

# John Player Grand Prix

The Grand Prix of Europe commemorating the RAC 75<sup>th</sup> Anniversary



Brands Hatch • July 13 • 14 • 15 • 1972

25p



# Emerson talks about Brands

“The first time I drove on the Brands Hatch Grand Prix circuit was when I had my Lotus Formula 3 car in 1969. I think that Brands Hatch is one of the best circuits anywhere for a driver who really enjoys driving. The design of the circuit is good, with corners that go uphill and downhill . . . very interesting, and not just flat and featureless like some modern circuits.

There are plenty of driving problems, partly because of the bumps, it's almost impossible to set up your car perfectly for Brands Hatch. What happens is that you get everything right for one part of the circuit but in doing so you spoil the handling for another section. Thus your final choice of settings tends to be a compromise.

It is important to raise the suspension so that the car will not 'crash out' at the bottom limits of its travel, but this of course takes the edge off the handling round some corners.

There are so many variables at Brands Hatch, and on some corners the driver will want the car to understeer, while at other places oversteer is the most useful handling characteristic. You have to be prepared to lose time in some corners so that you can gain in others, and I don't believe that it is possible to have a perfect handling car here.

If you want to make a big effort in practice to get on to pole position, Brands Hatch is not really the place to do it. The reason is that the track surface has a pronounced camber just after the start line, and no sooner has the man on pole position let out the clutch and got the wheels spinning than the car goes crab-wise, forcing him to lift off.

Approaching Paddock Bend after a flying lap, it's very difficult to find the right braking point. Just where you want to start braking, there's a bad bump which unbalances the car. While braking you also have to start steering because the corner has already begun when you brake.

You can't see round the corner until you've actually finished braking, and by then the ground is falling away very quickly, which tends to make the car understeer. Don't go too wide, or the car will never come back again! This point is very important, because you have to lift off the throttle for a moment (at least that's what I do!) and try to put the car sideways down the hill. If you don't do this, the car starts to understeer badly under acceleration and can put you in big trouble. Most Grand Prix drivers understand the difficulties of Paddock Bend.

We all tend to go wide coming out of Paddock, in third gear, and you'll see a lot of people putting a wheel on to the kerb or in the dirt. They should have it sorted out as they go up the hill to Druids, though, because they've got to find the right line round the hairpin.

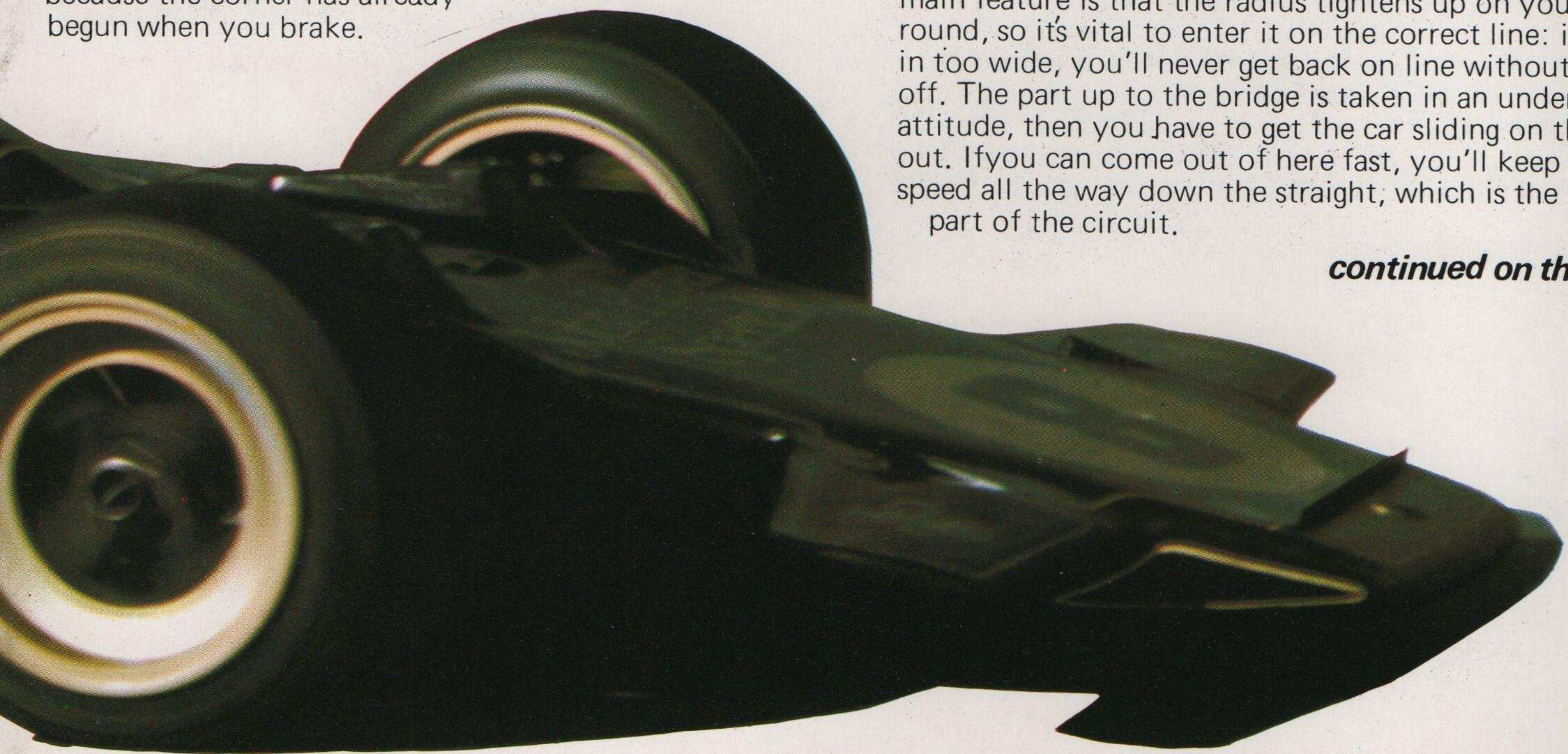
The right line at Druids is very much a matter of personal taste, but it's definitely the place to check your mirror because other drivers will want to pass at Druids if they can, under braking, and it may be necessary to close the door on them. Normally I try to brake deep into Druids (because the JPS is so good under braking), then I just touch the apex and slide the car to the outside.

You mustn't let the slide get out of hand, though, because almost immediately you want to be on the right-hand side of the road, ready for Bottom Bend. This is another understeering corner, and you just have time to change up to third before scrambling across to the other side of the road so that you can be ready for Bottom Bend.

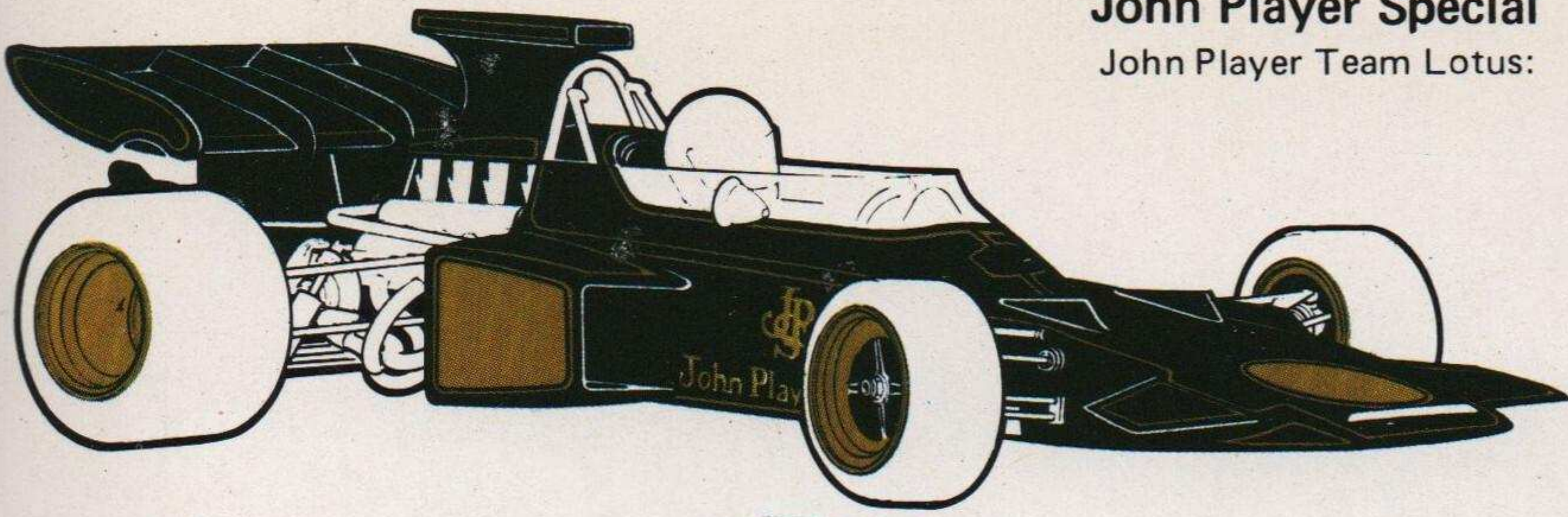
Bottom Bend presents no particular problems if you have got the car set up to oversteer on the way out. You should have it accelerating hard along Bottom Straight (which isn't straight at all, and in fact is rather bumpy).

The next corner, South Bank, offers a great challenge. Its main feature is that the radius tightens up on you halfway round, so it's vital to enter it on the correct line: if you go in too wide, you'll never get back on line without lifting off. The part up to the bridge is taken in an understeer attitude, then you have to get the car sliding on the way out. If you can come out of here fast, you'll keep the speed all the way down the straight, which is the fastest part of the circuit.

*continued on the back*







**John Player Special**  
John Player Team Lotus:



Emerson Fittipaldi (Braz)



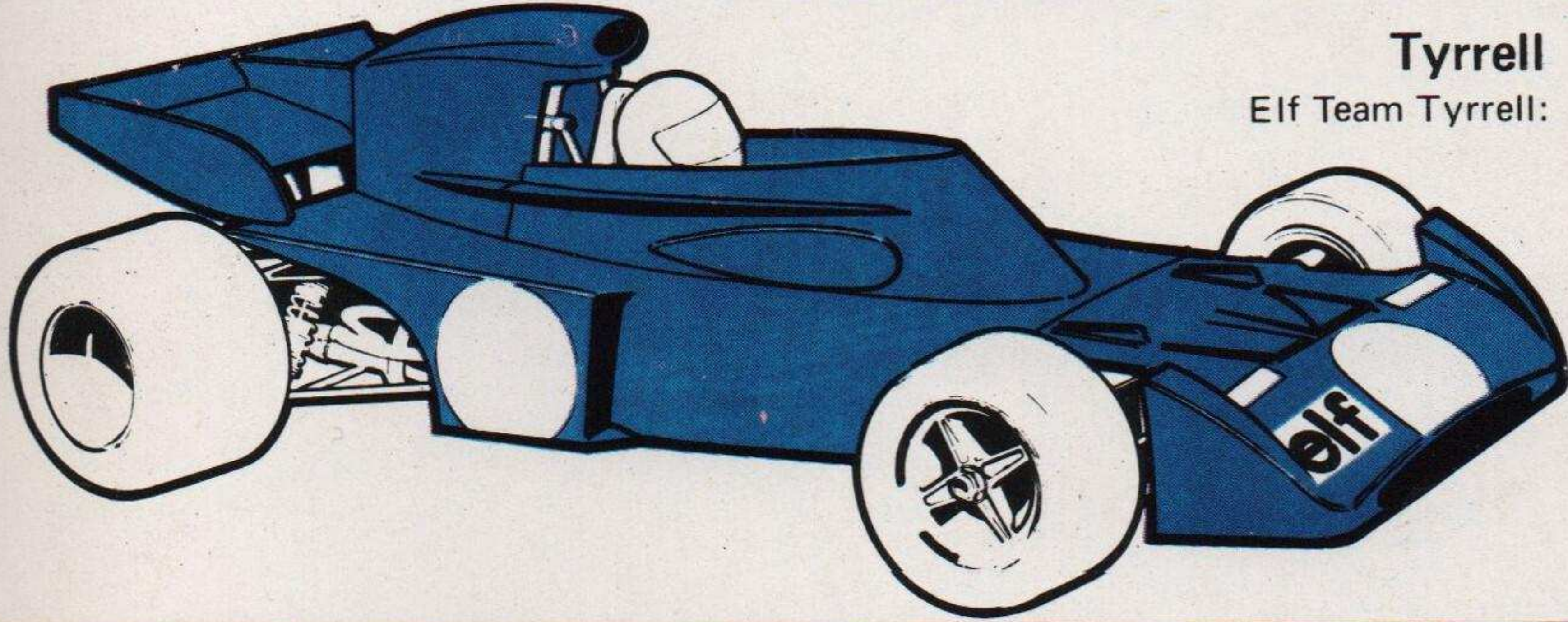
Tony Trimmer (GB)



Dave Walker (Aus)



Lucky Strike Racing:  
(Red and White)  
Dave Charlton (SA)



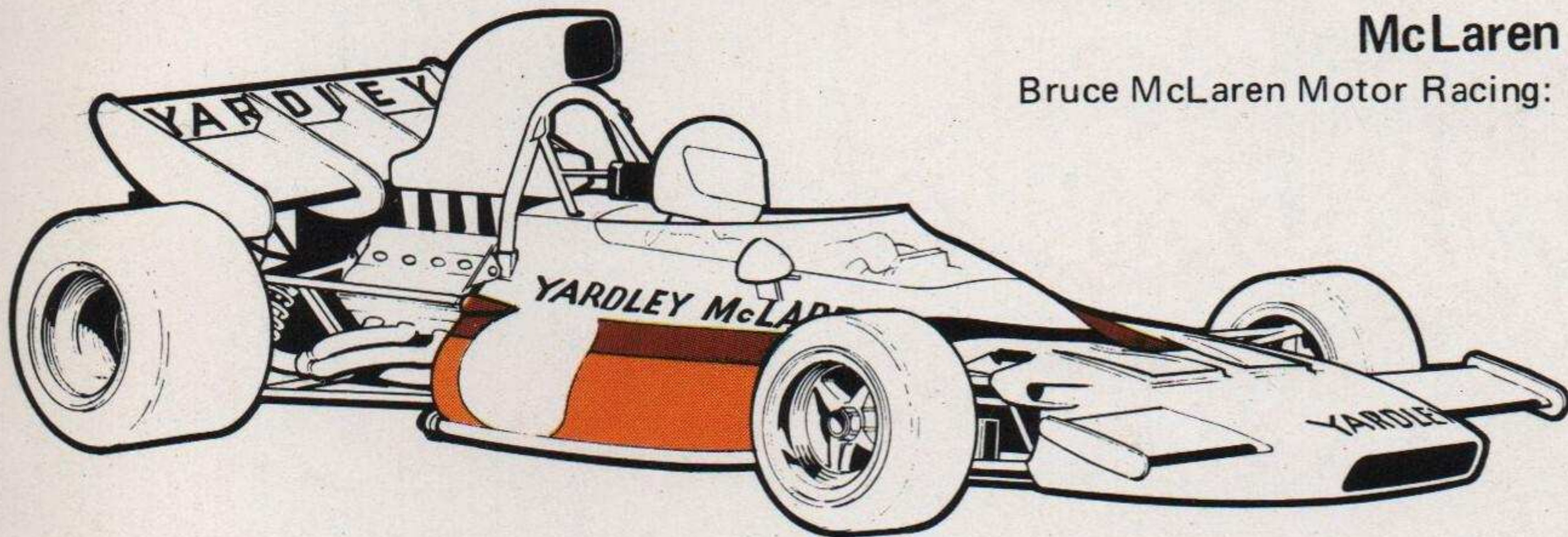
**Tyrrell**  
Elf Team Tyrrell:



Jackie Stewart (GB)



Francois Cevert (Fr)



**McLaren**  
Bruce McLaren Motor Racing:



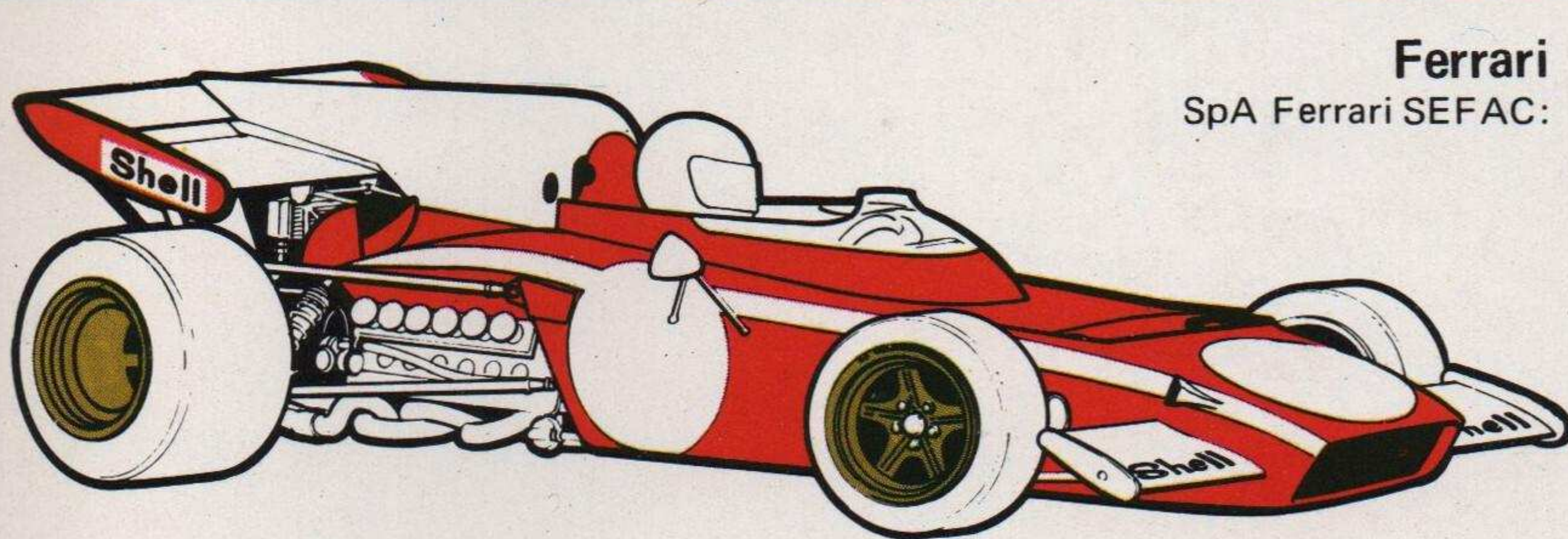
Denny Hulme (NZ)



Brian Redman (GB)



Peter Revson (USA)



**Ferrari**  
SpA Ferrari SEFAC:



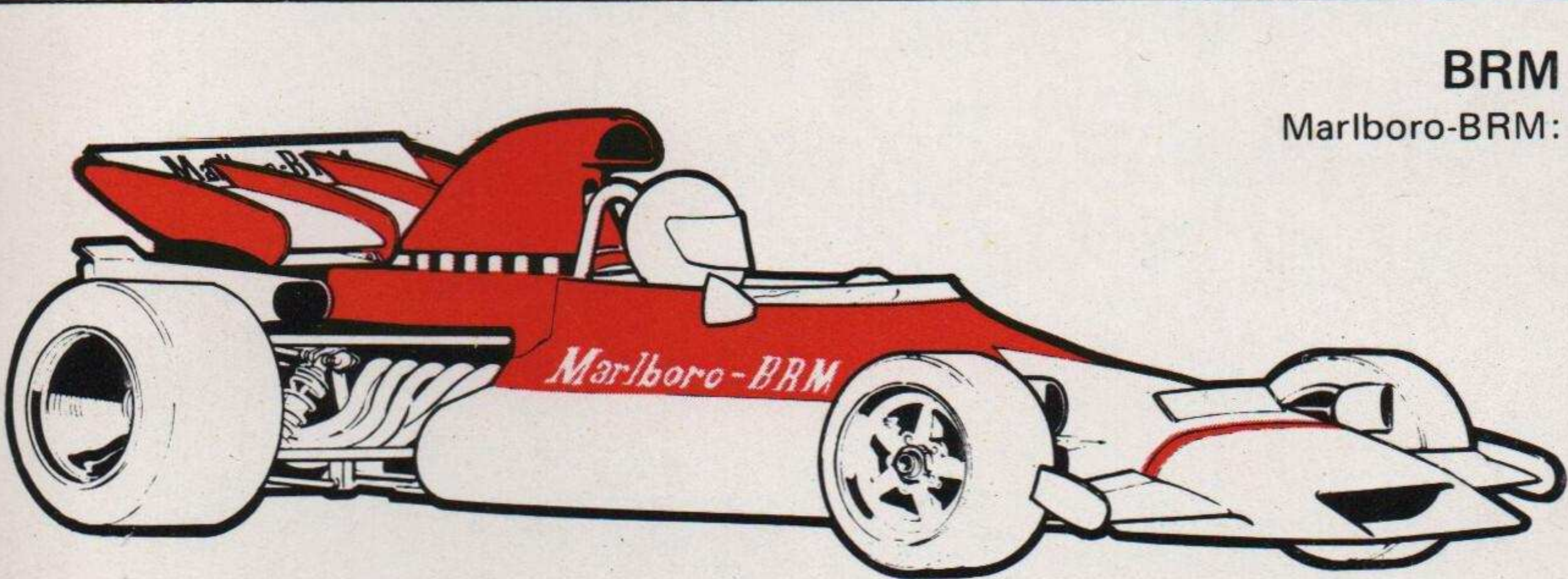
Jacky Ickx (Belg)



Mario Andretti (USA)



Clay Regazzoni (Swit)



**BRM**  
Marlboro-BRM:



Jean-Pierre Beltoise (Fr)



Reine Wisell (Swed)



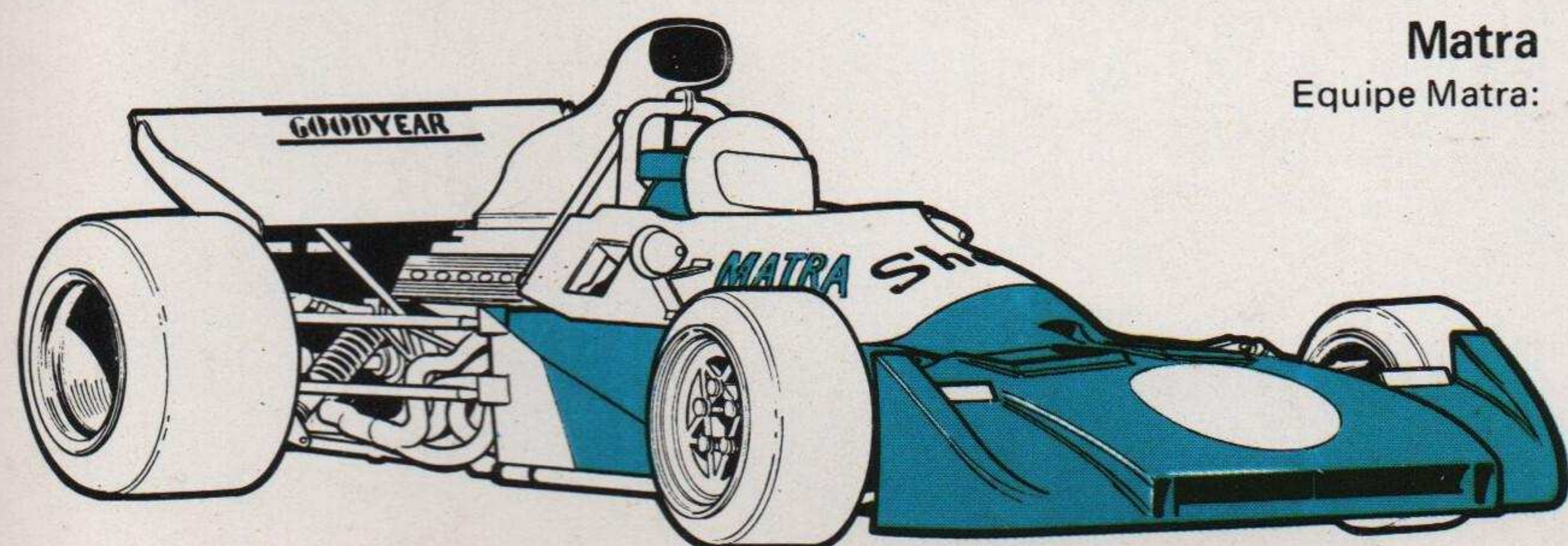
Helmut Marko (Ost)



Peter Gethin (GB)



Jackie Oliver (GB)



**Matra**  
Equipe Matra:

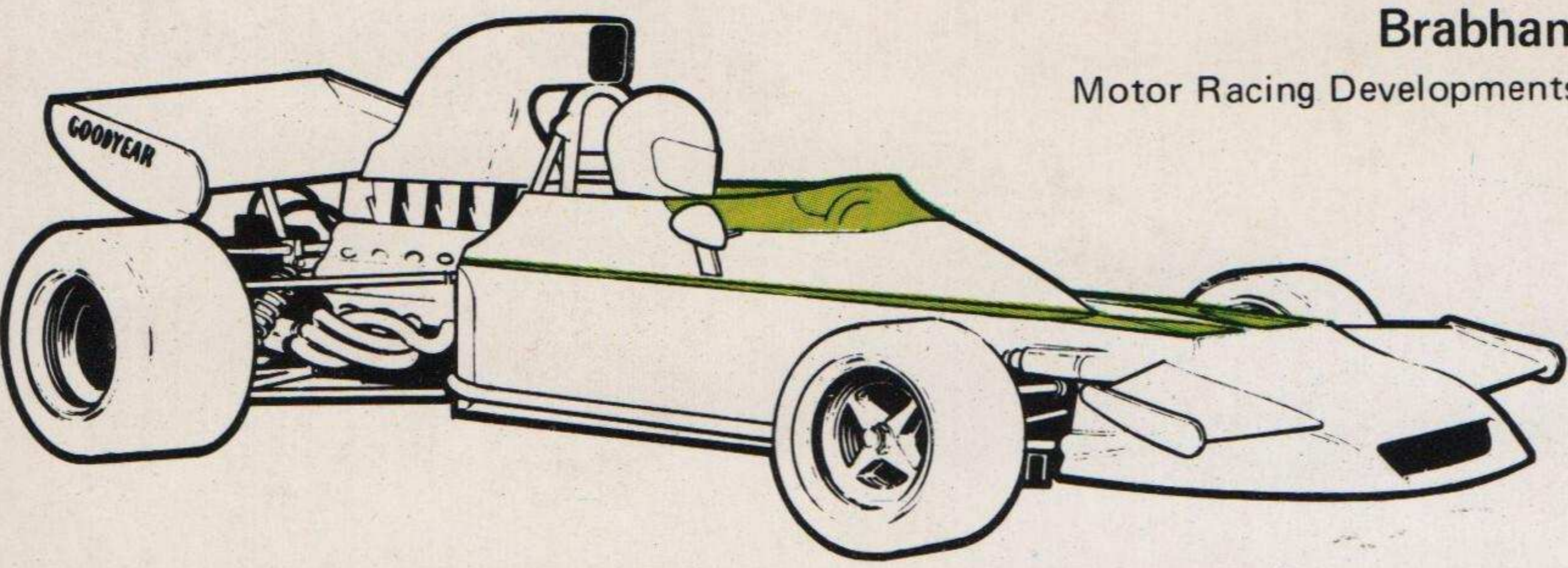


Chris Amon (NZ)



### Brabham

Motor Racing Developments:



Graham Hill (GB)



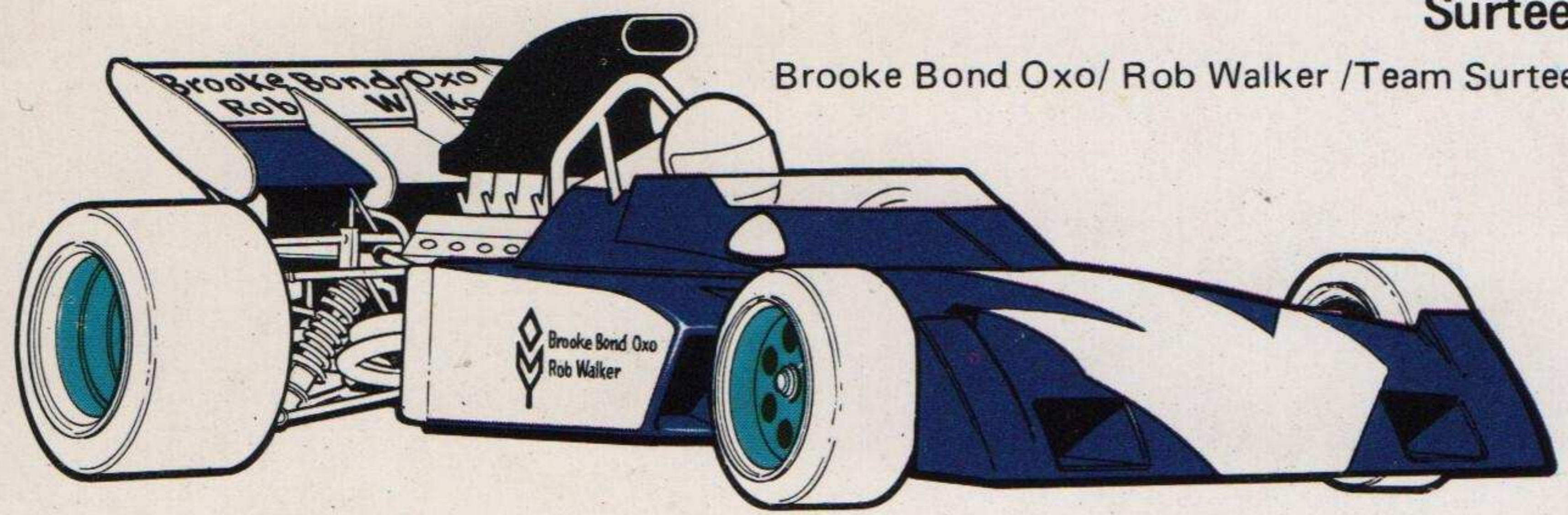
Wilson Fittipaldi (Braz)



Carlos Reutemann (Arg)

### Surtees

Brooke Bond Oxo/ Rob Walker /Team Surtees



Mike Hailwood (GB)



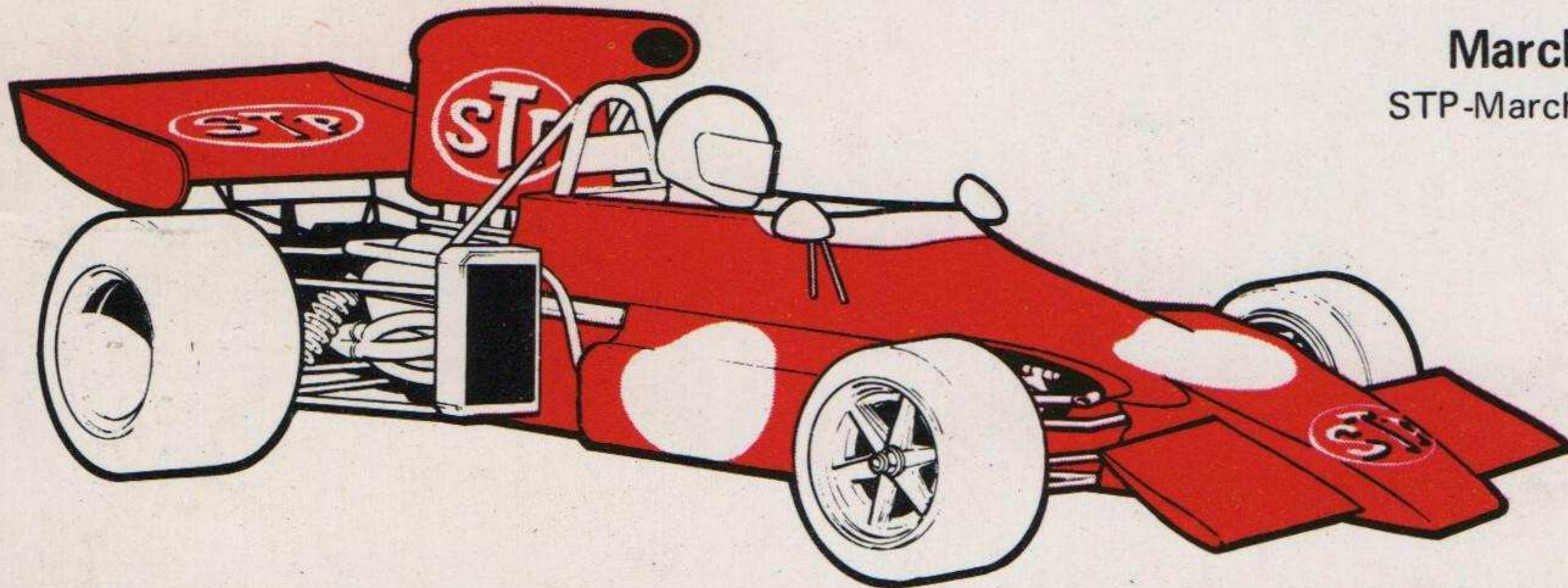
WMG Marketing/  
Team Surtees  
(Red/ White)  
Tim Schenken (Aus)



Ceramica Pagnossin/  
Team Surtees  
(Cerise/White)  
Andrea de Adamich (Ital)

### March

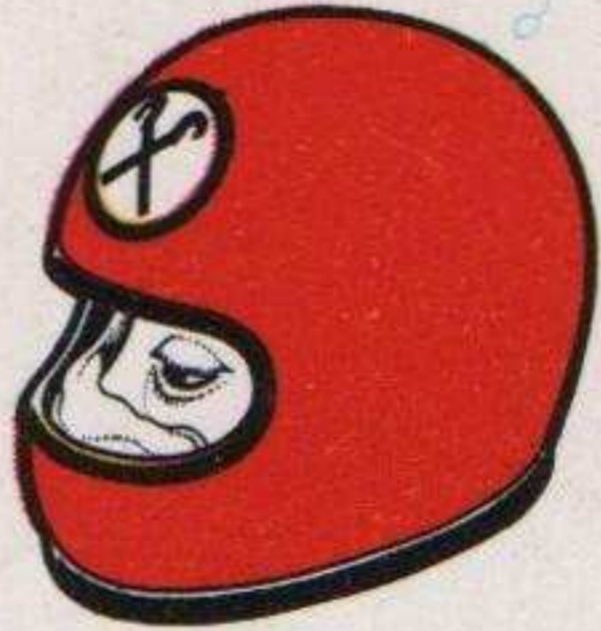
STP-March:



Ronnie Peterson (Swed)



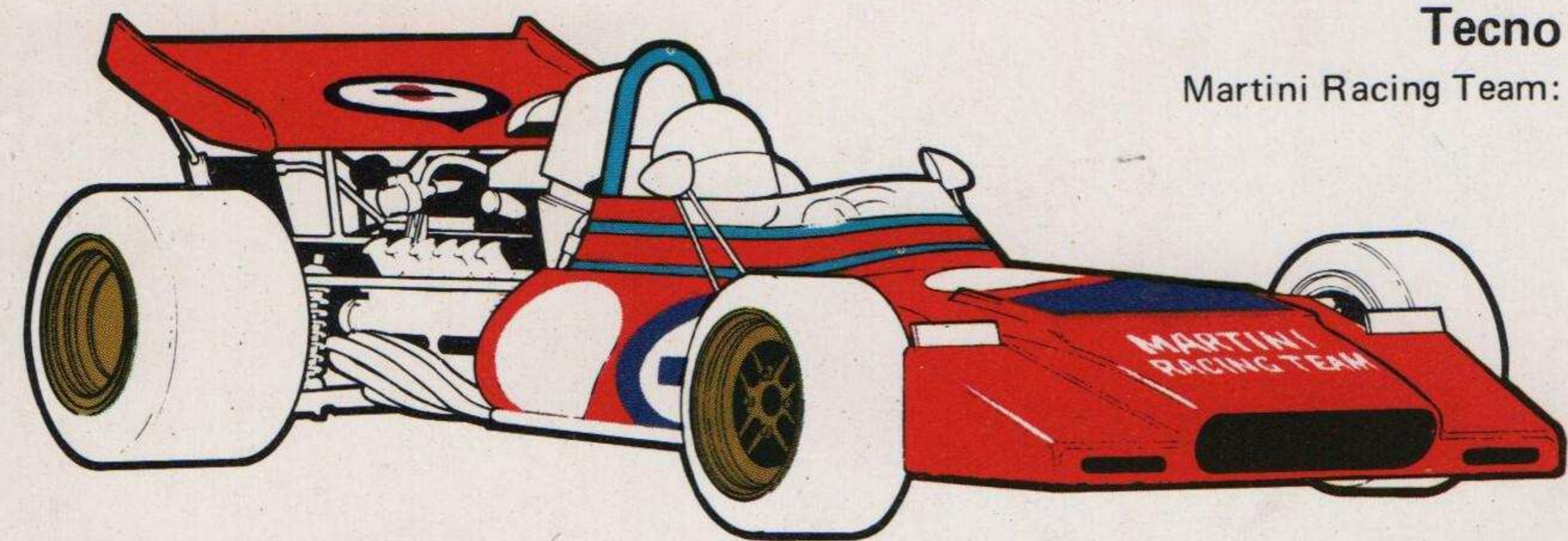
Clarke/Mordaunt/  
Guthrie/Durlacher  
(Yellow/White)  
Mike Beuttler (GB),



Niki Lauda (Ost)

### Tecno

Martini Racing Team:



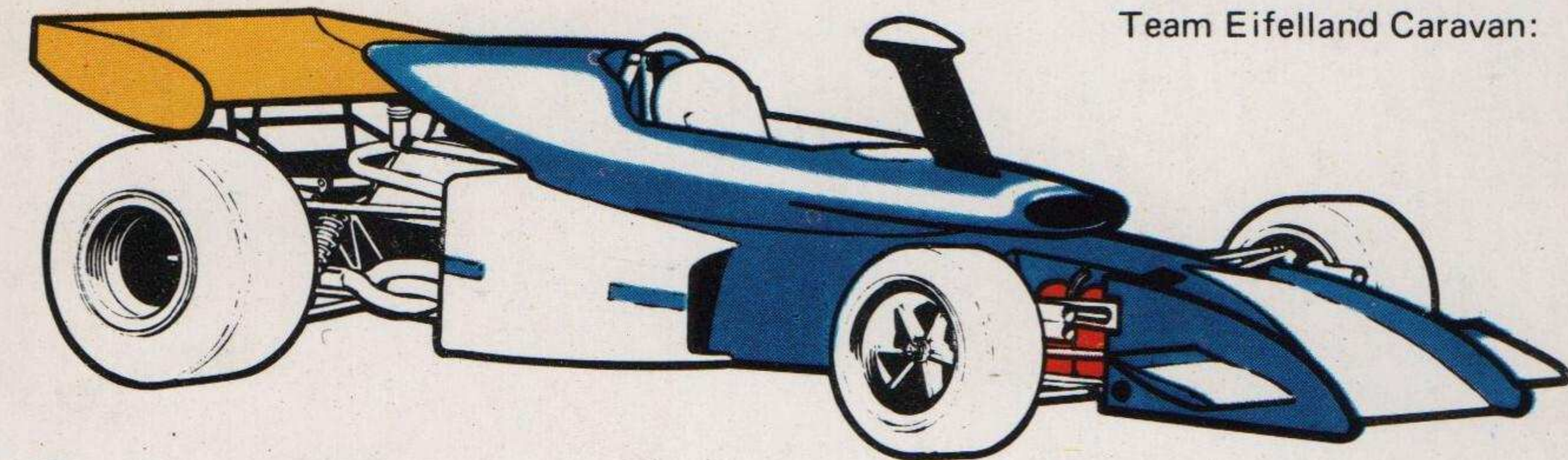
Derek Bell (GB)



Nanni Galli (Ital)

### Eifelland

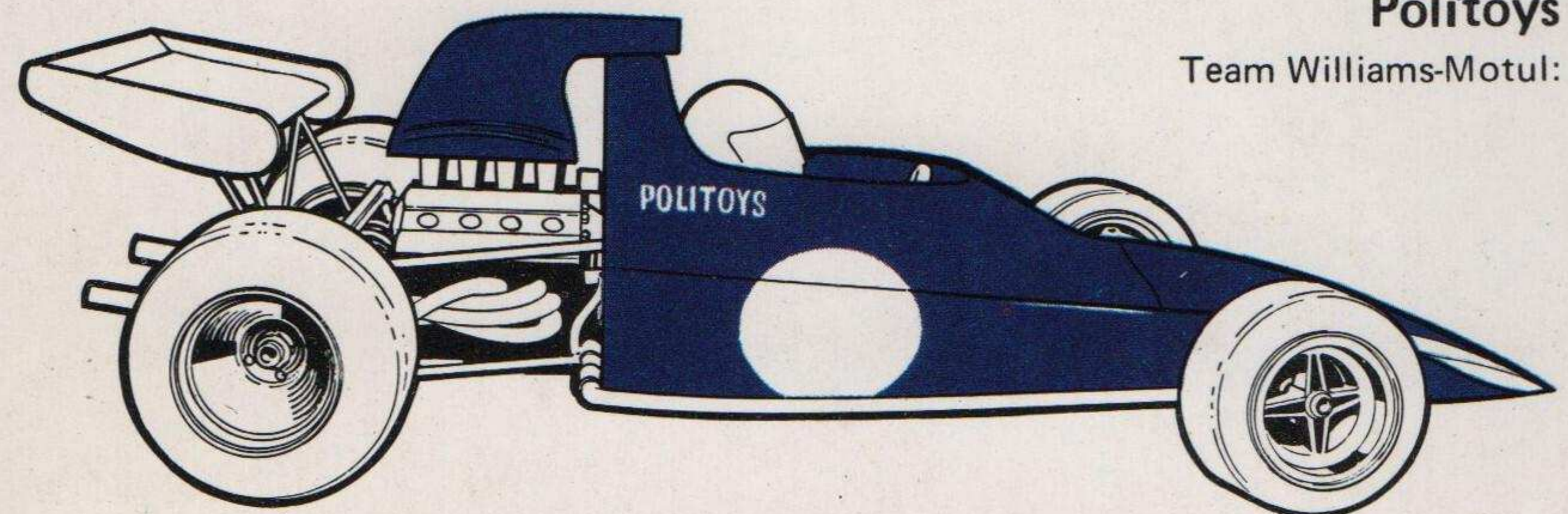
Team Eifelland Caravan:



Rolf Stommelen (Ger)

### Politoys

Team Williams-Motul:



Henri Pescarolo (Fr)



Carlos Pace (Braz)



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**Evening News**



CONT.

As you go down the hill into Pilgrim's Drop, you get the same feeling that you have when you dive into a swimming pool: you feel the car almost falling down, and you hit the bottom of the dip very hard. The suspension hits all the bump rubbers and you can feel everything go solid for a moment. Almost immediately you have to brake for Hawthorn's, which is a climbing right hander.

Hawthorn's isn't particularly difficult, but it is bumpy. It's much faster than it looks, which means you mustn't brake too early, and then you can take fourth gear for the fast run into Westfield. There's another nasty dip in the track on the straight to tax the suspension, and a fast kink which is just about possible flat out unless the car is still on full tanks.

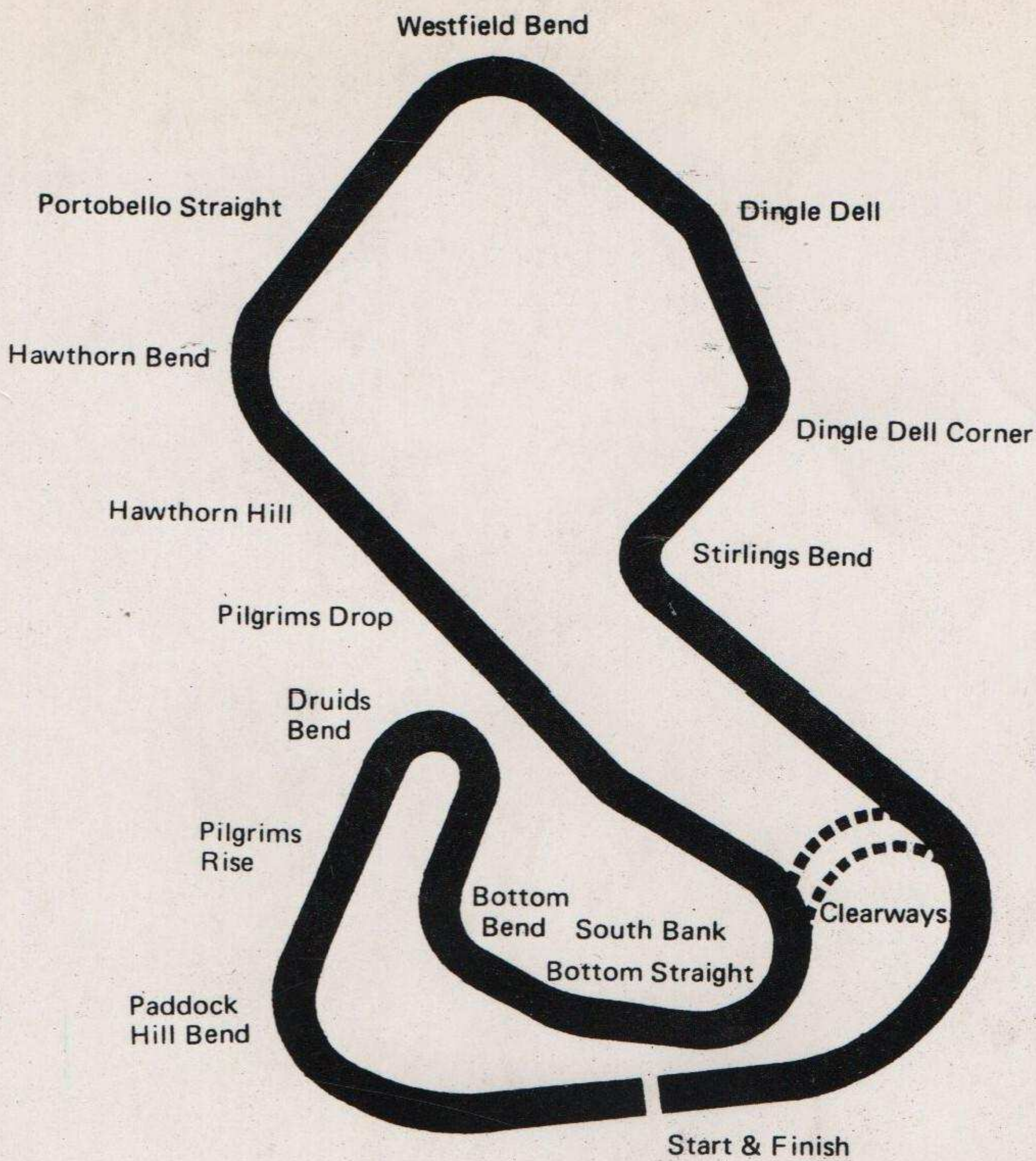
Then you brake hard for what I call the Esses: this is actually the fast right at Dingle Dell followed by Stirling's, a sharp left hander. It's peculiar because you approach it uphill and can't see the apex. Instead you aim for the marshals post (trying not to frighten the marshals), brake hard in third gear and try to get the car into a slide, playing with the throttle.

For Stirling's, you have to move from the left to the right across the road, and get ready for more hard braking into the left-hand Stirling's Bend. This is taken in second, with the car oversteering if possible, and you can help it by giving the steering wheel a quick jerk.

Now you can take third gear and hold it all the way back on to the 'club' section of the circuit, under the bridge and into Clearways. This must be approached exactly right because the road falls away on the outside and this can get you into big trouble. A moment's loss of concentration here gave me a nasty moment in my Formula 3 in 1969.

You take fourth gear before you get to the pits, where there'll be a sign telling you just how well you managed to do the previous lap. But there's no let-up because you must start to concentrate all over again on doing it even better next time.

I've been asked where the best place is to watch at Brands Hatch, and I think that the Paddock Bend area must be good value. There's a new spectator enclosure at the bottom of the hill which gives a very good view of the whole of Paddock, and you can see the cars coming down from Druids too. There are other people who have their favourite spots out in the country, and there must be some good views there too. One thing is for sure: wherever you watch, you know that we've all got our hand full! ”

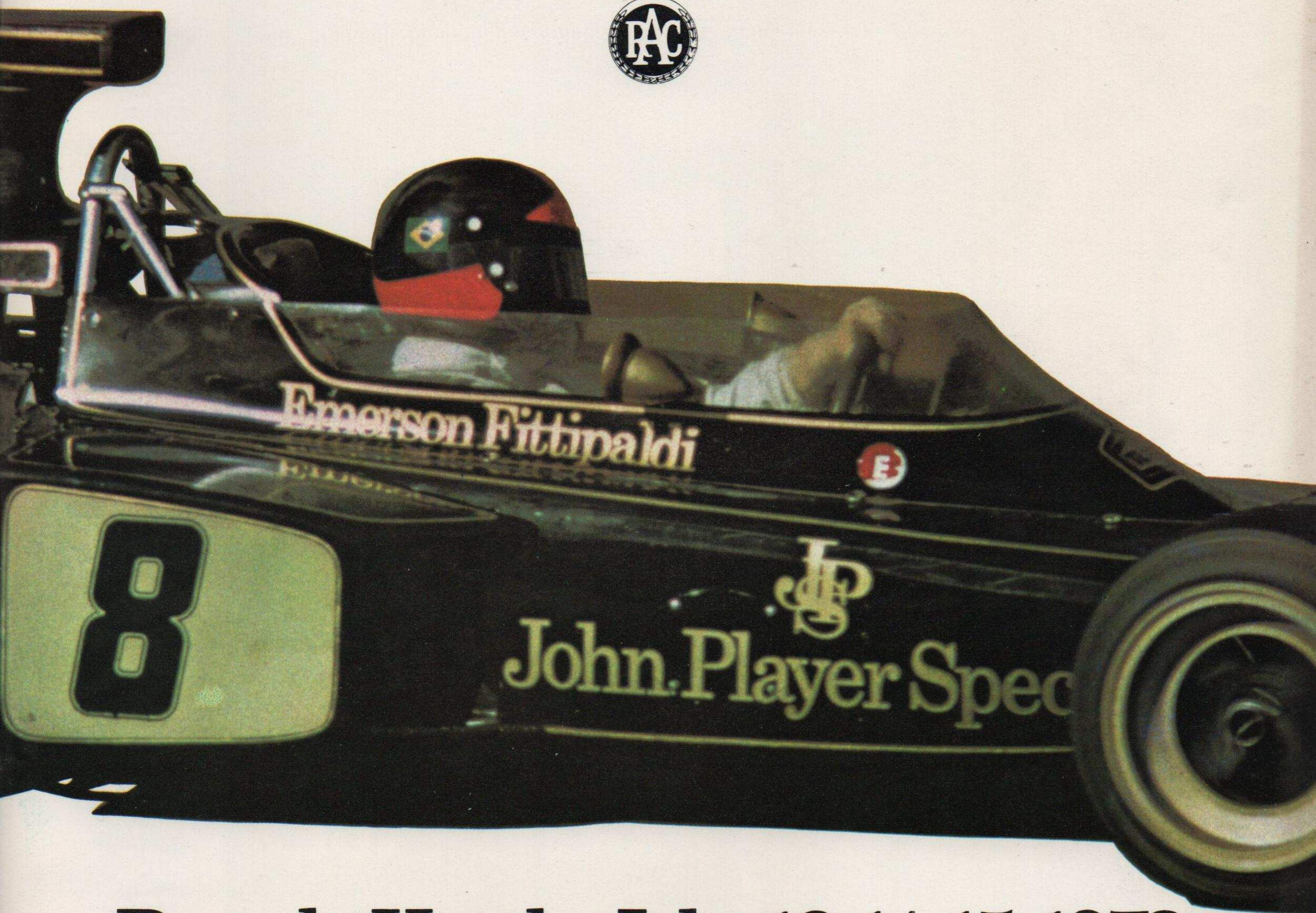


A handwritten signature in black ink, which appears to be "Tony Stewart".



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25p





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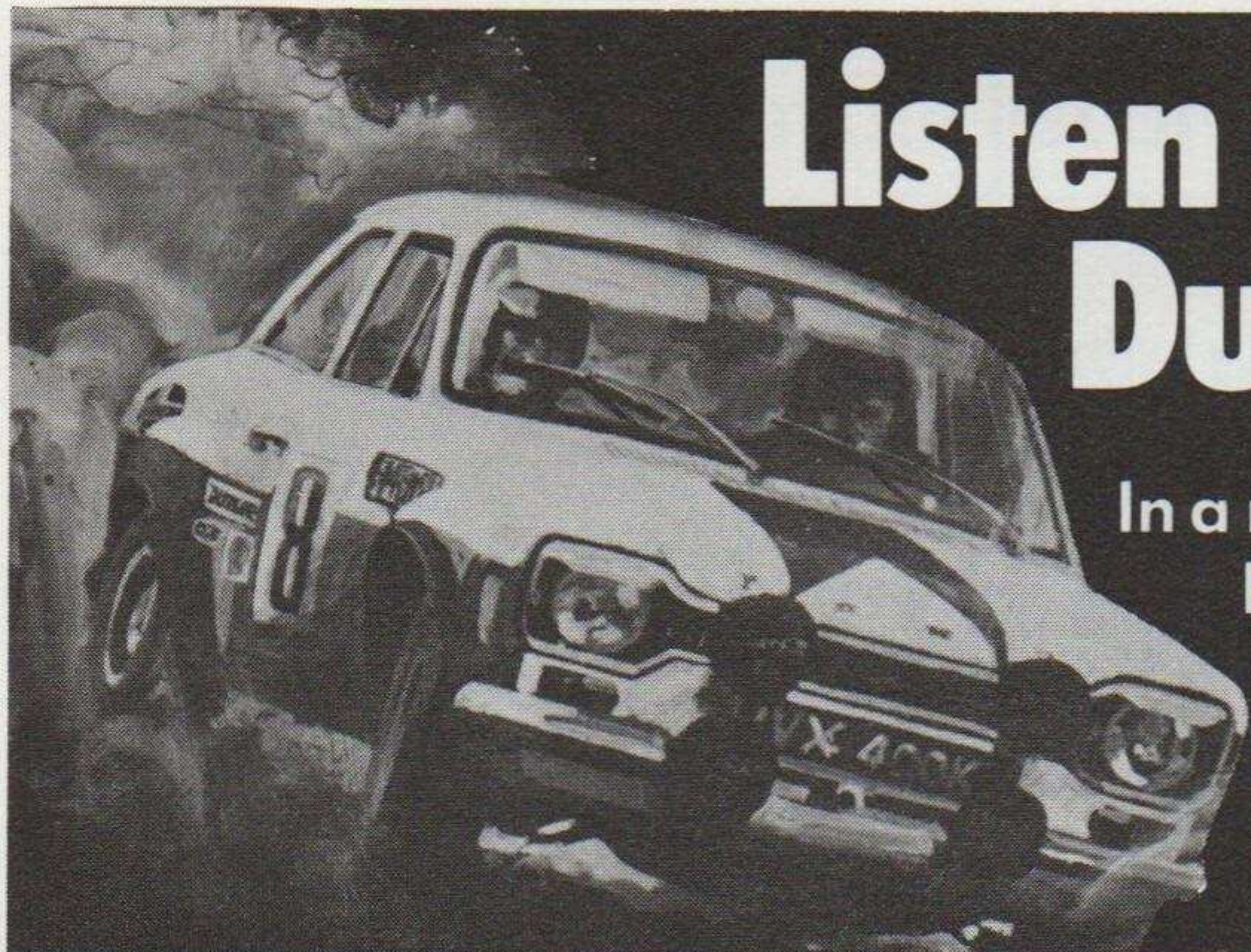


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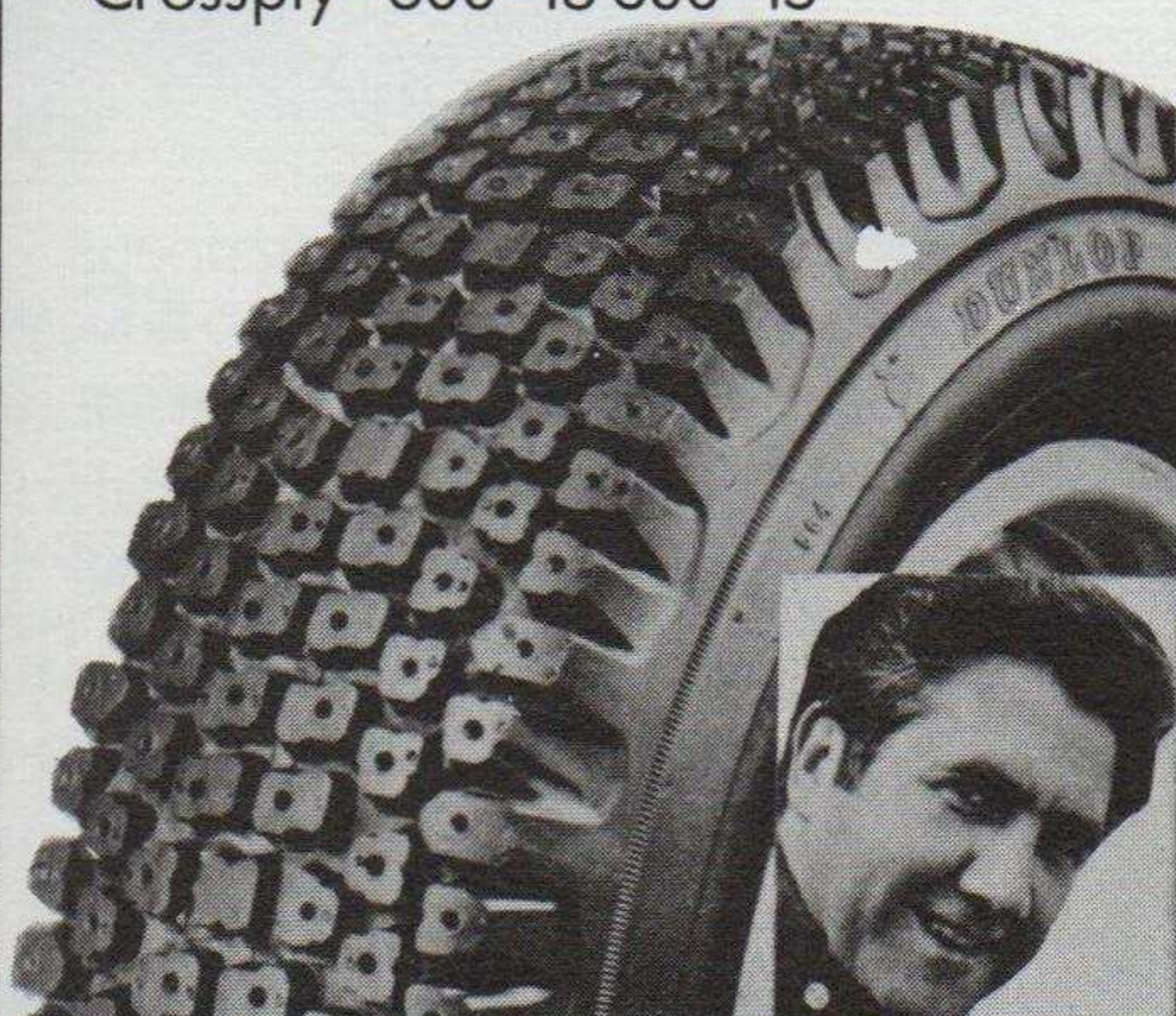


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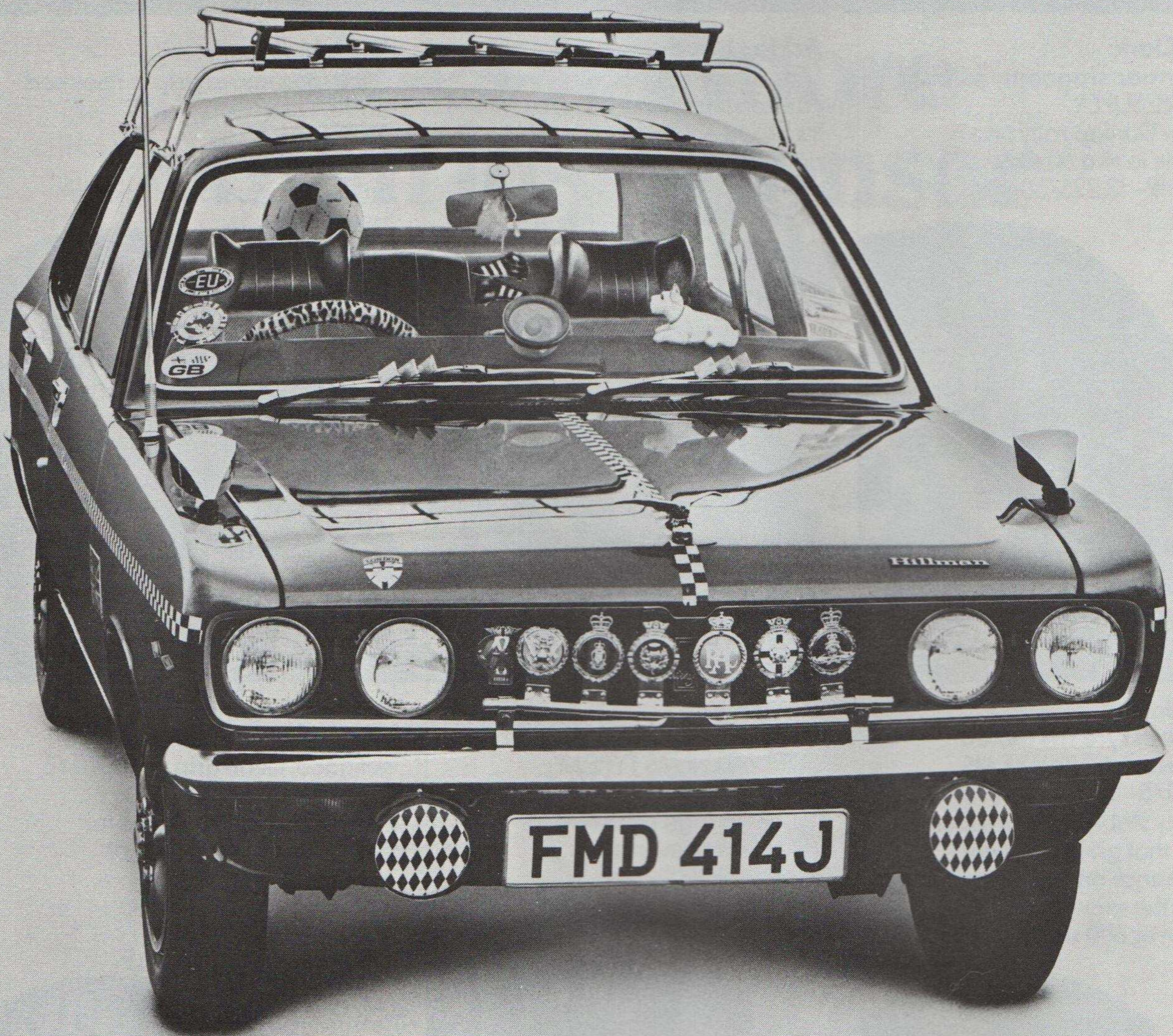
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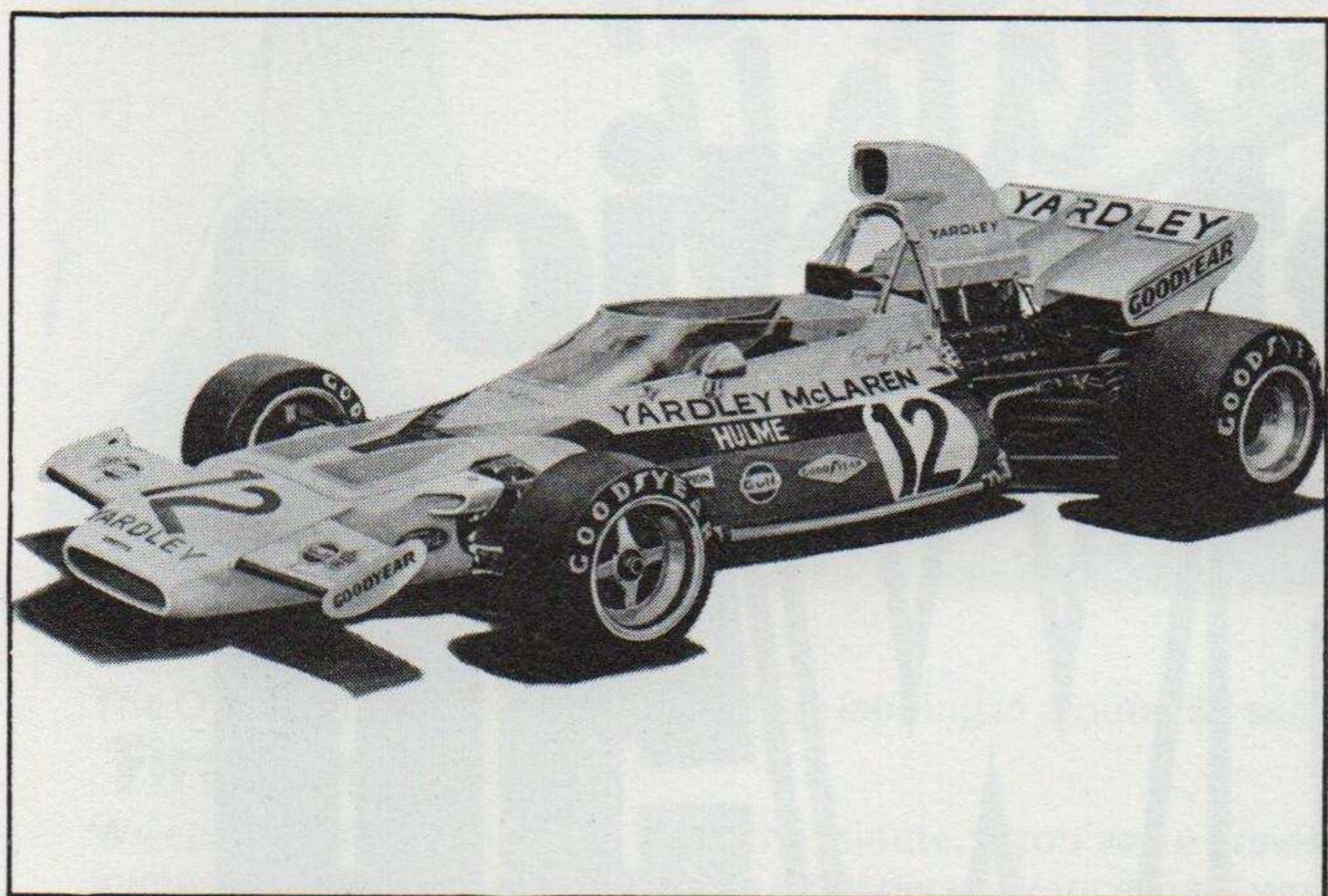
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in association with the

### Evening News

## Brands Hatch July 13-15, 1972

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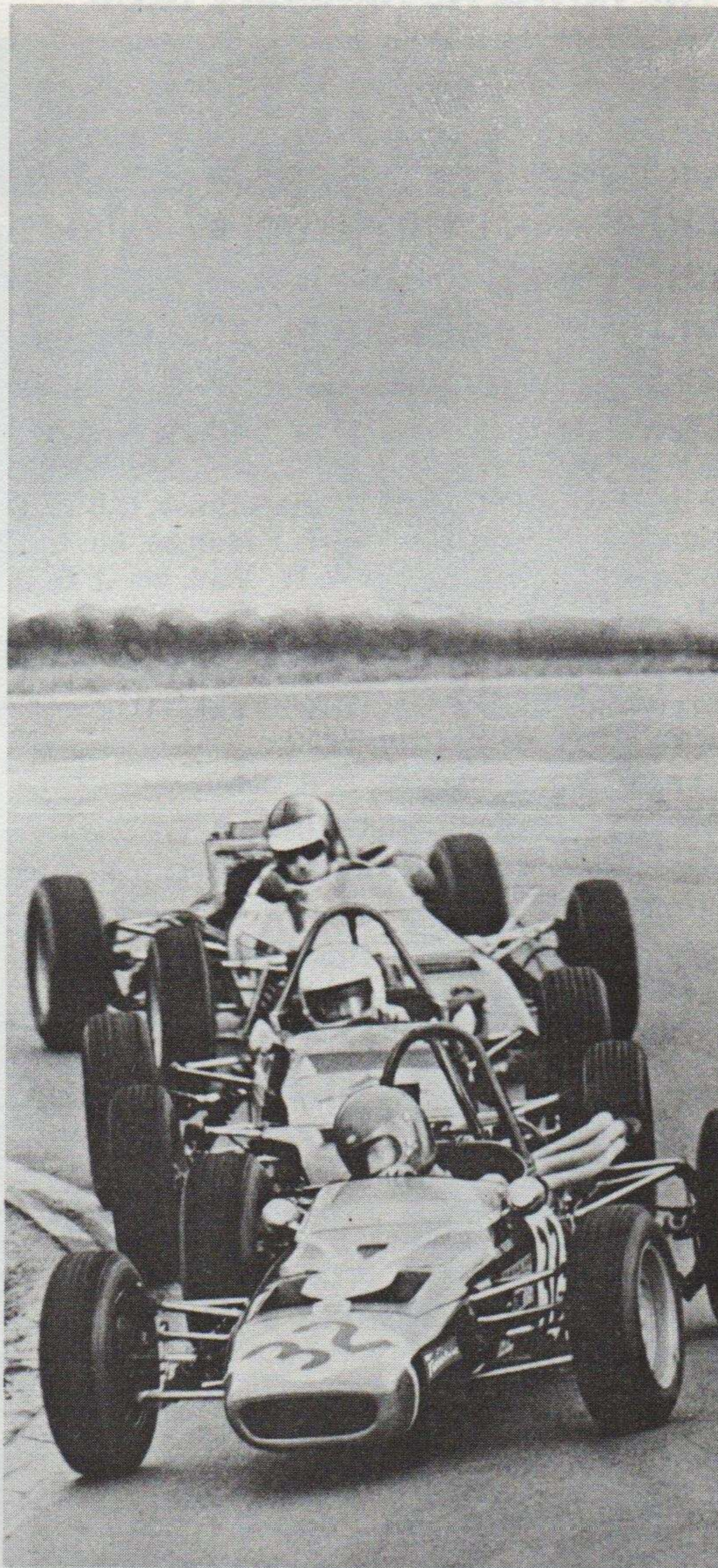
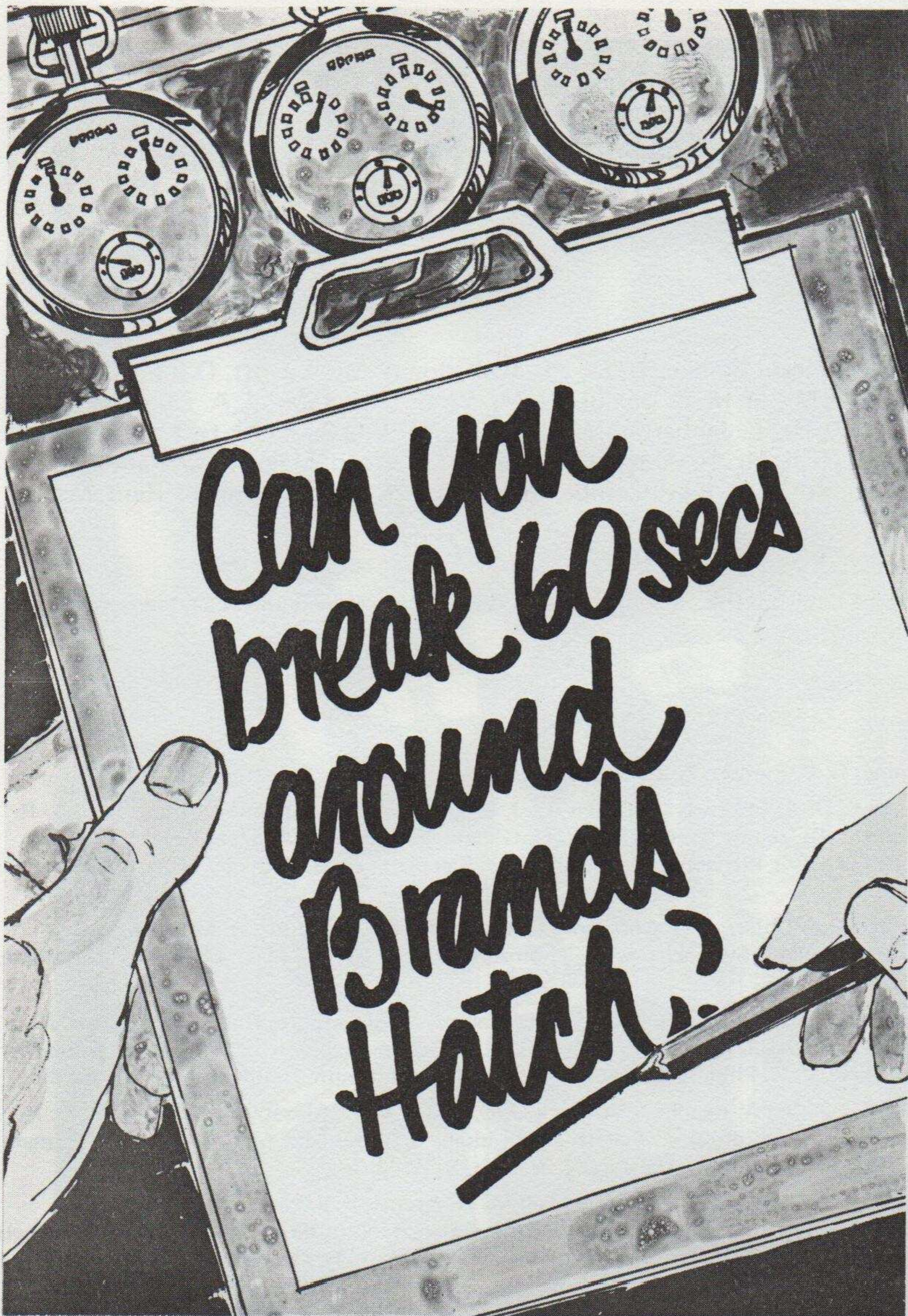
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**COMMENTATORS:** W. Barlow, N. Greenaway, J-C. Laurens, A. Marsh, A. Moy.

**SECRETARY OF THE MEETING:** R. N. Eason Gibson.

**ASSISTANT SECRETARY OF THE MEETING:** L. N. Needham.

**R.A.C. ORGANISING STAFF:** Miss E. Aves, Miss L. Gant, Miss E. Mather, T. Collins.

**CIRCUIT OWNERS:** This meeting is promoted for Brands Hatch Circuit Limited by Motor Circuit Developments Limited — Managing Director John Webb, Director and General Manager C. J. D. Lowe — a subsidiary of Grovewood Securities Ltd.

**ACKNOWLEDGEMENTS:** The Royal Automobile Club expresses its appreciation to the following for the provision of help and equipment: The Evening News, Kent County Constabulary and the Metropolitan Police, St. John Ambulance Brigade, Kent County Council and the Dartford Rural District Council, Gestetner Ltd. (facilities for duplicating results), Rank Xerox (photocopying), Honda (UK) Ltd., Raleigh Industries Ltd., Promotasport Ltd., Moët & Chandon, the British Racing and Sports Car Club, the British Motor Racing Marshals Club and all individual officials. The programme publishers also thank advertisers, photographers and journalists for their support.

## CONDITIONS OF ADMISSION

**NOTICE.** Warning to the public — motor racing is dangerous. Spectators attending the track do so entirely at their own risk. It is a condition of admission that Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators, pass or ticket holders, or to their goods or vehicles.

## FOR THE ATTENTION OF SPECTATORS

**ANIMALS.** Animals are not admitted under any circumstances.

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

**ACCIDENTS.** Should there be an accident, do not interfere. The situation will be handled by the marshals, the doctor and the St. John Ambulance staff who are in attendance.

**PROHIBITED AREAS.** Prohibited area notices identify sections of the grounds where the public are not permitted. The fences are there for protection, and any person found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

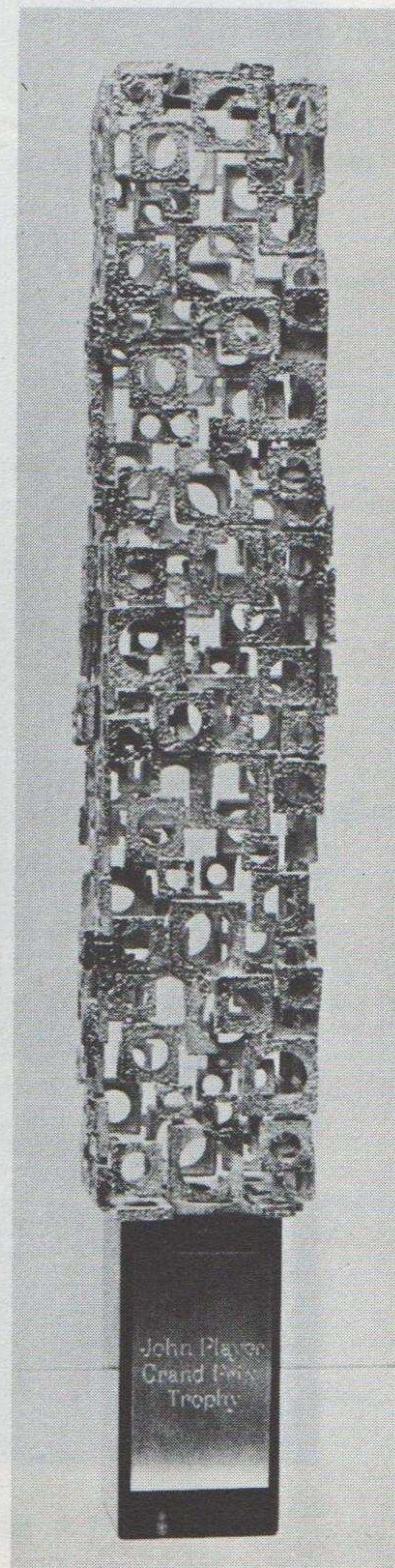
**POLICE ENQUIRY OFFICE.** This office is situated at the rear of the main grandstand and is sign-posted 'Police Enquiries'. All enquiries relating to property lost or found, children lost or found wandering, theft from cars or other signs of tampering, emergency messages for spectators and any other serious problems relating to persons or property should be directed to this office.

**DRIVING HOME.** Drive with care and caution when leaving Brands Hatch. Remember, your conduct on the road before and after the race meeting can either raise or lower the prestige of motor racing generally, and of Brands Hatch Circuit in particular. We could not cater for such a large crowd here today without the friendly cooperation of the Police, so cooperate with them in return, and reach home safely.

## FOR THE WINNERS



*RIGHT: The John Player Grand Prix Trophy, which will be presented to the winning driver of the John Player Grand Prix. BELOW: The more familiar Fred Craner Memorial Car Trophy, which is awarded annually by the Royal Automobile Club to the highest placed British driver and car to finish in the British Grand Prix.*

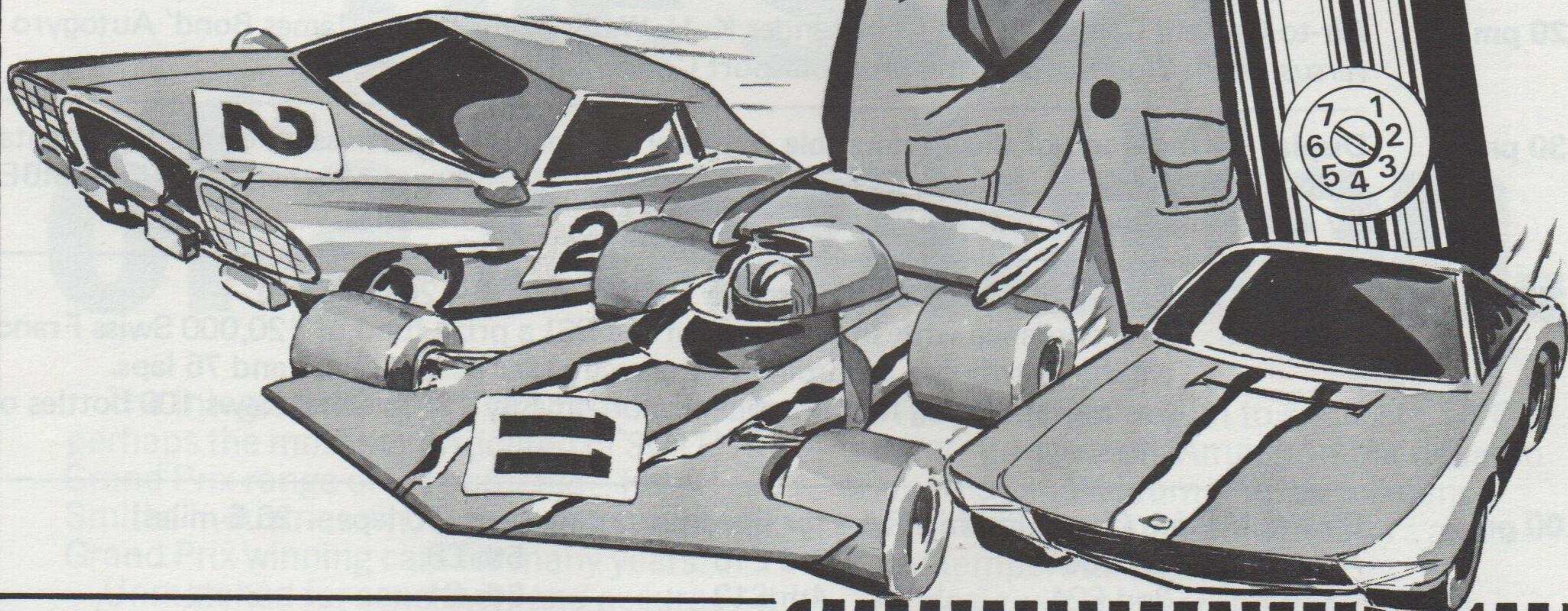




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# Programme and awards



July 13  
4.00 pm

**Charles Heidsieck Champagne Challenge Trophy Race for Formula 5000 cars**  
(25 laps – 66.25 miles)

Awards:	1st £1,500	5th £400	9th £160	13th £110
	2nd £1,000	6th £300	10th £140	14th £100
	3rd £600	7th £200	11th £130	15th £100
	4th £500	8th £180	12th £120	16th £100

July 14  
4.00 pm

**Shell British Formula 3 Championship Race (20 laps – 53 miles)**

Awards:	1st £250	5th £100	9th £65	13th £40
	2nd £200	6th £90	10th £60	14th £35
	3rd £150	7th £80	11th £55	15th-20th £30
	4th £120	8th £70	12th £50	21st-25th £25
				26th-35th £20

July 15  
12.00 noon

**Wiggins Teape Paperchase '72 for Touring cars (20 laps – 53 miles)**

Awards:	1st £300	6th £90	11th £65	16th £40
	2nd £200	7th £85	12th £60	17th £35
	3rd £150	8th £80	13th £55	18th-24th £30
	4th £100	9th £75	14th £50	25th-30th £25
	5th £95	10th £70	15th £45	31st-35th £20

In each class except overall winner: 1st £30, 2nd £20, 3rd £10

1.00 pm

**Tour de Hatch Formula 3 Drivers' Bicycle Race (1 lap short circuit. Raleigh Sprint bicycles kindly lent by Raleigh Industries Ltd.)**

1.15 pm

**Jaguar 50th Anniversary Lap**

1.20 pm

**Air-to-Ground Combat. Wing Commander K. H. Wallis in the Wallis 'James Bond' Autogyro versus Chick Woodroffe in the Promotasport Course Car.**

1.30 pm

**Display by the Band of the Honourable Artillery Company (by permission of the Regimental Colonel – Colonel B. L. Davis, TD). Director of Music: Lieutenant Colonel S. V. Hays, MBE. By arrangement with the Evening News.**

2.30 pm

**JOHN PLAYER GRAND PRIX for Formula 1 cars (76 laps – 201.4 miles)**

Awards: In accordance with the decision of the CSI a prize fund of 420,000 Swiss Francs will be distributed according to the race order at 19, 38, 57 and 76 laps.  
Fastest lap during first practice session on July 13: Evening News 100 bottles of champagne.

5.00 pm

**Castrol Mexico Championship Race for Ford Escort Mexicos (10 laps – 26.5 miles)**

Awards:	1st £36	3rd £16	5th £8
	2nd £24	4th £12	6th £4

6.00 pm

**Concert by Terry Lightfoot and his Band**

## PRACTICE SCHEDULES

July 13

9.30 am to 10.30 am Formula 5000 cars  
12.00 noon to 1.30 pm Grand Prix cars

10.45 am to 11.45 am Formula 3 cars  
1.45 pm to 3.30 pm Grand Prix cars

July 14

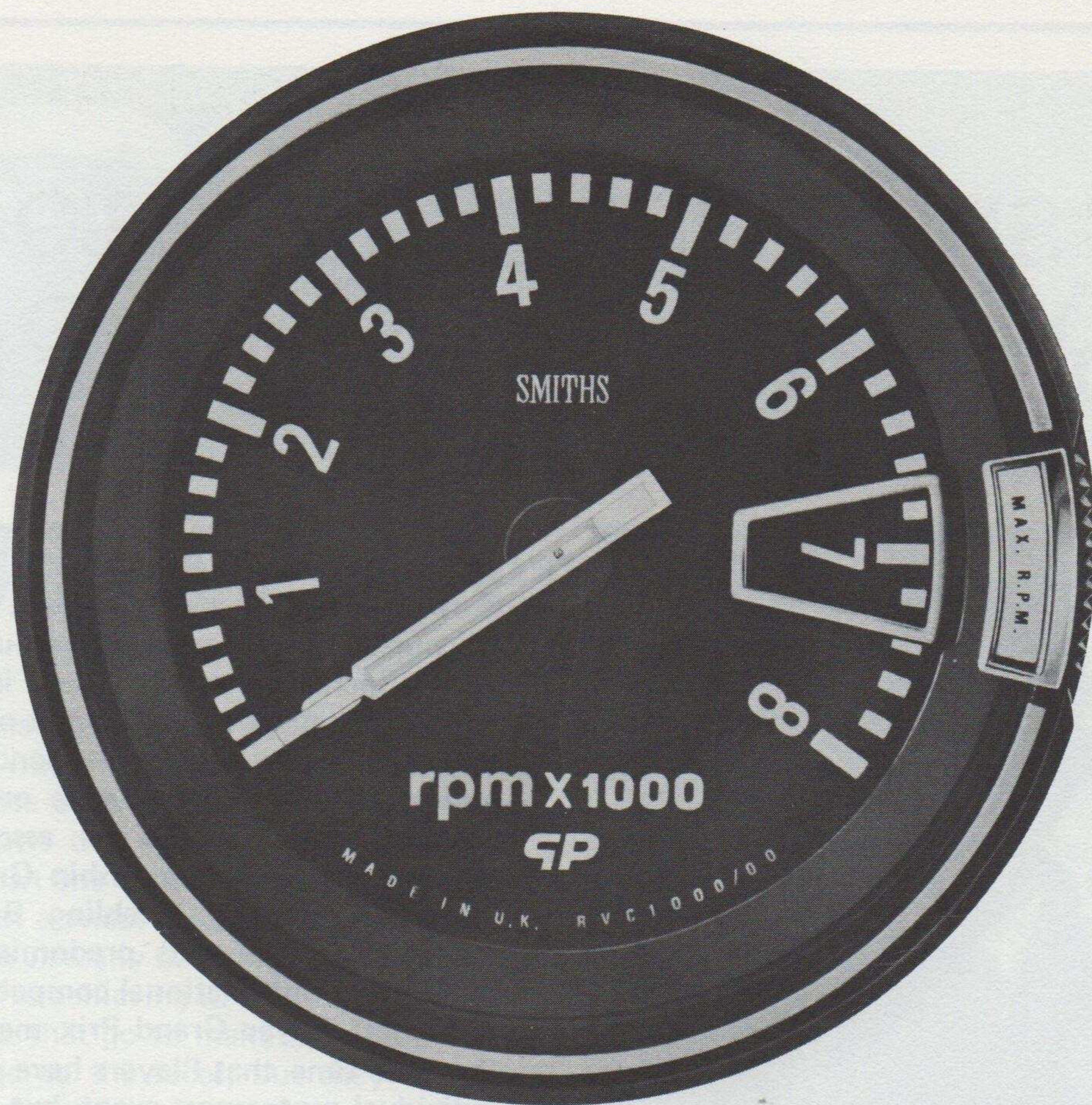
9.30 am to 10.30 am Formula 3 cars  
12.00 noon to 1.30 pm Grand Prix cars  
5.00 pm to 5.30 pm Ford Mexico cars

10.45 am to 11.45 am Touring cars  
1.45 pm to 3.30 pm Grand Prix cars

July 15

9.00 am to 9.30 am Grand Prix cars (untimed)





# The start of a revolution.

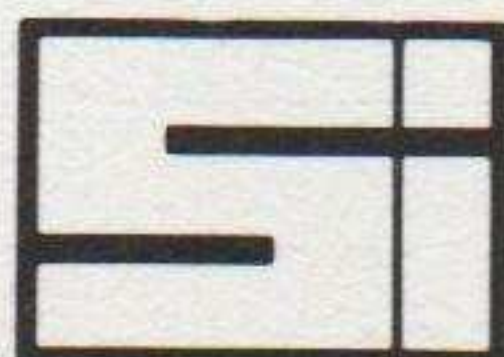
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# A special welcome to the John Player Grand Prix



The days of intense international competition culminate this weekend with the John Player Grand Prix, Britain's contribution to the World Drivers Championship of 1972. It is a high spot of the year for all British motor-sport enthusiasts and it is my pleasure to welcome you to Brands Hatch.

Although this is the first time that Players have sponsored the Grand Prix, our close connection with motor racing goes back to 1968 and our sponsorship of Team Lotus. After more than four seasons in the racing game, our faith in the prestige of this great sport has been vindicated by two world championships and more than 80 victories at all levels of racing.

The fact that so many other companies have joined us as motor racing sponsors indicates the growing appeal of the sport to people of all ages in the many different countries all over the world where Formula 1 cars compete. The support of sponsors is now a vital part of this colourful, exciting spectacle and must be the principle reason for the fact that there are expected to be more cars on the grid for

this Grand Prix than have ever assembled for a Formula 1 race in Britain.

Formula 1 racing is not without its problems, of course, and we are as conscious of the constantly increasing costs implicit in the promotion of the sport as the owners of the circuits and the builders of the cars, hence our contribution to this premier race on the British calendar. We hope to be associated with Britain's world championship Grand Prix for many more years, enabling British motor racing to maintain its predominant place in the arena of international competition.

The John Player Grand Prix marks not only the first time that Players have sponsored an individual motorsport event, but also the 75th Anniversary of the Royal Automobile Club. In recognition of this important occasion, the race is also to be known as the European Grand Prix, an honour which is only bestowed every six or seven years. I salute the RAC's long and distinguished contribution to the organisation of motorsport in this country.

Finally, I offer my sincere best wishes to all competitors for the weekend's racing, and trust that all spectators and fans will enjoy a memorable meeting.

G. C. Kent  
Assistant Managing Director  
John Player & Sons  
Nottingham





# It's John Player TEAM Lotus

Any racing team is only as good as its component parts, which may sound like a platitude. But the essence of racing lies in winning, and everyone knows that in this sport one loses more often than one wins. Perhaps it's because success is such a sweet pleasure that so many people devote virtually every moment of their waking hours to achieving it.

The people that go to make up a team do not always go to the races, but they are as keenly interested in the outcome as the sponsors in their stand or the mechanics in their pit. And the man who gets the brickbats and the bouquets is invariably the team manager.

In John Player Team Lotus, that man is Peter Warr. With racing becoming more business-like every year, Warr with his intense bespectacled face and slow, deliberate speech looks like an accountant rather than a racing man. He has a wry sense of humour which he doesn't hesitate to use when it comes to dealing with the race organisers and officials who so often seem to be doing their best to foul up an otherwise splendid meeting.

Warr has been with Team Lotus since 1969, but his long association with the Lotus organisation began way back in 1958, when he was invalided out of the army. He joined the company more or less by accident (when he went to the factory, out of interest, he was handed a spanner and told to get on with it), and he says that the only person in the world — apart from himself — for whom he would work is Colin Chapman.

After managing Lotus Components for several years, Warr left the company, to start his own business, and it was only the lure of racing which brought him back. Although his team went through a bad patch in 1971, the

1972 results speak eloquently for the way in which the team is run. Warr represents the team's interests in the Formula 1 Constructors' Association, and in this select body of highly articulate men, his clear-headed thinking and enormous experience of the sport make him a voice to be reckoned with.

Under Warr's control at team headquarters in Norfolk there are two designers, an accountant, a secretary, storemen, ten race mechanics and an odd-jobs man. All of them work under fantastic pressure during the season, and it's typical of Lotus boss Colin Chapman's zeal that Warr produces monthly management accounts to show how he's spending the money from the race organisers and sponsors.

Colin Chapman takes great interest in everything that happens to the racing team, and no major decisions are reached without his consent. With a major manufacturing company to run, racing for Chapman is a diversion, admittedly of a type that would have lesser men on their knees long before the weekend was over!

The John Player side of things is handled in Nottingham, near the factory where literally millions of cigarettes are made every day. There is no separate motor racing department at Player's, because racing matters are handled from the company's Special Events Unit. Other sports sponsored by Players include such diversities as tennis, angling, cricket and aerobatic flying, but motor racing has carried company colours and prestige further afield than any other activity and there's a personal sense of satisfaction for many hundreds of Player employees when a John Player Special achieves any sort of success, wherever it might be.





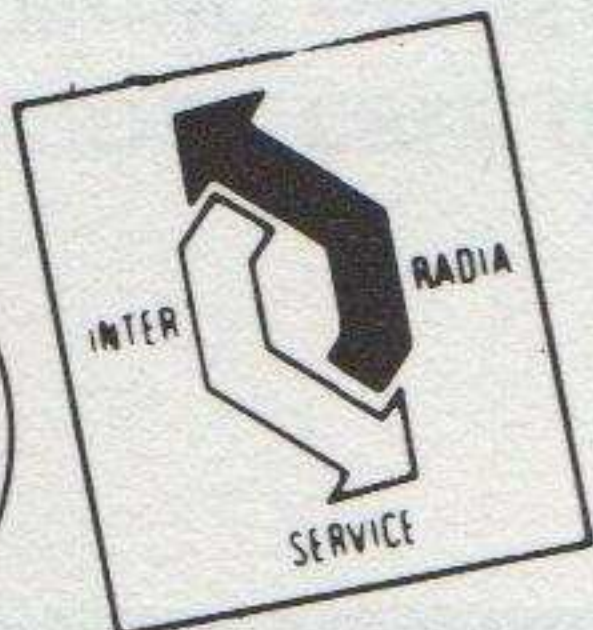
# HOT SEAT

# COOL LAP

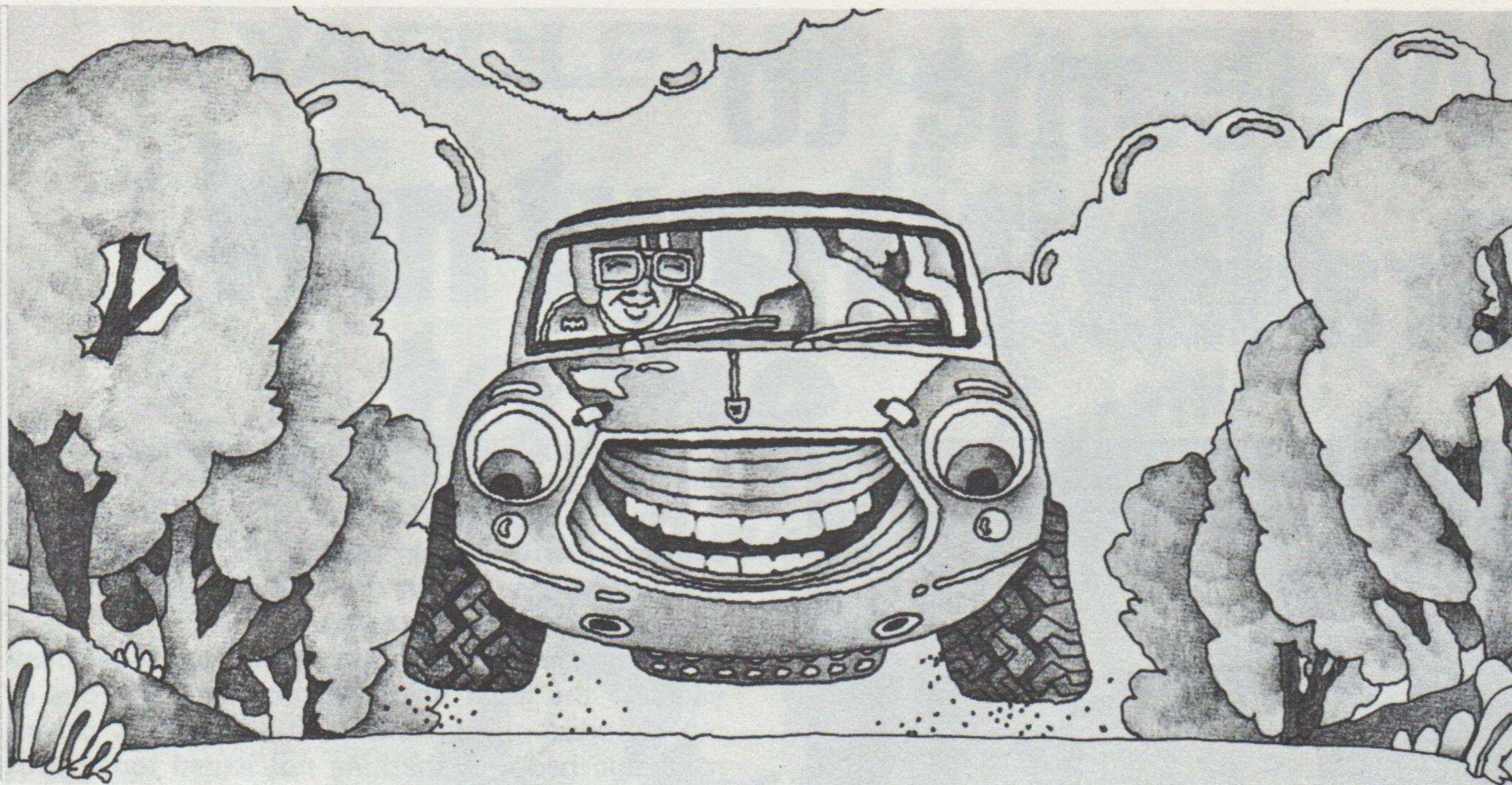
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# Welcome to Brands Hatch



Some of you may be wondering why my name and picture appears on this page instead of a signature familiar over the years, that of Wilfrid Andrews. The reason is that after 27 years at the helm of Britain's leading motoring organisation, the man who many termed 'Mr. Motoring' has decided to call it a day.

To those who have the interests of motor-racing at heart—and I am proud to be amongst their number—Wilfrid Andrews will always be remembered as the man who played such a major role in reviving big-time motor racing in this country after the Second World War.

It was the RAC which, under his direction, launched the Grand Prix at Silverstone and started us all on the road which led here today, to one of the greatest motor races in the world.

As the first Englishman to be elected to the office of President of the Federation Internationale de L'Automobile, the world controlling body, he has since done much to bring sound judgment and

reason to the sometimes conflicting views of the representatives of many nations.

Now he has retired and it will be my hope and endeavour as Chairman of the RAC to carry on in the way he would have done—always with the best interests of the sport at heart.

My own interest in motor racing goes back many years to the great days of Brooklands and one of my proudest possessions is still my RAC driver-mechanic badge, something not issued today. But I must confess that when I first became interested in the sport I did not always like to pay the price of admission to the track and sometimes had to adopt unorthodox methods to obtain entrance!

It will certainly be more comfortable today to sit in the grandstand and watch what I am sure will be a thrilling day's racing.

As I write this, it is not certain if the reigning World Champion, Jackie Stewart, will be fit enough to race. We all hope he will. But I am sure that he will face very tough competition from the unassuming Brazilian driver Emerson Fittipaldi, from that cagey former champion Denny Hulme, from those 'devil-take-the-hindmost' drivers Clay Regazzoni and Jacky Ickx, and from all the 'young lions' in this star-studded field. And there may be surprises in store from someone like Graham Hill, who, I'm sure, will be 'raring to go' after his great win at Le Mans.

I hope they—and you—will have a great day. It remains for me, on behalf of the RAC, to thank John Player for sponsoring the race, Grovewood Securities for providing the circuit on which to stage it, and the London 'Evening News' for supporting it. Our thanks, too, for all the other sponsors and helpers, not least those voluntary unpaid marshals who give so freely of their time because they love the sport.



**A. G. POLSON**

Chairman

Royal Automobile Club



# YARDLEY McLAREN

## Win two tickets to the

 *Rothmans*

# 50,000

**WORTH £8!**

Today it's your chance to win two tickets for Europe's richest Motor Race – The Rothmans 50,000, Brands Hatch, Bank Holiday Monday, 28th August.

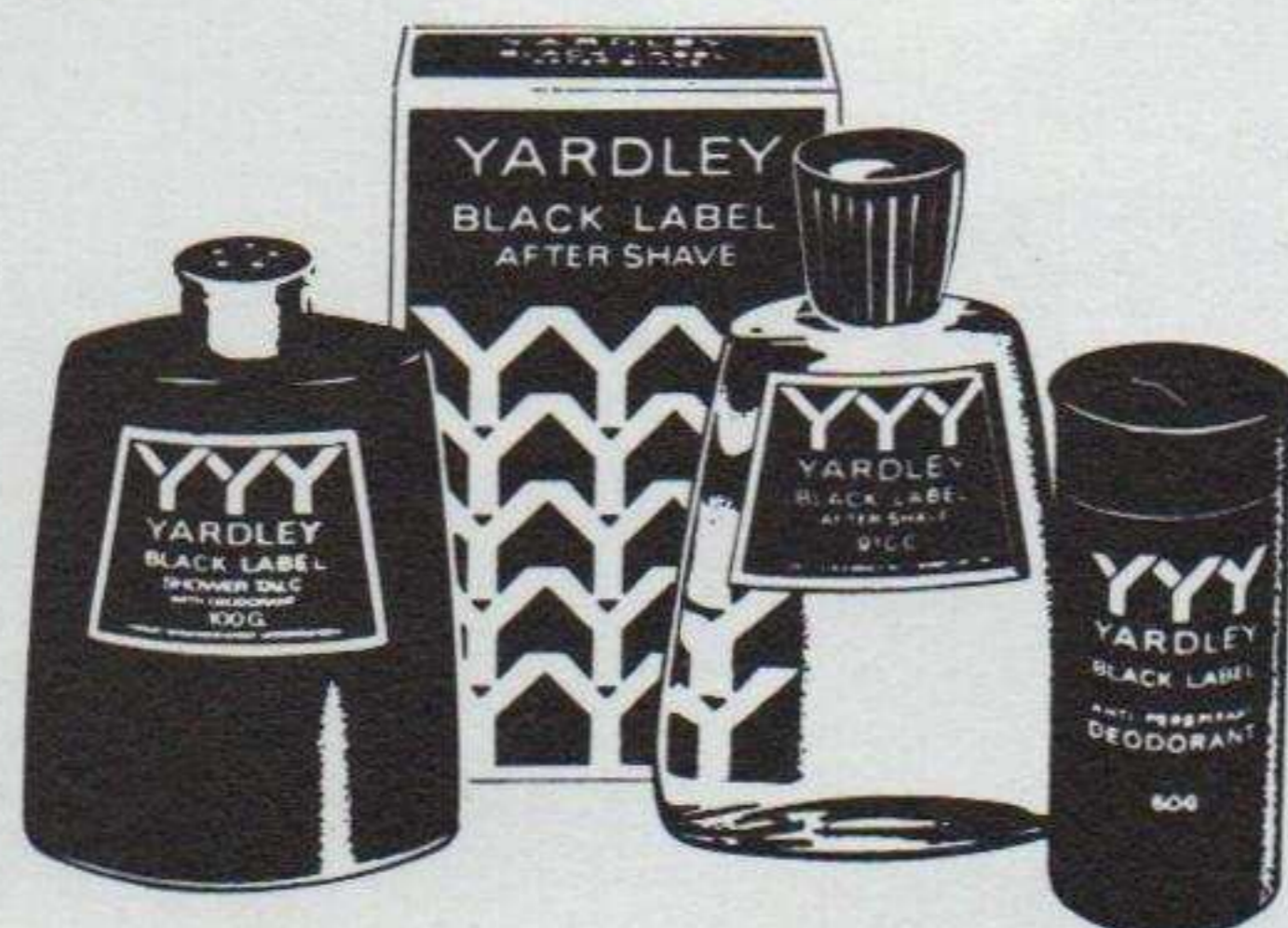
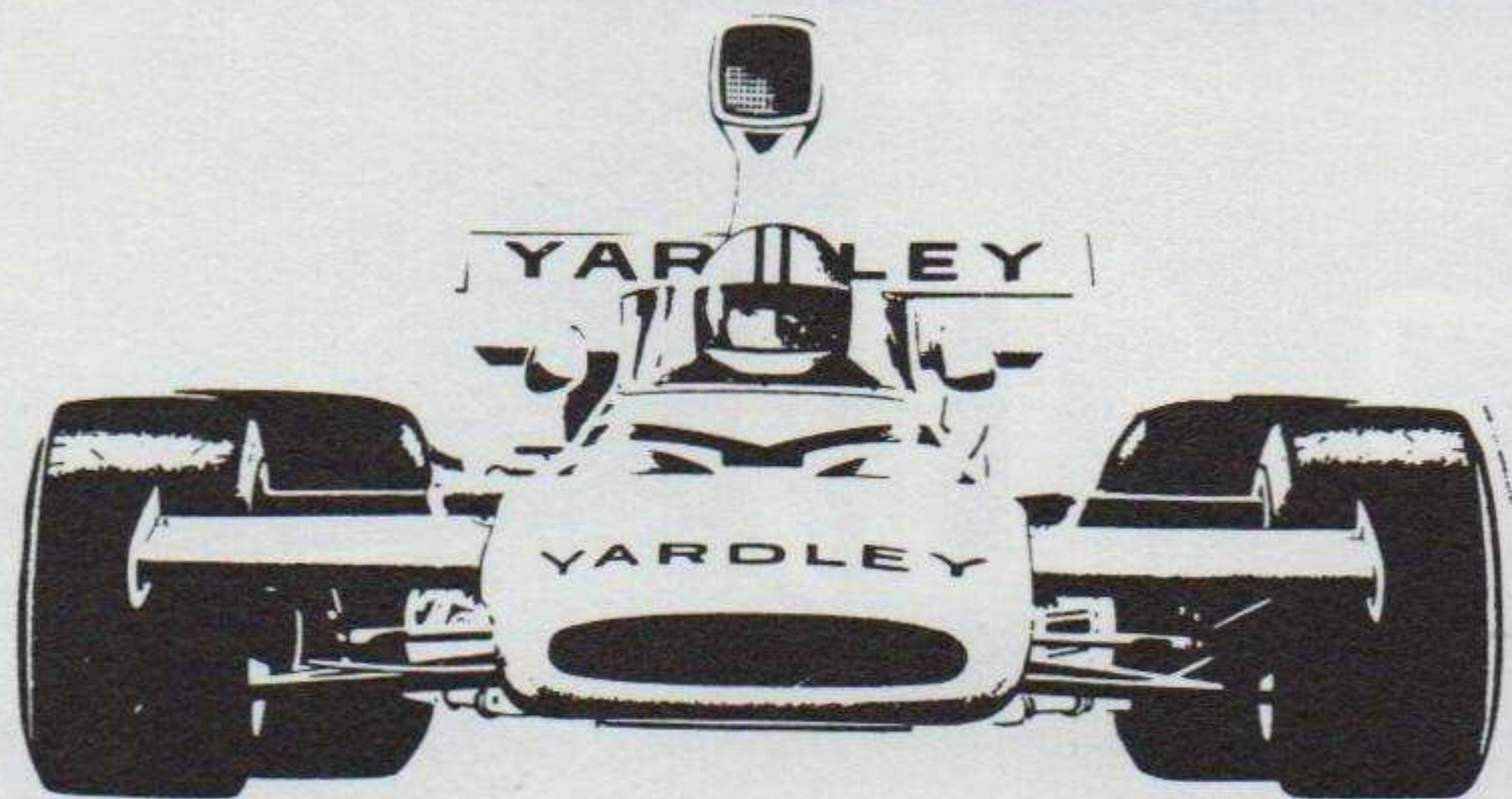
Get an entry form for the competition today – just buy any Yardley product from any of the Yardley sales booths. Then when you have completed your entry, hand it in at one of the booths.

The best 25 entries will each be awarded two Grandstand tickets – free! Remember, they're worth £8. Winners will be announced over the public address at the end of the meeting, and notified by post.

Get your free Yardley McLaren car sticker from the Yardley sales booths, where you can also buy T-shirts, posters, badges etc.

***50 grandstand tickets must be won***

## YARDLEY McLAREN set the pace



**1st** South African GP – Denny Hulme   **3rd** South African GP – Peter Revson   **2nd** Argentine GP – Denny Hulme  
**3rd** The Race of Champions – Denny Hulme   **1st** Oulton Park Gold Cup – Denny Hulme  
**3rd** Belgian GP – Denny Hulme

(results at time of going to press)





# Star-studded line-up for Britain's costliest GP

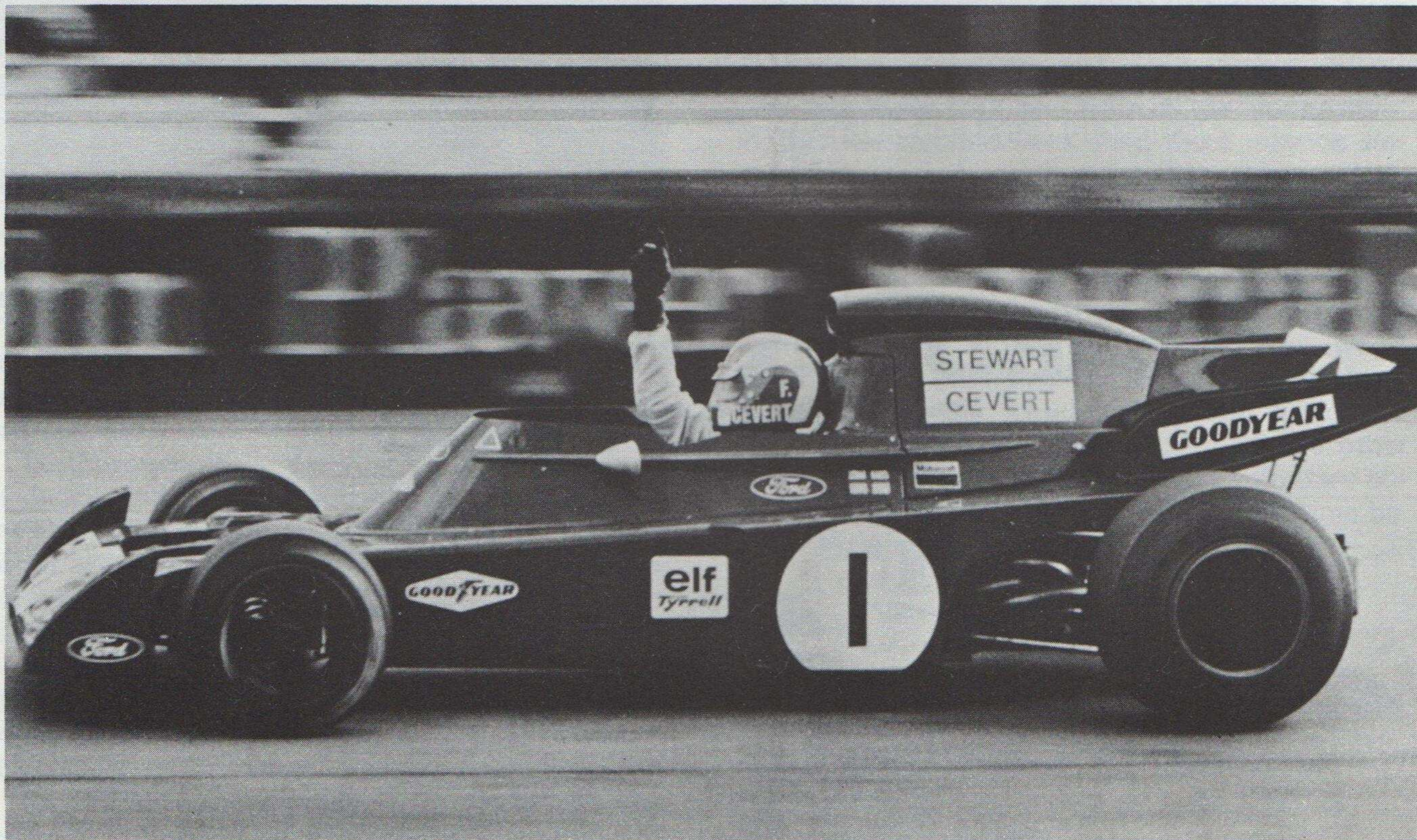
The John Player Grand Prix is the jewel at the heart of the most expensive race meeting held in Britain to date, and of course the major event of the British racing calendar. Something like £101,000 is being spent on this three-day speed fiesta, and of this around £53,000 is going to the entrants and drivers in the Grand Prix and its supporting races.

This is an awesome outlay, but the result is a Formula 1 entry that is a glittering array, both in numbers and talent, and promises a real summit battle at this start of the second half of the 1972 world championship.

There are, of course, several guide-lines to the possible outcome of this 76-lap grande epreuve. Notably the way in which Emerson Fittipaldi, the brilliant Brazilian, is notching win after win in his John Player Special, and leads the championship. Then there is the promised debut in Britain of the new Tyrrell-Ford which, in its initial trials before the French GP, was already showing an improve-

ment on the machine with which Jackie Stewart dominated last year's title battle so convincingly. There are also certain conclusions to be drawn from the STP-Daily Mail Race of Champions held here in March, for though it was by no means a full GP field—notable absentees were the Tyrrells, Ferraris, Brabhams, and Matra—there were several up-front runners of real significance, including Emerson Fittipaldi, Mike Hailwood (Surtees TS9B), Denny Hulme (Yardley McLaren M19A), Tim Schenken Surtees TS9B), and the Marlboro BRMs of Peter Gethin and Monaco GP victor, Jean-Pierre Beltoise.

The Race of Champions was the first of Fittipaldi's three non-championship F1 victories, and his flag-to-flag domination on March 19 was a pattern for other fine performances to follow. When the Lotus 72 made its debut just about two years ago, Colin Chapman confidently forecast that it was capable of considerable long-term development. How right he has been proved, for in its latest version, and in its black-and-gold livery as the



Francois Cevert, deputising for the indisposed Jackie Stewart, gave Derek Gardner's new Tyrrell-Ford 005 a most encouraging test session at Silverstone in June before the car was taken to Clermont-Ferrand for its debut in the French Grand Prix.



# An admission from Texaco.

There is a difference between the Texaco fuel that Emerson Fittipaldi uses on the international Grand Prix circuit and the Texaco fuel that you can buy on the forecourt.

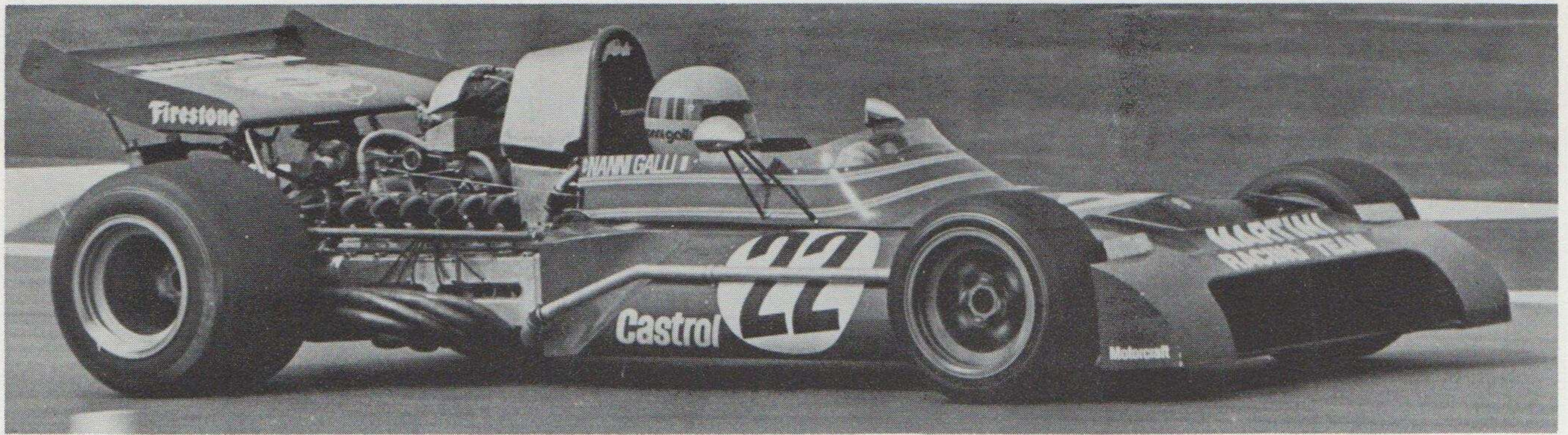
He gets his free.

Other than that, it could have come out of the same barrel. And that goes for the Havoline oil he uses too.

So if you fancy yourself as a racing driver, fill up with the race-winner's fuel. You could go places together.







John Player Special, Fittipaldi has demonstrated to the full its tremendous potential in terms of road-holding, traction, penetration and braking.

It is hardly surprising, therefore, that a month ago Ladbrokes were quoting Fittipaldi as 2-1 favourite, while Jackie Stewart (who missed the Belgian GP through that nagging ulcer) was next in the odds at 4-1, with Jacky Ickx and Denny Hulme close on his heels at 5-1 and 7-1 respectively.

One of the big questions to be answered at Brands Hatch is whether the 1971 world champion can make a resounding comeback to challenge his rivals. A great deal will probably depend on the success of Derek Gardner's latest design, though Stewart has freely confessed that Brands Hatch is not one of the circuits on which he feels most at home.

With the world sports car championship firmly under their Italian belt, Ferrari are now concentrating more effort on their F1 team, and if Mario Andretti turns up to reinforce the regular 'firm' of Ickx and Clay Regazzoni, then these snarling 12-cylinder machines could prove the strongest equipe overall.

But in terms of team strength, the duo of Denny Hulme and Peter Revson have an enviable history of consistency this season in their Yardley McLaren-Fords. Californian Pete is a powerful asset to the team, and as Denny has shown already this year, with victories in the South African GP and at Oulton Park, plus several other high placings, this tough New Zealander is very hungry for a second world title.

Still looking for his first Formula 1 win is that tremendous fighter Mike Hailwood, whose Surtees-Ford TS9 carries the colours of Brooke Bond/Oxo. As 'Mike-the-Bike' demonstrated in the Race of Champions (when he finished second but might have been nearer to Fittipaldi if only he could have been better placed in the opening laps), he is a doughty adversary on this circuit, and what a cheer would go up if he could capture victory on his home ground.

The Marlboro BRMs, strong in numbers but lacking in reliability, have had a chequered season enlivened by that rain-swept win at Monaco. But they invariably show a fine turn of speed at Brands Hatch and must come into the reckoning.

*The long-awaited 12-cylinder Martini Tecno made its debut in Nanni Galli's hands in the Belgian Grand Prix where the unfortunate Italian came into contact with Clay Regazzoni's third-placed Ferrari, both cars retiring.*

So, surely, must the Brabhams, with a driver-blend of F1 experience and sparkling promise in Graham Hill and Carlos Reutemann. Come to that, what heartening uplift Matra received from their Le Mans success, and will Chris Amon, that unluckiest of Grand Prix drivers, at last achieve his long ambition of pulling off a world championship race?

What all this is adding up to is something of a list, a long one but also one which has failed so far to mention other firm contenders, such as Francois Cevert (Tyrrell-Ford), Ronnie Peterson (if Robin Herd has at last managed to get the bugs out of the STP-March), and Andrea de Adamich (Surtees TS9B) who went so well in Spain.

In summary, there has surely never before been a Formula 1 race in Britain with such a wealth of talent and potential pointsmen.

The John Player Grand Prix should also give British race fans their first chance of seeing other new cars, for in addition to the Tyrrell-Ford 005 we are promised Henri Pescarolo in the new Politoys-Ford, and the 12-cylinder Martini Tecno which so recently demonstrated its power unit reliability by finishing at Vallelunga.

Though the outcome of the Grand Prix must be in considerable doubt, one thing is certain — if the conditions are good then it will be the fastest race ever staged at Brands Hatch, and the lap record is due for a battering.

The lap record at present stands to Emerson Fittipaldi, who achieved 1m 23.8s, 113.84 mph, during this year's Race of Champions, while his winning average was 112.22 mph. Yet last October a brace of BRMs managed 1m 22.8s, a speed of 115.21 mph, during practice, and this should be the sort of lap record target to be expected in the Grand Prix, while a winning speed of close on 115 mph is not out of the question.

So the stage is set for a terrific battle, both fast and furious. At this stage in the world championship there are many points-hungry drivers with an eye on the title. You should be in for a real treat, and may the best man win.



# Let Jim Russell put you in the drivers seat.

## these drivers did!

**Emerson  
Fittipaldi**

1972 JPS Team Lotus  
Formula 1 *Currently leading  
the World Championship\**

**David  
Walker**

1972 JPS  
Team Lotus  
Formula 1 - BRM Formula 1

**Howden  
Ganley**

1972  
Marlborough  
Formula 1

**Derek  
Bell**

1972  
Martini - Techno  
Formula 1

**Frank  
Gardner**

1971 European  
Formula 5000  
Champion

**Jacques  
Couture**

1971  
Canadian  
F. B. Champion

**Dave  
McConnell**

1971 Quebec  
F. B. Champion

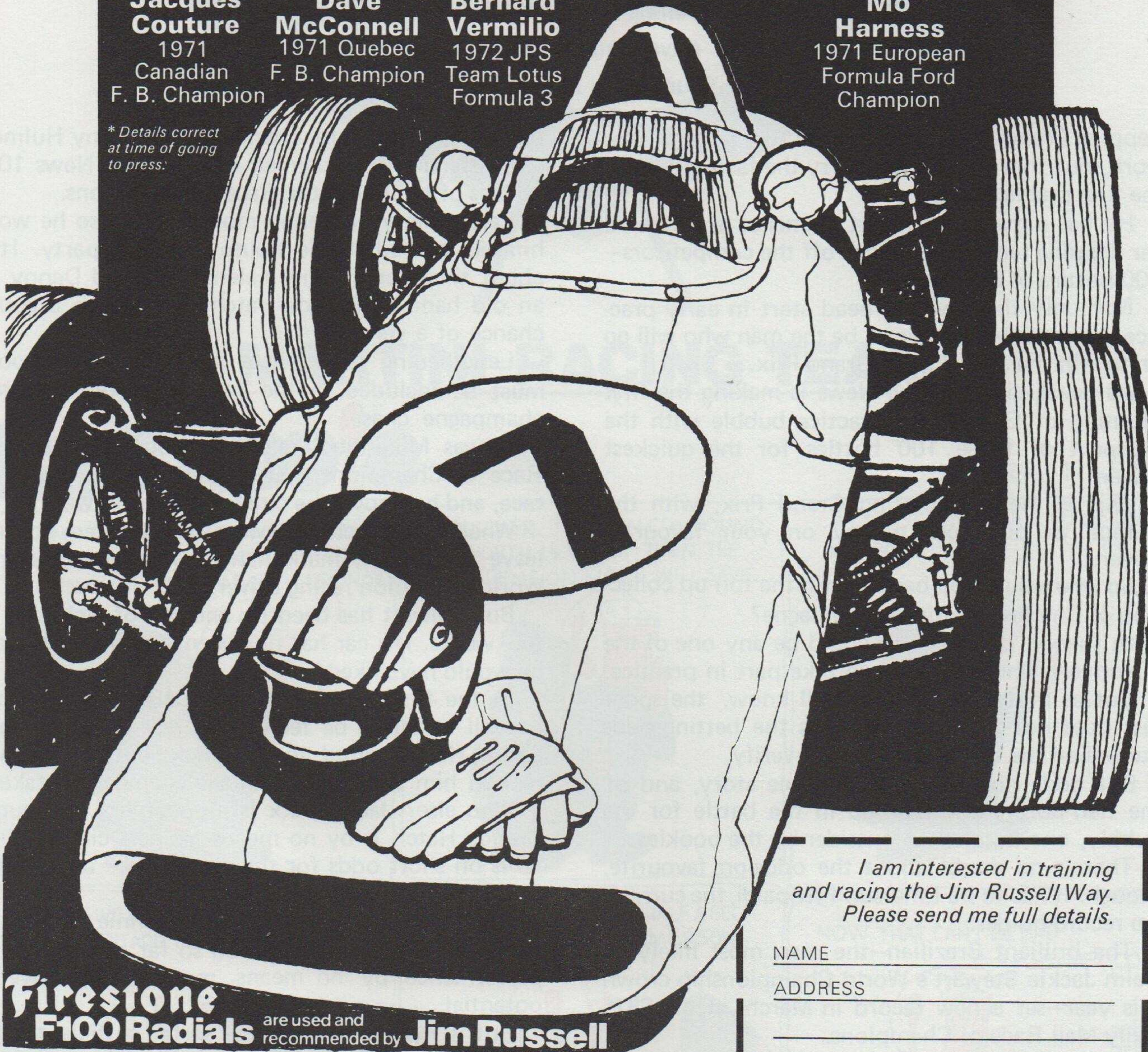
**Bernard  
Vermilio**

1972 JPS  
Team Lotus  
Formula 3

**Mo  
Harness**

1971 European  
Formula Ford  
Champion

*\* Details correct  
at time of going  
to press.*



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Racing Drivers  
School**

Snetterton Circuit,  
Norwich, NOR 10X,



# *My six for the champagne stakes*



**SUE BAKER, Evening News Motoring Correspondent,  
names the drivers most likely to be sipping  
bubbly on Thursday . . . and again on Saturday.**

Lapping Brands Hatch at around 113 mph is thirsty work, but that should not worry the fastest man in the first practice session.

He has a mammoth thirst quencher as a reward for clipping tenths of seconds off the competitors—100 bottles of champagne.

Not only that—with a head start in early practice, he could well prove to be the man who will go on to win the John Player Grand Prix.

As usual, the Evening News is making the first morning of Grand Prix practice bubble with the prospect of those 100 bottles for the quickest driver.

This is the first betting Grand Prix, with the chance to put your money on your favourite driver.

So who would you back to win the ton-up collection of Charles Heidsieck champagne?

In theory, of course, it could be any one of the 30 drivers who were due to take part in practice.

But as motor racing fans well know, the sport just does not work like that—as the betting odds quoted on the drivers will readily verify.

But odds do not tell the whole story, and of the half-dozen drivers I tip in the battle for the bubbly, one is rated an outsider by the bookies.

There's no doubt about the odds-on favourite, though. It has to be Emerson Fittipaldi, the current lap record holder.

The brilliant Brazilian—the man most likely to claim Jackie Stewart's World Championship crown this year—set a new record in March, in the STP-Daily Mail Race of Champions.

In that race Emerson lapped the Grand Prix circuit at Brands Hatch in 1 minute 23.8 seconds, averaging 113.84 mph in his Lotus-built, Ford-engined 2,993 cc John Player Special.

He drove so well, and his car seemed to be handling so much better on the circuit than any of the competition, that he has to be hot favourite for the Grand Prix—and the bubbly.

Yet don't underrate the opposition—especially

those with a taste for champagne . . . Denny Hulme, for instance, who claimed the Evening News 100 bottles of bubbly at the Race of Champions.

Early this year Denny moved home, so he won himself a ready-made house warming party. It's about time for another celebration, and Denny is an old hand at Brands Hatch who stands a good chance of a very fast lap.

Lengthening the odds a little, Mike Hailwood must be included in the top half-dozen for the champagne chase.

It was Mike-the-Bike's spectacular drive in the Race of Champions that made it such an exciting race, and he knows the circuit extremely well.

What about Jackie Stewart? It may seem odd to leave a question mark hanging over the current World Champion racing driver.

But Stewart has been ill, and out of racing for a few weeks. His car has not been running as well as he would have liked.

In the first practice session for the Grand Prix, he will certainly be feeling his feet on the pedals again. He is bound to be quick, but I wouldn't reckon him the quickest in the champagne stakes.

Who else? Jacky Ickx is a possibility, although Brands Hatch is by no means his best circuit. But he is on short odds for the race itself, and could be a bet for the bubbly.

For that outsider, how about Ronnie Peterson? He has had a miserable season so far, with his car's performance by no means matching its driver's potential.

But if Ronnie gets the car sorted sufficiently he will be trying hard for a good position on the grid.

Betting on racing drivers is just as chancy a business as punting on horse racing.

You have to study the form—and take a chance. But at least horses don't suffer from mechanical breakdowns. And they may run out of steam—but never petrol.

So choose your own man to back for the champagne stakes—and the Grand Prix.





# Catchpo!e

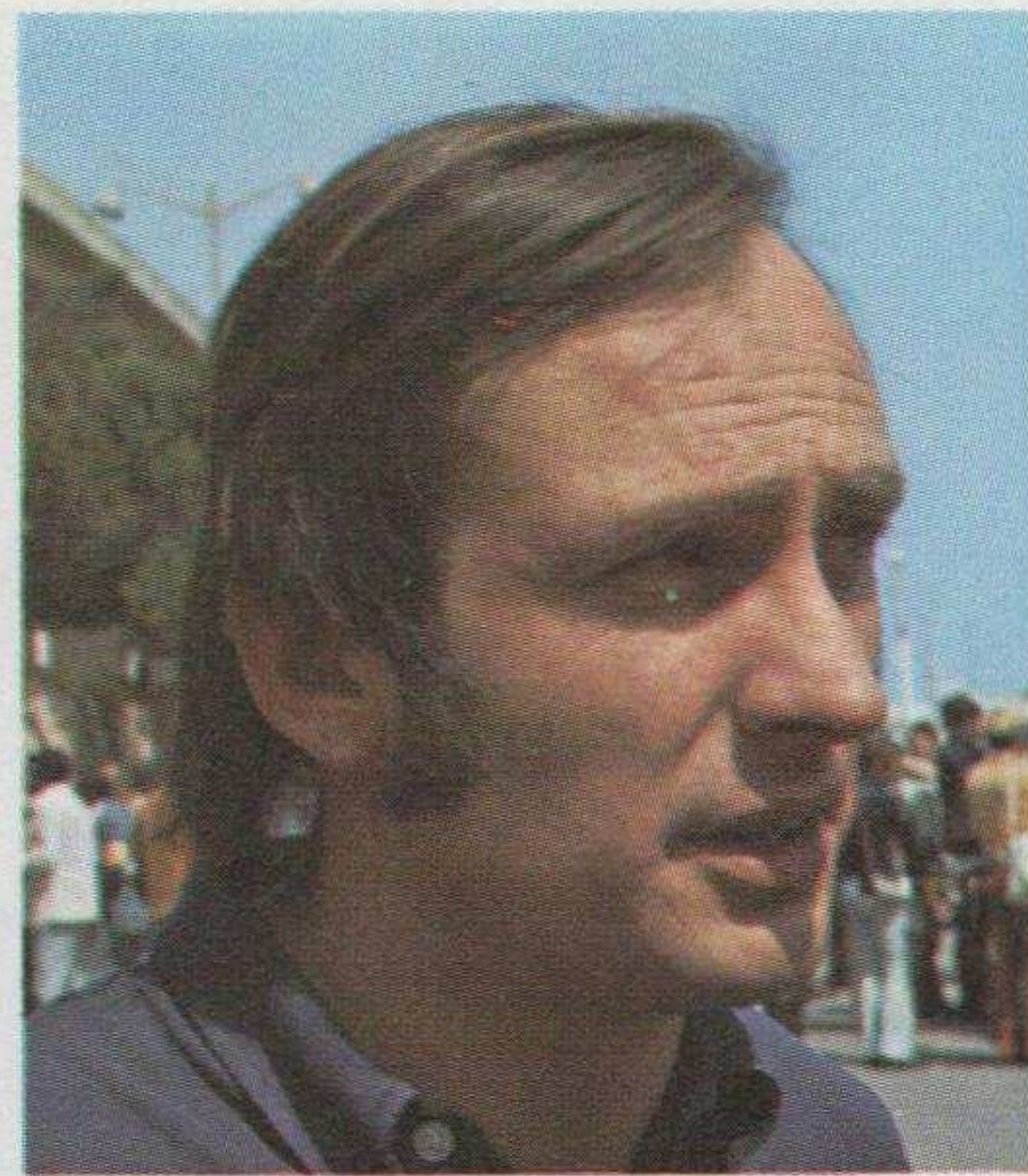
BY BARRY FOLEY

<p>...AND THE NEW DEMON ENGINE SHOULD MAKE ME 3 SECS. A LAP FASTER. I THINK I CAN DRIVE ABOUT 4 SECONDS</p>	<p>...QUICKER. THE NEW COMPOUND IS WORTH 1½ SECS. THEN THE SUSPENSION MODS WILL SAVE...</p> <p>GRUNT</p>	<p>... AT LEAST ANOTHER 2 SECONDS PER LAP. THE LIMITED SLIP DIFF...</p>
<p>... WILL GIVE US ABOUT 3 SECONDS... NOW, IF YOU ADD THAT LOT TOGETHER...</p> <p>GRUNT</p>	<p>... IT MAKES ME ABOUT HALF A SEC A LAP FASTER THAN EMERSON...</p>	<p>NOW, THAT CAN'T BE BAD.... IN A FORD MEXICO!</p> <p>GRUNT GRUNT</p>

Catchpole is a cartoon drawn by Barry Foley in Autosport, Britains leading Motor Sport Weekly.



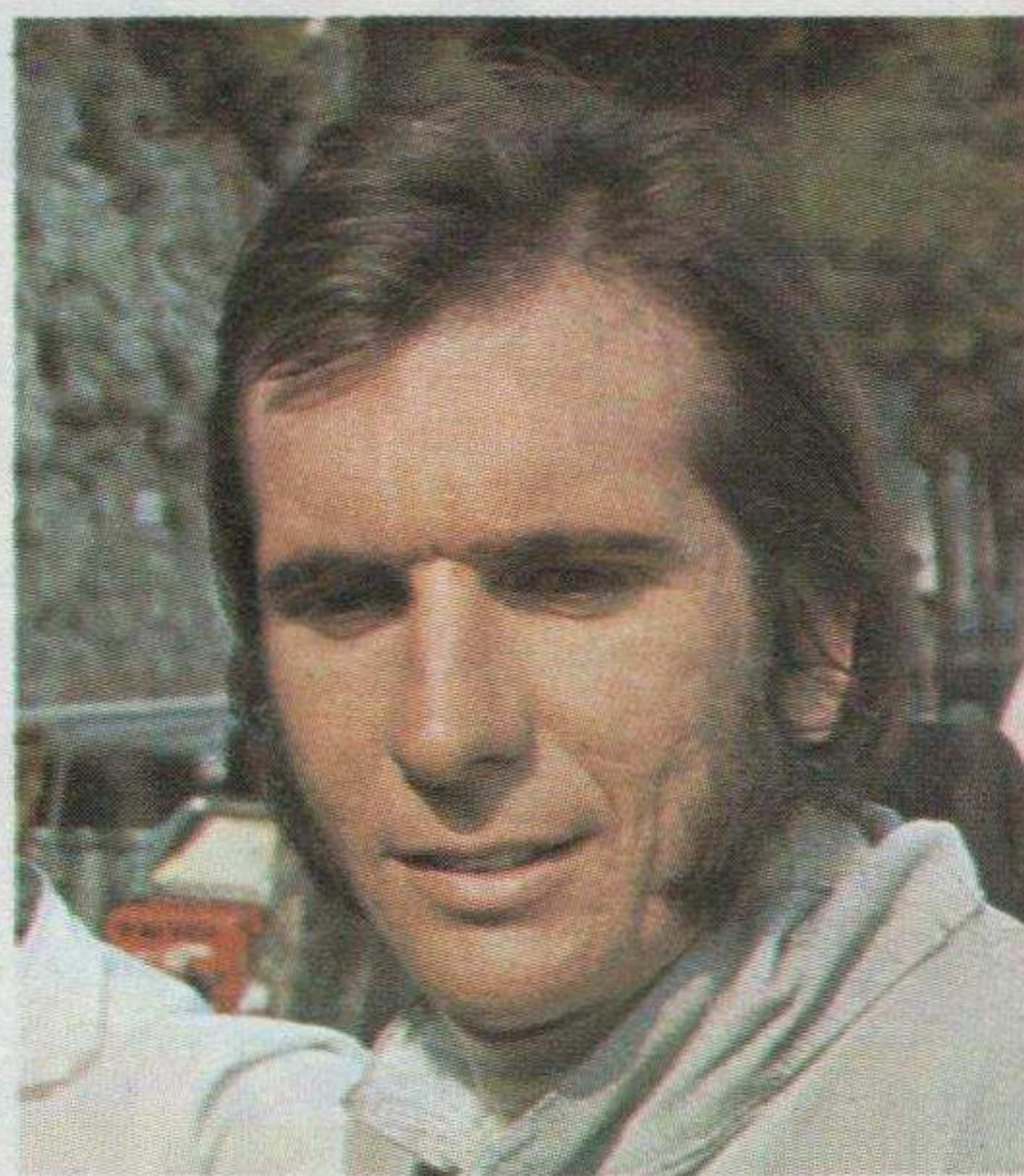
# Grand Prix racing's **CHAMPIONSHIP CHALLENGERS**



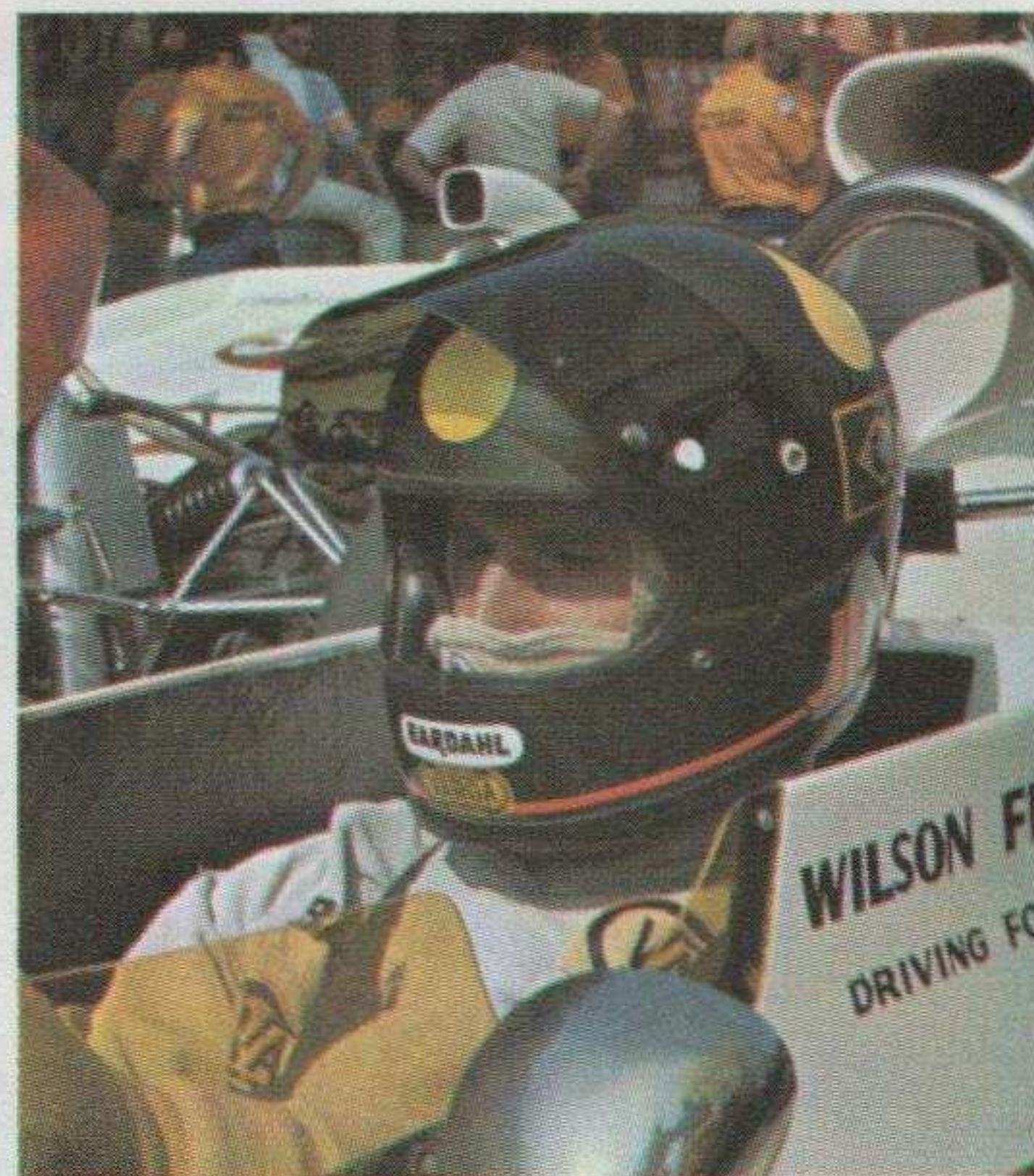
**Chris Amon** (New Zealand)  
Born July 20, 1943. Best  
Championship placing 4th—1967.



**Andrea De Adamich** (Italy)  
Born October 3, 1941.



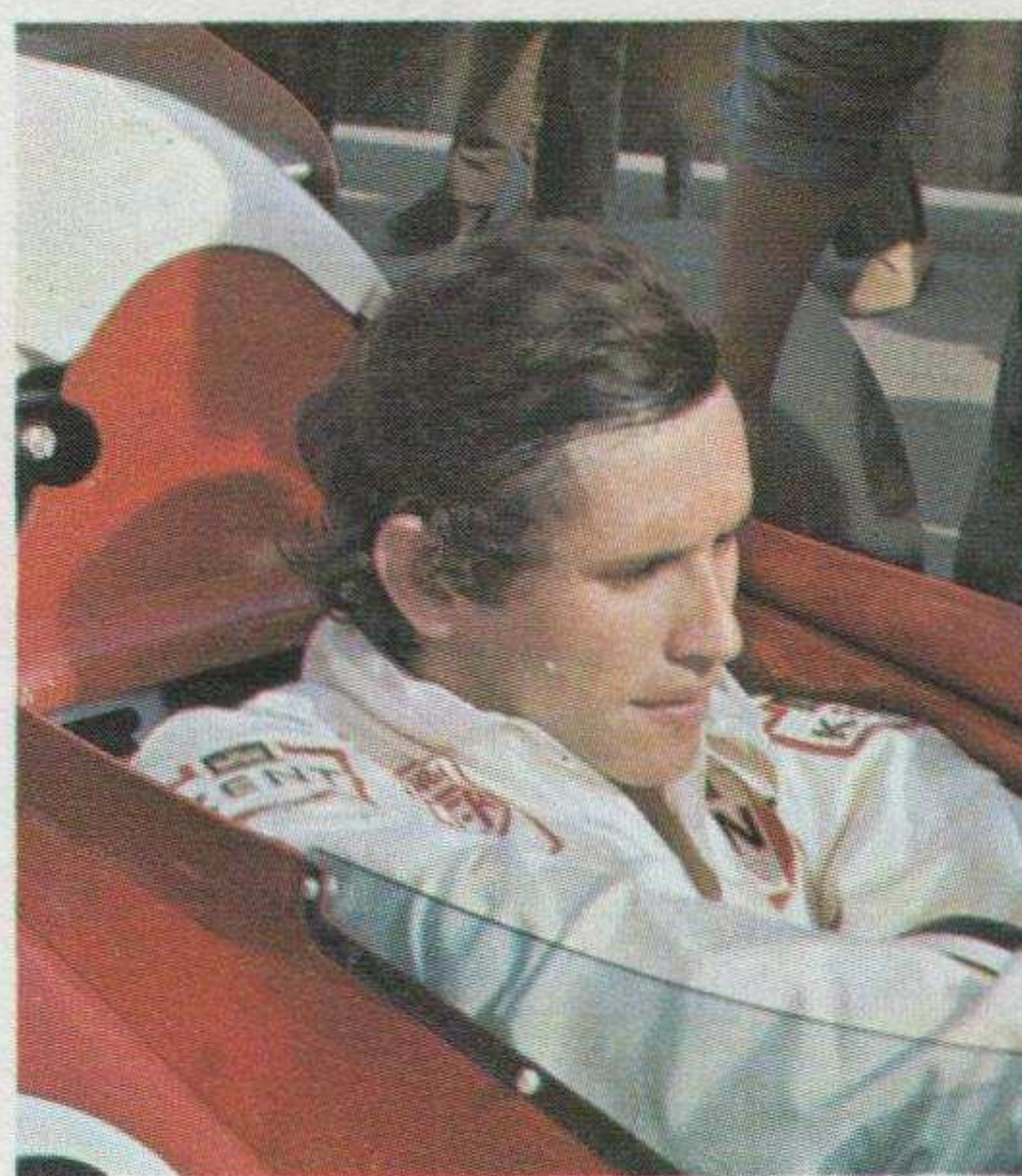
**Emerson Fittipaldi** (Brazil)  
Born December 12, 1946. Best  
Championship placing 6th—1971.



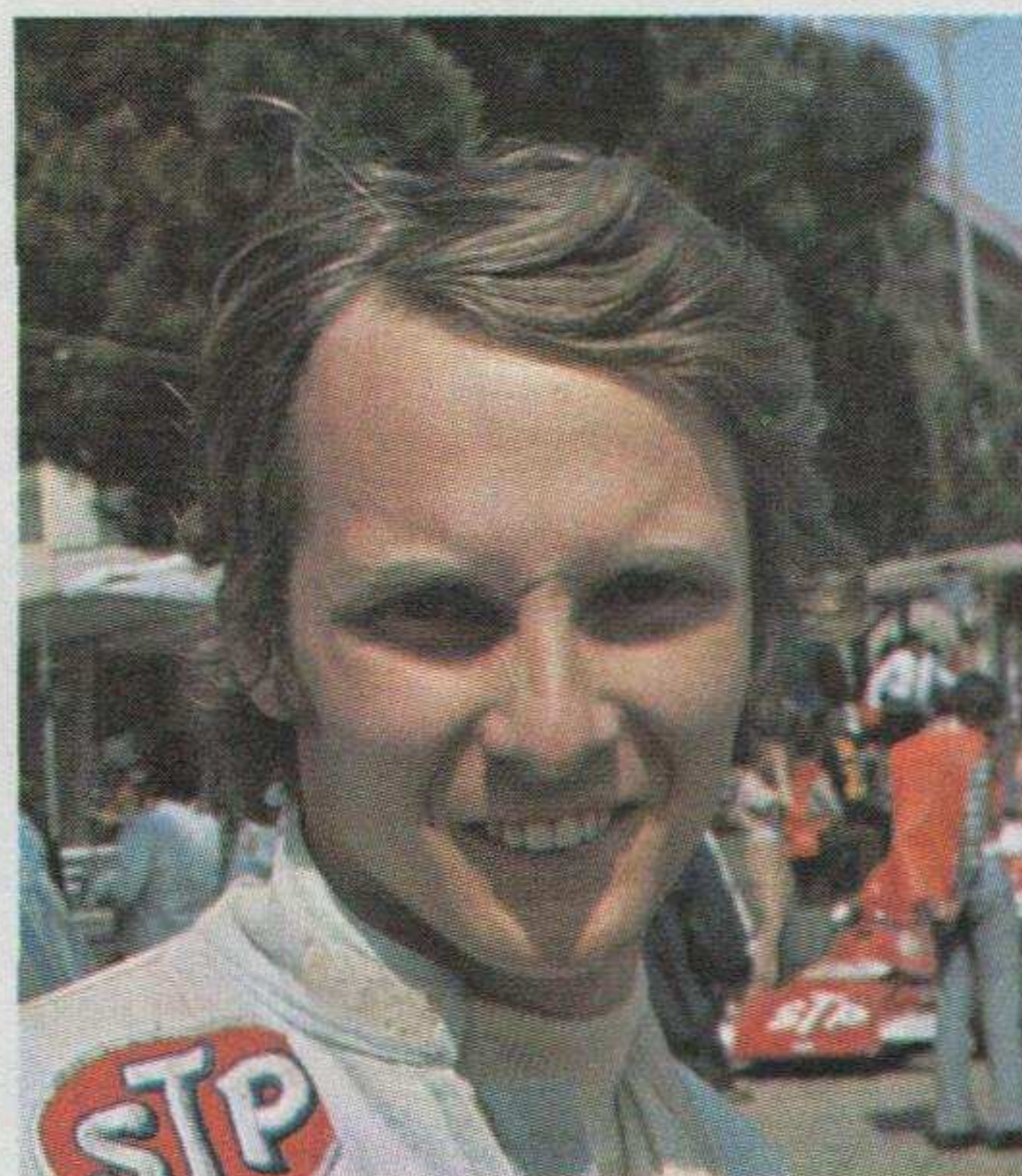
**Wilson Fittipaldi** (Brazil)  
Born December 25, 1943.



**Howden Ganley** (New Zealand)  
Born December 24, 1941. Best  
Championship placing 14th—1971.



**Jacky Ickx** (Belgium) Born  
January 1, 1945. Best Championship  
placing 2nd—1969-70.



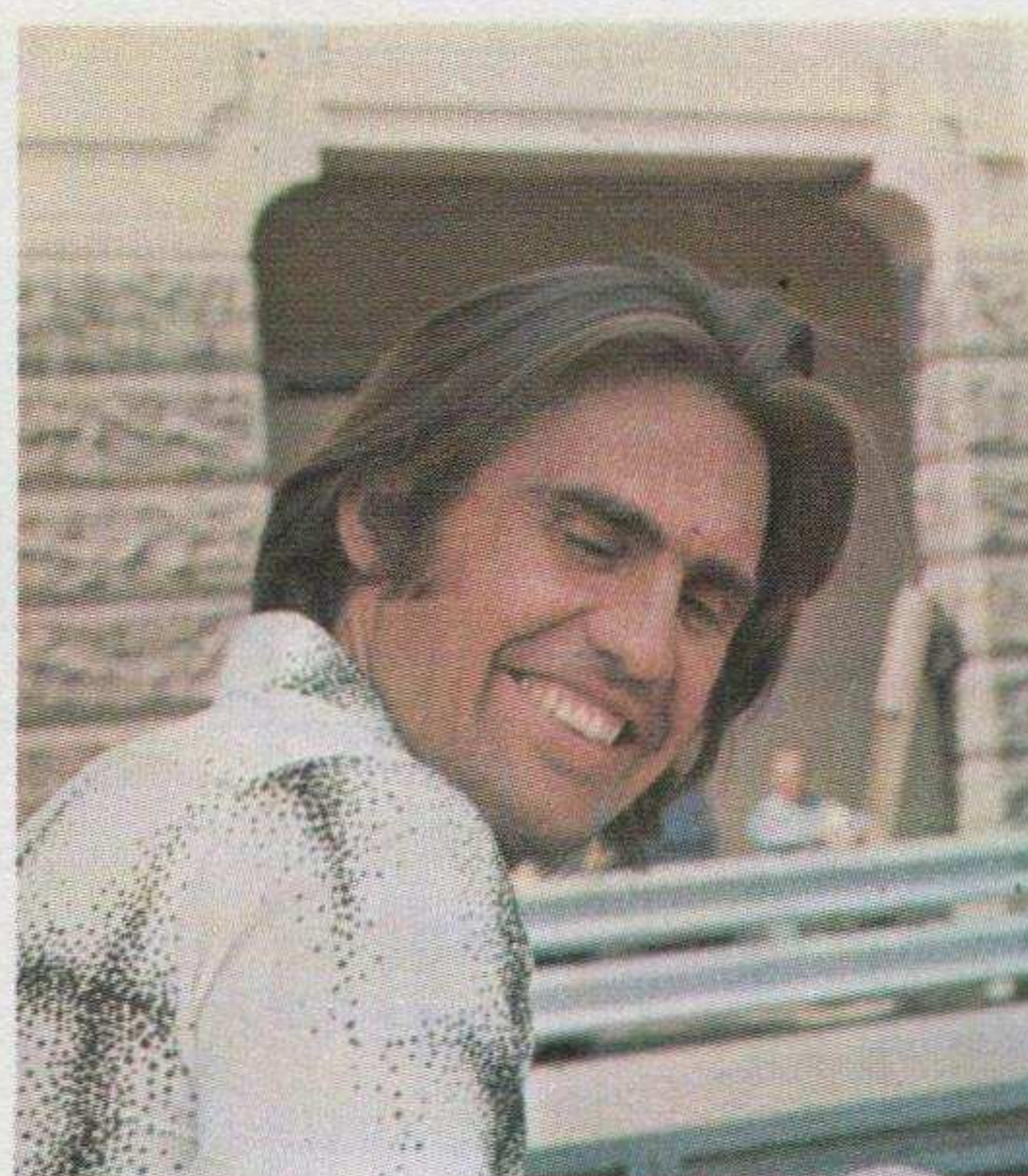
**Niki Lauda** (Austria)  
Born February 22, 1949.



**Helmut Marko** (Austria)  
Born April 27, 1943.



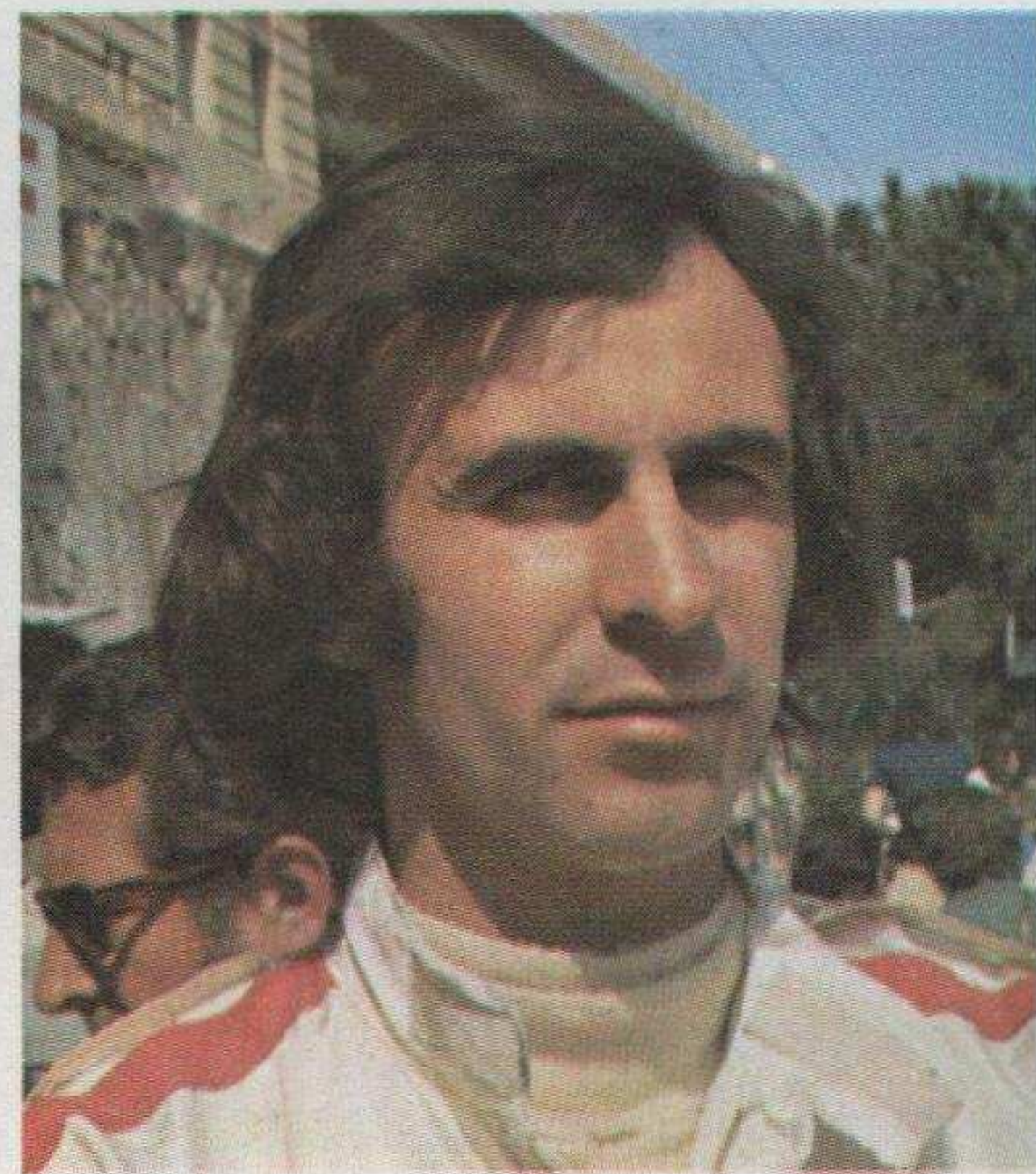
**Carlos Pace** (Brazil)  
Born October 6, 1944.



**Carlos Reutemann**  
(Argentina) Born April 12, 1942.



**Peter Revson** (United States)  
Born February 27, 1939.



**Tim Schenken** (Australia)  
Born September 26, 1943. Best  
Championship placing 14th—1971.



**Jackie Stewart** (Great Britain)  
Born June 11, 1939. World  
Champion 1969, 1971.





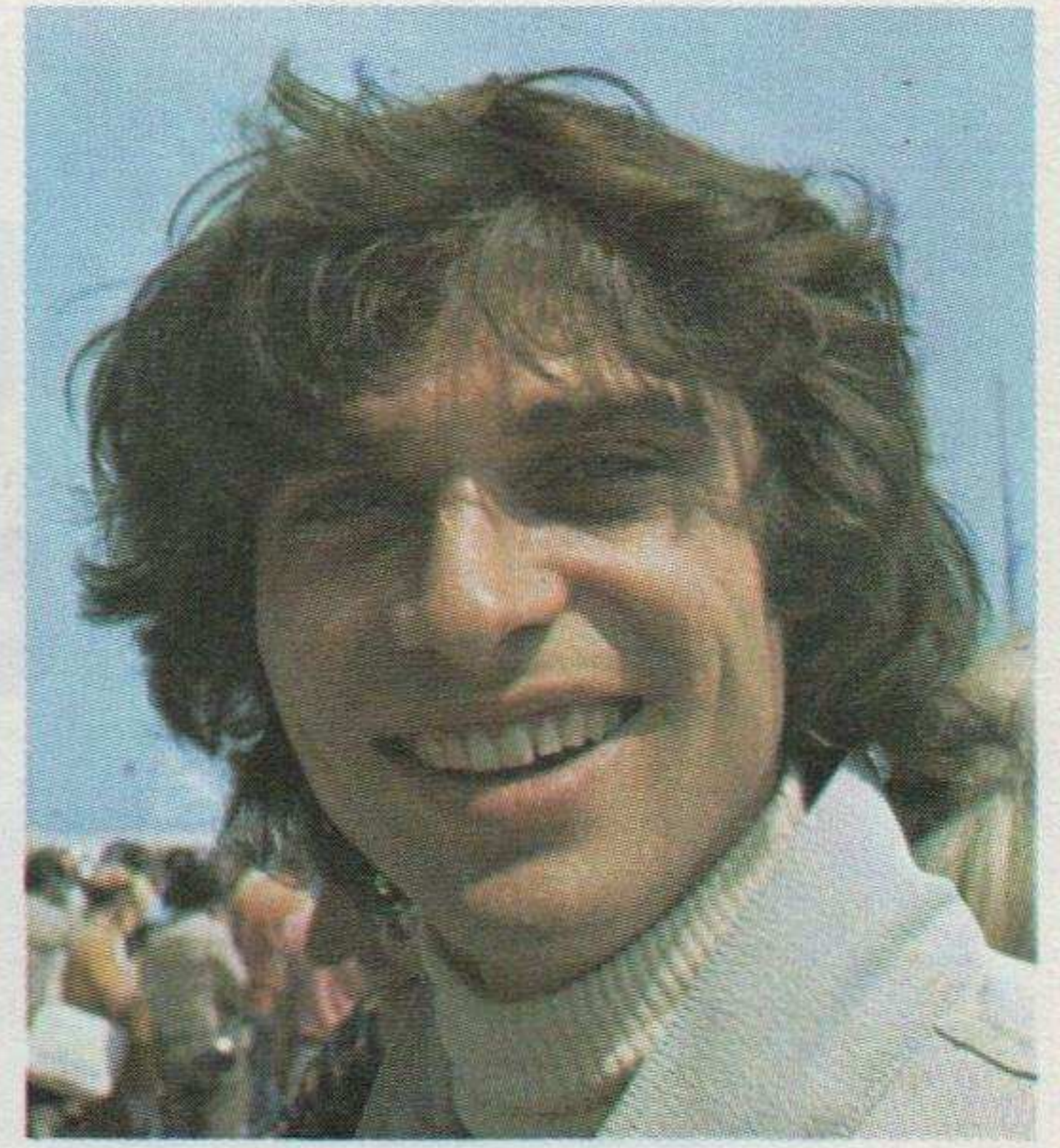
**Mario Andretti** (United States)  
Born February 28, 1940. Best  
Championship placing 8th—1971.



**Jean-Pierre Beltoise** (France)  
Born April 6, 1937. Best  
Championship placing 5th—1969.



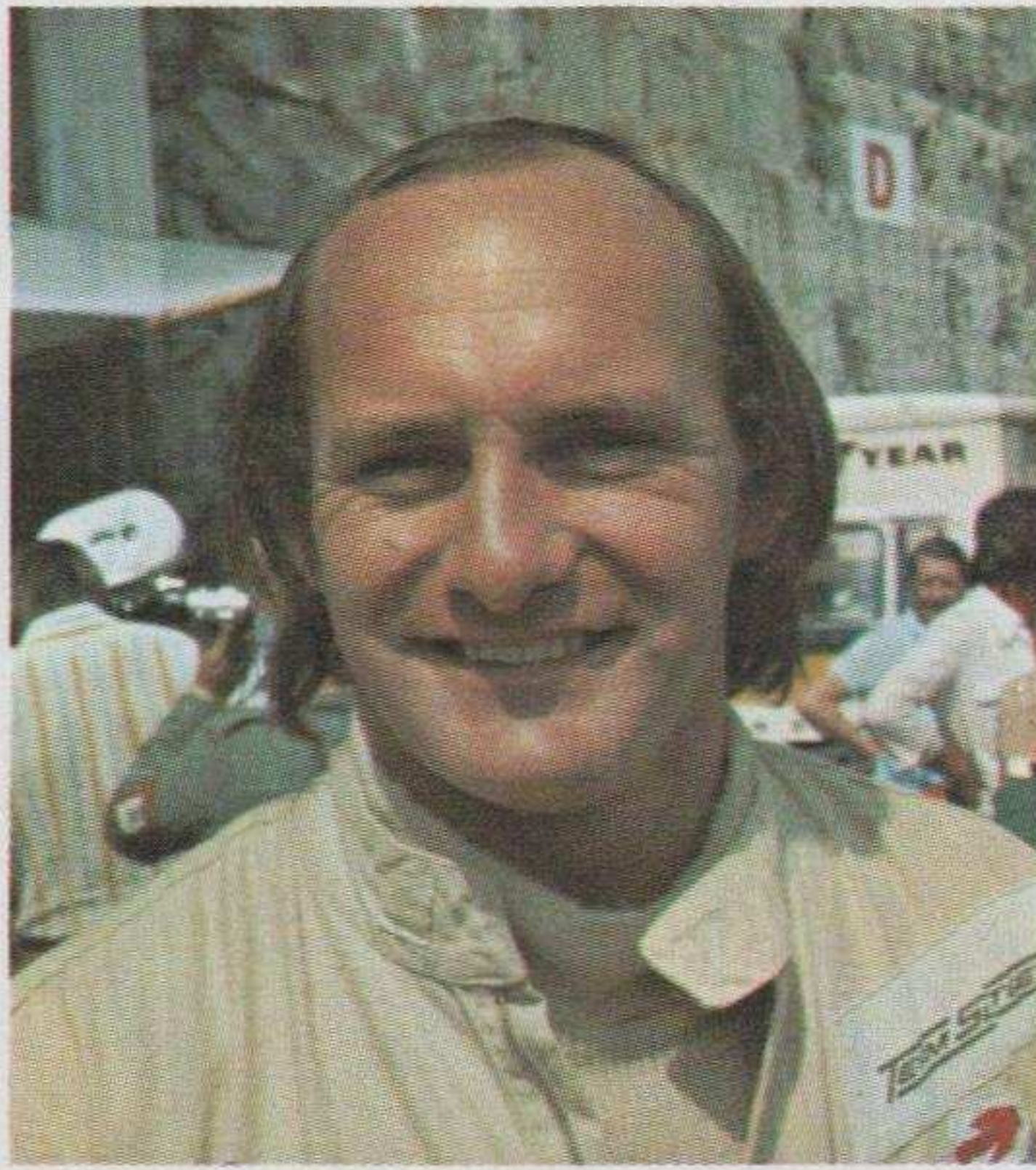
**Mike Beuttler** (Great Britain)  
Born April 13, 1943.



**Francois Cevert** (France)  
Born February 25, 1944. Best  
Championship placing 3rd—1971.



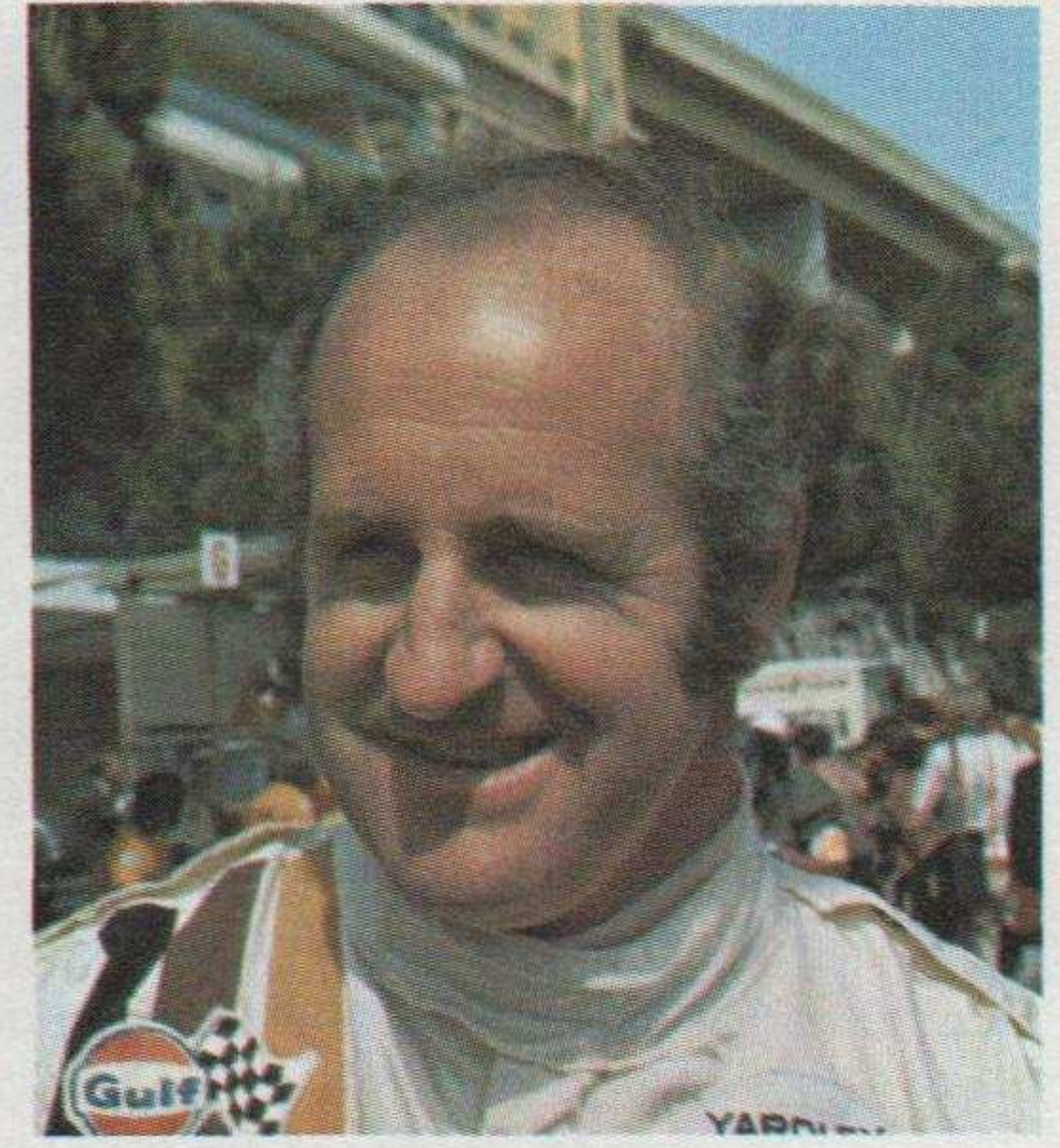
**Peter Gethin** (Great Britain)  
Born February 21, 1940. Best  
Championship placing 9th—1971.



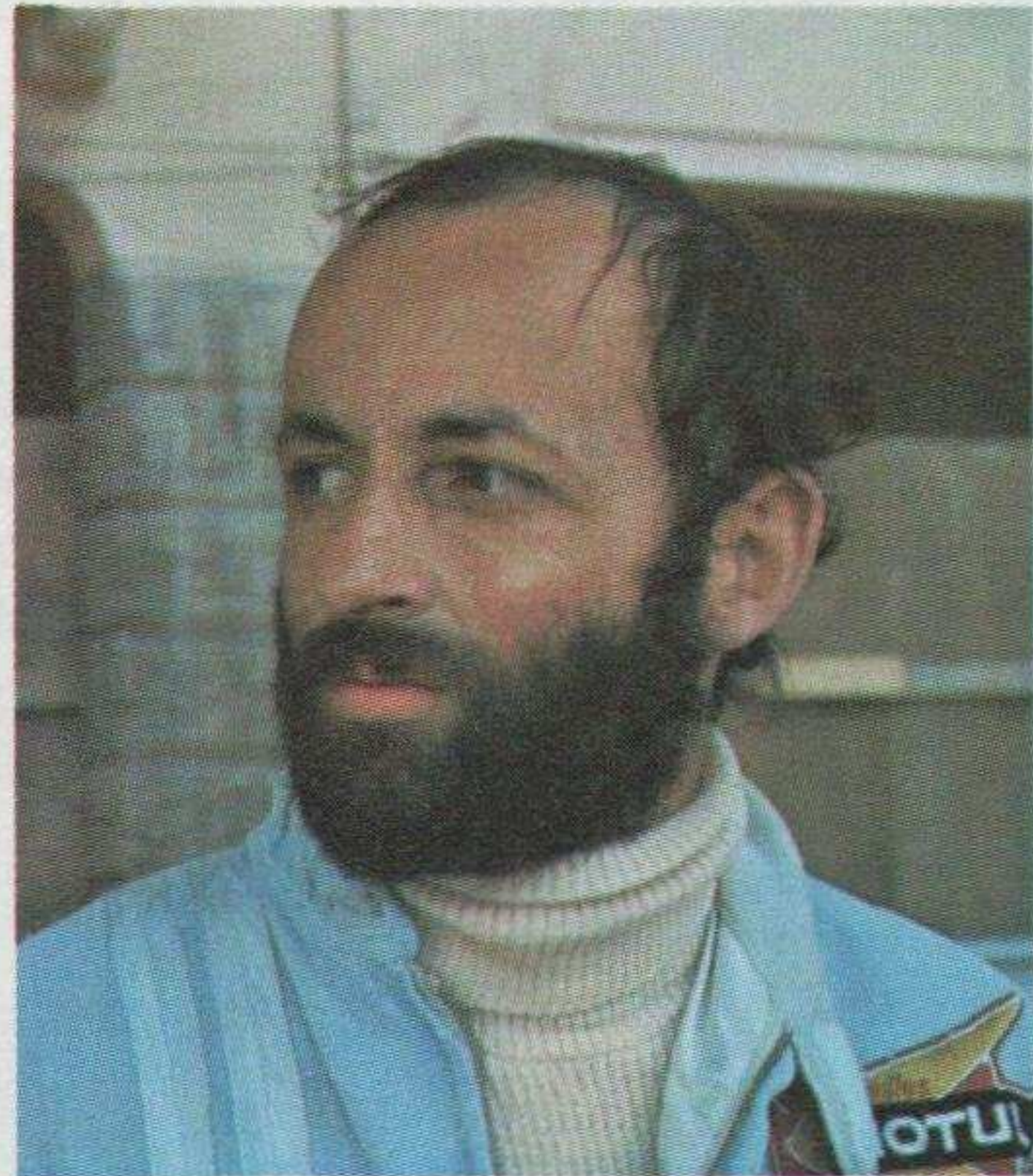
**Mike Hailwood** (Great Britain)  
Born April 4, 1940. Best  
Championship placing 18th—1971.



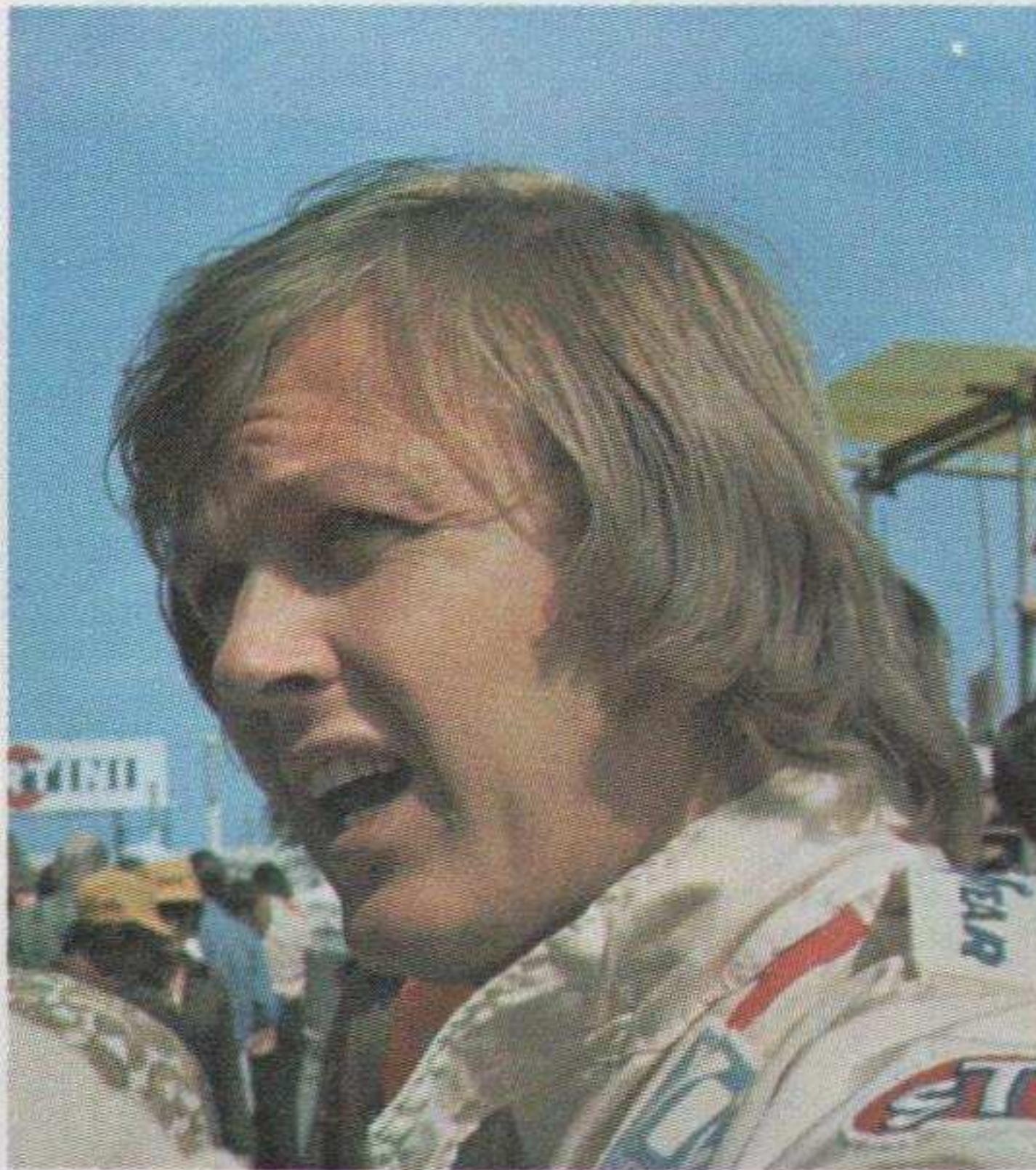
**Graham Hill** (Great Britain)  
Born February 15, 1929. World  
Champion 1962, 1968.



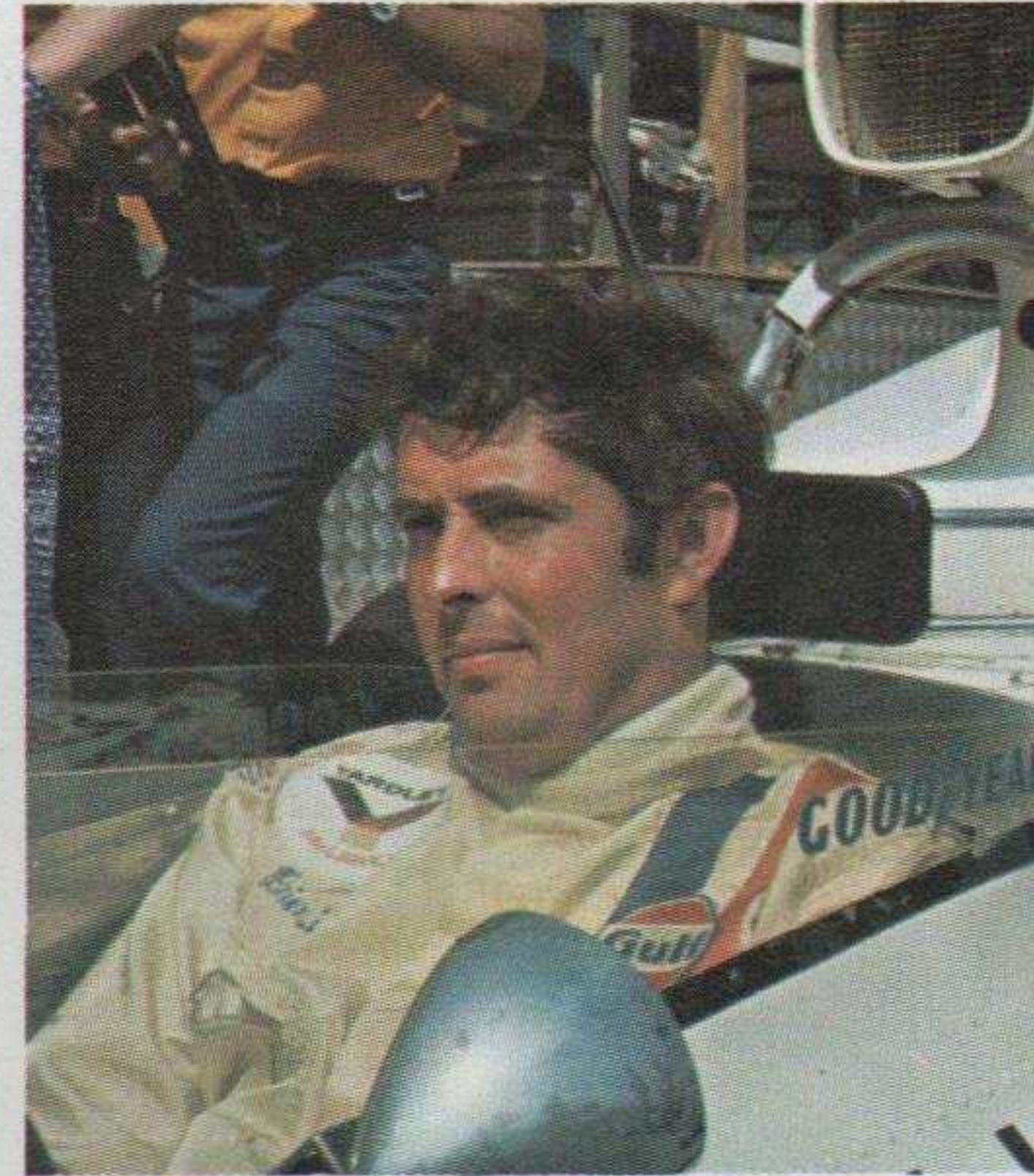
**Denny Hulme** (New Zealand)  
Born June 18, 1936. World  
Champion 1967.



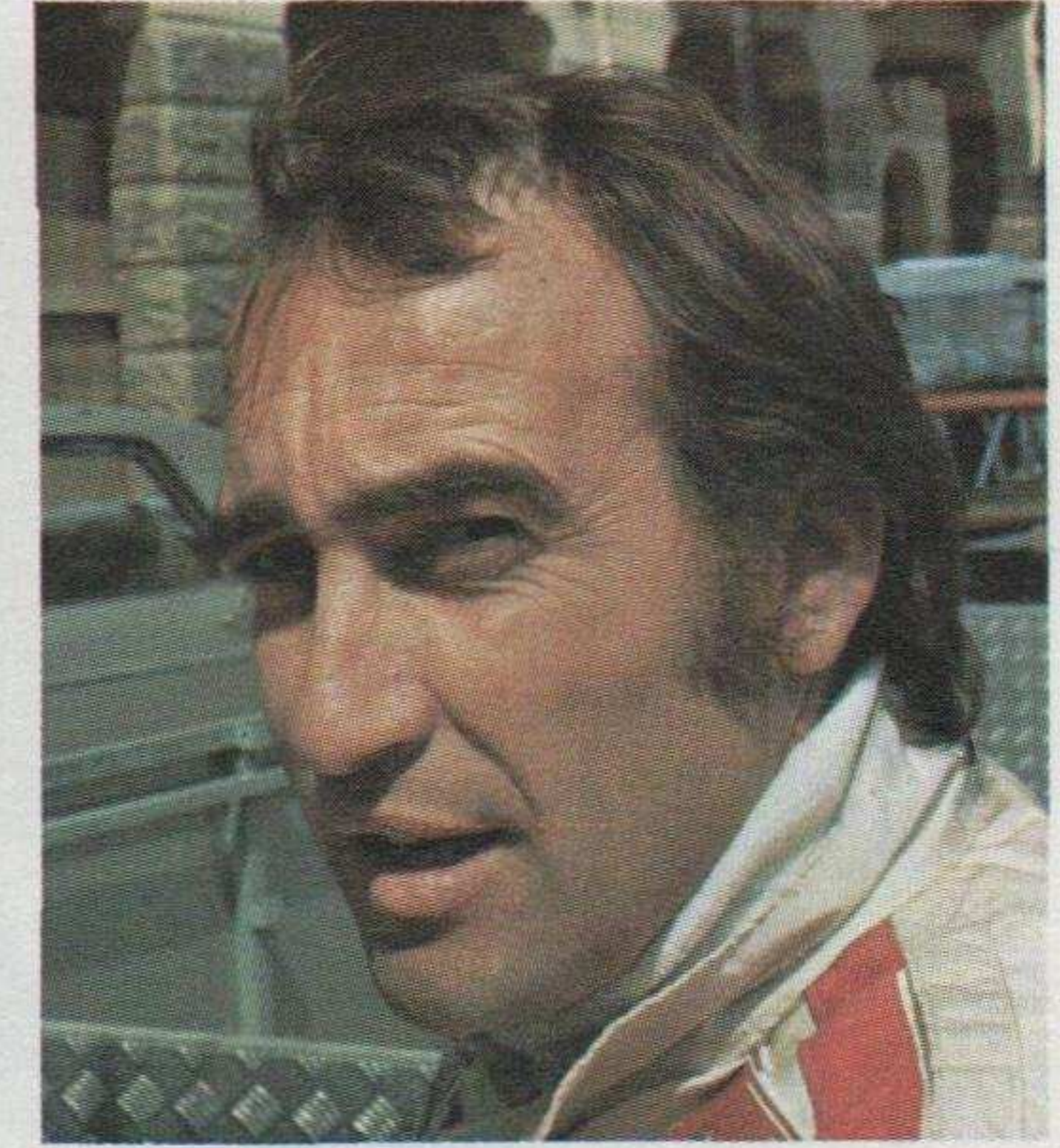
**Henri Pescarolo** (France) Born  
September 25, 1942. Best  
Championship placing 12th—1970.



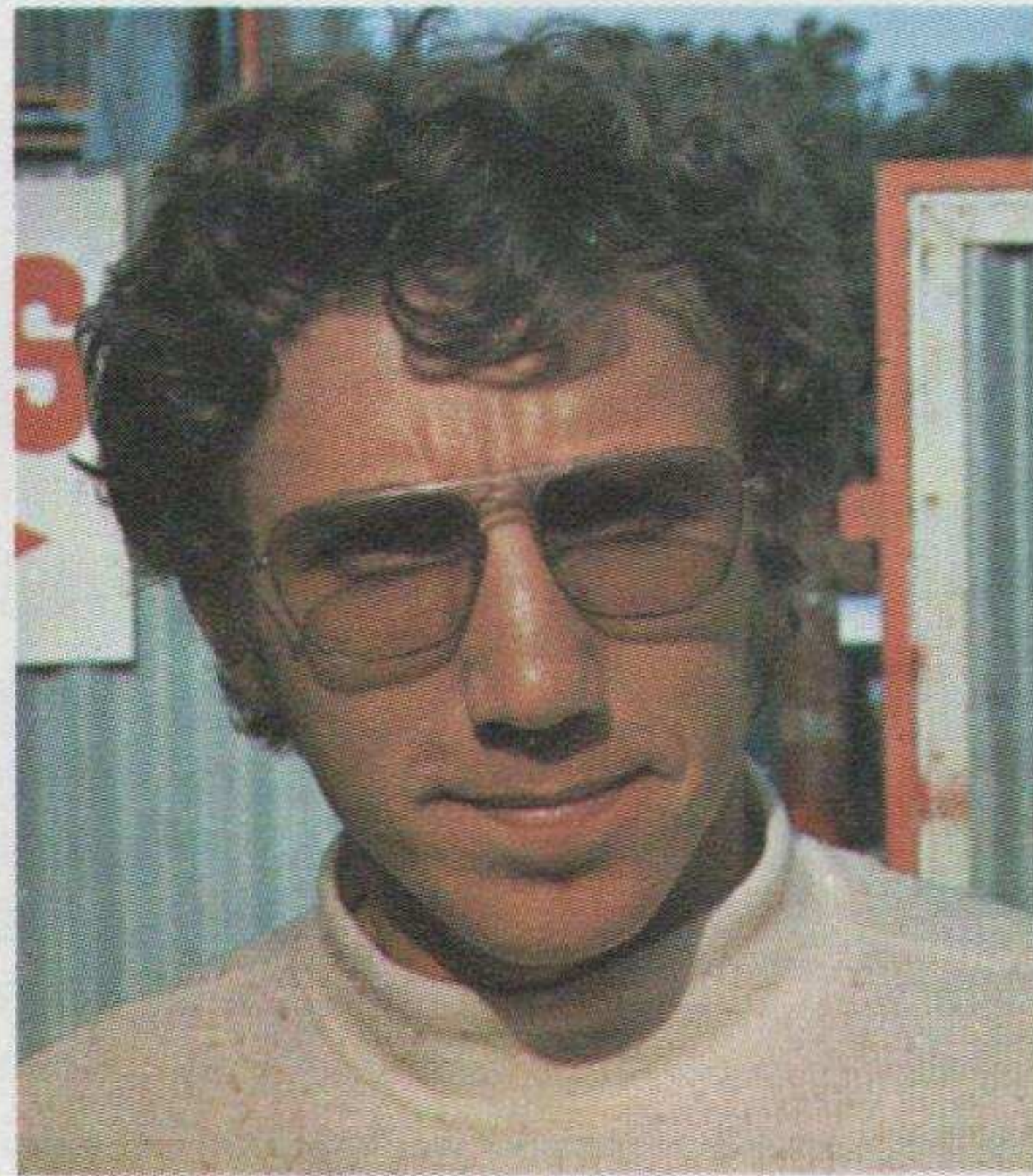
**Ronnie Peterson** (Sweden)  
Born February 14, 1944. Best  
Championship placing 2nd—1971.



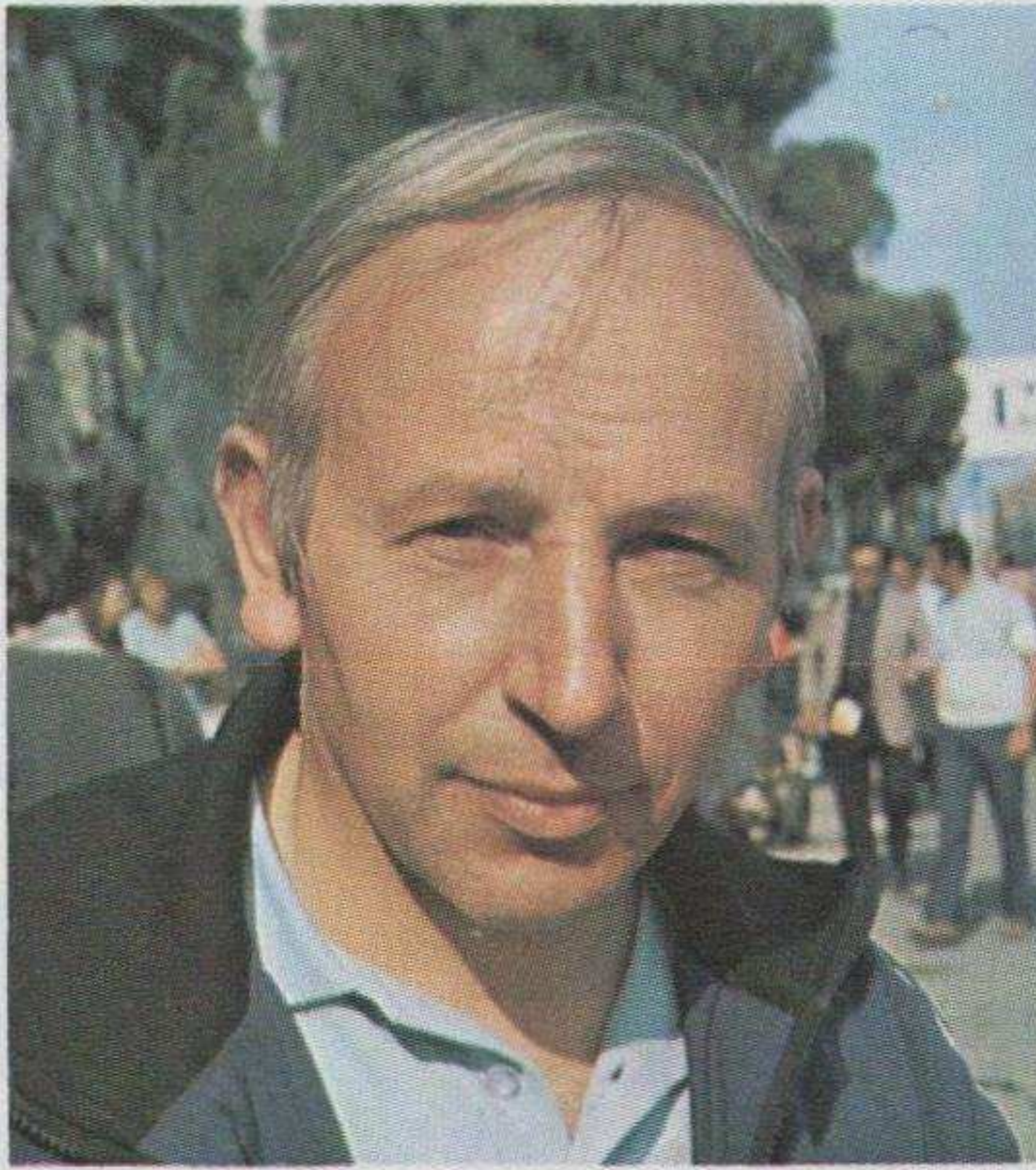
**Brian Redman** (Great Britain)  
Born March 9, 1937. Best  
Championship placing 19th—1968.



**Clay Regazzoni** (Switzerland)  
Born September 5, 1939. Best  
Championship placing 3rd—1970.



**Rolf Stommelen** (Germany)  
Born July 11, 1943. Best  
Championship placing 11th—1970.



**John Surtees** (Great Britain)  
Born February 11, 1934. World  
Champion 1964.



**Dave Walker** (Australia)  
Born June 10, 1941.



**Reine Wisell** (Sweden)  
Born September 30, 1941. Best  
Championship placing 9th—1971.



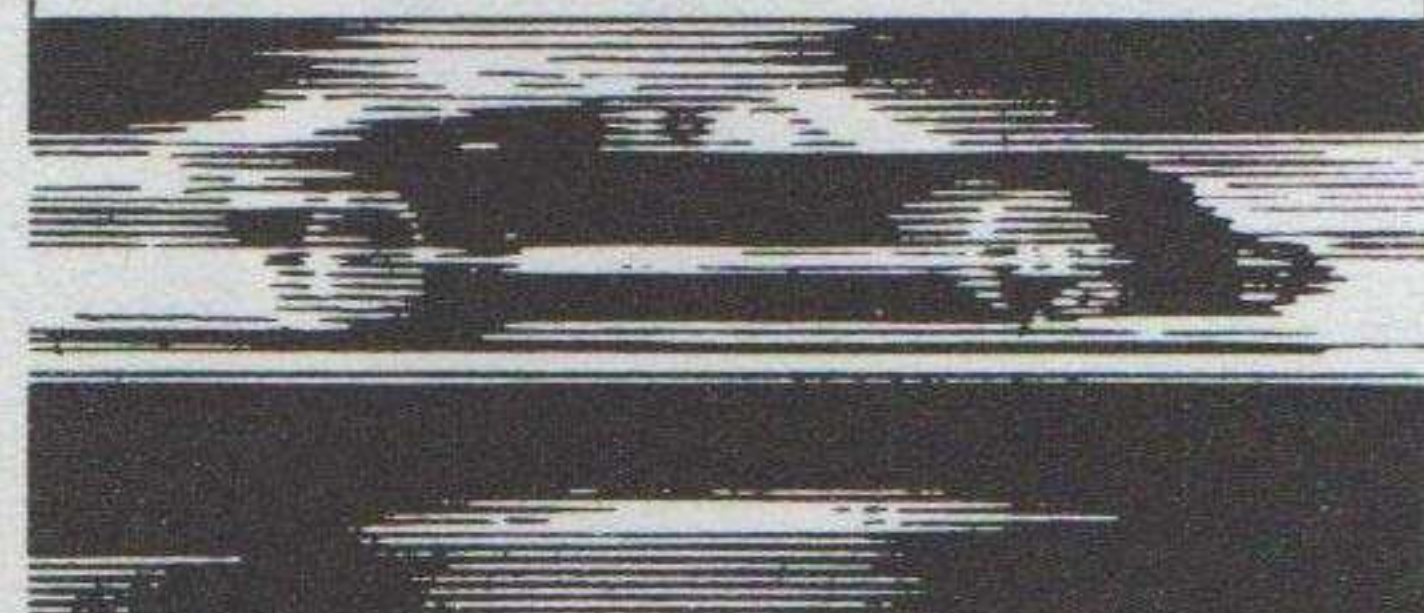
# Mister Motorcraft holds one of the secrets of Jackie Stewart's success

Jackie Stewart relies on Motorcraft plugs to spark his Tyrrell Ford. And he's just one of the Formula One Grand Prix drivers who know the advantages of fitting Motorcraft spark plugs. You may not want to be a Grand Prix driver. But when you fit Motorcraft spark plugs in your car, you can be sure you're on a winner.



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Thermostats.

**Motorcraft** 



**Quality parts to make cars run better**



# Formula 1 CARS OF THE STARS

## JOHN PLAYER SPECIAL-FORD

Developed from the brilliant design by Maurice Phillippe, this Lotus-built car set a new fashion in wedge-shaped, side-radiator Formula 1 chassis. Torsion-bar suspension gives outstanding traction, cornering power and stability under braking. One of the most competitive Ford-powered GP cars. Firestone tyres, Texaco fuel, Havoline lubricants, Girling brakes with Ferodo pads, Hewland gearbox, Champion plugs and Lucas injection and electrics.



## TYRRELL-FORD 004

The first GP car by Derek Gardner, which earned Jackie Stewart the 1971 World Championship, the Tyrrell, conceived on the basis of sophisticated simplicity, is a straightforward design which is extremely efficient, relatively simple to maintain, and has a high safety factor. A particularly well balanced car with good aerodynamic qualities. Goodyear tyres, Elf fuel and lubricants, Girling brakes with Ferodo pads, Hewland gearbox, Motorcraft plugs and Lucas injection and electrics.

## MATRA-SIMCA MS120C

A refined version of last year's car, always identifiable by the high-pitched scream from its 12-cylinder engine. A lighter-weight monocoque has improved the car's competitiveness, but reliability has been inconsistent. Makes wide use of exotic materials and reveals superb detail design. Goodyear tyres, Shell fuel and lubricants, Lockheed brakes with Ferodo pads, Hewland gearbox, Marchal plugs, Lucas injection and Ducellier electrics.



## BRABHAM-FORD BT37

The latest car from Motor Racing Developments, the BT37 is similar in basic design to the 1971 BT34, although the 'lobster claw' twin radiators have been replaced by a single front-mounted cooler, allowing a freer flow of cool air over the front suspension. Goodyear tyres, Esso fuel and lubricants, Girling brakes with Ferodo pads, Hewland gearbox, Champion plugs and Lucas injection and electrics.

## EIFELLAND-FORD 21

Easily identifiable because of its unusual body designed by Luigi Colani, the Eiffelland is basically a March 721 beneath the skin. Designed by Robin Herd, the chassis is more rigid than that of the 711, while the suspension has been changed greatly in detail. Goodyear tyres, Shell fuel and lubricants, Girling brakes with Ferodo pads, Hewland gearbox, Motorcraft plugs and Lucas injection and electrics.







# Team Surtees choose Duckhams Q20-50 for Grand Prix racing.

The same oil the makers  
recommend for your car.





# Formula 1 CARS OF THE STARS

## MARCH-FORD 721X

Although developed from the 721, Robin Herd's latest Formula 1 March breaks new ground in placing both engine and gearbox ahead of the rear axle, the revised rear-end layout also incorporating inboard mounted brakes and suspension units. An elaborate roll-over cage integral with the monocoque structure improves driver safety. Goodyear tyres, Fina fuel, STP lubricants, Girling brakes with Ferodo pads, Alfa Romeo gearbox, Champion plugs and Lucas injection and electrics.



## FERRARI 312 B2

Probably the most powerful of the current GP cars, with a reputed 480 horsepower from its flat-12 engine, the Ferrari has revealed growing competitiveness, thanks to the detail changes carried out during the winter to improve weight distribution and handling qualities. Mauro Forghieri's design now features orthodox outboard-mounted rear suspension. Firestone tyres, Shell fuel and lubricants, Lockheed brakes with Ferodo pads, Ferrari gearbox, Champion plugs, Lucas injection and Marelli electrics.

## SURTEES-FORD TS9B

Designed by a team headed by John Surtees, the TS9B is noteworthy for its clean, angular lines and its first-class detail engineering. A development of last year's car, the latest Surtees has revealed higher cornering power, while placing the radiators amidships and modifying the cockpit aerodynamics have notably improved driver comfort. Firestone tyres, BP fuel, Duckhams lubricants, Lockheed brakes with Ferodo pads, Hewland gearbox, Motorcraft plugs and Lucas injection and electrics.



## BRM P160B

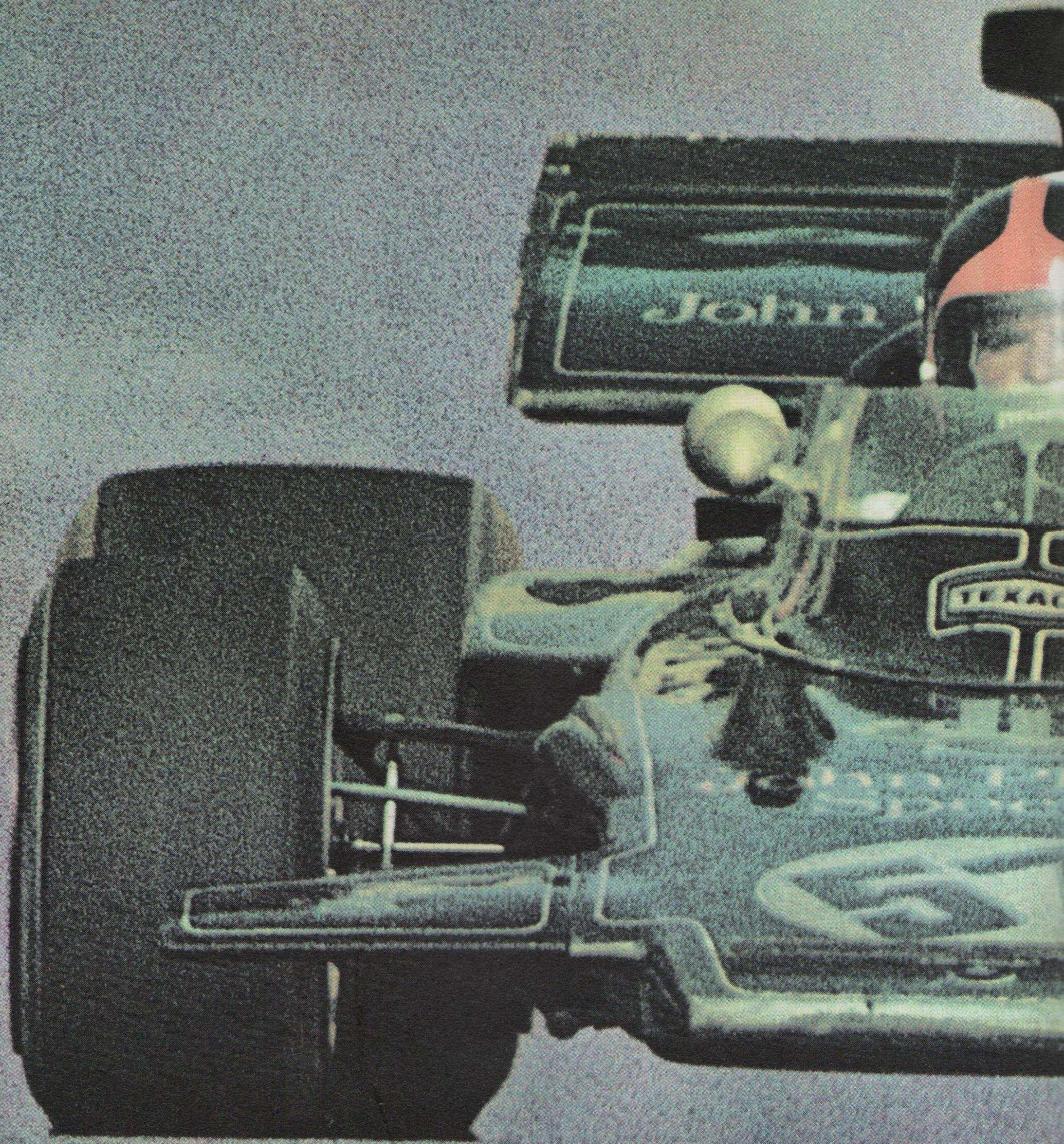
The mainstay of the BRM team pending the full development of the P180, the Tony Southgate-designed V12-engined P160B is a competitive car with an unusually well balanced and responsive chassis. The P180 differs from the earlier car in having a longer wheelbase, wider track, lower monocoque and rear-mounted radiators. Firestone tyres, BP fuel and lubricants, Lockheed brakes with Ferodo pads, BRM gearbox, Champion plugs, Lucas injection and Marelli electrics.

## McLAREN-FORD M19C

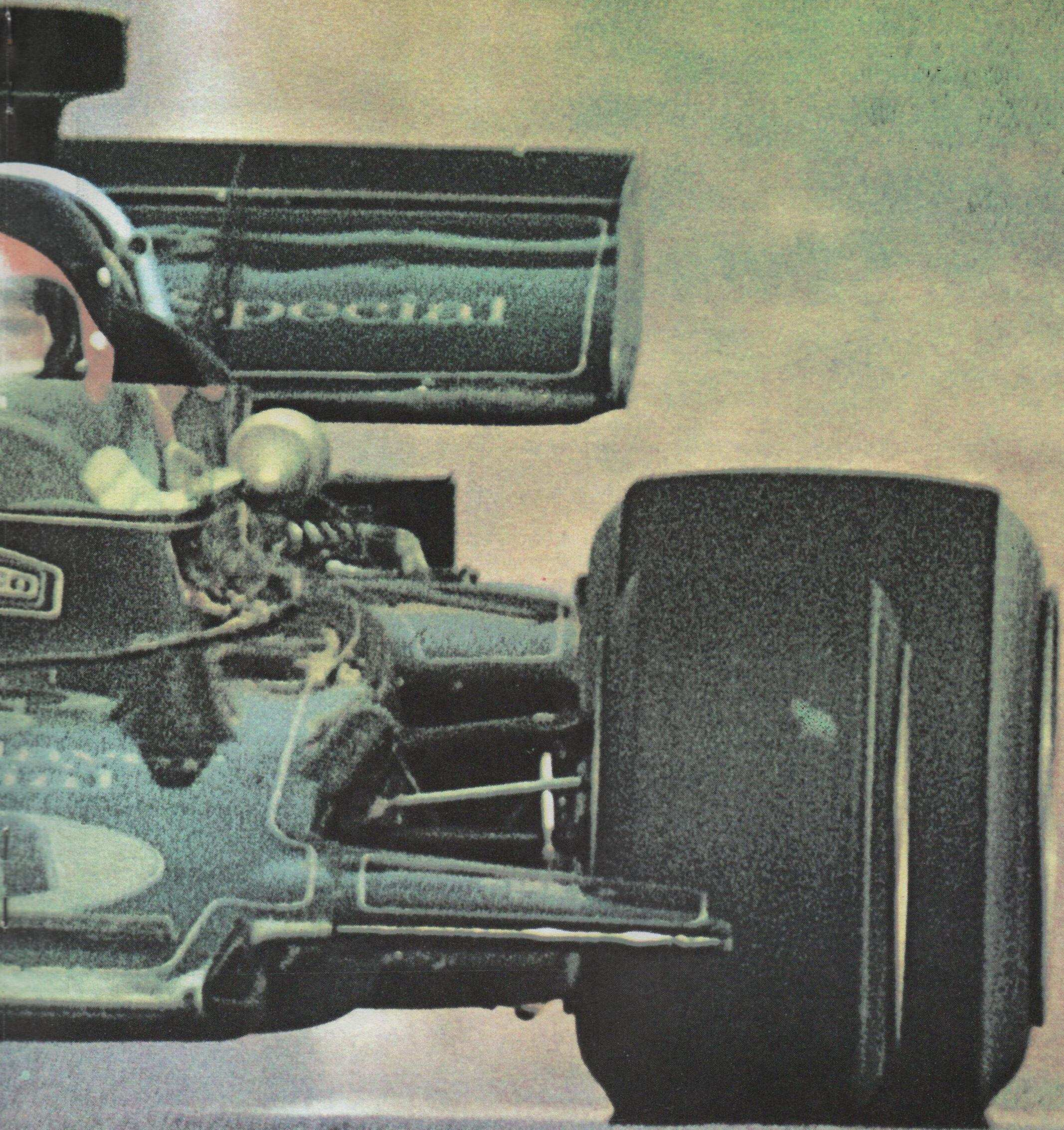
Developed from the car designed by Ralph Bellamy for the 1971 season, the latest McLaren has a more conventional rear suspension although last year's rising-rate front suspension layout has been retained. Notable for its superb engineering, detail workmanship and finish, the McLaren has become a highly competitive GP car this season. Goodyear tyres, Gulf fuel and lubricants, Lockheed brakes with Ferodo pads, Hewland gearbox, Champion plugs and Lucas injection and electrics.













Have you ever craved the glamour and excitement of being part of a world-famous race-winning Grand Prix team? The people with the clearest view of all are the race mechanics, but for them — even when their team wins — it isn't all champagne and adulation. EDDIE DENNIS, Chief Mechanic for John Player Team Lotus, recalls some of the drama behind the victory in this year's Spanish GP at Jarama.

## ALL IN A WEEK'S WORK

I don't think it would be exaggerating to say that almost the only thing that went right at this year's Spanish GP was that we won, and personally I didn't believe that that had actually happened until I saw Emerson Fittipaldi bring his John Player Special safely under the chequered flag. Even after six years of racing, that for me was one of the most cliff-hanging episodes ever.

But that's getting ahead of ourselves. Our Spanish interlude really started at Silverstone exactly one week previously, with another win when Emerson snatched the GKN/Daily Express International Trophy. From the moment when we completed the victory lap until first practice at Jarama there were only five days, and in that time we had to get back to the factory in Norfolk, pick up another car, sort out various bits of final paperwork, get across the Channel and drive to Madrid.

That sort of schedule might not seem too difficult for a family motorist on holiday, but with six mechanics, two racing cars and two spare engines, not to mention more than four tons of tools and spares, it represents the sort of logistics problem that would frighten the most efficient transport manager. Still, racing people do it almost every week during the summer and it's not often that they complain. After all, we choose to lead this kind of life, and it can be very rewarding, especially if you happen to hit a winning streak.

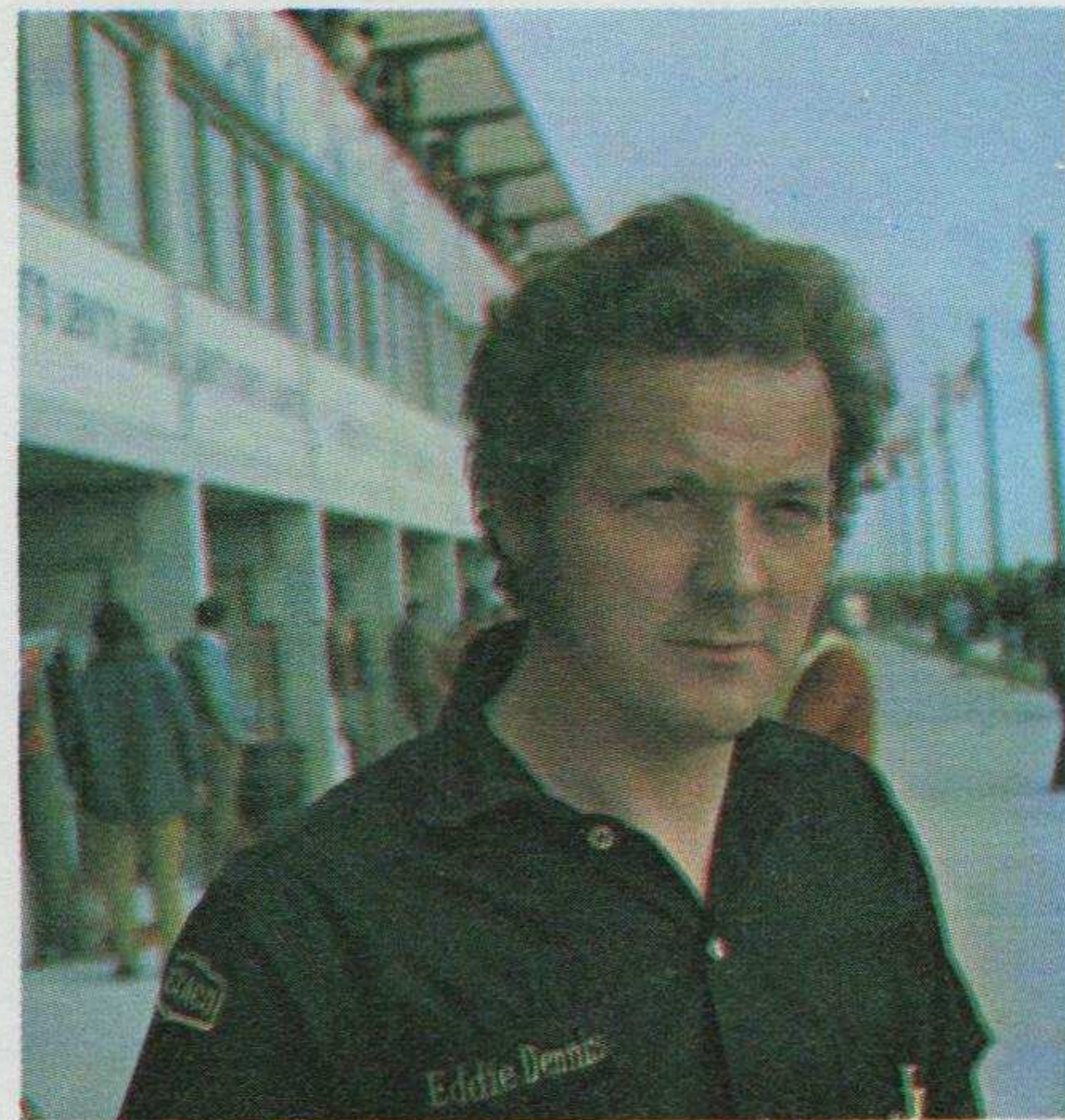
We packed up the truck, which wasn't too difficult because we only had Emerson's John Player Special to load up this time. The second car was already

back at the factory where it had been taken after practice following a big accident by our second driver, Dave Walker, when it was badly damaged. Fortunately we have a spare car this year (the one driven by Emerson in 1971), and this had just been checked out very thoroughly in our workshops in readiness for Spain.

We spent that night at home, but for all of us it was the last time we were to see a proper bed until the Wednesday. The transporter was booked on the Monday midnight boat from Dover to Dunkirk. A quick meal on board, a couple of hours' sleep snatched in the saloon, and then we drove on to the quayside at Dunkirk.

Unlike regular tourists, however, racing car transporters with upwards of £50,000 worth of cars and equipment on board don't just show their Green Cards and drive on their way... oh no! We had to wait a couple of hours until the French customs men arrived at 6.30 am to check our papers. We have to carry a carnet (a sort of passport for goods) for all the stuff which theoretically could be sold, and the officials religiously check that the same cars, engines and even tyres eventually leave their country once they have entered. It'll certainly make life easier for us when Britain enters the Common Market!

After an hour's paperwork we were cleared to leave, and we set out on a virtually non-stop drive all the way to the Spanish border at Irun. Our driver, Vic McCarthy, takes most of the strain on these long journeys, but most of us



have licences to drive big trucks and we help Vic out when we can. Later in the season we shall be getting a new transporter, and Vic, who used to drive London buses, insists that it must be fitted with a bell so that he'll know when to leave!

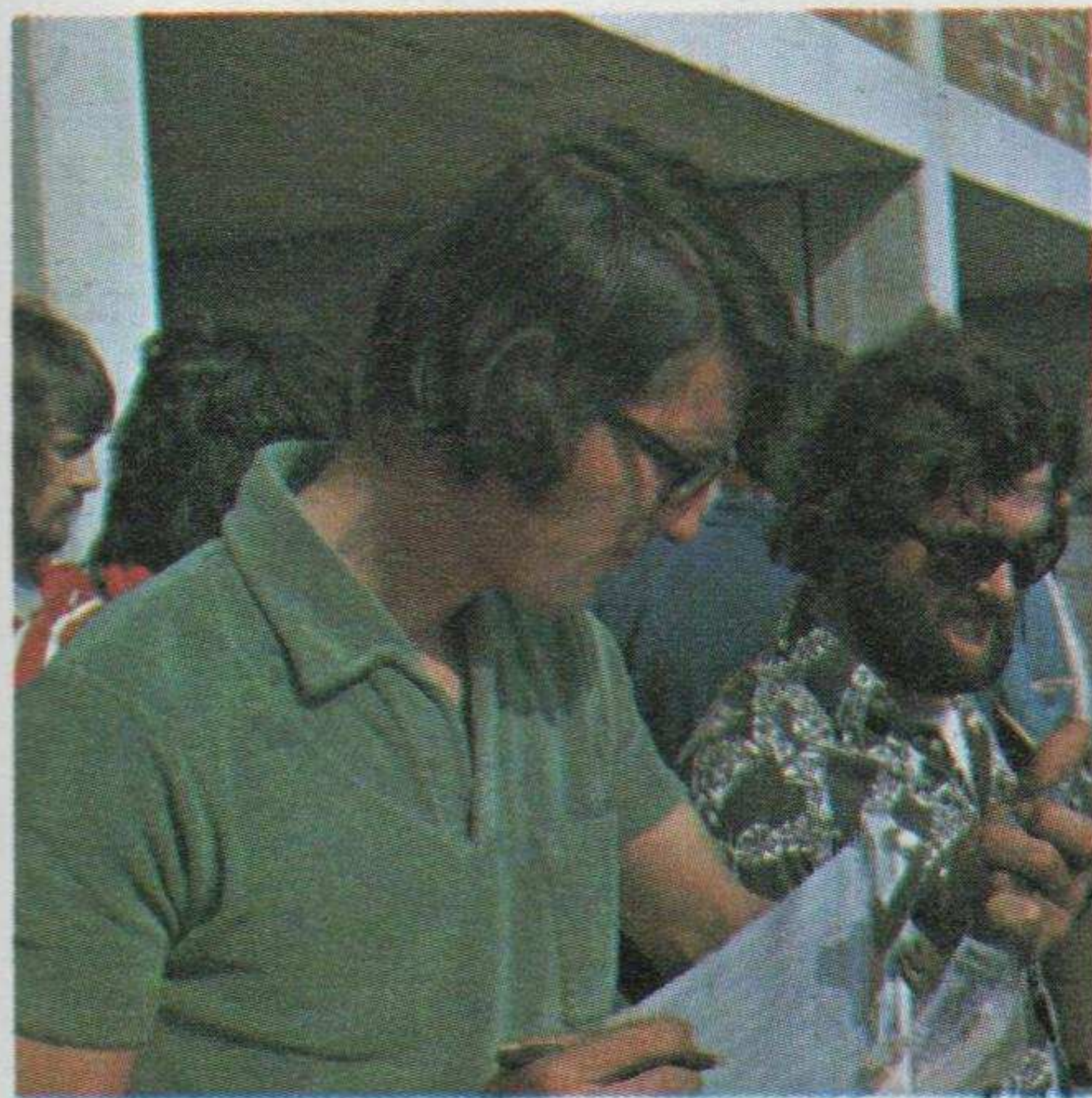
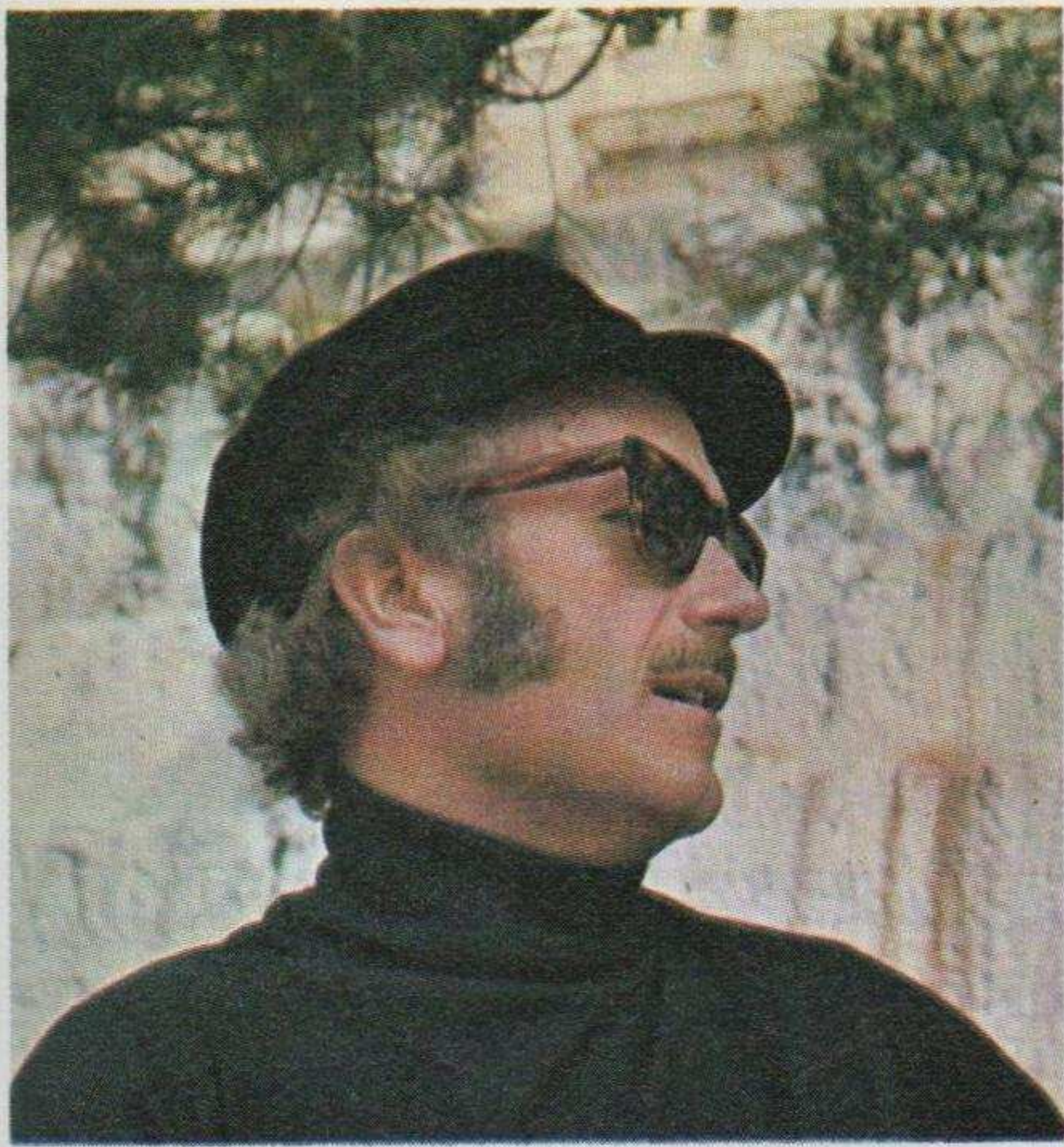
Irun at 3 o'clock in the morning is not a very hospitable place. We had hoped to find a hotel of some sort, but there wasn't a single one in the area so we had to huddle up in the truck in an attempt to keep warm and wait for the Spanish customs men to arrive. These chaps are notorious among racing teams, and I'll wager that many of us have spent more time at the Spanish border arguing over the details of our paperwork than we have spent running our cars at the track.

But this time we were lucky because the Tyrrell racing transporter was just in front of us and their Spanish-speaking Mexican mechanic Jo Ramirez was able to get us cleared in only two and a half hours, which was really exceptional. I think that a few JPS cigarettes and decals handed out in the right places also helped the situation!

We left about midday and continued the journey to our motel near the circuit where early in the evening we were greeted by our team manager Peter Warr, who had just arrived all fresh and perky after a comfy two-hours flight from England.

The following morning we didn't get up until 7.45 which for us constitutes a lie-in! Emerson Fittipaldi was at the track for the afternoon's unofficial practice session so that he could decide whether he wanted to drive the older of the two cars, or whether he would use the new car which he had raced at Silverstone. He settled for the newer one (although he said there was precious little to choose between them), so Jim Pickles and Steve Gooda, who work on the number-two car, started to get the





older one fitted out for Dave Walker, who is much stockier than Emerson. This is quite a complicated job and means fitting a new seat pan, altering the pedals and adjusting the steering wheel, as well as slightly re-arranging the gear-shift mechanism.

There were still some details to be attended to on Emerson's car so Rex Hart and Trevor Seaman, his mechanics for this meeting, busied themselves with these. A lot of people think that the Formula 1 John Player Special is an unnecessarily complicated car, but in spite of being such an advanced design there are many parts of the JPS which are actually easier to work on than the old Lotus 49, which was the first Grand Prix car I ever worked on.

This year, with seven race mechanics (two of whom were busy back at the factory) and a driver, things are definitely a lot easier for us than they used to be, and other teams have taken the

outside pressures off their mechanics in a similar way. This gives us more time to look after the cars, and in fact we need it because we have a pre-race check on the JPS which covers 172 different items. Some of the mechanics tended to resent this when the check list was first introduced, but of course it does mean that there's an order to one's work, and I am sure that preparation benefits as a result.

At Jarama we knew we were competitive right from the start of practice. We had two long training sessions on the Saturday and Sunday (this time the race was on the Monday, a Spanish national holiday), and Emerson was delighted with the car from the very beginning, having had the advantage of some tyre tests with Firestone at the circuit a few weeks previously. Emerson was quickest in the Saturday practice and everything looked very promising.

But on Sunday we had a series of minor dramas, starting when Emerson's engine inexplicably failed. Jacky Ickx and Denny Hulme were fastest at that stage of the session so Peter Warr decided to call in Dave Walker, re-adjust the cockpit fittings for Emerson, and send him out in an attempt to retrieve pole position. David naturally was not

*FAR LEFT: Eddie Dennis hoping. ABOVE LEFT: Colin Chapman relaxing. LEFT: Peter Warr studying. BELOW: David James' rendering of Emerson Fittipaldi's John Player Special, one of a new set of Formula 1 car prints by this talented artist.*





## ALL IN A WEEK'S WORK

too pleased about this, but as we only had two cars 'his' car was also acting as Emerson's spare.

The Firestone people wanted us to try some different tyres, too, but time was running out as Emerson was belted into David's car, so Colin Chapman made a wager (with a fiver on the side!) with us all that we couldn't do a demon-fast tyre change with 10 minutes to go. After a few laps in came Emerson, with all six of us ready to pounce on the car, only to see him wagging his finger. A tiny little ball in the gear-change mechanism had stuck and he was without fourth gear. We pushed the car away sadly, but were very relieved later to hear that Emerson was still third fastest overall, so he had retained his place on the front row, which is so important at Jarama. The circuit is so twisty that whoever gets away in front has a big advantage; with so few passing places a bad start there is a real handicap, and Emerson hadn't been getting away from the line too quickly in recent races.

That night we changed the engine in Emerson's car, putting in a spare 12-series motor from Cosworth. Modern-day race mechanics don't try to repair engines, of course; we leave that to the specialists. An engine change can take as little as two hours (and I once remember doing one in an hour and a half) but it is best done methodically and carefully. Nevertheless, we had our race-preparation check list to work through as well, and that includes checking all

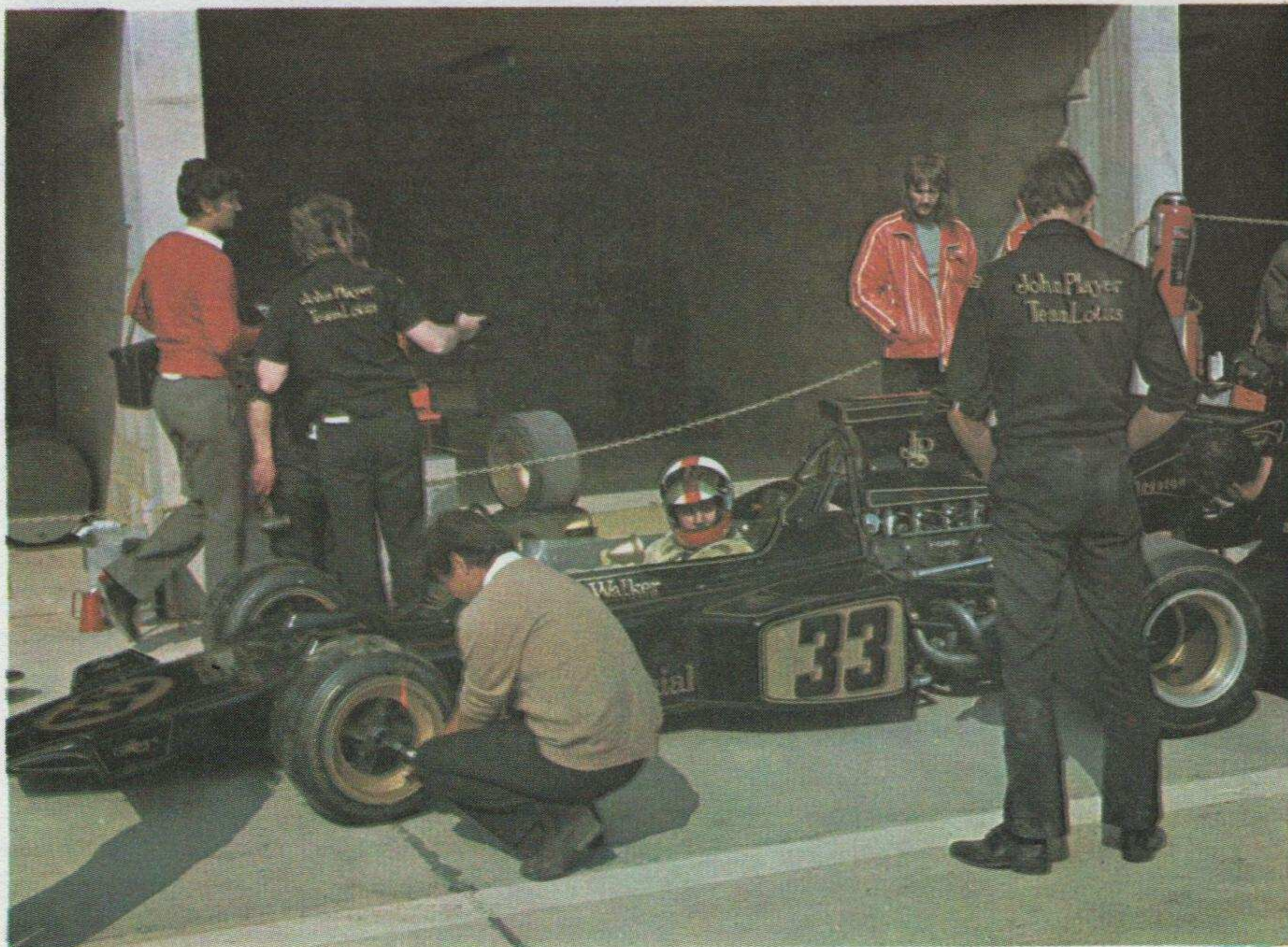
the transmission components, a job which I reckon a normal garage mechanic would want days to do.

A racing mechanic doesn't get paid overtime, of course, but instead we share 10 per cent of the prize money (if any) among ourselves, and this is probably the best incentive we could have. Sometimes we have to work all night, and often we 'do a ghoster', which means working after midnight, but this time the Spaniards had worked out their timetable so that there were 24 hours between the end of practice on Sunday and the race on Monday, which was very thoughtful of them.

By Monday morning we thought we had everything sorted out, and with an hour to go before the start we filled up the cars' rubber safety tanks with fuel kindly supplied by Texaco, whose products are used exclusively by John Player Team Lotus this year. The JPS has four separate tanks, two in each side of the monocoque chassis, and it was only when we began to fill the small supplementary tank of Emerson's car that we found we had sprung a leak!

This meant a real panic because not only would we have to fix the leak, but suddenly it looked as though it was going to rain, and we would also have to fit the special deep-groove rain tyres and alter the suspension settings into the bargain. Time was running out even faster than the petrol, but we managed to empty the tank (there wasn't time to change it), then filled the other three tanks as full as they would go and sent Emerson off on his warming-up lap.

*Dave Walker's John Player Special gets a routine wheel change during a pre-race practice session at Nivelles.*



*A delighted and relieved Colin Chapman at Jarama; the fuel had lasted out.*

There was still a lot of fuel splashing around, however, and as soon as he brought the car into the pits he hopped out feeling very uncomfortable, as you would if you had been sitting in a bath of 100 octane petrol! There was a change of overalls in the truck, so Emerson did a quick strip-tease in the pit, then hopped back into the car, drove round to the grid and took up his place on the front row. We were all very impressed with his calmness and coolness; pre-race tensions can make a driver terribly nervous, yet Emerson didn't show any sign of nerves.

With the sky getting lighter every single car came under starter's order on dry tyres. Disappointingly, Emerson once again didn't make a very good start, and at the end of lap one he was fifth in the 140 mph queue which rushed past the pits. Denny Hulme was in front, followed by Jackie Stewart (who started from the second row), and the Ferraris of Clay Regazzoni and Jacky Ickx.

The Ferraris soon swapped places, and on lap three Emerson went past Regazzoni under braking for the corner after the pits, at the end of the main straight, where he could exploit the



braking of the JPS to its best advantage. Starting the sixth lap Stewart got past Hulme (who was in gearbox trouble) and was now leading, and Emerson was now a very close fourth. At the end of the straight he braked visibly later than both Ickx and Hulme, and scratched through to second place. Then, a couple of laps later, he out-braked Stewart himself to take the lead, which he started to increase, to the delight of us all.

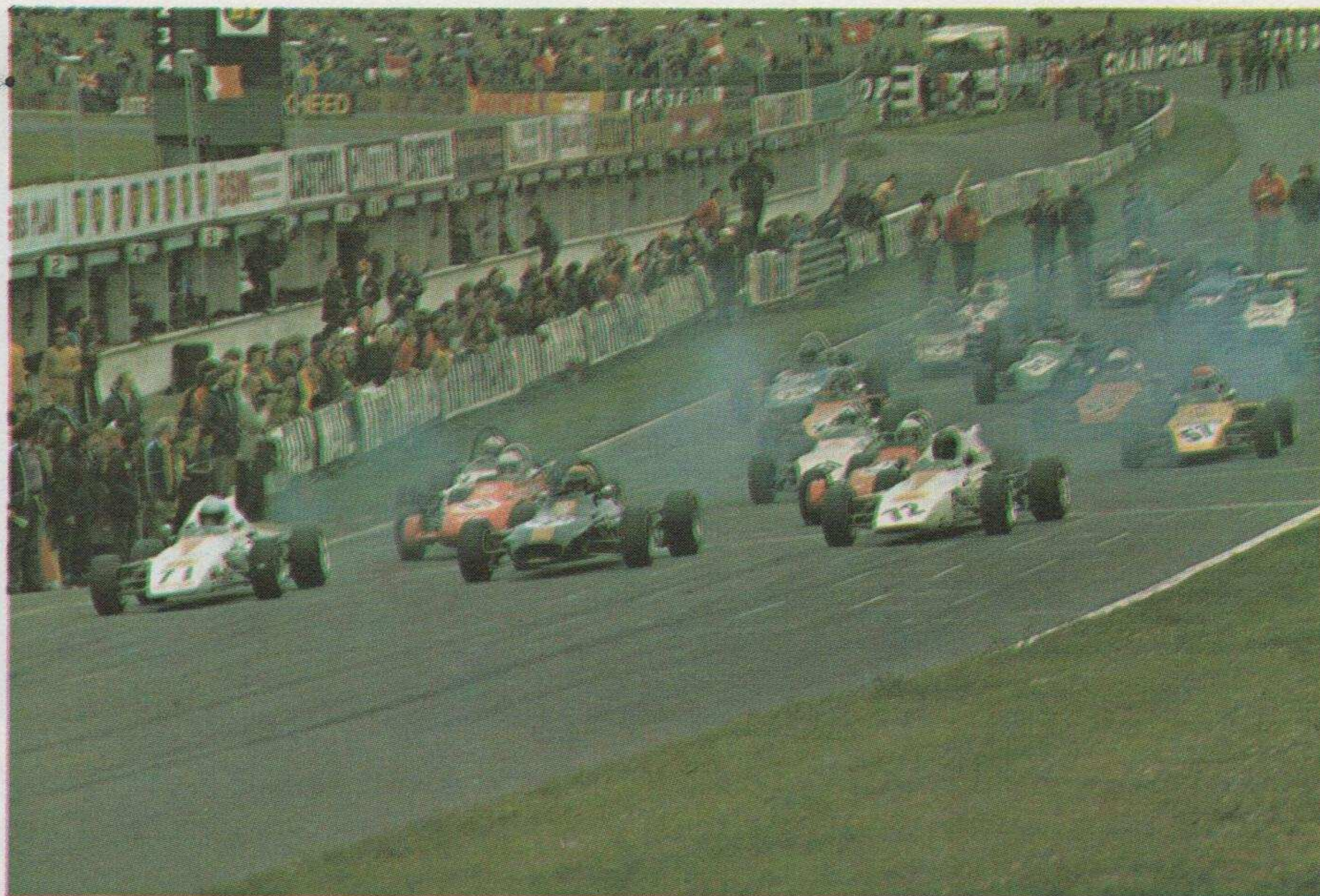
But would the petrol last the distance? This was the question we were all asking ourselves because we had no idea exactly how much fuel we had managed to put in the three good tanks. It was a tantalising situation, not improved when the dark clouds gathered over the circuit again and we felt the first drops of rain. This was serious, because modern dry-weather racing tyres have a completely plain tread, and even a slight drizzle can send cars out of control.

The circuit didn't become really wet, but Jacky Ickx — who seems to love driving in the rain — took the opportunity to pass Stewart and started to close up on Emerson. But even when Ickx was filling his mirrors Emerson didn't make a mistake, and after a few more laps the rain stopped, the track dried out, and Emerson started to pull out his advantage again in spite of some tremendous driving by Ickx.

As the laps — all 90 of them — ticked off we sat and bit our nails in the pits. We had petrol in case Emerson needed it, but of course that would have meant losing the race because Ickx was less than 15 seconds behind. We put the cans away when Emerson started his last lap, and just prayed.

After an agonising wait suddenly he appeared round the top corner before the pits and he was still going strong. Colin Chapman was so relieved that he leapt on to the track, threw his cap high in the air and jumped with joy. It expressed everything that we all felt. Emerson had shown that he had become one of the best drivers in the world, while Hulme had retired with his gearbox troubles and Stewart had actually crashed when trying to keep up!

It would spoil a fairly-tale story to tell of all the aggravation after the race was over, when Mr Chapman and other members of the team were manhandled by the Spanish police in the crush on the start-finish line. Let's just say that we celebrated fairly well that night... and for good reason, for after all the drama not only had Emerson won, but he had also gone into the joint lead of the World Championship.



## ON THE WAY UP!

Several of the drivers competing in the John Player Grand Prix are graduates from the hurly-burly of Formula 3 which, despite its occasional moments of over-exuberance, is still considered to be one of the finest training grounds for tomorrow's GP stars.

The Shell British Formula 3 Championship race, which takes place on the eve of the Grand Prix over 20 laps of the 2.65 miles circuit, is a high-point in the ambitious F3 driver's calendar, for he knows that talent-spotters will be present in force, eagerly looking for signs of exceptional skill or potential which ultimately could lead to a Formula 2 or Formula 1 contract. Inevitably, this will mean yet another close-fought and exciting race, and a heavily over-subscribed entry list.

The vast majority of Formula 3 cars are powered by one of several race-tuned versions of the Ford Lotus twin-cam engine developing well in excess of 120 bhp, this despite a restriction on the size of the air intake to 21.5 mm. This year there is a maximum wheel rim width of eight inches, and as a result chassis performance has assumed greater importance.

There have been a number of interesting developments in car

design, including a wider use of side-mounted radiators, and lessons learnt in the exacting world of Formula 1 have certainly proved of benefit to Formula 3 constructors during the past season. Several makes of car have proved highly competitive this year, but undoubtedly the most advanced design technically has been the John Player Special, which is virtually a scaled-down version of the Grand Prix car, and one of the most compact F3 cars ever seen. Current Shell Championship leader Roger Williamson has driven both March and GRD cars this season in establishing his useful points advantage.

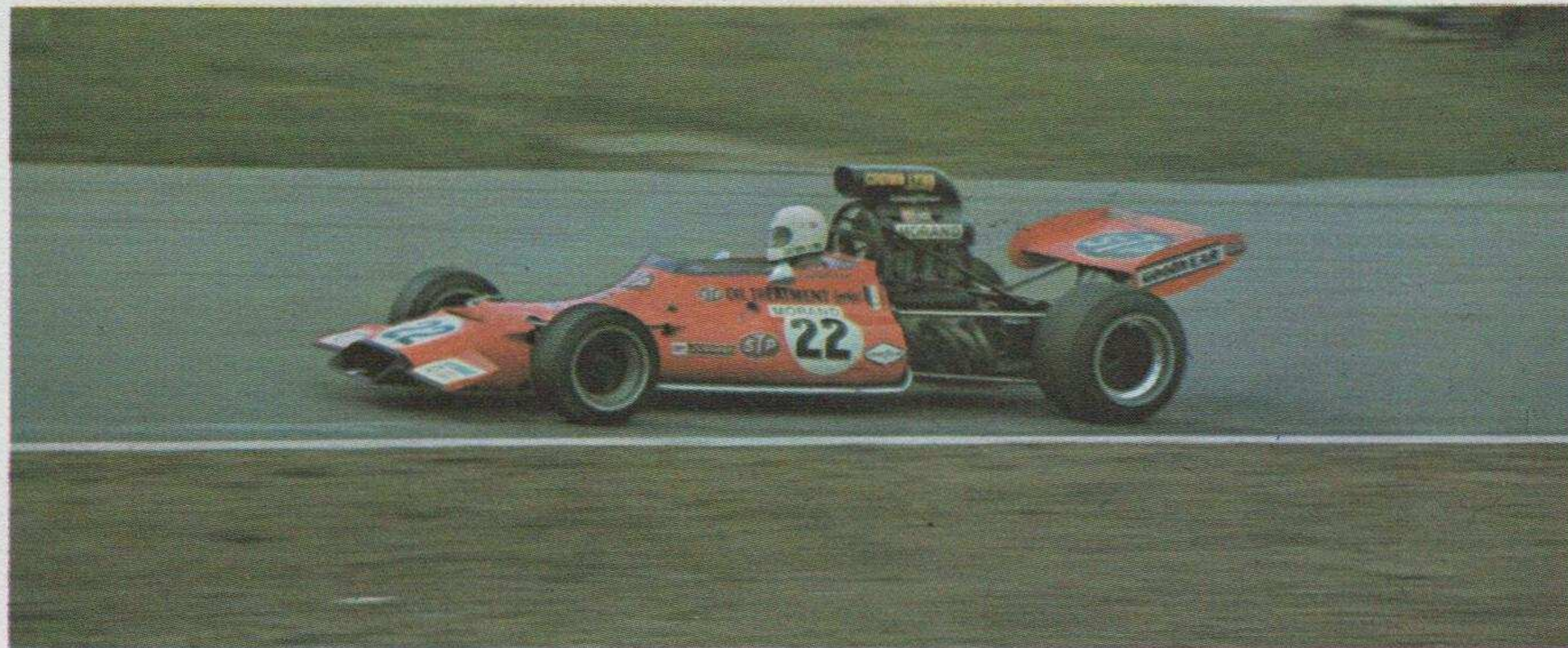
Remaining qualifying rounds after this meeting: Oulton Park: September 16; Mallory Park: October 1; Snetterton: October 8; Brands Hatch: October 29.

### POINTS POSITION

1	Roger Williamson	39 pts
2	Colin Vandervell	25 pts
3	Mike Walker	19 pts
4	Peter Hull	13 pts
	Barrie Maskell	13 pts
6	Bob Evans	12 pts
7	Andy Sutcliffe	11 pts
8	Tom Pryce	9 pts
	James Hunt	9 pts
	Jochen Mass	9 pts
11	Conny Andersson	8 pts
12	Alan Jones	6 pts



# FOLLOW THE LEDA



The Charles Heidsieck Challenge Trophy race which opens this week's three-day festival of motor racing at Brands Hatch is the 10th of the 15 rounds comprising the European Formula 5000 Championship.

This year's contest has produced a relatively even share-out of points (these are awarded 9, 6, 4, 3, 2, 1 for the first six places), and five drivers, each using a different make of car, currently figure prominently in the points table.

But the outstanding car of the year has been Graham McRae's Leda, designed on Formula 1 principles with the engine acting as a stressed chassis member—a concept which may well be followed by other manufacturers when they prepare their next F5000 designs. McRae is having a very busy season, competing with similar cars in races on both sides of the Atlantic.

The European Championship will be worth £1,000 both to the

winning driver and his entrant, with a further £1,000 being reserved in each case for the next four finishers. The final round may well prove decisive in establishing the major prize winners for the normal points allocation will be doubled for this one event.

Remaining qualifying rounds after today's race: Thruxton: July 30; Silverstone: August 6; Brands Hatch: September 24; Salzburgring: October 1; Oulton Park: October 14.

## POINTS POSITION

1	Brian Redman	43 pts
2	Gijs van Lennep	35 pts
3	Alan Rollinson	28 pts
4	Graham McRae	27 pts
5	Teddy Pilette	23 pts
6	Ray Allen	17 pts
7	Steve Thompson	15 pts
8	Keith Holland	13 pts
9	John Cannon	5 pts
10	Gordon Spice	4 pts
	Clive Santo	4 pts
12	Fred Saunders	3 pts

# CLOSE ESCORTS!



This season sees the second year of the Castrol Mexico Challenge, sponsored by Castrol and the Ford Motor Company and administered by the BRSCC. This series of races for 'standard' Ford Escort Mexicos produced some extremely close and exciting racing last year and proved very popular with spectators. To ensure that the Mexicos

are actually 'standard' the series has its own RAC scrutineer at each meeting.

Points are allocated on the basis of 9, 6, 4, 3, 2 and 1 for the first six finishers in each race. A competitor's best 10 scores from the 12 rounds will qualify for the challenge points total.

Prize money at each round is

awarded at the rate of £4 per point, making a purse of £100 at each meeting. The challenge winner receives £500, the second driver £350 and the third £250.

In 1971 the challenge was won by Gerry Marshall from the young South African star Jody Scheckter, who is now driving the works-entered Formula 2 Impact McLaren.

Remaining qualifying rounds after today's race: Silverstone: August 6; Crystal Palace: August 12; Mallory Park: August 27; Castle Combe: August 28; Cadwell Park: September 10; Llandow: September 24; Snetterton: October 8.

## POINTS POSITION

(prior to Oulton Park on July 8)

1	Andy Rouse	24 pts
2	Barrie Williams	22 pts
3	Colin Vandervell	14 pts
	Mike Chittenden	14 pts
5	Rod Mansfield	10 pts
	Adrian Boyd	10 pts
7	Mike Young	9 pts
	Gillian Fortescue-Thomas	9 pts
9	Nick Brittan	4 pts
10	Nick Weir	3 pts
	Stuart McCrudden	3 pts
12	Simon Taylor	2 pts
13	John Waterman	1 pt



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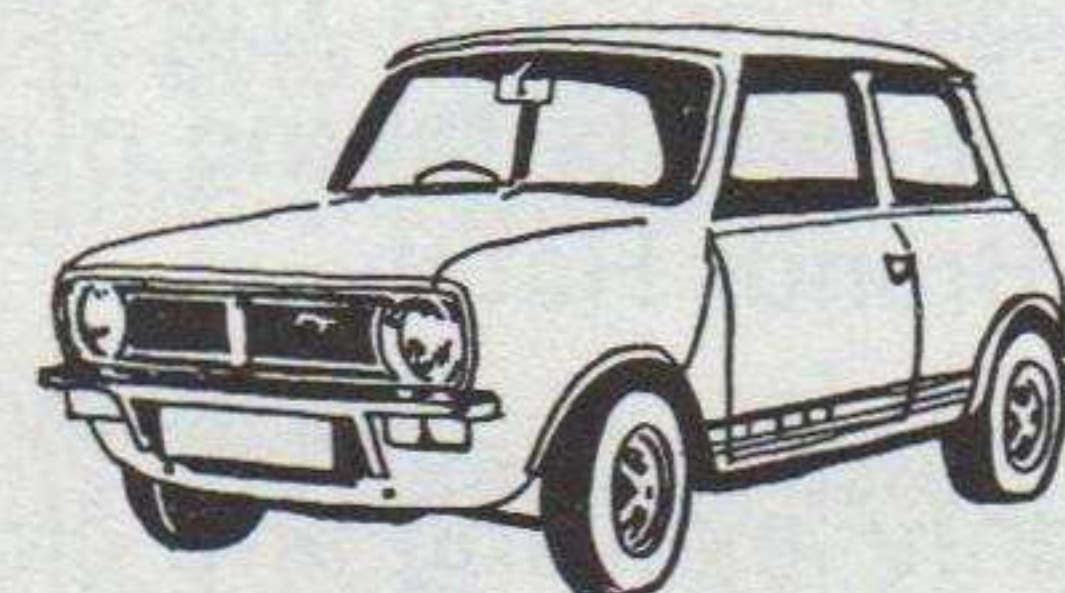
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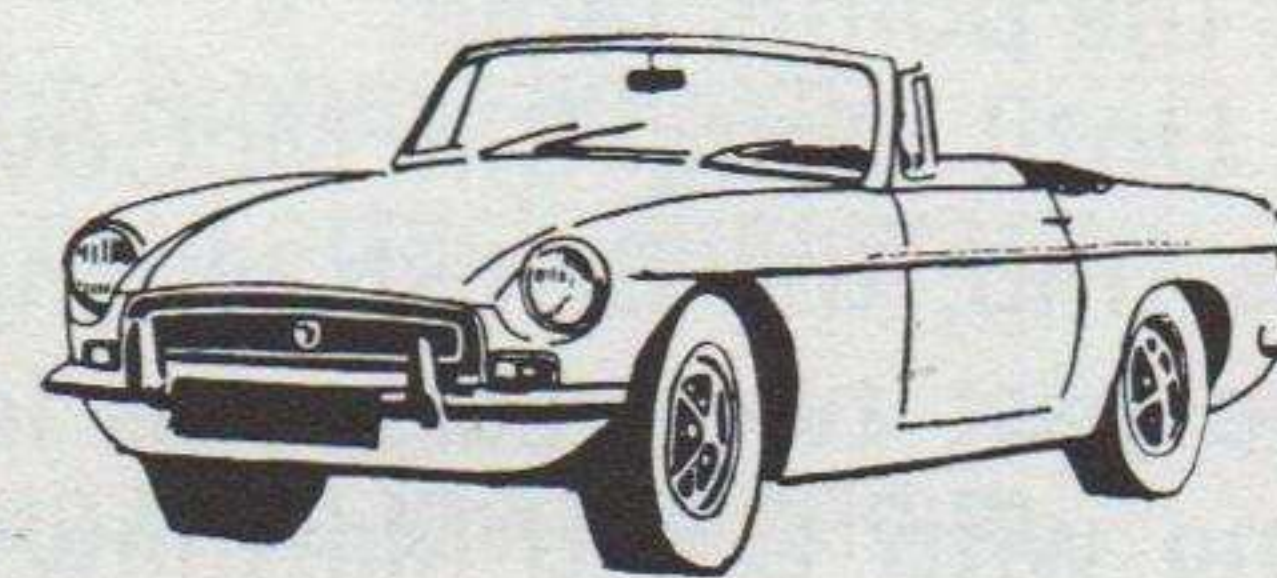
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# Paperchasing in '72



Brian Muir drove a finely judged race on a treacherously slippery circuit to score an outright victory with the Wiggins Teape Ford Capri RS2600 in the Spring Bank Holiday race at Crystal Palace, when he overcame strong opposition from Gerry Birrell in a similar car.

This weekend's round of the RAC British Touring Car Championship is the sixth of the 10 races comprising the Wiggins Teape Paperchase '72, and the second of the three events taking place this year at Brands Hatch.

So far it has proved to be a highly exciting and closely fought contest, and only when the Paperchase reached the halfway stage at Crystal Palace six weeks ago did one driver emerge alone at the top of the points table.

Until then, Bill McGovern and his Imp, the British champion for the past two years, was level-pegging with David Matthews, whose inspired driving of his Broadspeed-powered Escort RS has been one of the features of this year's race series. But Matthews had a slight accident in his Melton Racing-entered car during a rainstorm, and failed to add to his points score. As a result he now shares second place with former champion Frank Gardner and his big Camaro, six points clear of the remaining class leader, Jonathan Buncombe and his Mini Cooper S.

The class divisions for the Paperchase '72 are at 1,000, 1,300 and 2,000 cc, and points are scored on the familiar 9, 6, 4, 3, 2, 1 system for the first six places in each class. The best seven results from the 10 races will count for the final points scores.

In addition to major awards for the overall and class champions, Wiggins Teape have revived the championship for entrants, based

## POINTS POSITION

1 Bill McGovern (Sunbeam Imp)	45*
2 David Matthews (Ford Escort RS)	36*
Frank Gardner (Chevrolet Camaro)	36*
4 Jonathan Buncombe (Mini Cooper S)	30*
5 Brian Muir (Ford Capri RS)	24
6 Vince Woodman (Ford Escort GT)	22
7 Melvyn Adams (Sunbeam Imp)	19
8 Terry Sanger (Chevrolet Camaro)	17
9 Willie Green (Ford Escort RS)	16
10 Mo Mendham (Mini 1000)	14
Dave Brodie (Ford Escort RS)	14
12 Brian Peacock (Ford Escort GT)	13
Rob Mason (Mini Cooper S)	13
14 Mike Crabtree (Ford Escort RS)	12
Paul Ridgway (Ford Escort GT)	12
16 Terry Watts (Sunbeam Imp)	10
Ivor Goodwin (Sunbeam Imp)	10
18 Jon Mowatt (Mini Cooper S)	9
Dennis Leech (Ford Mustang)	9
20 Adrian Webb (Sunbeam Imp)	8
Chris Montague (Mini Cooper S)	8

\*Class leaders

on a similar points system, and there will be a number of additional special awards at the end of the year for Best Drive of the Year, Best Newcomer, Best Prepared Car (for entrants), Most Reliable Car (for mechanics), Best Dice of the Year, and Hard Luck of the Year. The recipients will be chosen by a special judging panel.

Wiggins Teape's own entry in their Paperchase is, of course, the familiar blue and red Ford Capri RS 2600 managed by Malcolm Gartlan, maintained by mechanics Ted Grace and Pat Salter, and driven with great skill and exuberance by Brian 'Yogi' Muir, the overall winner of the Crystal Palace race. The 41-year-old Sydneysider who settled in England in 1965 is now in his 15th year of motor racing, and has established himself as one of the most entertaining and popular saloon car drivers racing today.

Remaining qualifying rounds after today's race: Oulton Park: September 16; Silverstone: September 24; Mallory Park: October 1; Brands Hatch: October 29.



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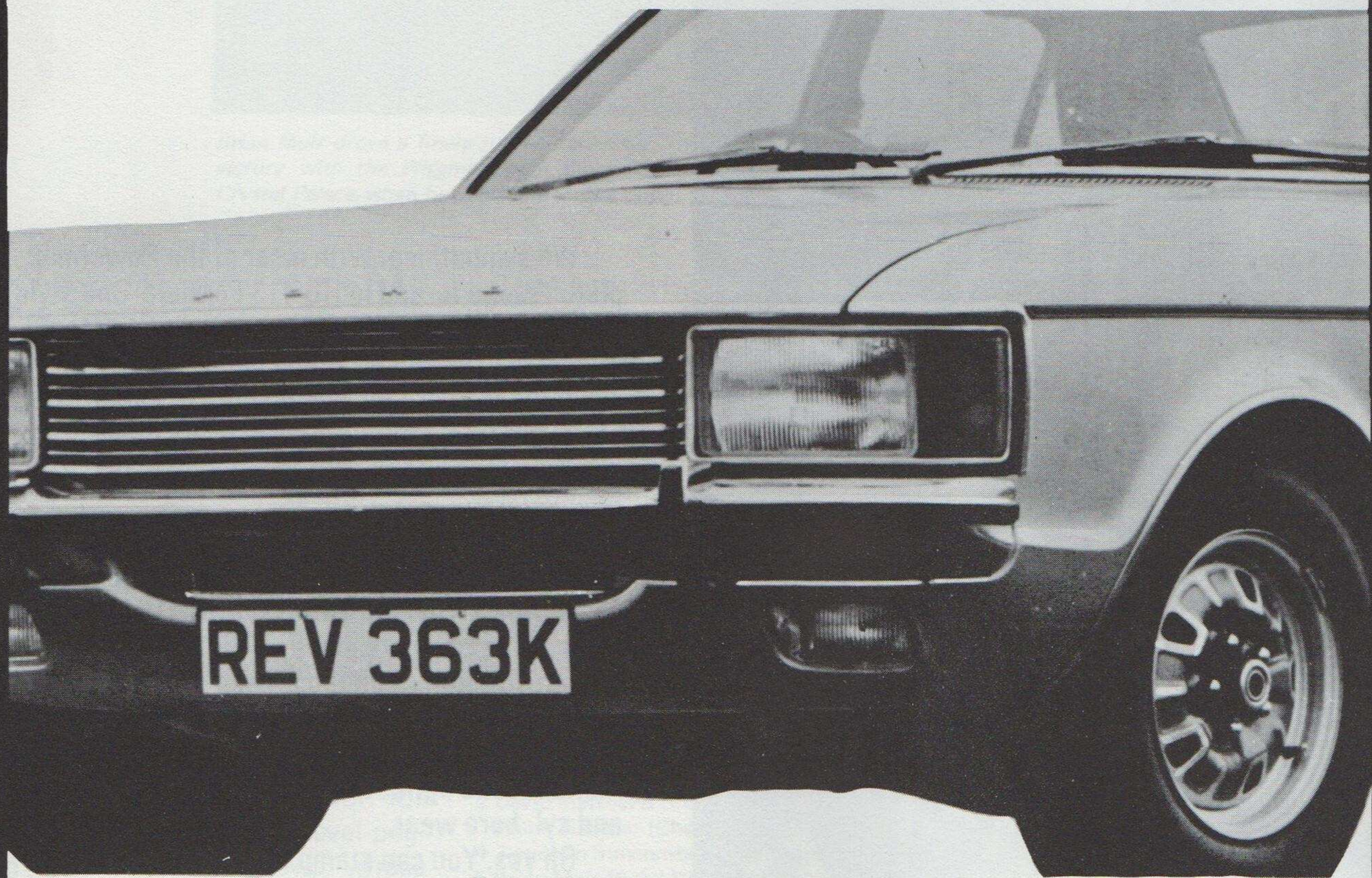
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The chance to enjoy three days of racing and practice and return home with a handsome profit is yours as a result of an arrangement between Brands Hatch Circuit Ltd and Ladbrokes Ltd, the famous bookmakers.

Throughout the three-day meeting it will be possible to place bets at Ladbroke's on-course betting shop, situated in a marquee close to the Dunlop bridge on the access road between the main gate and the main grandstand complex, as well as at the company's 11 credit branches and 820 betting shops.

Odds are being offered not only against the outright results of all races, but also on the number of official finishers, and the fastest lap in each race and practice session.

Bets can also be laid on the outcome of the 1972 world championship.

When Ladbroke's odds against the winner of the John Player Grand Prix were published a month ago Emerson Fittipaldi was the favourite at 2 to 1, followed by Jackie Stewart at 4 to 1 and Jacky Ickx at 5 to 1. Fittipaldi was also favourite to win the world championship with odds of 4 to 6, followed by Denny Hulme at 5 to 2 and Jacky Ickx at 7 to 2. As in horse racing the odds are subject to alteration in the light of changing circumstances and weight of money placed, but at Brands Hatch the book for a race will not necessarily be closed the moment the cars and drivers come under starter's orders. Indeed, it may be possible to place bets when the race is in quite an advanced stage. Similar betting arrangements are to be provided at the circuit for the 50,000 meeting at the end of August.

## *Search for a British Racing Champion*

For 1972 Tarmac Ltd have altered their support of motor racing from a formula-based championship to concentrate on the human element in order to denote the British Motor Racing Champion of the Year.

The regulations for this unique award in British motor racing have been designed to cover only British and Commonwealth drivers holding an international racing licence issued by the RAC and competing in International or International Open events within Great Britain.

The winner will receive £2,000 and the Tarmac Trophy, a three-dimensional replica of the Tarmac 7Ts symbol in sterling silver, beech and ebony.

Points are allocated on the basis of 9, 6, 4, 3, 2, 1 to the first six finishers in each eligible race, with an additional 2 points being awarded to the driver

achieving fastest lap. Eligible drivers will obtain only those points relative to their overall finishing positions in any one event.

Remaining qualifying rounds after this meeting: Cadwell Park: July 16; Thruxton: July 30 and September 24; Silverstone: August 6 and September 24; Brands Hatch: August 28, September 24 and October 29; Oulton Park: September 16 and October 14; Mallory Park: October 1; Snetterton: October 8.

### POINTS POSITION

1 Frank Gardner	46		
2 Brian Redman	45	Tim Schenken	18
3 Alan Rollinson	34	Guy Edwards	18
4 Roger Williamson	29	12 Tony Trimmer	17
5 Brian Muir	28	13 Mike Hailwood	16
6 David Matthews	25	14 Ray Allen	14
7 Graham McRae	22	15 Peter Hull	13
8 Barrie Maskell	21	Keith Holland	13
9 Denny Hulme	18	Terry Sanger	13

## *Who will be BP Man of the Meeting?*

After the last race has taken place on July 15 a driver will be nominated for the award of BP Man of the Meeting. He may not be the winner of the John Player Grand Prix, indeed he may not have taken part in the Grand Prix at all. He could come from any of the supporting races, and he will be the driver who in the opinion of the judging panel (consisting of motoring journalists and BP's motor-sport man Harry Downing) has demonstrated outstanding ability having regard to such factors as the quality of the car he is driving and the strength of the opposition.

Last year such awards were made at 14 meetings, and at the end of the season one of the award-winners was chosen as the BP Superman of the Year.

He was the brilliant young Leicestershire driver Roger Williamson, who also won the 1971 Lombard North Central Formula 3 Championship and the number-one Grovewood Award for the year.

This season there are to be 20 BP Man of the Meeting awards. Winners so far include Mick Hill, David Morgan, Tom Pryce, Geoff Friswell, Ian Taylor, Damien Magee, Chris Spencer-Phillips and Steve Thompson. Two further awards have been made since this programme went to press.

Remaining meetings at which BP Man of the Meeting awards will be made: Mallory Park: August 27 and October 22; Silverstone: August 28 and October 29; Brands Hatch: September 10, September 24 and October 15; Oulton Park: Sept. 30.





**How BP beat oil fatigue.**



# Grand Prix music-makers

## Band and Herald Trumpeters of the HONOURABLE ARTILLERY COMPANY

A highlight of the programme of events prior to the John Player Grand Prix will be the marching display and musical entertainment provided by the Band of the Honourable Artillery Company (usually referred to as the HAC), the oldest regiment in the world still bearing arms, whose true date of origin is lost in the mists of time. The HAC's Herald Trumpeters will also signal the exciting count-down before the start of the race, and later will herald the prizegiving ceremony at the startline tower.

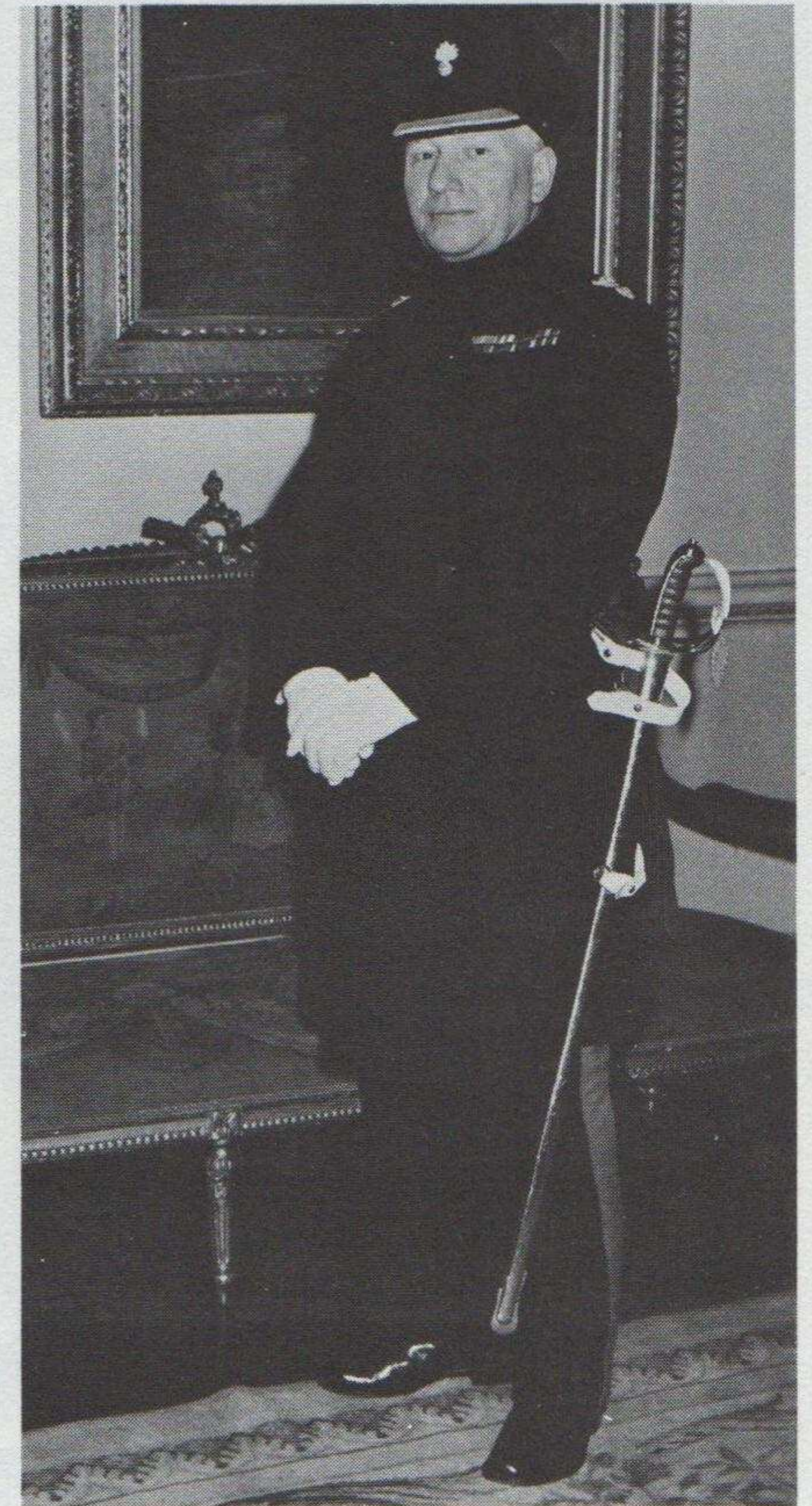
In 1537 King Henry VIII granted a charter to an existing body of civilian archers known as The Guild of St. George which then became known as The Gentlemen of the Artillery Garden from the location of their practice ground. It was later known as the Artillery Company, and the prefix Honourable was first used in 1685 and later confirmed by Queen Victoria.

The Regiment had its own music from its earliest days, and throughout the history of the HAC the Band has figured strongly at ceremonial occasions.

Many duties still carried out by the band are of a traditional nature such as leading the Guard of Honour to and from Guildhall for Heads of State and other distinguished visitors and, of course, it always takes part in the Lord Mayor's Show, marching close to the gilded coach.

The Director of Music, Lt. Col. S. Victor Hays, MBE, is the son of a Gunner musician. He served in the Royal Artillery Band as a musician and later, after having been Bandmaster of the South Wales Borderers, came back to Woolwich to command the band in which he started his musical life. On his retirement in 1966 he took over the HAC Band, being its first Director of Music and the only one holding that rank in the TAVR.

The musicians in the Band are drawn mainly from Guards and Gunner Bands as well as several infantry regiments and numbers some of the best military players in the country. They all have 'daytime' jobs and give up much of their spare time to training and playing.



Lt. Col. S. Victor Hays, MBE



Terry Lightfoot

## End-of-the-meeting entertainment by TERRY LIGHTFOOT AND HIS BAND

What better after an exciting day's motor racing to relax to the music of one of Britain's top band attractions? Terry Lightfoot and his Band, who will be rounding off the entertainment on Grand Prix day, have been acclaimed by critics for their consistently polished performances.

Terry, a gifted musician, singer and arranger, has surrounded himself with five of the country's top musicians who have hit the highspots in television, radio, films, records and personal appearances. The outfit has worked with many British and International stars including the late Louis Armstrong, Frankie Vaughan, Jimmy Tarbuck, Des O'Connor, Lonnie Donnegan and Leslie Crowther.

Terry Lightfoot leads his band on clarinet and alto sax and adds a delightful touch of comedy patter in addition to his accomplished singing.

Ian Hunter-Randall (trumpet) started by playing guitar but quickly changed to

cornet and claims he can get noises out of any other instrument.

Micky Cooke (trombone) is the youngest member of the band and spent his early teens playing for various jazz bands in the Manchester area.

Ian Castle (drums) first played piano at the age of four, switched to trumpet when he was ten, and moved on again to drums when he was 18 years of age.

Paddy Lightfoot (banjo) has been a cornerstone of the Kenny Ball Band on banjo and vocals and is also a talented songwriter whose work has been recorded throughout the world.

Peter Skivington (bass guitar) is the band's newest member and has had a very broad musical education embracing country & western, skiffle, beat, folk groups, big-band jazz and Dixieland.

They have been welded together to become a small group outfit with a big-band sound, which is one of the reasons why they are in such demand.



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technical advisor **DENIS JENKINSON** produced by **GIOVANNI VOLPI**  
directed by **HUGH HUDSON** to be released in Widescreen, Autumn 1972

This announcement is from **MERCEDES BENZ** World Champions with Fangio in 1954-55



**FANGIO**



# Brazil's Grand Prix brothers: by MIKE DOODSON

One afternoon in 1952, two Brazilian schoolboys took their bicycles along to a gymkhana in Sao Paulo. Afterwards they went home proudly clutching a trophy apiece, Wilson Fittipaldi with the eight year old class prize and his kid brother Emerson with the five year olds' award. In the twenty years since then, the brothers have between them amassed such a vast collection of cups, prizes and awards that they have a special trophy room in their Sao Paulo home to house them all.

Only three years previously, in 1949, the father of the small boys had been in Europe to write about the exciting motor racing which was just starting to find its feet again here. Indeed, Wilson Fittipaldi Senior had been a racing motorcyclist himself until he took a nasty tumble, and the boys' mother had even been tempted once into a saloon car race at Interlagos circuit.

So motor racing was very much part of the Fittipaldi family's upbringing, and neither of the brothers ever seriously doubted that they would both become racing drivers one day. It is nevertheless remarkable that they should both drive for established Formula 1 teams in the same season. Their father and mother, who still come to Europe regularly to keep an eye on their talented boys, are justifiably very proud of their achievements.

Emerson was such a little chap when Wilson started taking him to kart races that he became known as 'Mouse', and even now there is a great physical difference between the brothers. Emerson has no problem getting comfortable in a racing car, but Wilson — who is six feet in height and very solidly built — doesn't find things so easy. It is remarkable to see him towering above his father, especially when you find that Wilson Junior is referred to at home as 'Wilsinho', the Portugese diminutive of his proper name, meaning 'little Wilson'.

A name given to Wilson in his kart days was 'Tiger', but he says that this had nothing to do with his style of driving. There were times during his F3 season (1970) when Wilson's temper flared, but in reality the elder Fittipaldi brother is an easy-going chap who realises that in racing it's essential to take the rough with the smooth on the hard road to the top.

And things haven't gone smoothly for Wilson. Few people realise that he was the first Fittipaldi to arrive in Europe, as long ago as 1966. It was all the result of the Argentine Formula 3 Temporada at the start of that year, in which Wilson was driving an Alpine which had been built entirely in Brazil by Willys, the Renault agents who assembled Alpines under licence in Sao Paulo. Hearing of the F3 series, Willys decided to build their own F3



*Exchange of practice experiences and thoughts is part of a brotherly pre-race ritual for . . . .*

## **WILSON and EMERSON FITTIPALDI**

Alpine for Wilson. It was a commendable effort, but it proved nowhere near competitive with the top F3 men from Europe who dominated that year's F3 series.

Nevertheless, Wilson's ability so impressed Alpine works driver Mauro Bianchi that an invitation came from France to join the works Alpine team that same year. But although Wilson came to Europe, and was even shown his car, he never raced it, and it appears that there was pressure on Alpine from someone at Willys to make Wilson return home and carry on winning for Willys. Although Wilson was offered another F3 drive by Pygmeé, at Reims, the car broke in practice and a thoroughly disillusioned Fittipaldi flew home.

Shortly afterwards, Emerson also started to race





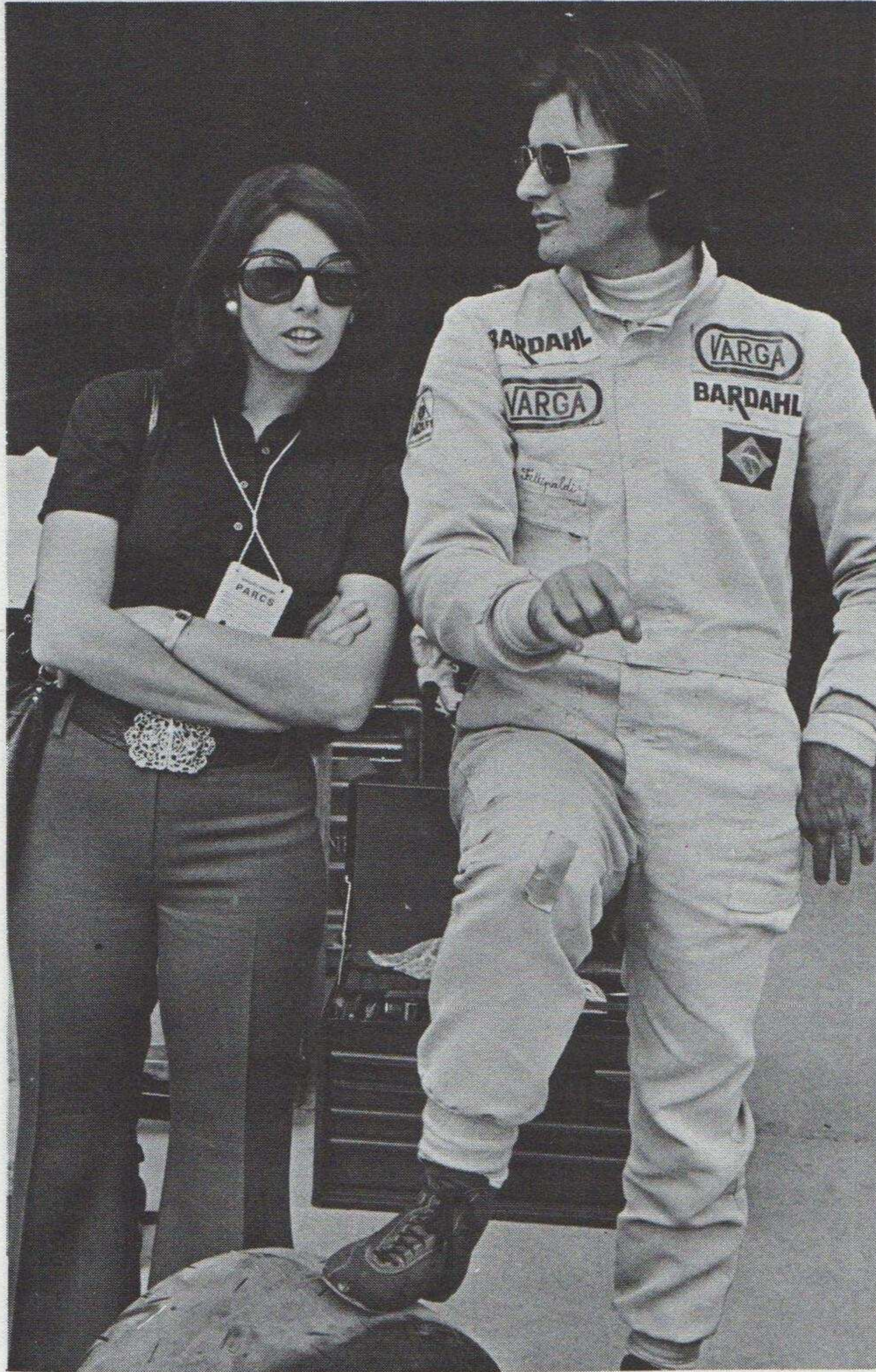
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# WILSON and EMERSON FITTIPALDI



*Susy and Wilson Fittipaldi. Susy recalls that much of their honeymoon was spent searching for parts for the brothers' new sports car.*

cars. The brothers were already running a successful business in the manufacture of alloy road wheels and leather-rim steering wheels, and they decided to start constructing their own Formula Vee car, called the Fitti-Vee. There was no great problem finding the parts (Volkswagens outnumber every other make of car in Brazil) and the boys made a good living out of their sales. Wilson busied himself with the commercial side of things while Emerson got on with the job of winning the Brazilian championship.

There were other Fittipaldi constructions, inclu-

ding an incredible VW 'Beetle' which had two engines connected at the flywheel by a big rubber transmission doughnut. Wilson shared the driving of their cars in long-distance events, but it was Emerson whose talent was being nurtured. When Wilson returned to Europe in 1968, he was ostensibly on honeymoon with his wife Susy, but as Susy recalls 'we spent three of our six weeks' holiday buying parts for the sports car which the brothers were building'.

Wilson says that when he gives up racing, he will go back to building racing cars. He and Emerson have had some advanced ideas for sports racing cars, including one with an Alfa Romeo engine, rear mounted radiators and full wings which looks just like the latest Lola T280/T290, and Wilson's F2 mechanic Richard Divila is presently completing an engineering course which will help make that dream a reality in a few years' time. To make things easier for themselves when they 'do a Brabham', the brothers still own the modern factory in which they built their Formula Vees, although they sold off the business itself when they started racing together in Europe during 1970.

It would be difficult to imagine a more closely-knit family than the Fittipaldis. The brothers share everything they own, including two houses in Brazil and the home they rent near Lausanne during the racing season. Contrary to some suggestions, they live in Switzerland for convenience rather than for tax reasons, assisted by the fact that Susy holds a Swiss passport and speaks at least five languages fluently.

Wilson and Susy now have a son, Christian, aged 2½, but Susy still finds time to keep things like timekeeping and travel schedules organised for Wilson. Emerson was married in 1970 to Maria-Helena, a Brazilian-born girl with parents who are as English as cricket bats even after 20 years of living in Sao Paulo.

The brothers compare notes with each other at race meetings, and it is evident that Emerson with his greater F1 experience is now in a position to help Wilson find his feet in Grand Prix racing. However, once the flag drops it's every man for himself, as Wilson showed when he led the non-championship Brazilian GP from Emerson for two laps at Interlagos, only his second-ever race in Formula 1 and his first for the Brabham team. Wilson, who always seems to be smiling, says he is 'fantastic happy' to be driving one of Bernie Ecclestone's Brabhams. While his Bardahl and Varga sponsors no doubt had a part in his joining the team, he is more than holding his own in the difficult world of Grand Prix motor racing alongside his team mates Graham Hill and Carlos Reutemann.

Following in his kid brother's steps can't be easy for Wilson Fittipaldi, but he is doing it with talent and charm. He's got a long way to catch up, but he's trying hard!



# THE HOT ONE

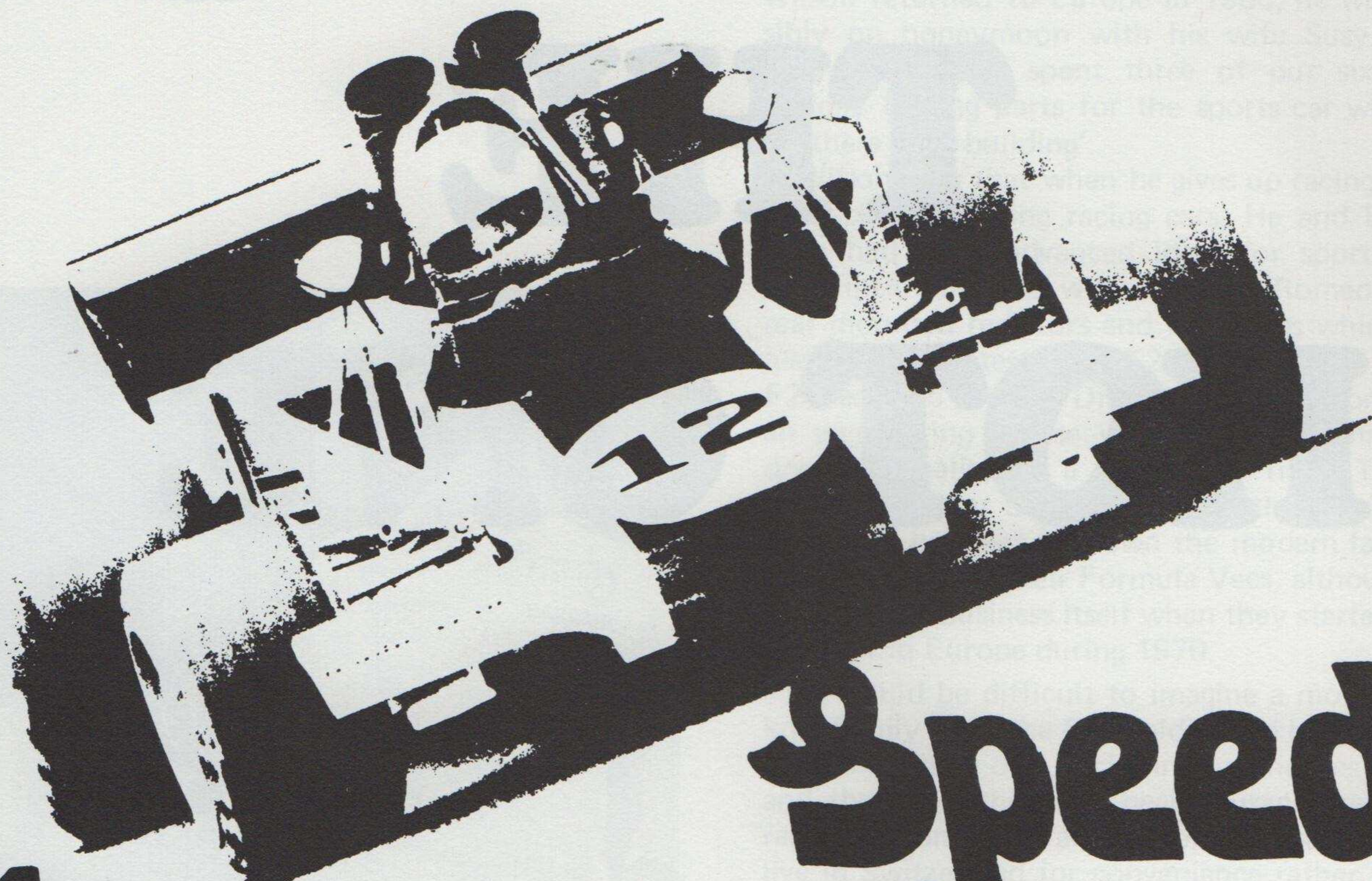
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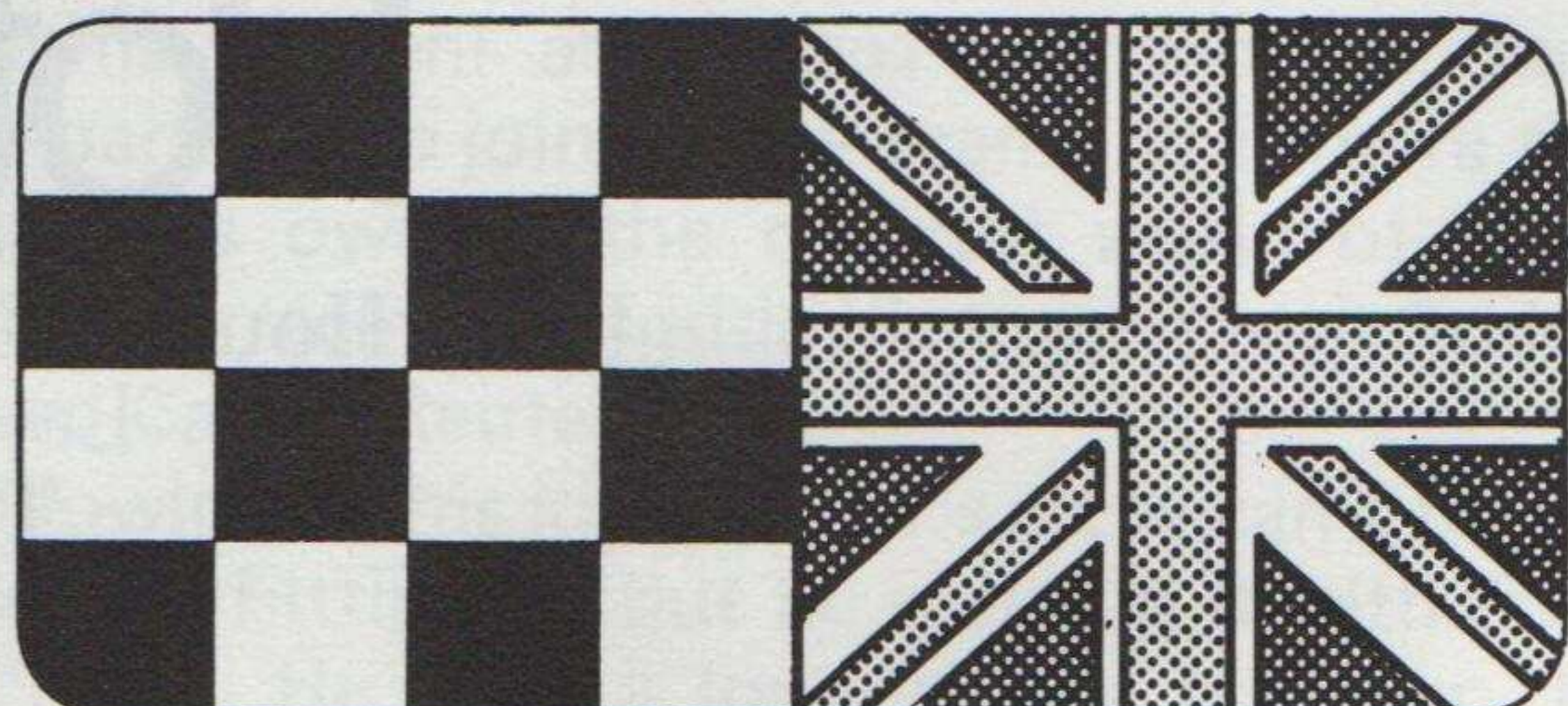
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# Silverstone

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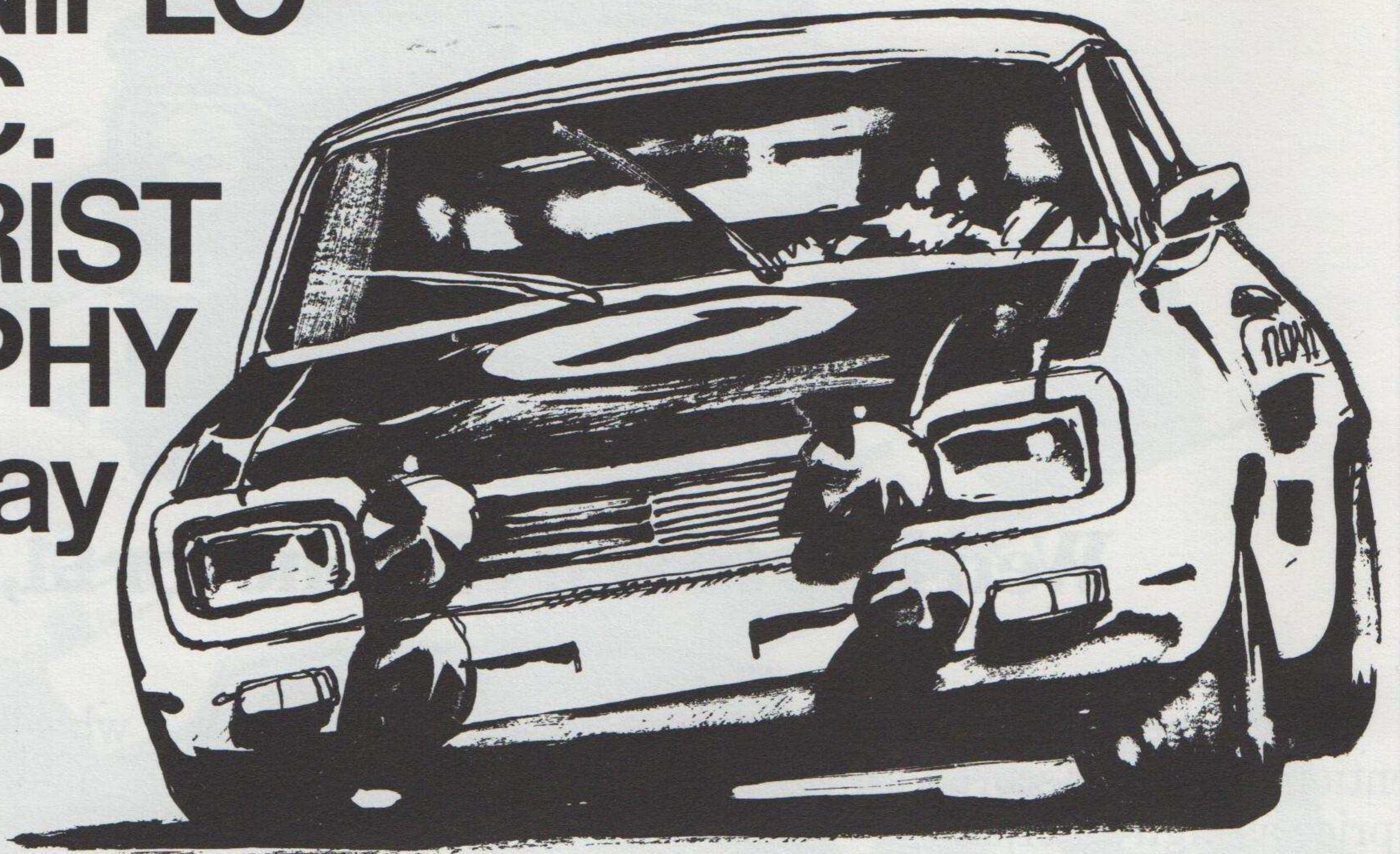
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As part of the celebrations of the 75th anniversary of the RAC, Esso Petroleum are sponsoring this, the oldest classic race on the International Calendar.

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The **Esso Uniflo RAC Tourist Trophy** will be run in two 2 Hour parts with the supporting events being the final round of the exciting Daily Express Formula Ford Championship and an historic Parade of Cars covering the 75 years of the RAC.

By using the booking form opposite you can buy tickets at 20p less than the 'on the day' prices.

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Seventy-five years ago, the RAC was founded as the Automobile Club of Great Britain and Ireland...and the story of motor sport began.

Races, hill climbs, speed trials, records, reliability trials of one form or another and tests of individual machines and accessories...the infant club tackled them all, often by trial and error, since there were no precedents to go by.

Racing soon produced a monumental headache. The big annual event of the early 1900's was the Gordon Bennett Cup Race, suggested by James Gordon Bennett, proprietor of the New York Herald. The regulations for it differed from those of other races since it was the automobile clubs of the various countries that were responsible for the entry of the teams. Every part of every car had to be made in the country which entered it. And the automobile club of the country which won had the honour — and duty — of staging the next year's race.

In 1902, S.F. Edge, driving a Napier, won for Britain and thus the

Napier in an Arrol-Johnston, and the following year a certain Charles Rolls drove to victory.

Then came Brooklands. With the opening of the track at Weybridge, the RAC's officials were now able to gain valuable experience and created that series of regulations which basically still today governs racing and record-breaking throughout the world.

It was to be a long, long time however before the RAC organised its first Grand Prix. This took place at Brooklands in 1926 and a similar race was held the following year. Artificial corners were constructed on the track to give the effect of road racing and both races were won by the French Delage.

Record attempts took up a lot of the Club's time in the early days.

One of the first was Edge's 24-hour record on the new Brooklands track. This was a highly-organised run, with flares on the banking, special lights on the car and two back-up Napiers. Edge was successful, but unfortunately the attempt brought a vast opposition to

work done by the Club to publicise and prove the motor car during its infantile teething troubles was as valuable as anything.' Thus spake motoring scribe, Dudley Noble, in his 'RAC Jubilee Book', published 25 years ago.

The Club made it its business to organise genuine trials, as opposed to that original run from London to Brighton, which marked the day when real motoring began, but was little more than an organised procession.

Of these trials, the 1000 Miles of 1900 is regarded by most experts as a historic milestone. It was the first authoritative demonstration that the motor car could, in fact, do all the things which its sponsors claimed for it. Drivers were given an opportunity they had never had before and it really marked the day when the idea that the motor car was a carriage without a horse was superseded by acceptance of the principle that it was a mechanical vehicle produced by engineers. The 1900 trial saw the last expiring struggles of the early belt-drive and the birth of the car as we know it today.

# THE WAY IT ALL BEGAN...

by PHIL DRACKETT

Automobile Club was faced with the task of running a race in a country which did not permit racing on the highways. The task was not eased by the fact that the tragic Paris-Madrid race, which became known as 'The Race of Death', had caused something of a public outcry against the sport.

The struggle to stage the race was a long, involved and weary one, but eventually permission was given for it to be run over a course in Southern Ireland. It would have been a nice touch had the story ended with another British victory, but that was not to be. Two of the three Napiers representing the home country crashed and Edge's car was said to have unsuitable tyres.

Honours went to the German Mercedes, but at least the Automobile Club had the satisfaction of staging the first genuine race of top calibre in these islands.

The Club was also successful in obtaining the use of a circuit on the Isle of Man for the Gordon Bennett elimination trials and this, in turn, led to the classic Tourist Trophy races. The first TT, in 1905, was won by J.S.

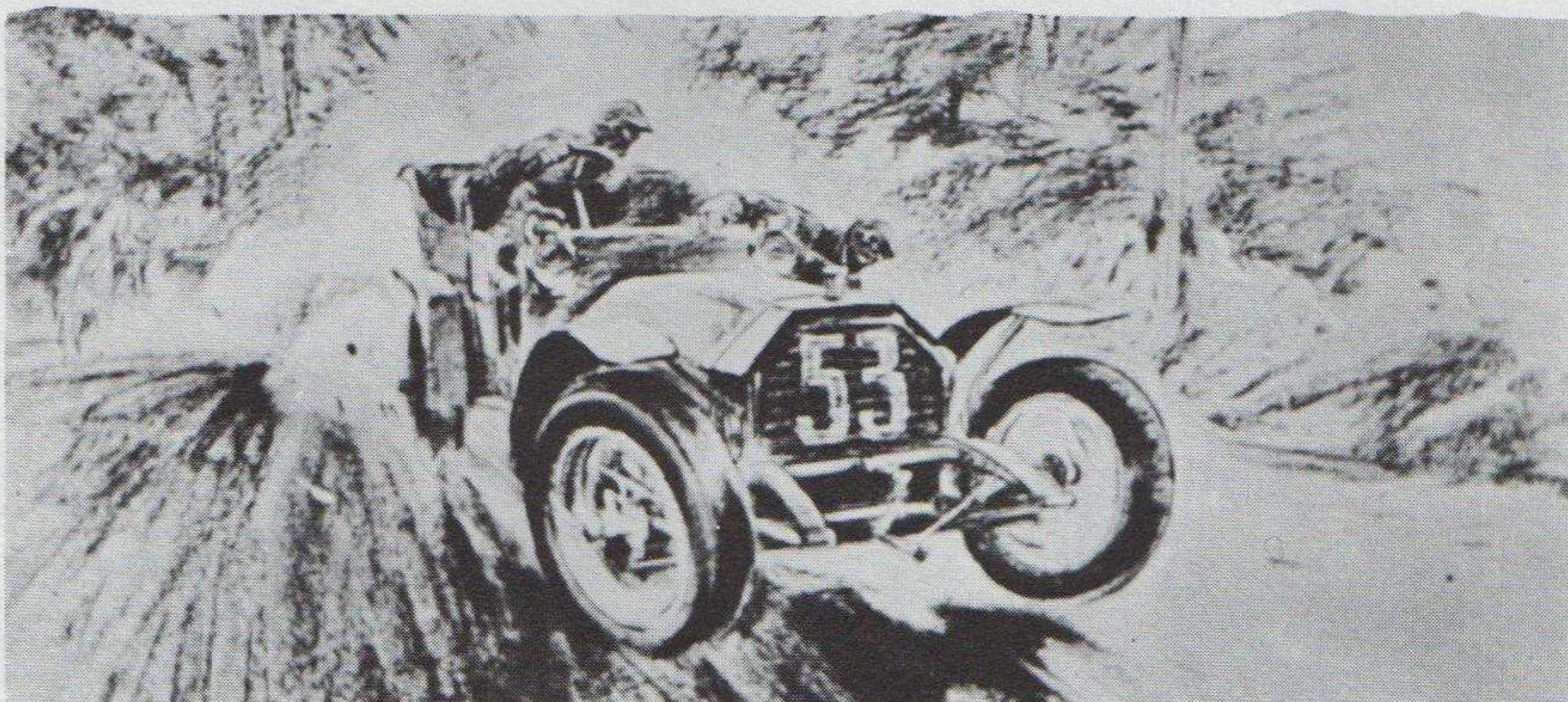
the track from local residents, who objected both to the excitement and to the noise. They obtained a legal injunction which was to haunt Brooklands for many years to come and effectively put an end to 24-hour records.

Despite this, the RAC subsequently supervised thousands of records before the track passed out of existence after the Second World War, to the deep regret of all motor racing enthusiasts.

As speeds went higher and higher, the RAC had to supervise attempts at other locations such as Pendine Sands in South Wales and Southport, where Parry Thomas, Sir Henry Segrave and Sir Malcolm Campbell all attacked world's records.

Liaison with Continental and American authorities brought about a universal system for record attempts and ended certain dubious practices — such as the 'record' claimed after the stones which marked the kilometre on a public highway had been moved closer together!

Despite the glamour of racing and records, it is highly probable that the



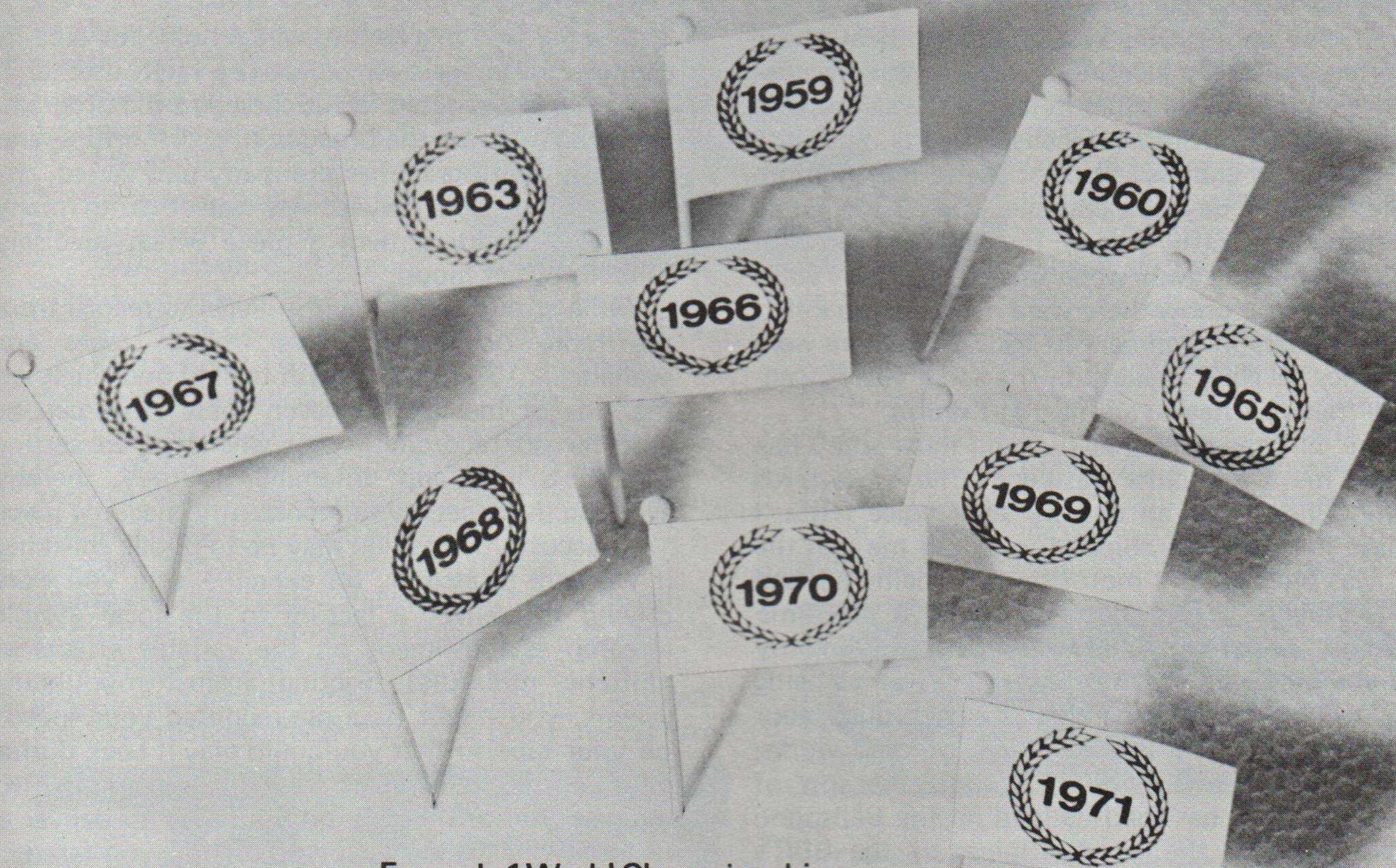
*The winner of the first Tourist Trophy race in 1905, J. S. Napier in an Arrol-Johnston.*

Seventy-five years on, the RAC still conducts the only observed and certified trials of machines and equipment recognised by the Society of Motor Manufacturers and Traders. And the busy Motor Sport Division inspects circuits for safety, issues permits, authorises rallies as the official agent of the Government, licenses more than 30,000 competitors annually, publishes a Blue Book and a White Book of regulations and fixtures plus a regular news sheet, and directly organises the Grand Prix, the International Rally of Great Britain, the World and European Speedway Championships and the London to Brighton Run.

Like all controlling bodies in sport, the RAC comes in for its share of criticism. The fact remains that for seventy-five years motor sport in this country has been governed wisely and well with no crowd scenes, abandonment of meetings or scandal to tarnish the sport's image. That in itself is no mean achievement.



# If results are anything to go by...



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## GIRLING

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# ARE YOU TUNED-IN?

BRYAN JONES, Editor of *Garage* and Motor Agent, discusses the benefits and enjoyment to be obtained from car radios and tape players.

You probably arrived at Brands Hatch today by car. But how enjoyable was your journey? You like your car, don't you? You like driving it? It may not be the fastest on the market, but you can get there just as quickly as the next bloke, can't you? You can also get there just as happily because you are one of the exclusive 30 per cent of motorists who have a radio in their car, aren't you? You're not? You mean you haven't a car radio? Well!.....

OK, perhaps Jimmy Young isn't your cup of tea. Maybe Sibelius doesn't exactly switch you on. It could be that Waggoner's Walk bores you out of mind. But surely you would like to hear those race reports of the meetings you've missed because you're taking your mother-in-law to the safari park.

But apart from those excellent sports reports, a car radio is an endless source of useful information. Take the other day, for example. There I was quietly sitting in a traffic jam on the Euston Road with the radio playing away when this terribly sexy voice said: 'Did you know there were more people killed by wild boars in Denmark in 1937 than there were agnostics in New Zealand in the same year?' well, quite frankly I had to admit that I didn't.

Five minutes after that (which I must admit has earned me a few pints and kept quite a few birds spell-bound since) an equally sexy voice (Rita, I believe her name is) chipped in to tell me that the M1 was blocked and motorists were being advised to use the A1. Now that was useful. It saved me sitting in a line of traffic on the M1 twiddling my thumbs. But you see my point? As well as being able to keep up with current affairs through your car radio, you can also be aware of road works, traffic jams, heavy loads - you know the sort of thing: 'A lorry has shed its load on the Ballspond Road'—through the good auspices of the BBC's motoring unit, and you can get a good idea of the likely road and weather conditions at your destination. Then there's other vital information like the latest test score, and what won the 3.30 at Epsom.

You don't have to be as rich as Croesus to be able to revel in the luxury of your own radio because today you can buy a highly efficient unit for as little as £8 or £10. Of course, you can also spoil yourself and pay anything up to or over £100. The choice of radios is almost bewildering, and no matter how much cash you have available you should have no trouble in finding one to suit your pocket. There are plenty of specialist shops and

garages around who will be only too pleased to advise you as to the best radio to meet your requirements.

You can, of course, really treat yourself to the ultimate ideal combination - a radio and a tape player. Tape systems come in two forms - eight-track cartridge and four-track cassette. Purchases of tape players are encouraged by record companies who now produce virtually all of their records in either cartridge or cassette form, giving a standard of reproduction comparable to a domestic hi-fi installation.

It is perhaps this facility which holds for tape its greatest advantage over radio. The radio listener is at all times restricted in his choice to the programmes scheduled by the broadcasting authorities, and while these programmes are many and varied, the owner of a tape player may select from many hundreds or alternatives a piece which precisely suits his or her mood.

While strictly speaking it is illegal to record from the radio or record player, blank tapes are available..... Should you wish to stay unerringly on the side of the law, however, these tapes can be used for pre-recording routes when you are setting out on a long and unfamiliar journey, thereby avoiding the necessity for constantly checking maps.

Unaccustomed as you may be to public speaking, if we were to assume, for example, that you were driving to deliver a lecture to the local atomic research establishment on the variable effects of plutonic molecules reacting against modulating valents, you might have pre-recorded your speech on your tape so that you could play it back during your journey to keep it fresh in your mind. OK, may be you are merely on your way to deliver a little chat to the local car club on how you fared in the last big rally, but I'm sure you can see what I mean. A tape can be adjusted to suit all your requirements, even if it's just the shopping list!

If you already have a radio you can buy an independent tape player to supplement it, or even an add-on cassette unit which plays through an existing radio. But no matter which system you choose, it is always worth remembering that if you happen to be buying a new car on hire purchase you can have the cost of your installation included in the hire purchase agreement, and that way it only costs you a few pence a week. Can you think of any better value?



# At 70 mph the loudest noise was the ticking of mother-in-law. Until...

by David Brierley

You've heard of Back Seat Driving. I mean, who hasn't. But what you probably never realised is that it was named after Mrs Seat, my Mother-in-law.

She had developed it to a fine art. It wasn't just that she sat in the back there breathing instructions and clacking her false teeth into my left ear. That's beginners' stuff. She gave instructions to all the other drivers on the road too.

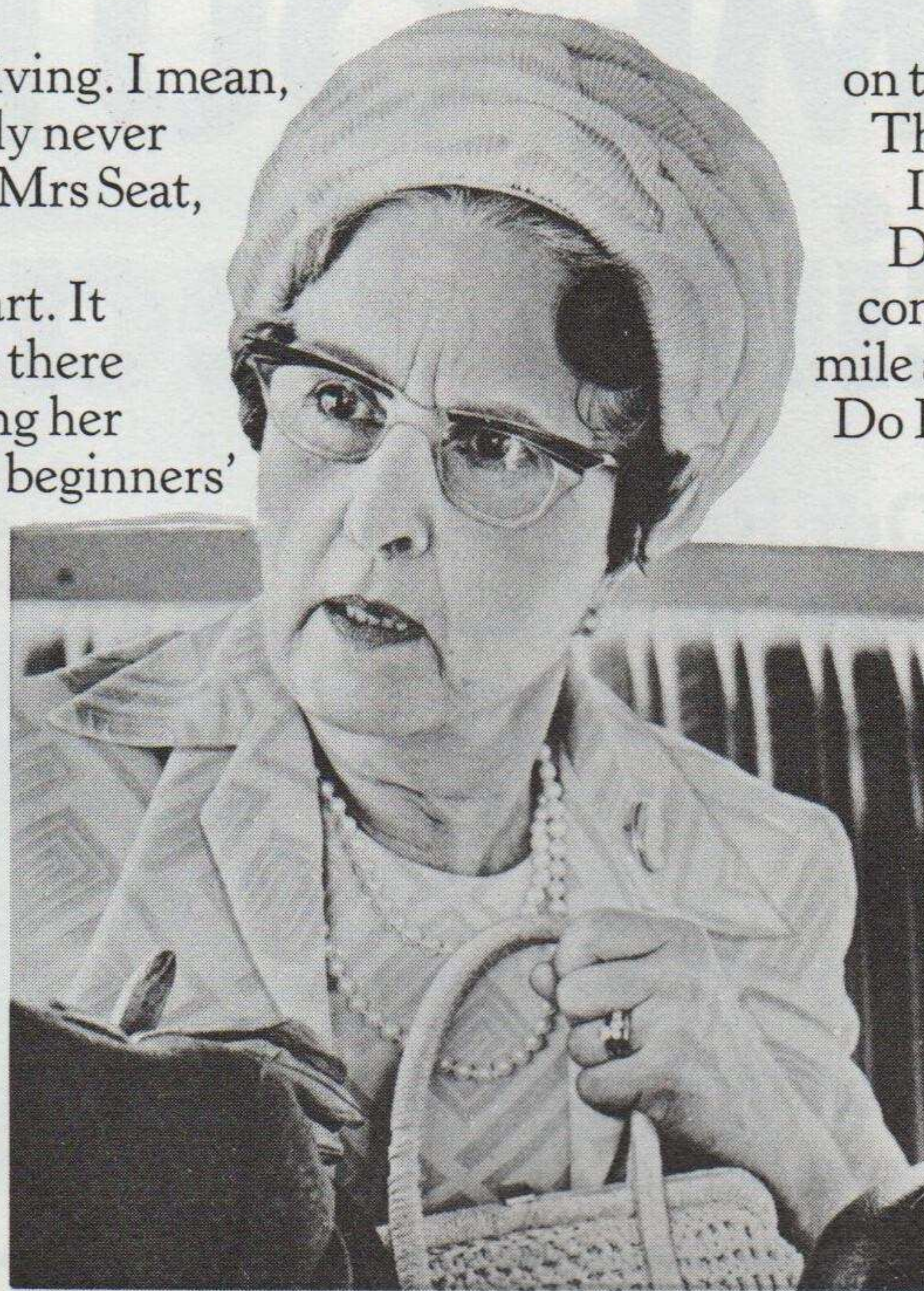
But then I got this Pye Car Radio fitted (and why not? I work for the advertising agency that handles the account, and how else can I find out what to tell you?) Well let me tell you this: my life has changed. Imagine the scene...

'I thought we might drive Mother out to the country for the day,' says my wife.

'Why just the day?' I reply. 'Think big: take her out to the country for good.'

But I hadn't counted on the effect of this new Pye Car Radio. I'd had it in a couple of days and it was really something special. For a start it has 5 pre-set pushbuttons, so you can get instant station selection on both Long Wave and Medium Wave. I'd played round with it a bit and it gave me quite a kick changing from Jimmy Young to German for Schools to Beethoven's Ninth Symphony to some French station to Pete Murray's Open House. Bang, just like that you can cut JY off in his prime (which can be quite nasty, so I'm told).

Anyway we pick up Mother-in-law and she's already sucking a throat sweet to make sure she doesn't lose her driving voice. But wonders never cease. I turn



on the radio and it's a good pop sound. There's a variable tone control, so I can have it just the way I like it.

Do I hear Mother-in-law making a comment about a red traffic light half a mile ahead? Right. Turn up the volume. Do I detect an objection to my speed?

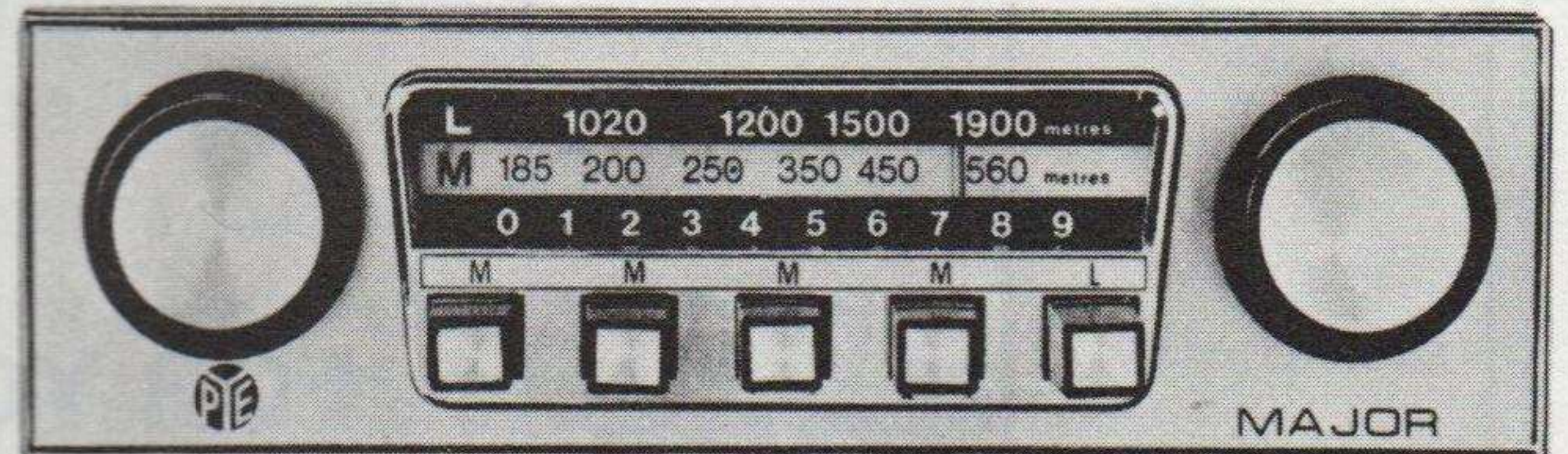
Turn it up more. With 4 watts output it's got more than enough power to cope with motorway speeds and Mother-in-law.

I've never enjoyed a day out with her so much. For a start, I like driving along with music and weather reports and news. It's much more interesting. And if I don't like what I hear, I can always switch it off (which is more than you can say for people). But more amazing, my wife and her mother both liked it. Not a cross word was spoken, no injunctions to go slower

or turn right or be careful.

Now Pye are bringing out an Auto-Reverse Car Stereo Cassette Player at £39.50 that plays Musicassettes *continuously*. On for ever without a pause. That means she'll never get a word in.

How much is a Pye Car Radio? They start at £15.53. This particular pushbutton Model 2062 is about £25.25 (or the manual version, £19.30). Not much for keeping your Mother-in-law mum.



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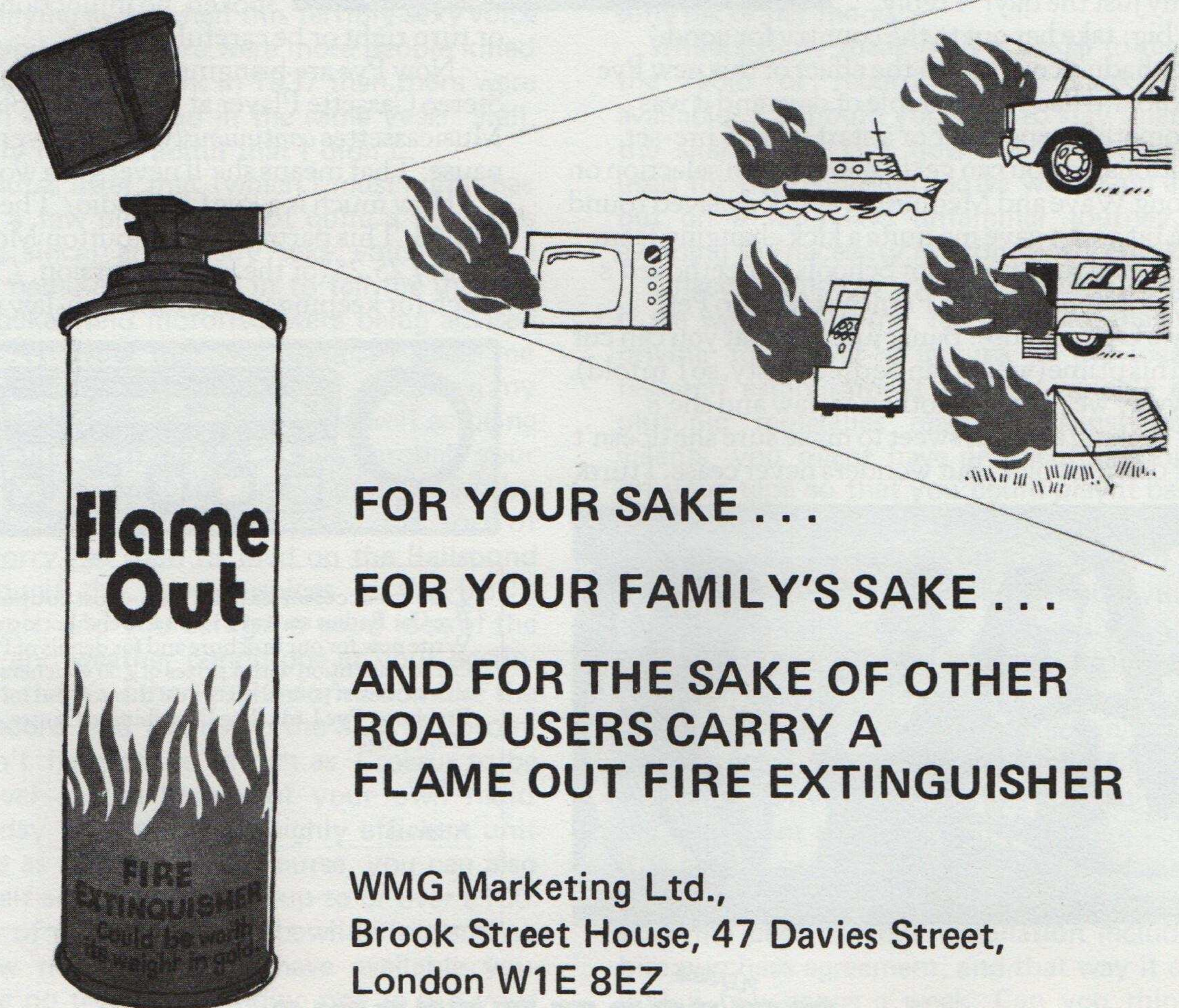
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Ian Ashley is driving the **Flame Out Formula 3** and **Formula 5000** cars, in their respective events.

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**lux'ury** (-ksher-), n. Possession & use of all appliances for gratifying the senses, a thing that one enjoys, a desirable thing that can be done without, luxurious surroundings, (*live in l.; what a l. it is to be alone!*; regards **Belgravia** as a l.; the sight of all this l.). **luxur-rant** a., profuse of growth, exuberant, (of style) florid; **luxur'iance** n. **luxuriate** vi., revel or feel keen delight *in*; abandon oneself to enjoyment or ease. **luxur'ious** a., fond of l., self-indulgent; contributing to or full of l., very comfortable. (l. *luxus*)

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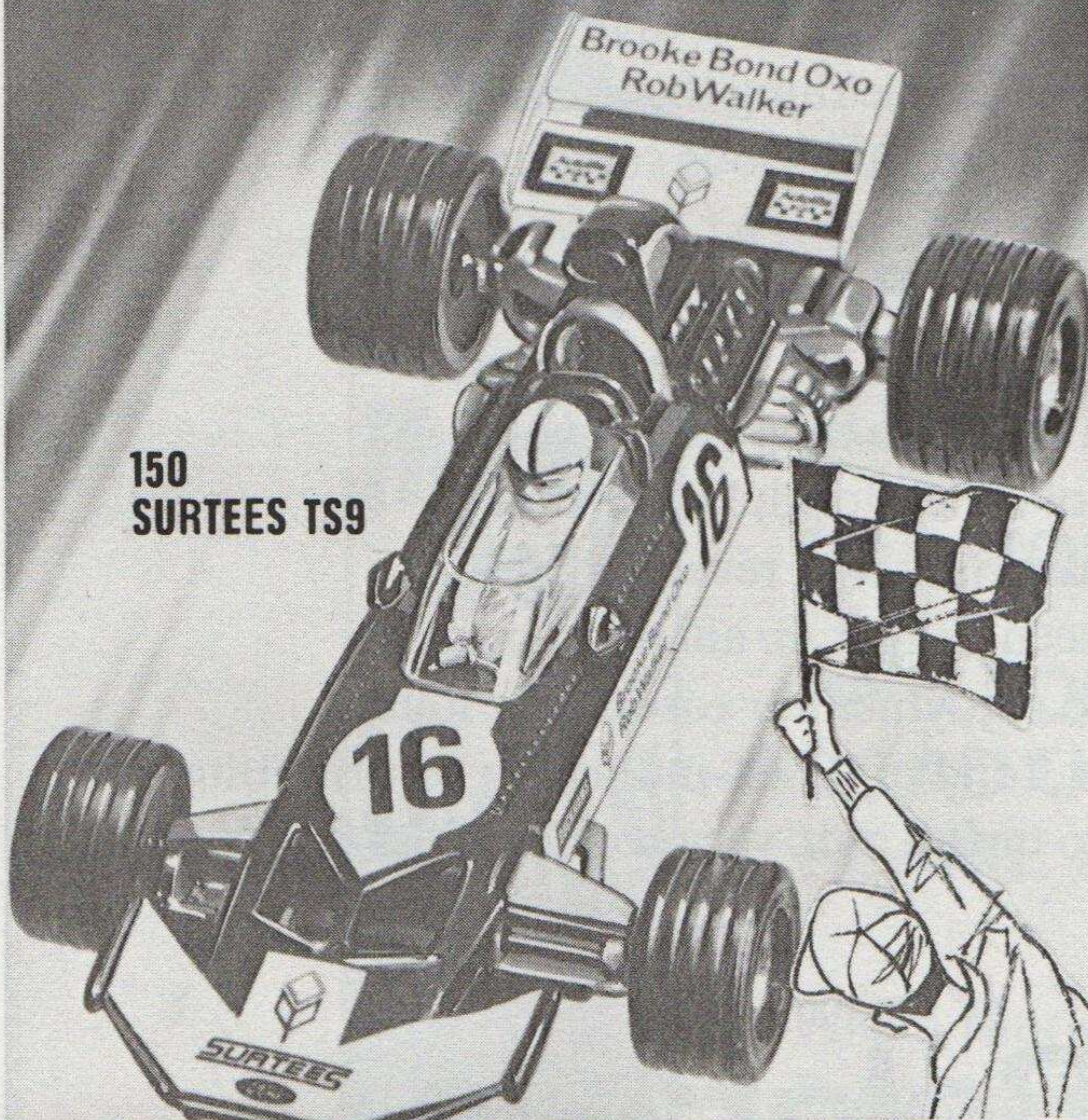


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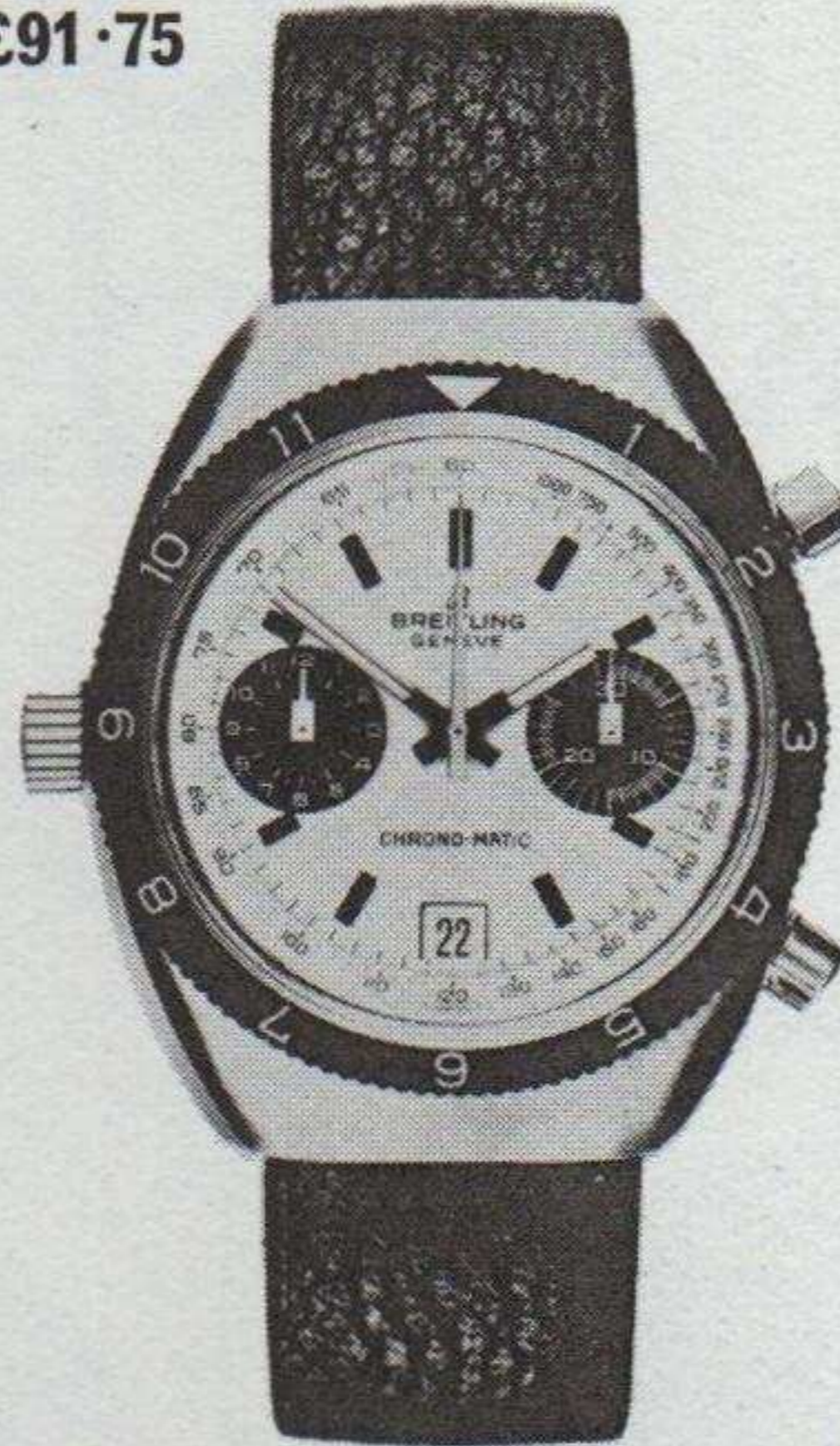
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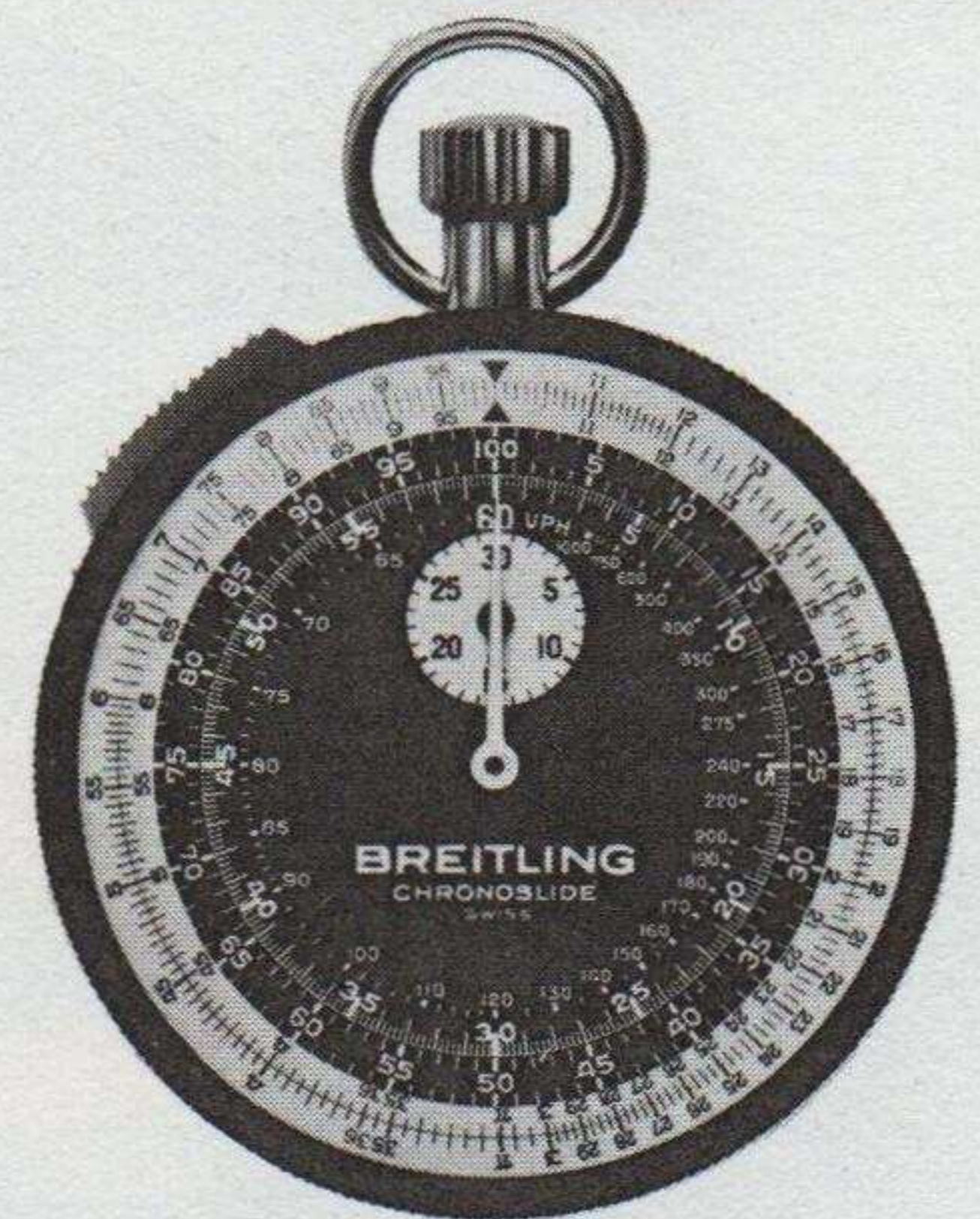
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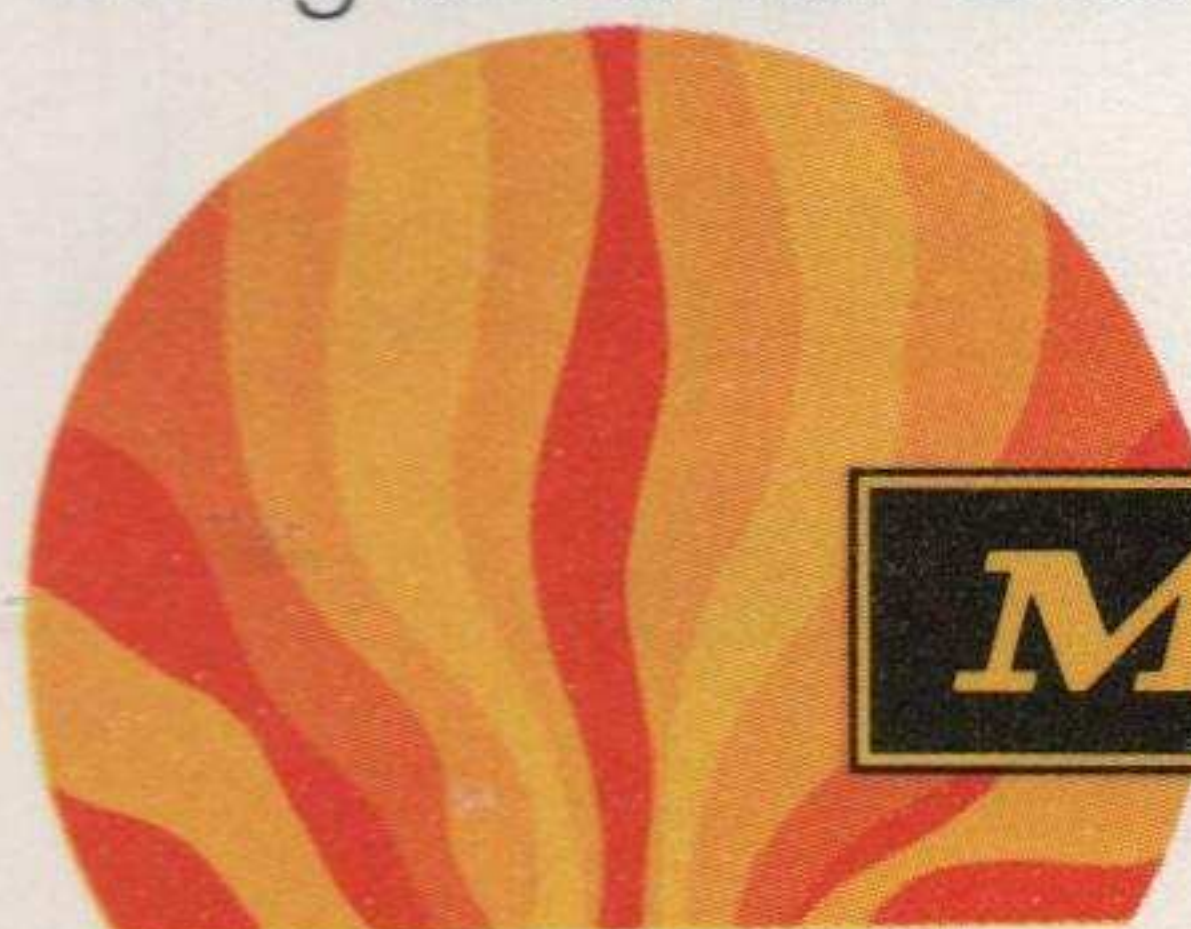


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