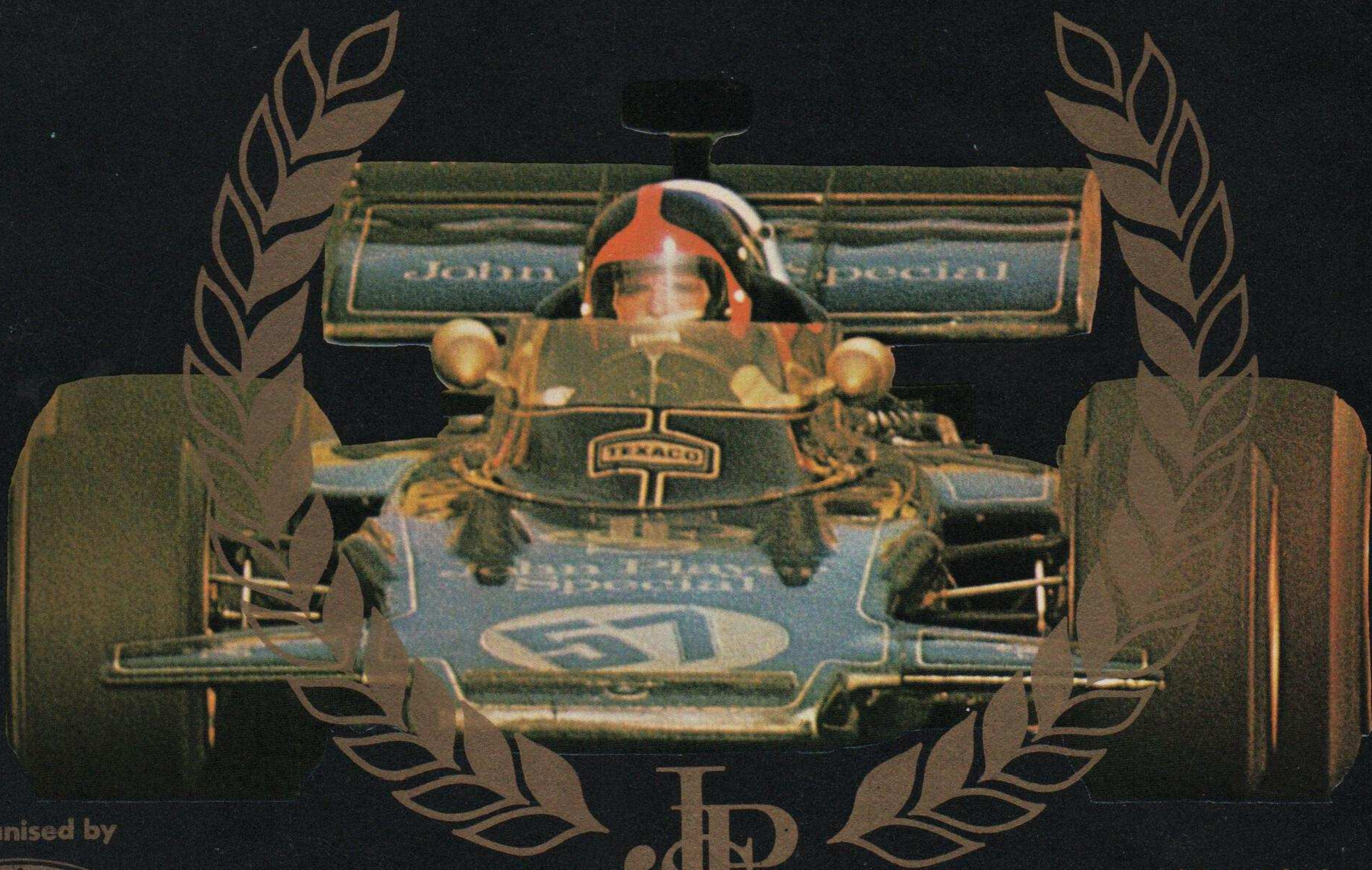


John Player Victory Meeting

The World Championship Victory Meeting to pay tribute
to Emerson Fittipaldi, The John Player Specials and
John Player Team Lotus



Organised by



in association with

Evening News

Brands Hatch

Sunday 22nd October

OFFICIAL PROGRAMME 25p

This year, Emerson Fittipaldi used the same petrol as you.

| RACE | POINTS | PLACE |
|------------------------------|--------|------------------------|
| Argentine Grand Prix | - | Retired |
| South African Grand Prix | 6 | Second |
| Race of Champions* | - | First |
| Brazilian Grand Prix* | - | Retired |
| GKN/D Express International* | - | First |
| Spanish Grand Prix | 9 | First |
| Monaco Grand Prix | 4 | Third |
| Rothmans Gold Cup* | - | Second |
| Belgian Grand Prix | 9 | First |
| French Grand Prix | 6 | Second |
| British Grand Prix | 9 | First |
| German Grand Prix | - | Retired |
| Austrian Grand Prix | 9 | First |
| Rothmans 50,000* | - | First |
| Italian Grand Prix | 9 | First (World Champion) |
| Canadian Grand Prix | - | Eleventh |
| American Grand Prix | - | Retired |

*Not eligible for World Championship points.

As you might expect, a lot of test driving went on before Emerson Fittipaldi drove home to the World Championship this year.

But as you might not expect, you were doing that test driving for him.

Everytime you drove your car on Ordinary Texaco Fuel.

Because it just so happens that



EMERSON FITTIPALDI,
WORLD CHAMPION IN THE
JOHN PLAYER SPECIAL

Ordinary Texaco is the exact same fuel Mr. Fittipaldi would be driving his car on.

Now, pleased as we were with your day-to-day results, we didn't get carried away with any visions of glorious victory.

Until of course, Mr. Fittipaldi himself got carried away in glorious victory.

On good, old, ordinary, everyday Texaco Oil and Petrol.

What gets him around, gets you around. **TEXACO**



Organised by the British Automobile Racing Club

Brands Hatch

22 October 1972

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Firestone beat

Firestone have now three times been World Racing Tyre Champions – in 1968, 1970 and 1972 – and this year have been used throughout by the Champions in most other categories too!

Firestone



them all!

1972 World Champion Emerson Fittipaldi won all his races on Firestone tyres.

Formula II Championship – 9 successes out of 15 races.

Formula – 6 out of the 9 championship races were won on Firestone.

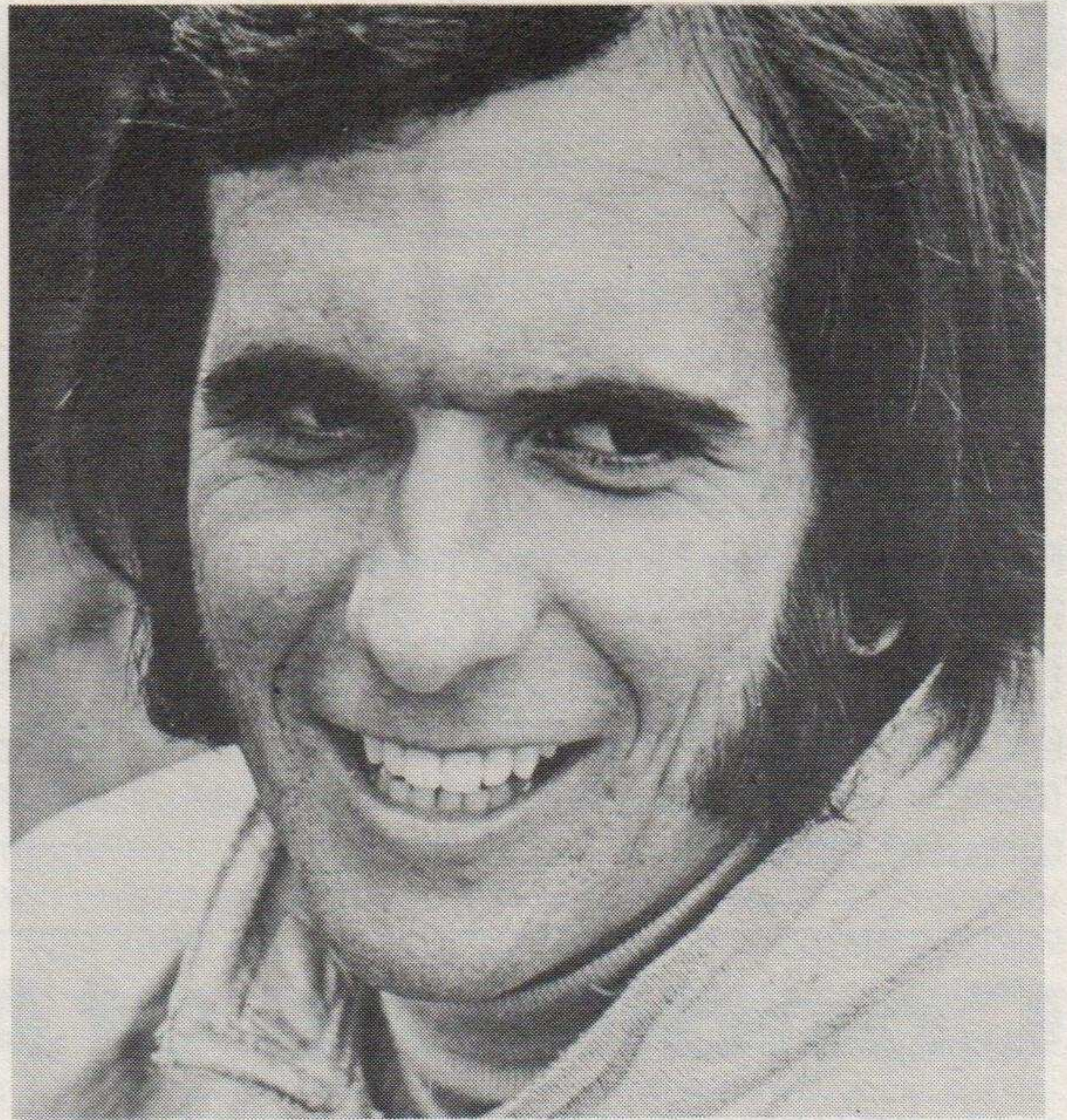
Formula Atlantic – 14 out of the 15 championship races were won on Firestone.

Formula Ford Championship – every single race won on Firestone.

Inter-Series Championship – 6 out of 6 races won on Firestone.

Sports Car Champions were Ferrari, who used Firestone throughout.

A highly successful racing season!



1972 CHAMPIONS



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,
Fawkham, Nr. Dartford, Kent**

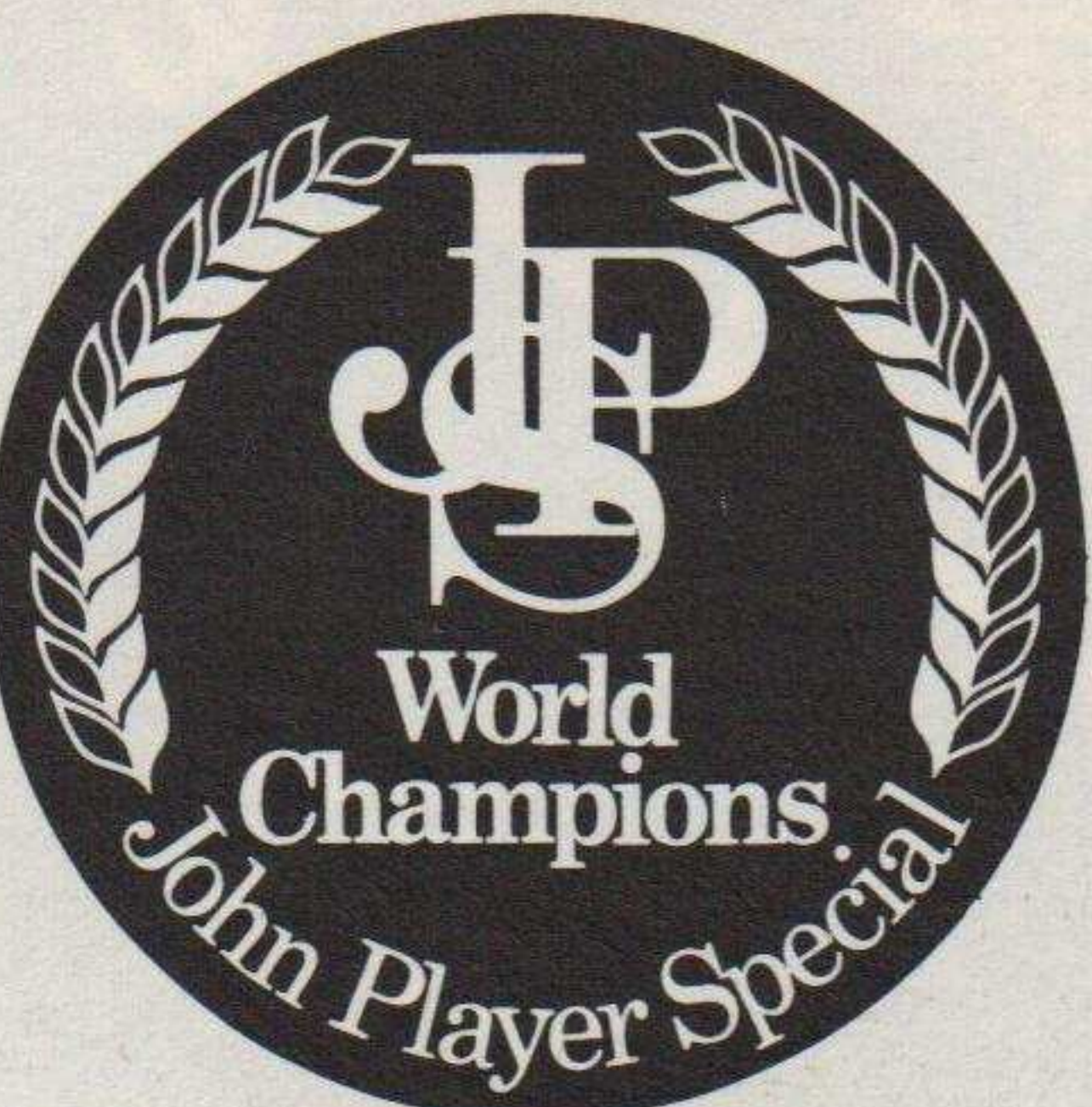
West Ash 331

Acknowledgements

Breakdowns kindly supplied by: Birchwood Motor Works, Swanley. Frys Motor Works Ltd., Lewisham, W. H. Gatward Ltd., Maidstone. Haynes Bros. Ltd., Maidstone. K. J. Motors Ltd., Bromley. Bristol Street Motors, Bromley. Loxleys (K.J.),

Bromley. Grateful thanks are paid to Gerry Stream, Max Le Grand, David Turney, Peter Tempest, Keith Randall, Colin Bicknell, Jackie van Nimwegen, George Missetzis and Phipps Photographic for the use of photographs in this Programme.

John Player's viewpoint



Our philosophy at John Player is simply to go racing to win, and win we do with Team Lotus.

We have worked with Team Lotus since the 1968 season when the cars ran under the Gold Leaf banner and our relationship has been a continuously happy one. Team Lotus are extremely hardworking and enthusiastic and we at Players have found them to be a great team to work with. We have remained loyal to one team, and our confidence in Team Lotus has paid off handsomely, having been rewarded with three Formula One World Championships and countless other victories since 1968.

Our involvement with Team Lotus is essentially that of a sponsor and promoter, although we have not found it necessary to spend vast sums of money on prestige advertising; winners create their own publicity. So we are not actively involved in the running of the team - because the Lotus staff under the direction of Team Manager Peter Warr are more than sufficiently experienced and capable of handling their own affairs. But as sponsors, we do become very emotionally involved, and feel as gloomy about a non-success as do Team Lotus themselves. Last season was not a brilliant one for Team Lotus and this season's Formula Three effort has not lived up to the original expectations. During periods like these we share Team Lotus' disappointment. But the Formula One victories and championship this year gave us enormous joy.

We were so delighted after the Italian Grand Prix victory, which gave John Player-Team Lotus the Formula One Constructors Championship, we decided to organise this celebratory Challenge Trophy race in conjunction with Motor Circuit Developments in honour of Emerson and all concerned with John Player-Team Lotus who made the success possible.

We approached Colin Chapman initially back in 1967 with a view to arranging some kind of link between John Player and Team Lotus. They had just acquired the then new Cosworth engines, and with Jim Clark and Graham Hill as drivers, looked set to do a great deal of winning. Colin Chapman has always been the innovator in the motor racing world and we share with him the distinction of being the first trade organisation to take full advantage of the RAC's lifting of the regulations relating to advertising on racing cars, so that the whole car could be liveried in the sponsors' colours.

Inventors and innovators must expect some criticism from the traditionalists and idealists, but it is usually the case that these very people adopt and accept the changes and new ways in the end. So it is with John Player. We again encountered misgivings earlier this year for involving the title of the Grand Prix with the name of a trade sponsor. We believe it will not be long before we see similar events in Europe, indeed in the rest of the world, being sponsored by large organisations which can enable the events to be staged in a manner commensurate with their rightful status, and therefore financially viable. Like it or not, this sponsor involvement in motor sport means that bigger and better events can be staged, and spectators and enthusiasts can be given what they want to see, which we believe amounts to colourful and powerful machinery competing in a well-organised manner. So that is what we have here today, and what we are going to offer at next year's Grand Prix, but of course it will be done in a traditional manner in keeping with the status of the occasion.

John Player have been allied to Team Lotus for five years now, and the bond which has been established between team and sponsor will remain for many years.

It is interesting that the number of World Championship Grands Prix won by Team Lotus in the last five years with John Player sponsorship far exceeds all the other teams. So we know what winning is all about.

YARDLEY McLAREN

PRESENT...

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

YARDLEY BLACK LABEL

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

Anti-perspirant Deodorants —
Aerosol **60p**, Stick **49p**,
Roll-on **49p**



Wild wild wild COUGAR FOR MEN
After Shave...**72p** Shower Talc...**60p**

*And all these
Yardley McLaren
Specials..!*



Fabulous wet-look
bright orange
driving jackets
with Team Badge
(large, medium
and small)...**£4.50**

Embroidered sew-
on Yardley
McLaren Team Badges...**50p**



Yardley McLaren Grand
Prix Formula 1 Team
Lapel Badges (1½"
diameter)...**5p**



There are four Yardley McLaren sales points at Brands Hatch today. And at each one you can buy any or all of the following...!



**For the ladies, for
your girlfriend,
for the wife you've
left at home...**

Yardley's popular
Mini Sprays in Sea
Jade or Caprice...**69p**
Matching perfumed
Talcum Powders...**37p**
Sea Jade soap
(boxes of 3)...**66p**
The Yardley McLaren
girls will be pleased
to let you try out the
fragrances!

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

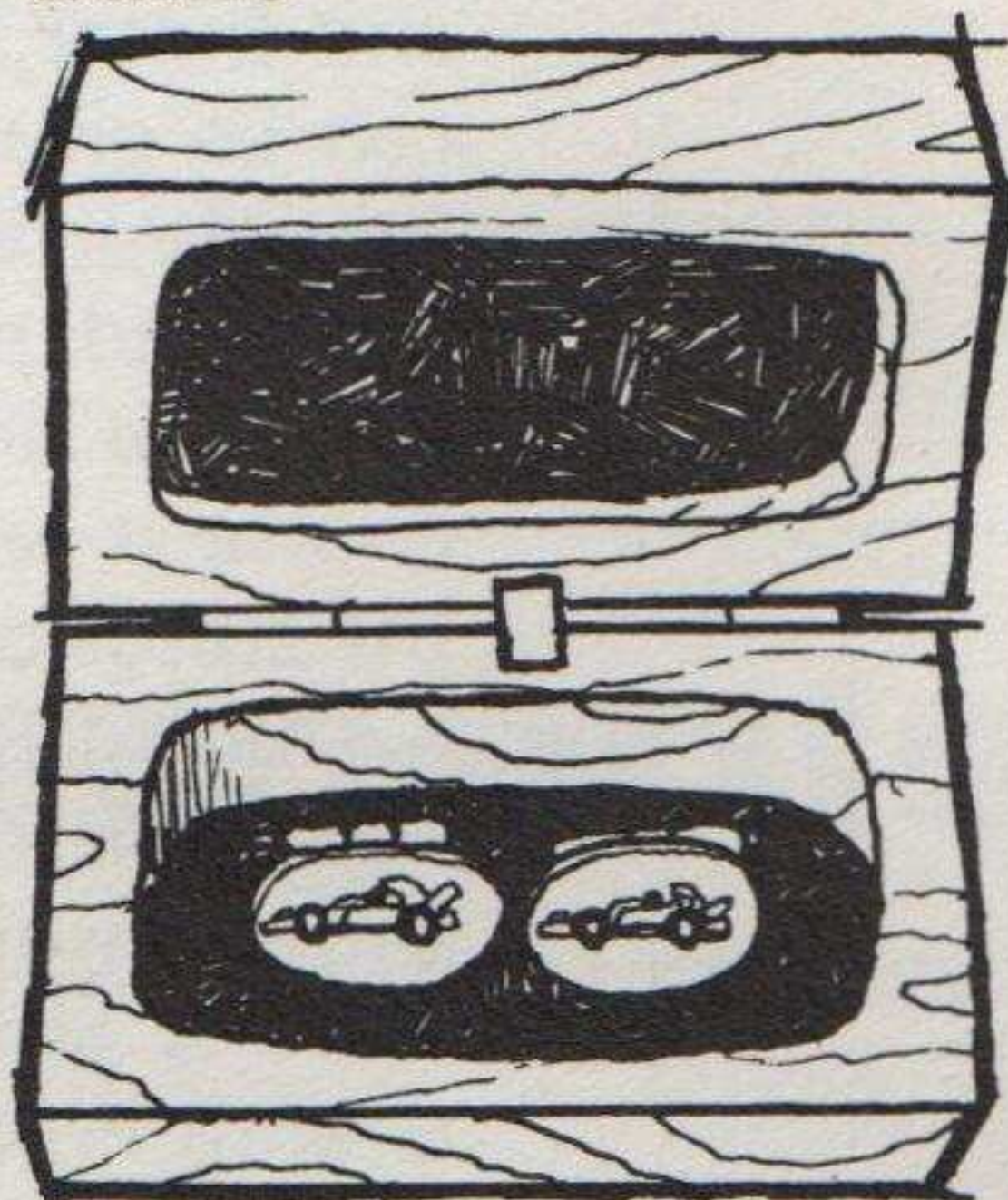


30" x 20" full-colour
posters showing Denny
Hulme and Peter Revson in action
during the Race of Champions in
their Yardley McLaren cars.
Fantastic bargain...**20p**

24" x 15" glossy black-and-white
posters of Denny Hulme in the
Argentine Grand Prix...**10p**

Photographs of
Peter Revson driving
in the South African
Grand Prix...**10p**

Superb quality satin-f
stainless steel cuffli
enamelled Yardley
McLaren car, in
attractive wooden presentation
box...**£1.25**



Special today!
Take this coupon to any Yardley
sales point and buy a Yardley Mini-Spray
and Black Label After-Shave (54 cc) at

20p off
normal
recommended
price

Valid only at
Brands Hatch
Oct 21st-22nd
1972.

Officials of the Meeting

Stewards:

S. Offerd (RAC)
M. Gorringe
W.W. Paul

Judges:

J.M.A. Edmondson
Dr. R.L. McGhie
J. Quick
C.D.V. Wilson
G.W. Wright

Clerk of the Course:

G.D. White

Deputy Clerk of the Course:

K.C.W. Rainsbury

Chief Observer:

A.J. Holberton

Deputy Chief Observers:

R.J. Scannell
M.J. Cooke

Incident Officer:

N.T. Hunt

Assistant Incident Officer:

R.A. O'Leary

Chief Paddock Marshal:

P.A. Sturgess

Deputy Chief Paddock Marshals:

C.L. Payne
D.J. Slaven

Chief Startline Marshal:

R.G.P. Cox

Deputy Chief Startline Marshal:

D. Lloyd

Chief Pit Marshal:

R.H. Davis

Deputy Chief Pit Marshals:

R. Lentell
J.W. Tilsley
G. Pittwood
F.O. Munns

Chief Flag Marshal:

R.A. Fripp

Chief Medical Officer:

Dr. G.R. Branson

Deputy Chief Medical Officer:

Dr. K.K. Eaton

Chief Timekeeper:

R. King-Farlow

Chief Scrutineer:

F.C. Matthews

Eligibility Scrutineers:

C. Mitchell
S. Proctor

Press Officer:

Graham Macbeth

Secretary of the Meeting:

J.F. Wickham

Commentators:

N. Greenway
A. Marsh
S. Taylor

Marshals:

Members of the British
Automobile Racing Club

PROGRAMME OF EVENTS AND AWARDS

FRIDAY, 20th OCTOBER

| EVENT | | LAPS | START |
|----------|---|-----------------|-----------|
| EVENT 1: | The Shell British Formula 3 Championship Race—Heat One 1st—£25; 2nd—£20; 3rd—£15; 4th—£10. | Long Circuit 10 | 2.15 p.m. |
| EVENT 2: | The Shell British Formula 3 Championship Race—Heat Two 1st—£25; 2nd—£20; 3rd—£15; 4th—£10. | Long Circuit 10 | 3.00 p.m. |

SATURDAY, 21st OCTOBER

| | | | |
|----------|---|------------------|-----------|
| EVENT 1: | The Yellow Pages Formula Atlantic Trophy Race 1st—The Yellow Pages Trophy and £108; 2nd—£72; 3rd—£48; 4th—£36; 5th—£24; 6th—£12. | Short Circuit 10 | 2.10 p.m. |
| EVENT 2: | The Rothmans Formula 5000 European Championship Race 1st—£750; 2nd—£500; 3rd—£300; 4th—£250; 5th—£200; 6th—£150; 7th—£100; 8th—£90; 9th—£80; 10th—£70; 11th—£65; 12th—£60; 13th—£55; 14th to 16th—£50. | Short Circuit 50 | 2.40 p.m. |

SUNDAY, 22nd OCTOBER

| | | | |
|----------|--|-----------------|------------|
| EVENT 1: | The Shell British Formula 3 Championship Race—Final 1st—The E.R. Hall Trophy and Replica and £250; 2nd—£200; 3rd—£150; 4th—£125; 5th—£100; 6th—£90; 7th—£80; 8th—£70; 9th—£60; 10th—£50; 11th—£40; 12th—£30; 13th—£25; 14th to 30th—£20 each. | Long Circuit 25 | 12.40 p.m. |
| EVENT 2: | The John Player Challenge Trophy Race for Formula 1 and Formula 5000 Cars To the winner of the race: The Andre Challenge Trophy and Replica. Formula 1 cars: 1st—£500; 2nd—£250; 3rd—£150; 4th—£100; 5th—£50. Formula 5000 cars: 1st—£750; 2nd—£500; 3rd—£300; 4th—£250; 5th—£200; 6th—£150; 7th—£100; 8th—£90; 9th—£80; 10th—£70; 11th—£65; 12th—£60; 13th—£55; 14th to 16th—£50. | Long Circuit 40 | 2.00 p.m. |
| EVENT 3: | The Wiggins Teape Paperchase '72 Championship Race 1st overall £200; 2nd—£150; 3rd—£100; 4th—£80; 5th—£70; 6th—£60; 7th—£50; 8th—£40; 9th—£30; 10th—£20; 11th—£15; 12th to 35th—£10. Class A: 1st a Trophy and £35; 2nd—£30; 3rd—£25. Class B: 1st a Trophy and £30; 2nd—£25; 3rd—£20. Class C: 1st a Trophy and £25; 2nd—£20; 3rd—£15. Class D: 1st a Trophy and £20; 2nd—£15; 3rd—£10. | Long Circuit 20 | 3.30 p.m. |
| EVENT 4: | The Formula Ford World Final Race 1st a 1973 Formula 3 car and The Jack Brabham Trophy; 2nd—£250; 3rd—£150; 4th—£100; 5th—£75; 6th—£50. | Long Circuit 15 | 4.30 p.m. |

You can expect us to win again today.

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.

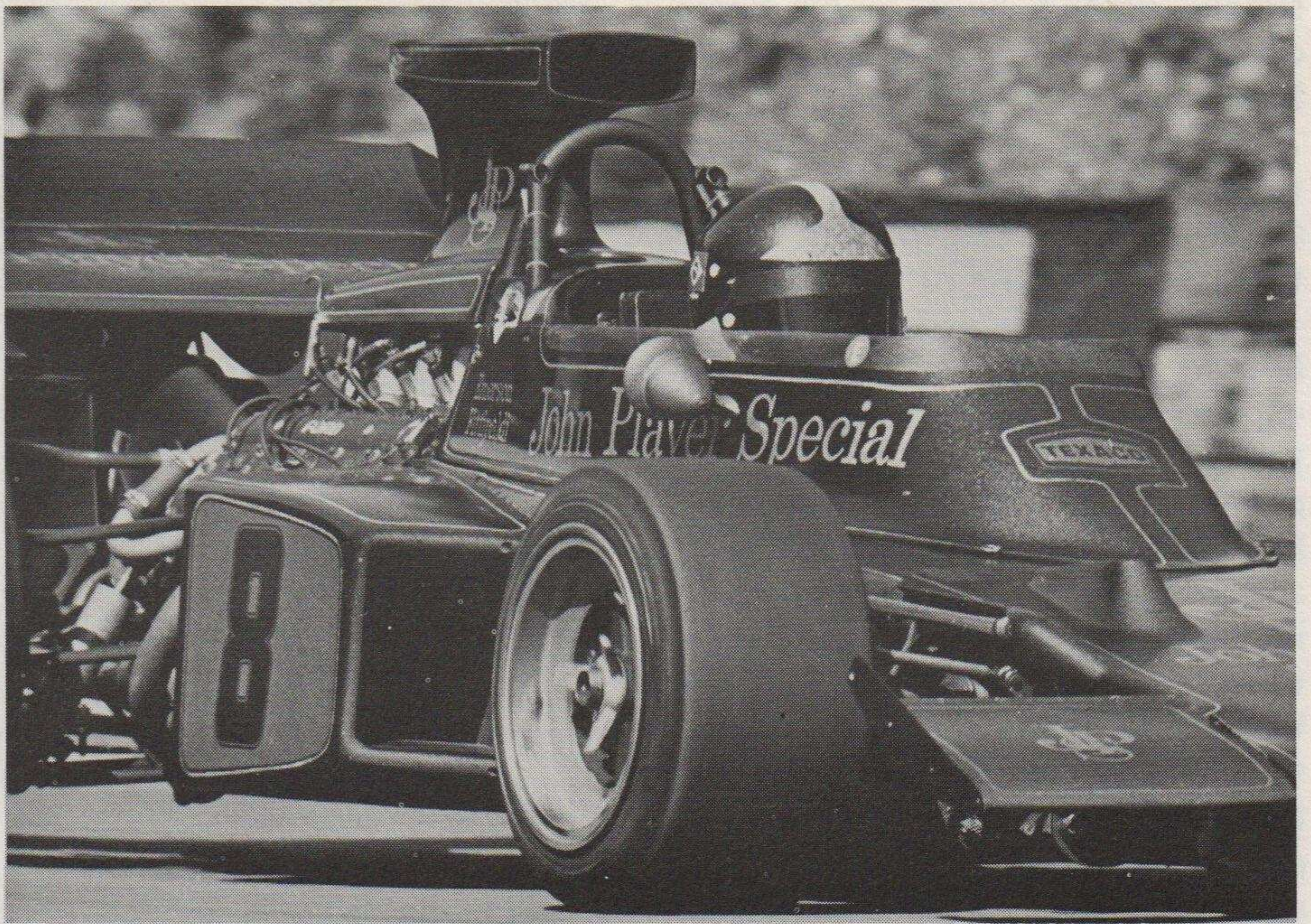


Automotive Products Group, Leamington Spa, Warwickshire.

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

Brands Hatch regulars well remember Emerson Fittipaldi's first appearance on the Grand Prix circuit here. It was back in 1969 during the international Formula Three meeting on the August Bank Holiday Monday. Emerson was leading a bunch of established F3 stars such as Tim Schenken and Reine Wisell when he spotted a patch of oil, put his arm in the air to warn the following throng, and promptly spun off before he could get both hands back on the wheel!

That one little incident exposes an essential feature to Emerson's remarkable character: his gentlemanliness. As a person he is polite, reserved, quiet and totally unflappable, and extremely ambitious. As a race-driver he still has a lot to learn, or so he would have you believe. There are occasions—such



Danger, man at work. Our photographer took this dramatic close-up shot of the John Player Special at speed during the Grand Prix here in July.

Emerson Fittipaldi— youngest World Champion

By Mike Doodson

as this year's French Grand Prix—where his comparative lack of experience caught him out, but there another of his qualities, patience, paid off, and he finished second. Above all, Emerson's analytical and astute mind has helped him to reach the top in motor racing faster than anyone before him.

"Last year, you know, we weren't taking from the car all the performance we could," he says. "We didn't go testing, and that has been very important this year....it makes a lot of difference, because when you are testing, everyone is much more relaxed; you know you can stop and think."

For someone who's still only 25 you'd think there was plenty of time to 'stop and think'. But for Emerson, time to relax and unwind is very important. Punctuality is a word which

continued on page 12



..... and in a relaxed mood, Emerson shares a joke with his wife Maria-Helena during a lull in the action.

simply doesn't exist in his home country, and he has a typically Brazilian habit of turning-up late for appointments with hardly any pretence at an excuse; then his face splits into an innocent grin which totally disarms the offended party!

As a country Brazil has unlimited potential. Its population is expanding fast, and by the end of this century it could be a world power in every sense of the word. Half the population is aged under 25 and young people there are moving into jobs which until recently were the reserve of the middle-aged. Being World Champion is very important to Emerson as a Brazilian. The Press back home in Sao Paulo follows every move he makes with unerring accuracy, and his face stares out from every magazine cover.

So desperate are the Brazilians for Fittipaldi material that the country's largest circulation weekly magazine carried a story entitled "How I became World Champion" immediately after the Italian Grand Prix, and gave it an exclusive tag on the front page. Emerson for once was furious: far from giving the paper an exclusive story, he hadn't even so much as spoken to one of their reporters!

Until his Championship was clinched, and despite the pressure from home, Emerson tried to live what he calls a normal life. He commutes between European tracks in his new Mercedes 6.3 or Ford Granada whenever he can, and like all night owls he prefers to travel at night, when there is less traffic about. Visiting Emerson at home this year, I travelled with him from Stuttgart to the Fittipaldi household in Lausanne, arriving at about 4.30 in the morning. Much to my surprise, Emerson's wife, Maria-Helena, was waiting up for us, and didn't seem in the slightest put out to welcome a guest at that hour of the night.

Family life is obviously very important to Emerson. Nobody would pretend that his is a normal existence; sprinting around the world and living out of a suitcase does not make for stability and security. But he tries hard to be back in Lausanne on the

continued on page 14

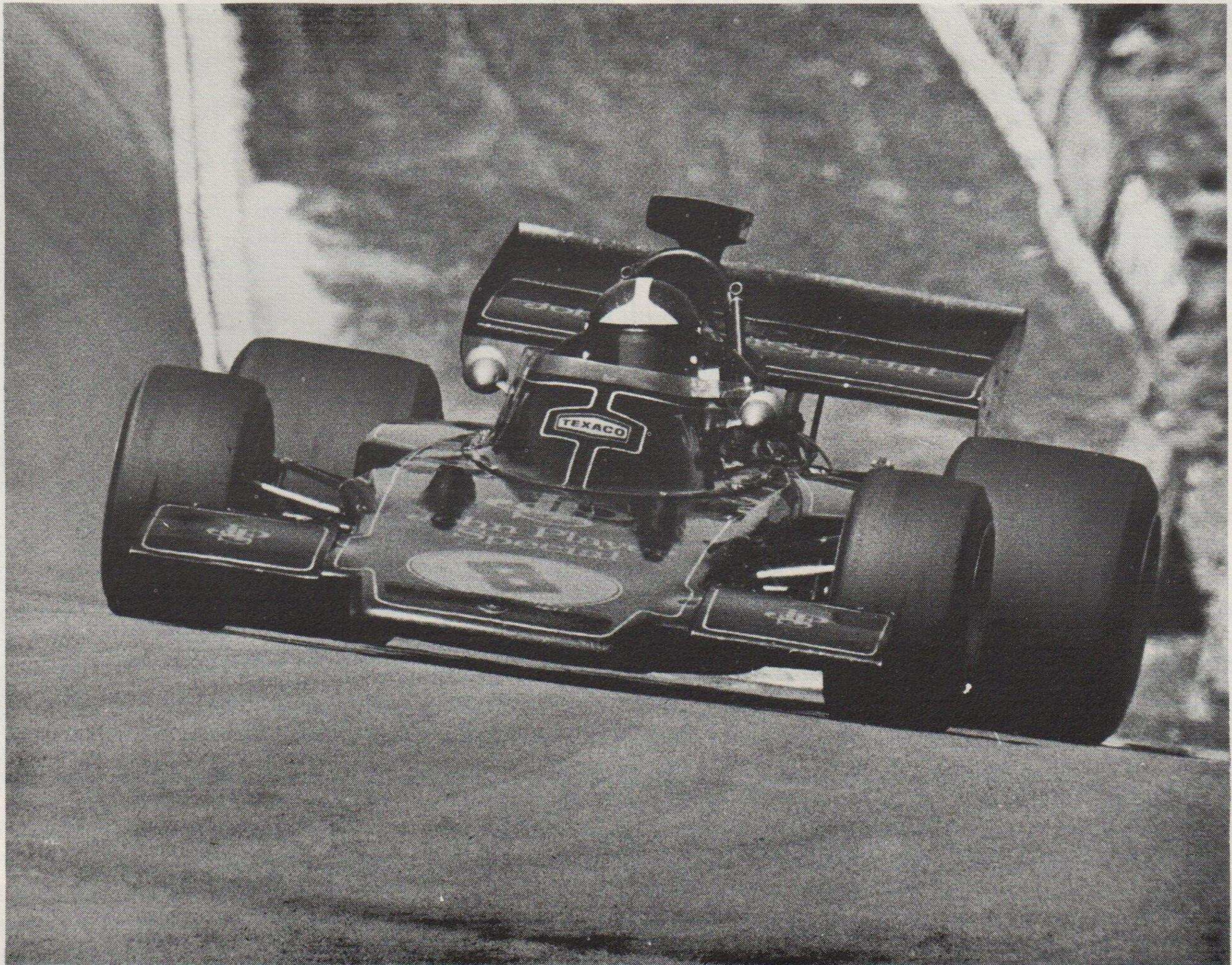


Victory salute from Emerson after winning the John Player Grand Prix here in July.



Cockpit consultation between Emerson Fittipaldi and Lotus boss Colin Chapman.

HAVE A HEWLAND BEHIND YOU



AND STAY IN FRONT!

**HEWLAND
ENGINEERING LTD.**

*Boyn Valley Road,
Maidenhead, Berks.*

Telephone: 32033



Makers of Racing Transmissions





Early days in Brazil, and Emerson standing by the amazing twin-engined Volkswagen he campaigned in his home country.



Team-mates for '73. Emerson and Ronnie Peterson discuss how they're going to pulverise the opposition when they join forces next year.

Monday morning after a big race. Emerson shares the house with elder brother Wilson and his wife Suzy and their young son Christian. Both the brothers became interested in motor racing in the early fifties when their parents, who travel regularly to visit them in Europe, took them to watch races in Brazil. They subsequently became inseparable, racing first bikes, then karts, and then Wilson came to Europe in 1966 to face a Formula Three Alpine. This proved to be uncompetitive and he returned home at the end of the season to join Emerson, who was running a successful alloy wheel and leather-rim steering wheel business.

The brothers began designing and producing Formula Vee cars, with which Emerson won the Brazilian Championship in 1967. The regulations for certain events in Brazil allowed the brothers to design an

incredible twin-engined Volkswagen Special, which achieved some success in long-distance events, and there were plans, temporarily in cold storage, for producing an Alfa-Romeo engined Can-Am style sports car.

Now that both brothers are racing Formula Ones—a remarkable achievement in itself—they still remain close friends, and are to be seen comparing notes with each other after practice sessions before races. There is however, no quarter asked or given once the race is on.

But Emerson speaks with genuine concern about his greatest rivals, Jackie Stewart and Jacky Ickx.

"Jackie has been driving very well this year, the same as last year," he says. "He really deserved his win at Clermont, and I know that he had troubles at Nurburgring with his car which he didn't tell anyone about.

"And Jacky Ickx!...the Ferrari

has let him down so often, he really should have had many more points. Emerson has a great deal of admiration for Tyrrell and Ferrari, and rates the McLaren team very highly too.

"Oh yes, Denny is a very challenging driver," he says. "In South Africa, when he passed me, I never saw him; he just came from behind and disappeared away from me!"

There are not many drivers who would be so generous about their opposition, but Emerson can afford it. Similarly, both Stewart and Hulme have been willing to admit that the super-reliable John Player Special and its driver's inherent ability have been more than enough to see them off throughout the season.

And as Team Manager Peter Warr says: "He's only 25 now, so just imagine how much better he'll be by the time he's 30!"

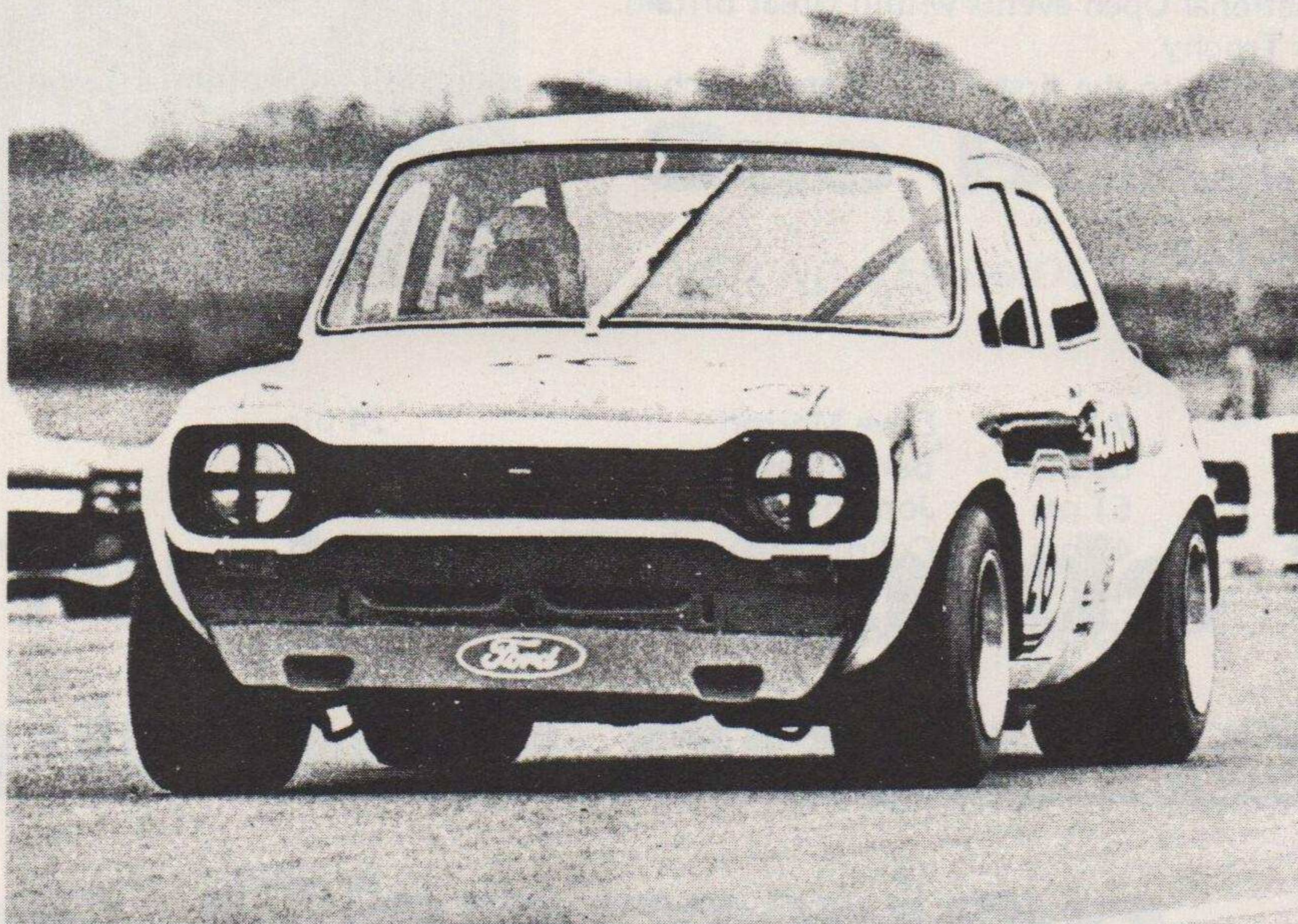


A traditional champagne shower for the photographers at the end of another victorious race.



Jubilant Brazilians broadcast the good news across the world after Emerson's Brand Hatch Grand Prix victory.

Willment conversions are based on Escort racing experience



Years of racing our own Escort give Willment a head start on Ford conversions. We supply and convert the RS1600, Mexico and other main-line Fords into 26 cars with plus performance. Write for the chart with all the engine, suspension, brakes and transmission facts.

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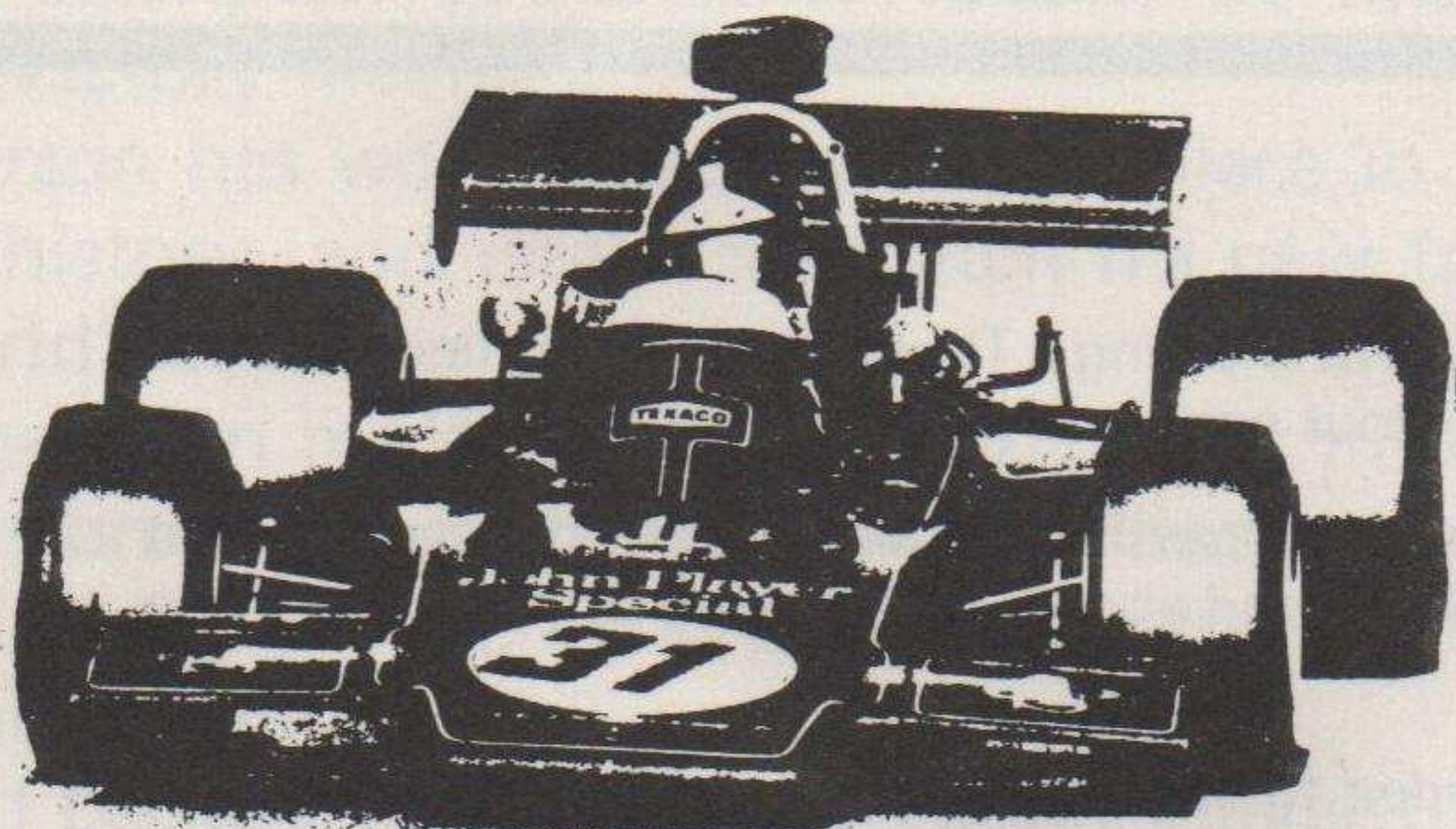


Main Dealer



Rallye Sport Centre

**Congratulations to
JOHN PLAYER
TEAM LOTUS
and
EMERSON FITTIPALDI
on a splendid victory**



T.D.C. Components (Kingston) Ltd.
14a Clifton Road
Kingston-on-Thames
Surrey

Manufacturers of the John Player Team Lotus
exhaust system



**BRITISH HEAT
TREATMENTS LTD**

Wish to offer their congratulations to
TEAM LOTUS LTD. and **EMERSON
FITTIPALDI** with the **JOHN PLAYER
SPECIAL** on winning the World Driver's
Championships and Manufacturers
Championships.

We are pleased to have been
associated with them in their
great achievements

TARMAC

British Racing Championship

For 1972 Tarmac Ltd. are sponsoring a British Racing Championship. They have altered their support of motor racing to concentrate on the human element in order to denote the British Motor Racing Champion of the Year.

The regulations for this new award in motor racing have been designed to cover British and Commonwealth drivers holding an international racing licence and competing in International Open events within Great Britain.

The winner will receive £2,000 and the Tarmac Trophy.

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

Today's race is the final round.

POINTS POSITION prior to October 14, Mallory Park.

| | | | |
|------------------|--------|-------------------|--------|
| Frank Gardner | 79 pts | Dave Morgan | 24 pts |
| Roger Williamson | 65 pts | Barrie Maskell | 24 pts |
| Brian Redman | 51 pts | Jonathan Buncombe | 23 pts |
| Alan Rollinson | 49 pts | Colin Vandervell | 23 pts |
| Dave Matthews | 41 pts | Terry Sanger | 22 pts |
| Graham McRae | 33 pts | Mike Walker | 22 pts |
| Brian Muir | 33 pts | | |

BRANDS HATCH

World Championships
VICTORY RACE



22 Oct 72

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 on the circuit. 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.



Sue Baker

EVENING NEWS MOTORING CORRESPONDENT

Triple Brands Hatch winner now honoured as Champion

He did it! Emerson Fittipaldi has had a year of scorching success on the world's circuits, and motor racing has a new World Champion - the youngest ever.

Today Emerson is back at the scene of his three big British victories this year, to drive in a race honouring his world-beating season.

The Evening News was associated with two of those major races at Brands Hatch - the John Player Grand Prix in July, and the Rothmans 50,000 in August.

Today the Evening News is here again, too: supporting yet another great race, and wishing the new World Champion yet another success at this John Player Victory Meeting.

Emerson has won himself a title, a place in motor racing history, and wealth to match his new fame as the world's top racing driver.

He has won me a few coins, too. Earlier in the season, before he was really romping away with the championship points, I was challenged in the pits here at Brands Hatch.

I had backed Emerson, in his John Player Special, to win the next Grand Prix, and rated him the likely world title winner as well.

A fellow journalist disagreed, and wagered the man he backed against my choice.

So today I should be a little the richer - unless we call double-or-quits on the result of the Formula One John Player Challenge Race.

It is not only victory for our new Brazilian World

Champion, of course. It is a resounding fifth time at the top for the Lotus organisation - constructors of the champion's all-conquering car.

No wonder 'Mr. Lotus', Colin Chapman, leapt for joy when Emerson clinched the championship.

It should be a matter of great British pride that a British team and car provided the world-beating combination.

Now we can start looking ahead to what next season may bring, with a look at some of the 1973 driver line-ups.

This time next year, who will we be applauding at the victory race meeting?

I'm not rash enough to take any bets on the subject, but Colin Chapman could be celebrating a round half dozen as the champion constructor.

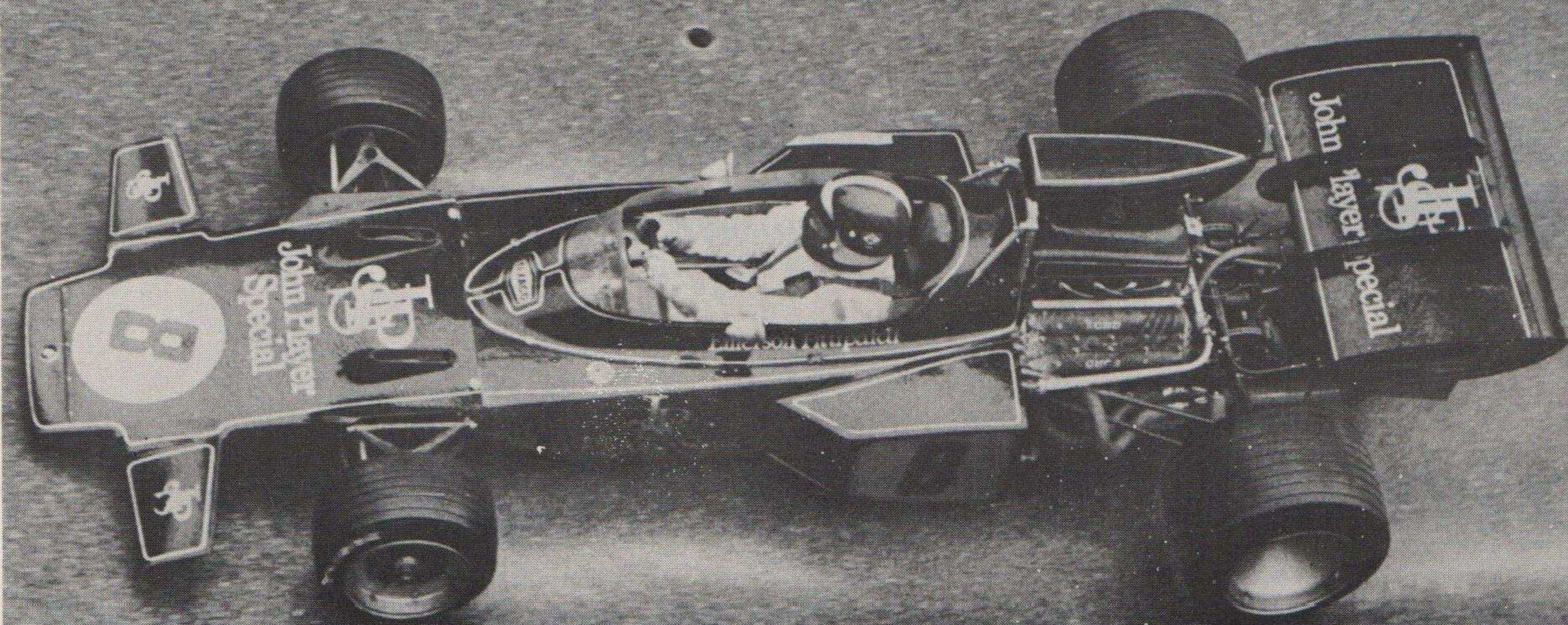
On paper at least, the joint number one line-up of Emerson Fittipaldi and Ronnie Peterson looks the most formidable team for next season.

Ronnie, don't forget, was runner-up to Jackie Stewart for the world title last year.

Lotus make their confidence in him as future champion material obvious by lining him up alongside the new reigning World Champion in 1973.

According to Emerson, this year competition in Formula One has been the toughest he has known. Next year it is likely to be even tougher - and that spells very exciting prospects for Grand Prix motor racing.

The Formula One John Player Special



The unique colour scheme and immaculate preparation of the John Player Special has been a superb advertisement for British motor racing all over the world this season, and Emerson Fittipaldi's World Championship win has shown that the cars are not merely good looking.

But to get down to technical details; the engine is the well-proven three-litre Cosworth Ford V8, first used by Team Lotus in 1967. It has four valves per cylinder and uses Lucas fuel injection and ignition systems. In its most fully developed form it produces some 465 brake horsepower, running at safe engine speeds of up to 10,800 r.p.m., which, depending on the final drive ratio used, could give a maximum speed of 195 m.p.h. The Cosworth-Ford engine has, in the past, powered Graham Hill, Jackie Stewart - twice - and Jochen Rindt to Formula One World Championship wins, and is employed by seven of the 11 teams currently competing in Formula One.

John Player Team Lotus mechanics are naturally enormously experienced, but there is constant liaison between the team and the expert engine builders and manufacturers. Alan Peck is the link-man at Cosworth, whilst engine-rebuilds take place at John Wyer's J.W. Automotive Engineering supervised by Dougie Shoebridge. Throughout the season Ray Wood of Lucas has been consulted when necessary on fuel injection and ignition problems. Champion spark plugs are used, and again, John Player Team Lotus mechanics worked with Laurie Hands of Champion to establish which were the best plugs to use in the John Player Special.

Power is transmitted through a five-speed Hewland DG gearbox which incorporates a limited-slip differential, and the car is fitted with Girling brakes and Ferodo pads, mounted inboard both front and rear. Girling's Jim Pielow and Ferodo's Alan Campbell, together with Mr. Richter from Konis, are usually present at testing sessions in order to note the performance of their products and to make recommendations about settings. Conventional rack-and-pinion steering is operated by a tiny - by road car standards - rubber-bound steering wheel. The body is basically a 16-gauge sheet metal monocoque, the inside of which is tailored to fit the driver. The special rubber fuel tanks are housed each side of the cockpit in the air-stream to assist cooling, and to enable a lower frontal area to be achieved. This, then, is what gives the John

Player Special the distinctive 'wedge' look. Whilst most other Formula One teams employ wide nose-cones to house the radiator and minimise front-wheel drag, it seems clear that the wedge shape of the John Player Special has the advantage on top speed.

There are aerofoil sub-wings mounted on the front nose-cone, and a larger full-width wing mounted above the gearbox at the rear, and a ram-air box of unique design over the fuel-injection trumpets assists engine breathing at high speeds.

Throughout this season, John Player Specials have used Texaco fuels and lubricants and Firestone tyres. Texaco have been able to give invaluable support to the team because their vast technological laboratories can evaluate the best grade fuels and oils for the John Player Special engines, and they are constantly developing their products. Their world-wide influence has often meant an easier passage through certain customs check-points and frequently provided access to aircraft charters and space on cargo plans.

Firestone's Nigel Bennett and Tim Hung have provided liaison between team and tyre factory throughout the season, and it will indeed be sad if Firestone's departure from the Formula One world takes with it their ever-welcome assistance. The tyres themselves come in three tread-patterns: dry-weather slicks, intermediates and wets. They are fitted to lightweight magnesium-alloy knock-on wheels, and sizes vary upon the requirements from circuit to circuit. Most common wheel width is 11" by 13" diameter at the front, and 17" by 13" diameter at the rear.

The new Formula One regulations for next year call for stricter safety precautions built into the cars, one of which concerns protection of the petrol tanks. This will entail the construction of a hollow section of bodywork outside the existing petrol tank area, which will be filled with impact-absorbing material. So far, only two teams have built cars incorporating these requirements, one being the Tyrrell which Jackie Stewart drove to victory in the Canadian Grand Prix; the other belongs to Team Surtees. John Player Specials already have a self-activating fire extinguisher system built into them, but the team's plans for meeting the new regulations cannot be revealed at this stage. It will certainly be interesting to see what the new John Player Special looks like next year.

A Special Team



in a Championship Year

Emerson Fittipaldi's win at Monza on September 10 gained him the World Championship, and with it came Team Lotus' fifth Formula One Constructors' Championship title and their third since the association with John Players began in 1968, when the team was known as Gold Leaf-Team Lotus.

John Player-Team Lotus are headquartered at Hethel, near Norwich, which everyone has heard of but few have been to, where a permanent staff of around 20 people is kept extremely busy with the racing team's affairs.

Supreme head of the organisation is Colin Chapman, who built the first Lotus - an Austin 7 special - in 1951. Noted for his early successes in 750 Formula racing and his association with Vanwall and BRM projects of the mid-fifties, Colin Chapman built his first Formula One car in 1958,

and which in the hands of Stirling Moss and Jim Clark helped bring about the rear-engined revolution. Many innovations have followed, and most have been copied by other teams. But Team Lotus were first to employ disc brakes, glass fibre bodies, monocoque chassis, and, more recently, the first gas-turbine F1 car.

But back to the present season, which has indeed been a superb one for the whole team, flying their smart new black-and-gold colours. The year began with Emerson Fittipaldi and ex-Formula Three pilot Dave Walker driving the cars at the Argentine Grand Prix; both retired with early-season teething troubles. Next came the South African Grand Prix in March, when Emerson finished second to Denny Hulme, who was absolutely on top form. At the non-championship STP-Daily Mail Race of Champions at Brands Hatch

in March and the Daily Express Silverstone International in April Emerson showed his true form, and his brilliant wins served as a pointer to the rest of the season. He gained maximum points at the Spanish Grand Prix, held at Jarama on May 1, and came third in the very wet Monaco Grand Prix on May 14. The Belgian Grand Prix, held on the brand-new Nivelles circuit, was again a John Player Special victory, with Emerson building up his championship lead. Another non-championship win followed at Vallelunga, near Rome, and then came the French Grand Prix at Clermont Ferrand at which Emerson came second to Jackie Stewart. Triumph of the season was undoubtedly the John Player Grand Prix of Europe, held at Brands Hatch on July 15, when Emerson gave John Player Special their third Grand Prix win, having

(Continued on page 20)

played a waiting game behind Jacky Ickx until the Ferrari retired, and at the same time holding off last year's Champion Jackie Stewart. The German Grand Prix at the Nurburgring was disappointing, as gearbox and transmission failure forced Emerson to retire. But the John Player Special fortunes were back in fine form at Austria's Osterreichring, where Emerson achieved another first. Then came the Italian Grand Prix at Monza, and with it the World Championship for Emerson, and the Formula One Constructors' Championship prize for John Player-Team Lotus.

John Player-Team Lotus may have the best driver in the world, but a large share of the credit for the championship victory must go to the team personnel responsible for the preparation and maintenance of the cars. Team Manager is Peter Warr, who actually started with Team Lotus after leaving the army in 1958. As well as selling road cars he also raced Formula Juniors - forerunners of Formula Fords - back in the early sixties. Peter Warr left Lotus in 1966 to start his own business, but re-joined as administrator in 1969. He is now entirely responsible for co-ordination of effort, from factory workshop to pit and paddock, and spent much time earlier this year building-up the John Player Special Formula Three team. Documentation such as travel arrangements and drivers' contracts are looked after by Peter's assistant Tricia Strong.

There are two main categories of staff at John Player-Team Lotus: the development section and the racing mechanics. The development section is headed by Colin Knight, Roy Franks and Frank Cubitt, who are responsible for the construction of the chassis, body sections, and special suspension parts of formula cars. In fact, they transform the ideas of the design section into the basis of actual racing cars. The design section is made up of Martin Waide, a Lotus man of long standing once responsible for the design of Lotus road cars, Dave Baldwin, who is design engineer, and Jeff Aldridge, design draughtsman. Components for the cars, such as shock

absorbers, brakes, engines and ancillaries are purchased by Mike Watson, who works closely with John Murray, who thoroughly inspects every part for machining faults before it is fitted to a car.

There are seven Formula One mechanics, led by Eddie Dennis, who joined the team six years ago, and was Jochen Rindt's mechanic before becoming section leader. Although the mechanics do not work specifically on one particular car, Steve Gooda and Trevor Seaman have been senior mechanics on the two cars which Emerson has used this year, whilst Rex Hart has been senior mechanic on Dave Walker's car. The others, Steve May, Jim Pickles and Mike Coughtrey, have all worked on both drivers' cars. There has been a separate team of mechanics working on the Formula Three cars, Ian Campbell, John Robinson, and Mike Norman. They are assisted in the Hethel workshops by Brian Leighton.

The Team are driven to and from races by Vic McCarthy, and now travel in the very latest thing in racing car transporters, having just taken delivery of an enormous vehicle built by Marshalls of Cambridge. It was specially designed to Peter Warr's specifications for John Player-Team Lotus, and Marshalls used a hard-to-come-by Leyland chassis, and constructed a luxuriously-appointed transporter which accommodates three Formula One cars.

The 'cargo' is winched on board on to lightweight ramps, which are folded away when the cars are off-

loaded to reveal 25 feet of work bench. There is stowage space for three spare engines, nose cones and wheels, and inside the air-conditioned glass-fibre cab, aircraft-style seating is provided for seven people. First-class radio and eight-track stereo equipment is built in. Painted in the familiar black-and-gold livery, the transporter's remarkable looks gained a great deal of admiration at the recent Commercial Motor Show. It serves its purpose well, providing cars and mechanics with the maximum possible comfort on the long and often tedious journeys across Europe.

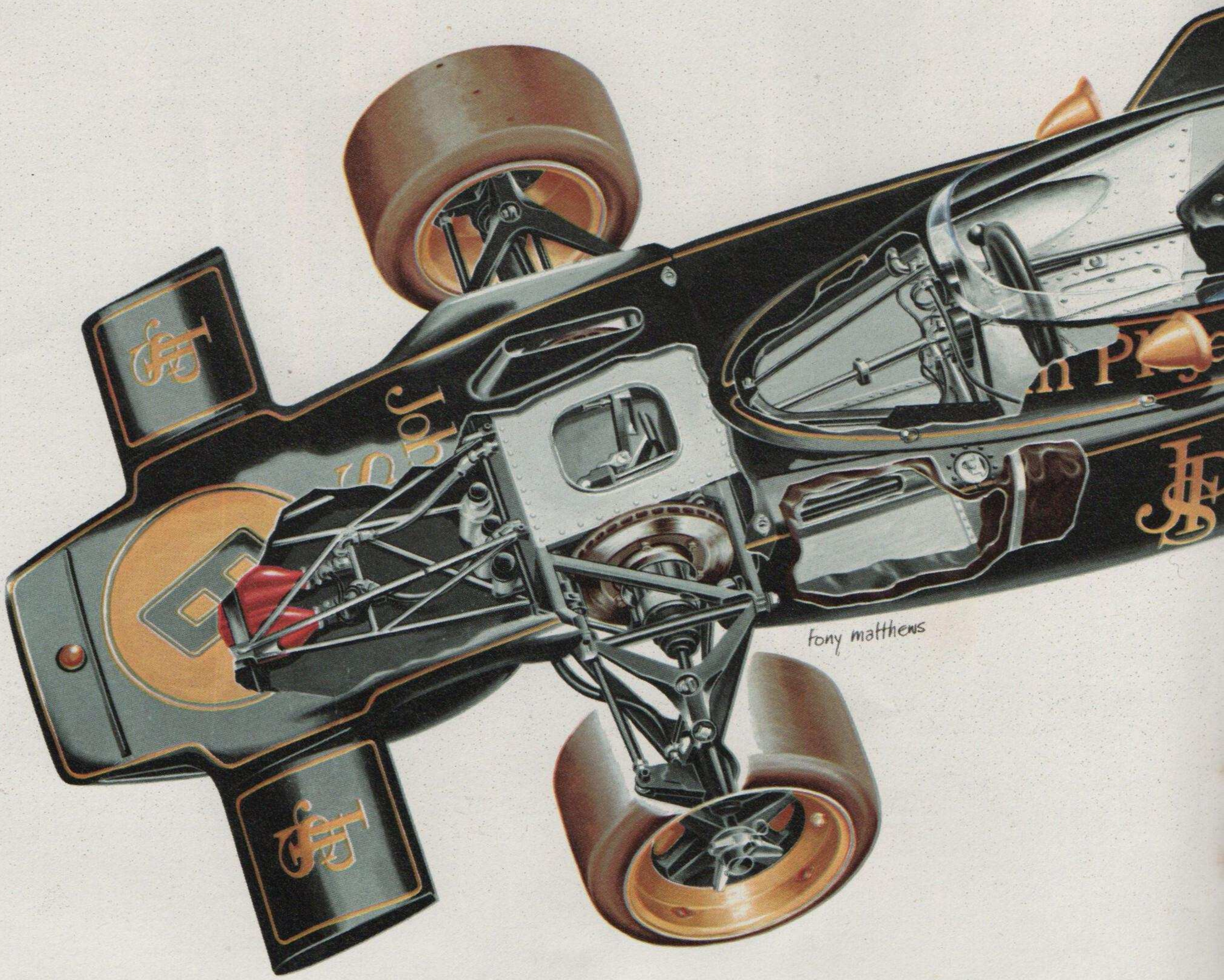
So today, this, the Victory Meeting, celebrates a very special year for John Player-Team Lotus. Will it be yet another win for Emerson Fittipaldi, who has had three wins here this season already? Maybe it will be Ronnie Peterson, who joins Emerson as joint number one driver for John Player-Team Lotus next year. Ronnie and Emerson were sparring partners back in the Formula Two and Three days of 1969-70, but both drivers have matured tremendously since then. The first race in which both will be entered in John Player Specials is the Argentine Grand Prix next January. There are plans to update this year's Formula One cars, incorporating the new fire safety regulations, and they will then become back-up cars when new ones are built. Although there will be more work maintaining an equal standard of preparation for both cars, there will be a greater chance of yet another World Championship.



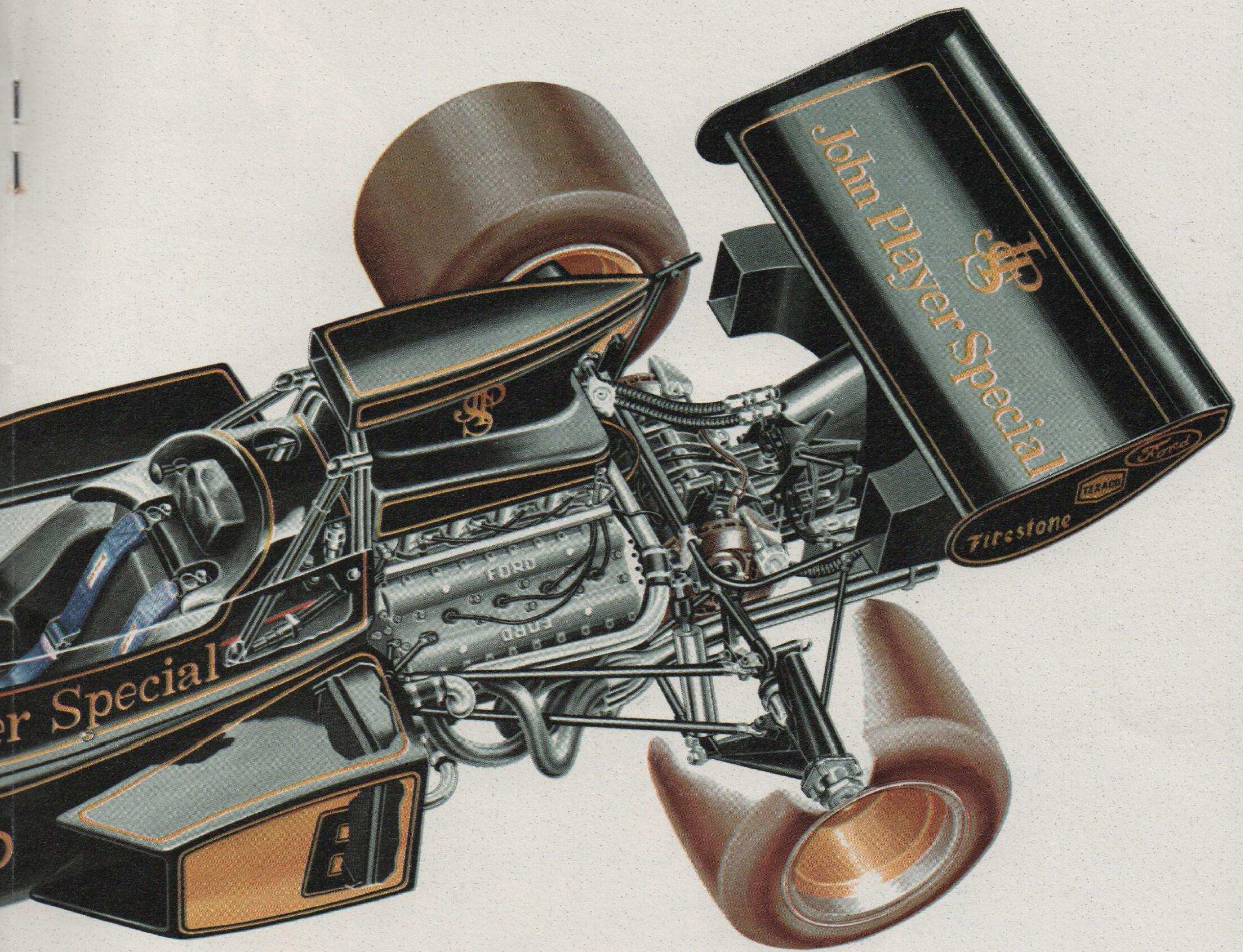
Lotus boss Colin Chapman (left) discusses tactics with Team Manager Peter Warr, who has co-ordinated the racing team's efforts throughout the season.



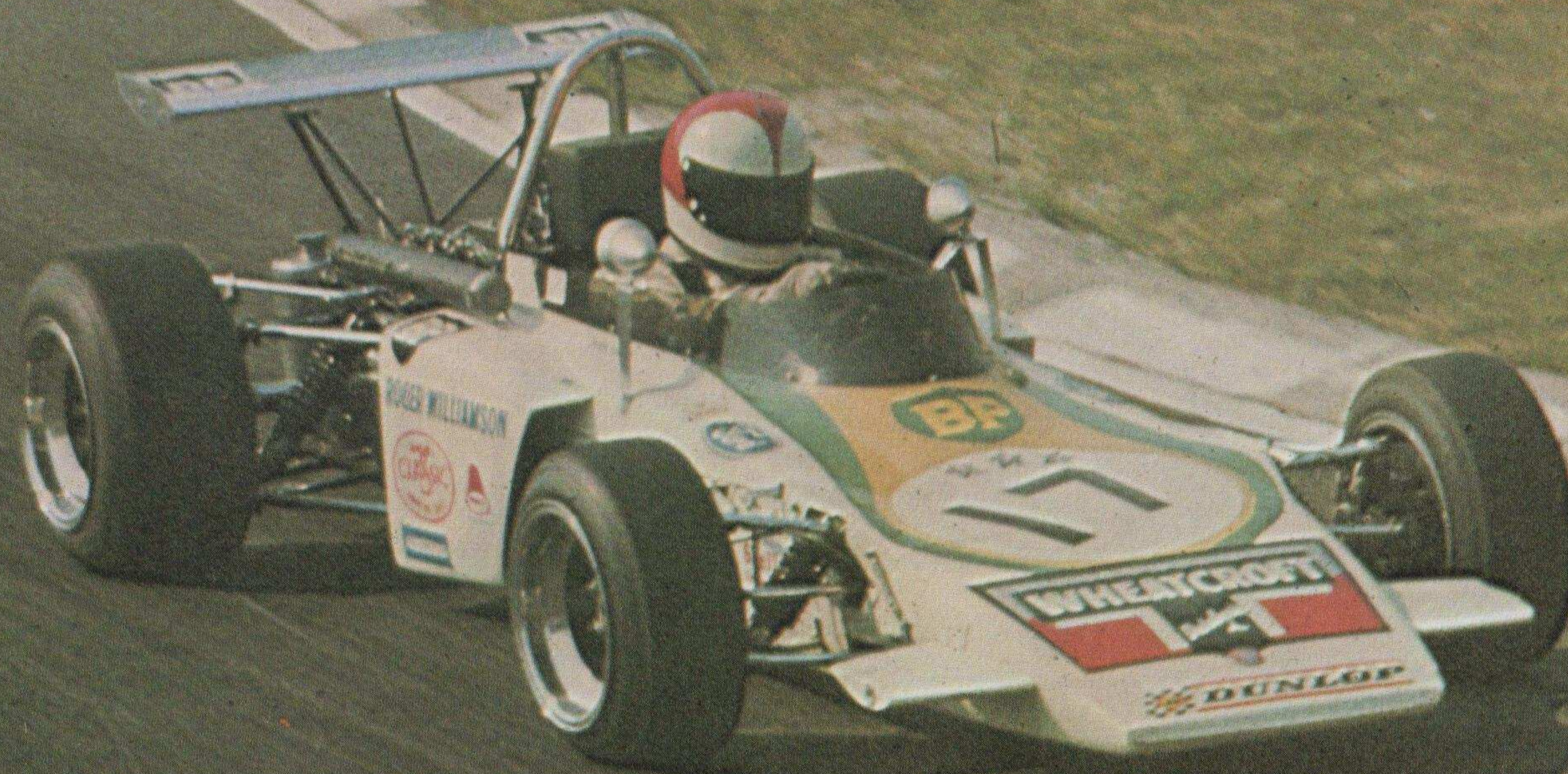
Ronnie Peterson will be out today for his last appearance in the STP-March 721G, pictured here during the John Player Grand Prix. Next year he will race alongside Emerson Fittipaldi for John Player Team Lotus.



tony matthews



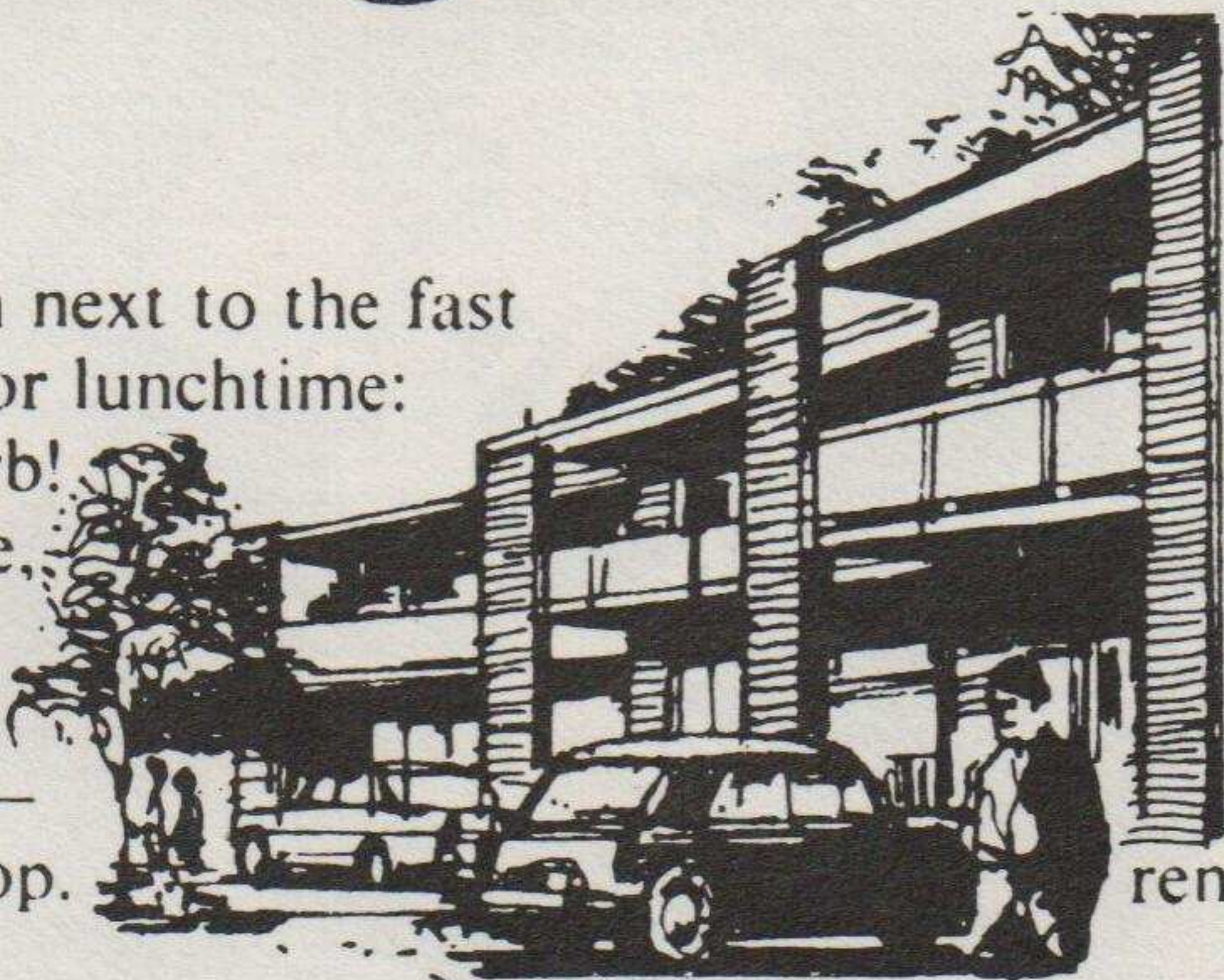
John Player Special: 1972 World Championship winner



New Shell British Formula Three Champion Roger Williamson in his GRD. Roger, a hot tip for future Grand Prix stardom, is also making a late bid today for the Tarmac British Racing Championship.

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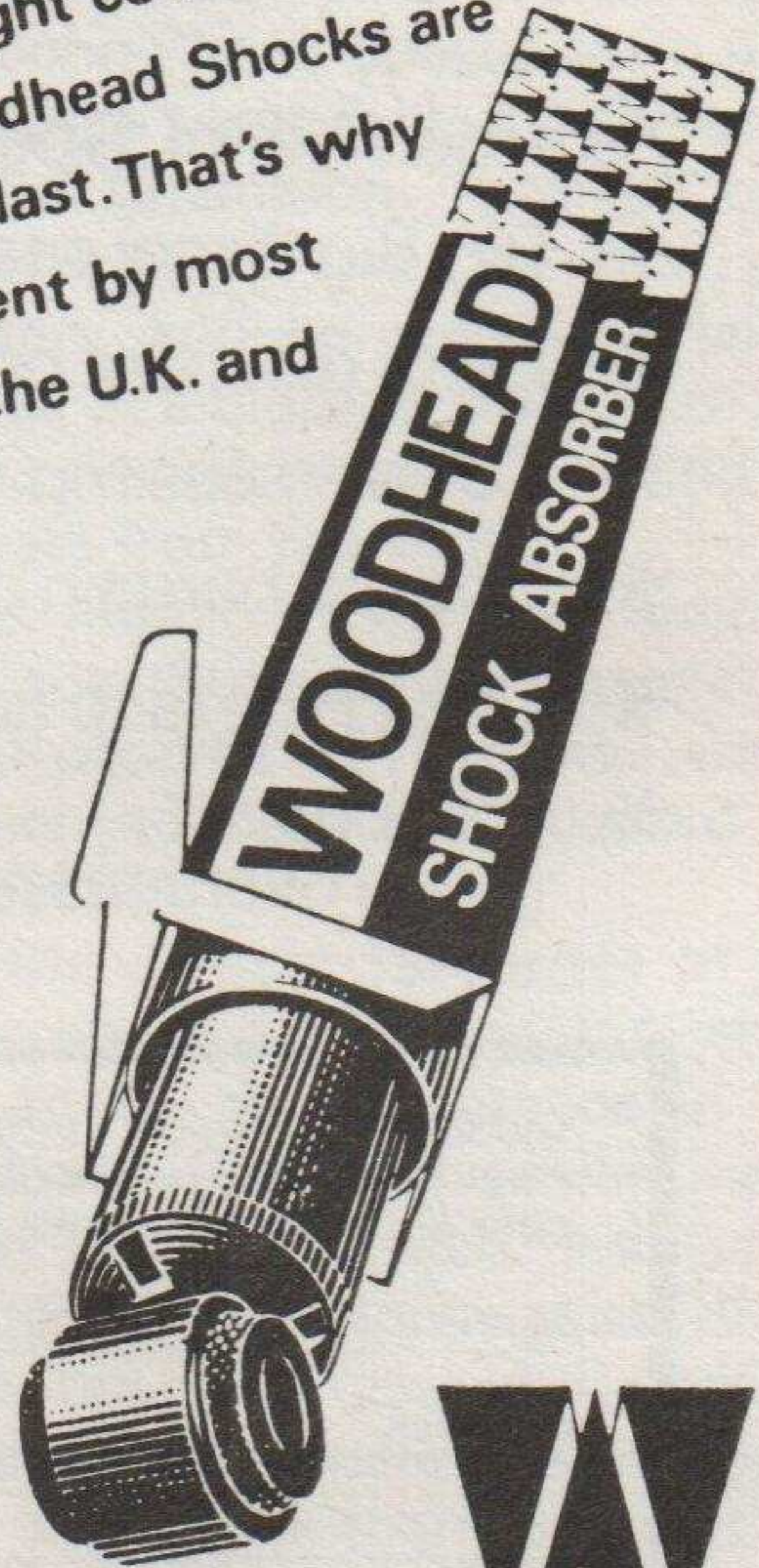
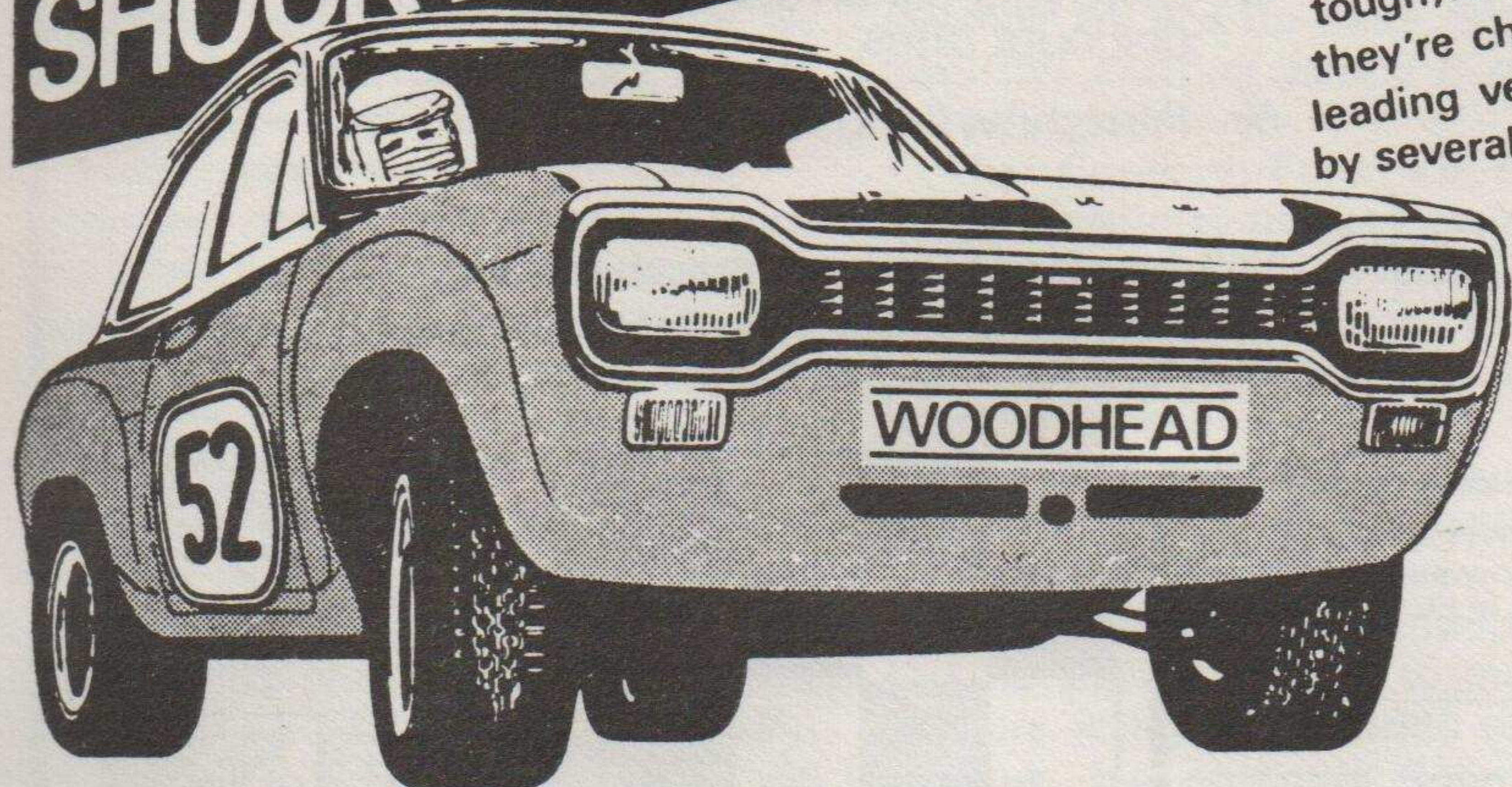


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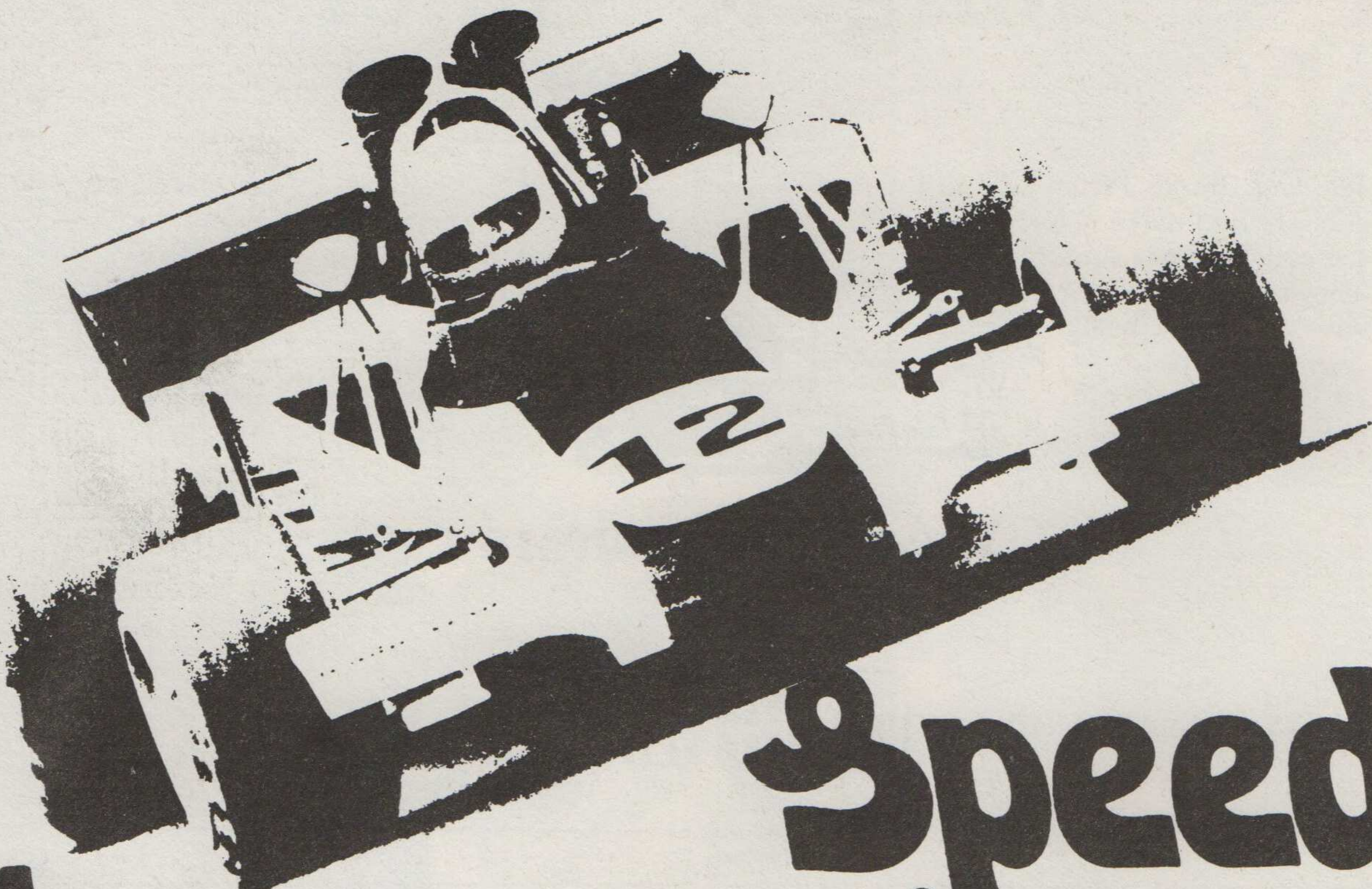
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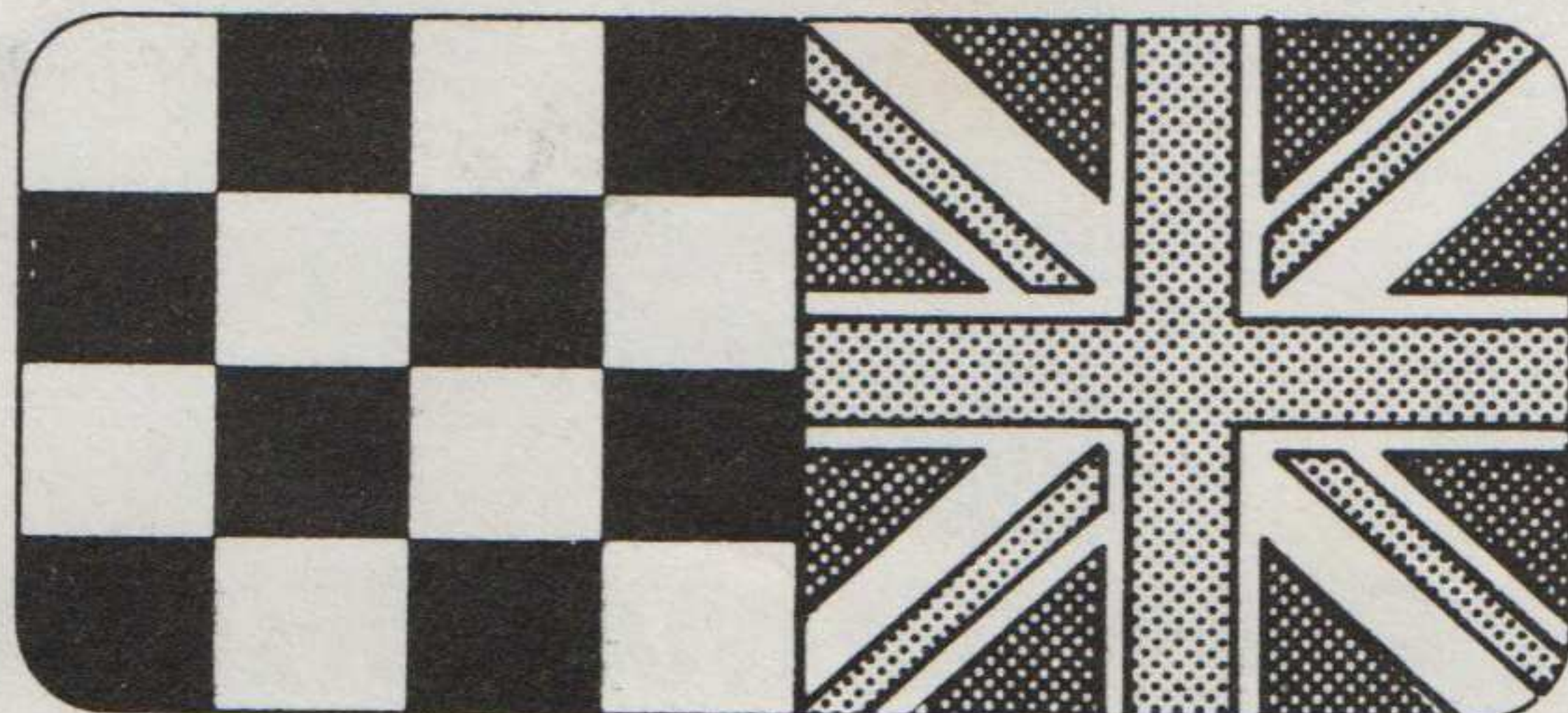
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Former World Champion Graham Hill has lost none of his old enthusiasm, as this fine shot taken during the John Player Grand Prix well illustrates.

Fittipaldi's day, but Ferrari world debut makes the big news

By Brian Phillips

This is Emerson Fittipaldi's day, and surely nobody can begrudge the praise which will be heaped on the brilliant young Brazilian and his team before the day is over. But for many enthusiasts the big race will be made by the presence of a Ferrari — and a new model at that, making its first racing appearance anywhere in the world.

Of course, close followers of the sport know that Ferraris have been promised at British events before, and the cynical ones among us have often said that we shall believe the Ferrari team are coming when they appear in the paddock on the first practice day.

However, the Telex message which brought the good news to Brands Hatch a couple of weeks ago was signed by Enzo himself, so this race preview can be written with as much confidence as it is possible ever to have about such things.

Driver of the Ferrari, the revolution-B3 with its way-out looks, is Arturo Merzario, the young Italian who made such a good impression when he had his Grand Prix debut for Ferrari at the John Player Grand Prix here back in July. He came complete with a fresh haircut to go with his new status and proceeded to blow off many of the established drivers, netting

a championship point at his first attempt despite a pit stop.

Ferrari appears to need at least one Italian driver in the team to keep faith with his countrymen, and now that Clay Regazzoni, an Italian hero despite his officially Swiss nationality, has moved to BRM, the fiery Merzario would seem an ideal replacement. No Formula One race seems complete without the glorious sound of those 12 Ferrari cylinders, and even if the new boy and his untried machine are not up there contesting the lead, this exciting pairing is sure to give full value for money.

The Cosworth-Ford V8 engine can hardly be said to have an exciting sound, but it does the job nevertheless, having now powered over 50 Grand Prix victories since its brilliant debut in Jim Clark's hands at Zandvoort in 1967.

This of course is the engine which took Fittipaldi to his title. Emerson is the sole John Player Special driver today, but with the World Championship under his belt he should be able to manage! The pressure is right off during today's proceedings, but no doubt Colin Chapman, Peter Warr and the rest of the team would like another victory to go with the three major events they have already won at

Brands Hatch this year — the Race of Champions in March, the Grand Prix in July and the Rothmans 50,000 on August Bank Holiday.

Making his last appearance in the red STP-March works colours is Sweden's Ronnie Peterson. The 'Golden Viking' is to join the John Player Special team next season, making a formidable combination with the new Champion. Peterson only knows one way to drive a racing car, and that's flat out, and he would certainly like to go out in a blaze of glory with the March team, even if it means ousting his new team-mate from top spot.

A second March in the race will be Mike Beuttler's 'Stockbroker Special' — in fact the prototype 721G model which has since been adopted and adapted for the works team.

One of the all-time favourites of the motor racing world, ex-Champion Graham Hill, is to make an appearance in the works Brabham. Graham's achievements are too well known to need description here, although despite some good drives Formula One has not produced the hoped-for results this year. Graham is no doubt looking for better luck than he had at the Grand Prix, when he moved over for another driver at Paddock Bend, got into



Flamboyant Italian Arturo Merzario, who will give the new Ferrari its world debut in the John Player Challenge Trophy Race.



Another Brazilian ace, Carlos Pace, who has joined the Surtees Formula One team and makes his first appearance today.



Jean-Pierre Beltoise, who, if the rumours are right, is having his last drive as the Marlboro BRM team leader today.

loose material on the outside of the circuit and spun into the bank.

Three-car teams have been entered by Marlboro BRM and Surtees. The BRMs always appear in force and of course Peter Gethin won last year's sadly shortened Victory Race ahead of Fittipaldi, but the cars have not shown the same form this season. If all the rumours are correct, Jean-Pierre Beltoise is making his last appearance for the team, to be replaced by Clay Regazzoni. Beltoise is always a hard man to overtake, and on his day can beat the very best the opposition can offer. His main team-mate is jockey's son Peter Gethin, who knows Brands Hatch as well as anyone.

The Surtees line-up was in some doubt up to the last minute, but one driver who is definitely to appear is Mike Hailwood, another favourite with race crowds everywhere, who can always be relied on to produce a value-for-money performance. He has not had much luck with the Brooke Bond-Oxo car, although in Formula Two he has clinched the European Championship this year.

Due to make his first appearance in the Surtees F1 team is Carlos Pace, rated

in some quarters as at least the equal of Fittipaldi. Pace is to be a Surtees team member next season, making another strong line-up for the Grand Prix season. The third Surtees will be in the hands of Andrea de Adamich and run by the works, although it is Italian-sponsored.

Young South African star Jody Scheckter is to make his European Formula One debut in a Yardley McLaren, having risen rapidly through the ranks of Formula Ford, Formula Three and this season Formula Two, and he is obviously heading for future stardom.

Yardley McLaren also have an entry for another car and negotiations were in hand for Brian Redman to take the wheel, but at the time of writing it was not certain if he would drive the McLaren or Sid Taylor's Formula 5000 Chevron in the big race.

Frenchman Henri Pescarolo is down to give the new Politoys another airing. This is the car which had such an ill-fated debut in Pescarolo's hands at the Grand Prix, when it crashed heavily and caught fire in the race without injury to the driver.

Another hoped-for entry is the Connew, which is virtually a one-man effort by

former Surtees employee Peter Connew. The little team has been struggling against inevitable heavy odds to sort the car out, the main problem being a shortage of money.

The Formula One ranks may be joined by one or two more interesting entries which were not finalised when this was being written.

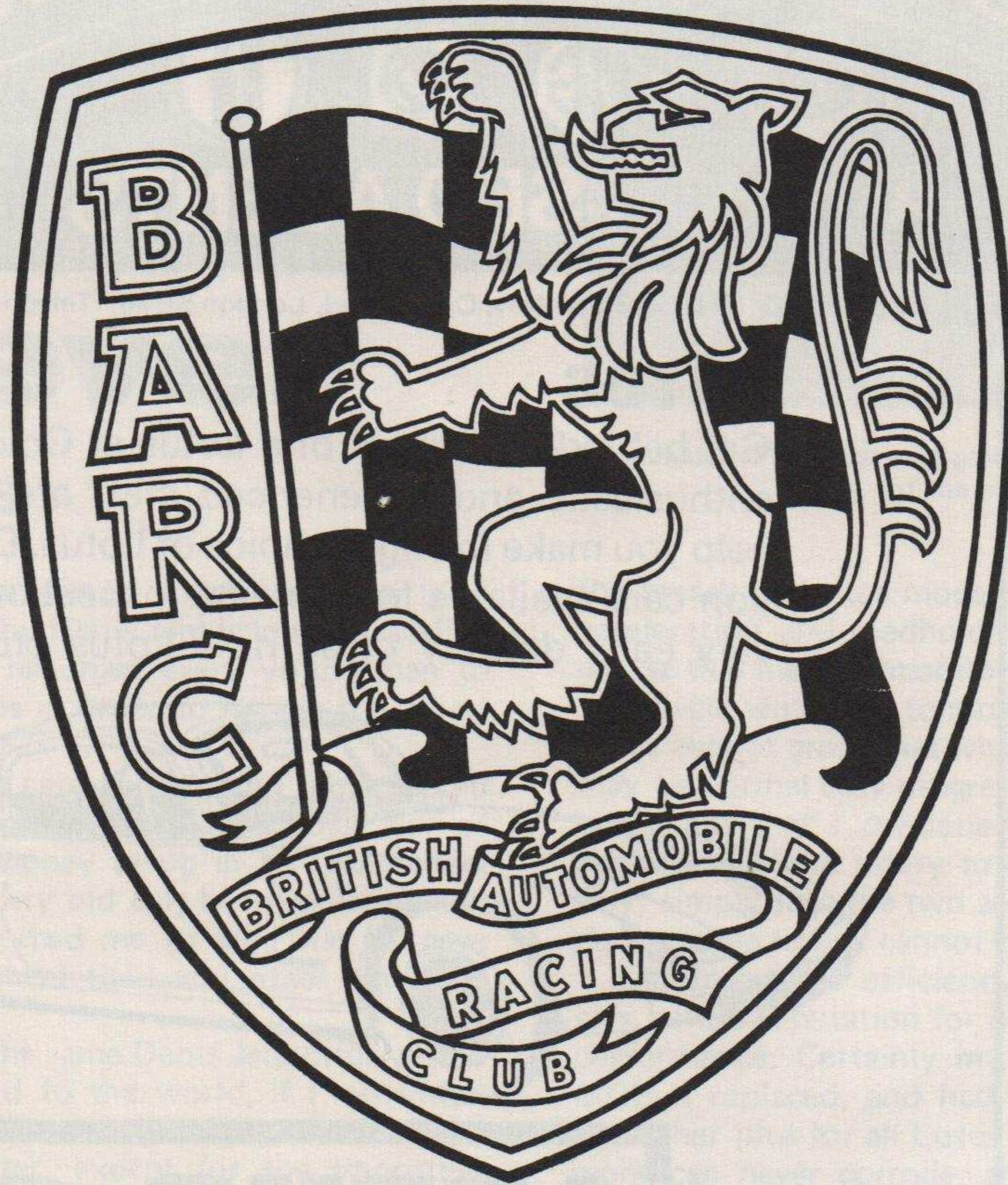
The Grand Prix cars will be joined on the grid by the best of the Formula 5000 entry from the Rothmans Championship race. Lap records show that a good F5000 is no match for a good F1 car, but the quicker five-litre cars will certainly give some of the lesser Formula One entries a good run.

Notable F5000 cars like the Redman Chevron, Graham McRae's car, Alan Rollinson's Lola and the John Cannon March should certainly not be disgraced in such exalted company, and one or two of these big bangers should be well placed overall at the end of 40 gruelling laps. It's always interesting to note that the F5000 cars give very little away to the Grand Prix cars in terms of sheer speed, but on the corners the sophisticated F1 cars have clear supremacy.



'Mike the Bike' Hailwood in the Surtees he has driven so well but with very little reward during the 1972 Grand Prix season.

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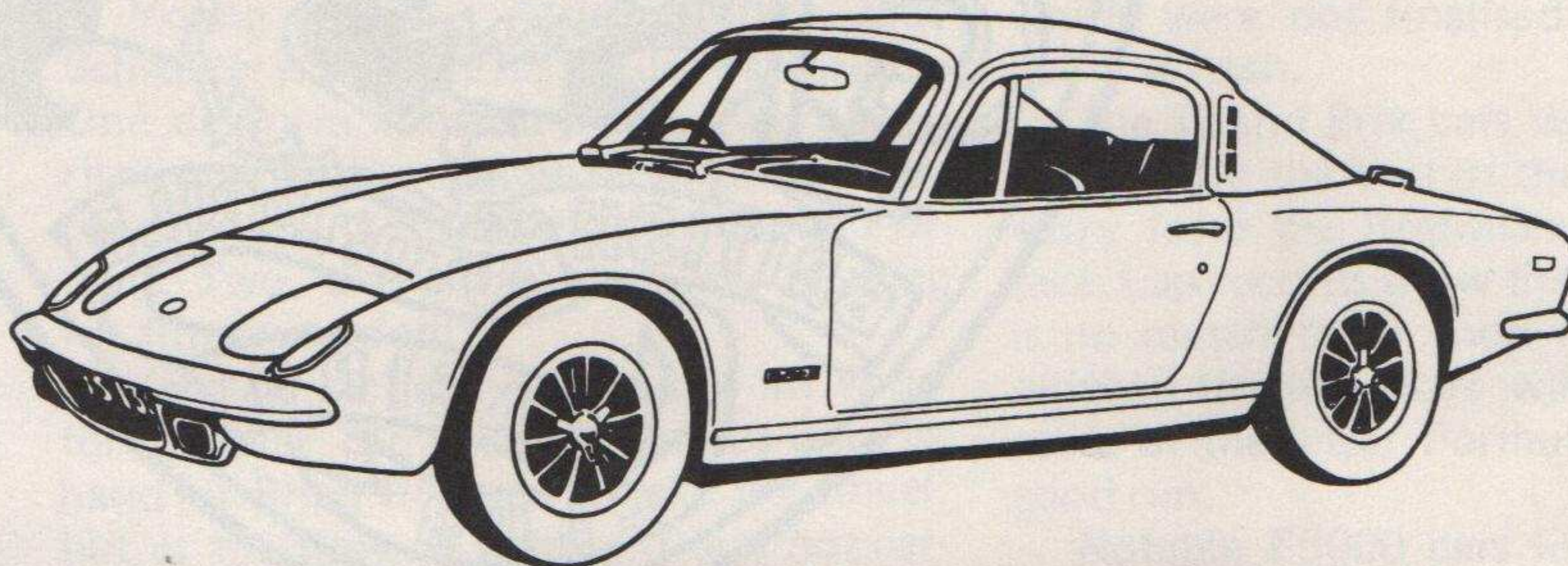
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New generation Lotus looks better than ever

By Brian Phillips

A number of years ago as a starry-eyed young sports car fan I recall reading a road test report by Denis Jenkinson, the leading motor sport writer, in which he urged every young man to scrimp, save and make sacrifices in order to sample the joy of owning and driving a Lotus Elan.

When I got round to buying cars of my own I remembered his words, and the time finally came when I took possession of an Elan Special Equipment. Money being in its usual short supply I had to settle for a fairly old car, but despite an unreliable record which finally forced me to sell, that car gave more sheer pleasure at the wheel than any other car I am likely to own.

Somewhat fewer years ago the same Denis Jenkinson tested a Lotus Europa and announced to the world, if I remember rightly, that the mid-engined GT made the Elan obsolete and did everything one stage better, except for the important proviso included by every writer at the time that the Europa needed more power.

Lotus took care of that criticism last year by fitting the well-proven twin cam engine from the Elan, which itself got a new lease of life with an improved version of the engine. Now comes the subject of this article, a Europa with the improved 'big valve' twin cam and a five-speed gearbox based still on the Renault unit previously employed.

Decked out in familiar black and gold livery, this Lotus Europa Special seemed an ideal vehicle for description in a race programme written with the triumphs of John Player-Team Lotus very much in mind, and so a road test was arranged. Incidentally, the black and gold colour scheme is apparently limited to a 'special Special' run of 100 cars only, after which the car will be sold in other colours, still with all the refinements and gold coach lining.

All seemed set fair for a couple of days at the wheel, and I was naturally more than eager to find out if the Europa Special lived up to its promise, at the same time taking the chance to impress the neighbours with a suitably ostentatious arrival. Unfortunately, however, circumstances beyond Lotus' control intervened and the car did not appear.

Martin Walter, the Lotus PRO, therefore provided the basic material to fill this space and also promised the loan of a car when one became available, and by the time these words are read I may have sampled at first hand the delights of Europa driving.

Anyone who has experienced Lotus motoring will realise the gulf which exists between sports cars of this calibre and the mass-produced variety which economics force most enthusiasts to settle for. Proving very emphatically that racing improves



The smart 'JPS' black and gold colour scheme sets off the striking lines of the new Europa Special.

the breed, all Lotus models share light, easy handling, instant acceleration and roadholding of the highest order without recourse to a harsh, uncomfortable ride.

Drivers sentenced to move about in mundane vehicles sometimes cannot grasp that what might appear to be suicidal speed may be normal easy progress to the man in a Lotus. This is not to suggest that I condone or admire using one car's superior performance and safety to intimidate lesser mortals out of the way, simply that the two are a whole world apart and the standard applied to one cannot be used as a yardstick for the other.

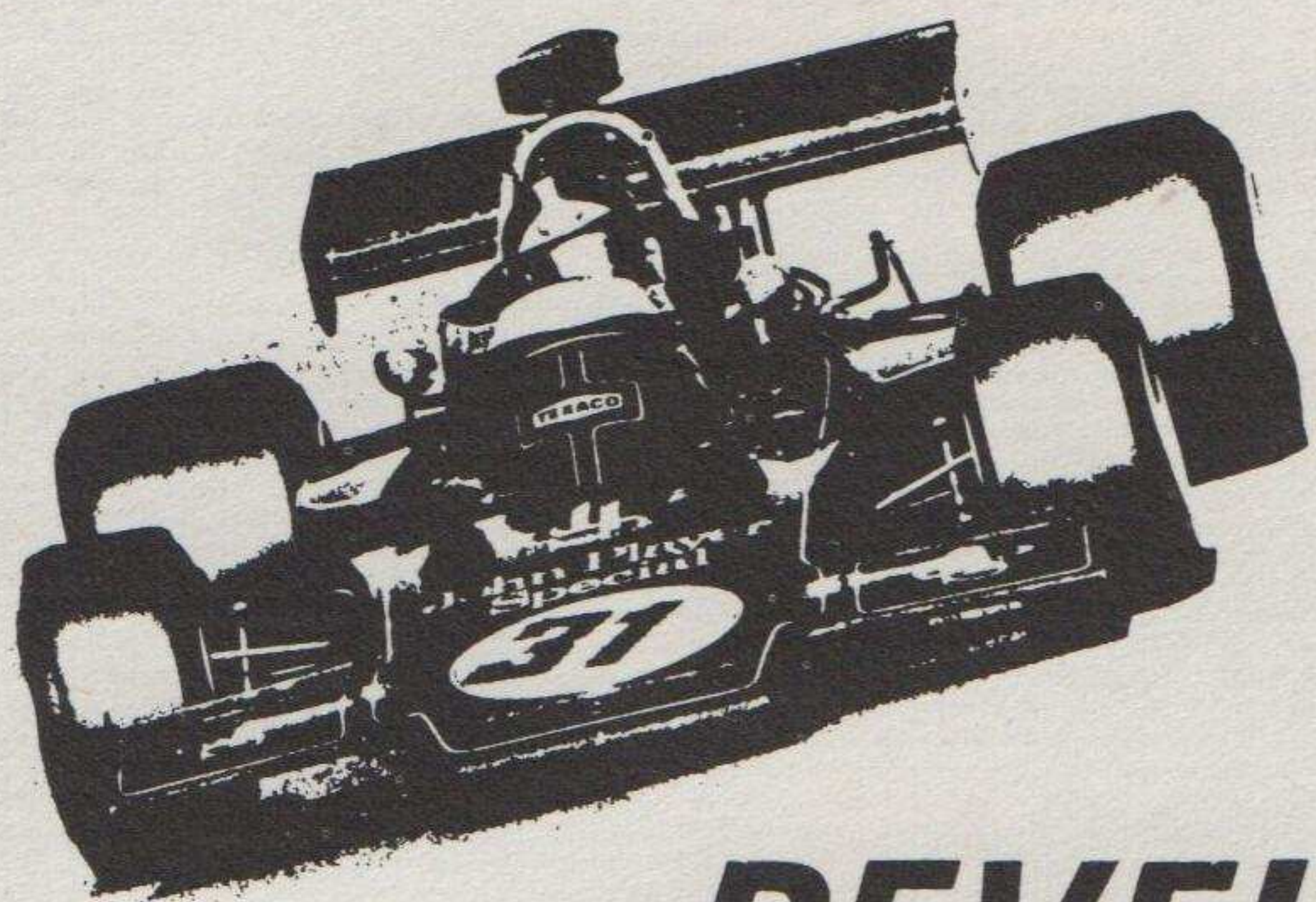
Lightness and efficiency also mean economy, and Lotus cars have a reputation for good mpg figures in relation to their performance. Certainly my Elan was far less thirsty than the MGB it replaced, and had vastly better performance as well. A further plus for all Lotus models is that the glass-fibre bodywork can never corrode, and finish and quality control have improved over the years as Lotus have established themselves as road car manufacturers.

Six foot-plus drivers can make themselves comfortable in the Europa, or perhaps I should say slim six foot-plus drivers, because those of more than average girth will find things getting a bit tight widthways. The driving position, as one would expect, is close to ideal, and an array of dials and switches keeps the driver in touch with what's happening.

An early criticism of the Europa, poor visibility to the rear quarters, was partly obviated by styling changes behind the cockpit, and on the Special any remaining blind spots should be finally banished by the provision of door mirrors.

Lotus claim a 0-100 time of 21.15 seconds compared with the normal twin-cam time of 27.2 recorded in a magazine road test, and a top speed of 125 mph, so it's just as well that the driver can see properly all round. Larger self-adjusting rear drum brakes are fitted to provide greatly improved braking capacity.

To avoid confusion I should perhaps point out that the Special supplements the existing Europa Twin Cam. The new model will sell at £2,369 or £2,507 if the five-speed gearbox - fifth is effectively an overdrive gear - is specified. Clearly the car will sell only to those with healthy bank balances, which is a pity, since many of those who could make best use of its virtues will never get a chance to prove it. Clearly also the Special is an expensive toy, like all cars of this type, lacking as it does many of the practical considerations boasted by more down-to-earth cars. Thank goodness, however, that practical considerations do not govern our lives and that there are still cars like the Europa for us to enjoy, even if for 99 per cent of us the enjoyment has to remain in our minds.



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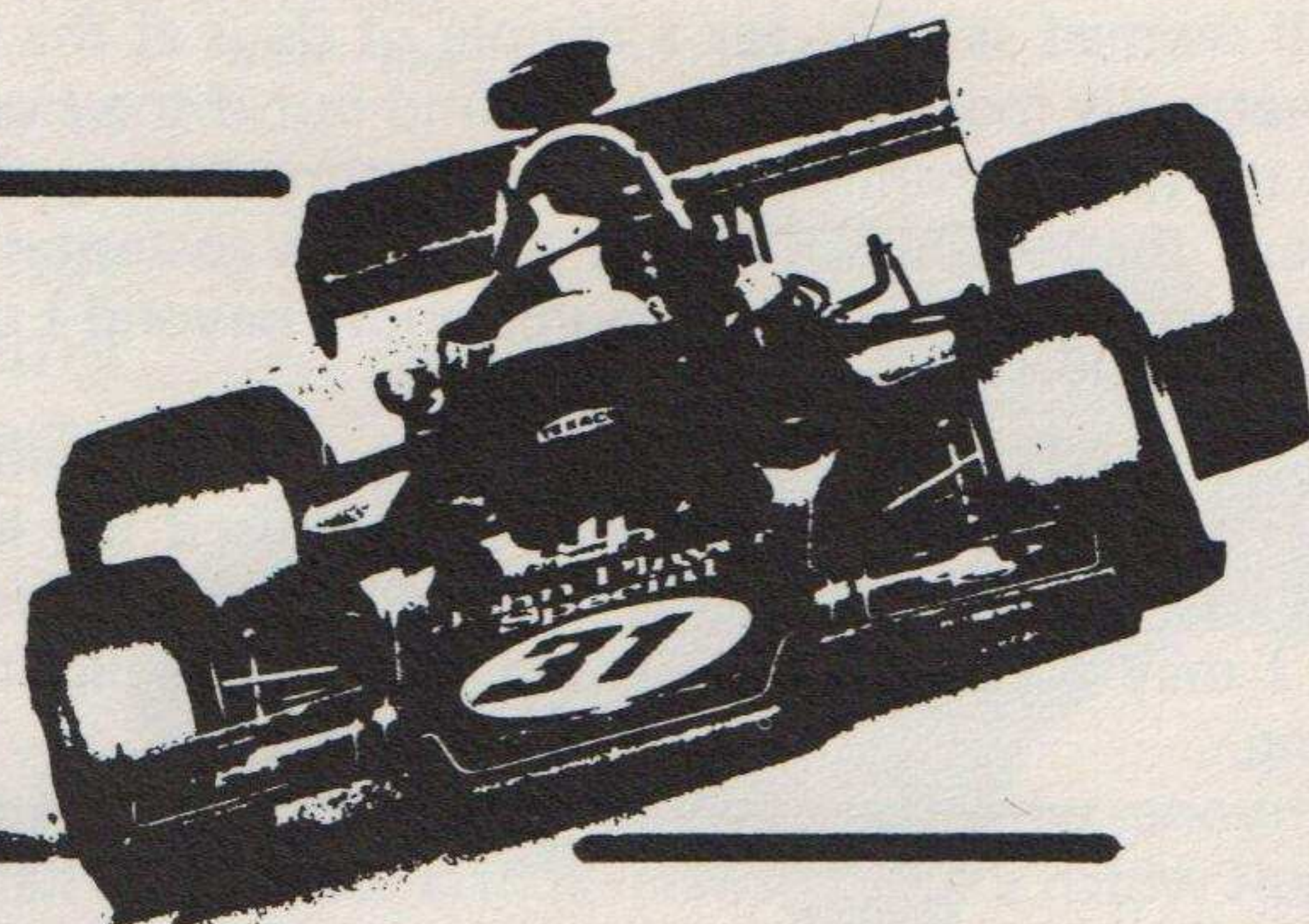
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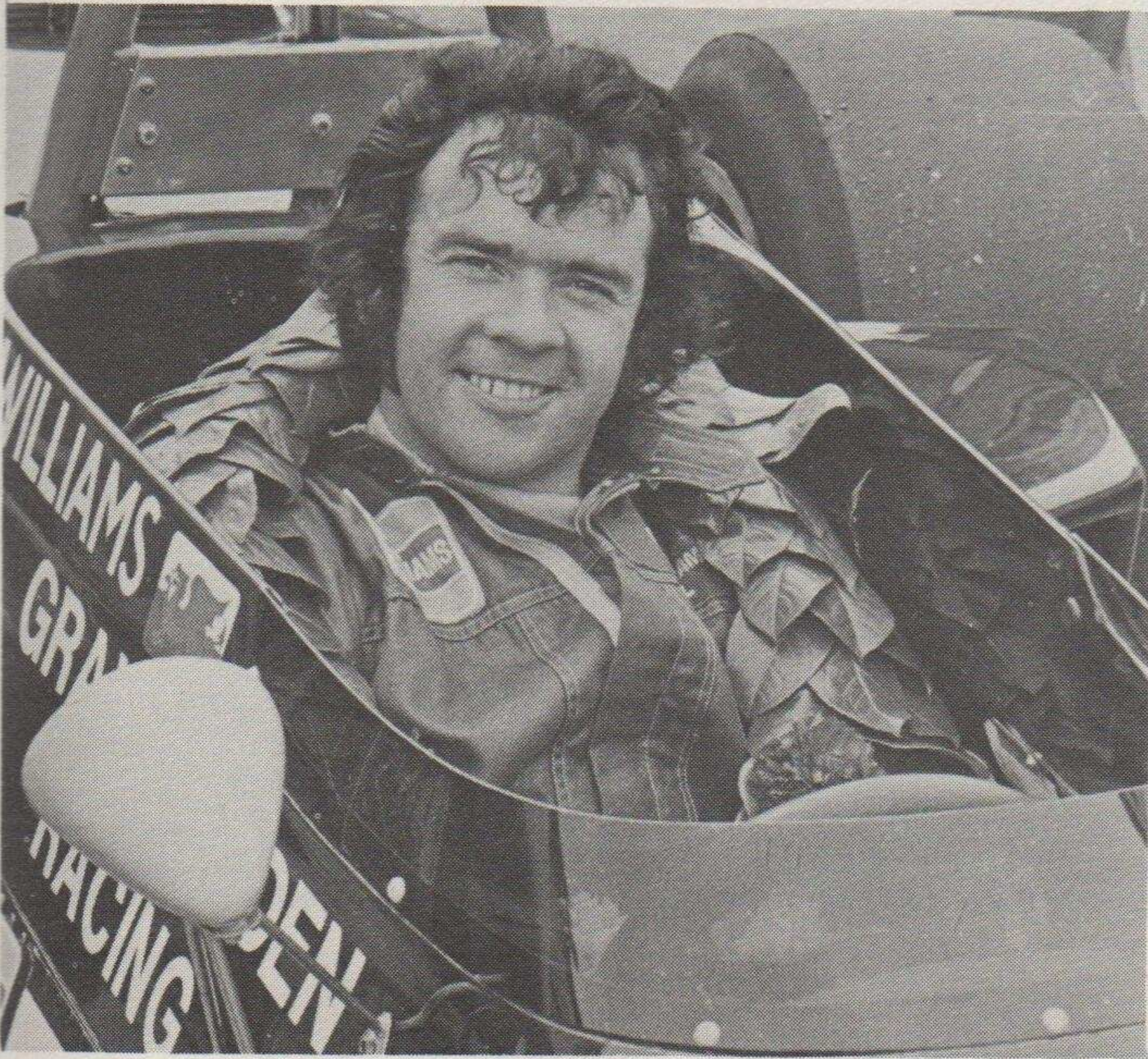
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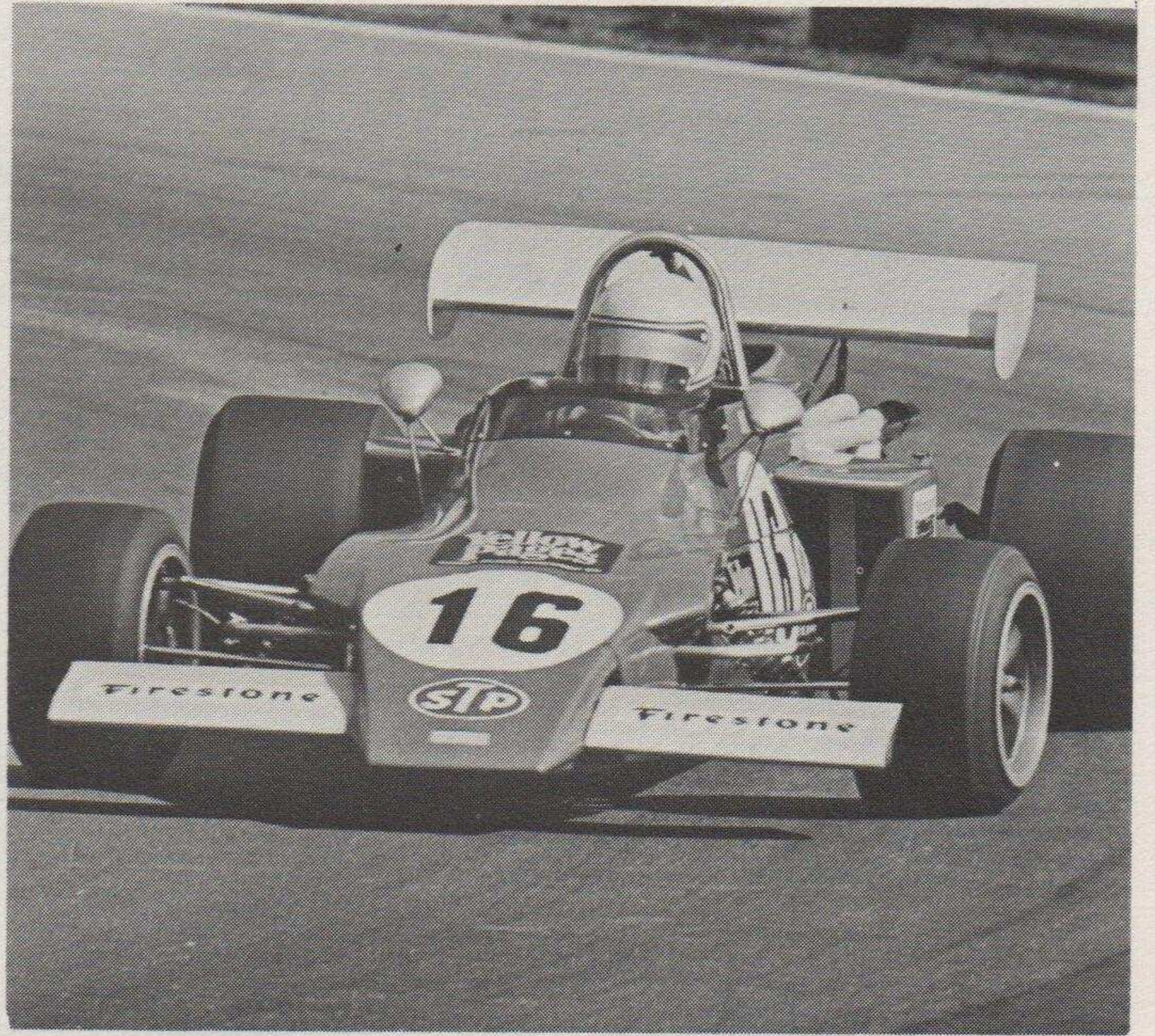
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Atlantic championship rivals renew their great battle



A garlanded and happy Cyd Williams pictured after another win with Graham Eden's March here earlier this year.



American Bill Gubelmann in the March which has given him such a successful year in Formula Atlantic.

The Yellow Pages Formula Atlantic Championship is over for the season, but spectators here for the second practice day, and the watching millions at home in front of their televisions, can have a sample of the racing enjoyed throughout the year when the top contenders get together again to race for the Yellow Pages Trophy.

Welshman Cyd Williams and American Bill Gubelmann are the two who thrilled crowds all round the country as they raced for the Yellow Pages title. At the time of writing things were still not settled. Three points separated them after 20 championship rounds and a race here last Sunday was the decider.

Their March 722s have been evenly matched on every circuit, the biggest difference perhaps being the engines they use, Williams' being developed by his sponsor Graham Eden and Gubelmann relying on the skill of Brian Hart in this department. Fortunes have gone first one way then the other, with Williams leading the championship to the end of April and retaking top spot from Gubelmann at the end of August.

No other driver really looked like challenging these two, although two or three made good points scores through rapid consistency, and last year's Yellow Pages Champion, Vern Schuppan, looked as if he might make a late run until he

decided to try his luck in Formula Two.

That, then, is the background to this race. Formula Atlantic has provided some of the best racing to be seen at club level and the cars have proved much faster than their Formula Three 'cousins' and make much more satisfying noises, although at the moment the formula cannot rival F3 for close competition all the way down the field.

Williams and Gubelmann must be the drivers to watch again today, but an interesting entry which should give a good basis for comparison is that of top Formula Three man Roger Williamson. He should be using another March 722, in fact the car he has driven on occasions in F2 this season, in an effort to gain more points in the lucrative and prestigious Tarmac British Racing Championship.

The two most consistent drivers in the championship season were Robert Salisbury, formerly Bob Gerard's mechanic and now his driver, and John Nicholson, whose full-time occupation is building engines for the McLaren team. Salisbury scored in 15 of the 20 qualifying rounds held before last Sunday's final to take third in the table at that stage, and Nicholson scored in 11 of the 20.

Leeds driver Chris Meek was in the centre of a controversy over engine legality about mid-season, and in fact had a win at Snetterton restored to him after

first being disqualified.

Peter Wardle overcame poor reliability to get regularly among the points, and he usually produces good form here. Also well familiar with Brands Hatch and a driver who has made a good impression in his first single-seater season is sports car expert and Cheshire jeweller John Lepp.

Many drivers become known as experts at certain circuits and two drivers who certainly deserve to be known as Brands Hatch experts are Ray Allen and Tom Pryce, who must know their way round as well as anyone. One of these two is to drive a Royale, and whichever is nominated he should be among the leaders. Mick Jones, in a car sponsored by the Kentish Times, also goes well but suffers with outdated machinery; he could be a real revelation with the latest equipment.

Formula Atlantic has a regular 'circus' of drivers who appear in every round, and two loyal supporters, even if they're not among the front-runners, are Reg James and Patrick Sumner, who drives the striking Kitchiner. Martin Watson is still making the adjustment from Formula Ford to the far greater power of Formula Atlantic, and a rare car is Del Bennett's Huron. Completing the line-up are Ian Mawby and Jim Murdoch, who has another unusual machine, the only Formula Atlantic Tui in captivity.



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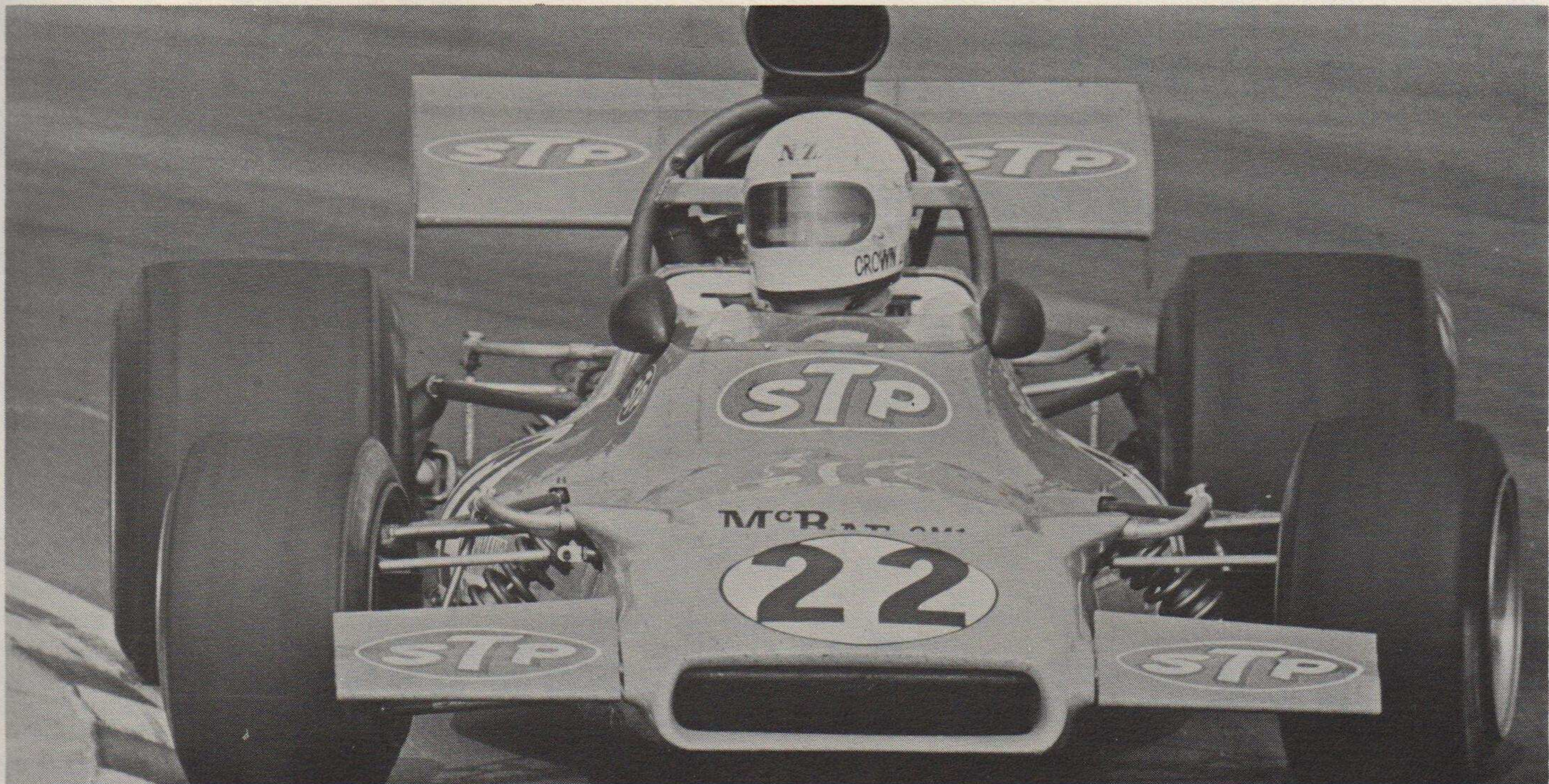
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A fine study of Graham McRae at the wheel of his STP-McRae Formula 5000 car, with which he has already won two championships this year.

Exciting climax to F5000 title chase

The Rothmans European Formula 5000 Championship has its strongest entry of the season for this, the final round, on which depends the championship title. New Zealander Graham McRae returned from the United States for last weekend's race at Oulton Park in search of a third title to go with his championship triumphs in the Tasman series last winter and the American Championship this season.

With him came Lancastrian Brian Redman, early pacesetter in the contest, who also spent much of the summer chasing the dollar-rich American series. In the final these two face the on-form Alan Rollinson, winner at record speed of the last race held at Brands Hatch, and Holland's Gijs van Lennep, in the race for the title.

Van Lennep, driver of a Surtees entered by Speed International Racing and based here at the circuit, has the most to lose because he has been heading the championship in its closing stages without building up sufficient lead to be safe in this double points-scoring final. He only failed to score in two of the first dozen races in the series, numbering two firsts and four seconds among his successes.

Still second up to last Saturday's Oulton Park race was Redman, who has proved that the Chevron can beat the best of the opposition. He already has a win

and a second under his belt in F5000 here this season so another victory is very much on the cards.

McRae had 'only' scored in four of the qualifying rounds, but each time the result was a win and 'Cassius' will be driving as only he knows how in an effort to keep up that record in the car which carries his own name.

The other F5000 returnee on the entry list is Canadian-domiciled Englishman John Cannon, who surprised everyone when he appeared with a special lightweight Formula Two March with a Rover engine, trying to overcome his power handicap by superior handling, but the car, which has to carry ballast weights to comply with the minimum weight rules, has never really fulfilled its early promise.

Midland cousins Alan Rollinson and Steve Thompson have shared quite a few of the honours during the season. Steve has made a good impression during his first year with the big-bangers and Alan has been showing his very best form in the last few races with the works-supported Lola, and was one of those with a chance of taking the title prior to last Saturday's race.

Belgian Teddy Pilette makes a welcome reappearance with the VDS McLaren, having forsaken the single-seater in June to concentrate on his Interserie CanAm McLaren without much

success. Also from the continent comes Pierre Soukry of France.

Unlucky is the word to describe Gordon Spice, who often shows a fine turn of speed in his Kitchiner-developed McLaren, christened the Kitchmac, only to have the car fail for various reasons. Bad luck also seems to dog Jock Russell, who seemed to be moving into form when he changed his Lotus for a McRae, but he suffered another engine disaster with the car the last time it was here.

Ray Allen in a second Speed International car has produced some solid performances without indulging in heroics with a rather outdated car, and the third team car is the Kent Messenger McLaren for the ever-popular Tony Lanfranchi, whose current claim to fame is victory in the Castrol saloon championship with a Moskvich.

David Prophet, a long-time supporter of Formula 5000, seems at last to have found reliability from his well-developed McLaren. Most of the remaining drivers continue to persevere with outdated machinery, with varying degrees of success, but two more names on the list deserve a mention.

One of them is Roger Williamson, cropping up again in the search for Tarmac Championship points, this time in an unspecified car, and one-time Formula Atlantic driver Chris Oates, who should be out in a McLaren.

Rothmans European Formula 5000 Championship

Rothmans of Pall Mall are again sponsoring the European Formula 5000 Championship in 1972. The programme for the £65,000-plus series consists of 14 rounds staged at circuits in Great Britain, Eire and on the Continent, starting at Brands Hatch on March 18 and concluding at Brands Hatch today, October 21.

Increased prize money, covering the first 16 cars home, is a feature of this year's series. The seven top-money events each carry a purse totalling £5,640, with £1,500 for the winner. Points are allocated on the basis of 9, 6, 4, 3, 2 and 1 for the first six places, with double points for the final round. All points scored by a driver count towards his championship total.

The drivers' championship winner will receive £1,000, with £500 for the runner-up, £250 for third place, £150 for fourth and £100 for fifth — a total of £2,000. A Rothmans entrants' championship has identical awards.

Since its inception in 1969, Formula 5000 has provided an ideal proving ground for drivers seeking a place in Grand Prix teams. Peter Gethin (1969 and 1970 champion), Howden Ganley (second in 1970) and Mike Hailwood (second in 1971) are driving works Formula One cars this year.

Today's race is the final round of the Championship.

POINTS POSITION Prior to October 14, Oulton Park meeting.

Drivers

| | |
|-----------------|--------|
| Gijs van Lennep | 56 pts |
| Brian Redman | 43 pts |
| Alan Rollinson | 41 pts |
| Graham McRae | 36 pts |
| Ray Allen | 23 pts |
| Teddy Pilette | 23 pts |
| Steve Thompson | 19 pts |
| Keith Holland | 16 pts |

Entrants

| | |
|-------------------------------|--------|
| Speed International Racing | 82 pts |
| Sid Taylor | 49 pts |
| McKechnie Racing Organisation | 41 pts |
| Crown Lynn Potteries | 27 pts |
| Racing Team VDS | 23 pts |
| Alan Brodie | 15 pts |
| Keith Holland | 10 pts |
| STP Racing | 9 pts |

80 in finale to great F3 Championship

In a programme already brimming with superlatives, it is difficult to know how to start describing the final of an international Formula Three championship which has attracted over 80 entries. These were divided into two heats held on Friday, the first day of this meeting, and the fastest 36 cars are due to race in the points-scoring final for the Shell British F3 title.

A fine win by Roger Williamson at Snetterton two weeks ago seems to have clinched the title for him, but competition is going to be as hot as ever in this double points race.

Seeking revenge for their disappointment at this meeting last year are the Alpine-Renault team from France. First past the flag on that occasion was Patrick Depailler, but he was disqualified for a yellow flag infringement. The Alpines are virtually unbeatable on their home ground and drivers Depailler, Alain Serpaggi, Michel Leclere and Lucien Guitteny will be out to show once more that they can be just as effective away from home.

Jacques Coulon knows that the Alpines can be beaten, even in France, because he proved it in the European Cup competition a while back. Coulon and his Martini have proved a formidable combination this season and he is one of the drivers to watch today. Yet another forceful Frenchman is

Jean-Pierre Jarier, who has raced Formula Two, CanAm and even Formula One, so he not surprisingly knows all the tricks when he returns to the Formula Three scene.

A strong contingent has also come over from Sweden, headed by the Brabhams of Conny Andersson and Ulf Svensson, so the big names of the British F3 circus are certainly not going to have things their own way.

Roger Williamson naturally starts as favourite among the regulars seen in British F3 races this year. He has won four of the last six Shell rounds to make sure of the championship, but it is perhaps significant that Tony Brise has had a first and second in the last two races. Tony, from Wilmington, Dartford, is of course very much at home here and if he can maintain his good form he will be a hard man to beat.

Two more drivers with reputations as Brands Hatch specialists are Tom Pryce and Tony Trimmer, who live even nearer the circuit than Tony Brise, just down the road at West Kingsdown. Tom has not shown such good form since he had a runaway win at the Race of Champions meeting so he must be due for another good day in the Royale. Tony has had an unhappy season and must be hoping for a change of luck on

his first outing with the Iberia Ensign team.

Also from Kent comes Andy Sutcliffe, one of the 'finds' of the 1972 season although he has been racing for quite a while. Andy, like Roger Williamson and Tony Brise, drives a GRD.

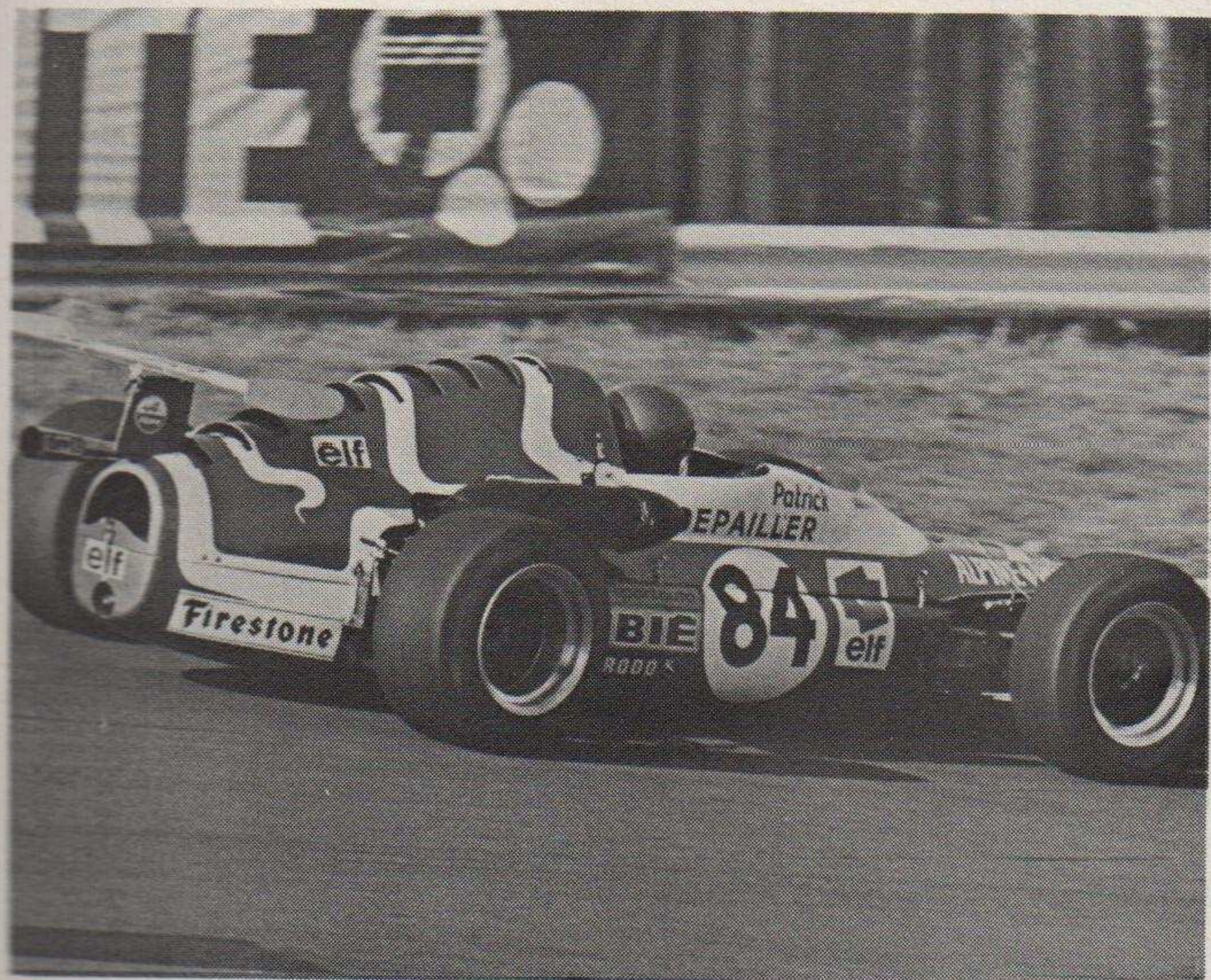
Back into the reckoning has come Northerner Barrie Maskell, who has yet another GRD to replace the old Lotus with which he struggled earlier in the season, and a newcomer to Formula Three is former tyre technician Mike Wilds, who has already done enough to be recognised as one of the main contenders in a very smart Ensign. Regulars Rikki von Opel and Mike Walker in Iberia Ensigns like Tony Trimmer's will also be well in contention.

Two Formula Ford heroes, Johnny Gerber and Buzz Buzaglo, are due to put in an appearance in Ensign and GRD respectively. This looks like the start of a major F3 effort by their sponsor, the Ippokampos Greek shipping line, and it will be interesting to see how the meteoric Mexican Gerber gets on. He is a driver with obvious talent who asks no quarter from his fellow competitors, and gives none in return, so he should soon feel at home.

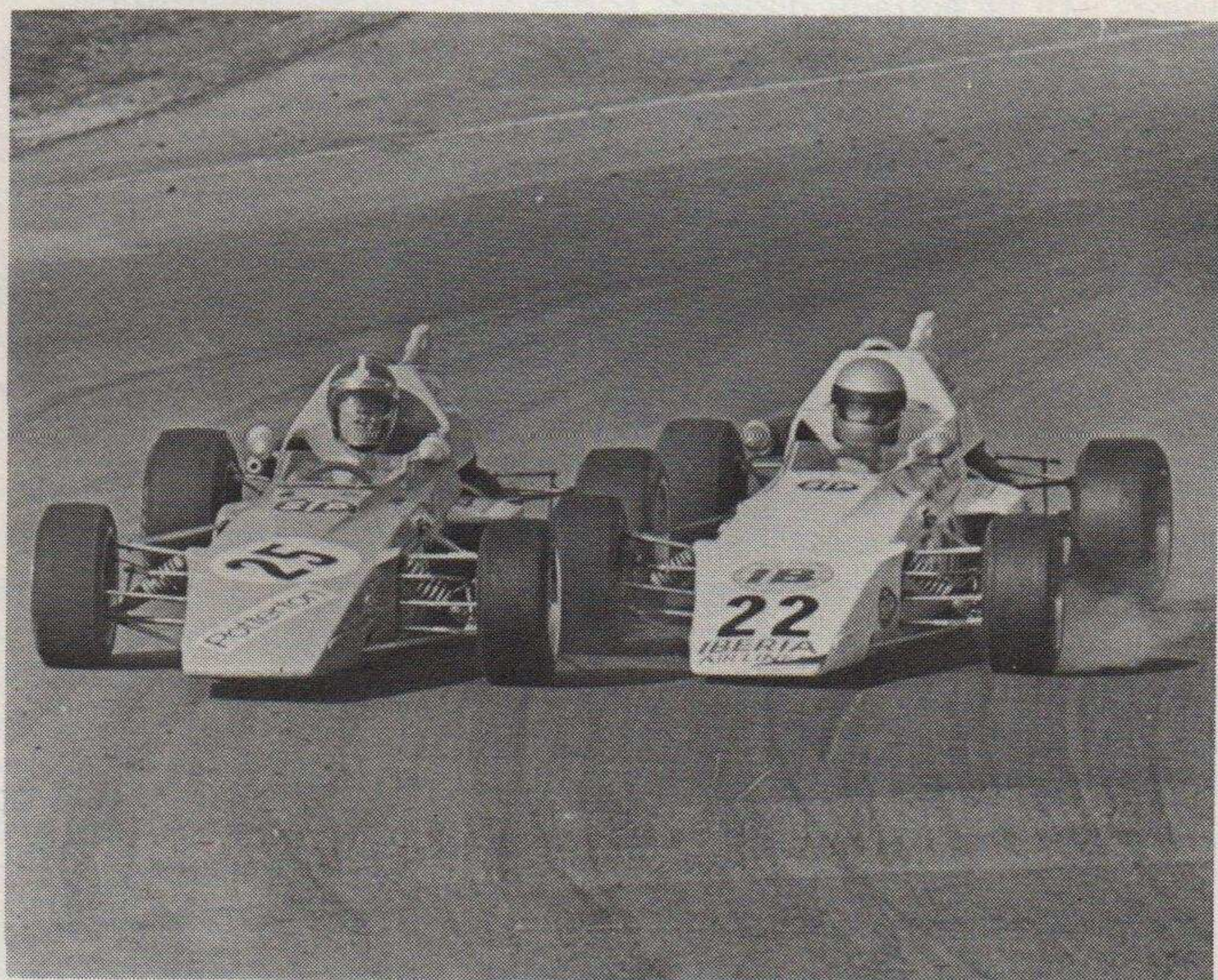
Another driver appearing in a different car is the hard-trying Bev Bond, veteran of the Lotus and Ensign works teams during his long experience in Formula Three. He has been working hard all season to make the attractive Ehrlich into a competitive proposition, but now appears in a Royale.

Leading the March challenge is London boutique owner Russell Wood in a works car and privateer Bob Evans. Wood in particular has produced excellent form in recent races, without much to show for it by way of results.

Formula Three is always worth watching, and with the season almost at an end and the Formula One talent spotters here in force today there is even more incentive for the drivers to produce their best, so expect no let-up until the chequered flag drops.



Frenchman Patrick Depailler won the Victory Meeting F3 race last year but was disqualified for overtaking when the yellow danger flag was out. He is back today, hoping for revenge in the attractive Alpine.



A picture that sums up the tension and spectacle of top-line Formula Three racing as Mike Walker, on the right, and Colin Vandervell, lock wheels in their Ensigns at South Bank Bend. A second later they both spun off the track.

SHELL British Formula 3 Championship

Following the tremendous success of the 1971 Shell Super Oil British Formula 3 Championship, Shell are sponsoring a similar championship worth more than £40,000 during the 1972 season.

There are 14 rounds in the championship. The famous Monaco F3 Grand Prix, held on May 13 (the eve of the World Championship Monaco GP), was one of the qualifying rounds, while the other overseas rounds were in France, Holland and Sweden.

Prize and overseas travel money will be paid by Shell and circuit owners at the rate of £2,500 per event, while a further £200 per race will go into a central end-of-season prize fund to be divided in proportion to points earned on a 9, 6, 4, 3, 2 and 1 basis and spread over all the races. All points scored by a driver count towards the championship, while double points are to be awarded at today's final round.

Motor Sport, the monthly magazine, is to continue its association with the championship, and the winner will receive the Motor Sport Trophy.

| POINTS POSITION | | | | | |
|-----------------|------------------|--------|----|---------------------------|--------|
| 1 | Roger Williamson | 66 pts | | Jochen Mass | 13 pts |
| 2 | Colin Vandervell | 44 pts | 12 | Conny Andersson | 13 pts |
| 3 | Mike Walker | 23 pts | 13 | Lucien Guitteny | 11 pts |
| 4 | Rikki von Opel | 18 pts | | Tom Pryce | 9 pts |
| | Tony Brise | 18 pts | 15 | James Hunt | 9 pts |
| 6 | Peter Hull | 17 pts | 16 | Jacques Coulon | 8 pts |
| 7 | Barrie Maskell | 16 pts | 17 | Alan Jones | 7 pts |
| 8 | Bob Evans | 15 pts | 18 | Pierre-Francois Rousselot | 5 pts |
| 9 | Andy Sutcliffe | 13 pts | | Stan Matthews | 4 pts |
| | | | | Allan McCully | 4 pts |

WIGGINS TEAPE PAPERCHASE '72 for the British Touring Car Championship

Wiggins Teape NCR Paper Division are this year sponsoring the RAC British Touring Car Championship for Group 2 special saloon cars. There are four capacity classes: up to 1000 cc, 1001-1300 cc, 1301-2000 cc and over 2000 cc.

Points are awarded on the basis 9, 6, 4, 3, 2 and 1 to the first six finishers in each class. In a race of less than four hours' duration, but over 50 miles long, only cars which have covered at least 90% of the distance covered by the class winner will be officially classified as finishers.

Competitions are allowed to accumulate points gained in different cars produced by the same manufacturer within the same capacity class should an improved model be homologated during the season. Competitors, however, will not be permitted to score points in more than one capacity class, nor will they be permitted to score points in cars produced by different manufacturers.

Where two competitors drive the same car, points will be allocated to each provided the race exceeds 100 miles. If the distance is less, points will be equally divided. Today's race is the final round.

| POINTS POSITION | | | | | |
|-----------------|-------------------|---------|--------------|----------------|--------|
| Up to 1000 cc | | | 1301-2000 cc | | |
| 1 | *Bill McGovern | †63 pts | 1 | †Dave Matthews | 60 pts |
| 2 | Melvyn Adams | 32 pts | 2 | Willie Green | 24 pts |
| 3 | Ivor Goodwin | 28 pts | 3 | Dave Brodie | 23 pts |
| 4 | Jeremy Bean | †22 pts | 4 | Mike Crabtree | 20 pts |
| 5 | Mo Mendham | 20 pts | 5 | Tom Walkinshaw | 15 pts |
| 6 | Terry Webb | 10 pts | | | |
| | Adrian Webb | 10 pts | Over 2000 cc | | |
| 1001-1300 cc | | | 1 | †Frank Gardner | 60 pts |
| 1 | Jonathan Buncombe | †54 pts | 2 | Terry Sanger | 33 pts |
| 2 | Brian Peacock | 26 pts | 3 | Brian Muir | 28 pts |
| 3 | Vince Woodman | 22 pts | 4 | Martin Thomas | 16 pts |
| 4 | Rob Mason | 19 pts | 5 | Dennis Leech | 13 pts |
| 5 | Jon Mowatt | 16 pts | 6 | Martin Birrane | 10 pts |
| 6 | Paul Ridgway | 12 pts | | | |

* 1972 champion

† Best seven scores

Champion Bill celebrates a unique hat-trick



British saloon car champion Bill McGovern, winner of the title for the third year running, heads the Mini Cooper S of Chris Montague during one of this year's qualifying races.



Dice to remember between the Camaros of Frank Gardner and Martin Thomas and Dave Matthews' Escort at the Race of Champions earlier this year. All three will be out again in the Wiggins Teape Paperchase today.

While all the tributes are being paid—quite deservedly—to Emerson Fittipaldi and the Lotus team, in the paddock will be a man who has won his particular championship three years in a row to score a unique hat-trick. He is Bill McGovern and the championship is the RAC British saloon car title, known this year as the Wiggins Teape Paperchase '72.

Bill's Imp is a car which can never hope to appear at the head of any big saloon race run under current rules with the classes combined, so he just gets on with the job of winning the baby class—again and again—to the intense frustration of his rivals, some of whom claim that they have to work much harder to keep in the running in their own classes. This may be so, but the George Bevan-prepared Imp still has to be there at the head of the small class queue when the chequered flag drops, and it must be the car's marvellous reliability as much as Bill McGovern's driving talent which has taken the little team to its three title wins.

Also settled before today's race are the other three classes, which are headed by Frank Gardner in the big SCA Camaro, Dave Matthews' Escort RS and Jonathan Buncombe's Mini Cooper S.

The BARC has gathered a truly superb entry, including many foreign cars and

drivers not seen before in this country. The big class has its best turn-out for many a day if all the entries materialise, while the fiercely competitive two-litre class features 11 Escorts and two BMWs. Welcome additions to the 1,300 section are three Alfa Romeos and two Fiats to add variety to the ranks of Minis and Escorts.

Frank Gardner must start as hot favourite for yet another victory. Few who saw it will forget the incredible battle between his car, Martin Thomas' older Camaro and Matthews in the Escort at the Race of Champions meeting, but unfortunately for us spectators the Gardner car is going much quicker now.

Brian Muir in Wiggins Teape's Capri will give Gardner a run for his money and Dennis Leech, who always used to be a front-runner, seems to have regained some of his speed recently.

Two of the very smart Timex Racing Team Escorts from Sweden will take on the cream of British talent in the two litre class, along with the two BMWs if they both get a run, our old friend Matti Kemilainen from Finland and Erik Hoyer of Denmark. This combination promises a great battle, and the quickest Escorts won't be far behind the race leaders either.

Class winner Jonathan Buncombe and Brands Hatch favourite Rob Mason have

had some superb contests in the 1,300 class with their Minis this year and we should see a repeat of the duel they enjoyed at the Grand Prix, but the most interesting aspect will be to see how much of a challenge the foreign visitors can offer. Three unpronounceable Swedes will drive Alfa Romeos for the Topcon Racing Team, while from Finland come a pair of the fast but fragile (in racing terms) Fiat 128s.

The Alfa Romeos have proved almost unbeatable in Europe and Jonathan Buncombe had to give best when the works cars came over for the Tourist Trophy race last month, so we could be in for a turn-up for the books. Not to be overlooked in this class are fast Escorts for Vince Woodman, Heikki Kemilainen, Brian Peacock and another Timex driver, Jonny Green.

The smallest class is Imp-dominated as usual, with champion Bill McGovern carrying number one on his car and the others chasing hard for a share of the honours. Entered as a reserve is a second George Bevan car to be driven by Kent driver Ray Calcutt, who has scored many successes here over the years.

Including all the reserves the entry list contains 45 cars. Unfortunately they can't all race, but even so there will be a capacity grid and a mighty bunch of cars descending on Paddock for the first time.

Emerson's parade of honour

Before the racing begins today, new World Champion Emerson Fittipaldi will go out on the circuit alone for some demonstration laps in the victorious John Player Special.

He will then bring the car to the start line, where a reception committee will be waiting on the control tower in front of the main grandstand. Fanfares will be sounded by the Central Band of the Royal Air Force Fanfare Trumpeters, and commentator Anthony Marsh will pay tribute to Emerson and the achievements of the team.

Presentations will be made to driver and team—a portrait plaque to Emerson and a plaque showing the car to Colin Chapman. After all the tributes these two will reply, and while this is going on a victory parade will assemble in front of the pits.

The ceremonies over, Emerson will mount a float bearing the car and members of the team, and main team sponsors will

follow with decorated floats representing their products. The parade will tour the club circuit to give race fans a chance to show their appreciation for the pleasure Emerson has given during the year—not least at Brands Hatch, where he has scored three big victories.

Other non-racing attractions during this superb day's programme will be an appearance by a team of free-fall parachutists. Spectators who were here for the Bank Holiday meeting will remember the intrepid gentlemen who brought their parachutes down right in front of the main grandstand, but today's visitors are planning an even more daring manoeuvre, linking up in mid-air as they fall, before opening their parachutes.

And due to make its first track appearance is the newly-announced Rondel-Dart Formula Two car, designed and built by the team which has fielded cars for Tim Schenken, Carlos Reutmann, Jean-Pierre Beltoise and others this season.

Brands Hatch 1972 Fixture List

| Date | Event | Organiser | Main Races | Charges |
|---------|---|---------------|---------------------------|------------------------------------|
| 29 Oct. | Clubmans Motor Cycle Races | Brands RC | All Classes | 40p-A, CF, Rovers |
| 5 Nov. | Clubmans Car Races | Surrey SMC | SSF, S, T, FF | 60p-A, 20p-C, 20p-SP |
| 12 Nov. | Clubmans Car Races | TEAC | SSF, S, T, FF, | 60p-A, 20p-C, 20p-SP |
| 19 Nov. | Clubmans Car Races | Sevenoaks DMC | SSF, S, T, FF | 60p-A, 20p-C, 20p-SP |
| 26 Nov. | Clubmans Car Races | Romford ECC | SSF, S, T, FF | 60p-A, 20p-C, 20p-SP |
| 3 Dec. | Clubmans Car Races | Tunbridge WMC | SSF, S, T, FF | 60p-A, 20p-C, 20p-SP |
| 10 Dec. | Clubmans Car Races | Mini 7 MC | T, PS, S, FF | 60p-A, 20p-C, 20p-SP |
| 26 Dec. | YELLOW PAGES CHRISTMAS CAR RACES | BRSCC | FA, F3, FF, T, PS, | 80p-A, CF, 50p-P, 50p-S |

KEY

Types: Events listed in block capitals are fully international or other important meetings. Events in normal black type are championship meetings involving prize money and are planned as public entertainments. Events in lightweight type are Clubman's meetings intended primarily for the benefit of competitors. Supporters are welcomed, at the published charges, on the understanding that these are not professional promotions.

Races: F1—Formula One. F2—Formula 2. F5000—Formula 5000. FA—Formula Atlantic. F3—Formula 3. FF—Formula Ford. Hist.—Historic Racing Cars. S6—Group 6 Sports Prototype. S5—Group 4 Sports Cars. F100—Formula F100 Sports Cars. MS—Modified Sports. T—Saloon Cars (Club Type). S—Sports Cars. SSF—Single Seater Formula.

Charges: A—Adults. C—Children. CF—Children Free. S—Covered Seats or Stands. OS—Open Seats or Stands. SF—Stands Free. P—Paddock. SP—Stands and Paddock combined. Rovers—Stands and Paddock Free. **ALL PARKING FREE.**

Formula Ford champions aim for the big prize

Formula Ford has produced plenty of memorable moments in the past, but on a day which brings the British, and indeed the European, 1972 season to a spectacular climax, we have the promise of one of the most dramatic confrontations yet seen.

The event is the Formula Ford World Final, backed by Ford and featuring the top drivers from every country where Formula Ford is staged. The prize is a brand new Formula Three car of the winner's choice for 1973, and if that's not enough to ensure a hard-fought race then it's difficult to know what to suggest.

At the time of writing 17 countries were likely to be represented, all the drivers gaining places in this 'Final' by coming first or second in national championships, or by gaining nomination from the organising bodies of Formula Ford in countries where no championships are held.

The names of many of today's foreign visitors are unknown in Britain, so the greatest interest will naturally be in our own entry, which will consist of up to six drivers. These will be the top two men from each of three championships - the BOC, Sunbeam Electric and Daily Express - or others where the same drivers qualify in more than one championship.

The only series decided when these

notes were written was the Daily Express Championship, in which Ian Taylor topped the table ahead of Derek Lawrence. Taylor is also favourite for the BOC series, with Lawrence well in the running, which should provide an opening for a driver like Robert Arnott, who has won the Townsend Thoresen Challenge held over eight races at Brands Hatch this season, or Donald Macleod. Syd Fox, a highly experienced campaigner who knows Brands Hatch like his own back garden, is favourite to take the Sunbeam Electric title, with Arnott, Lawrence and Lawrence's Titan team-mate Ken Bailey in close contention for the minor placings.

It's not being too optimistic to suggest that one of the British entries should take the big prize, and four of the six names mentioned above - in fact all but the Titan duo - have shown Brands Hatch form which could see them first to the flag.

All this is perhaps rather unfair to the foreign entry, and one of the visitors who will most certainly be in with the leaders is Mexican Johnny Gerber, who has already made quite a name for himself in England and is being tipped for a rapid rise to fame. He has fought many tense battles here at Brands Hatch during 1972, and one of his sparring partners during the latter part of the season has been New

Zealand's entry in this race, David Oxton. Oxton has had Formula 5000 experience back home, but he made a quiet start when he came over early to learn the British circuits in preparation for today's epic. He soon got the feel of things and is now always one of the top challengers.

Another regular on the British scene with some excellent showings on this circuit in recent weeks is Pato Gutierrez-Nunez, who represents Argentina. Surprisingly, perhaps, in view of the reason for today's Victory Meeting, Pato looks like being the only South American in the line-up.

A dark horse nobody should overlook is Jay Pollock, representing Northern Ireland. This young driver has been getting rave write-ups for his Formula Ford performances and humbled many more experienced drivers by winning on his first outing with a Formula Two car a few weeks ago. Pollock obviously has great talent and is being predicted as another future star, but may suffer through lack of familiarity with the bumps and corners of Brands Hatch.

Most enthusiasts should recognise the name of Ernesto Neves, who should be here with two Portuguese compatriots, and South African Richard Sterne is another fast and hairy character in the mould of the Scheckter brothers.

For the rest it's very difficult to make predictions, but one can rest assured that championships don't come easily in keen racing countries like the United States, Australia and Sweden, so their representatives are sure to be very hard and fast drivers.

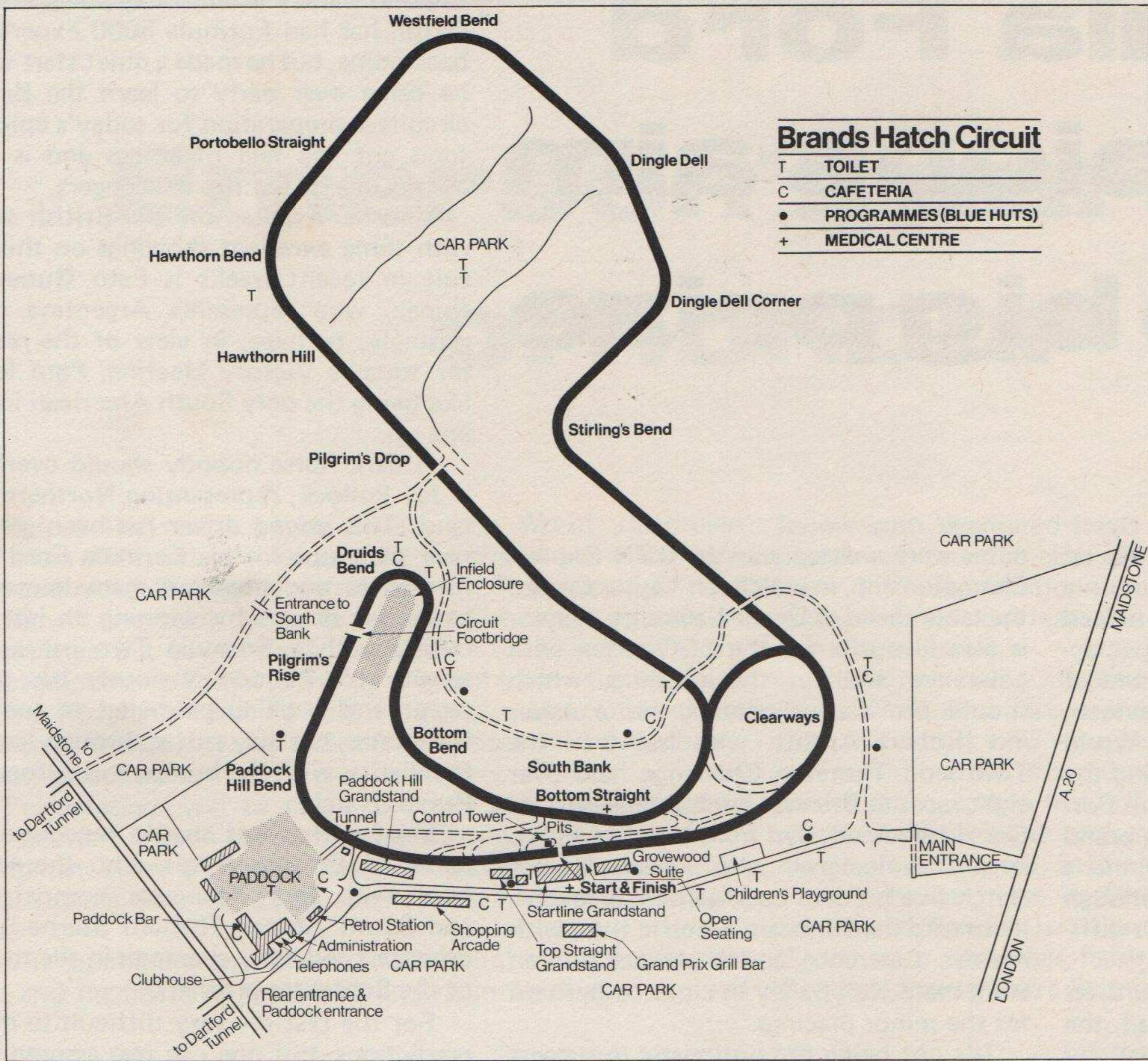
Cash awards for this contest range from £250 for second man down to £50 for sixth, and in addition to that shiny new car the winner can consider himself the unofficial Formula Ford World Champion. It all adds up to the fact that from the moment when the cars dive down Paddock Hill on the first lap to their final appearance over the brow at Clearways, there will be no let-up in the hectic action.



Mexican Johnny Gerber, already a popular figure on British circuits and one of the favourites to win the World Final, pictured here in the successful Ippokamos-sponsored Elden.



Ernesto Neves of Portugal heads a gaggle of Formula Ford competitors up to Druids in his Lotus during a previous visit to the circuit. Ernesto represents Portugal in the World Final race.



**LAP RECORD –
 BRANDS HATCH
 GRAND PRIX
 CIRCUIT (2.65 miles)**

Emerson Fittipaldi,
 John Player Special –
 1m 23.8 secs.,
 113.84 mph,
 19-3-72.

BRANDS HATCH LAP SPEED TABLE CONVERSION CHART

| TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. | TIME M. S. | SPEED m.p.h. |
|---|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|
| 1-20.0 | 119.25 | 1-24.0 | 113.57 | 1-30.0 | 106.00 | 1-36.0 | 99.37 | 1-42.0 | 93.52 | 1-48.0 | 88.33 | 1-54.0 | 83.68 |
| .2 | 118.95 | .2 | .30 | .2 | 105.76 | .2 | .16 | .2 | .34 | .2 | .17 | .2 | .53 |
| .4 | .65 | .4 | .03 | .4 | .53 | .4 | 98.96 | .4 | .16 | .4 | .00 | .4 | .39 |
| .6 | .36 | .6 | 112.76 | .6 | .29 | .6 | .75 | .6 | 92.98 | .6 | 87.84 | .6 | .24 |
| .8 | .06 | .8 | .50 | .8 | .06 | .8 | .55 | .8 | .80 | .8 | .68 | .8 | .10 |
| 1-21.0 | 117.77 | 1-25.0 | 112.23 | 1-31.0 | 104.83 | 1-37.0 | 98.35 | 1-43.0 | 92.62 | 1-49.0 | 87.52 | 1-55.0 | 82.95 |
| .2 | .48 | .2 | 111.97 | .2 | .60 | .2 | .14 | .2 | .44 | .2 | .36 | .2 | .81 |
| .4 | .19 | .4 | .70 | .4 | .37 | .4 | 97.94 | .4 | .26 | .4 | .20 | .4 | .66 |
| .6 | 116.91 | .6 | .44 | .6 | .14 | .6 | .74 | .6 | .08 | .6 | .04 | .6 | .52 |
| .8 | .62 | .8 | .18 | .8 | 103.92 | .8 | .54 | .8 | 91.90 | .8 | 86.88 | .8 | .38 |
| 1-22.0 | 116.34 | 1-26.0 | 110.93 | 1-32.0 | 103.69 | 1-38.0 | 97.34 | 1-44.0 | 91.73 | 1-50.0 | 86.72 | 1-56.0 | 82.24 |
| .2 | .05 | .2 | .67 | .2 | .47 | .2 | .14 | .2 | .55 | .2 | .56 | .2 | .09 |
| .4 | 115.77 | .4 | .41 | .4 | .24 | .4 | 96.95 | .4 | .37 | .4 | .41 | .4 | 81.95 |
| .6 | .49 | .6 | .16 | .6 | .02 | .6 | .75 | .6 | .20 | .6 | .25 | .6 | .81 |
| .8 | .21 | .8 | 109.90 | .8 | 102.80 | .8 | .55 | .8 | .03 | .8 | .10 | .8 | .67 |
| 1-23.0 | 114.93 | 1-27.0 | 109.65 | 1-33.0 | 102.58 | 1-39.0 | 96.36 | 1-45.0 | 90.85 | 1-51.0 | 85.94 | 1-57.0 | 81.53 |
| .2 | .66 | .2 | .40 | .2 | .36 | .2 | .16 | .2 | .68 | .2 | .79 | .2 | .39 |
| .4 | .38 | .4 | .15 | .4 | .14 | .4 | 95.97 | .4 | .51 | .4 | .63 | .4 | .26 |
| .6 | .11 | .6 | 108.90 | .6 | 101.92 | .6 | .78 | .6 | .34 | .6 | .48 | .6 | .12 |
| .8 | 113.84 | .8 | .65 | .8 | .70 | .8 | .59 | .8 | .17 | .8 | .33 | .8 | 80.98 |
| 1 lap = 2.65 miles Speed in m.p.h. = 2.65 x 3600 x No. of laps TIME in seconds | 1-28.0 | 108.40 | 1-34.0 | 101.48 | 1-40.0 | 95.40 | 1-46.0 | 90.00 | 1-52.0 | 85.17 | 1-58.0 | 80.84 | |
| | .2 | .16 | .2 | .27 | .2 | .20 | .2 | 89.83 | .2 | .02 | .2 | .71 | |
| | .4 | 107.91 | .4 | .05 | .4 | .01 | .4 | .66 | .4 | 84.87 | .4 | .57 | |
| | .6 | .67 | .6 | 100.84 | .6 | 94.83 | .6 | .49 | .6 | .72 | .6 | .43 | |
| | .8 | .43 | .8 | .63 | .8 | .64 | .8 | .32 | .8 | .57 | .8 | .30 | |
| | 1-29.0 | 107.19 | 1-35.0 | 100.42 | 1-41.0 | 94.45 | 1-47.0 | 89.15 | 1-53.0 | 84.42 | 1-59.0 | 80.16 | |
| | .2 | 106.95 | .2 | .21 | .2 | .26 | .2 | 88.99 | .2 | .27 | .2 | .03 | |
| | .4 | .71 | .4 | 100.00 | .4 | .08 | .4 | .82 | .4 | .12 | .4 | 79.89 | |
| | .6 | .47 | .6 | 99.79 | .6 | 93.89 | .6 | .66 | .6 | 83.98 | .6 | .76 | |
| | .8 | .23 | .8 | .58 | .8 | .71 | .8 | .49 | .8 | .83 | .8 | .63 | |

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