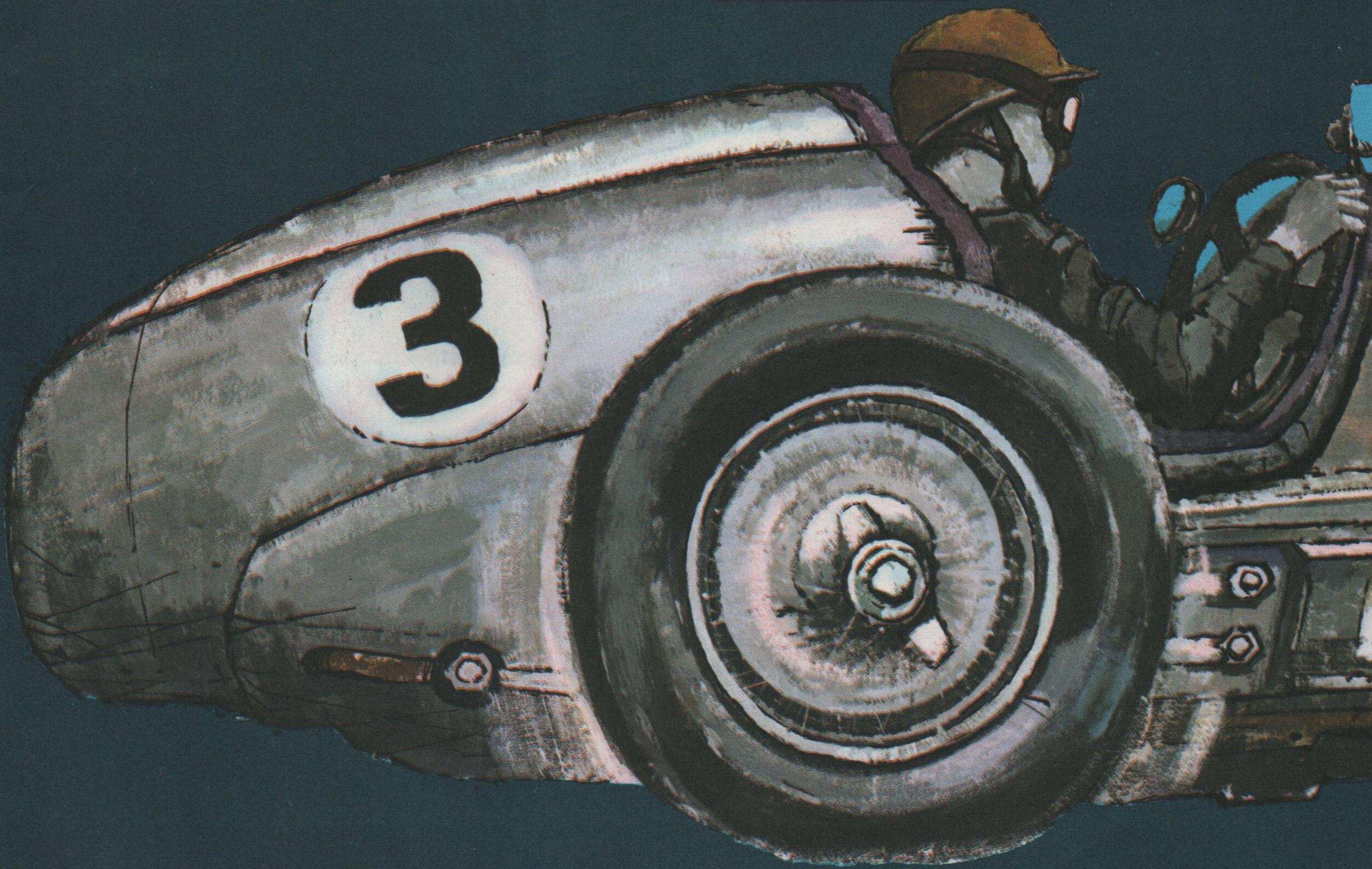


The Return of Power

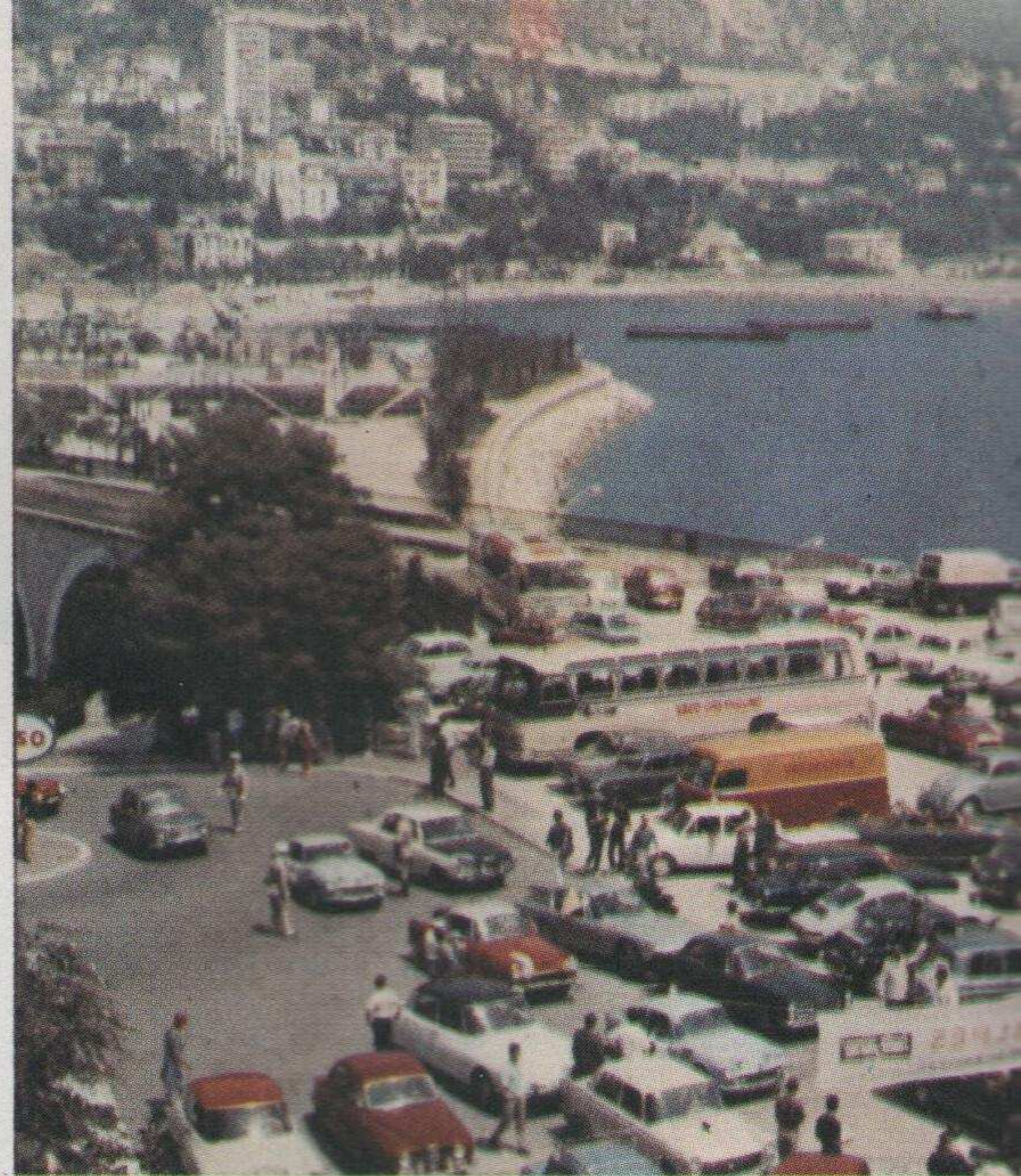
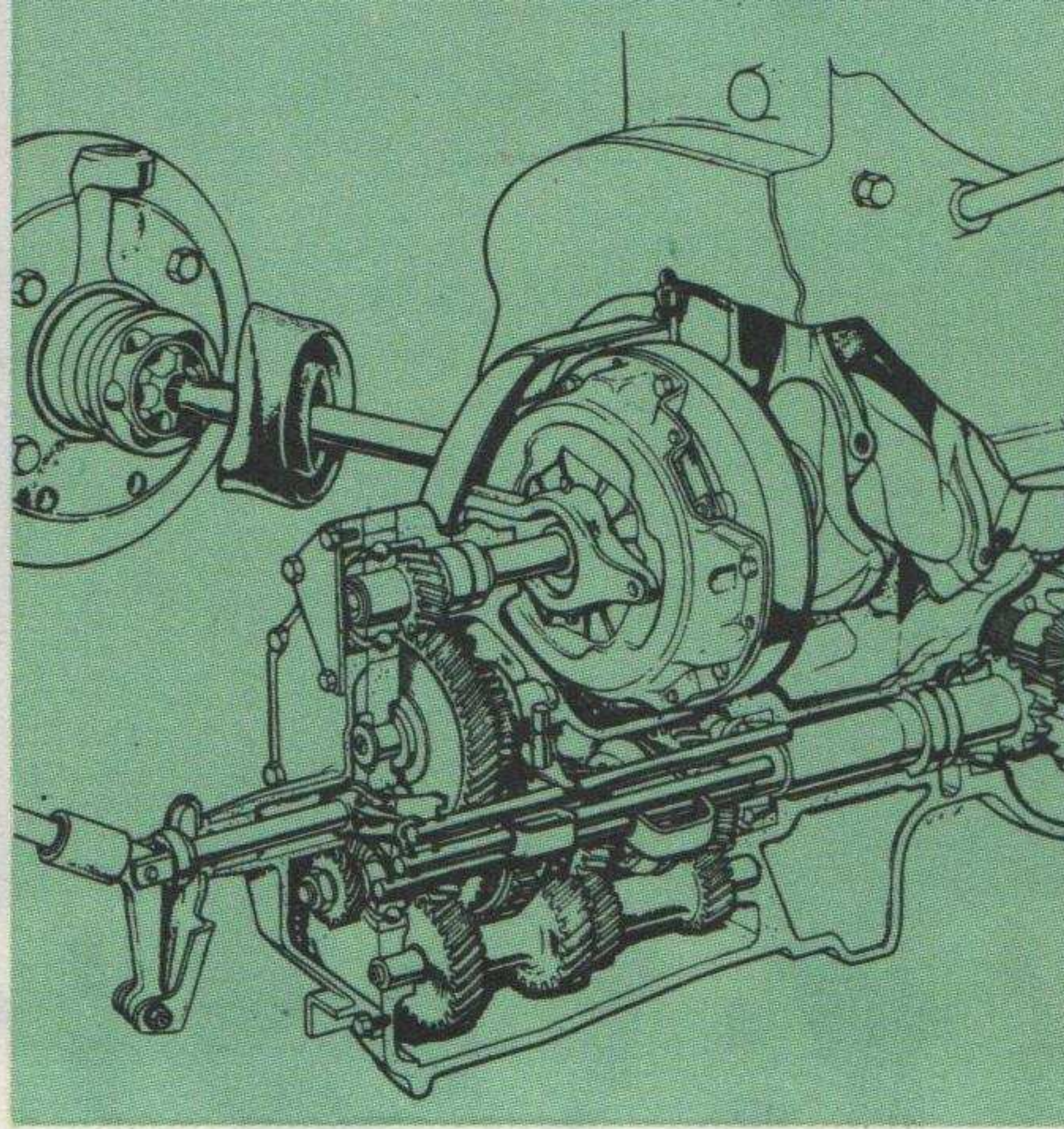


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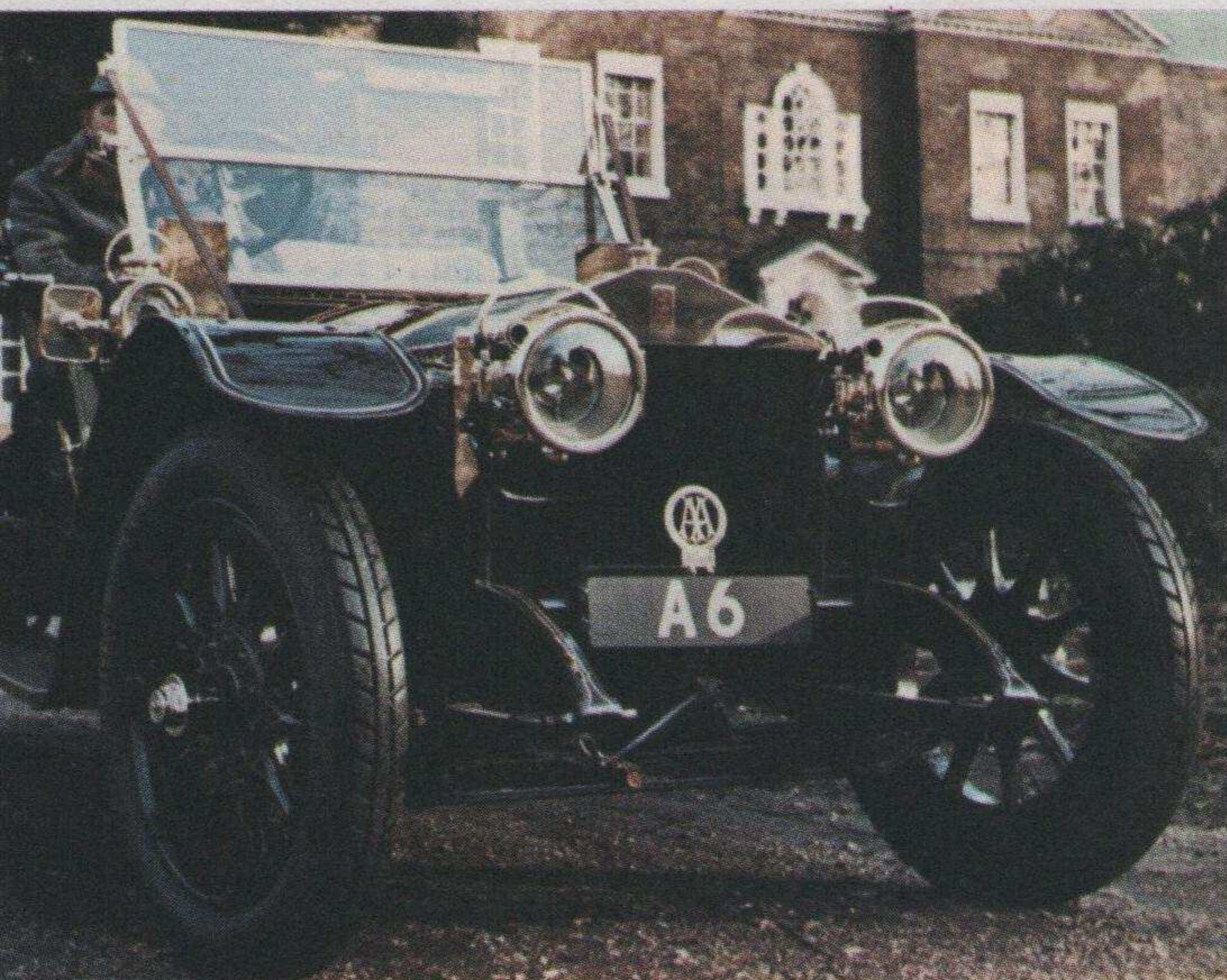
**Brands Hatch
16th July 1966**



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TOURING

ROAD TESTS



VETERAN & VINTAGE

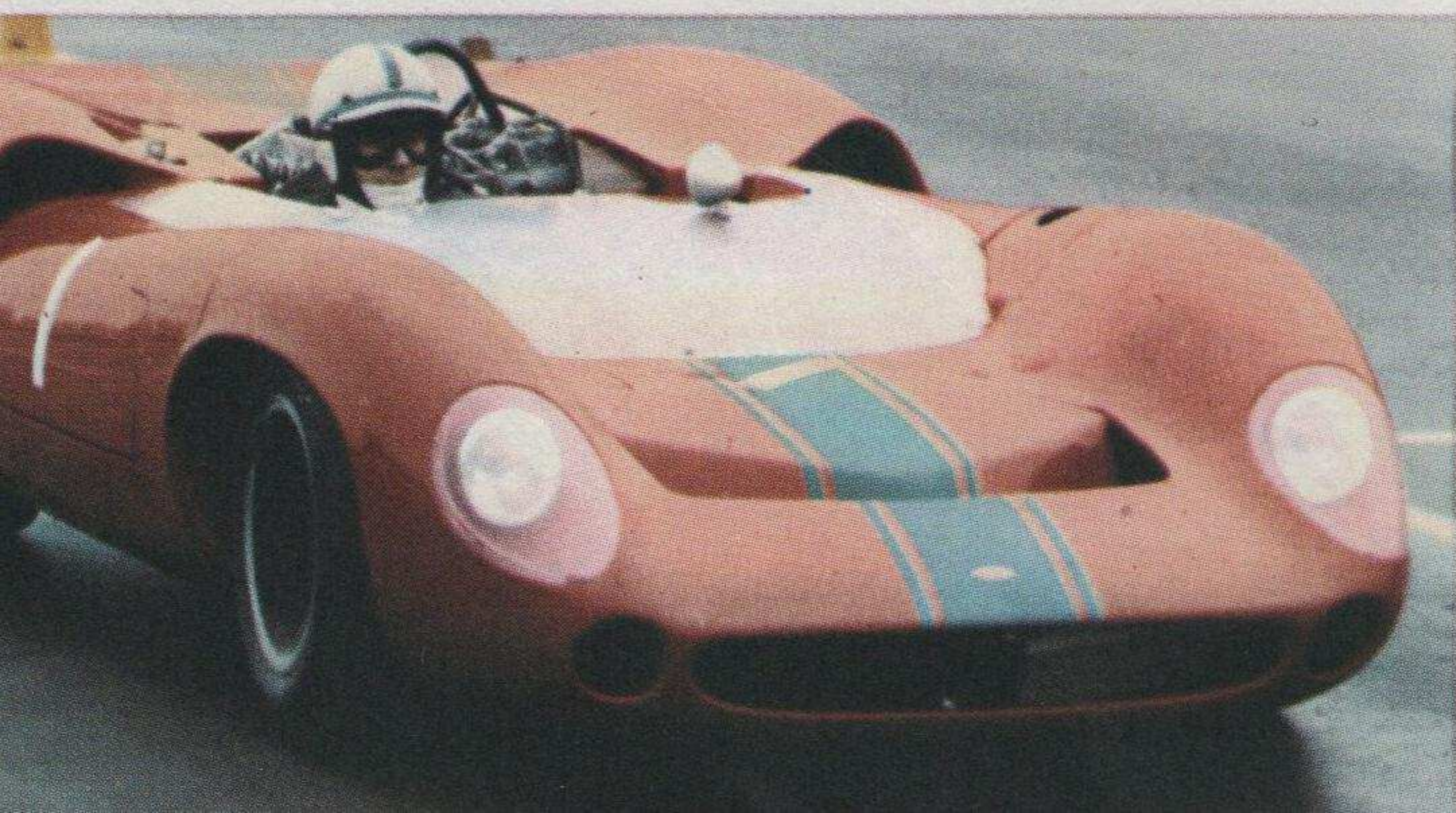


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Brands Hatch 16th July 1966
Royal Automobile Club
19th British Grand Prix

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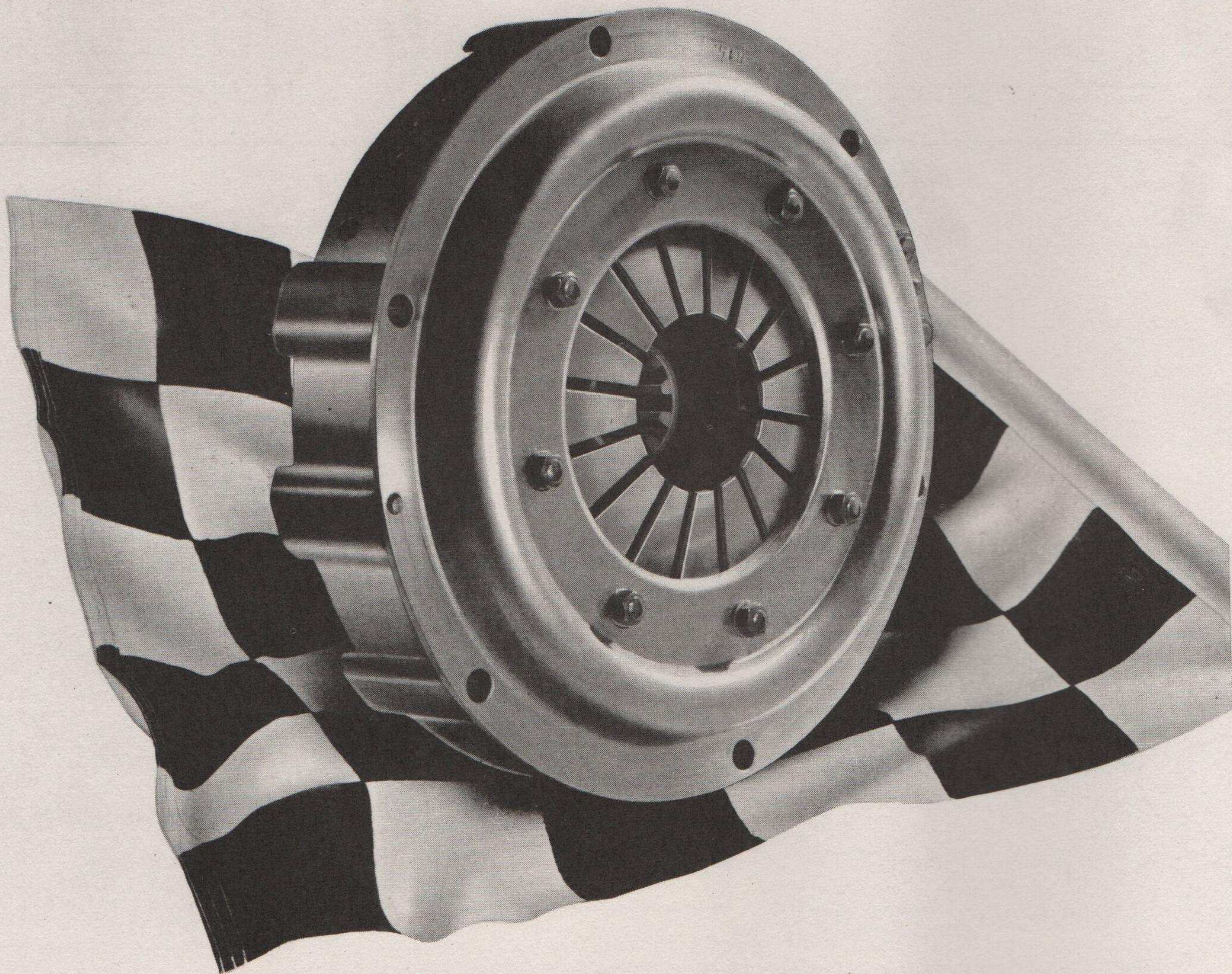
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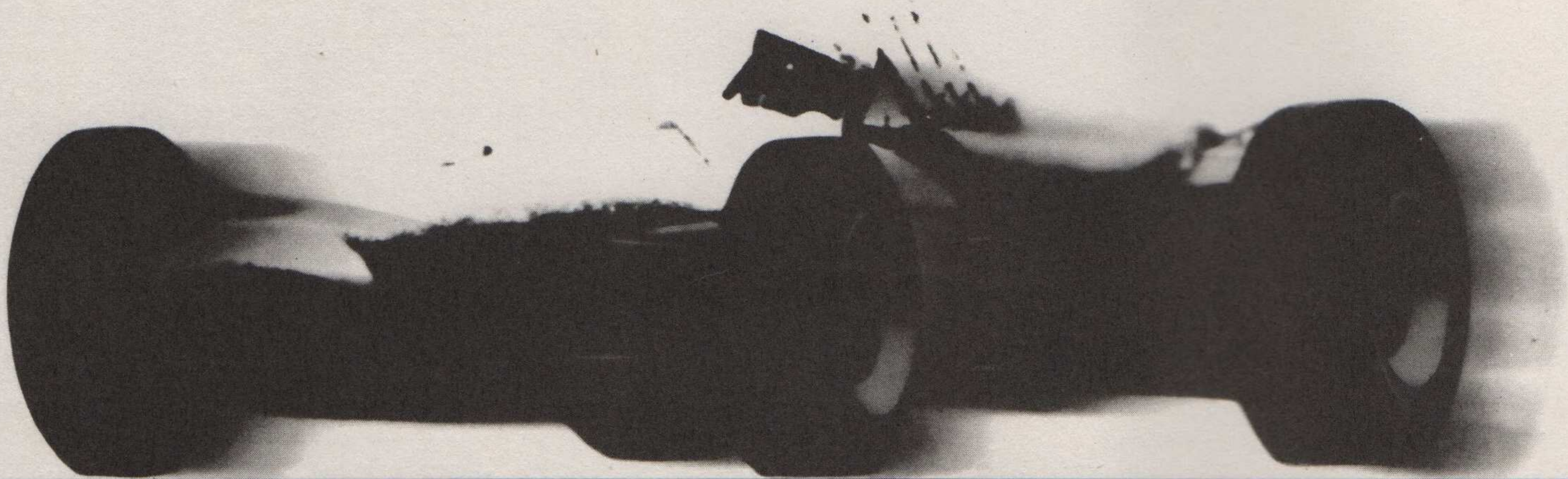
Startline and Pits

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fastest go...



fastest slow!

Has it ever struck you that even a Grand Prix racing machine decelerates faster than it accelerates? That the difference between winning and losing is often found in a few ounces of brake lining? That the man who slows fastest goes fastest?

Go power, slow power. They're inseparably related to each other—to lap records—to chequered flags—and to Ferodo

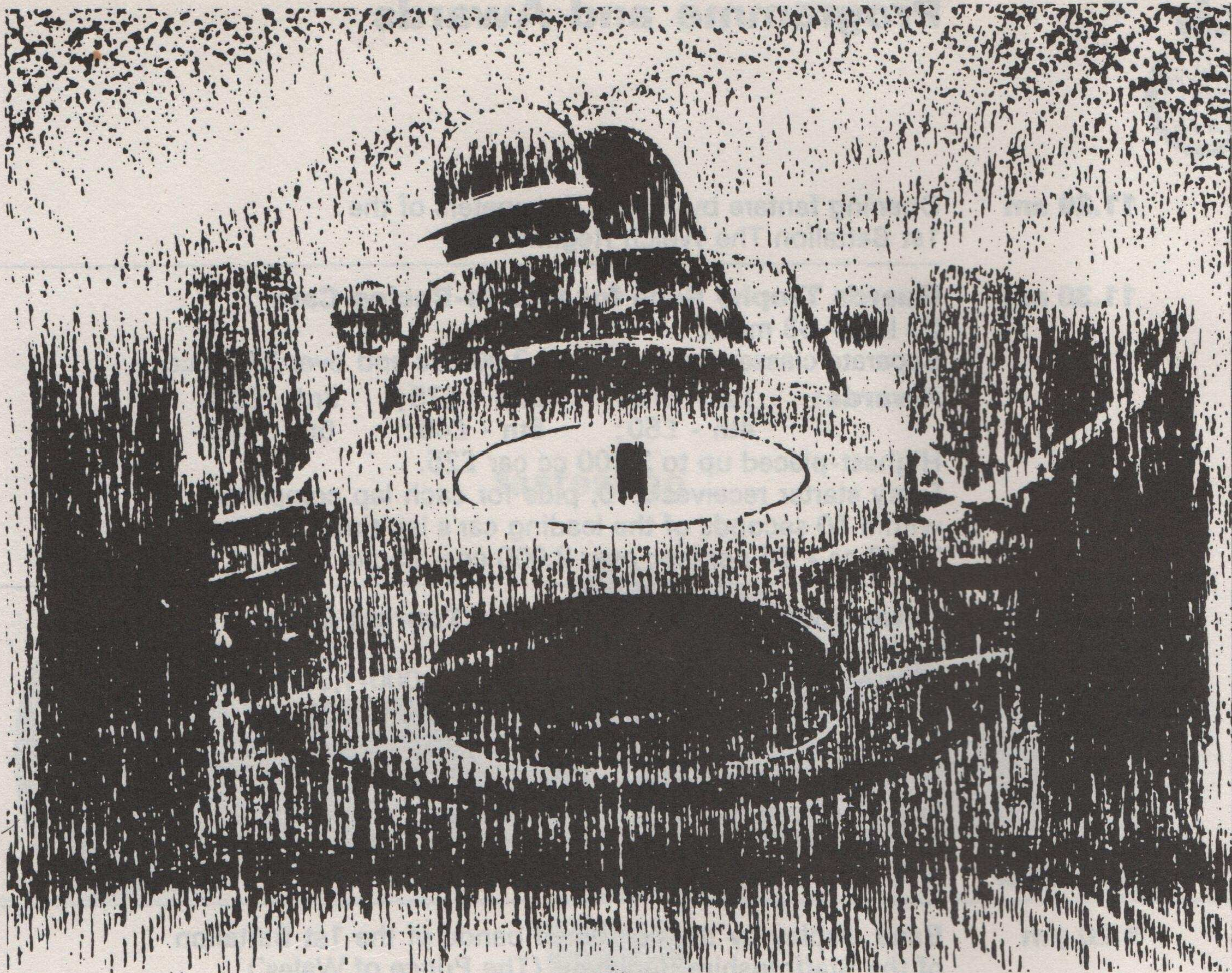
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for drum or disc brakes



Programme and Awards

- 11.20 am** Opening fanfare by Herald Trumpeters of the 1st Battalion The Welch Regiment.
-
- 11.30 am** **Guards Trophy Race for Sports-Racing Cars**
20 laps—53 miles.
Separate classes for cars up to 2,000 cc and over 2,000 cc.
Awards: 1st - £100; 2nd - £75; 3rd - £60;
4th - £50; 5th - £45; 6th - £40.
Highest-placed up to 2,000 cc car £25.
Every starter receives £10, plus for each lap completed within 10 seconds of the leading car's lap time: up to 2,000 cc - £4 per lap; over 2,000 cc - £5 per lap.
-
- 12.30 pm** **Peter England Trophy Race for Touring Cars**
20 laps—53 miles.
Classes: A - up to 1,000 cc; B - 1,000-1,300 cc;
C - 1,300-2,000 cc; D - over 2,000 cc.
Awards: 1st - £50; 2nd - £30; 3rd - £20.
Plus for each class: 1st - £50; 2nd - £30; 3rd - £20.
In addition, for each lap completed within 10 seconds of the leading car's lap time:
A - £1; B - £2; C - £3; D - £4.
-
- 1.20 pm** Band display by the combined bands of the 1st Battalion of the Staffordshire Regiment (The Prince of Wales') and the 1st Battalion of the Welch Regiment.
-
- 1.30 pm** Flying display by the R.A.F. aerobatic team 'The Red Arrows'.
-
- 1.45 pm** Band display continued.
-
- 1.50 pm** Free-fall display by the S.A.S. Skydivers The Free Fall Parachute Team of the 22nd Special Air Service Regiment.
-
- 2.5 pm** Handling display by a scout helicopter of 6th Flight Army Air Corps.
-
- 2.40 pm** Fanfare
-
- 2.45 pm** **R.A.C. British Grand Prix for Formula 1 Cars**
80 laps—212 miles.
Awards: 1st - £1,000; 2nd - £500; 3rd - £300;
4th - £200; 5th - £150; 6th - £100.
-
- 6.0 pm** Concert by the Chris Barber Jazz Band, with Otilie Patterson.



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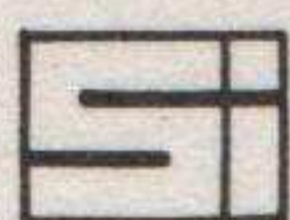
We're not telling you anything you don't know—just reminding you how often British racing drivers rely on revolution indicators and spark plugs (either KLG or Lodge) supplied by Smiths Industries. And when British drivers are out in front, Smiths accessories are usually there with them. That's where Smiths accessories have been, in their own sphere of activity, ever since motoring began—out in front.

K·L·G

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All the promise of a great race



Britain's most important motor race – the 19th RAC British Grand Prix – today returns to Brands Hatch for the second time in its history and provides the only opportunity of seeing in this country a full international field of the new 3-litre engines.

These power-packed cars, capable of 200 mph-plus on the 'straights', and presenting the most interesting display of machinery to be seen in Britain this year, will doubtless provide many thrills and excitement.

Indeed, we are likely to see new lap records set up for this twisting circuit, which still provides the best viewing for the majority of motor sport enthusiasts.

It is perhaps interesting to reflect that in 1948, when the first of the post-war series of British *grandes épreuves* was held at Silverstone, a record lap of 77.73 mph was set up. Last year, reigning world champion, Jim Clark, won the RAC British Grand Prix on the same track with an average speed of 112.02 mph for the 80 laps, while his close rival, Graham Hill, returned the fastest lap with a speed of 114.29 mph.

Today's race is the fourth in the world championship series, and is likely to play an important part in the battle for the title. As there are only nine championship races this year, it virtually marks the mid-way stage for competitors.

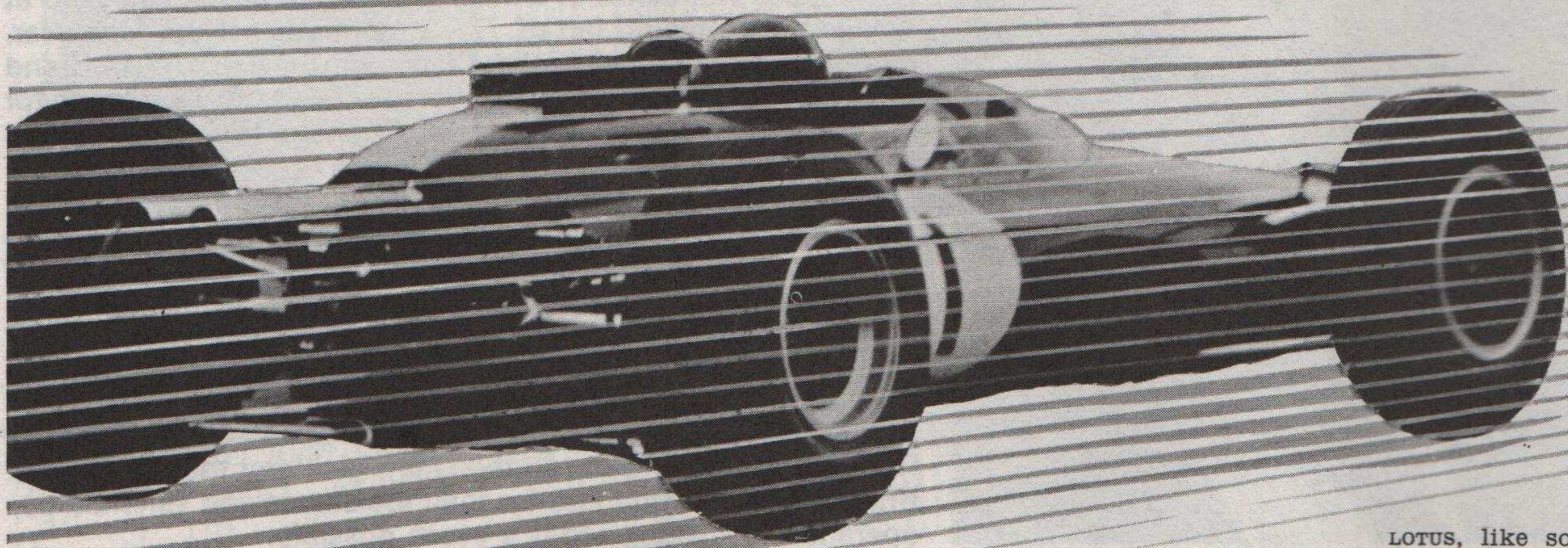
I am confident the drivers – the world's finest – will do their best and make this a meeting that will long be remembered in the annals of motor racing. I wish them all good luck.

Finally, I would like to express my thanks and those of the Royal Automobile Club, to the Daily Mail and the directors of Brands Hatch Circuit Ltd, for their assistance and splendid co-operation in making today's event possible.

by Wilfrid Andrews
Chairman
Royal Automobile Club



Racing certainty
is Jim Clark's demand
from his brakes



LOTUS, like so many of the famous Marques of the racing world fit Girling Disc Brakes.

GIRLING

the best brakes in the world



GIRLING DISC BRAKES ARE BEING USED FOR 1966 BY LOTUS, BRM, FERRARI, HONDA, BRABHAM, COOPER AND MANY OTHER RACING TEAMS.

The Prophets of Gloom were Way Out

says Denis Holmes, Daily Mail Motoring Correspondent, telling the background story of the new and exciting Formula 1.

Around this time last year the five-year era of the 1½-litre Grand Prix cars was drawing to a close and the top men of the various teams were gloomy about the future of the world championship.

Lack of engines suitable for a new Formula 1 of 3-litres un-supercharged (or 1½-litres supercharged, though no one is using this alternative) was one worrying factor. Coventry Climax was to be pulled out of motor racing by its parent company, Jaguar, and only BRM were committed to making a new all-British power unit for the new F1.

Cost was another cause for alarm – £100,000 to develop a new engine from scratch – and the value of a complete Grand Prix car with engine and gearbox would leap to around £15,000 instead of the already high £10,000.

But today at Brands Hatch we will see motor racing of greater interest and variety than anything in the world championship for many years. Those who forecast the end of the world championship could not have been more wrong.

Today, in fact, is the only opportunity in Britain this year to see a full international field of the new 3-litre championship Grand Prix cars. The 'return of power' theme of the race will be well demonstrated over 80 laps of the 2.65 miles Brands Hatch circuit – the finest in this country, providing spectators with unrivalled facilities for watching the drivers in action.

You will not, however, see cars which look so very different in design, size or general lay-out from those of the 1½-litre period. The larger and more powerful engines have been tailored very neatly into bodies which have developed naturally from those of the previous Formula 1. You will spot, though, that the new cars are a trifle larger, in order to provide extra fuel capacity to cope with the heavier thirst of the bigger power units.

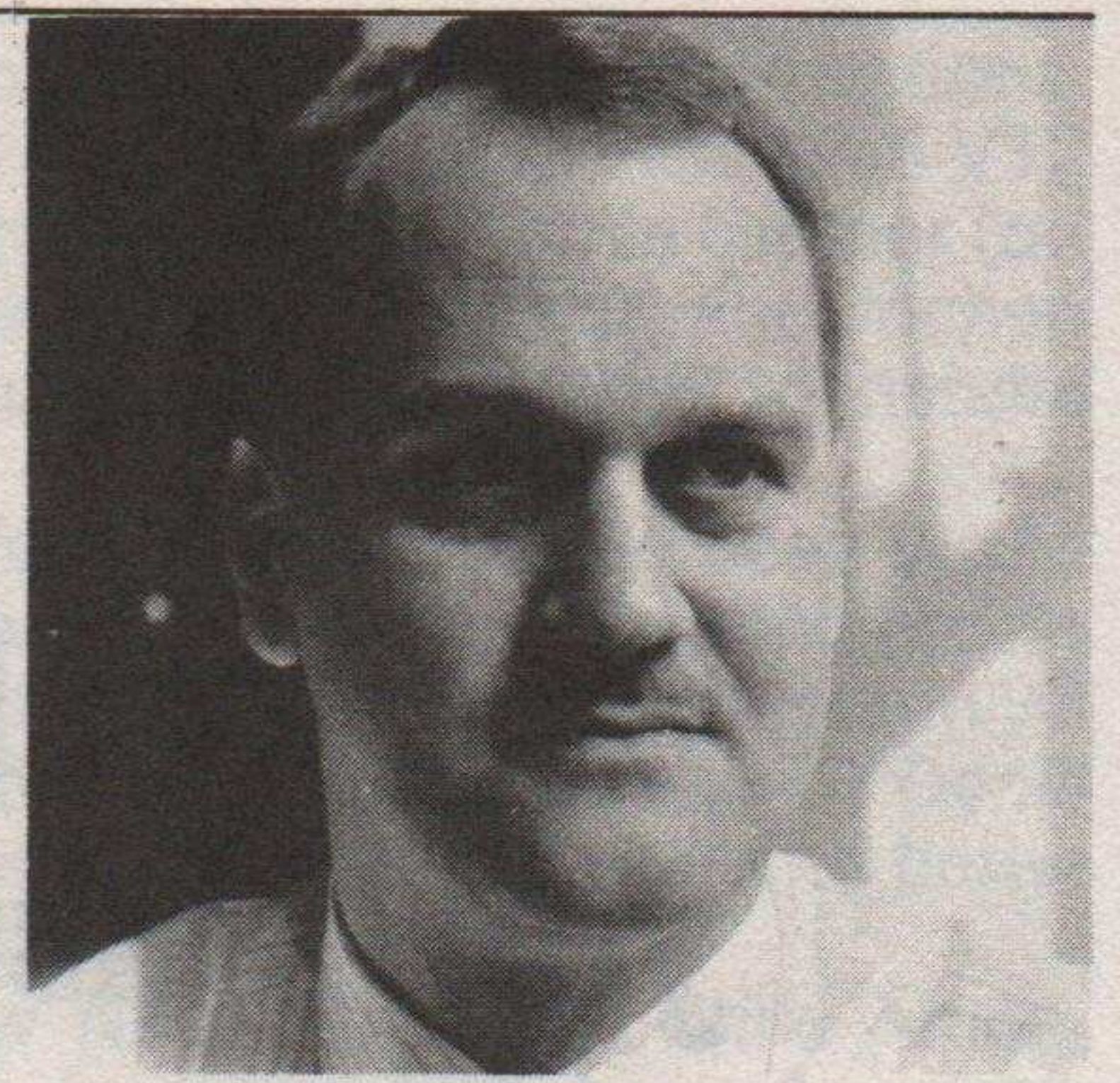
Take a look with me at the exciting list of the main works teams which are contesting the world championship this year. There are seven – not counting Japan's Honda, who are now working flat-out to have their new 3-litre car ready for the Autumn; a serious challenger it will be, too, as their 1½-litre model proved once the development had been completed.

The BRM and Lotus teams lead the British challenge. World champion Jim Clark, number one for Lotus, is defending the title he has now won twice, and his supporting team mate is Peter Arundell, from Essex.

BRM are again led by former champion Graham Hill, with Jackie Stewart as his brilliant number two. Stewart, a Scot like his friend, Jim Clark, is a powerful championship contender in only his second season in the cockpit of Formula 1 cars, and in my book is bound to take the title within a year or two.

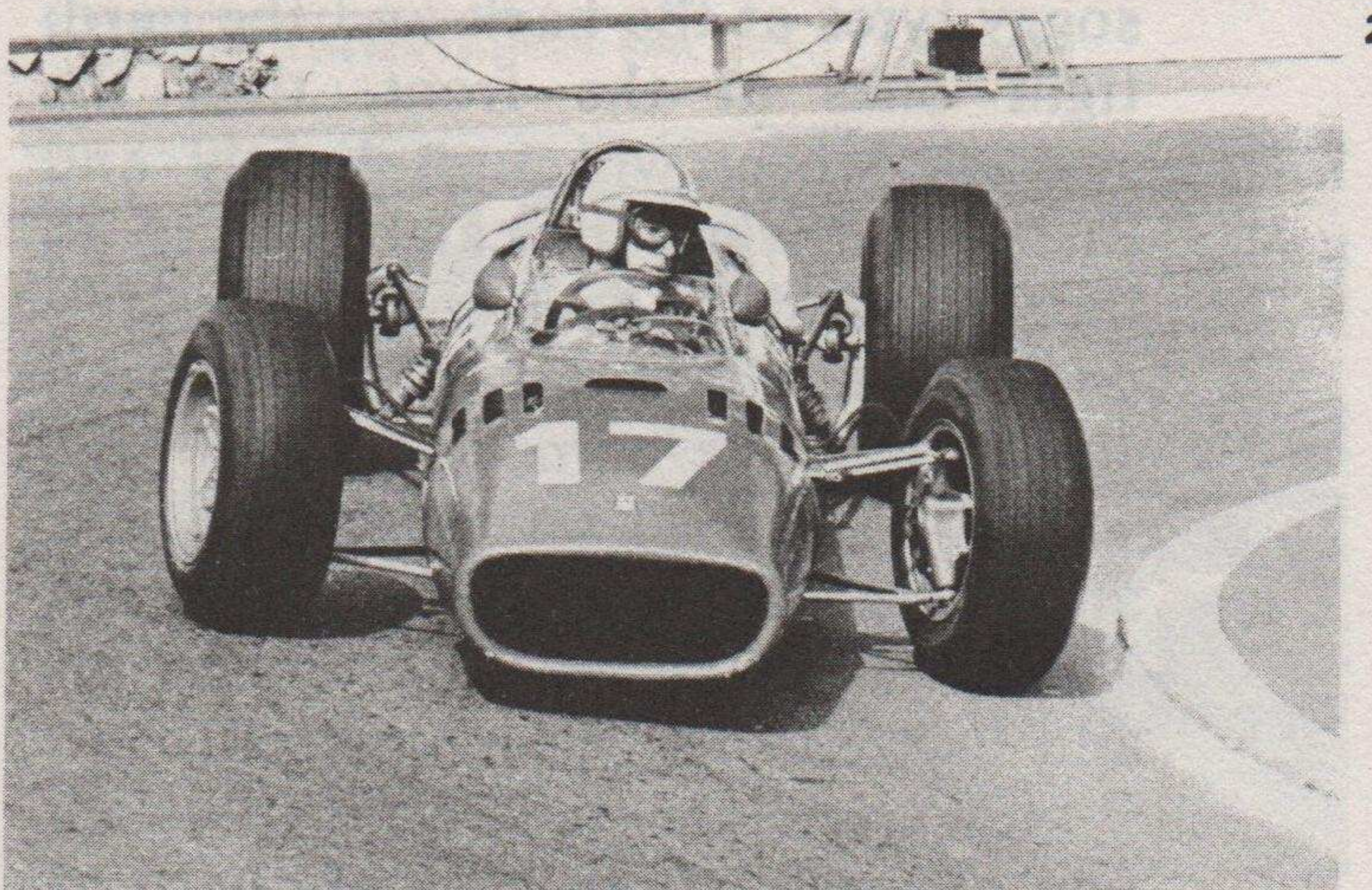
I am discussing these two teams together because they are both sharing the same engine this year – a unique situation has arisen for these teams who are tremendous rivals and yet are linked by their similar power units.

Lotus were badly hit by the withdrawal of Coventry Climax, as they had twice won the championship with Climax engines. Ford have agreed to develop a new 3-litre engine for Lotus but it cannot be ready until next year. So for one season the works Lotus cars have to take the field against the works BRMs with all of them using BRM engines.



Denis Holmes

- 1 Jack Brabham has an Australian-built Repco V8 engine in his Formula 1 Brabham.
- 2 John Surtees at the wheel of the latest V12 Ferrari.



1

2

Do you know *why* you mustn't mix radial and cross-ply tyres?

By DAVID HARTLEY*

(READING TIME 3½ MINUTES)



Most of you will be at this meeting because you are keen on motoring and motor sport, but it is possible that this radial and cross-ply tyre business is still a little obscure, even to you.

There's no real need to understand the mechanics of oversteer, understeer, slip angle and so on. All you need to visualise is a pair of soft or soggy tyres at one end of the car and a pair of hard, tight, well-inflated ones at the other end. If the softer ones are at the front then on going into a bend you will have to work hard at the steering wheel to get them to turn, and all the time the car will want to straighten up *out* of the bend.

Most car suspensions and inflation pressures are set up so that the car will behave this way and so it feels inherently stable and safe on corners. On the other hand if you have the soggy tyres at the back and the hard, tight ones at the front, then the steering wheel will turn lightly and easily, and when the car begins to go into the bend the back end will tend to come round and the car will head *further* into the corner.

This is unusual for the average car and gives a feeling of insecurity. Moreover, it could easily be dangerous and lethal to the inexperienced.

Now there are three ways in which you can have tyres *relatively* hard at

one end and *relatively* soggy at the other.

(1) You can blow them up or let them down and produce the difference you wish that way.

(2) You can put another 10 cwt over say, the back axle and the tyres will be *relatively* softer than the front. (This is why you should put in another 4/6 lbs. when going on holiday with family and luggage).

(3) You can put stiff radials on the front and soft cross-ply tyres on the rear.

Hey!—hold on a minute, you say, surely radials are the soft ones with bulges at the bottom? True, they are soft and flexible in an up and down direction but the tread is braced so that in a *sideways* direction it is stiff—much stiffer than a cross-ply tread.

So where does all this get us? Clearly, that if you have *relatively* soggy tyres on the back and *relatively* hard ones at the front, you may soon be in trouble on corners. So—if you fit radials try to afford them all round. Never mix radials and cross-ply on the same axle and if you can only have two, put them on the rear irrespective of whether the car is f.w.d. or r.w.d.

If in doubt remember RADIALS ON THE REAR and in any case always ask for Avon.

*Tyre Development Manager, Avon Rubber Co. Ltd.

The 3-litre BRM engine is the only all-British F1 unit made this year, and is most advanced, complicated and sophisticated. It has 16 cylinders arranged in an 'H' shape with two crankshafts, weighs 420 lbs and can be considered in simple terms as two of the 1½-litre V8s of the previous formula flattened out and joined together. It is giving around 400 brake horsepower at over 10,000 rpm but is stressed for greater power later – up to 600 brake horsepower at 13,500 rpm.

Switching to Italy now, the most powerful foreign rival to Britain is Ferrari, whose new 3-litre V12 had won a race – the Syracuse GP – before the British H16 engine had even been track-tested.

Ferrari team leader is John Surtees, the 1964 world champion and seven times world motorcycle champion before that. Now fully recovered from last year's serious crash injuries and driving with all his old dash and determination, he is supported in the Italian team by volatile Lorenzo Bandini – I still tingle with excitement at the thought of his effort to catch Stewart in the Monaco GP.

It has been particularly exciting to see that America has entered the championship lists with a brand-new Grand Prix car, built and driven by giant size Californian Dan Gurney. Gurney, who raced for Jack Brabham's team under the old formula, left at the end of last season to set up his own organisation in association with Le Mans-winner Carroll Shelby.

His car, the Eagle, is designed to take the Gurney-Weslake V12 engine and is an Anglo-American project, produced by experts of the two countries and with racing headquarters at Rye, Sussex. Gurney's second driver is another American, Jerry Grant, who has been building up a great reputation in sports car

racing in the United States.

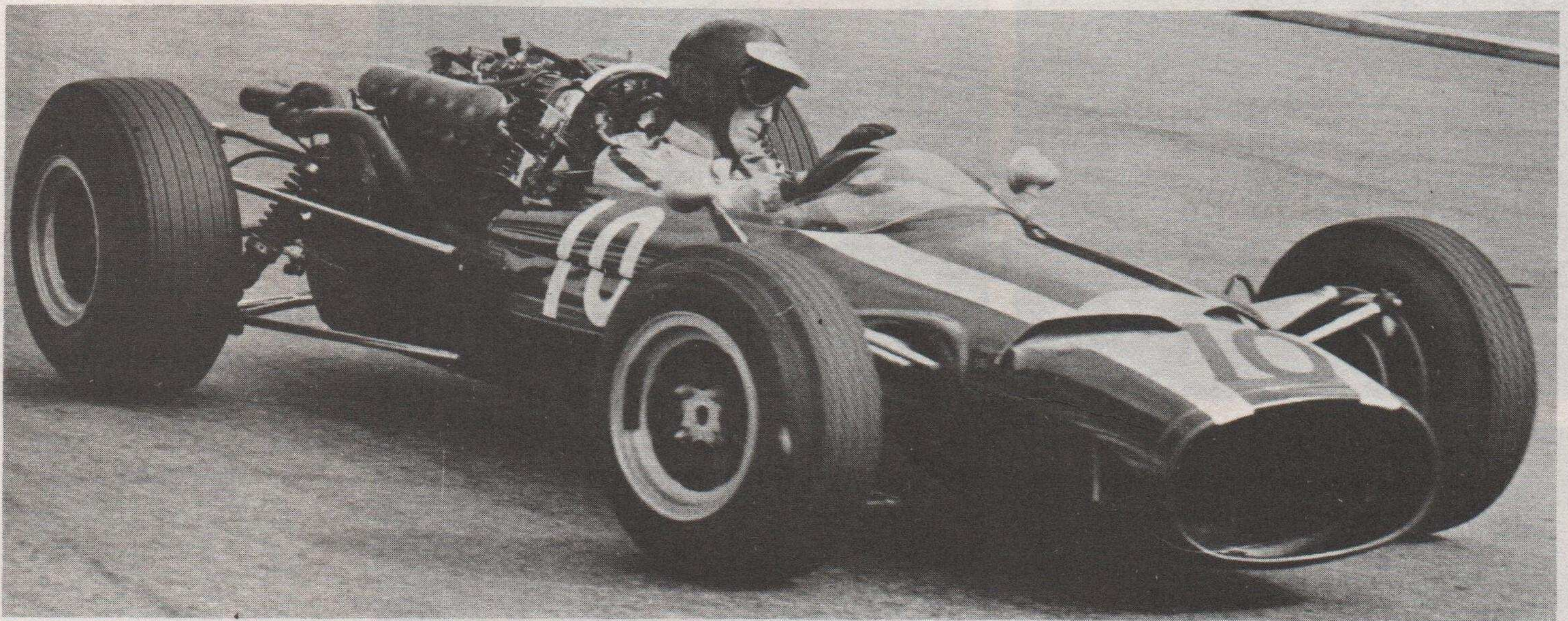
The other teams from Britain all have overseas connections. The Cooper team, for example, is using an Italian Maserati V12 engine. Drivers are the tough little American, Richie Ginther (on loan from Honda while they produce their new car) and Jochen Rindt, the young Austrian who really knows how to handle these powerful machines.

Jack Brabham, the Australian, who has twice been world champion and then proved himself to be an outstanding racing car constructor, is using an Australian-built Repco-Brabham V8 unit in his own Brabham cars. Backing him in the team is Denis Hulme, from New Zealand, who is putting up better and better performances every time he races.

Bruce McLaren has a fellow New Zealander, Chris Amon, sharing the pair of new McLaren cars which have American Ford V8 engines, modified versions of those produced for the 1964 Indianapolis '500'. Amon, at 22, is still the youngest Grand Prix driver, and by missing last year's championship to concentrate on big 'hairy' sports cars he is now well placed to cope with the increased power of the 3-litre single-seaters.

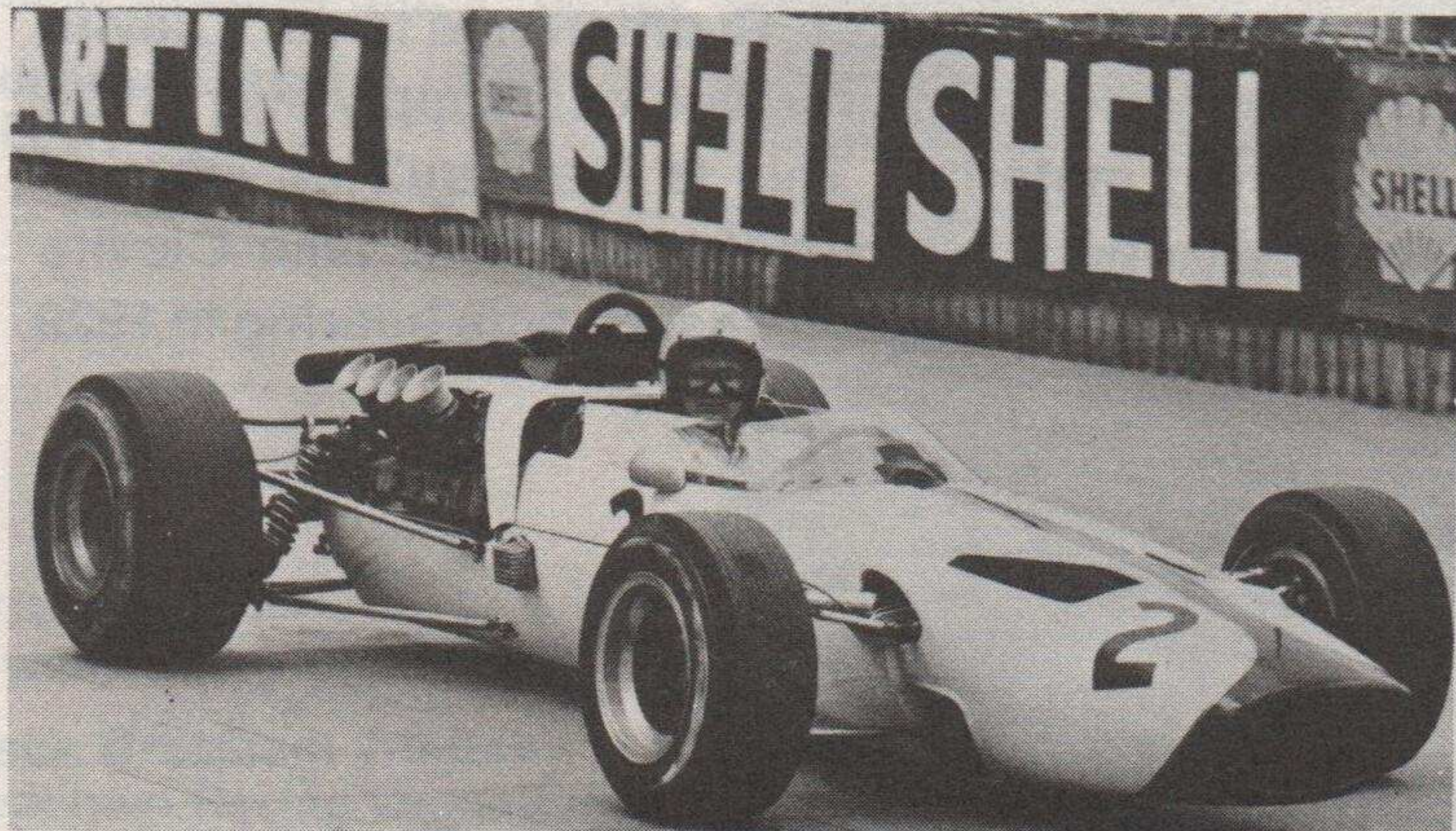
Backing up these powerful works teams are the enthusiastic and hard-working private entrants who have done so much to boost Britain's prestige in world events. Among them are Rob Walker, Tim Parnell and Bob Anderson, while there are new foreign private entrants like Frenchman Guy Ligier and Sweden's Jo Bonnier.

Here today I think everyone will agree that with such a tremendous list of cars and drivers the world championship is very much alive and kicking. Those prophets of gloom of a year ago were way out.

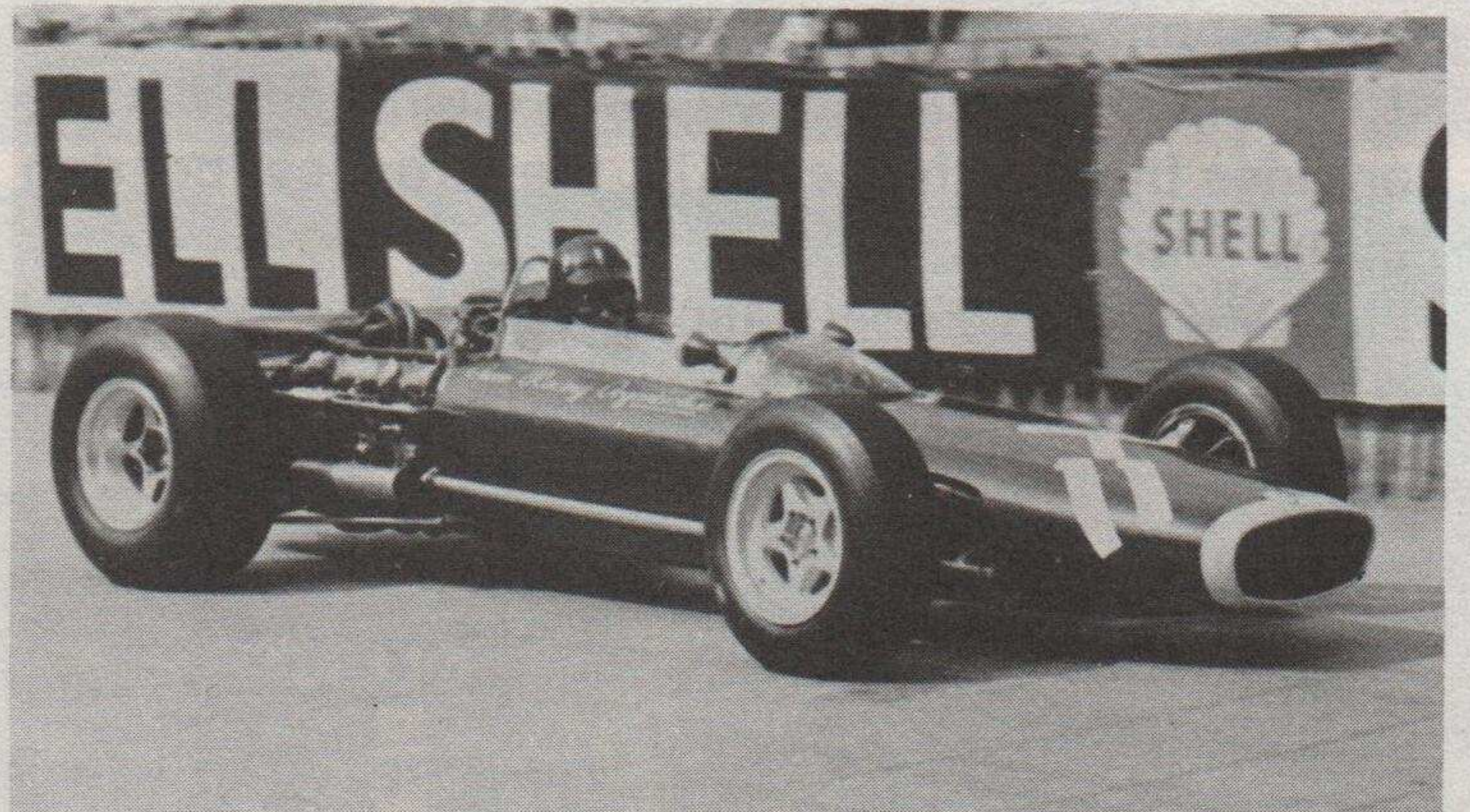


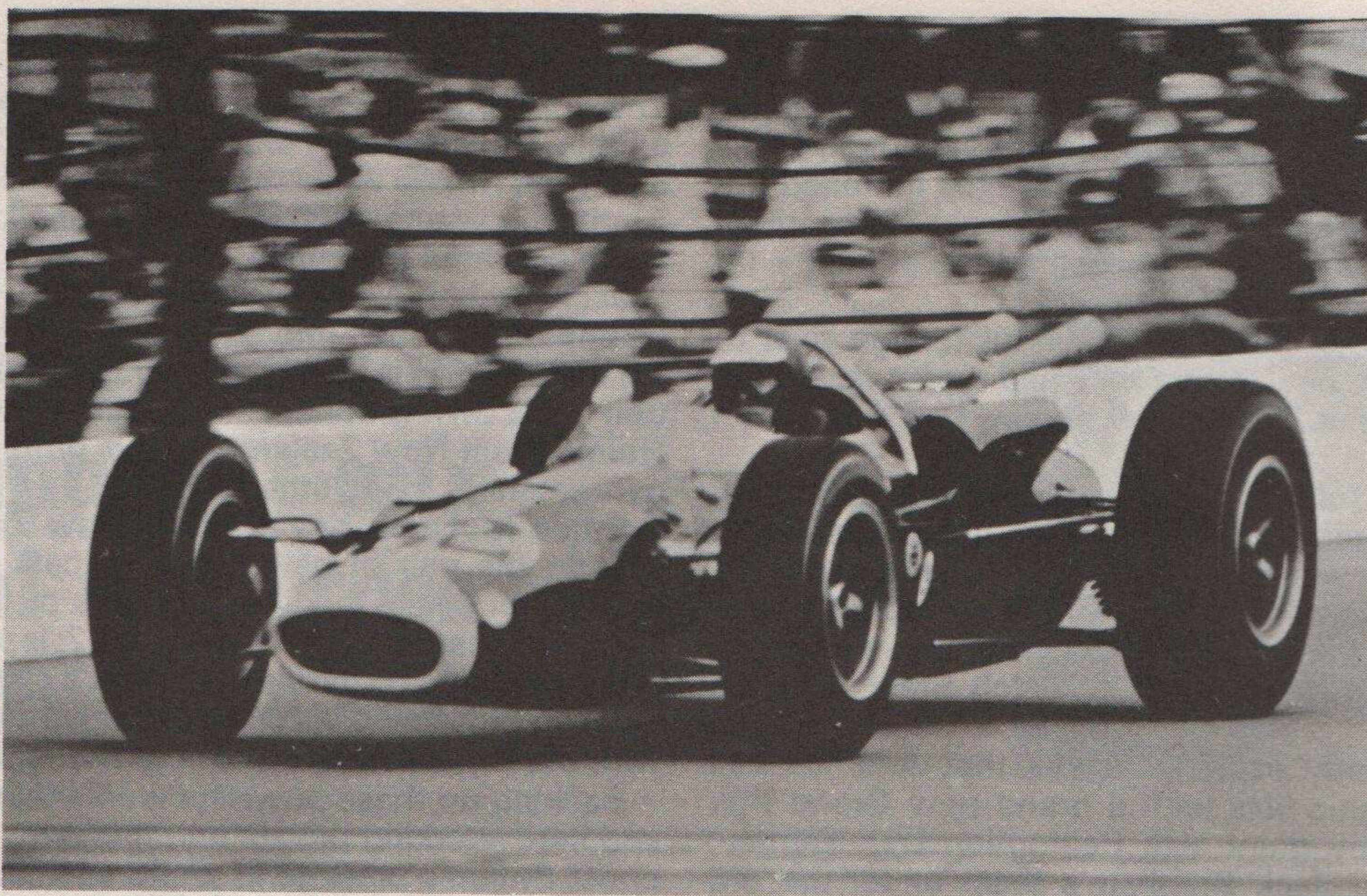
3 Jochen Rindt, the young Austrian driver, in one of the works V12 Cooper-Maseratis.

4 Bruce McLaren gave his F1 McLaren its first outing at Monaco. The power unit is a modified Ford V8.



5 Beautifully engineered and very powerful. Graham Hill in the new 16-cylinder BRM.





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Jim Clark
Team Lotus



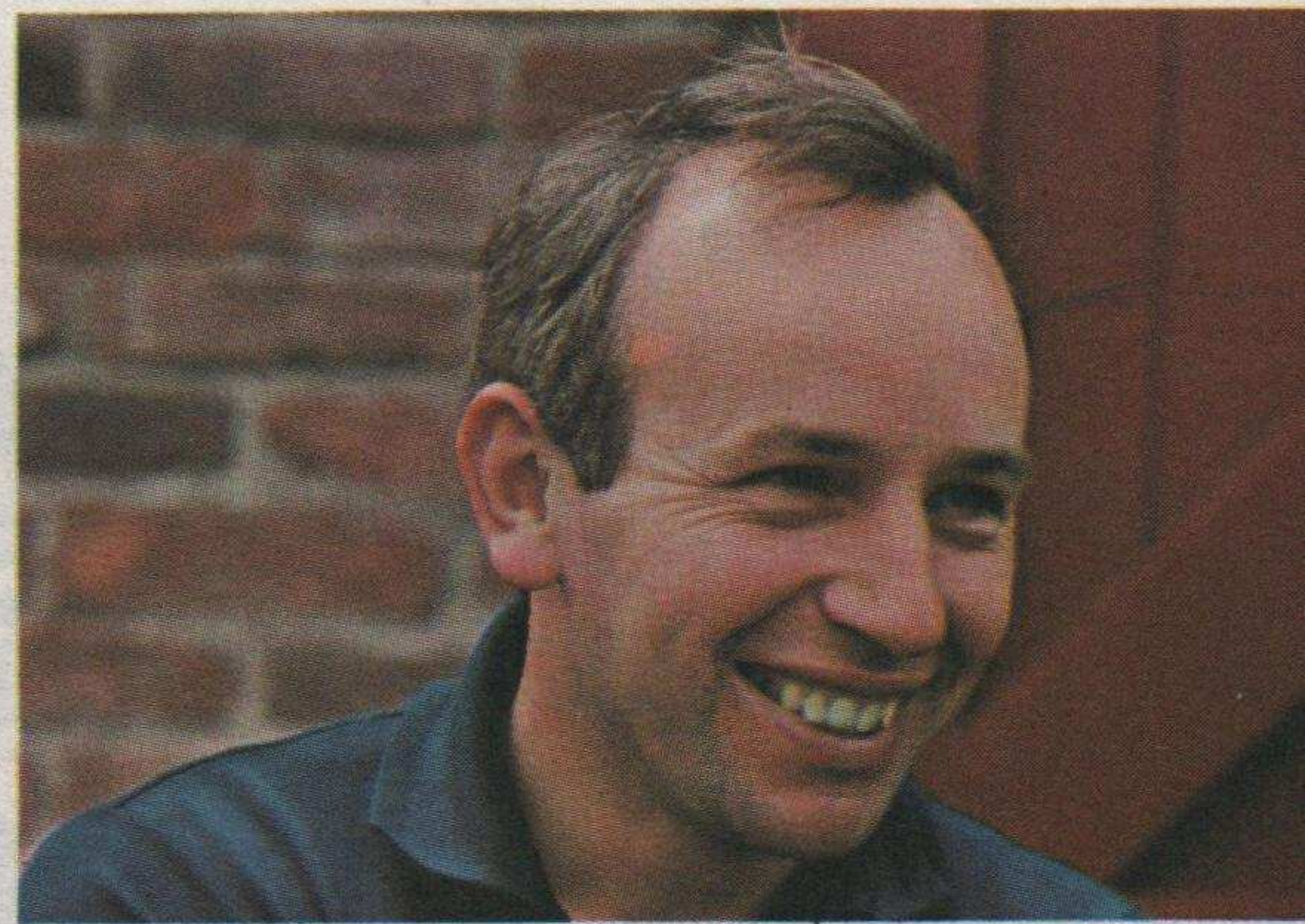
Peter Arundell
Team Lotus

Jackie Stewart (Right)
Owen Racing Organisation



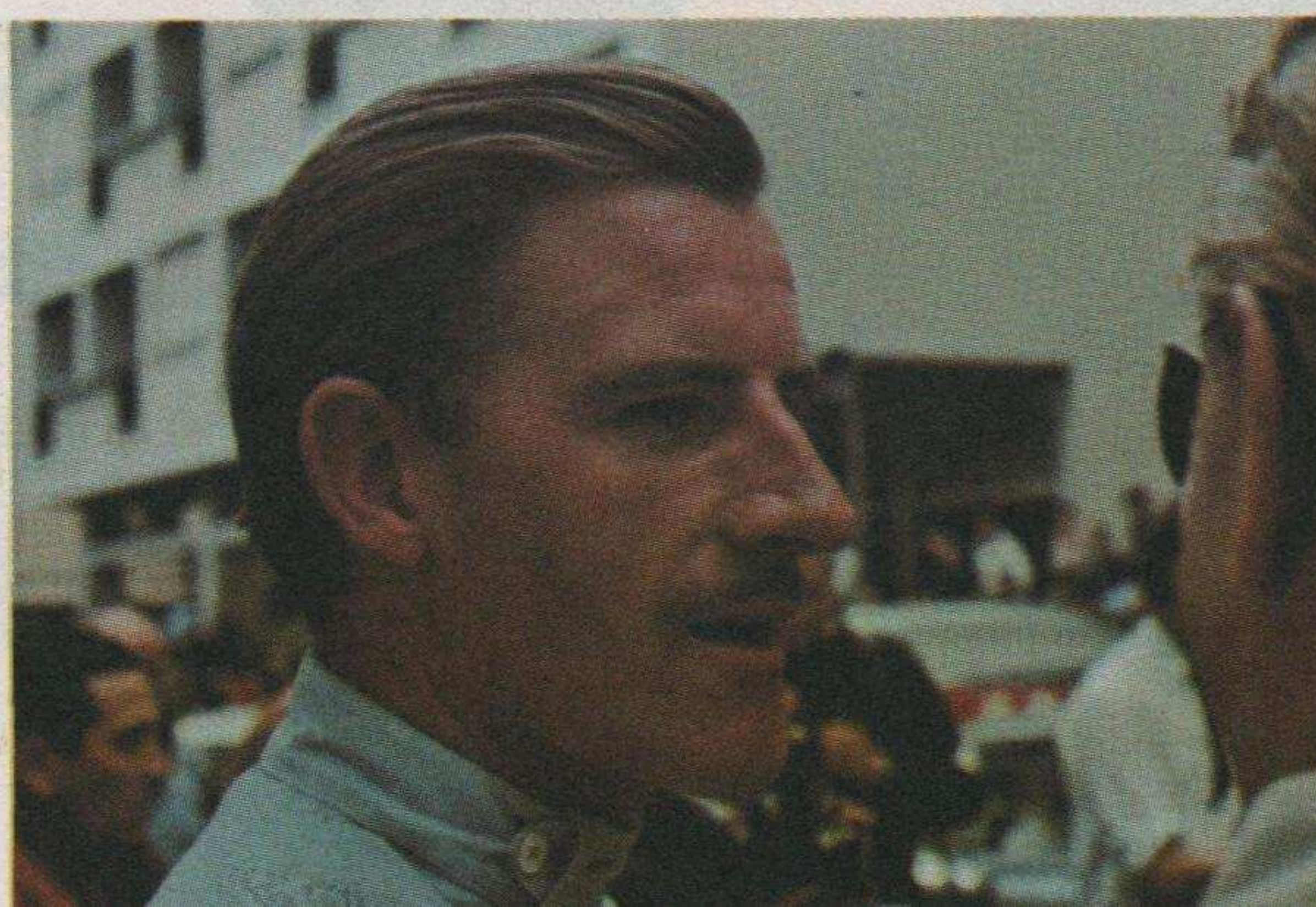
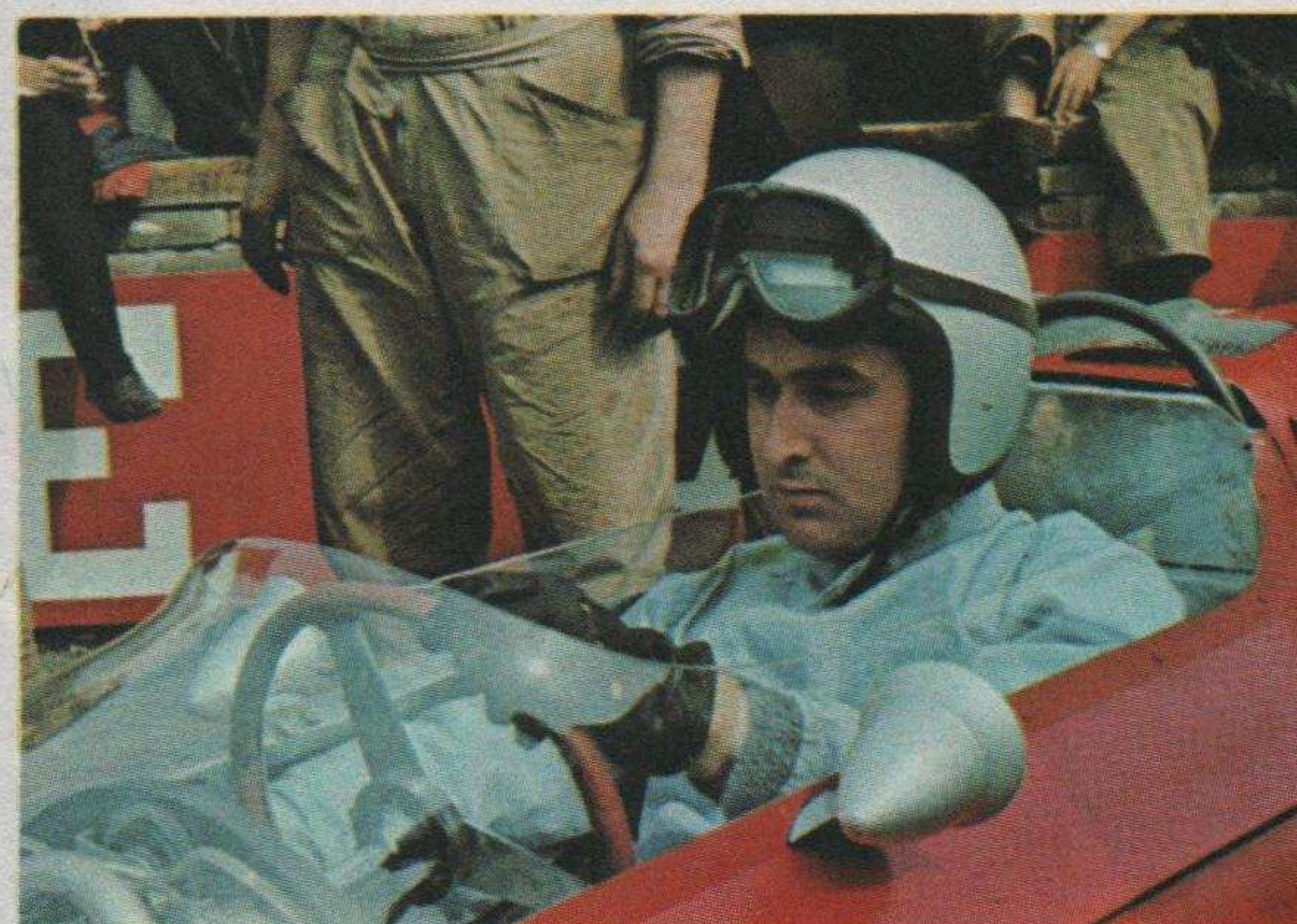
Bruce McLaren
Bruce McLaren Motor Racing

John Surtees (Right)



Chris Amon
Bruce McLaren Motor Racing

Lorenzo Bandini (Right)
SEFAC Ferrari




Graham Hill
Owen Racing Organisation

Jack Brabham (Right)
Brabham Racing Organisation



Where's that tiger?

Right behind World Champion Jim Clark. In all his races Jim Clark relies on Esso fuels and lubricants. The tiger powered him to victory in all these Grands Prix during 1965. 1st at Spa – Belgian Grand Prix. 1st at Zandvoort – Dutch Grand Prix. 1st at Nurburgring – German Grand Prix 1st at East London – South African Grand Prix. 1st at Silverstone – British Grand Prix 1st at Clermont Ferrard – French Grand Prix and Indianapolis, too! Champions Jack Brabham, Peter Arundell, Denis Hulme all ride with the tiger. The tiger has proved himself, time and time again, in the gruelling test of Grands Prix racing – give him the chance to show his paces in your car. Get *new* power from a *new* formula with Esso Extra petrol.

PUT A TIGER IN YOUR TANK 



Denis Hulme
Brabham Racing Organisation



Bob Anderson (Right)
D. W. Racing Enterprises



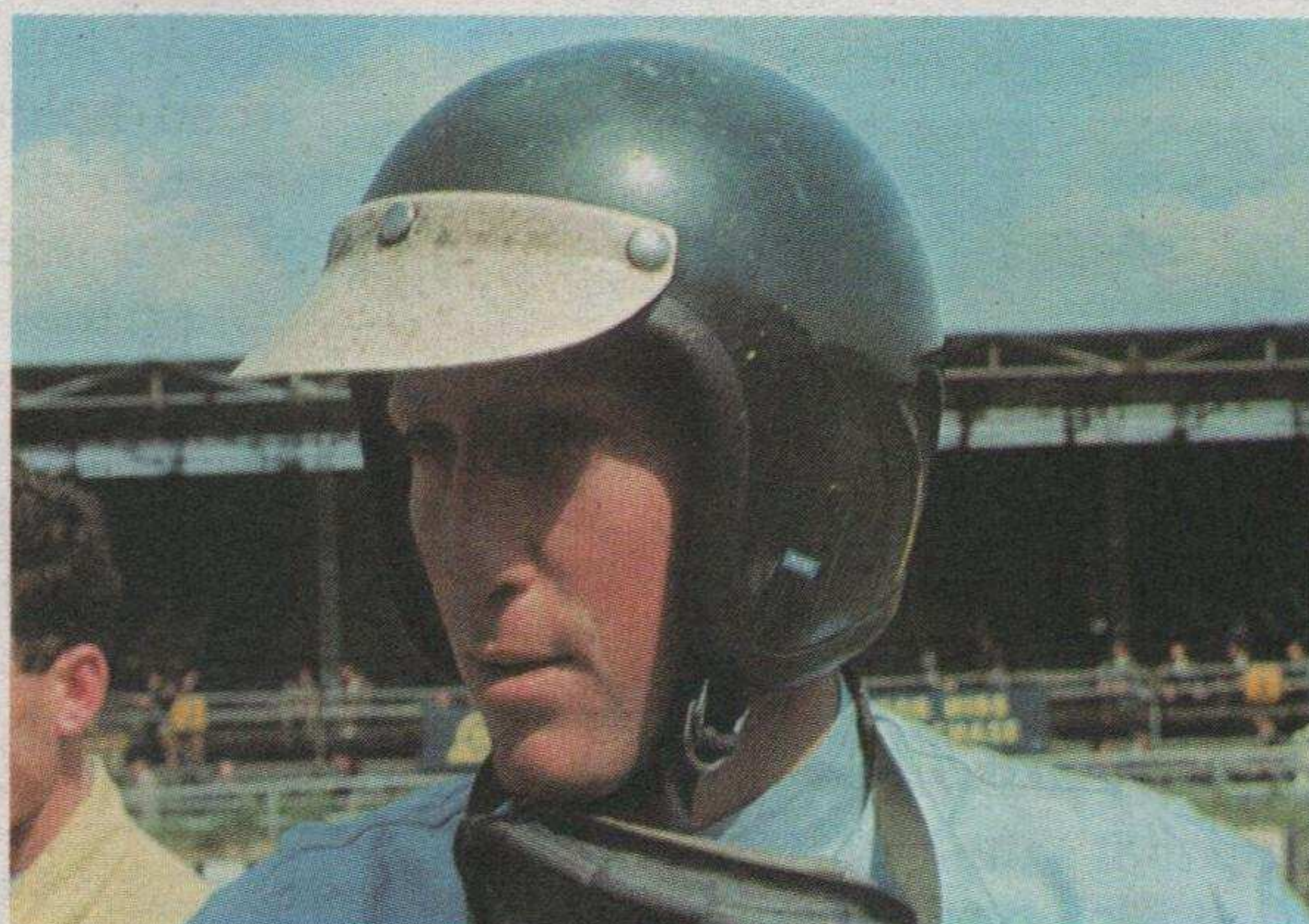
Richie Ginther
Cooper Car Company



Jo Bonnier (Right)
Anglo-Swiss Racing Team



Jochen Rindt
Cooper Car Company



Mike Spence (Right)
Reg Parnell Racing



Dan Gurney
Anglo-American Racers



Bob Bondurant (Right)
Team Chamaco Collect



Jo Siffert
R. R. C. Walker-J. Durlacher
Team



Guy Ligier (Right)
Private entry





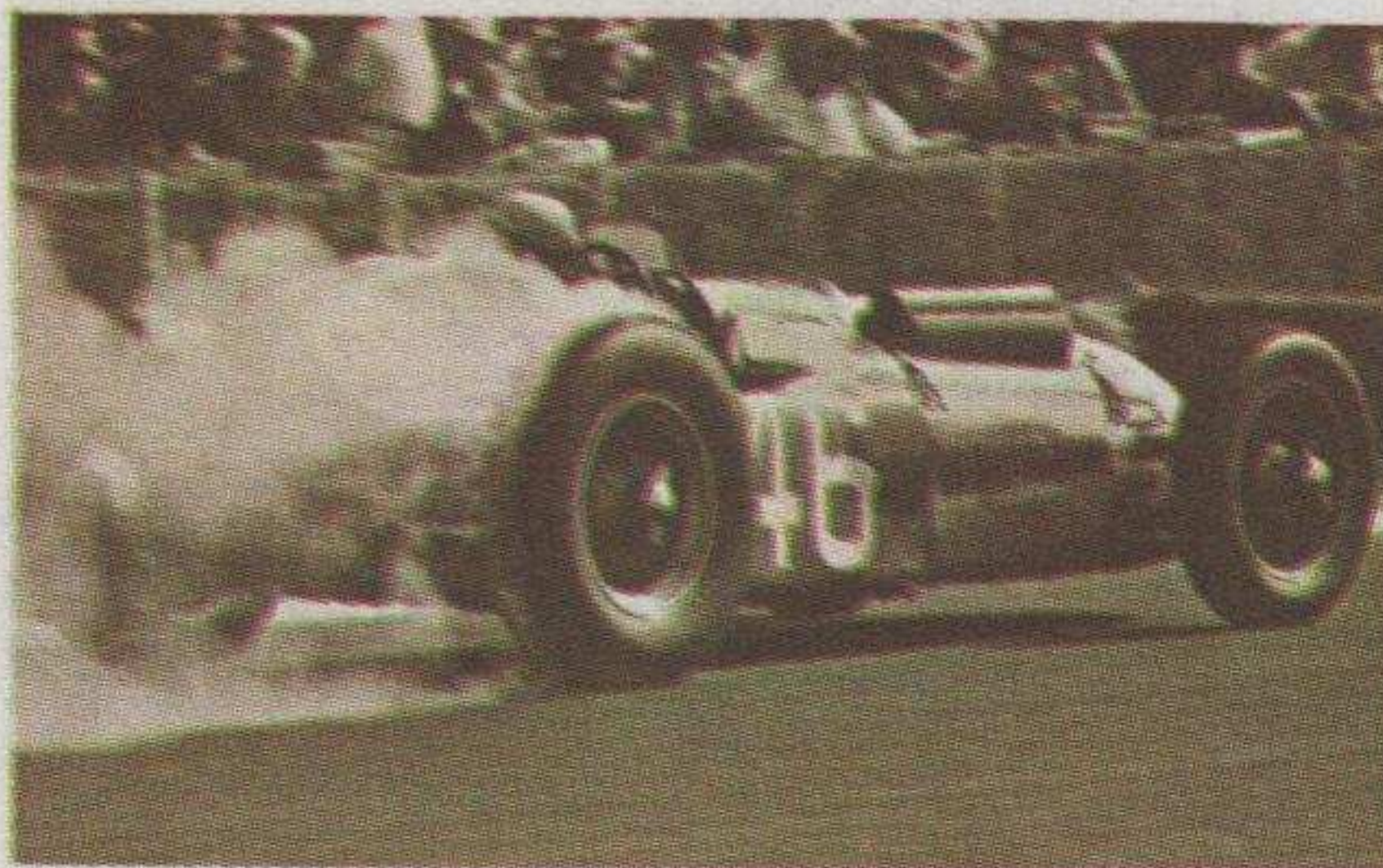
Is this the new Golden Era of motor racing?

Maybe it's early days to judge the ultimate performance of the cars in the new GP Formula 1 classification. But so far the outlook's bright for the birth of a new breed to provide more interesting racing than last year's formula.

Big-time drama

Certainly development still has far to go before we can expect a blasting, blistering revolution. But traditionally it's always been the large cars that have dealt out the bit-time drama and excitement. Who wouldn't rather see and hear a top driver doing a few practice laps in a booming big-scale car than watch a dozen races in a smaller classification? One harks back to the historic

triumphs of Villoresi, Farina and Fangio. Where now is the dash, verve and blare of those superb 4½-litre Ferraris and blown Maseratis of the '50s? Those were the cars that really needed driving...



Tyres smoke as a 4½-litre Laro-Talbot corners in the French Grand Prix.

And that's the most telling point of all. Driving. Perhaps the heftiest bone of contention over last year's 1½-litre formula was the lack of power. It's hardly fair to equip a skilled driver with the most sophisticated sporting machinery of all time and expect outstanding performance on limited power. You might as well expect an eagle to soar high with clipped wings!

Extra power

But power is for more than just speed on the straight. Power is for controlling the car on the bends. Power is for getting a driver out of trouble. Power is for the drivers who can use it.

Now couple the extra power of the new F1 formula with the remarkable automotive developments of the last decade.

Lighter and better engines. Vastly improved suspension and road-holding. Stronger rubber and better grip for feeding the power into the road. Bring these improvements together and you'll see that this new F1 classification puts a far finer edge on the racing machine. Places the emphasis where it ought to be—on the skill, experience and sheer inspiration of the driver.



Fangio at the wheel of a blown Maserati.

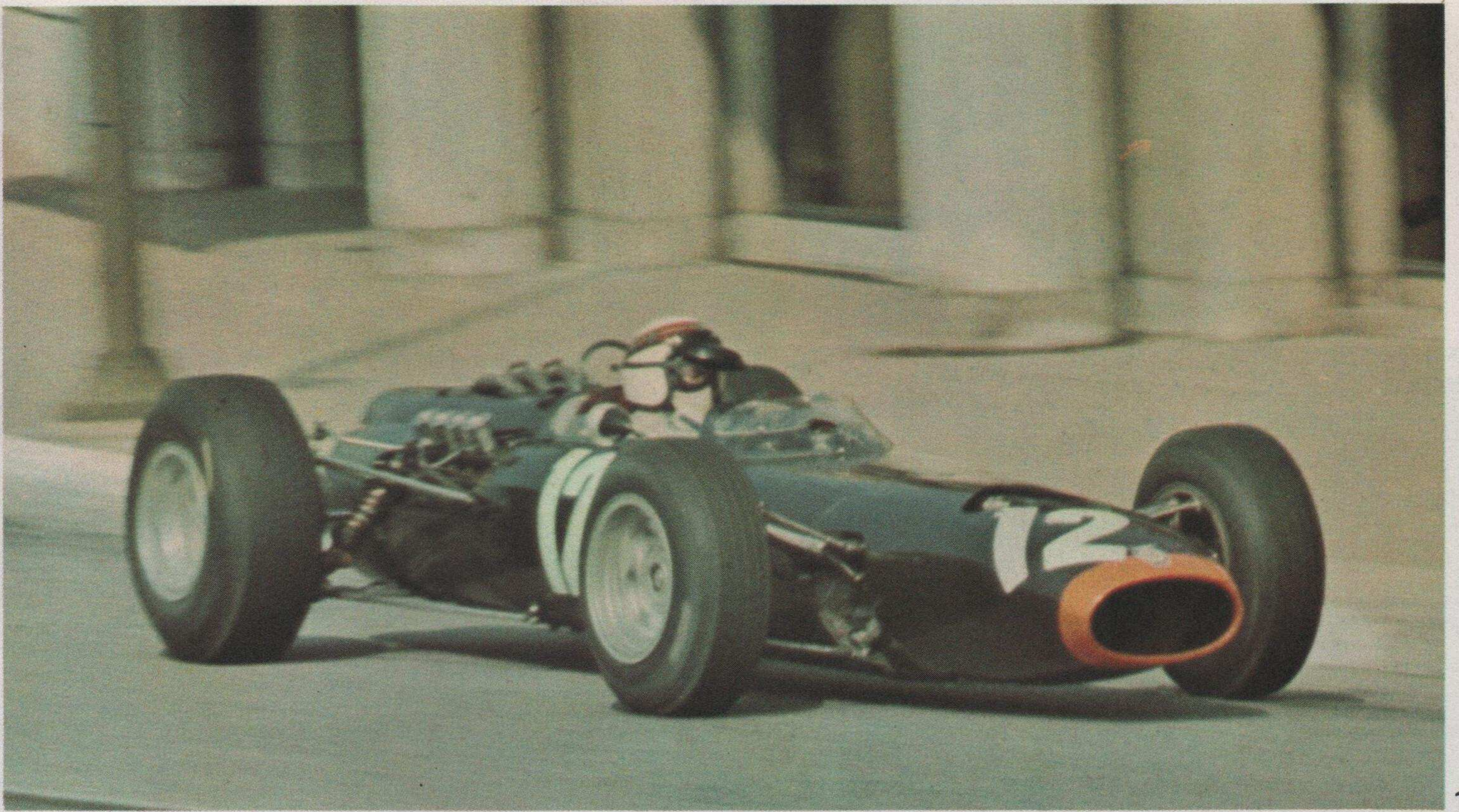
That's why we should all look forward to some mighty interesting racing with the advent of the new F1s.

Many new talents, many new triumphs, many lap records shattered and shattered again to make the '60s remembered as the new Golden Era of motor racing!

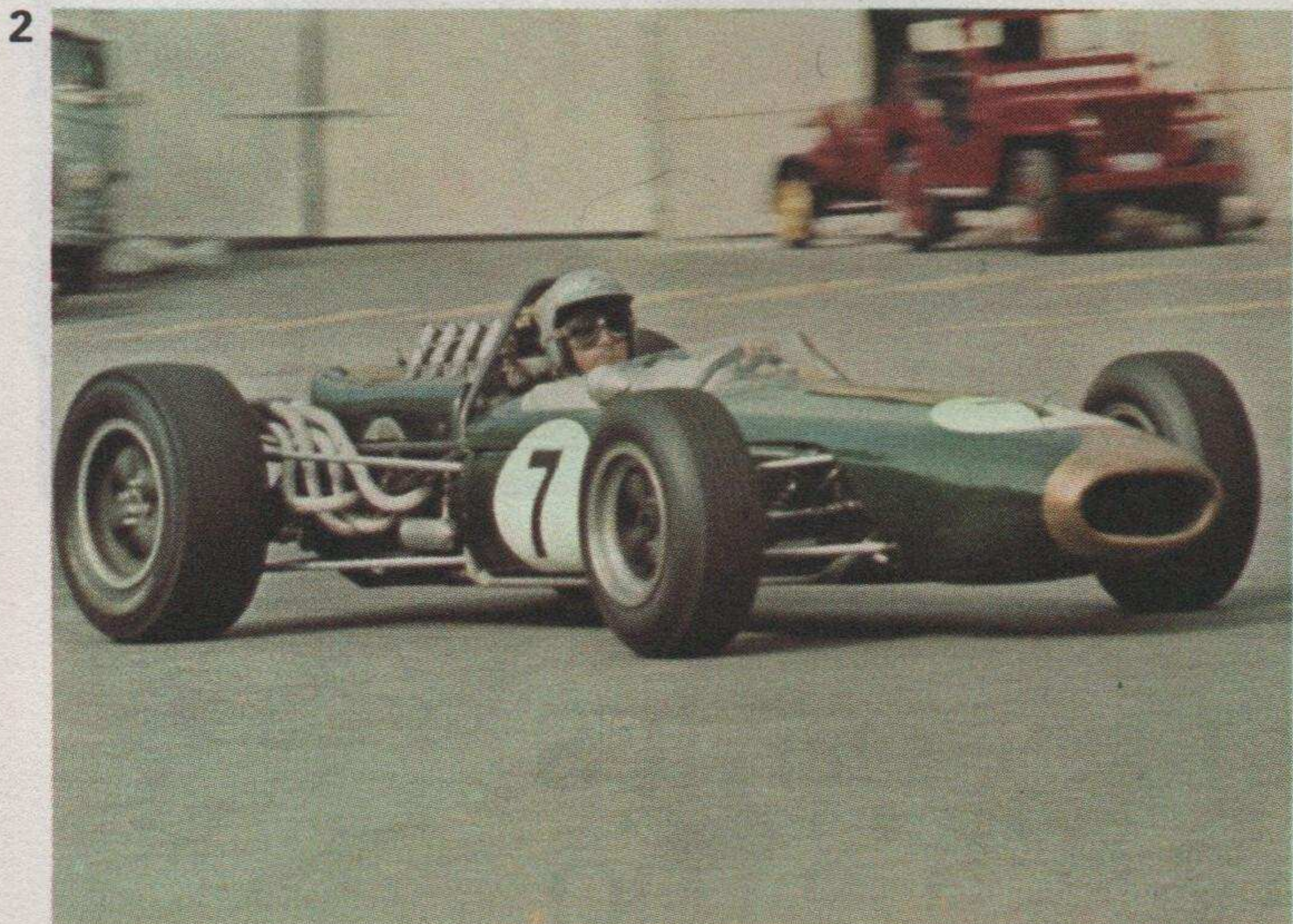
BP SUPERFORMANCE

for the car in your life





1



2

Variations on a Formula

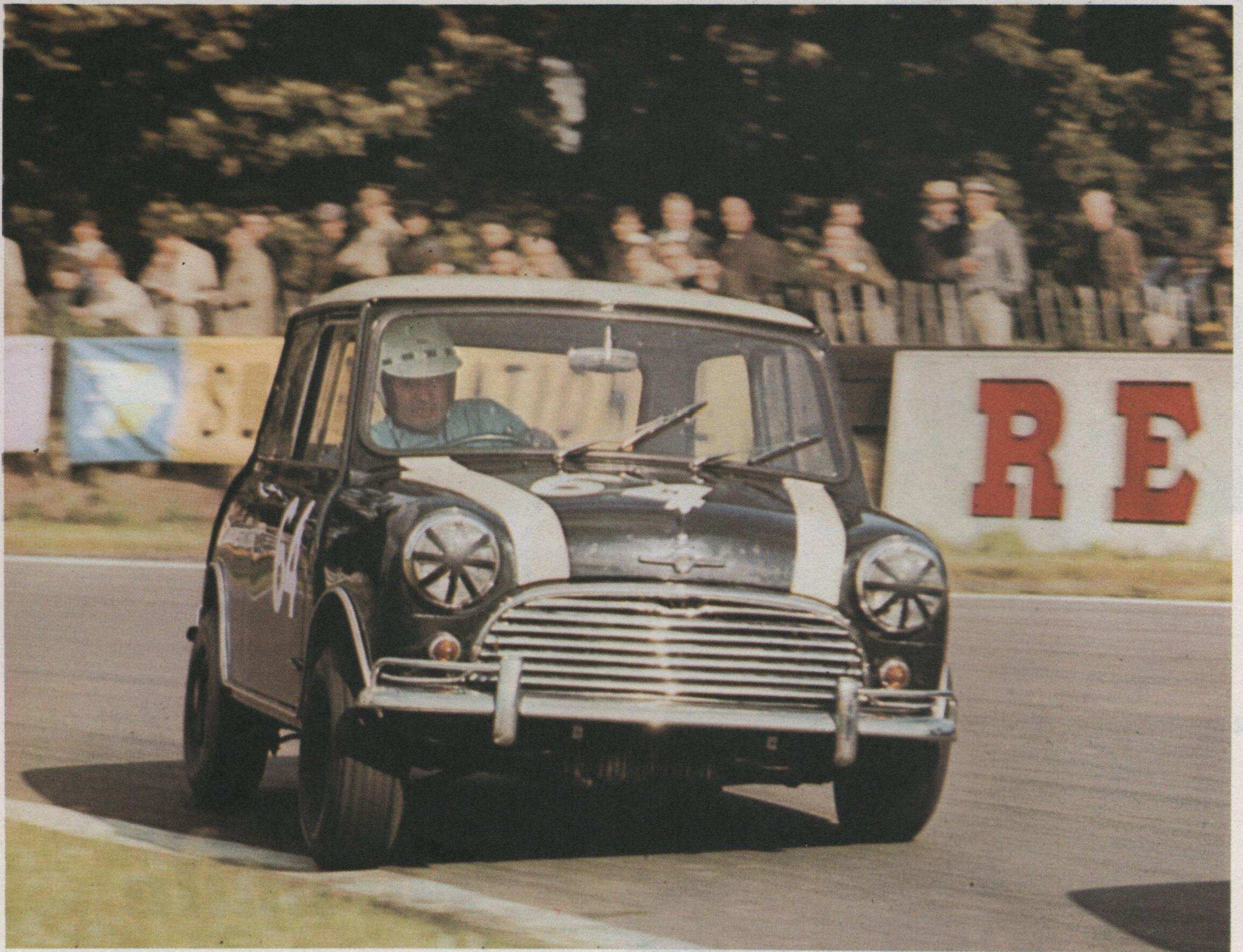
- 1 BRM V8 2 litre
- 2 Brabham-Repco V8 3 litre
- 3 Cooper-Maserati V12 3 litre
- 4 Ferrari V12 3 litre



3



4



This Mini is not only
handing out a lesson. It's
learning something too

That's BMC creative engineering

We don't race and rally just for fun. Or just to win. We use the track and the rally circuit as proving-grounds for better engineering ideas.

So while we are winning (and since 1953 BMC have gained more outright, category and class wins in European Championship

Rallies than any other manufacturer in the world!) we are also learning, for sure, how to give you a safer, more efficient and reliable family car.

Test a BMC car yourself. Race it. Rally it. Drive it on roads you know. You'll find the lessons we learn

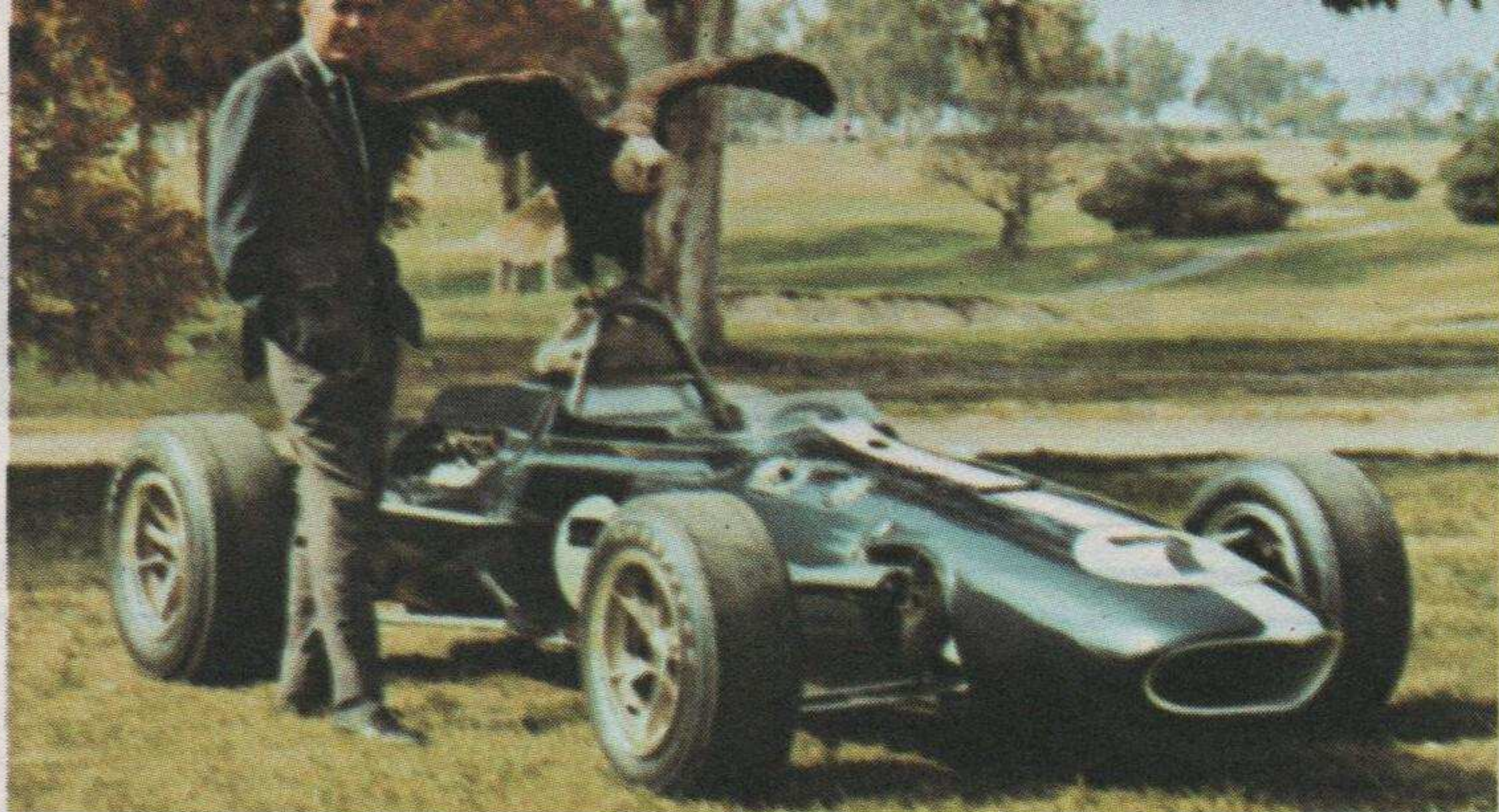
on the track mean a lot of extra motoring pleasure!



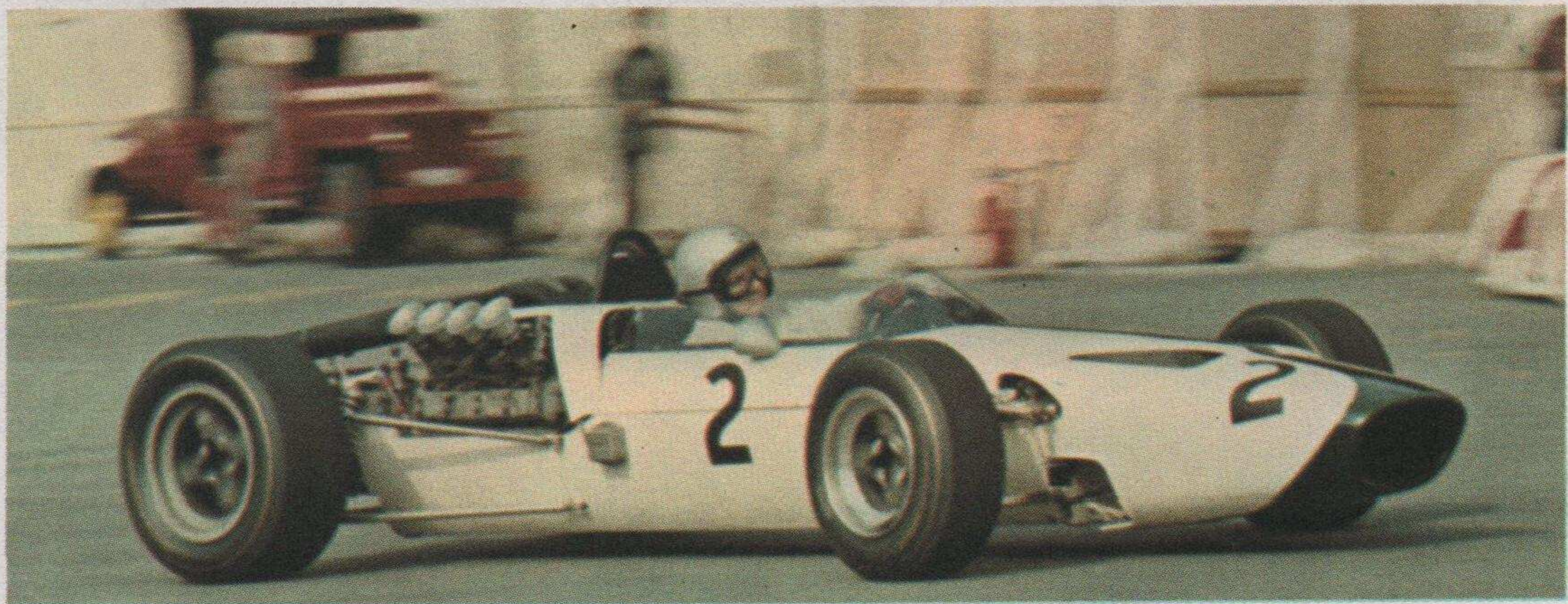
THE **BRITISH** MOTOR CORPORATION LIMITED
LONGBRIDGE, BIRMINGHAM

AUSTIN · AUSTIN-HEALEY · MG · MORRIS · RILEY · VANDEN PLAS · WOLSELEY

1



2



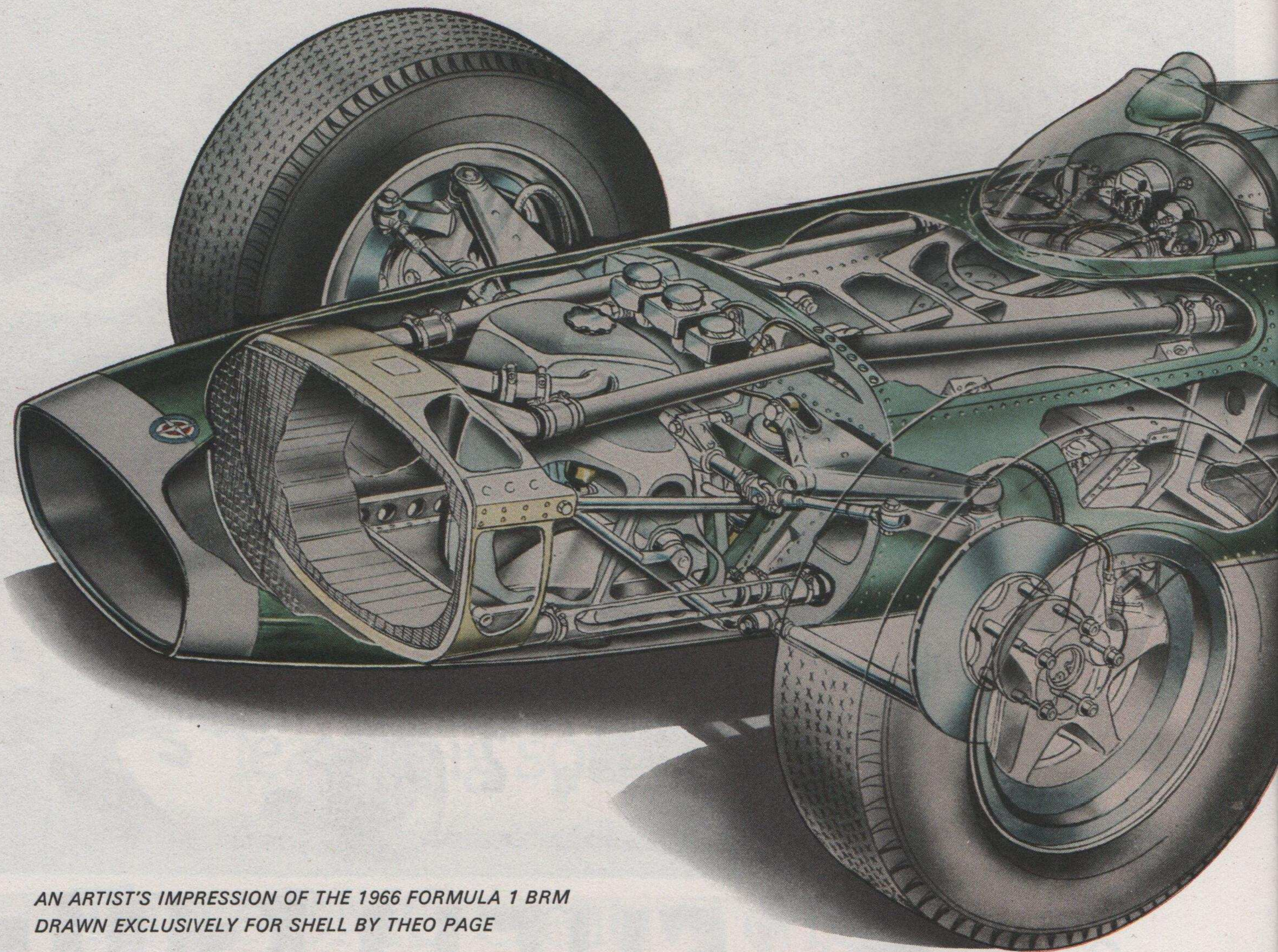
3



4

1 Eagle-Climax 2.7 litre
 * 2 Lotus-Climax 2 litre
 3 McLaren-Ford V8 3 litre
 4 BRM H16 3 litre
 * Team Lotus's BRM H16-engined car had not appeared when these pages of the programme closed for press.

Shell and the 1966 Form



AN ARTIST'S IMPRESSION OF THE 1966 FORMULA 1 BRM
DRAWN EXCLUSIVELY FOR SHELL BY THEO PAGE

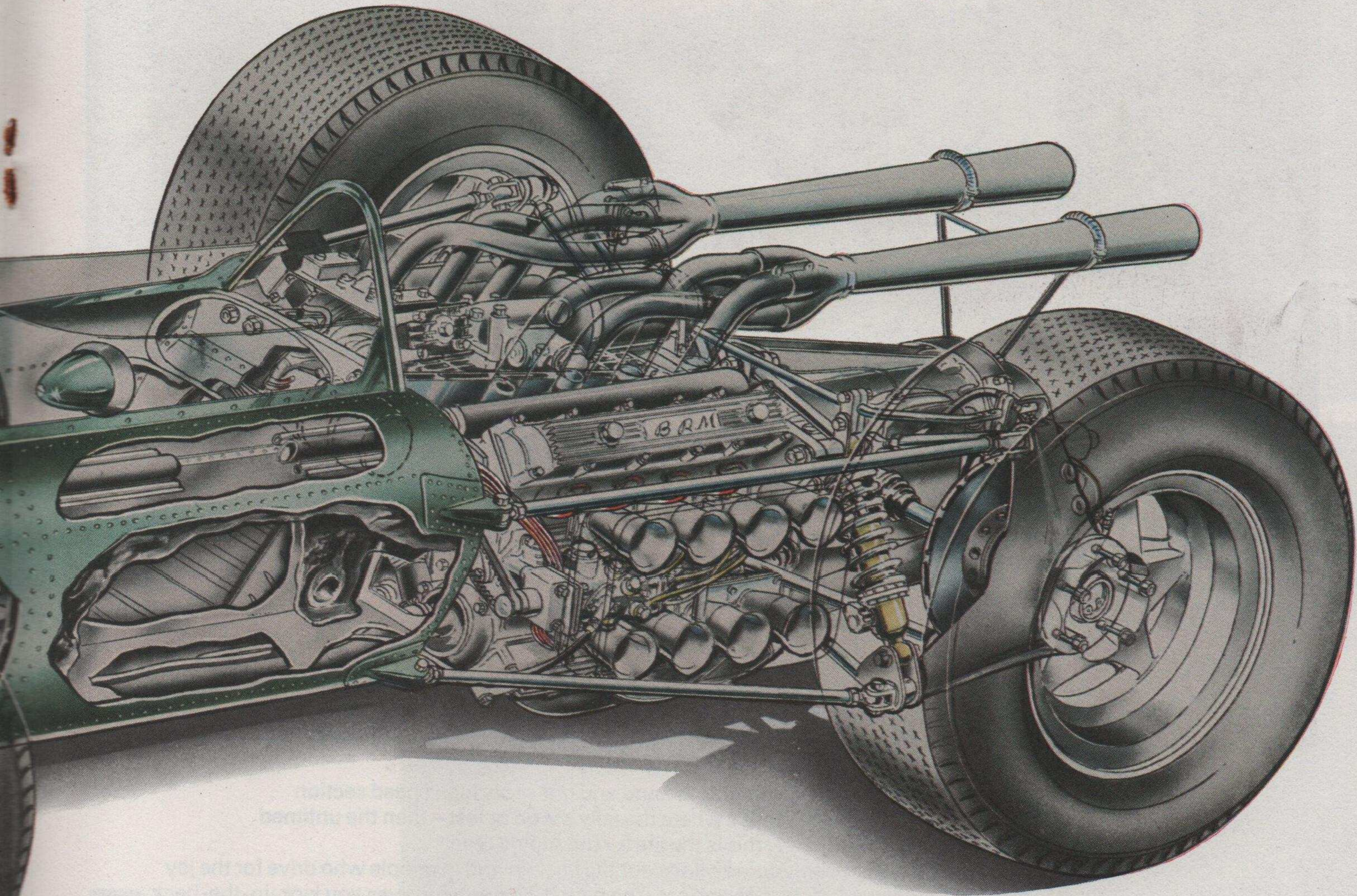
**Quote from the
'Graham Hill
Grand Prix
Racing Book'**

'At BRM we use Shell. In designing our engines, our technicians work very closely with those of Shell. The object is to make sure that we get the best possible combustion.'

Available at most Shell garages, at newsagents, and here at Brands.

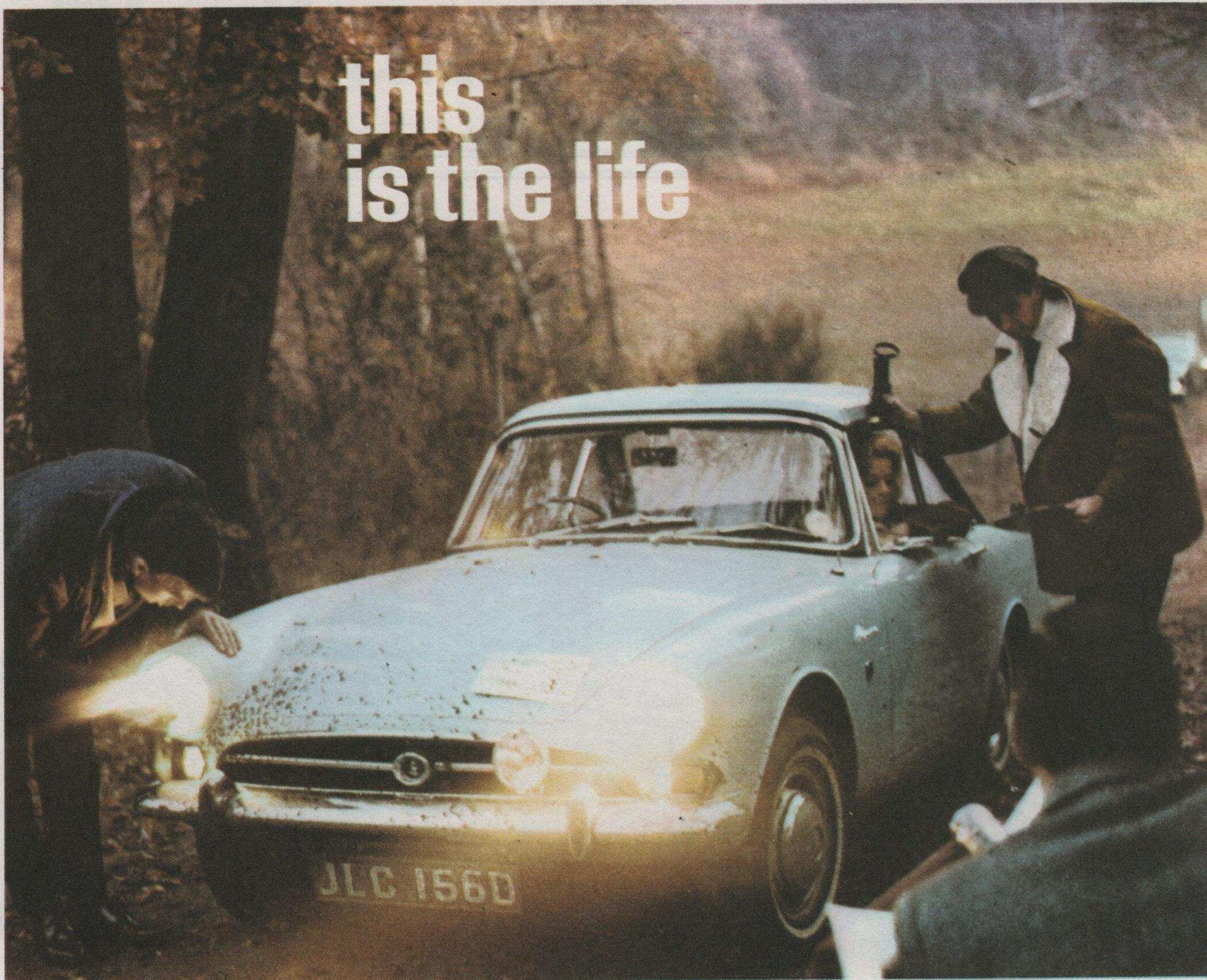
Formula 1 BRM

(design registrations and patents applied for)



BRM use Shell fuel
and lubricants exclusively
GO WELL—GO SHELL

this
is the life



3 controls to go ; 60 seconds in hand and one more high speed section through the forest – that's where the rally's won or lost – then the untimed run-in to the finish . . . this is the life for the Alpine type.

The new Sunbeam Alpine brings out the best driving in people who drive for the joy of handling a fast, responsive car. The new '1725' engine gives you kick-in-the-back acceleration or shopping car economy. The close-ratio gearbox thrives on fast changes and the small diameter steering wheel gives you precise cornering control. All this in a car which defies the sports car legend of sparseness by giving you a roomy full-luxury interior, wide doors with wind-up windows and a cavernous boot.

Prices ex-works Sports Tourer £877.12.1 (inc. £152.12.1 p.t.).

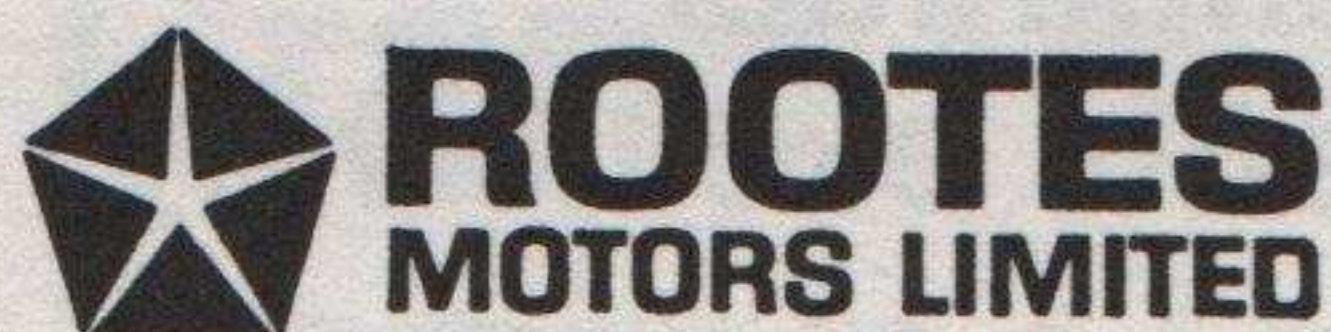
G.T. Hardtop £938.0.5 (inc. £163.0.5 p.t.).

Completely new 1725 cc engine with 5-bearing crankshaft, aluminium inlet manifold and cylinder head and twin carbs. Power unit develops 100 B.H.P. at 5,500 R.P.M. New high charge alternator. Oil cooler fitted as standard. Servo assisted brakes (discs at the front, self-adjusting drums at the rear). Footwell ventilation. No greasing. Full instrumentation. Available with Laycock de-Normanville overdrive on top and third gear. Spot lamp and whitewall tyres available as optional extras.

SUNBEAM ALPINE

Drive a Sunbeam Alpine for that good-to-be-alive feeling. See your Rootes Dealer

LONDON SHOWROOM AND OVERSEAS DIVISION, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.





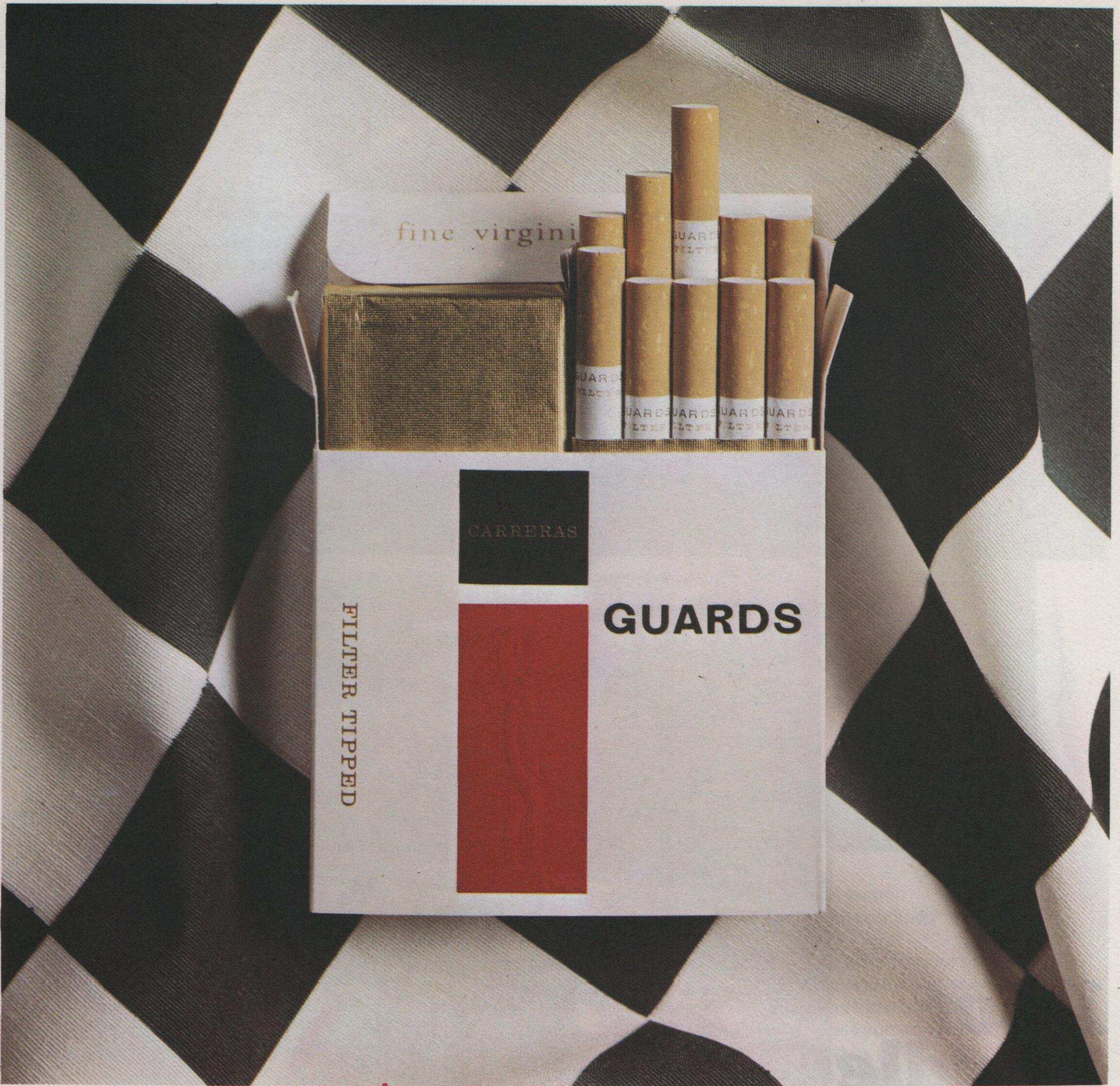
Door Handle Dicing

Another exciting round in the 1966 British Saloon Car Championship is promised by today's second 'warm-up' event, the 20-lap race for the Peter England Trophy. Like all qualifying races for this championship, it is open to Group 5 cars, which means that they are more extensively modified (and therefore faster, noisier and generally more spectacular) than the Group 2 saloons which have featured in British championship races during the past two years.

Although Ford products have figured prominently in all four championship classes this season, we have seen a very open struggle, with several drivers still in with a real chance of taking

the title, and cars from a variety of different teams sharing the honours in the four qualifying races which have been held so far.

There is nothing quite like the spectacle and drama of top-class saloon car racing, with brutally fast Galaxies, Mustangs and Falcons contesting the lead, and three-wheeling Lotus-Cortinas, Anglias, Imps and Minis engaged in tail-wagging, tyre-smoking battles right down through the field. Little wonder that for several seasons the saloon car race has consistently been voted one of the most popular attractions by race spectators.

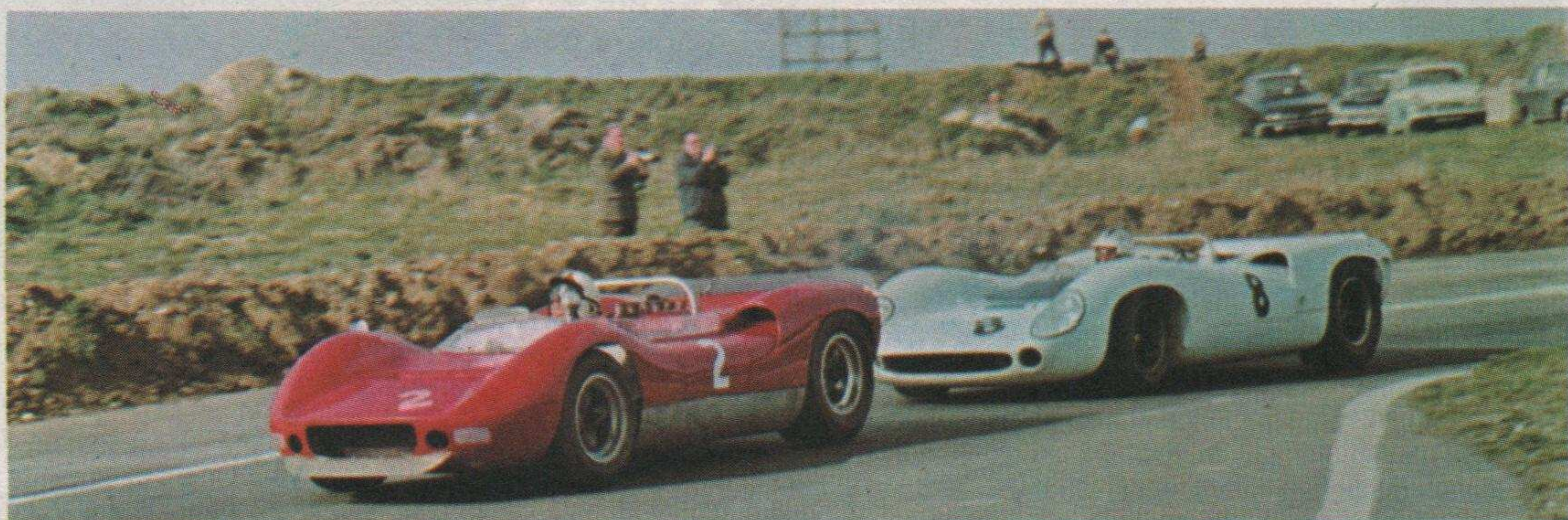
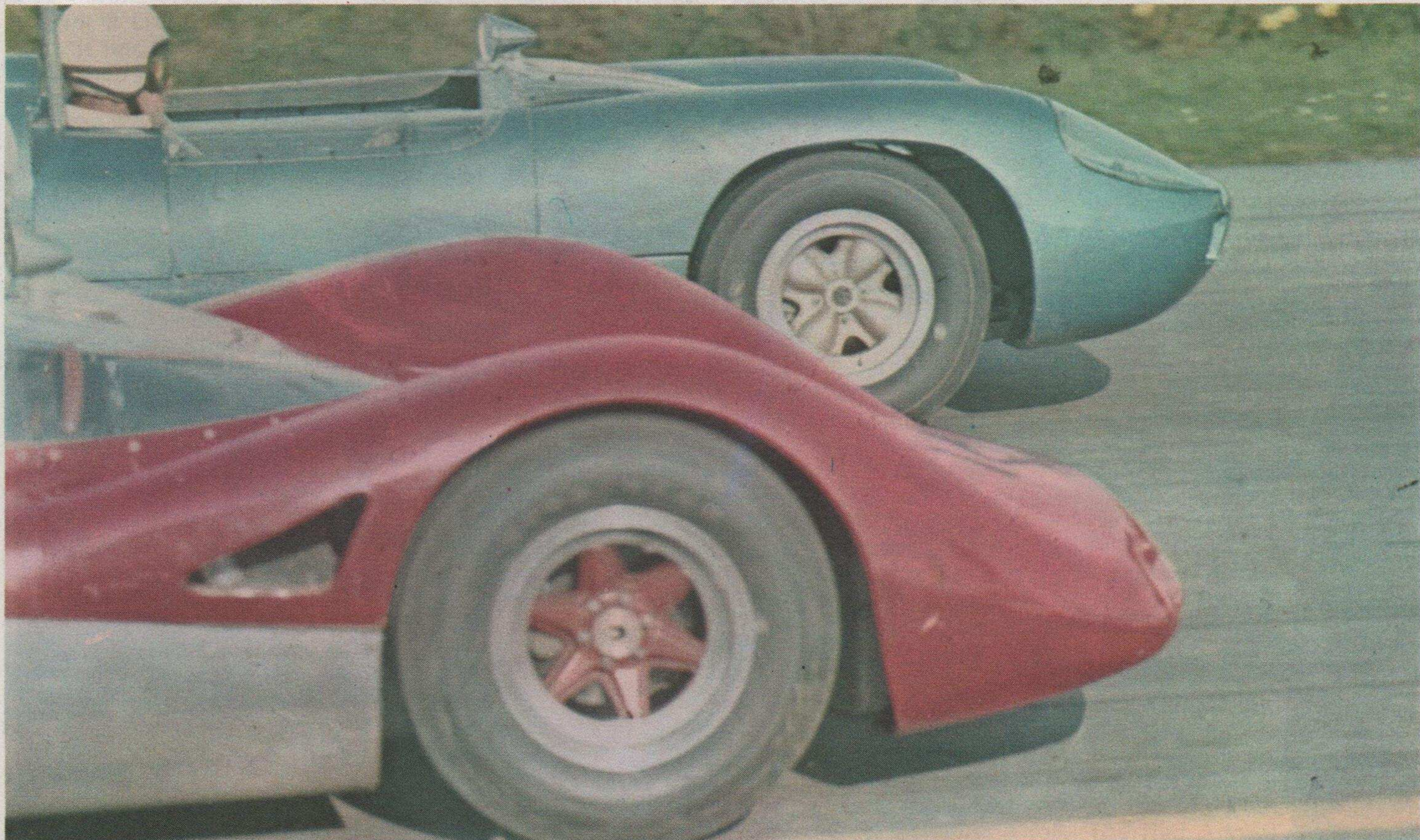


Second to none

Change to Guards and you'll realize that here's all the flavour of finest Virginia tobacco as you really should enjoy it... here's the pleasant feel of a firm, smooth filter... here's a cigarette that's exceptionally good.

GUARDS finest Virginia tobacco

V(8) for Victory



It is a toss-up whether the fastest cars racing in Britain today are those entered for the British Grand Prix, or the 'big banger' sports cars competing for the Guards Trophy in a 20-lap race which opens today's programme.

International regulations prevent a driver who is taking part in a world championship race from competing in any other event on the same day, and so we see one or two unfamiliar combinations of car and driver in the entry list for the first race.

Nevertheless, with the fastest sports cars producing over 500 bhp from their American V8 engines, and wearing tyres more

than a foot in tread width, we are assured of a spectacular opening to today's programme.


Compared with the traditional August Bank Holiday International Guards Trophy race, this is a short-duration event, and drivers will be going flat-out from start to finish, knowing that the odd second or two lost during a lap could also lose them the race.

Listen to the thunder of those V8 engines echoing through the trees as the cars stream out of sight of the main grandstand and towards Pilgrim's Drop. It is a sound unique in British motor racing.

Showing the flag...



TYRES SMOKE as the cars accelerate off the grid. A fierce crackle as the leaders pound away up the straight, rising to a crescendo as they take the corners. Watching it all you begin to understand how tough the tyres must be to carry these cars to victory—as Dunlop do, on all of the world's most famous circuits. Their record, in fact, is one of unrivalled success for British tyres. For the past seven years every World Drivers' Championship, every Formula 1 Constructors' Championship has been won on Dunlop. And in international rallies, the story is the same—success after success! No wonder that, with all this experience, Dunlop also build the world's safest and most enduring tyres for the everyday motorist—tyres such as the SP Radial range and the C41, the cross-ply tyre with the famous 'grip-in-depth' tread. You can always depend on Dunlop!

 **DUNLOP**

CHOSEN BY THE MEN WHO KNOW

Come Dancing

From six o'clock onwards you are invited to gather round the start-line rostrum and listen to the toe-tapping music of Chris Barber's Jazz Band.

He's back with us again by popular request after a phenomenally successful music session following the European Grand Prix here in 1964.

Chris is, of course, a great fan of motor sport, and has been a very enthusiastic competitor. He has raced an Aston Martin, a Mark 9 Lotus and his very well-known light green Lotus Elite. It has been almost three years since his last race, but since then he has kept his interest by entering a Lotus Elan, which he firmly intends to drive himself when he can find the time.

He leads the band on the trombone, and the other members are: Pat Halcox, trumpet; Ian Wheeler, clarinet and alto sax; Micky Ashman, bass; 'Stu' Morrison, banjo; John Slaughter, guitar; Graham Burbidge, drums; and Kenneth Washington, the famous American Gospel singer. And of course there is the one-and-only Otilie Patterson as well.

A great combination. Do stay, to listen and — if you feel like it — to dance.



During the day music will be provided by the bands of the Staffordshire Regiment and the Welch Regiment.

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.

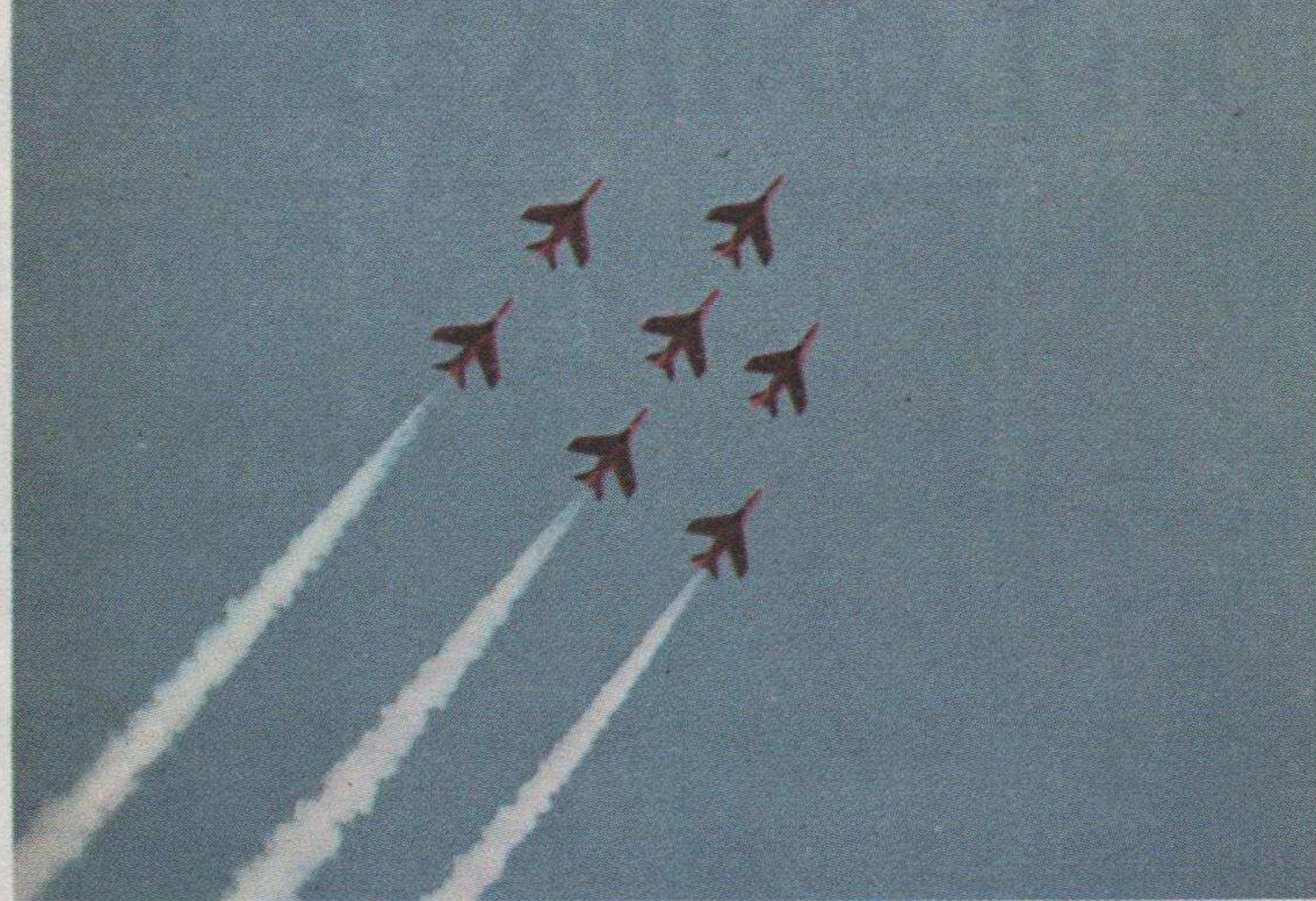
Yellow and Red Flag

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.

Thrills Galore



Look out for thrills during the luncheon interval when the RAF's famous aerobatic team, 'The Red Arrows' will be giving one of their exciting flying displays.

The pilots are all qualified flying instructors from the Royal Air Force Central Flying School at Little Rissington, Gloucestershire. This is the oldest military flying training school in the world and trains flying instructors for the Royal Air Force, the Royal Navy, the Army and for many foreign air forces.

The team flies the Gnat two-seater advanced training aircraft, a compact machine with a wing span of only 24 feet, highly manoeuvrable and with a performance around the speed of sound.

During a busy 1965 season 'The Red Arrows' made 64 public appearances and gave several displays abroad, in France, Germany, Belgium, Holland and Italy.

Today's display has taken three months of highly intensive training and is designed to show to the best advantage the manoeuvrability and handling qualities of the aircraft and the flying skill of the pilots. You will see a large number of different formations, with most of the changes from one to another being performed when the aircraft are inverted. The most difficult formation to fly in a swept-wing aircraft is 'line abreast' but the team will demonstrate this in several manoeuvres, including a roll. 'The Red Arrows' are the only team which rolls swept-wing aircraft in this formation.

More thrills to come, as six members of the 22nd Special Air Service Regiment Free Fall Team drop in on us from high in the sky.

These highly experienced parachutists like to start their drop from around 10,000 feet, though the height depends on the prevailing cloud base. The jump has to be timed to a split second and of course the strength of the wind has to be taken carefully into account. Down they plummet . . . until opening their chutes at 2,000 feet.

It is a tricky business hitting the target, but these boys know their job, and usually reckon to come to earth within 100 yards of the chosen spot. Watch how they manoeuvre as they float down, and give them a big hand when they land.

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.

Life's twice the fun for a two car family let LOMBANK show you the way.



What made this family decide to become a two car family? Necessity! With Mother out shopping and Father at work one car just couldn't be in two places at once. Then everything changed. Father heard from his two car neighbour about Lombank – the experts at arranging convenient credit finance for car purchase.

They keep all the arrangements on a friendly, human basis with simple straightforward terms. Call in and see your local Lombank branch manager as soon as you can. He knows only too well that one car can't hope to keep up with a growing family and will gladly discuss your car finance.

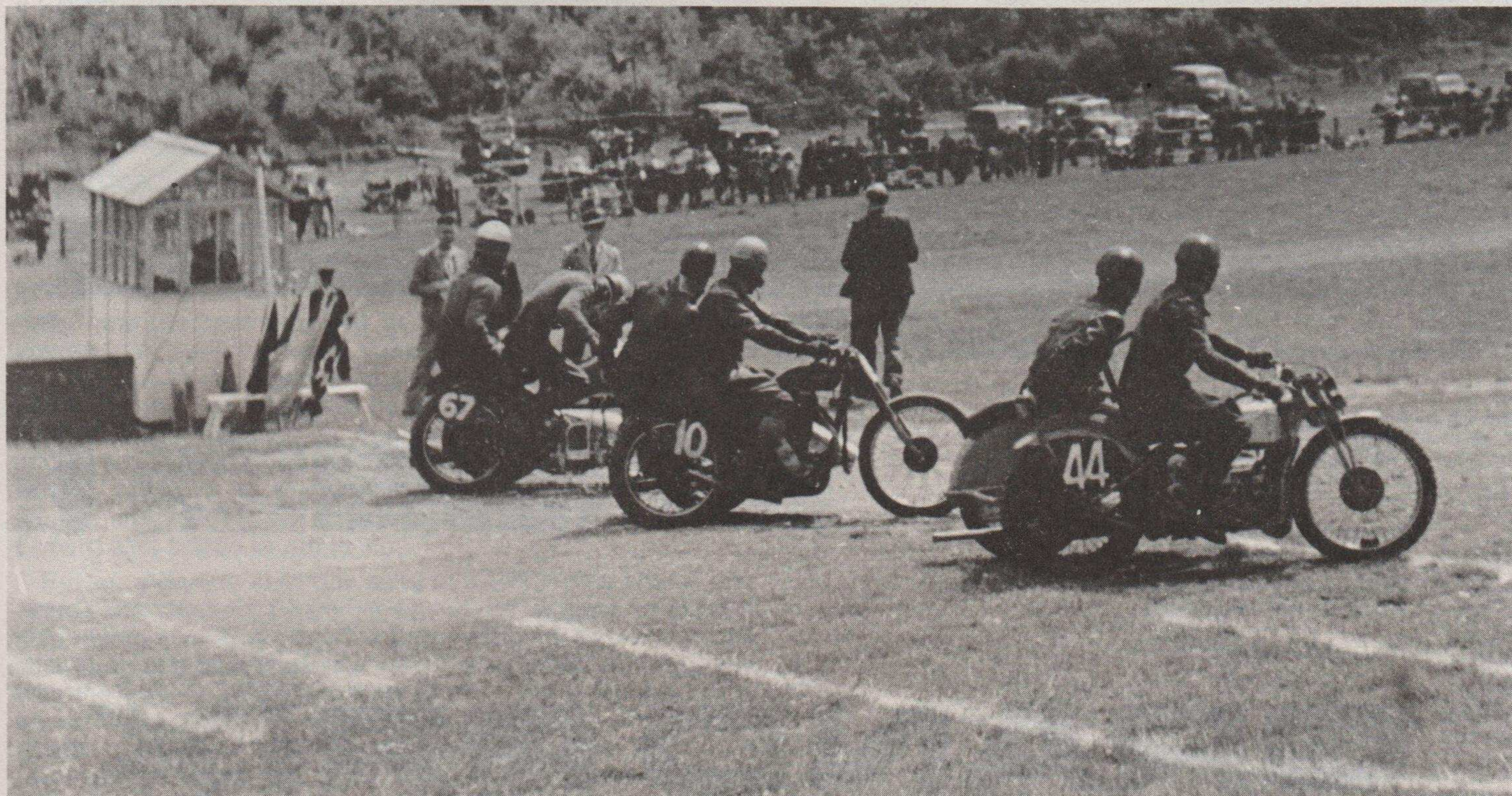
LOMBANK SAVES YOU YEARS OF SAVING

 **LOMBANK**
BRITAIN'S BEST FINANCE HOUSE

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From Grass Track to Grand Prix

Duncan Measor, motor sport correspondent of the Manchester Evening News, tells the story of Brands Hatch, which began its competition history forty years ago



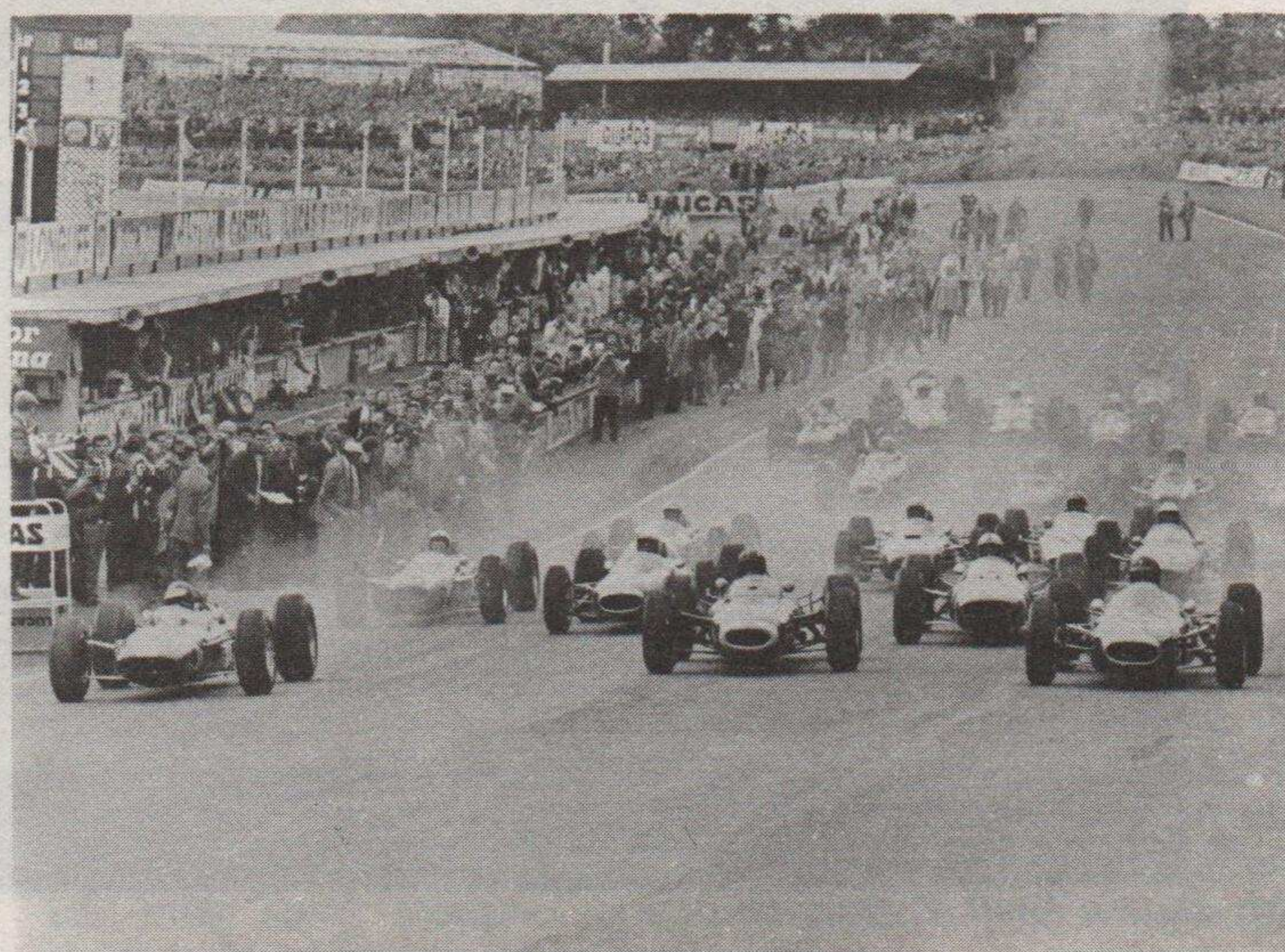
The most powerful pair of legs in Kent swung over a farm fence and picked a careful path through the dense crop of mushrooms. It was the moment that began all that we see here today, for the broad-shouldered, barrel-chested youth who stopped where the meadow land dipped into a natural amphitheatre was walking into history—just as he has slipped quietly out of it.

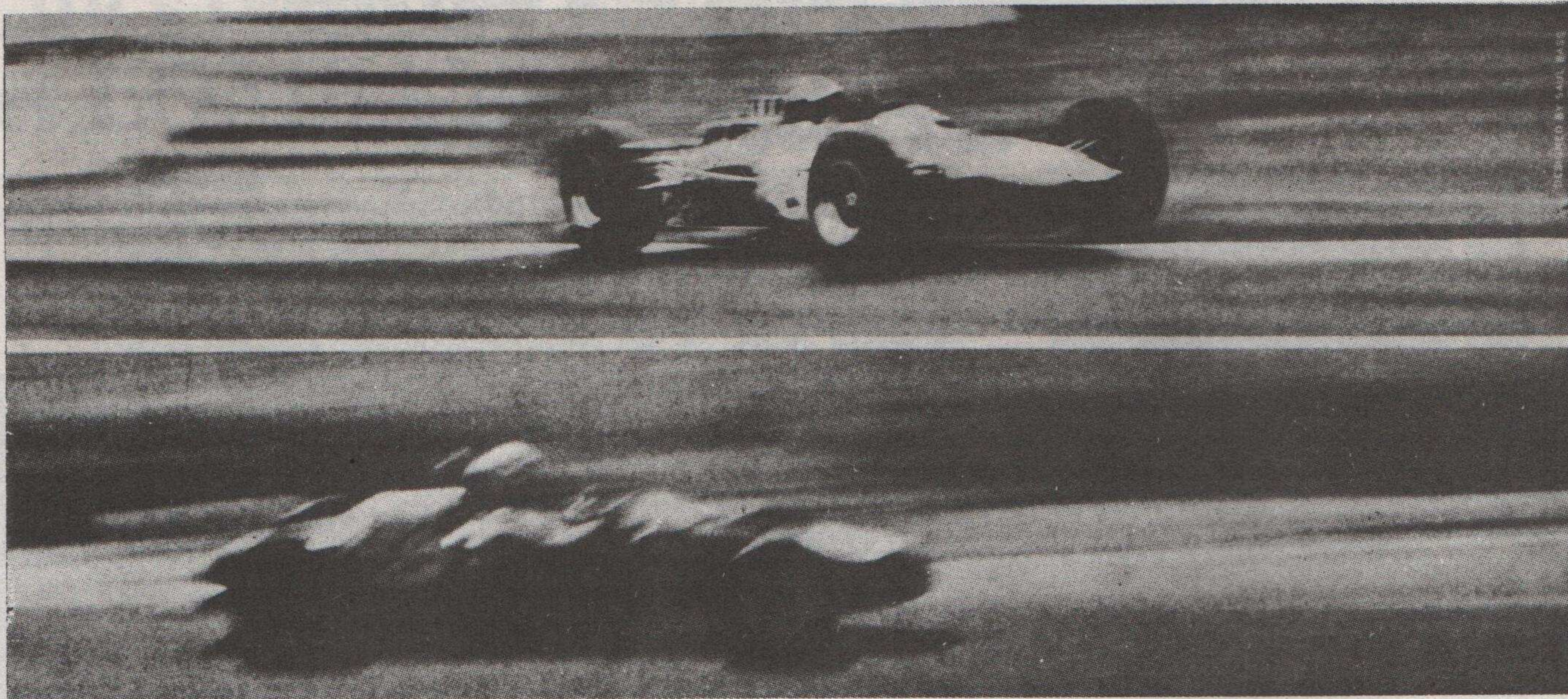
From that memorable moment the seed was planted which was to grow into Brands Hatch, the great circuit which is known throughout the world wherever enthusiasts talk about racing machines. The Army had stamped and manoeuvred its noisy, grass-crushing way around those fields. Now it had gone and the white Brands Hatch farmhouse stood silent again in the undulating meadowland . . . until Ron Argent, a 9s-a-week engineering apprentice, and his fellow cyclists stopped that day in 1926 and saw the potentiality of this land beside the main road from London to Maidstone. With the farmer's permission, they started to use the Brands Hatch 'bowl' for cycle racing and pacemaking. The idea caught on rapidly and soon cyclists from 50 miles around were making it their Sunday Mecca. An afternoon of furious cycling would end with them sitting on the grass with their families and having tea served by an old couple who turned an Army hut into a cafe.

Jimmy Newson, a venerable pioneer of Woolwich Cycling Club, recalled the first experimental speed event at Brands Hatch—a four-mile race between cyclists and cross-country runners. The runners won. Peter Barnett, of Belvedere, Kent, another club member, told me: 'The "Hatch" was covered in mole hills and many hours were spent chopping off the tops. The world champion, Jackie Hoobin, of Australia, raced there.

Brands Hatch in earlier, rough-and-ready days, when it was used for grass-track racing. See if you can spot where this picture was taken.

Jim Clark streaks away from pole position on his way to win the 1964 European Grand Prix. It was the first time Britain's premier motoring event had been staged at Brands Hatch.





METRO-GOLDWYN-MAYER

WILL PRESENT

IN **CINERAMA**

AND METROCOLOR

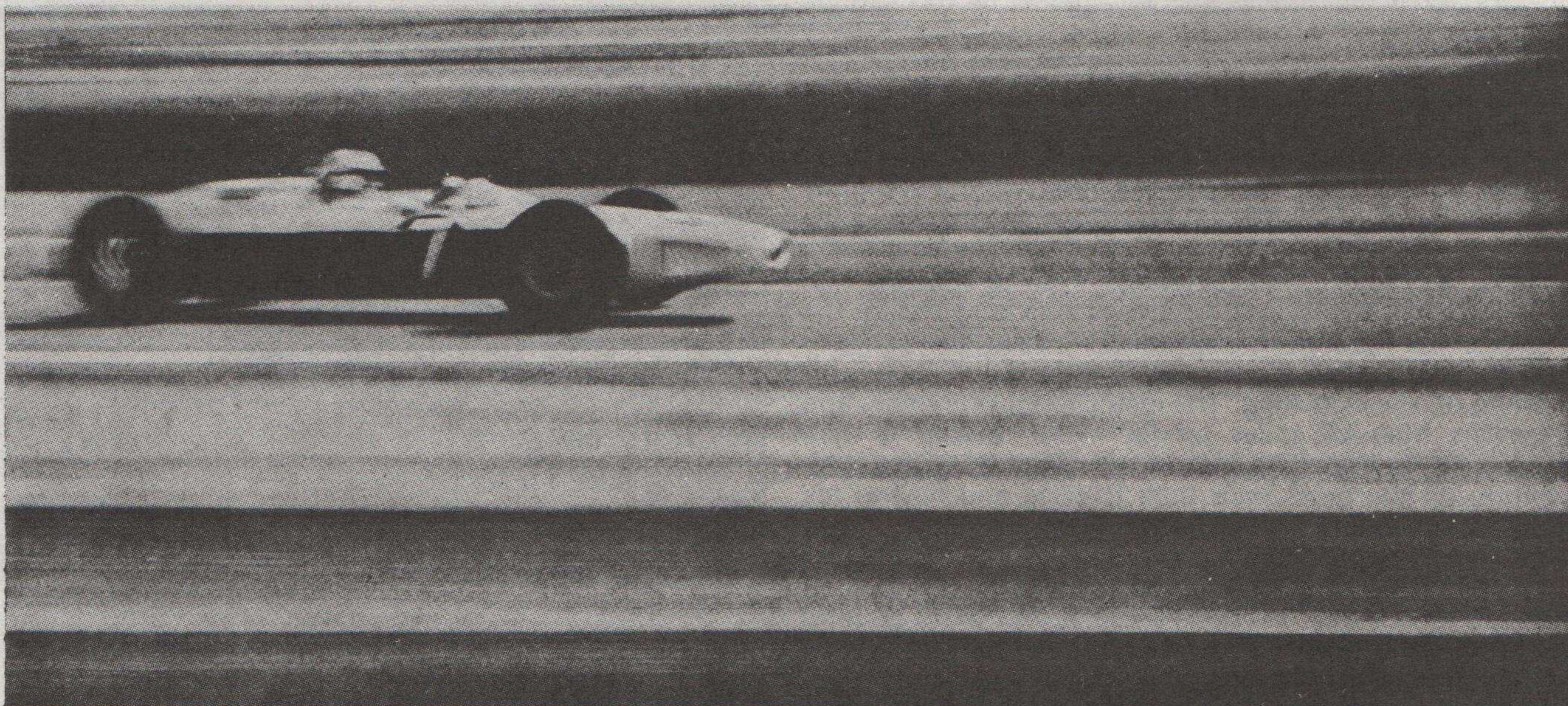
A JOHN FRANKENHEIMER FILM
FOR DOUGLAS & LEWIS PRODUCTIONS
DIRECTED BY JOHN FRANKENHEIMER
PRODUCED BY EDWARD LEWIS

FOR RELEASE 1966/1967



GRAND PRIX

JAMES GARNER · YVES MONTAND · EVA-MARIE SAINT · FRANCOISE HARDY
TOSHIRO MIFUNE · BRIAN BEDFORD · JESSICA WALTER · ANTONIO SABATO



We used two-thirds of the present straight, Paddock Bend, down the hill and returned parallel to the straight.'

No sound of engines broke the silence of Brands in those days but already its history of breeding champions had started. Ron Argent, now a wealthy businessman with a hotel in Watlington and an engineering factory and seven cycle and motorcycle shops in the Maidstone area, became the first and most famous of the cycling aces. From 1933 to 1939 he was the unbeatable cycling champion of Kent, winning 70 trophies and many of them at Brands Hatch.

By 1928, the motorcycle boys were interested and when the cyclists wheeled their machines away for tea the bowl became a grass-track. 'I remember thinking,' Ron told me, 'that as we first looked around the finest mushroom crop in the area, there was something about the shape and situation of this land which made it a natural race track. Several of us had the feeling that what we were starting was going to keep on growing—but we never envisaged that it would become so fantastically successful.'

With the dark clouds of 1939 back came the Army and out went the regular residents—but the motorcyclists roared back in force as soon as the war ended and there was petrol to be saved for sport.

By now the land that had been pock-marked with rabbit warrens, violated by Army vehicles and developed eczema through its dry underskin of chalk, was still further scarred by bomb craters. But there was no denying the keenness of the helmeted devotees who incorporated the craters in their track and turned it into the finest and most famous grass circuit in Britain, so much so that in 1947 it became organised as a commercial proposition when Brands Hatch Stadium (later Circuit) Ltd, began to run it.

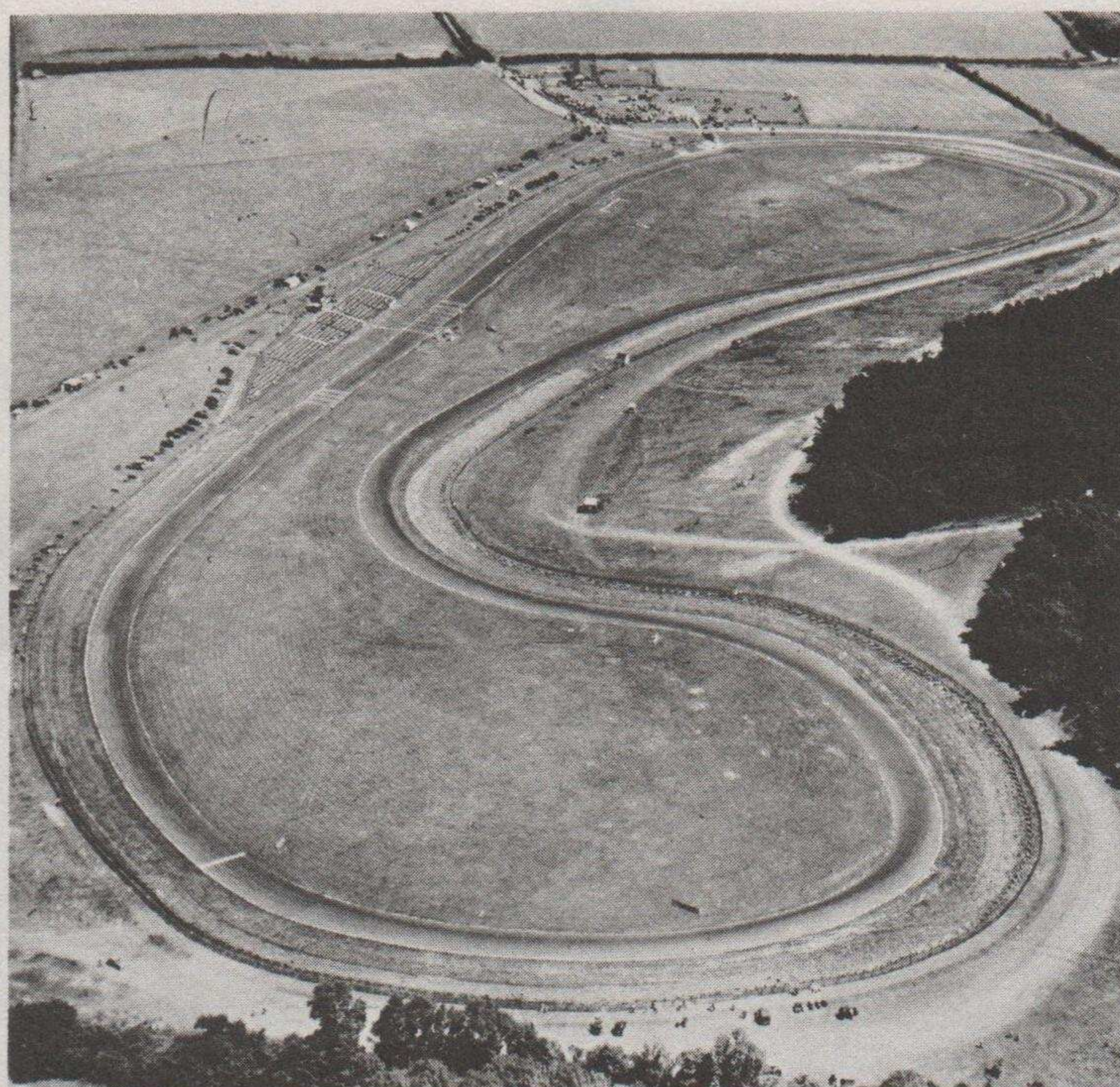
But on a bitterly cold day early in 1949 a new sound was heard—the deafening hammer of 500 cc engines in chunky little racing cars. Out on to the rutted motorcycle track went a straggling line of enthusiasts with a great idea. Among them was the fiery scramble ace Ken Carter, now a Sidcup estate agent; a youthful John Cooper (in a Cooper, of course); Ian Smith, now chairman of the British Racing and Sports Car Club which, as the 500 Club, made Brands Hatch its home circuit and blasted its name into the headlines; and Ken Gregory, a mainstay of the Club in its early years.

It was Ken who later worked ceaselessly with other officials of the Club and with Joe Francis, then managing director of Brands Hatch, to arrange for the first car race there. And he is always generous in his praise of Stan Coldham, the driver who first tipped off the club that the circuit they were needing was in striking distance of London.

But what of that first car trial? 'We all thought it could be used for pure track racing,' said Ian Smith. The historic decision was taken and that year £14,000 was spent on laying a one-mile tarmac track—but the first intention, before the 500 boys pricked up their ears, was that it should be used primarily for motorcycles.

On April 16, 1950, the half-litre bangers rolled out on to the new track—and 10,000 people turned up to see the circuit's first and thrilling car race. Ken Carter, Don Parker and Bill Whitehouse won races and a happy John Cooper, with his family's cars among the winners, recalls: 'It was really a homely club affair.' 'It was just a big garden party compared with today's highly-organised meetings,' said Ian Smith. 'If a car broke down the driver would chat over the fence until the race ended.'

The greatest racing-driver nursery in the world had been born and at the head of the 500 cc 'babes' who were to learn their racing in elbow-to-elbow scraps round the exacting Brands 'kidney' was to be Stirling Moss. Next came a move which made the circuit unique among British tracks—and all because housing developers took over Northolt pony-trotting course.



From grass track the next stage was this short tarmac circuit where the first car race was staged in 1950. Spectator amenities were rudimentary in those days.

Representatives of Brands Hatch and the BRSCC, called at the defunct track, bought a stand 'at a bargain figure' and had it taken down with every girder numbered and then reassembled to give Brands Hatch the first Continental-style permanent grandstand in the country. A year later every marshal was linked by telephone to race control and the finest track hospital in Britain was fitted out, even to an operating theatre.

The rest is modern history known to all knowledgeable fans . . . in the winter of 1959-60 the circuit was extended to 2.65 miles and, a year later, the new owners, Grovewood Securities Ltd, began to pour in money for facilities to increase the comfort and safety for spectators and drivers.

All the years of work and foresight paid off in 1964, when the highest accolade was awarded—the staging of the British and European Grand Prix. A huge crowd saw one of the most thrilling and close-fought classic races of all time with Jim Clark's Lotus just pipping Graham Hill's BRM by less than three seconds after 212 miles.

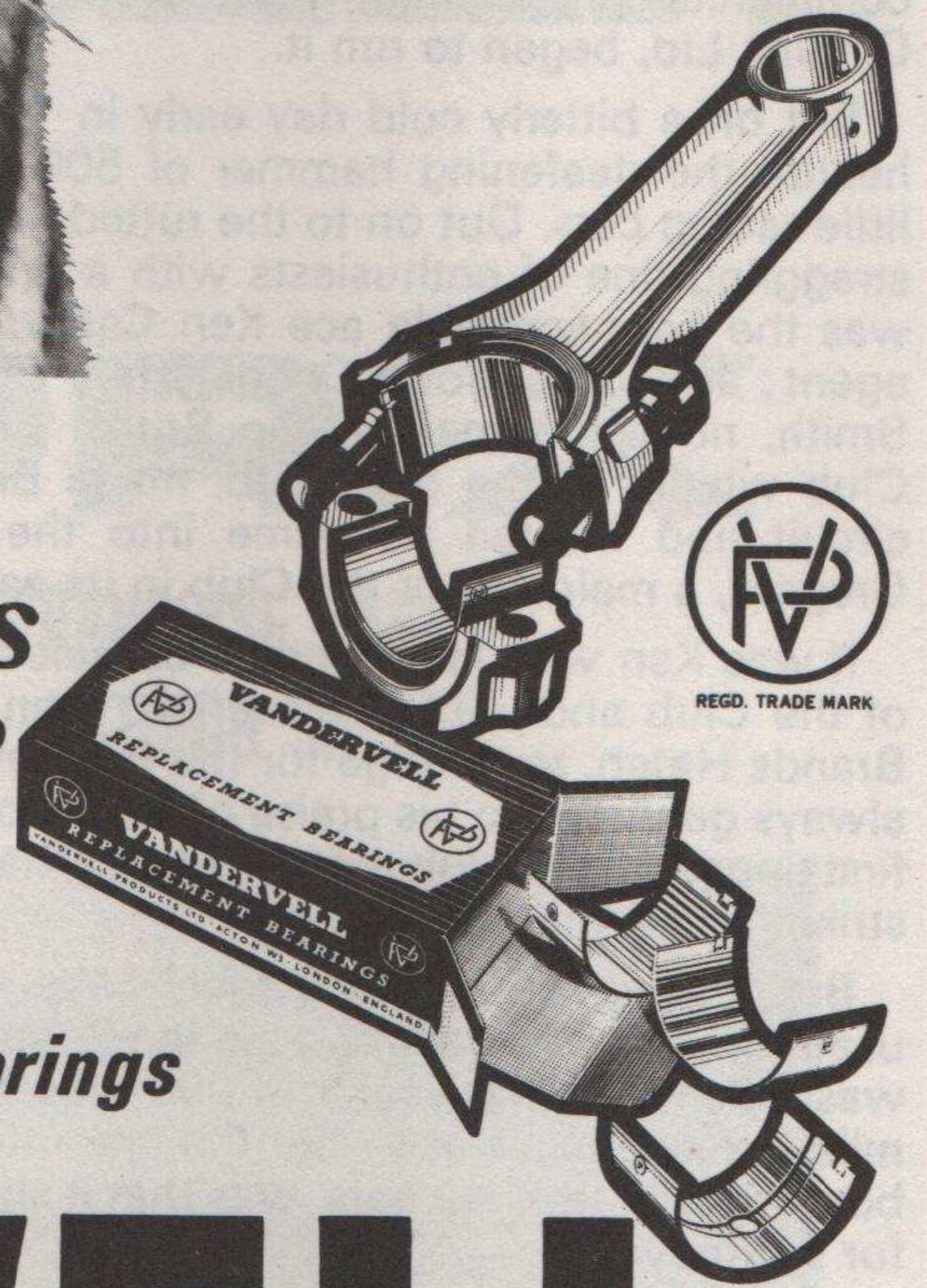
Today sees history being written once more in the shattering roar of massed 3 litre cars handled by the world's finest drivers. It is the first British Grand Prix to be held under the new formula which has doubled the capacity of the engines.

And as the lions snarl down in the colourful arena and the twentieth century gladiators prepare to do battle here this afternoon, it is worth giving perhaps more than a passing thought to how it all began . . . back to that day in 1926 when a bunch of ruddy-cheeked cyclists, on their way home after a 150-mile 'spin', stopped to contemplate a field whose only claim to fame had been its mushrooms.



*“If you’ve got a tiger,
you need Vandervell bearings
in your engine, to go with it”*

Genuine Vandervell replacement bearings



VANDERVELL

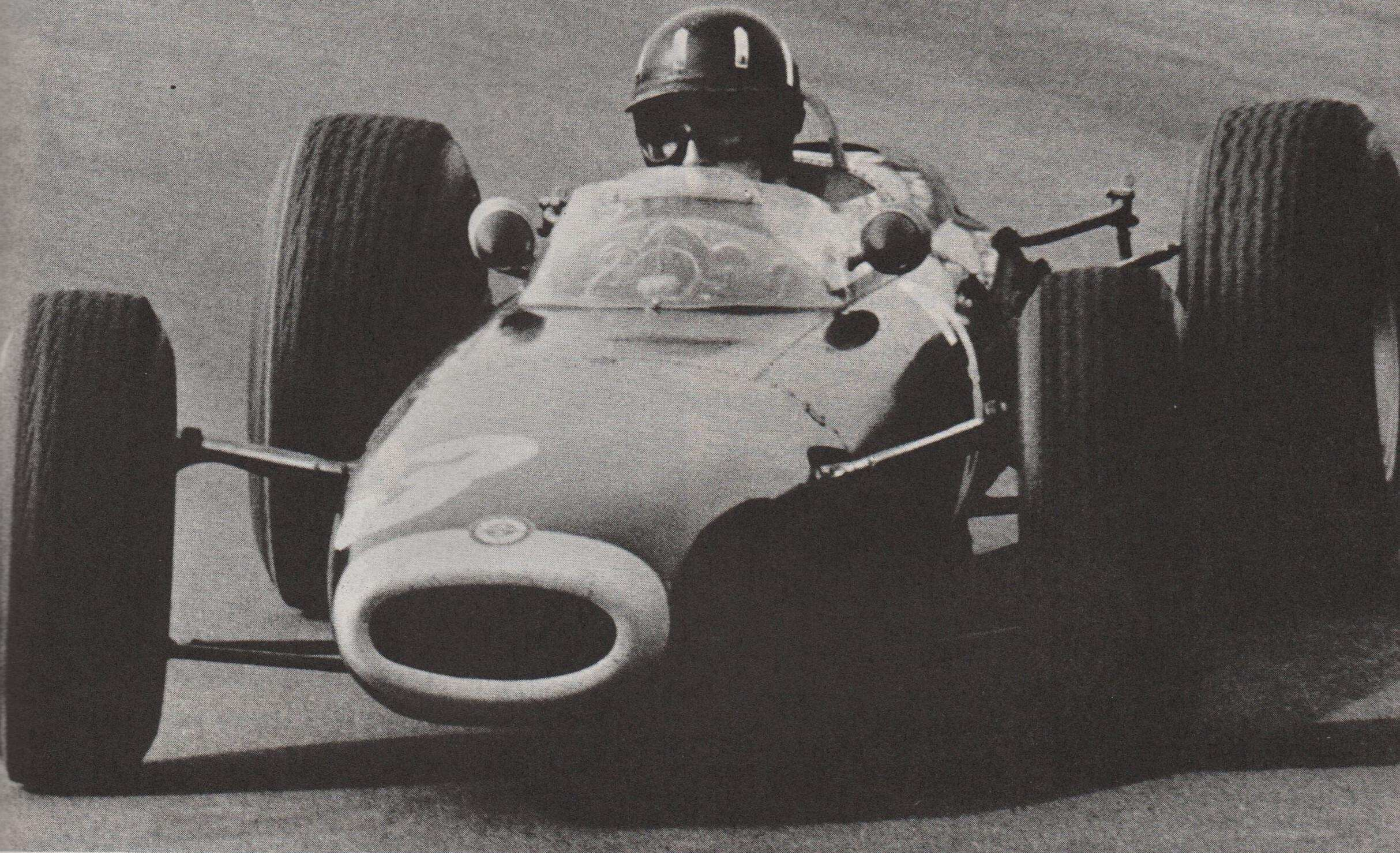
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Beating Brands Hatch with a BRM

Graham Hill describes 2.65 miles of on-the-limit Grand Prix driving



This year, the British Grand Prix will take place at Brands Hatch. This is not a typical Grand Prix circuit. It is fairly tight and twisty, and it isn't flat. This, to my mind, is an advantage. I like the ups and downs.

I have heard one or two drivers say that they don't like Brands. One of its peculiar characteristics is that there's not a single orthodox corner in the whole collection. They either drop away or climb or else have some other odd feature. This, to me, is an added attraction, and is doubtless another reason why I enjoy racing there.

It's a tricky circuit insomuch as it pays to know it. But this shouldn't present any difficulties. Any Grand Prix driver certainly ought to be able to learn it quickly enough.

Let's see how we tackle it.

The starting grid is on what they call the **Top Straight**, or **Grandstand Straight**. It's rather a misnomer, because it isn't all that straight really. However, we used to blast along it at about 140 m.p.h. in the old 1½ litre Formula 1 cars, so we'll let that pass.

Not far from the actual start line is **Paddock Hill Bend**. Now I happen to like this bend, though few drivers do. It's a right-hander dropping away. The camber's against you. You approach it over a slight rise, and you can't see the apex until you're right on top of it.

You begin by braking very hard as you come up the rise.

You have to watch this, for the car becomes fairly light over the hump. If the back wheels lock up, the car may spin round, and that will unsettle you somewhat.

I like to get most of the directional turning done at the top of the rise, so that I arrive at the corner in a slightly sideways-on position. Then I accelerate all the way through, drifting towards the outside until I'm some way down the dip on the far side.

My speed for the corner is about 90 m.p.h.

At the bottom of the dip, the car "bottoms" against the bump rubbers on the shock absorbers. Then you go zooming up the short, sharp little hill (**Pilgrims Rise**) to **Druids Hill Bend**. The trip up **Pilgrims Rise** is a quick squirt followed by a very smart application of the brakes in preparation for the 180-degree corner at **Druids** – which is usually fairly slippery.

There's a slight camber on the bend, but it's working for you this time.

My attitude to **Druids Hill Bend** is slightly unorthodox. I take it rather tightly. I keep well into the inside and I try to stay there when I come out of it. The reason for this is that the next bend is a left-hander. Obviously, I don't want to be way over to the left as I exit from **Druids** – and then have to swop smartly over to the right in readiness for the left-hand corner.

Speed at **Druids** is about 45 m.p.h. I try to take it in third – otherwise one has to change up from second into third into fourth, and two gear-changes on the very short downhill straight which follows is too much. Third usually works out all right, for with such a tight corner, you can get the car unstuck quite easily in this higher gear, which helps to bring it round.

And so one goes down the hill and into the left-hander which leads to **Bottom Straight**. **Bottom Straight** is really a gentle bend (one used to travel along it at about 130 m.p.h.) leading to **South Bank Bend**.

This is a tricky corner. If you make a quick exit from the bend, you can maintain the advantage along the length of the straight which follows. It's a long corner – about 150 degrees – and you can't see it all the way round.

However, it's a reasonably wide bend, which can often be taken in fourth gear at a speed of 80-90 m.p.h. With a bit of luck, you can come out of it at about 100 m.p.h.

The art here is to put the car into a drift and hold it there on the throttle. From a spectator's point of view, it's a very good corner to watch this happen. It is so long, that you've plenty of time to see everything.

You'll see some drivers going round in a bit of an under-steer. This means that they simply put the lock on and drive round. Others will unstick the back and control it on the throttle. Their front wheels will be more or less pointing straight ahead – with slight corrections from the steering wheel.

Now, as I've said, it's very important to come out of **South Bank Bend** travelling very fast, for there's an uphill bit ahead and this leads on to the main straight, where the speeds used to reach 145 m.p.h. (they should be more than that this year). If you make a nonsense of the corner, you will not only lose time on the bend itself, but also on the following straight.

Personally, I think that this is one of the most critical corners on the circuit.

The straight following the corner has a slight kink in it about one-third of the way along. Then it goes plunging downhill to **Pilgrims Drop**, after which it climbs steeply up **Hawthorn Hill**.

You have to watch out at **Pilgrims Drop**. The dip is quite steep. Unless you cling on as you go shooting up the far side, your foot could miss the brake pedal. It's quite violent. Sometimes even the chassis touches the track. When this happens to the car ahead you see a shower of sparks coming from underneath it. There are plenty of marks on the road to show how often it has occurred.

This, of course, does the car no good at all. It helps to wear out the chassis, and it could damage vital water and oil pipes.

Once out of the dip, you go rushing up **Hawthorn Hill**, and then brake quick and hard and drop into fifth gear for **Hawthorn Bend**. This is probably the fastest on the circuit and is taken at over 100 m.p.h.

As bends go at Brands, it's more orthodox than most. The only thing you have to watch is a nasty little bump in the middle, which could unstick the car at a moment when you don't particularly want it unstuck. You leave it in fifth gear – just getting maximum revs in this gear along the **Portobello Straight** at about 135 m.p.h. – and then start braking in readiness for **Westfield Bend**. Again, it's a question of short, sharp braking here, a jab on the clutch, a burst of revs and down into fourth. As you come out of it, the bend drops away. This has the unfortunate effect of making the car a bit light. If you don't watch it, you'll find yourself using up rather a lot of road. Speed for **Westfield** is about 85 m.p.h.

Now comes another of those plunges which make racing at Brands a joy or a nightmare – according to how you view these things. This particular plunge takes you down into **Dingle Dell** at a speed of about 120 m.p.h.

Dingle Dell has a kink in the middle of it, which means that you need to be fairly well positioned. You rush out of it, change up briefly into fifth gear, and then drop down to third for **Dingle Dell Corner**.

The peculiarity of this bend is that you have to start turning and drifting before you can actually see the apex. The fact that you are aiming at a point you can't see (it's hidden by the top of a slight rise) doesn't help matters at all. If you make a hash of it, you are liable to end up on the grass at the apex – all of which is apt to be time-consuming.

As you come out of it, the corner is slightly banked. This is useful. You can put the car into quite a drift, slide right up on to the kerb, and then move with another short, sharp burst of speed down the brief bit of straight to **Stirling's Bend**.

This is the tightest corner on the circuit. It's a rather nasty little left-hander, which can be taken in third gear (or in second,



if you've got full fuel tanks). It is slightly banked, and it's very easy to go wrong on it.

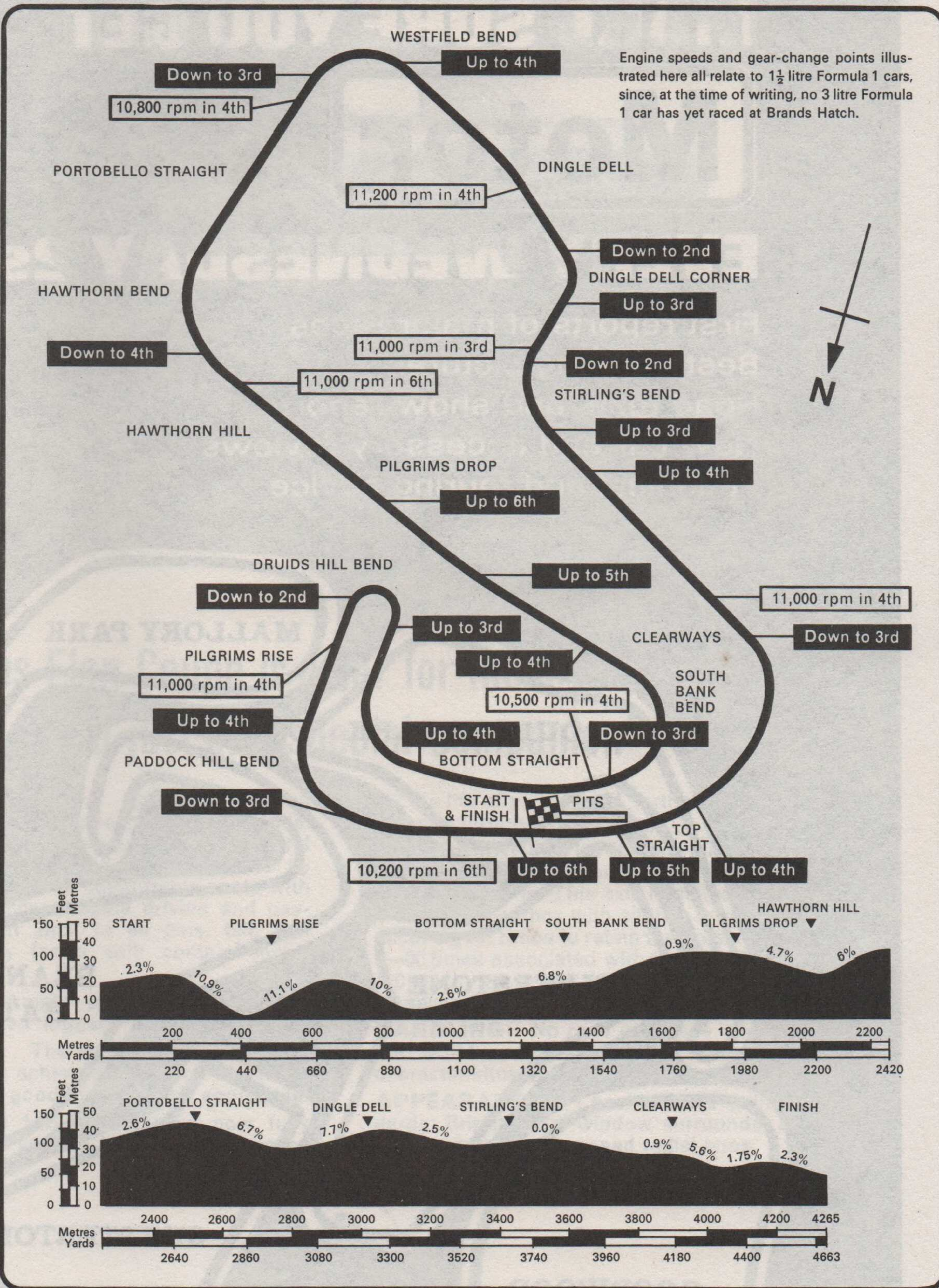
It is also very important to make the best of it, for there's quite a decent bit of straight ahead before we come to **Clearways**.

You're in fifth gear on your way to **Clearways Corner**. You brake hard as you approach the bend. You drop down into fourth and you stay in fourth until you're through it.

Clearways is another tricky one. There's a dip in the middle. As you go into the dip, the camber falls away on the outside. However, if you play it right, you'll come out of it at about 90 m.p.h. in fourth. From there you'll change up into fifth and then, as you go up into sixth, you blast past the grandstands at the conclusion of your lap.

NOTE: The speeds mentioned here all relate to 1½ litre Formula 1 cars, since, at the time of writing, no 3 litre Formula 1 car has been raced at Brands Hatch. The cornering speeds are likely to remain substantially the same, but the new cars will come out of the corners more quickly. They will, of course, put up higher speeds on the straight, but it is impossible to guess what these will be.

This article is reprinted from the 'Graham Hill Grand Prix Racing Book' by courtesy of Shell Mex and BP Ltd



Engine speeds and gear-change points illustrated here all relate to 1½ litre Formula 1 cars, since, at the time of writing, no 3 litre Formula 1 car has yet raced at Brands Hatch.

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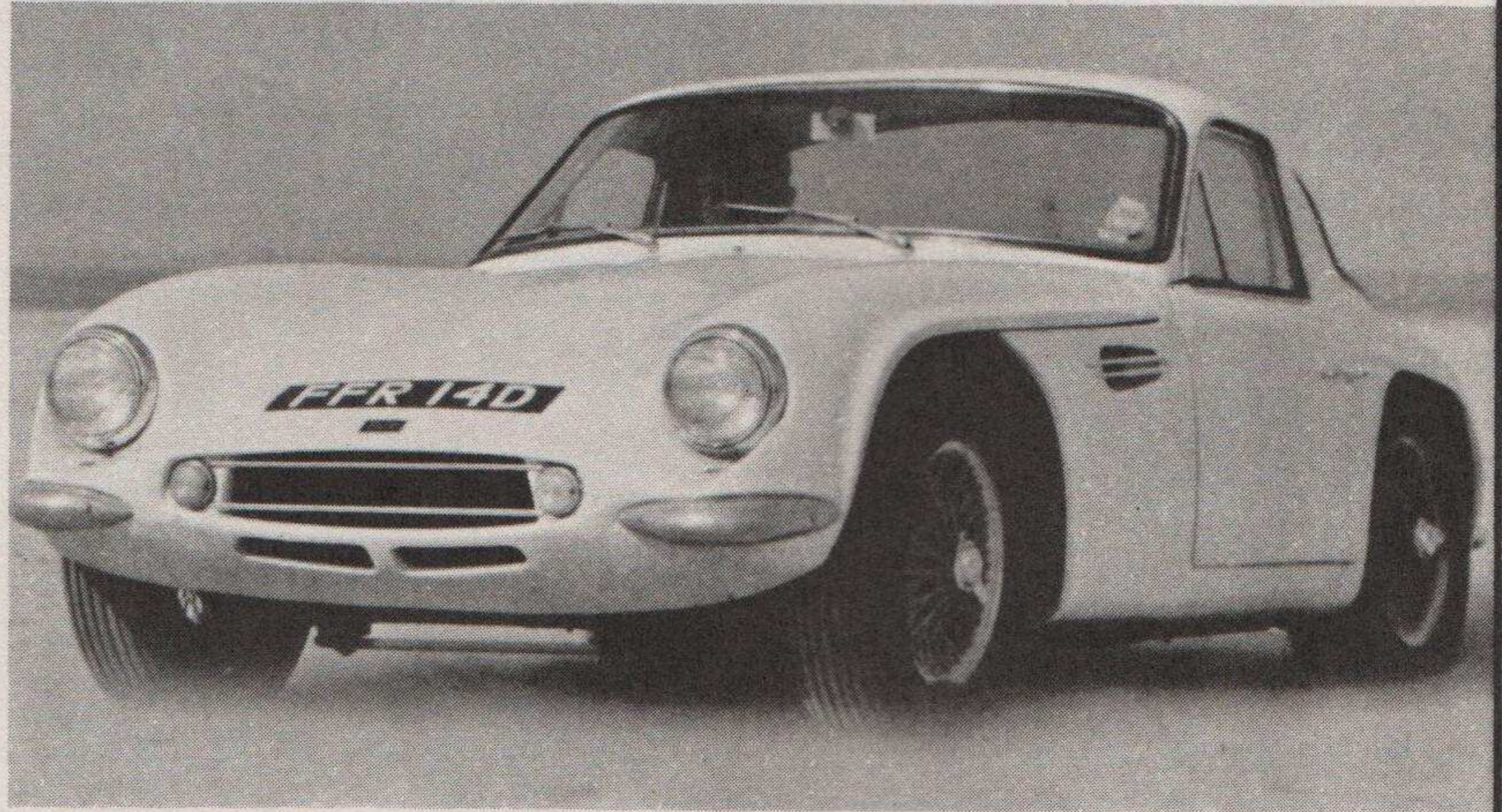
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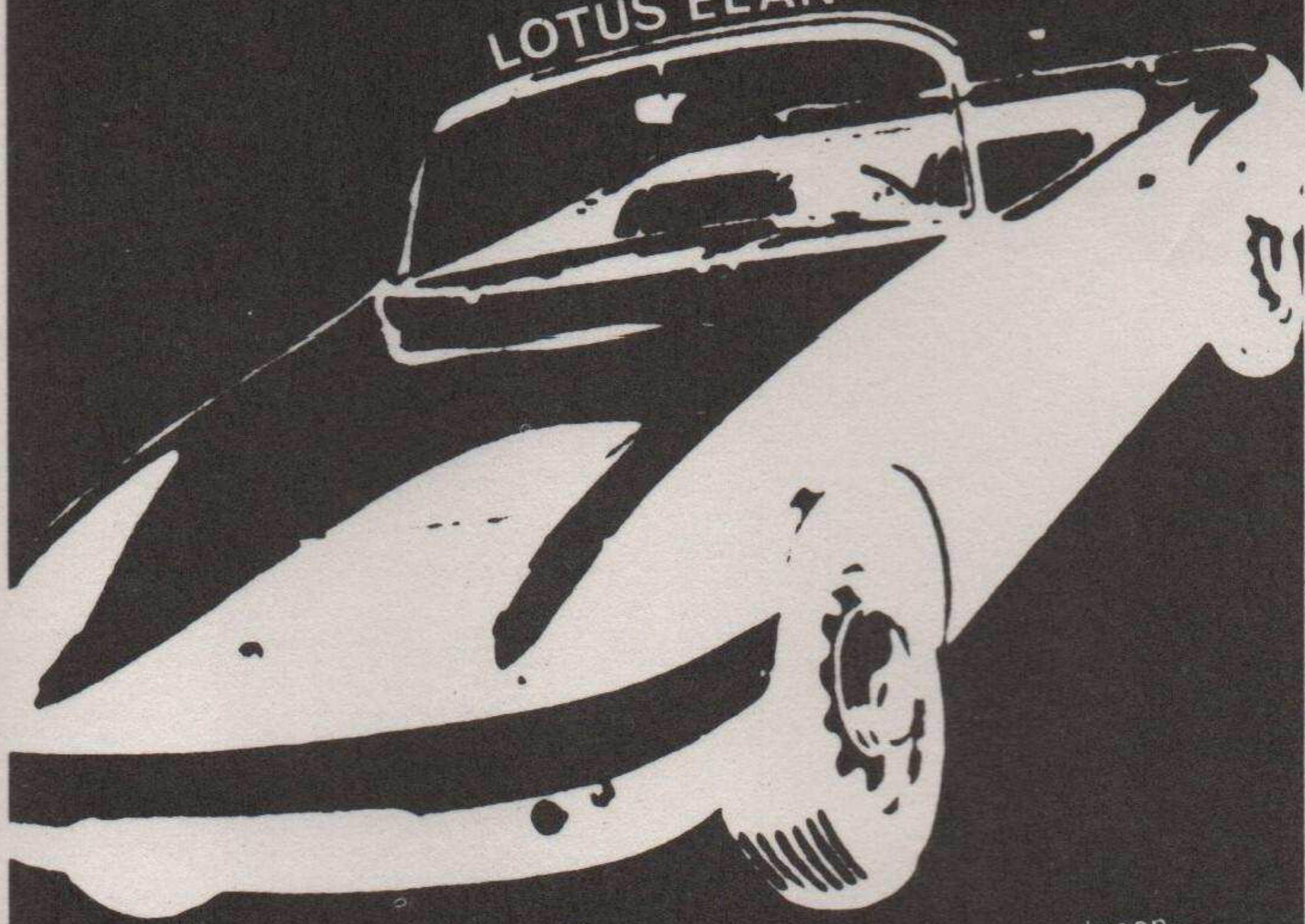
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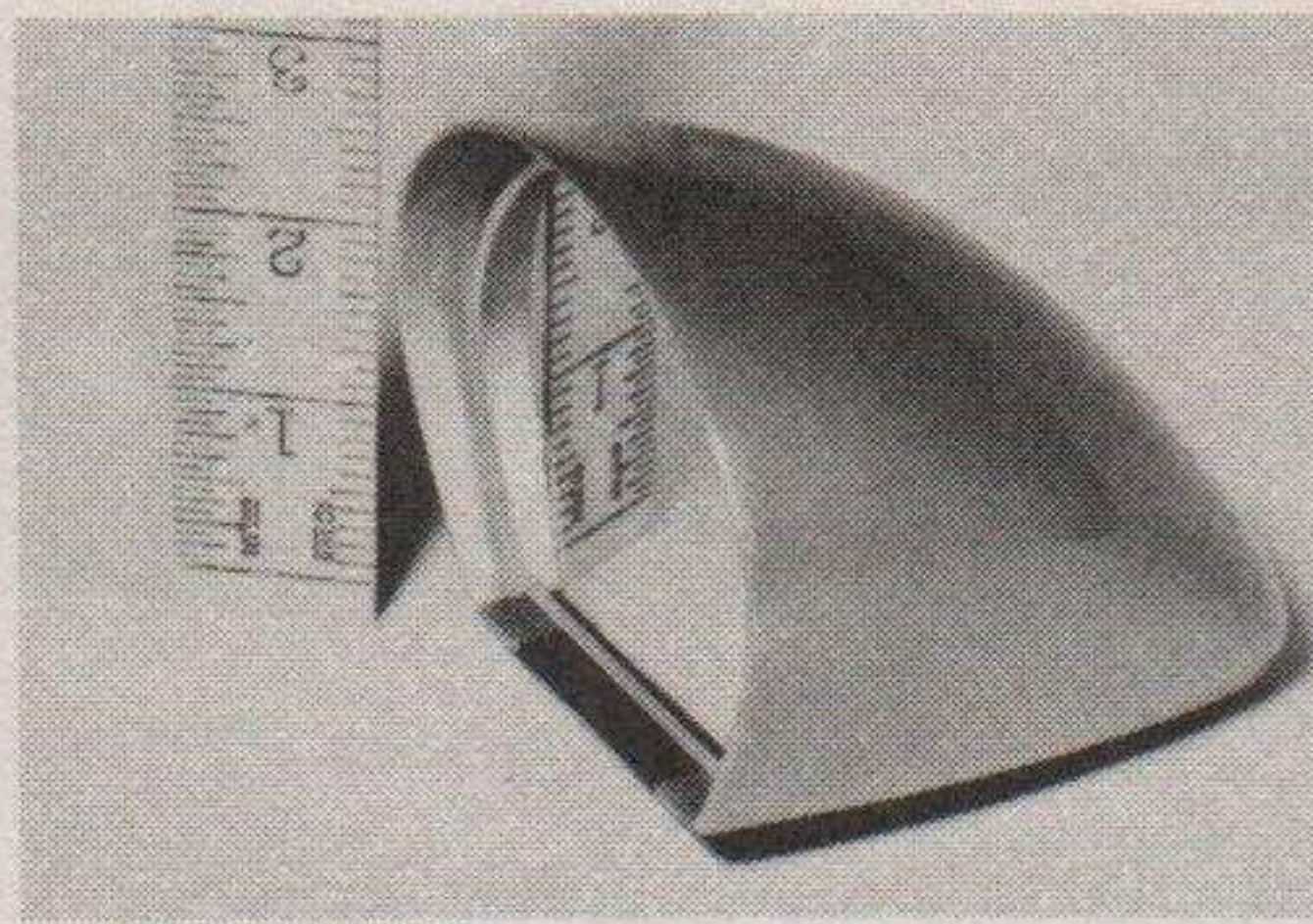
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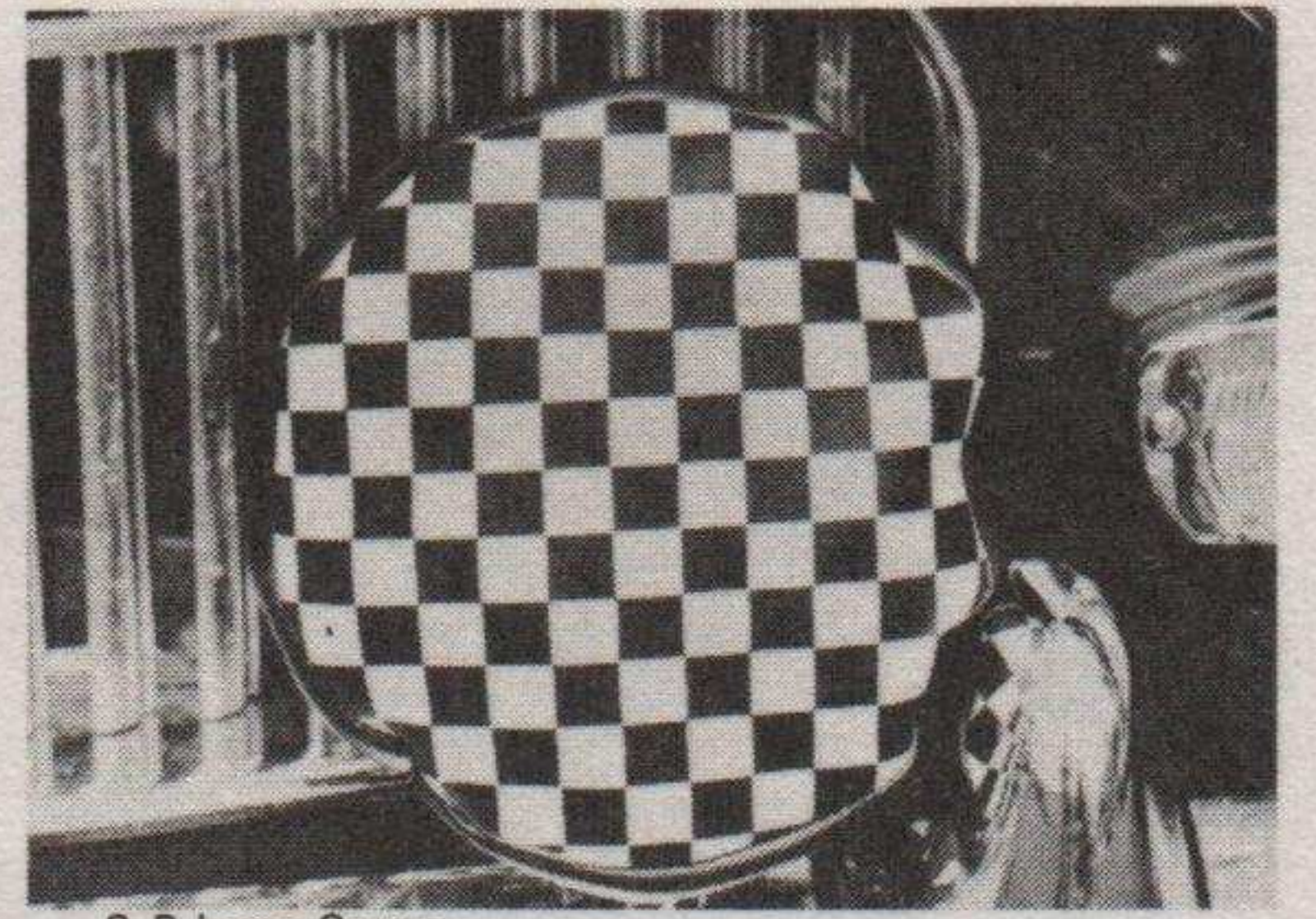
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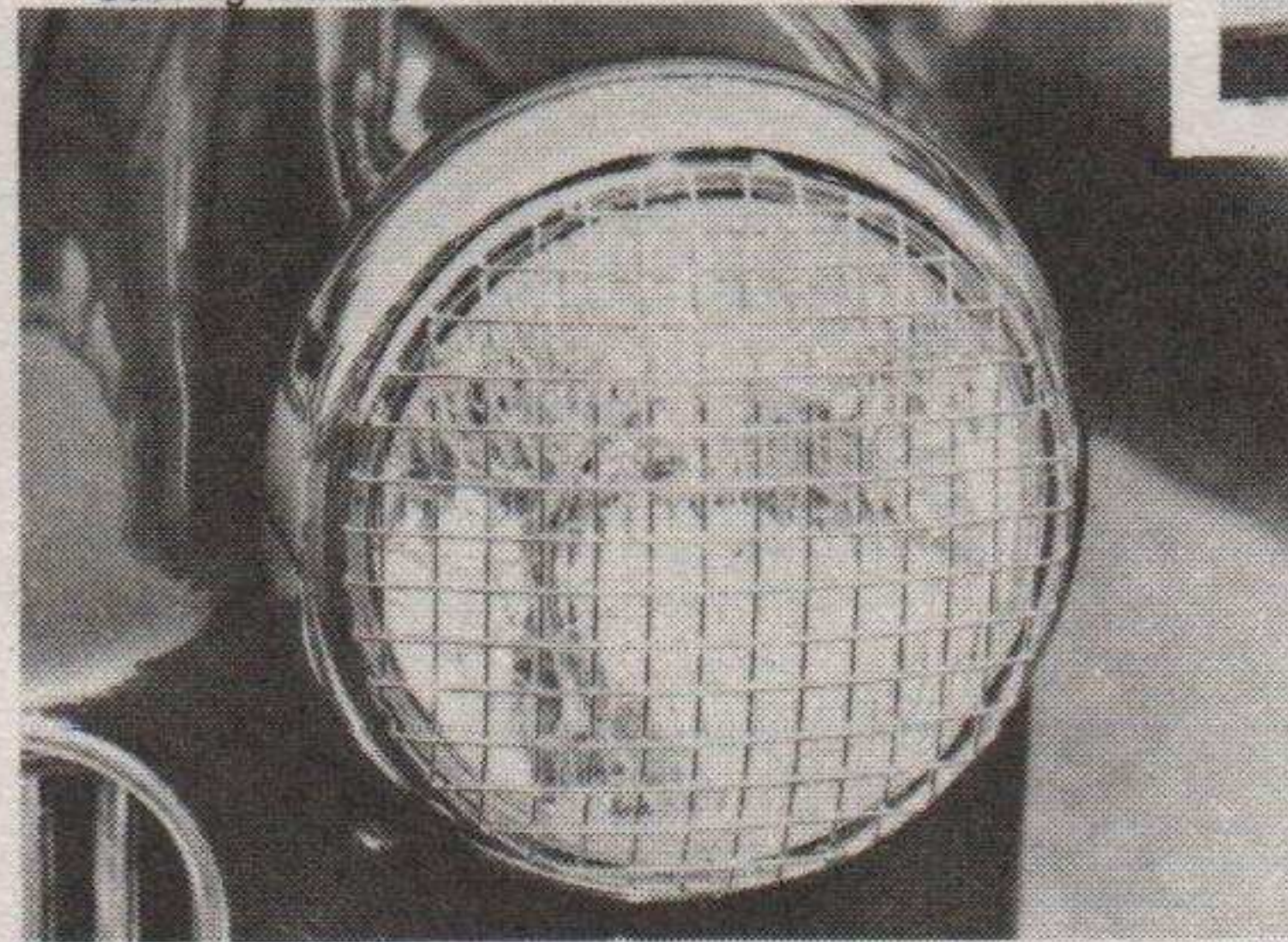
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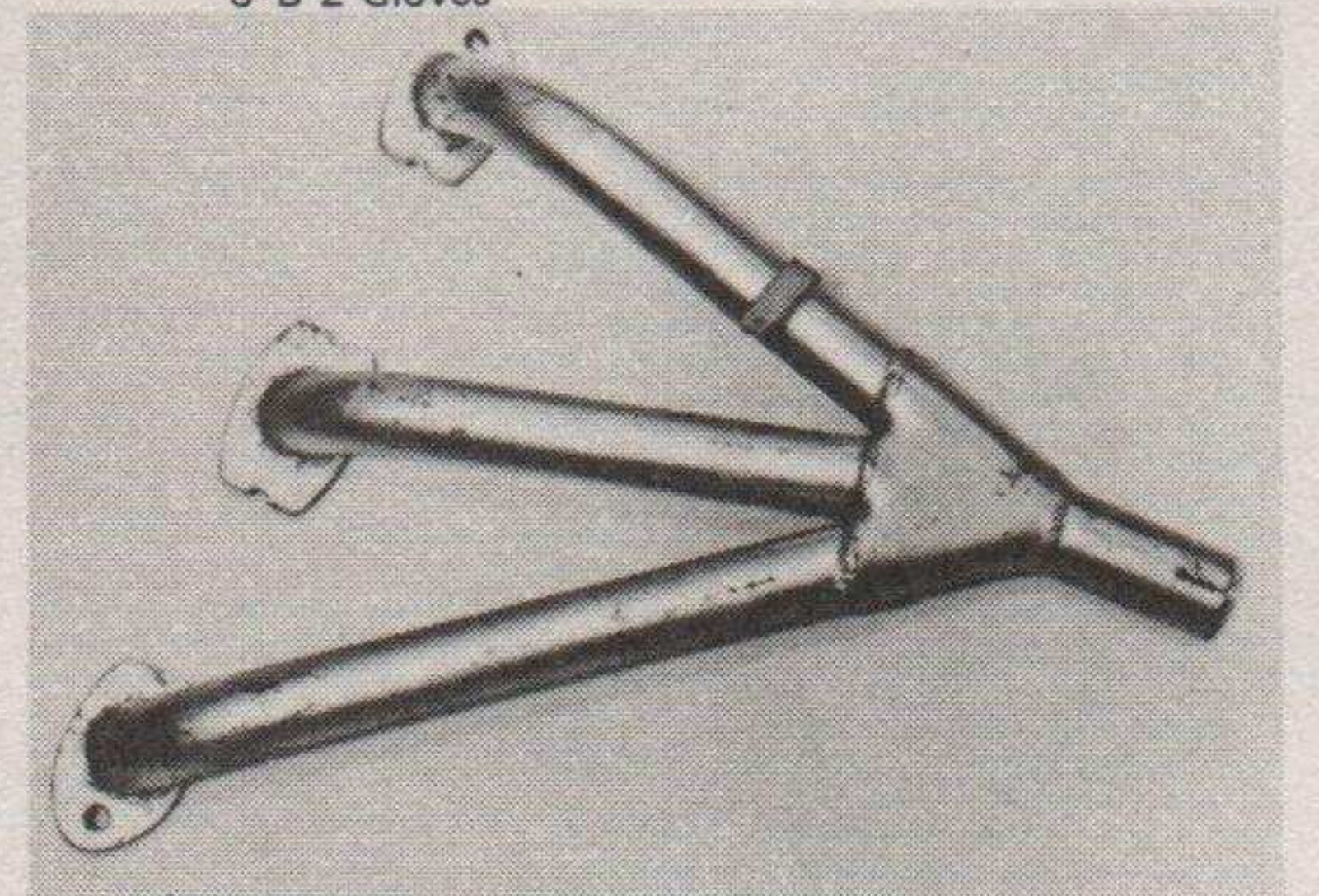
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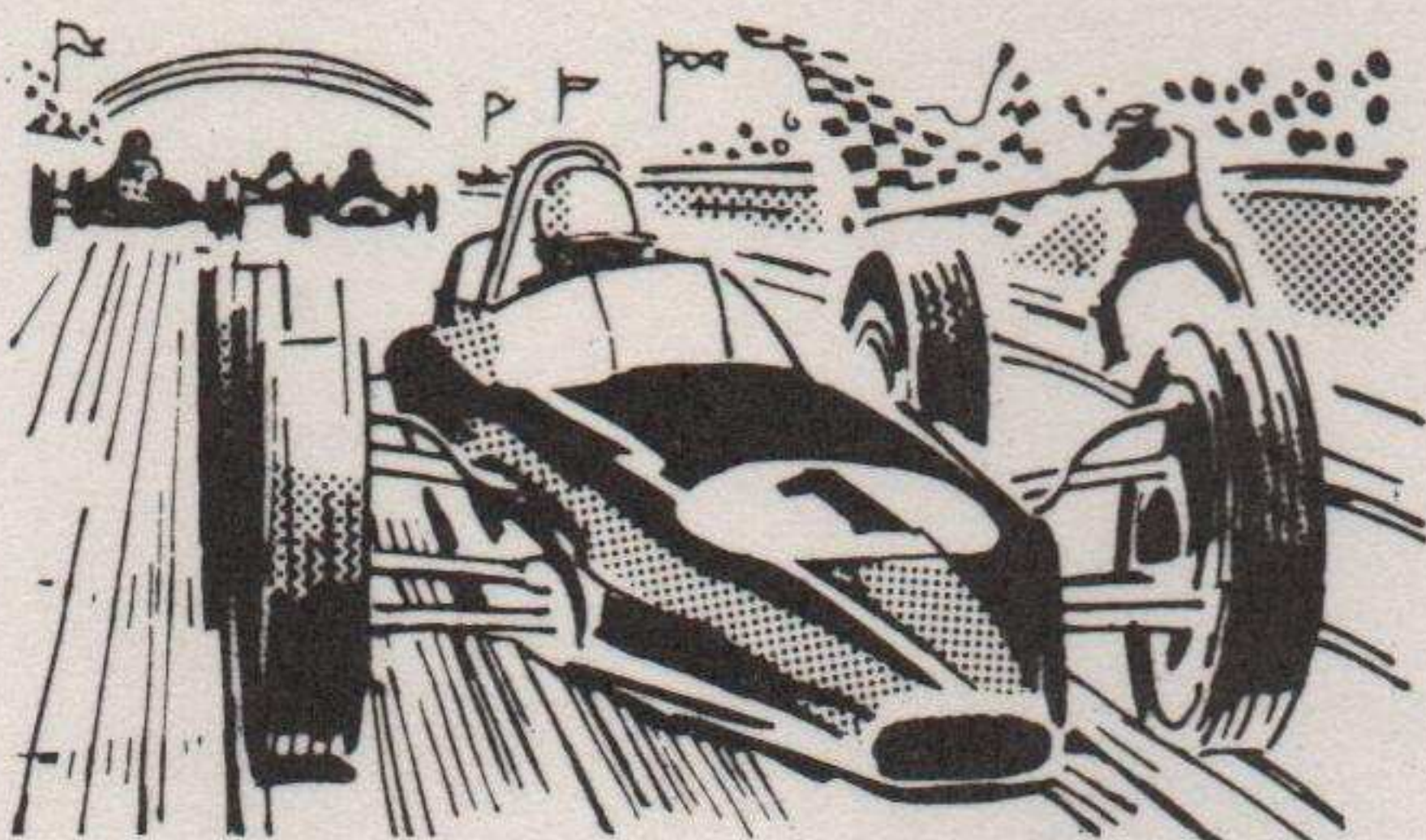
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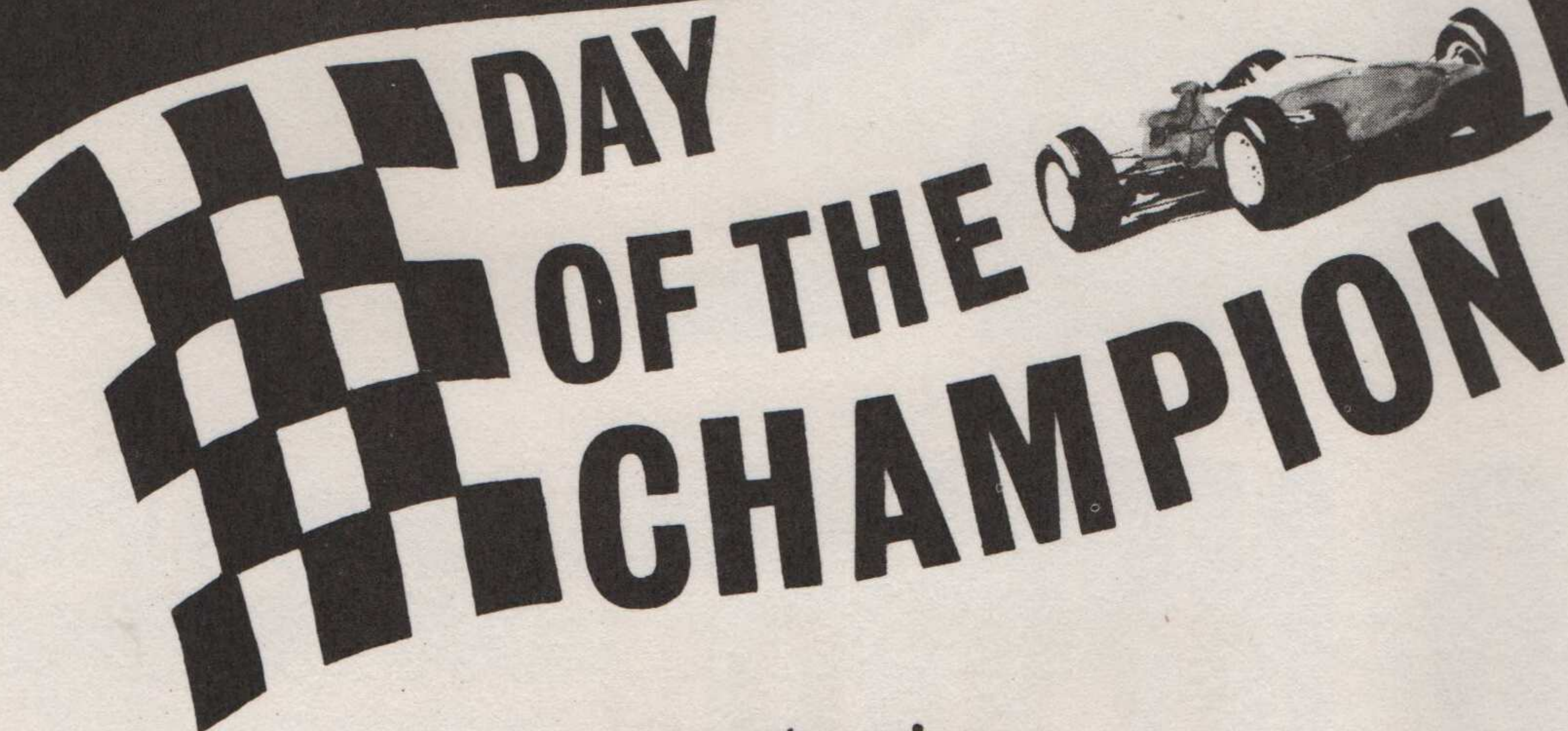


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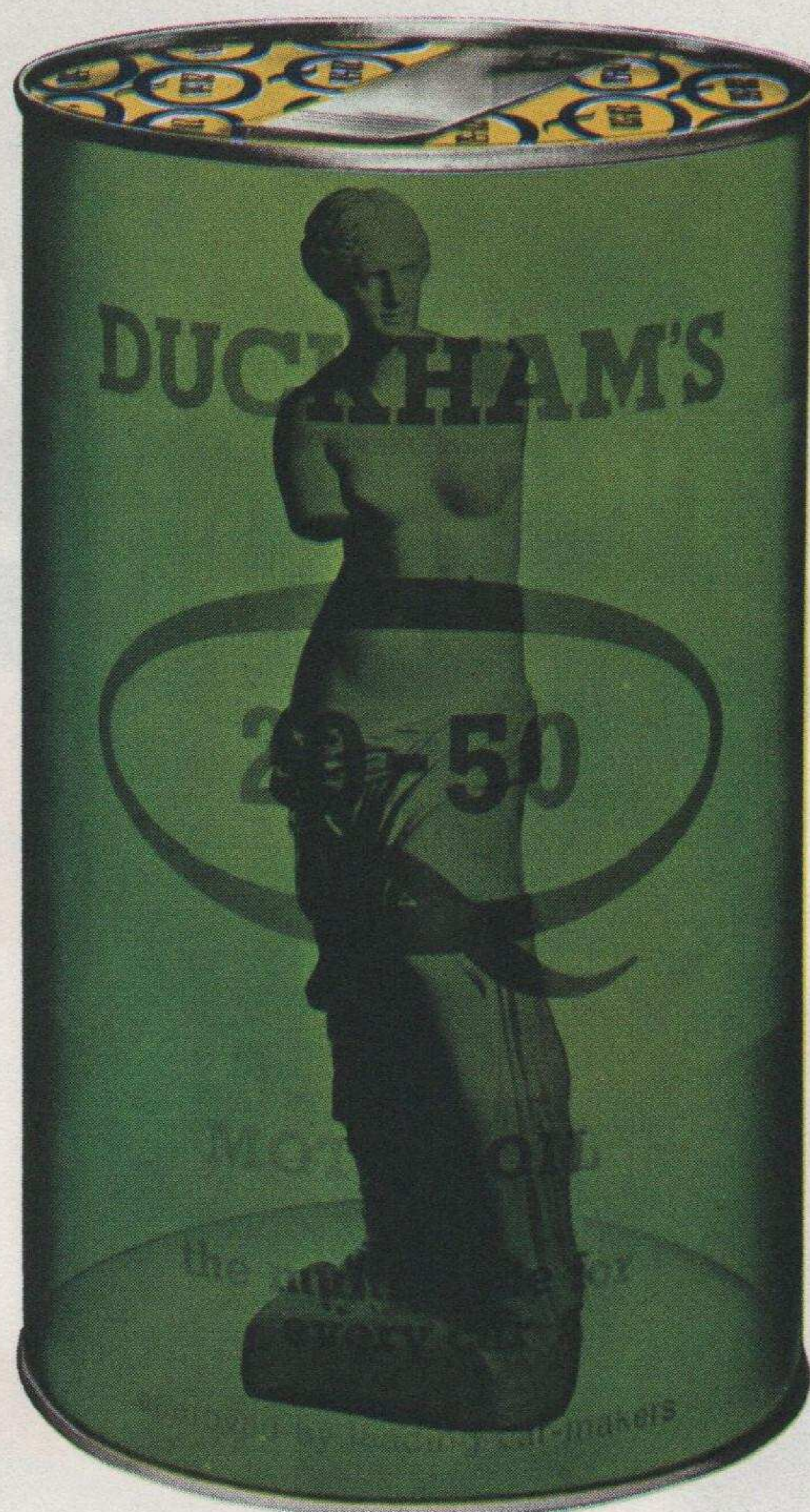
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