

Sunday November 29, 1970

Programme 3s.

BRANDS HATCH

Salute to Jack Brabham Meeting

Organised by the London Motor Club for Brands Hatch Circuit Ltd.



Change up to **AUTOCAR**

Every Thursday 2s6d



THANKS JACK

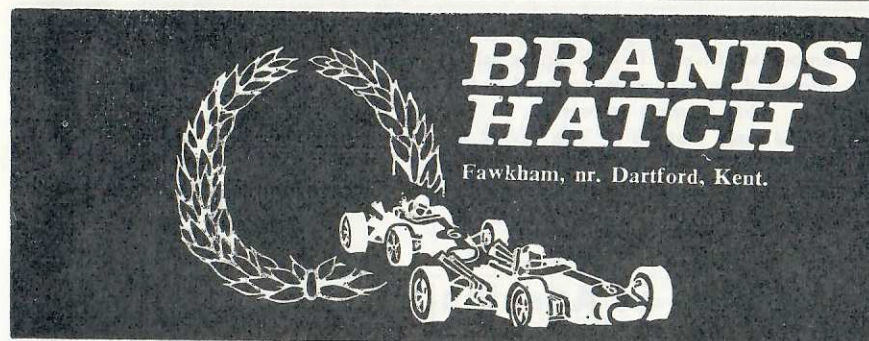
[Signature]
Managing Director

[Signature]
Sales Director

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Manager Racing Division

Goodbye, Jack Brabham, from all of us at Goodyear
Thanks for proving our tyres to the World.

Motor Race Meeting Sunday November 29, 1970



Salute to Jack Brabham Meeting

THIS MEETING IS ORGANISED BY THE LONDON MOTOR CLUB
for
BRANDS HATCH CIRCUIT LIMITED

The meeting is governed by the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the additional Supplementary Regulations and any instructions which the Club (The London Motor Club) may issue for the Meeting

R.A.C. PERMIT No. RS/6614

CONTENTS

	Page
Notice to Spectators, Flag Signals, etc.	2
Officials of the Meeting	3
Programme of Events and Awards	4
My Salute to Jack Brabham — by Alan Brinton	6 - 13
Event 1 — Grand Touring and F100 race	14
SKF Grand Touring Car Championship and Tarmac F100 Championship Points Tables	16
Event 2 — Formula Ford race	17
Event 3 — The Jack Brabham Trophy Race	18
Event 4 — STP Modified Sports Car Race	19
STP Modified Sports Car Championship Points Table	20
Event 5 — Hepolite - Glacier Saloon Car Race	21
Hepolite - Glacier Saloon Car Championship Points Table	22
Event 6 — Formule Libre Race	23
Brands Hatch 1970 Fixture List	24
Map of Circuit, Lap Speed Table	Inside Back Cover

For the Attention of Spectators

Please do not leave litter about the grounds — take it with you.
Remember to drive with care and caution when leaving the ground.
To safeguard both competitors and public — **dogs are not admitted unless kept on a leash. This is most important.**

Prohibited Area Notices : The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

Condition of Admission

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

Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting.

Flag Signals

UNION JACK	...	...	Start.
RED	...	...	Stop immediately.
YELLOW (Waved)	...	...	Great danger; prepare to stop; no overtaking.
YELLOW (Motionless)	...	...	Take care; danger; no overtaking.
BLUE (Waved)	...	...	Another competitor is trying to overtake.
BLUE (Motionless)	...	...	Another competitor is following closely.
YELLOW WITH RED STRIPES	...	...	Oil on the course.
WHITE	...	...	Ambulance or service car on the course.
BLACK (With Number)	...	...	Car with that number must call into the pits.
BLACK and WHITE Chequered	...	...	End of race.

This meeting is promoted by

MOTOR CIRCUIT DEVELOPMENTS LTD.

Managing Director: John Webb

For BRANDS HATCH CIRCUIT LTD.

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

**Brands Hatch Circuit Ltd. Fawkham Nr. Dartford Kent.
West Ash 331**

Officials of the Meeting

Stewards :

For the R.A.C.—
Ken Rainsbury
For the L.M.C.—
Ian Mackenzie
Paul Steiner
Maurice Burton

Clerk of the Course :

Eddie Goodman

Deputy Clerk of the Course :

Tom H. Hazlem

Chief Observer :

Brian C. Wright

Chief Marshal :

Lew Wooster

Chief Flag Marshal :

Monty Terrell

Chief Start Line Marshal :

Len Pullen

Starter :

Hector Chappell

Judges :

Colin Hoile
Andrew Cameron
Michael Phillips

Chief Pit Marshal :

John Hutchins

Chief Paddock Marshal :

Les Bone

Chief Scrutineer :

Fred C. Matthews

Scrutineers :

F. W. Matthews
W. V. Batstone
H. A. Powell
G. F. Viola

Scrutineers' Assistant :

Mrs. Theresa Matthews

Chief Timekeeper :

Roy Oates

Timekeepers :

Mrs. Diane Eyre
Harry Clenshaw
Jack Harvey
Mike Eyre

Chief Medical Officer :

Keith W. Giles, F.R.C.S.

Commentator :

Anthony Marsh

Press Officer :

Graham Macbeth

Marshals :

Members of the L.M.C.,
the British Motor Racing
Marshals Club,
the B.R.S.C.C. and the S.D.M.C.

Secretary of the Meeting :

Barry Simons,
31 Shirehall Park,
London, N.W.4

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Programme of Events & Awards

Start

EVENT 1. A 10 LAP RACE FOR G.T. AND FORMULA F100 CARS 12.45 hrs

G.T. Classes : 1st — £12 2nd — £9 3rd — £6
 F100 Class 1st — £36 2nd — £24 3rd — £16
 4th — £12 5th — £8 6th — £4

(A qualifying round of the SKF G.T. and Tarmac F100 Championships)

EVENT 2. A 10 LAP RACE FOR FORMULA FORD CARS ... 13.15 hrs

1st, 2nd and 3rd — An Award

DEMONSTRATION BY JACK BRABHAM ... 13.35 hrs

TRUMPET FANFARE BY THE CENTRAL BAND OF THE ROYAL AIR FORCE 13.45 hrs

FANFARE TRUMPETERS

(by permission of The Air Force Board of The Defence Council)

Followed by Presentation to Jack Brabham, Esq., O.B.E.
 By John Cooper, Esq.

EVENT 3. THE JACK BRABHAM TROPHY RACE ... 14.05 hrs

A 20 Lap Race for Brabham Cars

1st : The Jack Brabham Trophy and £100
 2nd — £50 3rd — £25

EVENT 4. A 10 LAP RACE FOR MODSPORTS CARS ... 14.45 hrs

In each class : 1st — £12 2nd — £9 3rd — £6

(A qualifying round of the STP Modsports Championship)

EVENT 5. A 10 LAP RACE FOR SALOON CARS ... 15.15 hrs

In each class : 1st — £18 2nd — £12 3rd — £8

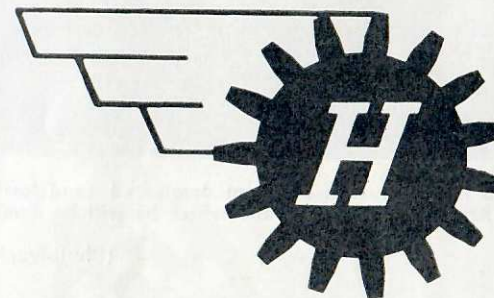
(A qualifying round of the Hepolite-Glacier Saloon Car Championship)

EVENT 6. A 15 LAP RACE FOR FORMULE LIBRE CARS ... 15.45 hrs

1st — The November Trophy 2nd, 3rd and 4th — An Award

Congratulations

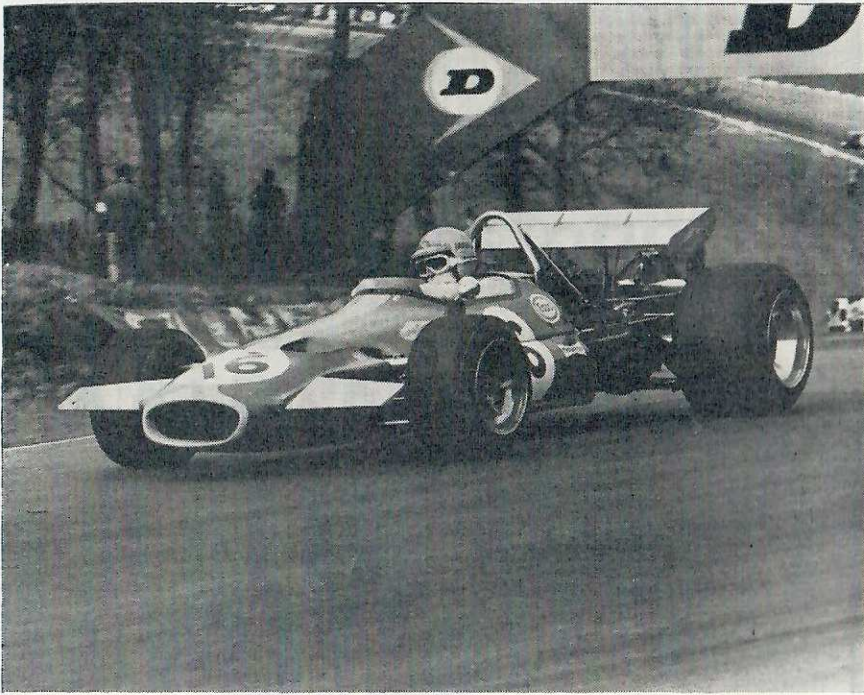
JACK BRABHAM



from all at

HEWLANDS

Manufacturers of Racing Transmissions



The Brabham BT33 in which Jack Brabham dominated (and lost!) both the Race of Champions and British GP this year, and which he will be demonstrating for the last time today.

(Photograph by Fred Taylor)

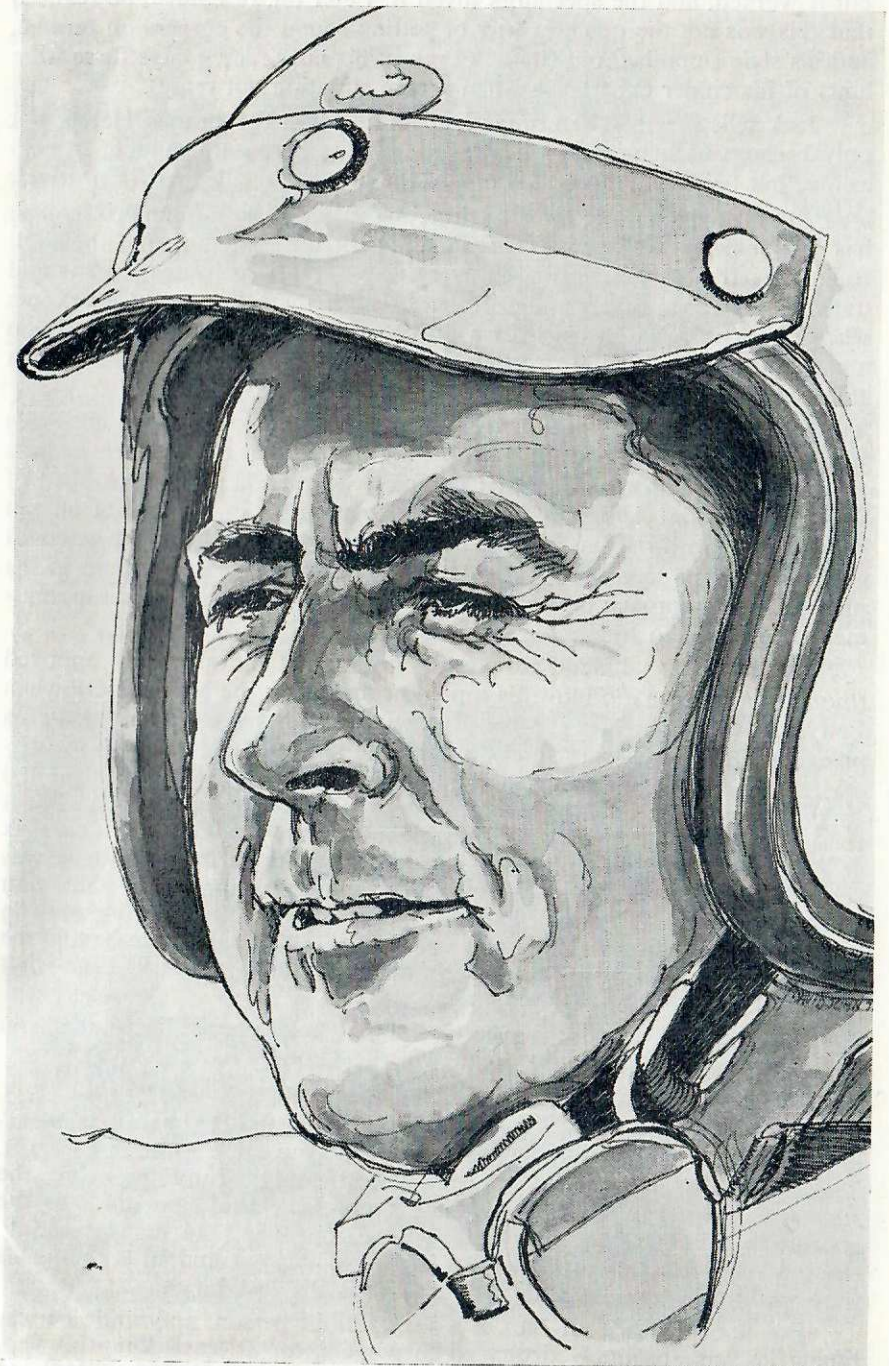
MY SALUTE TO JACK BRABHAM

Motoring journalist Alan Brinton gives a personal insight into the make-up of the triple World Champion who has scored more victories at Brands Hatch than on any other circuit.

It is particularly appropriate that Brands Hatch should have been chosen as the venue for British motor racing to say farewell to Jack Brabham, who announced his retirement from the cockpit five weeks ago.

This is the circuit on which he has raced more than any other in the world, and the one on which he has had most victories. You will no doubt recall how he dominated the British GP here in 1966 with his Repco-powered machine during the season when he stormed to his third world championship. But go back a few more years in the record books and you will find Jack's name even more often, for he had a lot of wins here in his old Cooper days.

Those were the days when he hadn't got the midget-racer cinder-track technique out of his system. Come any corner and the back of his car was hanging way out at a seemingly impossible angle. It looked hairy



(Drawing by David James)

but it worked, and the spectators loved it. Later on, of course, he realised that this was not the quickest way of getting round the corners on tarmac, and his style smoothed out (though even in his later racing days there were hints of his cinder experience when a race situation got tense).

Jack tells me that he always had an affection for Brands Hatch, not only because he managed to beat Stirling Moss here on a number of occasions, but because he feels it is one of the finest of challenges for a driver.

'It's just the sort of circuit I like,' he says. 'The Grand Prix course has just sufficient awkward corners calling for the right line and the right technique. It is very punishing in every way — on suspensions, brakes and transmissions, and also on the driver because there are really no points where you can relax. It calls for a lot of careful preparation in setting-up a car, and perhaps that is one department where sometimes we have been able to score over the opposition.'

He also says it has been a lucky circuit for him . . . that is until this year, when he ran into trouble with only a few laps to go when he was romping away with the Race of Champions in March, and was robbed of seemingly certain victory in the British Grand Prix in July when he ran short of fuel with only a few hundred yards to go. The fact that he could still raise a grin soon after both of these severe blows is a tribute to his philosophical approach towards a sport that is inevitably full of disappointment from time to time.

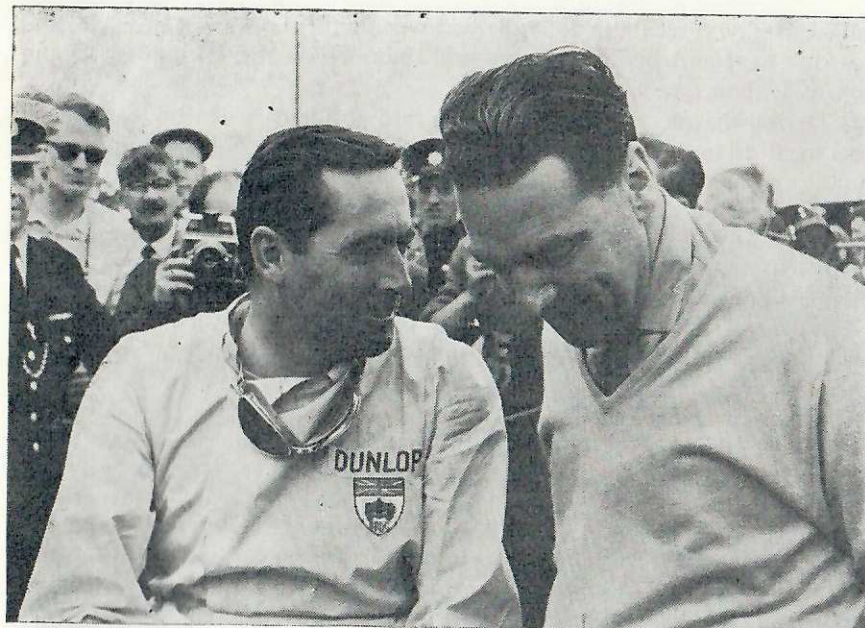
Indeed, it is difficult to recall him ruffled or outwardly annoyed (though I'm told he *did* blow his top a few days after the Mexican GP when Betty, his wife, told him she had thrown away his racing overalls!). This phlegmatic approach was surely one of the secrets of his amazingly successful career. That and an underlying sense of humour which is suggested by that quiet smile but which rarely comes straight out in the open. But it was revealed that day in 1966 before the start of the Dutch Grand Prix at Zandvoort. By that time Jack had had his 40th birthday, and he was getting just a little tired of newspaper references to him as the Old Man of Motor Racing. (After all, he said, Fangio was that age before he won his first world championship). So the night before the Dutch race he told me he planned to stage his own form of 'demonstration,' and asked me what I thought.

'Jack,' I replied, 'it's a nice idea, but I hope you realise that if you do it then you'll have to go on to win the Grand Prix.'

'Okay,' he said, and it was plain that he meant to do just that.

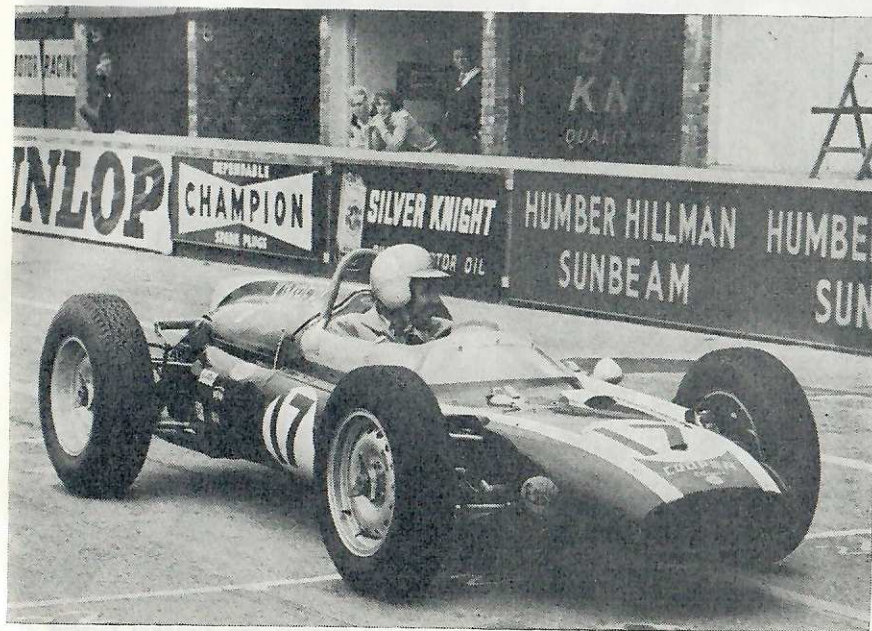
So the next afternoon a figure appeared from the Brabham pits, wearing a long beard and hobbling with the aid of a stick towards the grid. The figure went up to the pole position Brabham, off came the beard, the stick disappeared over the straw bales, and Jack Brabham got into the cockpit to gain his third GP win in succession. The 'old man' certainly showed the young shavers how to drive that day! And in winning his third world championship he definitely had the last laugh.

But underneath it all Jack is a very serious person, and while he was racing he was absolutely dedicated to winning, or at least doing his very best. He simply does not understand people who are prepared to do a job



Winning combination of a decade ago, Jack Brabham with John Cooper, who will be here today to make a presentation to the 44-year-old Australian.

(Photograph by Bernard Cahier)



Jack in the Cooper which upset the 'Establishment' at Indianapolis in 1961, and set the rear-engined trend now universally accepted at the 'Brickyard'.

half-heartedly. I recall, in 1959, he was writing for the News Chronicle, and was due to record his experiences and opinions on the Portuguese Grand Prix at Lisbon.

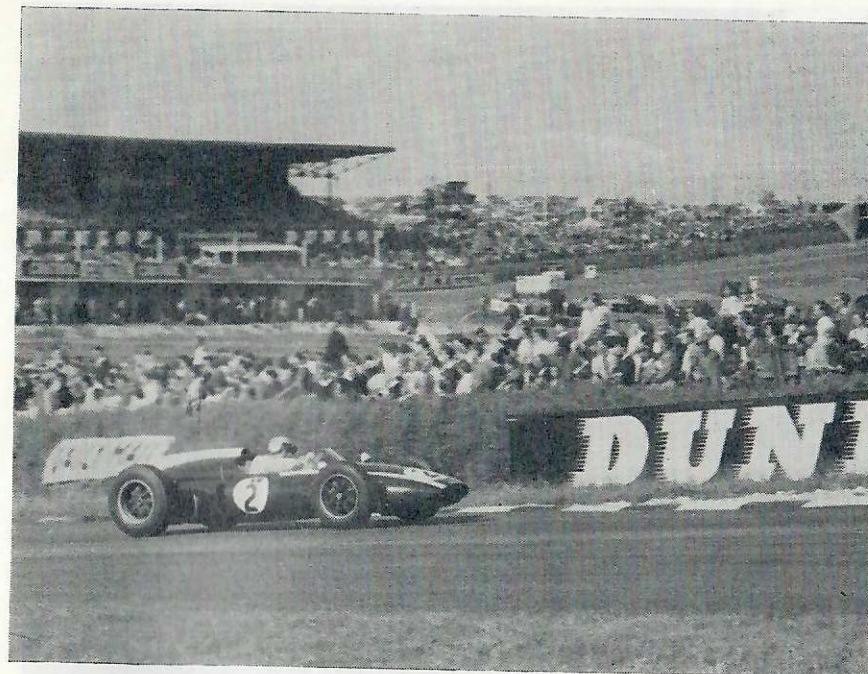
During the race he had one of his rare accidents when he was put off by a local driver he was trying to lap. Jack landed out of his Cooper in the middle of the road, and looked up rather dazed to see teammate Masten Gregory bearing down on him at great speed. Masten missed Jack, who was rushed away for medical attention and an hour or so later was sitting up in his bed at his hotel, bruised and shaken, and asking where I was. Having phoned a story to London, I popped up to see Jack, whose first words were, 'Where've you been? We've got a story to do.' And a story he did do, dictating to me his vivid impressions of a race that nearly ended in disaster.

It was a splendid example of his determination to do a job he had promised to do. A week later, still bruised and stiff from his Lisbon incident, he was here at Brands Hatch, winning yet another race

I recently asked Jack to tell me about his most exciting experience at Brands Hatch . . . and was rather surprised by his reply. It all happened just outside the circuit. The day before he had been racing at Nurburgring in the German GP and was due at Brands Hatch on the Bank Holiday Monday for another race. But let him take up the story : 'I had arranged



Two greats together. After seeing Fangio driving through the downhill sweeps at Rouen, Jack decided that the Argentinian was the driver to emulate. He still thinks Fangio is the tops for all time.



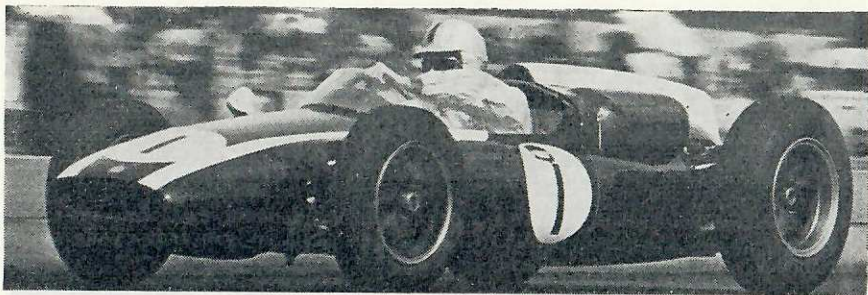
Jack, in his second world championship season, driving his Cooper-Climax to victory at Brands Hatch on August Bank Holiday Monday, 1960.

to fly my plane back to Biggin Hill, but bad weather in Germany held up take-off. By the time I got over England I realised I wouldn't have time to land at Biggin Hill and motor over to Brands Hatch. I stoozed around over the circuit and picked out what I thought was a likely field, and made a landing. It was just over the road from the paddock, seemed to be full of horses and cows, and had only one fairly flat strip alongside some trees and towards a fence. It was tricky, but we got down in one piece . . . just. Convenient, of course, to be able to walk over the road to the paddock, but then I wondered who owned the field and who I would have to apologise to. Then I discovered it belonged to Brands Hatch after all, but I'll bet no-one else has landed there since!

To ensure a safe take-off, Betty Brabham had to go home by road, but Jack got away successfully. Quite a day, because he won the race as well.

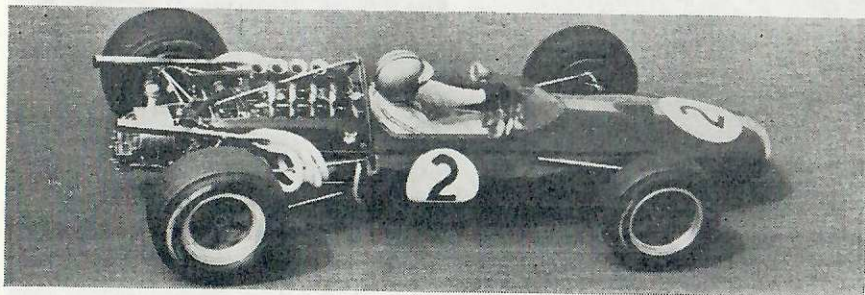
This incident demonstrates another side of his character — his spirit of adventure. I well recall how, when he was still learning to fly (with the help of the late Ron Flockhart) he took a flip from the aerodrome at Reims and flew directly over the circuit to see whether he could put up a quicker lap time in his plane than in his Cooper. Since then, he has flown hundreds of thousands of miles, and his longer trips include a light plane crossing of the Atlantic and another to Australia. He's very probably the best pilot in the Grand Prix 'circus'.

So this is the 44-year-old we are saluting today. A man of immense experience and tremendous guts, a brilliant engineer and a driver with that hard core of determination which separates the winners from the



Cooper-mounted Jack Brabham on his way to win the 1960 British Grand Prix. No driving gloves that day!

(Photograph by Geoffrey Goddard)



Jack Brabham shook the opposition in 1966 by turning up with an American-built Repco V8 in his car, and won his third world championship.

(Photograph by Michael Cooper)



To show those young shavers he wasn't too old at 40, Jack walked to the grid for the 1966 Dutch GP with beard and stick . . . and won the race, too!



The way he used to drive, with the back of his F2 Cooper hanging well out (and on this occasion with straw in the radiator!).

(Photograph by Geoffrey Goddard)

also-rans. If he saw a chance of gaining an advantage he would never hesitate to have a go, and he has probably used more of the Brands Hatch countryside while still retaining control than any other driver in the business.

During 23 years in motor sport he has won 14 Grands Prix and innumerable other races (including an endurance race for Matra a week before he retired), brought lustre to the name of Brabham through his so-successful machines, and given pleasure to thousands and thousands of motor racing fans throughout the world by his exploits and his impeccable bearing.

Here today at Brands Hatch we salute one of the greats of motor racing, not forgetting Betty, who has given him such fine support and his father who is present today to watch his son receive the plaudits he so richly deserves.

EVENT 1 **Start: 12.45 hrs.** **10 Laps**

Grand Touring & F100 Car Race

A qualifying round of the SKF Grand Touring Car Championship and the Tarmac Formula F100 Championship

No.	Entrant and Driver	Car	cc
Class A — G.T. Cars over 2500 cc			
60	Tom Leake	Aston Martin DB4GT Zagato	3995
61	Pink Stamps Racing (Dvr: John Markey)	Lotus 30 ...	4700
98	Syd Segal	Austin Healey 3000	2998
Class B — 1601 - 2500 cc			
64	Brian Martin	Martin BM7/2 ...	1991
65	Guy Edwards	Astra ...	1800
Class C — G.T. Cars, 1151 - 1600 cc			
71	Peter Coombes	Coombes G.T. ...	1598
72	Les Aylott	Ardua Spyder ...	1594
73	John Bussey	M.G. Midget ...	1293
74	Alan Fowler (1st reserve)	Mercury ...	1598
Class D — G.T. Cars up to 1150 cc			
75	Gary Diver (4th Reserve)	Lotus 7 ...	1000
76	Brian Palmer (Dvr: Allan Brunning)	Milmor Mk 7 GT ...	1100
77	Beric Ewin	W.R.A. GT ...	1098
78	Melvyn Coon	Dino ...	1000
79	Graham Matheson	Lotus XI ...	997
80	Chris Coon	Lotus 7 ...	997
Class E — Formula F100			
68	Barry White (5th Reserve)	Lotus 23 ...	1098
81	Les Leston	Royale RP4 ...	1293
82	Chris Lee	Sturdegess SL1 ...	1275
83	J.R.R.D.S. (Dvr: Stanley Matthews)	Royale RP4 ...	1297
84	John Kennedy (Dvr: Bob Deverell)	Royale RP4 ...	1300
85	D. J. Bond (Dvr: Simon Ridge)	Beattie ...	1300
86	Garo Nigogosian	D.R.W. ...	1300
87	Ken Permain	Milmor VI ...	1300
88	Nerus Eng. (2nd Reserve)	Nerus Silhouette ...	1300
	(Dvr: Nick Cole)		
89	Mike Spence Devpts. (3rd Reserve)	Royale RP4 ...	1300
	(Dvr: To be nominated)		

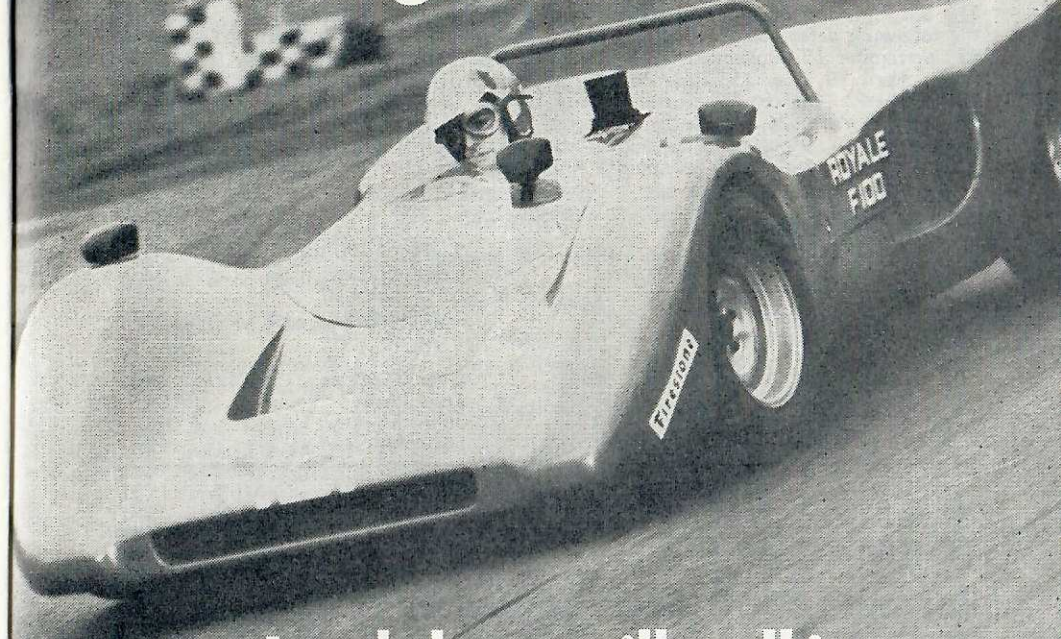
RESULTS :

OVERALL	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
CLASS A	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	
CLASS B	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	
CLASS C	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	
CLASS D	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	
CLASS E	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	

LAP RECORDS :

	secs	mph	date
Special Grand Touring Cars — Over 2500 cc			
Alistair Cowin (7000 cc McLaren M12 Chevrolet)	51.8	86.18	16.8.70
John Markey (4700 cc Lotus 30 Ford)	51.8	86.18	15.11.70
Race Record: Alistair Cowin (7000 cc McLaren M12 Chevrolet)	83.91		16.8.70
Special Grand Touring Cars — 1151 - 1600 cc			
Jeremy Lord (1594 cc Astra RNR 1A FVA)	50.8	87.87	6.9.70
Race Record: Jeremy Lord (1594 cc Astra RNR 1A FVA)	85.52		6.9.70
Special Grand Touring Cars — Up to 1150 cc			
Martin Raymond (1150 cc Daren Ford Mk 2)	51.8	86.18	16.8.70
Race Record: Martin Raymond (1150 cc Daren Ford Mk 2)	83.66		16.8.70
Formula F100 Sports Cars			
Ray Allen (1275 cc Royale RP4)	55.0	81.16	15.11.70
Race Record: Ray Allen (1275 cc Royale RP4)	79.12		15.11.70

Firestone F100 Radial: the tyre so good they named a racing formula after it.



And they still call it 'the family tyre?'

For the first time this season a new racing formula will be exciting crowds at circuits all over the country.

The formula is called F100.

The new category is named after the Firestone F100. This tyre is a family car radial but due to its amazing performance has seized the imagination of racing drivers. In the last few years it has dominated Formula Ford racing.

Tyres on racing cars take more punishment in an hour than ordinary motoring hands out in a month. So when you've got Firestone F100s on your car you've got a lot of mileage to put in before they wear out. And you've got a lot of grip, in the wet or dry, to keep you safe. And *that's* why they call F100 the 'family tyre.'

The family tyre that goes racing.



Firestone build strong tyres.

S.K.F. Grand Touring Car Championship

Skefko Ball Bearing Co. Ltd., of Luton, are sponsoring a championship for Grand Touring cars at six circuits in 1970. The overall winner receives £100 plus a trophy which is being specially designed in Sweden. The winners of the other three classes get £50 each.

The S.K.F. Grand Touring Car Championship comprises 21 rounds at six circuits on the following dates: Brands Hatch: March 30, June 7, July 5, August 2, September 27, November 15, November 29 and December 27; Castle Combe: May 9; Mallory Park: April 19, May 25, June 28 and September 13; Mondello Park: October 18; Oulton Park: March 14, June 6, August 29, September 19 and October 17; Snetterton: April 26. Points are allocated to the drivers on the basis of 12 points for a class win, 9 points for second in class and 6 points for third and prize money is paid at the rate of £1 per point. A competitor's best 15 results count toward the championship.

POINTS POSITION

Up to 1150 cc		pts	1151 - 1600 cc		pts.
1	*Beric Ewin	147	1	Les Aylott	93
2	Barry White	69	2	Mike Gribben	48
3	Allun Brunning	45		Jim Baldwin	48
	* 1970 Champion				
1601 - 2500 cc		pts	Over 2500 cc		pts
1	Brian Martin	102	1	Tom Leake	84
2	Allen Gibson	30	2	John Markey	48
3	Tony Goodwin	24	3	Malcolm Sears	42

TARMAC Formula F100 Championship

The internationally-known Tarmac Derby Group are sponsoring a championship for Formula F100 sports cars at six circuits during 1970. The winner will receive £250, with £150 for the runner-up and £100 for third.

The Tarmac Formula F100 Championship comprises 22 rounds at six circuits on the following dates: Brands Hatch: March 8, May 24, September 13 and November 15; Castle Combe: March 30; Mallory Park: April 19, May 3, July 26, September 27, October 18 and December 27; Mondello Park: September 20; Oulton Park: March 14, May 2, June 6 and October 17; Snetterton: May 25, June 28, August 9, August 31 and October 11. Points are allocated on the basis of 9 - 6 - 4 - 3 - 2 - 1 for the first six places and prize money is paid at the rate of £4 per point. A competitor's best 14 performances count towards the championship.

POINTS POSITION

	pts
1 *Ray Allen	126
2 Nick Cole	87
3 Stan Matthews	59
4 Les Leston	32
5 Vivian Talfourd-Cook	29
6 John Calvert	19

*1970 Champion

EVENT 2 Start: 13.15 hrs. 10 Laps

Formula Ford Race

No.	Entrant and Driver	Car	cc
151	Buzz Buzaglo	Merlyn Piper	1598
152	D. J. Bond (Dvr: David Minister)	Titan Piper	1600
153	Bill Hope	Royale RP2a	1600
154	Bob Arnott	Merlyn 11a	1600
155	Barry Warburton	Merlyn 11a/17	1600
156	Bob Wicken	Pringett Mistrale	1600
157	Biro Bic Ltd. (Dvr: Jeremy Gambis)	Bic Lotus 61	1600
158	Mrs. Nell Ivy (Dvr: Jake Allport)	Royale RP3	1600
159	A.D.M. Business Systems (Dvr: Antonio Bronco)	Merlyn 17	1600
160	P & M Racing Preparations (Dvr: Russell Wood)	Merlyn 11a	1600
161	P & M Racing Preparation (Dvr: Nicky von Preussen)	Titan Mk 4	1600
162	Romans of Woking (Dvr: Richard Leach)	Lola T200	1600
163	Surrey Racing Cars (Dvr: Terry Richards)	Merlyn 11a	1600
164	John Evans	Lotus 61M	1600
165	John Trevelyan	Merlyn 17	1600
166	Brian McGuire	Merlyn 11a	1600
167	Ted Whitbourn	Merlyn 11a	1598
168	Richard Rogers	Dulon Ld4C	1600
169	John Tait (Dvr: Peter Hull)	Lola T200	1600
170	Tony Roberts	Hawke DL2A	1600
171	Tony Roberts (1st Reserve) (Dvr: Bernard Hunter)	Hawke DL2A	1600
172	Valentino Musetti (2nd Reserve)	Titan VI	1600
173	Tony Macon (3rd Reserve)	Macon MR7/8	1600
174	Mike Fraser (4th Reserve)	Merlyn	1600
175	Motor Racing Stables Ltd. (Dvr: Tom Pryce) (5th Reserve)	Lola T200	1600

RESULTS :

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Winner's Time..... Speed.....mph

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

LAP RECORD :

	secs	mph	date
Racing Cars — Formula Ford			
Bob Evans (1600 cc Palliser BRM)	52.6	84.87	22.11.70
Race Record: Bob Evans (1600 cc Palliser BRM)		84.87	22.11.70

EVENT 3 Start: 14.05 hrs. 20 Laps

The Jack Brabham Trophy Race

No.	Entrant and Driver	Car	cc
1	F.I.R.S.T (Dvr: Peter Westbury)	Brabham BT30 ...	1598
2	B.P.G. Eng. Co. (Dvr: Rod Pickering)	Brabham BT23c ...	1598
3	Philip Guerola ...	Brabham BT21a ...	1600
4	Geoff Friswell ...	Brabham BT21 ...	1598
5	Lec Refrigeration Racing (Dvr: David Purley)	Brabham BT28 ...	1000
6	Ronald Rossi ...	Brabham BT28 ...	1000
7	David Santer ...	Brabham BT18 ...	1558
8	Robin Darlington ...	Brabham BT23c ...	1700
9	Steve Matchett ...	Brabham BT29 ...	1600
10	Alan Jones ...	Brabham BT28 ...	998
11	Lenham Hurst Racing (Dvr: John Gillmeister)	Brabham BT28 ...	1598
12	Michael Irons ...	Brabham BT18 ...	1498
14	Brian Jordan ...	Brabham BT15 ...	1000
15	Race Cars International (Dvr: Tony Trimmer)	Brabham ...	---
16	Alastair Walker Racing (Dvr: Alastair Walker)	Brabham BT30 Mk II	1598
17	Wheatcroft Racing (Dvr: Derek Bell)	Brabham BT30 ...	1598
18	Brian Cullen ...	Brabham BT23 ...	1598

RESULTS :

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Winner's Time..... Speed.....mph

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

LAP RECORD :

Brabham Cars.	secs	mph	date
Peter Westbury (1598 cc Brabham Cosworth BT30)	49.0	91.10	25.5.69
Race Record : Peter Westbury (1598 cc Brabham Cos. BT30)	87.80	25.5.69	

EVENT 4 Start: 14.45 hrs. 10 Laps

S.T.P. Modified Sports Car Race

A qualifying round of the S.T.P. Modsports Championship

No.	Entrant and Driver	Car	cc
Class A — Over 3000 cc			
90	Alan Leeson ...	Jaguar ...	3800
91	Bill Harding (Dvr: Shaun Jackson)	A.C. Shelby Cobra ...	4727
92	Richard Taft ...	A.C. Cobra ...	4727
93	Kentish Times Newspapers (Dvr: Mick Jones) (6th Reserve)	Jaguar ...	3781
Class B — 2001 - 3000 cc			
95	Lockhart Sports Cars (Dvr: Dr. Rod Longton)	TVR Tuscan ...	2994
96	John Gott ...	Austin Healey 3000	2962
97	Bill Viney ...	Austin Healey 3000	2912
98	Syd Segal ...	Austin Healey 3000	2998
Class C — 1151 - 2000 cc			
102	Mike Lawler (Dvr: John E. Miles)	Turner Ford ...	1760
103	C.S.M.A. Racing Team (Dvr: Keith Harris)	Austin Healey ...	1311
104	St. Chad's Service Station (Dvr: Tony Claydon)	TVR Vixen ...	1840
105	Vic Ellis ...	MGA ...	1650
106	Richard Jenvey ...	M.G. Midget ...	1293
107	Norman Cuthbert (3rd Reserve)	Lotus Elan ...	1598
Class D — Up to 1150 cc			
108	Graham Lilwall (4th Reserve)	M.G. Midget ...	1150
109	David Cox (5th Reserve)	Austin Healey ...	1115
110	David Atkins ...	Ginetta G4 ...	997
111	Brian Hole ...	Austin Healey ...	1098
112	Ian Marchant ...	Ginetta G4 ...	1000
113	Bill Harding (Dvr: Nick Amey)	Triumph Spitfire ...	1147
114	Barry Hopwood ...	Austin Healey ...	1098
115	Charles Merriman ...	Austin Healey ...	998
116	Ian Sier (1st Reserve)	Austin Healey ...	1149
117	Peter Morten (2nd Reserve)	M.G. Midget ...	1149
118	Mike Welby ...	Ginetta G4 ...	1100
119	Pat Bryant ...	M.G. Midget ...	1143

RESULTS :

OVERALL 1st..... 2nd..... 3rd..... Winner's Time..... Speed.....

CLASS A 1st..... 2nd..... 3rd..... Winner's Time..... Speed.....

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

CLASS B 1st..... 2nd..... 3rd..... Winner's Time..... Speed.....

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

CLASS C 1st..... 2nd..... 3rd..... Winner's Time..... Speed.....

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

CLASS D 1st..... 2nd..... 3rd..... Winner's Time..... Speed.....

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

EVENT 4 (continued)

LAP RECORDS:	secs	mph	date
Modified Sports Cars — Over 3000 cc			
John Quick (3781 cc Jaguar E-type)	54.6	81.76	27.4.69
Mike Franey (3781 cc Jaguar E-type)	54.6	81.76	15.6.69
Race Record: Mike Franey (3781 cc Jaguar E-type)		79.89	15.6.69
Modified Sports Cars — 2001 - 3000 cc			
Nigel Kerr (2967 cc Austin Healey 3000)	57.8	77.23	29.6.69
Race Record: Nigel Kerr (2967 cc Austin Healey 3000)		75.25	29.6.69
Modified Sports Cars — 1151 - 2000 cc			
Norman Cuthbert (1598 cc Lotus Elan)	55.8	80.00	16.8.70
Race Record: Norman Cuthbert (1598 cc Lotus Elan)		78.37	16.8.70
Modified Sports Cars — Up to 1150 cc			
Alan Woode (1143 cc MG Midget)	56.4	79.15	17.8.69
Race Record: Alan Woode (1143 cc MG Midget)		77.20	15.6.69

S.T.P. Modified Sports Car Championship

The British branch of STP, the American motor lubricant company who entered the car which won the 1969 Indianapolis 500 and sponsor of the March Formula 1 team, are sponsoring a championship for Modified Sports Cars at six circuits in 1970. The overall winner receives £100, with the winners in the other three classes getting £50 each.

The STP Modified Sports Car Championship comprises 20 rounds at six circuits on the following dates: Brands Hatch: March 8, July 5, August 16, September 27 and November 29; Castle Combe: July 25 and August 31; Mallory Park: March 30, May 3, May 25, June 28 and September 13; Mondello Park: May 10; Oulton Park: March 14, March 27, June 6 and October 17; Snetterton: April 26, August 9 and September 20. Points are allocated to the drivers on the basis of 12 points for a class win, 9 points for second in class and 6 points for third and prize money is paid at the rate of £1 per point. A competitor's best 15 results count towards the championship.

POINTS POSITION

Up to 1150 cc		pts	1151 - 2000 cc		pts
1	Pat Bryant	129	1	Norman Cuthbert	108
2	David Welpton	120	2	Andy Belcher	60
3	Richard Sutherland	48	3	John Sabourin	57
2001 - 3000 cc		pts	Over 3000 cc		pts
1	Rod Longton	147	1	Richard Taft	147
2	Bill Viney	60	2	Ted Worswick	132
3	John Gott	57	3	Shaun Jackson	21

Note: Today's race is the final round of the championship with Rod Longton and Richard Taft lying neck and neck with 147 points each. However, taking the best 15 results from the season's races into consideration, to win the championship Longton has an easier task than Taft. Longton merely has to finish either first, second or third in his class to take the title. Taft needs to be placed either first or second in his class and Longton must not be placed higher than fourth in the 3000 cc class.

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EVENT 5 Start: 15.15 hrs. 10 Laps

Hepolite - Glacier Saloon Car Race

A qualifying round of the Hepolite - Glacier Saloon Car Championship

No.	Entrant and Driver	Car	cc
Class A — Over 1300 cc			
120	Racing Services (Dvr: David Brodie)	Ford Escort	2105
121	Bargain Wallpapers (Dvr: Andy O'Keeffe)	Ford Escort	1598
122	Steering Wheel Centre, Bromley (Dvr: Mike Chittenden)	Ford Anglia	1600
123	Brian Harris	Vauxhall Viva G.T.	1975
124	Westune Ltd. (Dvr: John Myerscough)	Ford Anglia	1799
125	Camerathorpe (Dvr: Rhoddy Harvey-Bailey)	Ford Falcon	5000
126	Bill Cox	W.R.C. Capri	6200
127	Roger Enever	Morris Cooper S	1300 s/c
Class B — 1001 - 1300 cc			
130	Frank Gunn	Austin Cooper S	1293
131	Mo Mendham	Austin Cooper S	1293
132	Don Moore (Dvr: Rob Mason)	Morris Cooper S	1275
133	Rod Blanchard (Dvr: Gerry Hinde)	Vitamins S	1293
134	Mike Bundy	Sigma Mini	1293
135	Tim Conroy (Dvr: John Cannadine)	Austin Cooper S	1293
136	Sid Cleverly (2nd Reserve)	B.L. Mini	1293
137	Jim Cowles (4th Reserve)	Ford Anglia	1279
Class C — Up to 1000 cc			
140	Miss Micki Vandervell	Morris Cooper	999
141	Automex Motor Co. (Dvr: Simon Ridge)	B.M.C. Mini	992
142	Geoff Stone	Austin Cooper S	999
143	Roger Williamson	Ford Anglia	997
144	Tony Dixon	Morris Cooper	998
145	John Routley	Sigma Cooper S	999
146	D. J. Bond (1st Reserve) (Dvr: Paul Hutton or Richard Ferris)	Mini Clubman	970
147	Tim Conroy (3rd Reserve) (Dvr: Ron Mason or Jim Conroy)	Austin Cooper S	1000
148	Peter Day (5th Reserve)	Austin Mini	850

RESULTS:

OVERALL	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
CLASS A	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	
CLASS B	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	
CLASS C	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap: Car No.....		Time.....	Speed.....	

LAP RECORDS:	secs	mph	date
Special Saloon Cars — over 1300 cc			
David Brodie (2105 cc Ford Escort Twin Cam)	53.4	83.60	22.11.70
Race Record: David Brodie (2105 cc Ford Escort Twin Cam)		81.05	1.11.70
Special Saloon Cars — 1001 - 1300 cc			
Rob Mason (1275 cc Austin Cooper S)	56.4	79.15	14.6.70
Race Record: Rob Mason (1275 cc Austin Cooper S)		77.37	14.6.70
Special Saloon Cars — Up to 1000 cc			
Bill McGovern (998 cc Sunbeam Imp)	57.8	77.23	15.6.69
Race Record: John Turner (998 cc Hillman Imp)		75.46	6.9.70

HEPOLITE-GLACIER Saloon Car Championship

A. E. Auto Parts Ltd, of Bradford, the marketing company responsible for sales throughout the world of Hepolite and Glacier replacement engine components, are sponsoring a championship for saloon cars at six circuits this year. The winner receives £100 and the winners of the other two classes get £50 each. Second in each class is worth £20, with £10 for third in each class.

The Hepolite-Glacier Saloon Car Championship comprises 20 races at six circuits on the following dates : Brands Hatch : March 8, March 30, May 3, June 7, August 2, September 27 and November 29; Castle Combe : May 9, May 25 and July 25; Mallory Park : April 19 and August 31; Mondello Park : March 17; Oulton Park : March 14, March 27, May 2, August 29 and September 19; Snetterton : June 28 and October 11. Points are allocated to the drivers on the basis of 9 points for a class win, 6 points for second in class and 4 points for third and prize money is paid at the rate of £2 per point. A competitor's best 14 results count towards the championship.

POINTS POSITION

Up to 1000 cc		pts	1001 - 1300 cc		pts
1	*Roger Williamson	123	1	Rob Mason	97
2	Simon Ridge	38	2	Geoff Wood	31
3	Barry Swan	20	3	Gerry Hinde	13
				John Watts	13

* 1970 Champion

Over 1300 cc		pts
1	John Myerscough	45
2	Dave Brodie	42
3	Tony Sugden	26

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EVENT 6 Start: 15.45 hrs. 15 Laps

Formule Libre Race

No.	Entrant and Driver	Car	cc
2	B.P.G. Eng. Co. (Dvr: Rod Pickering)	Brabham BT23c F2	1598
3	Philip Guerola	Brabham BT21a ...	1600
4	Geoff Friswell	Brabham BT21c T/C	1598
5	Lec Refrigeration Racing (Dvr: David Purley)	Brabham BT28 ...	997
7	David Santer	Brabham BT18 ...	1558
9	Steve Matchett	Brabham BT29 ...	1600
10	Alan Jones (3rd Reserve)	Brabham BT28 F3	998
11	Lenham Hurst Racing (4th Reserve) (Dvr: John Gillmeister)	Brabham BT28 ...	1598
31	Keith Norman	Tecno ...	1600
32	Racing Preparations Ltd. (Dvr: Ray Allen)	Royale RP8 ...	1600
33	Robin Darlington	Lola T100 T/C ...	1700
34	D. J. Bond (Dvr: Vern Schuppan)	Palliser B.R.M. T/C	1600
35	Bill Creasey	Chevron B10/17 ...	1598
36	Jose Ferreira	Brabham BT28 ...	1000
37	Mike Greenwood	Mystere F3 ...	1000
38	Nick Dawson	Jomo F3 ...	997
39	Ron Griffiths	Vixen VB1 F4 ...	875
40	Dave Griffiths	Vixen VB4 F4 ...	875
41	Chris Skeaping	Chevron B17 ...	997
42	Keith Laney	Kiwi Two ...	1000
43	John Tait (1st Reserve)	Lola T200 ...	1600
44	Heuer Time Ltd. (Dvr: Ron Grant)	Austro Vee ...	1600
45	Norman Grant (2nd Reserve)	Vixen VB4 F4 ...	875
46	Ed Reeves	March 703 ...	997
156	Bob Wicken (6th Reserve)	Pringett Mistrale ...	1600
157	Biro Bic Ltd. (5th Reserve)	Bic Lotus 61 ...	1600
162	Romans of Woking (7th Reserve) (Dvr: Richard Leach)	Lola T200 ...	1600

RESULTS :

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Winner's Time..... Speed.....mph

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

LAP RECORDS :

	secs	mph	date
Outright Lap Record			
Graham McRae (4992 cc McLaren M10B Chevrolet)	45.6	97.89	3.5.70
Race Record : Peter Gethin (4992 cc McLaren M10B Chev.)	94.19		3.5.70
Formule Libre Lap Record			
Ray Allen (1594 cc Royale RP8 Ford T/C)	48.8	91.48	1.11.70
Race Record : Ray Allen (1594 cc Royale RP8 Ford T/C)	88.89		25.10.70

BRANDS HATCH 1970 FIXTURE LIST

DATE	EVENT	ORGANISER	EVENTS	CHARGES
6 Dec.	Clubman's Car Races	Tunbridge WMC	FL, F100, T, PS, GT	10/-A, 4/-C, 4/-SP
13 Dec.	Sprint Meeting	Sevenoaks DMC	T, PS, GT, S	5/-A, CF, Rovers
28 Dec.	Yuletide National Motor Cycle Races	Brands R.C.	All Classes	10/-A, 6/-C, 6/-S, 6/-P
27 DEC.	CHRISTMAS NATIONAL CAR RACES	BRSCC	F3, FF, F100, T, PS, GT	14/-A, 6/-C, 10/-S, 10/-P

* On 2.65-mile Grand Prix Circuit

KEY

Types : Events listed in block capitals are fully international or other important meetings. Events in normal black type are championship meetings involving prize money and are planned as public entertainments.

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

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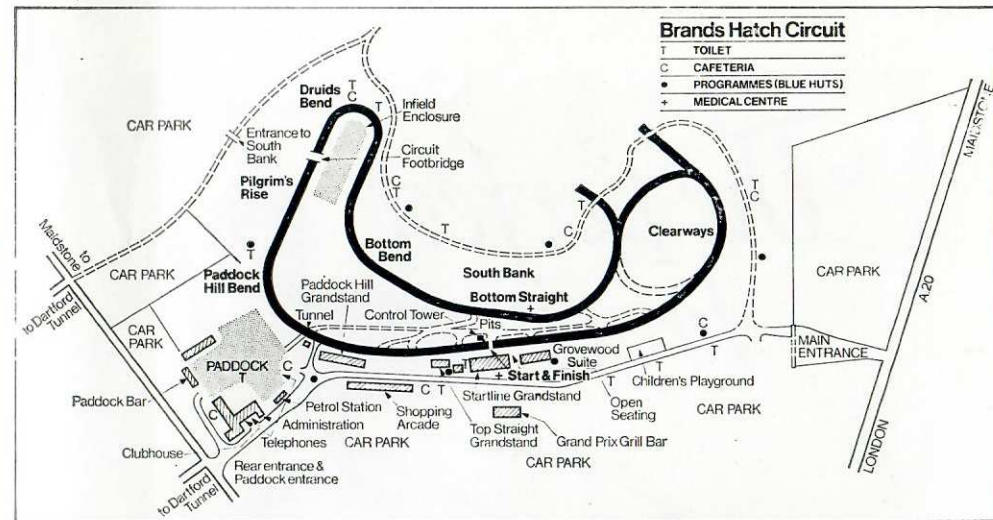


This year's thrilling RAC British Grand Prix will go down in motor racing history as one of the finest grandes epreuves of all time. And everyone agreed that the Souvenir Race Programme was a magnificent production matching the quality of the Grand Prix. If you couldn't be at Brands Hatch on July 18 you can still get a souvenir programme.

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LAP SPEED TABLE

BRANDS HATCH SPEED TABLE 1 LAP = 1.24 MILES

Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed	Time	Speed
secs	mph	secs	mph	secs	mph	secs	mph	secs	mph	secs	mph
42.0	106.29	47.0	94.98	52.0	85.85	57.0	78.32	61.0	73.18	65.0	68.68
42.2	105.78	47.2	94.58	52.2	85.52	57.2	78.04	61.2	72.94	65.2	68.47
42.4	105.28	47.4	94.18	52.4	85.19	57.4	77.77	61.4	72.70	65.4	68.26
42.6	104.79	47.6	93.78	52.6	84.87	57.6	77.50	61.6	72.47	65.6	68.05
42.8	104.29	47.8	93.39	52.8	84.55	57.8	77.23	61.8	72.23	65.8	67.84
43.0	103.81	48.0	93.00	53.0	84.23	58.0	76.97	62.0	72.00	66.0	67.64
43.2	103.33	48.2	92.61	53.2	83.91	58.2	76.70	62.2	71.77	66.2	67.43
43.4	102.86	48.4	92.23	53.4	83.60	58.4	76.44	62.4	71.54	66.4	67.23
43.6	102.38	48.6	91.85	53.6	83.28	58.6	76.18	62.6	71.31	66.6	67.03
43.8	101.92	48.8	91.48	53.8	82.97	58.8	75.92	66.8	71.08	66.8	66.83
44.0	101.45	49.0	91.10	54.0	82.67	59.0	75.66	63.0	70.86	67.0	66.63
44.2	101.00	49.2	90.73	54.2	82.36	59.2	75.41	63.2	70.63	67.2	66.43
44.4	100.54	49.4	90.36	54.4	82.06	59.4	75.15	63.4	70.41	67.4	66.23
44.6	100.09	49.6	90.00	54.6	81.76	59.6	74.90	63.6	70.19	67.6	66.04
44.8	99.64	49.8	89.64	54.8	81.46	59.8	74.65	63.8	69.97	67.8	65.84
45.0	99.20	50.0	89.28	55.0	81.16	60.0	74.40	64.0	69.75	68.0	65.65
45.2	98.76	50.2	88.92	55.2	80.87	60.2	74.15	64.2	69.53	68.2	65.45
45.4	98.33	50.4	88.57	55.4	80.58	60.4	73.91	64.4	69.32	68.4	65.26
45.6	97.89	50.6	88.22	55.6	80.29	60.6	73.66	64.6	69.10	68.6	65.07
45.8	97.47	50.8	87.87	55.8	80.00	60.8	73.42	64.8	68.89	68.8	64.88
46.0	97.04	51.2	87.53	56.0	79.71						
46.2	96.62	51.2	87.19	56.2	79.43						
46.4	96.21	51.4	86.85	56.4	79.15						
46.6	95.79	51.6	86.51	56.6	78.87						
46.8	95.38	51.8	86.18	56.8	78.59						

SPEED (IN MPH) = $\frac{1.24 \times 3600 \times \text{No. of laps}}{\text{TIME (in seconds)}}$

OUTRIGHT LAP RECORDS FOR BRANDS HATCH CIRCUIT

GRAND PRIX CIRCUIT :	min	secs	mph	date
Jack Brabham (2993 cc Brabham - Ford BT33)	1	25.8	111.19	22.3.70
Race Record : Jackie Stewart (2993 cc March Ford 701)			109.11	22.3.70
CLUB CIRCUIT	secs	mph	date	
Graham McRae (4992 cc McLaren Chevrolet M10B)	45.6	97.89	3.5.70	
Race Record : Peter Gethin (4992 cc McLaren Chevrolet M10B)	94.19		3.5.70	

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