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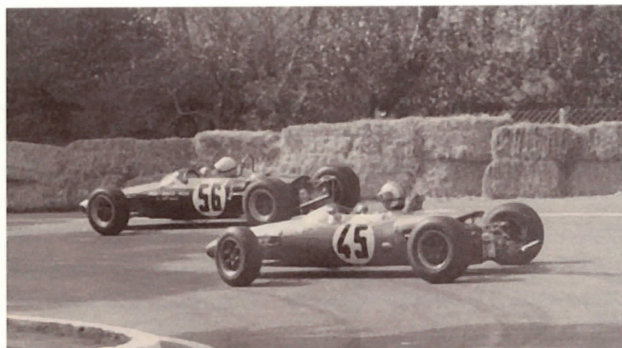
BRABHAM BT21-9

Chris Townsend



BRABHAM BT21-9

This car is one of a large production run built by Brabham for Formula 3 racing for the 1967 season. Production began in late 1966, after the prototype car, which carried the plate F2-20-66, appeared in August 1966 as a Formula 2 car for Jack Brabham. Brabham had been the dominant manufacturer in Formula Three since the advent of the BT15 in 1965, and whilst Lotus had offered strong competition in 1966 with its 41 model, Brabham retained a reputation for strength, reliability and speed that couldn't be matched. The BT21 was a logical evolution of the 1966 BT18 model - ostensibly a Formula Two car but which many drivers had chosen to use in F3. By the end of 1967 some 49 had been built for F3 with a further run of 21As for Formula B in the USA and Canada.



On its second European outing, at Barcelona, 9 April 1967, Brabham BT21-9 gets perilously close to the straw bales as Brian Classick comes under pressure from François Cevert's Alpine A270-Renault.

BT21-9 was one of two cars sold to Anglo-Spanish Racing for the start of the 1967 season, with the drivers to be Brian Classick and Spanish domiciled Pole Adan Czartoryski. We can identify BT21-9 as Classick's car: chassis number BT21-5 was observed on Czartoryski's car at Silverstone, 27 March 1967 by an observer from Formula One Register (F1R). At the end of the season chassis 5 and chassis 9 were for sale together from Didsbury, Manchester, in *Autosport*, 29 September 1967, p. 556. Chassis 5 was sold to David Bridges, with the chassis number observed by an F1R representative on Norman Foulds's car on 23 June 1968.

DRIVERS

The car was used throughout 1967 by Brian Classick, under the aegis of Anglo-Spanish Racing, in variety of Formula 3 races. The Manchester based Classick had begun racing a few years earlier, and had been instrumental in the emergence of the Chevron marque, when Derek Bennett built a Clubman's car for the driver. After quitting Formula 3 in 1967, Classick would go back to Chevron, driving the works B8 sports car with considerable success in international events. Today, Classic - having dropped the "k" - is a well known figure in the world of collector's cars and historic racing. For 1968 the car was sold to Peter Hanson (1945-2002) who ran it in Formula Libre and Formula 3 races in Northern England. Hanson had been a star in karts in the early 1960s, and then bought a Porsche special when he went to Germany to work, using it at a racing school at the Nürburgring. Returning to England he took a further course at Motor Racing Stables in 1966 and then raced an MG Midget at Croft and Rufforth in 1967. Originally Hanson had planned a season of sports car racing in 1968, buying a Diva 10F from Richard Joseph. However, after seeing a late season F3 event at Brands Hatch, Hanson decided to switch to single seaters. Hanson's formula car career was cut short when in the beginning of 1971 he went to Brazil for the Torneio championship; diving into a swimming pool he misjudged its depth and broke his neck when he hit the concrete base. Several weeks in hospital followed, and when he returned to racing it was in the more gentlemanly classes of international sports car competition, rather than the rough and tumble of Formula 3. The last driver to use BT21-9 in period competition was Canadian "Cam" McKenzie. McKenzie used the car to progress into FB from sports cars where he'd raced a Lotus 23B. Racing the car until 1971, he moved on to a Brabham BT35 in 1973, but then quit the sport.

HISTORY

BRABHAM

The Brabham marque is one of motor racing's most famous, winning four drivers' and two constructors' world championships and competing in 394 GPs between 1962 and 1992. The company behind Brabham, Motor Racing Developments, was formed by Jack Brabham and designer Ron Tauranac in 1961 to build a Formula Junior car and quickly became the largest and most successful manufacturer of formula cars in Britain. The first Brabham GP car was built in 1962 and, in partnership with Repco, Brabham and Hulme won the company's first world championships in 1966 and 1967. By this time the company was dominant in Formula Two and Formula Three. Jack Brabham retired in 1970 after his final season of Grand Prix racing, selling his share of the company to Tauranac. After a year, Tauranac sold out to Bernie Ecclestone who withdrew then team from minor formulae and concentrated on F1.

FORMULA 3 IN 1967-68

Formula 3 was, perhaps, at its zenith in this period: the pyramid for the progression of drivers in professional racing, culminating in Formula 1, was just starting to take shape, with the 1.0 litre formula - with most teams using the Ford 105E engine with varying forms of modification - proving immensely popular since its introduction in 1964. Those with their eyes set on a career in Grand Prix could see the way marked out, and supporting races at places like Monaco, Pau and Barcelona could draw the attention of Formula One and Two team bosses to the hopeful and ambitious. The racing was still relatively cheap, however, and a privateer could, with luck and economy, finance a season of racing from week to week on start money from European events and prize money in Britain. Indeed, alongside the semi-professional teams that contested one or more of the British championships, there was a band of "gypsies" towing their cars around the continent, sleeping in tents or trailers, and treating the whole thing as a great adventure. Fields were often huge - certainly there were a lot of Formula 3 cars in circulation, probably more than 100 being race prepared in Britain at any one time in 1966, and more than that in Europe - and racing ferociously close, with slipstreaming being the dominant tactic and races decided by fractions of seconds.

The front runners for 1967 when Brian Classick made his foray into Formula Three included Peter Gethin, run by Rodney Bloor's Sports Motors team, Derek Bell and Peter Westbury with the FIRST Brabhams, Alan Rollinson with a Brabham BT21 for Frank Lythgoe, and Harry Stiller and Tony Lanfranchi teamed up two more Brabham BT21s. Initially running from Brands Hatch with Motor Racing Stables, Stiller would switch camps in mid season, joining forces with Charles Lucas, and would eventually take the British Formula 3 title, the Les Leston championship - helped perhaps when Rollinson was hospitalised after a crash in mid season. Privateers such as Chris Williams and Morris Nunn (Lotus 41) provided stiff competition to these team efforts. In Europe the works Matras, for Jean-Pierre Jaussaud and Henri Pescarolo, were a match for anyone, whilst the more fragile Alpine-Renaults, pushed hard by the likes of Patrick Depailler and François Cevert, tried to keep up. The Italians and the Scandinavians, too, had taken to the formula, and 1967 saw the emergence of names like Reine Wisell and Ronnie Peterson, alongside figures like Ulf Svensson, who would still be racing Formula 3 a decade later.

A year later when Peter Hanson took over Classick's Brabham for a learning season of Formula 3, little had changed: some names had moved on, Gethin and Bell to Formula 2, Pescarolo to Formula 2 and Grands Prix. Some of the names had gone: several were badly injured, others, such as works Matra driver Roby Weber were dead. Considering the closeness of the racing, Formula Three was fairly safe in an era when motor racing was often stupidly dangerous, but there were always casualties. The low cost of racing and the open structure of British club meetings meant that Hanson could often race twice in the same day: there was almost always a Formula Libre or open single seater race to complement the Formula 3 cars. If it had done relatively little racing in 1967, through 1968 BT21-9 would take part in a vast number of events.

BRABHAM BT21

The BT21 was a development of MRD's thinking in terms of Formula Three cars over the previous four seasons. It utilised a bronze welded, tubular steel space frame, with a triangulated cockpit area. Suspension was by unequal length wishbones with coil springs and Armstrong dampers on the front, and a reversed lower A frame, with top transverse link and twin radius rods at the rear. Steering came from MRD's own rack and pinion assembly in a magnesium cast housing. Brakes were 9 3/4" discs front and rear with Girling light alloy calipers; the clutch was a 7 1/4" single dry plate unit by Borg & Beck.

SPECIFICATION

Wheelbase: 93"

Track: front 53"; rear 54"

Length: 149"

Width: 64"

Weight: lbs

Wheels: 7 x 13" front/ 9 x 13" rear

Engine: Ford 105E variants

Gearbox: Hewland Mk6

BRABHAM BT21-9

Anglo-Spanish Racing made its 1967 debut at Oulton Park 11 March 1967 for the second round of the Les Leston championship, with the result to be decided on the aggregate times of two ten lap heats. Classick qualified 11th for heat one; Chris Williams was on pole (1.45.2) with his new BT21 [chassis 14] from Harry Stiller [BT21-12], Alan Rollinson in Frank Lythgoe's BT21 [chassis 18] and Mike Walker's year old Brabham BT18 [chassis F2.30.66] In a typically close F3 squabble, Classick came home 8th 0.2 seconds behind Mike Keens' equally new BT21 [chassis 21] and 11 seconds clear of John Kendall's Lotus 41 rented from Frank Manning [chassis F3.5]. Heat 2 saw the early retirements of Rollinson, Walker and Malcolm Smith, who had a bad accident in John Bridges's Brabham BT16 and had to be cut out of the car. This was all to Classick's benefit, and he went on to finish 3rd, some way behind Mac Daghorn in Derek Bell's Felday entered BT21 [chassis 4] and just ahead of Chris Williams. The heat was won by Stiller, who had retired early in the first race so wouldn't feature overall. Classick's consistency gave him 3rd overall, behind Williams and Daghorn, an excellent start to the season.

The next appearance was again at Oulton for the fifth round of the Leston championship, a single 19 lap race, on Good Friday. Classick qualified down in 13th behind Richard Burton [BT21-16] with 1.48.4 and ahead of north of England Formula Libre specialist Peter Fattorini, who set 1.49.4 in BT21-17. Chris Williams took pole again with 1.43.2. Sadly Classick's race didn't last long: he dodged the first lap collision between Peter Deal's Brabham BT18, Roger Woodward's MRS entered BT21 and David Morgan's hybrid BT15/10, but came to a halt later round the circuit with mechanical problems. Rollinson won from Williams by 0.2 of a second.

The first big Silverstone race of the year was the Wills Trophy, on the following Easter Monday, supporting the Formula 2 European Trophy round. In a field of 33, Classick qualified 20th with 1.44.2, behind John Davies in a BT18 borrowed from Ken Bass, and ahead of Chris Moore in his Lotus 41 [F3-5]. The exact result for Classick is not known, as only the top 11 are so far known, but as he is not listed in the retirements we can assume he finished in the slipstreaming pack, along with his team-mate Czartoryski.

The Anglo-Spanish team now loaded up its cars and headed for Europe. On the classic street circuit at Pau, a huge entry of 37 cars was bidding for just 19 starting places. Neither Czartoryski nor Classick had seen Pau before and neither made the cut. Classick set 33rd best time with 1.37.5, just ahead of his team mate. This was more than 2 seconds away from the last place on the grid, Tico Martini's Brabham BT21.

Four days later the team had crossed the Pyrennes to Barcelona for the F3 race on the beautiful Montjuich Park circuit. Classick had never seen this track before either but he qualified a good 12th for heat one, with 1.48.5 behind Jaime Piera in one of John Willment's Brabham BT18s and ahead of Alex Soler Roig in a Lotus 41 rented for the event by the RAC Cataluña. Chris Williams won, from fellow Brits Derek Bell and Mike Knight but Classick finished in a good 8th, still on the lead lap, 37 seconds down on Philippe Noguiera's rented Brabham BT18 and 7.5 seconds up on Piera. The final was less successful: Classick retired after 16 of the 35 laps. The race was won, by a comfortable half-minute, by Henri Pescarolo's works Matra MS5 from Bell and Knight.



Brian Classick brings Brabham BT21-9 to the grid for its debut race at Silverstone, 27 March 1967

The team came back to England for the major F3 race at Silverstone at the end of April, supporting the F1 International Trophy. Out of 33 cars, Classick qualified 20th with 1.42.4 behind Ken Crook's Brabham BT18 [F2.28.66] and ahead of Graham Coaker's BT15 with BT18 modifications. Pole went to Alan Rollinson with 1.38.0 though pole didn't matter that much for the slipstreaming battles of 1.0 F3, especially in the wide open spaces of the Silverstone airfield. Classick worked his way up to 12th in the race, just behind Burton's BT21, and ahead of David Cole's BT18 [F2.24.66] - relegated by a 1 minute penalty for a jump start, and John Ralph's older BT15 [F3.11.65]. The race was won by Peter Westbury in a Felday Brabham BT21 [chassis 15], by 0.7 of a second from Mo Nunn in a Lotus 41, with Rollinson 10 seconds away in third.

Then it was back on the road, down to Monaco for the support race to the Grand Prix on the greatest of all street circuits. Classick was down near the back for his heat, 17th of 20, but at least he qualified - team mate Czartoryski was more than seven seconds slower and didn't make the heats. His time put him behind obscure Italian Luciano Silva, in one of the Brambilla brothers 'Brabham-like' Birels, and Swiss driver Pierre-Yves Gaggio in a Brabham BT18, just behind came veteran Trevor Blokdyk, struggling with a French built Pygmée, Soler-Roig in the RAC Cataluña Lotus 41 and Jean-Pierre Cassegrain in a BT21. Classick failed to progress to the final. Coming back to England, Classick made a late entry for the Les Leston championship round at Oulton on May 13th. He qualified 8th in the rain behind Rollinson and ahead of Nunn, an excellent performance. Charles Lucas took pole with his semi-works Lotus 41 in 1.59.2. Classick wound up where he started, 8th in a race won by Walker; this was just behind Stiller and ahead of Steve Thompson's Lola T60, so he was starting to keep some good company.

After a couple of weeks rest, Classick headed back to Europe for the Coppa dell'Autodromo di Monza, on the Grand Prix circuit, with two 12 lap heats, a 35 lap final and the usual convoluted Italian rules, designed to favour local drivers where ever possible. This time the trick was that only the fastest 14 non-Italians were allowed into the heats. This rule excluded Czartoryski, but it also kept out some much better known names, including Swiss Jürg Dubler, normally one of the fastest men on Italian circuits. Classick wound up a very good 8th for heat one, 1.51.1 putting him just behind Rollo Feilding's Brabham BT21 and ahead of Selva's Birel. Chris Williams sat on pole with 1.48.7. Sadly the race proved disastrous: on lap 6 Classick crashed after a contretemps with Wal Donnelly's Brabham BT18. Both car and driver were quite badly damaged, and it would be some months before Classick was ready to race again.

Classick made a tentative comeback at Mallory Park in late September, finishing 9th in a small field, behind Barrie Maskell's Brabham BT15 in a race won by Harry Stiller's BT21. A week later at Oulton Park, Classick lined up third on the grid for a combined libre and F3 race, with a time of 1.48.8. He finished 2nd to Dave Berry in Lythgoe's Brabham BT21. That was it for the year, and indeed for Classick's venture into Formula 3. The Brabham was sold in the close season to north of England club driver, Peter Hanson, who was looking to spread his wings and learn to race single-seaters. *Motoring News*, 11 July 1968 p. 11, would report that Hanson had "an ex Anglo Spanish BT21" and as Czartoryski's car, chassis 5, is traceable in 1968 through observation of the plate on Nick Foulds's car, this means Hanson must have been in BT21-9.

Hanson debuted his new car at the second round of the Lombank Championship at Mallory Park in early March 1968. This was one of the sillier races in British motorsport history, since to "make the racing more exciting" there were to be compulsory pit stops, in which a mechanic removed a wheel, ran round the car, and put the wheel back on! Since F3 races were pretty exciting anyway, thanks to the closely matched performance of cars and engines, this seemed rather pointless, and indeed dangerous for the mechanics. The pitstops actually broke up the typical slipstreaming, and keeping a lap chart was nigh on impossible, since on the little circuit some people were actually taking more than a lap to complete their stops. Neither spectators nor competitors knew what was going on. The most sensible response was that of Mo Nunn, who led every lap bar one, taking the £10 per lap bonus money, and then stopped - handing victory to Mike Keens. (Keens took home £35 for his win, Nunn, in second, £135...) Hanson, perhaps bemused by his introduction to top flight racing, came home tenth, five laps down. A petition by the enraged drivers made sure that this bizarre experiment was never repeated.

Hanson then took in the BARC's first meeting of 1968 at Croft, his local circuit, in the Formula Libre race. The race was dominated by Tony Dean in his Ferrari Dino sports car, but Hanson did a good job in finishing second, as the only runner left on the same lap as Dean, and indeed kept the Ferrari in sight! Hanson's fondness for Libre races was to lead to the little Brabham mixing it with some very strange machinery in the course of the year. Croft was followed by a non-championship race on the Silverstone club circuit, where Hanson came home seventh, and last, with a 1 minute penalty for a jump start, in a race won by Brian Newton's new Tecno from Cyd Williams's Goodwin Racing Brabham BT21.

The new driver's pursuit of experience meant for a very busy Easter: Hanson began with the F3 race at Oulton Park on Good Friday, where two 10 lap heats preceded a 25 lap final. Hanson was 15th of 16 on the grid for his heat, and behind him Ian Ashley's 2.18.0 in the Chequered Flag McLaren M4A was scarcely representative. Hanson's 1.54.0 was nearly 13 seconds off Roy Pike's pole time in the works Titan Mk3, and two seconds off his nearest rival, Malcolm Fletcher in a tired Lotus 41. Hanson clearly had much to learn - and it was to his credit that through 1968 that's exactly what he did. In the race he improved to 10th place, beating Fletcher, even if he was some way off Mike Keens in 9th. That was good enough to qualify for the final, and from 21st on the grid again he came up to 10th, just lapped by the winner, Mike Walker in the other Chequered Flag McLaren, but comfortably in the middle of a competitive field. The next day Hanson was off to the BRSCC meeting at Rufforth on for two races. In the single seater event Hanson came home second six seconds behind Jim Moore's thundering Kincraft-Ford V8 - a model for early F5000 cars - but this belied a huge battle. Richard Scott led into Grange, the first corner, with his Formula 3 Lotus 41, then Moore powered by on the following straight. Scott and Hanson fought tooth and nail for the next ten laps, with Hanson winning by 0.4 seconds. Both the Formula 3 cars humbled Jim Charnock's former F1 Cooper T66-Ford 4.7 V8 [F1.2.63] back in fourth. In the Formula Libre race Scott again made the best start, and again Moore used his power to drive off into the distance after the first corner. Scott and Hanson settled down for another battle, but were joined now by Peter Crossley's Chevron B8-BMW GT car. *Motoring News* reported that for five laps "Crossley had a mirror full of F3 car, although he never knew at any time which of the two it would be." Eventually Scott got by on the penultimate lap, leaving Hanson stuck behind the Chevron. The final meeting of a weekend of intense activity was the Croft, Darlington and District meeting at Croft on Easter Monday. In the Formula Libre race Scottish driver John Nicholson led initially in his Lotus 23, pursued by Crossley's Chevron B8 and Hanson. Nicholson spun, and Hanson pursued Crossley until lap 8 when he pulled off to retire. Crossley was left with an easy win from Peter Fattorini's new Brabham BT21B.

An absolutely enormous field of F3 cars arrived at Silverstone for the Caravans International Trophy, as support for the non-championship Formula 1 race. Hanson qualified badly, 32nd of the 36 starters, his 1.45.9 putting him between an off-form Mo Nunn in his now venerable but still effective Lotus 41 and Ben Moore's ex works Titan Mk3. John Miles's works Lotus 41X took pole with 1.36.3 and went on to win by 0.3 of a second from Roy Pike's new Titan Mk3. Hanson retired. However, a sign that he was getting on the right track came only a few days later at the BRSCC meeting at Croft. In the Northern Single Seater Championship race he came second behind Bill Dryden's Brabham BT21A-Ford t/c, having thrown away victory with a spin on the penultimate lap. Later in the day Hanson put in another good performance in the Formula Libre race. Dean in his Dino and John Lepp in the Red Rose Racing Chevron B8 were well out in front, but Hanson gave George Duncan's B8 a very hard time, before a plug lead came off the Chevron, and he easily beat fellow F3 drivers Richard Scott, Ben Moore and the experienced Dave Berry, trying out his new Chevron B9. Only six days later, Hanson was back in Cheshire for another round of the Lombank Championship. The 37 lap, 100 mile, race was a marathon by F3 standards. Cyd Williams's winning time was an hour and five minutes. Only four cars finished on the lead lap, and Hanson in 7th was three laps down in a race where retirement claimed 13 of the 21 starters. The following day, at Mallory Park, Hanson was entered for another Lombank round, but it is unclear if he even took part in this poorly reported race, far less certain that he finished.

The following weekend, Hanson was back at Croft, at a meeting marred by the death of the veteran club racer Dickie Stoop, when he had a heart attack at the wheel of his Porsche 906. In the Formula Libre race, Hanson was on the front row with Tony Charnell's Lola T55-Ford t/c [SL64-1] but John Woolfe was shaking down his Chevron B12-Repco 740 V8 for Le Mans and as *Autosport* put it, won "at a canter" from Charnell and Hanson. Further back came Malcolm Guthrie's new Brabham BT21B, Joe Lanny's Lotus Elan, and Scot Tony Evangelisti, after a spin in his Lola T55-Ford t/c. The handicap race saw Hanson racing off scratch alongside Evangelisti, against some very disparate machinery. The race was won by Ron Appleby's Mini Cooper S from Brian Robinson's ex works Lotus Cortina which had started with only 20 seconds on Hanson and Evangelisti. Hanson set fastest lap at 1.17.4.



Peter Hanson heads for second place behind Mike Beuttler in the F3 race at Snetterton, 16 June 1968

At the BRSCC's Whit Saturday meeting at Rufforth, Moore dominated the single seaters in the Kincraft, especially after Barrie Maskell retired his brand new Brabham BT21B with engine troubles (after finishing the car in the paddock). Hanson had been pushed off the grid with engine problems and started two laps down. Richard Scott retired his Lotus 41 at much the same time. These retirements left Tom Walkinshaw second in his Lotus 51 Formula Ford, from Jeff Schonberg's similar Lotus 51, which got past Ron Collander's Lola T55-Ford t/c on the last lap. Hanson wound up sixth behind Andy Goodfellow's Cooper T76-Ford, but won his class. In the Formula Libre race Moore beat Hanson by 13 seconds with Scott and Maskell behind him, then came George Silverwood's Mercury GT-Ford 1.1 and Peter Stewart's Centro Scott Lola-Ford. The first four lapped the field.

Whit Monday saw a bigger BRSCC meeting at Croft, with yet more Scots heading south. Willie Forbes's ex works Lotus 35-BMW led the Formula Libre race from start to finish, chased initially by fellow countryman Andrew Fletcher in his Brabham BT18-Ford t/c, until he retired at five laps. This left Hanson second, more than 30 seconds up on Ben Moore's Titan Mk3, which passed Maskell's new Brabham on the last lap. In the 17 lap Formula Libre Trophy Forbes again cleared off into the distance, leaving behind a titanic battle between Hanson and Maskell - his engine finally sorted out. Maskell won the struggle when Hanson's car jumped out of second gear at Oxo bend on the last lap.

At Oulton Park on 15 June, Hanson put in a distinctly off-colour performance in an F3 race dominated by Tim Schenken's new Chevron B9 and Cyd Williams's Brabham BT21. Hanson came home eighth and last behind Williams' team boss, Natalie Goodwin and Howard Heerey's Chevron. The following day, however, saw Hanson in a completely different mood. The BARC had organised a small Formula 3 race at Snetterton, which a number of the good second-rank drivers took in. Maskell led initially from the second row of the grid but got a 1 minute penalty for jumping the start. He finished first on the road after a great fight with Mike Beuttler's Brabham BT21, which had lost 4th gear. Behind came Hanson, from Peter Deal (Brabham BT18), Charles Carling (Brabham BT18) and Basil King, another BT18. Maskell's penalty promoted Hanson to second. The Formula Libre race saw John Burton on pole with his Ginetta G16-Ford t/c, which led from John Miles's works Lotus 47, Beuttler - still without 4th gear - and Hanson. Beuttler then disappeared into the beet field on the outside of Riches, and retired two laps later with overheating. At much the same time the Ginetta dropped out with low oil pressure, leaving Miles half a lap clear of Hanson, with John Jordan's rumbling Ford GT40 a similar distance back in third.

Only six cars were on the grid for the Northern Single Seater Championship round at Rufforth on 29 June. However, two of them were the Goodwin Racing Brabham BT21s of Cyd Williams and Natalie Goodwin, and another was Dave Berry's Chevron B9. The result was a cracking dice with Berry and Hanson getting past Williams on lap 2, and then Hanson harrying the Chevron to the flag, with the two drivers trading the F3 class record on lap after lap. Berry finally got the time down to 1.16.8 but Hanson, for a relative novice, was clearly showing some talent. The Formula Libre race had added glamour from Tony Dean, wheeling out his Porsche 906 Carrera for a change, and Trevor Twaites's Chevron B8-BMW. Dean won, of course, from Berry, Hanson and Williams, but this time Berry had made a bad start and drove well to gain second place from a more conservative Hanson. The following weekend, Hanson ventured down to the pretty, narrow and undulating Cadwell Park track in Lincolnshire. Dean had made the trip too, and won the Formula Libre race with his Porsche from Trevor Twaites's Chevron B8, but Hanson in third got the better of Richard Shardlow's Chevron B8-BMW, and was less than a second behind Twaites at the end. The *'Morning Telegraph Trophy'* for single seaters had its thin field supplemented by Clubman's cars. Pickering won in his home built, Lotus based, BPG-Ford t/c from Hanson, who had passed Jim Yardley's Beagle on lap one. Hanson had got past Pickering to lead on lap 3, but then spun at Park corner. He regained second when Yardley spun at the Mountain. Hanson was only 0.2 of a second behind Pickering at the end, and equalled the Formula 3 lap record at 1.39.4 - a sign of great promise.

The next round of the Lombank Championship, at the MG Car Club's Oulton Park meeting saw 9th in a processional, damp race dominated by Tim Schenken's Chevron B9 after he got by Cyd Williams on lap three; Hanson spent the race in a group with Natalie Goodwin and Richard Scott, but never featured. The following day saw him at an even damper Mallory Park, surrounded by invading Irish Formula Libre racers. Those challengers were reduced by one when John L'Amie rolled his Lola T62-Ford t/c at Gerards in practice. Local expert Steve Thompson won in his Lola T60-Ford t/c from Chevron boss Derek Bennett having a run in the works Formula 2 B10-FVA, then came Brian Nelson's Lola T60-Ford t/c, Beuttler's Brabham BT21, Pickering's BPG-Ford t/c, and only then Hanson, not enjoying the fast circuit in the rain.

The next Northern Single Seater Championship round at Croft saw Hanson retired with valve problems in his Holbay engine. The race was won by Bill Dryden in the Ecurie Ecosse Brabham BT21A-Ford t/c from Maskell and Ben Moore with their F3 cars and Charnell's Lola. The valve problems kept Hanson from starting in the Formula Libre race. After a summer break, Croft held its big F3 international of the year, the aggregate of two twenty lap heats for the Glover Trophy. Hanson didn't manage to set a practice time, and starting from a 10" penalty did well to come home 11th, a lap down and just behind Davey Powell, in a race won by Miles from Schenken and Charlie Lucas. Heat Two went better, and Hanson finished 8th this time, on the same lap as John Miles, who thus took overall victory, and in hot pursuit of Ben Moore in his Titan.

The following weekend, Hanson found himself up against some tough opposition at Cadwell Park: John Cardwell won by 11" in Bob Gerard's F2 Merlyn Mk12-FVA from John Bridges's Chevron B8-FVA. Hanson came home third after Robin Darlington retired his ex Stockbridge Racing Brabham BT21A-Ford t/c and the Birrell brothers both quit with their matching Ecurie Ecosse Hillman Imps.

At Rufforth on 8 September, Chris Meek put Bill Jones's Brabham BT10-FVA on pole from Jim Moore but was only fourth going into Grange from Moore, Hanson, Ben Moore. Meek got to second at Becketts and was then outbraked by Hanson into Esses. After Meek got by on the straight, Hanson and Ben Moore engaged in a terrific battle until Moore got by. Then on the last lap Hanson spun at York after Moore hit an oil drum into his path, letting Paul Craven's Brabham BT21B past.



Finished in Gulf colours for the 1970 Canadian series, Cam McKenzie's BT21 in the pits at Westwood for a local race.

In the Formula Libre race Meek led initially from Jim Moore and Tony Dean's Ferrari Dino ahead of the F3 cars of Hanson and Ben Moore. Moore took the Kincraft past to win and Dean got second when Meek missed a gear. Jim Moore broke the circuit record with 1.13.6 while Hanson beat Ben Moore this time to be best F3. On the following Saturday, at Oulton for the Lombank Trophy round, Schenken dominated again, whilst Hanson retired on the first lap with a broken rocker. Heading back to Croft on 22 September, Hanson again took in two races. Barrie Maskell was fastest in damp practice for the NSSC round from Jim Moore and Hanson. Hanson led off the line but by lap two power had told and Moore was in front. On lap 3 Maskell went out with a broken half shaft; Hanson closed on Moore as it began to rain but the Kincraft won whilst Ben Moore nearly caught Hanson on the line. George Stewart's Formula Ford Lotus 20 was 4th from Ronnie McGillivray's F3 Brabham BT18. In the Formula Libre race Jim Moore led from Hanson and Ben Moore who got by his F3 opponent on lap 1. Then Hanson spun into ditch at Tower resuming last: he recovered to 4th behind Pickering's BPG-Ford t/c helped by the retirements of John Calvert's Lotus 47 and Scottish driver John Nicholson's Lotus 23.

At Oulton on 28 September Hanson was part of a huge Formula Three midfield battle, with Richard Scott, Howard Heerey, Mike Keens and Natalie Goodwin only ever inches apart. The accompanying Formula Libre event was a procession led by Tony Lanfranchi in Robin Darlington's Brabham BT21A with Berry, Cyd Williams and Hanson in his wake, then Goodwin in a battle with Heerey. Hanson made the long journey up to Ingliston, near Edinburgh, along with many other F3 cars for a well supported Formula Libre race, only to damage the front suspension in a practice shunt and fail to start. The race won by John Miles's works Lotus 41X from Fletcher's ex David Preston Brabham BT18-Ford t/c, Gerry Birrell's ultra-special Ecurie Ecosse Hillman Imp and Ronnie Mackay's Brabham BT15. Hanson's first season had gone well and he headed for his last race with the car, the prestigious E.R. Hall Trophy on the Grand Prix circuit at Brands Hatch. A misfire left Hanson nineteenth with 1.44.0 for his heat ahead of Gagliardi's de Sanctis and behind Gaydon's Titan (1.44.0) and Scott's Lotus 41 (1.43.2). He qualified for the final but retired with engine trouble. At this point *Motoring News* 24.10.68 p.20 reported his car was sold to a pair of Germans and that he had ordered a new Brabham. Hanson was quick to correct this: *Autosport* 1.11.68 said he had not ordered a Brabham but was getting a Chevron. The sale to the Germans fell through as Hanson advertised the car in *Autosport* 6.12.68 p.42 from his Shipley phone no.

Via Frank Williams the car went to Canada, purchased by Cam McKenzie who fitted a Ford t/c to run it as an FB car in the Canadian championship. It may have been at this point that a certain myth was attached to the car, that it had been raced by Graham Hill. Hill did not race any Formula Three car in the 1.0 litre formula, and he did not drive a Brabham BT21 other than in the Tasman series.

Whilst McKenzie probably ran the car regularly in local races at Westwood, the only events that can be traced to date are American and Canadian national events. Indeed, the only traceable race in 1969 is all the way off in Florida, at the end of the year. The race was the final round of the SCCA Continental FB championship, and we can be sure that McKenzie did not take in most of the other races. The Sebring event was a well-funded support race to the finale of the SCCA FA championship, with \$1500 going to the winner, and it attracted several top European drivers, imported specially to advertise the 1970 models of British manufacturers to the wealthy American market. Reine Wisell had a works Chevron B15, Tim Schenken a new Brabham BT29, and they finished 1-2 ahead of Brian Robertson and Bill Gubelmann in Brabham BT29s. McKenzie qualified way back and expired after five laps.

We then find McKenzie taking in the FB class in the early rounds of the 1970 CASC Gulf Championship, a series run for FA cars like the top SCCA series, with the thin fields bulked out by 1.600 cc twin cam engined cars. At the second round of the year at Westwood McKenzie quit with a broken exhaust pipe after 11 laps. Eppie Wietzes won in his McLaren M10B from Horst Kroll's Lola T142 and Bill Brack's Lotus 70. In the next race at Edmonton, also won by Wietzes, McKenzie came home 12th, nine laps down and two behind the 11th place man, Gordon Munroe in another ex Formula 3 Brabham, chassis 35.

McKenzie's last big race with the car was at Westwood at the end of 1971 for the sixth and final round of the Players CASC Championship. McKenzie qualified a good seventh on his local circuit and was classified eleventh after the engine failed with only four laps to go. The Rocky Mountain circuit gave a good demonstration of its problematic climate: the race was stopped at 26 laps because of mist, rain and low cloud. With the lap charts confused by pit stops, and the abrupt cessation of the race, some results show McKenzie classified as high as 8th.

It is likely that whilst McKenzie sold the car to finance a newer Brabham BT35 for the 1972 season, BT21-9 continued to be raced in local events at Westwood and in the Pacific North West. It is possible that the car was raced as an FB in ICSCC events in the late 1970s and this requires further investigation.

RACE HISTORY

Les Leston Formula 3 Championship (Round 2)

Heat One	Brian Classick	8
Heat Two	Brian Classick	3
Aggregate		3
Oulton Park, 11 March 1967		

Les Leston Formula 3 Championship (Round 5)

	Brian Classick	R
Oulton Park, 24 March 1967		

Wills Formula 3 Trophy

	Brian Classick	UNK
Silverstone, 27 March 1967		

Coupe de Vitesse Pau

	Brian Classick	DNQ
Pau, 2 April 1967		

Grand Premio Barcelona

Heat One	Brian Classick	8
Final	Brian Classick	R
Montjuic Park, 9 April 1967		

Caravans International Trophy

	Brian Classick	12
Silverstone, 29 April 1967		

IX Grand Prix de Monaco F3

Heat 2	Brian Classick	UNK
Did not qualify for final		
Monte Carlo, 6 May 1967		

BARC Formula 3 Race

	Brian Classick	8
Oulton Park, 13 May 1967		

Les Leston Formula 3 Championship

	Brian Classick	UNK
Snetterton, 29 May 1967		

XVI Coppa dell'Autodromo di Monza

Heat One	Brian Classick	R
Monza GP circuit, 4 June 1967		

RACE HISTORY (CONTINUED)

Les Leston Cup Mallory Park, 24 September 1967	Brian Classick	9
MC Car Club Single Seater race Oulton Park, 30 September 1967	Brian Classick	2
Lombank Formula 3 Championship (Round 2) Mallory Park, 10 March 1968	Peter Hanson	10
BARC Formula Libre race Croft, 24 March 1968	Peter Hanson	2
BARC Formula 3 Race Silverstone, 6 April 1968	Peter Hanson	7
BRSCC Trophy Heat 2	Peter Hanson	10
Final Oulton Park, 12 April 1968	Peter Hanson	10
BRSCC (N) single seater race	Peter Hanson	2
BRSCC (N) Formula Libre race Rufforth, 13 April 1968	Peter Hanson	4
Croft, Darlington & District MC, Formula Libre race Croft, 14 April 1968	Peter Hanson	R
Caravans International Trophy Silverstone, 27 April 1968	Peter Hanson	R
BRSCC (N) Northern Sngle Seater Championship Race	Peter Hanson	2
BRSCC (N) Formula Libre Race Croft, 5 May 1968	Peter Hanson	3
Lombank Formula 3 Championship (Round 5) Oulton Park, 11 May 1968	Peter Hanson	7

RACE HISTORY (CONTINUED)

Lombank Formula 3 Championship (Round 6) Mallory Park, 12 May 1968	Peter Hanson	UNK
BARC (Yorks.) Formula Libre race BARC (Yorks.) handicap race Croft 19 May 1968	Peter Hanson Peter Hanson	3 UNK
BRSCC (N) Northern Single Seater Championship race BRSCC (N) Formula Libre race Rufforth, 2 June 1968	Peter Hanson Peter Hanson	6 2
BRSCC (N) Formula Libre race BRSCC (N) Formula Libre Trophy Croft, 3 June 1968	Peter Hanson Peter Hanson	2 3
Mid Cheshire MRC Mid-Cheshire Cup for Formula 3 cars Oulton Park, 15 June 1968	Peter Hanson	8
BARC Formula Three race BARC Formula Libre race Snetterton, 16 June 1968	Peter Hanson Peter Hanson	2 2
Guards International Trophy Heat 1 Did not qualify for final Mallory Park, 23 June 1968	Peter Hanson	12
BRSCC (N) Northern Single Seater Championship race BRSCC (N) Formula Libre race Rufforth, 29 June 1968	Peter Hanson Peter Hanson	2 3
BRSCC (N) Formula Libre race BRSCC (N) Northern Single Seater Championship race Cadwell Park, 4 July 1968	Peter Hanson Peter Hanson	3 2
Lombank Formula 3 Championship (Round 10) Oulton Park, 13 July 1968	Peter Hanson	9

RACE HISTORY (CONTINUED)

BRSCC (M) Formula Libre race Mallory Park, 14 July 1968	Peter Hanson	6
BRSCC (N) Northern Single Seater Championship Croft, 28 July 1968	Peter Hanson	R
Glover Trophy Heat 1	Peter Hanson	11
Heat 2	Peter Hanson	8
Aggregate Croft, 11 August 1968		6
BARC Formula Libre race Cadwell Park, 18 August 1968	Peter Hanson	3
BRSCC (N) Northern Single Seater Championship	Peter Hanson	5
BRSCC (N) Formula Libre race Rufforth, 8 September 1968	Peter Hanson	4
Lombank Formula 3 Championship (Round 16) Oulton Park, 14 September 1968	Peter Hanson	R
BRSCC (N) Northern Single Seater Race	Peter Hanson	2
BRSCC (N) Formula Libre Race Croft, 22 September 1968	Peter Hanson	4
Lombank Formula 3 Championship (Round 17) BARC Formula Libre race Oulton Park, 28 September 1968	Peter Hanson Peter Hanson	9 4
Lombank Formula 3 Championship (Round 18) Brands Hatch, 29 September 1968	Peter Hanson	R
Scottish MRC Lomb ank Trophy Ingliston, 6 October 1968	Peter Hanson	DNS

RACE HISTORY (CONTINUED)

E.R. Hall Trophy		
Heat 1	Peter Hanson	UNK
Final	Peter Hanson	R
Brands Hatch, 20 October 1968		
L&M Trophy Race	Cam McKenzie	26
Sebring, 28 December 1969		
Gulf Canada Championship (round 2)	Cam McKenzie	16
Westwood, 31 May 1970		
Gulf Canada Championship (round 3)	Cam McKenzie	12
Edmonton International Speedway, 14 June 1970		
Players Centennial Race of Champions	Cam McKenzie	11
Westwood, 3 October 1971		

OWNERSHIP

The following list of owners may be missing a number of intermediate owners in Canada in the 1970s and 80s.

1. Brian Classick, 1967
2. Peter Hanson, 1968,
3. Cam McKenzie, 1969-1971

Subsequently

Terry Edwards

Nigel Davis

Stan Beck

Tim Osborne

STATEMENT OF AUTHENTICITY

This highly original car has a discontinuous history from the factory to its current owner where the first three period owners and four modern owners are known

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