

Rothmans

50,000



Organised by
B.R.S.C.C.

Brands Hatch

28th AUGUST 1972

Supported by the **Evening News**

SOUVENIR PROGRAMME 25p



Stall Mall
21st July 1903

R. Carlisle Esq.,
21 Curzon Street

My Dear Sir,

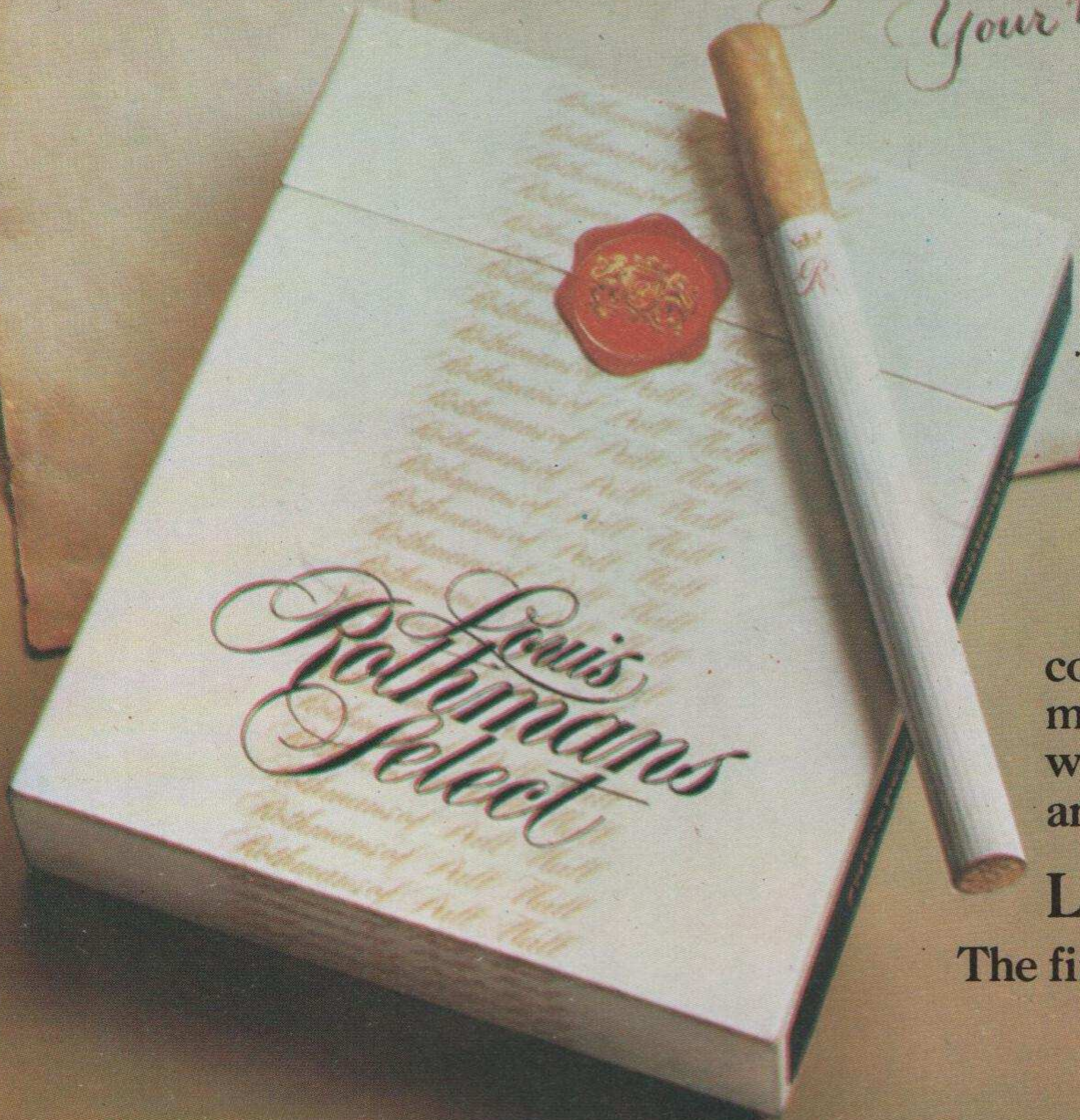
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Louis Rothmans Select. 35p*
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Rothmans

50,000

Organised by the British Racing and Sports Car Club

Brands Hatch

28 August 1972

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R. Croucher, F. W. Monk, J. Monk, G. Harrison, B. Wood

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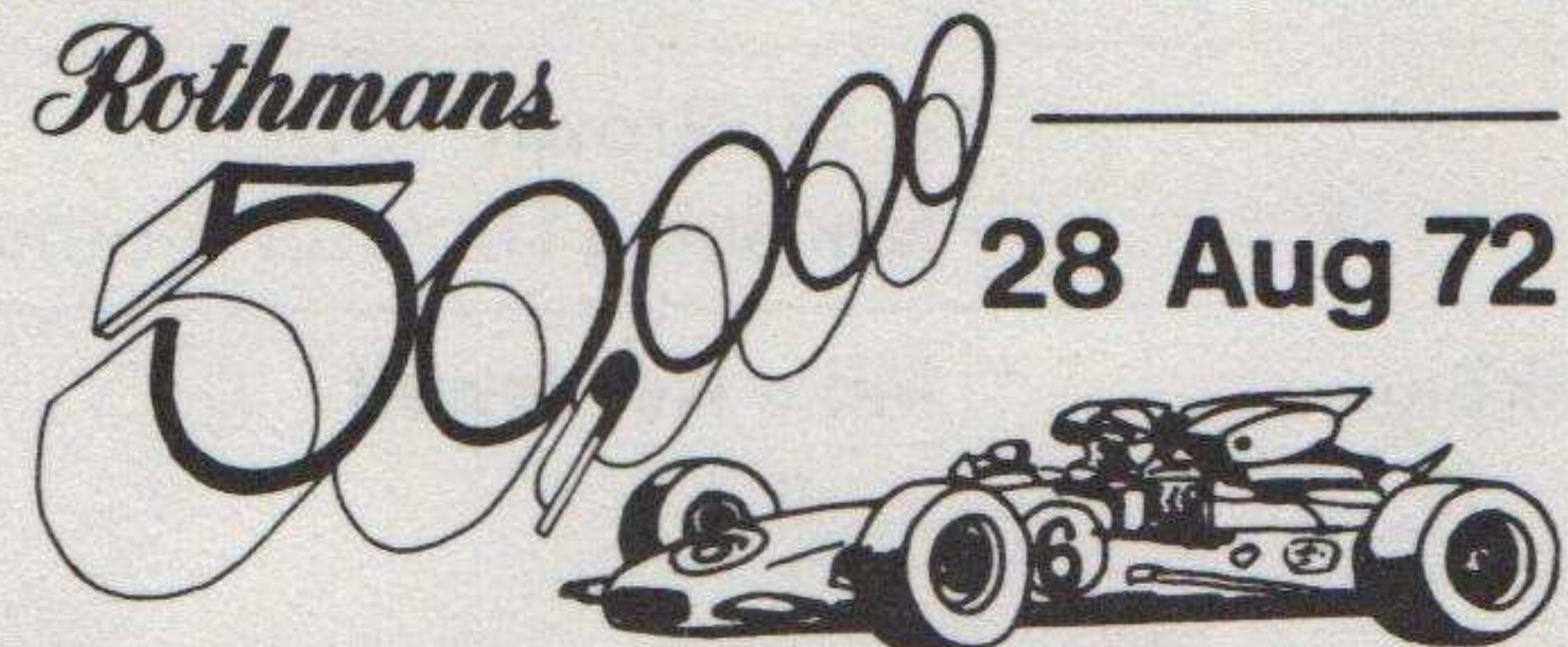
St. John Ambulance Brigade

MARSHALS:

Members of the BRSCC

BRANDS HATCH

Rothmans



DARTFORD, KENT

TODAY! Brands Hatch 'First Day Covers'

On sale now on the circuit, a permanent souvenir of today's important meeting! These attractive official Brands Hatch commemorative 'first day covers' illustrate in miniature the colour poster advertising this meeting.

The covers are on sale ready stamped for you to address to yourself or your friends and post in the special Post Office posting box provided. A one-day only pictorial postmark, as illustrated above, will be used by the Post Office to hand cancel the envelopes posted in this box.

The names of the first, second and third place winners will be added to the face of the envelope and a stiffener card insert will also be included giving a brief background to the days events.

Come and get your souvenir cover at anytime throughout the day at the Sales Caravan behind the Startline Grandstand. Cost is only 30p. each including the stamp. Other motor racing covers also on sale.

Covers will also be available after the day, by post at 33p. each from: MOTOR RACING COVERS, 17 BURGATE, CANTERBURY, KENT.



For long service



The Firestone Cavallino wins top awards for long service — nearly double the mileage of an ordinary crossply tyre. Gives a tough, ruthless grip on all roads and motorways. When you next buy a tyre, be ruthless — go radial and choose this great leader.

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Cavallino
SPORT 200 RADIAL

For the Attention of Spectators

Please do not leave litter about the grounds – take it with you.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public – **animals are not admitted. This is most important.**

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

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

POLICE ENQUIRY OFFICE

The above is situated at the rear of the main-grandstand building and is signposted "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.

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 the Brands Hatch Circuit Ltd. and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting

(including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting

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

Flag Signals

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

This meeting is promoted by:

**MOTOR CIRCUIT DEVELOPMENTS
LIMITED**

Managing Director: JOHN WEBB

For BRANDS HATCH CIRCUIT LTD.

*Director and General Manager:
C. J. D. LOWE*

**Brands Hatch Circuit Ltd,
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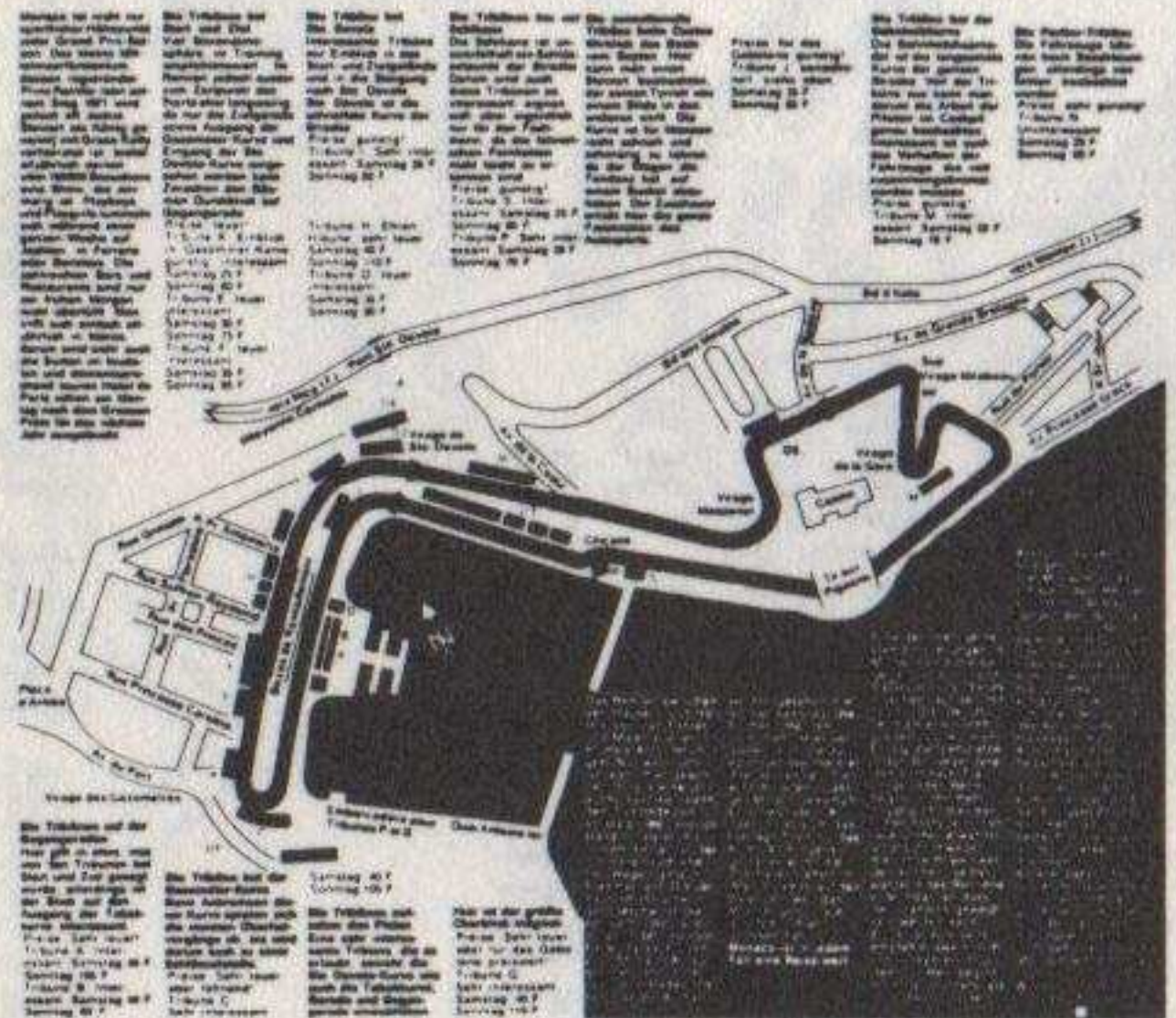
Acknowledgements

The Official Course Car has kindly been made available by THE FORD MOTOR COMPANY LIMITED. DUPLICATOR kindly supplied by RONEO LIMITED. FIRE EXTINGUISHERS kindly supplied by PYRENE

(CHUBB FIRE SECURITY). Grateful thanks are paid to Gerry Stream, Max Le Grand, David Turney, Peter Tempest, Keith Randall and Colin Bicknell for the use of photographs in this Programme.

GRAND PRIX GUIDE

£ 1.50

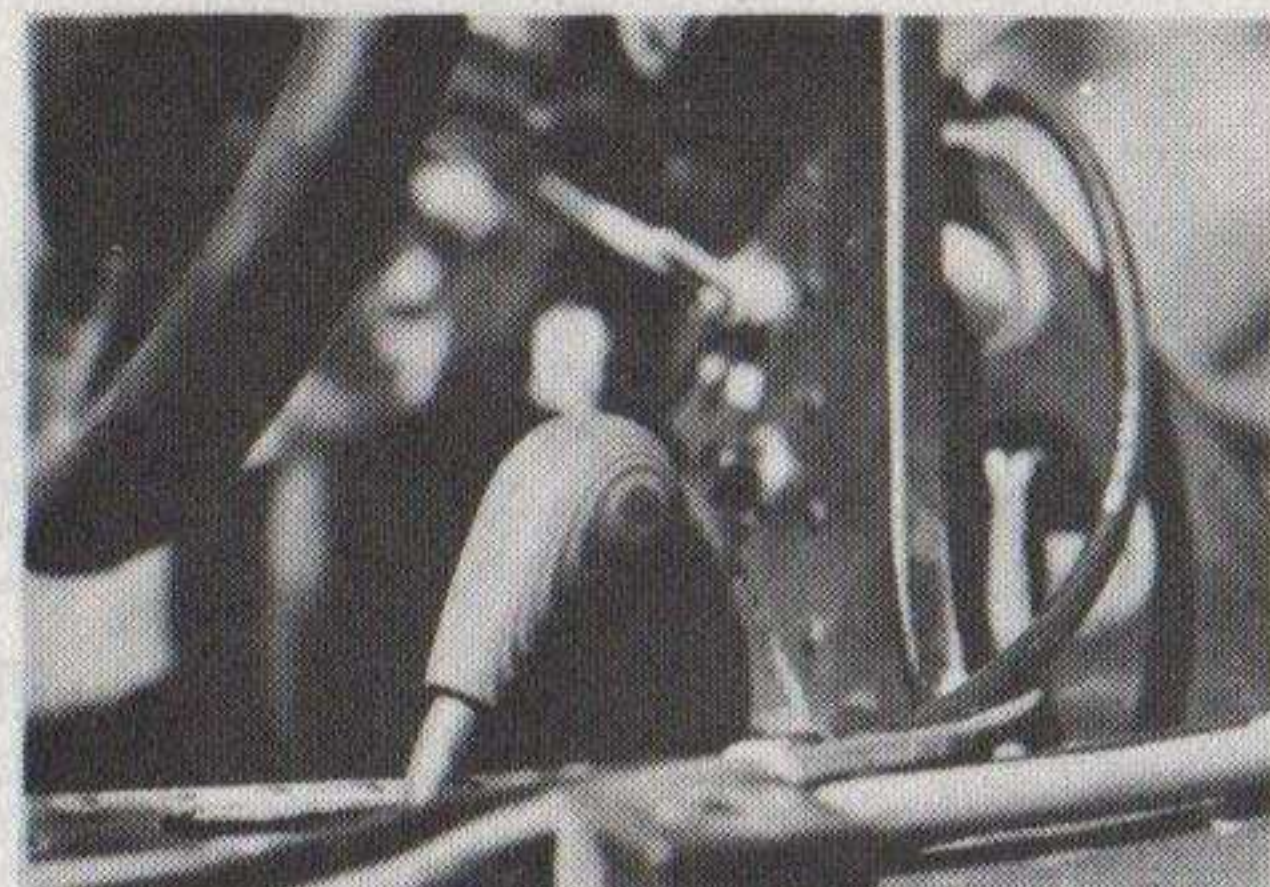
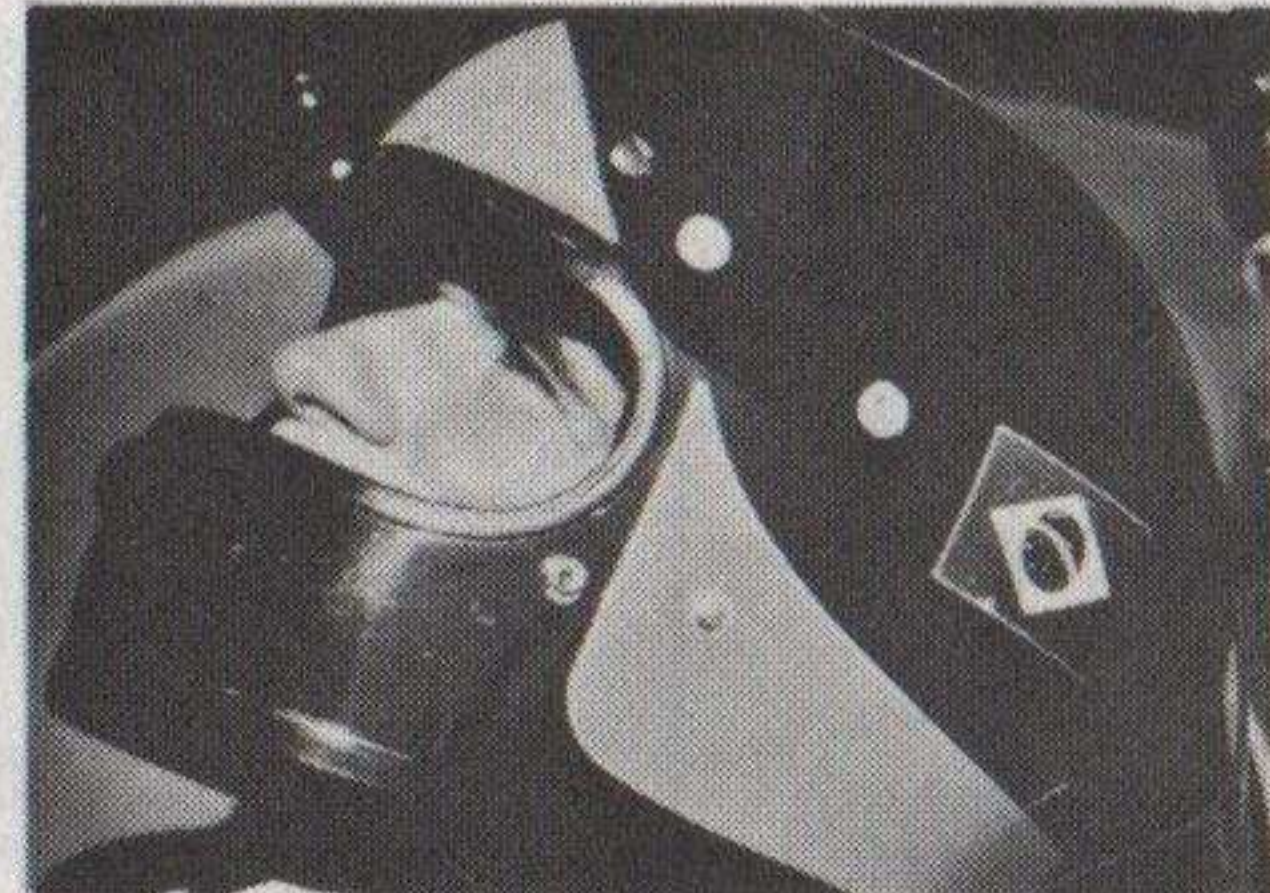


Grand Prix Guide

- 264 pages of thrilling motor sport features
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- some 400 four-colour photographs
- 10 Formula 1, 5 sports cars analysed down to the last detail
- racing circuit tips
- gastronomic tips
- portraits of the 28 world-best drivers

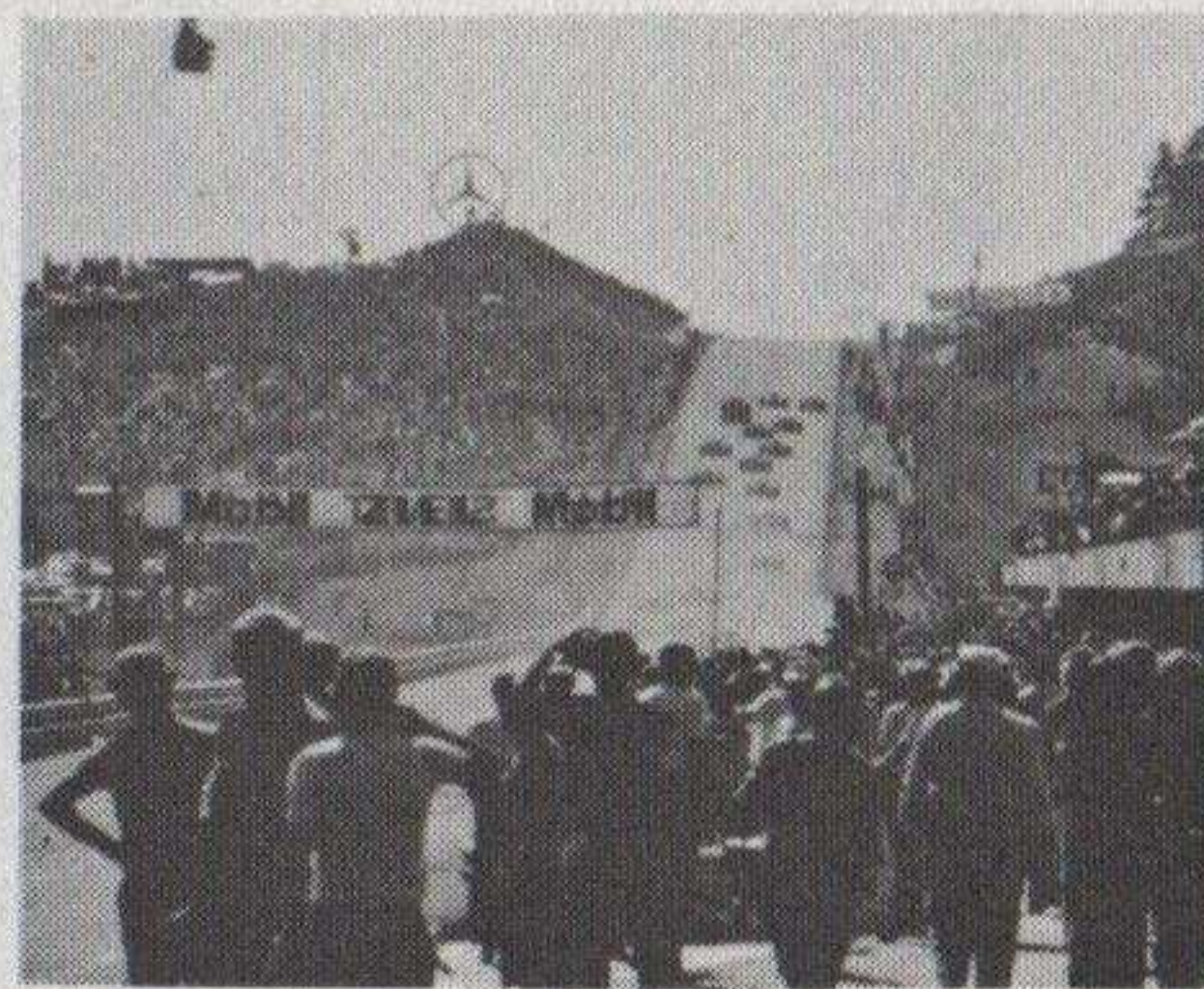
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The Grand Prix Guide provides information about motor sport as it really is. Some of the best photographs ever shot have captured the full glory and severity of motor racing. Competent journalists describe the racing circuits and offer gastronomic tips. The major events from the foregoing season are summarised in tabular form.



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- for admirers of first-class photography
- for gourmets
- for the television Grand Prix spectator who wants to know as much as the commentator



Grand Prix Guide

- pocket-sized for taking along to the tracks

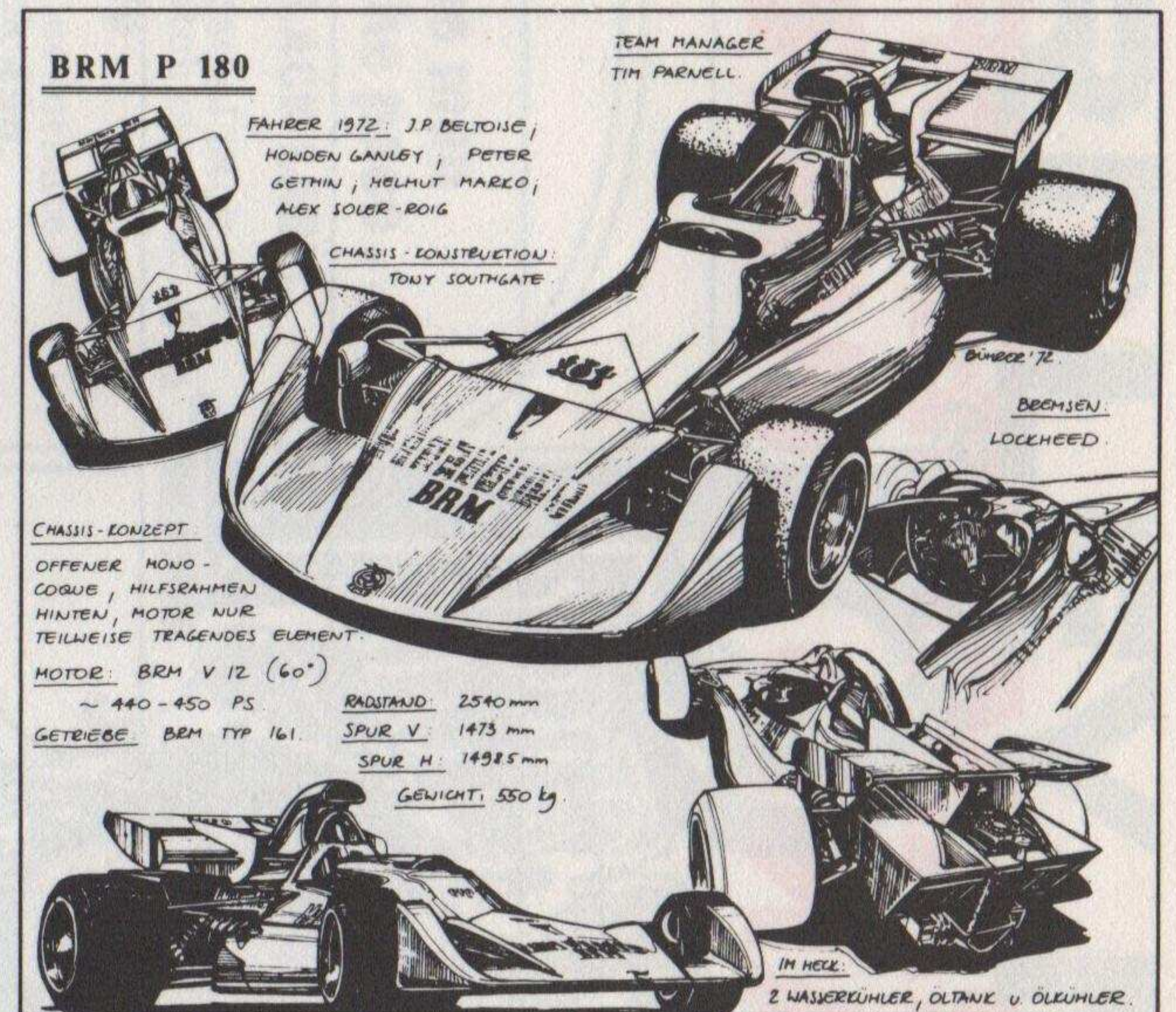


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- a veritable mine of information about international racing: reports and previews of 12 Grand Prix and the 6 most important long-

- distance races — highly topical, already including a report in colour of the 1972 Argentina Grand Prix



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famous pen, they are faithfully portrayed down to the finest detail. Team colours simplify recognition both at the track and on television. Technical data about design of the cars.

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Grand Prix Guide

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PROGRAMME OF EVENTS AND AWARDS

**Thursday,
24th August**

Qualifying practice: 12.00 to 18.00 hours

**Friday,
25th August**

Qualifying practice: 10.00 to 17.00 hours

**Saturday,
26th August**

Qualifying practice: 10.00 to 17.00 hours

**MONDAY,
28th AUGUST,
1972**

**10.00 to
10.30 hours:**

Untimed practice session for all competitors in the Rothmans 50,000 event

11.00 hours:

The Fast Girl Consul Challenge Race

10-lap scratch race on the Club Circuit for Ford Consul GT saloon cars with engine capacity of 3 litres. The entrants for this race have been invited by the Ford Motor Company Limited who are providing the cars.

To the winner—a mink coat presented by the Ford Motor Company

12.00 hours:

THE ROTHMANS 100 KMS

24-lap scratch race for cars failing to qualify for the Rothmans 50,000

1st Overall—£500 and the Rothmans Trophy

2nd—£400

3rd—£350

4th—£300

5th—£250

6th—£200

7th to 18th—£150

19th to 30th—£100

13.00 hours:

Ford Tractor Race for celebrities for the Edgar Jessop Trophy

13.15 hours:

Appearance of 'Pan's People' and Gyrocopter display

13.30 hours:

Free-fall parachuting display over circuit

14.00 hours:

Parade of Rothmans 50,000 entries

15.00 hours:

THE ROTHMANS 50,000 118 laps (312.7 miles)

1st Overall—£10,000 and the Rothmans Trophy

2nd—£4,500

3rd—£3,500

4th—£3,000

5th—£2,500

6th—£2,000

7th—£1,900

8th—£1,800

9th—£1,700

10th—£1,600

11th—£1,500

12th—£1,400

13th—£1,300

14th—£1,200

15th—£1,100

16th—£1,000

17th—£950

18th—£900

19th—£850

20th—£800

21st and 22nd—£750

23rd and 24th—£700

25th and 26th—£650

27th and 28th—£600

29th and 30th—£550

Motor Sport £25 award to the race leader on each of the first ten laps

YARDLEY McLAREN

PRESENT...

**For the man
who sets the pace...**

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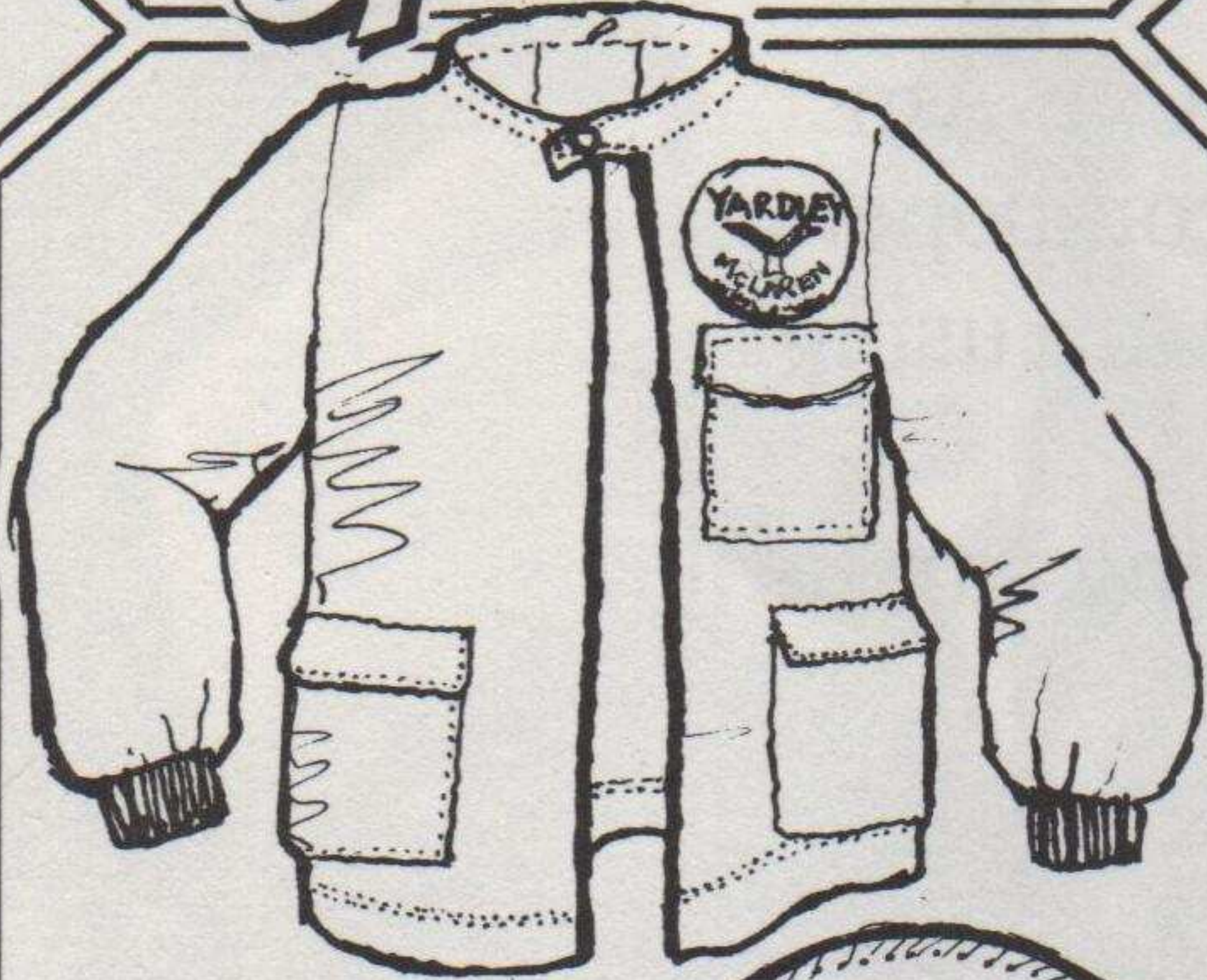
After Shave (in special pack with map of Brands Hatch circuit)...**49p**
Shower Talc...**53p**

Anti-perspirant Deodorants —
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Yardley McLaren Grand
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for the wife you've
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Jade or Caprice... **69p**
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Talcum Powders... **37p**

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The Yardley McLaren
girls will be pleased
to let you try out the
fragrances!

Yardley McLaren T-shirts
(all sizes inc. children's)... **£1**

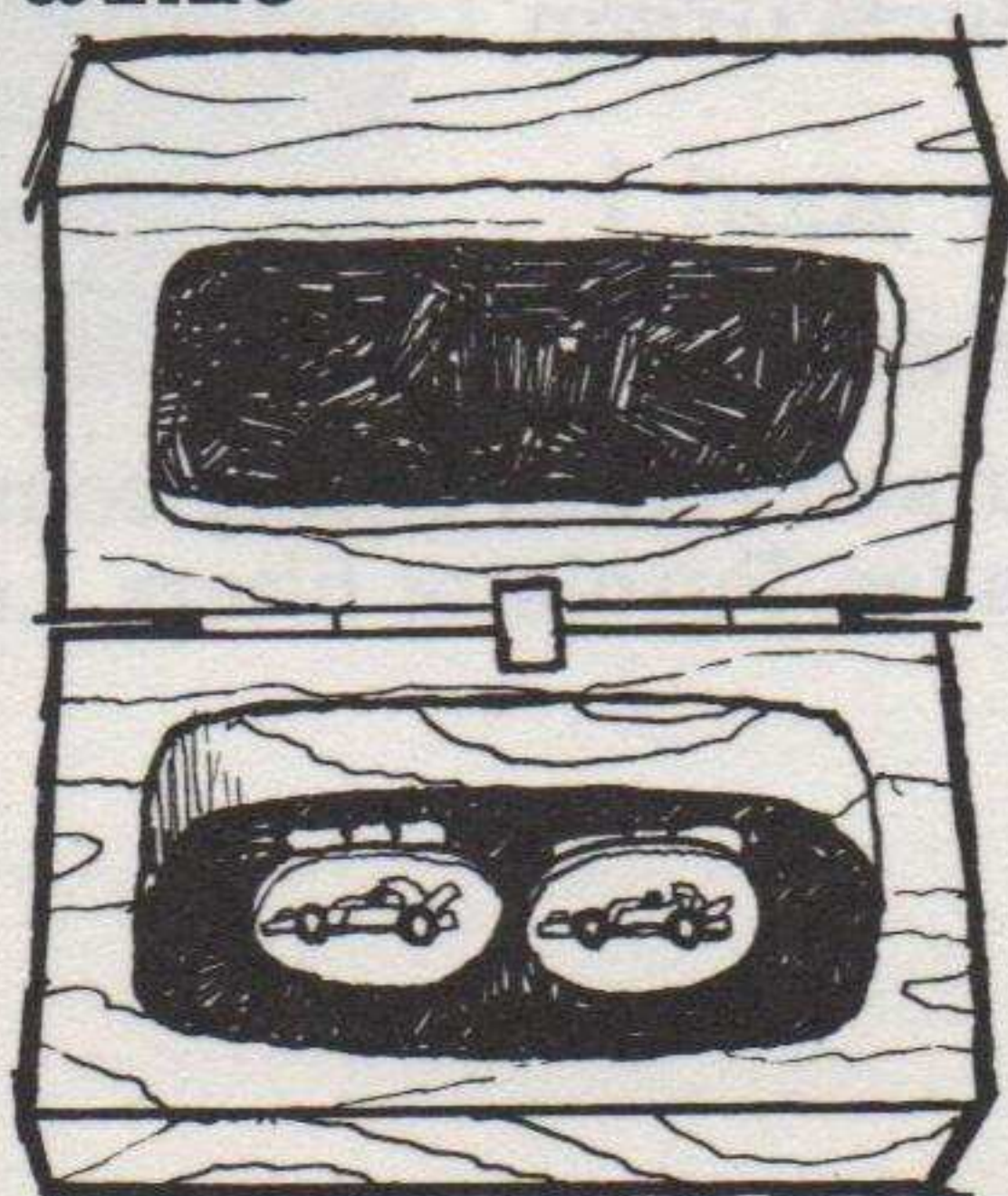


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Fantastic bargain... 20p**

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Take this coupon to any Yardley McLaren sales point and buy a Yardley Mini-Spray or Black Label after-shave (64 cc) at
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Last year, every Grand Prix was won by a car fitted with AP components.

Last year, the Indianapolis 500 was won by a car fitted with AP components.

Last year, every race in the entire Can-Am series was won by a car fitted with AP components.

In today's race, all the competitors are using AP components.

So, no matter who drives the winning car, he'll be driving us to another victory.

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Manufacturers of racing components.
Borg & Beck clutches, Lockheed brakes, Purolator filters, Lockheed steering and suspension joints.



An event to catch the imagination



**J. M. Brown, Managing Director,
ROTHMANS OF PALL MALL LTD.**

When Rothmans of Pall Mall were first approached by our friends at Motor Circuit Developments about the possibility of jointly staging a major Formule Libre event at Brands Hatch, our first reaction was "what a good idea - why hasn't anyone thought about this before".

These first discussions were nearly two years ago and since the decision to go ahead was taken, we and MCD have been delighted by the increasing response from constructors, team managers, drivers, and above all, the motor racing public.

The 50,000 has certainly caught the imagination of motor racing fans. That the main grandstand was sold out more than a year before the event, is an indication of the interest created by the different format.

Other indications are the intensive preparations of the leading constructors who - in conditions of great secrecy - have worked out the best combination for the event.

In our long association with motor sport, I cannot think of another event which has created as much speculation in the motoring press during the months before the start.

All this has been particularly pleasing for us at Rothmans from both the viewpoint of a sponsor and that of a company interested in the wellbeing of motor racing.

I hope that competitors, officials and the public all enjoy what I am sure will be an exciting meeting.

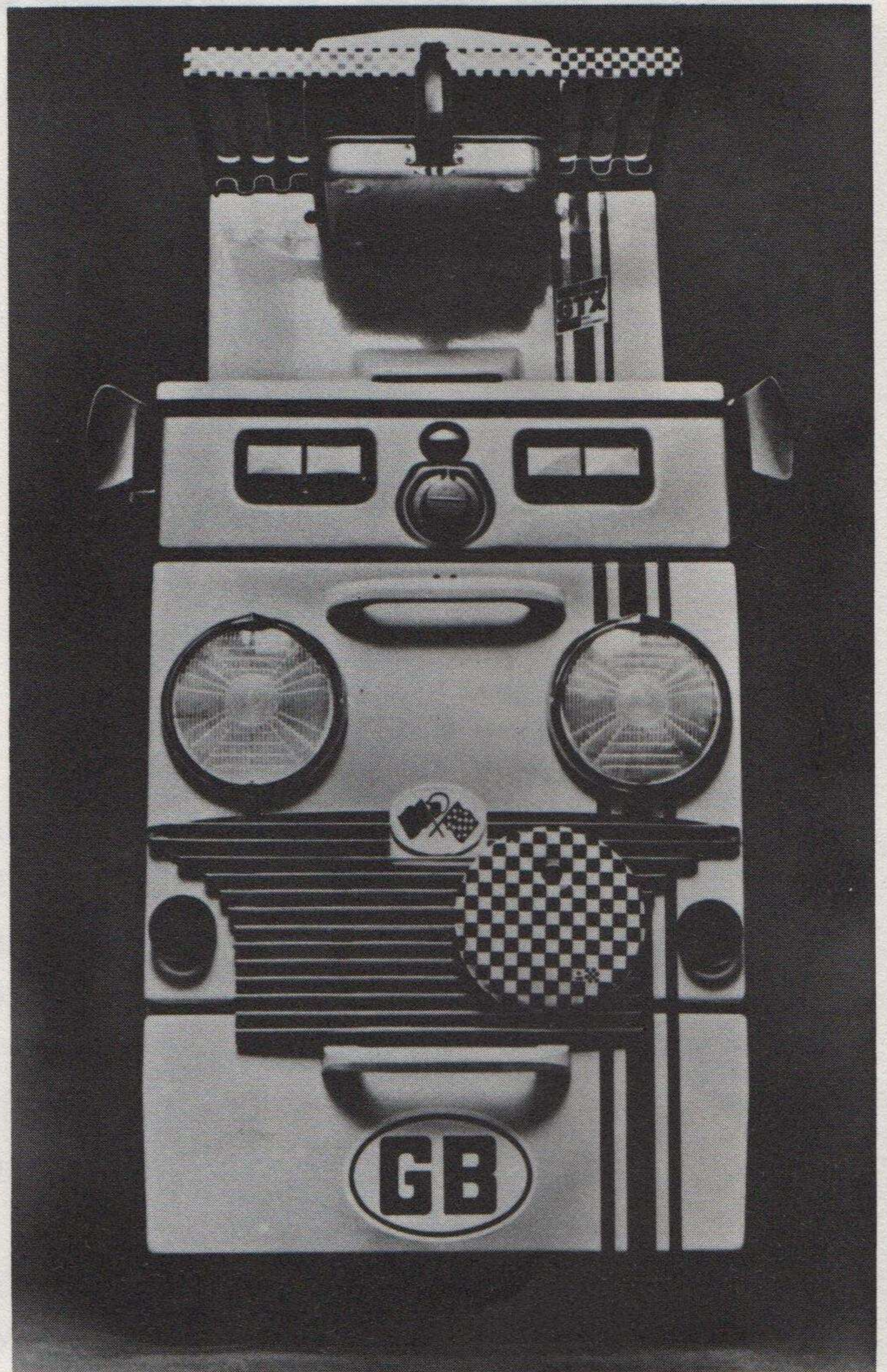
Some people never learn

You know. They're all over the place. The twink artists. The whole gear. GT flashes and the works. But a cooker is a cooker is a cooker. Unless you're prepared to give it a tweak too.

And if you're going to give it a tweak, give it a goodie. Start with a set of Powermax pistons and bearings.

The boys down at Powermax know a thing or two or three about what goes on at redline-plus in every gear. Firstly, their HG 413 alloy pistons will take it. All of it. Ask the Formula One boys. Then most of the rings are made of HG 22 c, with a tensile strength of 38 tons. Powermax top rings are also chromed with the highest known resistance to such uglies as fuel wash, acid attack and cyl. wear. Then there's that minute coating of red Cargraph on every top ring. A special compound that lets you do the equivalent of 1000 miles chrome ring bedding-in in five minutes.

If you've tweaked it properly, you can save a bit of bread on the GT funnies. And get up to 40% more bore life. And burn the twinks off the road in the process. Now you know!



AT THE HEART OF THE HOTTER ENGINE



A.E. AUTO PARTS LIMITED, BRADFORD, YORKS.
(The Associated Engineering Group.)

Rothmans 50,000

Europe's richest-ever has the makings of a classic

by Mike Kettlewell

The Rothmans 50,000 has all the ingredients of becoming a motor racing classic. Its reputation could be as great as that of the Indianapolis 500, the Le Mans 24-hours, the Targa Florio or the individual Grands Prix that make up the Formula One World Championship calendar. Europe's richest-ever motor race — with £10,000 of the £50,000 prize fund awaiting the winner, as well as several thousand pounds worth of bonus awards — the Rothmans 50,000 is likely to become one of the most eagerly-awaited, as well as the most important, races on the international calendar.

Its format is unique in that it is open to *any* type of car — single-seater formula cars, sports cars and GT machinery. It is longer than any existing European single-seater race — one-and-a-half times the length of a World Championship Grand Prix, twice the length of a Formula Two race and three times the distance of a Formula 5000 event. Yet for sports car drivers it is almost to be considered a sprint as it is half the distance of a long-distance championship race like the BOAC 1000 kms.

The Rothmans 50,000 is also a motor racing enthusiast's dream. People have long asked for longer races, matching

different categories of car, pit stops and high rewards. This is what the Rothmans 50,000 is all about.

Formula One, Formula Two, Formula 5000, Formula Atlantic, CanAm-type sports cars up to eight litres, three-litre sports cars, two-litre sports cars and specially-tailored cars appear on the entry list. Teams entered include BRM, Lotus, McLaren, Tyrrell, Lola, GRD, Speed International Racing, Motul Rondel Racing, Ecurie Bonnier, Sid Taylor Racing, Frank Williams Racing and the McKechnie Racing Organisation.

Drivers include world-renowned names such as Jackie Stewart, Emerson Fittipaldi, Jean-Pierre Beltoise, Peter Gethin, Brian Redman, Tim Schenken, Howden Ganley, Carlos Reutemann, Jody Scheckter and Gijs van Lennep.

As any type of racing car is allowed — so long as it satisfies the FIA's Group Nine regulations which are mainly concerned with safety — the RAC have relaxed aerofoil regulations especially for this race. The largest permitted aerofoils, as used by CanAm cars, can be used on all cars, which means that several entrants of Formula One, Formula Two and smaller sports cars may experiment with bigger aerofoils in an effort to reduce their lap

times round the demanding 2.65-mile Brands Hatch Grand Prix circuit.

The outright lap record of 1m 23.8s, 113.84 mph, set by Emerson Fittipaldi in a Formula One Lotus-Ford in March, is sure to take a pounding. The unofficial lap record is 1m 22.2s, 116.06 mph, set by Jacky Ickx during practising for the recent British Grand Prix.

Formula 5000 cars are capable of lap times in the 1m 25s bracket. Formula Two machines in their current two-litre guise have not raced at Brands Hatch, but the 1971 1600 cc machines were also capable of times around the 1m 25s mark.

On the sports car front three-litre Group Five cars have lapped in well under 1m 27s, so one adapted for the Rothmans 50,000 should be quicker. A CanAm car is an unknown quantity round Brands Hatch. These machines are undoubtedly the most powerful road racing cars ever built, but can they match a more nimble single-seater at this circuit where immense power is not necessarily an advantage?

It is interesting to note that some teams have entered two different types of car for their star drivers, enabling them to select the faster machine. Regulations also permit teams to swap car/driver

Continued on page 14

combinations, allowing them to compete in both the main and consolation race.

To stop — or not to stop

Race strategy will play an important part in deciding the outcome of the Rothmans 50,000. Indeed, it would not be surprising to see anxious team managers using computers in the pits to try to work out their plan of attack as the race progresses. It really all revolves around pit stops. Some teams are planning to run the entire 118 laps non-stop, while others plan a fuel stop and maybe a change of tyres as well.

It could be a tortoise and hare race. Drivers planning to go non-stop will have to carry more fuel than normal and this added weight means that in the early stages they will be forced to hold back. They must also conserve their tyres, possibly even use harder compounds to ensure the rubber lasts.

But others are planning to stop. They hope to go virtually flat out from the start and make enough time on their rivals to be able to stop at the pits for fuel (and possibly tyres).

So what is the answer? Michael Bowler, *Motor's* Sports Editor, wrote recently: "It is known that the Formula One constructors, having made their stand against pit stops for next year's Grands Prix, will be loath to include them in the 312-mile Rothmans 50,000 race, which means extra tankage — overgearing to drop the revs on a Cosworth won't give the required fuel economy. However, if you sacrifice two seconds a lap on a heavier tankage car and run the whole way through, it only needs a standard Formula One car to waste less than 118 multiplied by two seconds (nearly four minutes) on a pit stop and he would still get there first."

But it isn't really as simple as that. Theoretically, if a car has made a pit stop for fuel, once it returns to the race it should be an equal match for a car planning to go through non-stop.

When this programme went to press in early August it appeared that all the Formula One entrants plan to run through non-stop, possibly some Formula Two machines as well. BRM, for instance, have spent over £1,000 equipping their three cars with extra tanks to bring the capacity up to around 65 gallons, 25% more than the P160B is normally capable of carrying. Teams planning to run non-stop have additional problems. Extra fuel means extra weight. Extra weight means more work for the tyres, which have to last longer than normal anyway, and for the suspension. The suspension will have to be set so that a car clears the bumps in



One driver everyone hopes to see is Jackie Stewart. If he appears he will renew his great contest with Emerson Fittipaldi, who came out on top at the Grand Prix last month.

(Photograph by Keith Randall)



Claude Bourgoigne's Formula Two GRD has still to prove itself, but the driver is as competitive as any in this hotly-contested class. Here, he is followed by Brett Lunger and David Purley, whose March should also be here today.

(Photograph by David Turney)

the early stages — bottoming is often a problem at Brands Hatch — yet when the fuel load lessens the car must still be manageable.

However, if a team manager decides to make a pit stop he has several advantages which may outweigh the time penalty. He can make the car "faster" for the driver in one or two ways: because of less weight due to carrying half the amount of fuel the suspension settings are not so critical, making the car easier to handle throughout the race; tyres can be changed while the car is being refuelled, which means a "stickier" compound can be used; and if it is a hot day the driver could slake his thirst!

On paper it would appear that at the

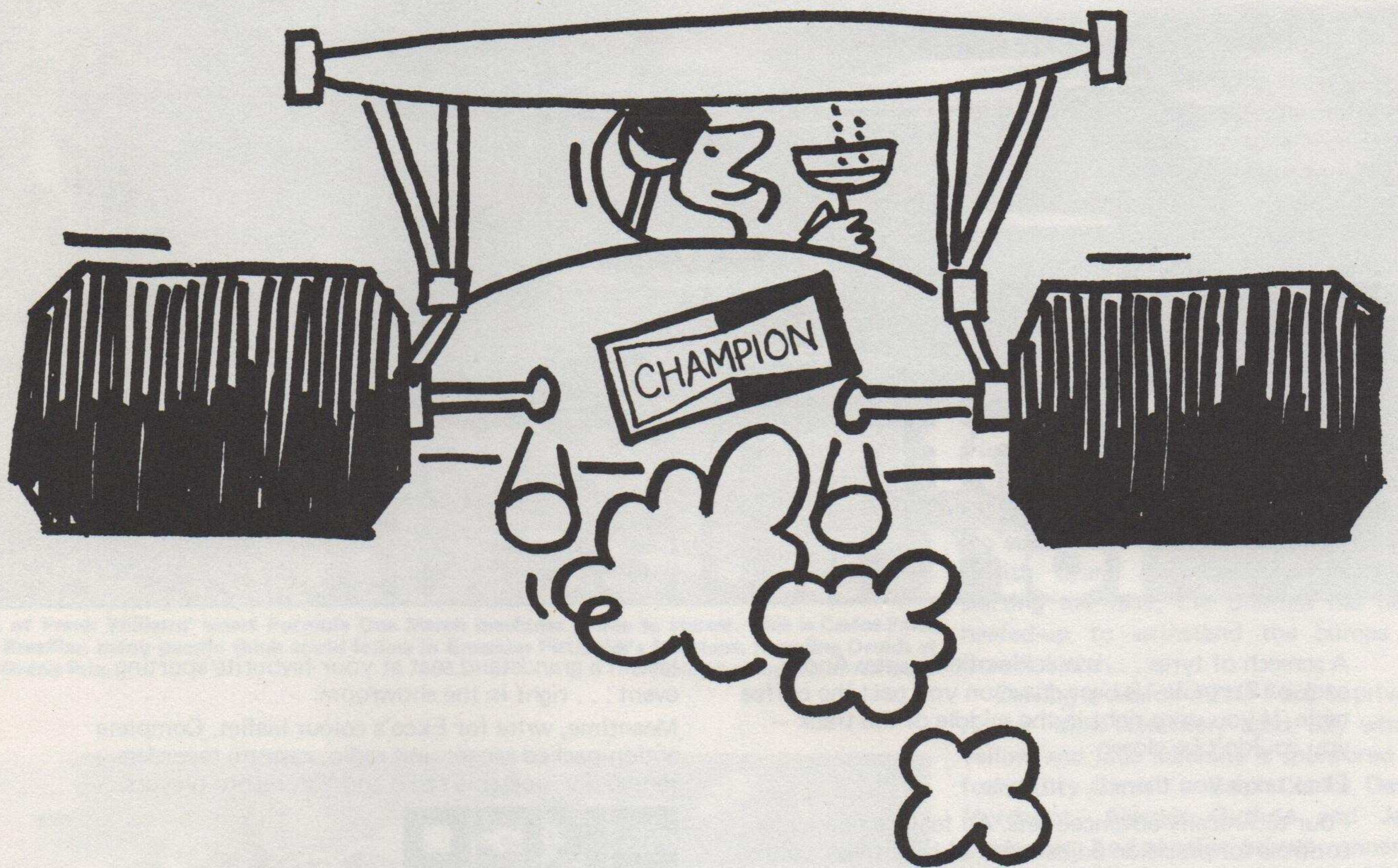
beginning of the race a full-tank Formula One car would be lapping as much as three or four seconds off its best times, while other machinery might not have such problems. Could a Formula Two or a Formula 5000 set the early pace? This is one of the many questions to be answered in this thrilling event.

The contenders

Ladbrokes' odds will have to be studied closely by punters. Some idea of the "form" will have been gleaned by their man Les Leston from the August 16 test day, but there will be plenty of changes throughout the three days of qualifying. One can usually guess who will be among the leaders in races for

continued on page 17

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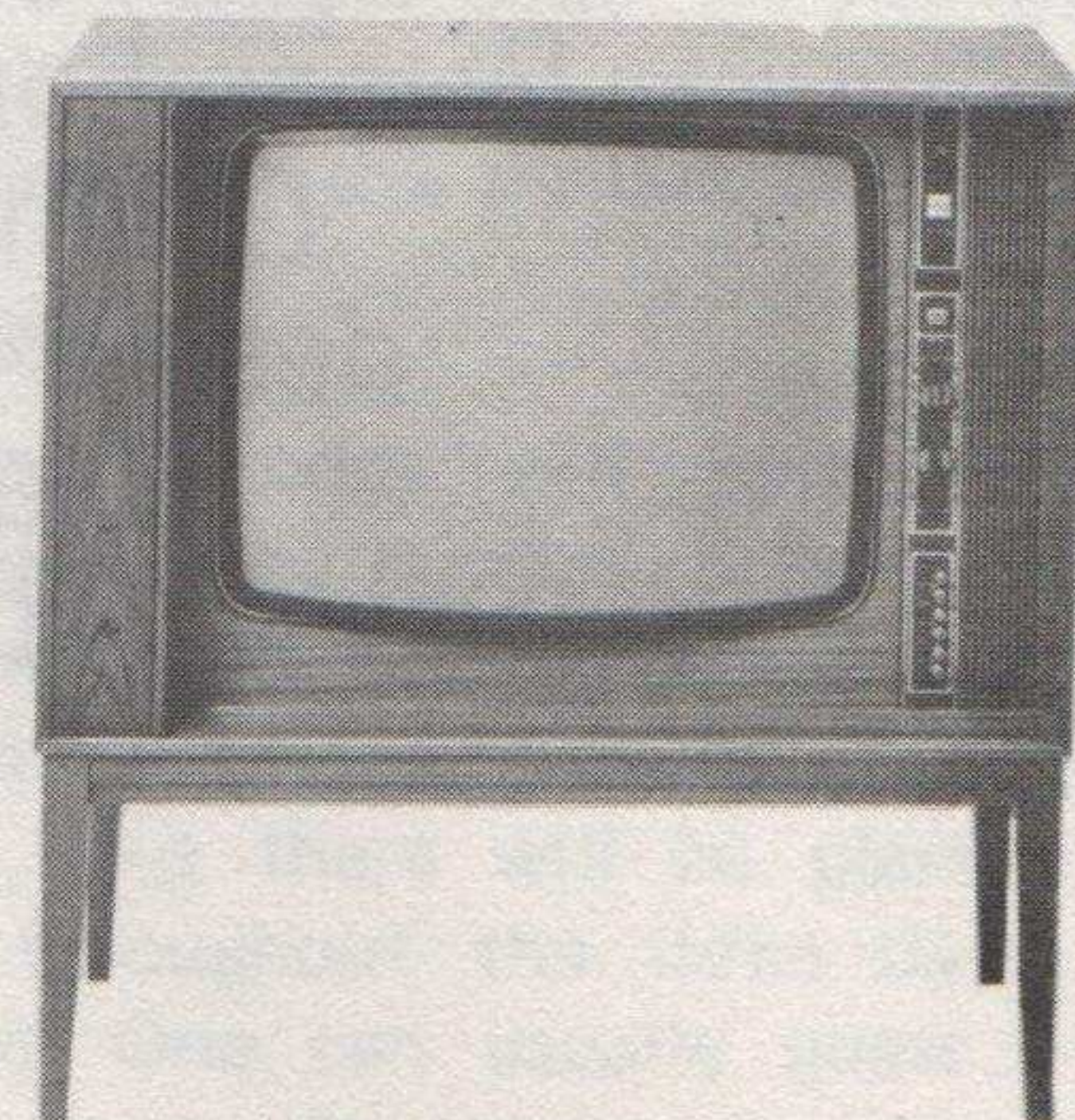
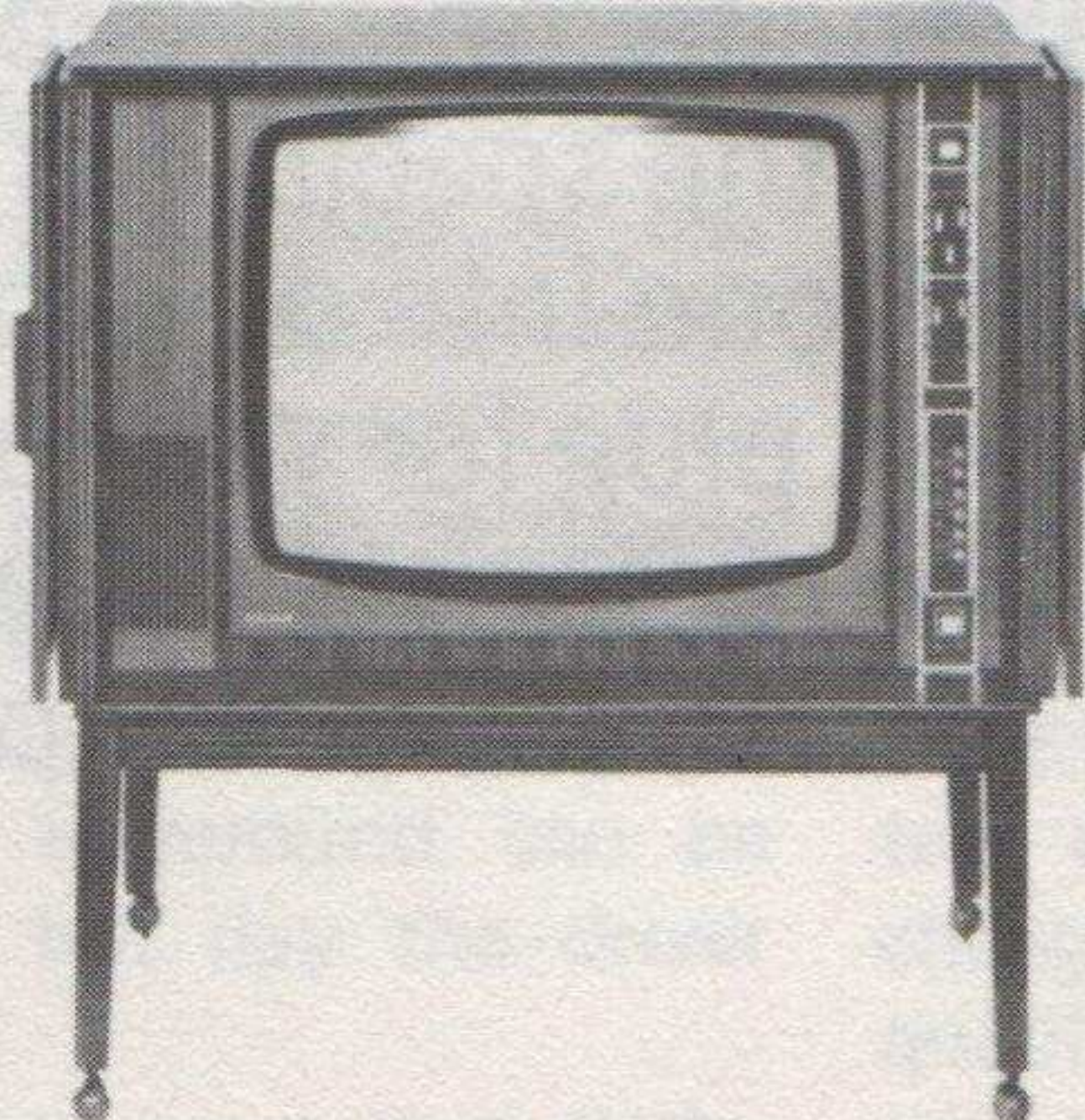
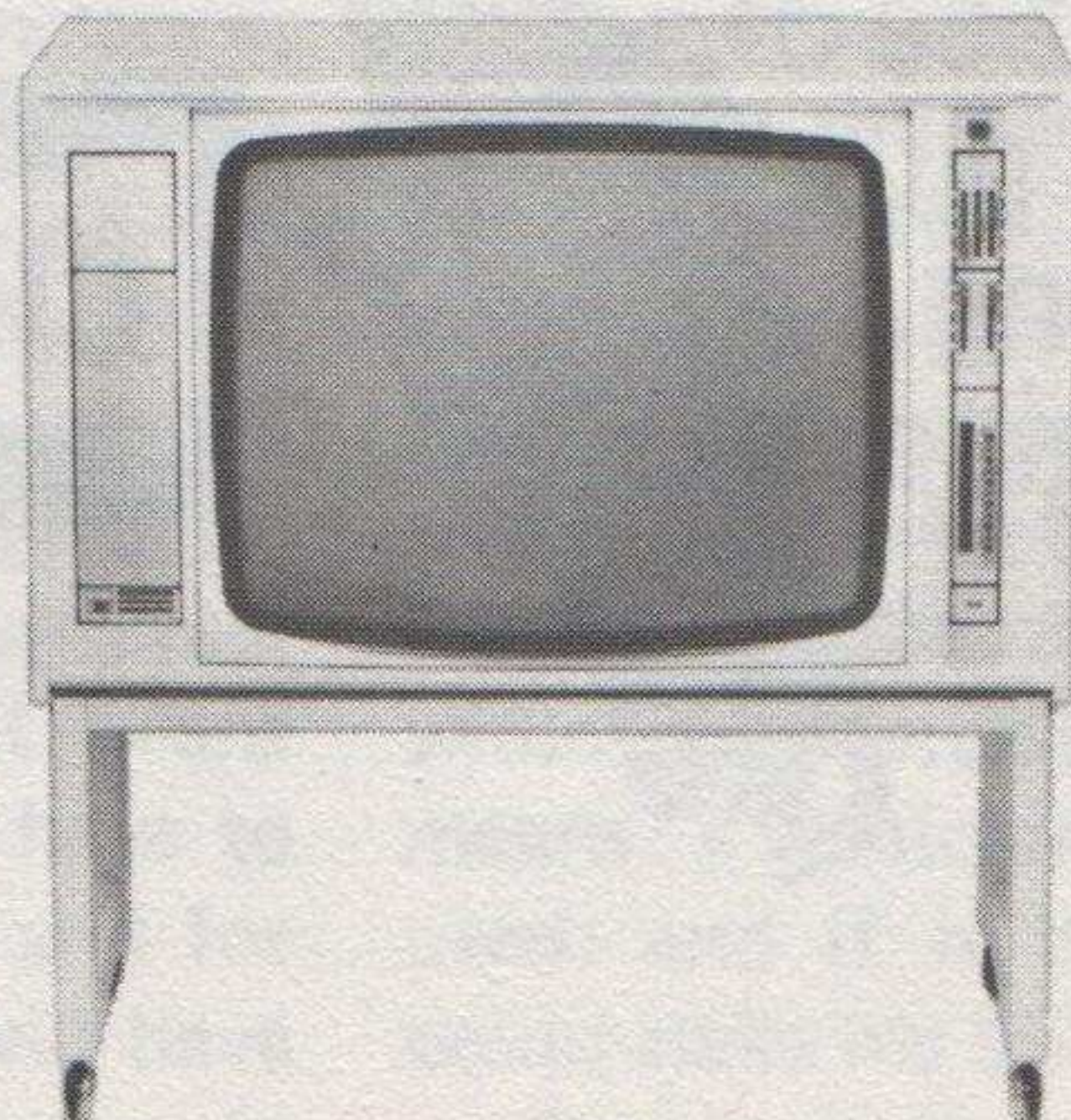
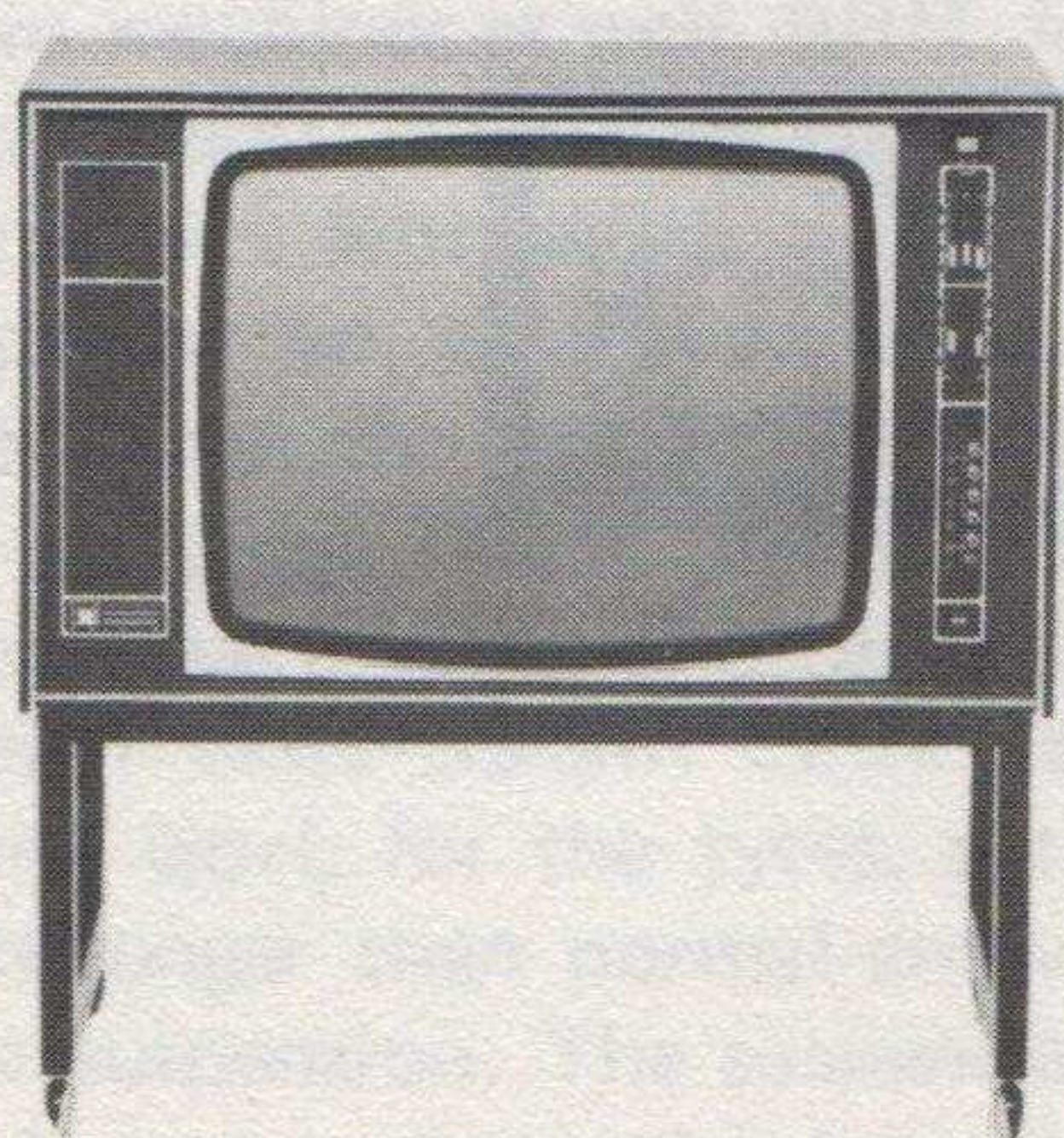
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Formula One cars, Formula Two cars, Formula 5000 cars or sports cars. But put them together in the same race, and with top drivers in each category, and you have a real problem!

Of the Formula One teams present, BRM are putting in a very serious challenge with a three-car attack. The cars are expected to be the normal P160Bs and the drivers are 35-year-old Frenchman Jean-Pierre Beltoise (winner of the soaking wet Monaco Grand Prix), Brands Hatch specialist Peter Gethin, aged 32, and 30-year-old New Zealander Howden Ganley, the first man to set the 100 mph lap record for Formula Three cars at Brands back in 1969.

But the two entries people are most anxious to see are the stars of the recent British Grand Prix, Emerson Fittipaldi and Jackie Stewart. Fittipaldi's Team Lotus entry could be either a Formula One or a Formula Two car — or even a Colin Chapman concoction especially for the race. Stewart is likely to want to drive the latest-model Formula One Tyrrell-Ford (005) which he unfortunately crashed on the first day of practice at the Grand Prix.

Fittipaldi, aged 25, has reached the very top in motor racing after a remarkably short career. He came to Europe in 1969 and has only been in Formula One for a little over two years, yet he drives

with the smoothness and skill of a seasoned veteran. The Brazilian is well in the lead of this year's World Championship after victories in the Spanish, Belgian and British Grands Prix and good placings in South Africa, Monaco and France.

Stewart is aged 33 yet is almost a veteran by modern standards. He has been racing Formula One cars since 1965 and this year, because of a duodenal ulcer, has limited his racing to Formula One Grands Prix — plus the Rothmans 50,000. His illness meant he had to give up plans to go CanAm racing as teammate to Denny Hulme in the McLaren team.

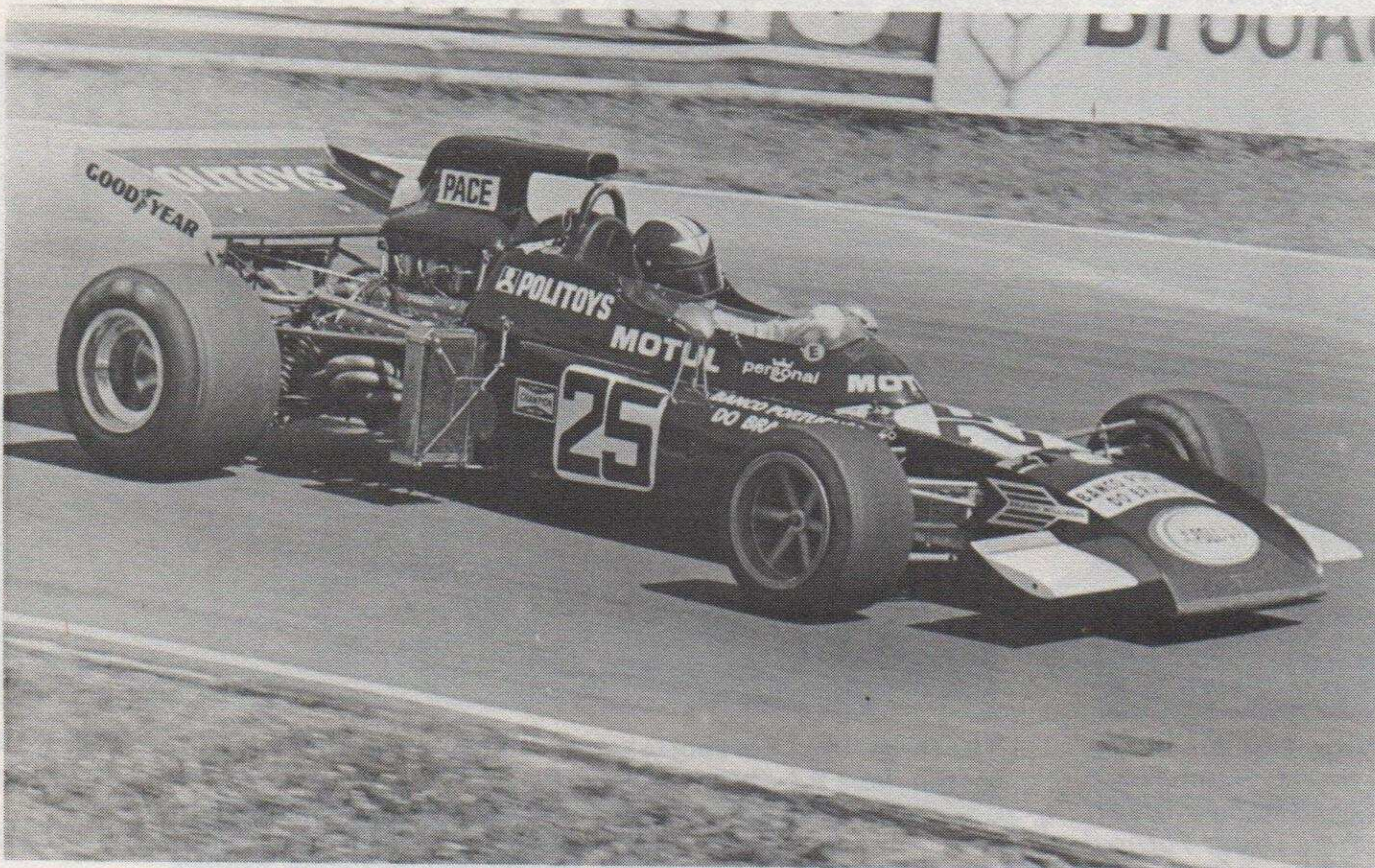
Watch for Brian Redman in the Formula One Yardley McLaren M19-Ford. Brian, aged 35, is an established sports car driver as well as a damned good, under-rated occasional Grand Prix pilot and a Formula 5000 expert. He is used to long-distance races, having driven in the JW, Chevron, Porsche and Ferrari teams. If the race gets really tough then Brian will excel. Added to that, Redman likes the 2.65-mile Brands Hatch Grand Prix circuit and has won three Formula 5000 races here in the last 18 months.

The incredible Connew PC1-Ford, a Formula One car built on a shoestring budget in a lock-up garage by former Surtees designer Peter Connew and friends in their spare time, is due to make its British racing debut. Driver is 27-year-old Frenchman Francois Migault. Following suspension failure in practice for the British Grand Prix which prevented it starting the race, the Connew has been beefed-up to withstand the bumps of Brands Hatch.

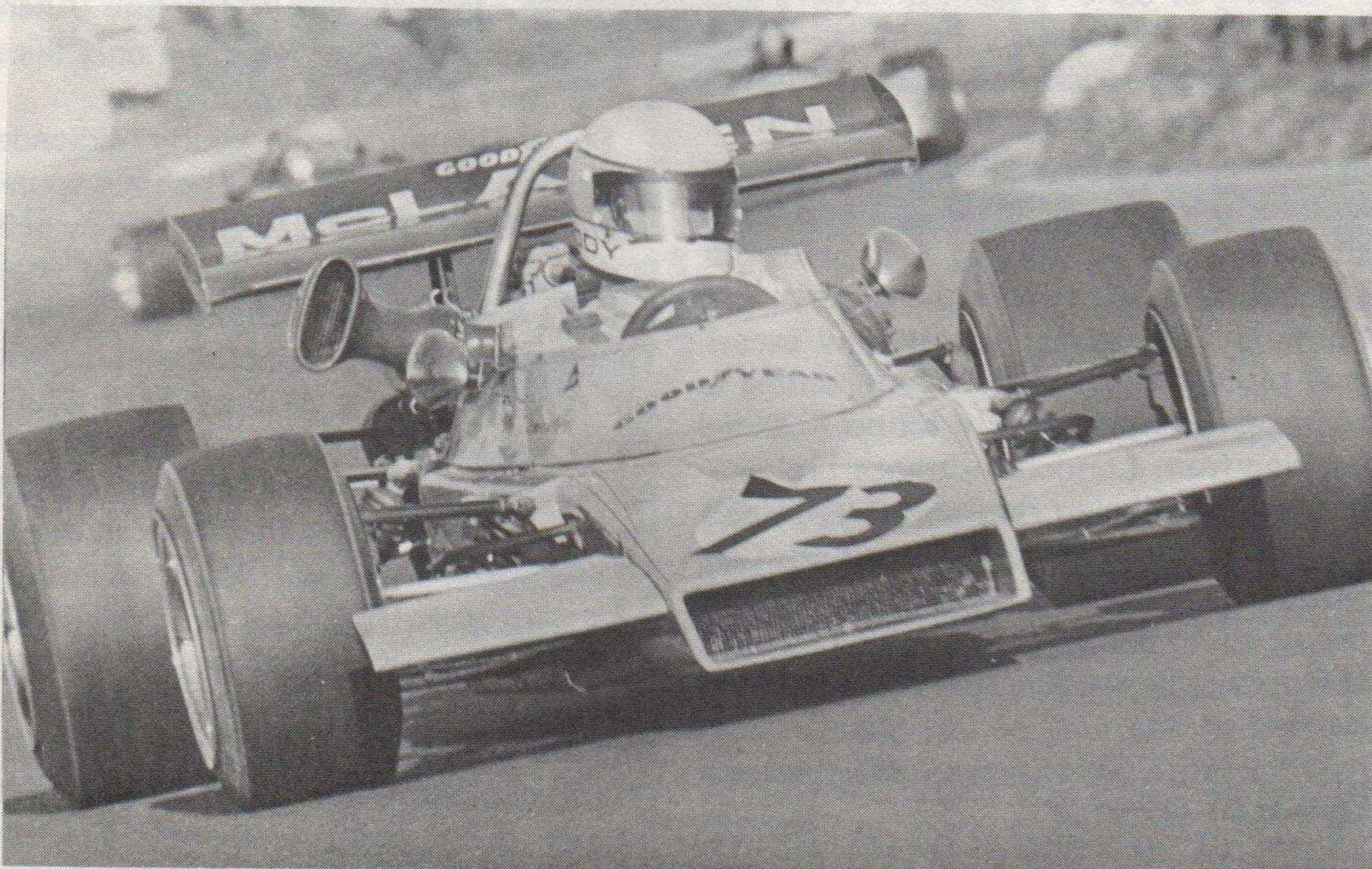
Driving a March 721G-Ford is private runner Mike Beuttler, aged 32, whose yellow and blue machine is sponsored by four "City Gents" — Ralph Clarke, David Mordaunt, Alastair Guthrie and Jack Durlacher. And another private runner in a Formula One car is France's Hervé Bayard. Usually seen in hillclimbs, Bayard runs the ex-Mike Hailwood F5000 Surtees TS8 modified to accept a Cosworth-Ford DFV F1 engine. Its big handicap in this race, however, is that its fuel tank capacity is only sufficient for around 100 miles so the Frenchman must plan two pit stops.

Private Formula One entrant Frank Williams plans to enter one of his Politoys/Motul-sponsored Marches for either Henri Pescarolo or Carlos Pace.

The impressive Formula Two line-up is led by the Motul Rondel Racing team of Brabham BT38s driven by two top-liners, Australian Tim Schenken and Argentina's Carlos Reutemann. Tim has been racing at Brands Hatch since 1966, so this lanky



One of Frank Williams' smart Formula One March machines is due to appear. This is Carlos Pace, the Brazilian many people think could follow in Emerson Fittipaldi's footsteps, rounding Druids at the Grand Prix.
(Photograph by Keith Randall)



South African Jody Scheckter has been a leading Formula Two contender in the Impact-sponsored McLaren which he is seen driving at Mallory Park early in the season.

(Photograph by Peter Tempest)

28-year-old needs no introduction to regular spectators. Reutemann, aged 30, is considered by many to be World Championship material, although this year he has been plagued with bad luck — including a serious accident at Thruxton when the suspension broke, which kept him in hospital for several weeks.

Brabham BT38s have been entered by Ed Reeves for 28-year-old Dave Morgan — winner of the first-ever 2,000 cc Formula Two race at Mallory Park in March — and by Uniacke Chemicals for Richard Scott. Peter Westbury's similar car will no doubt have an extra-special Felday-prepared engine — after all, Peter owns Felday! He also holds the 1,600 cc Formula Two lap record set on Summer Bank Holiday Monday last year.

The 22-year-old South African, Jody Scheckter, has his sights set on a high placing. His Impact-sponsored works McLaren M21 has already won at Crystal Palace and has proved immensely quick at other circuits. Jody is well-acquainted with Brands Hatch, this being the first circuit he raced on as a virtual unknown when he came to Europe in March 1971. He graduated from Formula Ford to Formula Two, via Formula Three, in a little over a year and has already test-driven a Formula One car for McLaren.

Also in the Formula Two section is Belgian Claude Bourgoignie, aged 27, in the Ford BP Racing GRD 272. Bourgoignie was the 1970 Johnson Wax European Formula Ford Champion, his prize being a Formula Three Lotus 69

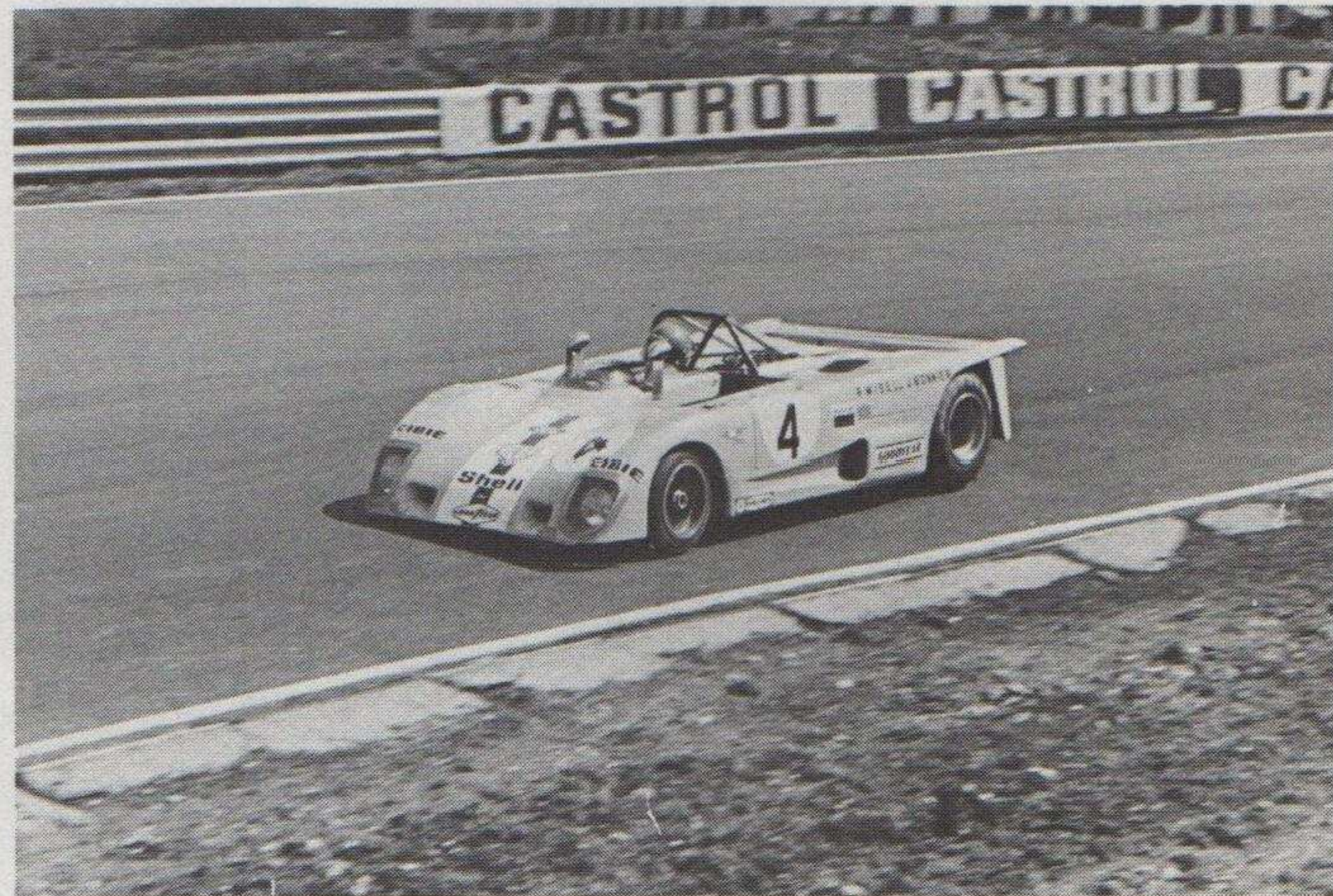
the American and European F5000 championships in addition.

John Cannon, the British-born Canadian who resides in the United States, has another dark horse — the F5000 March 725-Oldsmobile. This car can race without the ballast it usually carries to satisfy F5000's minimum weight requirements and it is also possible to add extra fuel tanks as the car is roughly to the same specification as the F1 March 721G in that it is a beefed-up Formula Two 722.

Speed International Racing, the Brands Hatch-based F5000 team run by Jackie Epstein, have entered two cars. Dutchman Gijs van Lennep, aged 30, drives the team's side-radiator Surtees TS11-Chevrolet, while 28-year-old former



Leader of the Rothmans Formula 5000 Championship, Dutchman Gijs van Lennep, in the Surtees which he drives for the Brands Hatch-based Speed International Racing. Gijs is sure to be a leading contender today. (Photograph by David Turney)



The three-litre Lola sports car which had a glorious but all too brief spell in the lead of this year's BOAC 1000. One of these fast but so far unreliable machines will be driven today by Italian Mario Casoni. (Photograph by Colin Bicknell)

From France come two more Brabham BT38s of the ASCA team for 35-year-old Jean-Pierre Jaussaud and Polish-born Adam Potocki. Team Viking's Brabham BT38 has been entered for that hard-trying Dane, Tom Belso.

Plenty of Formula Two Marches are also to be found. Perhaps the most important is the Sports Motors/Coca Cola Bottlers entry for Gerry Birrell, the 28-year-old Scot who drives for Ford in the European Touring Car Championship. Gerry's March will probably use the aluminium-block Hart two-litre engine which at the moment is not allowed in Formula Two but is perfectly legal in the Rothmans 50,000, where anything goes. David Purley, aged 27, is one of the most improved drivers of the year and he has duly entered his Lec Refrigeration Racing March. Vern Schuppan, the 29-year-old Australian who won last year's Formula Atlantic Championship, handles his Malaysia Singapore Airlines March 722 and Formula Three exponent James Hunt, aged 24, hopes to run another F2 March.

which he raced so successfully last year that he decided to climb the ladder to Formula Two this season.

Most of the regulars from the Rothmans European Formula 5000 Championship "circus" have entered today's race. Heading them should have been 32-year-old New Zealander Graham McRae, someone who could have upset all predictions by walking away with the £10,000 first prize under the noses of the Formula One teams, but it now seems that problems will prevent him coming to to race. Graham recently found financial backing from London insurance broker — and motor racing enthusiast — John Heynes and took control of the Leda Cars factory at Poole, Dorset; he also bought the rights to build the F5000 Leda — now known as the McRae GM1 — which he evolved at the end of last year in conjunction with well-known racing car designer Len Terry.

McRae is enjoying winning ways this year: he has already won the Tasman Championship and seems all set to win

soldier Ray Allen handles the team's McLaren M18-Chevrolet. Van Lennep has more than enough stamina for such a long race as this as he is a seasoned long-distance sports car driver, while Allen knows Brands Hatch well — he only lives a mile away at West Kingsdown!

Steve Thompson, the young Midlands driver, has Servis Washing Machines sponsorship for the Alan Brodie-owned Surtees TS8-Chevrolet which he has driven well on several occasions this year. Thompson recently established outright lap records for the Mallory Park Clubman's and Silverstone club circuits as well as winning one of the wettest F5000 races in history at Mallory Park in June.

Thompson's cousin Alan Rollinson, aged 29, races the F5000 Lola T300-Chevrolet of the McKechnie Racing Organisation. Backed by Duckhams Oils and the Lola factory, this car is another which should give a good account of itself in such distinguished company. Frenchman Pierre Soukry has entered his McLaren M10B-Chevrolet; 24-year-old Ian Ashley drives the WMG Marketing

continued on page 20



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BRM team-leader Jean-Pierre Beltoise, who had the greatest triumph of his career, scoring his first Grand Prix victory in the wet at Monaco in May. Beltoise is one of the hardest men to overtake when he is in one of his determined moods.



Jockey's son Peter Gethin, a Brands Hatch expert, who has graduated to Formula One from Formula 5000. He was declared the winner of last October's Victory Race here, and had a sensational Grand Prix win at Monza for the BRM team.

Lola T190/1-Chevrolet owned by Rocky Plumridge; and Clive Baker, the 30-year-old West Countryman, returns from the United States and hopes to have his new Chevron B24-Chevrolet finished in time.

The only woman driver entered for the Rothmans 50,000 is none other than Roberta Cowell, who has made a comeback this season. She now owns the Kitchmac-Chevrolet, a machine based on a McLaren chassis built in a tiny railway arch workshop by Tony Kitchiner. Roberta Cowell, now 54, made the headlines in 1951 after a sex-change operation. As a man, Cowell raced at Brooklands before World War II and during the war was a fighter pilot.

The single-seaters ranks are completed by several Formula Atlantic entries. A machine with a big question mark hanging over it is the works Lola — will it be a single-seater or a sports car? At the time of going to press Lola did not know which type of car it would be, nor who would drive it. Perhaps the man in the cockpit will be Lola's test driver and development engineer Frank Gardner, although Frank officially retired from anything hotter than saloon cars earlier in the year. Or so he said.

The sports car entry can be divided into three categories: big, hairy machines similar to those seen in CanAm racing, three-litre prototypes and the two-litre

machines well-known in Europe. In the CanAm category are two exciting McLarens, the six-litre Ford V8-engined McLaren Special of Ian Richardson and the seven-litre McLaren M6B-Chevrolet of veteran John Jordan which has been painstakingly repaired after a big accident at a Snetterton club meeting earlier this year.

And there's the fabulous German Porsche 917K entered by David Piper and Bernard White which may be driven by 32-year-old Chris Craft. This has a 5.4-litre flat-12 air-cooled engine developing over 600 bhp, which makes it one of the most powerful entries in the race. Memories of the stirring drives put up by the late Pedro Rodriguez and Jo Siffert in these cars a couple of years back will be recalled.

Another exciting prospect for the Rothmans 50,000 is Brazilian Carlos Avallone's eight-litre Lola sports car, a machine built under licence in Brazil using mainly Lola F5000 parts.

Italian Mario Casoni is down to drive Ecurie Bonnier's three-litre Lola T280-Ford, while 40-year-old Yorkshireman Tony Dean may run his three-litre Porsche 908 if he doesn't bring his F5000 McLaren M14A-Chevrolet back from the United States for this race. Another possible entry, depending on sponsorship tie-ups, is Chris Craft's entry

of the three-litre De Cadenet-Ford (the car called the Duckhams Special at Le Mans).

There are several two-litre sports cars entered. These are not at all outclassed, being very nimble round Brands Hatch. Fastest of all is likely to be 29-year-old Londoner Guy Edwards in the works-backed Lola T290 sponsored by Barclays International. Guy has been enjoying a very successful season with this car, at one time having led the European Championship. Ecurie Bonnier's similar Lola T290-Ford, driven by 32-year-old Frenchman Gérard Larrousse, is likely to be Guy's chief rival for the honour of being the fastest two-litre sports car entry. Lola's traditional rivals, Chevron, are well represented by two latest-model B21s to be handled by Bill Tuckett and Brian Robinson.

Qualification tactics

Team tactics will also play an important part in the three-day qualifying period. Only the fastest 30 cars will be able to take part in the race, although the next 30 fastest are invited to participate in the 24-lap, 63.2-mile Rothmans 100 kms race. There is a prize fund of £5,000 for this interesting event, including £500 for the winner.



The road-hugging Consul GT comes complete with 'sports' wheels and wide tyres, cloth trim upholstery and long-range Halogen lamps to supplement the headlights. The twin fog lamps beneath the front bumper are extras.

Sporting new Consul shatters that old-fashioned image

Road test report by Brian Phillips

When I think of a Ford Consul, my mind conjures up pictures of a car which, without wishing to be unkind to Ford, does not have much attraction for the sporting driver. That is why I had such a pleasant surprise when I tried out the latest model to carry the name, which has sporting characteristics to please the keenest among us.

The car is the Consul GT. Today we shall see a whole field of them driving round in the special ladies' race, and to get some idea of what the girls face I borrowed a Consul for a few days. I took my first turn behind the wheel with some trepidation, but when I returned it I was thoroughly impressed with the car's speed, comfort and handling.

The new Consuls and Granadas share a body shape which is handsome but not particularly distinctive. The GT, with its chunky wheels and wide tyres, crouches there looking

all set to go, and I think it conveys a fair impression to call it the strong, silent type. The GT is top of the Consul range and sells for £1,659, but 'my' example had lots of extras and would have cost me almost exactly £1,800. A standard fitting whatever options might be specified is the potent three-litre V6, which rushes the car up to 60 mph in less than ten seconds, and to a maximum of 110 mph plus.

With smaller body dimensions than the Zephyr/Zodiac range it replaces, the Consul/Granada series is superior in every way. The reclining front seats with their cloth inserts allowed ample room for my rather lanky frame, and the instruments were well-placed ahead of the big steering wheel, apart from a clock way over in front of the passenger. The switches—a push on, push off type which I much preferred to the fashionable rocker

variety—were within easy reach, and a single stalk on the steering column took care of indicators, two-speed wipers and headlight flashing and dipping.

A button on the floor, where the dipswitch might have been, operated a wash/wipe sequence for the windscreen, but I did not much like the horn push in the steering wheel spokes, which was hard to reach in the heat of the moment.

The gear change was the usual smooth Ford arrangement, but first gear was about as far away as I could reach without stretching forward. Shorter drivers with the seat further forward would probably not notice this. Incidentally, the very easy to operate inertia reel belts allowed any stretching that might be necessary, and it is difficult to see how anyone can refuse to wear belts on grounds of comfort if these are specified.

continued on page 22

After stepping straight out of a two-seater coupe, I viewed my first drive in the Consul with reservations, especially as my initial experience of the car was to be in the crowded confines of the South Circular Road. At first my fears appeared to be justified. The bonnet seemed to stretch endlessly ahead and to the left of me, while passenger and boot space loomed alarmingly behind. However, in the continual carve-up of London traffic I quickly found that the car, although large, could be pushed around with confidence, the brakes were superb, and I had gained rather than lost power in the transition from what I had always thought to be a sports car.

It certainly puts things into perspective to sit in a big saloon with room for five and their luggage, and yet to see off with ease many of the machines which are usually considered to be 'the thing' for any self-respecting enthusiast to drive about in. All this made me feel quite pleased with myself as I peered through tinted windows (£13 extra) at the smaller fry, and the metallic finish and vinyl roof (more options) seemed to attract plenty of attention.

Having fought my way clear of the suburbs I was able to test the cruising ability of the car. As the Swanley by-pass spread out ahead on the way back to Brands Hatch

the powerful engine whisked me up to more satisfying speeds. Suffice to say that at the dreaded 70 mph the car glides quite effortlessly, and I see no reason to dispute a top speed claim of well over 100 mph. With this smooth power unit speed can be built up from a low level to whatever is required without changing out of top gear. If the lower gears are used with enthusiasm the big car leaps ahead quite dramatically, and third gear is good for well over our legal limit, but if these tactics are used too often it becomes quite an effort to drag the eyes away from the plunging petrol gauge needle.

This is of course rather unfair, because we are dealing with a three-litre V6 in a fairly heavy car. Most owners would probably think in terms of 20 mpg, or more in top gear cruising conditions, but prolonged town use or heavy use of the loud pedal is going to bring the figure below the 20 mark.

When the throttle foot is being exercised the engine emits a healthy bark, and I was informed that the car was quieter outside than in, but the sound never becomes over-obtrusive and in anything but foot hard down conditions the Consul is indeed a quiet car. I would like to write that the warbling tones of Radio One were more than a match for other noises, but appalling reception on the radio I had—a £38 extra—spared me from Jimmy Young and

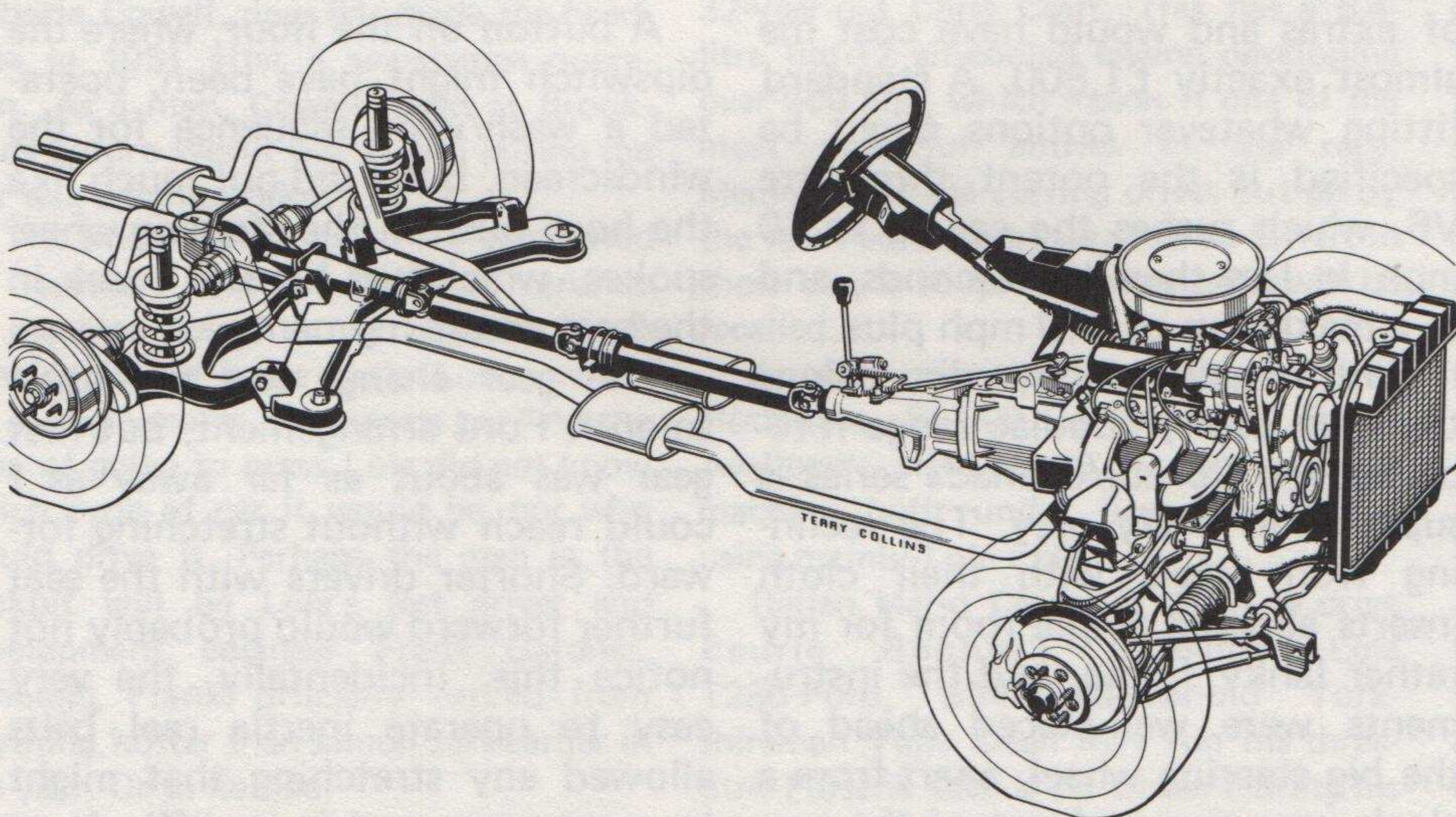
his colleagues. I seem to remember identical criticism in another road test of this model. Perhaps the tester drove the same car as me, because I am sure it was only a matter of poor installation.

A source of embarrassment was tyre squeal, which occurred with the very slightest provocation. Whether this is a peculiarity of the Michelins fitted to my car I don't know, but I do know that the howling set in every time I took a corner at more than modest speed, giving the unwelcome impression that I was playing at boy-racers. Ignoring this, I did discover that the Consul is as agile as many cars half its size, and when I got used to judging distances from my new vantage point I could hustle it along at least as quickly as my own two-seater, and with less effort. This agility and the power on tap make it a useful vehicle for dealing with those annoying people who set out at weekends and seem content to head for the coast in straggling 35 mph convoys, as I was able to discover.

I do not pretend to have tested the handling to its limit, and in any case to write about ultimate road-holding is irrelevant in the context of everyday driving, but the car did everything required of it and gave a smooth comfortable ride.

The front end appearance of the Consul differs from that of the Granada in that it has two extra round lamps to supplement its square headlights on the main beam. With this set-up I expected the road ahead to be bathed in light, but this was hardly the case. The light was adequate for normal driving but no more, and the supplementary lights wobbled on their brackets.

It may be a cliché to say so, but the more I drove the Consul the more I liked it. I am not convinced that such a big car is really necessary, but that depends of course on personal taste and the needs of the driver. When I got back into my own car it felt positively cramped and, in a sense, almost cheap and nasty. I am really rather proud of my car, so I cannot think of a better compliment for the Consul.



Cutaway showing the basic mechanics of the Consul. The car has independent suspension all round, and safety features include an impact-absorbent steering column and vacuum servo-operated dual line brakes with separate systems front and rear.



Bet you a Ford Consul GT will win at least one race today.

At 11.00 this morning, sixteen ladies will take to the track in new Consul GT's.

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Before you see the Consul GT's in action you might like to know a bit about the car.

Well, it earned its GT badge with a big 3-litre engine that winds up to 113mph and can hit 60mph, from a standstill, in just 9 seconds flat.

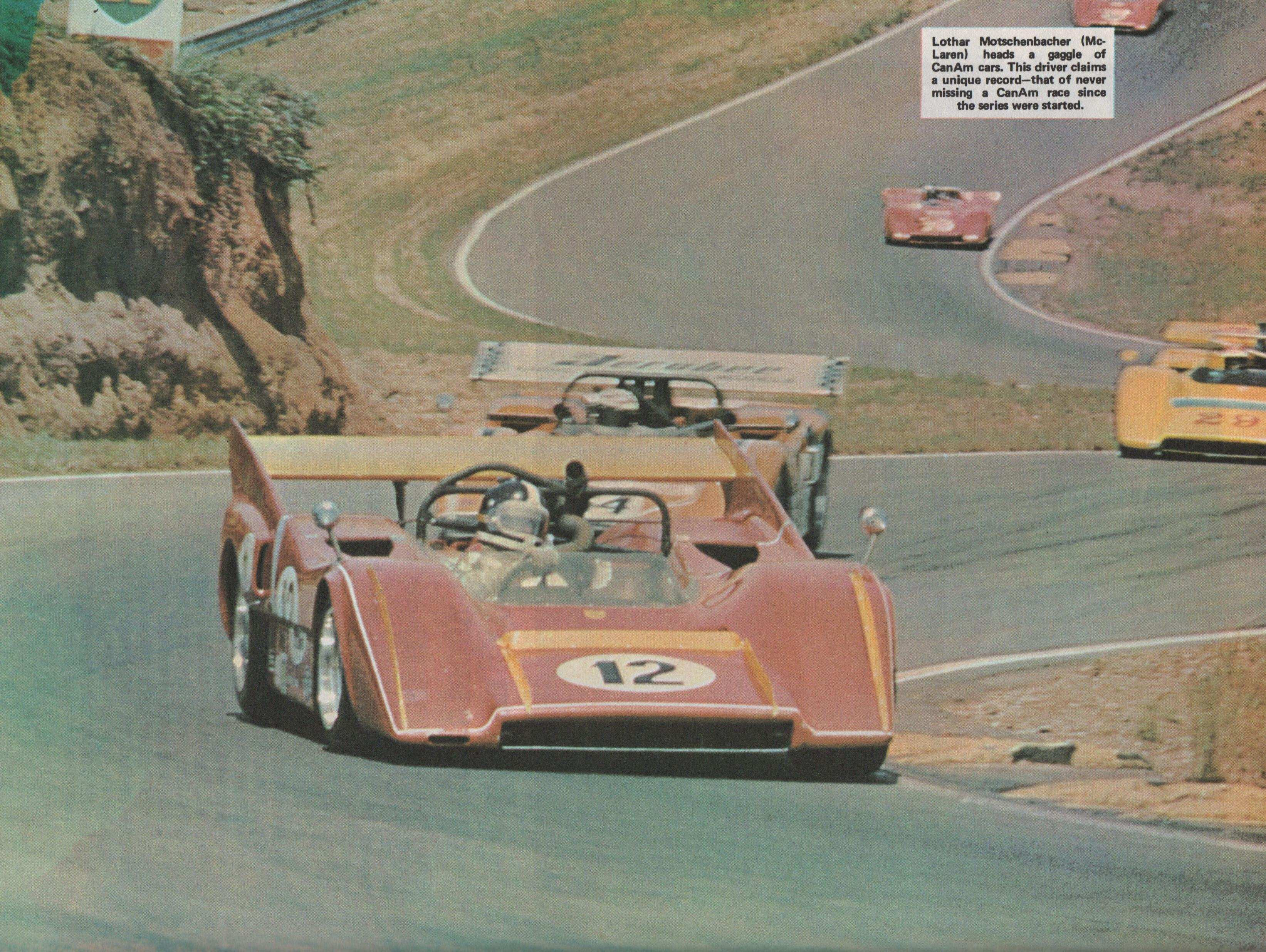
Standard fittings include 6" wide sports road wheels, with 185 radials, uprated suspension, 2 rectangular headlamps and 2 halogen driving lamps. And inside, special fabric trimmed reclining seats, sports steering wheel and tachometer.

So if you're looking for a family size car with racy inclinations, keep an eye on the track around 11.00.

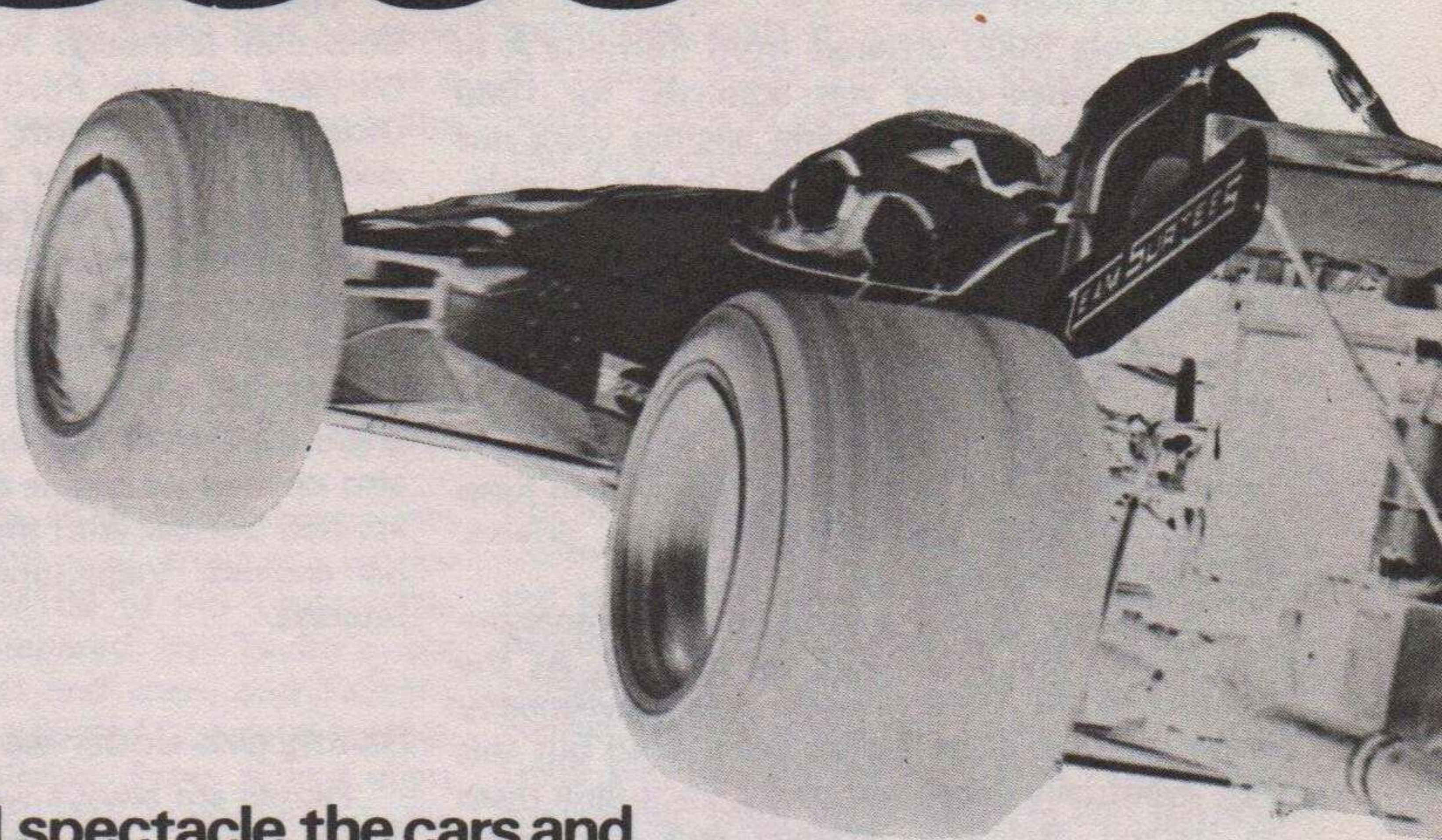
The answer could come to you in a flash.



Lothar Motschenbacher (McLaren) heads a gaggle of CanAm cars. This driver claims a unique record—that of never missing a CanAm race since the series were started.



Formula 5000 thunders into the limelight



Mike Kettlewell reviews four years of noise and spectacle, the cars and the men who drive them

Now in its fourth year, Formula 5000 has established itself in Britain as a "spectacle formula". Small-capacity single-seater racing cars are only exciting when there are several of them fighting for a place, but with so much power on tap the big F5000s cannot help being exciting to view, whether they race singly or in groups. They sound purposeful; their vivid acceleration makes starts electrifying; and the drivers have a busy time coping with almost 500 bhp, which makes spectating at corners quite an experience.

Since its inception in 1969 F5000 has furthered several racing drivers' careers and brought them to the notice of the Grand Prix teams. Peter Gethin, F5000 champion of 1969 and 1970, was quickly signed up by the McLaren Formula 1 team in mid-1970 and a year later transferred to BRM and won the Italian Grand Prix at Monza, the fastest GP ever run. Howden Ganley, second in the 1970 points table, is currently enjoying his second season as a works BRM driver. Reine Wisell, whose end-of-season F5000 performances in 1970 were nothing short of sensational, was quickly snapped-up by Lotus in October 1970 and, like Gethin and Ganley, he now drives for BRM.

But perhaps the most sensational of all F5000 "discoveries" is Mike Hailwood. Mike the Bike was no newcomer to motor racing when he joined the F5000 ranks in 1969 — he had run unsuccessfully in Formula 1 from mid-1963 to early 1965 — but during his three seasons in the formula, the first two not in the most competitive of cars, Mike showed his considerable talent. This year he leads the Surtees

Formula 1 team and has shown he can mix it with the very best in motor racing, Jackie Stewart and Emerson Fittipaldi included!

Looking to the future, Graham McRae must be the next graduate from F5000 to F1. The New Zealander is immensely fast and can extract the last ounce of performance from his machinery.

The beginnings

Formula 5000 had its beginnings in 1968. 'Motor Circuit Developments' managing director,

At first Webb and Syrett devised a formula for single-seater racing cars using 3-litre British production engines — such as the Ford V6, the Triumph six-cylinder, Rover V8 (suitably brought down from 3½ litres), Jaguar XJ6, etc — but the reaction from the manufacturers was disappointing, to say the least.

But there was another avenue to explore. In the United States the Sports Car Club of America had that year revised their rules for Formula A single-seaters. In addition to 3-litre pure racing engines, for 1968 the SCCA also admitted 5000 cc push-rod production engines using a standard block of which at least 5000 had been manufactured in a year. This proved not only ideal for the American V8 tuners, but for chassis manufacturers. In addition to Dan Gurney's Eagle company in the USA, Britain's Lola factory unveiled the T140 which was, in effect, a single-seater version of their world-famous T70 sports car. McLaren, too, were making noises about a car for 1969.

Webb and Syrett thought, "Why not adapt the formula to suit European needs?" With British manufacturers already building cars for the American market (and one which soon spread to South Africa, Australia and New Zealand) it was only sensible to open the market for them in Europe as well. Starting a new motor racing formula is always an expensive operation, especially an idea like this, but with manufacturers already building cars and engine tuners already preparing plenty of lusty V8s it was going to be much easier to get Formula 5000 — as the European equivalent to the



Peter Gethin in the Sid Taylor McLaren M10B with which he won his second Formula 5000 title. Superior preparation and a well-developed Formula One-based car helped Peter to his many successes while the opposition was still trying to catch up.

John Webb, and the executive director of the British Racing & Sports Car Club, Nick Syrett (now with the Grand Prix Drivers' Association), both desired to create a big-power formula second only to Formula 1. The idea was not only to provide Grand Prix-style spectacle on a smaller budget but also to help produce a generation of new drivers capable of handling cars with immense power.

spread to South Africa, Australia and New Zealand) it was only sensible to open the market for them in Europe as well. Starting a new motor racing formula is always an expensive operation, especially an idea like this, but with manufacturers already building cars and engine tuners already preparing plenty of lusty V8s it was going to be much easier to get Formula 5000 — as the European equivalent to the

SCCA's Formula A was christened — off the ground. Not only that, but other manufacturers became interested as they saw a world-wide market for their wares.

Formula 5000 differed from Formula A in that four-wheel-drive was admitted for 1969 only and that 3-litre racing engines were *not* eligible. Anticipating a slow start to the formula, it was decided to allow 2-litre single-seaters to run alongside the F5000s for 1969 only, thus admitting slower Formula 2s and some club-type machinery to make up the fields. In addition, graded drivers who had received their "grading" through their results in Formula 1 races were barred, a measure designed to keep down the costs and encourage new drivers. (This ruling was rescinded in 1971.)

In August 1968 Formula 5000 was announced jointly by MCD and the BRSCC. At the same time the 1969 calendar was provisionally given (at first eight events were listed but this was eventually increased to 12, including races in Ireland, Belgium, Holland and Germany). Very exciting was the news of a £32,000 Guards European Championship sponsored by Carreras, the cigarette company which has supported motor racing for over a decade under the Guards and Rothmans brand names.

For each race there was a £2,500 prize fund, with £500 for the winner, £350 for second place, £250 for third and so on down to £50 for the last-placed competitor (ie, the first retirement). There was also a £2,000 championship fund with £1,000 for the winner going down to £100 for the fifth finisher.

Ill-informed criticism was soon levelled at F5000. It was thought that the 2-litre cars would outperform the genuine 5 litres, especially on the twistier circuits like Brands Hatch and Mallory

Park. However, people were basing their opinions on the performances of some V8-engined cars in club racing; these were, in fact, several seasons old and driven with trepidation by average clubman.

Minds were changed early in 1969 at Olympia, scene of the Racing Car Show. On show were the Lola T142, a development of the spaceframe T140, which sold for £5,500 complete with Traco-modified Chevrolet engine; the monocoque McLaren M10A, which closely resembled the Formula 1 M7A and was priced at £7,055; and two Cooper T90s, which were of monocoque design based on the 1968 T86B Formula 1 car and had a price tag of £6,800 each. (Cooper stopped building racing cars soon afterwards, however.)

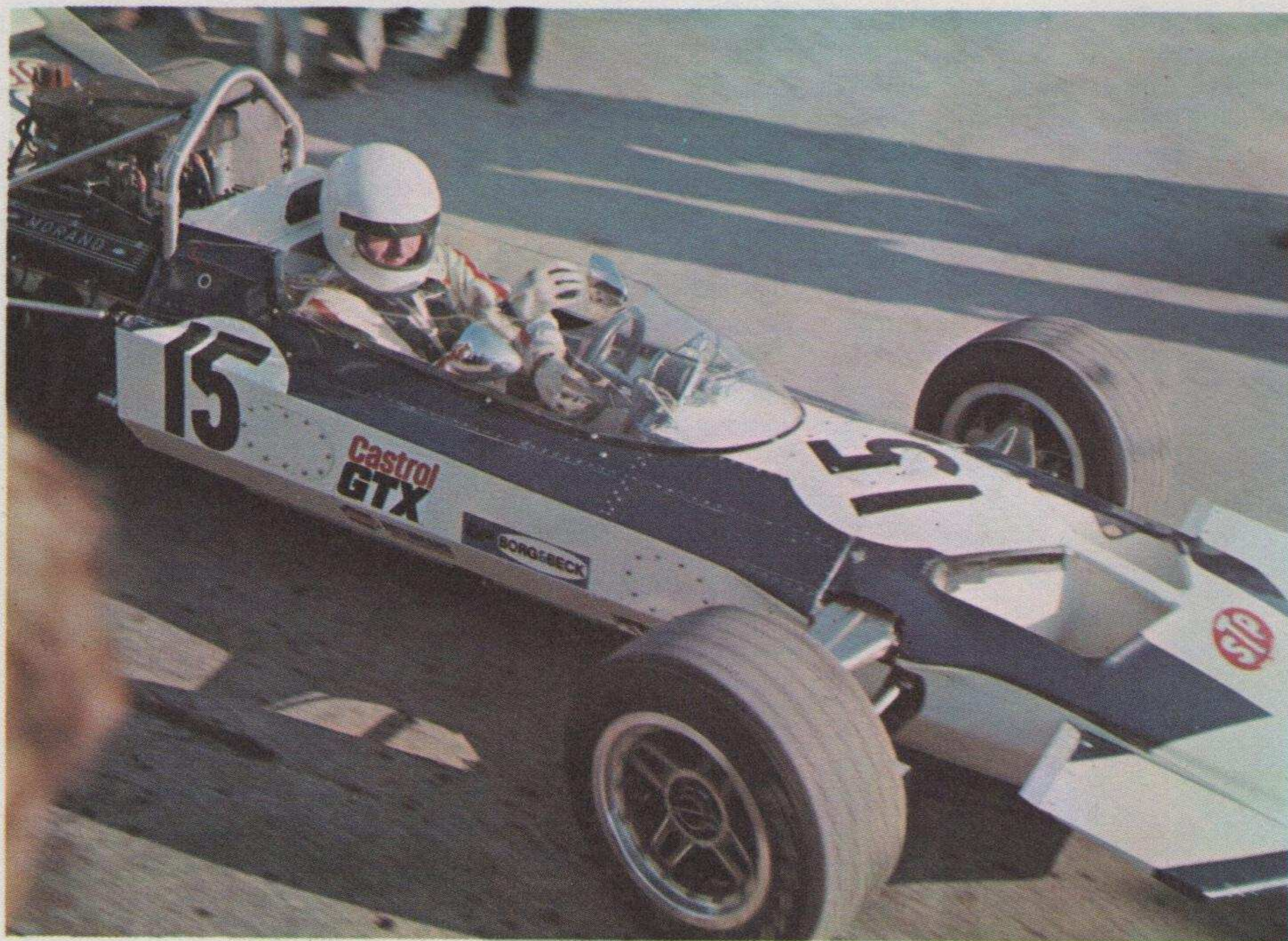
In addition John Surtees revealed that he was entering the racing car manufacturing business with the TS5, a design from Len Terry's drawing-board at the Leda factory. Several

smaller manufacturers showed a keen interest and Lotus, too, announced they would enter the F5000 market in due course.

The only engine worth considering was the Chevrolet (although American Motors, Buick, Chrysler, Dodge, Ford, Kaiser Jeep, Mercury, Oldsmobile, Plymouth, Pontiac and Rover were also permitted under the rules). The Camaro Z28 5-litre block was the favourite. Traco and Bartz, the top American tuning concerns, found many British customers. In this country Alan Smith of Derby entered the F5000 engine market, at first maintaining American-tuned engines and later building up his own units. Lola also opened an engine division and BRM briefly assisted Surtees with the preparation of some of his engines. Vegantune also showed an early interest.

Racing gets under way

People are always wary of a new formula in motor racing. The smaller-capacity formulae don't have so many problems as they are usually



Mike Hailwood's true ability on four wheels was 'discovered' in F5000, notably with the Surtees TS8 he is seen driving to second place in the 1971 Rothmans Championship. Mike stayed with Surtees when he moved into Formula One this year.

well-supported from the outset, but the larger, more expensive categories need at least a season to get into full-swing. The current 3-litre Formula 1 was no exception — remember how few teams had competitive cars in 1966? — and the new Formula 5000 also had a fairly shaky start. But for every competitor running in the opening Easter rounds in 1969 there must have been one or two people "in the wings" watching intently and weighing up the pros and cons of entering F5000. Some later took the plunge.

The three main manufacturers in 1969 were Surtees, Lola and McLaren. Surtees fielded a two-car works team for most of the season and employed top drivers such as David Hobbs, Andrea de Adamich and Trevor Taylor. At the end of the season, when Hobbs and de Adamich took their cars to the United States for the Formula A series, Taylor continued his strong fight for the Guards Championship in a works-supported Surtees TS5 run by Team Elite.

McLaren handed over their works M10A to Colonel Bernard Hender's Church Farm Racing Team to run with Peter Gethin as driver. Lola sold several customer cars which meant they had the highest proportion of starters, while works blessing was also given to the Paul Hawkins Racing entry for Mike Hailwood. Other Lola drivers included Frank Gardner and Robin Widdows (Sid Taylor's car), Ulf Norinder, Mike Walker (Alan McKechnie's car), Alan Rollinson (Doug Hardwick's car) and Willie Forbes.

The field was made up by a variety of machinery, including some 2-litre cars. There was the interesting 4½-litre Hepworth-Oldsmobile four-wheel-drive car, a machine mainly used for hillclimbing, plus several redundant Formula 1 chassis equipped with 5-litre V8 engines. Very professional among these were the Ford-powered Lotus 43s of Rob Lamplough and Jock Russell and the BRM P83 of Colin Crabbe which was later sold to Terry Sanger.

Winner of the first four rounds of the championship was Peter Gethin in the Church Farm McLaren. McLaren had spent two months test-

ing before the start of the season while some cars came to the line barely having turned a wheel, so Gethin had the advantage of a proven chassis plus a powerful engine — a 450 bhp fuel-injected Bartz-Chevy. Team Surtees driver David Hobbs put up the bravest challenge — he had pole position for the first round at Oulton Park and fought Gethin every inch of the way at Mallory Park later in the year — but trivial problems beset the TS5 and it was not until mid-season that they were bug-free. By this time the original Terry design had been completely revised by the Surtees staff, headed by Big John himself.

The Lola was already outdated at the start of the season. No one had imagined how sophi-

sticated the McLaren and Surtees cars would be — beautifully-constructed monocoques looking akin to Grand Prix machines — so the spaceframe Lola T142 was soon regarded as too large and too heavy. However, Mike Hailwood's inspired driving gave the works-supported car some excellent places and up-and-coming Mike Walker scored two well-judged victories at Silverstone and Oulton Park in his privately-run example. (The main problem with the T142 was that when it was driven really quickly the tyres overheated and the shock absorbers wore out, which meant that its challenge soon faded.)

The season finished with Peter Gethin the first F5000 Guards Champion with four wins and a fourth place. Trevor Taylor was second, also with four victories to his credit, and Mike Hailwood's strong drives in an uncompetitive machine were rewarded with third place in the table thanks to one win, three seconds and a third place. (After Paul Hawkins' sad death, the

continued on page 27

the car was run by the Epstein-Cuthbert Racing Team.)

Driverwise, the 1969 season allowed both Peter Gethin and Mike Hailwood to show what they were made of. Gethin, a former Guards sports car champion, had previously found luck stacked against him, although he had shown brilliance in Formulae 2 and 3. Hailwood's comeback had proved he was by no means the "has-been" people had labelled him. Trevor Taylor, another former Formula 1 driver, was desperately trying to make a comeback into big-time racing and his 1969 results were most encouraging; Trevor found his niche in F5000 and has been happy in this class of racing ever since.

And on the "talent scout" front there were three people worth watching. Mike Walker, only 23, was cool and sensible as well as fast. Alan Rollinson, aged 26, proved he could master the powerful F5000 Lola of Doug Hardwick. And Keith Holland in the Alan Fraser Lola impressed many people with his reliability record, finishing in 11 of the 12 rounds (a drive-shaft snapped at Snetterton); Keith, aged 33, also won the non-championship Jarama Grand Prix in Spain.

1970—a more ambitious year

On the eve of the final race in September, MCD, the BRSCC and Guards jointly announced their plans for 1970. It was an ambitious project comprising 20 races with a total purse of £85,000. Twelve of the rounds had double prize money (£5,000) and there were races in Belgium, Holland, Ireland, Italy, Sweden, Austria and Germany. Perhaps even more important was the Society of Motor Manufacturers & Traders' decision to permit trade support; this meant that financial bonuses from firms such as tyre companies could be paid.

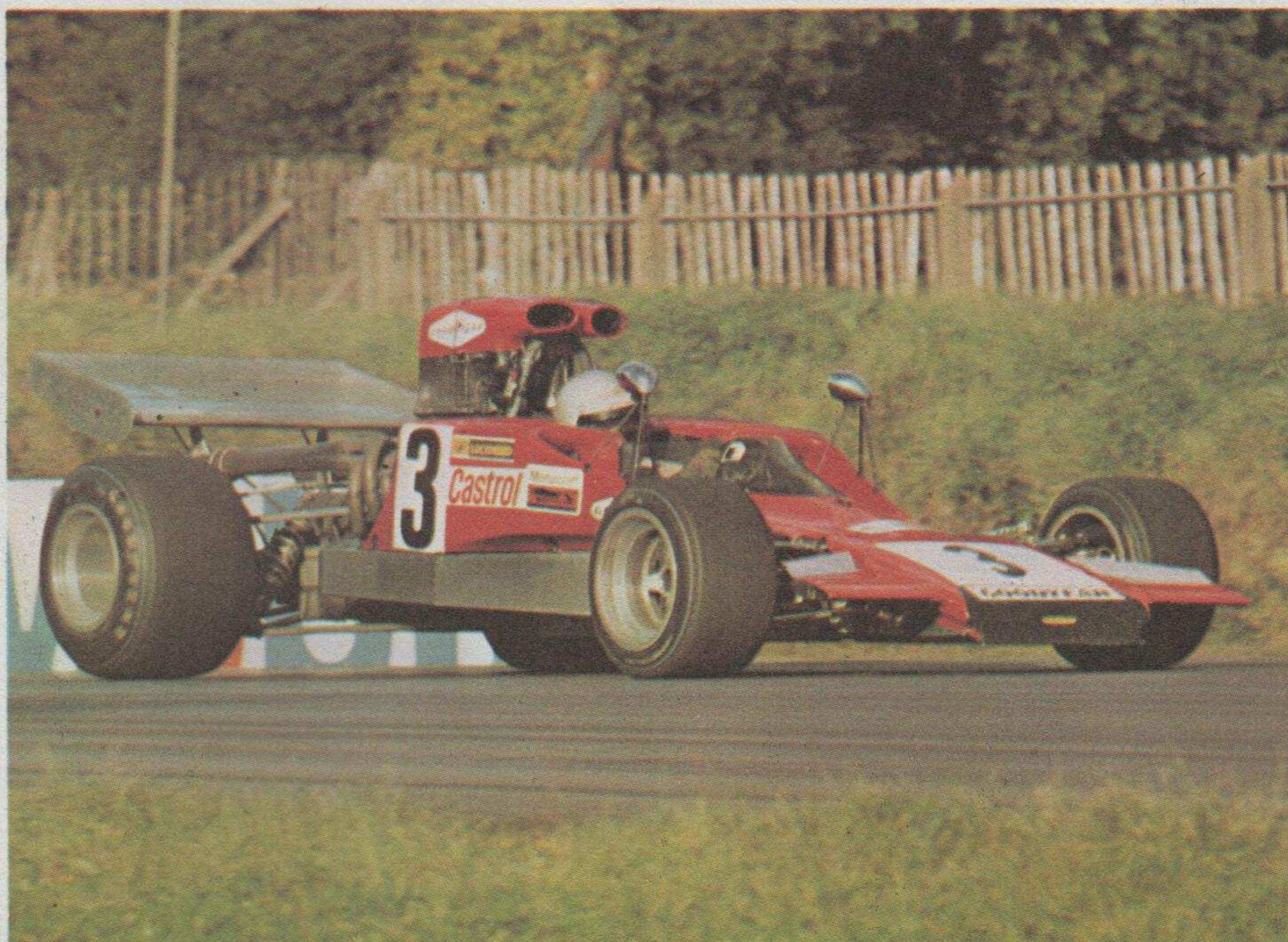
The new Lola, the short-wheelbase, mono-coqu T190, had already been tested with good results by the end of 1969 and as well as improved cars from McLaren (the M10B) and Surtees (the TS5A), machines were promised from Lotus (the 70) and Leda (the LT20), the latter having been taken over by Malcolm Bridgland's Malaya Garage Group. Brabham toyed with the idea of building a F5000, but abandoned the project as they were fully committed to Formulae 2 and 3; a design had been formulated but there was no time to transform it from paper to metal.

On the engine front fuel injection was banned for 1970 — in fact, Weber 48 IDA carburettors were specified — and new four-wheel-drive cars banned. One of the main problems in F5000 in 1969 had been engine overheating (which usually led to blown head gaskets and cracked cylinder heads) but it all boiled down to inexperience of using the American V8s. Alan

Smith, Charles Lucas, Vegantune and Lola worked on modifying Chevrolet engines for 1970, while there was rumour of Ford intervention in the shape of the 5-litre Boss Mustang 302 engine. It transpired that the Ford was a disaster in Britain, although it won races in the United States.

Early in 1970 everything seemed to go wrong for Formula 5000. The weather was atrocious; there were several accidents which reduced the grids; the Ford engine was a big flop; Lola and Surtees took some while to make their machines competitive; and Lotus and Leda built cars they would rather forget

Triumphant above all these problems was Peter Gethin, who this year drove the works-supported McLaren M10B of Sid Taylor. The car was superbly prepared by Taylor's ace engineer Ron Bennett and crew, and Taylor's batch of Alan Smith-prepared Chevrolet engines proved extremely reliable. Peter scored eight wins from 13 starts and by mid-season had won himself a place in the McLaren Grand Prix team. In August his place was taken by Swedish



The popular and laconic Australian Frank Gardner found a happy niche in Formula 5000 after years of experience in many different cars. Frank is pictured in the Lola T300 which was produced in mid-season to clinch the 1971 title.

Formula 3 exponent Reine Wisell who carried on the car's winning ways, taking three wins and a second from six starts. And Wisell, too, was in Formula 1 by the end of the year!

Howden Ganley's second place in the championship came as a result of some reliable drives in Barry Newman's McLaren M10B. The New Zealander started off the year cautiously — he had previously been used to about a quarter of the power of a F5000 car in Formula 3 — and in 18 starts he only retired twice (a leaking bag-tank and a broken drive-shaft). Two other McLaren M10B exponents were Mike Walker and Graham McRae. Walker won at Oulton Park and Monza and McRae showed he had what it takes to win — when he stayed on the road! In a season punctuated by several spins and crashes, New Zealander "Cassius" McRae took his McLaren to only one win, at Brands Hatch at the very end of the year. But he had shown tremendous speed on occasions and went home

Down-Under a much matured driver to win the Tasman Cup series.

Team Surtees' effort in F5000 was disappointing apart from a win by Trevor Taylor in Ireland. After Taylor's horrific accident at Salzburgring in July, when a tyre punctured at 150 mph and the team's TS5A was written-off, they retired to lick their wounds. (Earlier in the year two other Surtees team cars had been destroyed in a start-line accident at Brands Hatch.)

Lola, too, had their problems. The T190 was not the success everyone had hoped and Mike Hailwood, driving the works car for the Epstein-Cuthbert team, had bad accidents at Oulton Park, Brands Hatch and Mondello Park but still found time to win at Silverstone and Salzburgring. Various permutations with the suspension and wheelbase failed to give the right answer until mid-August when Frank Gardner (who was racing a works-loaned T190) drastically revised both the suspension and the wheelbase (97½ inches instead of 88) and turned the car into a winner. He had the honour of beating Gethin's McLaren at Thruxton on the very day Gethin clinched the title.

The Leda was a most unsuccessful car, and so was the LT22 brought out later to try to improve the team's flagging fortunes. Lotus did little to develop their 70 with the not surprising result it was a disappointment.

Anyway, the 1970 season finished with some excellent racing — remember the Gethin/Gardner battle at Thruxton and the Gardner/Wisell confrontation at Oulton Park? The engines were at last more reliable and giving good power — about 450 bhp on carburettors — and the prospects for 1971 looked good. McLaren, Lola, Surtees, and Leda planned new cars for a 17-race champion-

ship series worth £65,000 and once again supported by Carreras, but this time under the Rothmans banner.

1971—F5000 musical chairs

There was a switch-round of familiar faces for 1971. Mike Hailwood left Lola to join Team Surtees and drive the new TS8, a direct development of the TS7 Formula 1 car. His erstwhile team manager, Jackie Epstein, joined Trojan (who build McLaren F5000 cars for sale) to run their proposed team of three cars, but which soon dwindled to one, the Pink Stamps McLaren M10B raced by Ray Allen. Sid Taylor, easy winner of the 1970 entrants' championship, ran a new McLaren for Brian Redman. Frank Gardner now headed the Lola attack in a factory-entered car, while Mike Walker handled an identical Lola T192 run by Doug Hardwick. Walker's ex-sponsor, Alan McKechnie, fielded a works-backed Surtees TS8 for Hardwick's 1969

continued on page 32



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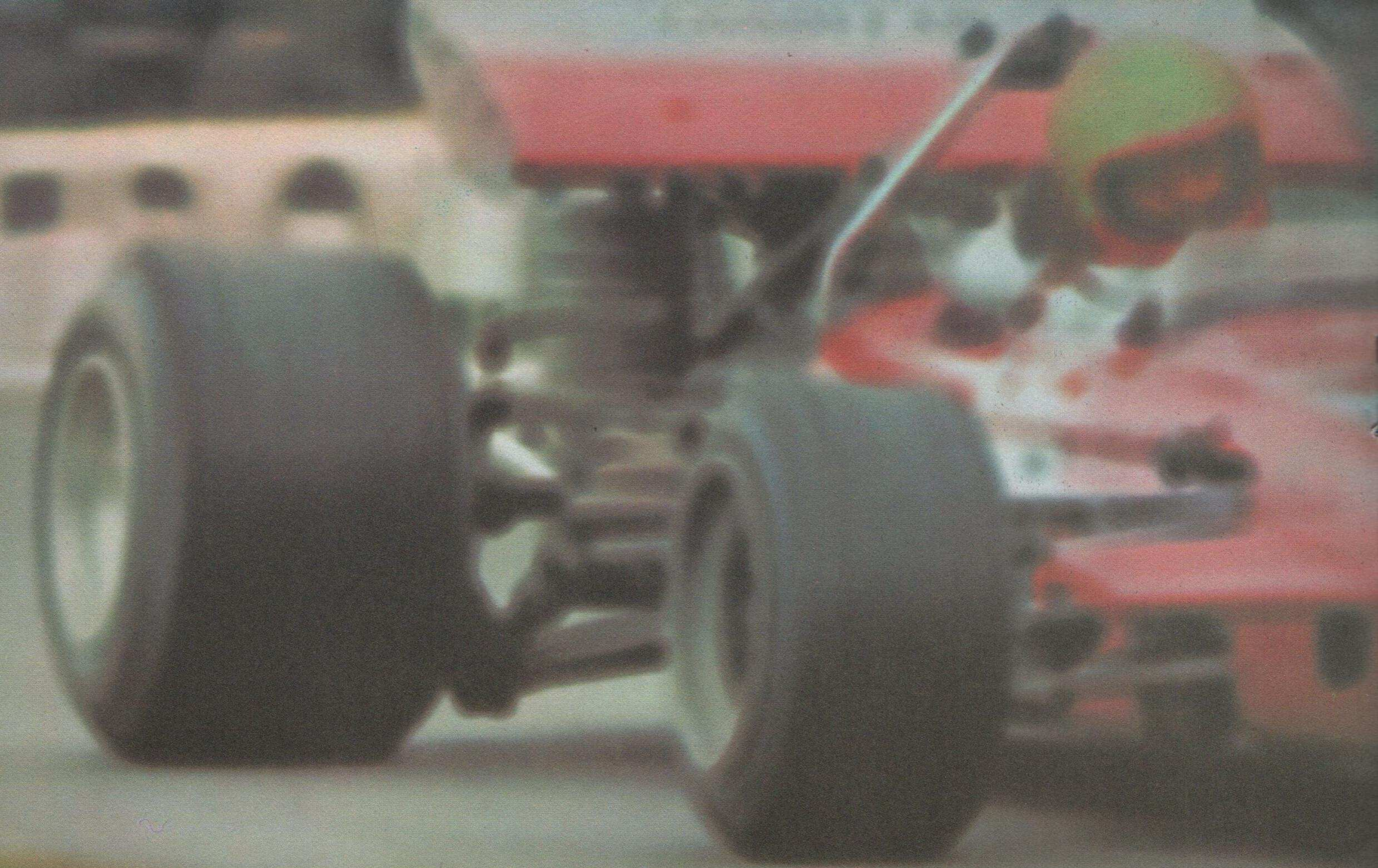
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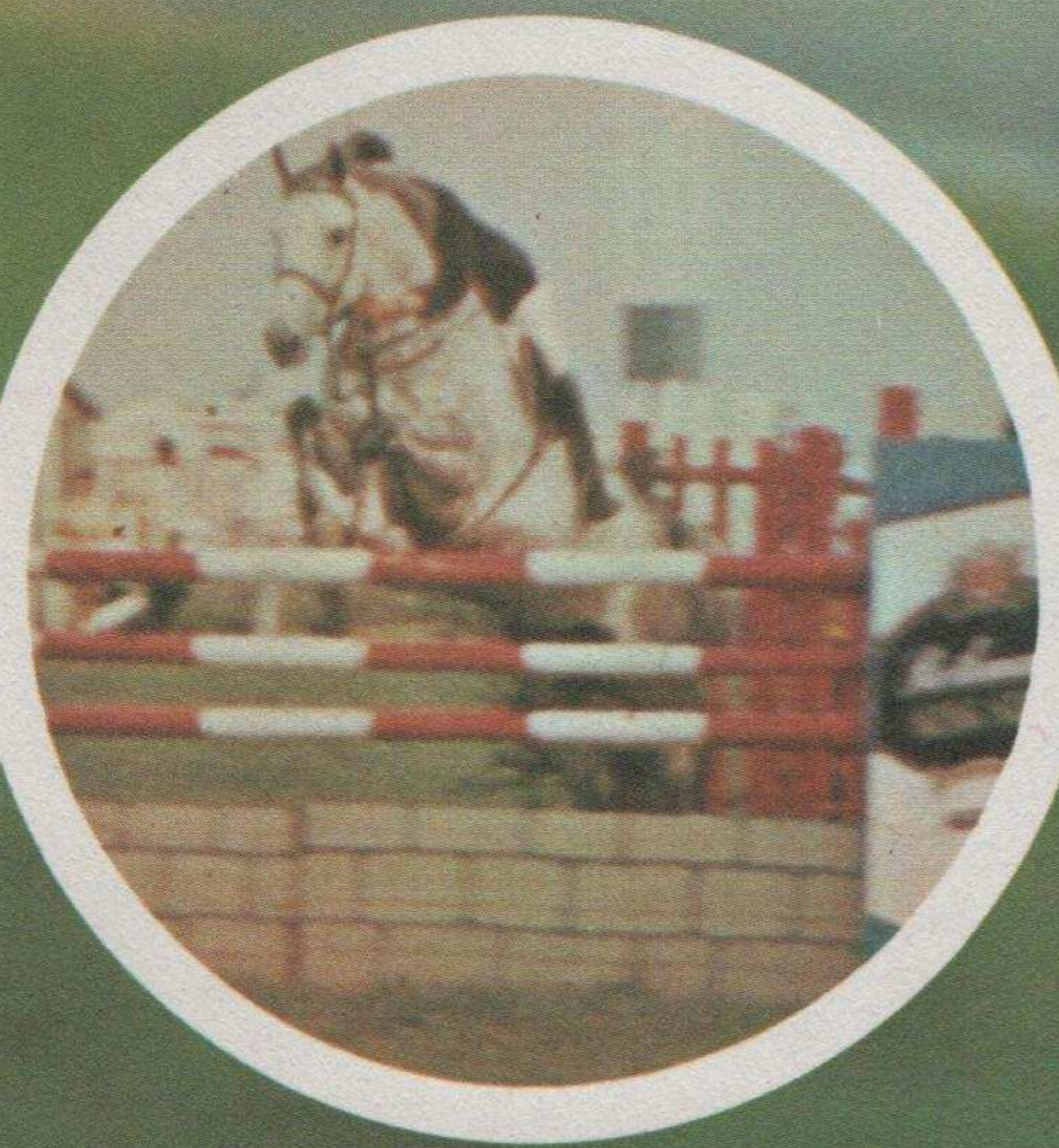
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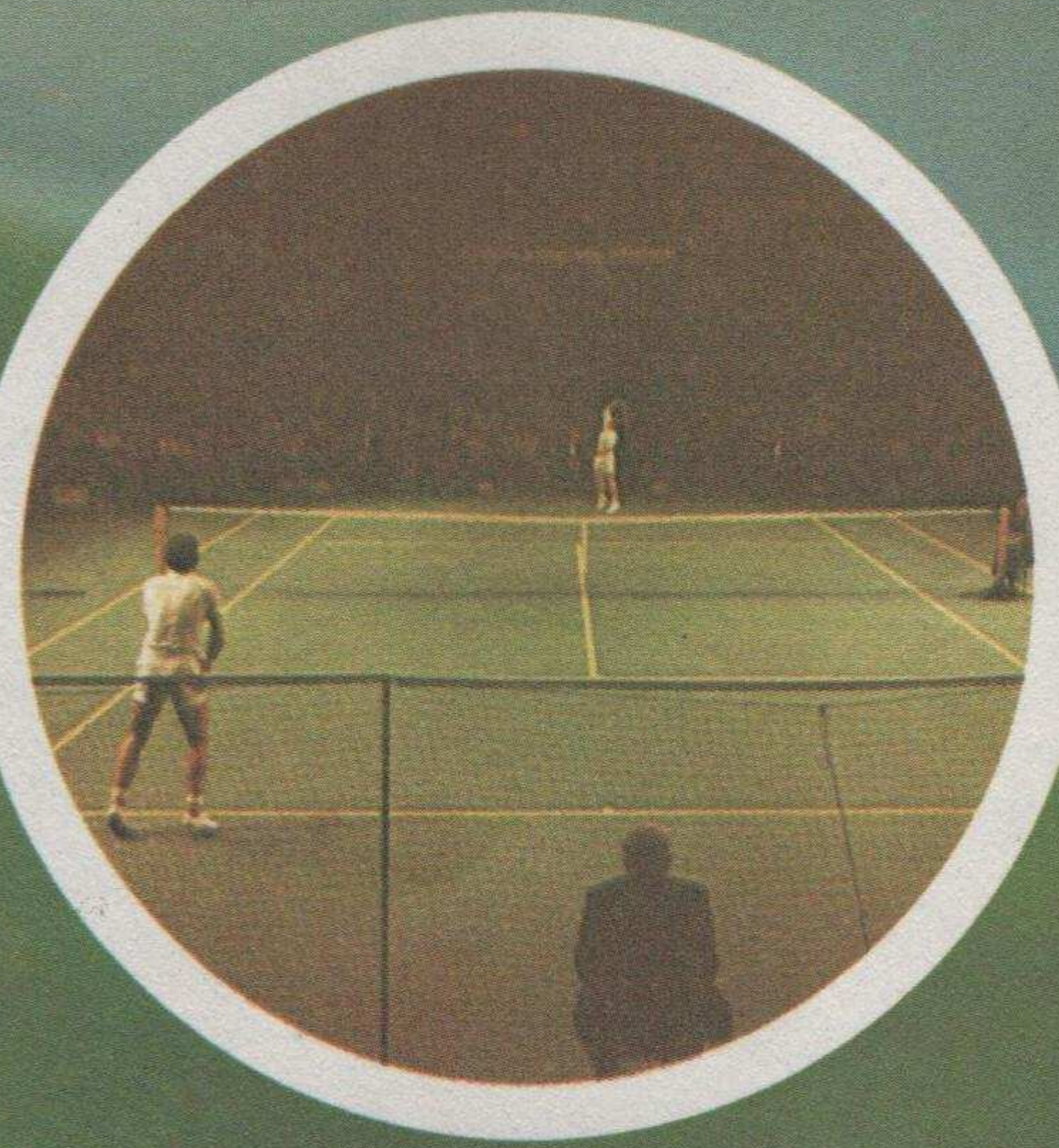
Aerobatics

The Rothmans Aerobatic Team led by ex Sqdn. Ldr. 'Manx' Kelly includes three of Britain's leading aerobatic pilots. Their appearances at air-shows throughout the country have thrilled crowds over the past three years.



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Rothmans were the first commercial sponsors of lawn tennis nearly 10 years ago. Since then the sponsored programme has grown to be the largest in the country including, in 1972, the Rothmans International at London's Royal Albert Hall, four major open events and five smaller tournaments.



Polo

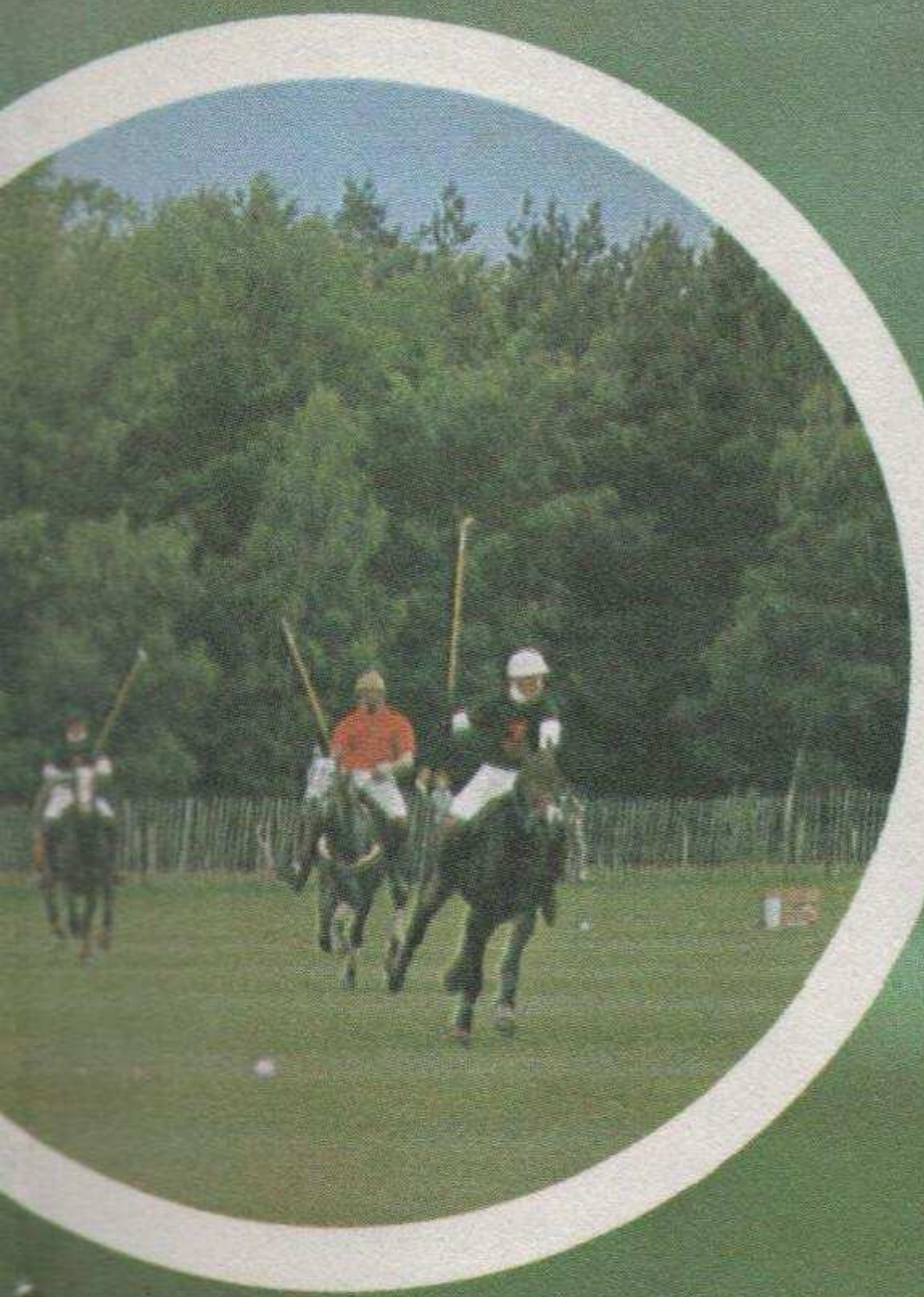
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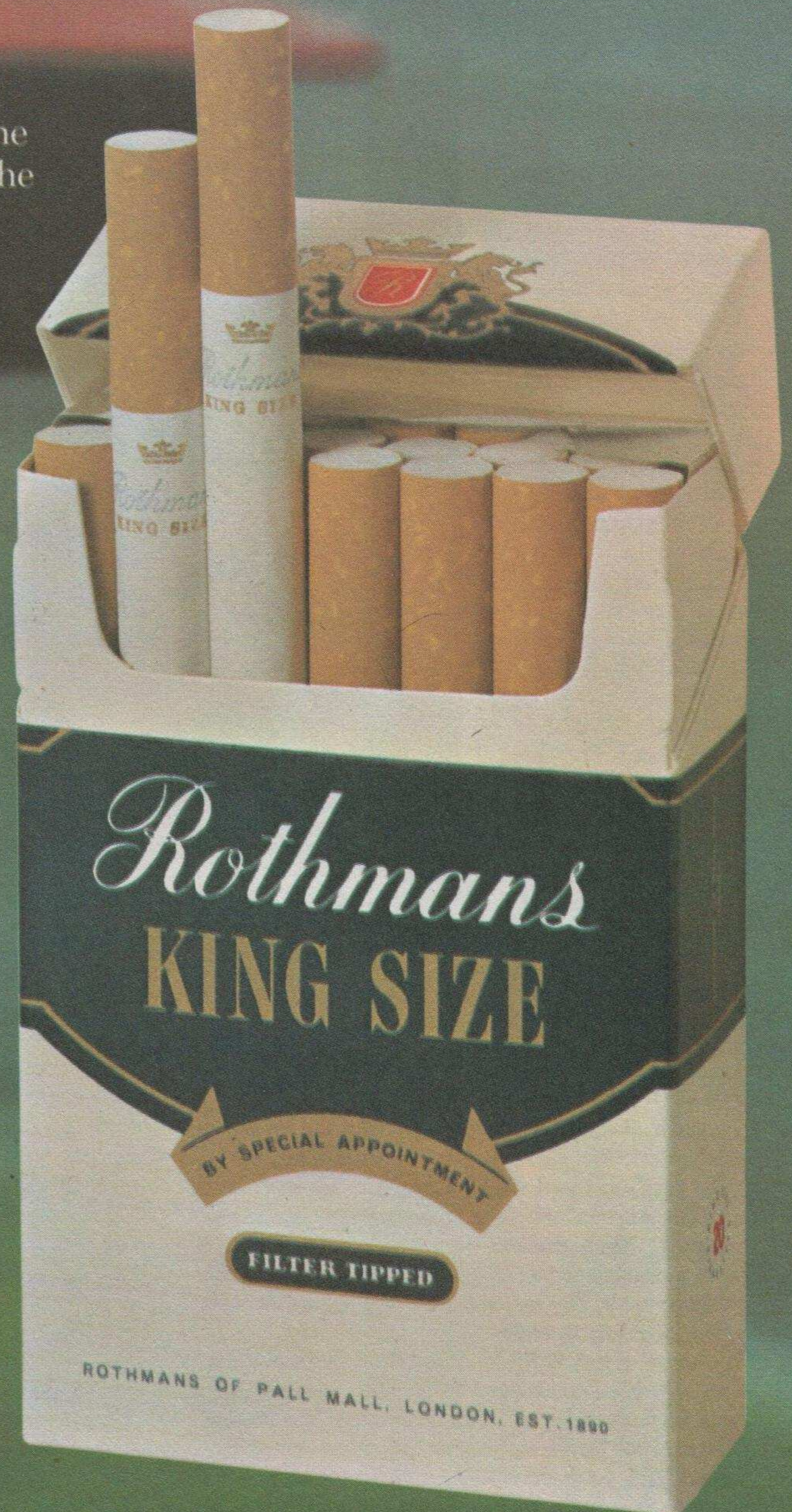


Olympics

Rothmans Cup and the Rothmans Age Shield, both staged at Smith's Windsor Great Park, are current examples of Rothmans sponsorship

plus support for the Guards Polo. These are examples of the help that can be given to some minority sports.

The Rothmans British Olympic Appeal Fund has been the sporting success of the year. Rothmans smokers were given the chance to support the British Olympic Team by means of 1p tokens in Rothmans King Size packs. Such was the response that the initial target of £25,000 was beaten well before the Appeal was due to close.



VERNMENT HEALTH WARNING

driver, Alan Rollinson. Trevor Taylor turned to the works Leda team with its improved LT25 design, and among a host of strong private runners were Tony Dean in a converted McLaren M7A F1 chassis plus a trio of M10Bs for Keith Holland, Gordon Spice and Teddy Pilette.

It looked good, and it was good. Hailwood was the fastest — and most spectacular — driver, yet owing to engine problems the more consistent Frank Gardner took the early championship lead. Redman was also a front-runner until an accident during the Targa Florio sports car race, in which he was badly burned, prevented him from starting all the races.

In August Gardner retaliated by unveiling Lola's latest machine, the lighter, side-radiator T300 which was based on the Formula 2 T240 monocoque. Quickly perfected by the veteran Australian driver in the closing rounds, the T300 proved the basis of Lola's 1972 production car and it has sold in vast numbers throughout the world. Gardner secured the Rothmans European F5000 Championship, winning six races from the 17 (three in the T192, three in the T300). Hailwood notched up four wins; Graham McRae (who ran his own, much-modified McLaren M10B instead of the projected Team Trojan McLaren M18) took three wins and Redman and Rollinson two each. On the engine front, Alan Smith prepared Chevrolet engines took nine wins and Louis Morand - modified ones eight. Morand from Switzerland, had started in a small way by supplying engines to Frank Gardner in late 1970, but for 1971 he went into F5000 in a big way and his best engines were undoubtedly powerful — he claimed over 480 bhp. Gardner, in fact, used a Smith motor in 1971, Lola having closed their engine shop when they moved from Slough to Huntingdon.

1972—a variety of makes

With Hailwood switching to Formula 1 and Formula 2 full-time for Team Surtees and Gardner retiring from single-seater racing, the 1972 season started without two of the strongest runners. Nevertheless, the ranks have swelled with additional talent and the racing is just as good as ever. So far this year the honours have been shared between Graham McRae, Brian Redman, Alan Rollinson and Gijs van Lennep and, chassiswise, Leda, McLaren, Chevron, Lola and Surtees have all had their day. March also joined the ranks with their small, Formula 2-based 725 with its alloy Rover/Oldsmobile V8 engine, but unfortunately the car was taken to the United States after only three races.

The surprise of the year has been the performance of Graham McRae, the 32-year-old New Zealander, and his Leda LT27/GM1-Chevrolet.

The Leda is basically McRae's idea of what a racing car should be, translated on to paper by top designer Len Terry — and very effective it has proved. The prototype won the Tasman Cup series earlier this year plus three of the Rothmans rounds — Brands Hatch, Nivelles and Silverstone — before going to take an immediate lead in the SCCA's Continental 5000 Championship in the United States. Graham now has a new car, a GM1A, on hand to tackle most of the remaining European rounds with strong backing from STP. He is tipped by many as a future Grand Prix star.

Brian Redman, too, put in some strong drives in Sid Taylor's McLaren M10B earlier this year, winning at Brands Hatch and Mondello Park. He later switched to the new Chevron B24 and won hands-down at Oulton Park on Spring Bank Holiday Monday. But now that Redman has turned his attention to the American F5000 series and McRae is commuting between the two, perhaps the strongest favourites for the Rothmans European F5000 series should be Gijs van Lennep and Alan Rollinson.

M22), Steve Thompson (Surtees TS8), Trevor Taylor (Leda LT27/GM2) plus others and the prospects for the remainder of the year are bright.

That is not to say, however, that F5000 is not without its problems. With cars now virtually to Formula 1 specification the prices have risen tremendously. Chassis from the leading manufacturers now cost from £7,000 (apart from the lightweight March which is cheaper as it is an F2-based machine) and engines from £3,000. With tyres being so sophisticated these days an entrant needs four sets to be ultra-competitive: dry, intermediate, wet and super-wet. Teams need to find rich sponsors before they can embark seriously on a season in Formula 5000.

It is probably true to say that F5000 has progressed further than even MCD, the BRSCC or Carreras dared hope. It is certainly more professional than originally intended, although their amazing speed has allowed race organisers to admit the leading F5000 drivers and cars to some non-championship Formula 1 races to augment the starting grid. The F5000s aren't

that much slower either — at Oulton Park, for instance, Redman comfortably outpaced the likes of Tim Schenken and Dave Walker, while at Silverstone the crowds cheered as McRae cheekily caught and overtook Graham Hill.

If anything a F5000 is more powerful than a F1, but this advantage is more than offset by greater weight thanks to a huge iron engine instead of a small alloy unit specifically designed for racing. The Chevy engine, in turn means that handling is not as good as its centre of gravity is higher and there is a greater percentage of weight at the rear.

In fact, F5000-turned-F1 drivers Gethin, Hailwood openly admit that a

Formula 1 car is much easier to drive than a Formula 5000. And Gijs van Lennep compares his Surtees to a cross between a Porsche 917K sports car and a Formula 1 — and he proves it by driving the Surtees like a Porsche, too!

That is the history of Formula 5000. For the future, consult your crystal ball.



Graham McRae at the wheel of the car which is now called the McRae, following his takeover of Leda Cars. He is seeking a triple crown this year - the European and United States Formula 5000 titles to go with his Tasman Championship win.

Van Lennep drives a side-radiator Surtees TS11 for Speed International Racing, Jackie Epstein's team which is based at Brands Hatch; he won at Snetterton on Good Friday. Rollinson handles the works-supported, Duckhams-sponsored, Alan McKechnie-entered Lola T300.

Add names like Teddy Pilette (McLaren

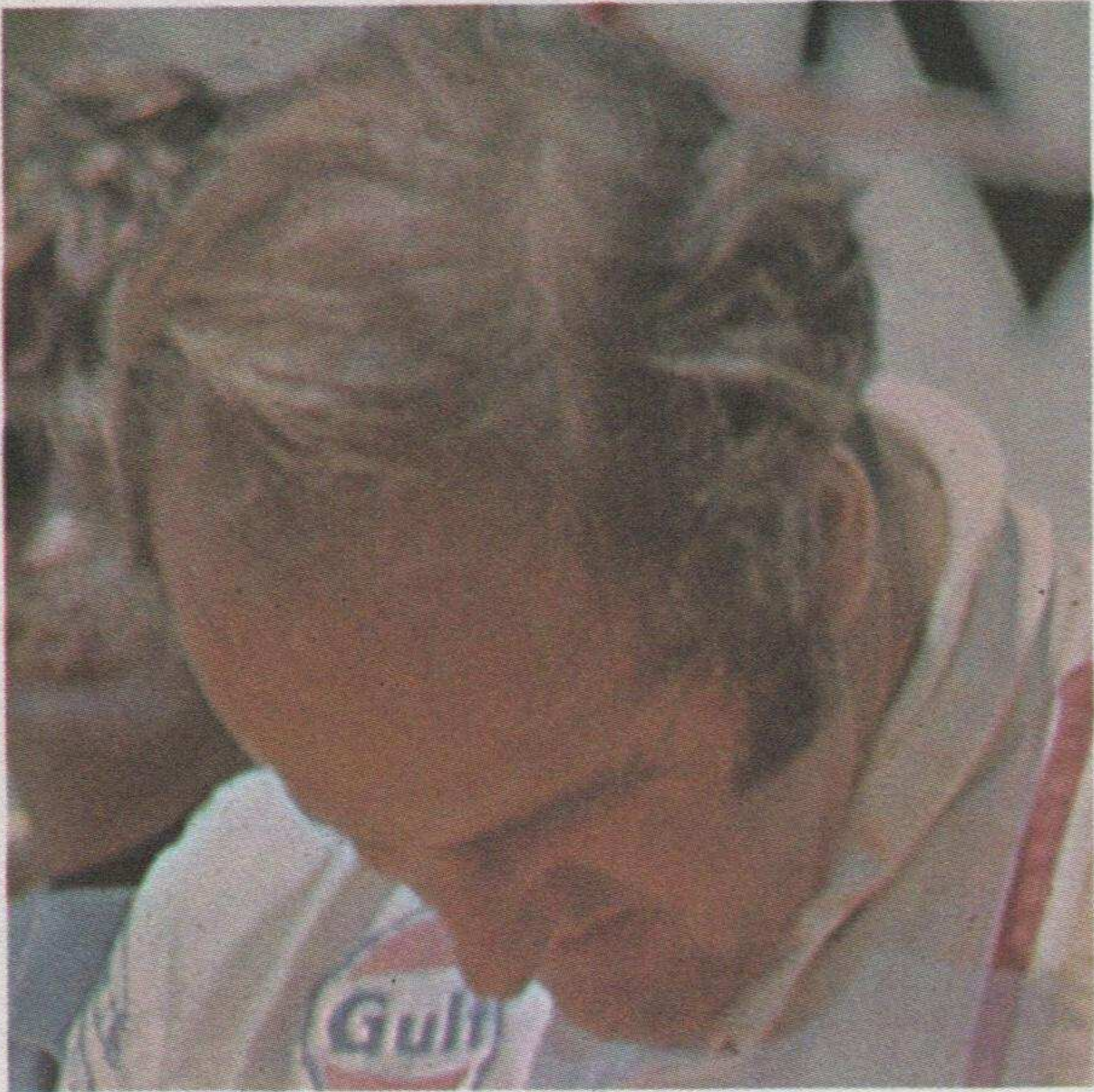
Previous Winners of Rothmans European F5000 Championship

1969	1970	1971
1 PETER GETHIN McLaren M10A	1 PETER GETHIN McLaren M10B	1 FRANK GARDNER Lola T192 and T300
2 TREVOR TAYLOR Surtees TS5	2 HOWDEN GANLEY McLaren M10B	2 MIKE HAILWOOD Surtees TS8
3 MIKE HAILWOOD Lola T142	3 FRANK GARDNER Lola T190	3 MIKE WALKER Lola T192

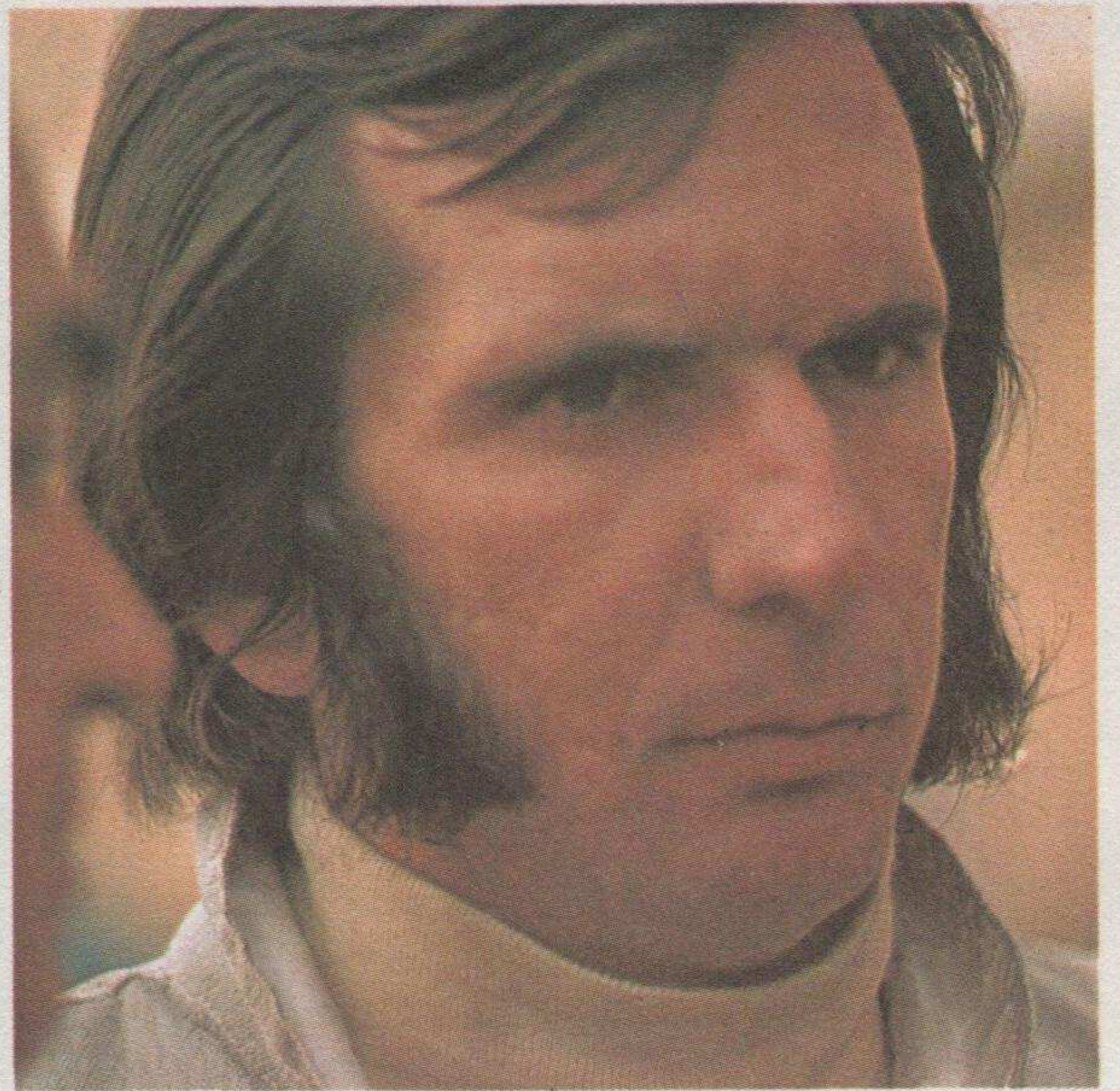


Bob Wollek's colourful Formula Two Motul Rondel Brabham leads the Lec-sponsored March of F2 newcomer David Purley round the hairpin during the opening round of this year's European Formula Two Championship at Mallory Park.

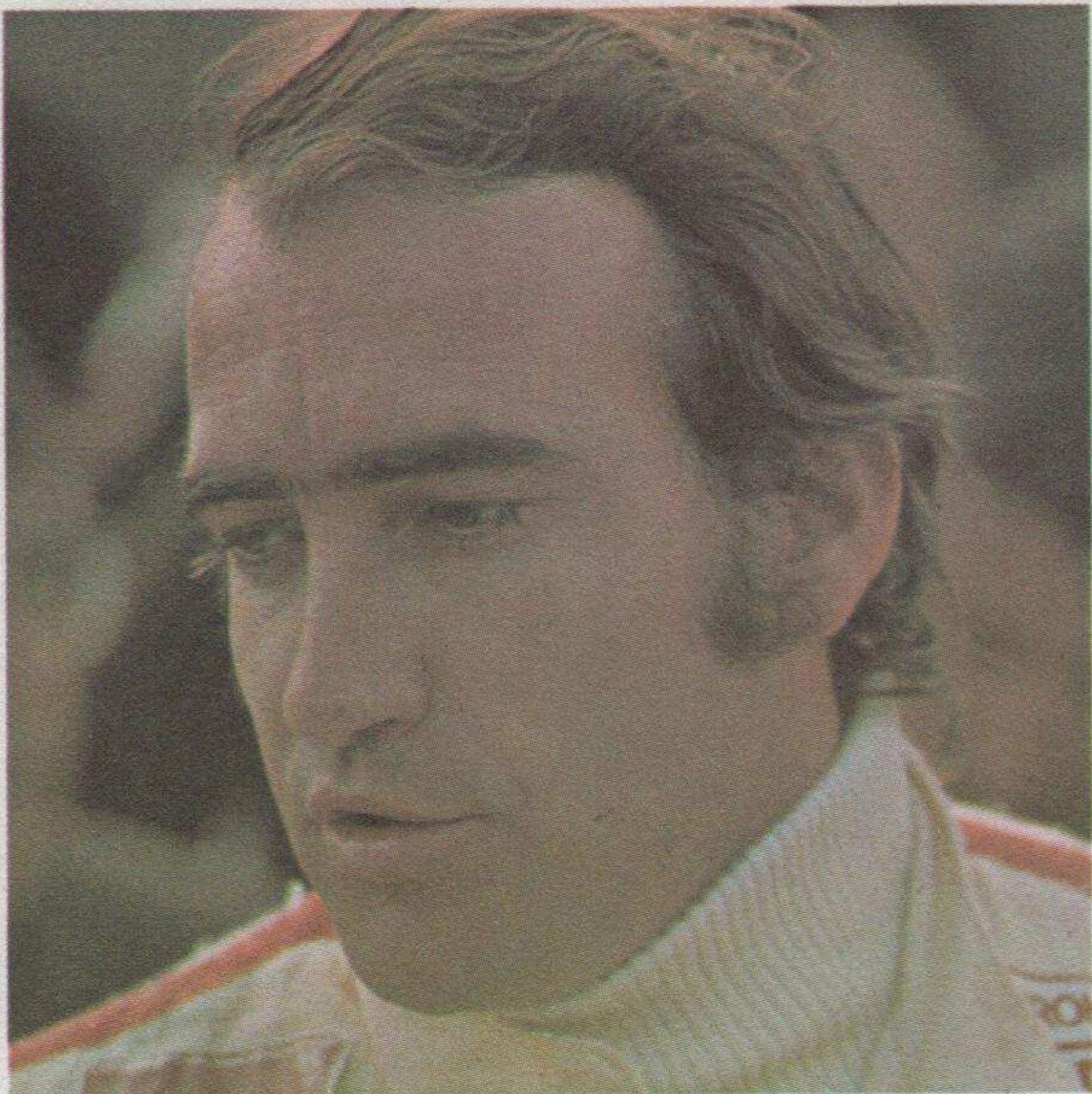
The Men



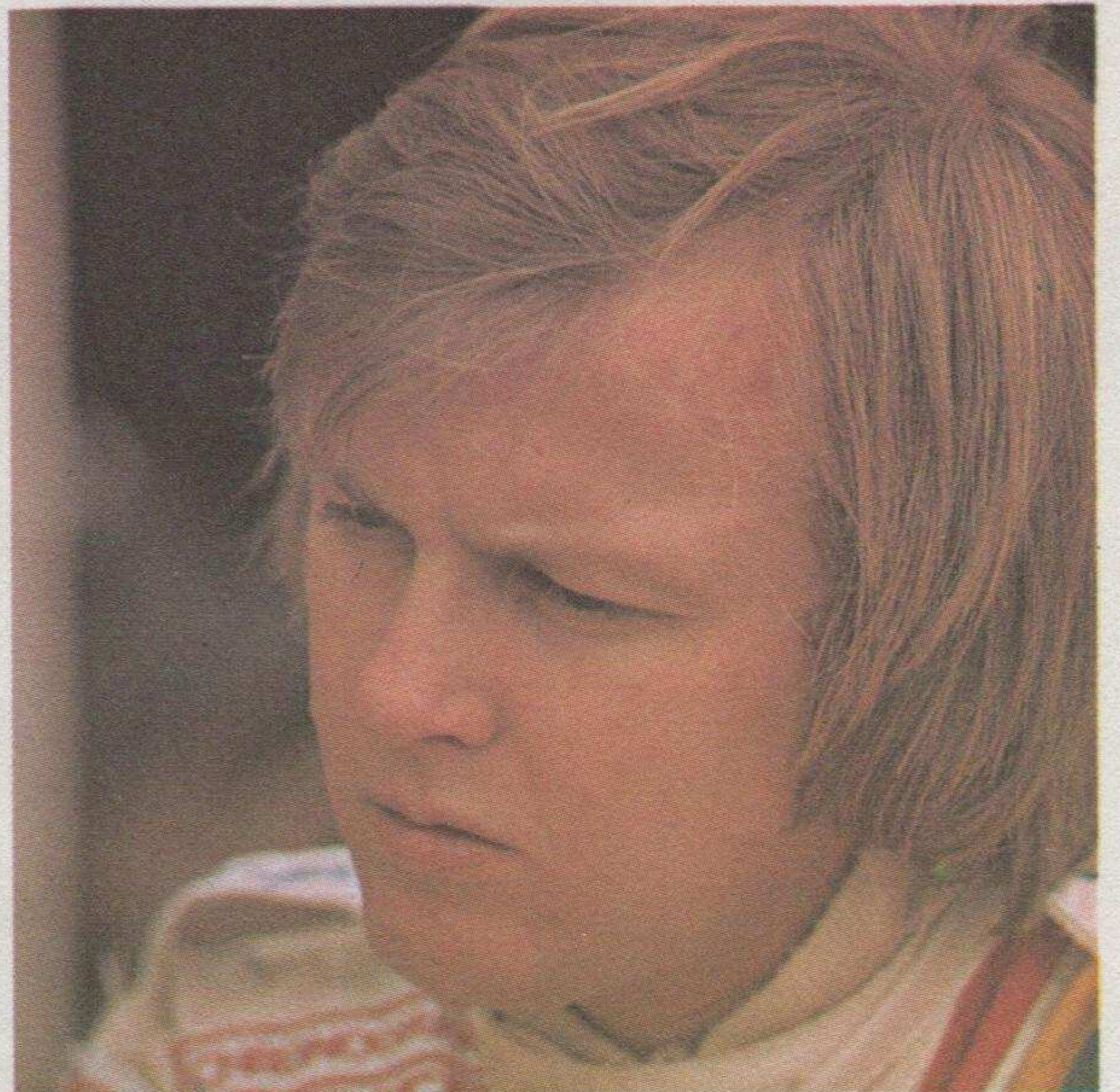
Denny Hulme



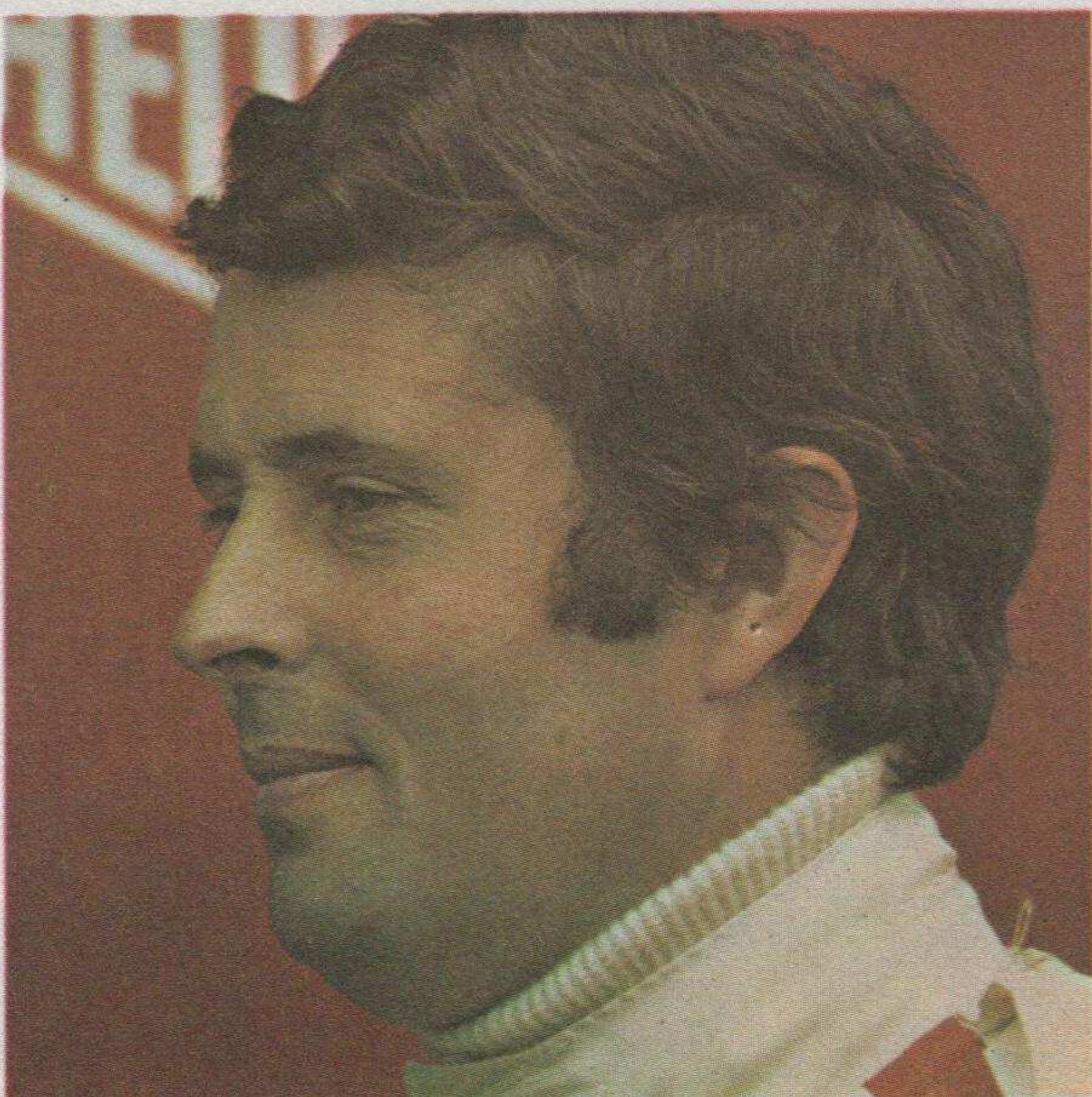
Emerson Fittipaldi



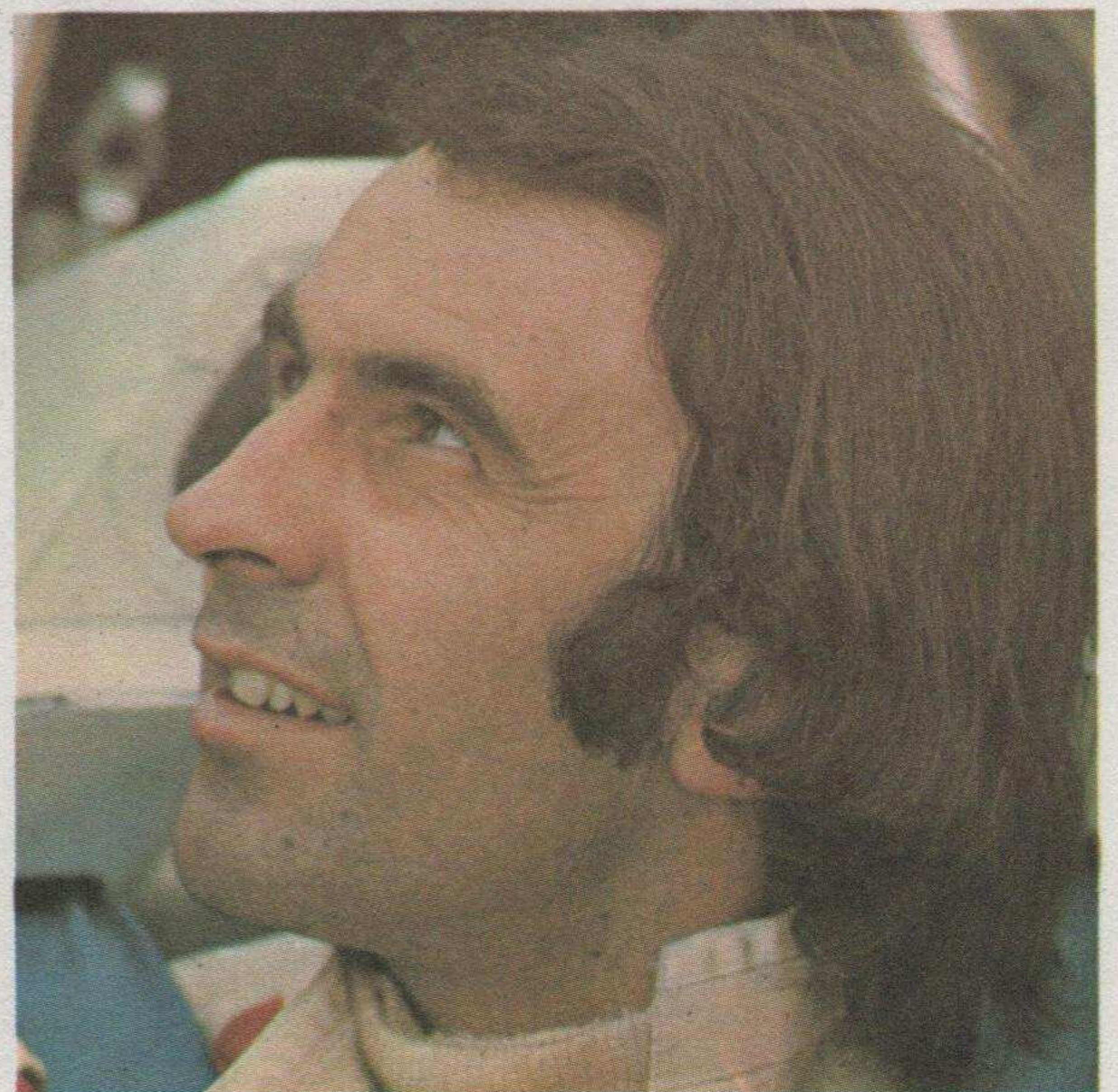
Clay Regazzoni



Ronnie Peterson



Brian Redman

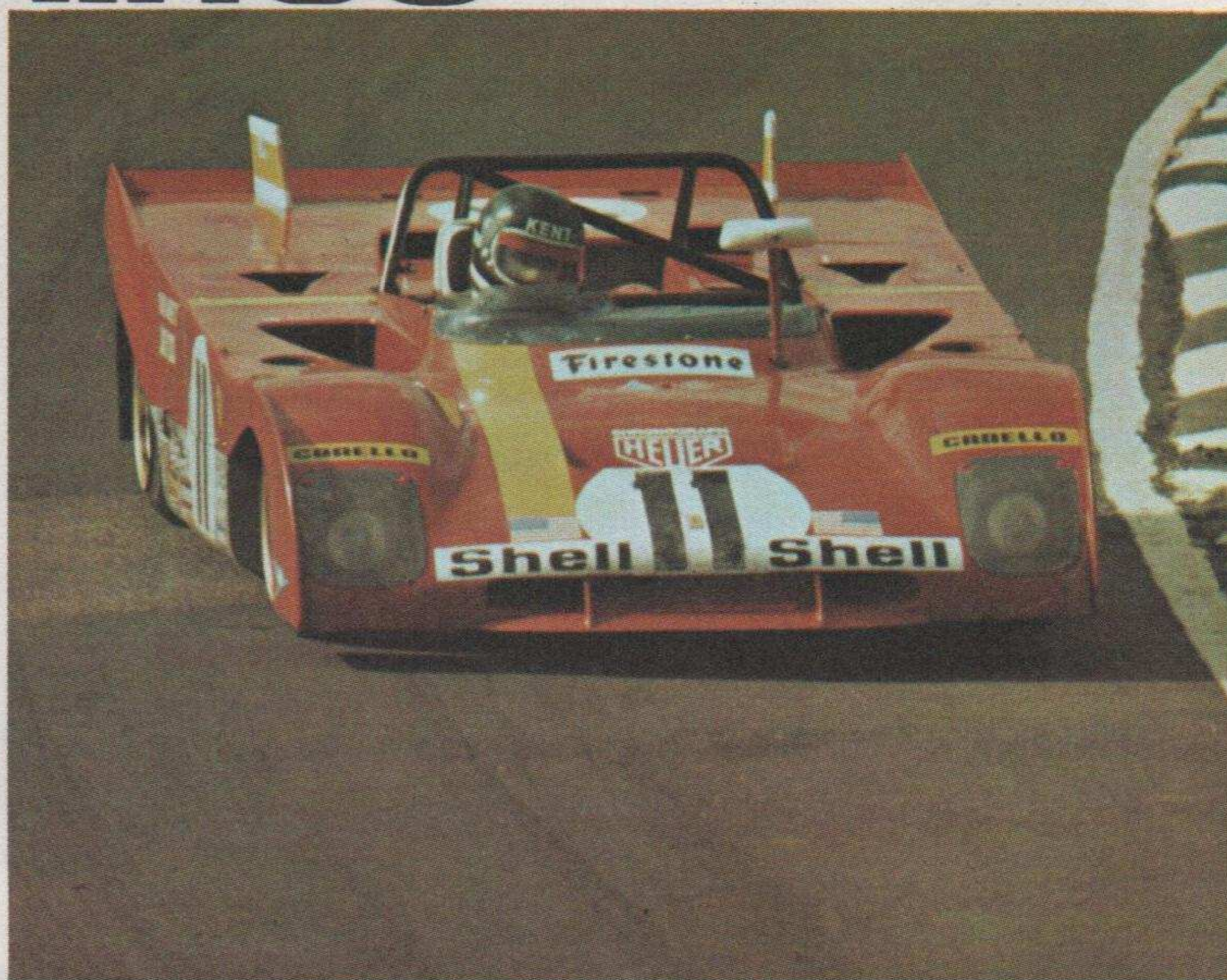


Tim Schenken

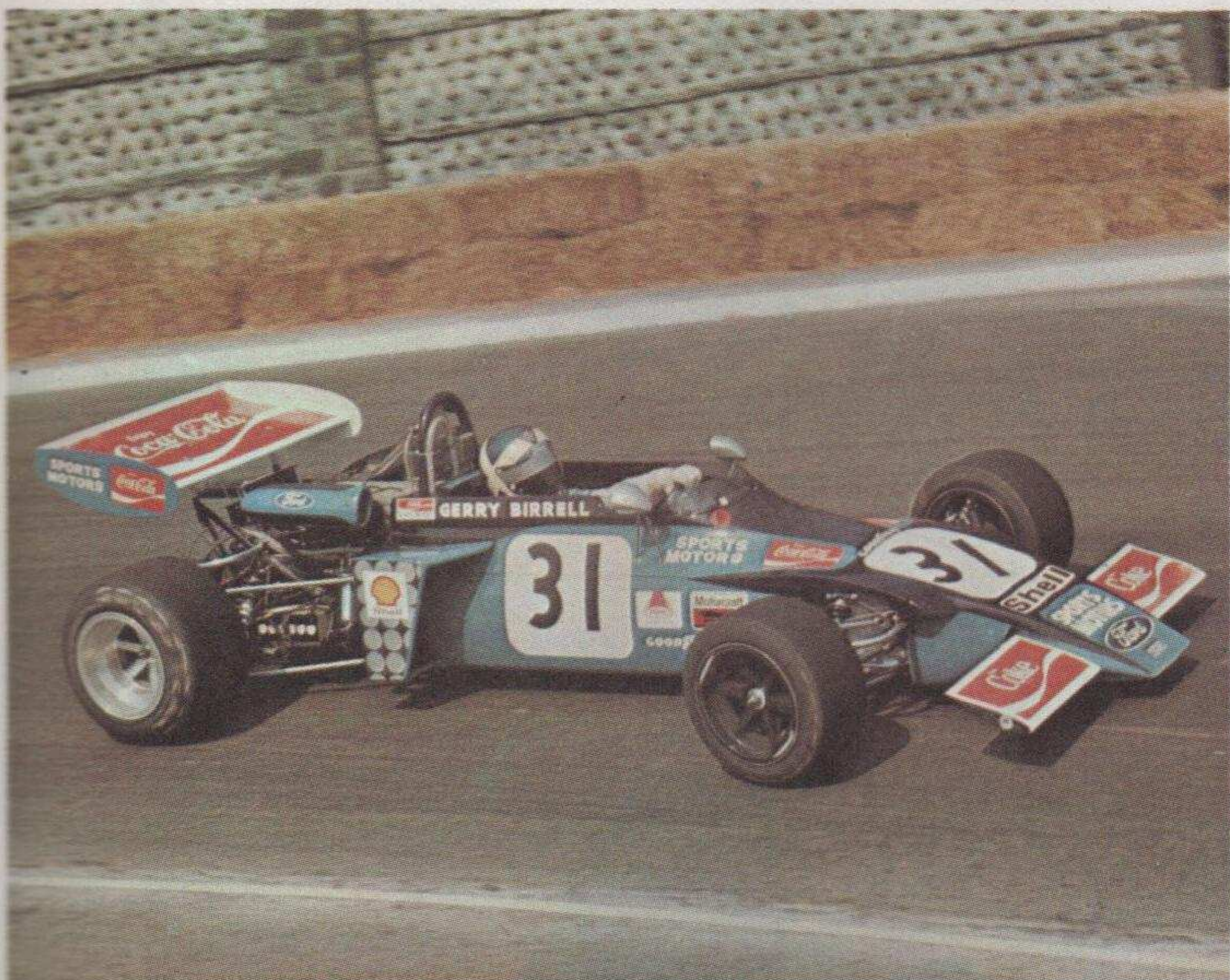
and the Machines



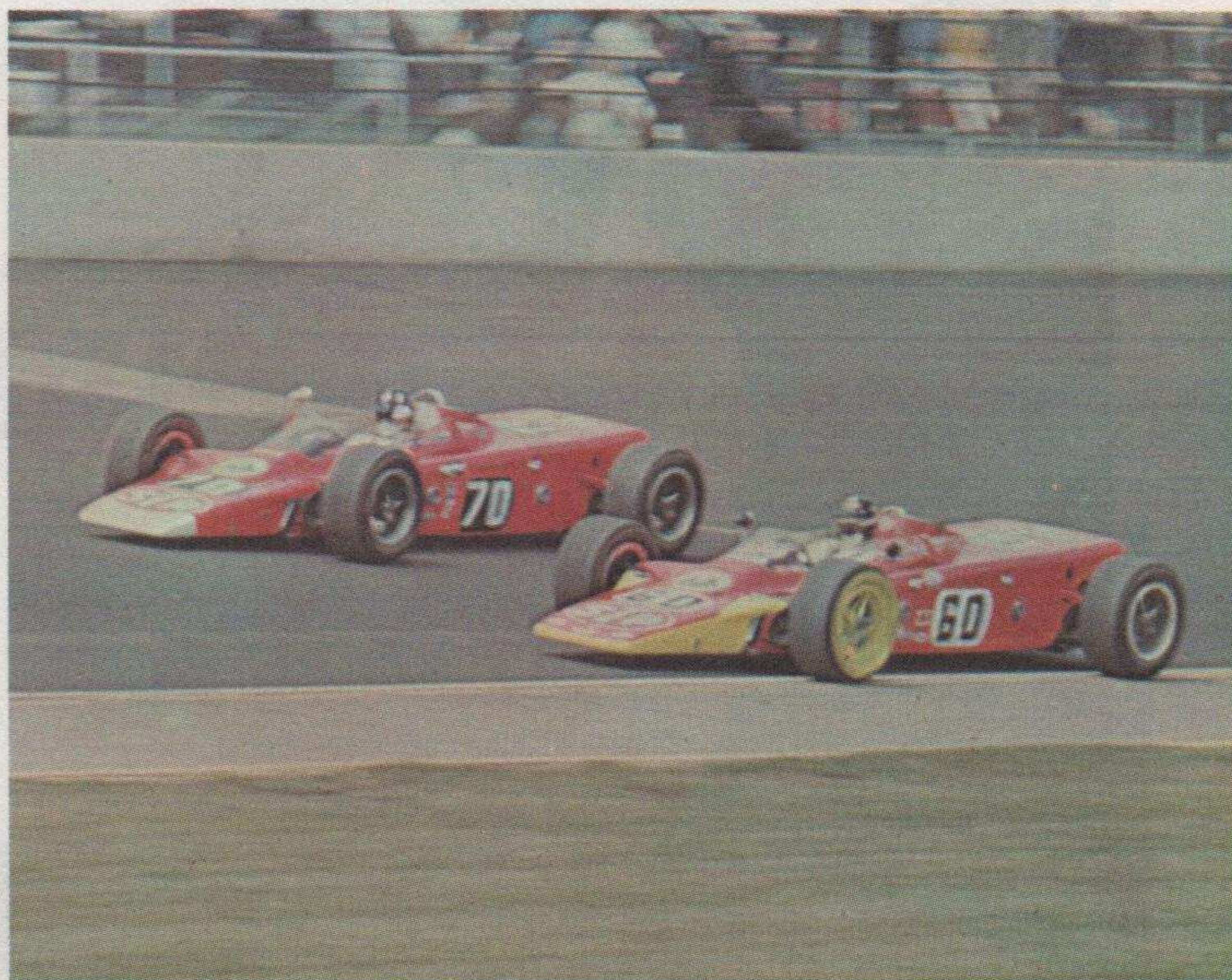
Francois Cevert in a Formula One Tyrrell



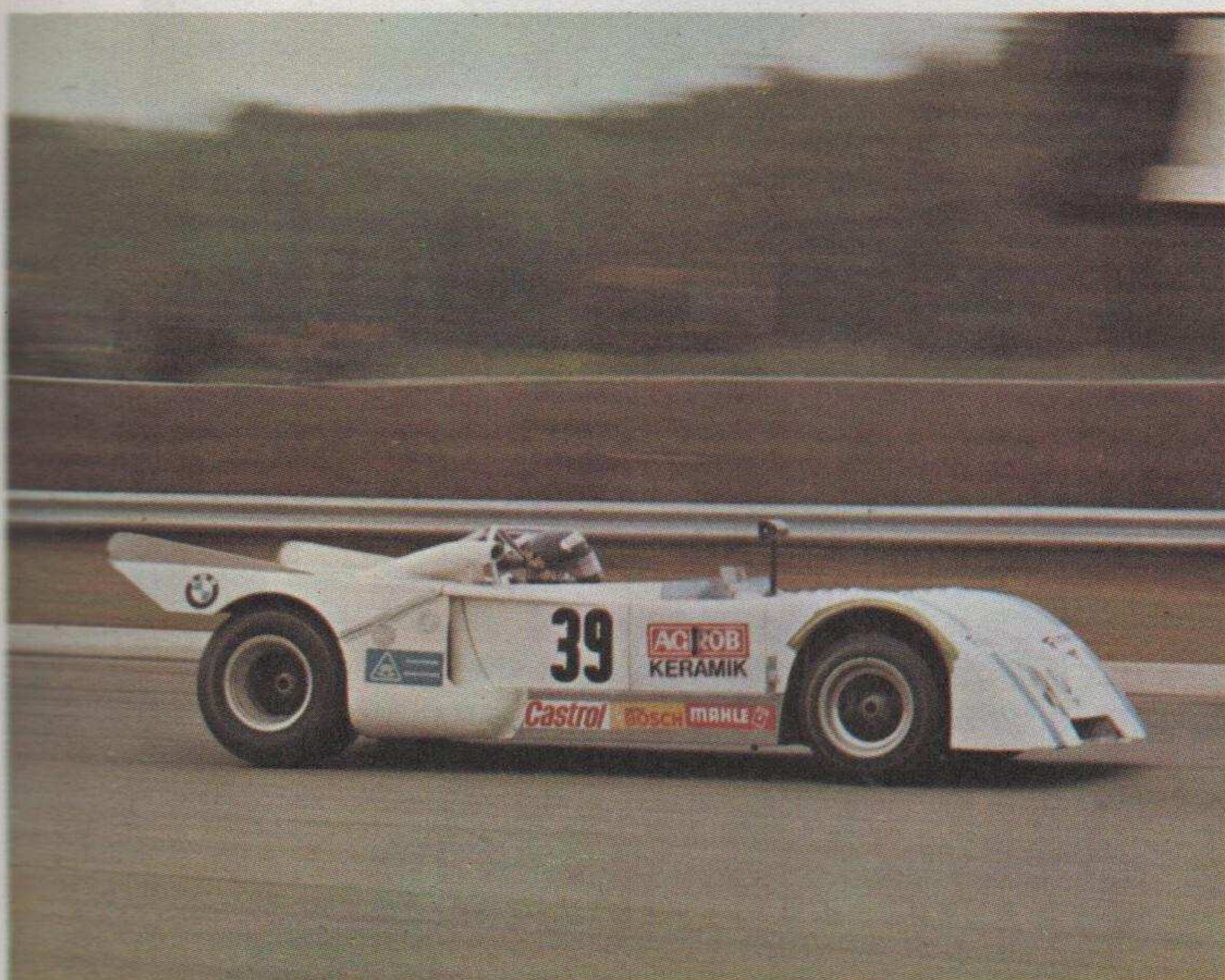
Jacky Ickx corners the Ferrari three-litre prototype



Gerry Birrell's Formula Two March



Lotus Turbines wheel-to-wheel at Indianapolis



Two-litre Chevron-BMW driven by Dieter Quester



Alan Rollinson in his Formula 5000 Lola T300



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Fumbled pit work could cost a small fortune



Mechanics jump into action as Derek Bell brings the Gulf-Mirage to a halt during the Austrian 1,000 kms race in June. One attaches the petrol filler hose while others concentrate on their own jobs. The coiled wires are attached to power tools used to remove wheel nuts.

Brian Phillips talks to John Horsman and gets the low-down from a team which excels at quick pit stops

There's no doubt that today's unique race has many fascinating aspects, and one of them concerns pit stops. The very words strike dread into a formula racing driver, because in relatively short single-seater races time lost in the pits simply cannot be regained. But to the sports car man pit stops are all part of the overall race plan, and the whole team is geared up to get the car back into action as quickly as possible.

It can be safely predicted that most if not all the cars will have to make at least one stop today, and the huge variety of cars on the entry list means that quite a few of the teams will find themselves covering new ground when it comes to ultra-quick pit work.

With this in mind I paid a visit to the head of a team which has a deservedly high reputation for pit work, Gulf Research Racing at Slough. Mr. John Horsman, Managing Director of Gulf Research Racing, made some candid comments on the art of quick pit stops which today's competitors might well like to read.

The Gulf team featured in that fantastic finish at Le Mans in 1969, when Jacky Ickx brought a Ford GT40 home only yards in front of Hans Hermann's Porsche, and John Horsman has no doubt that the time saved in the pits allowed the Ford to stay in touch with the Porsche, and that the slightest fumble during a pit stop in the last few hours would certainly have cost the race.

He was also associated with the Aston Martin team when Roy Salvadori fought a thrilling battle with Mike Parkes' Ferrari at Monza. The Ferrari was five seconds ahead but the Aston Martin pit stop was eight seconds quicker than the Ferrari's, and Salvadori went on to win by inches. And all is not lost in an apparently hopeless situation. A Gulf Porsche won the 1971 Daytona 24-hour race despite spending one hour 31 minutes in the pits having a gearbox rebuilt. "If it had taken one hour 40 minutes we would have been second," says John Horsman.



Mr. John Horsman, Managing Director of Gulf Research Racing, who tips a Formula One car for victory today.

continued on page 39



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Formula 2 Racing Team

DRIVER

Gerry Birrell

GERRY BIRRELL

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Without wishing to labour the point, it is clear that races can be won or lost in the pits. Today the first prize is £10,000 and second is £4,500, so we can look forward to some fast, and no doubt occasionally furious, work in the Brands Hatch pits.

The main concern will be to refuel the cars and top up with oil. The sports car teams have this problem well under control, with gravity feed and pressurised systems which reduce refuelling and oiling to a few seconds' work, but for the others things are not so simple. Single-seaters are built to be topped up only before each race, so speed and ease of access are not prime concerns. John Horsman foresees quite a few problems with the formula cars, which will have to be specially adapted for this one race.

Something which will concern all the teams is tyres. "It is going to be a problem for the competitors to decide whether to go for a harder compound which will last the race, or a softer one which will gain time on the road but will mean changes for some or all the wheels. That is when it becomes a bit tricky," he says.

The Gulf-Mirage team has done some practising at the Chobham test track and got down to 30 seconds for topping up fuel and oil and changing all four wheels. John Horsman concedes that the time might rise to 35 seconds in the tense atmosphere of a race.

"Any team entering has to be equipped to remove wheels very quickly. It might be possible to run right through, but the risk is so high it would be foolish to enter without being fully prepared.

"If it rains during any part of the race this is really going to

sort out some of the teams, and you might get a very surprising result. In a 1000 kilometres race you can go through three completely different types of tyre — dry, intermediate and wet — and 500 kilometres is not so much different from that point of view."

Some of the bigger cars might also have to change brake pads because Brands Hatch is particularly heavy on brakes. "Any car which has to change pads must build up a very large margin on the road," says John Horsman.

He rules out, for two reasons, fitting a car with huge fuel tanks to avoid the need for a refuelling stop. First, this would lead to trouble with "bottoming" — the chassis of the car hitting the ground — with a full fuel load, and second the handling could undergo severe changes as the tanks emptied. This happens anyway, but the problem would be exaggerated if extra large tanks were used.

A likely winner? He suggests a Formula One car adapted for quick refilling of fuel and oil tanks. The car would start with a lighter fuel load than it normally carries in a Grand Prix, and could then stop around half distance to top up with enough to finish the race.

Obviously anything can happen in 118 laps of racing, but if things are close then seconds saved in the pits will be invaluable. There's no secret about quick pit work. It's just a question of meticulous planning and preparation and plenty of practice for the pit crew.

John Horsman has the last word. "The race will be quite close-fought, and it is no use the driver of a car getting tenths of a second off around the track if it is all going to be thrown away in a pit stop. That is very depressing for a driver, to say the least."



Pit stop for the winner. Pedro Rodriguez scored one of his greatest victories when he drove a Gulf-Porsche 917 to first place in the wet BOAC 1000 here in 1970, supported by Leo Kinnunen. Rodriguez is seen standing by the car during a routine refuelling stop. (Photograph by Fred Taylor)

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A racing driver needs nowadays to be something of a salesman to get his 'image' across to teams, sponsors and of course the public. Some are natural showmen and perhaps earn more attention than their driving ability really deserves, while others have talent but lack the ability to 'sell' themselves, and this is essential with so many competitive drivers seeking relatively few top-line drives.

In complete contrast there are some who earn their drives through sheer ability and achieve consistent success, without becoming well known in the way that the Jackie Stewarts and Graham Hills of the racing world are known. A supreme example is Brian Redman, the unassuming Lancastrian, whose name is probably quite unknown outside racing circles, although he has a record of success in recent years which very few drivers in the world could hope to match.

Brian is acknowledged by those who should know as one of the finest sports car drivers in the world, and it is in this capacity that his talents have been much in demand since 1968. Formula One has not been such a happy story, and it was not until this year, when Brian got a chance to deputise in the McLaren team, that he could show his ability with a truly competitive car.

He drives a McLaren in today's big race and the event should suit him perfectly, since it is long enough to make his cool approach pay off while some of the more fancied runners rush ahead and overstrain their cars.

Brian's first competitive event was in 1959, when he took part in a race on an airfield circuit in Yorkshire. His car, improbable though it may sound, was a supercharged Morris Minor Traveller. As he tells the story, he was so nervous that he found it hard to keep his foot on the accelerator. But perhaps it was inevitable that he should take up motor racing, for his first words as a baby are said to have been 'car car'.

Between 1959 and 1965 he won over 50 awards in races, sprints, hillclimbs, driving tests, rallies and standard car trials.

In 1965, Brian thought that his chances of making the top in racing had gone for ever. He had raced sporadically in the Morris and in Minis, one of them prepared by his motorcycle trials pal, the redoubtable Harry Ratcliffe. He had also got married. At the age of 26 "I had really decided that I was finished - a has-been that never was, as it were." The "has-been" went on to a rapid-fire series of successes which carried him out of a Mini into a lightweight E-type in 1965, into a Lola T70 Gp 7 monster (and a Grovewood Award) in 1966, a Lola T100 F2 machine in 1967 and into the works Cooper F1 team in its last season of Grand Prix racing in 1968.

An essential part of the Redman story is the contribution of the Bridges brothers, the three Lancastrians whose faith in the



Brian Redman— driver with few equals

Biography supplied by Motoring News

grocer's son from Burnley has taken him from has-been to hero on the great circuits of the world. It all started when Brian was asked to take part in an oil consumption test, of all things, by Joe Gardner, the genial competitions manager of Duckhams. "I was friendly with Joe, and some time at the beginning of 1965 we went to do an oil test at Oulton Park with a Mini-Cooper S, which at the time was notorious for using oil. The test was quite successful and we did 40 or 50 laps each in the car. Although I had raced at Oulton previously, I don't suppose I had done more than 20 or 30 laps altogether, so after the Duckhams' test I'd got to know my way around reasonably well."

At this point Gordon Brown, a friend of Charles Bridges, came on the scene. Redman drove Brown's alloy-bodied ex-works Jaguar XK120 to an overall win at an Easter Woodvale sprint; not, perhaps, the type of win which would impress talent-spotters like Ken Tyrrell. But Brown numbered among his friends the then proprietor of Red Rose Motors in Chester, Charles Bridges, who was the proud new owner of one of the immensely quick

lightweight Jaguar E-types. Brian was cautious when Brown promised him the drive. He had heard this sort of offer before, but nothing had ever happened. So when the phone call inviting him to take part in a test session came through a mere matter of days later, the "has-been" perked his ideas up and presented himself bright and early at Oulton Park.

Charles Bridges went out and did a few laps; he had raced the car previously and his best time was about 1m. 55.0s. When the car was brought in Bridges climbed out, showed Brian the controls (he had never previously driven an E-type of any sort) and told him to do a few laps. "At least I knew my way around so off I went and on my seventh or eighth lap I did 1m. 49.8s., about a second under Jackie Stewart's class record with the V8 Ecosse-Buick". It was a staggering performance, and a calculated risk on the part of Bridges, whose E-type must surely have been among the most powerful cars then taking part in Club events.

But a new talent had emerged, and Bridges lost no time in asking his discovery to race the car at Oulton the following

continued on page 42

Saturday. In 16 races with the E-type Brian was only beaten once, by Ron Fry's Ferrari 250LM. But he never again took it round Oulton Park as fast as he had done in the test session.

"I was trying pretty hard that morning. You get opportunities throughout life in various things when you must grasp the nettles and do *more* than your best. If you fail - too bad; but if you succeed, then it's o.k."

At the end of that year came the decision on what to do next. The obvious progression was into single-seaters, particularly Formula Three, but Brian had never driven an F3 car and did not like the formula, and told Bridges (hardly meaning it as a serious remark) that if he had a choice he would like a Lola T70. Bridges didn't say much, except to inform Brian a few weeks later that a Lola was indeed on order.

The car brought Brian into contact with world class drivers for the first time and taught him a lot about how to use power, but this was not his most successful season. If the results were not particularly impressive at least Brian was getting himself noticed. His driving was forceful and neat and he didn't spin off very often, and the result was a third place Grovewood Award.

Charles Bridges then decided to pull out and sold the garage business to his younger brother John. The third brother, David, had just lost John Taylor, who died of burns after a crash, and a new driver was needed for his car, so things more or less fell into line.

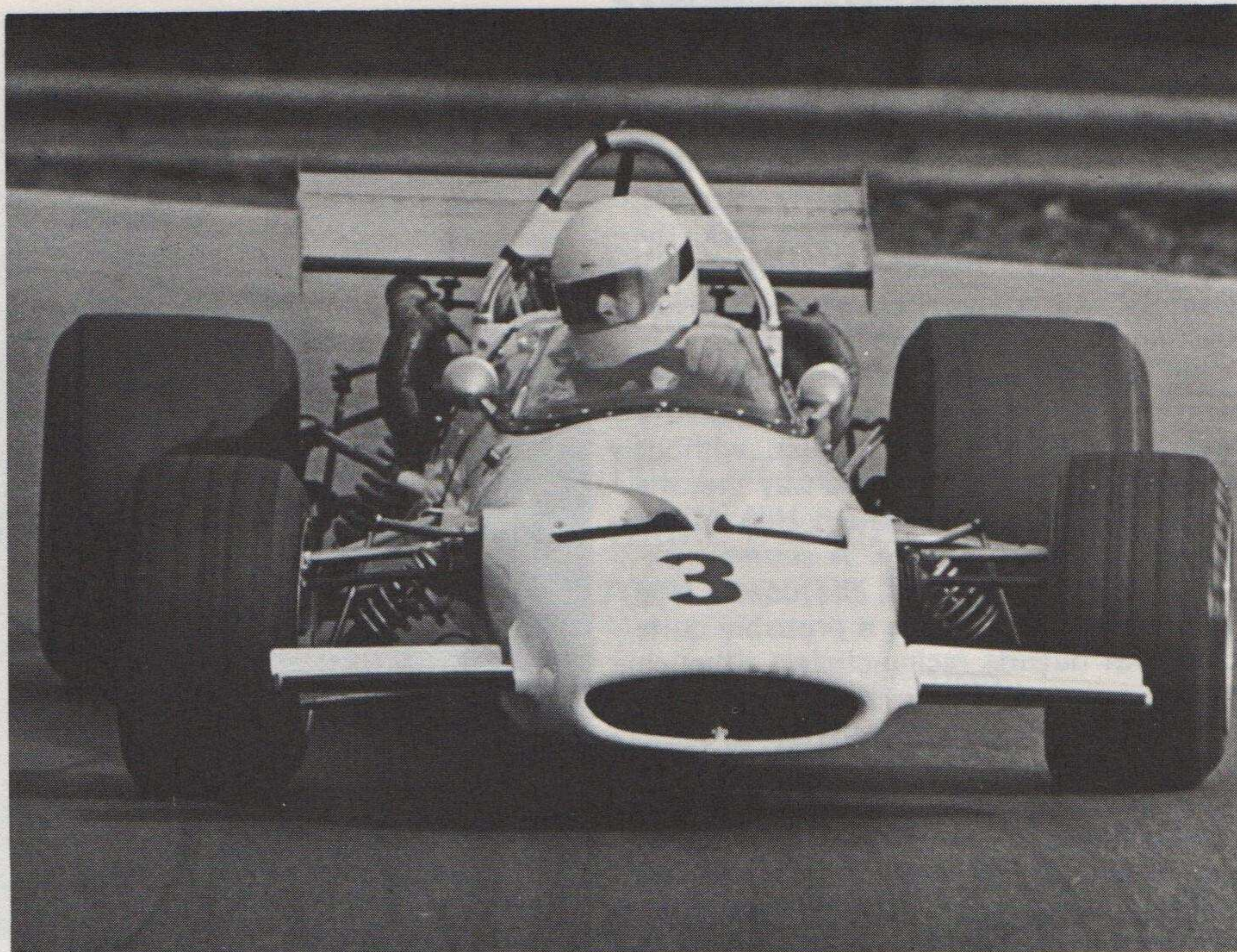
The decision was to go Formula Two, but this meant making a choice between going fully professional or continuing in the family grocery business. To do things properly it was obvious that he would have to concentrate on racing.

"It was not as if I was 22 or 23. I had a family and had to consider to some degree the security side of things." But the decision was made, then came dramas with late delivery of the chosen car - a Brabham BT23. Bridges built up an old Brabham BT16 and Brian proved his competence with this until John Surtees was ready to sell them a Lola T100 complete with FVA engine.

"Once I got the hang of a single-seater I enjoyed it immensely. A Formula Two is a fabulous car - it's highly manoeuvrable and has enough performance to make it interesting. To get the utmost from it, though, is not easy."

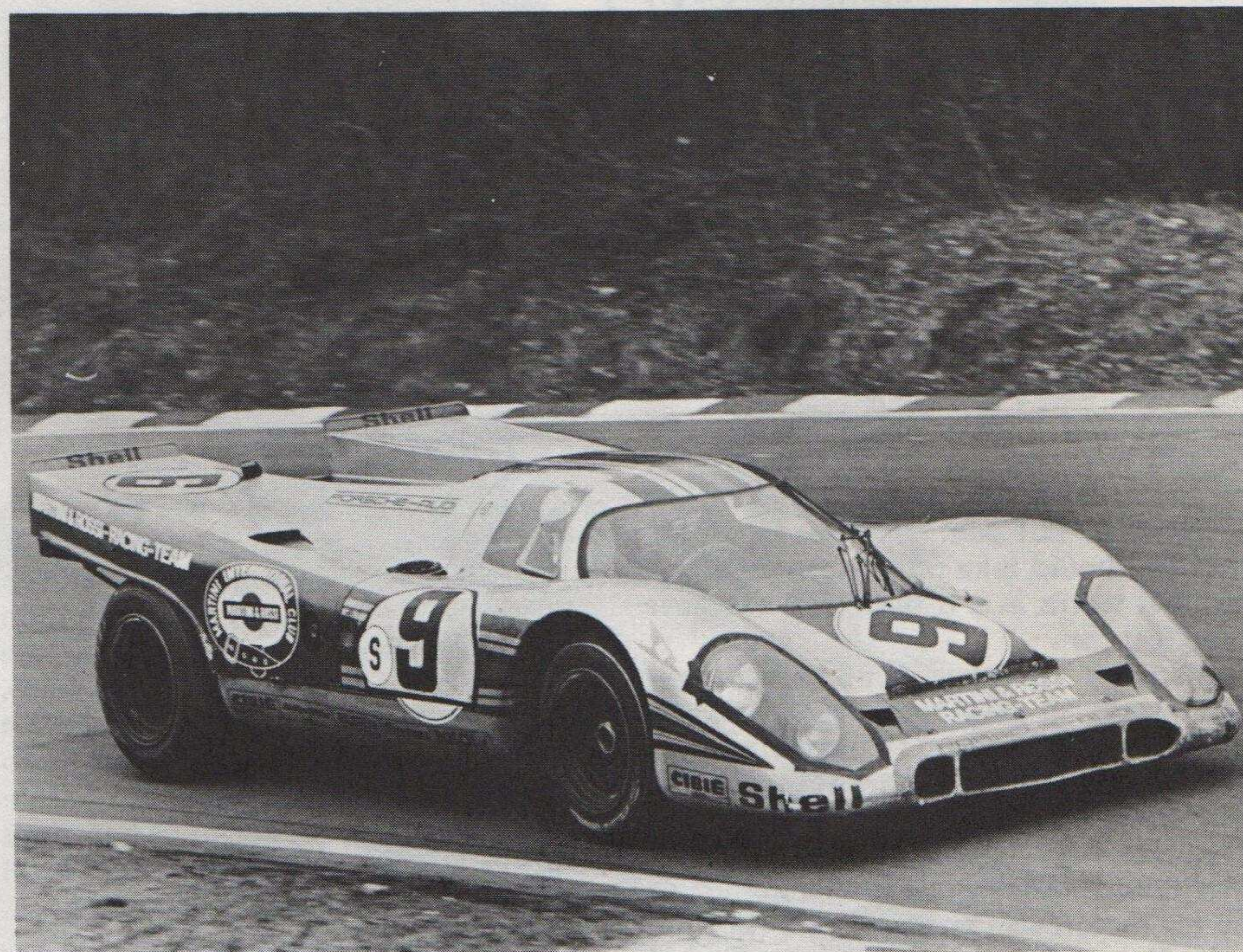
The new Brabham eventually arrived in August 1967, but although it was a quicker car, Brian preferred the Lola. This was in a way a good thing because privateers had a hard time getting entries that year and a Lola, quite a rarity compared with the Brabham, was more likely to be accepted by race organisers.

When John Wyer was looking for a second driver in the Mirage he had entered for Jacky Ickx to take to South Africa



Brian in Sid Taylor's McLaren M10B at the Race of Champions meeting earlier this year, at which he won the first round of the 1972 Rothmans European F5000 Championship.

(Photograph by David Turney)



Back in this country after 'retiring' to South Africa, Brian took the wheel of a Martini Porsche 917 in the Brands Hatch BOAC 1000 last year, but the car was never in contention for the lead.

(Photograph by Guy Griffiths Motofoto)

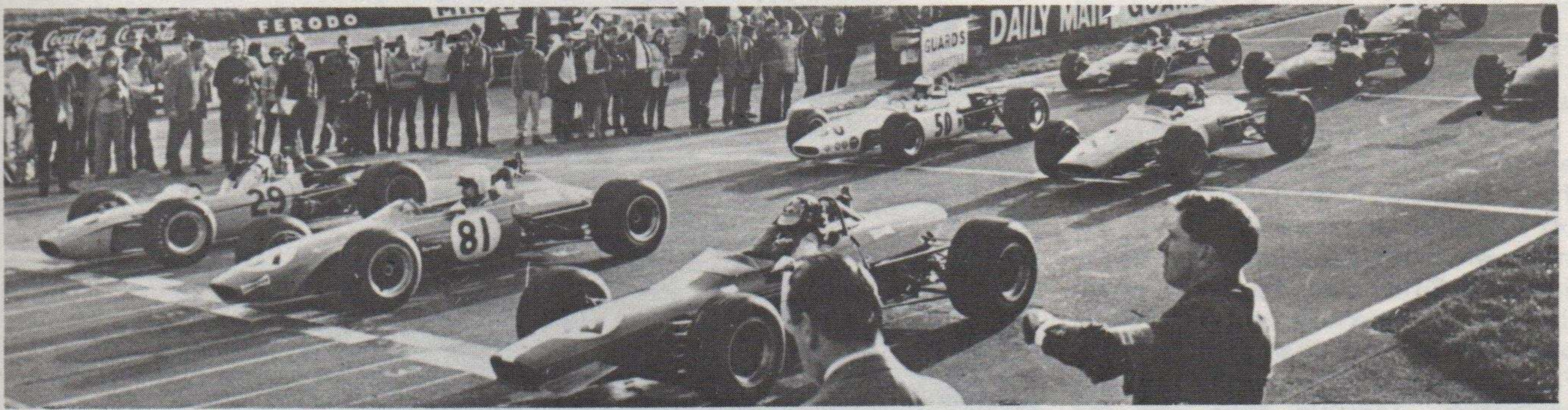
his eye fell on Redman, who "grasped the nettle" admirably. He and Ickx dominated their first race together at Kyalami, and a Gulf drive was quickly forthcoming for the whole of the following season. It was another turning point and while the F2 Lola was retained to enable him to keep his eye in on the single-seaters, Redman really hit the headlines with a win here in the Gulf GT40 with Ickx.

1968 was the year when everyone wan-

ted to know Brian Redman. A place in the Cooper Formula One team resulted from the Kyalami performance. In Formula Two a Ferrari contract nearly resulted from one of his best drives, when he was loaned a Dino for a race at the Nurburgring, but Ferrari was still testing other drivers after he had been offered the contract, so Brian went back to the Lola, scoring a second to Jochen Rindt at Crystal Palace.

continued on page 44

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The well-publicised accident at Spa in June 1968 virtually ended his racing for that year. He suffered burns and a broken arm when the Cooper went out of control, and Brian was nagged by thoughts that the crash might have been his fault - until a photographer produced a picture taken seconds before the impact, which showed that a bottom wishbone had broken away.

JW Automotive were still interested at the end of that year, but Porsche put an offer in first, and thus started one of the most successful driver partnerships in the history of sports car endurance racing. Brian as Jo Siffert's partner was an essential part of Porsche's success in the World Sports Car Championship, and Siffert was the first to recognise Brian's contribution. Together they won the BOAC 500 here, the Monza, Spa and Nurburgring 100 kms races and the Watkins Glen six hours.

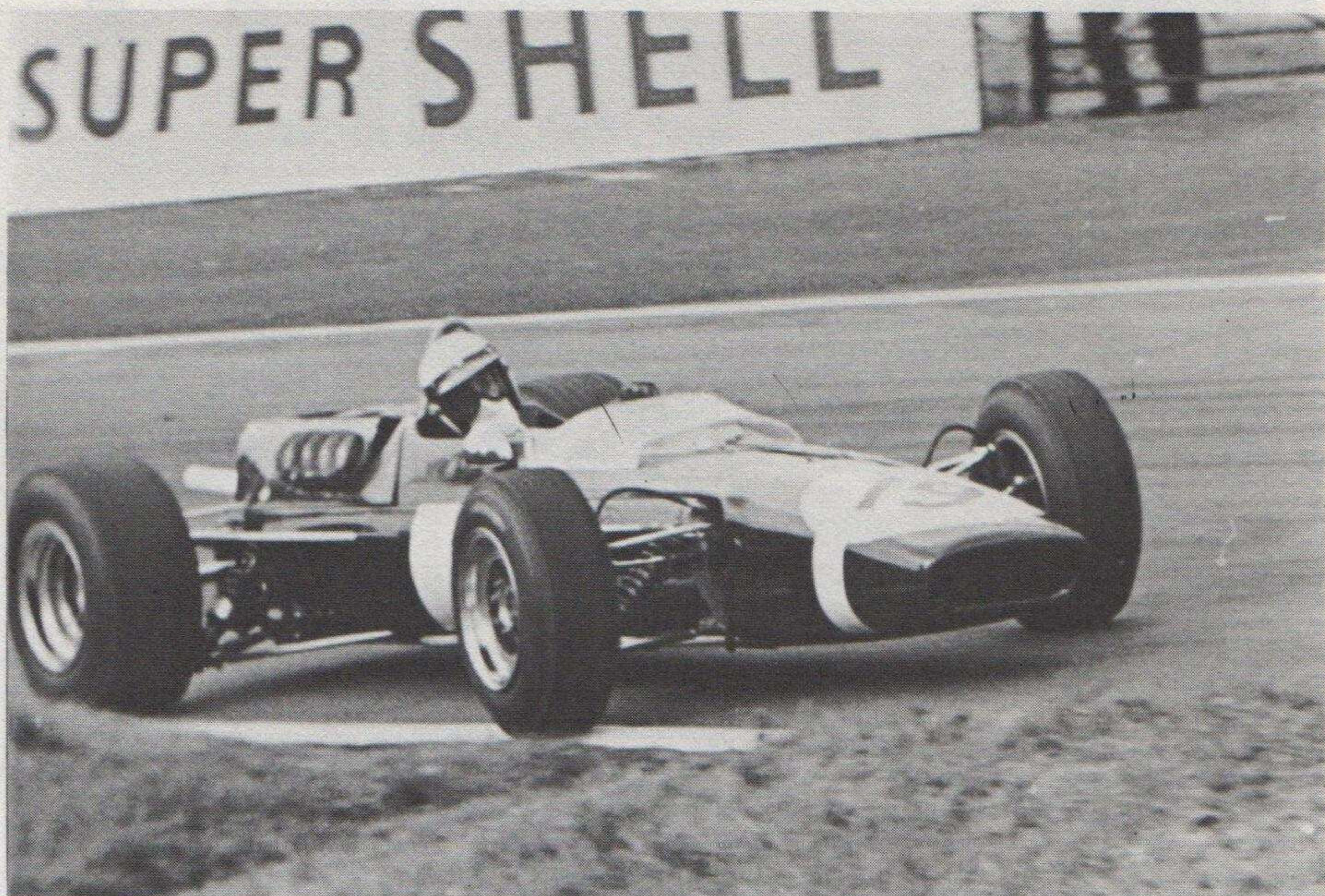
The Porsche contract took Brian to circuits throughout the world, and he has some well-considered feelings on the subject of safety. "I'm as safety conscious as anyone and sometimes I feel like snatching pen and paper to answer some of the letters I read on the question of where are the red-blooded men of yesterday. I'd just like to take one of these pen-pushers in a competition car round Spa on a wet road and see what they wrote afterwards!

"I enjoy Spa. It is a tremendous challenge, but why some people object to putting up a few barriers I can't imagine. You don't drive any slower because lack of barriers means that you're going to have a nasty accident. It just means that if anything goes wrong or you have a puncture you're going to have a very serious accident."

Brian stayed with Porsche in 1970, now under the JW banner with the brutal 917 model. Still with Siffert, the year started well when they led the Daytona 24-hour race only to drop back to an eventual second. Luck was not with this duo, for they led at Sebring, Brands Hatch, Monza, Nurburgring and Le Mans, only to fall out of contention. They did achieve wins in the Targa Florio and at Spa and the Osterreichring, and a second at Watkins Glen.

He was also signed by Chevron for the two-litre sports car series and a thrilling victory by only yards at Spa in September earned the Bolton marque the championship title. Formula One produced no success. Brian practised here and at Hockenheim in the de Tomaso after the death of Piers Courage but did not get into either race, and the car was then taken over by Tim Schenken.

Bombshell news for Brian's fans towards the end of 1970 was the announcement that he was going to live in semi-retirement in South Africa at the end of the season, and Oulton Park staged a sad farewell in October for the driver who got so much of his early experience on the Cheshire circuit.



Brian Redman moved into single-seater racing in 1967 with this David Bridges-entered Formula Two Lola, seen here clipping the apex at Lodge Corner, Oulton Park, during the Gold Cup meeting of that year. (Photograph by Press Photos International)

His South African 'retirement' started well with a class win in the Kyalami nine hours with a two-litre Chevron, and he then went on to outright wins in all the remaining rounds of the Springbok Championship - a staggering achievement - to take the title handsomely.

The following year, 1971, was still young when rumours began that Brian was returning to Europe. They proved to be true, but Brian had naturally missed out when the star drives were being distributed. He came back to a Sid Taylor Formula 5000 seat and celebrated with a second at Mallory Park in the difficult McLaren M18. He had driven a Lola T70 Mk3B successfully for Sid during 1969.

In May Brian was co-opted back into the JW Porsche team for the Targa Florio, but disaster struck again and he was burned when the car's steering broke and he crashed. He came back to Formula 5000 as soon as the doctors permitted and scored a win in his first Interserie sports car drive with the Sid Taylor BRM at Imola. He demonstrated his return to full fitness with a superb victory here in September with the McLaren M18, when he beat Frank Gardner, that year's Formula 5000 Champion, despite suffering broken suspension, and earned the BP Man of the Meeting award.

This was an appropriate time for Brian to tell the world he had won a Ferrari sports car contract for 1972. His debut with the team was in the Kyalami nine hours, which he won with Clay Regazzoni.

His achievements this year are too recent to need much recounting. Suffice to say that Brian has helped the Ferrari team to steamroller its way to the sports car title, with another win at Spa among his successes. The McLaren Formula One team asked him to drive at Monaco in

place of the absent Peter Revson, and the reward was a solid fifth place in terrible conditions. The result was the same at the Nurburgring, but Brian had to fight his way up from the back after practice troubles.

Brian had been offered a place in the Tyrrell team at the Belgian Grand Prix when Jackie Stewart was suffering ulcer trouble, but he told Ken Tyrrell he couldn't make it because he had promised his wife a weekend at home. It took a brave man to turn down such an offer, and it must have been the first time Ken Tyrrell had heard an answer like that to the offer of a drive!

He has also continued in Formula 5000 this year, driving for Sid Taylor. He won the first championship round in Sid's old McLaren M10B and persevered with that until a new Chevron was ready, and then he gave that a debut victory at the Oulton Park Gold Cup meeting. The current situation in the championship can be found elsewhere in this programme.

Does Brian consider that sports car racing offers him what he wants most in racing? "Not necessarily, no. I depend for my living on racing, and circumstances dictate that whatever offers the most income I want to drive the most. But it's not just the money. I look at it like this. If you want to make real progress you've got to drive single-seaters. If you don't quite make it, then you can always turn to sports cars and make it your aim to be top in that field."

What he did not say was that it is one thing to reach the very top as a sports car driver, but for a man to excel also in single-seaters and to be much in demand by Formula One teams despite being relatively unknown in this formula at the age of 35, takes a rare talent.

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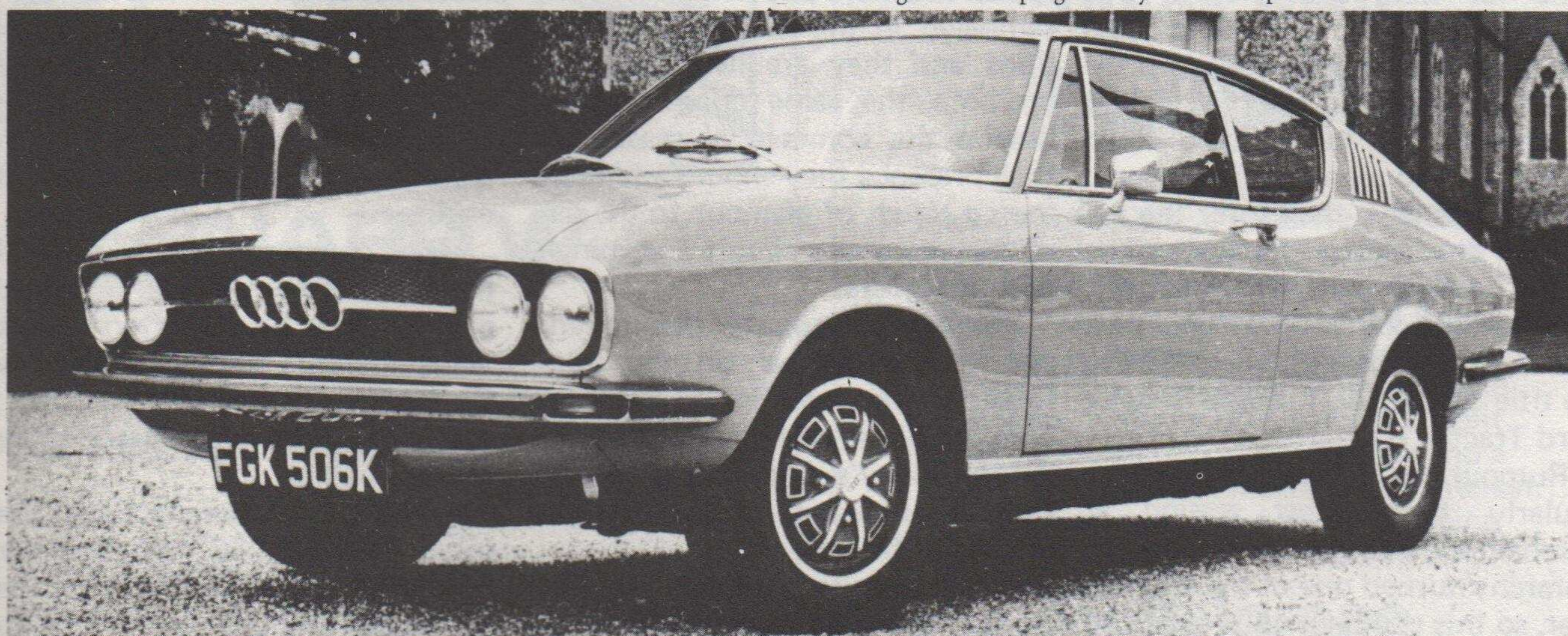
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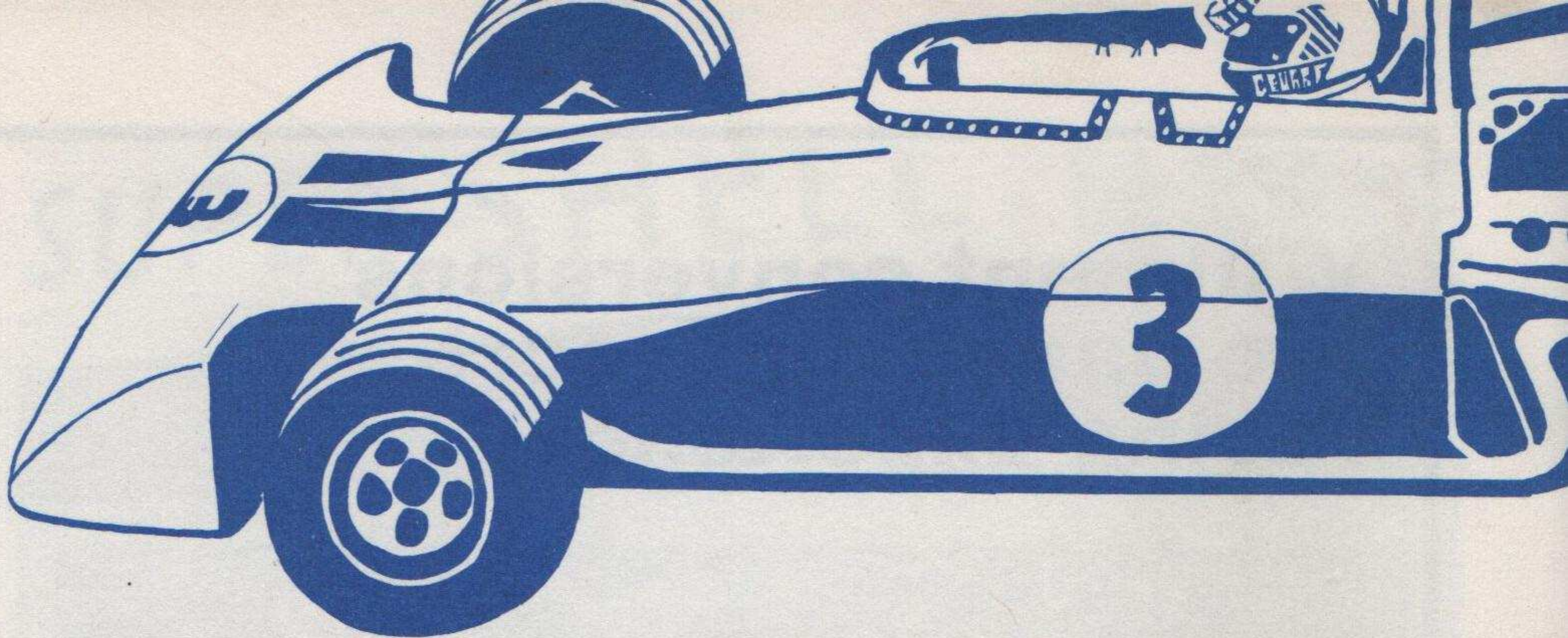
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How the cars qualified for today's races

Six hours of qualifying gave competing drivers plenty of time to try for places on the starting grid for today's Bank Holiday spectacular. Based on estimates of the final entry the organising club, the BRSCC, divided the list into three parts and each section had its own practice sessions.

Seeded into one group were the



Formula One and Formula 5000 cars, while the Formula Twos and sports cars (plus any which did not fall into any of these categories) were in separate sections.

Each group had a timed practice session on Thursday and Friday and the groups were slightly rearranged for final practice on Saturday. There

was further untimed practice to give all the teams a chance to sort out any problems.

Cars were timed in the normal way on every practice lap, giving the timekeepers at the top of the grandstand three busy days. Drivers who wanted to attempt qualifying in two cars had the cars in different practice groups.

Tractors, parachutes and Pan's People all help to keep the action going

That man Edgar Jessop, the fastest clog-maker in the world, has put up the trophy for what should certainly be the strangest race of the day at this Rothmans spectacular. The event in question is a battle between six big Ford 5000 tractors over an obstacle course on the club circuit during the lunch interval.

In addition to Edgar's trophy, which Rothmans are kindly having made for him, top prize in this gruelling contest is £50 and copious bottles of champagne. Second prize is £25 and third £20, and in fact all six drivers will take home some money, not to mention champagne. Not surprisingly, therefore, the organisers are hoping to attract some of the leading lights from today's more serious goings-on to take part in the tractor battle, which carries the title of the Edgar Jessop Trophy Ford Tractor Race.

Rumour has it that during a particularly hectic test session at Boreham somebody high in the Ford hierarchy turned one of the tractors over, so this could be quite a race.

There should be no lack of attention for another interlude attraction, an appearance by the Multiglide

Girls, better known as Pan's People, who tempt thousands of men with no interest in pop music to tune into Top of the Pops every Thursday night.

The girls, who perform a provocative dance routine in the programme every week to one of the current hits, have been dancing for about five years, having started on the continent under another name. They appear in an eye-popping advertising campaign in the motoring publications and they are here today to promote the same company, but despite the commercial reason for their presence they should add more than a touch of glamour to the day as they tour the circuit and mingle with racegoers.

Joining the beauty line-up and also due to appear on the track should be the new Miss United Kingdom, who was selected only a week before today's big race, and who appears on behalf of the sponsors of one of the cars.

If all this isn't enough the Red Devils, the daring Army free-fall parachute team, are scheduled to jump into the Clearways loop during the lull between races, trailing smoke

to give spectators some idea of the awe-inspiring drop which they undertake before opening their parachutes.

This is due to follow the first public appearance in this country of a two-seater gyrocopter built by the McCulloch company near the old London Bridge in Arizona. This machine is a sort of big brother to the little autogyro seen before, and the makers suggest it could be the ideal transport for busy racing drivers, who need something to whisk them from major airports to race tracks.

At a cool £11,000 it sounds like an expensive taxi service, but the gyrocopter with its covered two-seat cockpit offers 100 mph cruising from a 180 horsepower Lycoming engine.

The company which sells the machines is currently trying to decide whether Britain offers a worthwhile market. The gyrocopter will fly from its base at Oxford down to Biggin Hill, and on to Brands Hatch after refuelling.

When all the demonstrations are over the cars in the Rothmans 50,000 will parade from the paddock to the starting line, and it will then soon be time to forget the side-shows and get down to the day's serious business.

in gear at

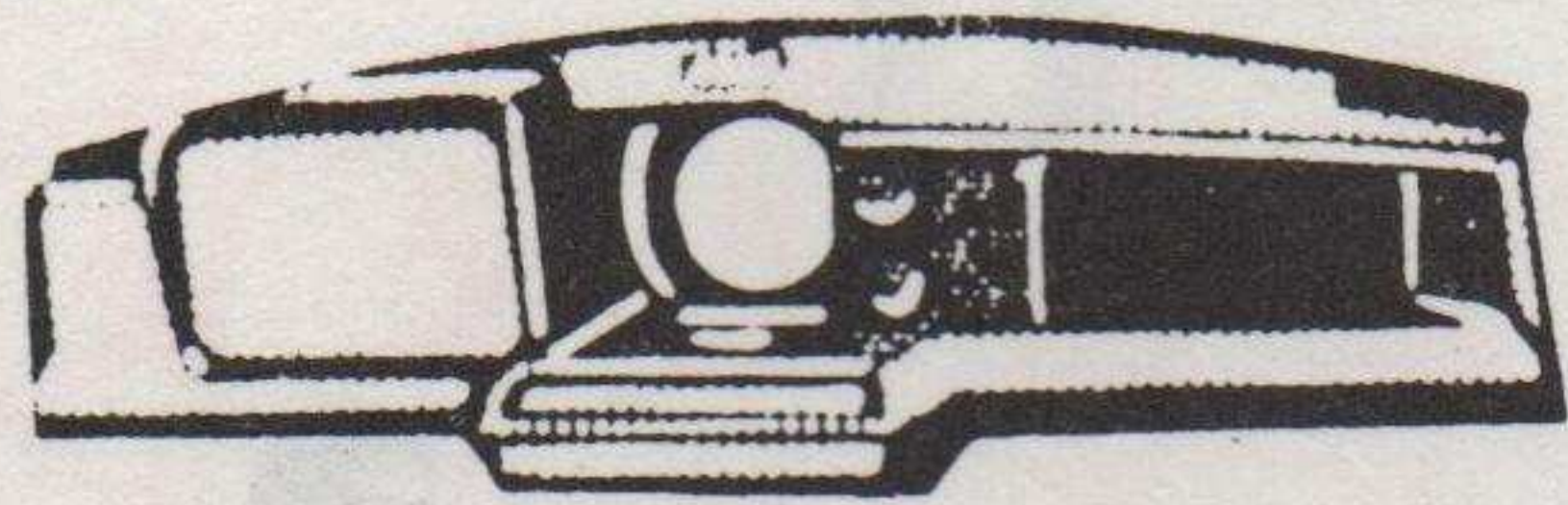
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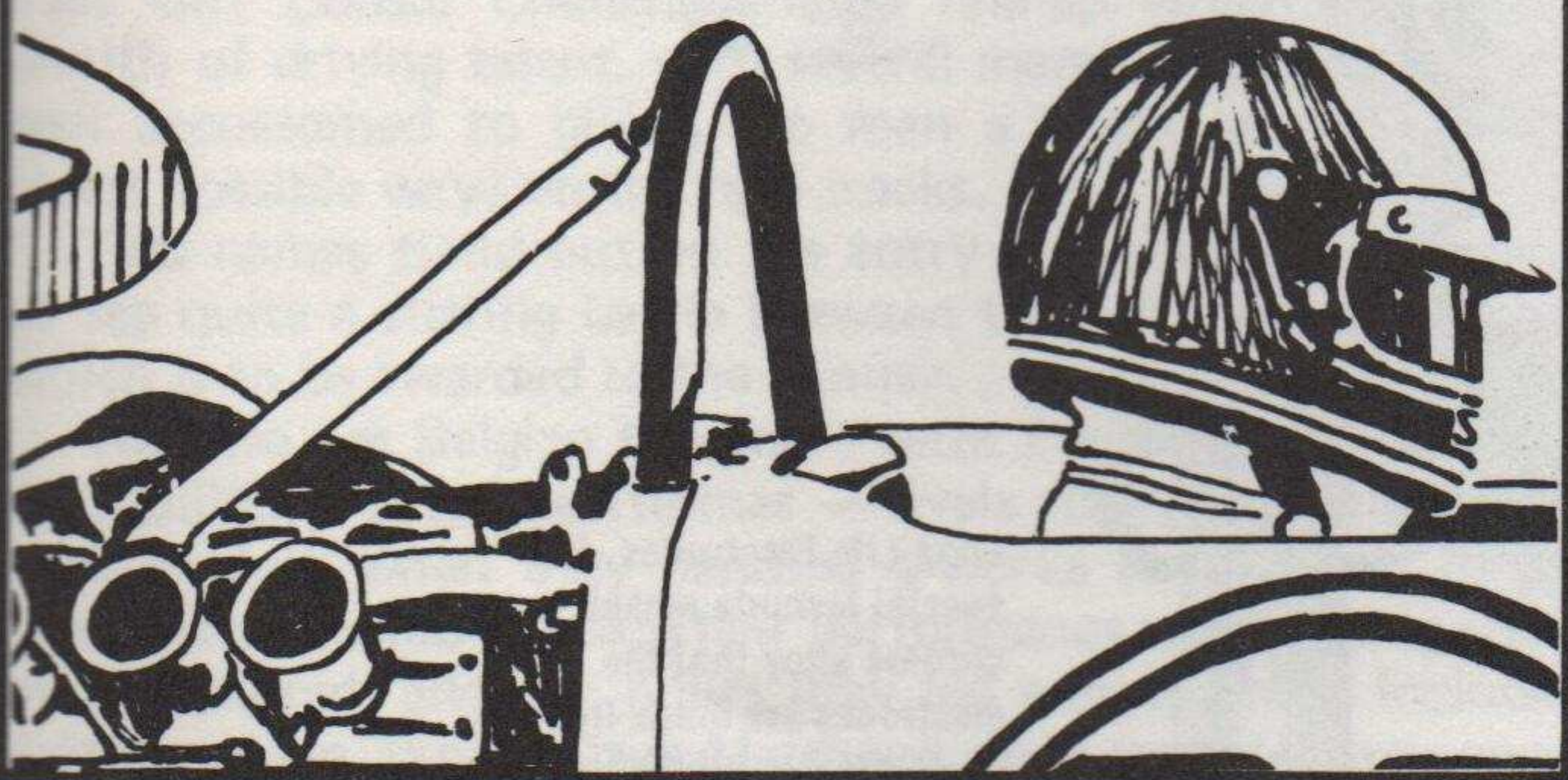
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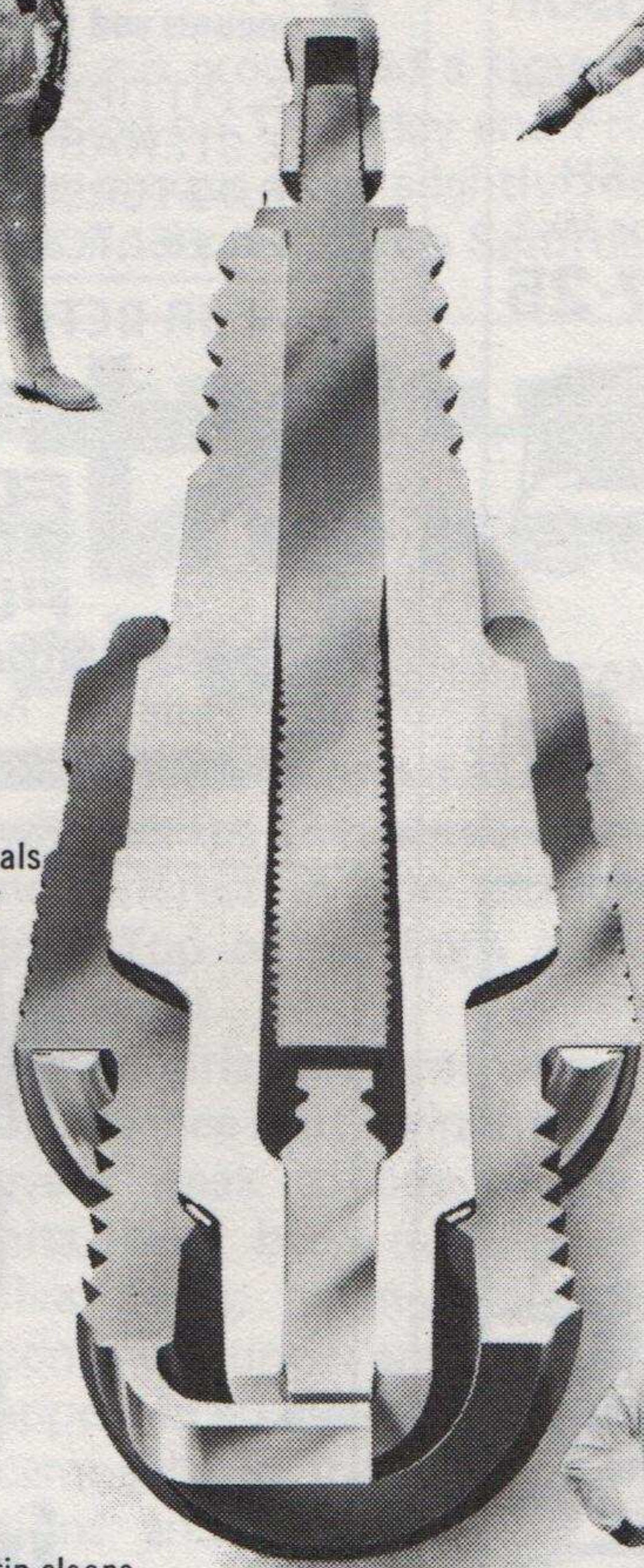
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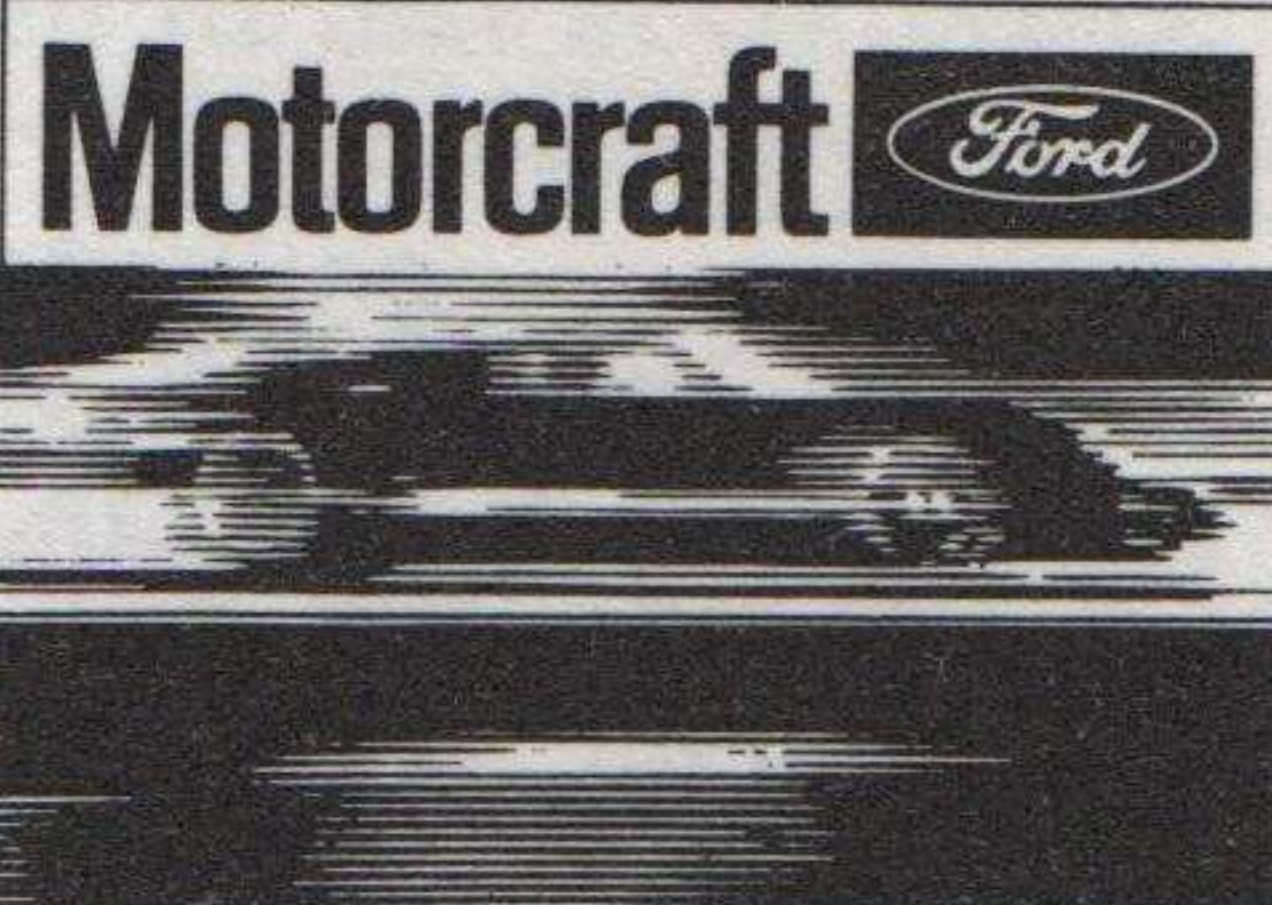
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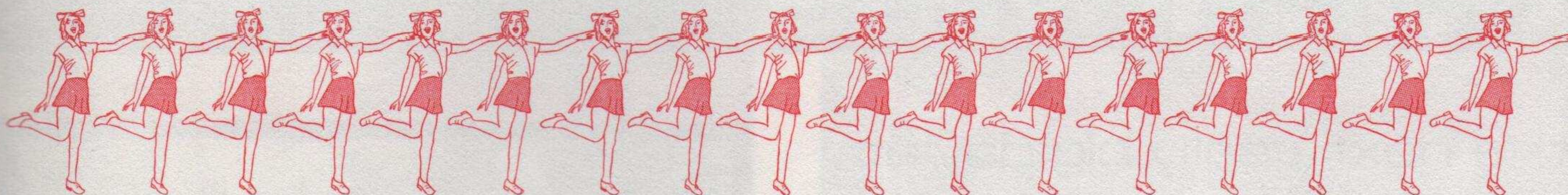
Gillian Fortescue-Thomas

Fast girls line up for the Consul capers

By Brian Phillips



Yvette Fontaine



Races featuring the big names of motor racing driving identical saloon cars have become a popular part of the Brands Hatch scene at certain meetings, but today we see a special novelty event which brings out 16 three-litre Ford Consul GTs — all driven by women.

It may come as a surprise to some people that 16 women racing drivers can be mustered in one place, but in fact the Fast Girl Consul Challenge has a line-up which includes a wealth of driving talent, with several members of the fair sex well accustomed to giving the men a fright or two (in the nicest possible way) on the race tracks.

Two names stand out on the entry list, and we can expect to see quite a stirring battle between them for the mink coat which is to be awarded to the winner.

The two are Belgian heroine Yvette Fontaine and our very own Gillian Fortescue-Thomas — rivals today but team-mates back in July when they handled a works Ford Escort in the Spa 24-hour saloon race. Their performance was nothing short of sensational, and for hours they led a class which included British saloon expert Dave Matthews until trouble intervened, and the car finally expired with engine trouble a few hours from the end.

Gillian, a 23-year-old Kent farmer's wife who looks more like a model than a racing driver, needs no introduction to Brands Hatch regulars, who have frequently been thrilled by her driving of Escort and Capri models. Her first motor sport experience was in autocross events in 1969, when she drove an Anglia. This was changed for a TVR the following year, and in 1970 she also made her circuit debut, with a Formula 1200 car at Lydden.

In 1971 Gillian won a special televised women's Rallycross championship, and this success was an effective launching pad for her driving career. She was placed five times in the Castrol Mexico Challenge series last year and is a regular competitor again this season, and Gillian has also been launched into the much faster world of special saloon racing with a quick Escort, rapidly becoming a leading contender in this class too.

She also entered the increasingly popular production saloon

racing class with a three-litre Capri and was making quite an impression when an accident put a stop, temporarily at least, to that venture. It seems unlikely that Gillian can have much spare time, but she says that when she's not driving fast cars or helping on the farm she enjoys a variety of hobbies such as riding, shooting, skiing and cooking.

The other main contender in today's race must be Yvette Fontaine, Belgium's top woman driver and in fact one of that country's leading drivers of either sex. Yvette, aged 26, started racing because there was a circuit at the bottom of her garden in Zolder. She won the Belgian National Saloon Car Championship in 1969, taking part in ten championship races. She won four of them outright and took a class victory in the other six. That adds up to ten out of ten, and championships can't be won any more decisively than that. This triumph made Yvette the first woman in Europe to win a national racing title.

She naturally became a celebrity in her own country and now has a busy time fitting television and film appearances between her racing commitments. Yvette speaks four languages and likes a game of golf. She enjoys relaxing quietly when she can get away from the race tracks, and is looking forward to eventual retirement and marriage, but at present she is dedicated to racing.

The third most likely front runner, and another girl accustomed to big, powerful cars is Gabriel Konig. Until the arrival on the scene of Gill Fortescue-Thomas she would have earned most nominations as the leading woman driver in this country, and a straight contest between the two might still prove very interesting.

Gabriel, whose husband Mark also raced and started the Nomad sports car company, leapt to fame a few years back. Spectators who can remember the Amasco Championship for modified sports cars are not likely to forget the sight of Gabriel's orange MG Midgets scoring win after win and notching up lap record after lap record. In early 1970 she joined a 'package deal' Formula Ford visit to South America, but the trip was a disaster for Gabriel, who was very badly injured.

continued on page 51



DON'T MISS

the next really big day at

BRANDS HATCH

WORLD CHAMPIONSHIP VICTORY RACE ON OCTOBER 22

*FORMULA 1 Grand Prix stars in action
again on the 2.65 mile circuit*

Three days of practice and racing, including finals of the Rothmans European F5000 Championship, Shell British F3 Championship and Wiggins Teape Paperchase '72.

Featuring the great Formula Ford World Cup Race.

Speed International members will receive full details and booking form in mid-September.

(See Page 56 for membership details)

BRANDS HATCH October 20, 21, 22

STOP PRESS

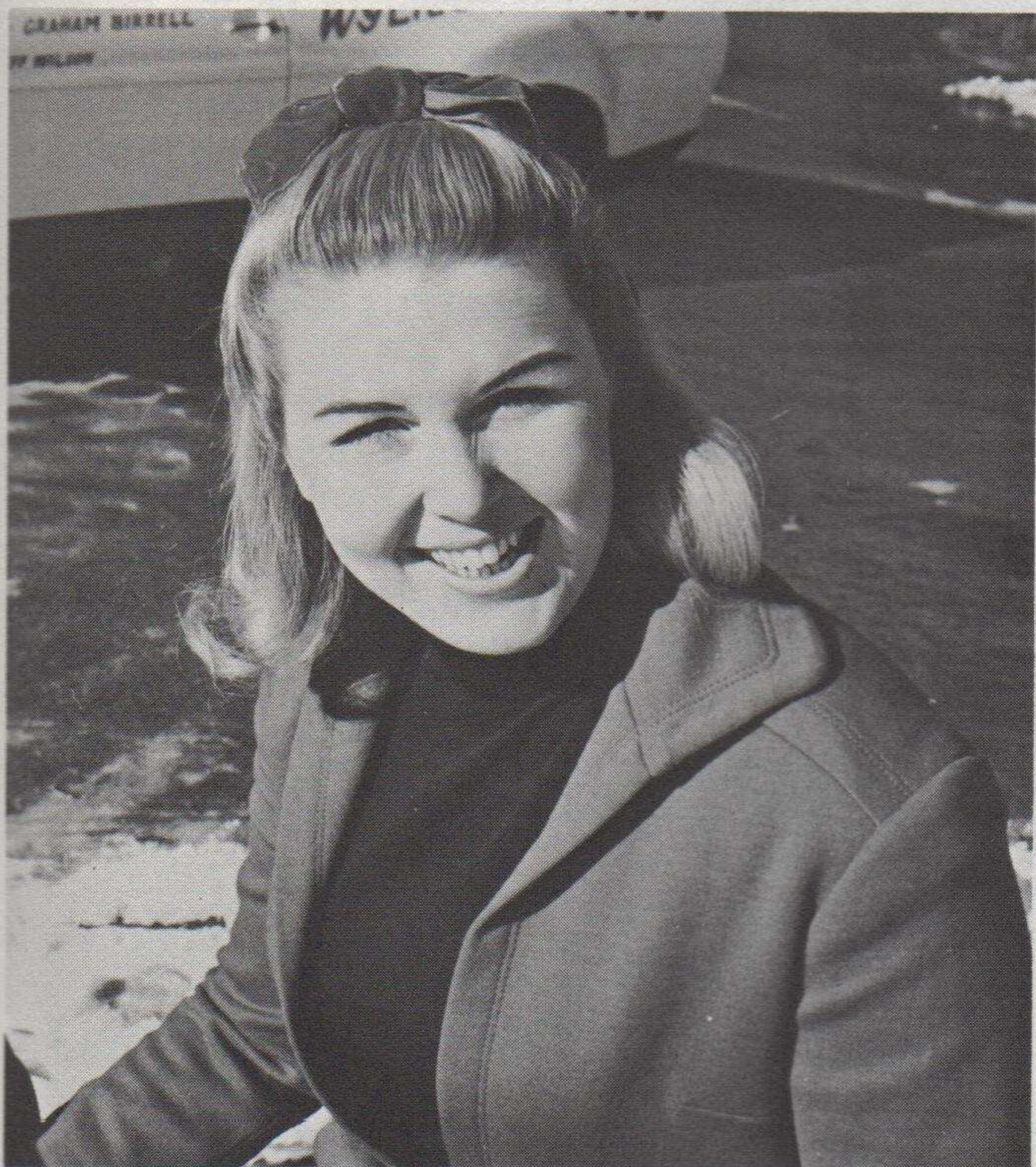
Next round of the exciting ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP here on September 24.

Championship battles on the full 2.65 mile circuit

Adults £1, children 30p. Paddock and stands 50p each extra

She had a spell with the well-known all-girl Formula F100 team, and this year has seen Gabriel back in serious action in production saloon races. She appeared in a Moskvich while work was going ahead to prepare a huge Chevrolet Camaro, and when this car was finally wheeled out one triumphant weekend she scored three wins in three days, much to the surprise of all the men. The Camaro has not produced such startling form since then, but is always a major contender whenever it appears.

Also on the entry list is newlywed Juliette Scott-Gunn, who met her new husband in just about the most unlikely circumstances. She was racing in a production saloon event when she collided on a corner with the car driven by fellow competitor Andy Slaughter. The two of them got out to swap notes, and that's how it all began. Juliette is now Mrs. Slaughter — the couple arrived on the first day of their honeymoon for a race at Mallory Park — though she plans to continue racing under her maiden name.



Jenny Birrell

Juliette, 26, works as an assistant personnel manager. She started racing in 1971 and won the Helen Spence Trophy for novice drivers. She finds no time for hobbies apart from motor racing, though she has done some magazine and newspaper writing.

Production saloon racing seems to attract the girls, because two more of today's entry are currently engaged in this class. They are Micki Vandervell, cousin of Formula Three driver Colin Vandervell, and Jenny Dell. Both are well known here at Brands Hatch, primarily for driving Minis with great verve in the past.

Micki, who is 28 and has been circuit racing for three years, has now taken to driving an Escort Mexico which she handles in production saloon races and in the Escort Mexico Challenge series. Jenny, like Mrs. Fortescue-Thomas, went out to the Spa 24-hour race last month with an Escort, but did not get a race as she and co-driver Denis Thorne were reserves on the entry list. Things go better for her in this country, however, and Jenny is enjoying considerable success with a cosmetics-sponsored Vauxhall Firenza this season.

Rally drivers have been enlisted for a day's circuit racing in

the Consuls, and among those due to appear is Rosemary Smith, one of the best known women rally contenders. She competes in most of the well-known European rallies and numbers an outright victory in the Tulip Rally among her many successes. She took part in one of the most spectacular rally events of recent years, the London to Sydney Marathon, and competed in the Rallycross series last year.

Another well-known rally name is Liz Crellin, whose sister Janice Hodgson is in the British Olympic riding team. Aged 27 and married, Liz has been rallying for five years. She has also tried her hand at Rallycross, but a greater claim to fame is 18th overall and second in the women's section in the gruelling London to Mexico World Cup Rally. This year she was tenth overall in the Monte Carlo Rally with Pat Moss-Carlsson.

Down to appear is Jenny Birrell, sister-in-law of Scotland's Gerry Birrell, who should also be racing today. Jenny went into rallying as co-driver to Pat Moss in a Ford but later branched out on her own and went circuit racing.



Micki Vandervell and Gabriel Konig

The list also includes 24-year-old Susan Tucker-Peake, who has been racing since she was 17 and was third in the British Women's Championship in 1970, rally drivers Jill Robinson, Carolyn Tyler-Morris and Tish Ozanne, who made her name in the late fifties and sixties, hillclimb expert Margaret Blankstone, Vicki Lincoln from London and Cornwall's Tricia Morris.

It all adds up to ten dramatic laps of the club circuit to get the excitement going on this spectacular day. The Consuls, all built to the same specification, are the powerful three-litre GTs described in more detail elsewhere in this programme. The only alterations compared with the roadgoing model are safety modifications.

Spectators who can remember the race for identical Capris here on Ford Sport Day in May will recall seeing the cars whistling round in uncanny silence. Spectators at Paddock Bend on that day reported that the only noise as the whole field came into the bend on the first lap was the sound of car bodies banging together! Maybe the fast girls won't be quite so determined, but that mink coat waiting for the winner must ensure a hard and exciting battle.

Place your bets on all races and practice sessions

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

Throughout the meeting it will be possible to place bets at Ladbrokes' 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 the 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.

This follows the success of similar arrangements made for last month's Grand Prix meeting here, when

betting returned to a British race track for the first time in many years.

At the time of writing one of the most exciting aspects of the meeting is likely to be the renewed confrontation between reigning World Champion Jackie Stewart and this year's championship leader, Emerson Fittipaldi, who beat Stewart in the Grand Prix. The Rothmans 50,000 will be even less predictable than the Grand Prix, because cars of many types will be racing against the Formula One Grand Prix machines over 118 gruelling laps.

As in horse racing, the odds are subject to alteration in the light of changing circumstances and weight of money placed, but 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.

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 position in any one event.

Remaining qualifying rounds after this meeting: Silverstone: September 24; Brands Hatch: September

24 and October 22; Oulton Park: September 16 and October 14; Mallory Park: October 1; Snetterton: October 8.

POINTS TABLE:

Frank Gardner	G2 Chevrolet Camaro & G1 Ford Capri 3000E	55 pts
Roger Williamson	F3 GRD 372-Ford	47 pts
Brian Redman	F5000 McLaren M10B-Chevrolet, F5000 Chevron B24-Chevrolet & G5 Ferrari 312P	45 pts
Alan Rollinson	F5000 Lola T300-Chevrolet	38 pts
Graham McRae	F5000 Leda LT27/GM1-Chevrolet & F5000 McRae GM1-Chevrolet	33 pts
Brian Muir	G2 Ford Capri RS2600	30 pts
Dave Matthews	G2 Ford Escort RS1600 & G1 Ford Capri 3000E	29 pts
Barrie Maskell	F3 Lotus 69-Ford	21 pts
Denny Hulme	F1 McLaren M19A-Ford & F1 McLaren M19C-Ford	20 pts
Tim Schenken	F1 Surtees TS9B-Ford, F2 Brabham BT38-Ford & G5 Ferrari 312P	18 pts
Guy Edwards	F5000 McLaren M10B-Chevrolet, G5 Lola T290-Ford & G5 Lola T290-Chevy/Cosworth	18 pts
Mike Walker	F3 Ensign F372-Ford	18 pts
Tony Trimmer	F3 John Player Special-Ford	17 pts
Mike Hailwood	F1 Surtees TS9B-Ford & F2 Surtees TS10-Ford	16 pts
Ray Allen	F5000 McLaren M18-Chevrolet & F5000 Surtees TS11-Chevrolet	16 pts
Keith Holland	F5000 McLaren M10B-Chevrolet	16 pts
Colin Vandervell	F3 Ensign F372-Ford & G1 Ford Escort Mexico	16 pts
Steve Thompson	Surtees TS8	16 pts
Peter Hull	F3 Brabham BT38-Ford	13 pts
Terry Sanger	G2 Chevrolet Camaro	13 pts

Rothmans 50,000

**Top designer
produces a
unique award**



One of Britain's leading silversmiths and designers, Christopher Lawrence, made the trophy for the Rothmans 50,000. "The Trophy," says Mr. Lawrence "is to represent three facets of the motor racing season. The large silver gilt head represents the spinning racing wheel and tyre; the shape of the silver support is influenced by a valve and the stitched black leather plinth is inspired by the character of the steering wheel," he explained.

Born in 1936 of an artistic family, Mr. Lawrence is now based in Leigh-on-Sea, Essex, where he is kept busy by a wide variety of commissions for all kinds of design and silver work.

After school, where he says he was uninterested in anything not connected with art and craft, Christopher joined a well-known firm of London goldsmiths and silversmiths, C. J. Vander, as an indentured apprentice.

On completing his apprenticeship he became a Freeman of the Goldsmiths Hall. He took a first in the City and Guilds silversmiths examination and later another in chasing. He then completed a course in engraving and design, and finally obtained a National Diploma, which is full degree status.

Continued on page 54



In the annual competition run by the Worshipful Company of Goldsmiths, he has won a total of 18 prizes and has three times been the winner of the Jacques Cartier Award for the Craftsman of the Year. These results are unique.

In the last four years he has established himself as a designer of great repute and his commissions have included civic plate, commercial works of art in silver, awards, and small presentation pieces for royalty.

His work has twice been exhibited in one-man shows at Galerie Jean Renet, Old Bond Street, and an exhibition of his work has toured major European centres.

For some time, Mr. Lawrence has been retained by Rothmans to create awards for the many sporting sponsorships with which the company is connected.

Exciting build-up to F5000 climax

Excitement is building up in the Rothmans European Formula 5000 Championship as the series approaches its climax, and any of the leading point-scorers could still take the title. Four more qualifying rounds are scheduled, the next one being here on September 24, and the series could easily come to a dramatic conclusion at the final round, again to be held here, on October 21.

One special point of interest will be to see if Graham McRae, the 32-year-old New Zealander, can carry off the triple crown by winning both European and United States Formula 5000 titles to go with his Tasman Championship win. Graham recently took over the Leda project, and he maintains cars on both sides of the Atlantic so that he can keep up the challenge in both countries.

The others in contention for the title are Brian Redman, Gijs van Lennep and Alan Rollinson. With two drivers—van Lennep and Ray Allen—consistently among the points, Speed International Racing, the Brands Hatch-based team, looks set to take the entrants' championship which, like the drivers' section, carries a £1,000 final prize.

Rothmans have announced that the championship will continue under their sponsorship in 1973 with substantially increased prize money, so the future of these exciting single-seaters seems assured.

Current points position:

Drivers

Gijs van Lennep	Surtees TS11	50
Brian Redman	McLaren M10B } Chevron B24 }	43
Graham McRae	Leda LT27/GM1 } McRae GM1 }	36
Alan Rollinson	Lola T300	32

Teddy Pilette	McLaren M18 } McLaren M22 }	23
Ray Allen	McLaren M18 } Surtees TS11 }	19
Steve Thompson	Surtees TS8	19
Keith Holland	McLaren M10B	16
John Cannon	March 725	11
Clive Santo	McLaren M10B	5
Gordon Spice	Kitchmac	4
Ian Ashley	Lola T190/1	4
Fred Saunders	Crossle 15F	3
David Prophet	McLaren M10B	2
Pierre Soukry	McLaren M10B	2
Jock Russell	McRae GM1	2
Ray Calcutt	McLaren M18	1
Guy Edwards	McLaren M10B	1
Cyd Williams	McLaren M10B	1

Entrants

Speed International Racing	72
Sid Taylor	49
Alan McKechnie	32
Crown Lynn Potteries	27
Racing Team VDS	23
Alan Brodie	15
Keith Holland	10
STP Racing	9
Saffery's Autos	6
John Cannon	5
Clive Santo	5
Powrmatic Heating & Ventilation	4
WGM Marketing/E. Plumridge	4
Servis Appliances Racing Team	4
Fred Saunders	3
John Butterworth	2
Pierre Soukry	2
Jock Russell	2

Silverstone

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Organised by the British Racing Drivers' Club



The finest field of Group 2 Touring Cars ever seen in this country is being assembled for the race by the organisers, the BRDC. Not only will the **Esso Uniflo RAC Tourist Trophy** qualify for the Challenge Levi's European Touring Car Championship, it will also be a round of the Wiggins Teape Paperchase '72 for the British Touring Car Championship, thus ensuring that the cream of Europe's Touring Cars will be at Silverstone on September 24th. Drivers from Italy, France, Germany, Scandinavia, the Netherlands, Belgium, Austria and Spain are expected to be amongst the 40 entries for the race.

Advance booking form

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Silverstone

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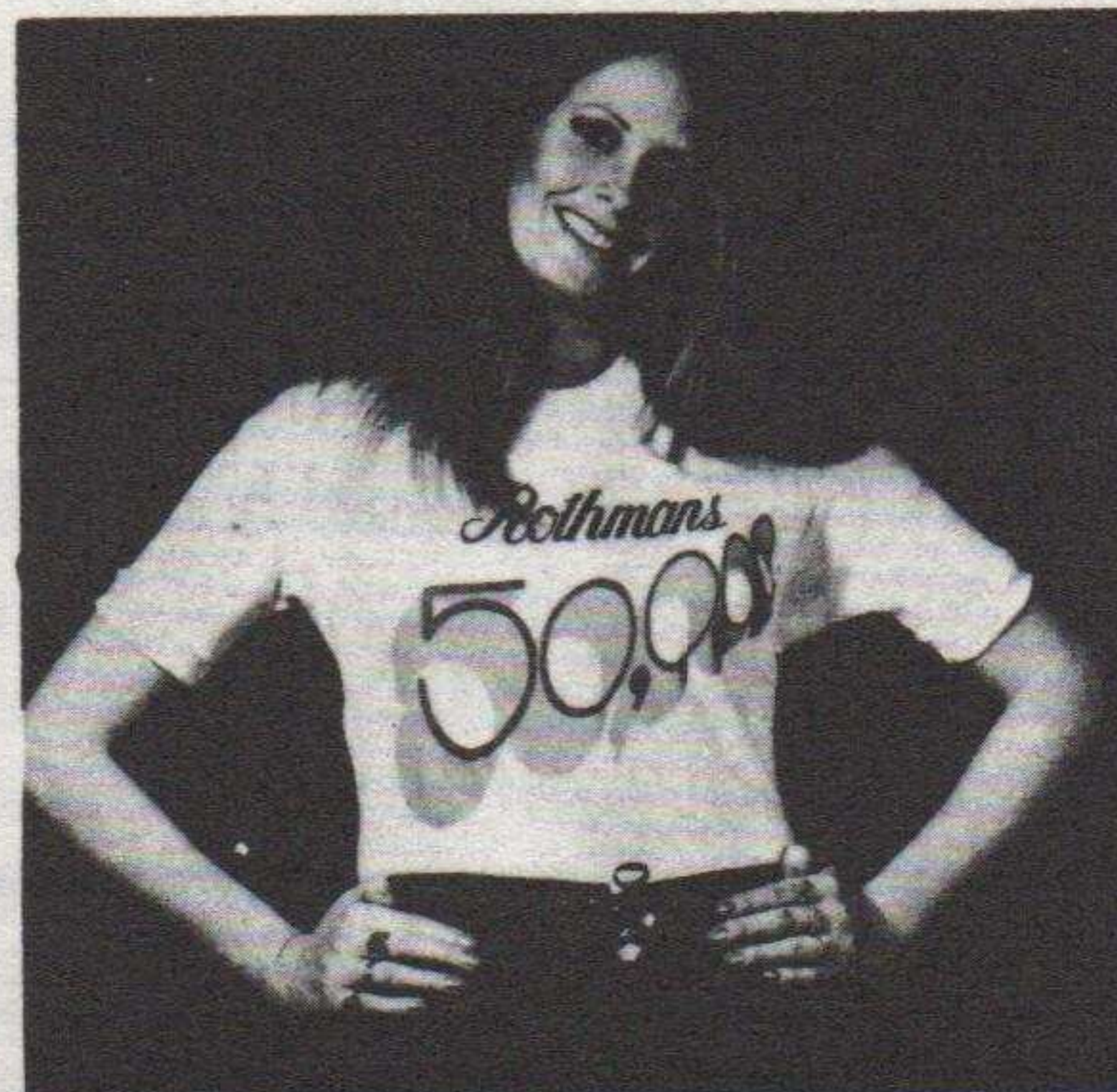
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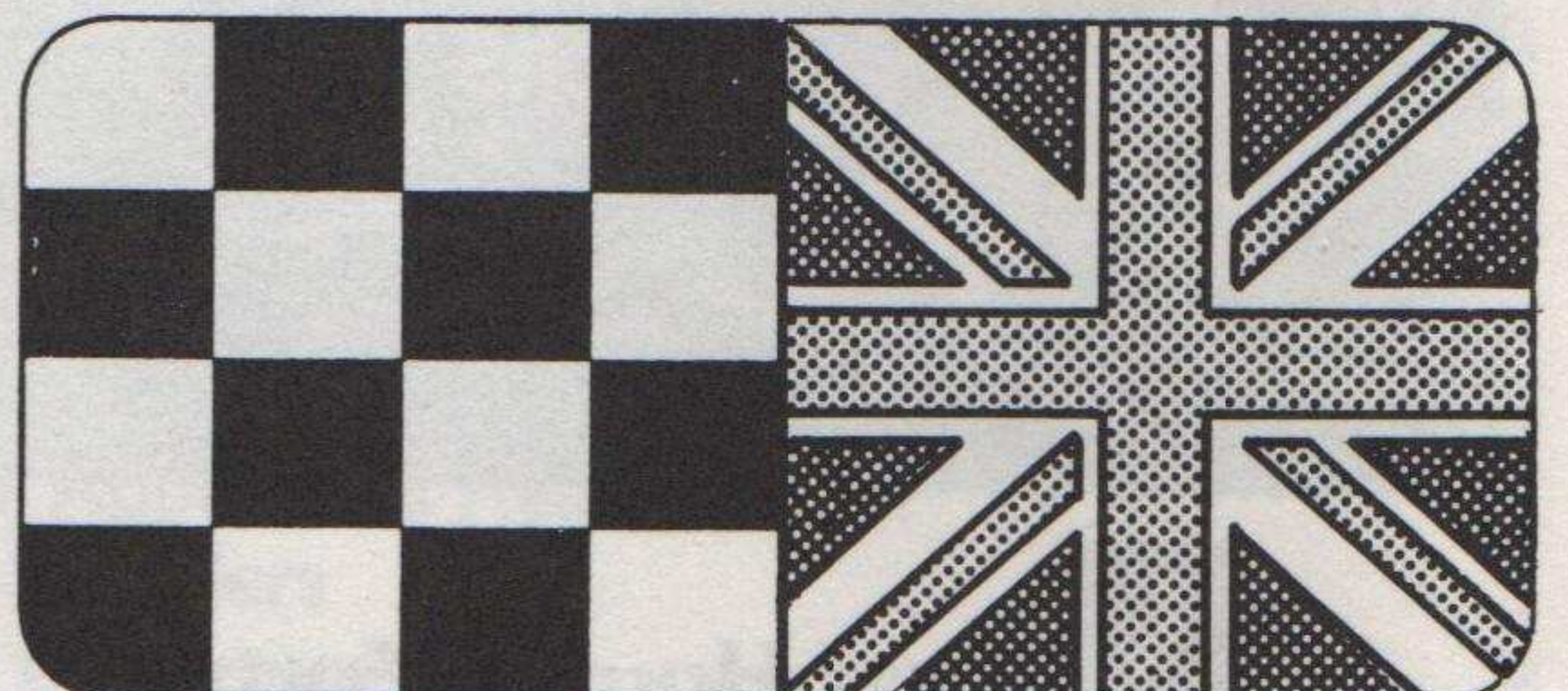
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SUE BAKER *EVENING NEWS Motoring Correspondent*

ROTHMANS **free-for-all tops** **a spectacular** **season**

Competition this year, according to Emerson Fittipaldi, has been tough. He rates 1972 the hardest yet of highly competitive seasons over the past five years.

Emerson is talking about Formula 1, but the same could be said of many of the other strata of racing this season.

To stay at the top, a driver does not just have to be very good, he has to be outstanding. So the prospect of a grid of top drivers from a free-for-all mixture of of the most exciting formulae is bound to result in an outstanding race.

That is why, like many racing fans, I have been looking forward to the Rothmans 50,000 with eager anticipation.

A gaggle of Formula 1, Formula 2, Formula 5000, Can-Am machinery and sports cars chasing a £20,000 first prize carrot round 118 laps of the Brands Hatch Grand Prix circuit was a prospect not to be missed!

The three practice days and Bank Holiday Monday racing mark the climax of the Evening News' involvement with all the top motor races at Brands Hatch this season.

The Evening News has given away 200 bottles of champagne to drivers, and given more extensive coverage of the major events at the circuit than any other newspaper.

We started the season with a batch of "bubbly" for the fastest lapper on the first day of practice before the STP-Daily Mail Race of Champions, in March.

On Easter Monday, in April, the Evening News was associated with the Rothmans Formula 5000 European Championship Race.

Last month Britain's World Championship round, the Grand Prix, was held in association with the Evening News.

On the first day of pre-Grand Prix practice, 100 bottles of champagne went to the quickest qualifying driver.

Two motor cycle events—the Evening News International Motor Cycle Races, on Whit Monday, and the International Hutchinson 100, earlier this month—have also been on our motor sport programme for the year.

With one more Evening News motor cycling international to go—the Race of the South in October—the

Rothmans 50,000 culminates our motor racing activity this season.

What a race to cap one of the most exciting racing seasons for years. It is rightly called "Europe's richest". A total of more than £50,000 in prize money was enough to attract the world's top drivers. With 500 kilometres (312 miles of racing) it is also one of the longest.

Chasing more than 100 times round the twists, curves and undulations of the long circuit will inevitably weed out even such a star-studded grid of cars and drivers.

It is a tough, tight circuit with tricky corners. If you close your eyes, climb into an imaginary Formula 1 single-seater, and set off from the grid, it goes like this:—

Pull away along the top straight, in front of the grandstands, towards Paddock. Third gear for Paddock, accelerating out, down and up the hill, touching 115 in fourth gear. Into second for Druids, the slowest bend on the circuit, out of the hairpin and back across to the right hand side of the track ready for Bottom Bend.

Take it in fourth gear at just over 100, accelerate out and up to 140 m.p.h. along Bottom Straight. Down to third for South Bank, slowing to under 80, out again under the bridge, through fourth, into fifth, and topping 160 along the long straight.

Brake for Hawthorn Bend, the fastest on the circuit, in fourth gear at 120. Westfield slower, 120 in third, and fourth again on the way into Dingle Dell, accelerating up to 130.

Down to third gear, and drop to 90 m.p.h. for Dingle Dell Corner, and into second for Stirling's Bend at 50. Back through the gears along the straight, touching 130 in fourth, and down to third for Clearways at 110. Into fourth as the curve straightens, and up to fifth for the Top Straight, touching 150 m.p.h. past the pits.

When I last drove—gently and academically—round the circuit to have a look at the bends, it looked hair-raising enough at a modest speed.

It is a marvellous circuit, and, from the spectator viewpoint, one of the best. That is why the Evening News, as London's top paper, is associated with motor racing at Brands Hatch, Britain's top circuit.

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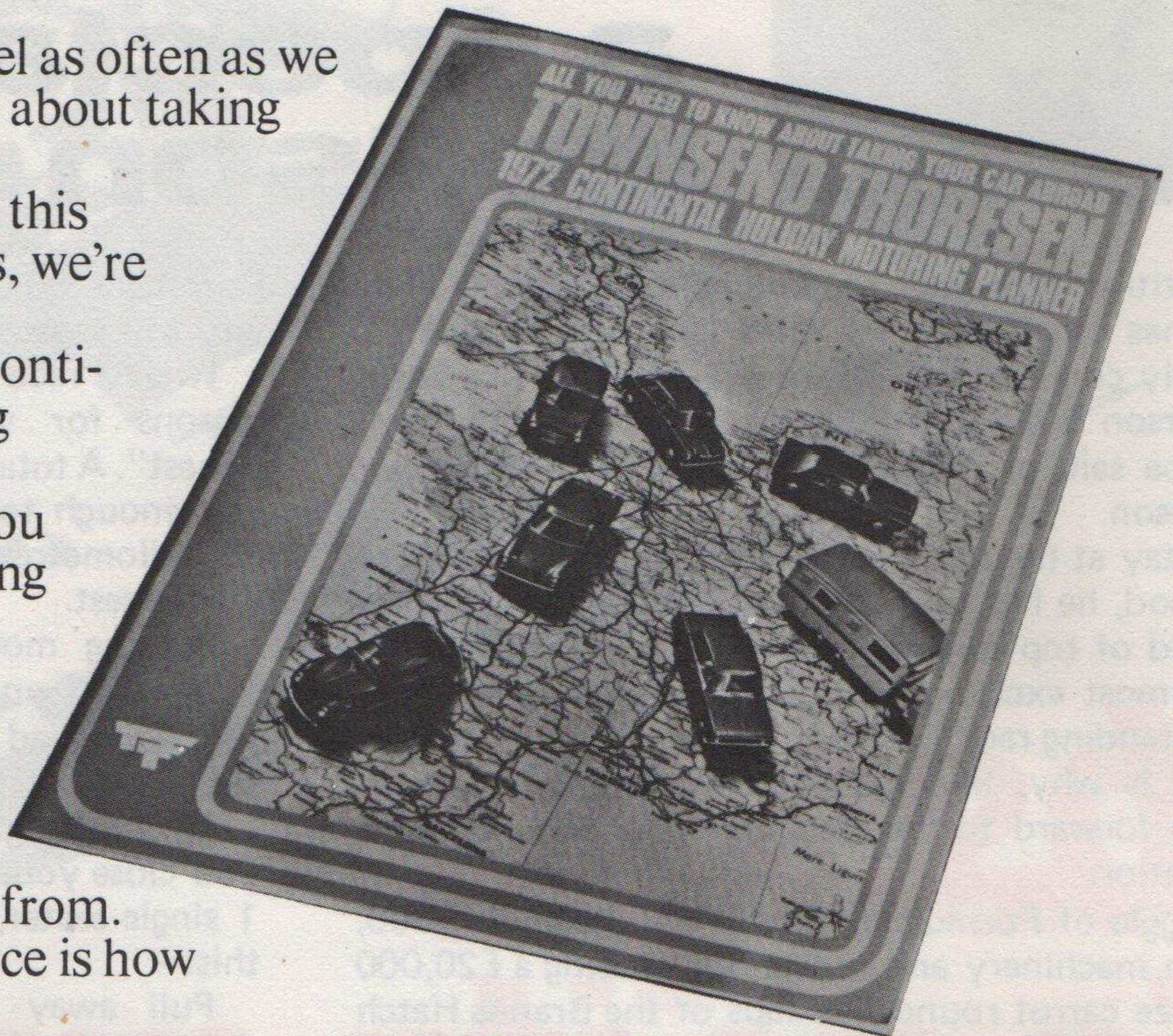
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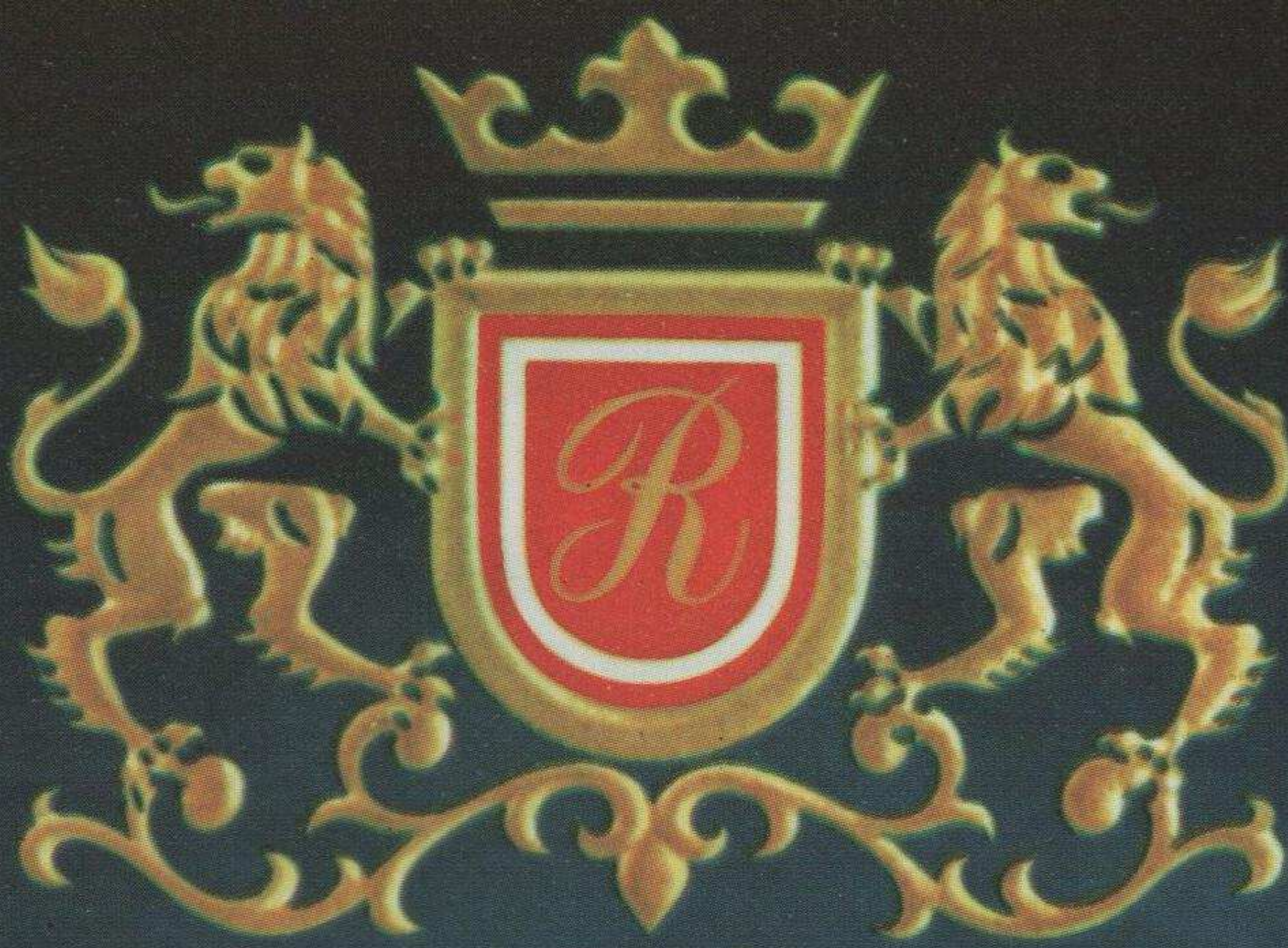
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