

Sunday October 24, 1971

Programme 20p

*Rothmans*

**WORLD CHAMPIONSHIPS**

**VICTORY RACE**



Organised by the BARC

**BRANDS HATCH**



# **RALLY WAX**

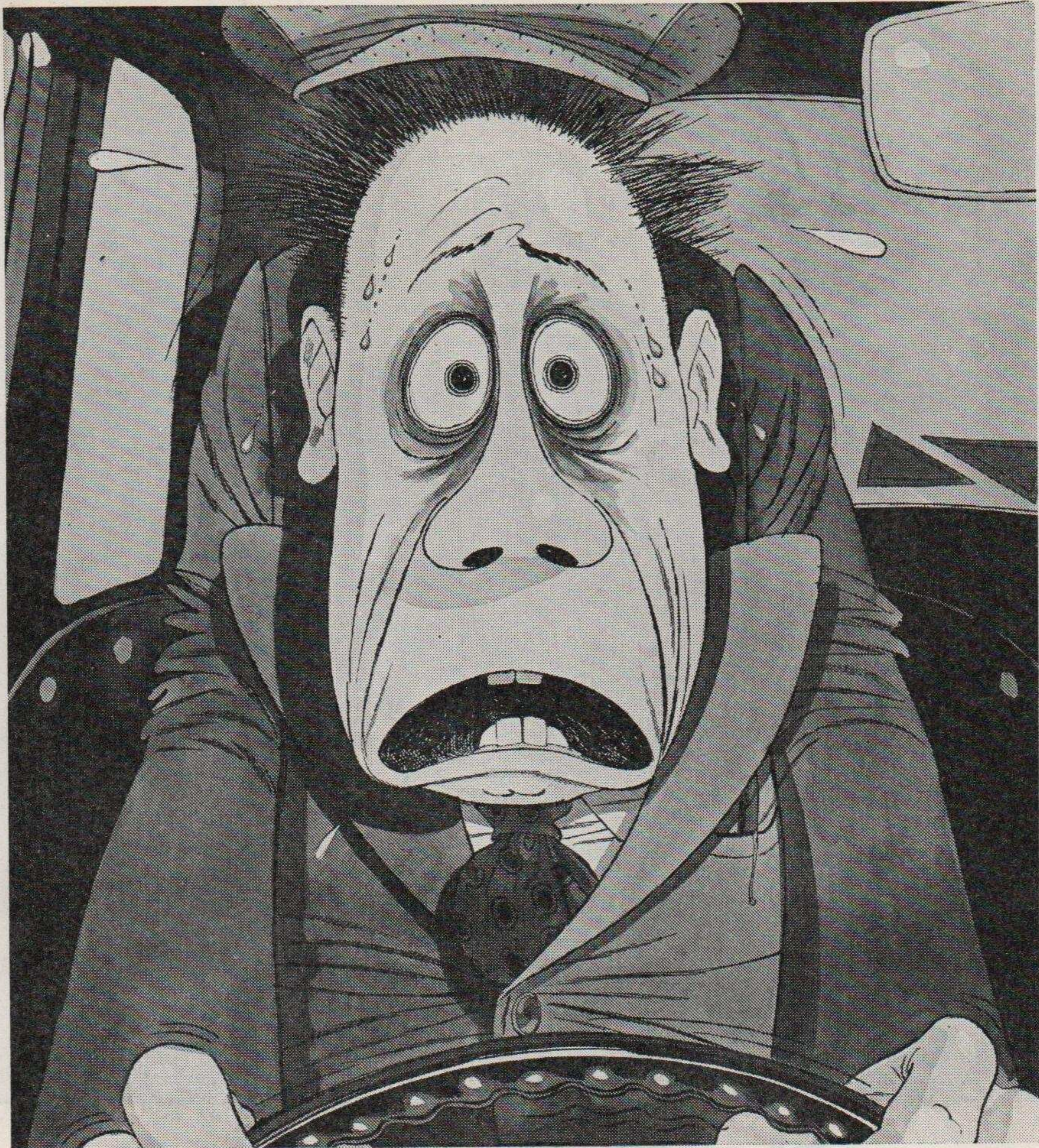
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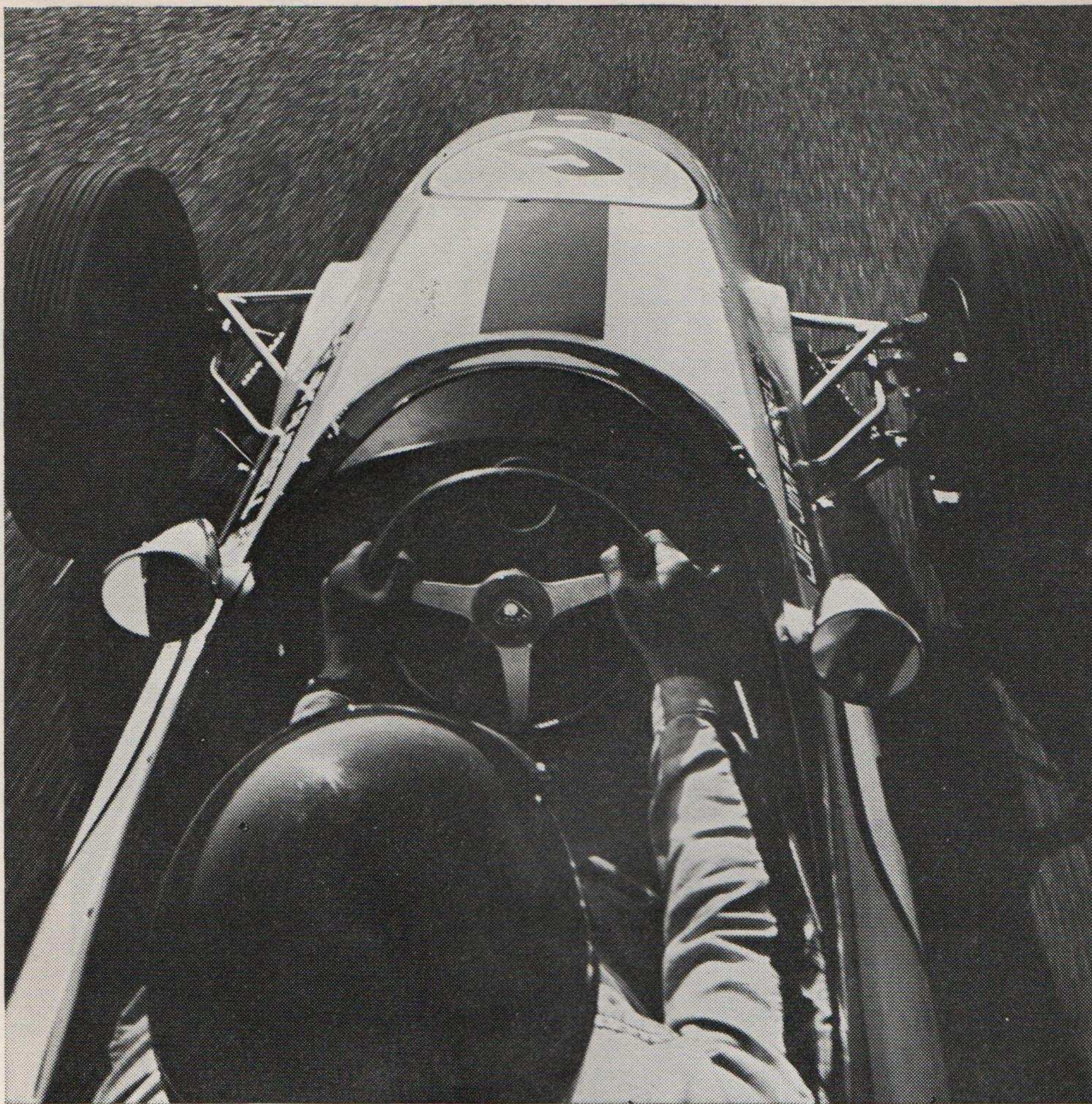
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20/10





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# Rothmans

# WORLD CHAMPIONSHIPS

# VICTORY RACE

Organised by the BARC

## BRANDS HATCH

## Sunday October 24, 1971

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# 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 production 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.

The promoters reserve the right without notice to make any alterations to the race programme.

**ACCIDENTS.** Should there be an accident, do not interfere. The situation will be handled by the marshals, the doctors 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.

## 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.

## ACKNOWLEDGEMENTS

Champagne kindly presented by Moët and Chandon (London) Ltd  
Cover photograph by courtesy of AUTOCAR

*This meeting is promoted by:*

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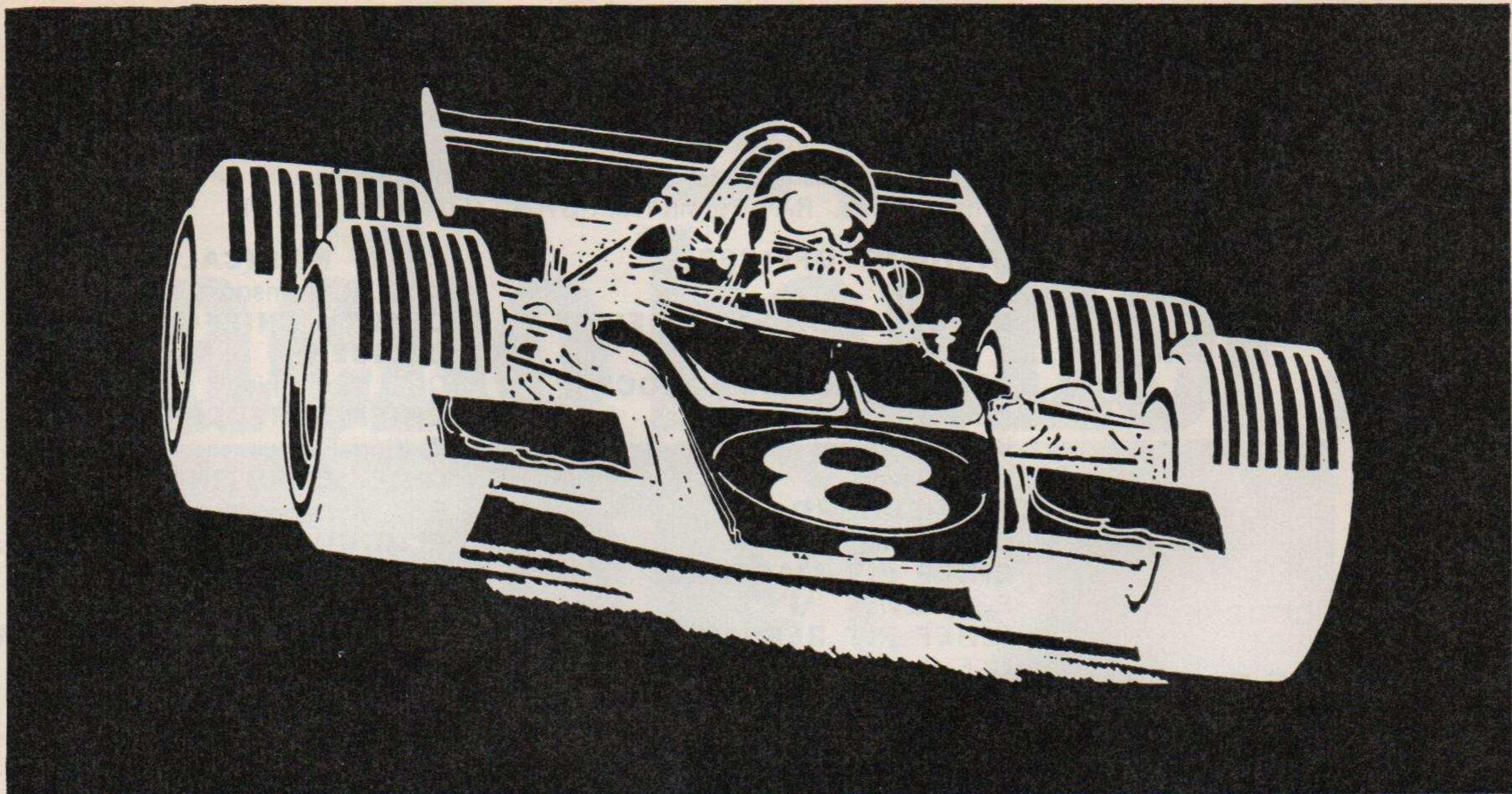
*Managing Director: John Webb*

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  - FORMULA 3** Lombank Trophy, Brands Hatch — June 22nd
  - SPORTS CAR** Le Mans — June 12/13th
  - FORMULA F100** Tarmac, Brands Hatch — June 22nd
  - FORMULA FORD** B.O.C., Brands Hatch — June 22nd
  - SALOON CAR** G.K.N. Trophy, Silverstone — May 8th
- ALSO INDIANAPOLIS '500' — MAY 29TH**

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# OFFICIALS OF THE MEETING

The Meeting is governed by the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the additional Supplementary Regulations and any instructions which the Club may issue for the meeting. All competitors will be deemed to be fully conversant with such Rules, Regulations and Instructions. RAC Permit No. RS7630 (Full International).

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W. W. Paul

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S. M. Lawry  
L. A. Sandford  
R. Scannell  
K. W. Thomas  
C. D. V. Wilson

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G. D. White

## DEPUTY CLERK OF THE COURSE:

K. C. W. Rainsbury

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C. L. Payne

P. A. Sturgess

## PRESS OFFICER:

G. Macbeth

# PROGRAMME OF EVENTS AND AWARDS

## Saturday, 23rd October, 1971

EVENT		Start	Laps
1	The Shell Super Oil British Formula 3 Championship (Heat One)	14.50	10
2	The Shell Super Oil British Formula 3 Championship (Heat Two)	15.25	10

## Sunday, 24th October, 1971

EVENT 1	The Jack Brabham Trophy Race for Ford Escort Mexico's (Short Circuit)	11.15	10
	The Jackie Stewart Victory Parade	11.50	
EVENT 2	The Shell Super Oil British Formula 3 Championship Race—Final	12.45	25
EVENT 3	The Rothmans World Championships Victory Race for the Andre Challenge Trophy	14.00	40
EVENT 4	The N.C.R. Paperchase for the Wiggins Teape Trophy	15.30	20
EVENT 5	The Johnson Rally Wax Cup Formula Ford Race	16.35	12

## AWARDS

Event 1	1st—The Jack Brabham Trophy and 50 bottles of Champagne. To the other finishers—bottles of Champagne.
Event 2	1st—The E. R. Hall Trophy, Replica and £250; 2nd—£200; 3rd—£150; 4th—£125; 5th—£100; 6th—£90; 7th—£80; 8th—£70; 9th—£60; 10th—£50; 11th—£40; 12th—£30; 13th—£25; 14th—30th—£20 each. In each heat: 1st—£25; 2nd—£20; 3rd—£15; 4th—£10. This is the final qualifying round of the Shell Super Oil and Lombank Formula 3 Championships.
Event 3	To the winner of the race: The Andre Challenge Trophy and Replica. Formula 1 cars: 1st—£500; 2nd—£250; 3rd—£150; 4th—£100; 5th—£50. Formula 5000 cars (This is the final qualifying round of the Rothmans European F5000 Championship): 1st—£750; 2nd—£500; 3rd—£450; 4th—£400; 5th—£350; 6th—£300; 7th—£250; 8th—£225; 9th—£200; 10th—£190; 11th—£180; 12th—£170;
Event 4	1st overall—£200; 2nd—£150; 3rd—£100; 4th—£80; 5th—£70; 6th—£60; 7th—£50; 8th—£40; 9th—£30; 10th—£20; 11th—£15; 12th—36th—£10. Class (a) 1st—A trophy and £35; 2nd—£30; 3rd—£25; (b) 1st—A trophy and £30; 2nd—£25; 3rd—£20; (c) 1st—A trophy and £25; 2nd—£20; 3rd—£15; (d) 1st—A trophy and £20; 2nd—£15; 3rd—£10. This is the final qualifying round of the RAC British Saloon Car Championship.
Event 5	1st—The Johnson Rally Wax Cup and £90; 2nd—£60; 3rd—£40; 4th—£30; 5th—£20; 6th—£10. This is the final qualifying round of the Johnson Wax Euro Trophy.



# Join the tacho bashers

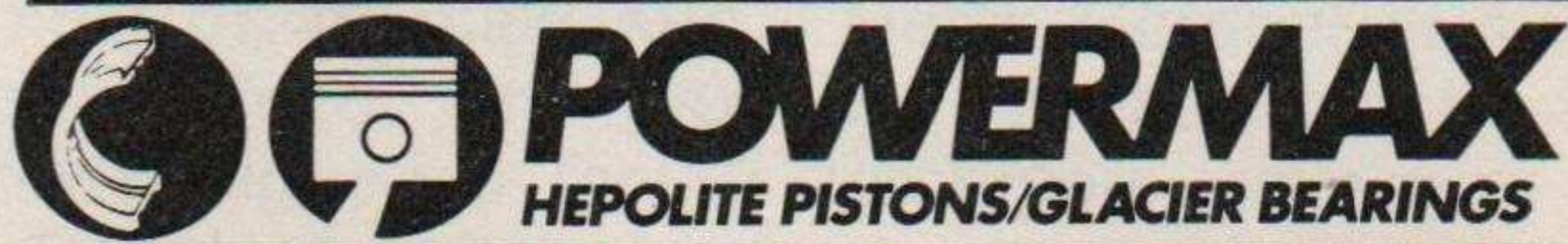


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# The Tyrrell Touch

Alan Brinton talks over the 1971 season with the champion Formula 1 constructor

This is not the first time Ken Tyrrell has managed the team which has pulled off the Formula 1 constructors' championship. He did it, you'll remember, in 1969, when Jackie Stewart won six Grands Prix to romp away with the drivers' world championship, and Ken's Ford-powered Matras took the constructors' title.

But now Ken has pulled it off again, and on this occasion it means so much more, for this time he has done it with his own racing machines, and in the first full season with the Tyrrell-Fords. (It wasn't until mid-August last year that the first Tyrrell was publicly revealed.)

So we are here today to salute a tremendous achievement, and all the more so because this great success has come from such a small team working in such modest circumstances.

If you had any idea of a mammoth set-up backing Jackie Stewart's successes then you're well wide of the mark. The whole organisation consists of—wait for it—only 16 people, and that includes Ken himself, and his wife, Norah, who acts as secretary, time-keeper and lap scorer. They are housed in a series of huts in a clearing in Surrey from where Ken also runs his timber business (though that seems to be relegated rather to the background these days). It is an unlikely looking setting from which emerge world-beating racing cars. Yet an hour or so in Ken's company, in his tiny office, soon reveals the basic reasons why it has succeeded. For Ken is the true professional in the highly competitive sport of motor racing. He is a perfectionist who is never satisfied with less than the best, a rather gentle martinet who commands respect, and—above all—a team manager who manages a complete rapport with his drivers.

Ken also has the ability to switch off, to relax and enjoy himself when a job is done. And he was clearly

very pleased and satisfied when we talked together about the team's successes in this season's world championship series.

'It has been an especial satisfaction this year,' he said, 'because it's been done with our own car, made here in Britain. Everybody knows that Jackie Stewart is the best driver in the world. Therefore, if he hadn't become world champion this year, the responsibility would have been on our shoulders.'

Ken's conversation is liberally sprinkled with that word 'our' and he is always insisting on the importance of team effort.

'In order to dominate in the way that Jackie has this year, everything has to be right. You've got to have the right tyres, the right engine, the right drivers and the mechanics who screw the cars together properly. They've all got to believe in what they're doing. The mechanics have got to believe in the drivers, and vice versa, and this is certainly the situation we've had this season.'

It also gives Ken considerable satisfaction that his cars are an all-British effort (though he is generous in his praise of the French petrol company, Elf, who are one of his sponsors, along with Ford and Goodyear).

'It's nice to know,' he said, 'that with so many saying Britain is going downhill, we can still beat the rest of the world in Formula 1 racing.'

The Tyrrell-Ford was designed by Derek Gardner, who had never designed a racing car previously, and I asked Ken how such success could be achieved in this situation.

'First of all,' said Ken, 'Derek Gardner is a very good engineer, and probably the fact that he had never designed a racing car before gave him the advantage of an absolutely open mind.'

How was it, I wanted to know, that the Tyrrell-Ford had dominated the season so convincingly?

*continued on page 12*



'Well,' he said, 'you have to remember that there is nothing exceptional about our car. It's not particularly light and there are no outstanding engineering features on the car. But it has proved to be strong and reliable, and this gives the drivers confidence. And since we have two of the greatest drivers in the world today, really the car would have to be bad for us not to be reasonably successful.'

Talking of the Tyrrell-Ford's toughness, I recalled this year's Monaco Grand Prix, which was the second of Jackie's GP victories in 1971, when he clipped a corner rather nastily but still got home to the chequered flag. Jackie told me that if he'd made that sort of error in any other car he would surely have been out of the race.

'Yes,' said Ken, 'the wheel which struck the kerb at Tabac Corner was damaged beyond repair. It was quite badly buckled, but it stood up until the race was finished.'

I reminded Ken that at the start of this season many observers—indeed, the majority—were forecasting that it would be the year when the 12-cylinder opposition—BRM, Ferrari and Matra—would take over from the Ford V8. Had Jackie and Francois had as much power, or more power, than their 12-cylinder rivals?

Ken looked thoughtful. 'This is a very difficult question to answer,' he said. 'Our drivers told us that on certain circuits the Ferrari, for example, had got more steam out of a certain corner or along a particular straight. But in fact what we all need is a quick lap time, and it isn't good enough to have top-end power and it isn't good enough just to have torque. There has to be a compromise between the two in order to win a motor race, and this is what we have had from the Ford V8.'

What about that persistent rumour that the Ford V8 in Jackie's car was a very special unit, a super-tweaked version which gave him a power advantage?

'I can't really answer that,' said Ken with a smile, 'because I really don't know. We take our engines back to Cosworth Engineering to be serviced and as far as I know we get the same engines back as everyone else does. Probably the best answer to your question came at Paul Ricard, during practice for the French Grand Prix, where Jackie and Francois dominated things, and then went on to finish one-two in the race itself. Francois got rather tied up with Jacky Ickx and his Ferrari at one stage during practice, and in fact caught Jacky and passed him along the long straight. If we had special engines I don't think—and I'm sure you'll agree—that

*continued on page 14*

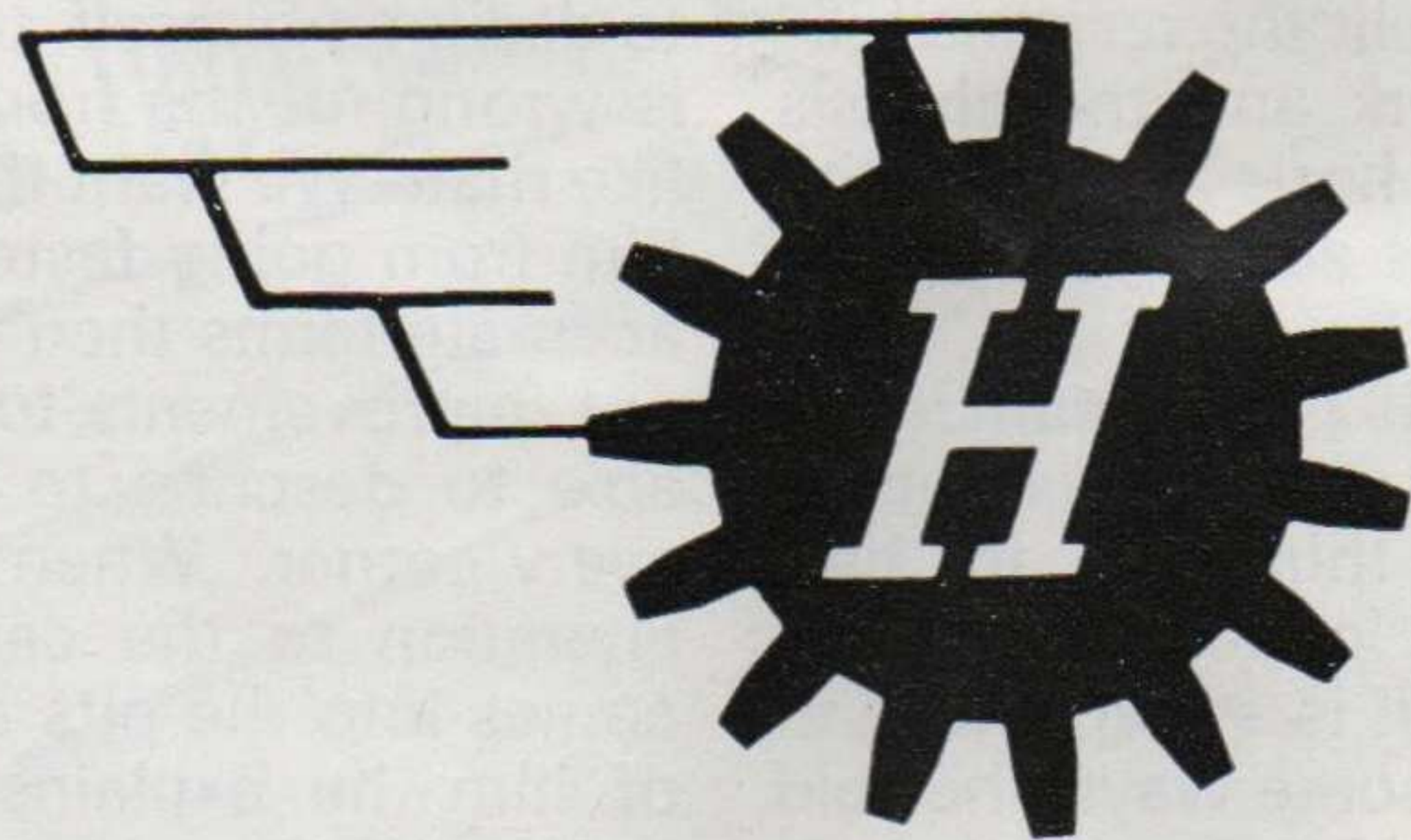


There have been a lot of champagne occasions for Ken Tyrrell and Jackie Stewart in this championship season.



**Congratulations**  
**to**  
**Jackie Stewart**

**and the**  
**Tyrrell**  
**RACING ORGANISATION LTD.**



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**Manufacturers of Racing Transmissions**





' . . . after a few laps Jackie comes into the pits and, with a microphone in front of him, he explains what happened on a certain corner.'

*(Photograph by Bernard Cahier)*

we would have *two* special engines.'

Jackie has had tremendous backing this season from François Cevert, and Ken clearly thinks very highly of the handsome young Frenchman. (As well he should, for François scored second places in the French and German GPs, third in the Italian GP, sixth in the Canadian GP and then took his first F1 victory in the United States GP at Watkins Glen to finish third in the world championship.)

'François,' said Ken, has played a major part in the success of the team. He has also contributed to no small extent to Jackie's success, because in these days where tyres play such an important part there just isn't sufficient time to go through all the variables on one car with one driver. So, during the official practice for any given race, we split the responsibilities—François does the tyre work and the chassis testing is done by Jackie—and hope to reach the right compromise from the results achieved by each of them.'

It is generally agreed that the Elf Tyrrell team is the best-managed and best-run in Grand Prix racing today. Jackie Stewart certainly thinks so, for he's told me this time after time. The interesting thing is that Ken himself does not think it is super-efficient.

'I think it is very inefficient in some ways,' he said with a smile, 'but everybody working for the team is an exceptional person in his own right. Everybody is keen for the cars to do well. It's not just a job for them, but something rather special. I suppose if I've done anything at all it is in getting these people together. That has been my contribution.'

Right from the first time he saw him drive, Ken spotted the magic in Jackie Stewart's driving. I asked Ken whether he could explain any particular traits in Jackie's make-up which made him such a phenomenal performer.

'If you were to say to me, why is Jackie the quickest driver in the world today, I couldn't give you an answer,' said Ken. 'All I can tell you is that in my

opinion he has this tremendous talent which he shares with a small and select number of great drivers it has been my privilege to watch over the years—like Stirling Moss and Jim Clark. He has this natural ability to drive quickly and smoothly and do this on the very first lap of a race. By doing that, he is often capable of breaking the hearts of the opposition within a few laps.'


We talked about Jackie's contribution to the development of the Tyrrell-Ford, and agreed that some of the great drivers of the past simply did not possess the rare quality of being able to do this.

'First of all,' said Ken, 'we must realise that Jackie is not an engineer. But we think that the best way to develop a car is to have a driver who doesn't want to design it himself, to decide that the rear spring rate is wrong, or the front geometry is wrong, or things like that. We want the driver to tell us what prevents him from going faster, and if he can explain that in accurate terms then it is up to our designer to carry out improvements to make the car better. Jackie is able to describe to us in detail what happens on every corner. When we go testing, we try a certain alteration to the car and after a few laps Jackie comes into the pits and, with a microphone in front of him, he explains what happened on a certain corner. If there is a problem then we try to find the solution.'

What about 1972? Ken says that the final configuration of the Tyrrell for next season still has to be decided. But of two things he is very definite. One is that he will continue to use Ford power, and the other is that Jackie and François will continue as his driving team.

I asked Ken where he thought the real opposition might come from in 1972. 'So far as drivers are concerned,' he said, 'I think it's going to come from the younger men—like Emerson Fittipaldi, Tim Schenken and Ronnie Peterson. And I think the main car we shall have to beat will be the Ferrari.'



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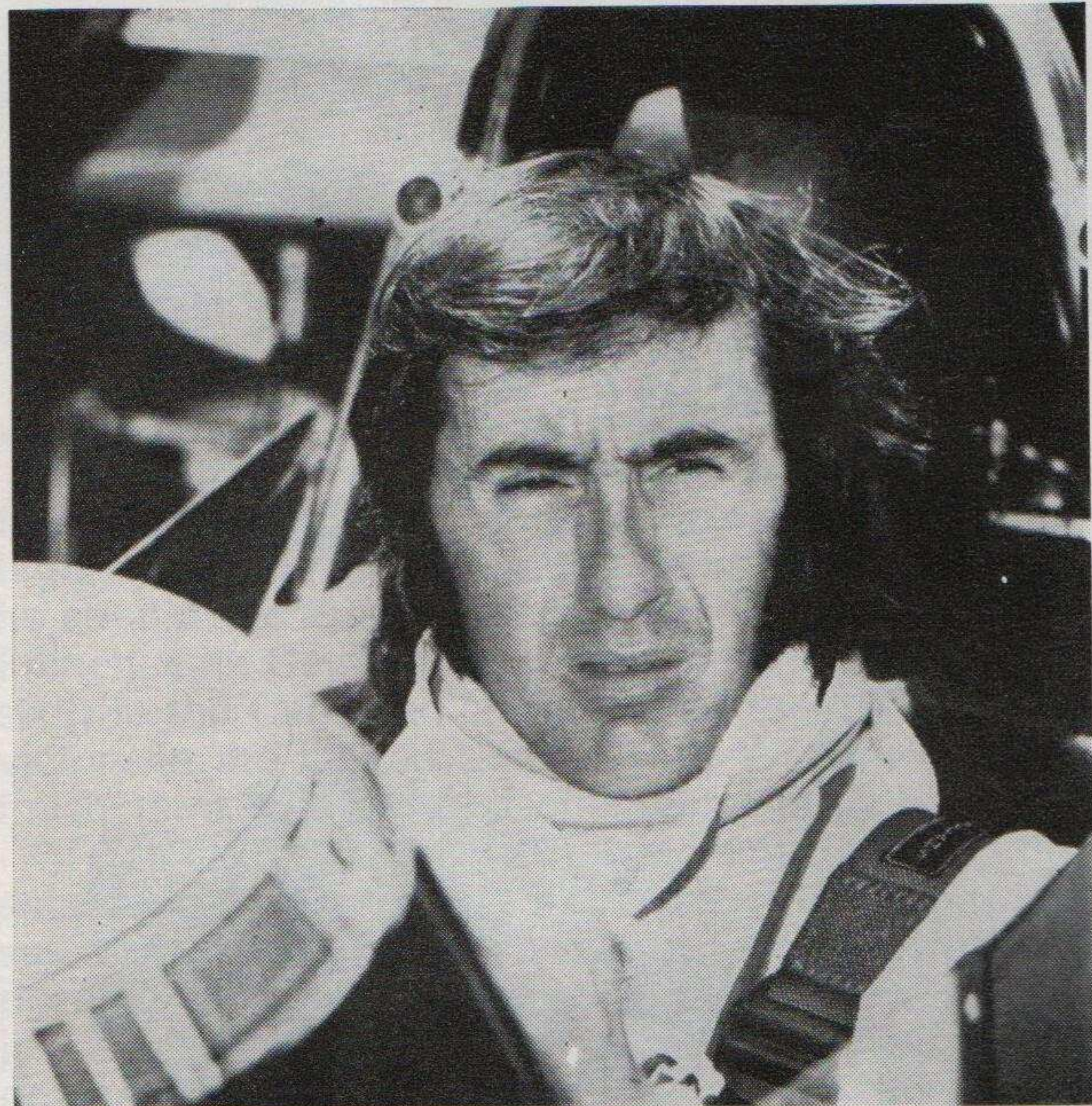
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# A new idea in Brands Hatch souvenirs

A series of 'First Day Cover' envelopes are being sponsored by the Brands Hatch management—as official souvenirs of motor racing events held at the Brands Hatch circuit in the coming months.



1971 World Champion, Jackie Stewart

The first in the series is on sale here today to mark the Rothmans World Championships Victory Race. A sales point for these souvenir covers can be found near the Dunlop Bridge, where you can purchase and post them in a special Post Office posting box that has been provided for this event. The envelopes will bear a printed design, similar to the posters advertising today's meeting, and including a picture of World Champion Driver, Jackie Stewart. All envelopes posted in the special posting box will be cancelled by hand with an official pictorial Post Office Postmark, as shown above, which will detail the event and also include a picture of a racing car.

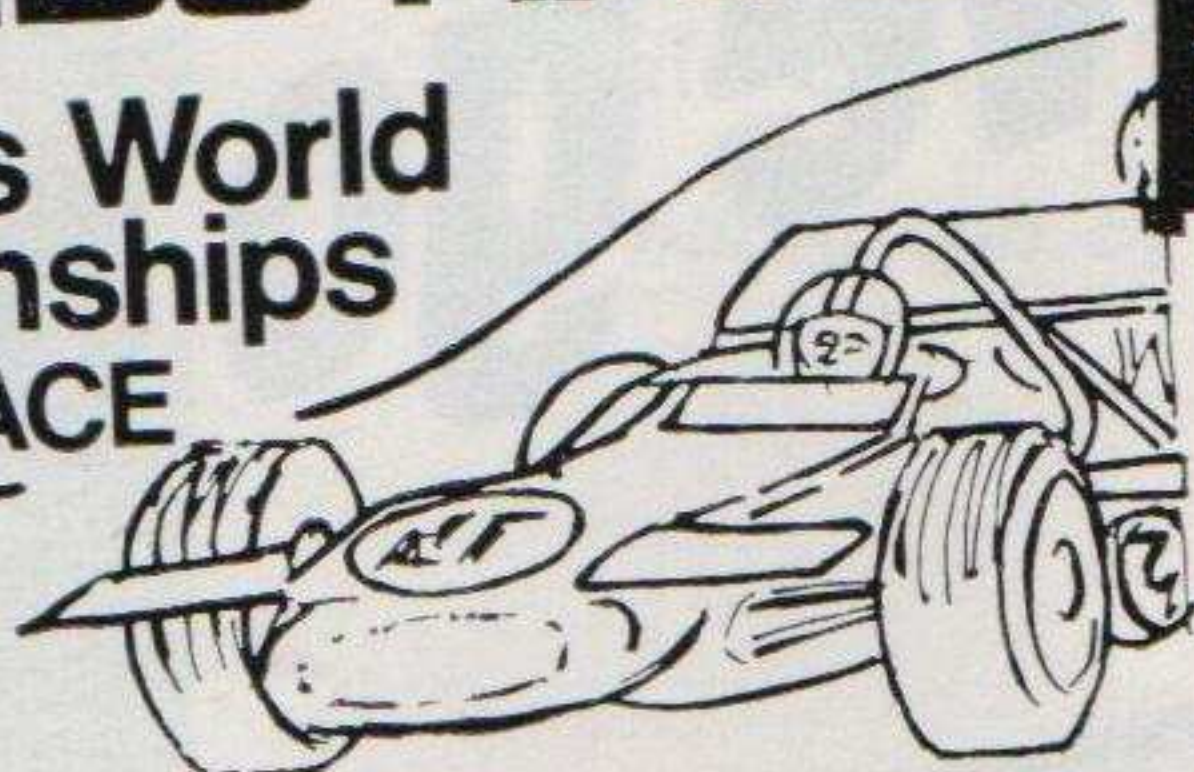
The name of the big race winner, and second and third placings, will be added to the face of the envelope before posting, and a stiffener card carrying details about the meeting will also be enclosed. The cost—inclusive of stamp—is 30p each.

**BRANDS HATCH**

**Rothmans World Championships  
VICTORY RACE**

**24 Oct 71**

**DARTFORD, KENT**



Further covers will be issued for important Brands Hatch meetings during 1972, and will be much sought after by both philatelists and motor racing enthusiasts, so be in at the start and obtain Cover No. 1, now.

Come and find us at the sales point on the circuit. If you don't have the time or missed us on the day, you can purchase the covers by post at the same price, 30p each, plus 3p postage and packing, using the coupon below.

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# Britain salutes . . . .

## 15 men and a girl!

Behind the magnificent achievements of Jackie Stewart and Francois Cevert on the world's circuits, Elf Team Tyrrell is a surprisingly small organisation, numbering only 16 in all.

We hope they will all be here today, for you to give them a big hand.

*Here is the full list of this world-beating team*

Ken Tyrrell	..	..	..	..	..	..	..	..	..	Managing director
Norah Tyrrell	..	..	..	..	..	..	..	..	..	Secretary/time-keeper/lap-scorer
Derek Gardner	..	..	..	..	..	..	..	..	..	Design director
Neil Davis	..	..	..	..	..	..	..	..	..	Works manager
Roger Hill	}	..	..	..	..	..	..	..	..	Joint chief mechanics
Roland Law		..	..	..	..	..	..	..	..	
John Bullock		..	..	..	..	..	..	..	..	
Michael Coyte		..	..	..	..	..	..	..	..	
Roy Topp	..	..	..	..	..	..	..	..	..	Specialised welding
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Peter Turland	..	..	..	..	..	..	..	..	..	Toolmaker—sheet metal worker
John McKenzie	..	..	..	..	..	..	..	..	..	Pattern maker—sheet metal worker
Alan Stait	..	..	..	..	..	..	..	..	..	Machinist
Robin Coleman	..	..	..	..	..	..	..	..	..	Transporter driver—racing mechanic
Richard Over	..	..	..	..	..	..	..	..	..	Driver—general
Colin Dickson	..	..	..	..	..	..	..	..	..	Metal worker and welder
Andrew Smalley	..	..	..	..	..	..	..	..	..	Apprentice
Eric Baker	..	..	..	..	..	..	..	..	..	Accounts

*And of course great credit is also due to the team's principal suppliers of materials and services*

Elf Union	..	..	..	..	..	..	..	..	..	Fuel and oil
Goodyear Tyre & Rubber Co	..	..	..	..	..	..	..	..	..	Tyres
Cosworth Engineering Ltd	..	..	..	..	..	..	..	..	..	Engines
Hewland Engineering Ltd	..	..	..	..	..	..	..	..	..	Gearboxes
Girling Ltd	..	..	..	..	..	..	..	..	..	Brakes
Borg & Beck Co Ltd	..	..	..	..	..	..	..	..	..	Clutches and suspension joints
Motorcraft	..	..	..	..	..	..	..	..	..	Spark plugs
Joseph Lucas (Electrical)	..	..	..	..	..	..	..	..	..	Fuel injection equipment
Ferodo Ltd	..	..	..	..	..	..	..	..	..	Brake linings
Koni	..	..	..	..	..	..	..	..	..	Shock absorbers
Armstrong Patents Ltd	..	..	..	..	..	..	..	..	..	Shock absorbers
G.K.N. Castings Ltd	..	..	..	..	..	..	..	..	..	Castings and drive shafts
F.P.T. Industries Ltd	..	..	..	..	..	..	..	..	..	Fuel cells
Aeroplane & Motor Aluminium Castings	..	..	..	..	..	..	..	..	..	Castings
Jack Knight (Developments) Ltd	..	..	..	..	..	..	..	..	..	Specialised machining
Gomm Metal Developments Ltd	..	..	..	..	..	..	..	..	..	Specialised metalwork



## Win a flying visit to the French Grand Prix

First Prize a weekend visit for two to the French Grand Prix at Paul Ricard (July 4). You will be guests of Wiggins Teape and stay at a first class hotel and be given appropriate...

Ten Second Prizes. Membership in B.R.S.C.C. plus 100 f...

Brands Hatch, Mallory

Ten Third Prizes. Member

Judges. Nick Syrt

Graham Hill, Brian

M J Dixon, Adven

W Boddy, Ed

Brian Robinson, UK R

NCR Pa



First turn the page  
Wiggins Teape Limited  
sponsor this ca

## Win a six-day trip to the American Grand Prix

Wiggins Teape Limited invite you to win first prize of a six-day sightseeing trip to New York for two plus a visit to Watkins Glen and a grandstand seat at the American Grand Prix on Oct 3. Runner-up prizes are ten 1972 memberships B.R.S.C.C. and a 100 laps at one of four leading circuits. Also 10 other prizes of 1972 B.R.S.C.C. memberships.

First turn the page and write a slogan for this car



# Mr Penn and Mr Fuller both had holidays abroad this year.

Results of the two Wiggins Teape  
carbonless NCR Paper competitions.

1st Prizes P R Penn and A Fuller

2nd Prizes L E Davies, J Dimmock, I G Dufour,  
H Edwards, I B Flinn, M J C Harbour, M Hollick,  
D Jones, C J Lee, R A Lyon, Miss S K Martin,  
Mrs P McCarty, W McDougall, R J van Rooyen,  
M J Rudd, A J de Ruyter, J Smith, R A Sugden  
R Wallis, G C Williams

3rd Prizes S F Atkins, N A Barter, R F Bidmead,  
P E Chapel, A R Collins, K J Collins, T G Denny,  
M A Elyiss, F G Fallows, B M Fortune, H M Hunt,  
L D Loder, Miss S Llewelyn-Davies,  
R S Maxwell-Fendt, I Meador, J Newport,  
G A L Parish, A Saunders, R A Tudhope, Miss G Vince

See you next year.

Wiggins Teape Carbonless Papers Division



# Brian, Malcolm, Ted and Pat—

# THANKS!

**The Programme Editor interviews Mike Boniface who is Wiggins Teape's sales promotion executive for NCR Paper in the U.K.**

**Editor:** It's the last race for the Wiggins Teape Camaro in the Saloon Car Championship. How do you feel?

**MB:** *A bit of a mixture. Admiration for what the car has achieved over the last two seasons. Satisfaction at the sponsorship benefits Wiggins Teape has gained.*

**Ed:** I suppose you think the team you have is the best.

**MB:** *No question. Few of the benefits from sponsorship would have been possible without Brian, Malcolm, Ted and Pat.*

**Ed:** For those who don't know, who are they?

**MB:** *Well Brian Muir, who I think everyone does know, is a driver with immaculate style. His sportsmanship is well known and at all times he shows to the public in general and our customers in particular, a never failing sense of humour.*

**Ed:** Of course Brian is—for want of a better phrase—the front man.

**MB:** *Yes, the back room boys, that is Malcolm Gartlan and his two mechanical geniuses, Ted and Pat, have always provided a very competitive car. A car which has probably been better prepared than any other.*

**Ed:** I think most people would agree it outshines the rest on the grid.

**MB:** *It gives some pretty dramatic and winning drives on the circuit too. You should see the trophies.*

**Ed:** Except for the Championship.

**MB:** *We will have the Class award. And we might have won the Championship but for a patch of bad luck. Punctures and the like. But that's motor racing. It's competitive. Incidentally I think it's a pity that Bill McGovern—the man who will win the championship—does not get more recognition for his achievement. And get more out of it.*

**Ed:** Now you look back over the season, did sponsoring a car come up to your expectations?

**MB:** *Need you ask. It has been two seasons actually. But on both there is no doubt that it paid off for Wiggins Teape. Of course, I can't say that because Brian did so well we sold X tons of paper.*

*Promotion is not like that. You cannot quantify results in terms of sales.*

**Ed:** Very little advertising does that. Or rather can be shown to do that.

**MB:** *Exactly. What we do know is that people have become aware of carbonless NCR Paper. I reckon there must be more secretaries coming racing with clean hands! But what we can talk about in terms of concrete results is the customers, mainly printers, who come along to motor racing as our guests. This helps us to build up a better relationship with them and for the representatives who call from Wiggins Teape.*

**Ed:** Many coming today?

**MB:** *Several hundred. And if they happen to read this I hope they agree.*

**Ed:** Do you think you could get the same sponsorship results from any other sport. For example horse racing?

**MB:** *It's difficult to imagine sticking the words Wiggins Teape on the side of a horse. But seriously, we find that motor racing offers more to the sponsor than anything else we've looked at.*

**Ed:** Partly I suppose because the sport is relatively young and growing in attendances all the time.

**MB:** *As are the people who go motor racing. They also are young and are of executive calibre for the most part.*

**Ed:** Thank you from our readers. Now about next season. Any leads on what Wiggins Teape are planning?

**MB:** *If there are any bookies on the course, I think the odds would be very much in favour of Wiggins Teape being associated with motor racing in 1972.*

**Ed:** I think that deserves a plug for the product.

**MB:** *No need. After all the point about our promotions this year has been to tell the racegoers what NCR Paper is. I think most of them know now.*

**Ed:** Thank you Mike Boniface.

**MB:** *And thank you Brian, Malcolm, Ted and Pat.*





**Congratulations to Jackie Stewart  
1971 World Champion  
sparked by Motorcraft.**

## **Most spark plugs are made for average driving. Too bad there's no such thing!**

Average driving? It would be nice if there were such a thing.

But as we all know, driving consists of starts and stops, sudden bursts of acceleration followed by sudden down shifts, traffic jams, bad weather and varying grades of petrol. All murder on an engine and death to spark plugs.

That's why you need efficient, dependable plugs.

Plugs like Motorcraft. With their special powertip to prevent fouling in stop-go traffic, and to check pre-ignition in fast motorway driving.

Plugs containing heavy nickel-chrome electrodes so they last longer.

Plugs copper-glass sealed to prevent leakage.

Tough plugs, proven on the world's race tracks where they gained fame under their former name "Autolite".

So don't forget. Motorcraft plugs are not made for "average" driving.

That's why they're above average.

**VISIT US ON STAND 336  
AT THE LONDON MOTOR SHOW**

Spark plugs.  
Filters.  
Ignition parts.  
Ignition  
'tune-up' kits.  
Fan belts.  
Wiper blades  
and arms.  
Bulbs.  
Radiator and  
heater hoses.  
Hose clips.  
Thermostats.



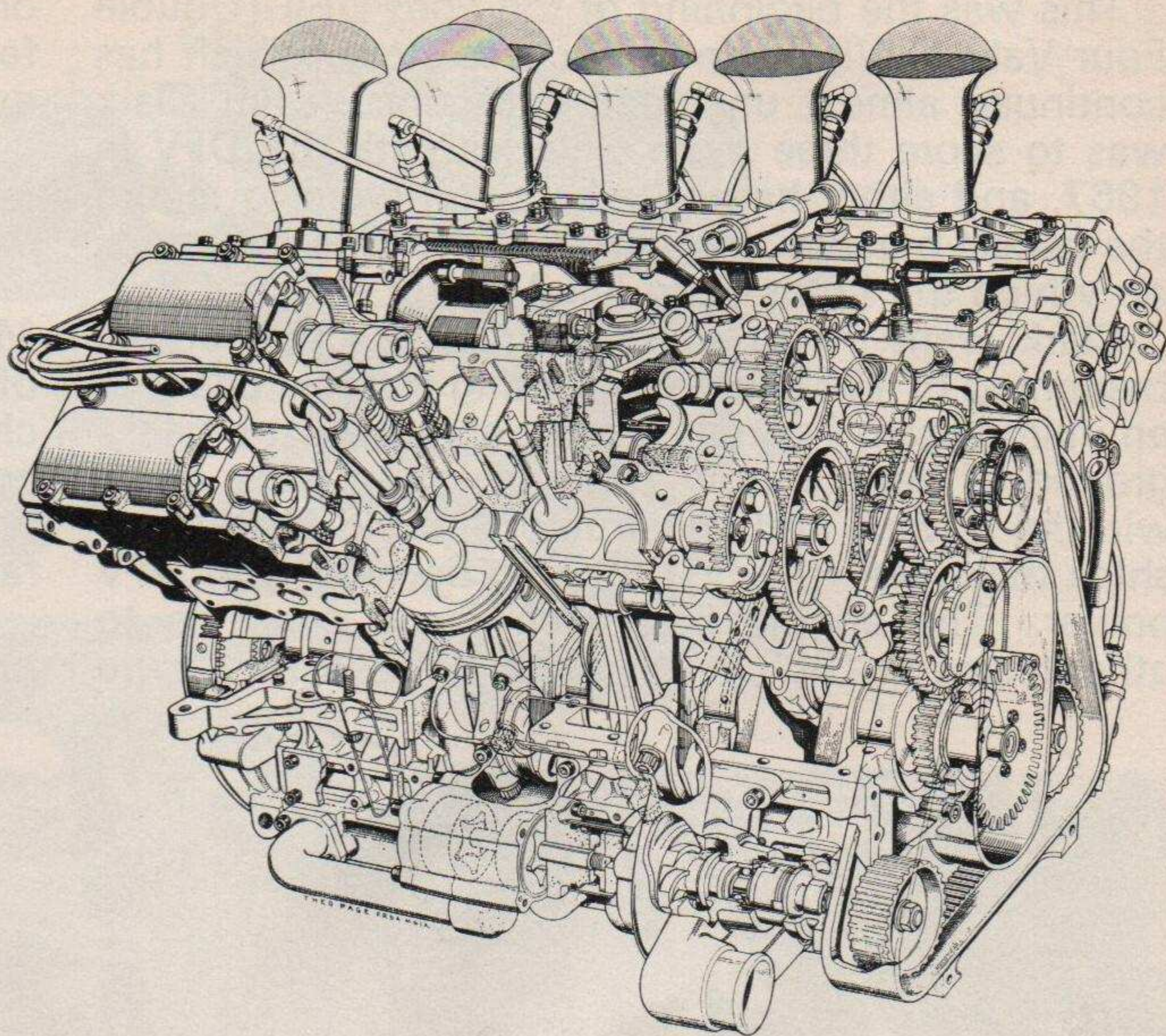
**Quality parts to make cars run better**



# The Power behind the Throne

*by John Blunsden*

*Co-author of the recently published  
story of the Ford Grand Prix engine  
'Such Sweet Thunder'*



The Ford DFV exposed. The 3 litre V8 has a bore of 3.373 ins., stroke of 2.550 ins. and a displacement of 2,993 cc. The engine measures approximately 22 ins. long and 27 ins. wide, its compactness being a remarkable achievement in packaging. Power output has risen from 408 to over 450 bhp in five seasons, but the price has remained unaltered at £7,500.

We are at Brands Hatch today, not only to watch an attractively full and varied programme of racing, but specifically to say 'Congratulations' to Jackie Stewart and Ken Tyrrell for winning their respective world championships.

But as the car horns echo across South Bank in a traditional Brands Hatch ovation let us couple the names of Stewart and Tyrrell with those of Duckworth and Ford, without whom Elf Team Tyrrell almost certainly would not be on top of the motor racing world today.

In clinching their 1971 titles Jackie and Ken have seen to it that the Ford DFV engine has become the champion's power unit for the fourth year in succession—a magnificent achievement unparalleled in the 22-seasons' history of the world championship.

Lest we forget, this was the engine which was conceived with a limited objective—to provide Colin Chapman with an engine to power his Team Lotus cars. To that end, Chapman, Keith Duckworth of Cosworth Engineering, and Walter Hayes and Harley Copp of the Ford Motor Company, spent many long sessions together behind closed doors, carefully weighing up the pro's and con's before a formal proposition was put to Ford's top management.

The sum of money involved—£100,000 (of which £25,000 was earmarked for a "trial run" four-

cylinder engine)—was small enough when compared with the £1,000,000 it cost Ford to put synchromesh on bottom gear of the Cortina. But this—even to a company as heavily committed to motor sport as Ford—was much more than just signing a cheque. For the first time ever it committed the name of the world's second largest car manufacturer to Grand Prix racing as an active participant; it meant that the company's image could be greatly enhanced or severely tarnished, depending upon the success or otherwise of the engine. That it was to be designed and manufactured in an exceedingly short 12 months by a young man and his company, which had yet to build any racing engine entirely from scratch, was further evidence of the enormity of the decision made in the Ford boardroom on the day the go-ahead was given.

If several fingers were kept firmly crossed in the corridors of power at Ford and Cosworth Engineering during 1966 and 1967 it was with good reason, but the confidence which had been put in the young design-and-buildteam was justified on that historic day in June 1967 when Jim Clark took his Lotus-Ford 49 to a resounding first-time victory in the Dutch Grand Prix after his teammate Graham Hill had set the fastest lap time in both practice and the race with a similar car and engine.

*continued on page 22*



This was the beginning of the Ford DFV (Double Four Valves) V8 engine's success story, which has continued almost unabated ever since. Jim Clark was to score three more victories with the DFV in 1967, and either he or Graham Hill were to record the fastest practice time on all of the nine occasions on which the Lotus-Ford lined up for a Grand Prix.

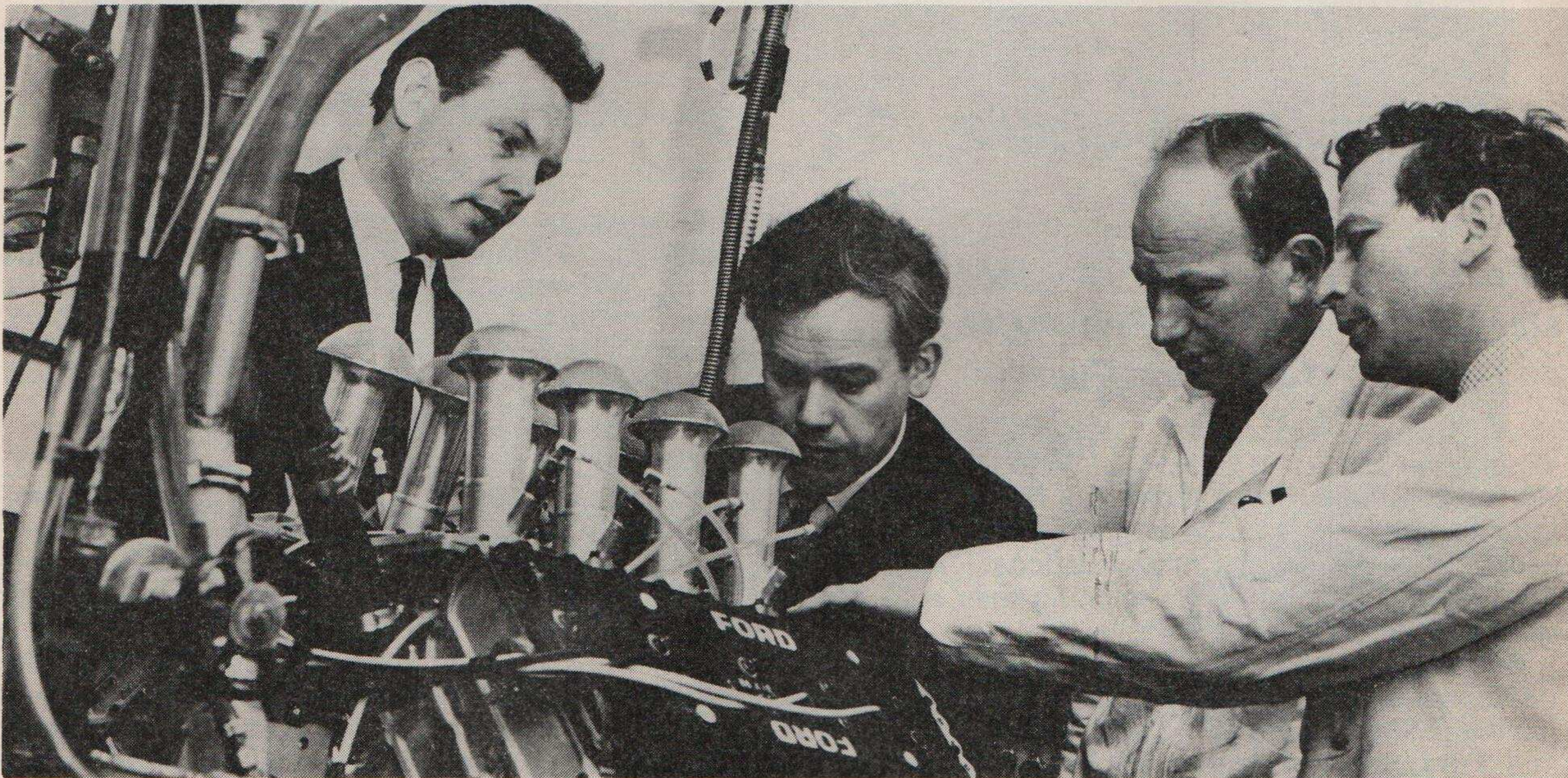
Clark went on to score a further victory at the beginning of 1968, before meeting a tragic death in an unimportant Formula 2 race, and against a background of deep sorrow Hill and Lotus went on to win the drivers' and constructors' world championships that year—the first titles to be won with DFV power. The engine had been made available to other teams in 1968, and so firm a grip did it secure

on Grand Prix racing that it was used to win no fewer than 11 of the 12 world championship-qualifying races.

In 1969 the DFV victory score was an even more impressive 11 out of 11, and at the end of the season Jackie Stewart had fulfilled his burning ambition to win the world title, having driven a Ford-powered Matra under Tyrrell's management to victory in six of the individual races. That year 275 world championship points were won by drivers and 211 by constructors, and in each case all but 14 of them were secured with Ford power, without which GP racing would probably have collapsed completely.

Last year the success story continued, although once again to a background of tragedy culminating

*continued on page 24*



Four remarkable men. The architects of the Ford DFV engine's design, development, manufacture and maintenance achievements, Cosworth Engineering's co-directors Bill Brown, Keith Duckworth, Mike Costin and Benny Rood examine one of the first of the 3 litre V8s on the Northampton test bed.

## Bred on a diet of Steak and Cabbage!

*'I used to go to the factory one day a week to see about other problems . . . the rest of the time I would work at home from nine in the morning until midnight or later, and this went on for about nine months . . . I deliberately went on a diet, which seemed to be largely steak and cabbage, and as a result I lost over 40 pounds. . . . Very few of the solutions which I arrive at strike me as good; generally it is a case of going for the one which is least bad. I am probably more pernickety than most other designers, but this is mainly because I try to get things right first time . . . development is only necessary because of the ignorance of designers . . . I have a requirement to try and prove myself no more ignorant than is absolutely necessary.'*

Keith Duckworth quotations from 'Such Sweet Thunder'





## THE FORD SPORT CLUB. SPEED IS THE NAME OF OUR GAME.

Should you fancy a day at the races, you can't do better than own a Ford. That in itself makes you eligible for the FordSport Club.

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Like reduced entry into fifty or more race meetings and free parking at many circuits.

There's the members' enclosures with enough room for even the kids to get a look-in.

Together with jaunts at reduced fares to Grand Prix meetings and rallies abroad.

If you'd rather stay at home there'll be nights out at the FordSport centres where we run film shows, Club dinners, talk-ins and so on.

You also get a free subscription to the

FordSport magazine with the latest Club news. And there are special discounts on rally jackets, steering wheels etc.

Membership fees are on a sliding scale.

Ranging from £2.10 if you join between 1st April and the 30th June to £1.35 if you join between 1st January and the end of March.

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For full details write to FordSport, 132-134 Fleet Street, London, E.C.4. Tel. 01-353 3514.

In return, we hope we'll be welcoming you to the Club.





in Jochen Rindt becoming motor racing's first posthumous world champion. Before he died at Monza he drove his Lotus-Ford to five GP victories (with the last four in succession), and when his teammate Emerson Fittipaldi added a further victory at Watkins Glen, Lotus had once again become world champion constructors.

The Ford DFV engine had now secured a double world championship hat-trick, but with the growing challenge being mounted by the 12-cylinder Ferraris most of the pundits were prophesying that 1971 would see the end of the Ford domination and would become 'The Year of the Twelves.' The early-season race results suggested that possibly they were right, but the turning point came in the Spanish Grand Prix in April, where Jackie Stewart scored the first of his six GP victories of the season. His championship became assured in Austria, and that of Ken Tyrrell in his first full season as a constructor in Italy. Four-in-a-row, twice over, and now there is growing confidence that the DFV engine will be back again next year to help pick up a couple more titles! So far the engine has taken part in 56 Grands Prix, and has won no fewer than 41 of them; on eight of these occasions it has also powered the second, third, fourth, fifth and sixth cars home.

Inevitably, the Ford DFV has undergone a considerable amount of development during its five racing seasons, although until last Winter practically all the development work was directed towards improving reliability rather than power. It was the Ferrari challenge in the second half of the 1970 season which pointed the need for a few more horsepower (at that stage the DFV was giving 425-430 bhp compared with 408 bhp when it first raced), and so Keith Duckworth returned to his drawing board and with his customary efficiency he found them. In its latest (11 Series) guise the DFV is producing a shade over 450 bhp.

The original Ford contract was for five GP engines, but over 90 of them have been built at Northampton, and the 'score' will pass the century very soon as more engines become earmarked for sports car racing under the 1972 3-litre formula.

To have manufactured and, for the majority of the time, maintained and overhauled so many engines has been a prodigious effort by the Cosworth company, and in particular by the firm's co-directors, Duckworth, Mike Costin, Bill Brown and Benny Rood, who between them have built up one of the most highly respected and successful companies in the motor racing world. Talent, dedication and efficiency usually bring their reward in this most exciting of sports, but rarely if ever has there been such a record of consistent success as that achieved by the Ford DFV and those associated with it. And the story is not yet over . . .



**CONGRATULATES**  
**KEN TYRRELL**  
**JACKIE STEWART**  
 and **FRANCOIS CEVERT**  
**FOR CONTRIBUTING**



**TO THE 1971 GP SEASON**

**'SUCH SWEET THUNDER'** by  
 John Blunsden and David Phipps  
 tells the full, fascinating story of the  
 Ford DFV engine's design, development  
 and first four years of unmatched  
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# ROTHMANS

## European Formula 5000 Championship

The 1971 Formula 5000 European Championship is sponsored by Rothmans cigarettes which, like Guards, who sponsored the 1969 and 1970 series, are a product of Carreras. The total prize fund offered is £66,750.

The Formula 5000 drivers' and entrants' championship for 1971, promoted by Motor Circuit Developments in association with the British Racing and Sports Car Club, consists of 17 qualifying rounds on 10 different circuits. Of these six are run over a distance of between 100 and 150 miles with a prize fund of £5,000 for each event and the remaining 11 over a distance of approximately 75 miles with a £2,500 prize fund.

Points for the Rothmans European Formula 5000 Championship are allocated on the basis of 9, 6, 4, 3, 2 and 1 to the drivers and entrants finishing in the first six positions.

All the longer races are run on a two-part basis with the results calculated on a competitor's aggregate times. The prize money in the longer races ranges from £375 to the winner of each heat to £50 for the 20th finisher. In the 75-mile events the awards range from £500 to the winner to £50 for the 20th finisher (or, if the race is split into two heats, £250 for the winner of each heat down to £25 for the 20th finisher).

Today is the final round.

Assuming that there are at least 16 qualifying rounds, the drivers' championship winner receives £1,000 with £500 being allocated to the runner-up. This £2,500 fund extends down to £100 for fifth place. An entrants' championship has similar rewards. These funds and the individual prizes will be reduced or increased by £250 if more or fewer than 16 rounds of the championship take place.

### POINTS POSITION:

Drivers		Entrants		
1	*Frank Gardner	89 pts	1 *Lola Cars	89 pts
2	Mike Hailwood	58	2 Team Surtees	58
3	Mike Walker	36	3 Sid Taylor Team Castrol	41
4	Brian Redman	34	4 Doug Hardwick Racing	36
5	Graham McRae	33	5 Team Trojan	34
6	Ray Allen	30	6 Crown Lynn Potteries	33
7	Alan Rollinson	26	7 Alan McKechnie Racing	23
8	Trevor Taylor	16	8 Malaya Garage	16
	Teddy Pilette	16	Racing Team VDS	16
10	David Prophet	10	10 A. G. Dean Racing	9
11	Tony Dean	9	11 Barrie Newman Racing	8
12	Peter Gethin	7	12 Bugle-Prophet Racing	7
13	Ulf Norinder	6	13 John Butterworth	5
14	John Myerscough	5	Mermaid Racing	5
	Fred Saunders	5	15 Business Consultant Services/ Kent Services Racing Team	4

\*1971 champions



# Your entry list and lap chart



ROTHMANS  
WORLD CHAMPIONSHIPS  
VICTORY RACE MEETING

Brands Hatch, Sunday, October 24, 1971

**LUCAS** Electrical equipment  
Petrol injection

**GIRLING**  
DISC BRAKES

Qualifying heats, Shell Super Oil British Formula 3 Championship Race Saturday October 23rd



# EVENT ONE

# THE JACK BRABHAM TROPHY RACE

For Ford Escort Mexico saloons

**START 11.15 am**

**10 laps of the  
Club Circuit 12.4 miles (1 lap = 1.24 miles)**

<i>No. Entrant and Driver</i>	<i>Pit Signaller</i>	<i>Car</i>
1 Ford Motor Co. Ltd. (Driver: Ken Tyrrell)	Jackie Stewart	Ford Escort Mexico
2 Ford Motor Co. Ltd. (Driver: To be Nominated)	—	Ford Escort Mexico
3 Ford Motor Co. Ltd. (Driver: Max Mosley)	Ronnie Peterson	Ford Escort Mexico
4 Ford Motor Co. Ltd. (Driver: Alan Rees)	Ronnie Peterson	Ford Escort Mexico
5 Ford Motor Co. Ltd. (Driver: Phil Kerr)	Jackie Oliver	Ford Escort Mexico
6 Ford Motor Co. Ltd. (Driver: Colin Chapman)	Emerson Fittipaldi	Ford Escort Mexico
7 Ford Motor Co. Ltd. (Driver: John Surtees)	Mike Hailwood	Ford Escort Mexico
8 Ford Motor Co. Ltd. (Driver: Tim Parnell)	Jo Siffert	Ford Escort Mexico
10 Ford Motor Co. Ltd. (Driver: Frank Williams)	Henri Pescarolo	Ford Escort Mexico
11 Ford Motor Co. Ltd. (Driver: Mike Costin)	To be appointed	Ford Escort Mexico
12 Ford Motor Co. Ltd. (Driver: Sid Taylor)	Brian Redman	Ford Escort Mexico
15 Ford Motor Co. Ltd. (Driver: Jackie Epstein)	Ray Allen	Ford Escort Mexico
16 Ford Motor Co. Ltd. (Driver: Eric Broadley)	Frank Gardner	Ford Escort Mexico
17 Ford Motor Co. Ltd. (Driver: Doug Hardwick)	Mike Walker	Ford Escort Mexico
18 Ford Motor Co. Ltd. (Driver: Edward Nelson)	David Prophet	Ford Escort Mexico
19 Ford Motor Co. Ltd. (Driver: To be Nominated)	—	Ford Escort Mexico

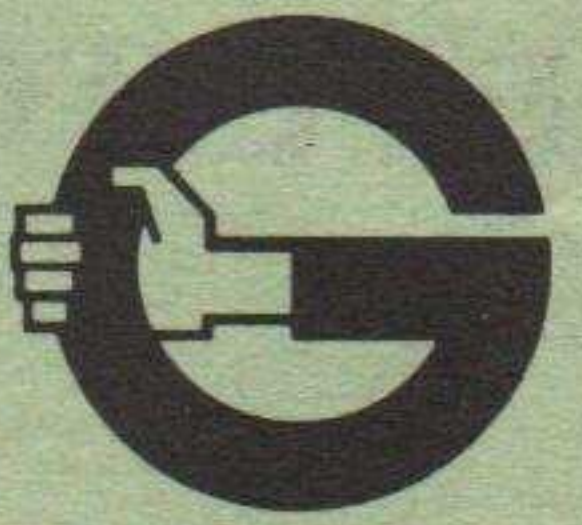
## LAP RECORD

Ford Escort Mexico (Club circuit)	min	secs	mph	date
Rod Mansfield	1	3.0	70.86	11.7.71
Roger Bell	1	3.0	70.86	11.7.71
Nick Weir	1	3.0	70.86	11.7.71
Jody Scheckter	1	3.0	70.86	11.7.71
Race record: Jody Scheckter			67.91	11.7.71

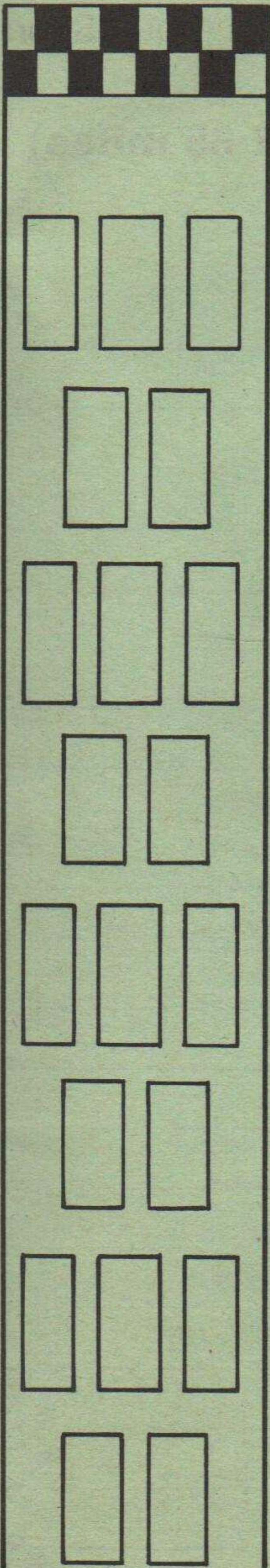




French Grand Prix 1971—first, Jackie Stewart, Tyrrell-Ford. Second, Francois Cevert, Tyrrell-Ford. Third, Emerson Fittipaldi, Lotus-Ford. All relying on Lucas Petrol Injection, Ignition, Alternator and Girling Disc Brakes.



### GRID POSITIONS



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

### RESULTS:

1st 2 Time 11:07 Speed 60 mph  
 2nd 10 3rd 5 4th ..... 5th ..... 6th .....  
 Fastest lap: Car No. .... Time ..... Speed ..... mph

FL 6 65.7 68.47  
11.8.6 66.77



# EVENT TWO

# THE SHELL SUPER OIL BRITISH FORMULA 3 CHAMPIONSHIP RACE

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

The final qualifying round of the Shell Super Oil British F3 Championship for the Motor Sport Trophy, and a qualifying round of the Lombank Formula 3 Championship.

**START 12.45 pm**

**25 laps**

**66.25 miles (1 lap = 2.65 miles)**

No. Entrant and Driver

Car

Colour

Nat

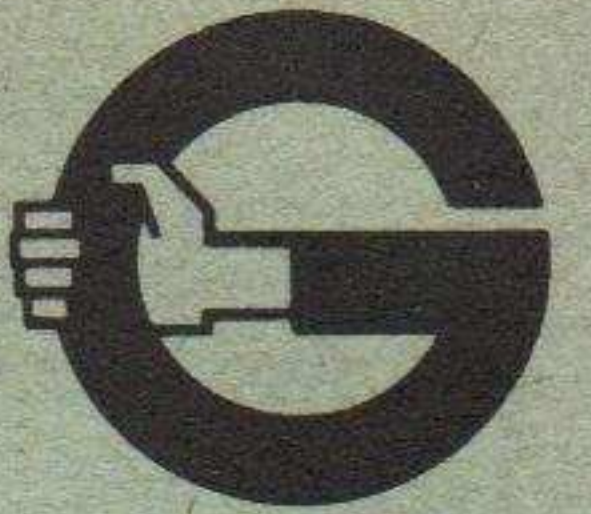
No.	Entrant and Driver	Car	Colour	Nat
41	Williamson			
33	Hunt			
3	Vanderwell			
86	M. Walker			
88	J. Schector			
70	Borgone			
84	Depallier			
94	Kamplough			
12	Jochen MAAS	Brabham		
46	Bev. Bond			
64	Jacques Coulon			
79	Purley			
25	A. Jones			
72	Manfred Mohr			
80	Chris Shearing			
85				
20				
4				
94				
1	Svenson			
63	Rale			
75	Bonnie Marshall	Chevron		
29	Peter Hall			
91	Etain	Teino		
76	Mignall			

Code to Nationalities: A—Austria; AUS—Australia; B—Belgium; BR—Brazil; C—Cyprus; CDN—Canada; CH—Switzerland; D—Germany; DK—Denmark; F—France; FL—Leichtenstein; GB—Great Britain; I—Italy; IRL—Ireland; MDG—Madagascar; MZ—Mozambique; NL—Holland; NZ—New Zealand; P—Portugal; S—Sweden; SF—Finland; USA—America; ZA—S. Africa





British Grand Prix 1971—first, Jackie Stewart, Tyrrell-Ford. Second, Ronnie Peterson, March-Ford. Third, Emerson Fittipaldi, Lotus-Ford. All relying on Lucas Petrol Injection, Ignition, Alternator and Girling Disc Brakes.



No. Entrant and Driver

Car

Colour

Nat

57	Andy Sutcliffe	GRD		
56				
95				
40	LINK	March 712		
81	THOMPSON	Ensign		
15				
61				
55	F ↓	Martini		
28				
58	Gentzma			
5				
62				

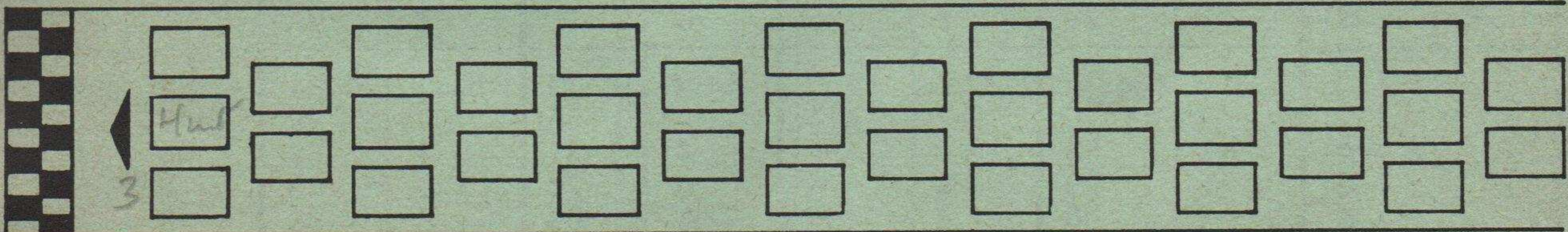
### RESULTS HEAT 1:

1st	Time	Speed	mph		
2nd	3rd	4th	5th	6th	
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Fastest lap: Car No.		Time	Speed	mph	

### RESULTS HEAT 2:

1st	Time	Speed	mph		
2nd	2nd	4th	5th	6th	
7th	8th	9th	10th	11th	12th
13th	14th	15th	16th	17th	18th
Fastest lap: Car No.		Time	Speed	mph	

### GRID POSITIONS



### LAP RECORD

Formula 3	min	secs	mph	date
Bev Bond (1,598 cc Ensign LN1)	1	38.0	97.35	20.3.71
Race record: Bev Bond (1,598 cc Ensign LN1)			94.85	4.4.71





German Grand Prix 1971—won by Jackie Stewart, Tyrrell-Ford, relying on Lucas Petrol Injection, Ignition, Alternator and Girling Disc Brakes.



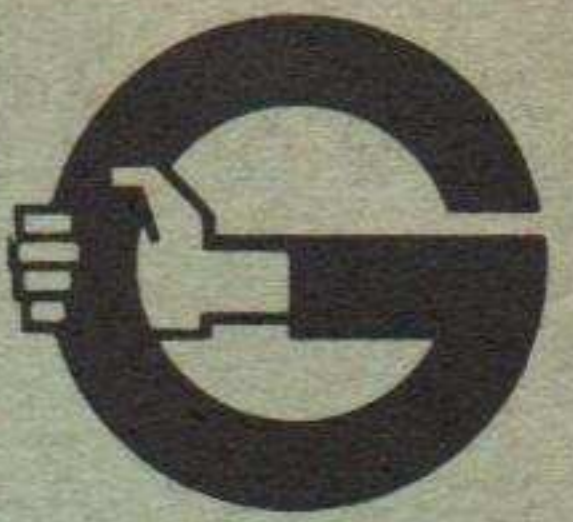
### BRANDS HATCH LAP SPEED TABLE CONVERSION CHART

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. = $2.65 \times 3600 \times \text{No. of laps}$ 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





Austrian Grand Prix 1971—first, Jo Siffert, BRM P160, relying on Lucas Petrol Injection and Girling Disc Brakes.



LAPS												EVENT TWO													
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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36																									

**RESULTS:**

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



# EVENT THREE

# THE ROTHMANS WORLD CHAMPIONSHIPS VICTORY RACE

For single-seater racing cars complying with the FIA International Formula 1 (1,500 cc supercharged or 3,000 cc unsupercharged, minimum weight 530 kilograms), and for single-seater racing cars complying with the RAC regulations for Formula 5000 (5,000 cc V8 engines, minimum weight 568 kilograms).

The final qualifying round of the Rothmans European F5000 Championship.

**START 2.00 pm**

**40 laps**

**106 miles (1 lap = 2.65 miles)**

## FORMULA 1

No. Entrant and Driver	Car	No. of Cylinders	cc	Colour	Nat
1 Elf Team Tyrrell (Driver: Jackie Stewart)	Tyrrell Cosworth-Ford	V8	2993	Blue	GB
2 Elf Team Tyrrell (Driver: Francois Cevert)	Tyrrell Cosworth-Ford	V8	2993	Blue	F
4 STP March (Driver: Ronnie Peterson)	March 711 Cosworth-Ford	V8	2993	Red	S
5 Yardley/B.R.M. (Driver: Jo Siffert)	B.R.M. P160	V12	2998	White/Black/Tan/Gold	CH
6 Yardley/B.R.M. (Driver: Peter Gethin)	B.R.M. P160	V12	2998	White/Black/Tan/Gold	GB
7 Yardley/B.R.M. (Driver: Howden Ganley)	B.R.M. P160	V12	2998	White/Black/Tan/Gold	NZ
8 Gold Leaf Team Lotus (Driver: Emerson Fittipaldi)	Lotus 72 Cosworth-Ford	V8	2993	Red/White/Gold	BR
10 Bruce McLaren Motor Racing Ltd. (Driver: Jackie Oliver)	McLaren M19 Cosworth-Ford	V8	2993	Orange	GB
11 Motor Racing Developments Ltd. (Driver: Graham Hill)	Brabham BT34 Cosworth-Ford	V8	2995	Blue	GB
12 Motor Racing Developments Ltd. (Driver: Tim Schenken)	Brabham BT33 Cosworth-Ford	V8	2995	Blue	AUS
14 Motor Racing Developments Ltd. (Driver: Carlos Reuteman)	Brabham BT33 Cosworth-Ford	V8	2995	Blue	RA
15 Frank Williams (Racing Cars) Ltd. (Driver: Henri Pescarolo)	March 711 Cosworth-Ford	V8	2996	Red	F
16 Brooke Bond Oxo/Rob Walker (Driver: John Surtees)	Surtees TS9 Cosworth-Ford	V8	2993	Blue/White	GB
17 Brooke Bond Oxo/Rob Walker (Driver: To be Nominated)	Surtees TS9 Cosworth-Ford	V8	2993	Blue/White	GB
18 Tecno Automobile (Driver: Nanni Galli) <i>HAILWOOD</i>	Tecno F1/72	F12	3000	Red	I

## FORMULA 5000

No. Entrant and Driver	Car	No. of Cylinders	cc	Colour	Nat
21 Sid Taylor Team Castrol (Driver: Brian Redman)	McLaren M18 Smith-Chevrolet	V8	5000	White/Red/Green	GB
22 Crown Lynn Potteries (Driver: Graham McRae)	McLaren M10B Morand-Chevrolet	V8	5000	Black	NZ
23 Lola Cars Ltd. (Driver: Frank Gardner)	Lola T300 Smith-Chevrolet	V8	4998	Red	AUS
24 John Butterworth (Driver: Guy Edwards)	McLaren M10B Bartz Smith-Chevrolet	V8	5000	Aubergine/Orange	GB
25 Keith Holland Racing (Driver: Keith Holland)	McLaren M10B Bartz-Chevrolet	V8	4992	Red/White/Blue	GB
26 Alan McKechnie Racing (Driver: Alan Rollinson)	Surtees TS8 Morand-Chevrolet	V8	5000	Green	GB
27 Bugle Prophet (Driver: David Prophet)	McLaren M10B Prophet-Chevrolet	V8	4968	Green/Gold	GB
28 Team Trojan (Driver: Ray Allen)	McLaren M10B Morand/Smith-Chevrolet	V8	4991	Pink	GB
33 Racing Team V.D.S. (Driver: Teddy Pilette)	McLaren M10B Morand-Chevrolet	V8	4995	Red	B
40 Gordon Spice Cash & Carry (Driver: Ian Ashley)	Lola T191 Griffiths-Chevrolet	V8	5000	Silver/Orange	GB
41 Malaya Garage Racing Division (Driver: Trevor Taylor)	Leda LT25 Bartz/Smith-Chevrolet	V8	4998	White/Blue	GB
44 Gordon Spice Cash & Carry (Driver: Gordon Spice)	McLaren M10B Kitchenor-Chevrolet	V8	4992	Black	GB
45 Team Surtees (Driver: Mike Hailwood or To be nominated)	Surtees TS11 Morand-Chevrolet	V8	4992	Red	GB
66 Mermaid Racing (Driver: Fred Saunders)	Crossle 15F Saunders-Rover	V8	4986	Blue	GB
77 Doug Hardwick (Driver: Mike Walker)	Lola T192 Smith-Chevrolet	V8	5000	Red	GB

## LAP RECORDS

Formula 1	min	secs	mph	date
Jack Brabham (2,993 cc Repco-Brabham Ford BT33)	1	25.8	111.19	22.3.70
Race record: Jackie Stewart (2,933 cc March Ford 701)			109.11	22.3.70
Formula 5000				
Frank Gardner (4,992 cc Lola Chevrolet T300)	1	27.0	109.66	26.9.71
Race record: Brian Redman (4,992 cc McLaren Chevrolet M18)			108.08	26.9.71

Code to Nationalities: A—Austria; AUS—Australia; B—Belgium; BR—Brazil; C—Cyprus; CDN—Canada; CH—Switzerland; D—Germany; DK—Denmark; F—France; FL—Liechtenstein; GB—Great Britain; I—Italy; IRL—Ireland; MDG—Madagascar; MZ—Mozambique; NL—Holland; NZ—New Zealand; P—Portugal; S—Sweden; SF—Finland; USA—America; ZA—S. Africa







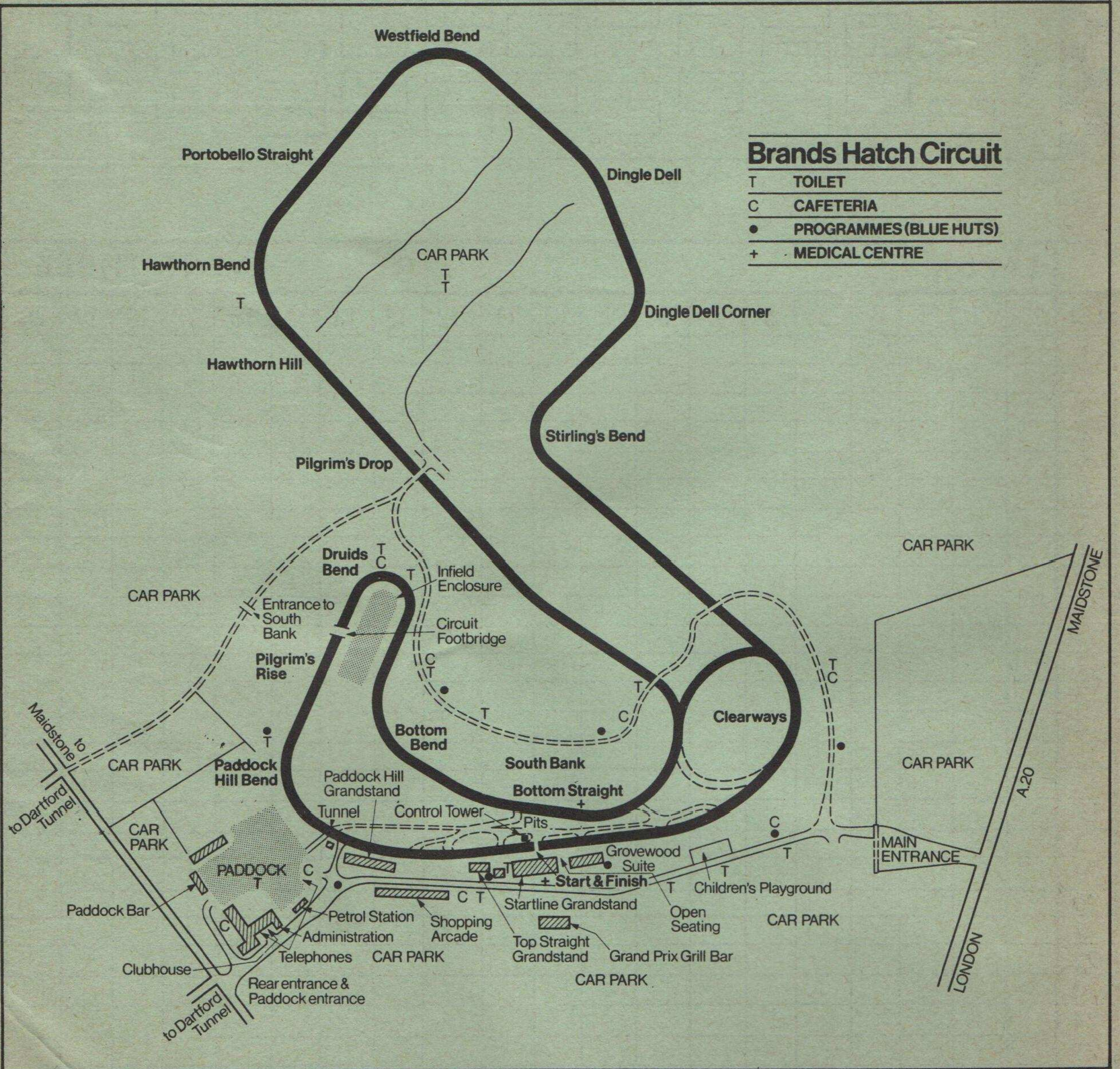
# LUCAS

World Champion Driver 1970—Jochen Rindt, Lotus-Ford, relied on Lucas Petrol Injection, Ignition, Alternator and Girling Disc Brakes.



## Brands Hatch Circuit

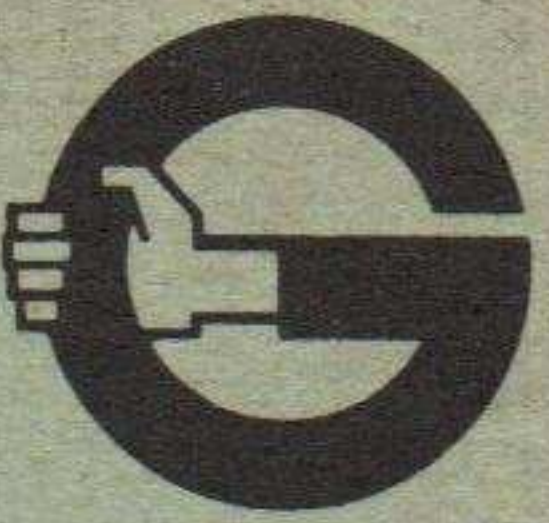
T	TOILET
C	CAFETERIA
●	PROGRAMMES (BLUE HUTS)
+	MEDICAL CENTRE







Italian Grand Prix 1971—won by Peter Gethin, BRM P160, using Lucas Petrol Injection and Girling Disc Brakes.



POS	LAPS															EVENT THREE				
	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

#### OVERALL

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

#### FORMULA 1

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

#### FORMULA 5000

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



# EVENT FOUR

# THE NCR PAPERCHASE FOR THE WIGGINS TEAPE TROPHY

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 final qualifying round of the British Saloon Car Championship.

**START 3.30 pm**

**20 laps**

**53 miles (1 lap = 2.65 miles)**

### Class A — Over 2,000 cc

No. Entrant and Driver	Car	cc	Colour	Nat
1 Ovaltine (Driver: Martin Thomas)	Chevrolet Camaro	5700	White/Orange	GB
2 Wiggins Teape Ltd. (Driver: Brian Muir)	Chevrolet Camaro	5000	Blue	AUS
3 Prestanda Racing Car (Driver: Lennart Johansson)	Chevrolet Camaro	5000	Blue/White	S
4 S.C.A. Freight Ltd. (Driver: Frank Gardner)	Chevrolet Camaro	4994	White/Green	AUS
5 Albert Camshaft (Driver: Franz Albert)	Chevrolet Camaro	4700	White/Blue	D
7 Martin Birrane	Ford Boss Mustang 302	5655	Yellow/Black	GB
8 Castrol-Leechtune Eng. (Driver: Dennis Leech)	Ford Boss Mustang 302	4955	Red/Green/White	GB
10 Ford Motor Co. Ltd. (Driver: Gerry Birrell)	Ford Capri RS2600	2940	White	GB
11 Colin Hawker (3rd Reserve)	Ford Capri 3000 GT	2994	Red	GB
14 BMW Castrol Rcg. Tm. (Driver: Dominique Moorkens)	BMW 2800 CS	2996	White	B
15 Gerald Pankl	Opel Commodore	2993	White	A

### Class B — 1,301-2,000 cc

No. Entrant and Driver	Car	cc	Colour	Nat
16 'Jockey' G. Horwitz (Driver: Tune Tobiasson)	BMW 2002 ti	1996	Green	S
18 Tm. Broadspeed/Castrol (Driver: John Fitzpatrick)	Ford Escort RS1600	1700	White/Red/Green	GB
19 Ford Motor Co. Ltd. (Driver: Han Akersloot)	Ford Escort RS1600	1800	Red	NL
21 Ford Motor Co. Ltd. (Driver: Matti Kemilainen)	Ford Escort RS1600	1800	Red	SF
22 John Willment Gr. Ford Main Dealers (Driver: Mike Crabtree)	Ford Escort RS1600	1950	White/Red	GB
23 David Brodie (5th Reserve)	Ford Escort RS1600	1974	Black	GB
25 John Bloomfield	Ford Escort RS1600	1800	White	GB
26 Sten Axelsson Rd. Rcg. Team Coco-Cola (Driver: Sten Axelsson)	Ford Escort RS1600	1786	White/Red	S
27 Zekia Redjep (1st Reserve)	Ford Escort RS1600	1600	Red/Green	C
28 Willy Kay (2nd Reserve)	Ford Escort RS1600	1800	Red	GB
29 Malvac Racing (Driver: Lennart Hall)	Ford Escort RS1600	1700		S
31 Malvac Racing (Driver: Bo Emanuelsson)	Ford Escort RS1600	1600	Green	S

### Class C — 1,001-1,300 cc

No. Entrant and Driver	Car	cc	Colour	Nat
32 Miss Liane Engemam	Alfa Romeo GTA 1300 Jr.	1300	Red	NL
34 Peter Wiederkahr	Alfa Romeo GTA 1300 Jr.	1300	Red	CH
36 Tm. Broadspeed/Castrol (Driver: David Matthews)	Ford Escort 1300 GT	1298	White/Red/Green	GB
37 Ford Motor Co. Ltd. (Driver: Keikki Kenilainen)	Ford Escort 1300 GT	1298	Blue/White	SF
38 V.M.W. Motors (Racing Division) (Driver: Vince Woodman)	Ford Escort GT	1297	White/Blue	GB
39 V.M.W. Motors (Racing Division) (Driver: Teddy Savoury) (4th Res.)	Ford Escort GT	1297	White/Blue	GB
40 John Littler	Ford Escort 1300 GT	1300	Blue/Silver	GB
41 Jonny Green	Ford Escort 1300 GT	1300	White/Red/Black	S
43 Woodhead Shock Abs. (Driver: Dave Garrett) (6th Res.)	Ford Escort 1300 GT	1300	Orange/White	GB
44 Jeremy Nightingale (8th Res.)	Ford Escort 1300 GT	1297	White	GB
46 Mike Drinkwater (7th Res.)	British Leyland Cooper S	1275	Blue/White	GB
47 Team Austin Mini (Driver: Erik Hoyer)	Austin Mini Clubman 1275 GT	1293	Blue	DK
49 Mac Ross (9th Res.)	Austin Cooper S	1293	Green/White	GB
50 Mo Mendham	Austin Cooper S	1275	Purple/Silver	GB
51 Jon Mowatt	Morris Cooper S	1293	White/Black/Red	GB

*33 Team 4111  
Bob Vanderelis Alfa Romeo  
GTA Junior 1300*

### Class D — Up to 1,000 cc

No. Entrant and Driver	Car	cc	Colour	Nat
52 Jeremy Bean	Br. Leyland Mini 1000	998	Yellow	GB
53 George Bevan (Driver: Bill McGovern)	Sunbeam Imp	998	Blue	GB
55 Anthony Charnell (Driver: Melvyn Adams)	Sunbeam Imp	998	Blue	GB
56 Guy's Automobile Eng. (Driver: John Turner)	Sunbeam Imp	998	Blue/Yellow	GB
57 Swarfega Team Pearl (Driver: Jorgen Kofoed)	Sunbeam Imp	998	Silver/Blue	DK
58 Swarfega Team Pearl (Driver: Paul Lund)	Sunbeam Fraser	998	Red White	DK
59 C.A.M. (Potters Bar) Ltd. (Driver: Adrian Webb)	Chrysler Imp	998	Green/Blue	GB
60 Trevor Willcocks (10th Res.)	Hillman Imp	998	Black/Silver	GB

4	19																		
10	2	25	1																
18	8	22	1																

### SALOON CAR LAP RECORDS (Group 2)

Class	Driver	min	secs	mph	date
Over 2,000 cc	Frank Gardner (4,955 cc Ford Mustang 302)	1	43.0	92.62	18.7.70
	Race record: Brian Muir (5,738 cc Chevrolet Camaro)			91.18	21.2.71
1,301—2,000 cc	John Fitzpatrick (1,790 cc Ford Escort RS1600)	1	43.2	92.44	30.8.71
	Race record: John Fitzpatrick (1,700 cc Ford Escort RS1600)			91.16	21.3.71
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
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





Canadian Grand Prix 1971—first, Jackie Stewart, Tyrrell-Ford, relying on Lucas Petrol Injection, Ignition, Alternator and Girling Disc Brakes.



	LAPS										EVENT FOUR									
POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
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### RESULTS

#### OVERALL:

1st..... Time..... Speed.....mph

2nd..... 3rd.....

#### CLASS A:

1st..... Time..... Speed.....mph

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

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

#### CLASS B:

1st..... Time..... Speed.....mph

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

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

#### CLASS C:

1st..... Time..... Speed.....mph

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

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

#### CLASS D:

1st..... Time..... Speed.....mph

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

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



# EVENT FIVE

# THE JOHNSON RALLY WAX CUP RACE

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

The final qualifying round of the Johnson Wax Euro-Trophy.

**START 4.35 pm**

**10 laps**

**26.5 miles (1 lap = 2.65 miles)**

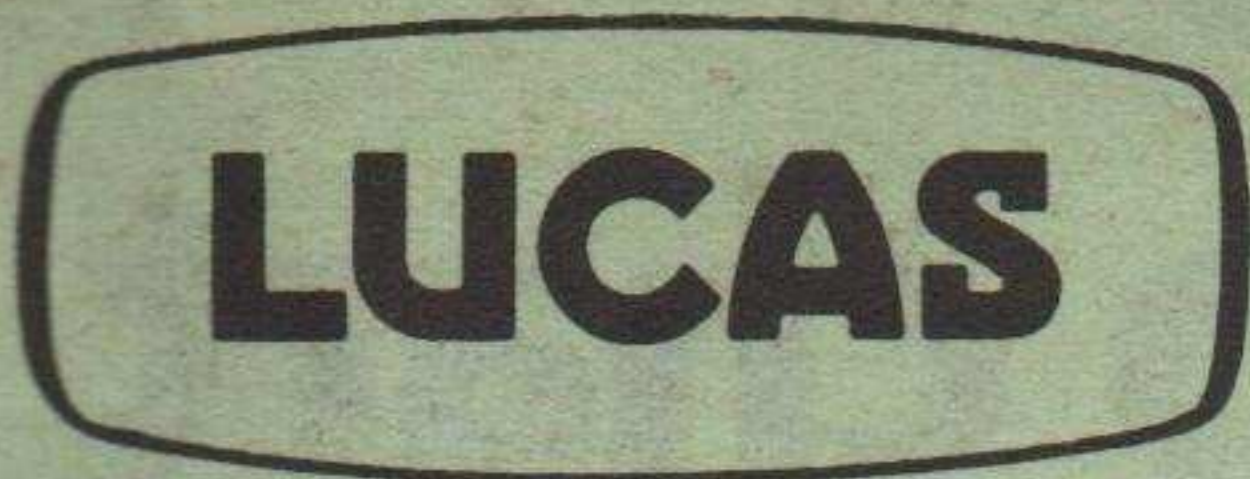
No. Entrant and Driver	Car		Nat
1 Jim Russell Racing Drivers School (Driver: Bernard Vermilio)	Merlyn Mk20 Scholar	Green/Yellow	GB
2 Lennart Sundahl	Merlyn Mk20 BRM		S
3 Hakan Dalqvist	Merlyn Mk20 BRM		S
4 Cartec (Driver: Kaare Vejlund)	Merlyn Mk17 Broadspeed		DK
5 Richard Croucher	Merlyn Mk17 Piper	Blue/Orange	GB
7 Artur Passanha	Merlyn Mk17 Steele		P
8 Antonio Santos Mendonca	Merlyn Mk17 Scholar		P
9 Chris Smith	Merlyn Mk11a Steele	Green/White	GB
12 Robert Arnott (Reserve)	Merlyn Mk11a Steele	Red	GB
14 Gepard Racingreklam (Driver: Bengt Gilhorn)	Lotus 69F Holbay	Yellow	S
15 Ernesto Neves	Lotus 69 Novamotor	Blue	P
16 Bosch Racing Team Vienna (Driver: Helmuth Koinigg)	Lotus 69F Novamotor	Yellow	A
17 Jeremy Gambs	Lotus 61M Holbay	Silver/Red	GB
18 Team WRO (Driver: Mo Harness)	Lotus 59 Holbay	White/Blue	GB
19 Algemeen Racing Team (Driver: Henry Schouwink)	Lotus 59F	Green	NL
20 Malvac Racing (Driver: Bicken Bergmanson)	Lotus 59F	Green	S
21 Malvac Racing (Driver: Bjorn Steenberg)	Lotus 59 Holbay	Green	S
22 Francis Polak	Lotus 59F Scholar	Yellow	B
24 R. A. McInstry (Driver: Geoff Close)	Hawke DL9 Holbay	Yellow	GB
25 P & M Racing Preparations Ltd. (Driver: Bob Strohmenger) (Reserve)	Hawke DL2B Piper	Yellow	GB
26 P & M Racing Preparations Ltd. (Driver: John Price) (Reserve)	Hawke DL2B P & M	Red	GB
27 Ecurie Eclair (Driver: Martin Gramman)	Hawke DL2B BRM	Red	A
28 Tony Roberts	Hawke DL2A Holbay	Red	GB
30 Valentino Musetti	Titan Mk6 Rowland	Red	GB
31 D. J. Bond (Driver: David Minister)	Titan Mk4 Piper	Blue/White	GB
32 Team Skyjump (Driver: Mike Wilds) (Reserve)	Titan Mk4 JDM	Red/White	GB
33 David Martell	Titan Atlantis Mk4 Piper	Orange	GB
34 Royal Restaurants Belfast (Driver: Damien Magee)	Palliser WDF3 Scholar	Blue	IRL
36 David Powers (Reserve)	Palliser WDF3 BRM	Blue	GB
37 KVG Racing (Driver: Buz Buzaglo)	Palliser WDF2 Scholar	Red/Green	GB
38 Tony Brise	Elden Mk8 Scholar	Yellow	GB
40 D. J. Bond Racing (Driver: Mike Catlow)	Elden Mk8 Piper	Green	GB
41 Colin Crang (Reserve)	Elden Mk8 Piper	Red	GB
43 JDM Racing Developments (Driver: John Trevelyan)	Crossle 20F JDM	Blue	GB
44 Mark Litchfield	Crossle 20F JDM	Blue	GB
46 Team Alexis (Driver: Colin Andrews)	Alexis Mk18B Alexis	Red	GB
47 Claude Crespin	Alexis Mk18 Alexis	Red	B
48 D. J. Bond (Driver: Russell Wood)	Royale RP3A Piper	Yellow	GB
49 Car Bargain Centre (Driver: Geoff Oliver)	DRW 8F JDM	Red	GB
51 Romans of Woking Ltd. (Reserve) (Driver: Richard Leach)	Lola T200 Holbay	Orange	GB
52 MacKinlay's Whisky/Peter Graham (Motors) Ltd. (Driver: Donald MacLeod)	Dulon LD4C Scholar	White	GB
53 Tonny Hansen	Brabham BT21 Rowland	White	NL
55 Jean Francois Vaney	Vaney	Yellow	B
57 Rob Wicken (Reserve)	Mistrale Piper	Red	GB

## LAP RECORD

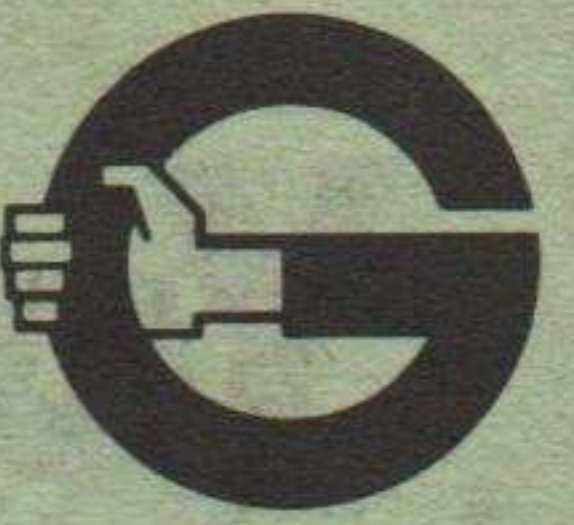
Formula Ford	min	secs	mph	date
Tony Brise (1,598 cc Merlyn Mk20)	1	42.2	93.35	26.9.71
Race record: Bernard Vermilio (1,598 cc Merlyn Mk20)			91.66	26.9.71

Code to Nationalities: A—Austria; AUS—Australia; B—Belgium; BR—Brazil; C—Cyprus; CDN—Canada; CH—Switzerland; D—Germany; DK—Denmark; F—France; FL—Leichtenstein; GB—Great Britain; I—Italy; IRL—Ireland; MDG—Madagascar; MZ—Mozambique; NL—Holland; NZ—New Zealand; P—Portugal; S—Sweden; SF—Finland; USA—America; ZA—S. Africa

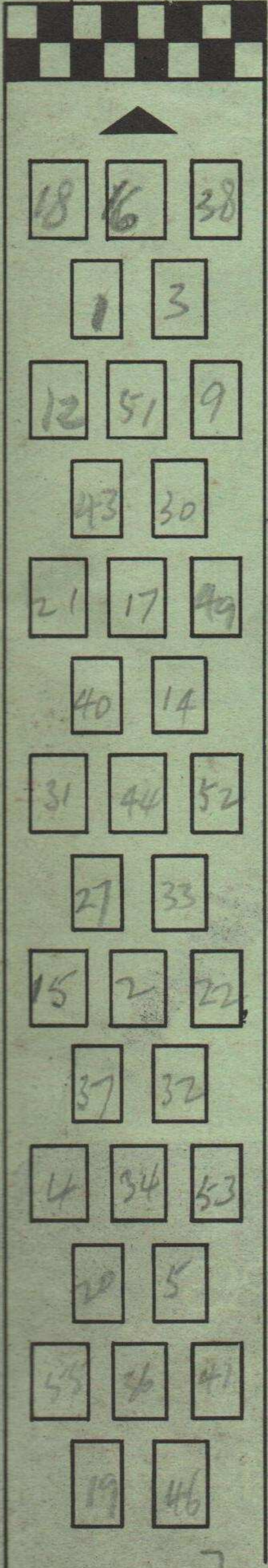




United States Grand Prix 1971—won by Francois Cevert, Tyrrell-Ford, relying on Lucas Petrol Injection, Ignition, Alternator and Girling Disc Brakes.



# GRID POSITIONS



POS	EVENT FIVE									
	1	2	3	4	5	6	7	8	9	10
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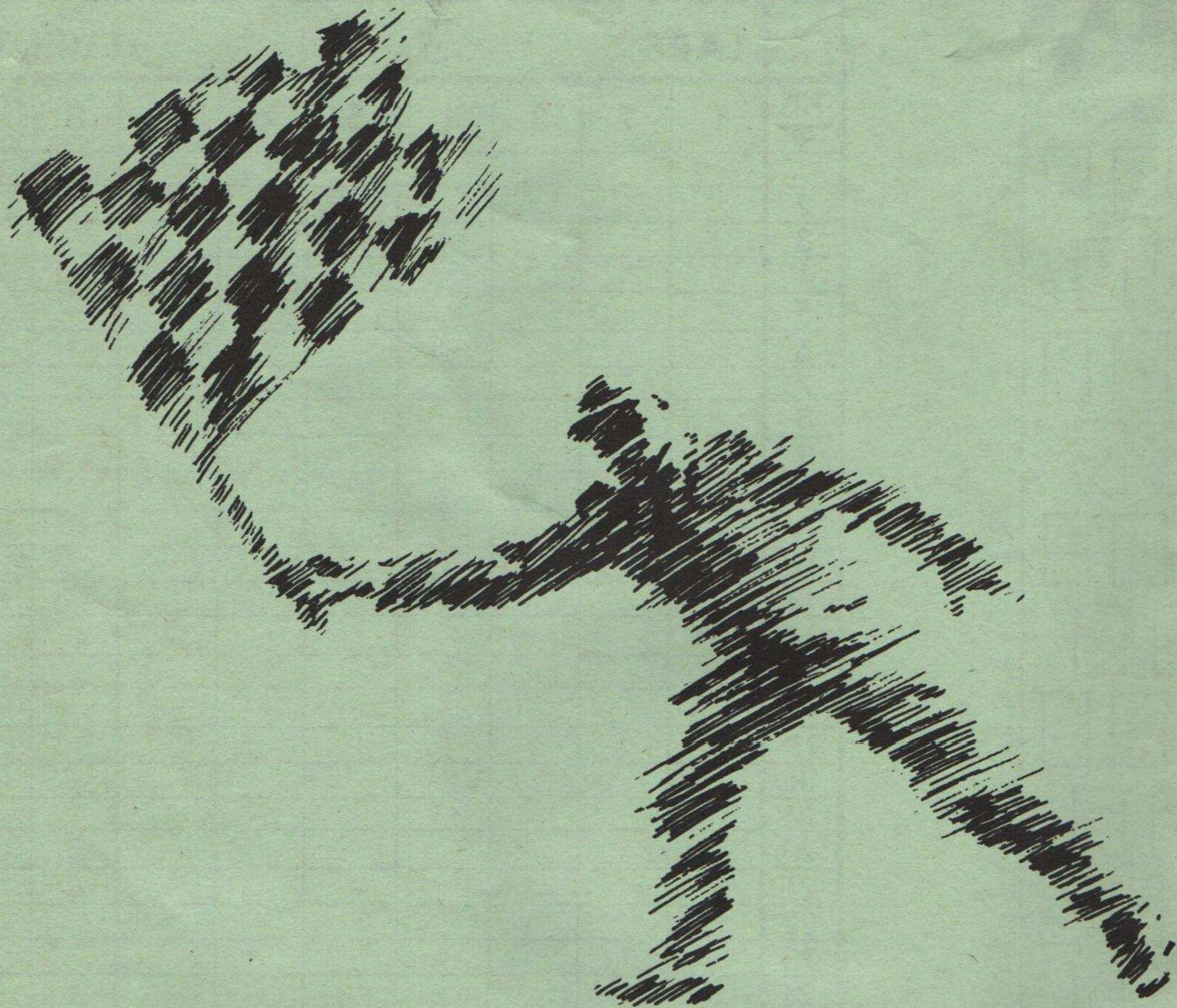
## RESULTS:

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

*Reserve 26*



# Your entry list and lap chart



ROTHMANS  
WORLD CHAMPIONSHIPS  
VICTORY RACE MEETING

Brands Hatch, Sunday, October 24, 1971

**LUCAS** Electrical equipment  
Petrol injection

**GIRLING**  
DISC BRAKES

Qualifying heats, Shell Super Oil British Formula 3 Championship Race Saturday October 23rd



# 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 comprises at least 18 races offering prize and overseas travel money of £2,500 per event. A further £200 per race goes to a year-end prize fund to be divided in proportion to points earned on a 9, 6, 4, 3, 2 and 1 basis and spread over all races. The drivers' championship title, however, is 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 international standard and three of them—Zandvoort, Paul Ricard and Magny-Cours—were on the Continent. It is 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.

Today is the final round.

### POINTS POSITION:

1	*Dave Walker	86 pts	7	Jochen Maas	13 pts
2	Bev Bond	48	8	James Hunt	12
3	Roger Williamson	47	9	Steve Thompson	9
4	Colin Vandervell	23		Pierre-Francois Rousselot	9
5	Barrie Maskell	16	11	Claude Bourgoignie	8
6	Patrick Depailler	15		Rikki von Opel	8

\*1971 champion.

# 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. The remaining dates are as follows: Brands Hatch, October 31 and December 27.

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:

1	Roger Williamson	66 pts	7	Steve Thompson	10 pts
2	Colin Vandervell	61	8	Sonny Eade	9
3	Jody Scheckter	28		James Hunt	9
4	Alan Jones	17		Dave Walker	9
5	Brendan McInerney	13	11	Bev Bond	8
6	David Purley	11	12	Rikki von Opel	7
				John Bisignano	7



# R.A.C. 1971 Saloon Car Championship

The R.A.C. Touring Car Championship is for saloon cars conforming with the requirements of Appendix 'J', Group 2, to the International Sporting Code and is for production cars of which not less than 1,000 have been made in a 12-month period. Considerable modifications to mechanical parts are permitted but the bodywork above the wheel centres must be standard.

The 1971 championship is being contested over 12 rounds at circuits all over the country and each competitor's best eight performances will be counted in calculating the results of the championship. Today's race is the 12th in the series. After any competitor has scored in eight rounds, he discards his lowest score before increasing his total.

The scoring is on the world championship principle in each class, i.e., 9 points for a win, 6 for second place and 4, 3, 2 and 1 down to sixth place. There are four classes: Up to 1000 cc, 1001-1300 cc, 1301-2000 cc and over 2000 cc.

Ties will be decided by considering the number of wins by each competitor and, if this fails to produce a result, the number of second places and so on, down to the number of fourth places.

Today is the final round.

The leading points scorers in the championship to date are as follows:

Over 2000 cc:	pts	1301 - 2000 cc:	pts	1001 - 1300 cc:	pts	Up to 1000 cc:	pts
Brian Muir	69	John Fitzpatrick	67	Dave Matthews	69	Bill McGovern	72
Frank Gardner	30	John Bloomfield	36	Vince Woodman	54	Melvyn Adams	44
Dennis Leech	27	Mike Crabtree	32	John Mowatt	31	Adrian Webb	37
Martin Thomas	20	Lawrie Hickman	18	John Littler	24	Jeremy Bean	27
Gerry Birrell	18	Rod Mansfield	18	Mo Mendham	24	Bernard Unett	15
Martin Birrane	12	Graham Birrell	15	Brian Peacock	20	John Turner	11

## How that world-beating combination began

Richard Garrett tells the story of an exciting day at Goodwood

Ken Tyrrell, who raced himself until 1958, when he decided that he was not a born racing driver who would get right to the very top, is not only the top team manager but also the finest spotter of talent.

Tony Maggs, John Love and Jacky Ickx were just three of the successful drivers who were spotted by Tyrrell. You may also remember that John Surtees had his first single-seater drive in one of Ken's Formula Junior cars, and Bruce McLaren was yet another who owed at least a little to Ken's help in his early racing days in Britain.

... One day, Ken Tyrrell was chatting with the circuit manager at Goodwood. The latter told him about an Ecurie Ecosse driver who seemed to be very fast indeed. His name was Jackie Stewart.

That evening, Tyrrell phoned Stewart's home in Scotland. He spoke to Jackie's elder brother, Jimmy—'Do you know if he wants to become a grand prix driver?' Tyrrell asked. 'Is he serious, or does he just do it for fun?'

Jimmy Stewart reported that his brother seemed to be serious and would probably be interested.

The outcome was a trial at Goodwood in a new

F3 Cooper. Bruce McLaren was also at Goodwood that day, testing another Cooper.

'Jackie had never even been in a single-seater before,' Tyrrell recalls. 'I lectured him. I said: "Take it steady. We've got all day. Don't go too quickly." He went off, and by the third lap he was equalling Bruce McLaren's time. It frightened me. I called him in and gave him another lecture. Then he went off again and went even faster.'

McLaren had been watching all this from Madgwick, one of Goodwood's trickiest corners. He came over to the pits. 'This is ridiculous,' he told Tyrrell with a grin. 'I've never seen anything like it.'

'You think a car won't go any faster until somebody else makes it go faster,' Tyrrell said. 'That's how it was that day with Bruce. He got into his car and knocked seconds off his lap time. Then Jackie knocked off more seconds. I called him back for the third time. "This is not a motor race" "I told him.'

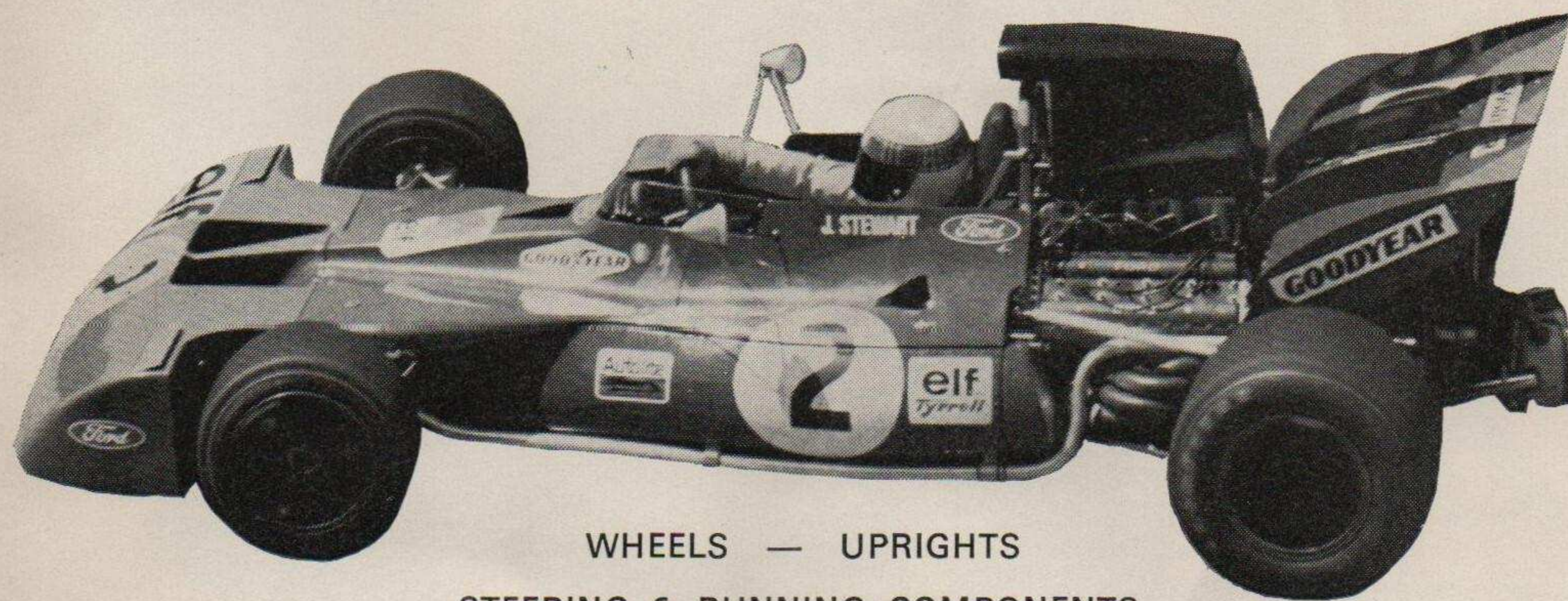
Another spectator at Madgwick had been John Cooper. Now he came running over. He took Tyrrell by the arm and said in a conspirator's whisper: 'Sign that bloke on quick.'



**Jack Knight & All His Staff  
are proud to be associated  
with the Tyrrell Team  
CONGRATULATIONS  
to**

**JACKIE STEWART & KEN TYRRELL**

**World Championship Victors 1971**



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# Champion Drivers and



**Jackie Stewart**—1971 world champion—62 points. South African GP, 2nd; Spanish GP, 1st; Monaco GP, 1st; French GP, 1st; British GP, 1st; German GP, 1st; Canadian GP, 1st; United States GP, 5th.

*(Photograph by Maureen Magee)*



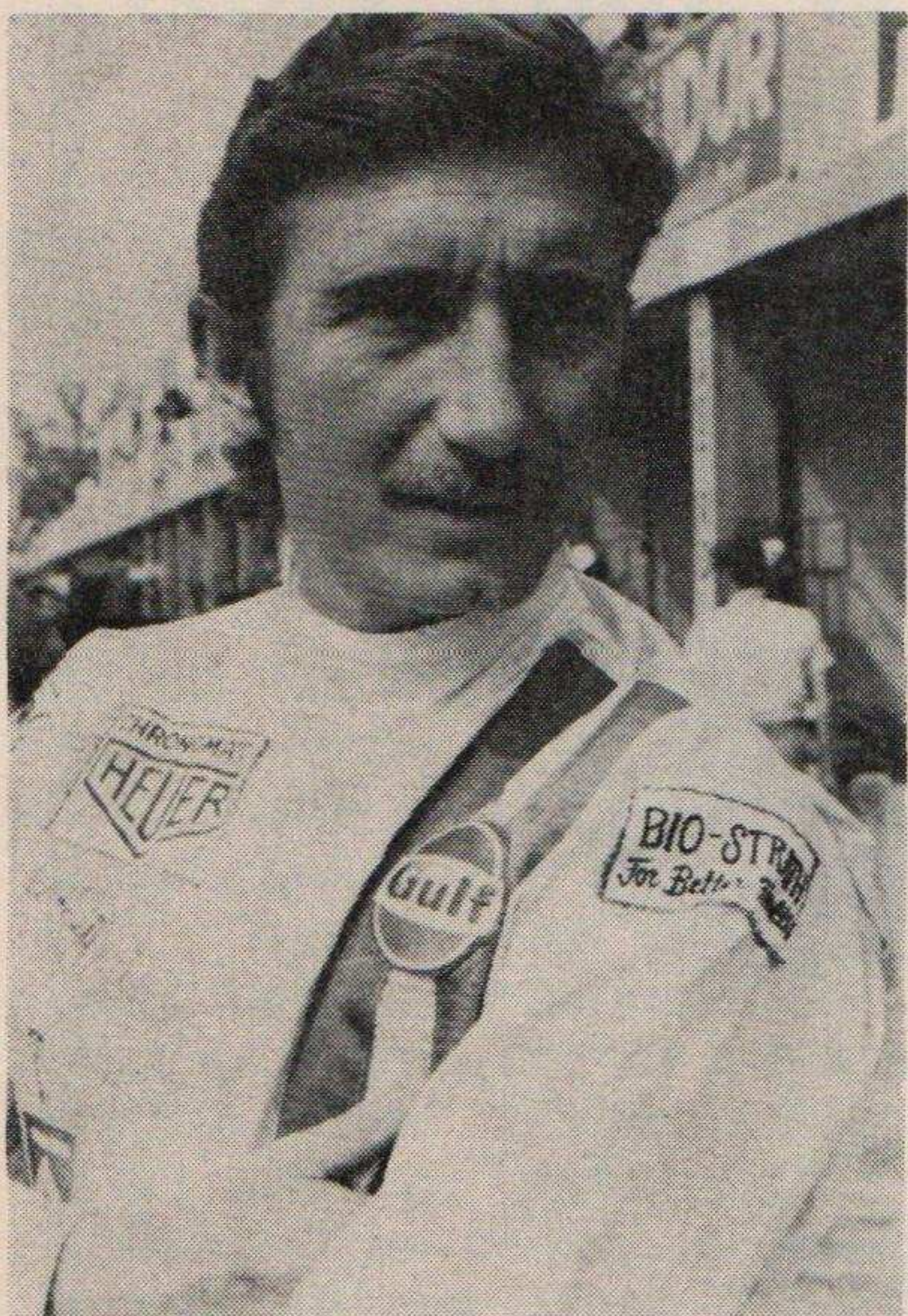
**Ronnie Peterson**—second in world championship—33 points. Monaco GP, 2nd; Dutch GP, 4th; British GP, 2nd; German GP, 5th; Italian GP, 2nd; Canadian GP, 2nd; United States GP, 3rd.

*(Photograph by Maureen Magee)*



**François Cevert**—third in world championship—26 points. French GP, 2nd; German GP, 2nd; Italian GP, 3rd; Canadian GP, 6th; United States GP, 1st.

*(Photograph by Maureen Magee)*



**Jo Siffert**—equal fourth in world championship—19 points. Dutch GP, 6th; French GP, 4th; Austrian GP, 1st; United States GP, 2nd.

*(Photograph by Gulf Photography)*



**Emerson Fittipaldi**—sixth in world championship—16 points. Monaco GP, 5th; French GP, 3rd; British GP, 3rd; Austrian GP, 2nd.

*(Photograph by Ford of Britain)*

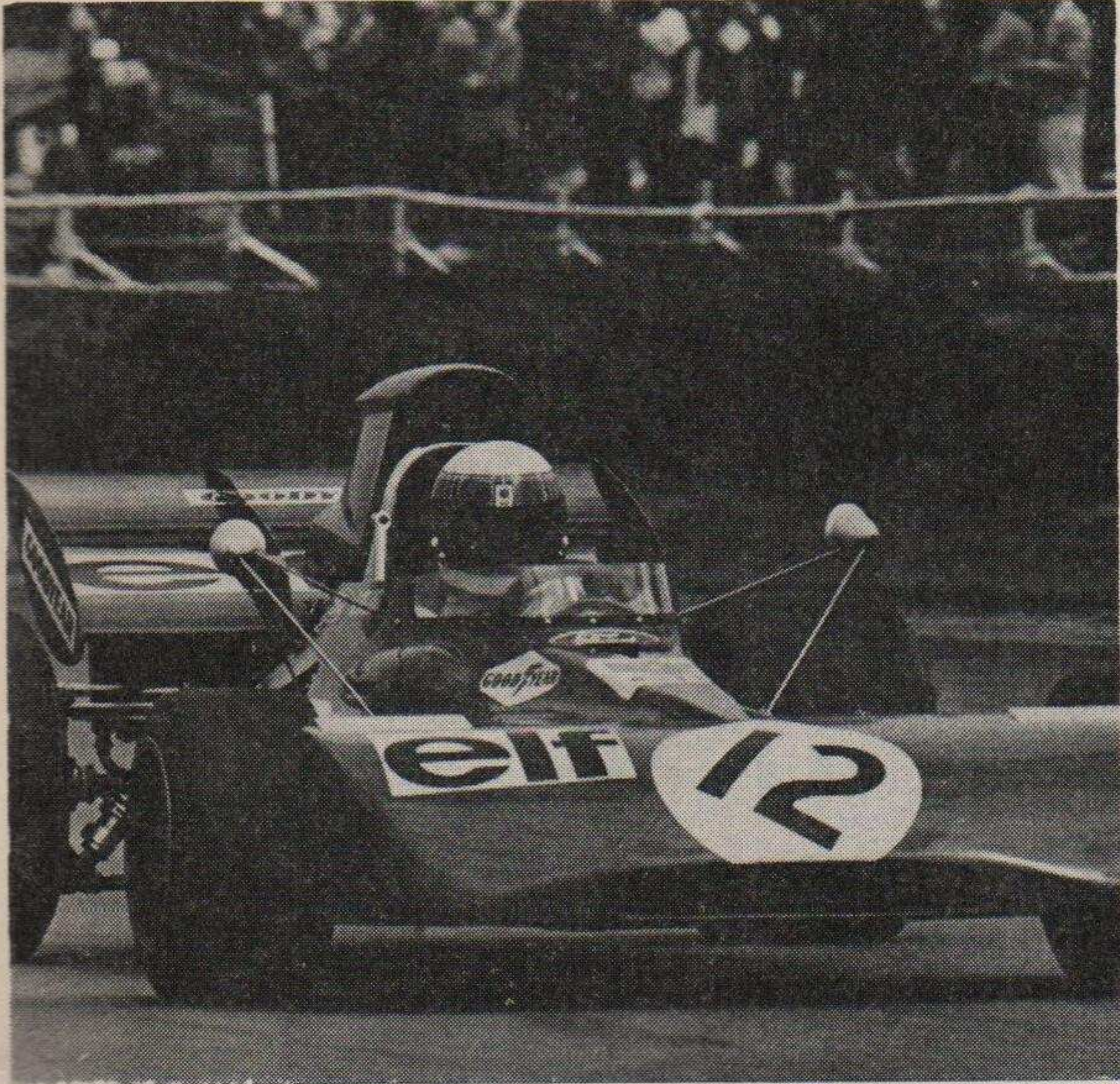


**Peter Gethin**—equal ninth in world championship—9 points. Italian GP, 1st.

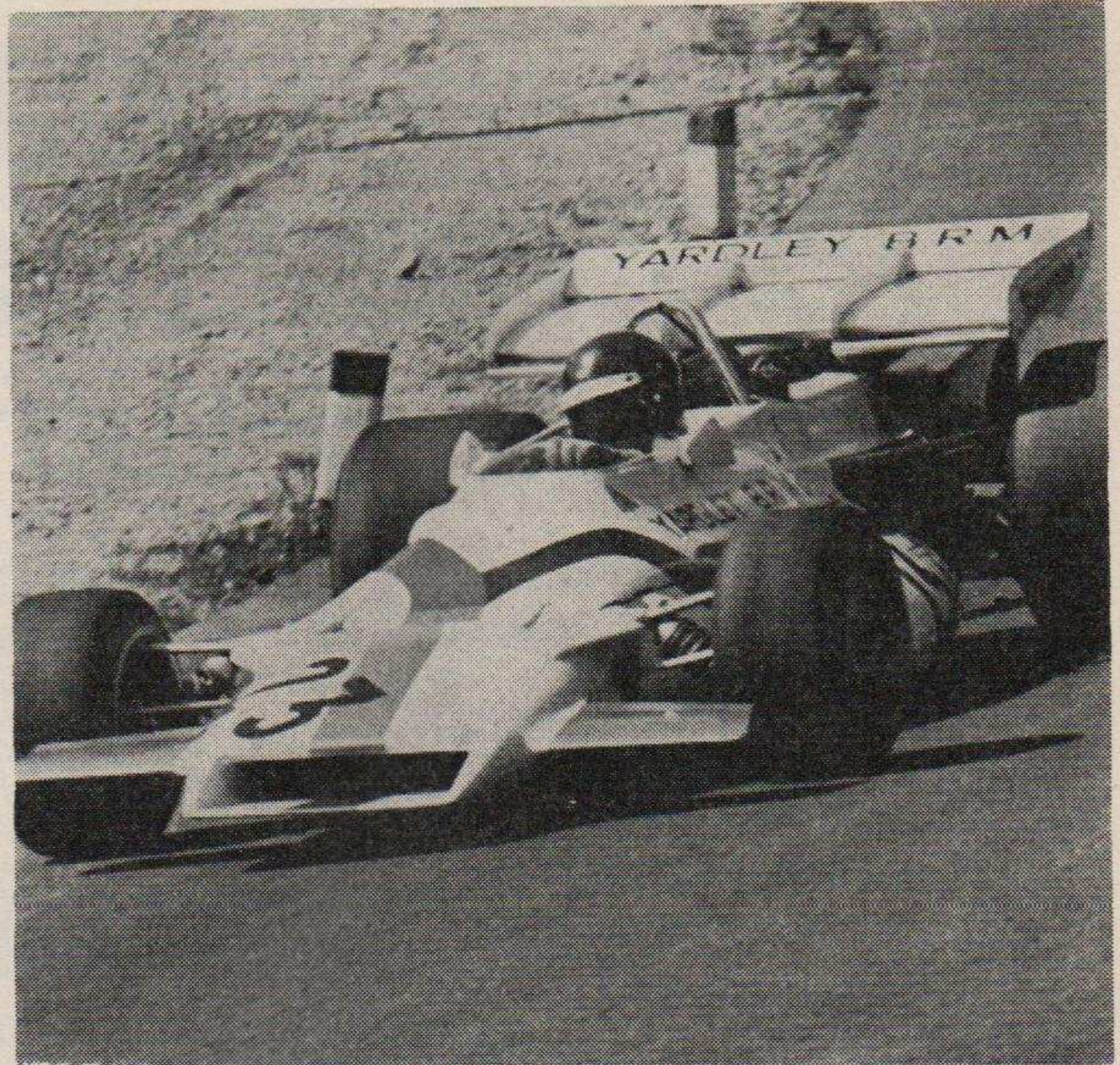
*(Photograph by Lynton Money)*



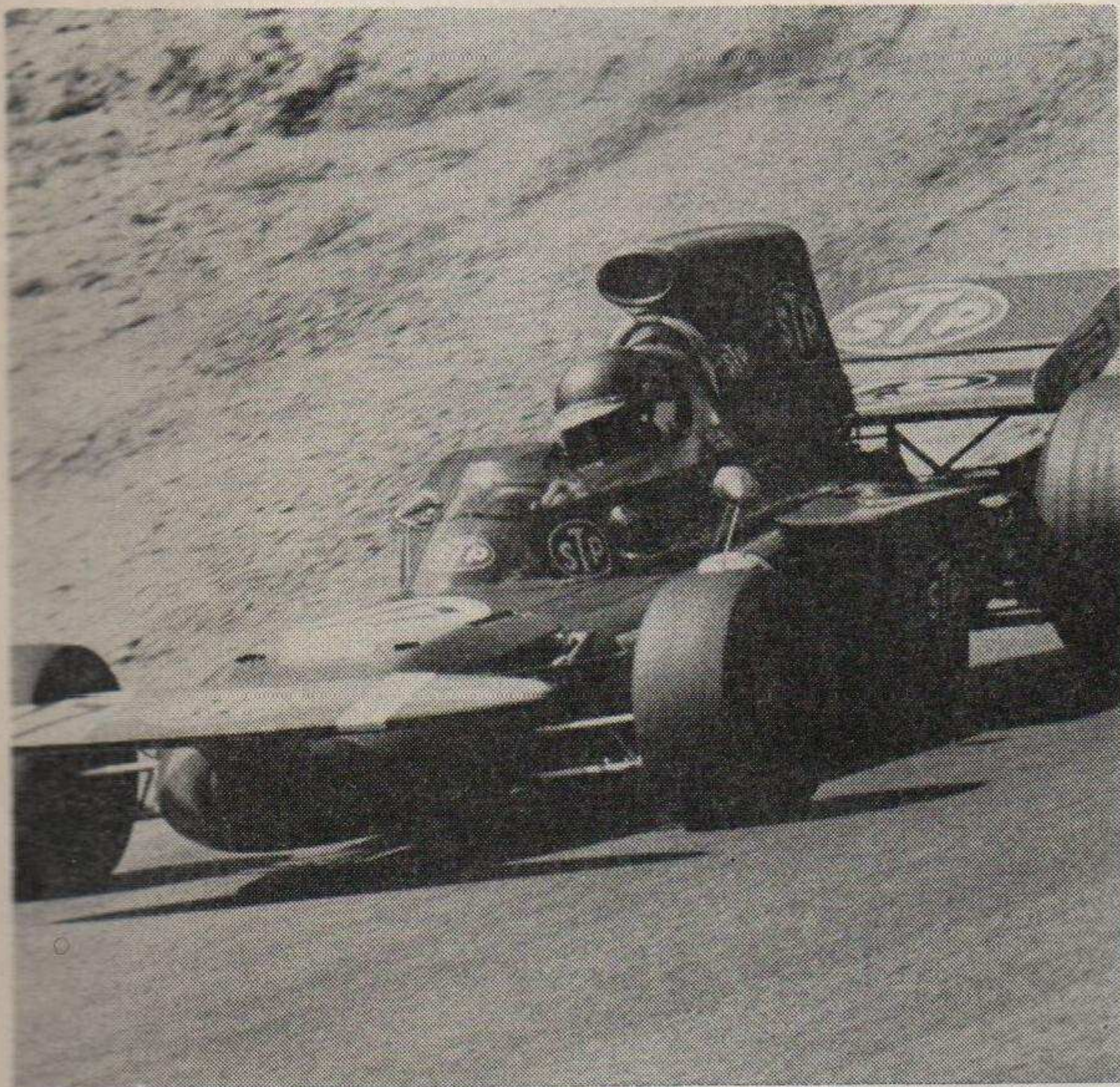
# d Champion Machines



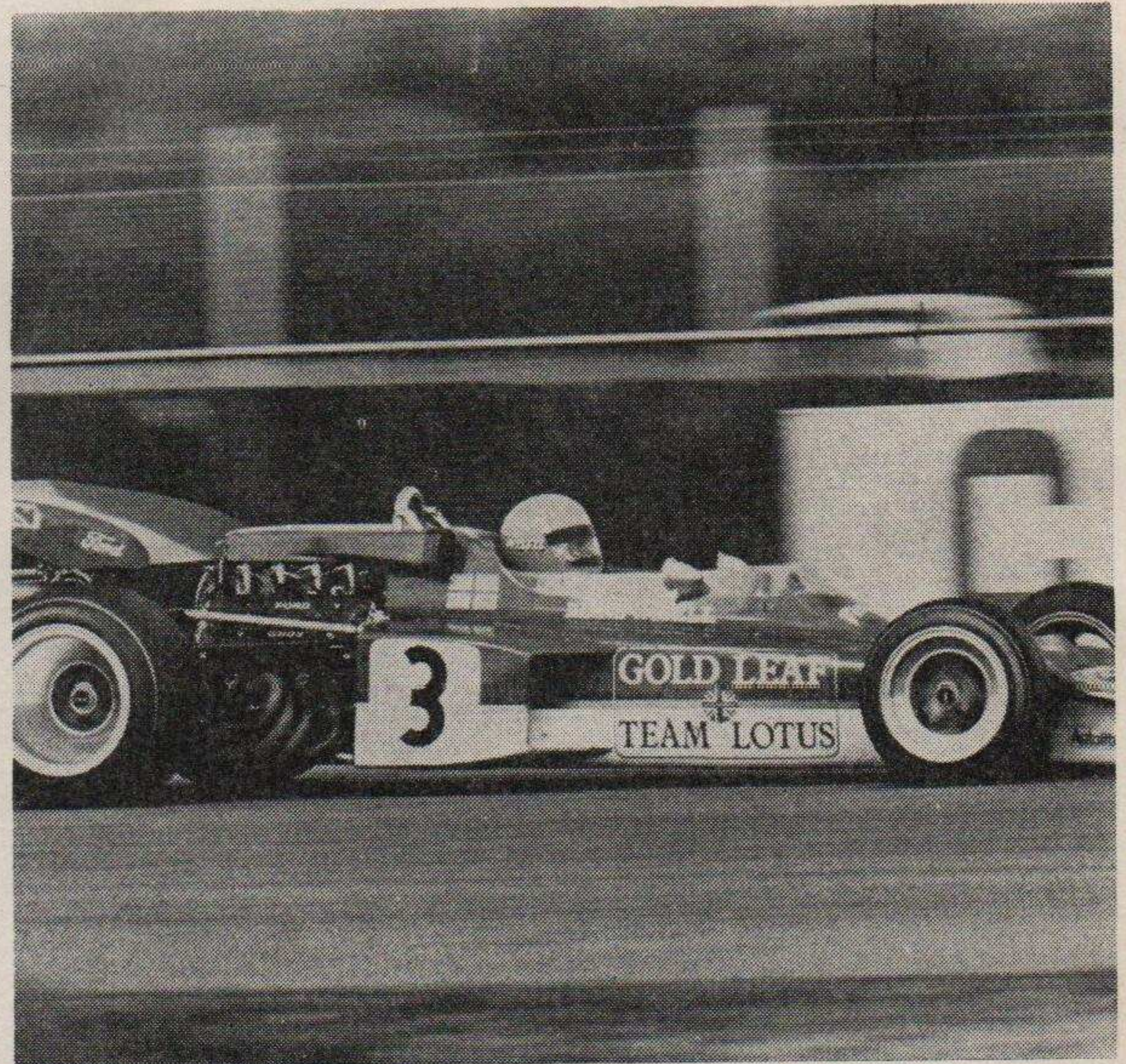
**Tyrrell-Ford**—first in F1 world constructors' championship—73 points. *(Photograph by E. Yuill)*



**BRM P160**—second in constructors' championship—36 points. *(Photograph by Maureen Magee)*



**March-Ford 711**—third in constructors' championship—34 points. *(Photograph by Maureen Magee)*



**Lotus-Ford 72**—fifth in constructors' championship—21 points. *(Photograph by P & L Photo Service)*



“I want a motor oil that is efficient at both ends of the viscosity scale... for easier cold starting at the thick end...and better hot-running protection at the thin end... Uniflo beats any 20W/50 on both counts. It's the only oil for me.”

*Graham Hill*





# When Graham Hill was shown these irrefutable facts and figures by Esso (the world's largest oil research organisation)... he changed to Uniflo.

An oil's viscosity – its ability to flow – controls its ability to lubricate. And one of the great problems in making motor oil has been that an oil that flows easily when cold gets too thin to protect when hot; and an oil that keeps its viscosity when hot is too thick to protect when cold. Uniflo gives better protection cold and hot. This is (1) because it is made from a base

oil of unrivalled refinement and stability; and (2) because its Viscosity Index Improver complex of additives is unique; each component is an advance in its own right, and together they produce a higher level of viscosity stability than any leading 20W/50 multigrade. These factors also minimise oil consumption, so you gain in economy, too.

## Uniflo gives improved hydrodynamic and boundary lubrication

### HYDRODYNAMIC LUBRICATION

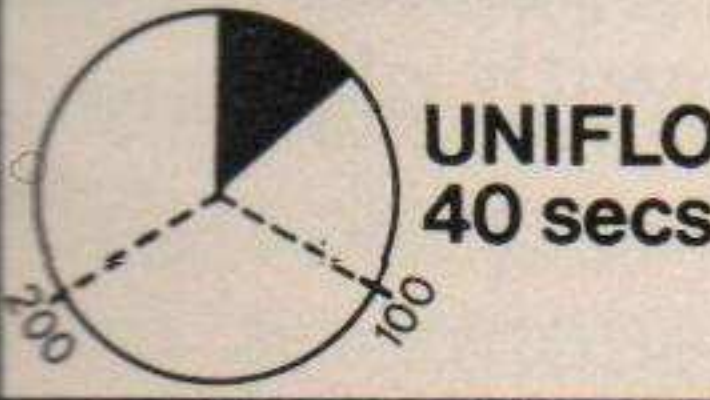
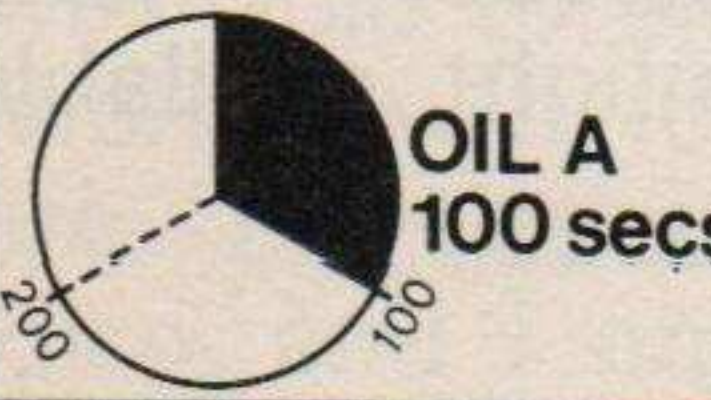


This describes the oil's ability to maintain a protective film of liquid between moving metal surfaces – to reduce friction and minimise wear: the term is usually used when discussing an oil's hot-engine performance. Uniflo's entirely original additive complex gives you better hydrodynamic lubrication, however hard you drive; the rate of wear is slowed down positively, and your engine's rated power output is correspondingly protected for a longer period of service. Here is the evidence.

VISCOSITY STABILITY IN BENCH TESTS 1275 Engine (4 hours)			
VISCOSITY IN SSU AT 210°F	UNIFLO	OIL A (20W/50)	OIL B (20W/50)
Fresh Oil Viscosity	86.5	88.0	88.4
Used Oil Viscosity	80.5	74.1	78.7
Viscosity change%	-7	-16	-11

### BOUNDARY LUBRICATION

Under certain conditions – like running-in a new engine or starting-up from cold – the oil is not always good enough to keep the protective film intact between the moving parts. Intermittent metal-to-metal contact then takes place, and serious damage can be done. So a motor oil must also reduce wear, even under these conditions. Scientists call this boundary lubrication.

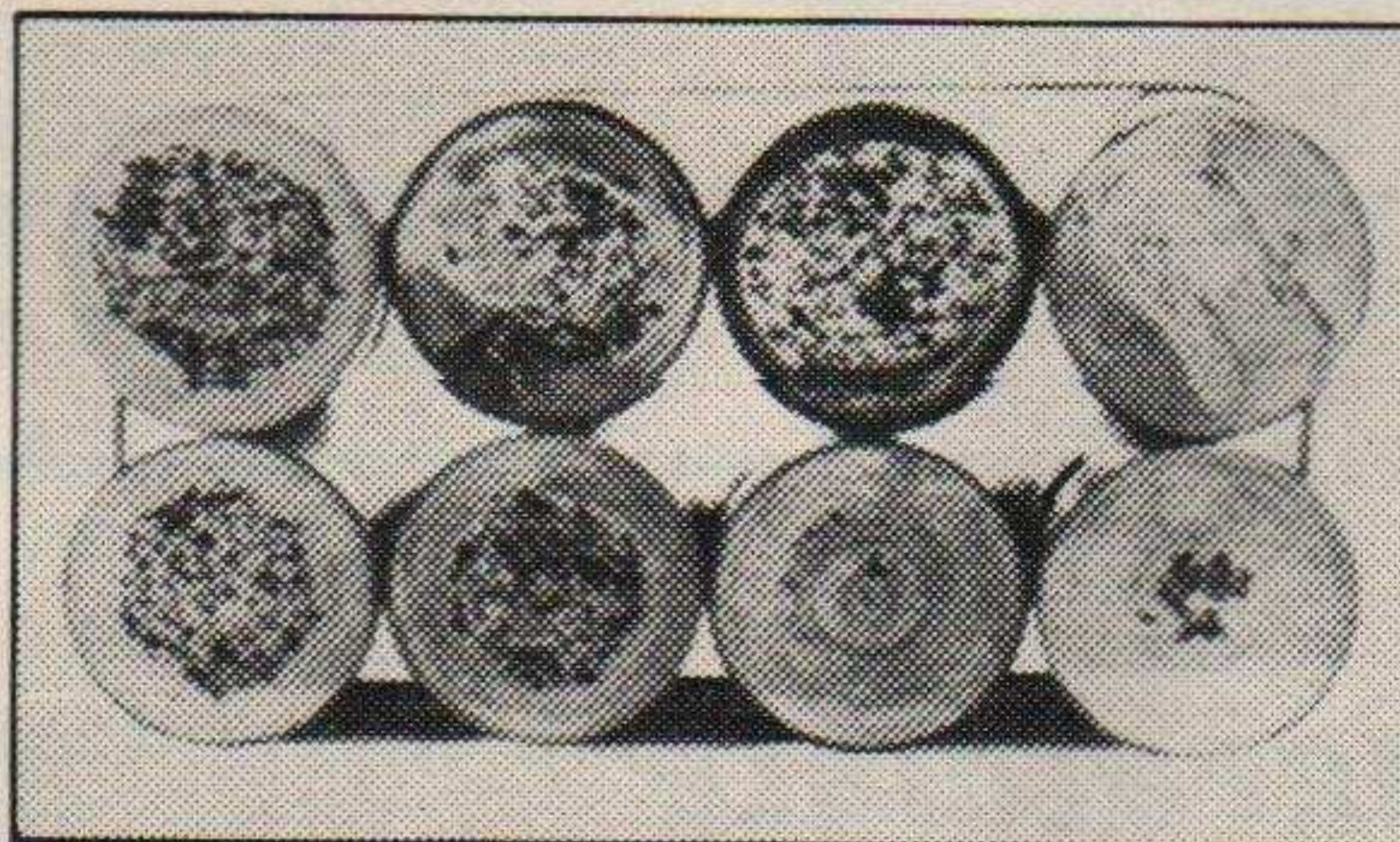
Uniflo has been specially formulated with EP additives that help to protect the components of the engine under these boundary conditions. Also, when you start up from cold, Uniflo's superior cold-temperature flow properties achieve full circulation much faster than any 20W/50 oil you can name. Here are the actual figures:

COLD-START TEST Uniflo against 3 leading 20W/50 oils Time taken to achieve 100% cover from cold start at 10°F.			
 UNIFLO 40 secs	 OIL A 100 secs		
 OIL B 207 secs	 OIL C Failed		

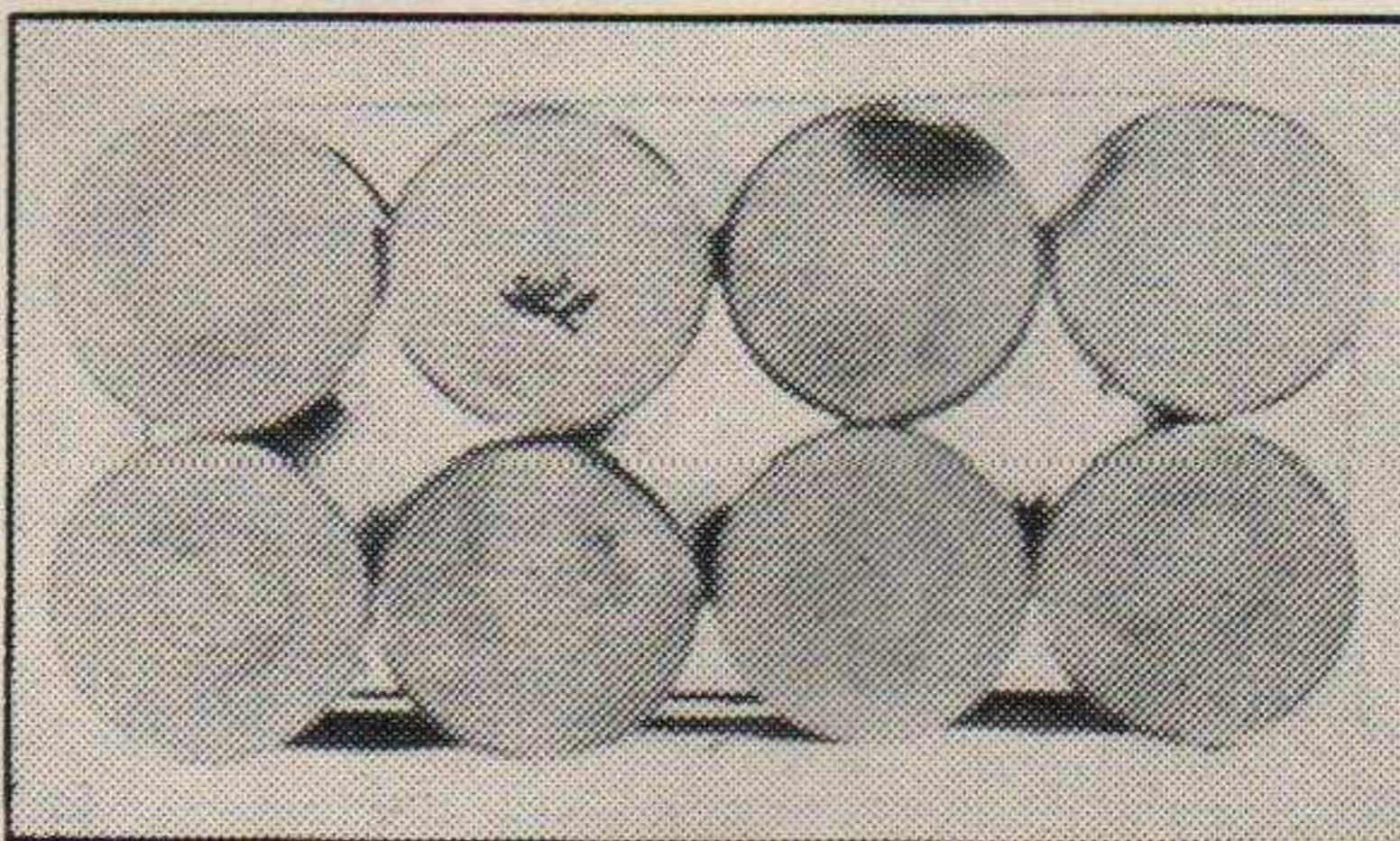
## City crawls and local stop-start driving

It is when an engine is running at slow speeds that the load-bearing parts of the valve train are under the greatest strain – particularly the cam and tappets; and if these conditions persist – as they often do for most of an engine's life – component fatigue sets in. Tappet clearances widen through wear, shock loads are imposed on the valve gear, tappets become pitted, and particles of metal debris float around causing further damage before being filtered out. Pitted tappets are a typical example of component fatigue, and these photographs show how Uniflo's wear-prevention additives dramatically reduce this type of damage.

## How Uniflo protects your engine against component wear



USING A WELL KNOWN MULTIGRADE



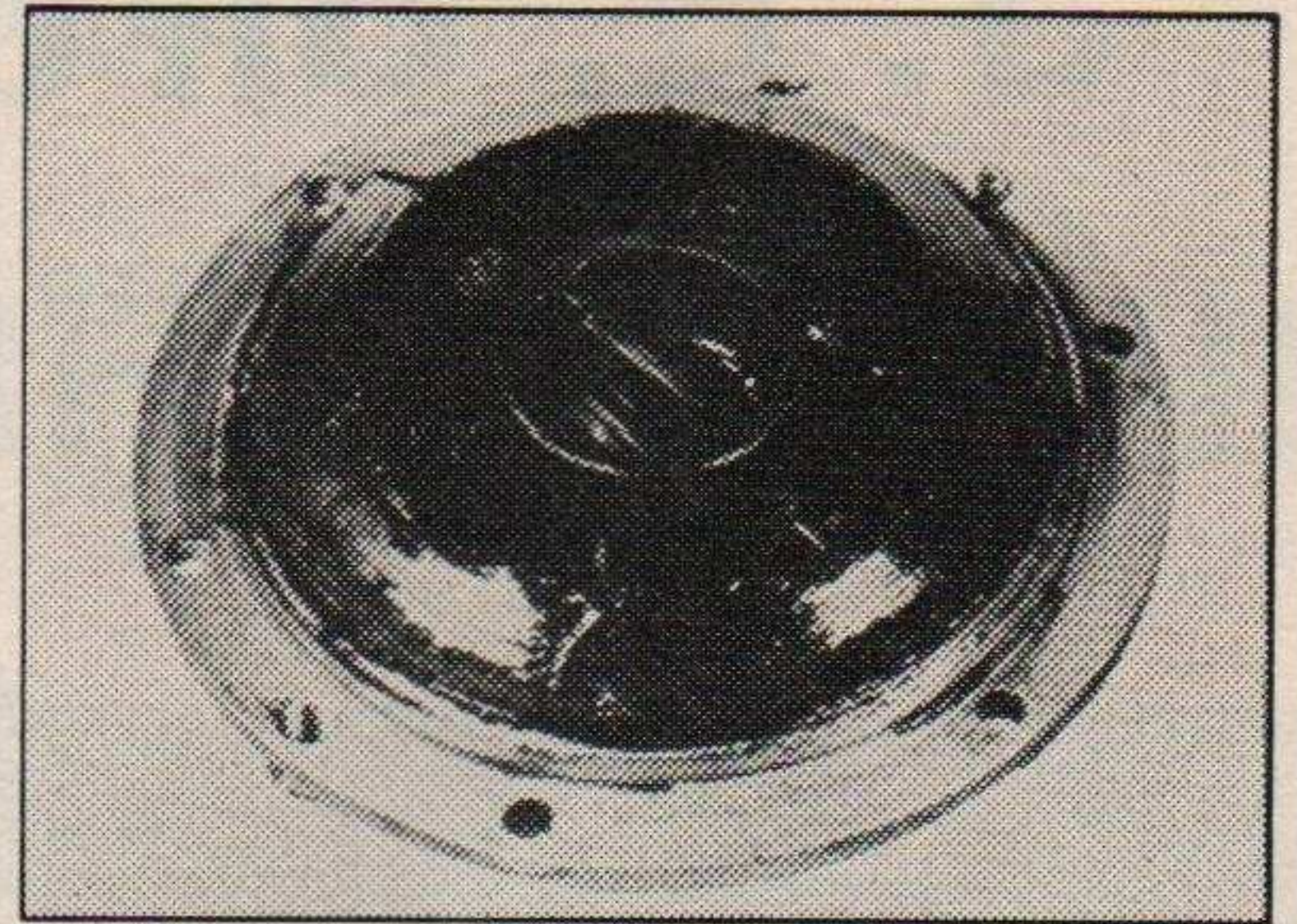
USING UNIFLO

These two sets of tappets have each been subjected to 150 hours' running at 2,000 rpm. In each case the oil temperature was controlled at 95°C, and the water temperature at 80°C. Visible proof of Uniflo's extra protection!

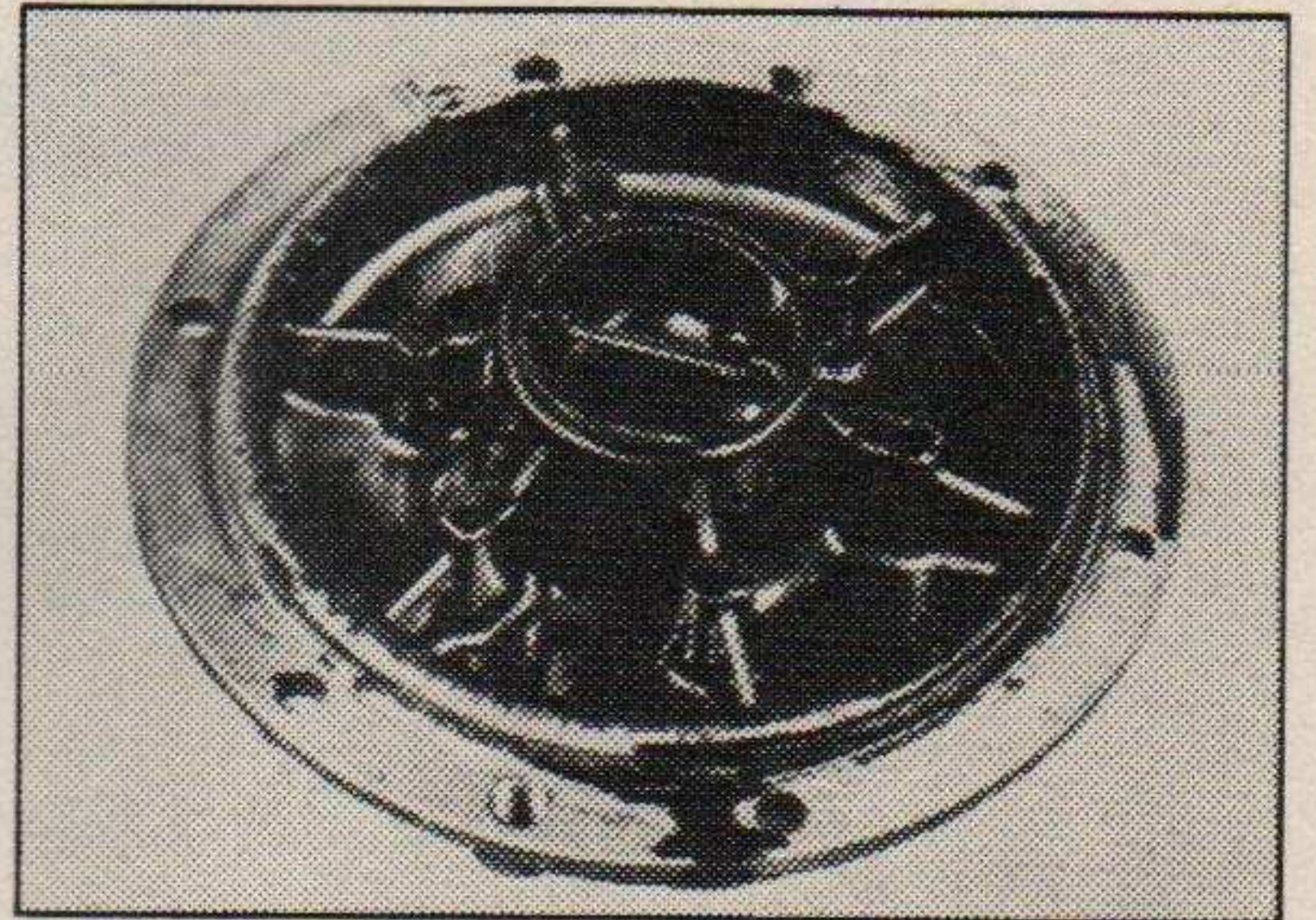
## Uniflo virtually eliminates sludge

Another very common effect of stop-start motoring is sludge formation in oil channels and filters, which become blocked and so starve the engine of oil. Uniflo has its own new sludge dispersant additive which virtually eliminates this threat, as the two following test results show:

Two identical centrifugal oil filters after a long-drawn-out sludge test comprising 63 complete cycles of five stages each. A different engine-setting was used at each stage.



WELL KNOWN MULTIGRADE



UNIFLO

AVERAGE CRC MERIT RATINGS ON UNIFLO (10 maximum)		
OVERALL SLUDGE	Intermediate Stage (20,000 miles)	End of Test (40,000 miles)
	<b>10</b>	<b>9.9</b>

Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection – and, in many instances, more protection than has ever been given before.



**Uniflo gives better engine protection than any top-selling 20W/50**

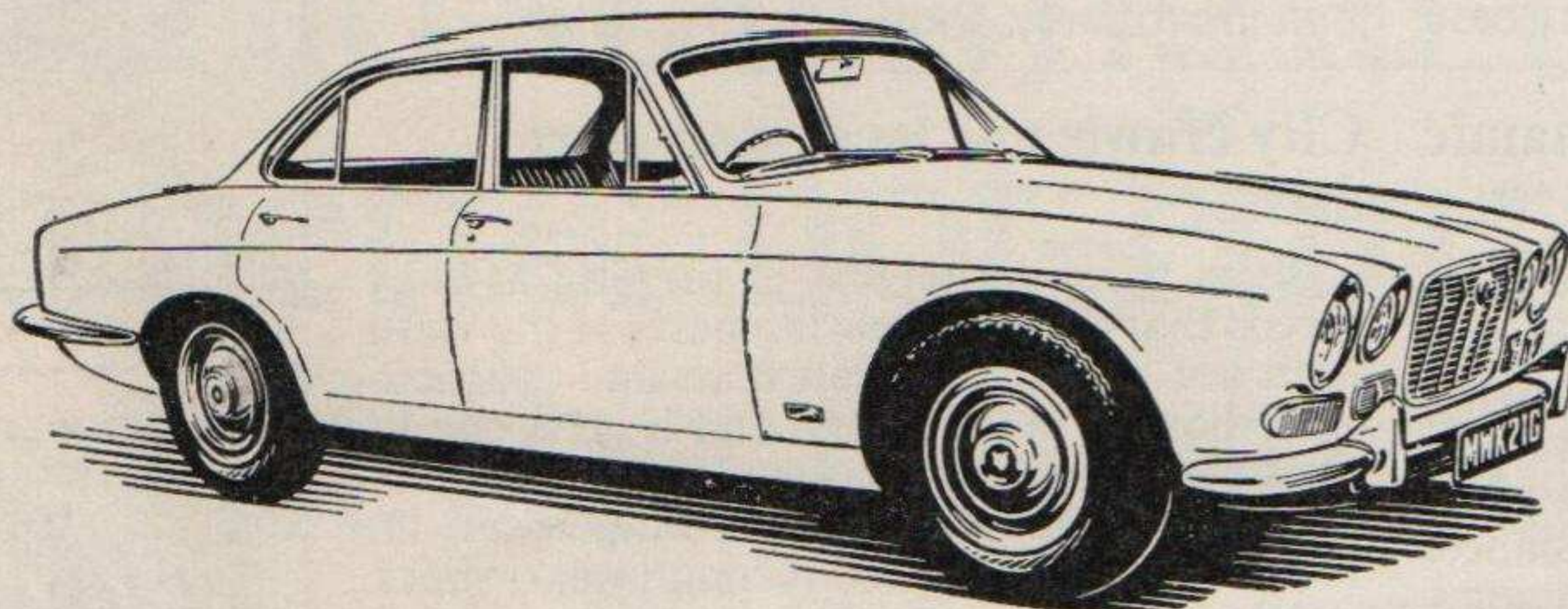


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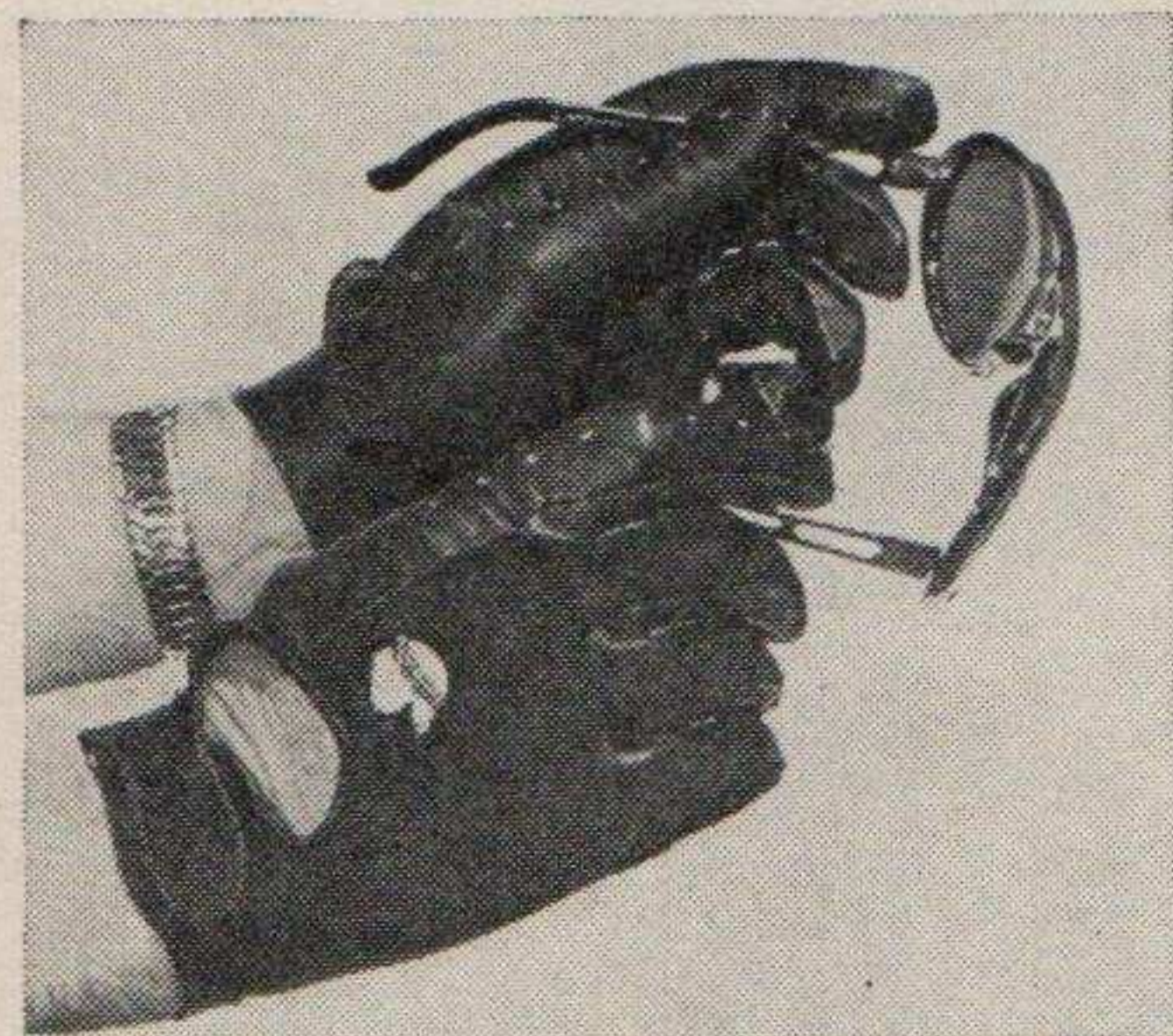
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**ON BECOMING THE 1971 WORLD CHAMPION**

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**Jackie Stewart's Driving Gloves.** Made from finest leather with stretch, cut away backs and 'Velcro' fastening complete with Jackie's personal emblem. Small/medium/large. Price £3.15

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**Jackie Stewart tells his own story of his second world championship season and says . . .**

## THANK YOU, WOLVERHAMPTON!

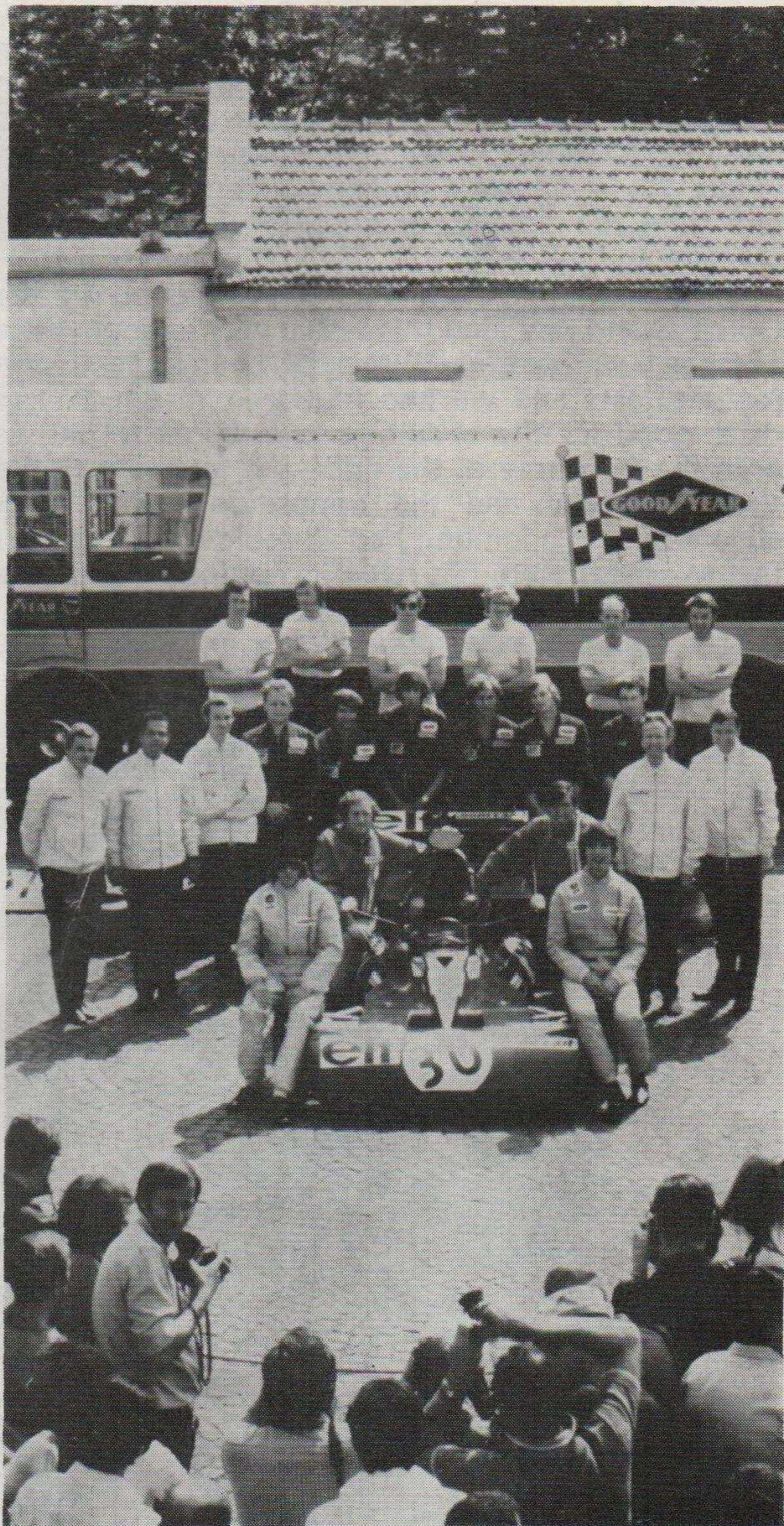
IN A WAY the 1971 World Championship has meant more to me than the 1969 Championship, although I can't say I felt the same immediate height of enjoyment when I first realised that I had won it—which was shortly after I dropped out of the Austrian race. However, since then I think I have been able to appreciate the fact that I have won the Championship twice. I think a second time in a thing of this kind can be even more pleasing than the first.

At the beginning of the season I don't think anyone expected the Tyrrell-Ford team to do as well as it has done. Most people seemed to think that Ferrari had an enormous advantage, and they were generally expected to win both the Drivers' and Constructors' Championships. In South Africa, of course, Mario Andretti did win, though only because Denny Hulme's Goodyear-tyred McLaren had suspension trouble a few laps from the end, but in practice it seemed that the Tyrrell-Ford had a considerable advantage over the entire field. This in turn was by no means pure chance, because I had twice gone down to Kyalami for tyre tests with all the Goodyear technicians and we had tried no less than 18 different types of tyre—different constructions, different compounds and different profiles. As a result of all this we were well prepared for the race, but unfortunately the engine went sour and never produced the performance expected. On reflection I think I was very lucky to finish second—in my opinion I should have finished fourth.

The Spanish Grand Prix was more significant as far as I was concerned, and in a way it was the best race of the season for me, because at that time I do believe Ferrari had the edge on both power and handling. However, I managed to pass Ickx on the sixth lap to take the lead—he went wide on a fast left-hander and I was able to slip by—but as the Ferrari's fuel load went down Ickx retaliated with considerable pressure. For the rest of the race we had an enormous dice, and I only won by a very small margin.

This was a very pleasing Grand Prix for me, because I had just started to promote a clothing line in Spain and it could not have had a better send-off. In addition the team badly needed a win following a series of defeats; we had been second in South

*continued on page 52*



The world championship-winning Tyrrell and Goodyear teams in the paddock at Monza before the breathtaking Italian GP in which Cevert finished a very close third.



Africa, second in the Race of Champions, second at the Questor Grand Prix and then third at Oulton Park. Some people would probably be quite happy with a string of results like this, but as far as we were concerned they were all failures.

The next race was at Monaco, but before that we went to the Paul Ricard circuit to do more tyre testing. This we did two days after the Spanish Grand Prix, so any feeling of elation was completely removed by two days of very hard work—hard work for the mechanics and all the tyre company people as well as for me. The Monaco Grand Prix was very different from the Spanish race, because I led from start to finish at a pace that was not slow but at least comfortable. I think the Monaco race was the one I most wanted to win and it was very important to me. Again we were well equipped with tyres, and this time the advantage showed up both during practice and in the race.

Unfortunately things were not so good in the Dutch Grand Prix, and this was a very unhappy race as far as I was concerned. We had been to Zandvoort for tyre tests and we had found a tyre which was quite good for the circuit—good enough to get us onto the front row of the grid—but for the race the track was wet and the opposition had a clear advantage. In addition I had a problem with my rear brakes which were not releasing properly, and as a result of this I eventually finished eleventh.

The French Grand Prix, however, was a very

different matter. I was fastest in all three practice sessions—thanks partly to the tyre testing we had done in April—and I won the race at a canter; it was probably the easiest win of my career, and François Cevert rounded things off nicely for the Tyrrell team by finishing second. Our tyre testing had absolutely set us up for the event—we had by far the best tyre for that day, and that track—and this is the sort of part the Goodyear tyre technicians in Wolverhampton have played all the way through; it has been their back room work which has made the whole thing possible.

The British Grand Prix turned out very much the same as the French, although I didn't make a very good start. Again we had been tyre testing before the event, and again we felt we had found the right compound, the right profile and the right construction. The race started off with the Ferraris in front, but I managed to pass them after only a few laps and drew away to win at a fairly comfortable pace. The opposition had quite a lot of trouble with their tyres, with the rear ones vibrating and the front ones chunking, and this was a real handicap to both Ferrari and BRM.

And so to Germany. It is always satisfying to win the German Grand Prix when it is at the Nürburgring. We hadn't tyre-tested at the Nürburgring because in my opinion it is just not suitable—partly because of safety, partly because of the length of the lap and partly because of the character of the track. At the

*continued on page 54*



Honours for Stewart and Cevert after the German GP—their second one-two of the season.



# Goodyear customer wins World Championship.

A Grand Prix tyre capable of punching a car from nought to 200 mph in a few seconds requires absolute precision of design and manufacture.

Race distance, speeds, circuit surface, the weather – all affect the design of those tyres.

(Take the tyres in the picture. They're not worn smooth. They're special dry-weather tyres, for ultra-fast speeds on very smooth surfaces.)

And to produce a winner demands every ounce of knowledge that Goodyear's tyre technologists have.

Well, we made it. Jackie Stewart screamed through to win again and again. Now he's World Champion.

And we don't reserve this kind of support for our motor racing customers only. The ordinary motorist gets everything we've got too.

The result's in every Goodyear tyre you buy.



Mr. J. Stewart of Dunbartonshire. Our customer.

Goodyear low-profile G24 tyre, which stood temperatures of up to 250°F in the French Grand Prix.

This one took Mr. Stewart through 2,492 bends at speeds of between 30 to 160 mph at the Nurburgring, where he won the German Grand Prix.

Mr. Stewart's road car is fitted with Goodyear G800's.

The tyre on which he led the Monaco Grand Prix from start to finish.



**Fastest on the track, safest on the road.**

Goodyear tyres engineered and built in Wolverhampton.





Leo Mehl, chief fitter Ron Hearn and Ed Alexander at Monza.

Nürburgring you make the best of a bad job. You make many mistakes per lap, and it is very difficult to read your tyres because you are concentrating so hard all the time on just getting the car round the corners. However, I won the race, and François Cevert finished second to make it another Tyrrell 1-2; Cevert also set up a new lap record, a great achievement for someone who had not previously driven a Formula 1 car at the Nürburgring.

After all this the Austrian Grand Prix didn't turn out as well as it might have done. My car broke down in the race with a drive shaft problem which was due to faulty heat treatment, and Cevert's was put out with engine failure. Our tyre testing for Austria was done in the practice sessions—for once there was plenty of time—and initially everything seemed to be going very well, but unfortunately I think we chose the wrong front tyre for that particular race. The car was understeering badly, and even if it had lasted the distance I could not have finished first. However, my closest rivals in the World Championship also had trouble, so even though I was forced to retire I was assured of the title.

Tyre development is now the major consideration in Grand Prix racing. Goodyear can come up with a new tyre which gives me a second a lap advantage over the opposition, but I myself cannot pull out a second a lap over the top-line drivers I am now racing against—particularly the younger ones, who are stronger and more competitive than anything we have seen in the past. It is no longer possible for a driver to make up for deficiencies in his equipment, and that is why I think my World Championship this year is largely due to the efforts of all the good workers at Wolverhampton.

One man I have not mentioned so far is Leo Mehl, who has been in charge of the Goodyear Inter-

national Corporation Racing Division for the last four years. Leo has now gone back to America, and I for one am very sorry about this. He is going to be followed by Ed Alexander, who I am sure is going to be every bit as good, but Leo was responsible for Jackie Stewart and Ken Tyrrell joining Goodyear and for this I will always be grateful. Leo Mehl is a quiet American, a man who gets the job done without ruffling too many hairs but at the same time with a firmness that guarantees good co-operation and strong results. I am very sorry that he is returning home, and would like to wish him a very happy and prosperous time in the new post he takes on with Goodyear. To Leo, to Sam, to Bert, to Graham, to everyone from Goodyear who has been at the races and to everyone back in the factory, I would like to offer my sincere thanks for allowing me, in 1971, to become the World Champion.

Since writing this article, Jackie has of course added another victory to his 1971 total—the Canadian Grand Prix—while François Cevert gained his first F1 win in the United States Grand Prix to bring Elf Team Tyrrell's tally up to a magnificent seven world championship victories.



**Well done, Jackie and Ken.  
We're glad to have been  
of assistance.**

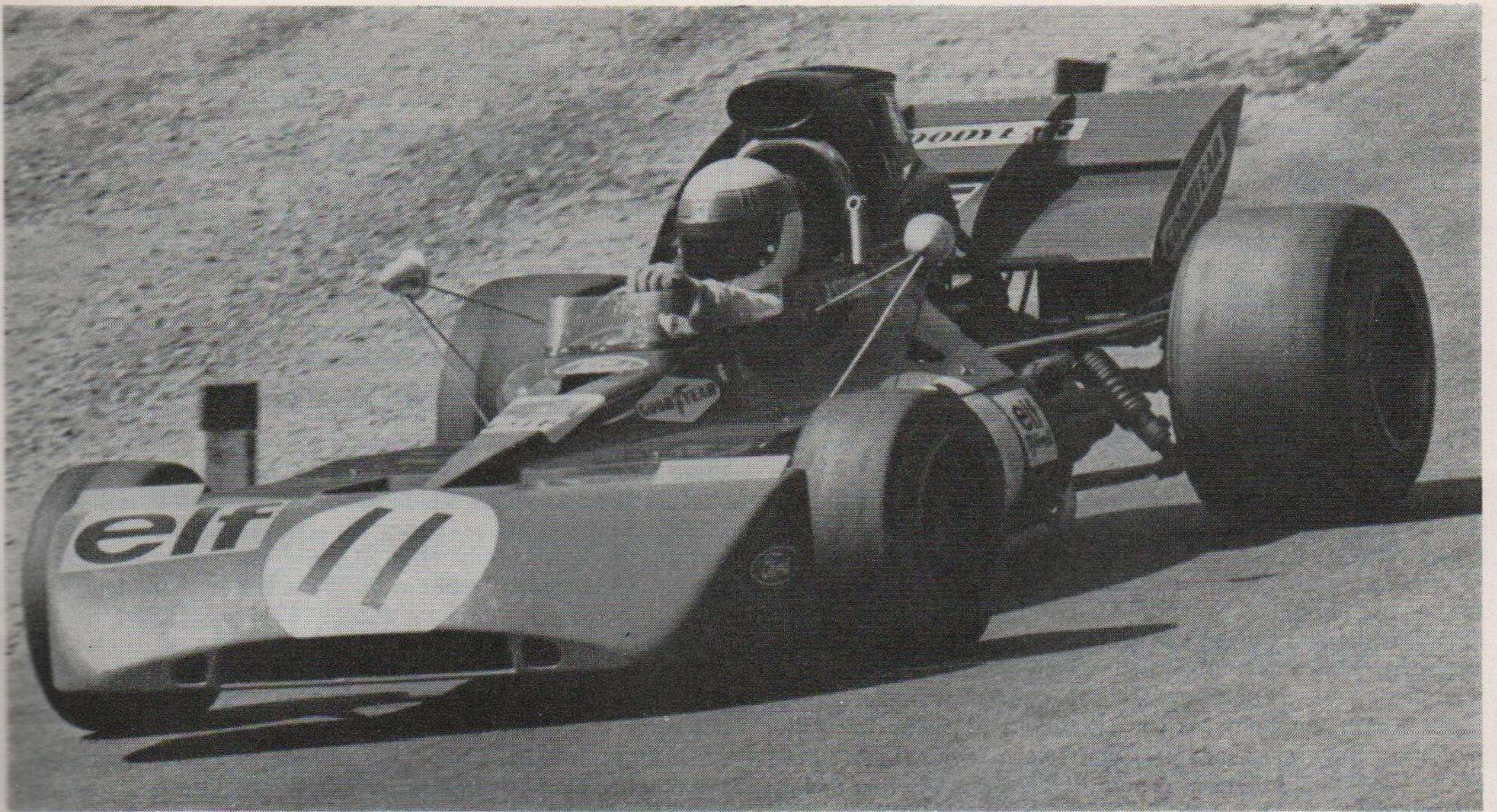
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World championships combination of Jackie Stewart and Tyrrell-Ford. Another victory this afternoon?  
(Photograph by Maureen Magee)

# World Champion Jackie Stewart takes on the Formula 1 elite

## It's go, go, go throughout the day

One thing's certain about today's programme—it's all go throughout the whole day. Not only that, but every event is a top-notch with its own particular interest.

Of course, the highlight must be the Rothmans World Championships Victory Race in which world champion Jackie Stewart will be doing his utmost to score yet another victory with his magnificently prepared Tyrrell-Ford. The little Scot must surely be favourite to cross the line first at the end of 40 laps, but he clearly faces some very tough opposition. Who will be his biggest rival this afternoon? Judging by his form in this year's Grands Prix, it could well be Sweden's Ronnie Peterson with his March-Ford 711, who has taken second place in four of this season's world championship qualifiers, and who has impressed everyone by his skill and dogged determination. But don't forget that BRM have scored two Grand Prix victories this year, and with Jo Siffert and Peter Gethin in their very fast P160s there must be a threat from that quarter; the BRMs often go well here.

Another driver who knows Brands Hatch very well is John Surtees, and if he can get his TS9 going to his liking he might well do better than the third place he achieved in the Race of Champions here in March.

It's also about time that the Brabham team got back into the success groove, and if you were here for the Race of Champions you'll no doubt recall that Graham Hill was giving a most impressive display in the then-new Brabham-Ford BT34 before he ran into mechanical trouble (though not before setting fastest race lap in 1 minute 26.7 seconds).

This, though, is by no means the end of the potential up-front runners, for the splendid field also includes such names as Emerson Fittipaldi with his Lotus-Ford 72, and of course Jackie Stewart's brilliant French team-mate, François Cevert.

So Jackie may not have it all his own way this afternoon, and though there are no world championship points at stake you can be certain that everyone will be having a real go.

If the weather is kind to us, then we should also see a record race average, and also a new record lap. The current record lap still stands to Jack Brabham (whom we hope will be here today), who got his Brabham BT33 round in 1 minute 25.8 seconds, 111.19 mph, during the Race of Champions last year. That is clearly a time that is ripe for cracking, and it is some indication that Jackie Stewart grabbed pole position for this year's Race of Champions with a lap in 1 minute

*continued on page 58*



24.6 seconds. So perhaps we can expect something in the 1m 23s bracket?

It's going to be a big and powerful grid for the start of these 40 laps, because the race is also the final qualifying round of the Rothmans European Formula 5000 Championship. There's a really fine entry of these 5-litre V8-engined single-seaters, and if everyone turns out then you should see the biggest display of horsepower ever seen on a European starting grid.

Shall we see a repeat of the great F5000 battle which thrilled every spectator here on September 26? This was a real cracker in which Brian Redman in Sid Taylor's Castrol-backed McLaren M18, fought out a bitter battle with the works Lola T300 driven by Australian Frank Gardner, and came home a few seconds ahead. During that dice, Frank set a new F5000 lap record in 1 minute 27.0 seconds, 109.66 mph, and there is every indication that this record, too, will be beaten this afternoon.

Frank Gardner has already made sure of the Rothmans Championship, and Mike Hailwood is untouchable in second place with the works Surtees TS8. It is not clear at the time of writing whether Mike 'the Bike' will be driving the TS8 or the second Formula 1 Surtees TS9, but if he opts for the F5000 machine, then he could be tussling with Gardner and Redman. There are quite a few Championship placings to be decided in this race, and with drivers of the calibre of Mike Walker (Lola T192), Graham McRae (McLaren M10B), Ray Allen (Pink Stamps McLaren M10B) and Trevor Taylor (Leda LT25) in the F5000 field there is all the promise of some fine racing.

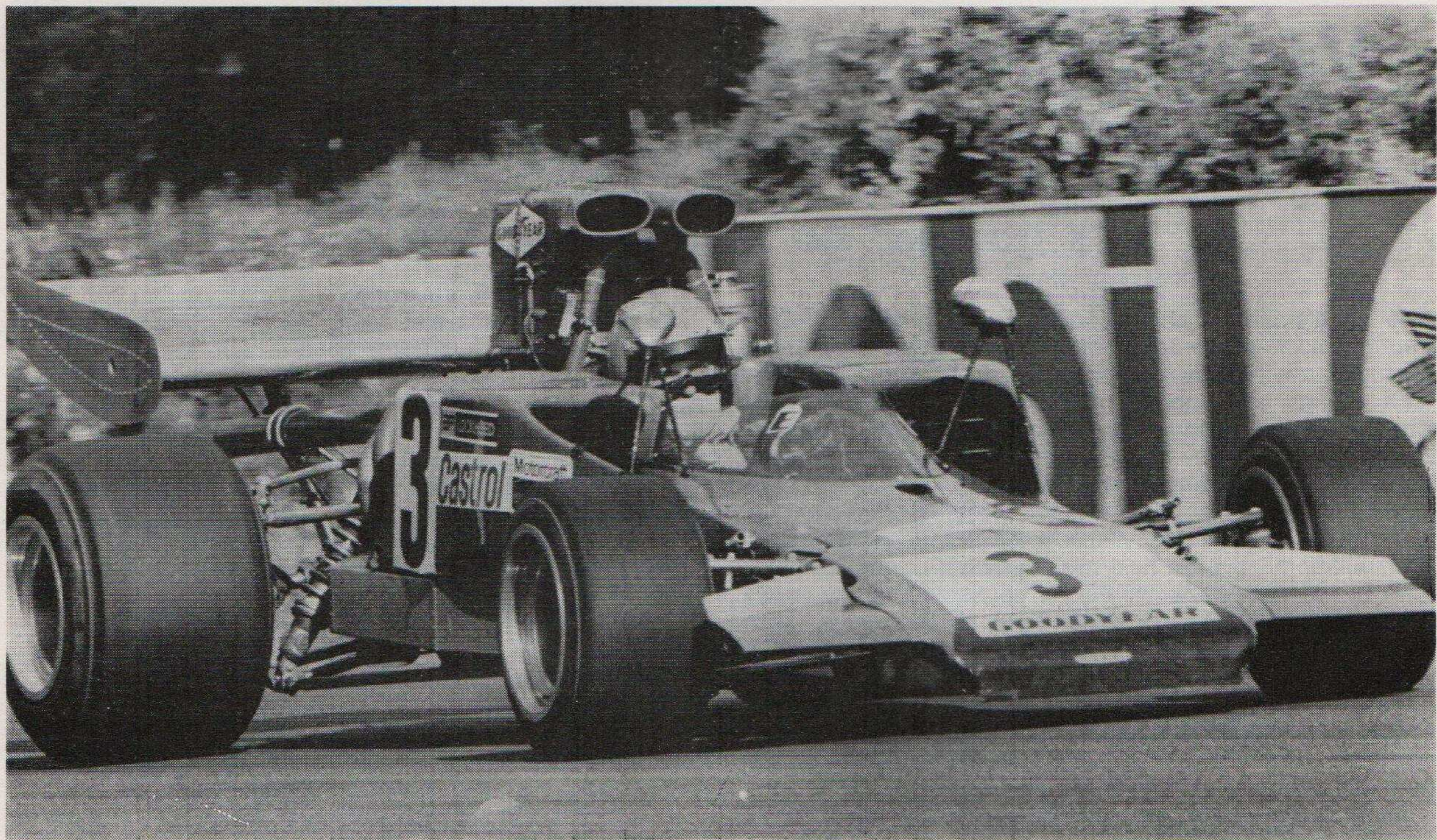
It is clear, then, that we're in for some splendid battles. And

the same is true of all the other events. In the big race of the day there is a host of drivers who cut their single-seater teeth in Formula 3, so the Shell Super Oil British Formula 3 Championship Race could see several names who will be making the Grand Prix headlines in years to come.

There is a really massive turnout for this 25-lap event, which is not only the final qualifying round of the Shell Super Oil British F3 Championship for the Motor Sport Trophy, but also a vital round of the Lombank Formula 3 Championship. Formula 3 drivers from all over the world are in the entry list, representing 23 different countries! Of course there is no chance of all of them getting through to today's final, but the 36 drivers on the grid should be the cream, and it would be very rash to forecast the winner (though inevitably the odds must be in favour of a home-based driver who knows the circuit better than the overseas opposition). All the same, there are some pretty formidable names from abroad, including that brilliant German newcomer, Jochen Mass (Brabham BT35); Manfred Mohr (Lotus 69) who is also from Germany; Jody Scheckter (Merlyn Mk 21), the young South African; Conny Andersson (Brabham BT35), Ulf Svensson (Brabham BT35), Freddy Kottulinsky (Lotus 69) and Bengt Radmyr (Lotus 69) from Sweden; Claude Bourgoignie (Lotus 69) from Belgium; and a whole host of French drivers, including, that formidable Alpine pair, Patrick Depailler and Jean-Pierre Jabouille.

So far as the Shell Super Oil F3 Championship is concerned, the title has already gone to Dave Walker, but there is a nicely poised situation for second and third places; Bev Bond

*continued on page 61*



Frank Gardner and his exciting Lola T300 will be all-out to avenge his last-month defeat here at the hands of Brian Redman. *(Photograph by Peter Tempest)*



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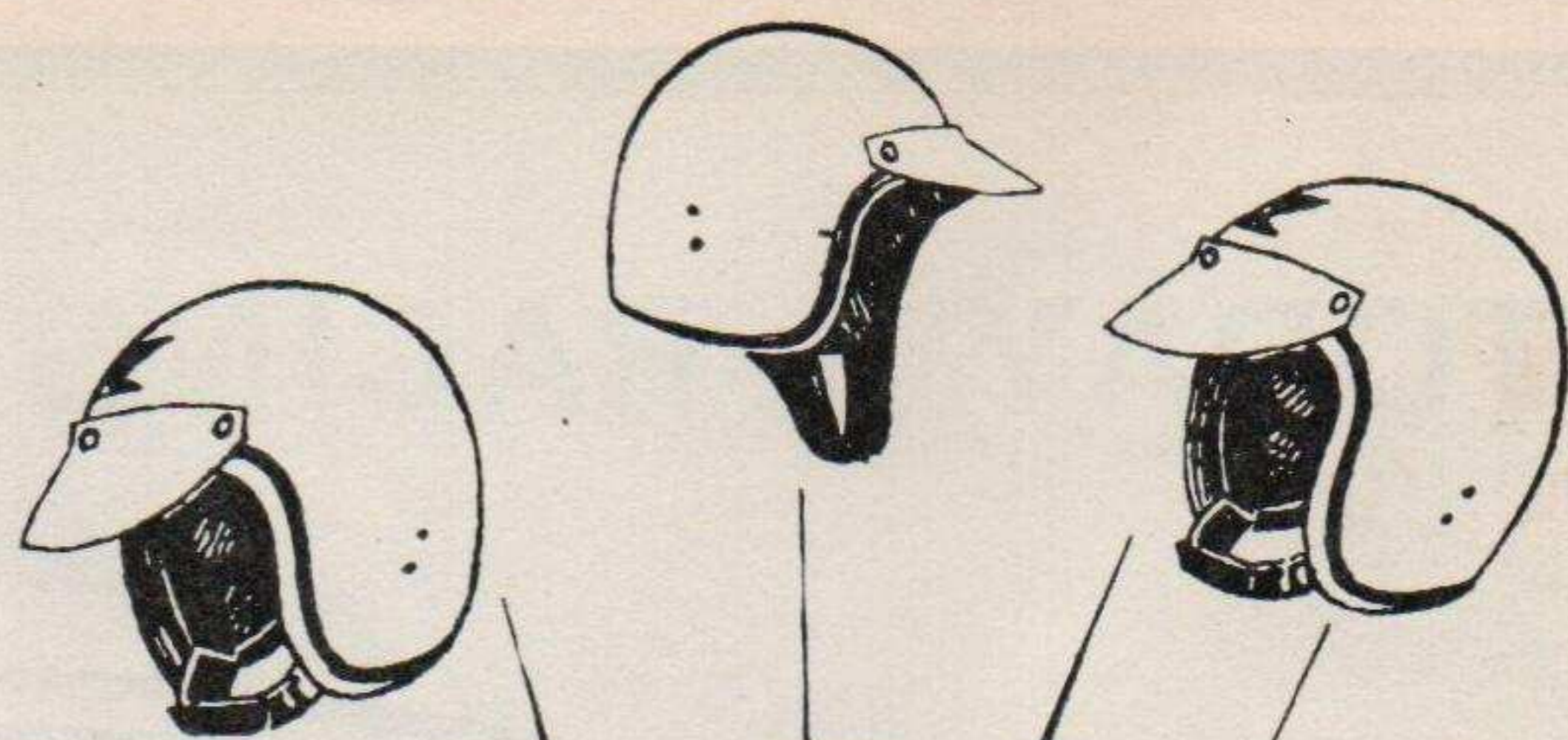
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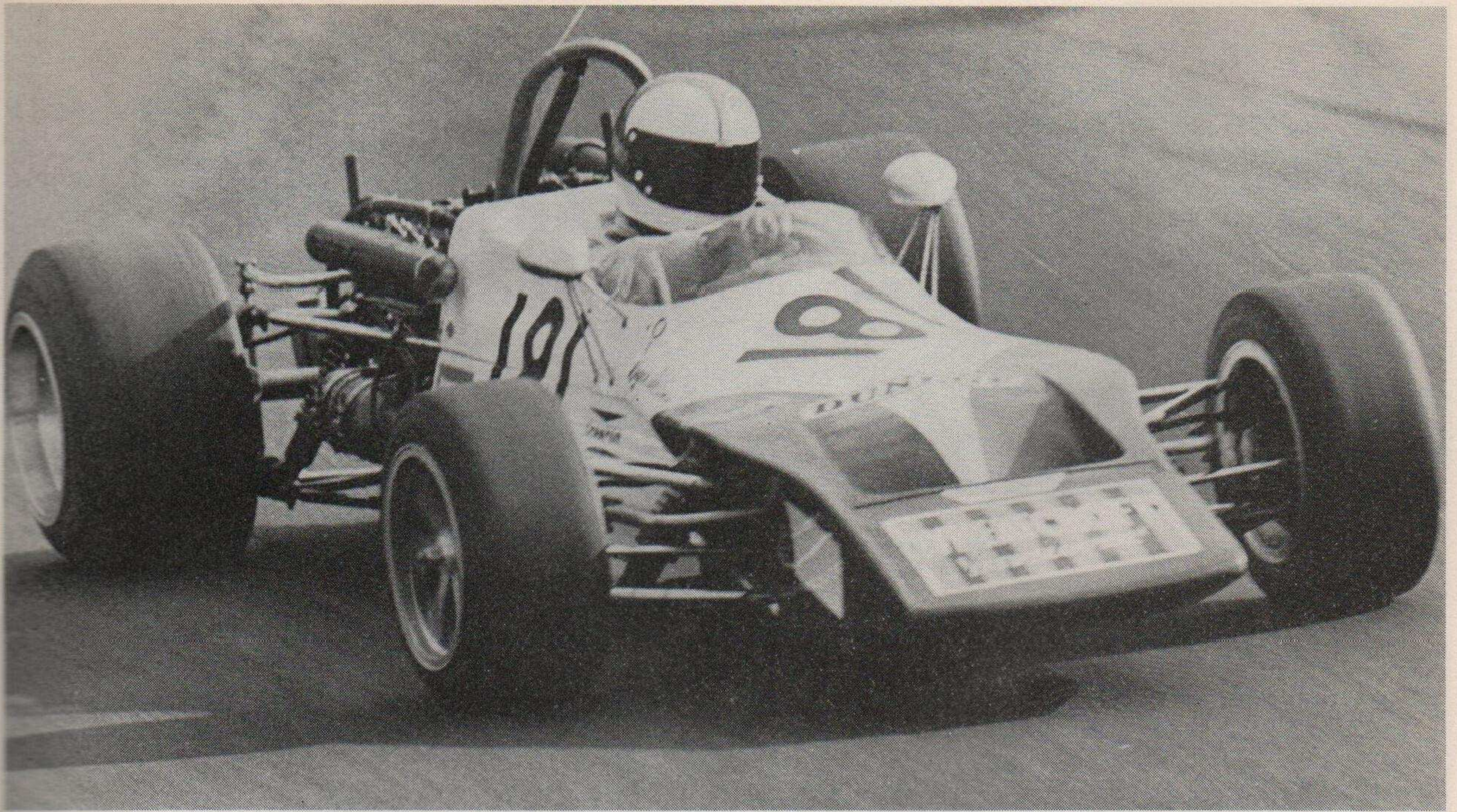
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**Roger Williamson and his March 713M face a tough challenge in today's Shell Super Oil British F3 Championship Race.** *(Photograph by Peter Tempest)*

(March 713M) has 48 points, while that new young charger from Leicester, Roger Williamson, also in a March 713M, is just one point behind.

That makes one battle to look out for, but there is another needle situation in the Lombank F3 Championship, in which Roger Williamson is leading the points table, just 5 points ahead of Colin Vandervell (Brabham BT35). This pair have had some very tight struggles this season, and if Colin can get his Brabham to handle well today (which he has found difficult on this circuit this season) then we could be in for fireworks.

To nominate other possible top-placers in this race is virtually impossible, and must finish up as a mere list, but some of the names to look out for would seem to be James Hunt (March 713M), Barrie Maskell (Chevron B18), Steve Thompson (Ensign LN1), Mike Walker (Ensign LNP) and Andy Sutcliffe, who is due to debut the new GRD 372.

The entry for the NCR Paperchase for the Wiggins Teape Trophy is equally formidable, and in addition to the familiar home-based runners for this final round of the British Saloon Car Championship there is an exciting injection of drivers from foreign parts. There could be some surprises, but the odds would seem to favour the drivers who know the Brands Hatch GP circuit well, and overall victory could be fought out between Brian Muir in his Wiggins Teape-entered Camaro, Frank Gardner in a similar machine, and John Fitzpatrick, who is giving a lot of capacity with the Team Broadspeed/Castrol Ford Escort RS1600 but will be determined not to let this deter him from taking the chequered flag. We can expect similar determination from the drivers in the Johnson Rally Wax Cup Race, especially since this is the final round of the

Johnson Wax Euro-Trophy, and two drivers—our own Mo Harness and Sweden's Hakan Dalquist—are level pegging at the top of the points table! The situation here is that whichever of these two scores more points in today's race is the championship winner, but if neither fails to score then the title goes to Dalquist. A nicely fraught situation, and since the winner gets a new Ford Cortina, £500, and a test drive with Ken Tyrrell, you can be sure they'll be trying.

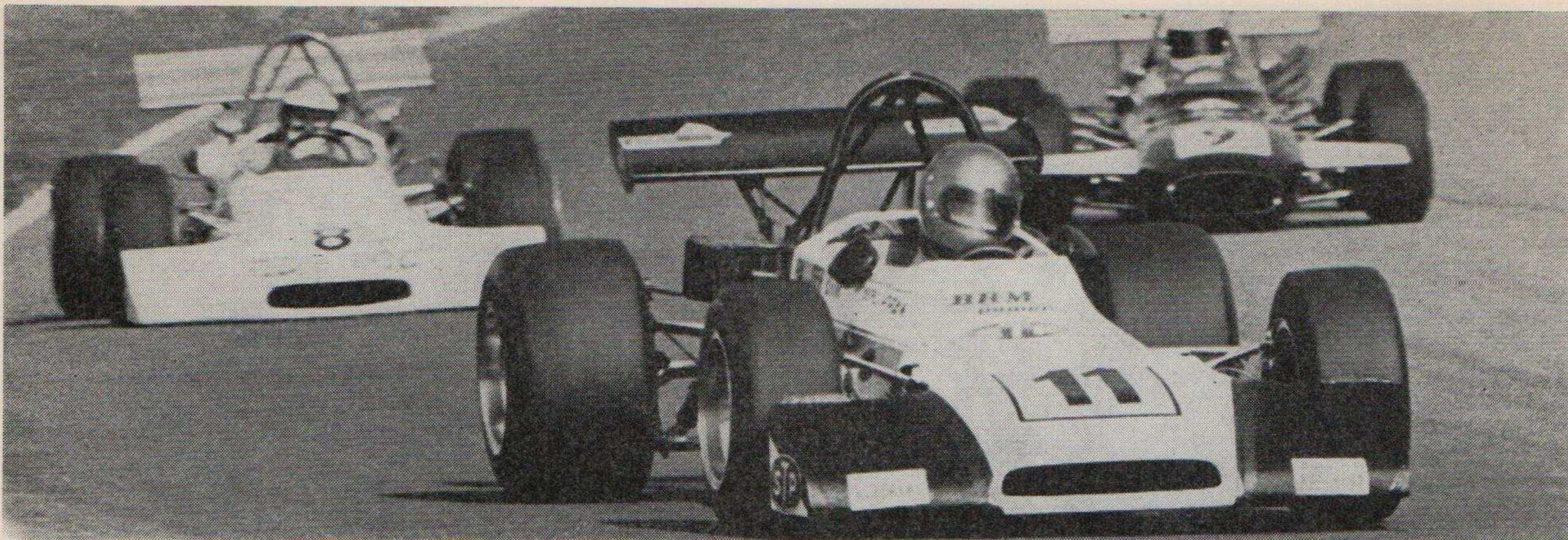
But before all this long-circuit happening, there is a fascinating race to start the day's proceedings on the short circuit. This is the Jack Brabham Trophy Race, over ten laps, in which top entrants and constructors will be battling it out in identical Ford Escort Mexicos provided for the occasion by the Ford Motor Company.

All the drivers in this intriguing race have had their fair share of competition in the past. Maybe your memory does not go back that far, but Ken Tyrrell was no mean driver in his earlier days, and so, of course, was Colin Chapman, and Tim Parnell . . . and . . . and . . .

Oh, well, you make your choice and see if you're right, but don't overlook the fact that John Surtees is in the list—in his role as a racing car constructor! And if you're within sight of the pits, watch the antics of the pits signallers—Jackie Stewart telling Ken Tyrrell how to do it . . . Ronnie Peterson giving instructions to Max Mosley and Alan Rees . . . Emerson Fittipaldi telling Colin Chapman to get a move on . . . Mike Hailwood ordering John Surtees to go quicker . . .

Dear, oh dear, it's got all the makings of a thriller, with perhaps a little comedy thrown in for good measure. But what a way to start a day that promises excitement from start to finish.





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2. 20-lap **Yellow Pages Championship Race**, final round of the Yellow Pages Formula Atlantic Championship. Can Cyd Williams overtake Vern Schuppan for the title?
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**BRANDS HATCH-SUNDAY, OCTOBER 31-2.0 PM**



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The Rothmans 50,000 will admit any type of car running on normal pump or turbine fuel—including Formula 1, Formula 2, Formula 5000, Can-Am, Group 5 and Group 6 Sports, turbines and king-size specials.

The provisional entry list is already filling up. *McLaren Racing* are hedging their bets by planning a three-car entry of a Formula 1, a Can-Am and a special. *Barry Newman* is considering a Formula 5000 McLaren with a Can-Am engine of over 7 litres, plus another exciting special. STP chief *Andy Granatelli* wants to turn up with one of his Indy machines, possibly to be driven by *Mario Andretti*, and may also have a Can-Am type car which *Ronnie Peterson* may drive. *John Surtees* says he certainly hopes to have a car in this richly endowed race.

World champion *Jackie Stewart* has given The Rothmans 50,000 a warm welcome. He says: "It opens a whole new field of motor racing, with any type of car, power or shape. It brings what has been badly needed—a new image, to get away from the familiar pattern."

The Rothmans 50,000 will be over 118 laps of the Grand Prix circuit, 312 miles, which means that almost the whole field will have to make at least one tense pit stop for fuel and perhaps tyres. But this is really a four-day event, because there will be three days of qualifying trials on Thursday, Friday and Saturday, August 24, 25 and 26, during which 100 seeded entries will try to qualify for the 30-strong grid. This promises thrills, since even 30th place in the race ranks for £500 prize money.

And the 30 next fastest qualifiers will be eligible for a "consolation race" with a purse of £5,000 and £500 for the winner, to be run over 24 laps, 62 miles.

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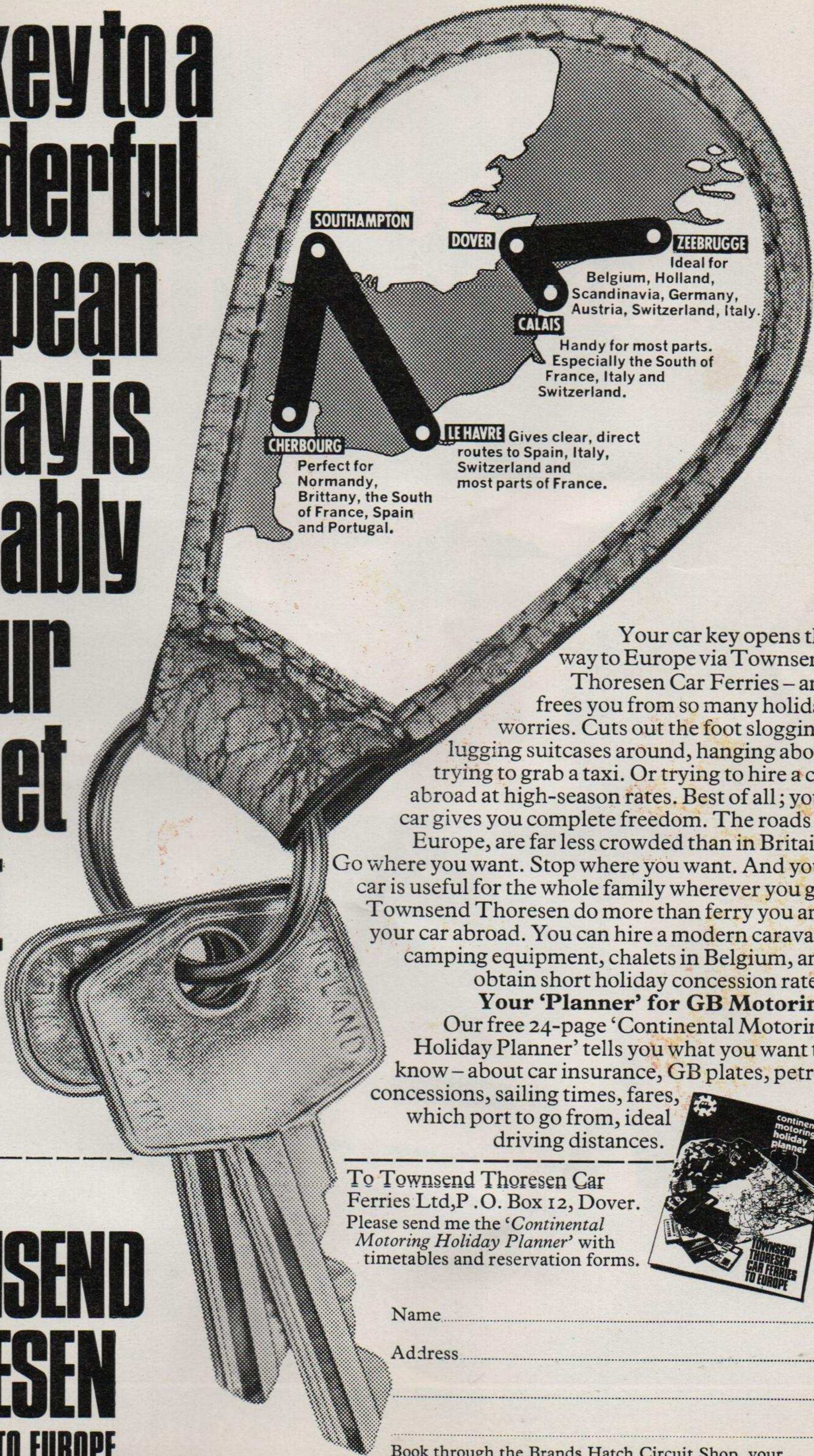
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