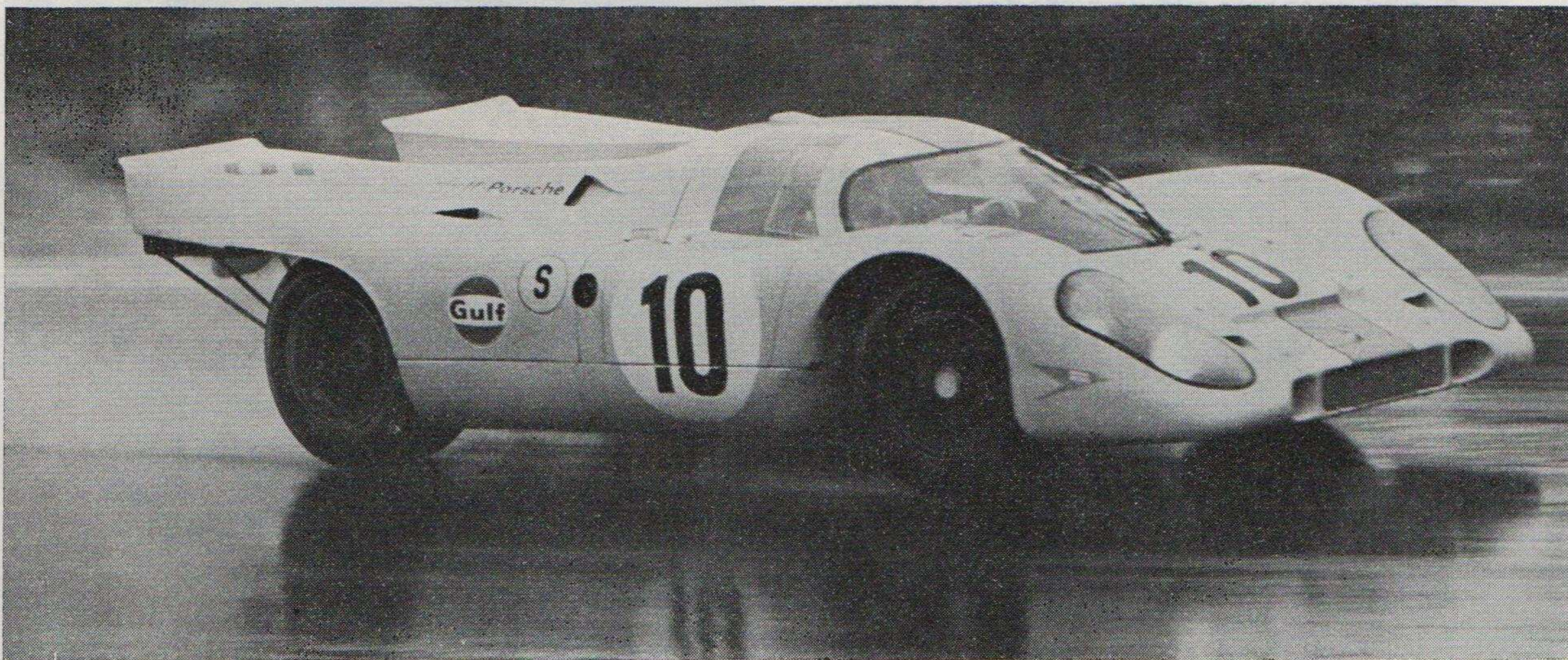
the championship, the Chaparral beat them all (and, in fact, gave Chaparral their only championship points of the season).

Porsche had prayed for rain, for they were pitting 2.2 litre 910s against the 4 litres of the Ferraris, but this prayer was not answered, though Porsches were third and fourth.

So to 1968, when Porsche were expected to overcome the opposition with a very strong team of 2.2 litre 907s. The German team had already won the two opening championship rounds at Daytona and Sebring and were firm favourites for a hat-trick. But it was not to be. Victory went to a 4.7 litre Ford GT40, entered by J. W. Automotive Engineering, carrying the Gulf colours of blue and orange, and splendidly driven by Jacky Ickx and Brian Redman. The car was very intelligently team-managed by John Wyer and his cool tactics paid off handsomely. Bulkier and less handy around the twists and turns of Brands Hatch, the GT40 had to be driven pretty well on the limit throughout, but it behaved perfectly, covering 7 more laps than the 1967 winner and averaging 95.96 mph.

The Porsche 907 of Scarfiotti and Mitter was second, and also covered 218 laps. The significant moment of a fascinating race, which almost certainly cost Porsche victory, came after only 63 minutes when Mitter brought the 907 into the pits long before it was due for its scheduled refuelling. Mitter had spotted his brake warning light glowing red, indicating that the disc pads were down to danger level. What he didn't know was that the warning lamp wiring had gone on the blink! The Porsche mechanics jacked up the front end of the car, satisfied themselves that the pads were *not* worn out,

continued on page 33



Pelting through the rain in last year's splendid race, the winning Porsche 917 which Pedro Rodriguez drove with consummate brilliance.

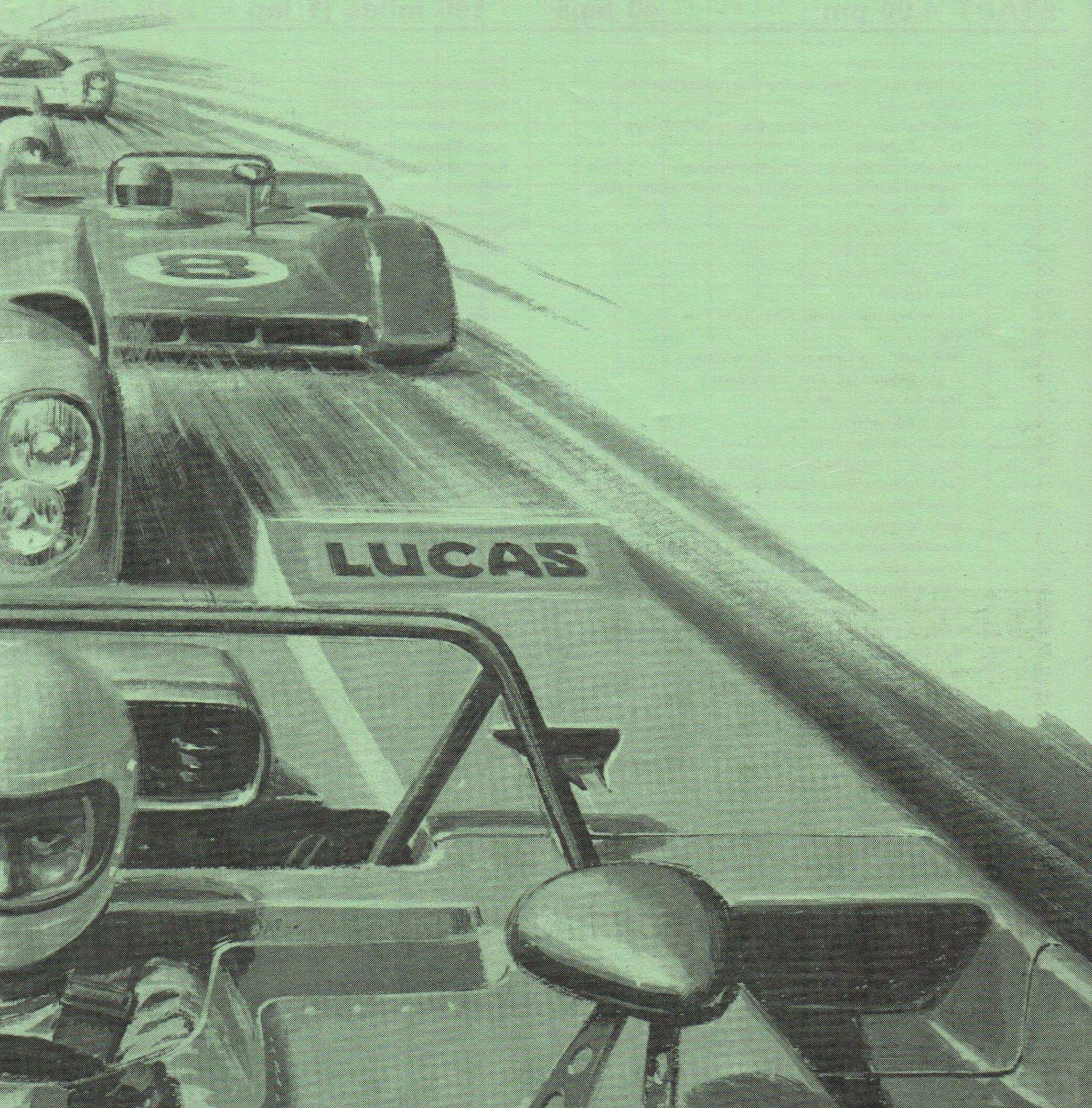
(Photograph by John March)

YOUR ENTRY LIST & LAP CHART

THE BOAC 1000

Brands Hatch, Sunday, April 4 1971

* Shell Super Oil British F.3 Championship race on Saturday April 3



SATURDAY, APRIL 3

THE SHELL SUPER OIL BRITISH F3 CHAMPIONSHIP RACE

Code to nationalities:
 A — Austria AUS — Australia
 B — Belgium BR — Brazil
 CDN — Canada F — France
 GB — Great Britain IRL — Ireland
 NZ — New Zealand S — Sweden
 USA — United States of America

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

Second qualifying round of the Shell Super Oil British F3 Championship

START 4.00 pm 40 laps 106 miles (1 lap = 2.65 miles)

No.	Entrant and Driver	Car	cc	Nat
1	Liptons Picko Troberg Racing (Dvr: Jonas Qvarnstrom)	Repco Brabham-Ford BT35	1598	S
2	Ulf Svensson	Repco Brabham-Ford BT35	1598	S
3	Race Cars International (Dvr: Brendan McInerney)	Repco Brabham-Ford BT35	1598	IRL
4	Colin Vandervell	Repco Brabham-Ford BT35	1598	GB
5	Torsten Palm Racing (Dvr: Ingvar Pettersson)	Repco Brabham-Ford BT35	1598	S
6	The Paul Watson Race Organisation (Dvr: Randy Lewis)	Repco Brabham-Ford BT35	1598	USA
7	Chris O'Brien	Repco Brabham-Ford BT35	1598	CDN
8	Pierre Francois Rousselot	Repco Brabham-Ford BT35	1598	F
9	Jean Louis La Fosse	Repco Brabham-Ford BT35	1598	F
10	Opal (Dvr: Bernard Lagier)	Repco Brabham-Ford BT35	1598	F
11	Alan McCully	Repco Brabham-Ford BT35	1598	NZ
14	Lec Refrigeration Racing (Dvr: David Purvey)	Repco Brabham-Ford BT28	1598	GB
19	Alan Joy	Repco Brabham-Ford BT28	1598	GB
21	Gold Leaf Team Lotus (Dvr: David Walker)	Lotus-Ford 69	1598	AUS
22	J. & J. Stanton Ltd. (Dvr: Gerry Birrell)	Lotus-Ford 69	1598	GB
23	Team C.C.S. (Dvr: Ian Ashley)	Lotus-Ford 69	1598	GB
24	Freddy Kottulinsky	Lotus-Ford 69	1598	S
25	Security Express—Team W.R.O. (Dvr: Richard Longman)	Lotus-Ford 69	1598	GB
26	Weissman Team Alfa Romeo HRHN (Dvr: Harald Ertl)	Lotus-Ford 69	1598	A
27	Team Johnson Wax Belgium (Dvr: Claude Bourgoignie)	Lotus-Ford 69	1598	B
30	Rose Bearings (Dvr: James Hunt)	March-Ford 713	1598	GB
32	Sloan Marshall Garages (Dvr: Tim Goss)	March-Ford 713	1598	GB
34	Alan McKechnie Racing (Dvr: Peter Lamplough)	Palliser-Ford WD31	1598	GB
37	Chris Skeaping	Chevron-Ford B17	1598	GB
38	Bardhal France (Dvr: Jacques Coulon)	Martini-Ford	1598	F
39	Bardhal France (Dvr: Patrice Compain)	Martini-Ford	1598	F
40	Brineton Engineering Co. Ltd. (Dvr: Steve Thompson)	Ensign-Ford	1598	GB
41	Bob Howlings Team Ensign (Dvr: Bev Bond)	Ensign-Ford	1598	GB
43	W. Keens Ltd. (Dvr: Mike Keens)	Tecno-Ford	1598	GB
44	Bob Evans	Puma-Ford	1598	GB
Reserves:				
15	Jose Ferreira (1st Reserve)	Repco Brabham-Ford BT28	1598	BR
28	Andy Sutcliffe (2nd Reserve)	Lotus-Ford 69	1598	GB
35	Royal Restaurants (Dvr: Damian Magee) (3rd Reserve)	Palliser-Ford WD31	1598	GB
16	Ronald Rossi (4th Reserve)	Repco Brabham-Ford BT28	1598	BR
17	Alan Jones (5th Reserve)	Repco Brabham-Ford BT28	1598	GB
31	Roger Williamson (6th Reserve)	March-Ford 713	1598	GB
18	Brian McGuire (7th Reserve)	Repco Brabham-Ford BT28	1598	GB

LAP RECORD

Racing cars — Formula 3

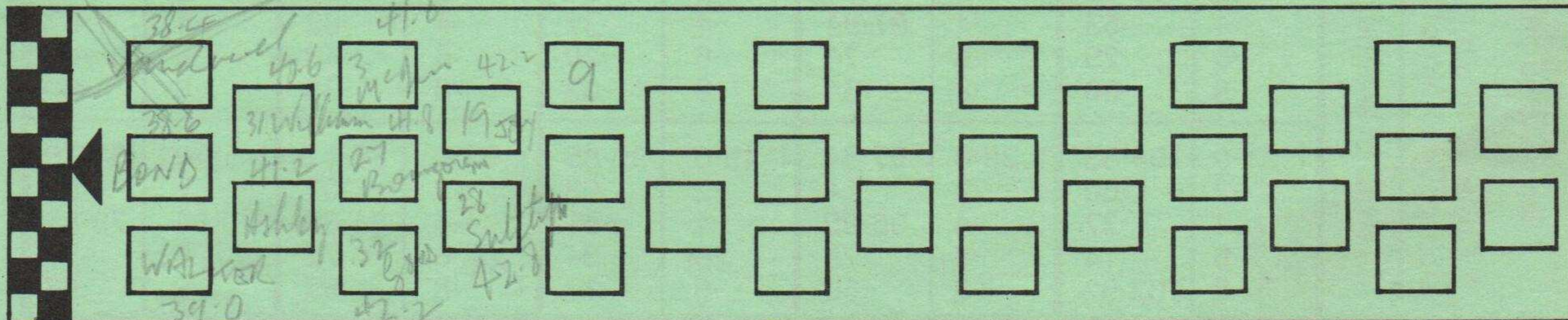
			min.	sec.	m.p.h.	Date
Bev Bond	(1598 cc	Ensign Ford)	1	38.0	97.35	20/3/71
RACE RECORD:						
Colin Vandervell	(1598 cc	Repco Brabham—Ford BT35)	—	—	94.03	20/3/71

LUCAS

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

	SHELL SUPER OIL F3 RACE																				
LAPS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
POS																					
1																					
2																					
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GRID POSITIONS



LAP RECORDS—BRANDS HATCH GRAND PRIX CIRCUIT (2.65 miles)

Driver	cc	Car	min. sec.	m.p.h.	Date
OUTRIGHT LAP RECORD (FORMULA ONE RECORD)					
Jack Brabham	2493	Brabham-Ford BT33	1 25.8	111.18	22/3/70
GROUP 6 PROTOTYPE SPORTS CARS — 2001-3000 cc					
*Jo Siffert	2997	Porsche 908 Spyder	1 28.8	107.43	11/4/69
GROUP 6 PROTOTYPE SPORTS CARS—1301-2000 cc					
Chris Craft	1790	Lola Cosworth FVC T210	1 33.8	101.70	31/8/70
GROUP 5 SPORTS CARS — 2001-5000 cc					
†Chris Amon	4994	Ferrari 512 S	1 28.6	107.67	10/4/70
GROUP 5 SPORTS CARS — 1301-2000 cc					
Nick Gold	1991	Porsche 910	1 39.0	96.36	1/9/69
Ed Swart	1998	Fiat Abarth 2000 sp	1 39.0	96.36	31/8/70

*Unofficial time achieved in practice for BOAC 500 race in 1969.

†Unofficial time achieved in practice for BOAC 1000 race in 1970.

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	119.25	1-25.0	112.23	1-32.0	103.69	1-39.0	96.36	1-46.0	90.00	1-53.0	84.42
.2	118.95	.2	111.97	.2	.47	.2	.16	.2	89.83	.2	.27
.4	.65	.4	.70	.4	.24	.4	95.97	.4	.66	.4	.12
.6	.36	.6	.44	.6	.02	.6	.78	.6	.49	.6	83.98
.8	.06	.8	.18	.8	102.80	.8	.59	.8	.32	.8	.83
1-21.0	117.77	1-26.0	110.93	1-33.0	102.58	1-40.0	95.40	1-47.0	89.15	1-54.0	83.68
.2	.48	.2	.67	.2	.36	.2	.20	.2	88.99	.2	.53
.4	.19	.4	.41	.4	.14	.4	.01	.4	.82	.4	.39
.6	116.91	.6	.16	.6	101.92	.6	94.83	.6	.66	.6	.24
.8	.62	.8	109.90	.8	.70	.8	.64	.8	.49	.8	.10
1-22.0	.34	1-27.0	109.65	1-34.0	101.48	1-41.0	94.45	1-48.0	88.33	1-55.0	82.95
.2	.05	.2	.40	.2	.27	.2	.26	.2	.17	.2	.81
.4	115.77	.4	.15	.4	.05	.4	.08	.4	.00	.4	.66
.6	.49	.6	108.90	.6	100.84	.6	93.89	.6	87.84	.6	.52
.8	.21	.8	.65	.8	.63	.8	.71	.8	.68	.8	.38
1-23.0	114.93	1-28.0	108.40	1-35.0	100.42	1-42.0	93.52	1-49.0	87.52	1-56.0	82.24
.2	.66	.2	.16	.2	.21	.2	.34	.2	.36	.2	.09
.4	.38	.4	107.91	.4	100.00	.4	.16	.4	.20	.4	81.95
.6	.11	.6	.67	.6	99.79	.6	92.98	.6	.04	.6	.81
.8	113.84	.8	.43	.8	.58	.8	.80	.8	86.88	.8	.67
1-24.0	.57	1-29.0	107.19	1-36.0	99.37	1-43.0	92.62	1-50.0	86.72	1-57.0	81.53
.2	.30	.2	106.95	.2	.16	.2	.44	.2	.56	.2	.39
.4	.03	.4	.71	.4	98.96	.4	.26	.4	.41	.4	.26
.6	112.76	.6	.47	.6	.75	.6	.08	.6	.25	.6	.12
.8	.50	.8	.23	.8	.55	.8	91.90	.8	.10	.8	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	106.00	1-37.0	98.35	1-44.0	91.73	1-51.0	85.94	1-58.0	80.84
		.2	105.76	.2	.14	.2	.55	.2	.79	.2	.71
		.4	.53	.4	97.94	.4	.37	.4	.63	.4	.57
		.6	.29	.6	.74	.6	.20	.6	.48	.6	.43
		.8	.06	.8	.54	.8	.03	.8	.33	.8	.30
		1-31.0	104.83	1-38.0	97.34	1-45.0	90.85	1-52.0	85.17	1-59.0	80.16
		.2	.60	.2	.14	.2	.68	.2	.02	.2	.03
		.4	.37	.4	96.95	.4	.51	.4	84.87	.4	79.89
		.6	.14	.6	.75	.6	.34	.6	.72	.6	.76
		.8	103.92	.8	.55	.8	.17	.8	.57	.8	.63



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

	LAPS										SHELL SUPER OIL F3 RACE									
POS	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.....mph

2nd..... 3rd..... 4th..... 5th..... 6th.....

Fastest Lap: Car No..... Time..... Speed.....mph

For Sports Cars complying with Appendix 'J' Group 5 to the International Sporting Code from
 Prototype Sports Cars complying with Appendix 'J' Group 6 to the International Sporting Code

This event qualifies for points towards the FIA International Championship for Makes of Sports Cars

START: 12 Noon

No.	Entrant	Drivers	Nationality
GROUP 5 SPORTS CARS — 2000 cc to 5000 cc			
1	Herbert Muller Racing <i>Rev 512 4.9</i>	Herbert Muller/Rene Hertzog	CH/CH
2	Herbert Muller Racing	To be nominated/Roland Kistler	/CH
3	Escuderia Montjuich	Jose Juncadella/Arturo Merzario <i>DAVID HOBBS</i>	E/I
4	Mike Coombe <i>LOLA T TOGT MK 38 4.9</i>	Brian Muir/Guy Edwards	AUS/GB
6	J.W. Automotive Engineering <i>PORSCHE 917K 4.9</i>	Jo Siffert/Derek Bell	CH/GB
7	J.W. Automotive Engineering	Pedro Rodriguez/Jackie Oliver	MEX/GB
8	Martini Rossi Racing Team	Vic Elford/Gerard Larrousse	GB/F
9	Martini Rossi Racing Team	Helmut Marko/Kurt Ahrens/Gijs Van Lennep <i>BRIAN REDMON</i>	A/D/NL
10	Team Auto Usdau	Willy Kauhsen/Reinhold Jost	D/D
Reserve			
5	Grand Bahama Racing <i>LOLA T TOGT 38 4.9</i>	Tim Stock/To be nominated	GB/
GROUP 5 SPORTS CARS — 1300 cc to 2000 cc			
21	Brian Robinson <i>CHEVRON B16 1790</i>	Brian Robinson/Tony Dean/Barrie Maskell	GB/GB/GB
22	Red Rose Racing	Ken Walker/John Bridges	GB/GB
23	Speed Sport Motobooks	Roger Heavens/Mike Garton	GB/GB
24	The Paul Watson Race Organisation	Andrew Fletcher/Bill Tuckett	GB/GB
25	Intertech Steering Wheels	Trevor Twaites/Angus Clydesdale <i>PETER SMITH</i>	GB/GB
GROUP 6 PROTOTYPE SPORTS CARS — 2000 cc to 3000 cc			
51	Ferrari S.p.A. S.E.F.A.C. <i>312P 2.9</i>	Jacky Ickx/Mario Andretti/Clay Regazzoni	B/USA/CH
52	Son Auto <i>PORSCHE 908 2.9</i>	Guy Chasseuil/Claude Ballot-Lena	F/F
53	Team Auto Usdau	Dieter Spoerry/Hans Weigel	D/D
54	Autodelta S.p.A. <i>ALFA T33 2.9</i>	Andrea de Adamich/Henri Pescarolo/Toine Hezemans	I/F/NL
55	Autodelta S.p.A. <i>T33 2.9</i>	Rolf Stommelen/Nanni Galli/Toine Hezemans	D/I/NL
56	Lenham-Hurst Racing <i>Lenham P71 2.9</i>	Ray Calcutt/Roger Hurst	GB/GB
GROUP 6 PROTOTYPE SPORTS CARS — 1300 cc to 2000 cc			
62	Jack Wheeler <i>DAREN 1.9</i>	Hugh Dibley/Martin Davidson/Jack Wheeler	GB/GB/GB
63	Speed Sport Motobooks <i>DUNLOP 1.9</i>	Martin Ridehalgh/Bill McGovern	GB/GB
64	Herbert Muller Racing <i>HURON 1.9 1860</i>	Sid Fox/To be nominated	GB/
65	Huron Auto Racing Developments Ltd. <i>1790</i>	Shaun Jackson/Francois Migault <i>ROGER LEMAITRE</i>	GB/F
66	Camel Filters Team Huron	Roger Enever/Clive Baker	GB/GB
67	Ecurie Evergreen <i>LOLA T210</i>	Alain de Cadenet/Franco Ghezzi	GB/I
68	Ecurie Evergreen	David Weir/Mike Walton/James Hunt	GB/GB/GB
69	Filipinetti <i>LOLA T212</i>	Jo Bonnier/To be nominated <i>PETER WESTBURY</i>	S/
70	Philips Autoradio	Guy Edwards/Mike Franey	GB/GB
71	The Paul Watson Race Organisation <i>LOLA 210</i>	David Farnell/Peter Crossley	GB/GB
72	Chevron Racing Team <i>CHEVRON B19</i>	Chris Craft/To be nominated	GB/
73	Worcestershire Racing Association	John Burton/John Bamford	GB/GB
74	D.A.R.T. Racing with Castrol	John Miles/Graham Birrell	GB/GB
75	The Paul Watson Race Organisation	Terry Croker/Richard Shardlow	GB/GB
76	Martin Racing Developments <i>MARTIN BMB</i>	Peter Gaydon/Edward Negus	GB/GB
77	Martin Racing Developments <i>MARTIN BMB</i>	Brian Martin/Ed Swart	GB/NL
Reserves:			
61	Tony Beeson <i>GRUPA 1.9</i>	Tony Beeson/To be nominated (1st Reserve)	GB/
78	Ken Appleby <i>COSTIN 1.5</i>	Ken Appleby/To be nominated (2nd Reserve)	GB/

LUCAS

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

1,300 cc to 5,000 cc, and for
from 1,300 cc to 3,000 cc.

Sports Cars and Prototype Sports Cars.

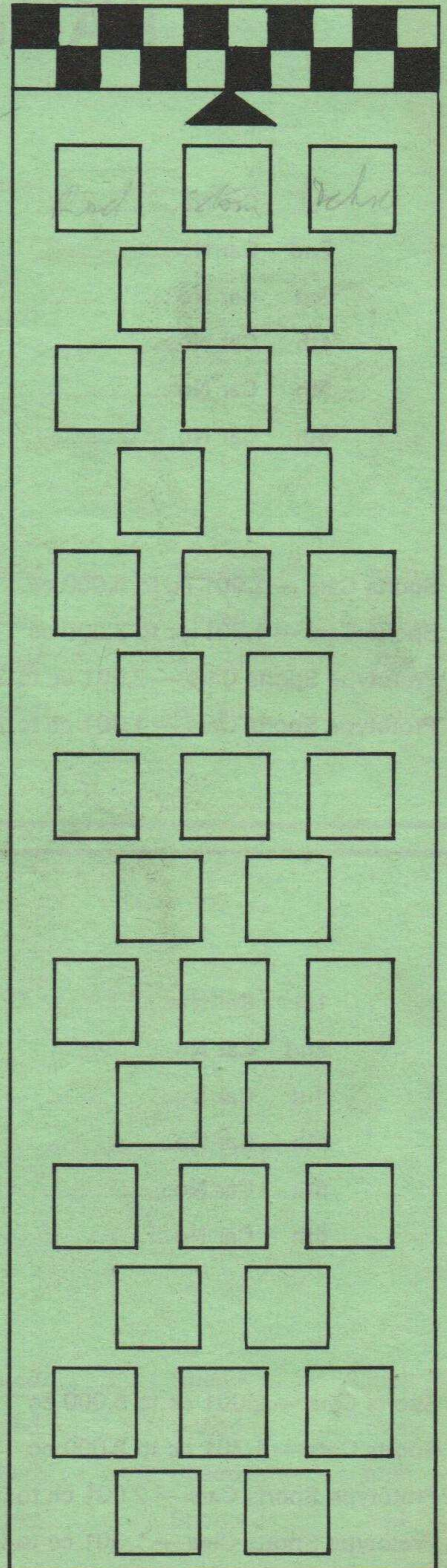
Code to nationalities:

A — Austria	GB — Great Britain
AUS — Australia	I — Italy
B — Belgium	MEX — Mexico
CH — Switzerland	NL — Holland
D — Germany	S — Sweden
E — Spain	USA — United States
F — France	

100 kilometres, 235 laps

GRID POSITIONS

<i>Car</i>	<i>cc</i>
Ferrari 512M	4994
Ferrari 512M	4994
Ferrari 512M	4994
Lola T70GT Mk.3B	4992
Porsche 917K	4907
Porsche 917K	4907
Porsche 917K	4907
Porsche 917K	4907
Porsche 917K	4907
Lola T70GT Mk.3B	4992
Chevron B16	1790
Chevron B16	1790
Chevron B16	1790
Chevron B16	1790
Chevron B16	1790
Ferrari 312P	2997
Porsche 908	2997
Porsche 908	2997
Alfa Romeo T71 ³³	2994
Alfa Romeo T71 ³³	2994
Lenham P71	2993
Daren	1991
Dulon LD11P	1991
Huron 4A	1860
Huron 4A	1790
Huron 4A	1790
Lola T210	1790
Lola T210	1790
Lola T212	1790
Lola T212	1790
Lola T210	1790
Chevron B19	1790
Chevron B19	1790
Chevron B19	1790
Chevron B19	1790
Martin BM8	1790
Martin BM8	1790
Gropa	1997
Costin	1558





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

RACE LEADER BOARD

OVERALL LEADERS AT 50 LAPS

1st	Car No.....	Laps completed.....	Time :h.....m.....s
2nd	Car No.....	Laps completed.....	
3rd	Car No.....	Laps completed.....	
4th	Car No.....	Laps completed.....	
5th	Car No.....	Laps completed.....	
6th	Car No.....	Laps completed.....	

CLASS LEADERS AT 50 LAPS

Sports Cars — 2,001 cc to 5,000 cc	Car No.....	Laps completed.....	Speed.....mph
Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 2,001 cc to 3,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph

OVERALL LEADERS AT 100 LAPS

1st	Car No.....	Laps completed.....	Time :h.....m.....s
2nd	Car No.....	Laps completed.....	
3rd	Car No.....	Laps completed.....	
4th	Car No.....	Laps completed.....	
5th	Car No.....	Laps completed.....	
6th	Car No.....	Laps completed.....	

CLASS LEADERS AT 100 LAPS

Sports Cars — 2,001 cc to 5,000 cc	Car No.....	Laps completed.....	Speed.....mph
Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 2,001 cc to 3,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph

LUCAS**1971 South African G.P.—won by M. Andretti, Ferrari, relying on
Lucas Petrol Injection.**

RACE LEADER BOARD

OVERALL LEADERS AT 150 LAPS

1st	Car No.....	Laps completed.....	Time:h.....m.....s
2nd	Car No.....	Laps completed.....	
3rd	Car No.....	Laps completed.....	
4th	Car No.....	Laps completed.....	
5th	Car No.....	Laps completed.....	
6th	Car No.....	Laps completed.....	

CLASS LEADERS AT 150 LAPS

Sports Cars — 2,001 cc to 5,000 cc	Car No.....	Laps completed.....	Speed.....mph
Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 2,001 cc to 3,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph

OVERALL LEADERS AT 200 LAPS

1st	Car No.....	Laps completed.....	Time:h.....m.....s
2nd	Car No.....	Laps completed.....	
3rd	Car No.....	Laps completed.....	
4th	Car No.....	Laps completed.....	
5th	Car No.....	Laps completed.....	
6th	Car No.....	Laps completed.....	

CLASS LEADERS AT 200 LAPS

Sports Cars — 2,001 cc to 5,000 cc	Car No.....	Laps completed.....	Speed.....mph
Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 2,001 cc to 3,000 cc	Car No.....	Laps completed.....	Speed.....mph
Prototype Sports Cars — 1,301 cc to 2,000 cc	Car No.....	Laps completed.....	Speed.....mph

LUCAS

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

FINAL RESULTS

Overall

1st Car No..... Laps completed..... 4th Car No..... Laps completed.....
2nd Car No..... Laps completed..... 5th Car No..... Laps completed.....
3rd Car No..... Laps completed..... 6th Car No..... Laps completed.....
Winner's time..... Speed.....mph

Sports Cars 2,001 cc to 5,000 cc

1st Car No..... Laps completed..... 3rd Car No..... Laps completed.....
2nd Car No..... Laps completed..... 4th Car No..... Laps completed.....
Winner's time..... Speed.....mph

Sports Cars 1,301 cc to 2,000 cc

1st Car No..... Laps completed..... 3rd Car No..... Laps completed.....
2nd Car No..... Laps completed..... 4th Car No..... Laps completed.....
Winner's time..... Speed.....mph

Prototype Sports Cars 2,001 cc to 3,000 cc

1st Car No..... Laps completed..... 3rd Car No..... Laps completed.....
2nd Car No..... Laps completed..... 4th Car No..... Laps completed.....
Winner's time..... Speed.....mph

Prototype Sports Cars 1,301 cc to 2,000 cc

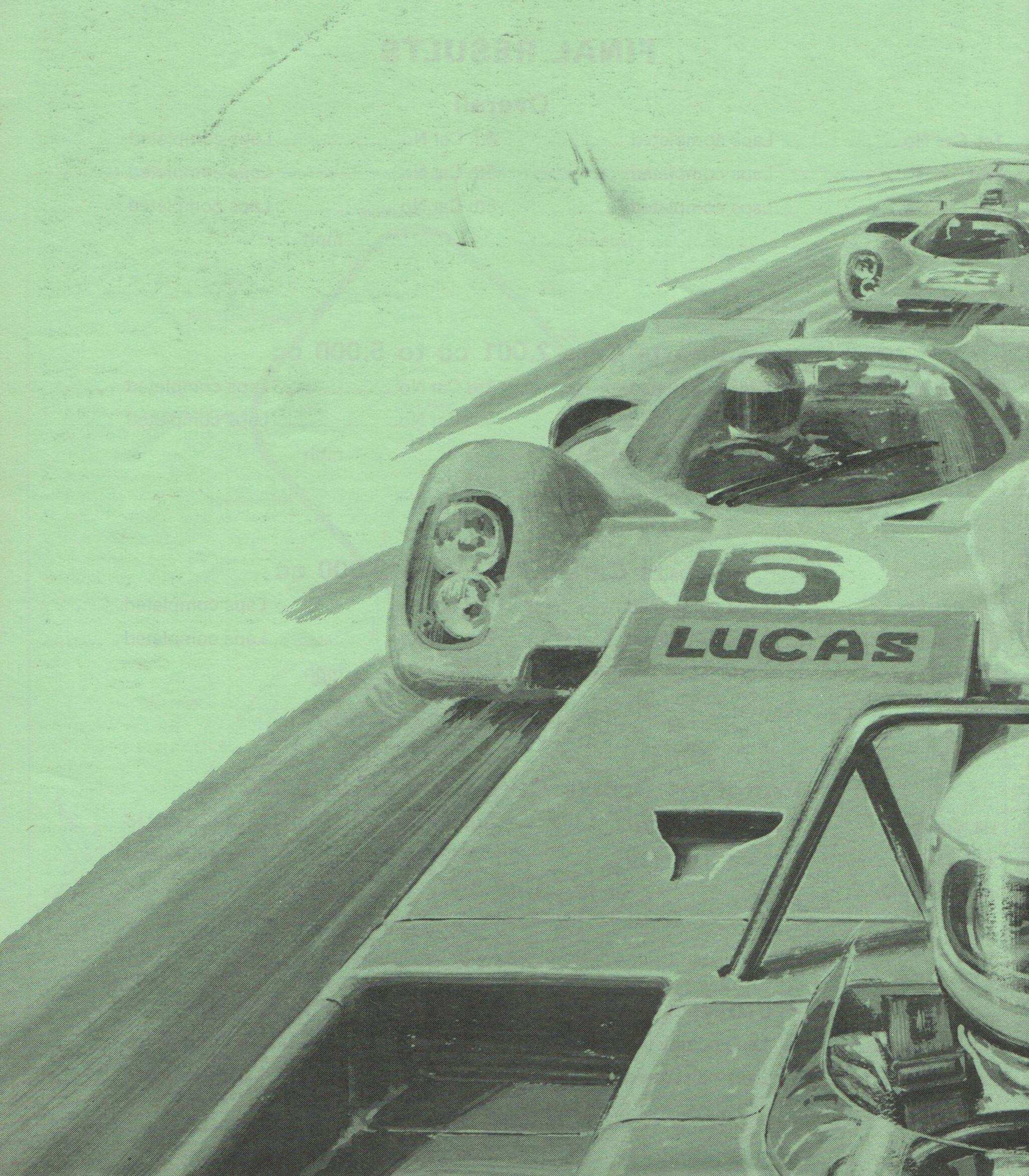
1st Car No..... Laps completed..... 3rd Car No..... Laps completed.....
2nd Car No..... Laps completed..... 4th Car No..... Laps completed.....
Winner's time..... Speed.....mph

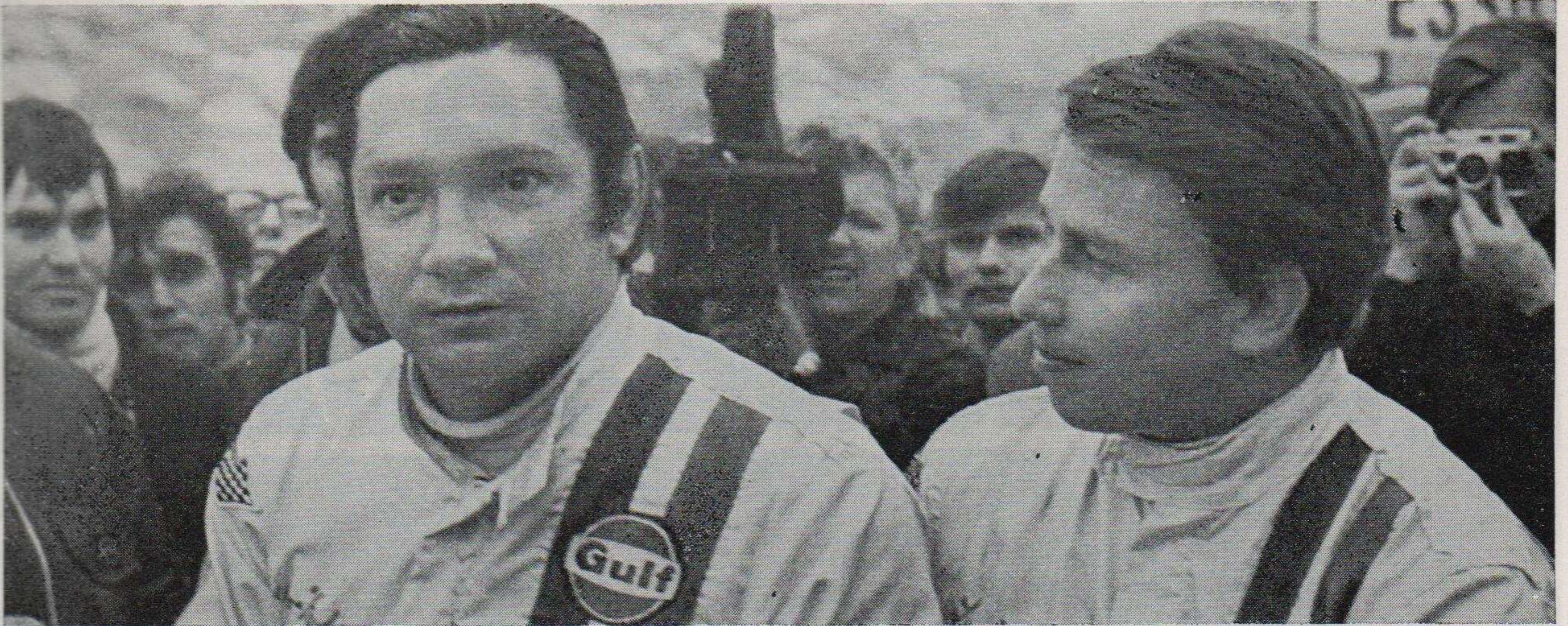
LUCAS

**ELECTRICAL
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The end of a classic drive for last year's BOAC 1000 victors, Pedro Rodriguez and Leo Kinnunen.

(Photograph by Peter Tempest)

confirmed that the warning light was playing tricks . . . and lost time which cost Porsche the race.

The other excitement of that year's race was the appearance of the Howmet TX with its turbine power. Unfortunately, Dick Thompson had the throttle stick on only lap 7 and he went into the bank at Druids, but it was fun while it lasted. And so was the slippery-looking Ford Sports Prototype which Bruce McLaren and Mike Spence lapped very competitively (in the lead for a time) until a doughnut coupling sheared.

It had to happen eventually, and the 1969 BOAC 500 saw victory for Porsche. Winners were Jo Siffert and Brian Redman in their Porsche 908, who covered 227 laps at an average of 100.22 mph. And Porsche rubbed in their dominance by taking second and third places as well.

Ferrari put up a strong battle with a lone 312P driven with tremendous dash by Amon and Pedro Rodriguez. The Ferrari looked good and sounded wonderful, but an early puncture knocked it back to fourth, and though Chris Amon managed to haul it back into second place he was later handicapped by a sticking throttle slide and had to be content with fourth place.

That was the year when Jo Bonnier had his hectic crash along Bottom Straight. He got on to the grass coming out of Bottom Bend, failed to avoid a protective earth bank below the control tower and cartwheeled towards the back of the pits with bits flying everywhere from his Lola. It looked frightful, but Jo walked away complaining only that he felt rather dizzy!

The name of the race changed last year to the BOAC 1000 and was over a distance of 1,000 kilometres. The reason was twofold; to conform with other championship events such as the Monza and Nurburgring 1,000 kilometre races, and because the

faster speeds being achieved meant that drivers could cover far more than 500 miles during a six-hour race. At least, they could beat the 500 miles handsomely in six hours under dry conditions, but last year's race was run in diabolically wet circumstances.

Yet despite the teeming rain a really tremendous crowd turned up to watch the promise of a battle Royal between the big Porsches and Ferraris. There were five 4.5 litre Porsche 917s opposed to four Ferrari 512s with their 5 litre engines, and this is what brought the spectators along in their thousands. They were not disappointed, and though the race lasted $6\frac{3}{4}$ hours and the winner's average speed was a mere 92.15 mph, it was a real thriller. It saw, as Autosport observed, ' . . . remarkable displays of wet weather car control by some of the world's top drivers in big, brutal sports cars.'

And most remarkable of all was the performance of pint-sized Pedro Rodriguez, who drove one of the J. W. Automotive/Gulf Porsche 917s along with Leo Kinnunen. Pedro put up a terrific show, taking the bulk of the driving on his shoulders and giving a display of wet-circuit control which will long live in the memory. He finished five laps ahead of the next Porsche 917, while another Porsche 917 was third.

Pedro had his problems too. He was black-flagged through making up a place in the traffic while the yellow flags were out following a dramatic accident nearly on the start-finish line, and had a spin at Druids, but he was absolutely unbeatable that day.

The two works Ferraris ran into numerous niggling troubles, but Chris Amon and Arturo Merzario eventually finished their 512s in fifth place, behind a Porsche 908.

It was a day to remember. If today's race, fifth in the series, comes anywhere near it for spectacle and sheer skill, then you are in for a motor racing treat.

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AT THE HEART OF THE HOTTER ENGINE

The number of world-class top-line racing drivers is really quite small, but among the select few there is no doubt that Jacky Ickx now holds a very firm place.

It is hardly surprising that this quiet, unassuming Belgian should be where he is, for his family background made it almost inevitable. He is the son of a distinguished motoring historian and journalist—also named Jacques Ickx—who used to be successful in motorcycle and car events. (He was the first scrambles champion of Belgium and won the Liege-Rome-Liege rally in 1951.)

Now he has been runner-up in the Formula 1 drivers' world championship for the past two years, managing this in 1969 despite missing the last three qualifying events through breaking a leg. With Ferrari's flat-12 single-seater going so well there would appear a strong possibility that this season will see him finish as Number 1 on the Grand Prix scene.

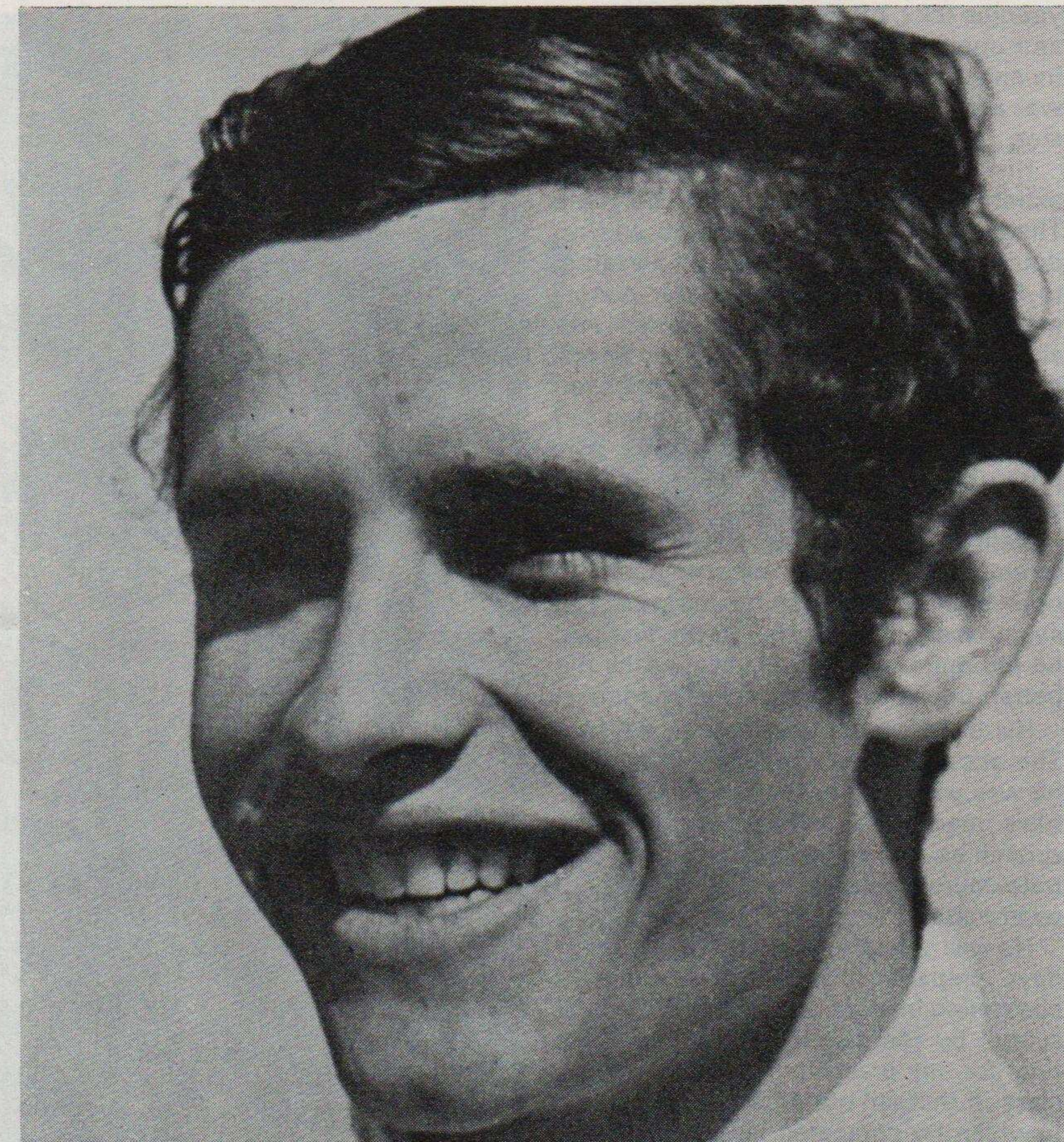
But he is also a brilliant driver of powerful sports cars. If you were here for the BOAC race in 1968 you will probably remember his fine victory with Brian Redman at the wheel of a Ford GT40. And his tremendous duel at the finish of the Le Mans 24 Hours in 1969, when he pitted one of the J.W. Automotive GT40s against a Porsche 908 driven by Hans Hermann and pipped the German on the post. This will go down as a classic drive.

Jacky Ickx was born just after the end of the war in 1945. He was sent to boarding school at an early age. His first school was on the top of a hill about five miles from his home, a superb house built from the stones of a 14th century convent on the outskirts of Brussels, and from the upper storeys he could just see the house. Later on he was moved to another school some sixty miles away. He did not enjoy either of them.

'I was really allergic to school', he says with a good deal of feeling. 'I wanted to be free.' He adds, 'I am very competitive now, but at school I wasn't competitive.'

When he was twelve years old, his father took him to the Belgian Grand Prix at Spa-Francorchamps. The outing, which was supposed to be a treat, turned out to be a failure. 'I was so worried—I mean, bored—by it that after I asked my father if I had to go again the next year. I preferred to stay at home and play with my toy soldiers.'

By the time he was fourteen it seemed that his academic progress needed a strong shot in the arm. His father promised him a power-assisted cycle with a 50 cc engine if only he'd do better. On his own admission, he did not work that



Jacky Ickx— ace on two wheels & four

(But at 12 he preferred toy soldiers)

Based on a Shell motorsport profile

much better, but he got the reward. He was too young to ride the machine on the roads so he used to take it out into the country. Unknowingly, he was already setting up the beginning of his future career, for what he was doing was scrambling.

Liberation from the woodland tracks came when he was sixteen and old enough to hold a motorcycle licence. By this time the power-assisted cycle was pretty well clapped out. There was no point in getting another. What he wanted now was a *real* machine.

He knew exactly what he wanted; a 50 cc trials bike put out by the German firm of Zundapp. He also knew where he could get one for £50. What followed was one of those little dramas which are played out in far too many households to require any description here. An adequate title would be 'The Twisting of Father's Arm.' Mr. Ickx Snr. held out for three months and then capitulated. Jacky could have the machine, but only on condition that the money was paid back.

At this point, which was obviously a somewhat traumatic experience for the

younger Ickx, his English really goes wild and one is left with the knowledge that he ended up with two motorcycles. One was a trials machine and the other a roadster.

His ambition was to go scrambling, an extremely popular sport in Belgium. There are a great many events and no doubt there was the example of his father to lead him on. Seeking better performances than had been designed into either of the machines, he tirelessly swapped engines and components until even Zundapp could scarcely have recognised them. Unfortunately, though not surprisingly, he had to admit that neither went any better for all that.

Happily, he met the organiser of a scrambles event who was prepared to offer him £1 50p starting money. The event was in three parts. In the first part he did quite well. In the second he did better, but in the third something broke.

His unhappiness was not to last long. The answer to the breakdown was that he was using the wrong kind of bike. A trials machine is clearly not built for scrambles, and so he decided to concentrate entirely on trials, where speed is not so important.

He was still at school. He spent Saturdays preparing his machine, Sundays competing in trials, and had to be back at school by the evening. There was no time for any practising. Yet he won his class in thirteen out of the twenty events in which he competed. At the end of the season he was unofficial 50 cc Trials Champion of Belgium (since at that time no official championship existed for this class in his country). Thereafter he won the Belgian 50 cc Trials Championship for novices on two occasions and for experts, once.

Inevitably this brought him to the notice of the Zundapp works team. Especially when, during an international event, his rear tyre burst at the start of an extremely difficult section. He carried on, riding mostly on the rim, and finished without loss of points. Furthermore, he put up a better performance than some of the works riders.

Trials were all very well, but they left a gap in the Summer months. In an attempt to fill it, he bought a Kreidler racer with his rapidly mounting supply of starting and prize money. He won his first two races, had to retire in the third, and came to the notice of Suzuki's talent scouts. They invited him to Zandvoort for a test.

He did very well and was invited to ride for them in the Belgian and German GPs that year. This was tremendous. There he'd be, up on the grid with such famous



Jacky Ickx negotiating a tricky spot during his two-wheel competition days.

Shell photograph

names as Anderson and Degner, Perris and Anscheidt.

Unfortunately a friend of the family, who had connections with the Federation Internationale Motorcycliste, looked up the regulations and found that, to compete in a GP, you have to be at least eighteen years old. Jacky was only seventeen at the time, so all Suzuki could say was, 'Come and see us again.'

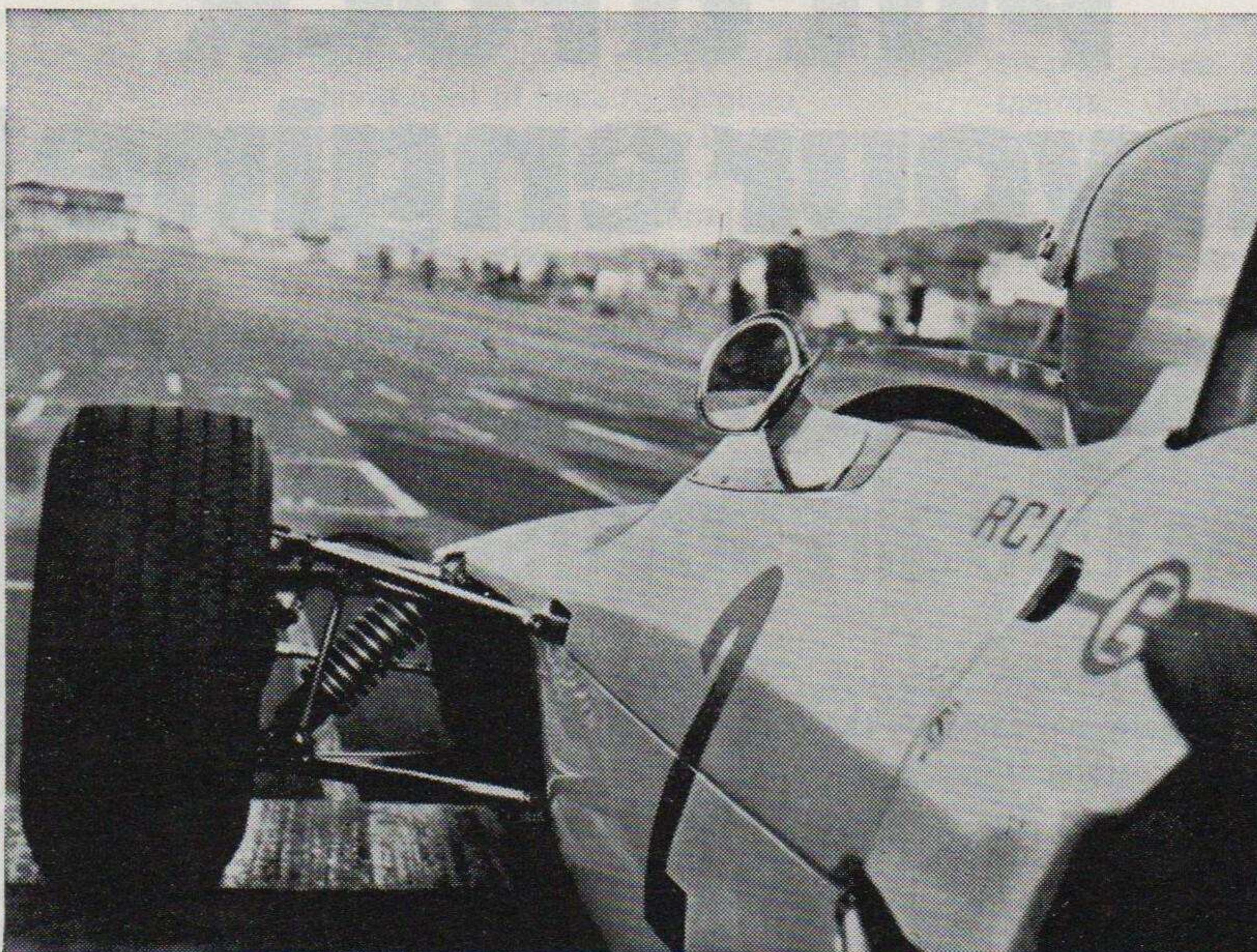
The outcome, however, was not entirely unhappy. The Suzuki importer in Belgium was also a BMW agent. In an attempt to make amends for this crushing disappointment, he offered Jacky a BMW 700 for hill climbs. The idea was that Jacky could have the car on loan, but must maintain and repair it. It sounded fair enough. At the first event, at La Roche, he put up the fastest practice time of all the BMW drivers, but on the morning of the event it poured with rain.

'I took the first corner OK,' he recalls, 'and the second and the third. And then (making graphic gestures with his forefingers) I roll, you know? Without touching the top of the car, you know? We went round and round in the air. But the car wasn't really broken—just a small part of it. The track was slippery like toilet soap.'

Out of the 120 starters, no fewer than 44 came off at this particular corner. As he extricated himself from the car, he looked down the hill. Perched precariously, some 80 feet below, were six of the cars which had spun out of the fray!

But this was the start of his motoring career which was to take him right to the top. From the BMW he went to a Cortina, which he drove with tremendous zest and success. He said at the time, 'There's only one way to go round corners in a Cortina

Lombank and motor sport

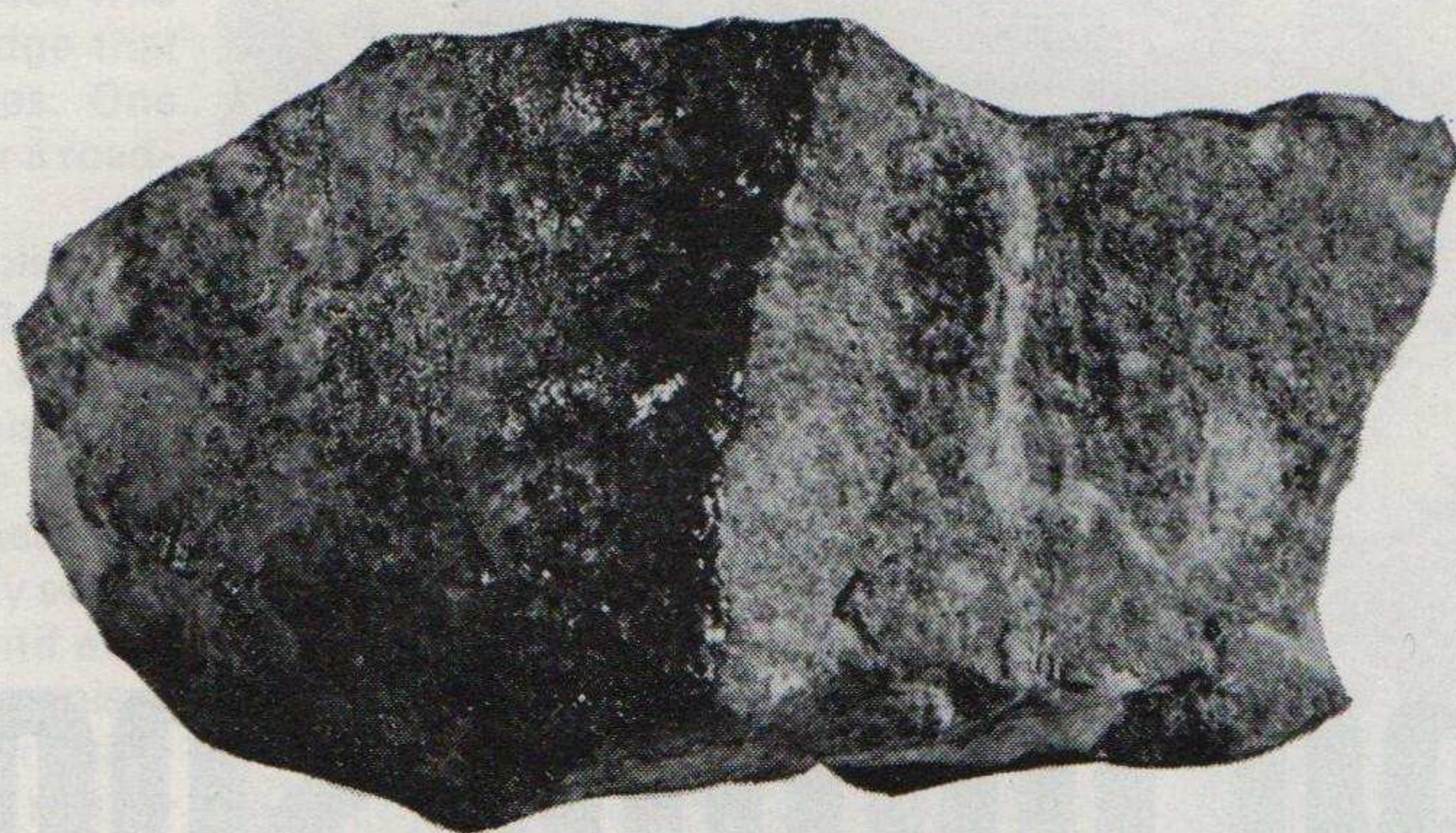


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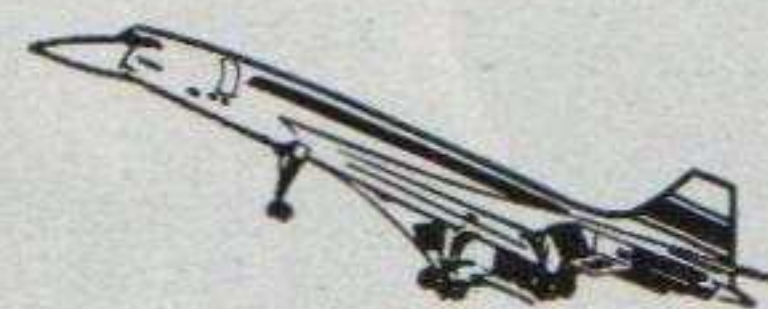
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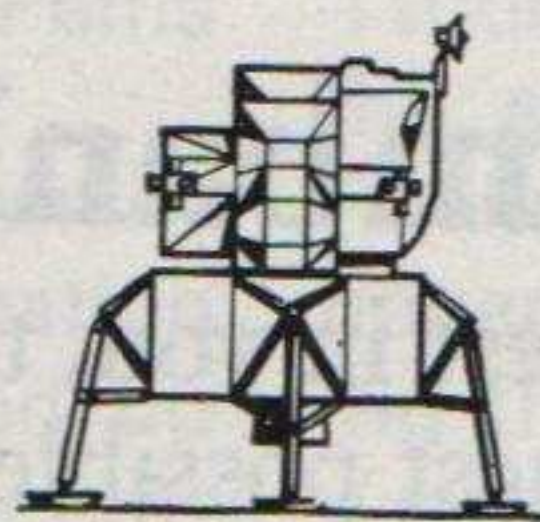
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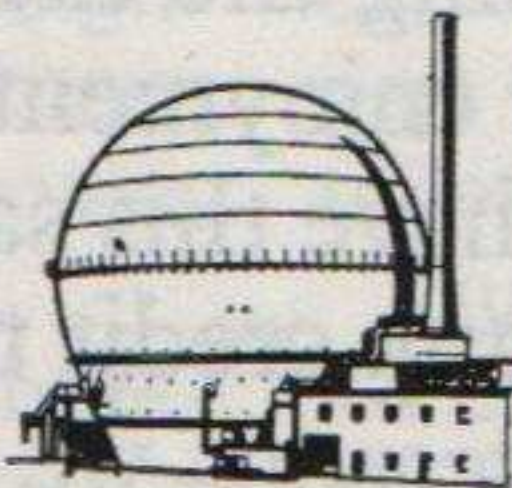
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and that is on three wheels.' From the Cortina he drove a Mustang, moved on to Formula 3 and the then 1,000 cc Formula 2. Then to 1,600 cc Formula 2 and the Mirage, and finally Formula 1. In 1967 he won the F2 European Championship, and astonished everyone by a flashing performance with his F2 Cosworth-engined Matra in the German Grand Prix at Nurburgring, when he set a practice time which would have put him on the front row of the grid (except that the F2 cars had to start at the back of the grid). He was running fifth in that august company until his front suspension gave way.

He has always been good round the Nurburgring, largely owing to an intimate knowledge of the circuit gained during the 84-hours bash known as the Marathon de La Route (which he won in 1966).

His promise came to the notice of that arch-talent spotter, Ken Tyrrell, who had been impressed by seeing Jacky drive brilliantly in a Cortina which had one

wheel about to drop off. Ken invited him to Goodwood for a test drive, and offered him a contract to drive F3, with the possibility of F2 and a longer contract if he did well.

Unfortunately, he had to decline at the time because he had to go into the Belgian Army for his compulsory military service.

'In the Army,' he recalls, 'I could practise with tanks instead of cars, but they were a little bit heavy. However, they gave me leave to go racing in events in Belgium at weekends.'

During 1966, his first year with Ken Tyrrell, he had in fact more Formula 2 drives than Formula 3, partly due to the fact that the F3 car wasn't ready at first and partly to his evident ability. Ken declared, 'Jacky Ickx is outstanding. He's a very fine young driver. He's going to bring a lot of fame to Belgium.'

By 1968 he was in the Ferrari team, and in the French GP at Rouen that year he gave them their first Formula 1 win for a long time after a brilliant wet-weather

drive. That season, he also picked up three third places and two fourths in other GPs.

For 1969 he joined Jack Brabham's team for the Grands Prix, and showed everyone the way round again at Nurburgring to win the German Grand Prix in tremendous style. He also won the Canadian GP at Mosport, and scored second places in the British and Mexican GPs.

Meanwhile, he was getting success in the long-distance sports car classics, for in addition to that splendid victory at Le Mans he also took one of John Wyer's GT40s to the chequered flag at Sebring (both times with Jacky Oliver).

Last season was not so successful for Jacky Ickx in the endurance events, though he partnered John Surtees to second place in the Spa 1,000 Kilometres. He had gone back into the Ferrari fold, and half-way through the the season the 312B began to come right. He got his first world championship points of the season when he came third

continued on page 40



The Tour de France Automobile, 1964. Jacky Ickx at the wheel of his BMW 700. Shell photograph

in the Dutch GP, was just beaten into second place in the German GP at Hockenheim after a blistering slipstream battle with Jochen Rindt's Lotus, and then put Ferrari into the winner's circle again in the Austrian GP. Though his car let him down at Monza, he won the Canadian GP, was fourth in the United States GP, and capped a brilliant season with victory in the Mexican GP.

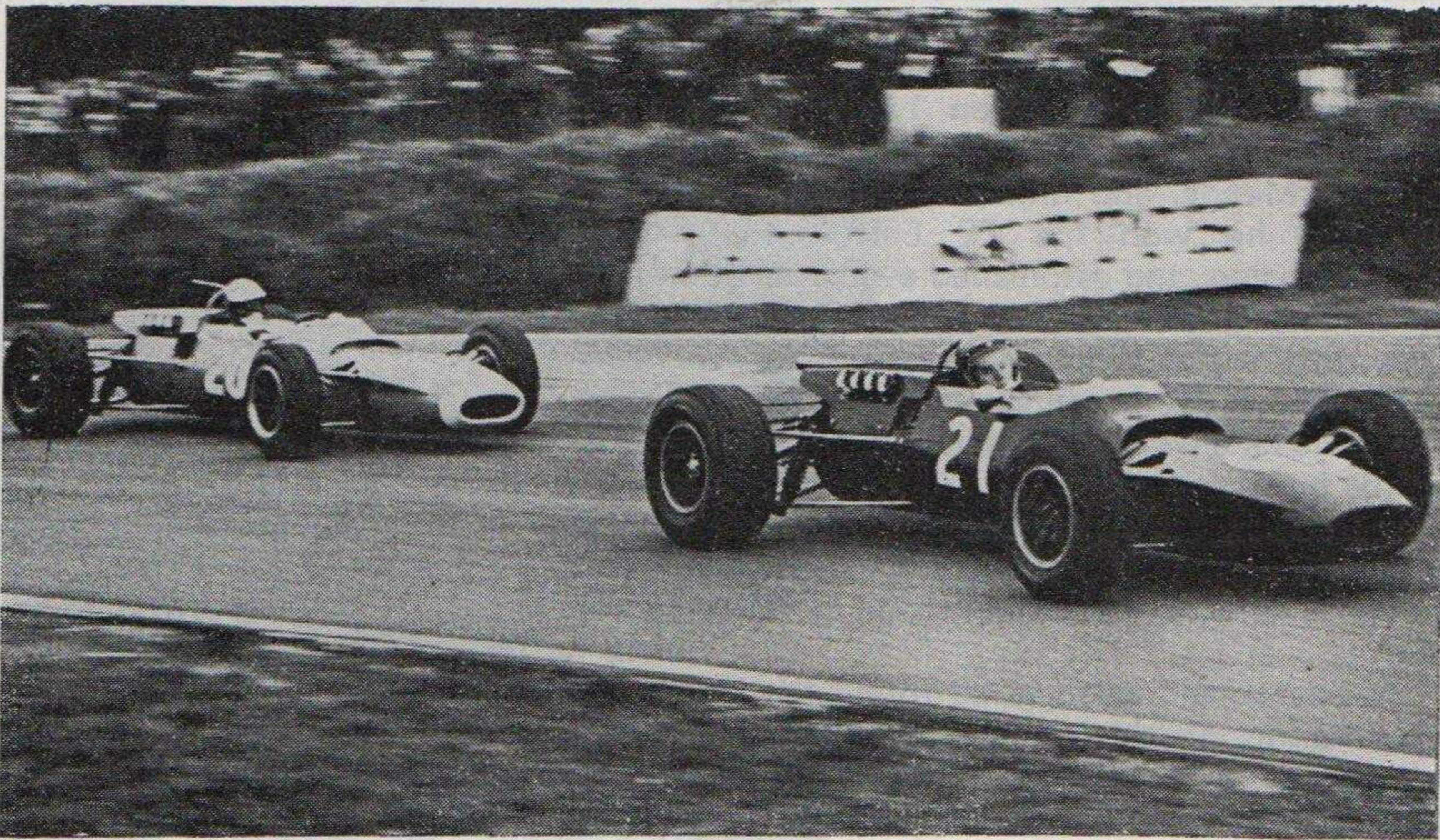
Though he had problems which prevented him from scoring in this year's South African GP, he looks set to challenge for top honours in the championship battle. And if, as expected, he turns up today with Ferrari's latest long-distance weapon, the 312P (which is, in effect, a two-seater version of their formidable F1 machine), he could set the cat among the Porsche pigeons.

Jacky is now a married man; he wed a beautiful Belgian girl last Summer, an event which started unfounded rumours that he was considering retirement from motor racing. But he is such an intensely competitive young man that it is surely unthinkable that he will give up until at least he wins the world championship crown.

He takes his fame with sublime unperturbability. Indeed, if you ask him: 'How does it feel to be famous?', he looks at you blankly and begs you to tell him what you mean.

In the little leisure time he has he likes to go horse-riding. He also helps to exercise race horses and has even occasionally considered becoming an amateur jockey. He plays tennis and a little golf.

At one time he used to do a bit of gliding. Most of the time, though, he's so busy



Jacky is no stranger to Brands Hatch. Here he is in Ken Tyrrell's Matra-Ford F2 car, leading Jean-Pierre Beltoise in the 1967 Race of Champions.

Photograph by Dave Gray

with his motor racing that there's little or no time for recreation.

A stock question asked of racing drivers is: 'What is your ambition?' Jacky's answer is particularly revealing. 'Really,' he says in his rather grating voice after giving the question careful consideration. 'I have no ambition, apart from liking to be good at what I'm doing at the moment.'

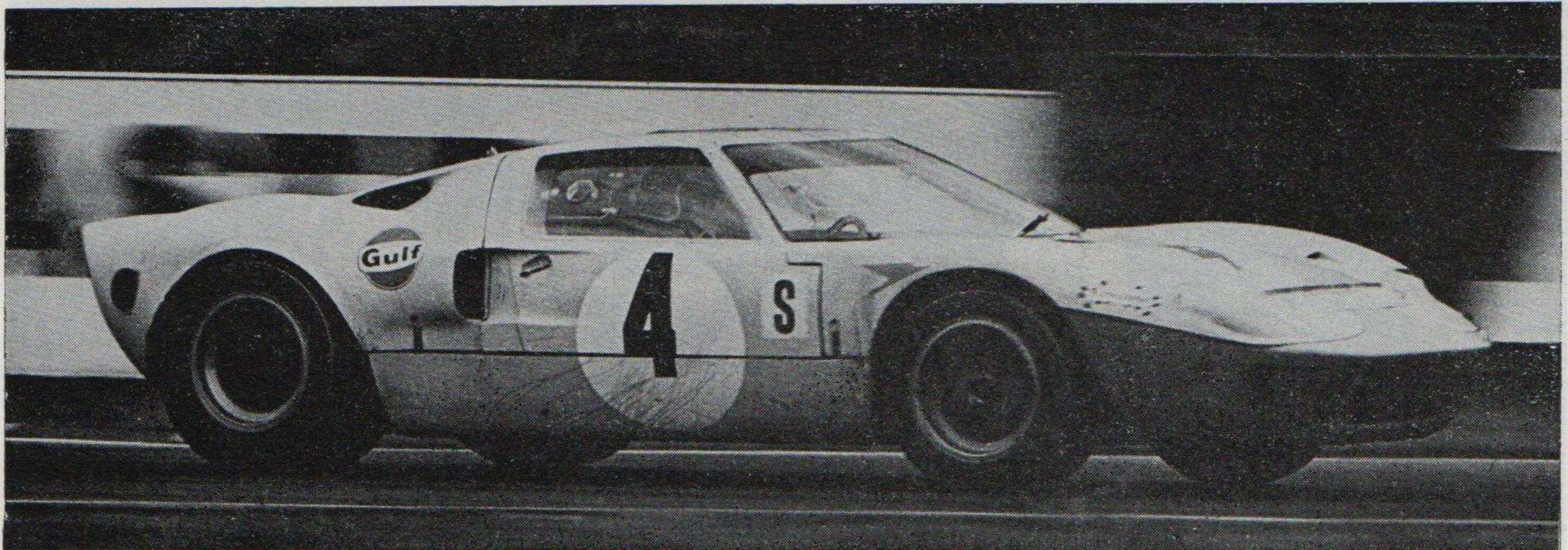
He says modestly that he has been lucky in his motor racing. 'You must have luck,' he says, 'because there are so few places at the top.'

He is also very grateful to the help he has had from his father. 'He is my first support,' he says. 'I think he is proud of

me. My father is really my manager.'

A natural ability far above the average, an understanding father, and luck. Those would seem to be the make-up of Jacky's success.

Behind the wheel of a racing car, he is exceptionally determined and very cool. 'I am never nervous,' he says, 'but before a race, in the paddock, I think I feel the same sort of thing that actors and singers feel before they go on the stage. A sort of contraction of the stomach, you know? Your heart is working faster. Instead of at seventy, or whatever it is, it's running at ninety. But I would not call this "nervous." I think the driver who isn't affected this way is not normal.'



Partnered by Brian Redman, Jacky Ickx drove a Ford GT40 to a well-deserved victory over a strong turnout of Porsche 907s in the 1968 BOAC 500.

Photograph by Dave Gray

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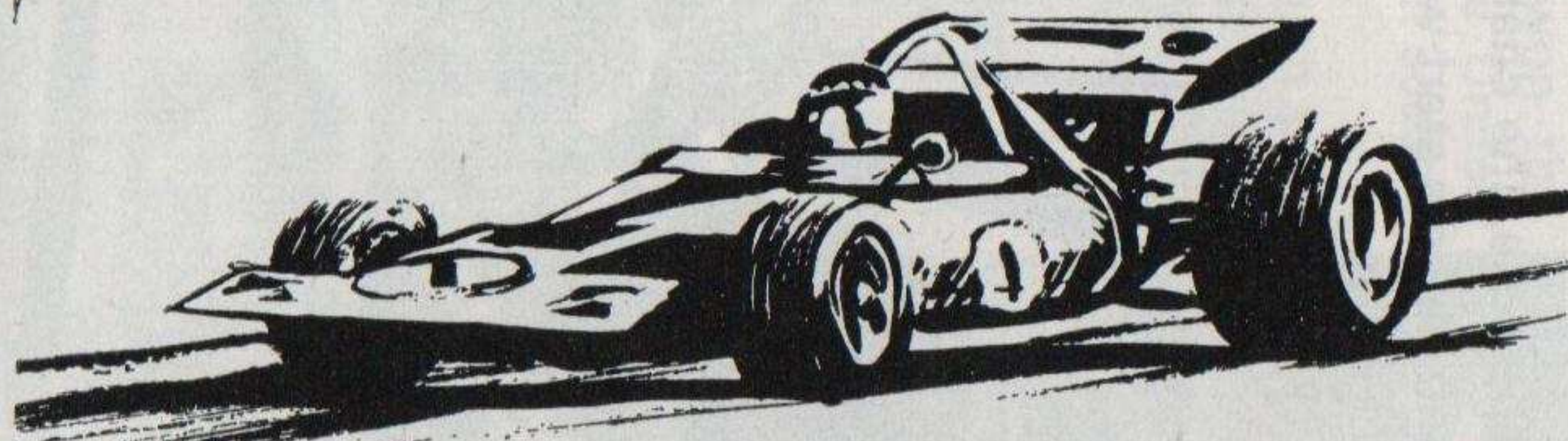
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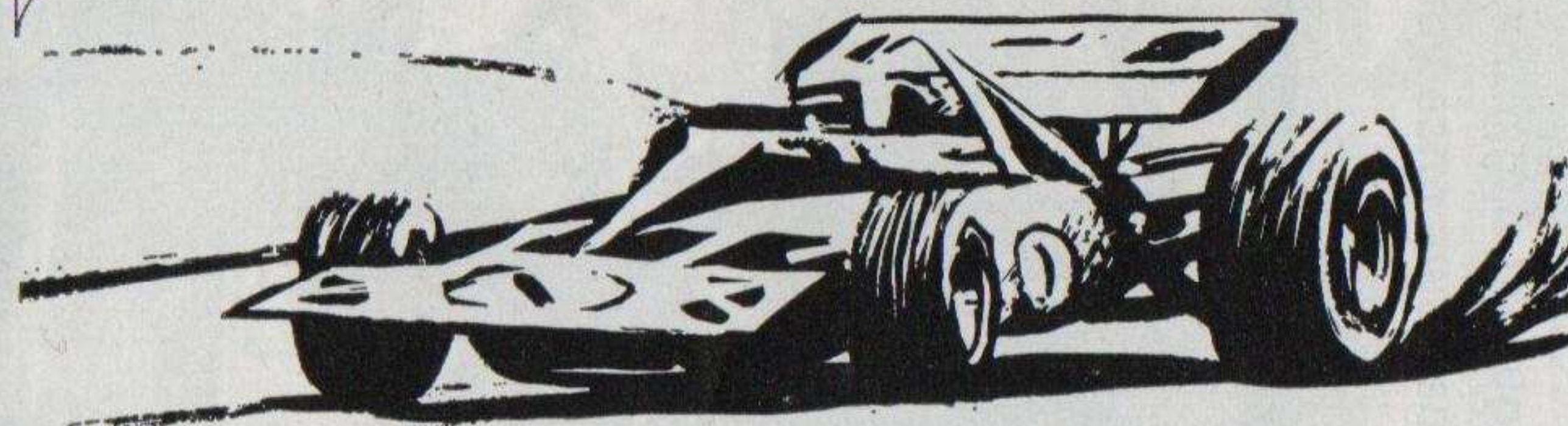
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The motor racing 'circus' goes by air—



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By no means an unusual sight at some of today's most important motor races is a driver running towards an aircraft only minutes after he has crossed the finishing line. Many drivers use their own light aircraft to dash from one country to another so that they can race in one event and practise for another hundreds of miles away all on the same day.

This jet age commuting reaches its epitome when races on both sides of the Atlantic are involved. At Indianapolis time, in May, drivers set up a two-way flow so that they can practise for the American track classic without missing important European championship events.

But this reliance on air travel is not confined just to meeting tight schedules. With races in the same championship being held in South Africa, the USA and Canada as well as in Europe, air travel becomes a vital part of modern motor racing. To organise a large-scale race meeting also means travelling widely—you have to go where the drivers and the sponsors are.

The drivers in this glamorous sport are not unnaturally always in the news but outside the limelight are the organisers who set up the background and the support needed to run even the smallest event.

It is altogether a much more difficult job to set up a motor race than it was in the late fifties, according to Nick Syrett, Executive Director of the British Racing and Sports Car Club, responsible for organising today's meeting.

'It is far more expensive, for one thing,' he says.

'Prices have escalated tremendously.'

Asked about the problem of race organisation, Nick Syrett cannot single out any which looms large in particular, apart from his budget. 'Things are changing all the time,' he says, 'with an ever greater variety of factors affecting the motor racing scene.'

There is a great deal of racing activity in the United States, and Nick finds himself having to cross the Atlantic fairly regularly. He looks forward to the extra room which there will be for his six-foot-plus frame in BOAC's 747s when they come into service on the London—New York run later this month.

Each of the seat cushions on the 747 are, in fact, nearly two inches wider than on any previous BOAC economy class seat, and each 747 seat costs no less than £150.

Comfort must be supported by service if it is to have any true value, and the introduction of a different aircraft means a great deal of planning and organisation.

For BOAC it started in 1966, when Boeing gave project status to the big jet rumour. Four years of work has resulted in many innovations, all aimed at improving efficiency.

Among the most technically interesting of these are the special new hot-air-flow ovens. These have a complete heating cycle of 23 minutes, half the preparation time demanded by the conventional element heat units.

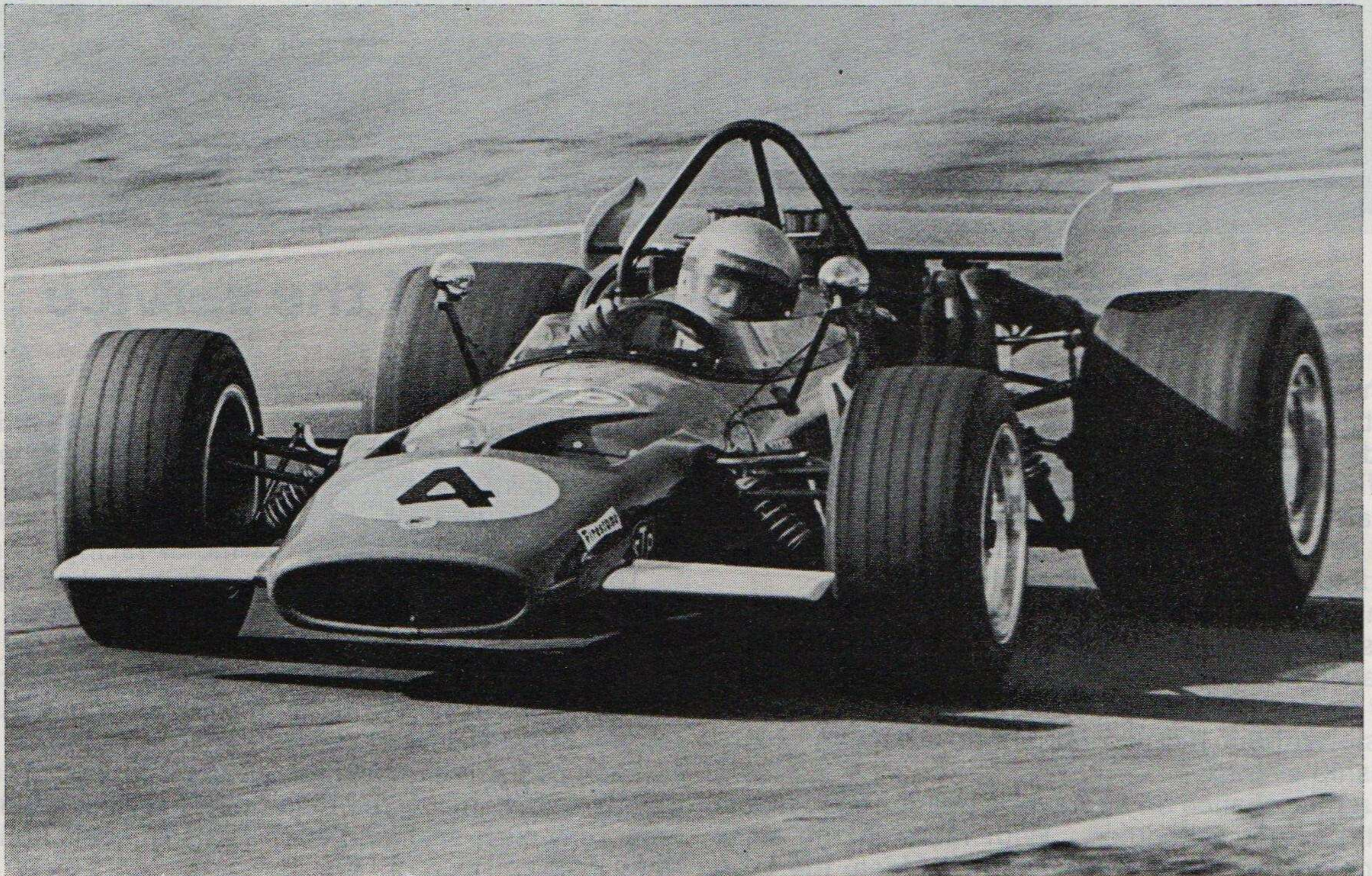
Another important factor in connection with this is the module principle. Modules are allocated to

BE IN ON THE POWER GAME!

Those powerful, hairy Formula 5000 projectiles return to Brands Hatch on Easter Monday, April 12.

Give yourself a real holiday treat at The Rothmans Formula 5000 European Championship Race Meeting.

A full field of 450 horsepower rubber-burners fighting out two 20-lap races on the Grand Prix circuit for a £5,000 purse!



All the big F5000 names will be here for the third round of the Rothmans European F5000 Championship. And all the new, exciting 1971 cars as well.

A full and thrilling programme, starting at 2.30 pm, also includes championship races for Saloons and Clubman's Formula Sports Cars, and a special event for historic sports cars.

Organised by the British Racing & Sports Car Club, and supported by the Evening News.

EASTER MONDAY, April 12th,
at 2.30 p.m.

each of the 747's six galleys and this reduces the loading problems, and time, because each galley larder is stocked from two or three complete modules instead of a multiplicity of smaller units.

Meals are initially prepared in the catering unit, then deep frozen. They are then loaded into the module and put in a 'holding room' at 40 degrees F. To maintain the chilled condition, before heating for service, each galley unit on the 747 has its own cool air system, which is automatically triggered off by the latches which clip the module into the galley. At mealtime the galley steward merely heats 32 meals. After the heat cycle is completed a buzzer and light indicates that the meals are ready and the containers are then transferred to the service trolleys.

The first-class section of BOAC's 747s has a bonus at mealtimes—a small, compact triangular unit, which in effect creates a seventh galley unit. This is in the centre of the cabin and contains a micro-wave oven, based on the system used by America's moon-walkers while they were in isolation unit. This innovation extends the range of the first-class menu and can prepare meals for the table in 45 seconds.

The micro-wave ovens developed from the Apollo

missions to the moon are also built in to certain galleys on the aircraft, to offer additional service.

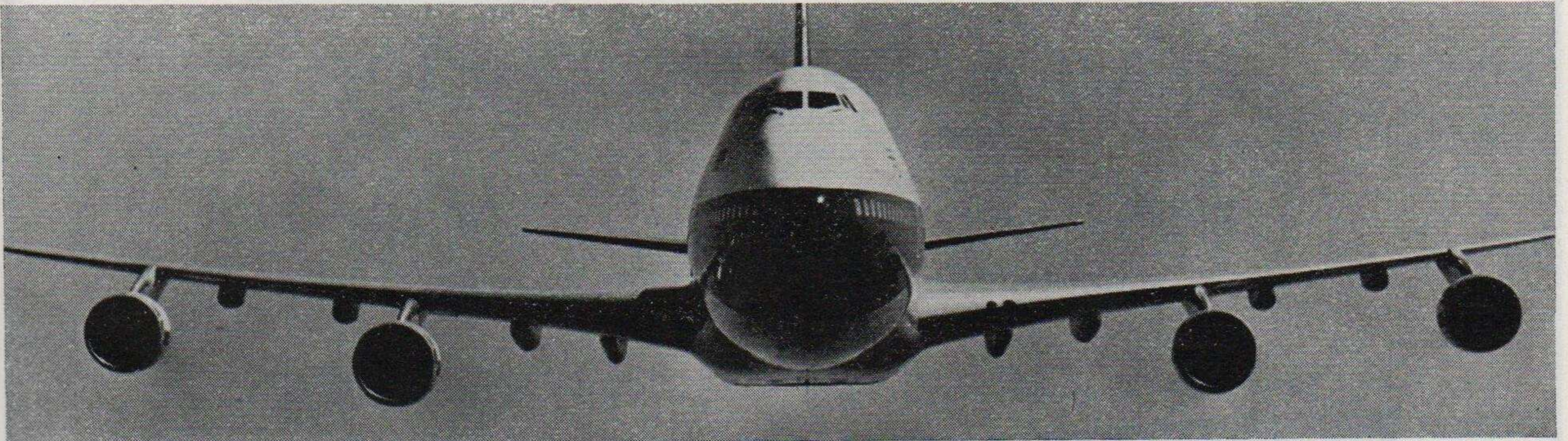
But passengers cannot enjoy their food in the dry atmosphere often associated with air-conditioning. This problem is overcome in a system based on just two cupfuls of water, backed up by nearly twenty years of research into natural air-conditioning.

The water is tapped from the drinking supply and sprayed into the cabin as a fine, mist. This adds the right hint of moisture to the air and rids travellers of the post—and in-flight dried-up feeling.

Supporting these culinary innovations is a special new seat-side bar service.

Insulated containers on 'slave-waiter' trolleys will carry 32 meals at a time, and theory has been proved to show that 32 passengers can be serviced in ten minutes. In fact, under clinical, but non-operational conditions, it was done in 7½ minutes.

Regular travellers, be they racing drivers or businessmen, relying on air travel for their livelihood, look for the extra touches which help the time to pass a little more quickly on long trans-ocean flights. Extra room and extra service on BOAC's 747s should help satisfy this demand.



A helping hand from BOAC

Star drivers of the big, powerful sports cars which take part in the world championship BOAC 1000 have to start somewhere, and BOAC make a point of helping those at the foot of the ladder.

The BOAC Sunshine Series, sponsored by the airline with Ford of South Africa, is a series of five races run in South Africa during the European 'close' season.

This January, three drivers, all up-and-coming on European circuits, flew by BOAC to compete with the South Africans on their own ground in Formula Ford races—and one of them, Peter Hull, very well known at Brands Hatch, carried off the first prize. What is more, Peter did it in a Palliser, a car built by the company run by BOAC's own flying racing driver Senior First Officer Hugh Dibley.

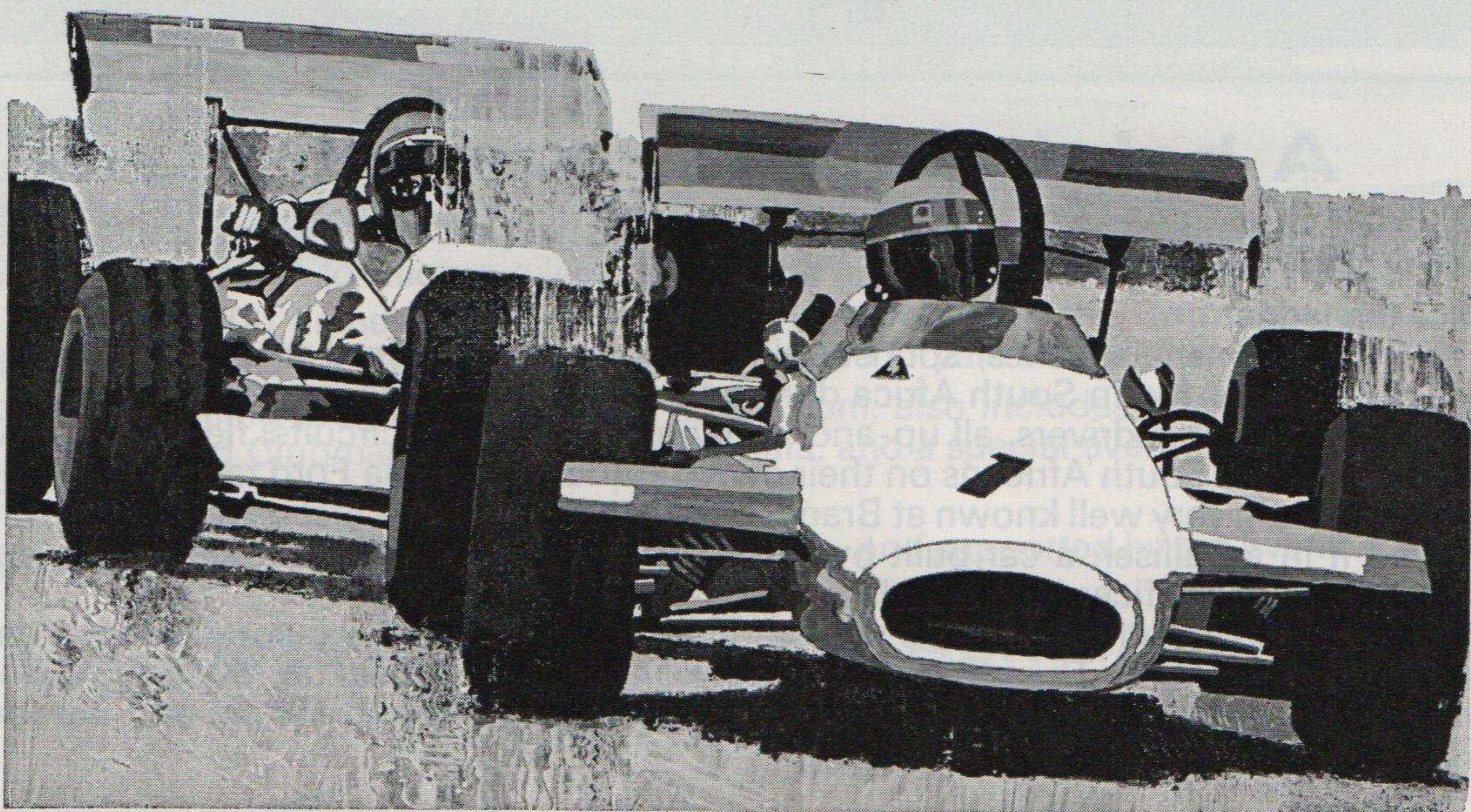
Peter won three of the five races while another Brands Hatch regular, Geddes Yeates, won one of the others. The other event was won by Jody Scheckter, the South African driver to gain most points in the series, thereby winning a trip to Britain and Europe to compete over here.

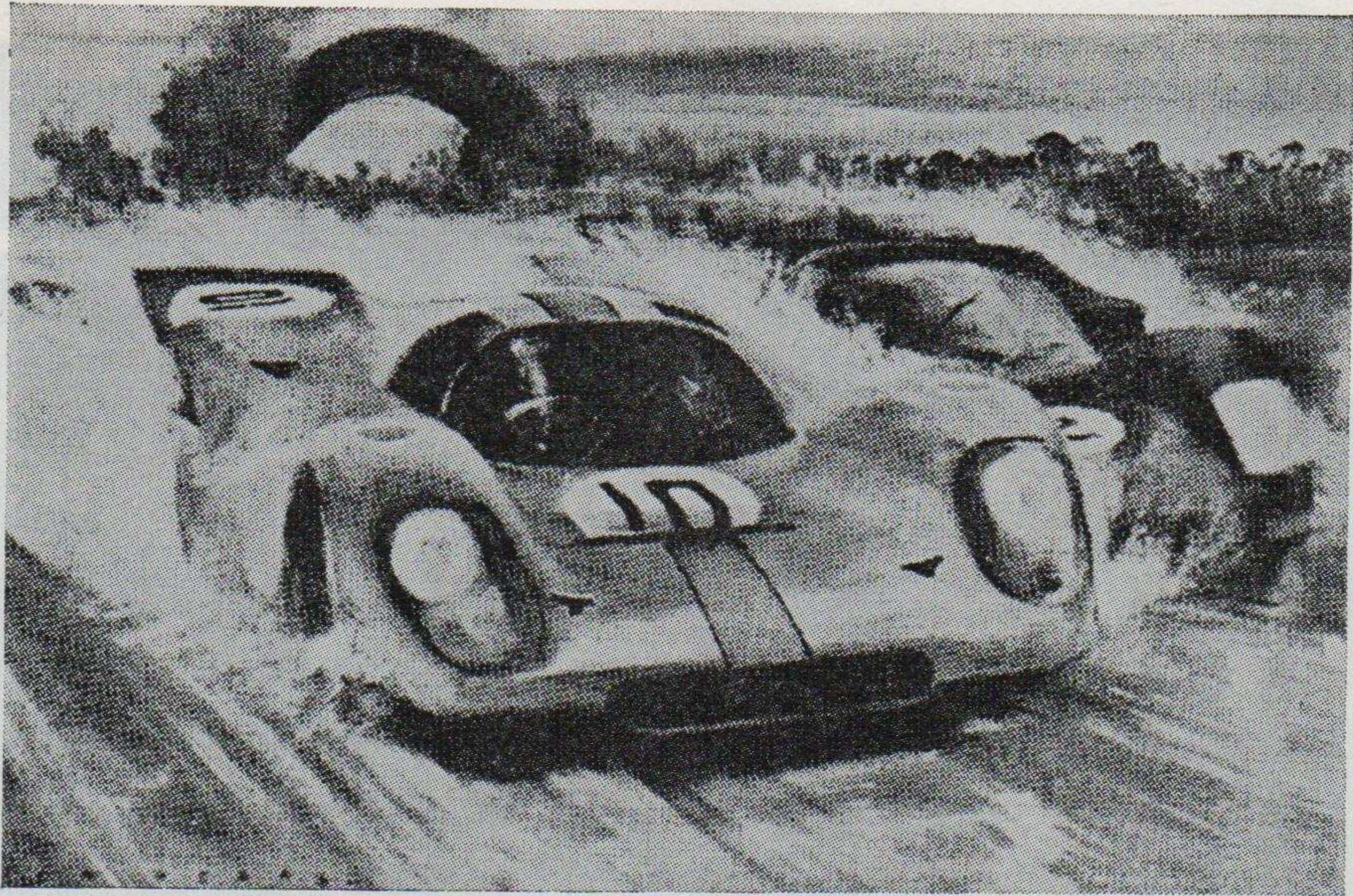
Yellow Pages Formula 2 European Championship race Easter Monday April 12th **THRUXTON**

Organised by the



For further details write or phone:—
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RODRIGUEZ IN THE RAIN

GIANT 20" x 30" COLOUR PRINT
from an oil painting by Dion Pears

Pedro Rodriguez fighting to hold the John Wyer Gulf Porsche 917 in the dramatic early stages of the BOAC 1000 kms. World Championship sports car race at Brands Hatch on 12th April, 1970

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BOAC 1000—1970



'a fascinating race'—AUTOSPORT

'a memorable event'—MOTORING NEWS

THE ROTHMANS 50,000

—a New Motor Racing Spectacular



THE RICHEST MOTOR RACE IN EUROPE



It's already being hailed as a potential classic—The Rothmans 50,000, for all-comers in any type of car chasing a £20,000 winner's prize and a purse totalling a record £50,000. This is the richest race ever staged in Europe, with trade bonuses and special prizes swelling the rewards to at least £70,000, and it comes to Brands Hatch on Bank Holiday Monday, August 28th, 1972. It will be a real free-for-all, with Grand Prix machinery mixing it with CanAm monsters and Indy-type cars. Not to mention Formula 5000, Formula 2, world championship sports cars, turbine-engined machines and king-size specials. (What about a Formula 5000 chassis with a 7 or 8 litre V8 packed into the back?)

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.

Every motor racing fan will want to be at Brands Hatch for the trials and The Rothmans 50,000.

Get your tickets early, and take advantage of the generous concessions for advance booking.

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For the benefit of motor racing spectators wishing to visit major overseas events at the lowest possible cost Brands Hatch is arranging the following.

BELGIAN GRAND PRIX (Spa or Zolder)

Depart BRANDS HATCH approx. **2030 Saturday JUNE 5th**
Return BRANDS HATCH approx. **0600 Monday JUNE 7th**

LE MANS 24 HOUR RACE

Depart BRANDS HATCH approx. **0030 Saturday JUNE 12th**
Return BRANDS HATCH approx. **0600 Monday JUNE 14th**

DUTCH GRAND PRIX (Zandvoort)

Depart BRANDS HATCH approx. **2030 Saturday JUNE 19th**
Return BRANDS HATCH approx. **0600 Monday JUNE 21st**

***GERMAN GRAND PRIX (Nurburgring)**

Depart BRANDS HATCH approx. **2030 Saturday JULY 31st**
Return BRANDS HATCH approx. **0600 Monday AUGUST 2nd**

**This event may be transferred to Hockenheim. If so the schedule and price may be revised.*

BOOK NOW for these great events. Advance booking forms are available from **BRANDS HATCH CIRCUIT, Fawkham, near Dartford, Kent.** (Tel: West Ash 331) or go along to the Brands Hatch Shop at the back of the stands and book **TODAY!**

BRANDS HATCH 1971 FIXTURE LIST

DATE	EVENT	ORGANISER	EVENTS	CHARGES
9 APR.	†GUARDS KING OF BRANDS MOTOR CYCLE RACES	BRANDS RC	ALL CLASSES	60p—A, 30p—C, 50p—S, 30p—OS, 50p—P
11 Apr.	World Championship Qualifier Stock Car Races	Promotasport	Stock Cars	50p—A, 20p—C
12 APR.	†ROTHMANS F5000 EUROPEAN CHAMPIONSHIP AND EVENING NEWS CAR RACES	BRSCC	F5000*, C*, T*, S	80p—A, 30p—C, 50p—S, 30p—OS, 50p—P
17 Apr.	Clubmans Motor Cycle Races	Southern 67	All Classes	40p—A, CF, Rovers
18 Apr.	Clubmans Car Races	MG CC	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
24 Apr.	Clubmans Motor Cycle Races	BMCRC	All Classes	40p—A, CF, Rovers
25 Apr.	Clubmans Car Races	Surrey SMC	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
2 MAY	SHELL SUPER OIL RAC BRITISH FORMULA 3 CHAMPIONSHIP CAR RACES	BRSCC	F3*, FA*, F100*, FF*, C*, T	80p—A, 30p—C, 50p—S, 30p—OS, 50p—P
8 May	Clubmans Motor Cycle Races	Southern 67	All Classes	40p—A, CF, Rovers
9 May	Banger and Mini-Rod Races	Promotasport	Hot Rods	50p—A, 20p—C
16 May	Clubmans Motor Cycle Races	Brands RC	All Classes	40p—A, CF, Rovers
23 May	Clubmans Car Races	BARC	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
29 May	Clubmans Motor Cycle Races	BMCRC	All Classes	40p—A, CF, Rovers
30 MAY	FORDSPORT SPEED DAY	BRSCC	FA*, F3*, F100*, T, FF	60p—A, 30p—C, 50p—S, 30p—OS, 50p—P
31 MAY	†EVENING NEWS INTERNATIONAL MOTOR CYCLE RACES	BRANDS RC	ALL CLASSES	70p—A, 30p—C, 50p—S, 30p—OS, 50p—P
13 June	Clubmans Car Races	Mini 7	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
20 June	Yellow Pages Championship Car Races	BRSCC	FA*, F3*, FF*, F100*, T*	60p—A, 30p—C, 30p—SP
26 June	Clubmans Motor Cycle Races	BMCRC	All Classes	40p—A, CF, Rovers
27 June	Clubmans Car Races	Romford ECC	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
3 July	Clubmans Motor Cycle Races	BMCRC	All Classes	40p—A, Rovers FC,
4 July	Melaware Cup Championship Car Races	Sevenoaks DMC	FA*, F100*, T	60p—A, 30p—C, 30p—SP
11 July	Clubmans Car Races	BRSCC	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
18 July	Festival of Speed	Promotasport	Various	50p—A, 20p—C, 25p—P, 25p—S
24 July	Clubmans Motor Cycle Races	Southern 67	All Classes	40p—A, CF, Rovers
25 July	Hepolite-Glacier Championship Car Races	MMKMC	MS*, T*, FF*	60p—A, 30p—C, 30p—SP
31 July	Clubmans Motor Cycle Races	Brands RC	All Classes	40p—A, CF, Rovers
1 Aug.	Clubmans Car Races	BARC	SSF, S, T, FF	50p—A, 20p—C, 2—SP
7 Aug.	†International Hutchinson 100 Motor Cycle Races Practice	BMCRC	All Classes	20p—A, CF, Rovers
8 AUG.	†INTERNATIONAL HUTCHINSON 100 MOTOR CYCLE RACES	BMCRC	ALL CLASSES	60p—A, 30p—C, 50p—S, 30p—OS, 50p—P
15 Aug.	Lombank Championship Car Races	Sutton CMC	F3*, FF*, T*	60p—A, 30p—C, 30p—SP
21 Aug.	Clubmans Motor Cycle Races	Southern 67	All Classes	40p—A, CF, Rovers
22 Aug.	Clubmans Car Races	Mini 7	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
28 Aug.	†Rothmans International Car Races Practice	BRSCC	F2, T2*, S2*	30p—A, 20p—C, 20p—P SF
29 Aug.	Southern Drivers Championship	Promotasport	Stock Cars	50p—A, 20p—C
30 AUG.	†ROTHMANS INTERNATIONAL CAR RACES	BRSCC	F2 or F3, T2*, S2*	£1—A, 30p—C, £1—S, 50p—OS, 75p—P
5 Sept.	Clubmans Car Races	BARC	SSF, S, T, FF	50p—A, 20p—C, 20p—SP
11 Sept.	Clubmans Motor Cycle Races	BMCRC	All Classes	40p—A, CF, Rovers
12 Sept.	Yellow Pages Championship Car Races	TEAC	FA*, FF*, C*, T	60p—A, 30p—C, 30p—SP
18 Sept.	Clubmans Motor Cycle Races	Brands RC	All Classes	40p—A, CF, Rovers
19 Sept.	Banger and Mini-Rod Races	Promotasport	Hot Rods	50p—A, 20p—C
26 SEPT.	†ROTHMANS F5000 EUROPEAN CHAMPIONSHIP CAR RACES	BRSCC	F5000*, F*, FF*, F100*, MS*	80p—A, 30p—C, 50p—S, 30p—OS, 50p—P

On 2.65-mile Grand Prix Circuit

KEY

Types: Events listed in block capitals are fully international or other important meetings.

Events in normal black type are championship meetings involving prize money and are planned as public entertainments.

Events in lightweight type are clubman's meetings intended primarily for the benefit of competitors. Supporters are welcomed, at the published charges, on the understanding that these are not professional promotions.

Races: F1 — Formula One. F2 — Formula 2. F5000 — Formula 5000. FA — Formula Atlantic. F3 — Formula 3. FF — Formula Ford. Hist. — Historic Racing Cars. S6 — Group 6 Sports Prototype. S5 — Group 5 Sports Cars. F100 — Formula F100 Sports Cars. MS — Modified Sports. C — Clubmans' Sports. T2 — Group 2 Saloon. T — Saloon Cars (Club-Type). S — Sports Cars. SSF — Single Seater Formula.

At car meetings when an abbreviation is followed by an asterisk (*) this indicates that this particular event is a championship round.

Charges: A — Adults. C — Children. CF — Children Free. S — Covered Stands. OS — Open Seats or Stands. SF — Stands free. P — Paddock. SP — Stands and Paddock combined. ROVERS — Stands and Paddock Free.

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