



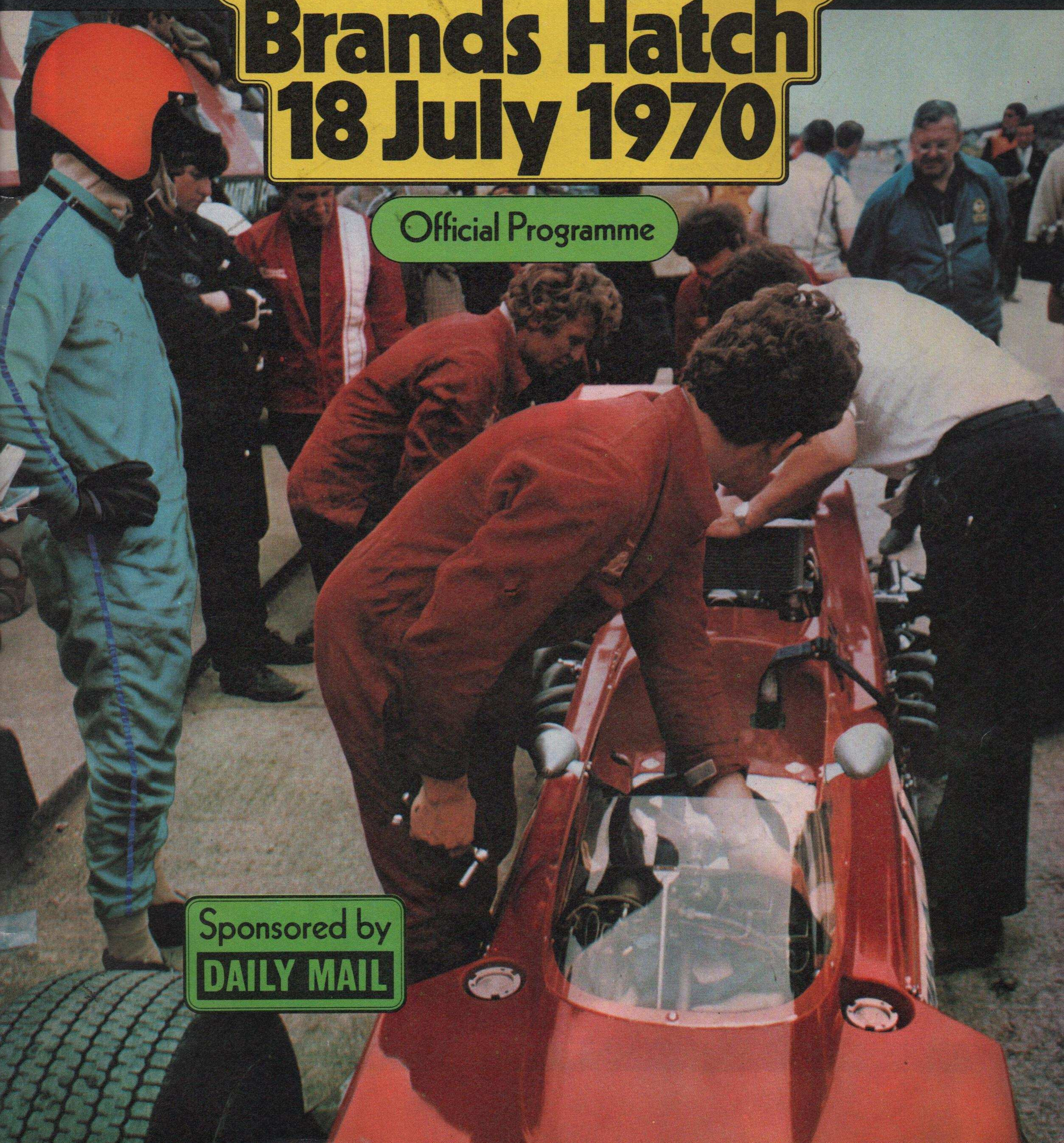
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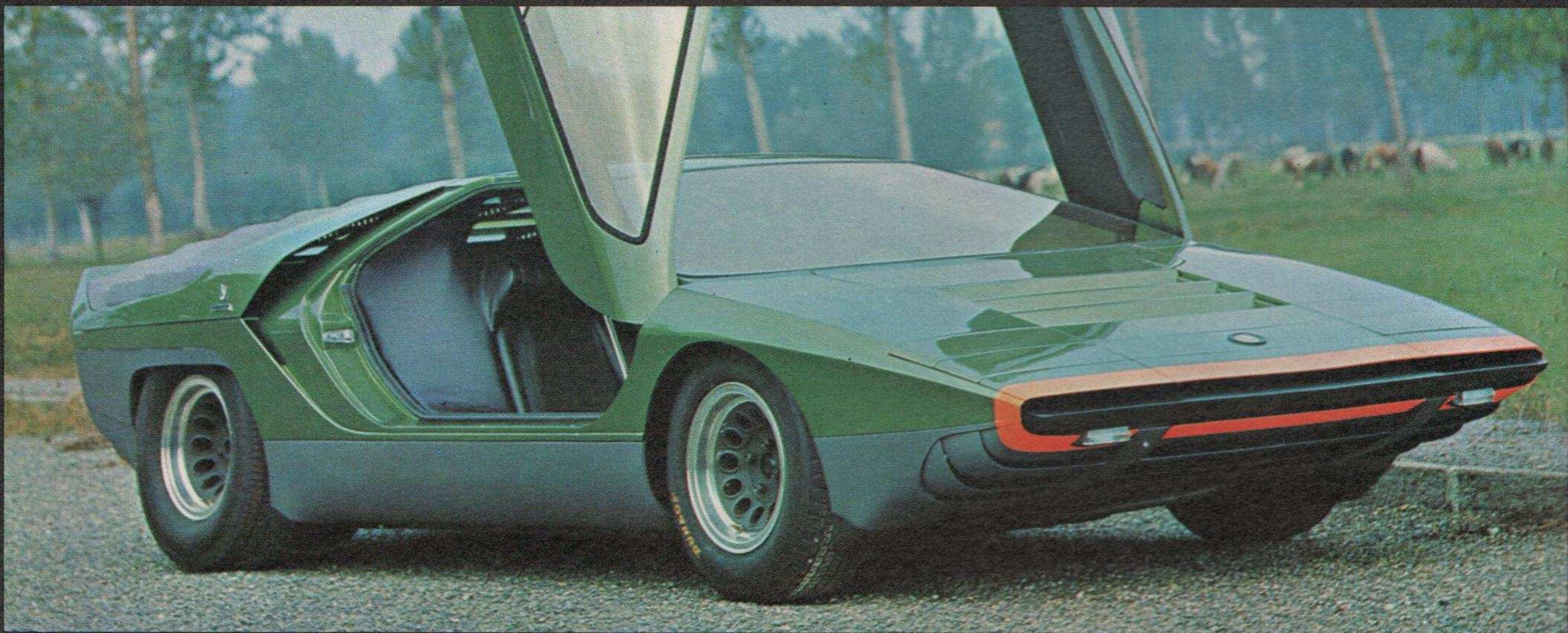
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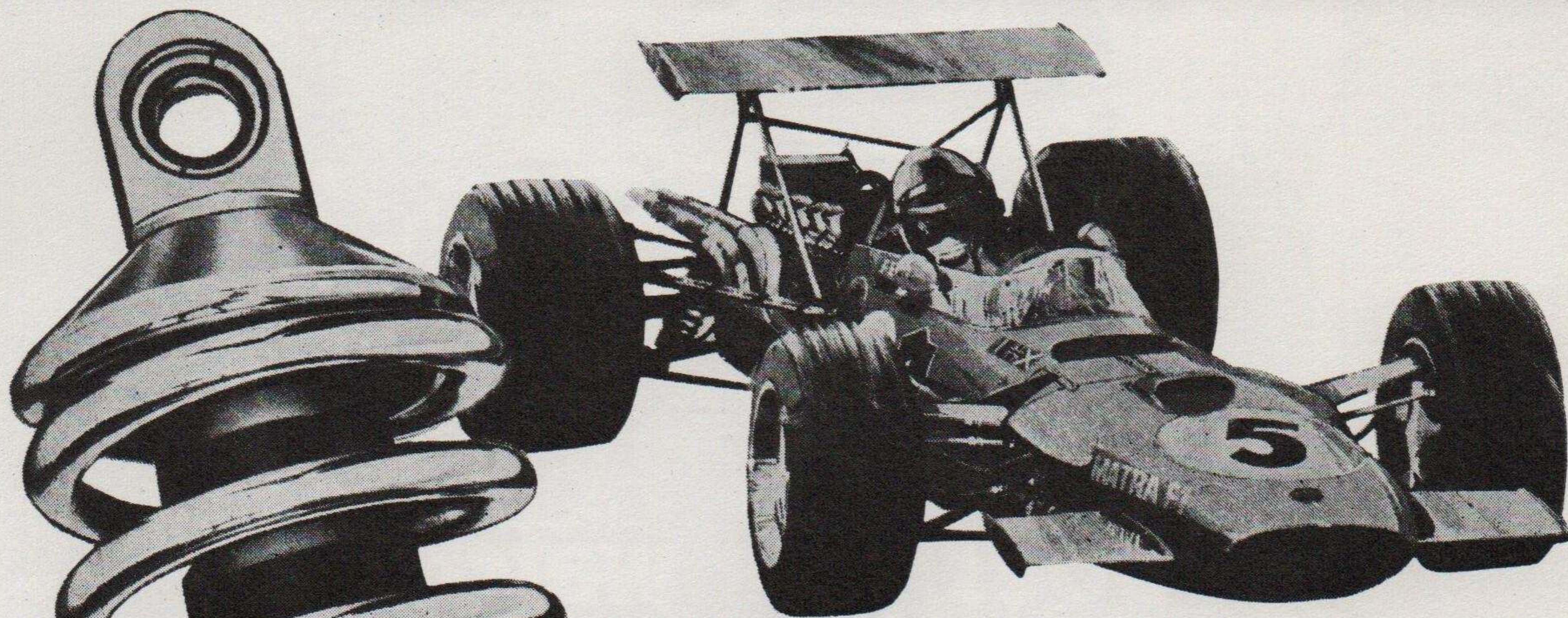
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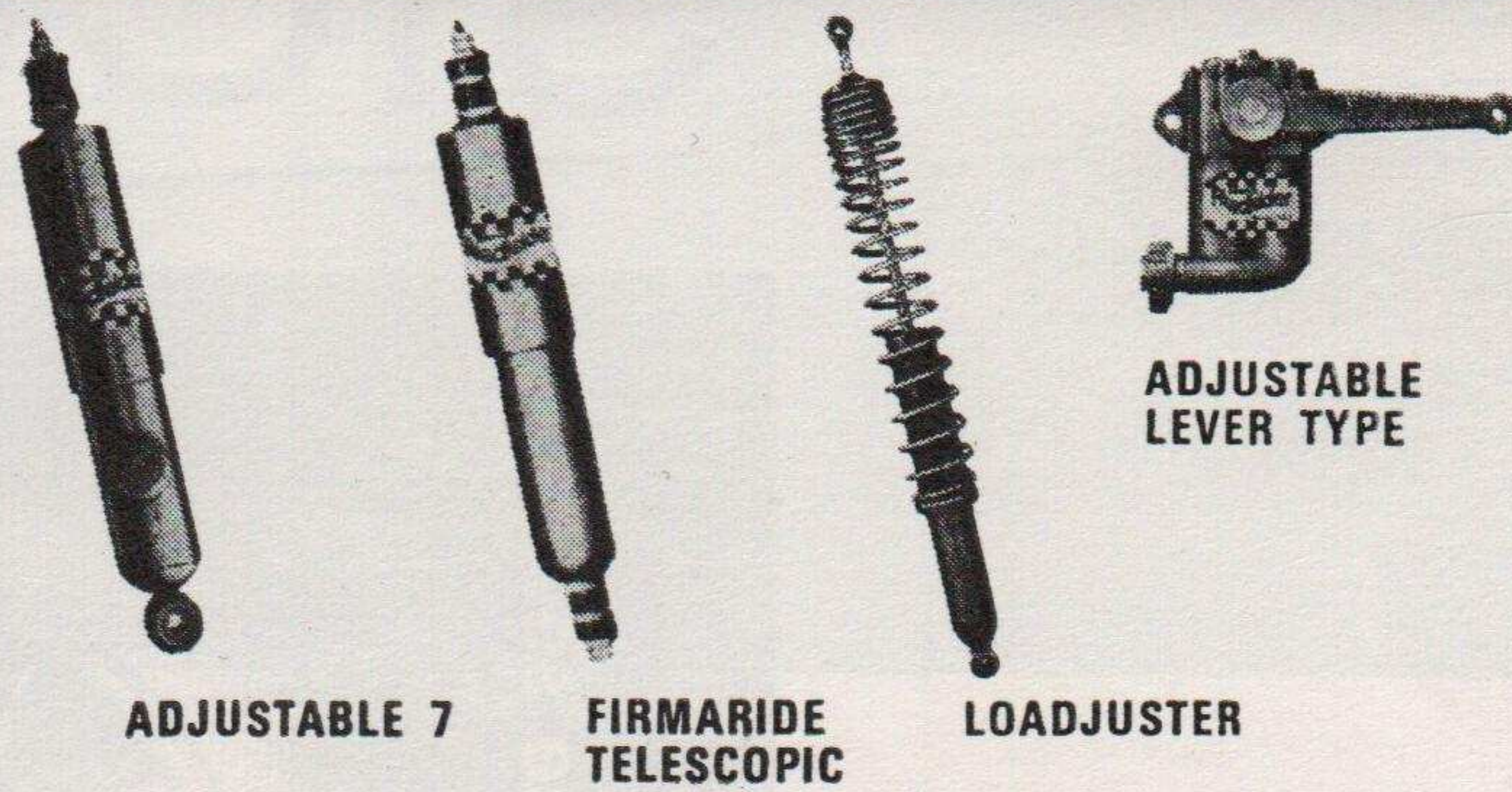


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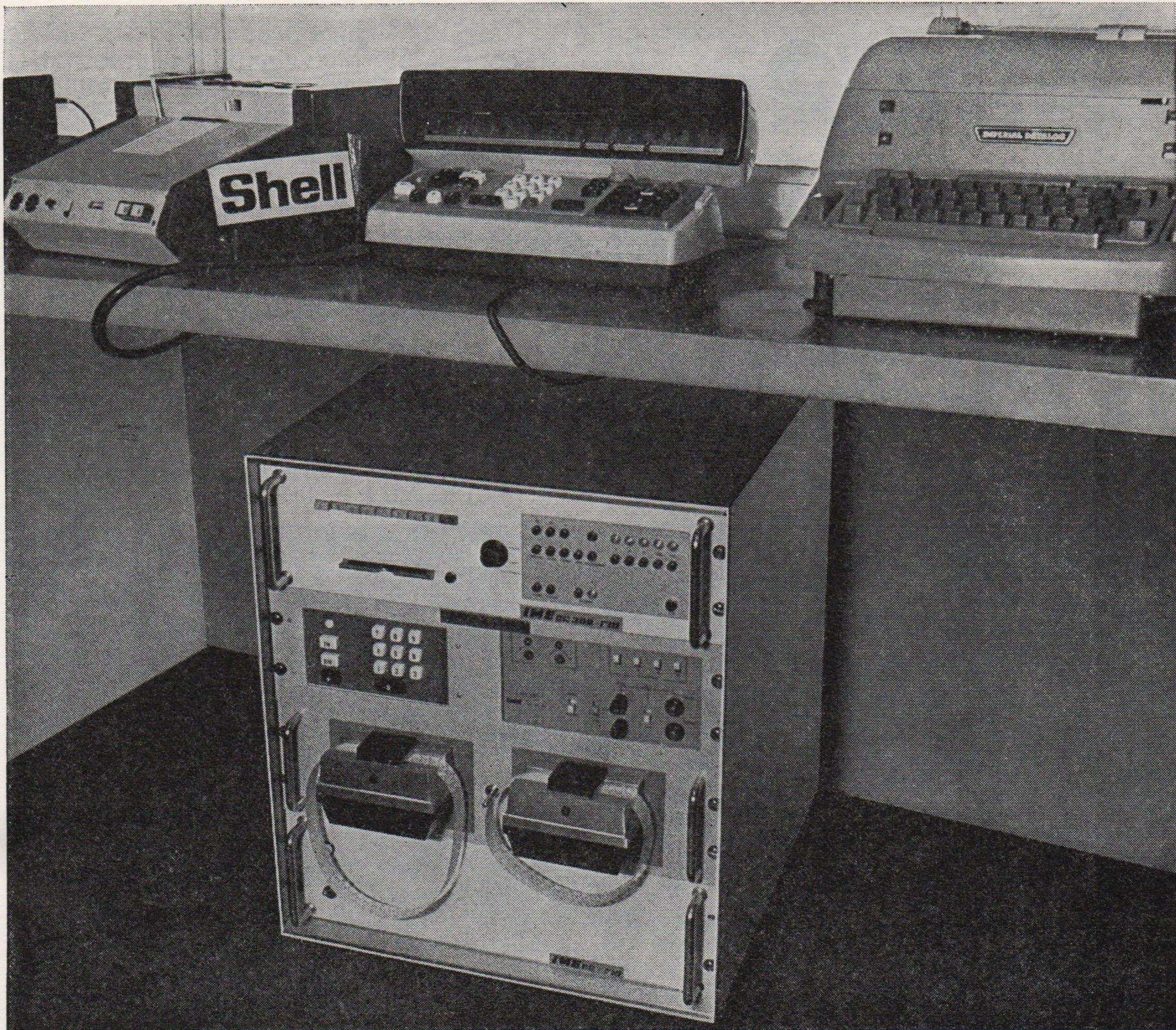


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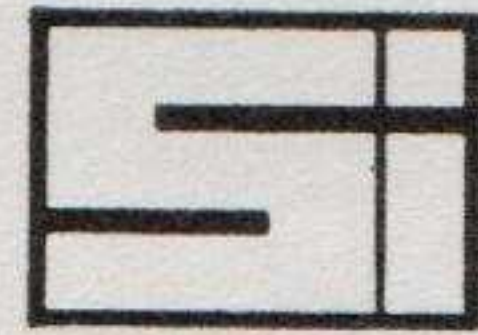
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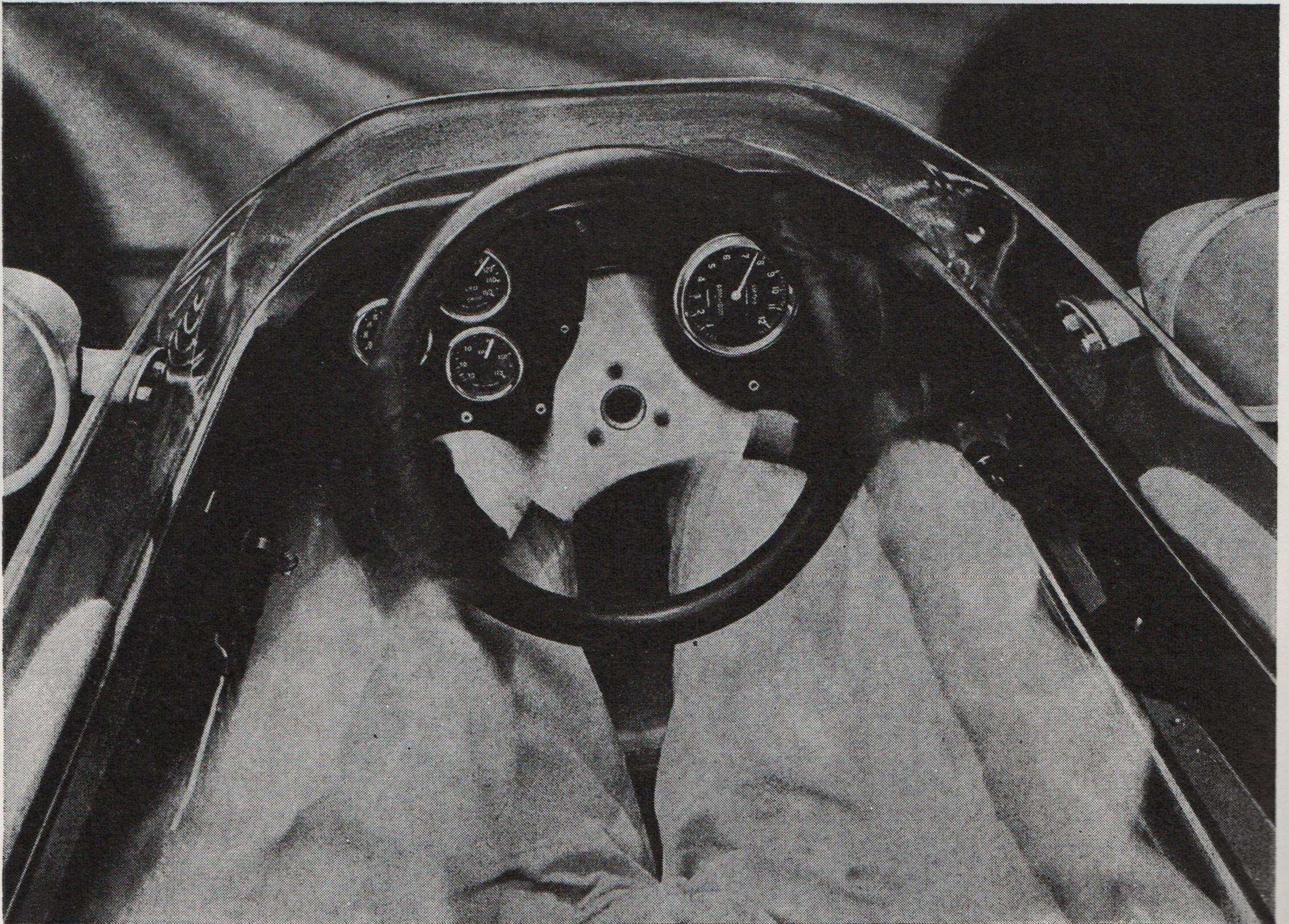


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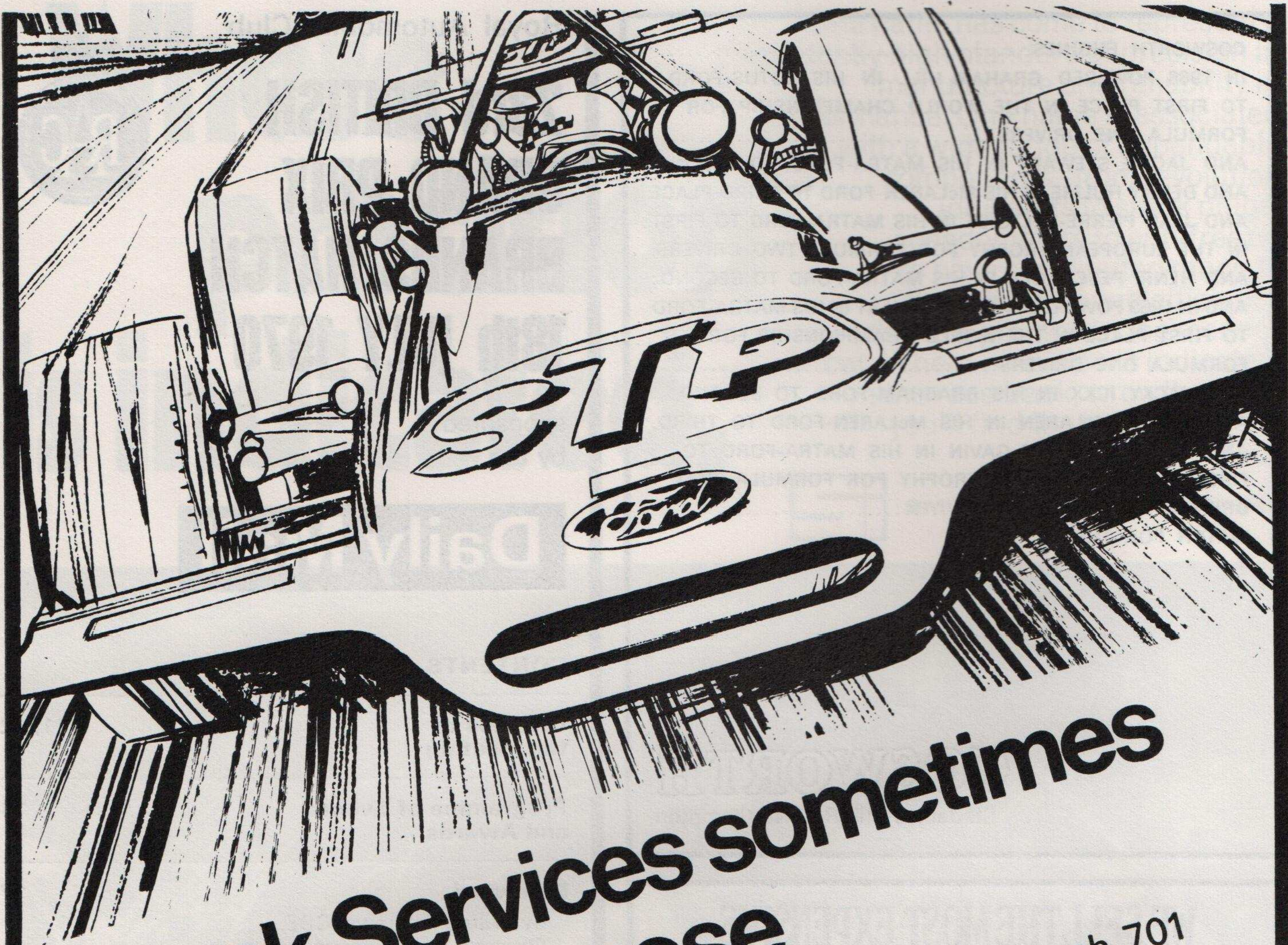
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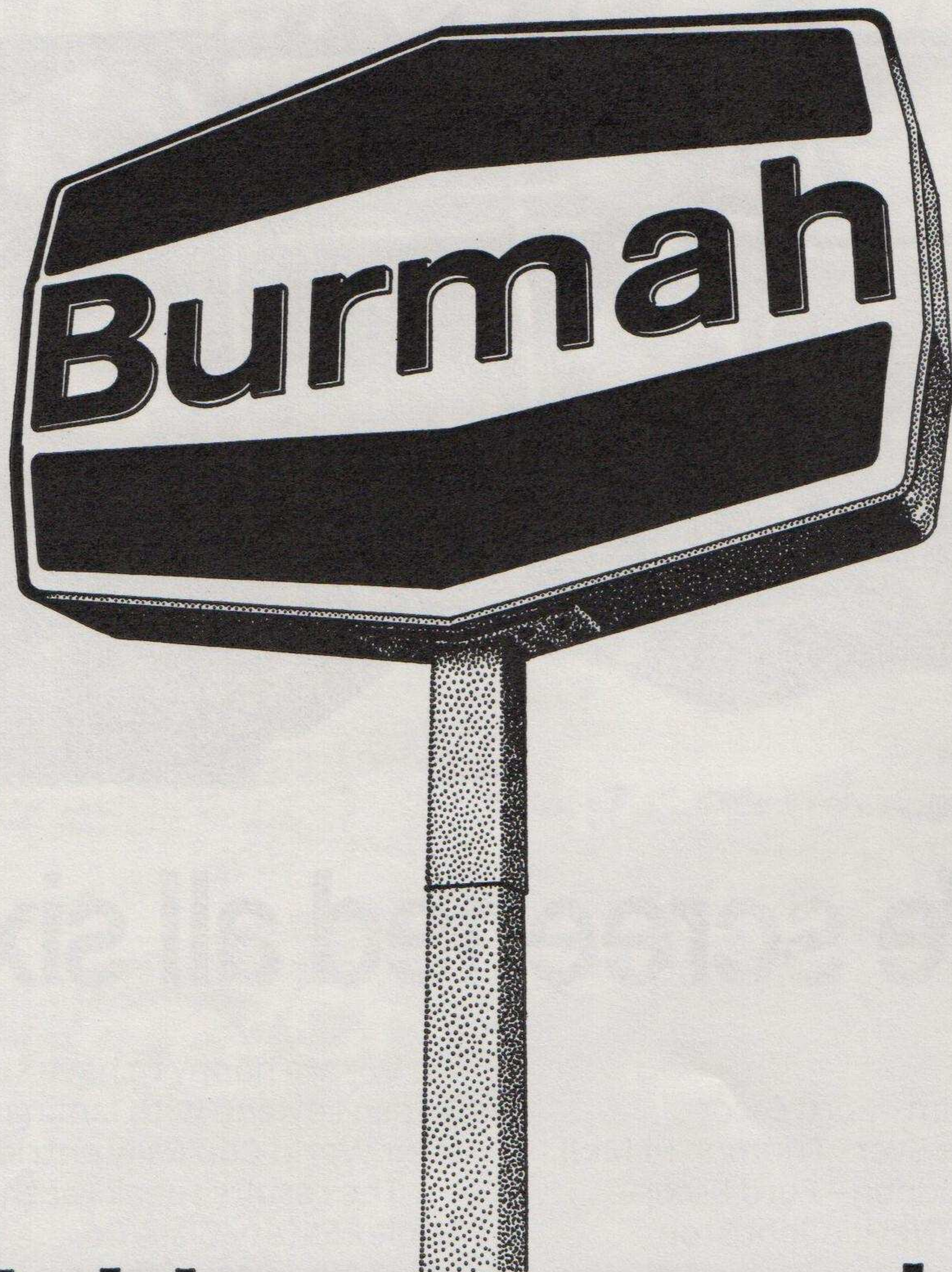
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This flag is used to start all races in the United Kingdom. (It is normal procedure overseas to use the national flag of the country concerned.)

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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.

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- 1.00 pm** The Jaguar Cavalcade.
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- 1.15 pm** Military Band display by the Band of the Welsh Guards (by permission of Colonel V. G. Wallace, Lieutenant Colonel Commanding Welsh Guards). Director of Music: Captain D. K. Walker, ARCM, psm.
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- 1.45 pm** Parade of Grand Prix drivers.
- 
- 2.25 pm** Grand Prix opening fanfare.
- 
- 2.30 pm** **RAC British Grand Prix for Formula 1 cars** 80 laps—212 miles.  
**Awards:** Fastest in practice—1,000 Swiss Francs (£96 10s 6d).  
 Second fastest in practice—350 SF (£33 15s 9d).  
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 2nd - 3,000 SF (£289 11s 6d); 12th - 250 SF (£24 2s 8d);  
 3rd - 2,500 SF (£241 6s 3d); 13th - 200 SF (£19 6s 2d);  
 4th - 2,000 SF (£193 1s 0d); 14th - 150 SF (£14 9s 7d);  
 5th - 1,500 SF (£144 15s 9d); 15th - 100 SF (£9 13s 1d);  
 6th - 1,200 SF (£115 16s 8d); 16th - 100 SF (£9 13s 1d);  
 7th - 900 SF (£86 17s 6d); 17th - 100 SF (£9 13s 1d);  
 8th - 700 SF (£67 11s 4d); 18th - 100 SF (£9 13s 1d);  
 9th - 500 SF (£48 5s 3d); 19th - 100 SF (£9 13s 1d);  
 10th - 400 SF (£38 12s 3d); 20th - 100 SF (£9 13s 1d).  
 Final results:  
 1st - 20,000 SF (£1,930 10s 0d); 11th - 1,800 SF (£173 15s 0d);  
 2nd - 15,000 SF (£1,447 17s 6d); 12th - 1,600 SF (£154 8s 10d);  
 3rd - 12,000 SF (£1,158 6s 0d); 13th - 1,400 SF (£135 2s 9d);  
 4th - 10,000 SF (£965 5s 0d); 14th - 1,200 SF (£115 16s 8d);  
 5th - 8,000 SF (£772 4s 0d); 15th - 1,000 SF (£96 10s 6d);  
 6th - 6,000 SF (£579 3s 0d); 16th - 900 SF (£86 17s 6d);  
 7th - 4,500 SF (£434 7s 3d); 17th - 800 SF (£77 4s 5d);  
 8th - 3,000 SF (£289 11s 6d); 18th - 700 SF (£67 11s 4d);  
 9th - 2,500 SF (£241 6s 3d); 19th - 600 SF (£57 18s 4d);  
 10th - 2,000 SF (£193 1s 0d); 20th - 500 SF (£48 5s 3d).
- 
- 5.00 pm** Concert by Mr. Acker Bilk and his Paramount Jazz Band.

## PRACTICE SCHEDULES AND INTERNATIONAL FORMULA 3 TROPHY RACE

### Thursday, July 16:

10.00 am to 12.00 noon	Grand Prix practice.	2.00 pm to 3.00 pm	Formula 3, heat 2 practice.
12.30 to 1.30 pm	Formula 3, heat 1 practice.	3.30 pm to 4.30 pm	Touring Cars practice.

### Friday, July 17:

11.00 am to 12.00 noon	Grand Prix practice.	<b>2.40 pm</b>	<b>Formula 3 Race, Heat 2.</b>
12.30 pm to 1.30 pm	Touring Cars practice.	3.30 pm to 4.45 pm	Grand Prix practice (untimed).
<b>2.00 pm</b>	<b>Formula 3 Race, Heat 1.</b>	<b>5.15 pm</b>	<b>Formula 3 Race Final.</b>

#### **Awards** for the International Formula 3 Trophy Race on July 17:

1st - £250;	4th - £100;	7th - £85;	10th - £70;	13th - £55;	16th - £40;
2nd - £200;	5th - £95;	8th - £80;	11th - £65;	14th - £50;	17th to 20th - £35.
3rd - £150;	6th - £90;	9th - £75;	12th - £60;	15th - £45;	21st to 36th - £25.

**Piers Courage. Since the colour portraits of Formula 1 drivers were printed, Piers Courage met his death during the Dutch Grand Prix. Our deepest sympathy goes to his wife and family.**











# a new race of disc brake pads

Ridd	124.8
Oliver	25.6
Hulme	25.6
Jake	25.8
Stewart	26.1
Stammelman	26.3
Gunnery	26.6
Brabham	26.6
Miles	26.8
Rodriguez	26.9
Belton	



Five years went into the development of Formula Two-Four. Their manufacture calls for materials, processes and quality control procedures that surpass anything before. The result is disc brake pads that have no equal.

But whether you prefer 2, 3 or 4 wheels, Ferodo brake linings and disc brake pads are race and rally proved for your safety.

**FERODO**

brake linings  
and disc pads

**Line up with the best  
Ferodo Formula Two-Four**



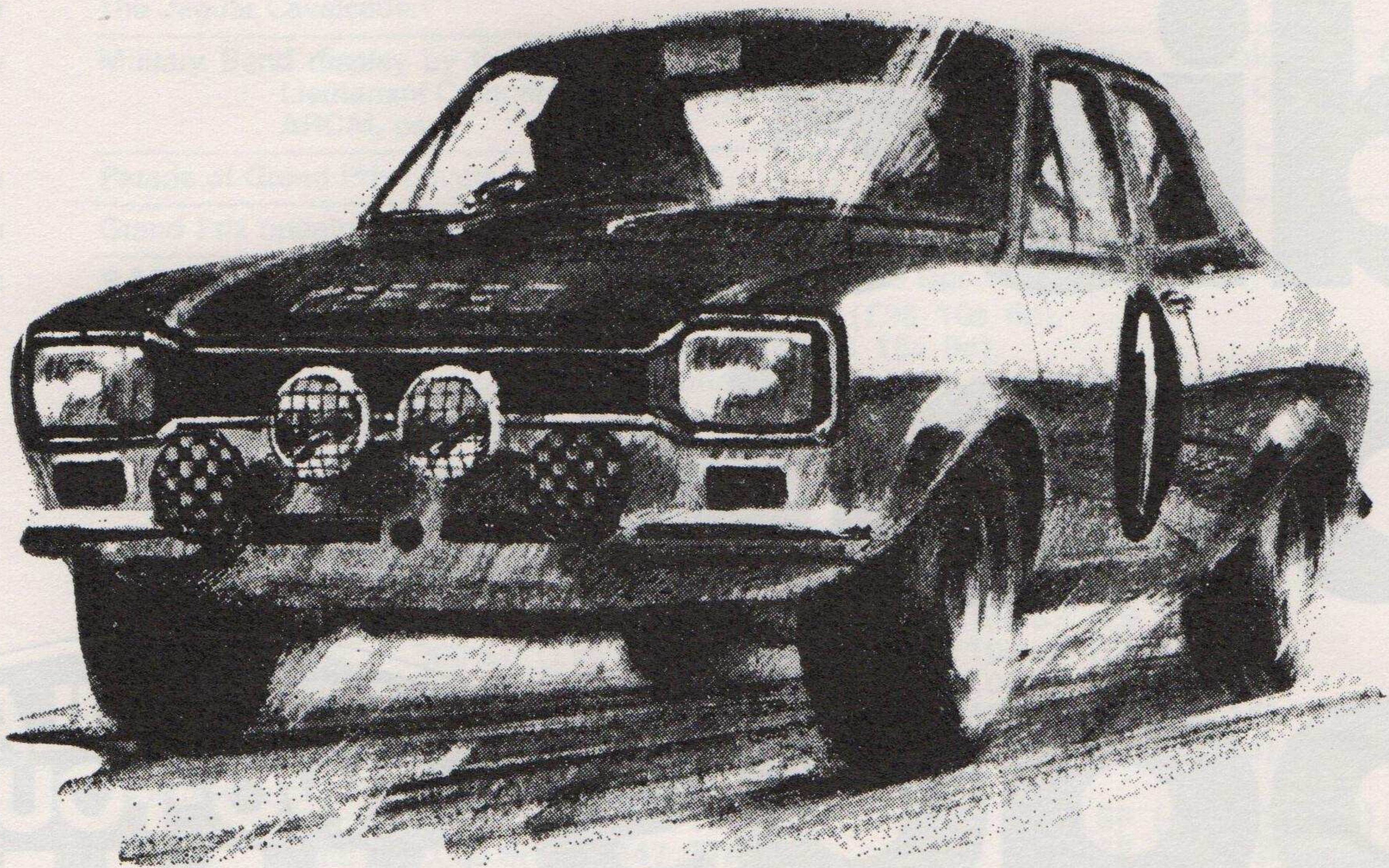
Ferodo Limited, Chapel-en-le-Frith, Stockport.



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LM49



# Britain's most expensive race



The 1970 RAC British Grand Prix, 23rd in the post-war series, bids fair to be the most exciting Formula 1 race anywhere in the world this year. It is certainly the most expensive race ever staged in this country—an estimated £70,000, of which £32,000 will be made up of prize money and guarantees for the GP entries.

The reason for this is that the Royal Automobile Club, Brands Hatch and the Daily Mail have taken the view that you, the British motor racing public, should be offered a Grand Prix with no restriction on entries, to provide the best available field whatever the cost.

This we are doing at a time when the organisers of several European Grands Prix have been forced to curb costs by restricting fields. In consequence, the RAC British Grand Prix may well provide the largest and most comprehensive Formula 1 field to be seen anywhere in 1970.

Our delight in this fact must be tempered with awareness that motor racing, always an expensive sport, is facing difficult times in an era of ever-rising costs in every sphere. The success of today's meeting and the support given to it by the public could be a pointer for the future. It is, indeed, our earnest hope that the meeting may be such an outstanding success that it will, as a certain French general once said in another context, 'encourage the others.'

We welcome our overseas visitors today but will, I think, be forgiven for natural pride in that the bulk of the field comprises British and Commonwealth cars and drivers. At one time this was so because the leading Continentals could not be bothered to come to our races. Now it is because our cars and drivers dominate the Grand Prix scene.

What a parade of World Champions will line up today: the reigning title-holder, Jackie Stewart; Jack Brabham; Graham Hill; Denny Hulme; and John Surtees. There will be great interest, too, in the March cars, new to Grand Prix racing this year, and in the likely presence of former Indianapolis winner, Mario Andretti. And a number of gentlemen with names like Ickx, Rindt, Amon, Siffert (who won here two years ago), Beltoise and Miles, are unlikely to be over-awed by the presence of five World Champions in the field.

On behalf of the RAC, I would like to thank Brands Hatch, the Daily Mail and the officials and competitors for all they have done and are doing to make this meeting a success; and you, the public, for coming along to support our efforts.



By **WILFRID ANDREWS, CBE**

Chairman

Royal Automobile Club

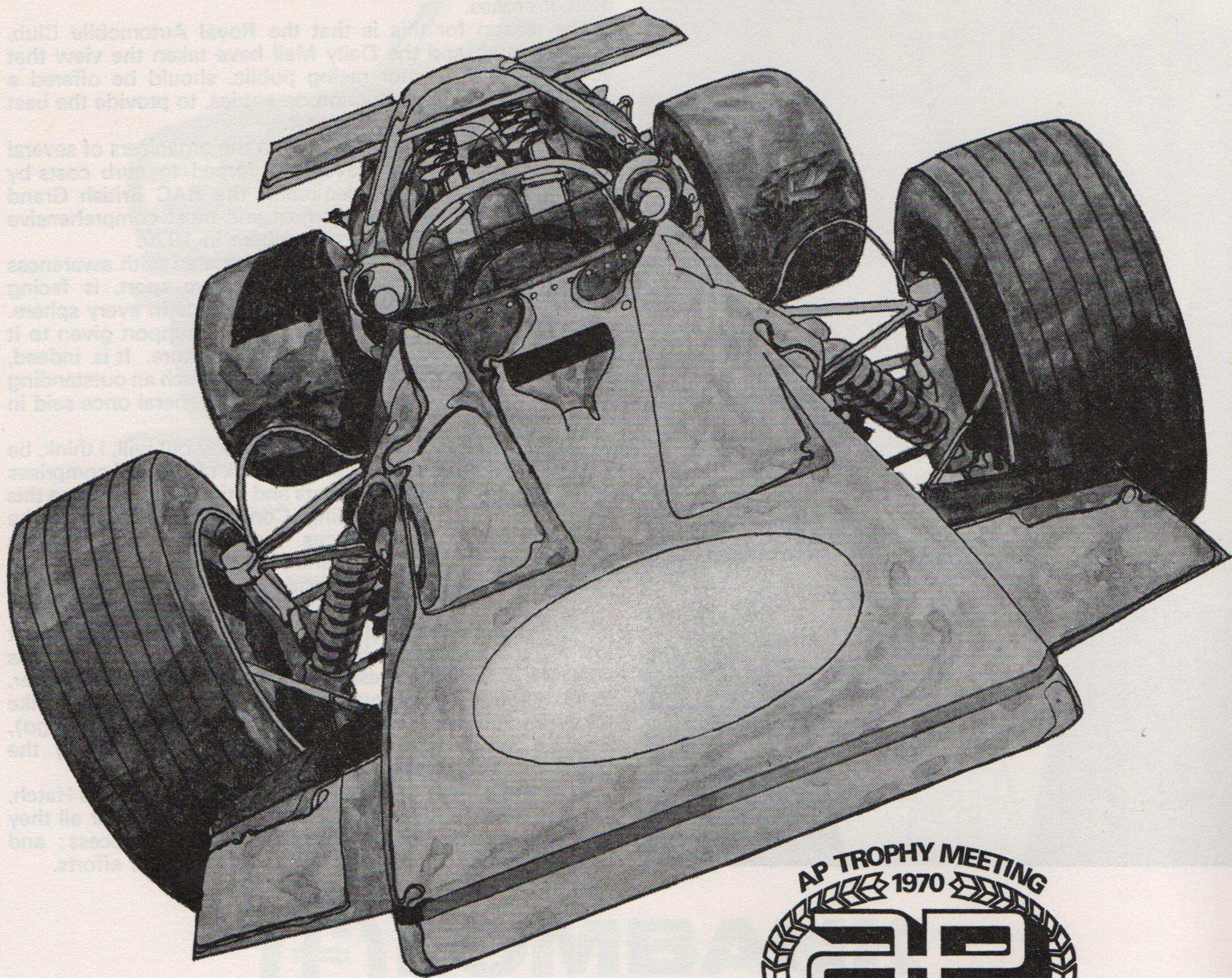


# AP develop the formula for success

A formula that stems from years of race breeding – culminating in successes like the Lockheed Can-Am winning disc brakes – Borg & Beck clutches which are fitted on virtually every European racing car, and of course world famous Purolator oil filters.

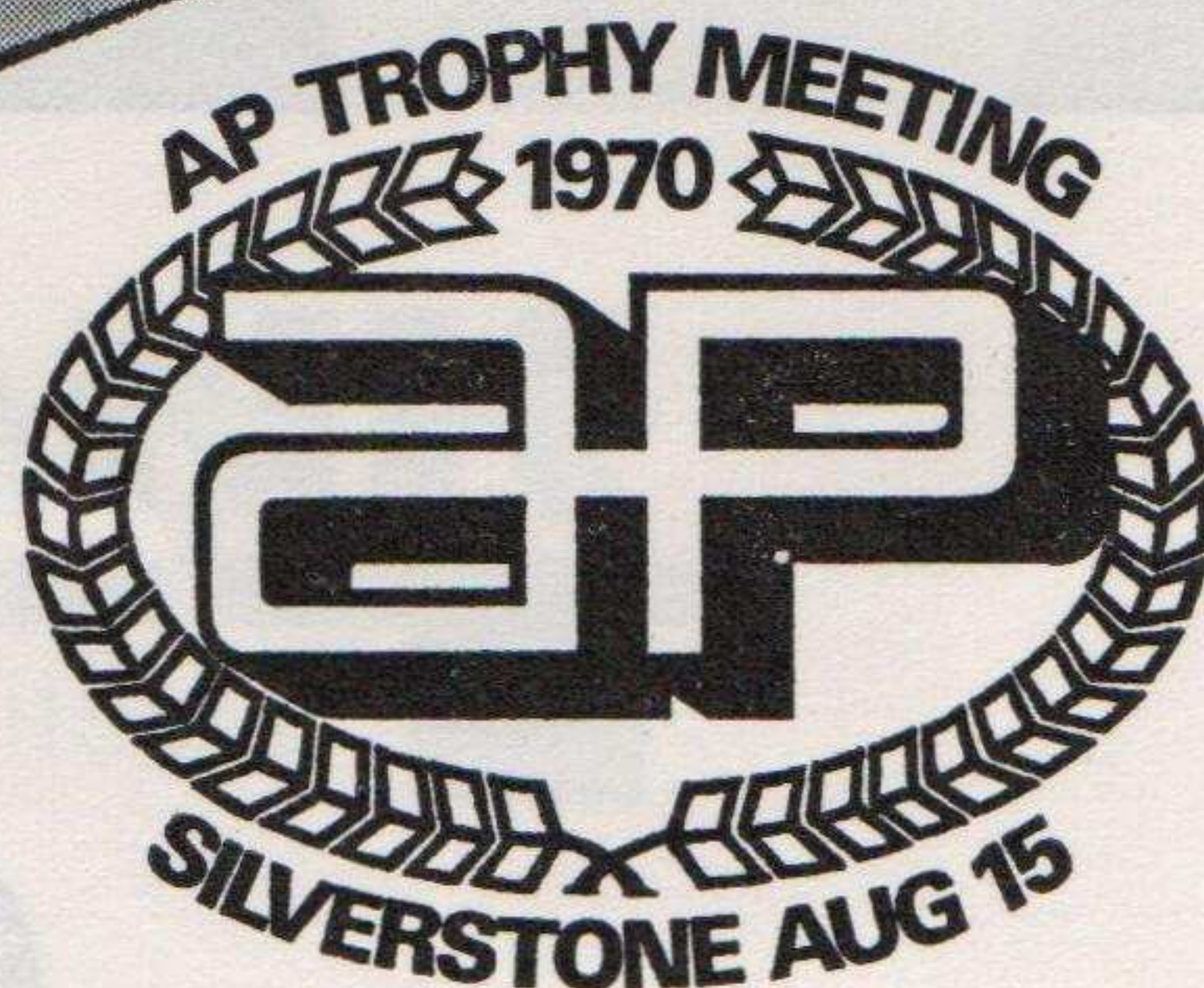
And AP don't just leave their victories on the Grand Prix circuits.

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**The AP formula is a winner every time**

Manufacturers of Borg & Beck clutches; Lockheed brakes; Purolator filters; AP steering/suspension joints; AP Automatic Transmissions.



**Automotive Products Group, Leamington Spa, Warwickshire**



# 'I like Formula 1 most of all'

says Graham Hill,

who forecasts a great battle in today's race

Every so often I'm asked the question, 'Why do you go on motor racing?' Well, the answer is that my original reason for taking up the sport still holds good. It is simply that I get a great deal of pleasure and satisfaction from driving a racing car on a circuit, controlling or attempting to control both the car and myself, and also trying to control the opposition by achieving this particular art to a higher degree.

Motor racing is very competitive these days, of course, and since it means pitting myself against other men I am able to express my own personality and satisfy my competitive urge and the will to win. Everyone is competitive in varying degrees, but racing drivers have a competitive spirit that is probably second to none; if they haven't got it then they're not going to win races.

So for me motor racing fills a number of needs and satisfies me in a number of ways. At the same time, it also provides me with a living. So I consider myself very fortunate indeed, because I can indulge myself in my hobby which is also my profession.

Last year, as you probably know, I was involved in a rather serious shunt in the United States Grand Prix. This put me out of action for quite a while, and I had plenty of time to think about what I wanted to do when I got well again. Well, there was never any doubt in my mind that I wanted to get back into a racing car and go racing again. Of course it means taking risks. It is not until you have an accident that you know what will happen, and realise what is at stake.

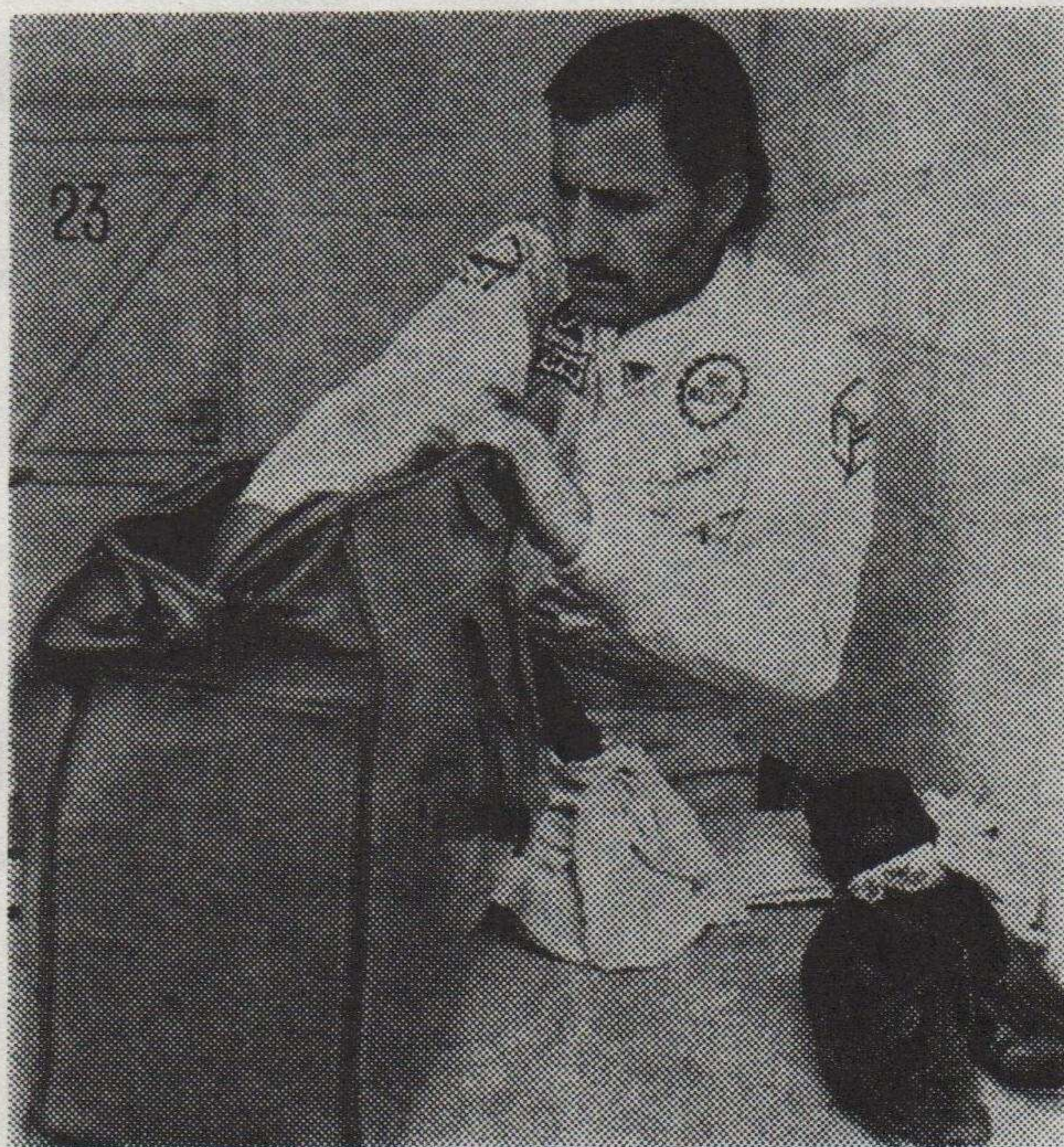
But my philosophy is that basically we must all be optimists. We must all hope that disaster, tragedy and accidents are not going to strike us. Without that sort of hope none of us would surely enjoy life anyway. If we all went round with long faces, thinking of impending doom, it would be a very gloomy experience, and no life at all.

So I know there are dangers in motor racing, but I hope and feel they will not hit me. And that is the reason why I worked like mad to get back into the cockpit just as quickly as I could after that shunt at Watkins Glen.

For me, Formula 1 is the type of racing I enjoy most of all. It is the epitome of the sport, the highest form of the art. A Grand Prix machine is a much more sensitive creature than a sports car, which in turn is much more sensitive than an everyday saloon car. You can draw a comparison between a cart horse and a racehorse. Everything happens much slower in a saloon car, and it gives you far more warning and more time to correct mistakes. The Formula 1 car is like a thoroughbred racehorse, and this is the challenge; it goes quickly and reacts quickly, and when it's being used hard it makes tremendous demands on the reactions, skill and experience of the driver.

For any driver with the real competitive instinct, second-best is really no good at all. He wants to be the best and be the winner at the most difficult form of the art of motor racing, which is Grand Prix.

But Formula 1 also carries the final accolade of motor racing—the drivers' world championship—which is the aim



Graham says that an F1 car is like a thoroughbred racehorse. Here he prepares for the 'saddle' of Rob Walker's Lotus.

of all drivers worth their salt but which is achieved by only a few. Everyone who wins the championship naturally wants to hang on to the title, but motor racing is a very unpredictable sport and so this very seldom happens. I know that having taken that title twice I darned well want to get back up there again.

The championship apart, I'm like every other Grand Prix driver in having an immediate aim, which is to win the very next race in which I take part.

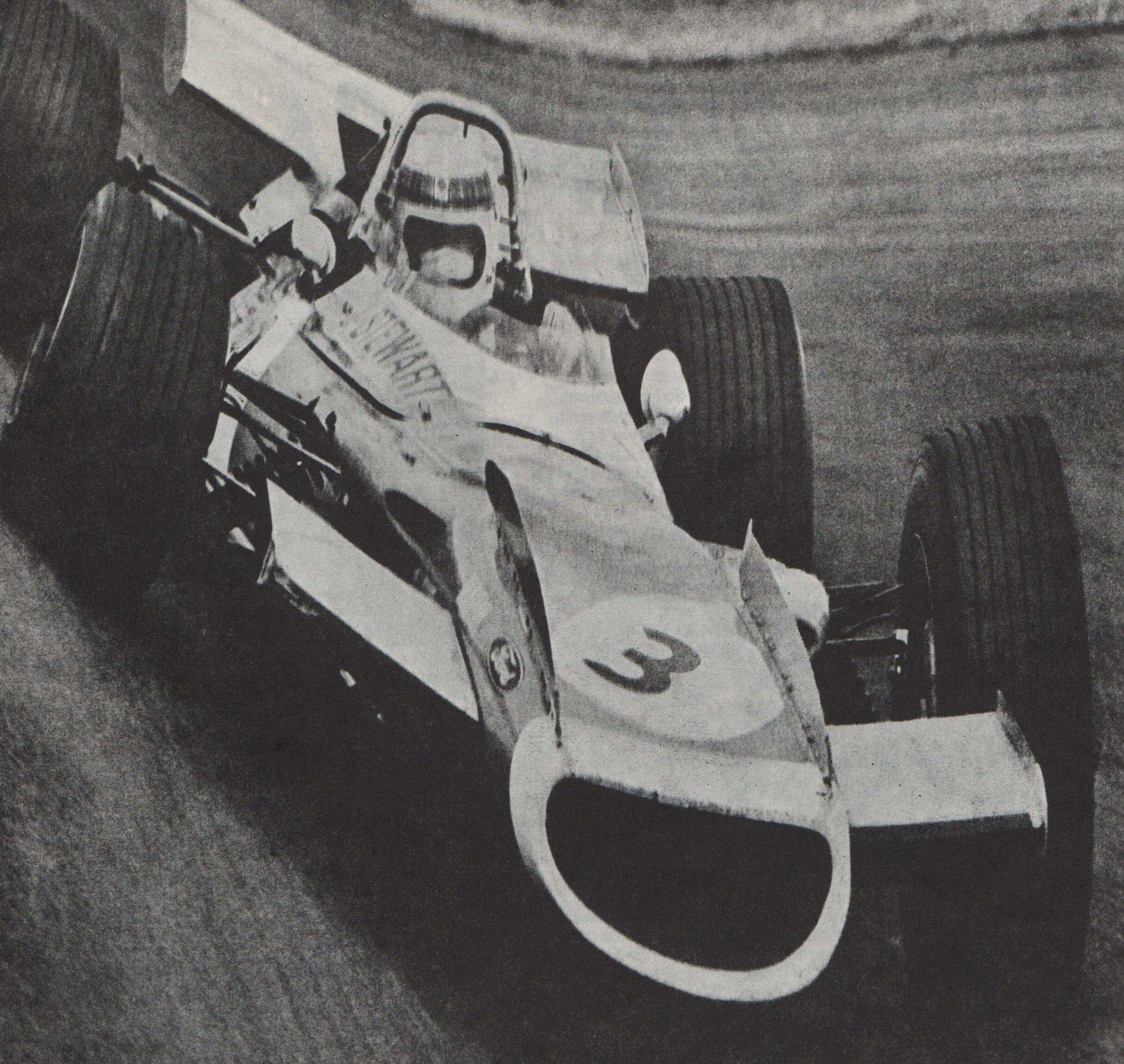
There is another good reason for my love of Formula 1. This is that in a Grand Prix you are up against drivers of the very highest calibre. At some stage or other you are going to put your life in the hands of other drivers, or vice versa, and when this happens it is comforting to know that they are so skilful and so experienced. When a tricky moment comes up—and it happens fairly often—it is essential that you don't make a mistake and that you can have complete trust in the fellow you are racing alongside. It is doubly essential in such a closely-knit group as the Grand Prix 'circus' because without this trust we wouldn't last five minutes.

Obviously, no-one reacts exactly the same in a certain set of circumstances, but we do get to know each other fairly well, and know what to expect from each other. Although it is all very cut-and-thrust there is a certain code to which we all conform; no-one talks about it and it certainly isn't written into any rule book, but it is definitely there, and the basis of it is trust.

About today's Grand Prix, I think it has all the makings of a great battle. I thought some time ago, and events have I think confirmed my view, that 1970 is going to be a vintage year for Grand Prix racing. This year there seems to be more competition than I can ever remember. All the new GP cars seem to be working well this season. All the engines are turning out bags of power, and there is a lot of opposition

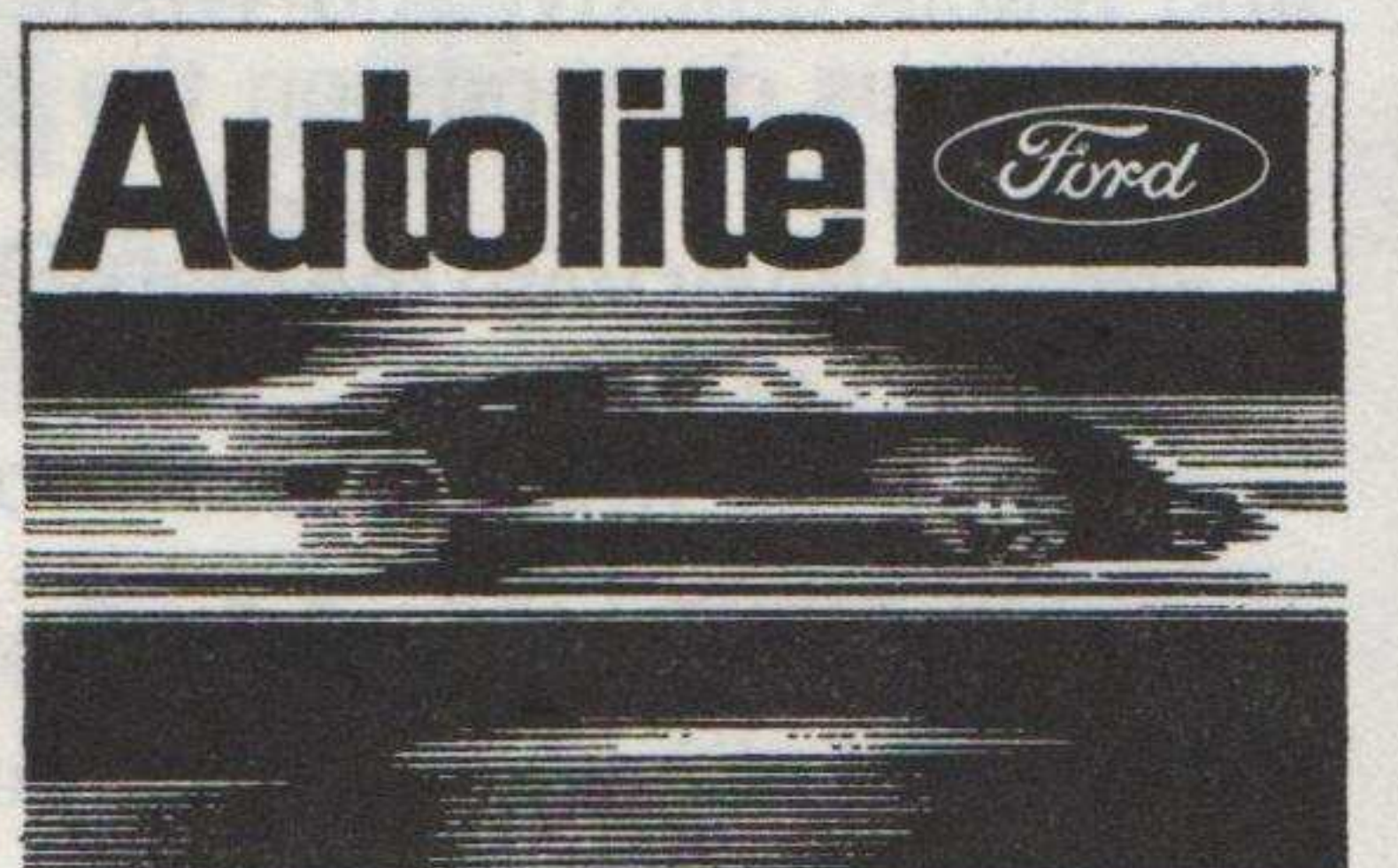
*continued on page 21*





**Spark plugs don't win world championships.**

**It's just a coincidence that Graham Hill  
and Jackie Stewart drove cars fitted with  
Autolite spark plugs**



*Ford specify and approve only Autolite spark plugs — the plugs designed to give better performance in all makes of car.*





There's little time for relaxation in Grand Prix racing, but Graham manages to snatch a few quiet moments at Spa.



Le patron. Rob Walker, entrant of the Brooke Bond Oxo-sponsored car driven this season by Graham Hill.

to the Ford-Cosworth DFV (which won every GP last year) from the 12-cylinder power units—BRM, Matra and Ferrari. Not only that, but I feel that in general drivers are driving harder. No-one seems capable of walking a race, and this is underlined by the results of the season's first four GPs, all won by a different driver and a different car—Jack Brabham with his BT33 in South Africa, Jackie Stewart in the March 701 in Spain, Jochen Rindt in the Lotus 49C at Monaco, and Pedro Rodriguez in the BRM P153 in Belgium.

This is surely the very best thing that could happen for the sport of motor racing. There is a school of thought which says that in any Grand Prix there are only five or six potential winners, but this season seems likely to upset that argument, for besides those four winners I've mentioned we have several other strong contenders, like Jo Siffert (who won this GP two years ago at Brands Hatch), former world champion Denny Hulme, and Chris Amon and Jacky Ickx. Indeed, I think that the list of potential GP winners this year is longer than it has ever been.

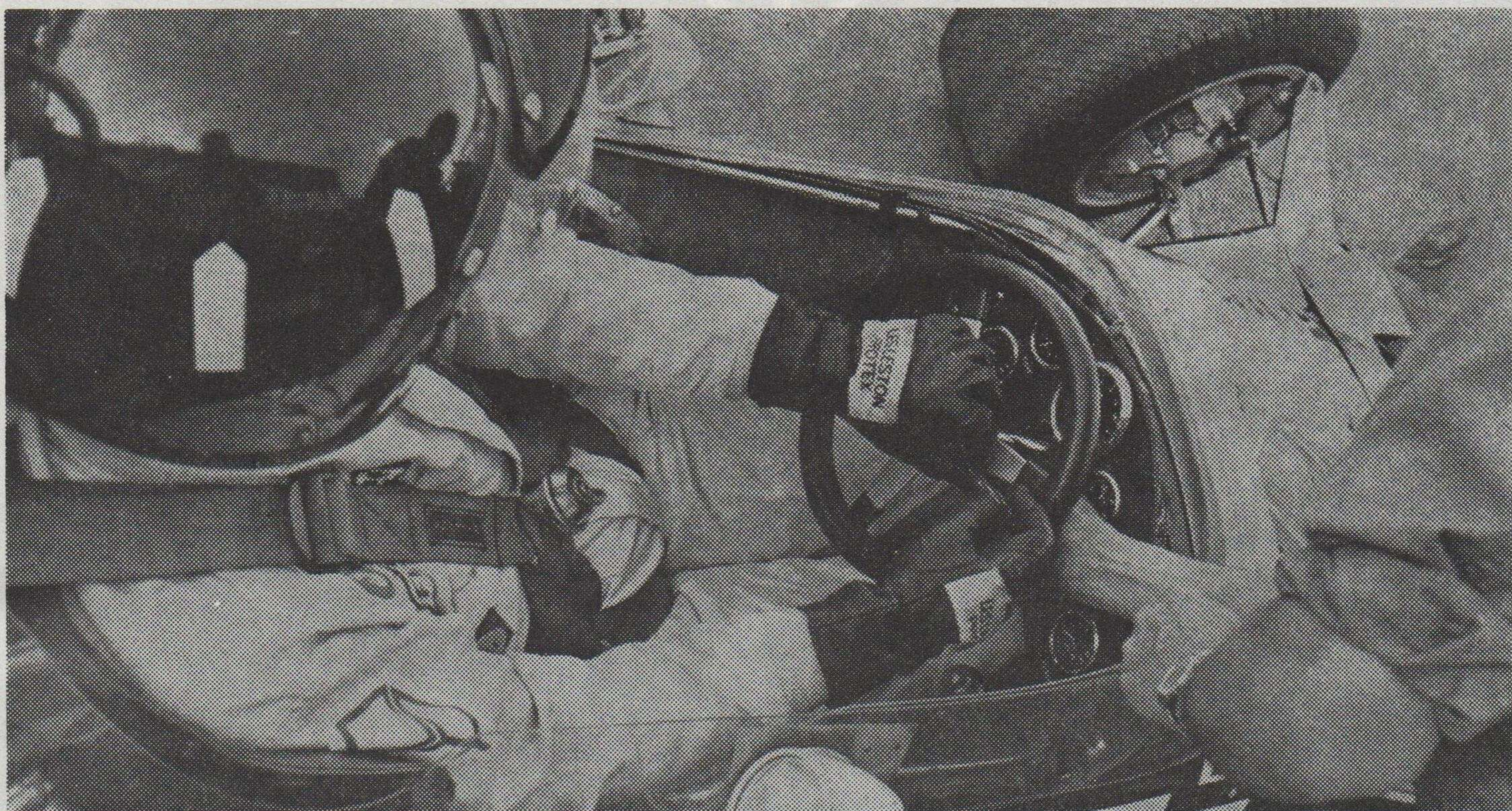
Another reason for this is that the cars are so closely competitive. The technical aspects of racing car construction

have now become very sophisticated. The roadholding of all today's Formula 1 cars is exceptionally good. It is, in fact, extremely difficult for one designer to get even half a step ahead of his rivals. There is a wealth of technical interest in the cars on the Grand Prix grid today, and the fascinating thing is that much the same results are achieved by different approaches in chassis and suspensions.

What pleases me intensely is that most of the cars are the product of British designers, for I am sure that in chassis and suspension design we lead the world.

So what about today's battle? I've got a personal objective, which is to win if I can, all the more because so far I haven't managed to pull off a victory in our home Grand Prix. In the 1964 race here I did all I knew to beat Jim Clark, but after dogging him for virtually the whole distance he pipped me into second place by 2.8 seconds. Then the following year, at Silverstone, Jimmy led me home by 3.2 seconds.

I've been within 3 seconds of winning the British GP, and if I hadn't made an error I should have won it in 1960. But that's not good enough. Every GP driver wants to win, and that's really the only place that matters.



Ready for battle wearing that famous helmet. Formula 1, says Graham, is the epitome of the sport, the highest form of the art.





**The sign of Brooke Bond Oxo  
racing for Britain with Rob Walker.**



**BROOKE BOND OXO**  
*RACER WITH*  
**ROB [unclear] KER**





# The Thoroughbred

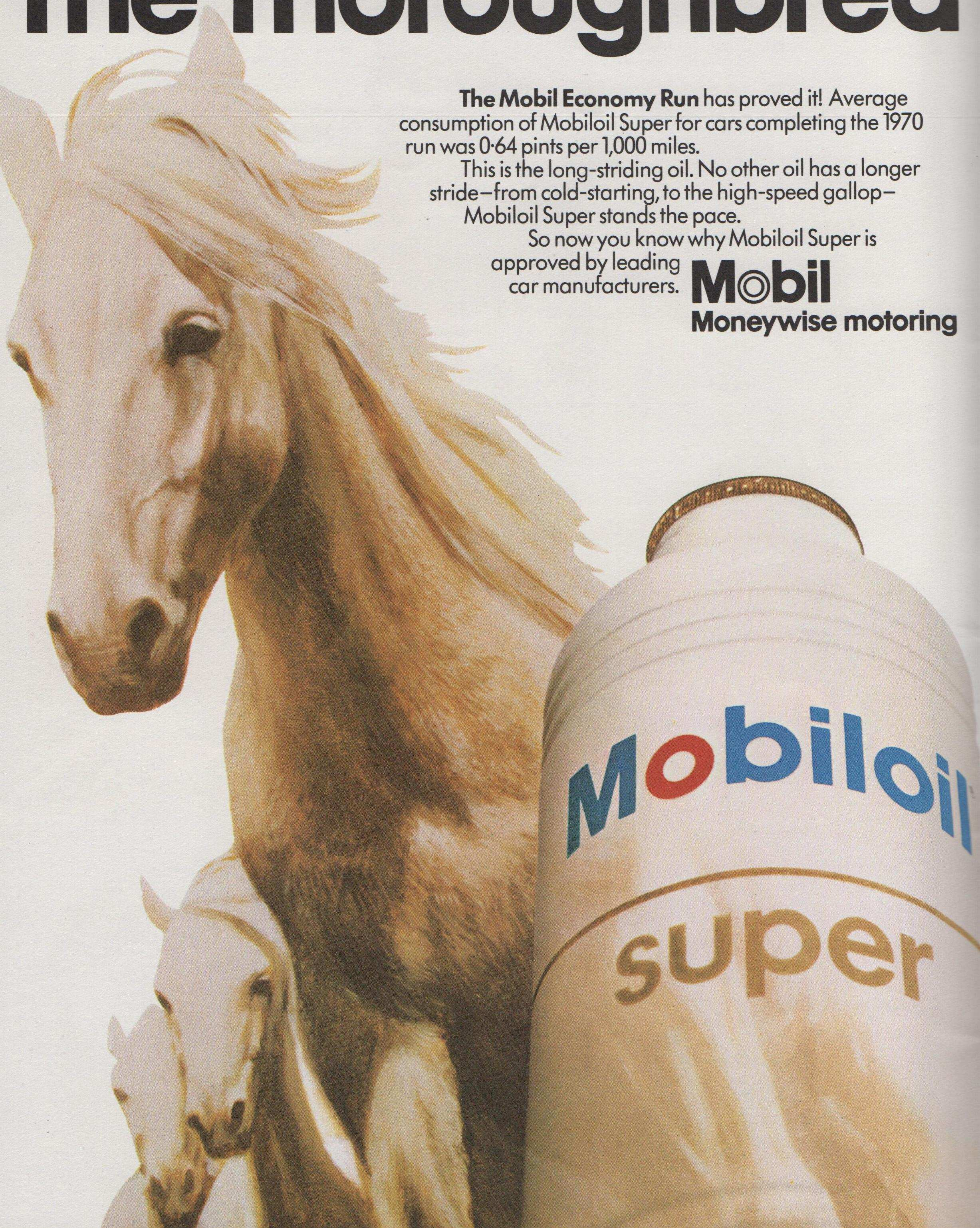
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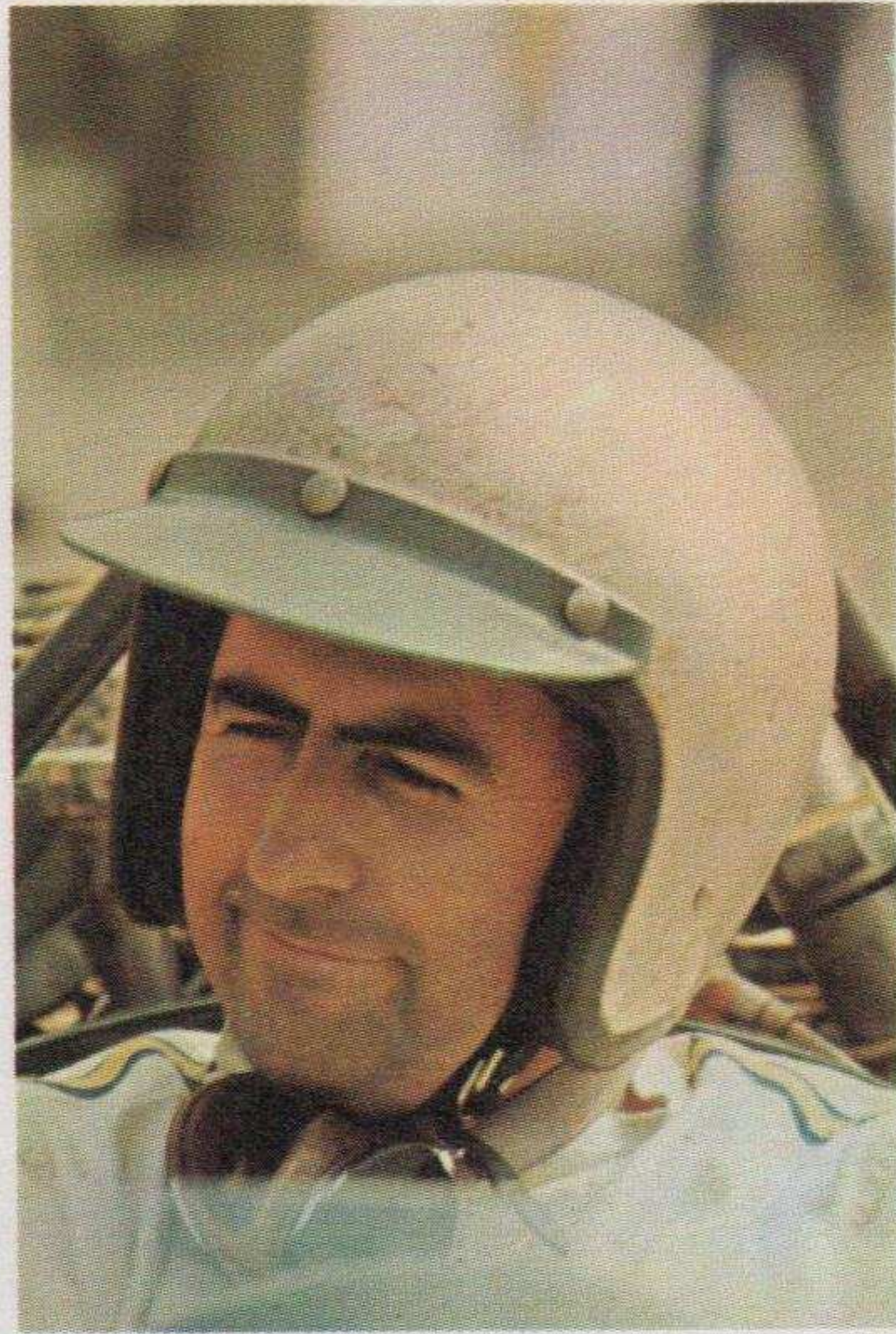


# Grand Prix Gallery

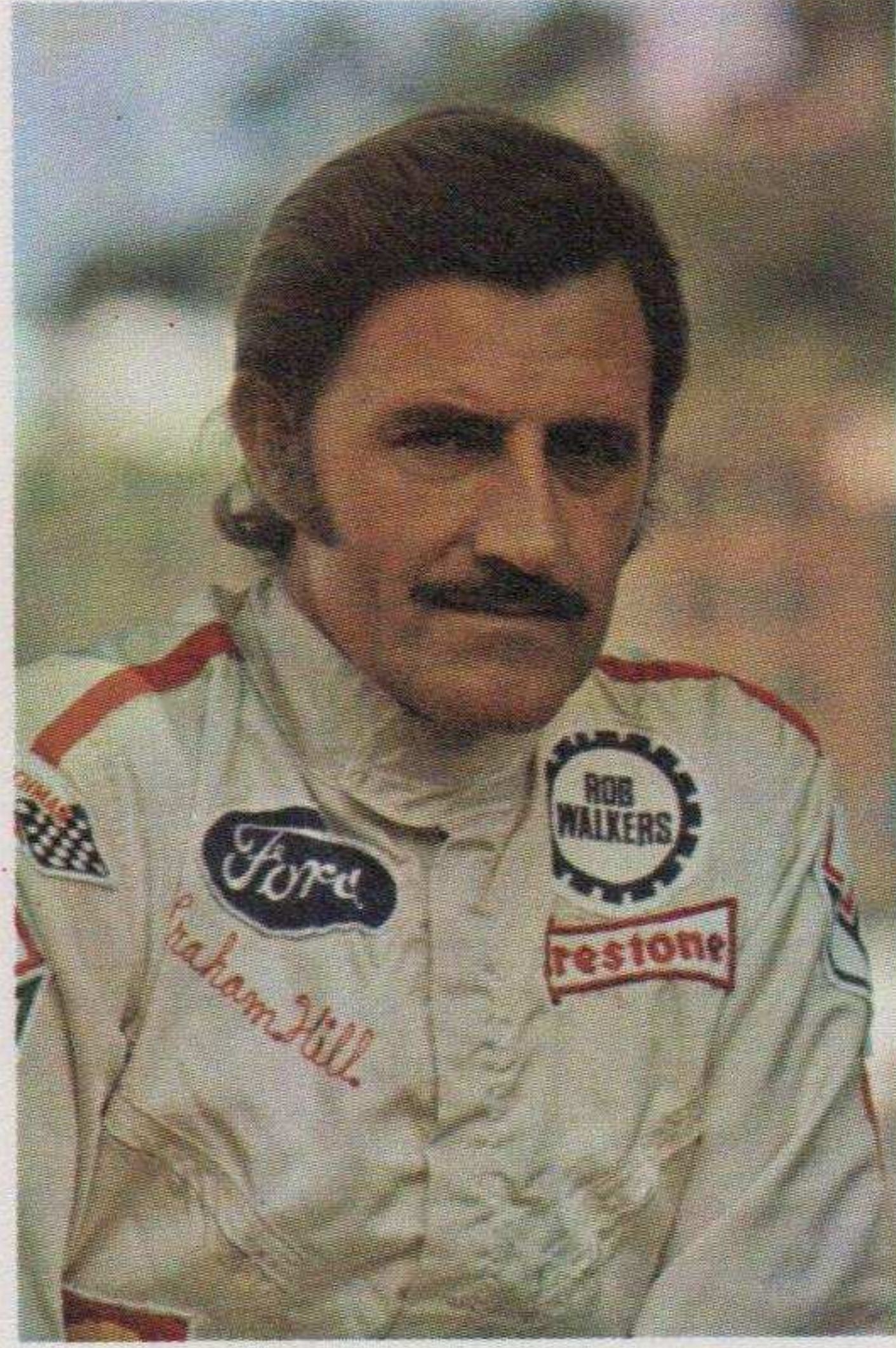
The world's top drivers in today's big race



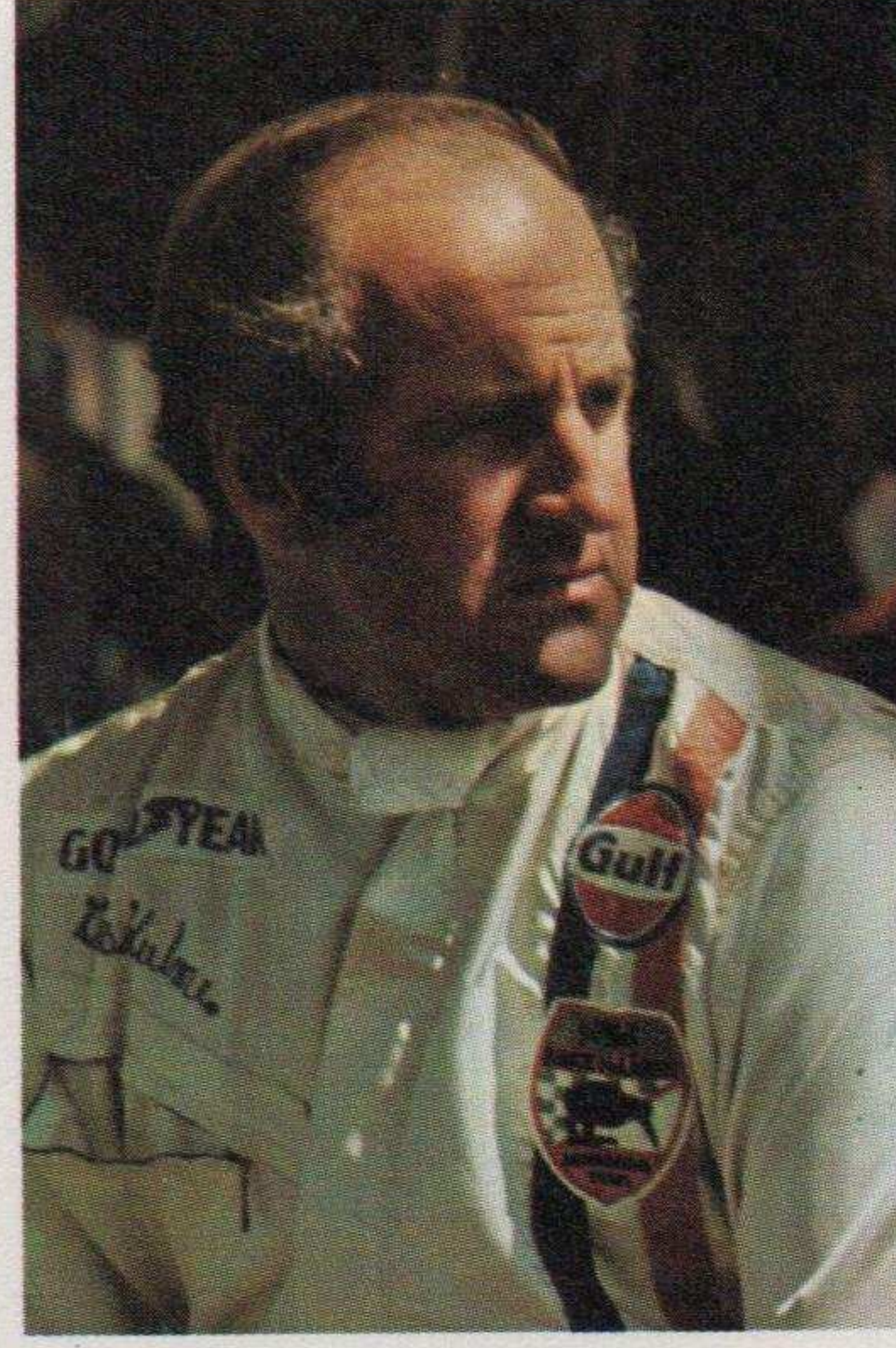
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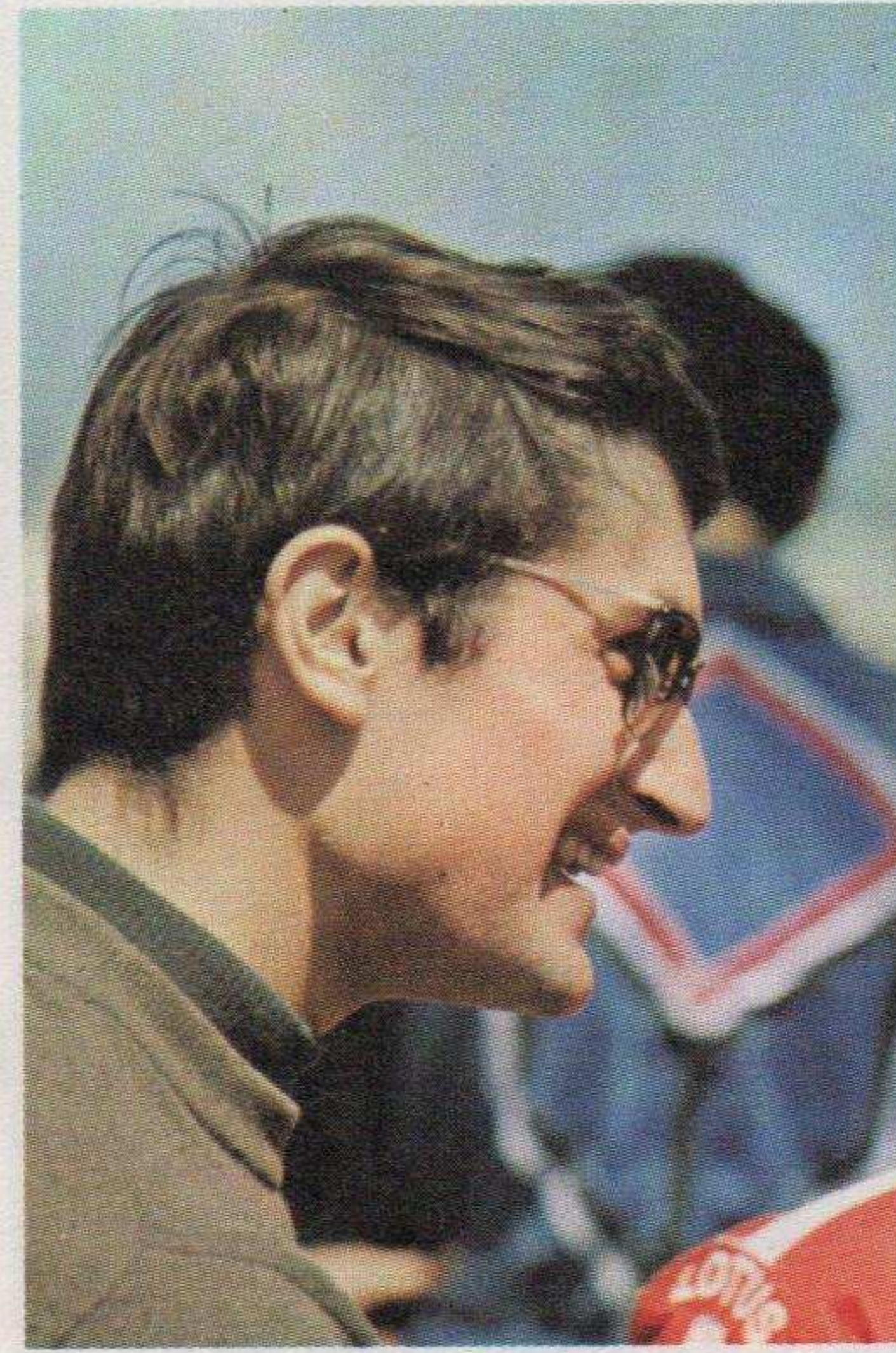
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10



11

- 1 Jackie Stewart  
World Champion 1969
- 2 Jack Brabham  
World Champion 1959, 1960, 1966
- 3 Graham Hill  
World Champion 1962, 1968
- 4 Denny Hulme  
World Champion 1967
- 5 Mario Andretti
- 6 Jochen Rindt
- 7 John Miles
- 8 Jackie Oliver
- 9 Pedro Rodriguez
- 10 George Eaton
- 11 Jean-Pierre Beltoise



# Grand Prix Gallery

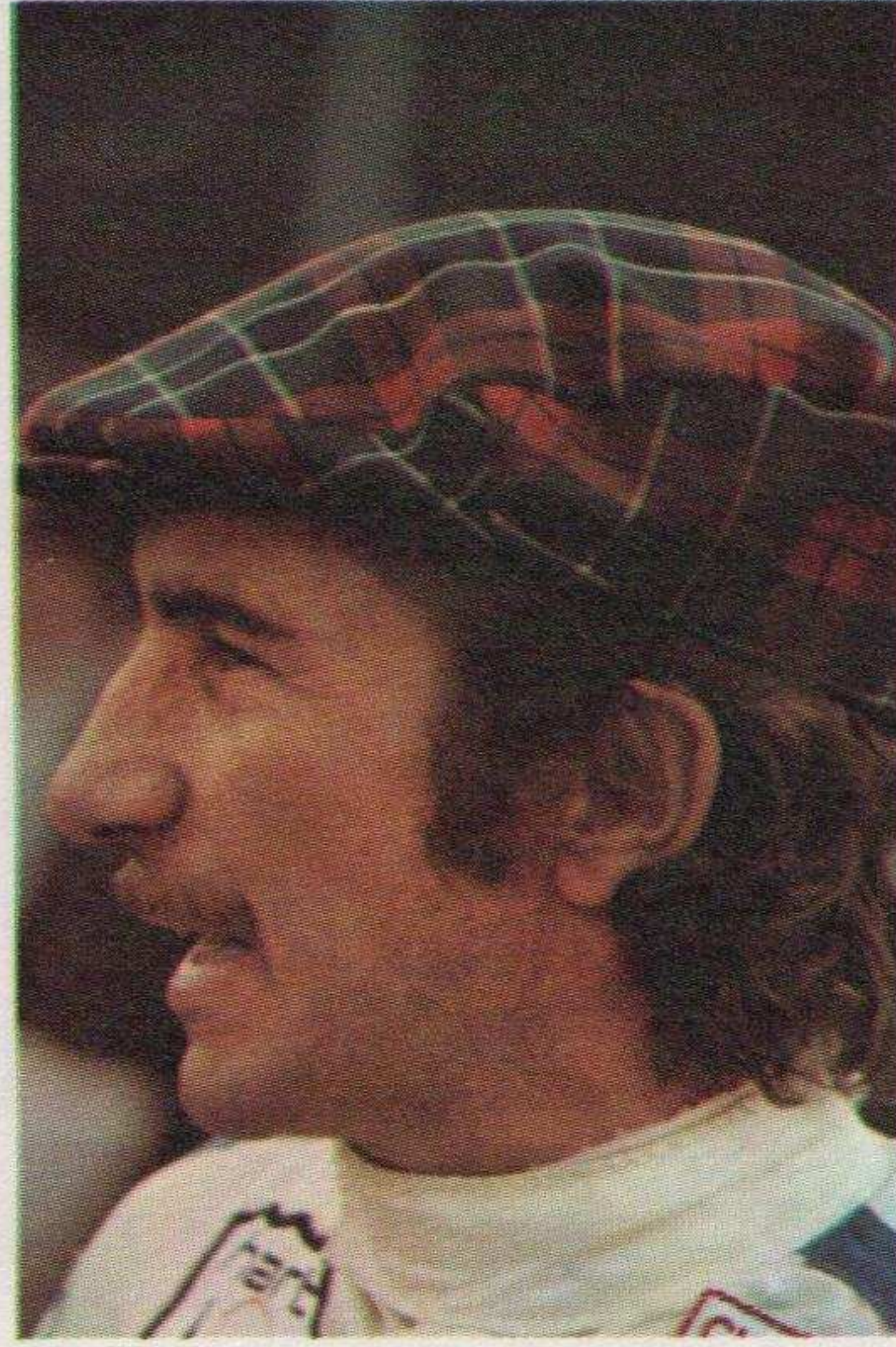
The world's top drivers in today's big race



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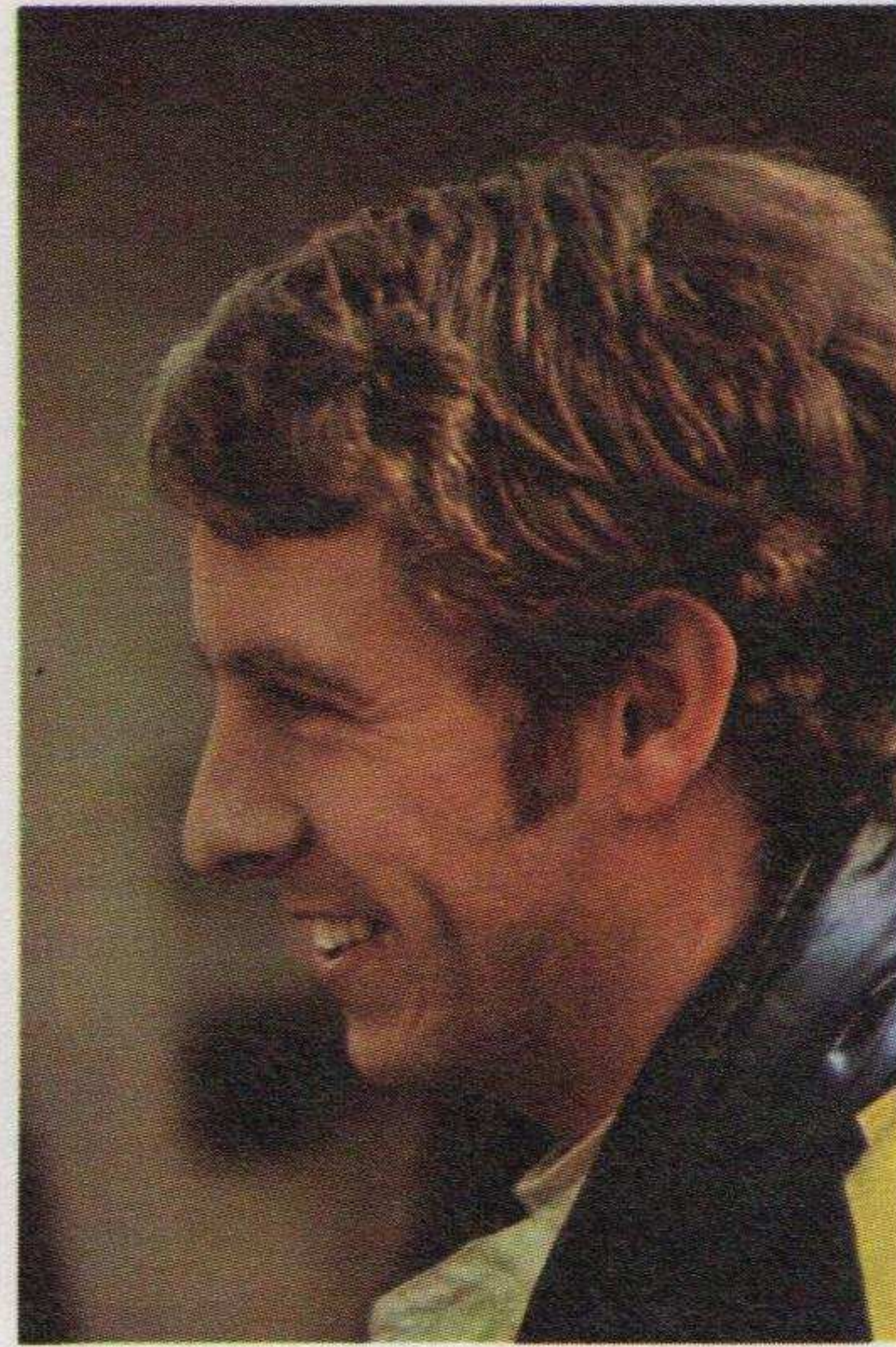
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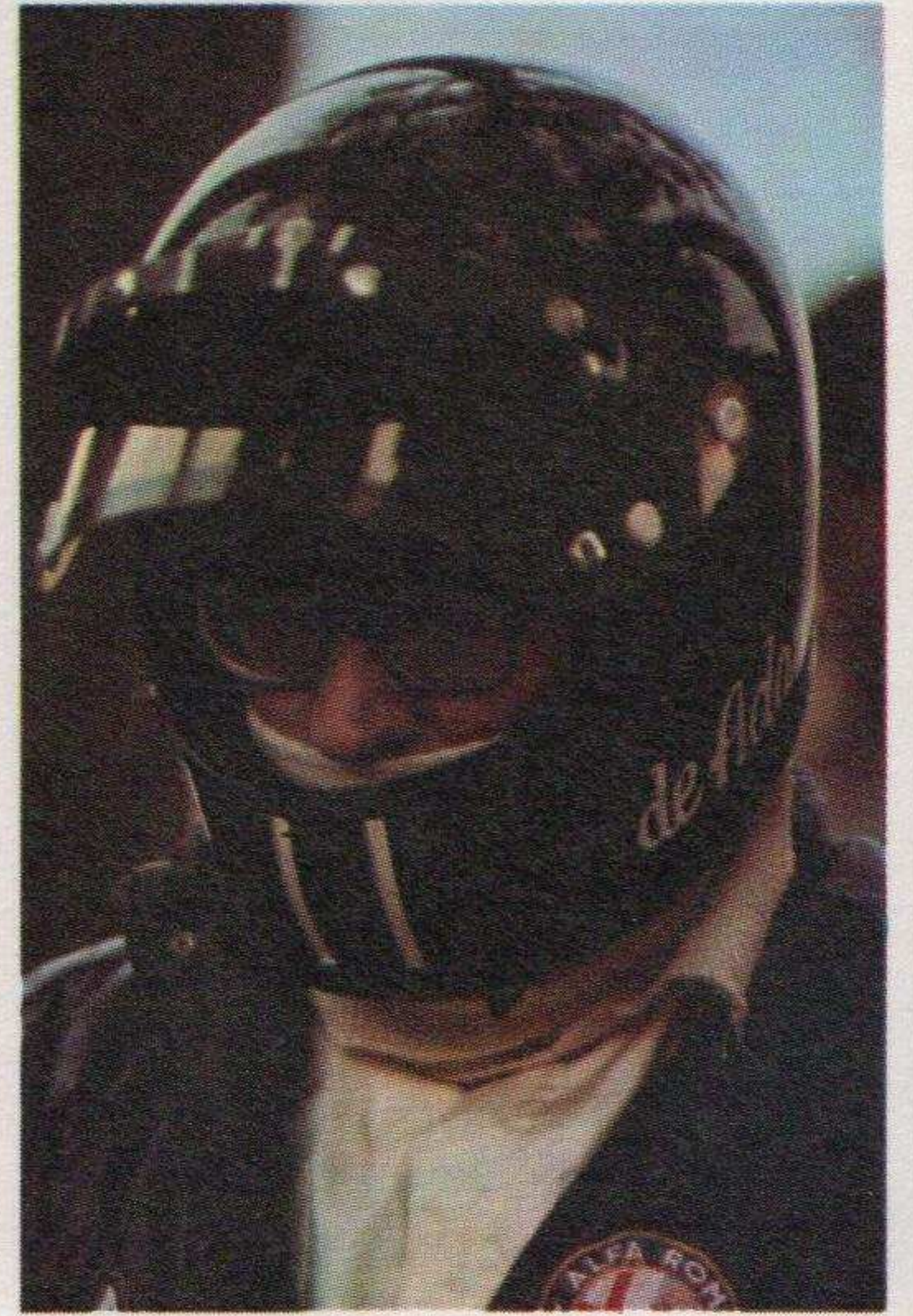
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12 Henri Pescarolo

13 Chris Amon

14 Jo Siffert

15 Ronnie Peterson

16 Rolf Stommelen

17 Peter Gethin

18 Piers Courage

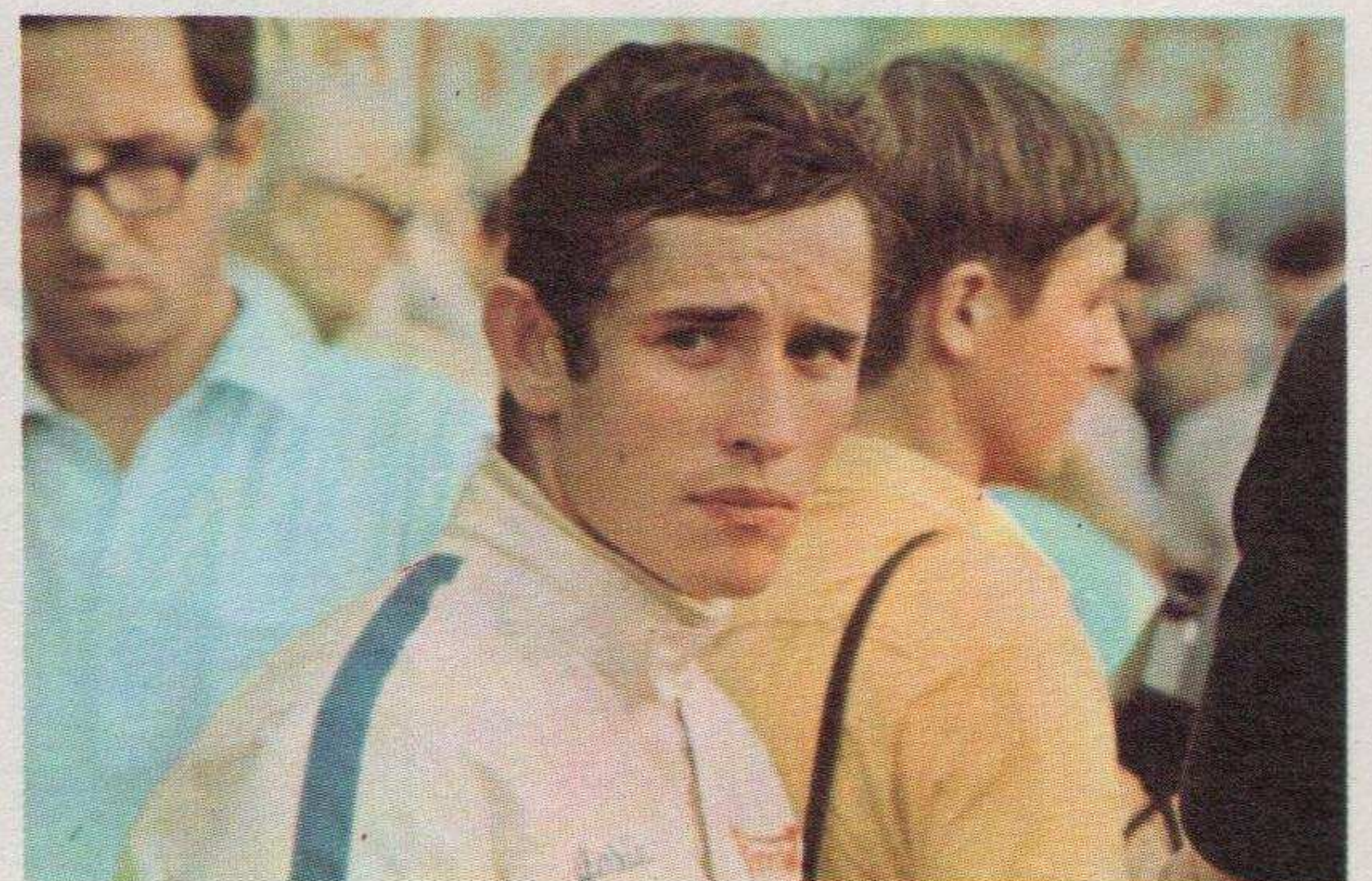
19 Andrea de Adamich

20 John Surtees  
World Champion 1964

21 Jacky Ickx



20



21





# 84.634 mph

## **FIRESTONE – FASTEST EVER ROUND MONACO**

On May 10th Jochen Rindt piloted the Gold Leaf Team Lotus 49C round the 156.6 miles of the tortuous Monaco circuit to win the 1970 Monaco Grand Prix, establishing a new lap record speed of 84.634 m.p.h. on the way! The new YB17 Dry Tread Pattern tyres by Firestone took all the punishment which this race, one of the toughest in the world, had to offer and came through to win!

Millions of motorists reap the benefit of the Firestone racing successes, because what we learn on the track, we build into the tyre you use on the roads.

**Firestone**







# Exciting line-up of Formula 1 machinery



1 March-Ford 701



2 Brabham-Ford BT33



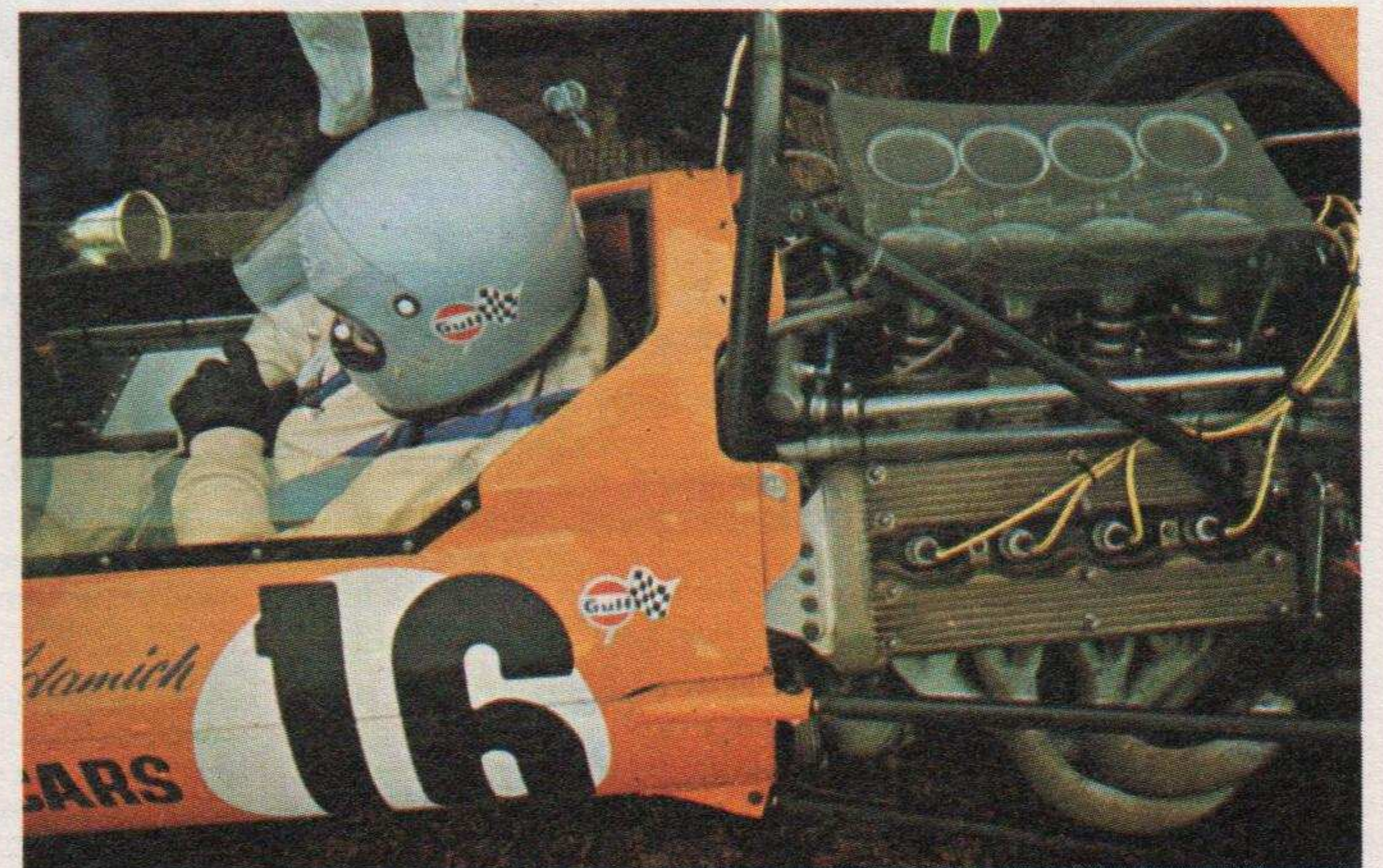
3 Lotus-Ford 72



4 BRM P153



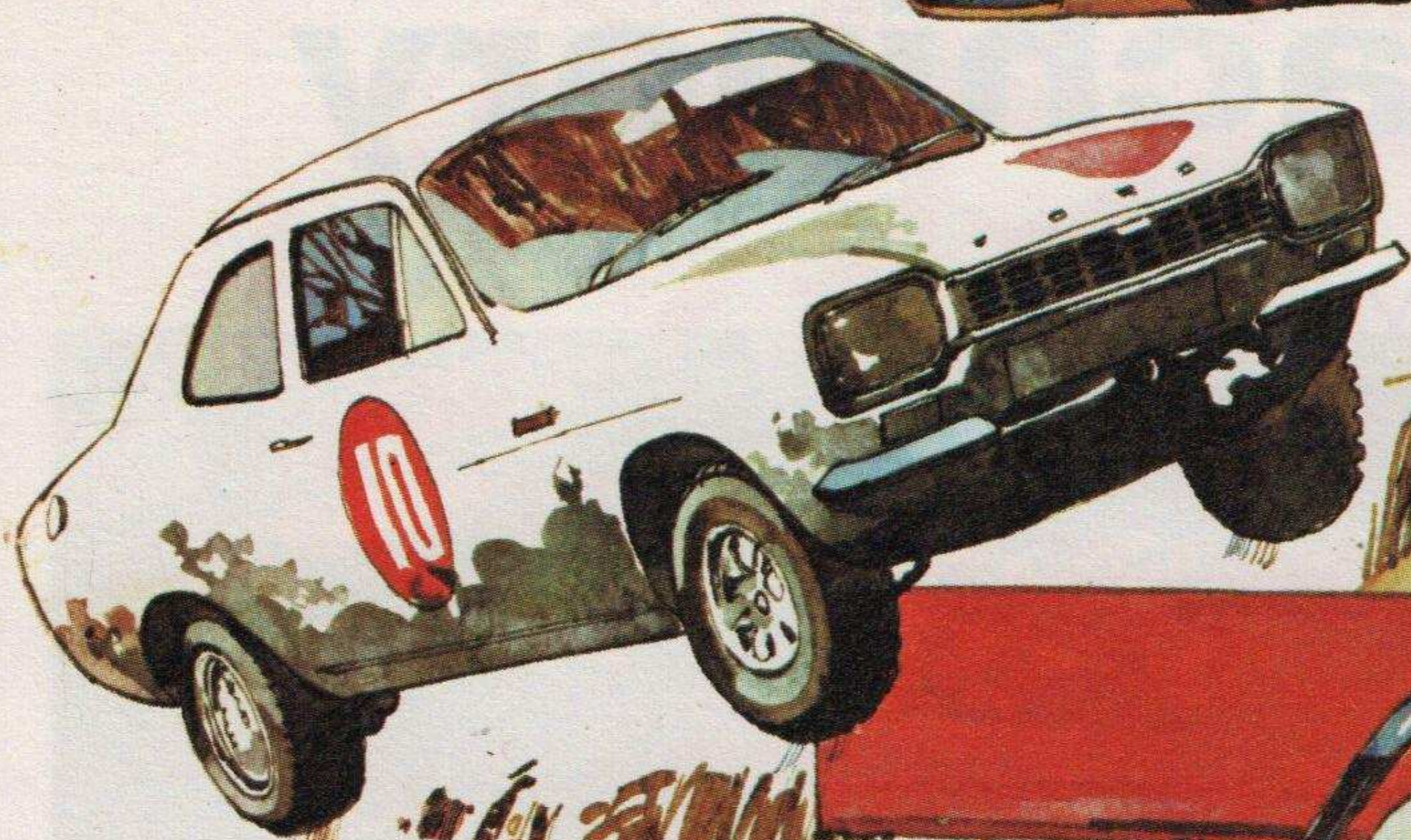
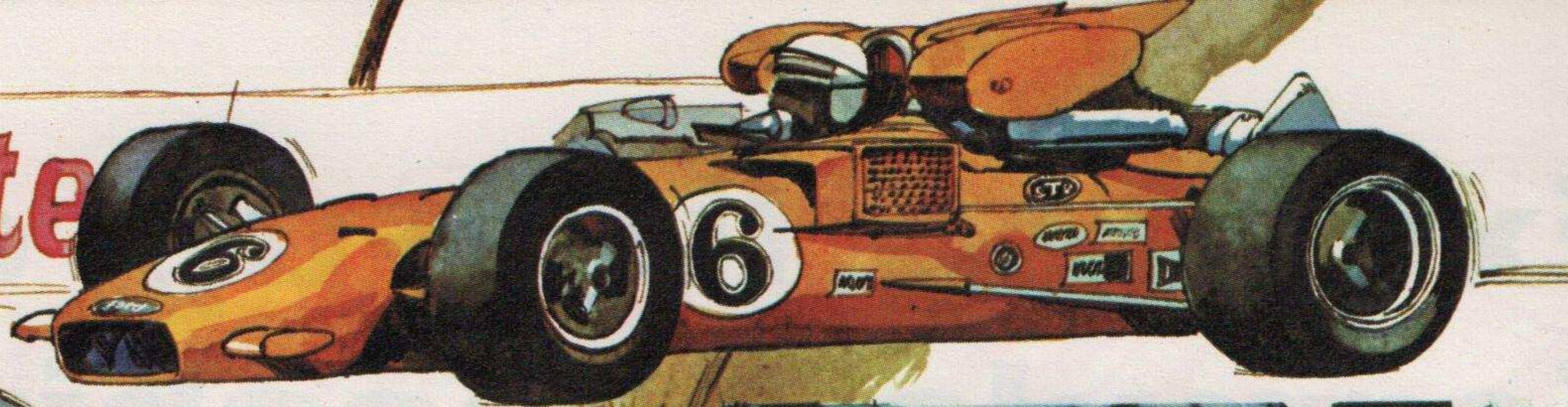
5 McLaren-Ford M14A



6 McLaren-Alfa



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# Formula 1 line-up (continued)



7 Matra-Simca MS120



8 Ferrari 312B



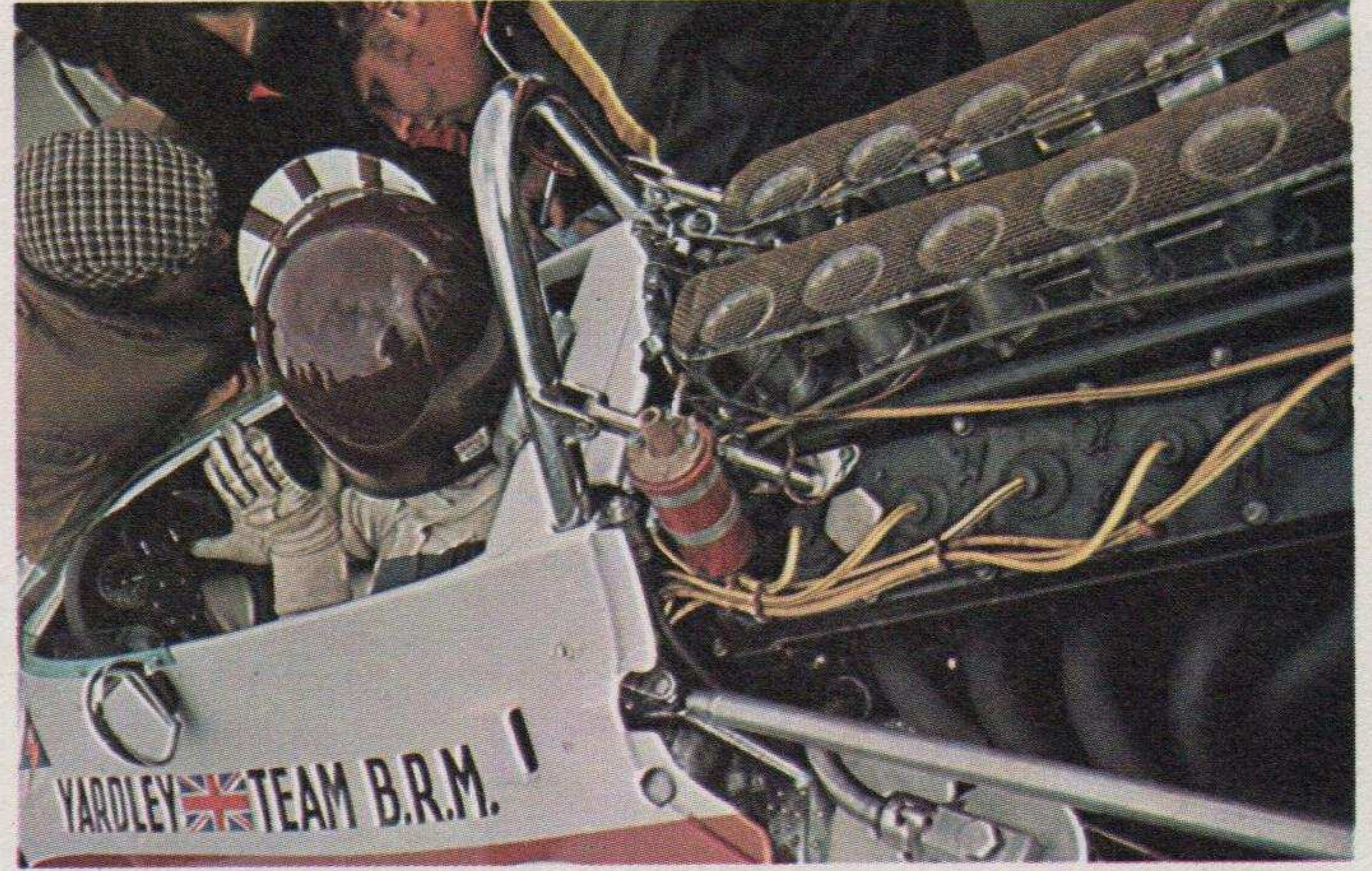
9 De Tomaso-Ford 505



10 Ford-Cosworth DFV engine



11 Brabham BT26



12 BRM P153 engine

**1 March-Ford 701** Conceived by Robin Herd, this is a straightforward design along traditional lines. A notable feature are the side pannier fuel tanks which are specially shaped to develop down force. The bulkheads are cast in aluminium rather than the conventional fabricated steel. Since it first appeared the 701's rear suspension has been modified to use inboard brakes, and weight has been reduced.

**2 Brabham-Ford BT33** This is the first Formula 1 monocoque design from the Jack Brabham-Ron Tauranac stable. It was in fact designed more than a year ago, but first appeared in this year's South African GP where Jack Brabham drove to a convincing victory. It is neat, compact and light, and has inboard front suspension. The BT33 is currently reckoned the best all-rounder on all types of circuits.

**3 Lotus-Ford 72** Certainly the most interesting F1 car of the season and crammed with technical innovation. Features include side-mounted radiators (which enable the nose to be the sharpest 'chisel' on any F1 design), torsion bar suspension and inboard brakes all round. Appeared initially with front anti-dive and rear anti-squat suspension, but this has been discarded to give more driver-feel through fast corners.

**4 BRM P153** Certainly the most promising BRM for a long time. Designed by Tony Southgate, who joined BRM a year ago. It is a simple machine of light weight and good accessibility for maintenance, and the pronouncedly bulbous side tanks ensure good weight distribution as the fuel load falls. The way Jackie Oliver led the opening laps of the Race of Champions demonstrated it is well suited to Brands Hatch.

**5 McLaren-Ford M14A** A very conventional but extremely well built and strong machine. It is a full monocoque along the lines of last year's M10A Formula 5000 car, and a development of the M7C driven by Bruce McLaren last season. It is about 60 lbs lighter than the M7 but fuel tankage has gone up to 44 gallons. From the bulkhead back, the M14A is similar to last year's car but now has fixed-length drive-shafts.

**6 McLaren-Alfa** This is basically a McLaren M7A which has been modified to take a 3 litre V8 Alfa Romeo power unit similar to those used by the Italian firm in their sports-prototype T33 cars. The latest Alfa V8 is said to be producing around 430 brake horsepower at about 9,000 rpm, which puts it roughly on a par with the Ford-Cosworth DFV unit. An Alfa-powered M14A has also been produced.

**7 Matra-Simca MS120** Hardly the prettiest Grand Prix car racing today, but beautifully engineered and with the most piercing engine note of all. Its wide flat nose and upward-curving side troughs, and of course its French blue racing colours, make it easy to spot. The suspension geometry is basically similar to the MS80 which gave Jackie Stewart his world championship. The rear brakes are mounted inboard.

**8 Ferrari 312B** This hope of Italy is packed with interesting technical features. The monocoque incorporates a central spine behind the cockpit and over the engine and on which the power unit is hung. The car was ready for testing last September, but engine problems prevented it from appearing until this year's South African GP. The flat-12 'boxer engine' is claimed to give 460 bhp, but so far has not proved this on the circuits.

**9 De Tomaso-Ford 505** The first 3 litre F1 car to carry the name. Designed by a brilliant Italian engineer, Dallara, who was responsible for some of the Lamborghinis. The suspension bears more than a resemblance to last year's Brabham BT26, but since the South African GP it was modified and the later de Tomaso is significantly lighter than the original.

**10 Ford-Cosworth DFV engine** Since the 1967 Dutch GP, when it made its debut with a victory, the Ford-Cosworth DFV engine has dominated the Formula 1 scene, and of course is now used by the majority of car constructors. Designed by Keith Duckworth and produced by his firm, Cosworth Engineering, the current '10' series is giving around 430 brake horsepower. Of its rivals, only BRM at the moment seem capable of matching its performance.

**11 Brabham BT26** This is the model which last year brought Jacky Ickx second place in the drivers' world championship, with victories in the German and Canadian GPs. Though a spaceframe design, extensive use is made of alloy sheeting to reinforce the chassis. It is rugged and tough, and on most circuits last season was said to be the best-handling Formula 1 car of all.

**12 BRM P153 engine** Basically the engine raced by BRM last year, but extensively modified by Aubrey Woods to improve reliability and widen the power range. Most noticeable change is that the inlets are now in the centre of the 'V' and the exhausts outside. Output is in excess of 425 bhp and a more powerful version is expected for the British GP.





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**The Action Station**





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And you can have overdrive on 3rd and top as an optional extra.

To make sure you get just the comfort you want, you can choose either body-contoured low-back seats or safety high-back seats at the front.

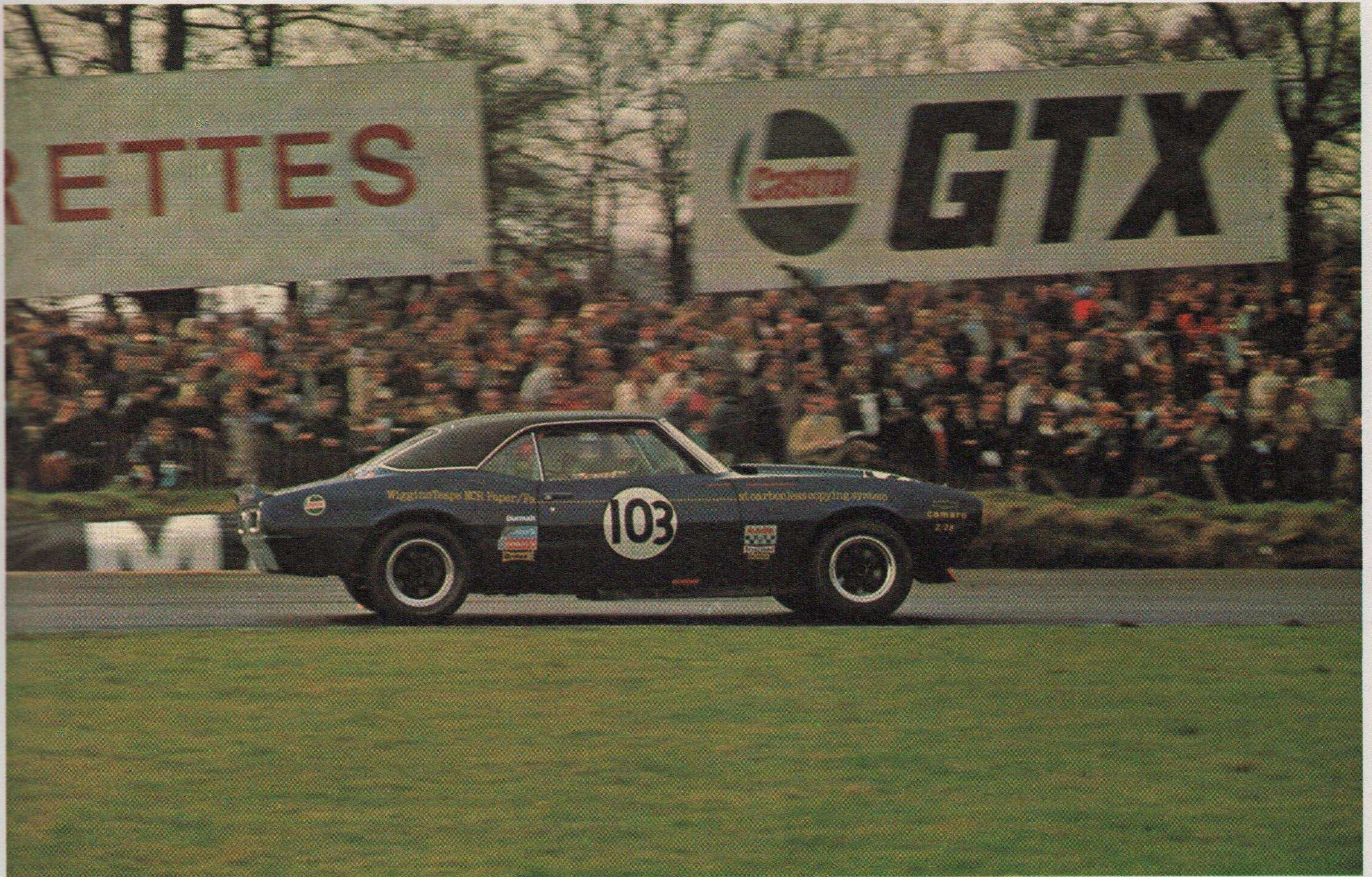
In your hands is a 15" rally-type steering wheel. Ahead of you, full rally instrumentation including a rev-counter.

And keeping a firm grip on things beneath you, radial-ply tyres on wide-rimmed sculptured wheels.

Just because you've got a family it doesn't mean you can't have some excitement.

**HILLMAN**  **ROOTES**  
Rootes value quality





This is the Chevrolet Camaro, sponsored by Wiggins Teape Ltd, which Brian 'Yogi' Muir hustles along with tremendous verve. Like Gardner's Mustang, this Camaro was also originally prepared for Trans-Am racing. (Photograph by AUTOSPORT)

## Lombank Trophy Race promises excitement

From 1 litre to 7 litre in RAC Saloon Car Championship battle

by Mike Cotton, *Editor of Motoring News*

Saloon car events are always popular at Brands Hatch, and today's Lombank Trophy Race should be no exception, with all the top names here ready for the fray. There is a wide variety of cars too, ranging from the American Mustang and Camaro 'Pony Cars' to the baby 1-litre Imps, which seem to run perpetually on three wheels!

There are four classes in each RAC Championship round, points being awarded on the same scale for each division, so the outright race winner collects just the same points as the driver who may well be down the field but leading his class. So far this season, though, the overall winner and chief contender for his third Championship title is Australian Frank Gardner (who has driven just about everything on wheels, including F1s) with the fabulous Ford Boss Mustang finished in red, black and white. Gardner has thundered his way to victory after victory in the Mustang, which was built in the USA for the Trans-Am series by Bud Moore for Ford. Depending on who you believe, Gardner's 5-litre V8 engine is giving anywhere between 425 and 485 brake horsepower! Somewhere around 450 bhp would be a reasonable estimate, falling in line with the power outputs achieved by F5000

Chevy V8s. Dennis Leach, a West Country garageman who did so well in a big V8 Falcon last year, should be back again today with a smart metallic blue Boss Mustang with the same sort of equipment as Frank Gardner's. His previous appearances with the car have been spectacular, to say the least, so he's well worth watching. Also with Ford power in their Mustangs will be Martin Thomas and Martin Birrane, the latter usually entering the biggest-engined machine of all at 7 litres, though the car has been uncompetitive so far.

Chevrolet opposition in the big class should come from another Australian, Brian 'Yogi' Muir, in the beautifully prepared Wiggins Teape-sponsored Camaro which was also originally prepared for Trans-Am racing. Another 5-litre Camaro will be in the hands of former saloon car Champion Roy Pierpoint who hasn't enjoyed much luck with the car this season. Pierre Du Plessis, the owner of a Beach Buggy manufacturing firm, will again have the enormously experienced sports car pilot David Piper driving his 5-litre plus Camaro, and this car is bound to feature in among the leaders, all being well.

*continued on page 36*





Frank Gardner in the massive Ford Boss Mustang with which he looks like winning his third RAC Saloon Car Championship. (Photograph by AUTOSPORT)



Bill McGovern always drives George Bevan's Sunbeam Imp in this sort of spirited fashion. And gets results, too. (Photograph by AUTOSPORT)

continued from page 35

That finishes the over-2,000 cc contestants, but take a careful look at the 1,301-2,000 cc brigade, for one or two cars could be up with the leaders, as Chris Craft was in the first round of this year's Championship, also held at Brands Hatch. Craft drives the works Broadspeed-prepared Escort Twin-Cam, and provided it doesn't suffer from the current crop of Escort transmission troubles it should lead again today. It may well be that the top Escorts will be using a developed version of the Cosworth BDA engine as this was due to be homologated by Ford recently; this should give us some extra spectacle as the light and nimble 200 bhp Escorts try to put it over the rumbling American V8s. Other bright prospects in Escorts are last year's class winner, Mike Crabtree, John Hine in the very competitive Duncan Hamilton entry, Rod Mansfield (who works for Ford's Advanced Vehicle Operation) in the Team Diamond Escort, Laurie Hickman and George Whitehead, who won the Redex Championship last year in his WRA Anglia. Whitehead's sparring partner in the Redex was Gerry Marshall and he is entered here in the only competitive Group 2 Viva, prepared by Billy Blydenstein—who is yet another former saloon car champion.

The 1,001-1,300 cc division has quietened down a lot since last year's six-car battles, but all the same we should see Gordon Spice in the Equipe Arden Cooper 'S' give John Fitzpatrick (Broadspeed 1,300 GT Escort) a good fight for the lead. Spice is probably the quickest Mini driver of them all and he is certainly the only one who consistently per-

suares the front-wheel drive machine to hang its tail out. The Mini privateers in this class usually include Martin Ridehalgh in a fuel-injected Cooper 'S', Bob Fox, the former Mini Seven Championship winner, and Ian Bax in the Peter Vickers car. The real 'dark horse' in this class (no offence meant!) is the fantastically successful Downton employee Richard Longman. He scored countless victories in club events, and the Mini the young West Countryman drives today will probably be based on the club racing components, following a spectacular write-off in the fuel-injected car at Silverstone.

Finally, there will be the best of the up-to-1,000 cc men attempting—successfully, judging by past race results—to mingle with the 1,300 cc Mini-Coopers. Bill McGovern in the George Bevan Sunbeam Imp has been the quickest so far on most occasions; he is certainly London's fastest furniture van driver while working in his father's business! Recently Vince Woodman in the VMW Motors Escort has been a threat though, the blue and white car being powered by a fully modified Broadspeed engine with Tecalemit Jackson fuel injection. Of the remaining Imp privateers, Mike Freeman in the Andrew Mylius car is usually pretty fast, especially now the car is modified by Hartwell.

So there is the prospect of some tough battling in all four groups. These saloon car boys really do have a go, and I am certain that today's Lombank Trophy Race will provide all the excitement you have come to expect. There surely couldn't be a better curtain-raiser for the major event in Britain's motor racing calendar.



On Race of Champions day here on March 22, Chris Craft was almost as quick as Gardner in this immaculate Ford Escort TC entered by Team Broadspeed, with a class lap record in 1m 45.2s, 90.68 mph. (Photograph by AUTOSPORT)





*Ford bench-test a Lotus twin-cam engine on Castrol.*

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Because anything you can do, Ford have done worse.

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# The fabulous XK comes of age

## 21 years of a classic engine design

by Andrew Whyte

*Today's special lunchtime parade marks a significant milestone in Jaguar history. It celebrates the 21st anniversary of the first competition victory by a Jaguar powered by the XK engine.*

The name Jaguar has always meant something very special in motoring, ever since the name was coined, back in 1935. And there is a very special reason for the phenomenon of the Jaguar's individuality. For Jaguar Cars Ltd, of Coventry, is unique amongst long-established firms in that its chairman and chief executive today is the same man who founded the company originally, and who has guided every step of its subsequent progress.

Knighted in 1956 for the achievements of his company, Sir William Lyons had already come a long way even at the time when his first Jaguars were launched in 1935. Back in 1922 he had begun what was to be his life's work in the motor industry by manufacturing motorcycle sidecars, which he called Swallow—a name that was applied five years later to the special bodywork which he created for fitting to motor car chassis.

Such had been the initial success of this supplementary exercise that in 1928 the Swallow organisation moved South from Blackpool to Coventry, and within three years had introduced a rakish new coupé, built to Lyons' own concept. It was called the SS and, with its ultra-long bonnet and low lines, looked every inch the ultimate GT car of its day. In the various forms into which it was developed, the SS provided tremendous value for money.

And so to 1935, and the arrival of the SS Jaguar. That year was important for the creation of an engineering department, under the leadership of W. M. Heynes, who retired only last year as Jaguar's vice-chairman in charge of engineering.

William Heynes who, like Sir William Lyons himself, is a guest of honour in today's Jaguar cavalcade, immediately set about providing more performance for the new *marque*, and the 2½ litre SS Jaguars which appeared at the 1935 London Motor Show, featured overhead valves and a turn of speed in keeping with their sporting lines. Two years later, a 3½ litre ohv engine was added to the range, and the SS Jaguar '100' two-seater—one of Britain's classic sports cars—became the company's first genuine 100 mph production model.



This magnificent Jaguar XK SS will be driven in today's cavalcade by its owner, Mr Robert Danny, son of the chairman and managing director of Brands Hatch Circuit Ltd. Only 16 of these road-going versions of the D Type were ever made. (There should have been 250 but a fire at the Jaguar factory destroyed the jigs.) This particular example, model number 719, was exported to the USA in May, 1957, where it was raced frequently by its owner. It was later sold to an enthusiast in California, but Mr Danny bought it this year and had it shipped back to Britain. On triple Webers its 3.4 litre XK engine produces 250 bhp and with a standard 3.54 to 1 back axle it will reach 150 mph. Mr Danny uses it on the road and says it is a very satisfying car to drive, despite a vicious clutch. Since it has only covered about 12,000 miles, it is one of the finest examples of this model.

After the war, when the SS name was dropped for obvious reasons and the company, as well as the car, became simply Jaguar, several exciting new projects began to take shape.

It is the 21st anniversary of the fulfilment of these projects that is being celebrated here at Brands Hatch today.

This fulfilment came in mid-Summer, 1949, at Silverstone, which saw Britain's first post-war international race for series production cars. Jaguar had just announced a brand-new sports car, the XK120, and three of these fabulous machines—painted red, white and blue—were entered for the one-hour event, which they dominated. Prince Bira-bongse of Thailand ('B. Bira') led initially, but when his Jaguar skated off the circuit following a puncture, his place was taken over by Leslie Johnson, whose white XK120 was followed past the chequered flag by the third team car driven by Peter Walker.

Victor and runner-up in its first competitive event—indeed, virtually its first public appearance—the Jaguar XK120 immediately became one of the world's most sought-after sports cars.

Perhaps the most remarkable of all aspects of the XK120 was its engine, a completely new 6-cylinder unit with aluminium cylinder head and twin overhead camshafts. Smooth, powerful and docile throughout its range, that original XK engine design has changed only in detail since its inception. Indeed, it has been the 'heart' of every subsequent Jaguar, and formed the basis of the company's decision to set up a competitions department for the specific purpose of establishing the name of Jaguar world-wide.

The XK120 continued its winning ways in 1950, with victories in the Alpine Rally (Ian Appleyard), the Ulster TT (Stirling Moss) and other major events. Encouraged by these

*continued on page 41*



# Why do Dunlop keep going round in circuits?

You might well ask. After all, we've been in racing and rallying longer than anyone else. From our first win in a bicycle race in 1889, when the pneumatic tyres were known as pudding wheels, to 1969 and Jackie Stewart's win in the Formula 1 World Drivers Championship.

These days, our big hits are in Formulas 1 and 2, touring cars, sports cars, hill climbs, rallies, and motorcycle races. And our successes make other people an impressive shade of green. In 1969, for example, we took first place in 51 international races and six classic international rallies - like the Monte Carlo and the East African Safari. Not counting purely domestic events. And we've won every motorcycle Grand Prix over the last six years, including the T.T.

We do not spend so much time and effort on the circuits for purely prestige purposes. We do it because there's no better, quicker, tougher test of tyres. One stiff rally - like the Monte Carlo, with conditions ranging from dry roads to deep snow to black ice - tells us more in a few hours about a tyre than other methods tell us in months.

Racing and rallying gave you our wet weather compounds, for instance. And our new SP Sport and D75 'Groundhog' tyres, with their deep centre drainage channels. And a good few export sales: as a direct result of going round in circuits, 75% of our racing production tyres go for export.

No wonder Dunlop tyres are still the choice of the experts.

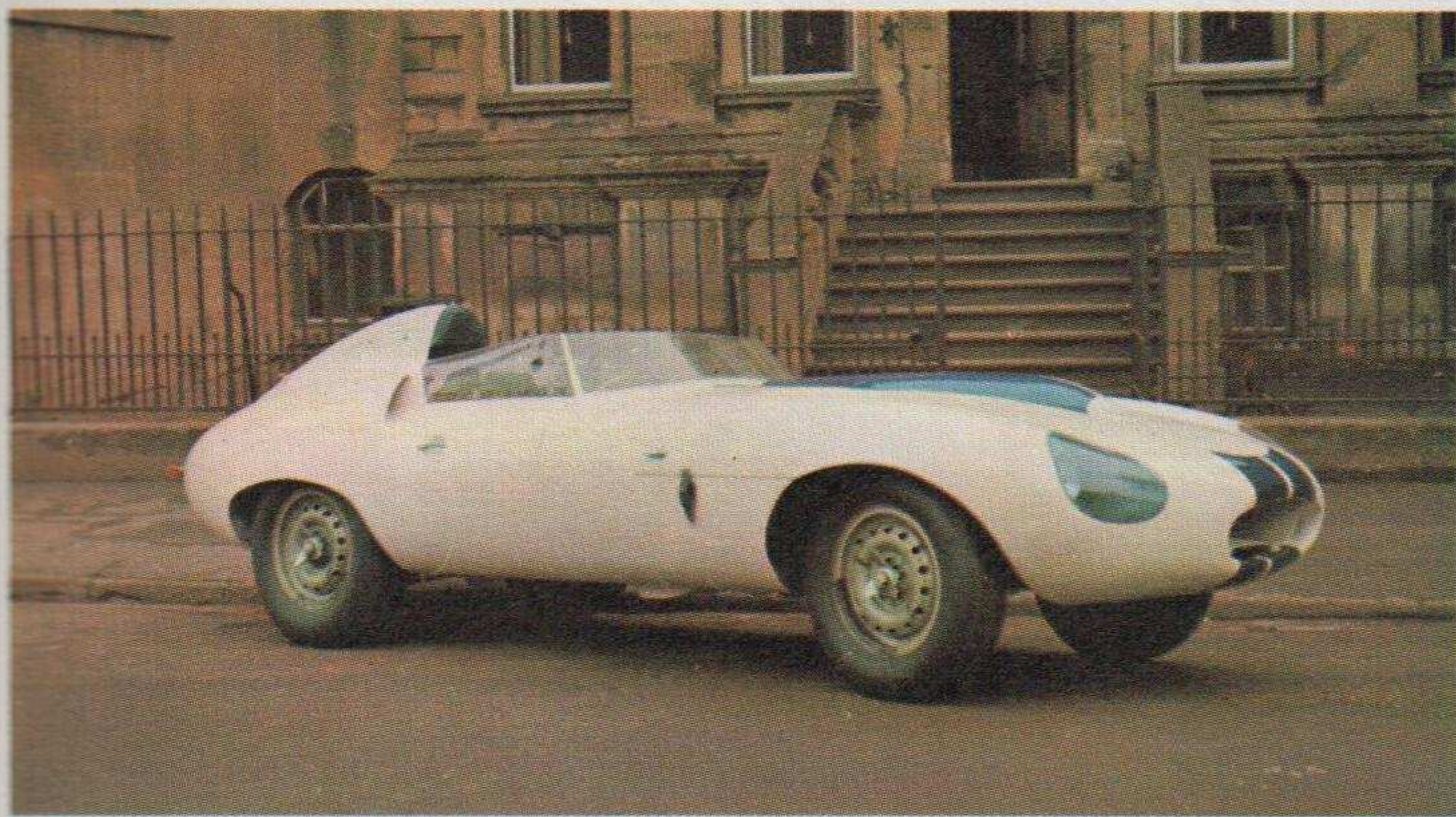


 Get Dunlop confidence under you.

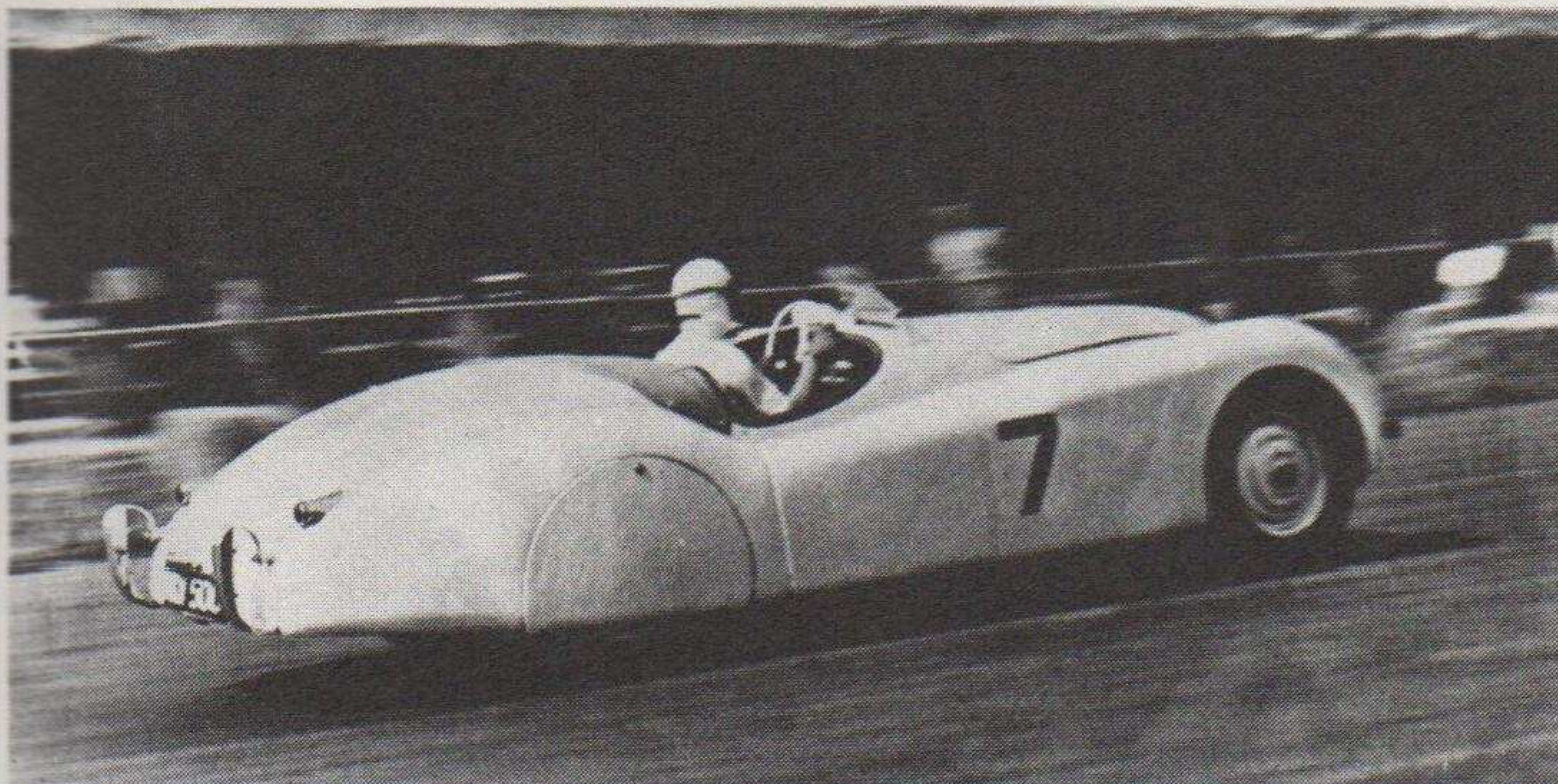


successes, and by an exploratory trip to Le Mans, Jaguar got down to designing a sports-racing car around the XK engine, utilising as many production components as possible. The target date was Le Mans, 1951! After frenzied activity the car was completed, tested briefly and the deadline achieved. Not only that, but it won the classic Le Mans 24-hour Grand Prix d'Endurance by a huge margin, driven by Peter Walker and Peter Whitehead. As the XK120 had done at Silverstone two years earlier, the Jaguar C Type, as the new sports-racer was called, had taken the top honours on its very first competitive appearance!

Such an achievement, when British cars were still generally regarded as the also-rans of international motor racing, meant prestige not only for Jaguar but for the whole of the



This competition car, one of the final prototypes for the E Type production model, was raced at Le Mans in 1960 (and, later, in the USA) by Briggs Cunningham's racing team. Now the property of Guy Griffiths, who took this photograph, the car will make its first-ever appearance before the British public at Brands Hatch today.



Leslie Johnson speeds his XK120 to victory in the 1949 International one-hour production car race at Silverstone, thus marking the beginning of the XK era.



Three pristine Jaguars. From left to right — the C Type, D Type and a special version of the E Type, photographed by their owner, Guy Griffiths. In the foreground one of the latest of the Jaguar sports car line, the 1970 E Type 2+2 GT coupé.

British motor industry.

The 'C' went on to win major races on both sides of the Atlantic, and over 50 C Types were constructed all told. Victory eluded Jaguar at Le Mans in 1952, when a miscalculation resulted in overheating, but there were many compensations in other events. For example, Stirling Moss won the Reims sports car race in a C Type fitted with an experimental set of disc brakes on all four wheels. And the XK120 continued to fly the production car flag by averaging more than 100 mph for a whole week at Montlhéry, and by gaining for Ian Appleyard his third successive *Coupe des Alpes* in the arduous Alpine Rally.

For 1953, Jaguar went back to Le Mans with a team of lighter, more powerful, disc-braked C Types. Making up for their troubles of the previous year, they completely outstripped their rivals—largely by outraking them! They finished first, second and fourth, the winners being Duncan Hamilton and Tony Rolt, who averaged over 105 mph to beat the previous record by some 9 mph.

Development never stands still, and an even more advanced Jaguar competition car—the D Type—was launched at Le Mans in 1954. This time the team was afflicted by dust in the petrol—no fault of the Shell organisation, who fuelled and lubricated the works Jaguars throughout their racing years, but one car managed to clear its throat to give chase to the massive 4.9 litre Ferrari that was heading for victory. The Jaguar challenge failed, but only by about one-and-a-half minutes, and was a worthy runner-up. Several weeks later, the new car was taken to Reims for the 12-hour race there and gained its first win in the hands of Ken Wharton and Peter Whitehead.

But this was only the beginning, for the D Type returned to Le Mans to win three times in succession, in 1955, 1956 and 1957. On the last two occasions the winning Jaguars were entered by Scotland's Ecurie Ecosse team after the Jaguar company had announced its retirement from sports car racing whilst on the crest of the wave.

The job of gaining world recognition was complete, and Jaguar's engineers were now able to concentrate their efforts on long-term production car projects, leaving participation in competition to private entrants.

The use to which Jaguar put its racing experience in all the road cars which followed is well known, and nowhere more evident than in the E Type range of grand touring car. The E Type is a direct descendant of the D Type, translated into road-going terms, from its distinctive streamlined shape and ultra-strong construction (incorporating an unusual form of monocoque) to its four-wheel disc brakes. And, of course, its legendary XK engine.

Basically similar to the 3½ litre unit which took Leslie Johnson's XK120 to victory 21 years ago, the XK engine was later enlarged and developed to produce twice as much power as the original, and has been used in a wide variety of applications—from high-speed power boats to the latest thing in military vehicles.

It is noteworthy that, parallel with Jaguar's own racing programme, a number of other sports-racing car manufacturers and individual constructors chose the XK engine, the most outstanding of these being the Lister-Jaguar. The Cooper, HWM and Tojeiro concerns also made highly successful XK-powered machinery, and this category of competition car is represented in today's cavalcade, along with true Jaguar sports cars of all ages, representing 21 years of the XK.

And, just to remind us all of the culmination of Jaguar's engineering development, the parade will be followed by the latest and greatest of all Jaguar prestige saloon models, the XJ6—voted Car of the Year almost as soon as it was announced, current holder of the Don Safety Trophy, and one of the world's most coveted motor cars.

Its engine? The ubiquitous XK, of course.



# The choice of the enthusiast



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Well known Formula 2 Driver



**MIKE DAY**  
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**GORDON JACKSON**  
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**GORDON FARLEY**  
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**JOHN CAMPFIELD**  
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**JOHN LEPP**  
R.A.C. Sports Car Champion

# Britain's largest selling motor oil



# Little Pedro's great breakthrough

Brian Groves, Daily Mail Motoring Correspondent, recalls BRM's fine victory in Belgium six weeks ago, and argues that the results at Spa point to a wide open Grand Prix today



For lap after furious lap, on the fastest road circuit in the world, the two Grand Prix cars battled with barely a second separating them—Pedro Rodriguez in the BRM V12 and Chris Amon in the March-Ford V8.

You really wanted BOTH of them to win their epic duel in the Belgian sun, for a variety of reasons.

Amon, the young New Zealander, had never won a Grand Prix and was nearer than he had ever been to achieving that ambition.

Yet Pedro and the BRM had been out of the Grand Prix limelight for so long, that it was exciting to think they might be emerging as a new force again.

The result of that tremendous race at Spa-Francorchamps, only six weeks ago, is still a major talking point among racing enthusiasts because of its significance.

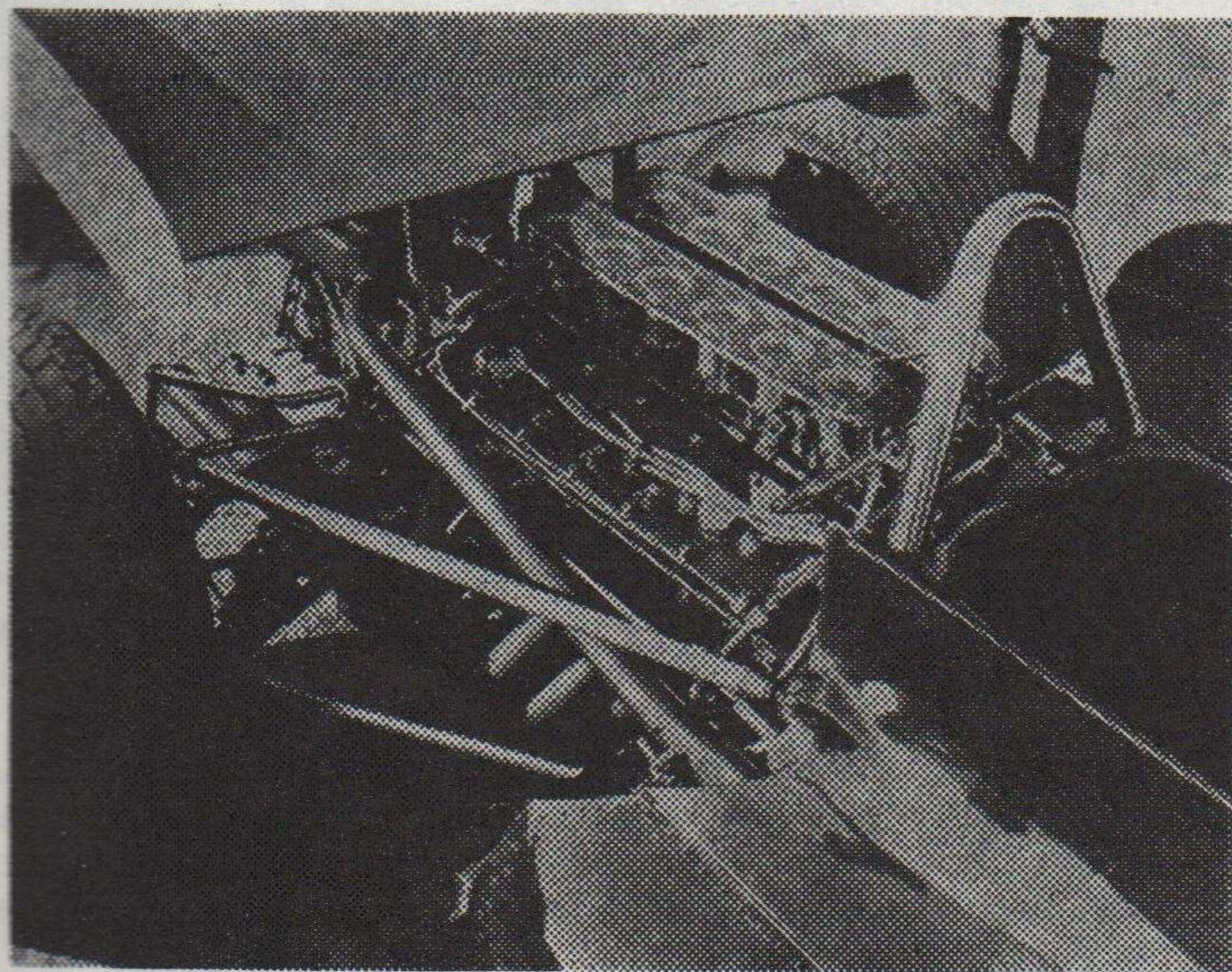
The BRM streaked home by 1.1 seconds and threw the 1970 world championship wide open. There have been a couple more championship rounds since then, but Spa was the breakthrough—the promise that Grand Prix racing in 1970 was going to be more closely fought than ever.

At that stage, each of the first four rounds of the championship had been won by a different car — Brabham, March, Lotus and BRM.

The first three were powered by the superb Ford-Cosworth V8 engine that had achieved almost complete domination of the Formula 1 scene.

No other engine had won a race since Jacky Ickx's brave victory for Ferrari on a soaking wet track at Rouen in 1968.

Yet here was the V12 BRM, with which the Bourne



The V12 BRM engine, modified by Aubrey Woods and now reckoned to be giving as much power as Keith Duckworth's tremendously successful Ford V8.

company had persisted despite heart-breaking setbacks, toppling the V8 from its seemingly unassailable position!

And, what's more, three other 12-cylinder engines finished in the first six—two of the screeching Matra V12s from France and the Italian-built Ferrari flat-12.

That was the sort of result that Grand Prix racing had been wanting for some time—a sign that any one of the cars on the grid was a potential winner and not just doomed from the start to be an also-ran.

Make no mistake—the Ford-Cosworth V8 is still very much a winner, but it is no longer vital to sit in front of it to sense the chance of victory.

Of course, that Spa result was important for a variety of other reasons too, all of them important to the keen motor racing spectator.

In the first place, it gave BRM a tremendous boost to see their car take the chequered flag for the first time in four years.

It was bound to give everyone in the project—from the mechanics to the P153 designer, Tony Southgate—that extra spark of enthusiasm now that they know they are back in the hunt.

It was bound to do the same to Pedro Rodriguez who, though he had a tremendous amount of success in sports car races, was perhaps in danger of being regarded as a spent force in Grand Prix circles. Not any more!

Equally important to my mind was the effect on the Yardley firm, who are sponsoring BRM to the tune of £100,000 over the next two years, and needed to see something for their money.

The tremendous cost of building and running a Formula 1 team for a season, with engines costing £7,500 each, has meant that the teams have had to seek backing from outside the sport.

Lotus did it first with Gold Leaf cigarettes; Rob Walker found Brooke Bond-Oxo to sponsor the car Graham Hill drives, and BRM have the tie-up with Yardley.

The sport needs the money, and there's no better way to encourage a sponsor that he's decided wisely and will stay in the game than by giving him a victory.

So we come to today's Grand Prix, half-way stage in the 1970 championship with some very vital points at stake for everyone.

The last time it was at Brands Hatch, in 1968, it produced a tremendous result for Jo Siffert and that wonderful enthusiast, Rob Walker, who entered the winning Lotus.

Perhaps today will give us an equally exciting win; but one thing is certain—it's no longer just a question of which Ford-engined car will win.

You could pick any one of 20 car-and-driver combinations and say they must have a chance of victory—and being at the receiving end of that famous South Bank car horn salute at the end.

So, if you don't mind, I'll leave the forecasting to you!!





# Brands Hatch is a real challenge

says Denny Hulme, world champion 1967

All circuits offer a challenge to drivers. For example, at Spa-Francorchamps a very big effort is needed to go really quick because lap speeds are so high. Nurburgring is a challenge for a different reason, because the cars are so often right off the ground; a good-handling car is fascinating at Nurburgring, but a poor-handling one is murder. At Monaco, once again a car has to be very precise because if you come in contact with a kerb you can easily do quite a bit of damage; I remember ruining a wheel there without feeling I had hit a kerb. At Clermont-Ferrand, scene of this year's French GP, you have to have the handling just right, particularly for the uphill section towards the end of the circuit.

Scores of things go into tuning a car for a circuit, and if you strike the right combination you're in. There's a lot of science in it these days, but it's also quite often luck as well. Getting everything to click doesn't necessarily mean changing an awful lot. It may mean just a change of tyres and roll bars, and things like that. It is, of course, necessary to get the gear ratios right, but you seem to do that automatically. Yet it is really surprising how on occasions you can have what seems to be a bad set of ratios and still be going quick. When you change to what are theoretically the correct ratios for the circuit you may not get the same lap times.

In other words, though there is a lot of science in motor racing there's also a lot of suck it and see. A set-up that is good for a circuit one day may be quite wrong a few days later, depending on the conditions. A classic example was at Zandvoort, where Jochen Rindt went extremely fast during private testing, but failed to get anywhere near his time in official practice.

Brands Hatch is a real challenge. It is a difficult job setting up a car for this circuit, basically because it has some very awkward bumps. There's that dip on the quick straight at Pilgrims Drop, and another at Dingle Dell, both of which means that the car tries to bottom out, and so you have to take up the ride height or fit stronger springs. But when this is done it doesn't necessarily produce the right combination for the rest of the circuit. So you see there is this basic problem to start with.

There are some widely conflicting views about the right ratios for Brands Hatch in a Grand Prix car, and the surprising thing is that different approaches sometimes produce the same lap times. I try to eliminate as many gear shifts as possible round here, because this makes the car easier to drive and so is less tiring. The way I have my ratios I make an average of ten changes each lap, while some drivers might have 15 or even more.

Understeer or oversteer? Well, for Brands Hatch I think a car should be as neutral as possible. You certainly don't want too much oversteer round the back of the circuit, on some of the twitchy parts.

Aerodynamic devices have some pronounced effects on handling. On the fast parts you may get understeer and on the slow corners oversteer, which is the right way round.

But it does vary tremendously. The right wing angle is very important. In fact, these days we are tuning the wings rather than the chassis.

Brands Hatch is very tough on brakes, because there are so many stop-start type of corners. Engines run up the rev range and down again all the time. I am not sure whether this is good or bad for the engines, but I am inclined to think that a circuit like Monza where you are at maximum revs virtually all the time is probably more severe on power units.

Certainly this circuit is tough on gearboxes, because you are really trying to coax an extra advantage by slamming the gear lever through in order to save time.

Paddock Bend really is difficult, as so many drivers have found to their cost. What is difficult to realise is how fast the hill falls away. The best way to appreciate this is to walk round and look back up the hill, and see how steep it is. It is one of the most difficult corners on any British circuit, though Grand Prix drivers are not often caught out by it.

There are two basically different approaches to Druids Hill Bend. Some drivers go out wide as they enter, while others keep to the right on entering and come out tight. It is difficult to know which is the better approach, but keeping to the right means that you can sometimes outbrake a rival because you are clapping on the anchors with the car in a straight line.

Bottom Bend is rather tricky, because if you come out right you can make up time along Bottom Straight, but at the same time it is very important not to get on to the grass because then you really are in trouble—and we've had some classic examples of that in the past!

As for South Bank, here it is terribly important to get your entrance right in order to exit quickly. There is no chance of having two stabs at this corner. You just have to decide where you are going to exit before you go in. If you hear a driver blipping his throttle on and off through Bottom Bend you can reckon he is going reasonably slowly. This is definitely a corner to be done smoothly.

Some drivers, I think, fit a low fourth gear to take Hawthorn Bend at the end of the fast back straight, but I usually go down from fifth to third, and then leave it in third all round the next corner. If conditions are right you can attack the next right-hander, Dingle Dell, in third gear as well.

But it's down to second gear for Stirlings Bend, and then probably up to third for Clearways, which comes up very quick on the long circuit and which demands accurate braking if you are to enter at the right speed. Clearways is a tricky corner because of its cambers.

There aren't many overtaking points around Brands Hatch. Going into Druids is one, but Paddock is dodgy and so is Clearways. The other favourite passing place is on the back straight, and sometimes it is possible to sneak past on the inside along Bottom Straight.

But all in all, Brands Hatch is a tough circuit. The driver who wins the Grand Prix here today will have done a good day's work.





## NOW -AS THEN JAGUAR SETS THE PACE



21 years ago: Leslie Johnson winning the first ever Silverstone International Production Touring Car Race in a Jaguar XK 120.



JAGUAR CARS LIMITED • COVENTRY







## We were in at the birth of the XK.

Lubricated it on the test bed.  
Helped it win its first race.  
Helped it win at Le Mans.  
Looked after works Jaguars  
at all times and helped with  
their many successes.  
Jaguar still approve Shell oil  
for their brainchild.



# The sound of music

## Before the Grand Prix—

## the Welsh Guards Band



Warrant Officer 2nd Class E. Lewis, Band Sergeant Major in the Welsh Guards Band, who was awarded the BEM in the Queen's Birthday Honours.

Formula 1 cars provide their own stirring music and have to be driven with the utmost precision, but before the Grand Prix there will be a different display of split-second timing and different sort of music from the Welsh Guards Band.

For half an hour, from 1.15 pm to 1.45 pm, this splendid body of musicians, fifty strong, will provide an impressive marching display on the main straight.

This famous military band was formed in October, 1915, and carried out their first guard mounting ceremony at Buckingham Palace on March 1, 1916—St David's Day.

Since their foundation the band has visited Milan, the United States, Canada and various European countries. It has made regular broadcasts and appeared on television; this year the band has been seen on BBC TV and also on the Tom Jones Show for ITV. It has also made gramophone recordings.

Among the band members are six men who have served in the ranks since the period of the last war. One of them is Warrant Officer 2nd Class E. Lewis, Band Sergeant Major, who received the British Empire Medal in the Queen's Birthday Honours List this year.

Captain Desmond Walker, Director of Music, ARCM, psm, WG, joined the band in October, 1969. A native of Hertfordshire, he entered the Army as a private soldier in the Reconnaissance Corps in 1942 and served throughout the war in the UK and North-West Europe. On the disbandment of the Reconnaissance Corps he was transferred to the 12th Royal Lancers.

In 1949 he entered Kneller Hall, Royal Military School of Music, and after a period of study was appointed Bandmaster of the Royal Leicestershire Regiment in 1952.

Captain Walker was commissioned in 1962 and appointed Director of Music of the Royal Tank Regiment. He was later appointed Director of Music of the Royal Army Service Corps which later became the Royal Corps of Transport, and as such fulfilled his last engagement with them in Wembley at the 1969 Horse of the Year Show, for which he was Musical Director for six years.

## After the Grand Prix—Mr Acker Bilk



The bowler hat, striped waistcoat and of course the clarinet. Unmistakably Mr Acker Bilk, who will be playing for you after the Grand Prix is over.

Mr Acker Bilk, whose Paramount Jazz Band will be rounding off today's entertainment, is a Somerset lad—real name Bernard Stanley Bilk, but Acker is a Somerset nickname for 'mate'.

His first musical experience was at a Methodist chapel at the age of 4½, when he heard a visiting preacher play a recorder and pestered his mother until she bought him one. He had piano lessons at the age of eight, and his teacher recalls that he wouldn't practise the piano although when he took up the clarinet he simply wouldn't stop playing.

First job was in Wills tobacco factory at Bristol, followed by a spell in a blacksmith's shop and then, in 1945, he went to work as a builder's labourer for his Uncle Arthur.

At that time he lost the middle finger of his left hand in a sledging accident, and Acker says that this, plus the loss of two front teeth in a school punch-up, have helped to develop his particular and instantly recognisable style of clarinet playing.

In 1948, Acker was in the Royal Engineers and was sent to the Canal Zone. There he borrowed a military clarinet and started copying records. He was also sent to the 'glasshouse' for sleeping on guard.

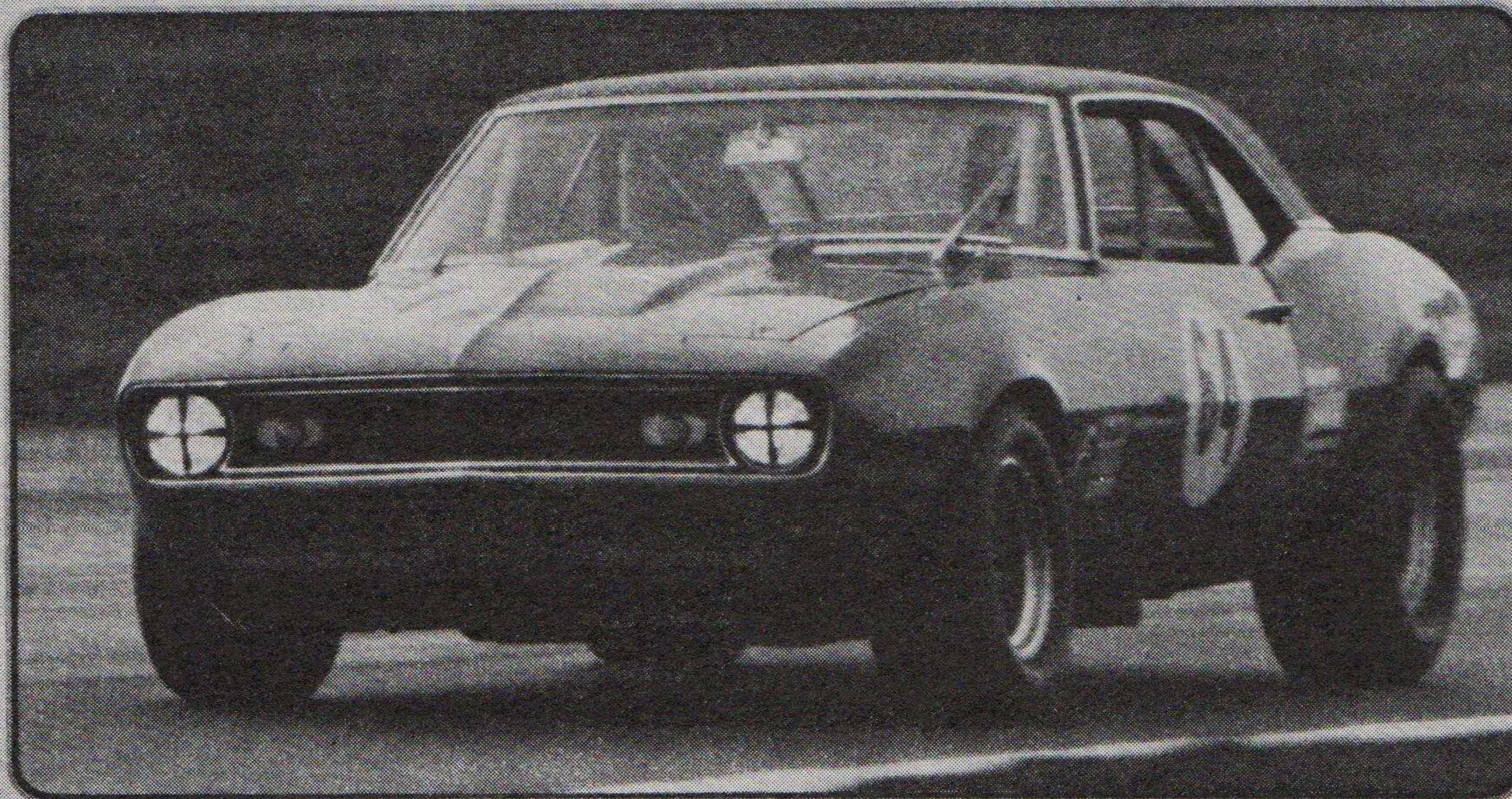
On demob he formed his first band at Pensford, where he was born in 1929, and was booted out of the Miners' Hall by angry billiards patrons. He first came to London in 1954 to play the clarinet in Ken Colyer's band. He had previously married Jean Hawkins, who was in the same class at school, and now they have two children, Peter and Jenny.

Acker hated London then and returned to the West Country to restart his Bristol Paramount Jazz Band. Eventually, in 1957, he brought this band to London. They lived in a factory attic in Plaistow and got their first big chance in Dusseldorf, where six weeks' constant playing in a beer bar disciplined the band musically and prepared them for the big time in Britain.

Today Acker lives at Potters Bar, drives an 'S' type Bentley and still enjoys touring and playing six days a week, 48 weeks of the year. And he's so keen to watch today's Grand Prix that he drove overnight from a West Country appearance.



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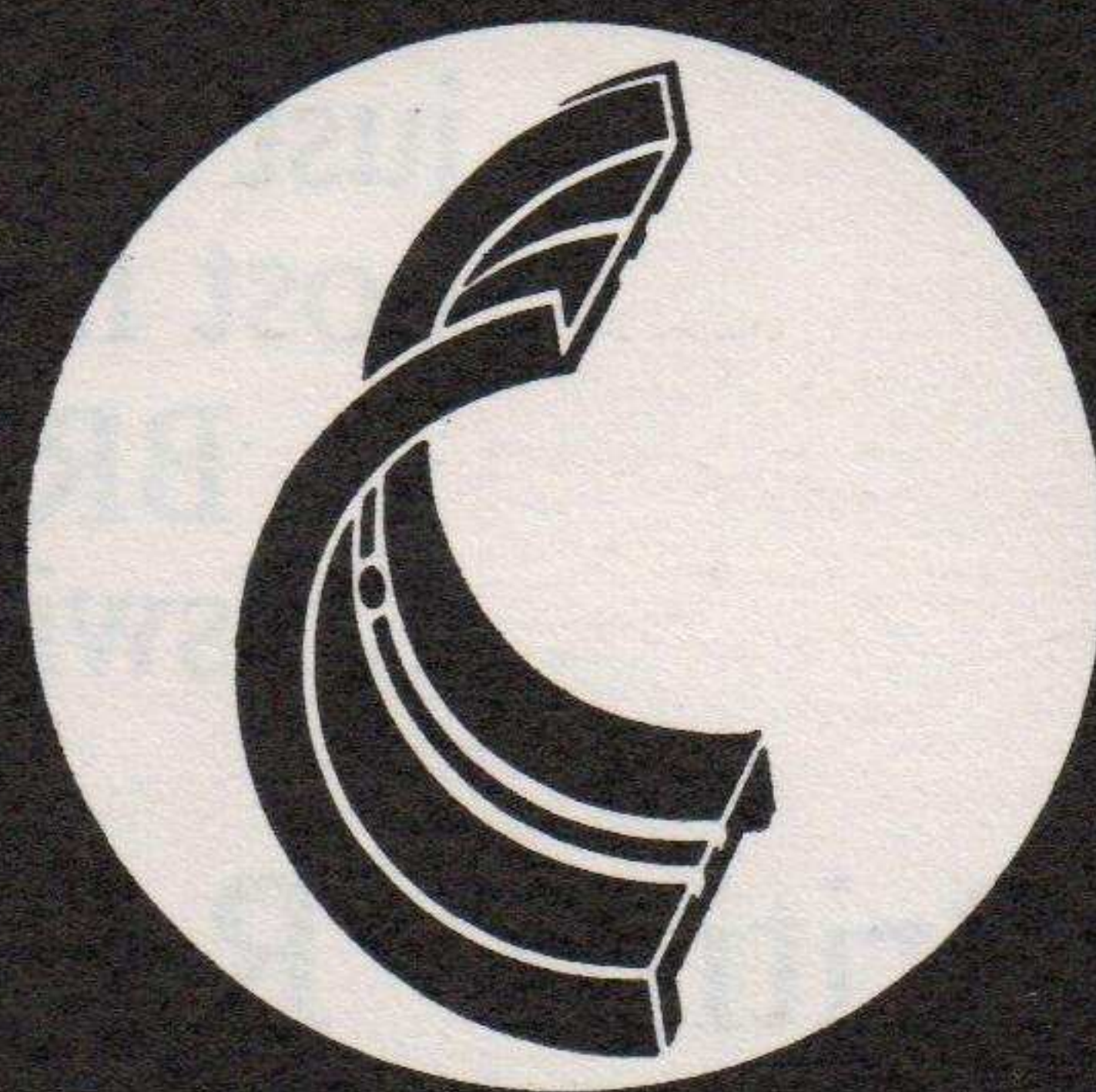
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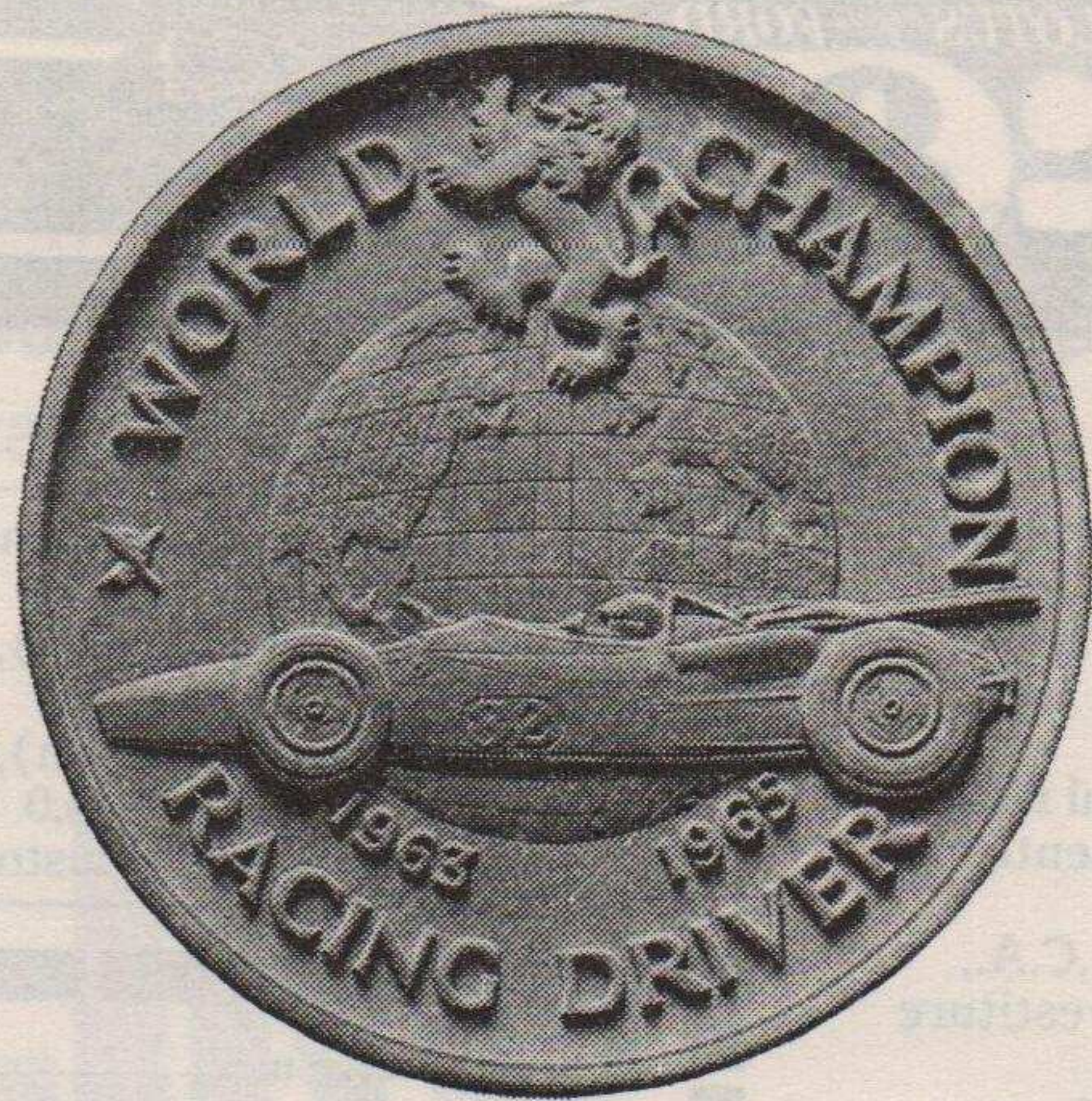
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# The Jim Clark Commemorative Medal





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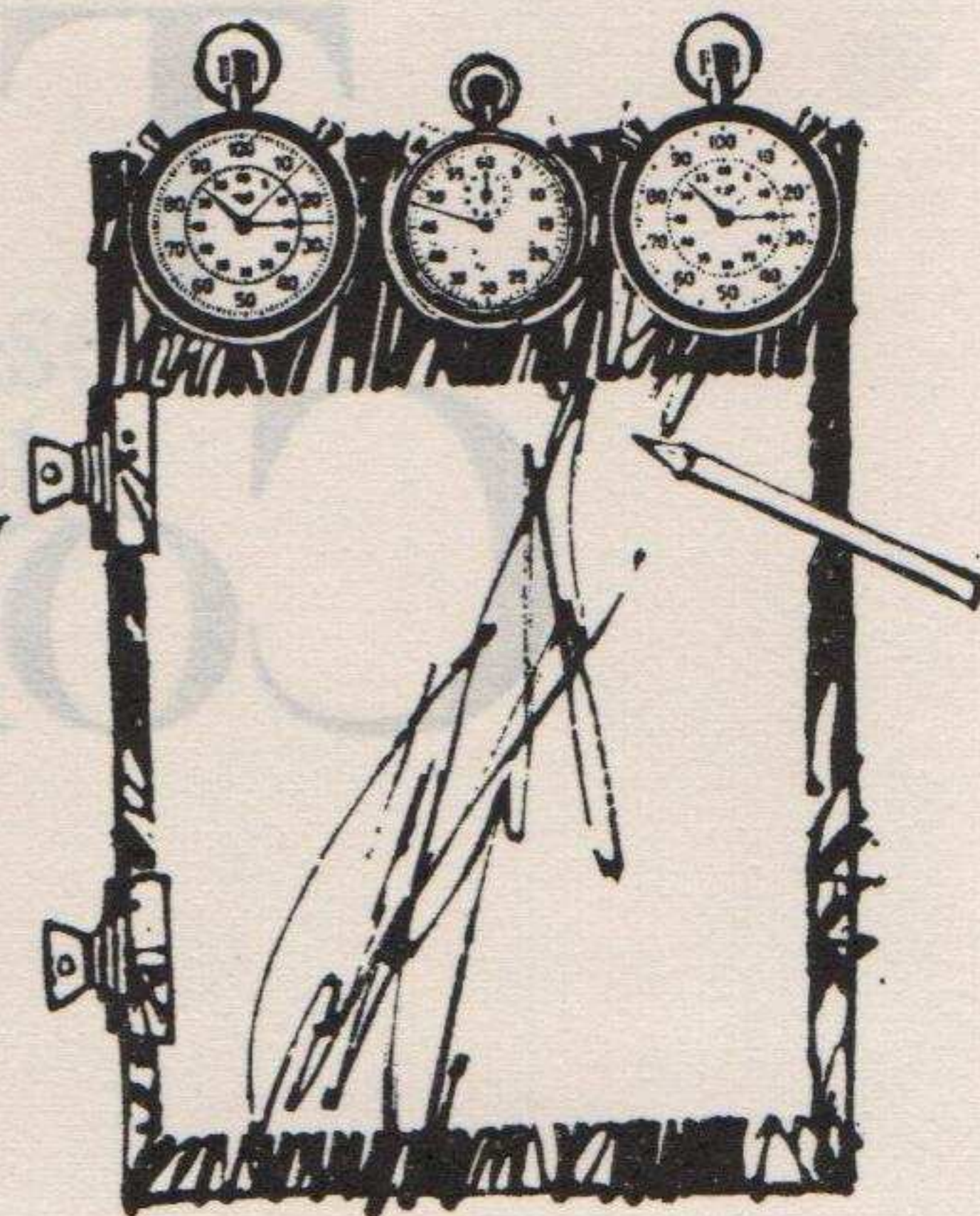
In the history of motor racing there has been none to equal the skill and daring of Jim Clark, the boy from Duns.

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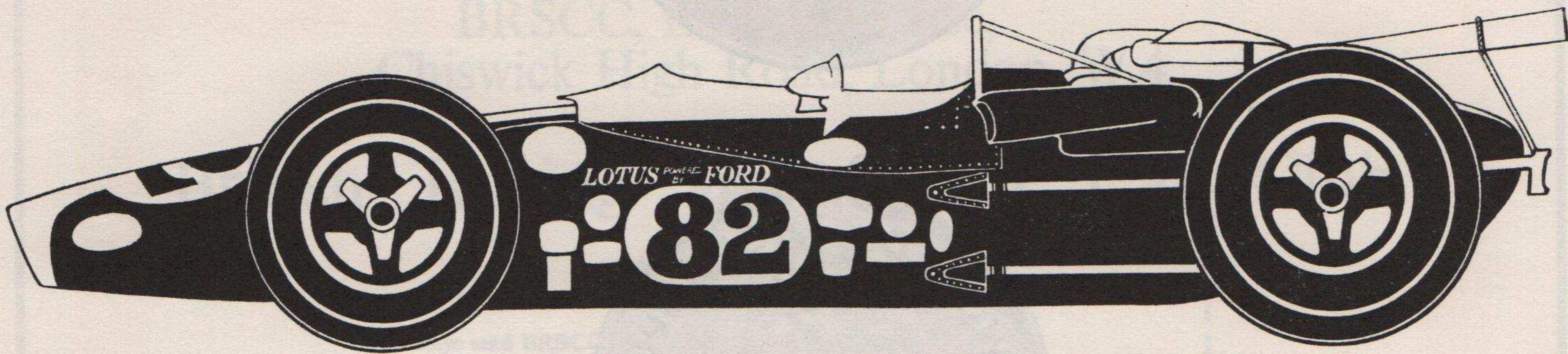
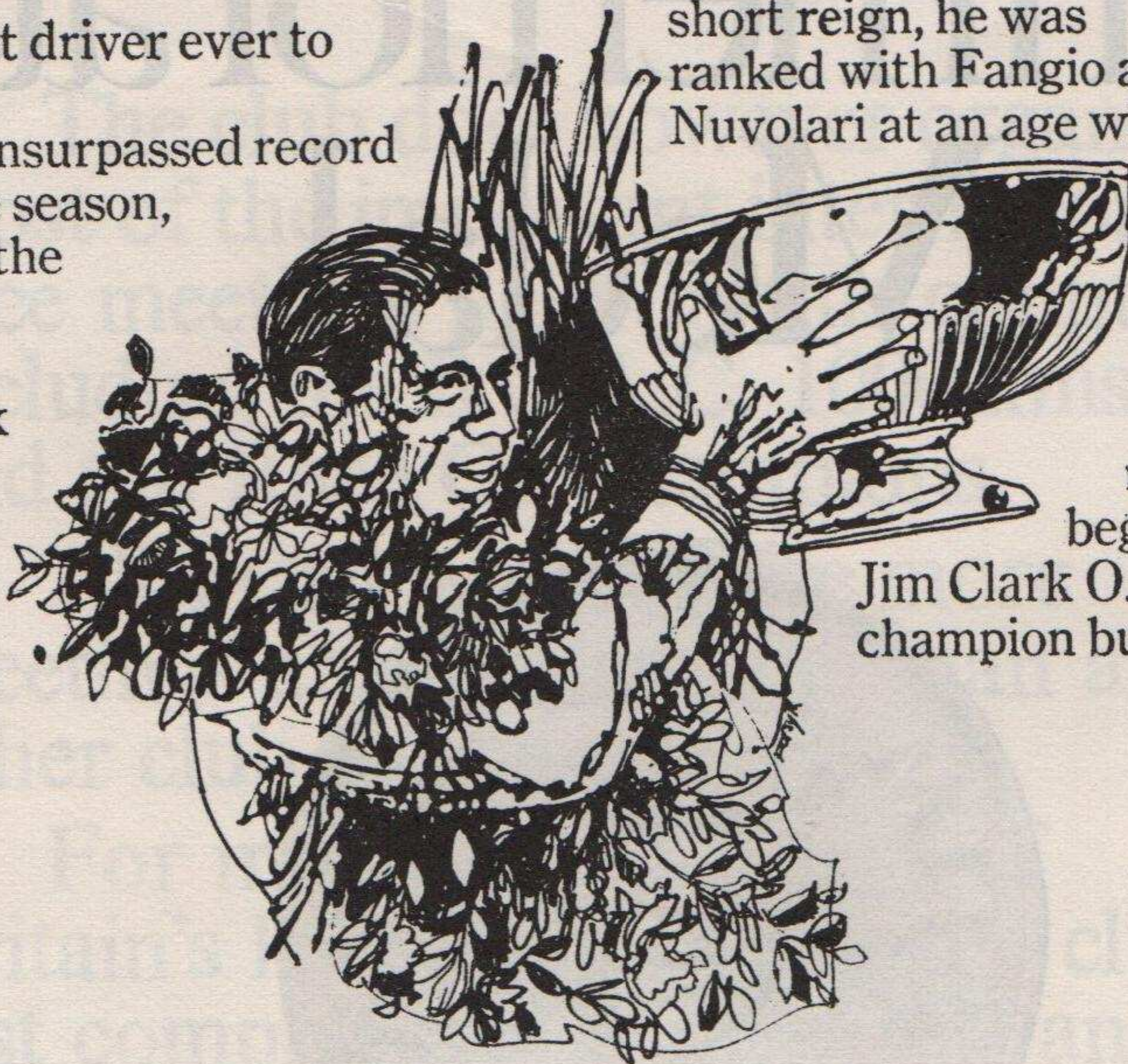
His total of 25 Grand Prix successes is yet another record that will no doubt stand for many years.

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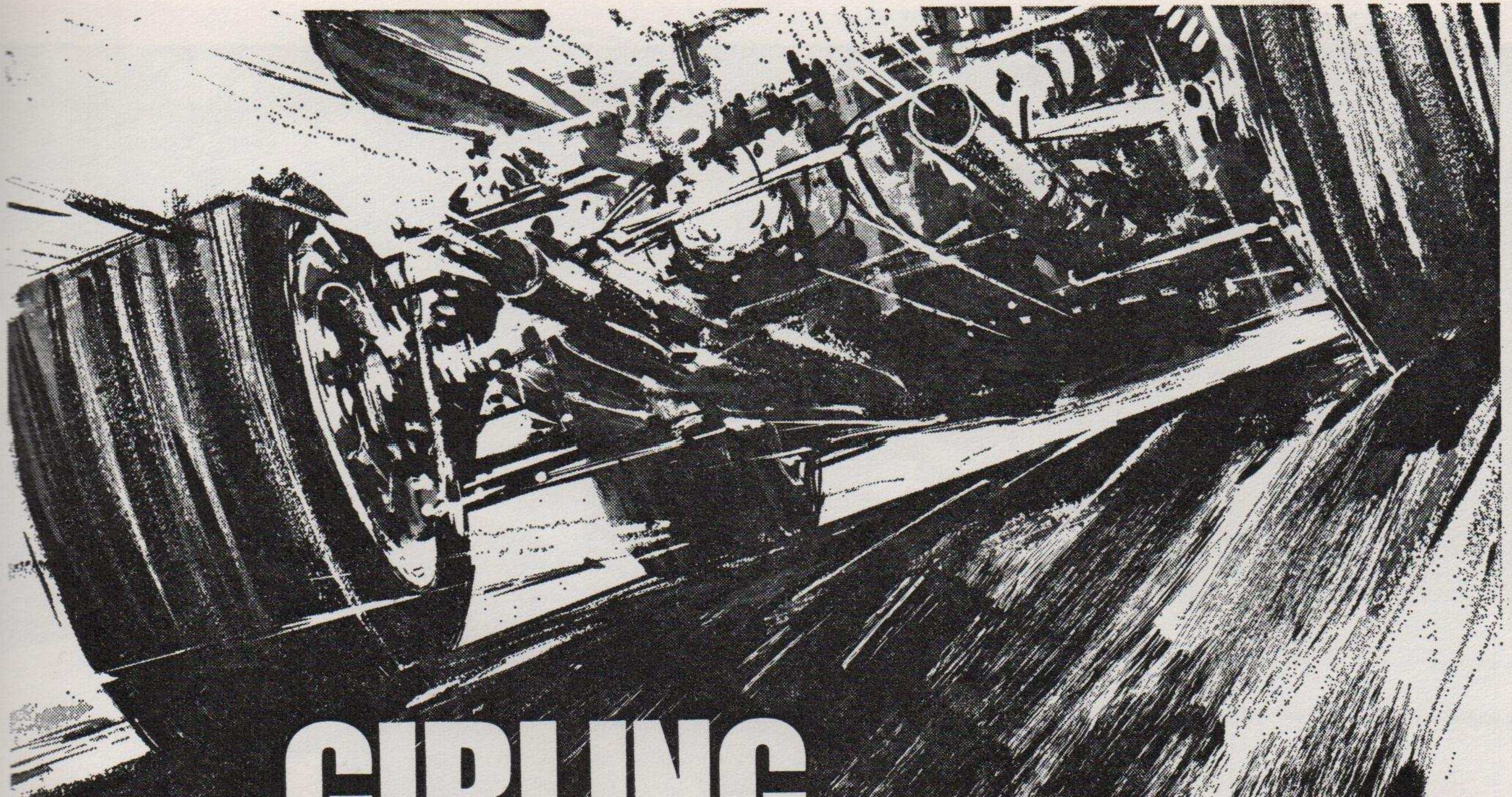
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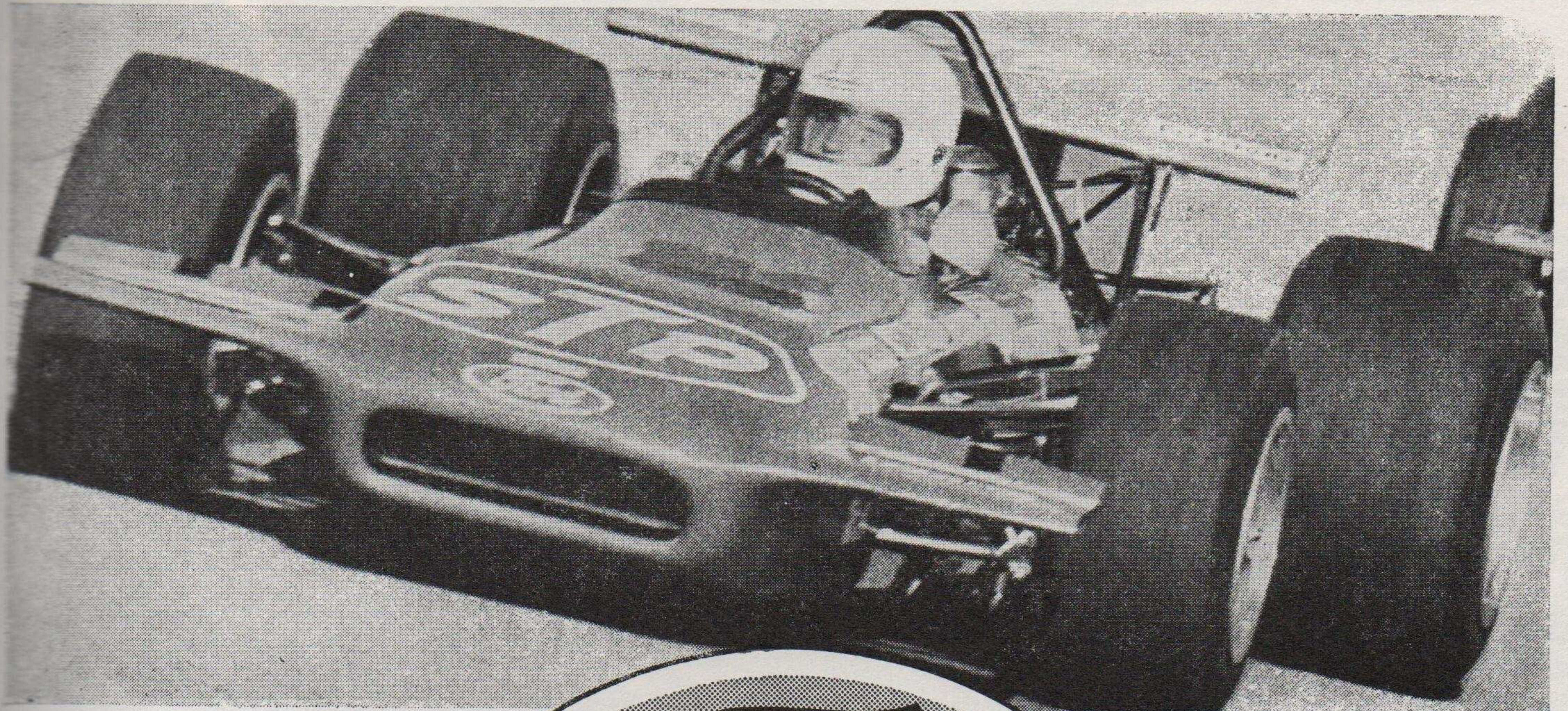
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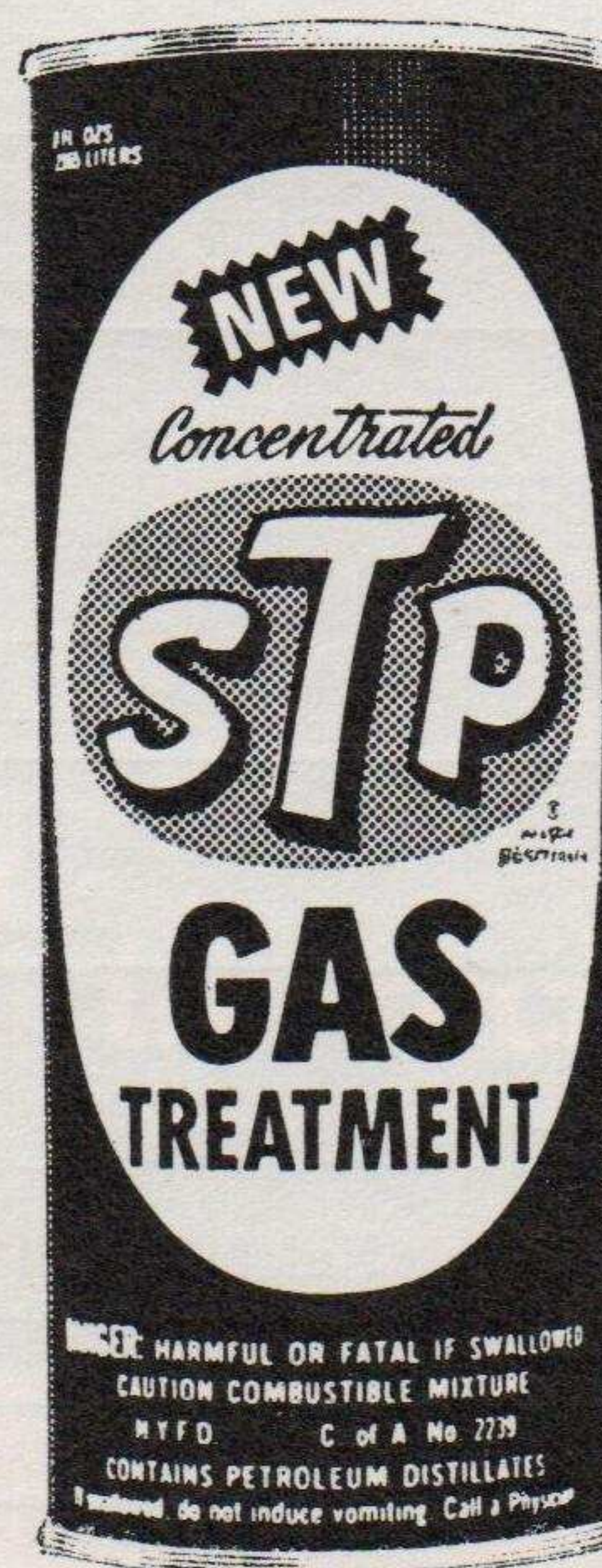


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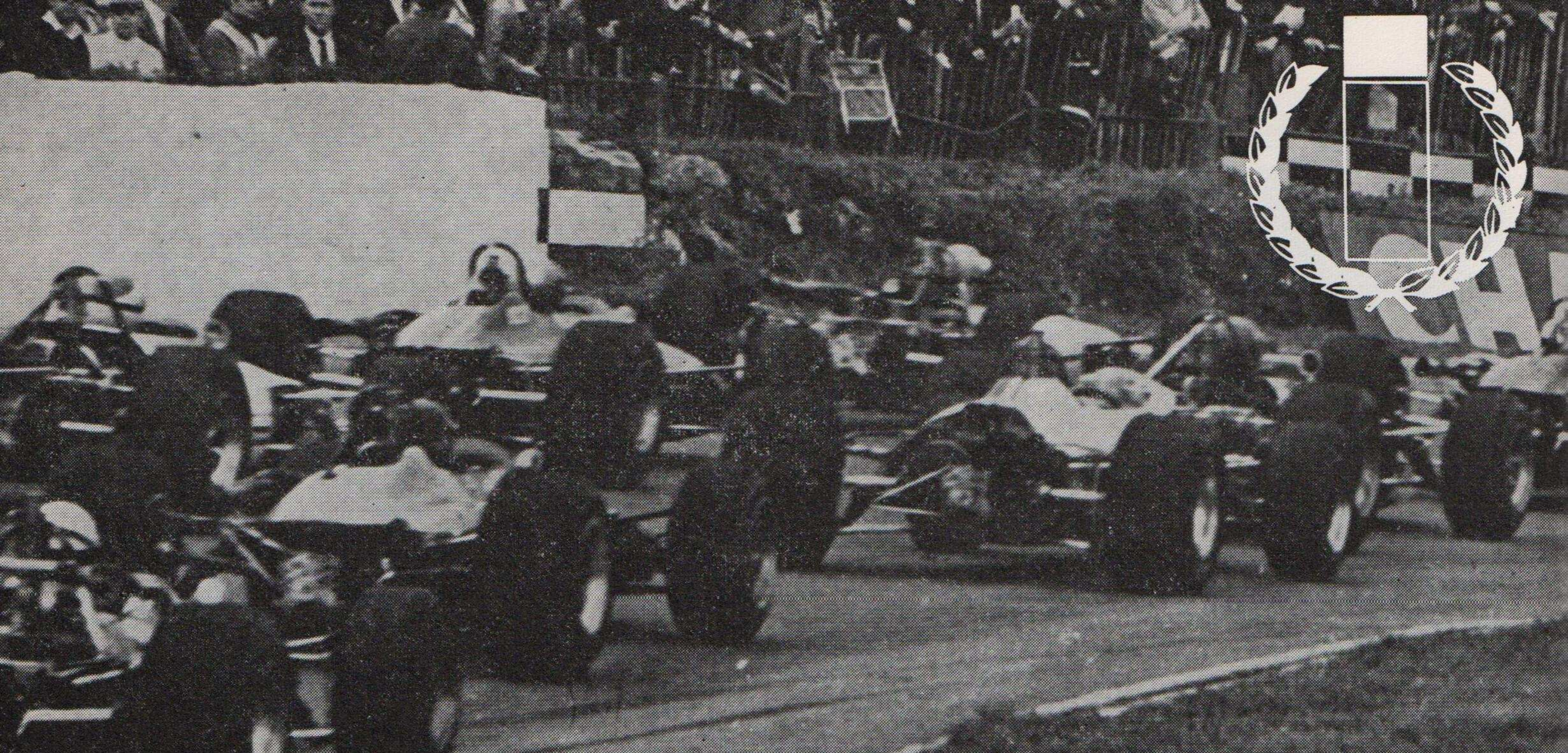


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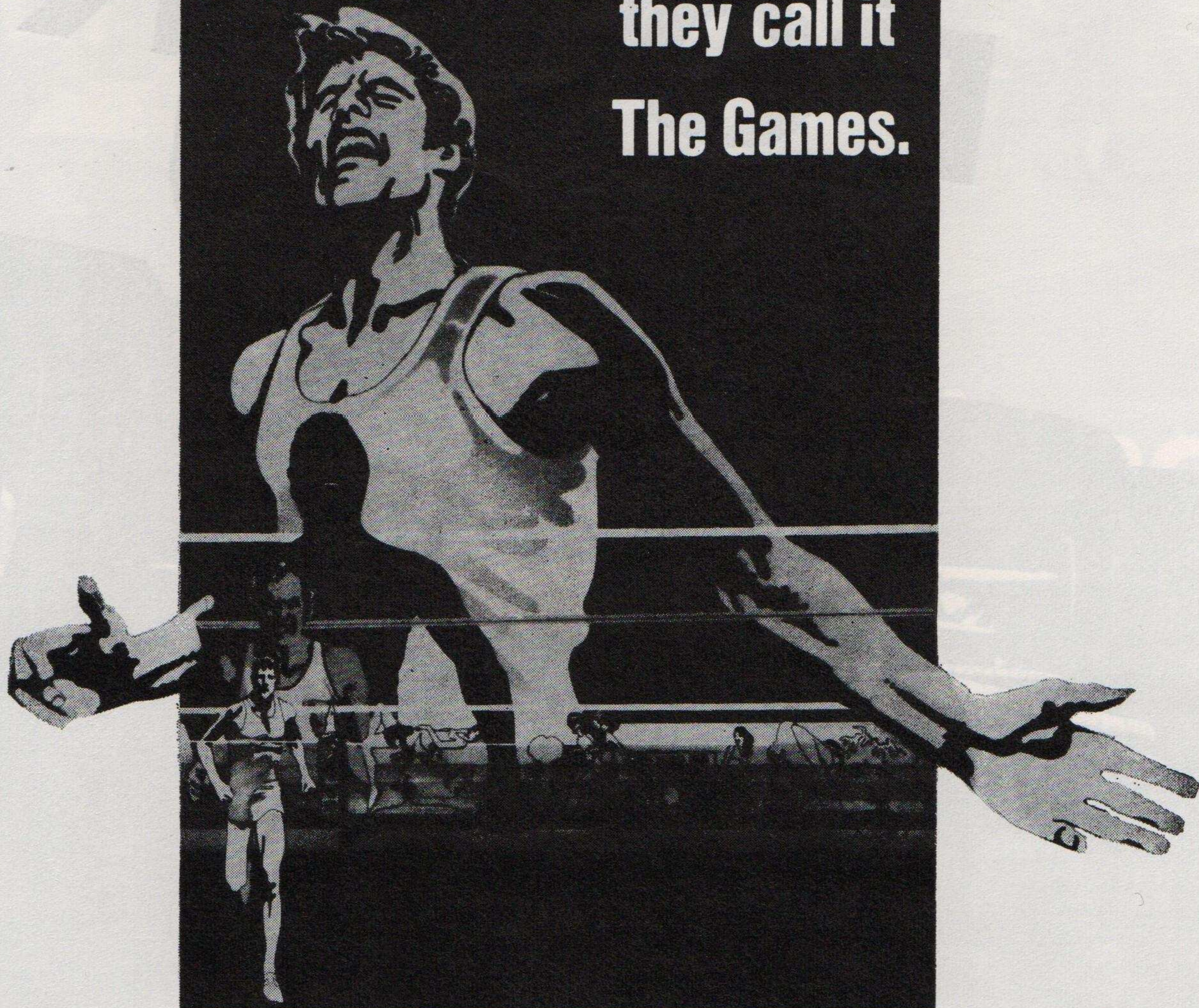
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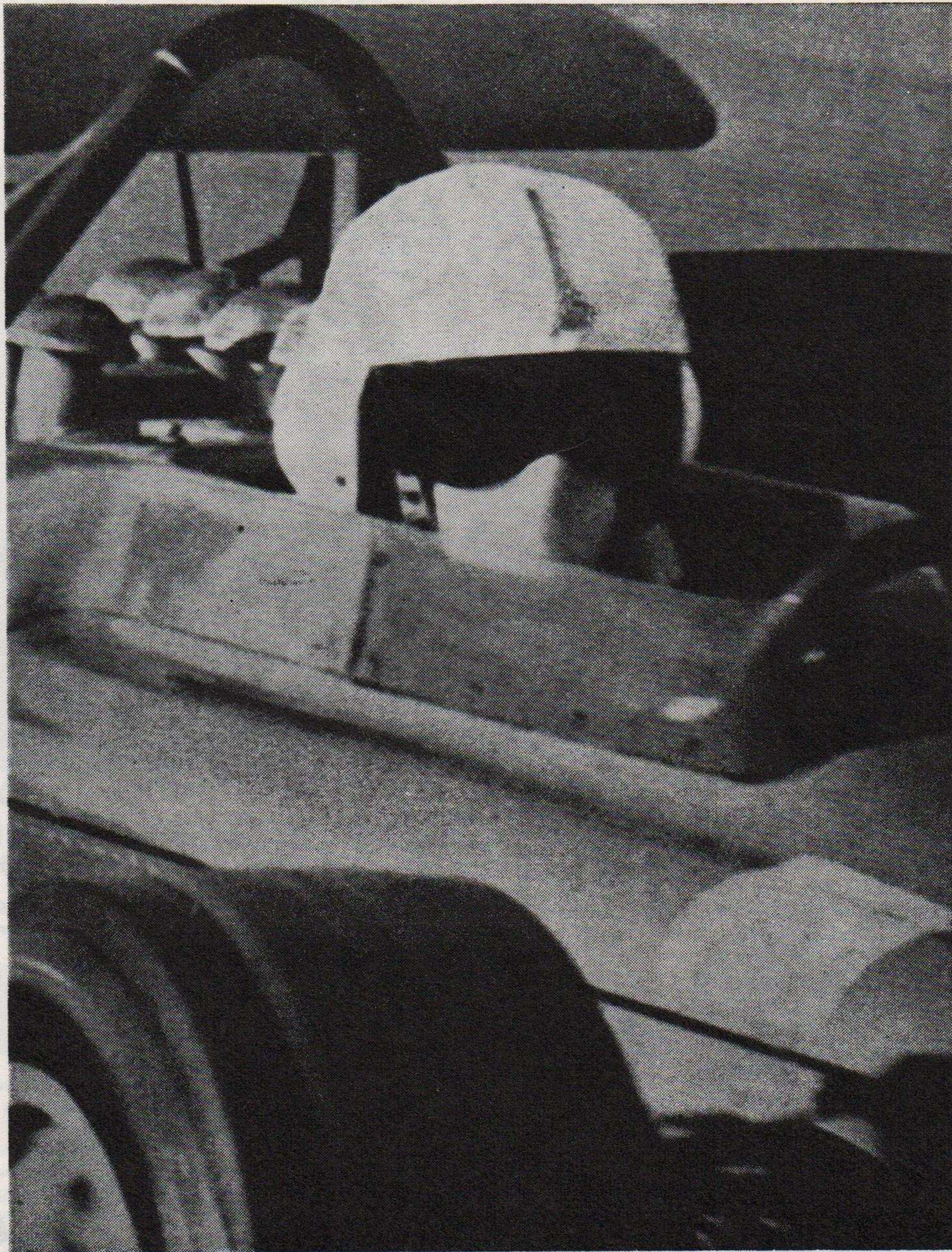
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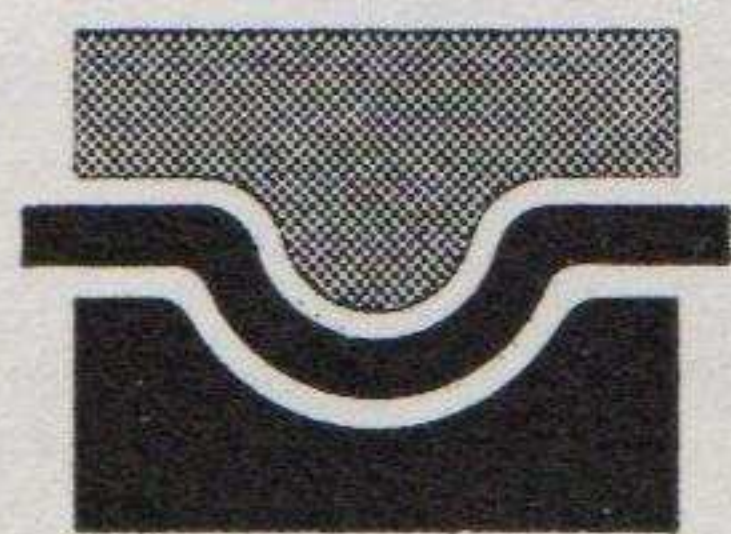
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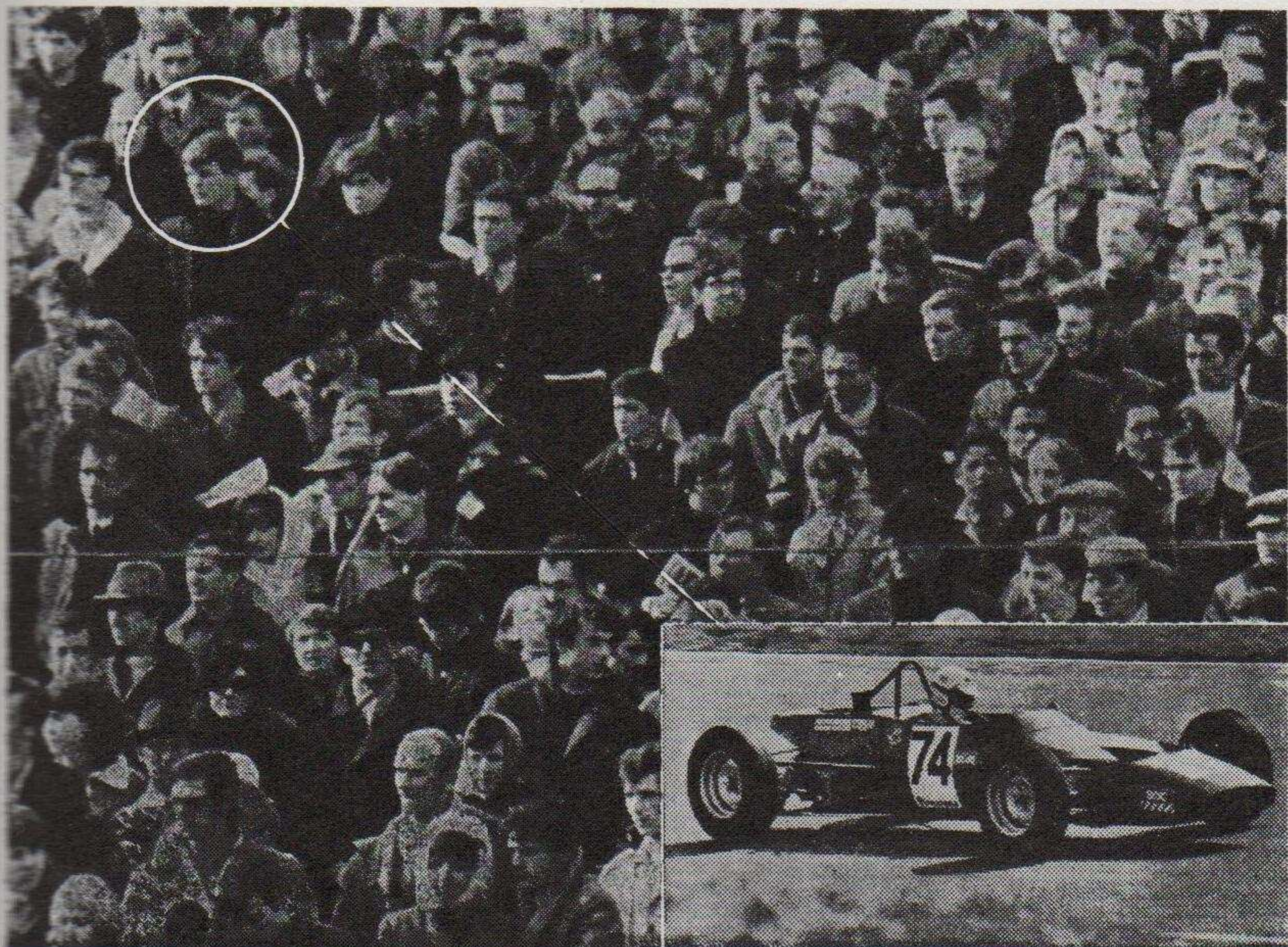
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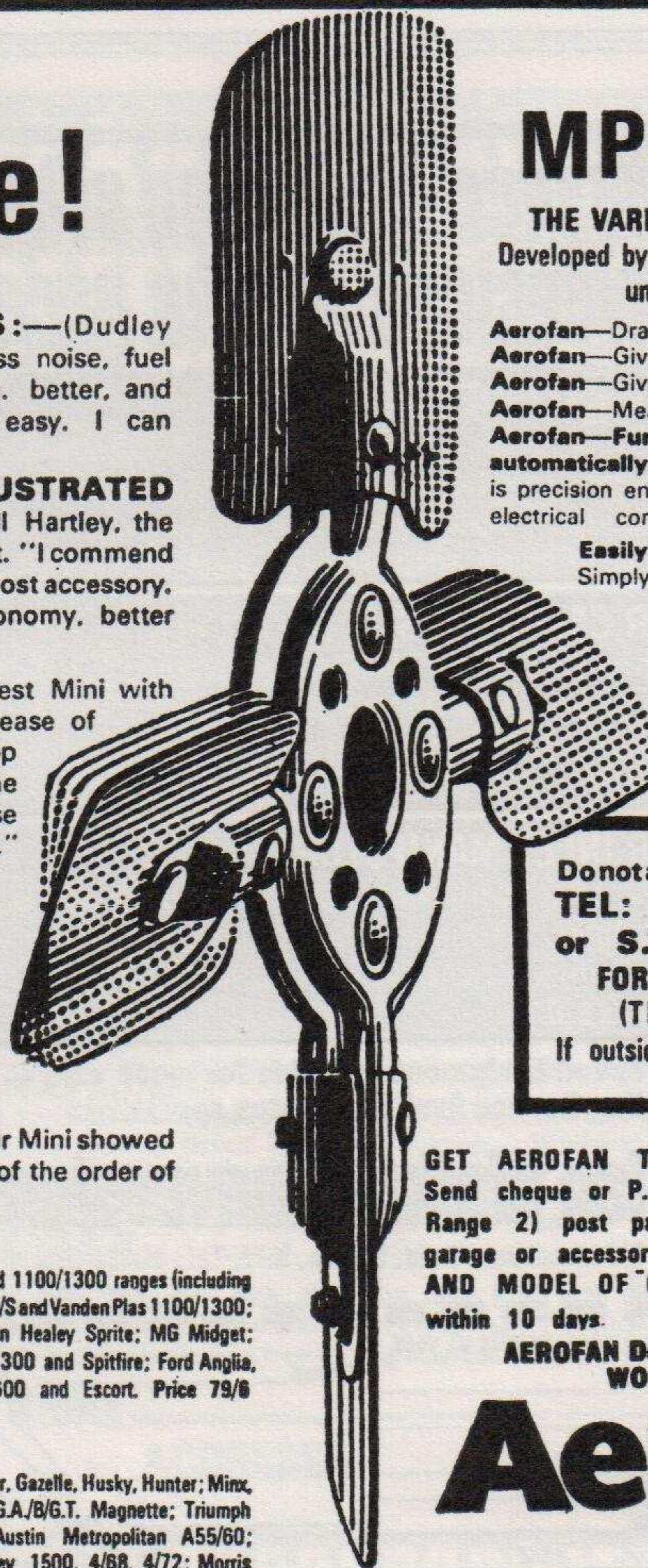
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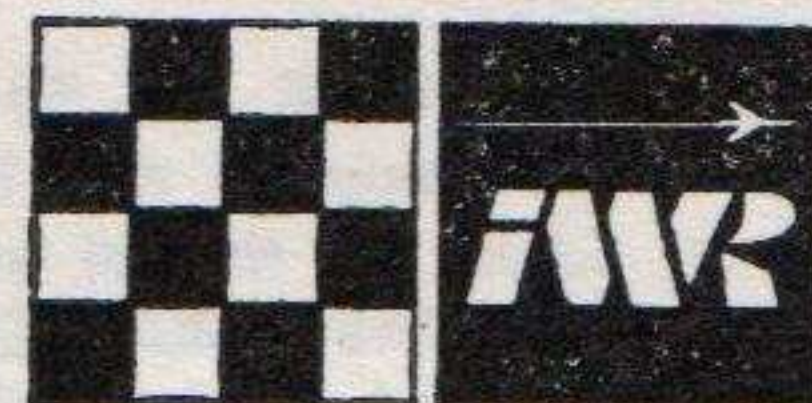
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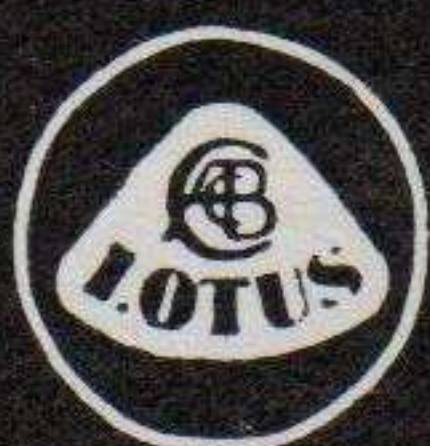


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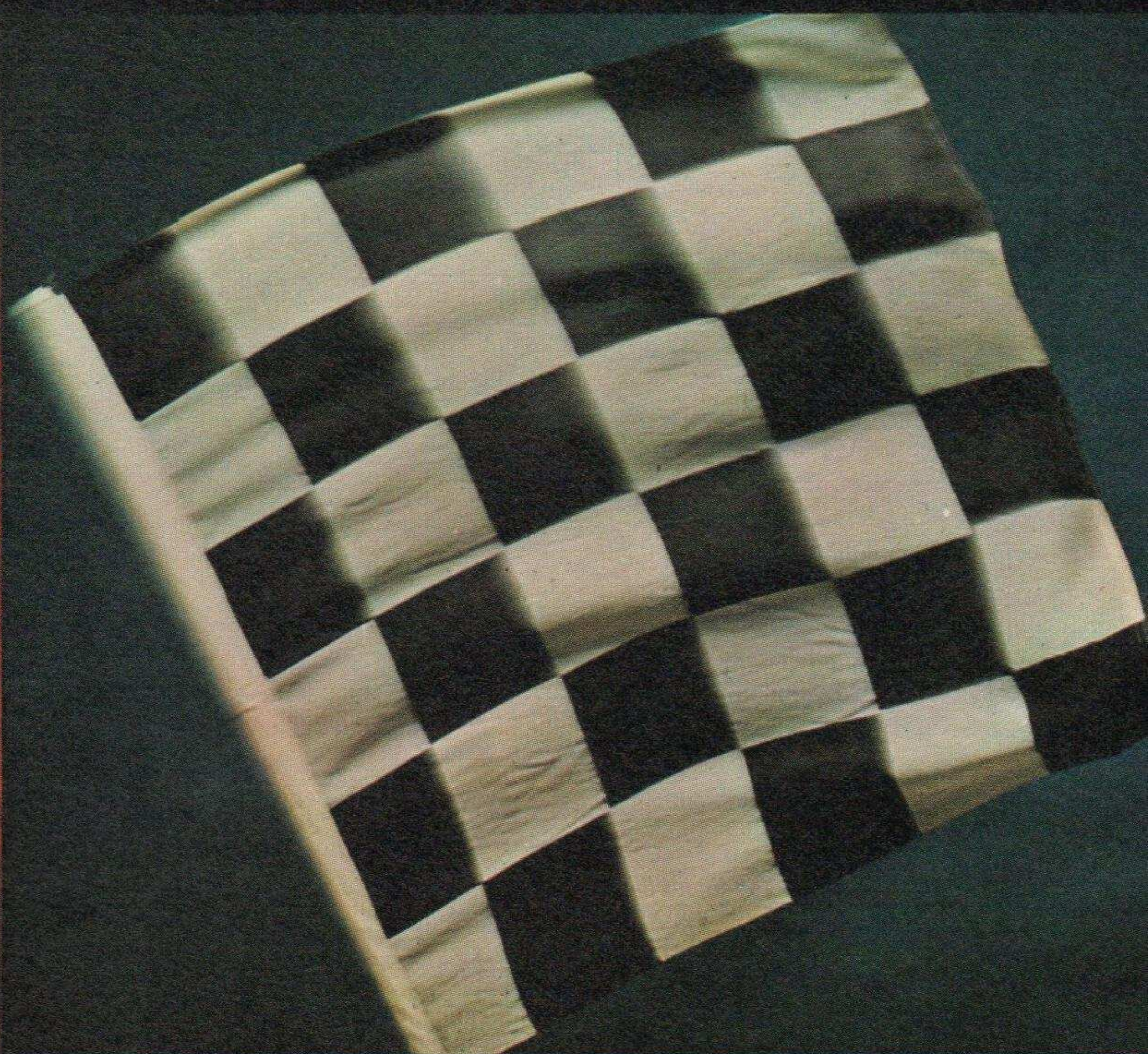
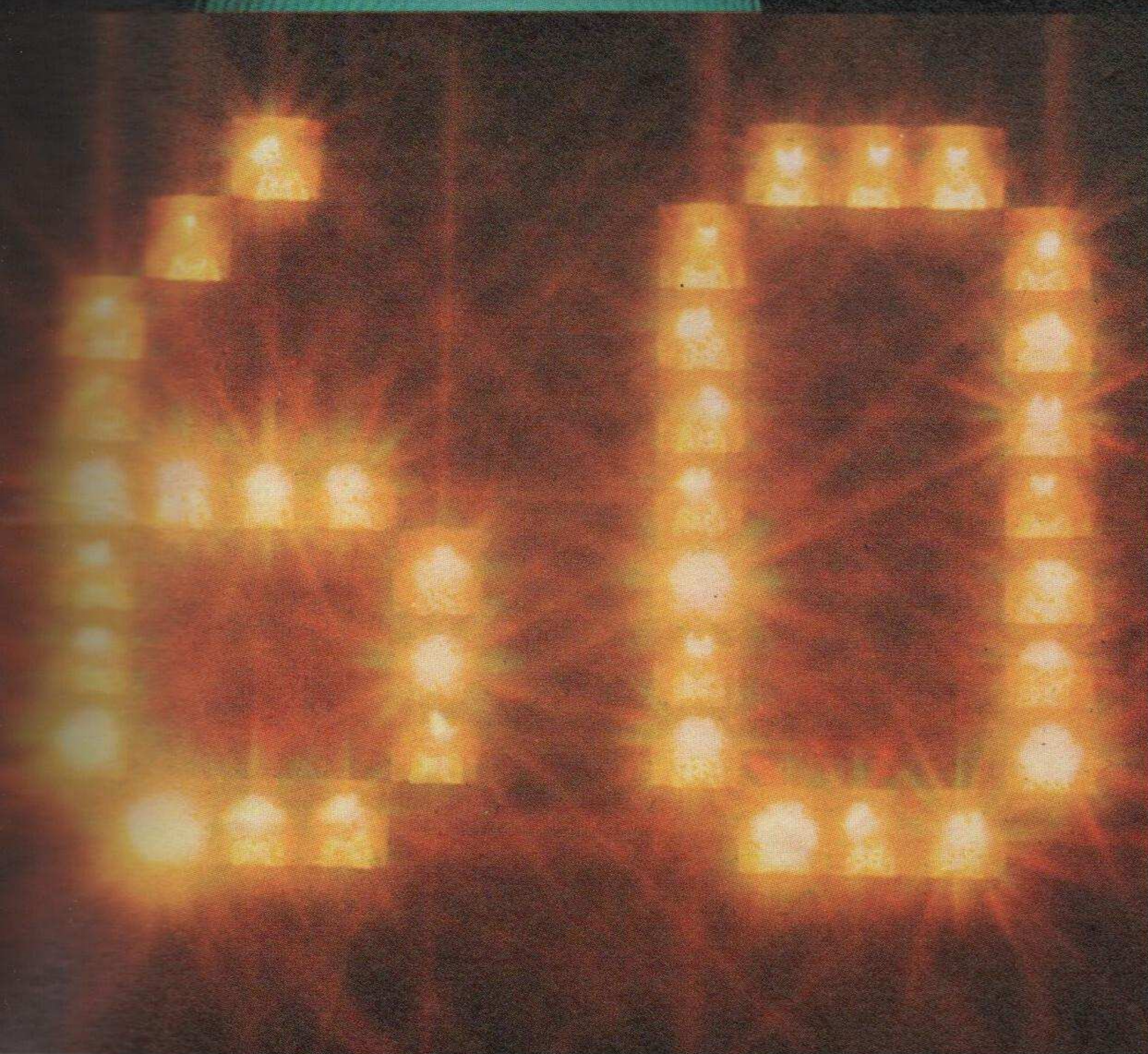
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