# mind 



Monday December 27 1971

## Christmas <br> Championship Car Races



Organised by the BRSCC for Brands Hatch Circuit Limited

## REMEMBER

In Winter it's Sumy in

## Tounnisia

For further information contact TUNISIAN NATIONAL TOURIST OFFICE 7a Stafford Street, London W1 Tel: 01-493 2952


## CHRISTMAS

## Championship Car Races

Organised by the British Racing \& Sports Car Club
This meeting is held under the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club and the Supplementary Regulations and Final Instructions issued by the B.R.S.C.C.

RAC PERMIT Nos. RS 6844 \& RS 7654
CONTENTS Page


Circuit Map \& Lap Speed Table

## COVER PHOTOGRAPH

Dashing little Cyd Williams with the Chevron B18C with which he has been very successful at Brands Hatch this season, and with which he holds the Formula Atlantic lap record. Can he hold off Yellow Pages Championship winner Vern Schuppan this afternoon.

## For the Attention of Spectators

Please do not leave litter about the grounds-take it with you.
Remember to drive with care and caution when leaving the ground
To safeguard both competitors and public-dogs are not admitted unless kept on a leash. This is most important.
Prohibited Area Notices: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Limited.

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

## Condition of Admission

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

## Postponement of the Meeting

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

## Flag Signals

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

## This meeting is promoted by

## MOTOR CIRCUIT DEVELOPMENTS LTD.

Managing Director: John Webb

## For BRANDS HATCH CIRCUIT LTD.

Director and General Manager: C. J. D. Lowe Brands Hatch Circuit Ltd. Fawkham Nr. Dartford Kent. West Ash 331

## Officials of the Meeting

Stewards
R.A.C. J. F. Sach
B.R.S.C.C.: F. C. Davies, G. Lee

Judges:
J. W. Norris, H. W. Lamkin

Clerk of the Course:
N. Syrett

Secretary of the Meeting:
Mrs. J. Dickens
Race Control:
B. H. Crow, Mrs. B. Crow, P. Morley,
P. Manning, P. Cooper, Miss R. Jarvis,

Miss J. Watt, Miss A. Bradshaw
Timekeepers:
J. Harvey (I/C), M. Eyre, Mrs. D. Eyre,
A. Koeller, D. Benbow, L. Needham

Race Recorder:
Miss P. Wall
Scrutineers:
F. Harrison (I/C), N. C. Croucher,
R. C. Croucher, F. W. Monk, J. Monk,
. Williams
Assistant Scrutineer:
B. Wood

Signwriters:
Miss F. Lee, P. Weave
Commentator:
A. Marsh

Chief Marshal:
E. Goodman

Chief Observer: R. A. J. Sinclair

Chief Flag Marshal
C. Holdom

Chief Paddock Marshal:
E. V. Boxer

Starter
C. Greville-Smith
hief Start Line Marshal
L. T. Smith
O. G. A. Peers-Jones

Chief Results Board Marshal:
C. P. Willoughby

Chief Fire Officer:
A. G. C. Hyder

Rescue Service:
D. A. Southwood

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Medical Service:
St. John Ambulance Brigade
Marshals:
Members of the B.R.S.C.C.
Press Officer:
G. Macbeth

## Acknowledgements

The Ford Capri "Vita 6" Official Course Car has been kindly made available by the FORD MOTOR COMPANY LIMITED and BRITISH VITA RACING AND TUNING LIMITED Fletchers Road, Littleborough, Lancs. DUPLICATOR kindly supplied by RONEO LIMITED.

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## Programme of Events and Awards

Start
Laps
Event 1 THE YELLOW PAGES TROPHY RACE
For Formula Atlantic Single-Seater Racing Cars and Formula 3 Single-Seater Racing Cars
Formula A tlantic: 1 st $£ 72$, 2nd $£ 48$, 3rd $£ 32$, 4th $£ 24$,
5th $£ 16,6$ th $£ 8$
Form ula 3: 1st $£ 36$, 2nd $£ 24$, 3rd $£ 16,4$ th $£ 12$, 5 th $£ 8$,
6th $£ 4$
$\begin{array}{ll}\text { Event } 2 \text { THE ARCO TROPHY RACE 'A' } \\ & \text { For Special Saloon Cars with an engine capacity no }\end{array}$ for Special Saloon
1 st $£ 18,2$ nd $£ 12$, 3rd $£ 8$
Event 3 THE STP MODIFIED SPORTS CAR CHAMPIONSHIP,
TARMAC FORMULA F100 CHAMPIONSHIP AND
CLUBMANS FORMULA SPORTS CAR RACE
Modified Sports Cars: In each class:
Formula F100.
1 st $£ 36$, 2nd $£ 24$, 3rd $£ 16,4$ th $£ 12,5$ th $£ 8$, 6 th $£ 4$ Clubmans: In each class

1 st $£ 18,2$ nd $£ 12$, 3rd $£ 8$
Event 4 THE LOMBARD NORTH CENTRAL FORMULA THREE
CHAMPIONSHIP RACE Single-Seater Racing Cars.
Formula 3:
1st $£ 100$, 2nd $£ 60$, 3rd $£ 40$, 5 th $£ 30$, 6th $£ 25$,
7 th to 15 th $£ 20,16$ th to 20 th $£ 10$
Formula Ford
1st $£ 36$, 2nd $£ 24$, 3 rd $£ 16,4$ th $£ 12,5$ th $£ 8,6$ th $£ 4$
THE CAR MAGAZINE BUGGY RACE For Buggies
Overall: 1st $£ 20,2$ nd $£ 12$, 3rd $£ 8$
In each class except overall winner
1 st $£ 10$, 2nd $£ 8$, 3 rd $£ 6,4$ th $£ 4$, 5 th $£ 2$
THE ARCO TROPHY RACE ' $B$ '

Make sure you're here for
the first meeting in the New Year

## Rochester Trophy <br> Car Races

SUNDAY 16th JANUARY 1972
First Race- $\mathbf{1 . 3 0} \mathbf{~ p m}$
Organised by the Rochester Motor Club


Roger Williamson, winner of the Lombard North Centrà Formula 3 Championship runner-up in the Shell Super Oir Formula 3 Championship and winner of the premier Grovewood Award for 1971. Quite a season for this young man from Leicester who is really going places in the motor racing world. Today he drives the new 1972 Formula 3 March.

## A new March for Roger Williamson

## Will Cyd Williams crack the Formula Atlantic lap record?

It is to be hoped that today's racing, plus all the fresh air, will help to settle all those overgorged stomachs, and perhaps clear those heads as well!

Over the years there has been something of a tradition about the post-Christ mas meeting at Brands Hatch, in that it has seen the racing debut of new, and sometimes significant cars. Maybe you rememberback a few years when Colin Chapman produced his very first rear-engined Lotus for this meeting?

Well, among today's entries is another new machine, and one of which a lot is expected. During the past season, the March 713M has proved a really formidable competitor. And it has been especially successful in the hands of young

Roger Williamson, the winner of this year's top Grovewood Motor Racing Award. Roger, the 23 -year-old from Leicester, has had a meteoric first season in singleseater racing. He came second to F3 ace Dave Walker (who has moved on to Formula 1 for 1972 with the John Player Special team) in the Shell British Formula 3 Championship, and has already clinched the Lombard North Central F3 Championship, the last round of which is being staged here today.

Roger has had some stern battles here this season, and though he has won the Lombard title you can be sure he will be all out to add another victory to his record this afternoon. And he will have the 1972 Formula 3 from the March stable-the March 723 M . He was testing the prototype before Christmas, and hopes to have his own car in top fettle for this meeting. (He is also down to take part in the opening event-the Yellow Pages Trophy Race-and it will be interesting to see how Roger and the other F3 boys do against their more powerful Formula Atlantic rivals.)

What of the March 723M? Well, it certainly looks different. It has a different monocoque, is of contemporary wedge shape, and carries side-mounted radiators. One of the features you will probably spot immediately is the different suspension-the front track is significantly wider. Something less noticable in the design is that the new March is much easier to work on.

Who will come out on top in the 20-lap Yellow Pages Trophy Race? If form is anything to go by, then little Cyd Williams should be first past the post with Graham Eden's Chevron B18C. Cyd has gone very well here this season in For-


Dave Brodie drives his Lotus Elan Sprint with rare gusto! He or Richard Lloyd will be in the cockpit in today's STP Modified Sports Car Championship round.
(Photograph by Colin Bicknell)


Burly Gerry Marshall has already had success with the Vauxhall Firenza which races under the Thames Television banner.
mula Atlantic, and the last time he was here he not only won his race but also set a new lap record in 46.8 seconds, 95.38 mph . Given good conditions he might do even better today.

Cyd had hoped to have the 1972 Formula Atlantic car-the B20C-for today's race, but unfortunately for us the first example found a buyer in the United States. But you'll be seeing the B20C often during the coming season; it's a different body shape and indeed a completely new car.

Local favourite Ray Allen is entered to drive the Royale RP12 in the Formula Atlantic race, and this is another new machine. This is another absolutely new design, with fundamental differences that include side radiators mounted at shoulder height, and a striking looking body. When we last spoke to Bob King at the Royale factory at Huntingdon, he told me they were working desperately to have the RP12 ready for today, but he was not at all certain that they would be able to meet the deadline.

Roger Williamson must be favourite for the Lombard North Central race, but it will be interesting to see how young Tony Brise, who has done so well this year in Formula Ford, will fare in his Brabham BT35. And with rivals that include Peter Hull, Tom Pryce and David Purley it promises to be a fine battle.

There should also be plenty of interest in the big-capacity saloon event-last race of the meeting. With entries that include Mick Hill in his formidable Capri V8, Gerry Marshall, with his Thames Television-entered Vauxhall Firenza, Mike Chittenden in a very rapid Anglia and John Bloomfield in his Escort RS1600, this should be a rare old ding-dong.

Indeed, it's all go throughout the whole meeting, including the first road circuit appearance of a bunch of buggies. But there's more about those in another article.

## Yourpassportto racing pleasure

The Yellow Pages Trophy Race

## SPEED INTERNATIONAL

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O BIG Discounts on race tickets - EXTRA DISCOUNT on Circuit Season Passes
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O DRIVE your car on our circuit at attractive discount rates
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UNIQUE INTERNATIONAL CLUB NOW

For Formula Atlantic \& Formula 3 Single-Seater Racing Cars

| No. | Entrant and Driver <br> Formula Atlantic Cars | Car | cc |
| :---: | :---: | :---: | :---: |
| 3 | Jack Smith (Dvr.: Del Bennett) | Huron Ford | 1598 |
| 5 | Graham Eden (Dvr.: Cyd Williams) | Chevron Ford B18C or B20C | 1598 |
| 7 | Peter Wardle | A.R.T. Ford | 1598 |
| 9 | Mike Webber | RoyaleFord | 1598 |
| 11 | Vern Sehuppan | Palliser Ford WDB4 | 1598 |
| 12 | John Powell | Chevron Ford B18 | 1598 |
| 18 | D. J. Bond (Dvr.: Ray Allen) | Royale Ford RP12 | 1598 |
| 19 | John Nicholson | March Ford 702 | 1598 |
| 25 | Clive Santo | Palliser WDB4 | 1598 |
| 26 | Nicolas Cook | Brabham Ford BT35 | 1598 |
| 37 | F. R. Gerard (Dvr.: Robert Salisbury) | Brabham Ford BT35 | 1598 |
| 44 | Kentish Times Newspapers Racing (Dvr.: Mick Jones) | Merlyn Ford Mk 14A | 1598 |
| Formula 3 Cars |  |  |  |
| 51 | Tony Brise | Brabham Ford BT35 | 1598 |
| $-52$ | Stan Matthews | Brabham Ford BT28 | 1598 |
| 53 | The Motor Auctions London \& Derby (Dvr.: Peter Hull) | Brabham Ford BT28 | 1598 |
| 54 | Herb Moger | Chevron Ford B15 | 1598 |
| $-56$ | D. J. Bond (Dvr.: Tom Pryce) | Royale Ford RP11 | 1598 |
| $58$ |  |  | 1598 |
| 60 | Roger Williamson | March Ford 723M | 1598 |
| Reserves: |  |  |  |
| 55 | John Finch (1st Reserve) | Chevron Ford | 1598 |
| 61 | Reg James (2nd Reserve) | Brabham BT28 | 1598 |
| -59 | John Marston (3rd Reserve) | Lotus Ford 59/69 | 1598 |
| 62 | Bev Bond (4th Reserve) | March 713M | 1598 |
| 57 | Valentino Musetti (5th Reserve) | Royale Ford RP11 | 1598 |
| 45 | WRA Engineering (Dvr.: Beric Ewin) (6th Res.) | ) Lotus 48 | 1598 |
| $69$ | Bob Erono | neurch. |  |



## The Arco Trophy Race ' A '

For Special Saloon Cars with an engine capacity not exceeding 1000 cc.



$\qquad$ Speed... Speed....

## Formula F100 Sports Cars

$\qquad$



LAP RECORDS
Modified Sports Cars- Over 3000 cc
Mick Jones ( 3781 cc Jaguar E-type)
Race Record: Mick Jones ( 3781 cc Jaguar E-type) Modified Sports Cars-1151-3000 cc David Brodie (1998 cc Lotus Elan Sprint)
Race Record: David Brodie (1998 cc Lotus Elan Sprint) Modified Sports Cars-up to 1150 cc
Alan Woode (1143 cc MG Midget)
Barry Wood (1094 cc Ginetta G15 Ford)
Race Record: Barry Wood ( 1094 cc Ginetta G15 Ford)
Formula F100 Sports Cars
Tom Pryce ( 1293 cc Royale/BMC RP4)
Race Record: Tom Pryce ( 1293 cc Royale/BMC RP4)
Clubmans Formula - $1001-1600 \mathrm{cc}$
Geoff Friswell (1600 cc Mallock U2)
Race Record: Ray Mallock ( 1600 cc Mallock U2)
Clubmans Formula - Up to 1000 cc
Race Record: Sid Marler (997 cc Ellova)

| 56.4 | 79.15 | 17.8 .69 |
| ---: | ---: | ---: |
| 56.4 | 79.15 | 7.11 .71 |
|  | 77.37 | 7.11 .71 |

## S.T.P. Modified Sports Car Championship

The British branch of STP, the American motor lubricant company which is such an enthusiastic supporter of motor racing, have again sponsored a championship for Modified Sports Cars at five circuits in 1971. The overall winner receives $£ 100$, with the winners in the other three classes receiving $£ 50$ each.
The STP Modified Sports Car Championship comprised 20 rounds at five circuits Today's race is the final round.
Points are allocated to the drivers on the basis of 12 for a class win, 9 for second in class and 6 for third in class and prize money is paid at the rate of $£ 1$ per point. A competitor's best 16 results count towards the championship. (Supplementary rules relating to classes with three or fewer starters and deciding ties at the end of the year are available from Motor Circuit Developments, Brands Hatch).

| POINTS POSITIO Up to 1150 cc |  | 1151-2000 cc Jon Fletcher |  |
| :---: | :---: | :---: | :---: |
| John Evans | 114 pts | Jon Fletcher <br> Richard Jenvey | 171 pts |
| Barry Wood | 81 pts | Dave Brodie | 24 pts |
| Pat Bryant | 57 pts | Terry Carpenter | 18 pts |
| David Welpton 2001-3000 cc | 33 pts | Brian Ashwood | 18 pts |
| * $2001-3000 \mathrm{cc}$ |  | Over 3000 cc |  |
| * Brian Hough | 180 pts | Malcolm Sears | 66 pts |
| Richard Hawkins | 39 pts | James Mehew | 57 pts |
| Rod Longton | 36 pts | Mick Jones | 45 pts |
| Bill Viney | 30 pts | Peter Archer | 42 pts |

## TARMAC

## Formula F100 Championship

The internationally-known Tarmac Group have sponsored for the second year running the championship for Formula F100 1300 cc sports cars at five circuits during 1971. The winner receives $£ 250$, with $£ 150$ for the runner-up and $£ 100$ for third.
The Tarmac Formula F100 Championship comprised 20 rounds at five circuits on Today's race is the final round.

Points are allocated to the drivers on the basis of $9,6,4,3,2$ and 1 for the first six places and prize money is paid at the rate of $£ 4$ per point. A competitor's best 16 results count towards the championship. (Supplementary rules relating to deciding ties at the end of the year are available from Motor Circuit Developments, Brands Hatch.)

## POINTS POSITION

| *Tom Pryce | 90 pts | David Benton | 28 pts |
| :--- | :--- | :--- | :--- |
| Bob Deverell | 56 pts | John Calvert | 19 pts |
| Nick Cole | 50 pts | Mark Cole | 19 pts |
| Garo Nigogosian | 48 pts | Simon Sherman | 14 pts |
| Chris Lee | 39 pts | Gabriel Konig | 12 pts |
| Lynden Thorne | 34 pts | John Tait | 12 pts |

## LOMBARD NORTH CENTRAL Formula 3 Championship

Lombard North Central, the finance house which has been such an enthusiastic supporter of motor racing for several years, have again sponsored a major Formula 3 championship for the 1971 season. The winner receives $£ 250$, with $£ 100$ for the runner-up and $£ 50$ for third place.
The Lombard North Central Formula 3 Championship comprised 17 rounds at four circuits. Today's race is the final round.
Points are allocated to the drivers on the basis of $9,6,4,3,2$ and 1 for the first six places and prize money is paid at the rate of $£ 4$ per point, making a prize fund of $£ 100$ per race, apart from the March 20 and October 24 Brands Hatch meetings where there is a prize fund of $£ 2500$ per race. A competitor's best 12 results count towards the championship. (Supplementary rules relating to deciding ties at the end of the year are available from Motor Circuit Developments, Brands Hatch.)

## POINTS POSITION

| *Roger Williamson 84 pts | David Purley | 11 pts |  |
| :--- | :--- | :--- | ---: |
| Colin Vandervell | 63 pts | Steve Thompson | 10 pts |
| Jody Scheckter | 28 pts | Peter Hull | 10 pts |
| Alan Jones | 21 pts | Sonny Eade | 9 pts |
| Brendan McInerney | 13 pts | Rikki von Opel | 9 pts |
| James Hunt | 12 pts | Dave Walker | 9 pts |
| *1971 Champion |  |  |  |

Event 4
Start: 14. 25 hrs
20 Laps

## The Lombard North Central Formula 3 Championship Race

For Formula 3 \& Formula Ford Single Seater Racing Cars

A qualifying round for the 1971 Lombard North Central Formula 3 Championship


The Car Magazine Buggy Race
For Buggies with an engine displacement not exceeding 1600 cc.
$\left.\begin{array}{cclc}\text { No. } & \begin{array}{l}\text { Entrant and Driver } \\ 1\end{array} & \begin{array}{l}\text { Buggy } \\ \text { Bob Ridguard }\end{array} & \text { Four Seasons Renegade }\end{array}\right)$


Across the dunes and heading for the beach. A CTR buggy in its 'natural' environment (Photograph by Bob Hopkins)

## Buggies make history this afternoon

Carol Brown, of CAR magazine, sponsors of the buggy race, fills in the background

Beach buggies have been around in England for about four years now. In that space of time there have been many variations of the original type and a few completely new shapes.

My job is to acquaint you with a short run down and fill in a few gaps.
The first buggy to hit England about four years ago was brought here by South African Pierre du Plessis, who has finally returned to his home leeaving his company-GP Speed Shop-in the capable hands of John Jobber. The GP buggy is the most common buggy of all and many variations take the GP as their basic shape. The Volksrod buggy comes a very close second-both buggies are represented here today.


解 Cornering hard and throwing up the sand. This is the Renegade. How whotograph by Bob Hopkins)
(Phol circuit this afternoon?
(Photograph by Bob Hopkins)
Originating from America, where they were designed, built and used for dredving on the Californian sands, what has now emere, and hardly recognisable by going machine, legaler. The buggy has obviously not suceeded here to the extent it has in America, due to our lack of sandy beaches and sunshine, but was has it has in America, due to been born is an attractive chap some new variations have been built up recently, them take Volkswagen Fard, Mini and Triumph parts.
using everything from Ford, Mini and Triumph parts.
We are dealing mainly with ready mentioned there are some $\overrightarrow{\vec{n}}$. the original GP shape. In my opinion, two Renegade and the Kyote. The Renegade is made uilt and sold by Steve Remp built-up and sold by Bob Ridguard. The Kyote is built and sold by Steve Remp. Both have London premises and are competing heavily between each other as participants of the race.

Surprisingly enough, there has never been a professionally run and sponsored Buggy race on a track before today's event, so those of us taking part are making history. There is however an off-road track course in Henesford where events take place most of the year. There will be some representatives here today-intake place most of thenerd-Mike Shingler-in his own buggy.
luding the organiser of Henesfor by the BRSCC and sponsored by my employees
The race is being promoted sher circuit. A turn-out of -CAR magazine. It is to consist of seven laps of the short pron with the first-ever buggy race.
Should you enjoy it and here's hoping you will-if you can even see it over Should of your turkey tums-it is my sincere wish that 1972 will hold more buggy races with bigger and better prizes.

Event 6

## The Arco Trophy Race ' $\mathrm{B}^{\prime}$




## Brands Hatch 1972 Fixture List



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 ar 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 - F 5000 -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 Stands. OS-Open Seats Charges. A-Adults, C-Children. CF Cond SP-Stands and Paddock combined. RoversStands and Paddock Free.


## LAP SPEED TABLE

BRANDS HATCH SPEED TABLE 1 LAP = 1.24 MILES

| $T$ | Speed | Tim | Speed |  | Speed |  | Speed | Time | Sp |  | peed |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| secs | mph | secs | mph | cs | mph |  |  |  |  |  |  |
| 42.0 | 106.29 | 47.0 | 94.98 | 52.0 | 85.85 | 57.0 | 78.32 | 61.0 | 73.18 | 65 | . 68 |
| 42.2 | 105.78 | 47.2 | 94.58 | 52.2 | 85.52 | 57.2 | 78.04 | 61.2 | 72.94 | 65.2 | 68.47 |
| 42.4 | 105.28 | 47.4 | 94.18 | 52.4 | 85.19 | 57.4 | 77.77 | 61.4 | 72.70 | 65.4 | 68.26 |
| 42.6 | 104.79 | 47.6 | 93.78 | 52.6 | 84.87 | 57.6 | 77.50 | 61.6 | 72.47 | 65.6 | 68.05 |
| 42.8 | 104.29 | 47.8 | 93.39 | 52.8 | 84.55 | 57.8 | 77.23 | 61.8 | 72.23 | 65.8 | 67.84 |
| 43.0 | 103.81 | 48.0 | 93.00 | 53.0 | 84.23 | 58.0 | 76.97 | 62.0 | 72.00 | 66.0 | 67.64 |
| 43.2 | 103.33 | 48.2 | 92.61 | 53.2 | 83.91 | 58.2 | 76.70 | 62.2 | 71.77 | 66.2 | 67.43 |
| 43.4 | 102.86 | 48.4 | 92.23 | 53.4 | 83.60 | 58.4 | 76.44 | 62.4 | 71.54 | 66.4 | 67.23 |
| 43.6 | 102.38 | 48.6 | 91.85 | 53.6 | 83.28 | 58.6 | 76.18 | 62.6 | 71.31 | 66.6 | 67.03 |
| 43.8 | 101.92 | 48.8 | 91.48 | 53.8 | 82.97 | 58.8 | 75.92 | 62.8 | 71.08 | 66.8 | 66.83 |
| 44.0 | 101.45 | 49.0 | 91.10 | 54.0 | 82.67 | 59.0 | 75.66 | 63.0 | 70.86 | 67.0 | 66.63 |
| 44.2 | 101.00 | 49.2 | 90.73 | 54.2 | 82.36 | 59.2 | 75.41 | 63.2 | 70.63 | 67.2 | 66.43 |
| 44.4 | 100.54 | 49.4 | 90.36 | 54.4 | 82.06 | 59.4 | 75.15 | 63.4 | 70.41 | 67.4 | 66.23 |
| 44.6 | 100.09 | 49.6 | 90.00 | 54.6 | 81.76 | 59.6 | 74.90 | 63.6 | 70.19 | 67.6 | 66.04 |
| 44.8 | 99.64 | 49.8 | 89.64 | 54.8 | 81.46 | 59.8 | 74.65 | 63.8 | 69.97 | 67.8 | 65.84 |
| 45.0 | 99.20 | 50.0 | 89.28 | 55.0 | 81.16 | 60.0 | 74.40 | 64.0 | 69.75 | 68.0 | 65.65 |
| 45.2 | 38.76 | 50.2 | 88.92 | 55.2 | 80.87 | 60.2 | 74.15 | 64.2 | 69.53 | 68.2 | 65.45 |
| 45.4 | 98.33 | 50.4 | 88.57. | 55.4 | 80.58 | 60.4 | 73.91 | 64.4 | 69.32 | 68.4 | 65.26 |
| 45.6 | 97.89 | 50.6 | 88.22 | 55.6 | 80.29 | 60.6 | 73.66 | 64.6 | 69.10 | 68.6 | 65.07 |
| 45.8 | 97.47 | 50.8 | 87.87 | 55.8 | 80.00 | 60.8 | 73.42 | 64.8 | 68.89 | 68.8 | 64.88 |
| 46.0 | 97.04 | 51.0 | 87.53 | 56.0 | 79.71 |  |  |  |  |  | 64.88 |
| 46.2 | 96.62 | 51.2 | 87.19 | 56.2 | 79.43 |  |  | 1.24 | + 36 | No. | laps |
| 46.4 | 96.21 | 51.4 | 86.85 | 56.4 | 79.15 | SPEED (INMPH)= |  |  |  |  |  |
| 46.6 | 95.79 | 51.6 | 86.51 | 56.6 | 78.87 |  |  | TIME (in seconds) |  |  |  |
| 46.8 | 95.38 | 51.8 | 86.18 | 56.8 | 78.59 |  |  |  |  |  |  |

## OUTRIGHT LAP RECORDS FOR BRANDS HATCH CIRCUIT

GRAND PRIX CIRCUIT: $\begin{array}{lllllll}\text { Emerson Fittipaldi (2993 cc Lotus-Ford 72) } & 1 & 24.0 & 113.57 & 24.10 .71\end{array}$ Race Record: Peter Gethin (2998 cc B.R.M. P160) $111.82 \quad 24.10 .71$ CLUB CIRCUIT:

Secs mph
date
$\begin{array}{lllll}\text { Graham McRae (4992 cc McLaren Chevrolet M10B) } & 45.6 & 97.89 & 3.5 .70\end{array}$ Race Record: Peter Gethin ( 4992 cc McLaren Chevrolet M10B) $94.19 \quad 3.5 .70$


