

Brands Hatch

Monday August 27th 1973



ROTHMANS 5000

EUROPEAN CHAMPIONSHIP



Organised by the BRSCC for Brands Hatch Circuit Ltd.

Programme 20p

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Rothmans 5000 European Championship Races

Organised by the British Racing and Sports Car Club

This meeting is held under the General Competition Rules and the Standing Supplementary Regulations of the Royal Automobile Club and the Additional Regulations and Final Instructions issued by the organising club.

Permit Nos. RS 9018/RS 9019

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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.

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. |
| GREEN | Danger area passed; overtaking permitted. |
| BLUE (Waved) | Another competitor is trying to overtake. |
| BLUE (Motionless) | Another competitor is following closely. |
| BLACK (With Number) ... | Car with that number must call into the pits. |
| BLACK and WHITE Chequered | End of Race. |
| YELLOW WITH RED STRIPES | Oil on the course. |

Acknowledgements

The Official Course Car has been kindly made available by the FORD MOTOR COMPANY LIMITED. Duplicators loaned by RONEO LIMITED. FIRE EXTINGUISHERS kindly supplied by PYRENE (CHUB FIRE SECURITY). Breakdowns supplied by: K. J. Motors, Bromley; K. J. Motors, Orpington; Bristol Street Motors, Bromley and Beckenham; W. H. Gatward, Maidstone; Loxleys Ltd., Bromley.

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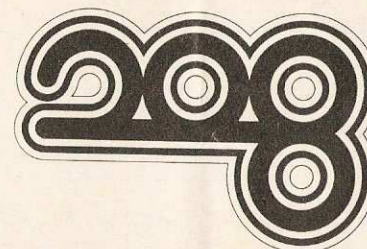
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We at Radio Luxembourg are very pleased to have been given the opportunity of becoming so involved in the sport of motor racing during this coming season. As previously announced in the motoring press, we claim to have the largest and most comprehensive racing team in existence today. Altogether a dozen cars will appear in over 95 race meetings in this country as well as the rest of Europe. The whole '208' team consists of five Motul Rondel Formula Two cars led by Tim Schenken, three ShellSPORT Luxembourg Formula 5000 cars led by last years' Formula 5000 champion, Gijs Van Lennep, a BMW 3000 production saloon driven by the one and only Tony Lanfranchi, the world record-breaking John Woolfe dragster driven by champion Dennis Priddle, as well as two other drag vehicles which make their debut this season. Not bad is it?

We shall be promoting heavily the meetings that these cars are involved in, as well as broadcasting a special motoring news spot each Friday evening at 10.15 pm. The series will last all season long.

So that's our involvement in motor racing—the sport we believe is the best and most exciting in the world. We also believe in all modesty that we have the best and most exciting radio station in the world. Why not tune in on your way home today?

BP turns the spotlight on young hopefuls



BP Superman of the Year in 1972, Ian Taylor, who won two Formula Ford championships and took the third Grovewood Award during a triumphant season. He has now moved into Formula Three.

One motor racing honour which all hopeful young drivers look forward to winning is the BP Man of the Meeting award, which this year continues in its third season.

A big attraction of the award scheme is that winning drivers do not have to wait for the end of a season-long championship and don't even necessarily have to win races. A BP appointed panel of motoring journalists on the spot, plus a company representative, choose a Man of the Meeting at each of a specified list of fixtures.

The lucky recipient gets a trophy, rally jacket and petrol vouchers and at the end of the season the panel meets to choose a BP Superman of the Year, who receives a further special award.

There is no doubt that the scheme helps turn the spotlight on to deserving young drivers. Last year's Superman was a Formula Ford star Ian Taylor, winner of two championships and the third Grovewood Award and now in Formula Three.

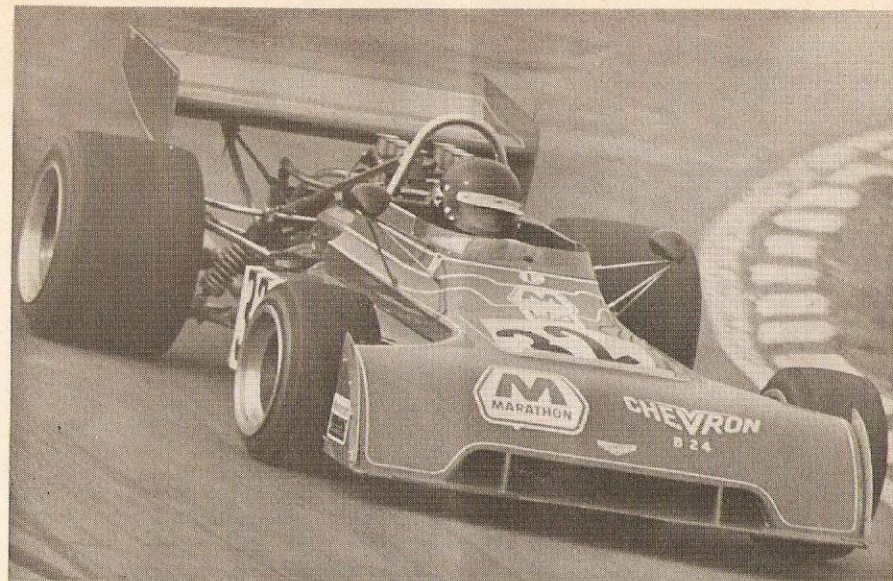
Despite this, BP emphasises that Men of the Meeting don't have to win everything in sight in order to qualify. The judges choose winners who demonstrate outstanding ability having regard to the quality of their cars and the strength of the opposition. This system is also popular with spectators, who can pit their wits against those of the official judges to see if opinions coincide at the end of the day.

Here is the list of future meetings at which awards will be made:

| | | |
|-------------|--------------|--------------------------------------|
| September 9 | Oulton Park | Gold Cup international meeting |
| October 7 | Snetterton | Rothmans F5000 international meeting |
| October 14 | Mallory Park | John Player F3 international meeting |
| October 21 | Brands Hatch | Motor Show 200 meeting |

Winners of previous rounds:

| | | |
|----------|--------------|-----------------|
| March 4 | Brands Hatch | Dick Parsons |
| March 11 | Mallory Park | Dave McConnell |
| March 18 | Brands Hatch | Donald McLeod |
| March 31 | Oulton Park | Marin White |
| April 20 | Snetterton | Brett Lunger |
| April 23 | Brands Hatch | Steve Thompson |
| May 13 | Oulton Park | Keith Holland |
| May 28 | Snetterton | Barrie Williams |
| June 24 | Brands Hatch | Mick Moss |
| July 8 | Mallory Park | Tom Belso |
| July 22 | Ingliston | Bill Dryden |
| July 29 | Snetterton | John Lipman |



Peter Gethin (Chevron) pictured during the Race of Champions meeting here, at which he scored his greatest triumph. He returns today for the Rothmans Championship. (Photograph by Peter Tempest)

Rothmans series brings best-ever race entry to the club circuit

By Brian Phillips

The most exciting race entry ever seen for an event on the Brands Hatch club circuit—that must be the verdict of everyone who knows the sport after a quick look at the Formula 5000 line-up for this afternoon's Rothmans spectacular. Almost 30 drivers want to take part in the 65-lap battle of the giants, but the rules insist that only 20 cars can start any race held on the 1.24 mile circuit, so quite a few hopefuls will have to be disappointed.

Torrential rain put a stop to the last round of the series, so today's race is the tenth in the £90,000 European Championship. The race programme, which is organised by the BRSCC, also includes two races for the RAC British Saloon Car Championship, the first time these cars have raced on the short circuit, two Formula Ford events and a ShellSPORT Mexico Celebrity Race for invited drivers.

Currently leading the Rothmans Championship is Californian Brett Lunger, who drives a Trojan for Sid Taylor. Lunger and Brands Hatch local favourite Keith Holland, who also handles a Trojan, are the only drivers to score two wins in the series so far, making this season by far the most closely contested since Formula 5000 was introduced.

Second in the table to Lunger is Midlander Steve Thompson, who drives a Chevron. He won the dreadfully wet Easter Monday race here and is consistently placed in the top four or five. Another consistent performer is Yorkshireman Tony Dean, third in the table despite not scoring a victory with his Anglo-American Racing Team Chevron, and Teddy Pilette is only just behind Dean in the points with yet another Chevron.

Of special interest to Brands Hatch regulars is the ShellSPORT Luxembourg trio, based here under the care of Jackie Epstein. Team drivers are reigning Rothmans Champion Gijs van Lennep of Holland, a World Championship point scorer in only his second Grand Prix recently, Tom Belso of Denmark and Beckenham stamp dealer Clive Santo, and the cars are a matched trio of Lola T330s. Van Lennep and Belso

have come closer than anyone to winning races without actually doing so, and their day cannot be long in coming. With its three-car attack, ShellSPORT is closing on the Anglo-American team in the entrants' section of the Rothmans Championship. No doubt hoping to repeat his fantastic success at the Race of Champions meeting here in March is Chevron works driver Peter Gethin. On that occasion, Gethin won the opening round of this championship and the next day beat all the Grand Prix teams to take the Race of Champions itself—an unprecedented performance. Since then Gethin, winner of the first two years of the Formula 5000 Championship, has raced mostly in America, but he is back to campaign another Chevron and could yet take the title for a third time.

Medway Towns businessman Ian Ward, backer of the Keith Holland car, has added another string to his bow in the form of an ex-Tony Dean McLaren driven by Formula Ford driver Allan Kayes, who will be making his big banger debut.

Others to look out for are West Kingsdown's Tony Trimmer, New Zealander Graham McRae, Guy Edwards' multi-sponsored Lola and Bob Evans in a third Trojan. An interesting newcomer is north countryman Brian Robinson, who has converted one of last year's Grand Prix McLarens to F5000 specification.

More mighty machinery will take to the track in the saloon car events. Frank Gardner's huge Camaro naturally takes pride of place and should make a stirring sight on the club circuit. Watch out, too, for Brian Muir's BMW and two more big American monsters in the hands of David Howes (Javelin) and Martin Birrane (Mustang). The other capacity classes contain many of the usual names and the up to 1000 cc tiddlers, which include triple champion Bill McGovern's Imp, will be sharing the track with a field of production saloon cars. The contrast between McGovern's full-race Imp and a trio of wallowing near-standard Camaros could hardly be greater, and should make for interesting viewing.

The Formula Fords will have two races—one for the fastest 20 in practice and the other for the remainder—and the day will end with a ShellSPORT Celebrity Race for invited drivers from earlier events plus guest celebrities. They all drive road going Ford Escort Mexicos, complete with Avon crossply tyres, and fireworks are guaranteed.

Finally, what price a new outright lap record? The current best time is 44 seconds, which stands to the Formula 5000 cars of Brian Redman and Graham McRae and was set last October. This represents the incredible average speed of 101.45 mph—just imagine that when you look at the track—but it must be on the cards for this to be pushed even higher today.



Frank Gardner (Camaro) leads Brian Muir (BMW) and the rest at Druids earlier this year.
(Photograph by P. Austin)

Don't you dare miss them !!



HERE

Sunday Sept. 9th

the **dee jay** CAR RACES
and Radio Monthly

See all the top BBC Radio1 DJ's racing in ShellSPORT Ford Escort Mexicos

(TONY BLACKBURN, DAVE LEE TRAVIS, JOHNNIE WALKER, NOEL EDMONDS, ROSKO, DAVID HAMILTON, JOHNNY MORAN, DAVID SIMMONS)

PLUS GREAT MUSIC FROM THE

BBC RADIO 1 ROAD SHOW CARAVAN
Another great All-Happening Day!!!!

The Evening News Touring Car Trophy Race

For Special Touring Cars complying with Appendix J Group 2 to the international Sporting Code, in three classes. Class A—Over 2,000 cc; Class B—1,301 cc to 2,000 cc; Class C—1,001 cc to 1,300 cc.

A qualifying round of the 1973 RAC British Touring Car Championship.

| No. | ENTRANT and DRIVER | CAR | cc |
|-------------------------------------|--|----------------------------|------|
| Class A—Over 2,000 cc | | | |
| 2 | Howes Motors AMC & Jeep Distributors ... (Dvr: David Howes) | American Motors Javelin .. | 6400 |
| 3 | SCA European Road Services ... (Dvr: Frank Gardner) | Chevrolet Camaro ... | 6995 |
| 5 | Martin Birrane ... | Ford Mustang ... | 5700 |
| 6 | Dealer Team BMW (Dvr: Brian Muir) ... | BMW 3.0 CSL ... | 3000 |
| Class B—1,301 cc to 2,000 cc | | | |
| 20 | Jonathan Buncombe ... | Ford Escort RS1600 ... | 1974 |
| 21 | VMW Motors/Team Esso Uniflo ... (Dvr: Andy Rouse) | Ford Escort RS1600 ... | 1950 |
| 23 | Gerry Edmonds (Dvr: Nick May) ... | Ford Escort RS1600 ... | 1850 |
| 25 | Roger Taylor ... | Ford Escort RS ... | 1700 |
| Class C—1,001 cc to 1,300 cc | | | |
| 41 | Gordon Dawkins ... | Carlow Mini Cooper 'S' ... | 1299 |
| 42 | The Barbarians (Dvr: John Hanson) ... | Ford Escort GT ... | 1297 |
| 45 | VMW Motors/Team Esso Uniflo ... (Dvr: Vince Woodman) | Ford Escort RS1300 ... | 1297 |
| 46 | Jeremy Nightingale ... | Ford Escort GT ... | 1297 |
| 47 | Oli Thatcher ... | Ford Escort GT ... | 1297 |
| 49 | Tony Clark ... (Dvr: Entrant or Chris Montague) (3rd Reserve) | BLMC Mini Cooper 'S' ... | 1293 |
| 51 | Paul Burt ... | BLMC Mini Cooper 'S' ... | 1293 |
| 52 | Aldek Shopfitting & Joinery Ltd. ... (Dvr: Barry Johnson) (2nd Reserve) | BLMC Mini Cooper 'S' ... | 1293 |
| 54 | Selhurst Business Machines Co. Ltd. ... (Dvr: Mike Drinkwater) | BLMC Mini Cooper 'S' ... | 1275 |
| 55 | Jon Mowatt ... | BLMC Mini Cooper 'S' ... | 1275 |
| 56 | Richard Ellice (1st Reserve) ... | BLMC Mini Cooper 'S' ... | 1293 |
| 57 | Nissan-Datsun (Dvr: Alec Poole) ... | Datsun 120A Cherry ... | 1298 |
| 58 | Nissan-Datsun (Dvr: Masahiro Hasemi) ... | Datsun Sunny Coupe ... | 1298 |
| 59 | Gomshall Motor Company Racing Limited .. (Dvr: Bernard Bird) | BLMC Mini Cooper 'S' ... | 1293 |
| 60 | Mick Osborne ... | BLMC Mini Cooper 'S' ... | 1293 |

RESULTS:**OVERALL RESULTS:**

| 1st..... | 2nd..... | 3rd..... | 4th..... | 5th..... | 6th..... |
|---------------------------|-------------|------------|----------|----------|----------|
| Winner's Time | Speed | m.p.h. | | | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. | | |

CLASS RESULTS:**Class A—Over 2000 cc**

| 1st..... | 2nd..... | 3rd..... | 4th..... |
|---------------------------|-------------|------------|----------|
| Winner's Time | Speed | m.p.h. | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. |

Class B—1301 cc to 2000 cc

| 1st..... | 2nd..... | 3rd..... | 4th..... |
|---------------------------|-------------|------------|----------|
| Winner's Time | Speed | m.p.h. | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. |

Class C—1001 cc to 1300 cc

| 1st..... | 2nd..... | 3rd..... | 4th..... |
|---------------------------|-------------|------------|----------|
| Winner's Time | Speed | m.p.h. | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. |

SPECIAL NOTE: There has been no previous race on the Brands Hatch 1.24 mile Club circuit for International Group 2 saloon cars. The records shown below are for Special Saloons without limits on modification providing the body shape remains as original. These records are included as an indication of the performances being achieved.

LAP RECORDS:

| | secs | mph | date |
|---|------|-------|----------|
| Special Saloon Cars—Over 2000 cc | | | |
| Brian Muir (2995 cc BMW 3.0CSL) | 51.4 | 86.85 | 19 .8.73 |
| Race Record: Brian Muir (2995 cc BMW 3.0CSL) | | 84.45 | 19 .8.73 |
| Special Saloons Cars 1301-2000 cc | | | |
| John Turner (2000 cc Ford Escort) | 52.4 | 85.19 | 19 .8.73 |
| Race Record: Nick Whiting (1594 cc Ford Escort FVA) | | 82.06 | 12 .8.73 |
| Special Saloon Cars 1001-1300 cc | | | |
| Brian Cox (1293 cc Mini Clubman) | 53.8 | 82.97 | 12 .8.73 |
| Race Record: Rob Mason (1293 cc Morris Mini Mk. 2) | | 79.63 | 12 .8.73 |

Two more great meetings here in September

Melaware Cup Championship Car Races,
Sunday September 23

International John Player Formula 3 Championship
Races, Sunday September 30

Leading names in action in two full racing programmes

Both at BRANDS HATCH, where it all happens

Evening News saloon race could steal the limelight

says Sue Baker, Evening News Motoring Correspondent

When the Union Jack drops for the first time today, it will signal the start of the Evening News Touring Car Trophy Race.

For those who enjoy the exhilaration of watching the highly competitive cut-and-thrust of saloon car racing, this is the race of the day. In the years I have been watching and reporting motor racing, I can recall few saloon events that have failed to excite the spectators on this tight, twisting circuit.

Many times the dicings of Minis and the wheel-to-wheel battles of the big saloons have stolen the limelight—and stayed more markedly in the memory than the slipstreaming struggles of the single-seaters.

It takes no clairvoyant to predict that the first event today, roaring round 25 laps of the club circuit, will be no exception. The four cars in the big class, for over two litre machinery, total a massive 22 litres. That is a huge wedge of power jostling for position as they roar away from the grid in a haze of tyre smoke towards Paddock.

They make a powerful quartet—David Howes in his 6½ litre American Motors Javelin. Frank Gardner's seven litre Chevy Camaro (a similar car won the Avon Motor Tour of Britain for James Hunt two months ago), Martin Birrane's big Mustang and Brian Muir's three-litre BMW lightweight coupe.

Escort RS1600s fill the up-to-two litre class, and in the small class it is good to see a healthy gaggle of Minis among the smaller capacity Escorts and a couple of Datsuns.

Gillian Fortescue-Thomas has her 1300 Escort in the small class. Later today, farmer's wife/rally driver/racing driver Gill is driving a ShellSPORT Mexico in the celebrity race which concludes the meeting. Also on the grid for this race is Lella Lombardi, Italy's leading woman racing driver.

It will be interesting to see who is quicker—our freckled, blonde, British queen of the race track, or Italy's crop-haired brunette. I am sorry to say my money is on the Italian.

There is another talented female racing here today—Petite mother of two Wendy Markey, driving her BMW 2002 Tii in the RAC British Touring Car Championship Race. All today's racing is on the short track here at Brands, which is without doubt the best spectator track in the country.

It is the first time that Group 2 has run on the short circuit here, which should give added interest to the Evening News Touring Car Trophy Race.

The main event, the Rothmans 5000 European Championship Race over 65 laps promises a 'right old ding-dong' as pits jargon goes.

The points situation is excitingly close, with Brett Lunger in the lead at 85 points, but Steve Thompson is breathing down his neck with 78, and only a few points separate the next few drivers. With the 20-15-12-10, etc. points awarded for top places in each race in the championship, we may well see a complete turnabout in the situation today.

It is a race programme that makes your admission charge today a quid well spent, and the Evening News is delighted again to be associated with a great race day skilfully organised by the BRSCC.

EVENTS 2 & 5 Start : 15.10 & 17.30 hrs. 10 & 15 Laps

Formula Ford Races

For Formula Ford single-seater racing cars. The fastest 20 cars in practice will go into event 5 and the next fastest 20 will go into event 2.

Single-seater class using near-standard Ford 1600 cc engines, road wheels and tyres.

| No. | ENTRANT and DRIVER | CAR | cc |
|-----|---|---|------|
| 1 | Alan Burrows | Merlyn Ford Scholar Mk 11A | 1598 |
| 2 | Ted Whitbourn | Merlyn Ford Mk 11A/17 ... | 1598 |
| 3 | Maidstone Service Station (Dvr: Rob Wicken) | Merlyn Ford Piper Mk 17A | 1598 |
| 4 | Servis Domestic Appliances (Dvr: John Crowe) | Merlyn Ford Scholar Mk 17/20 | 1598 |
| 5 | Wil Arif | Merlyn Ford Rowland Mk 20A | 1598 |
| 6 | Jorge Koechlin | Merlyn Ford Scholar Mk 20A | 1598 |
| 7 | Brian Songhurst or P. Lawrence | Royale Ford Rowland RP3 | 1598 |
| 8 | Steve Sully | Royale Ford RP3A | 1598 |
| 10 | David Barden | Royale Ford Vegantune RP16 | 1598 |
| 11 | SHARP Racing (Dvr: Michael Morland) | Royale Ford Scholar RP16 | 1598 |
| 12 | BARE (Dvr: Coyle Peek) | Royale Ford Scholar RP16 | 1598 |
| 14 | Richard Oaten Racing (Dvr: Peter Goddard) | March Ford 708/718 | 1598 |
| 15 | Geoffrey Illes | March Ford Rowland 708/718 | 1598 |
| 16 | Alistair Brookman | March Ford 718 | 1598 |
| 17 | Robert Goodwin | Alexis Ford Mk 15 | 1598 |
| 18 | Frank Bayes | Alexis Ford Sabre | 1598 |
| 19 | Camel Filters (Dvr: Syd Fox) | Camel Hawke Ford Rowland | 1598 |
| 20 | Ric Morris | Hawke Ford TCE DL2B | 1598 |
| 21 | Wessex Racing Developments (Dvr: Rodney Thompson) | Hawke Ford Wessex DL9 | 1598 |
| 22 | Kevin Bowditch | Lotus Ford Piper 61 | 1598 |
| 23 | Tiff Needell | Elden Ford Scholar Mk. 10 | 1598 |
| 24 | Tony Pollock | Dulon Ford Piper MP15 | 1598 |
| 25 | Jeremy Sumner | Dulon Ford LD4 | 1598 |
| 26 | Mike Taylor | Wimhurst Ford Scholar WDF2 | 1598 |
| 28 | Paul Sleeman | Crossle Ford Scholar 20F | 1598 |
| 29 | Keith Terry-Blanch Racing (Dvr: Frank Blanchard) | Avenue Records Special Uptune DL10 | 1598 |
| 30 | John Dadswell | Macon Ford MR6 | 1598 |
| 31 | Richard Morgan | Ray Ford Vegantune 73F .. | 1598 |
| 32 | A. B. Howard | Hamlin Ford Rowland Mk 4 | 1598 |
| 33 | Smallman Oils (Dvr: Christopher Fearon) | Titan Ford TCE Mk 6 | 1598 |
| 34 | Dennis Trott | Panther Ford Kime | 1598 |
| 35 | Mike Izzard (Dvr: Barrie Hopwood) | Micron Ford Vegantune Mk 5A | 1598 |
| 37 | Julian Clark | Royale Ford RP3 | 1598 |
| 38 | Trevor Read | Jamun Ford Scholar T31 | 1598 |

Unfortunately, these things take a little bit longer.

The next few years would have brought enough success to satisfy most people's hankering after fame. Volvo used him in rallies and provided him with parts for racing. When he finished his apprenticeship he opened his own workshop "to earn money: to become my own master in Copenhagen".

He took part twice in the Swedish and Monte Carlo rallies, went ice racing in Sweden "just for fun", and won his way to the top of the Danish Saloon Car Championship. On the surface he seemed to be happy enough—and who wouldn't be? However, a few things were nagging. For one thing, there was this mixed bag of racing and rallying.

Very well then: suppose he gave up rallying? That was not the complete answer, for racing to Tom Belso meant driving single seater cars. By 1970 he had been signed on as a works driver by Ford: he had driven for them in the London-Sydney Rally, and he was giving a good account of himself in saloon car races. However, in that year he bought a Formula Ford. Some of the events clashed with his commitments for Ford, but he managed to get enough Formula Ford success under his belt to finish fourth in the European Championship. By the end of the year he had come to a decision. "If you really want to become a professional driver," he told himself, "you must cross the sea." He sold up his workshop, gathered his family around him, and moved to England.

They went to stay with some friends in Hampstead. As soon as he was able, he bought an old Brabham F3 car which he converted to Formula Atlantic requirements. He put a Ford engine into it and, though the season was already eight rounds old, he set out to win his spurs.

His first race was at Snetterton. He won it. He broke lap records in three other events and, in spite of his late start, ended up third in the Formula Atlantic Championship. In 1972 he invested in a Formula Two car, which was less than satisfactory, though he began to do moderately well towards the end. Nevertheless, he ended the year with a deflated feeling. Who was he; with his slender resources and not very reliable machinery, to match himself against works teams in the extremely competitive world of F2? Then he met Jackie Epstein and joined the ShellSPORT-Luxembourg team.

It had been a long haul. Had it really been worth it? "Yes," he told me, "I've never regretted it, though there were times when I wondered when I was short of money, and when I thought about what a big effort I was making. I worked late in the evenings for months on end. I had no private life, and I suffered from lack of social life. It was a struggle for those ten years . . ."

So why is it worth it? "If you win," he said, "it's so great, so fantastic. When you win, you're really on top of the world. It's hard to understand—the feeling is so fantastic."

But there must be more than that? You cannot, as the saying goes, win them all. There are, he says, two attractions. The main thing is to be competitive against other drivers. The other is to be able to control a machine at speed. 'To be able to do what no one else can do. To know you're the best and, if you aren't, you had better have a bloody good excuse. To be a winner, you've got to take a chance sometimes: you just have to learn not to take an impossible chance."

He went to see Jackie Epstein to discuss Formula 5000. It was a formula which had appealed to him, which, indeed, he thinks one day may take over from Formula One. The latter cars may be marginally faster, but they are highly-strung beasts. A Formula 5000 is more likely to be still running at the end of an event—and the spectators benefit accordingly.

Mr. Epstein was happy to talk to him; but he did more than that. When this first encounter was over, he had made Tom Belso what the latter describes as "a very good offer". ShellSPORT-Luxembourg and Tom Belso were in business together. The Belsos nowadays live in a house at Bromley. They have two sons, René and Thomas.

In the Rothmans 5000 European Championship, Tom Belso has scored two second places, one fourth, three eighth places and a tenth, all scoring points towards the title, and he is currently sixth in the table. He always drives as number 208, the wavelength of Radio Luxembourg, to mark the radio station's sponsorship of the team.

At the time of writing he is still awaiting his Grand Prix debut, the nearest he has come so far being a few experimental laps in Frank Williams' Iso-Marlboro Formula One car in Sweden after the car's previous driver suddenly announced his retirement from the sport.

Rothmans 5000 European Championship Race

International single-seater class for cars using productoin-based engines between 2750-5000 cc. Superchargers allowed on smaller engines.

A qualifying round of the 1973 Rothmans 5000 European Championship.

| No. | ENTRANT and DRIVER | CAR | cc |
|-----|---|--|------|
| 1 | ShellSPORT Luxembourg (Dvr: Gijs Van Lennep or to be nominated) | ShellSPORT Luxembourg— Chevrolet T330 | 4992 |
| 208 | ShellSPORT Luxembourg (Dvr: Tom Belso) | ShellSPORT Luxembourg— Chevrolet T330 | 4992 |
| 3 | ShellSPORT Luxembourg (Dvr: Clive Santo) | ShellSPORT Luxembourg— Chevrolet T330 | 4992 |
| 2 | Sidney Taylor (Dvr: Brett Lunger) | Trojan-Chevrolet T101 | 4992 |
| 4 | Barclays International Racing with Amoco/J. Butterworth (Dvr: Guy Edwards) | Lola-Chevrolet T330 | 4992 |
| 5 | Jock Russell | McRae-Chevrolet GM1 | 4992 |
| 6 | Henley Forklift Co. Ltd. (Dvr: Ian Ashley) | Lola-Chevrolet T330 | 4992 |
| 7 | Tony Kitchiner (Dvr: Richard Knight) | Kitchmac-Chevrolet | 4992 |
| 8 | Anglo American Racing Team (Dvr: Tony Dean) | Chevron-Chevrolet B24 | 4992 |
| 9 | Anglo American Racing Team (Dvr: Brian Robinson) | McLaren-Chevrolet LT25 | 4992 |
| 10 | Portobello Inn Racing (Dvr: Tony Trimmer) | McLaren-Chevrolet M18 | 4992 |
| 11 | McKechnie Racing (Dvr: Bob Evans) | STP Trojan-Chevrolet T101 | 4992 |
| 12 | Alan Rollinson | McRae-Chevrolet GM1 | 4992 |
| 15 | Servis Appliances Racing Team (Dvr: Steve Thompson) | Chevron-Chevrolet B24 | 4992 |
| 16 | Intertech Steering Wheels (Dvr: Trevor Twaites) | Lola-Chevrolet T330 | 4992 |
| 22 | Iberia Team McRae (Dvr: Graham McRae) | McRae-Chevrolet GM1 | 4992 |
| 23 | Pierre Soukry Racing (Dvr: Pierre Soukry) | Connew-Chevrolet PC1 (b) | 4992 |
| 24 | Ian Ward Racing (Dvr: Alan Kayes) | McLaren-Chevrolet M14A | 4992 |
| 25 | Ian Ward Racing (Dvr: Keith Holland) | Trojan-Chevrolet T101 | 4992 |
| 28 | Andrew Cavell (Dvr: John Bowtell) | McLaren-Rover M10B | 4840 |
| 32 | Chevron Racing Team (Dvr: Peter Gethin) | Chevron-Chevrolet B24 | 4992 |
| 33 | Racing Team VDS (Dvr: Teddy Pilette) | Chevron-Chevrolet B24 | 4992 |
| 34 | Racing Team VDS (Dvr: Chris Craft) | Chevron-Chevrolet B24 | 4992 |
| 44 | Hexagon Racing (Dvr: Willie Green) | Trojan-Chevrolet T101 | 4992 |
| 45 | A. W. Brown Racing (Dvr: Damien Magee) | Brabham-Chevrolet | 4992 |
| 48 | Bob Ellice | Leda-Chevrolet LT25 | 4992 |
| 57 | Nashua Photo Service (Dvr: Clive Baker) | March-Chevrolet 73A | 4992 |
| 220 | Christopher Featherstone | Lola-Chevrolet 190/2 | 4992 |

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....
7th..... 8th..... 9th..... 10th.....



Winner's Time Speed m.p.h.

Fastest Lap: Car No. Time..... Speed.....m.p.h.

| LAP RECORDS: | secs | mph | date |
|---|------|--------|----------|
| Formula 5000 Racing Cars | | | |
| Brian Redman (4992 cc Chevron B24 Smith Chevrolet) | 44.0 | 101.45 | 21.10.72 |
| Graham McRae (4992 cc McRae GM1 Morand Chevrolet) | 44.0 | 101.45 | 21.10.72 |
| Race Record: Brian Redman (4992 cc Chevron B24 Smith Chevrolet) | | 99.58 | 21.10.72 |

Event 3 cont.

GRID POSITIONS

| | | | | | | | | | | | | | | |
|---|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
|  |  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

POSITIONS AFTER 15 LAPS

1st..... Time..... Speed..... mph
2nd..... 3rd..... 4th..... 5th..... 6th.....

POSITIONS AFTER 30 LAPS

1st..... Time..... Speed..... mph
2nd..... 3rd..... 4th..... 5th..... 6th.....

POSITIONS AFTER 45 LAPS

1st..... Time..... Speed..... mph
2nd..... 3rd..... 4th..... 5th..... 6th.....



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The RAC British Touring Car Championship Race

For Special Touring Cars complying with Appendix J Group 2 to the International Sporting Code in one class. Class D—Up to 1,000 cc. A qualifying round of the 1973 RAC British Touring Car Championship. Also competing in this race will be Group 1 Production Saloon Cars.

| No. | ENTRANT and DRIVER | CAR | cc |
|---------------------------------|--|------------------------|------|
| Class D—Up to 1,000 cc | | | |
| 1 | George Bevan (Dvr: Bill McGovern) | Sunbeam Imp | 998 |
| 71 | Commercial Credit & Discount Co. (Dvr: Les Nash) | Sunbeam Imp | 998 |
| 72 | Stapleton Motors Ltd. (Dvr: Adrian Webb) | Chrysler Imp | 998 |
| 73 | Melvyn Adams | Sunbeam Imp | 998 |
| 74 | John Godfrey (Dvr: Ivor Goodwin) | Sunbeam Imp | 998 |
| 76 | Jeremy Bean | BLMC Mini | 998 |
| 77 | Swiftune Engineering Ltd. (Dvr: Jim Burrows) | BLMC Mini | 998 |
| Production Saloon Cars | | | |
| Class A—Over £1,500 | | | |
| 80 | Les Leston | Chevrolet Camaro Z28 | 5730 |
| 82 | Team Castrol (Dvr: Martin Thomas) | Chevrolet Camaro Z28 | 5730 |
| 83 | Terry Halls | Chevrolet Camaro Z28 | 5730 |
| 84 | John Willment (Mitcham) Ltd. (Dvr: Mike Crabtree) | Ford Capri | 2994 |
| 85 | Duckhams Oils (Dvr: Barrie Boulton) | Ford Capri | 2994 |
| 86 | Hermetite Products (Dvr: Holman Blackburn) | Ford Capri | 2994 |
| 87 | Zekia Redjep | Ford Capri | 2994 |
| 90 | John Brindley | Ford Capri | 2994 |
| Class B—£1,050 to £1,500 | | | |
| 91 | ShellSPORT Luxembourg (Dvr: Liny Littler) | Ford Escort Mexico | 1601 |
| 92 | E.S. Stock Motors Ltd. (Dvr: Tim Stock) | Vauxhall Firenza 2.3SL | 2279 |

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|--------------------------------|-------------------|
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RESULTS:

OVERALL RESULTS:

| | | | | | |
|---------------------------|-------------|------------|----------|----------|----------|
| 1st..... | 2nd..... | 3rd..... | 4th..... | 5th..... | 6th..... |
| Winner's Time | Speed | m.p.h. | | | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. | | |

CLASS RESULTS:

Class D—Up to 1000 cc

| | | | |
|---------------------------|-------------|------------|----------|
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| Winner's Time | Speed | m.p.h. | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. |

Production Saloon Cars

Class A—Over £1,500

| | | | |
|---------------------------|-------------|------------|----------|
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| Winner's Time | Speed | m.p.h. | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. |

Class B—£1,050 to £1,500

| | | | |
|---------------------------|-------------|------------|----------|
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| Winner's Time | Speed | m.p.h. | |
| Fastest Lap: Car No. | Time..... | Speed..... | m.p.h. |

SPECIAL NOTE: There has been no previous race on the Brands Hatch 1.24 mile Club circuit for International Group 2 saloon cars. The Up to 1000 cc record shown below is for Special Saloons, without limits on modification providing the body shape remains as original. This record is included as an indication of the performances being achieved.

LAP RECORD:

Special Saloon Cars up to 1000 cc

| | secs | mph | date |
|--|------|-------|---------|
| Alex Clacher (998 cc Hillman Imp) | 55.4 | 80.58 | 24.6.73 |
| Race Record: Alex Clacher (998 cc Hillman Imp) | | 79.18 | 24.6.73 |

Group 1 Saloon Cars

Stan Clark (1962 cc Alfa Romeo 2000 GTV)

| | | | |
|---|------|-------|---------|
| Race Record: Stan Clark (1962 cc Alfa Romeo 2000 GTV) | 60.4 | 73.91 | 19.8.73 |
| | | 72.68 | 19.8.73 |

Tarmac British Racing Championship

Tarmac Limited, one of Britain's major industrial concerns operating in the roadstone, construction, bitumen products, engineering and general industrial fields, is the sponsor of the official British Racing Championship. Last year's championship, won by Frank Gardner, was the first time a British Motor Racing Champion has been declared.

All meeting of international status qualify, and drivers must be from Great Britain or the Commonwealth in order to score points, which are awarded on a 9-6-4-3-2-1 basis for the first six places in any race, irrespective of class results. Two further points are awarded to a driver making fastest lap.

Points Position:

| | | | | | |
|----|------------------|---------|----|----------------|---------|
| 1 | Frank Gardner | 57 pts. | 12 | Dave Brodie | 16 pts. |
| 2 | Colin Vandervell | 37 pts. | | David Purley | 16 pts. |
| 3 | Russell Wood | 32 pts. | 14 | Keith Holland | 15 pts. |
| 4 | Peter Gethin | 29 pts. | 15 | David Hobbs | 13 pts. |
| 5 | John Nicholson | 28 pts. | 16 | Andy Rouse | 12 pts. |
| 6 | Steve Thompson | 27 pts. | 17 | Graham McRae | 11 pts. |
| 7 | Brian Muir | 26 pts. | 18 | Denny Hulme | 10 pts. |
| 8 | Tony Dean | 23 pts. | 19 | Donald MacLeod | 9 pts. |
| | Tony Brise | 23 pts. | | Jackie Stewart | 9 pts. |
| 10 | Alan Jones | 22 pts. | | James Hunt | 9 pts. |
| 11 | Ian Taylor | 20 pts. | | | |

ShellSPORT Celebrity Car Race

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1st, 2nd and 3rd placed drivers to receive tankards and vouchers from Champion Sparking Plug Co.

An invitation race for winners of preceding races and classes and visiting celebrities competing in Ford Escort Mexicos.

| | | |
|----------|----------|----------|
| 3 | 2 | 1 |
| 5 | 4 | |
| 8 | 7 | 6 |
| 10 | 9 | |
| 12 | 11 | |
| 15 | 14 | |
| 18 | 17 | 16 |
| 20 | 19 | |
| 21 | | |

RESULTS:

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

7th..... 8th..... 9th..... 10th.....

Winner's Time Speed m.p.h.

Fastest Lap: Car No. Time..... Speed.....m.p.h.

LAP RECORD:

Ford Escort Mexico Saloons on Avon road tyres

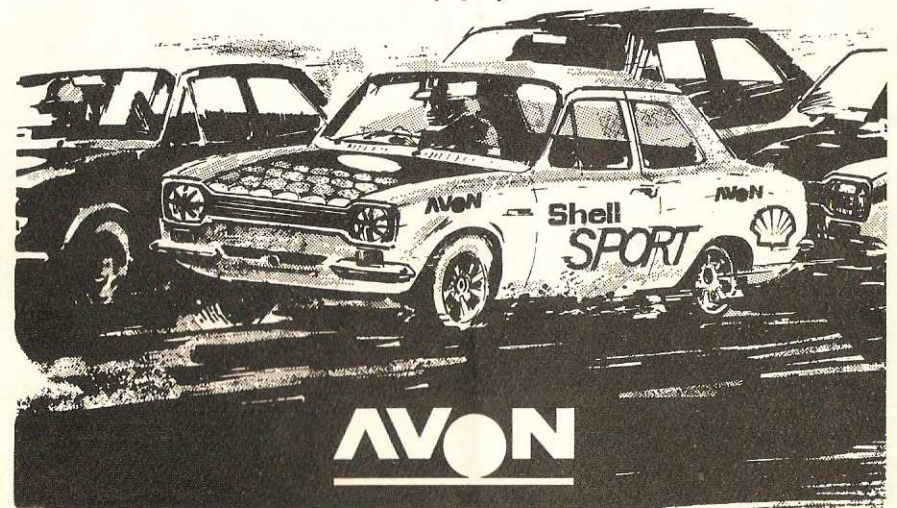
Colin Vandervell

Race Record: Tony Lanfranchi

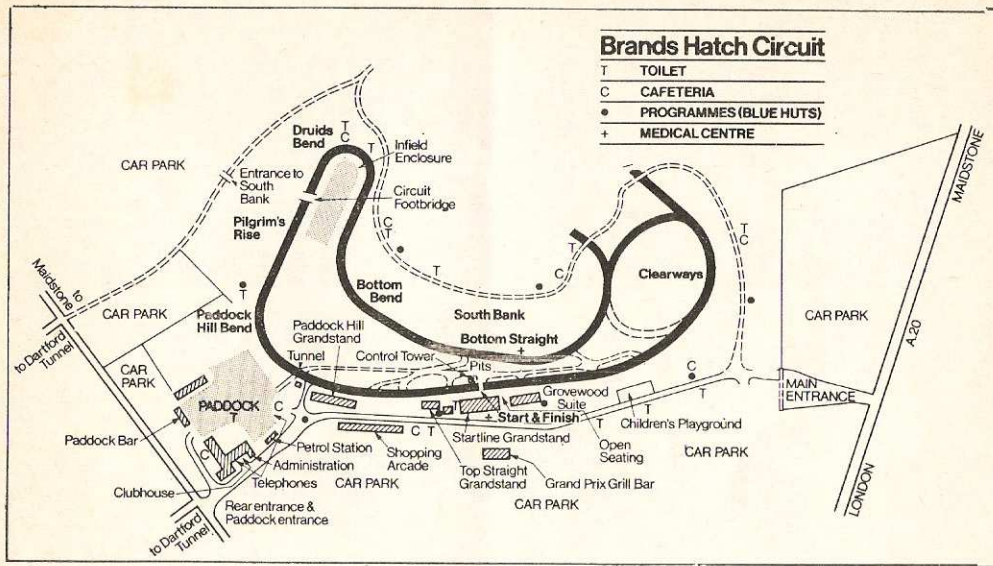
| secs | mph | date |
|------|-------|----------|
| 65.2 | 68.47 | 27 .5.73 |
| | 66.49 | 10 .6.73 |

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AVON

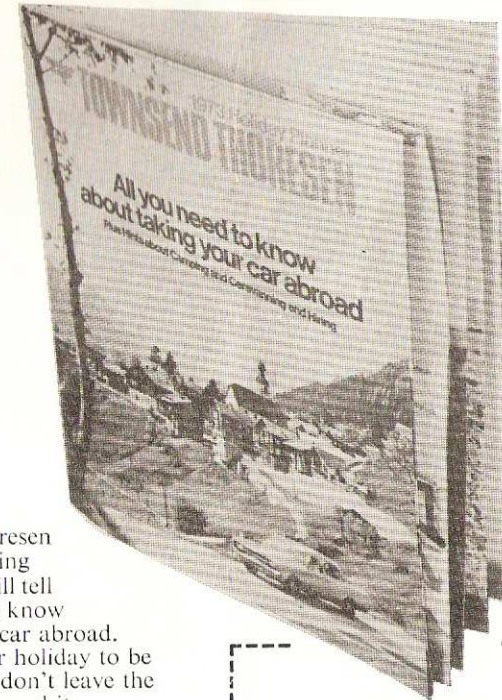


Brands Hatch 1973 Fixture List

| DATE | EVENT | ORGANISER | EVENTS | CHARGES |
|----------|---|---------------|---------------------|---|
| 2 Sept. | Clubmans Motor Cycle Races | Brands RC | All Classes | 50p-A, CF, Rovers |
| 9 Sept. | Dee Jay and Radio Monthly Car Races | BARC | FA*, F3*, FF, T | 80p-A, 30p-C, 40p-SP |
| 16 Sept. | Clubmans Car Races | 750 MC | S, T, FF, SSF | 70p-A, 30p-C, 30p-SP |
| 23 Sept. | Melaware Cup Championship Car Races | TEAC | SSF, T, PS*, FF | 80p-A, 30p-C, 40p-SP |
| 29 Sept. | Clubmans Motor Cycle Races | BMCRC | All Classes | 50p-A, CF, Rovers |
| 30 SEPT. | INTERNATIONAL JOHN PLAYER F3 CHAMPIONSHIP CAR RACES | BRSCC | F3*, FA*, FF*, T* | £1-A, 30p-C, 50p-S, 50p-P |
| 7 Oct. | TV Times Race of the Stars Meeting | BRSCC | SSF, S, T | 80p-A Children Free, £1.00 and 50p-S, 50p-P |
| 14 Oct. | BP Championship Car Races | MMKMC | FA*, F3*, C*, T, FF | 80p-A, 30p-C, 40p-SP |
| 21 OCT. | *MOTOR SHOW 200 CAR RACES | BARC | T2*, F5000*, F3* | £1.00-A, 50p-C, £1.00-S, £1.00-P |
| 28 OCT. | *EVENING NEWS INTERNATIONAL MOTOR CYCLE RACE OF THE SOUTH | BRANDS RC | ALL CLASSES | £1.00-A, 30p-C, 50p-S, 50p-P |
| 4 Nov. | Lombard North Central Championship | BRSCC | FF, F3* | 70p-A, 30p-C, 30p-SP |
| 11 Nov. | Clubmans Car Races | TEAC | SSF, S, T | 70p-A, 30p-C, 30p-SP |
| 18 Nov. | Clubmans Car Races | Sevenoaks DMC | SSF, S, T | 70p-A, 30p-C, 30p-SP |
| 25 Nov. | Clubmans Car Races | Romford ECC | SSF, S, T | 70p-A, 30p-C, 30p-SP |
| 2 Dec. | Clubmans Car Races | Tunbridge WMC | SSF, S, T | 70p-A, 30p-C, 30p-SP |
| 26 Dec. | Boxing Day Car Races | BRSCC | FA, F3, FF, S, T | 80p-A, CF, 50p-S, 50p-P |

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