Motor Racing at Brands Hatch in the seventies

Formula One paddocks were completely accessible in those days. This is the Brabham-Ford BT37 of Carlos Reutemann at the 1972 British Grand Prix. Reutemann finished in eighth place after being delayed by a collision with Carlos Pace’s March-Ford 711.

Chris Amon’s fourth-placed Matra Simca MS120C is closely inspected by one of the younger spectators at the event. Amon had passed Hulme for fifth place on lap 68 of the 76-lap race and inherited fourth when the March of Ronnie Peterson crashed at Paddock, two laps from the end.
Henri Pescarolo in the Frank Williams March-Ford 711, and Howden Ganley in the Marlboro BRM P160C, with extra side fuel tanks and a high-mounted wing, on the run up to Druids on the formation lap of the Rothmans 50,000. Pescarolo finished third while Ganley retired on lap 47.

Following his win at the British Grand Prix the previous month, Emerson Fittipaldi in the JPS Lotus-Ford 72 came home an easy winner of the Rothmans 50,000. The car sported an extra three-gallon fuel tank mounted behind the roll-over bar for it to be able to complete the race distance.

David Purley, driving the Lec Refrigeration-sponsored Formula One March-Ford 721G, alongside Carlos Reutemann in the Formula Two Rondel Racing Brabham-Ford BT38. Reutemann’s car is fitted with pontoons on each side to carry extra fuel. Neither car finished the race.
The World Championship of Makes sports cars returned to the circuit in September for a six-hour race, but the entry was poor, the series having struggled throughout the year. Even so, with Jacky Ickx and Jochen Mass in a Martini Porsche 935-77, and Ronnie Peterson and Hans Stuck in a BMW 320 Turbo, it looked like being a good race. The weather was atrocious though, and Stuck fell off the road after only five laps, having just taken the lead from Ickx. After an hour-and-a-quarter the race was stopped, conditions having deteriorated to the point where cars were spinning off everywhere. Us poor spectators were already soaked through and glad of the opportunity to find shelter and to try and warm up. After an hour the race was restarted, the rain having stopped, and Ickx and Mass won from the Manfred Schurti and Edgar Doren Porsche.

In November, the Brazilian Chico Serra won the Formula Ford Festival, dominating the event in his Van Diemen as Derek Daly had the year before.

The Modified Sports Car contenders line up in the afternoon sunshine behind the pits, headed by the Davrian Mk 7s of Pat Longhurst and Bob Jarvis.
Another day, another Formula Ford race. Alan Hall gets his Merlyn Mk 11/25A off the line. The cross on the rear of the car marks him out as a novice to his fellow drivers.

Accidents will happen. The Austin Healey Sprite of Garry Wilson has crashed on Cooper Straight, just behind the pits, during the Modified Sports Car encounter.

A Formula Three competitor leaves the pit lane as the rest of the field swarms towards Paddock Bend.
A feature of the 1979 season was the BMW County Championship for identical BMW 323i saloons with drivers representing different English counties. Win Percy (Avon) leads Barrie Williams (Gloucestershire), Tony Dron (Nottinghamshire), and the rest of the field round Paddock on the first lap of the supporting race for the August Six Hour sports car event. The trio finished in the same order.