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26th April 1970

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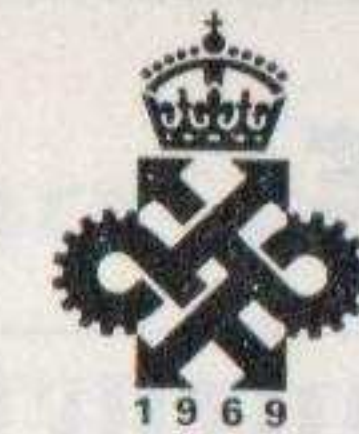
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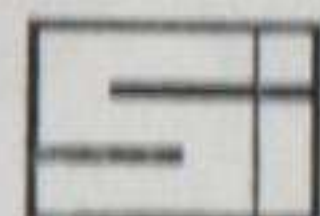


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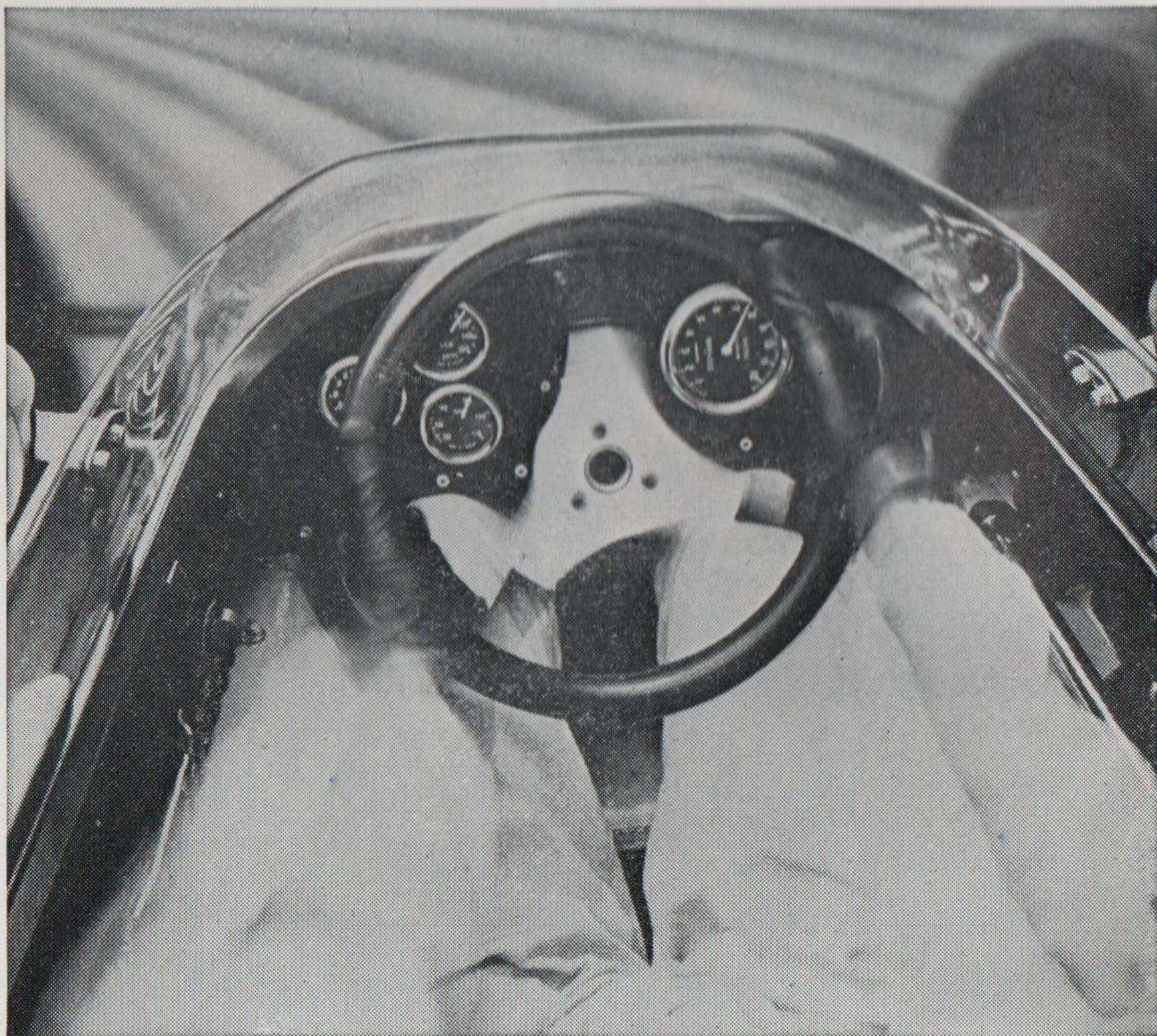


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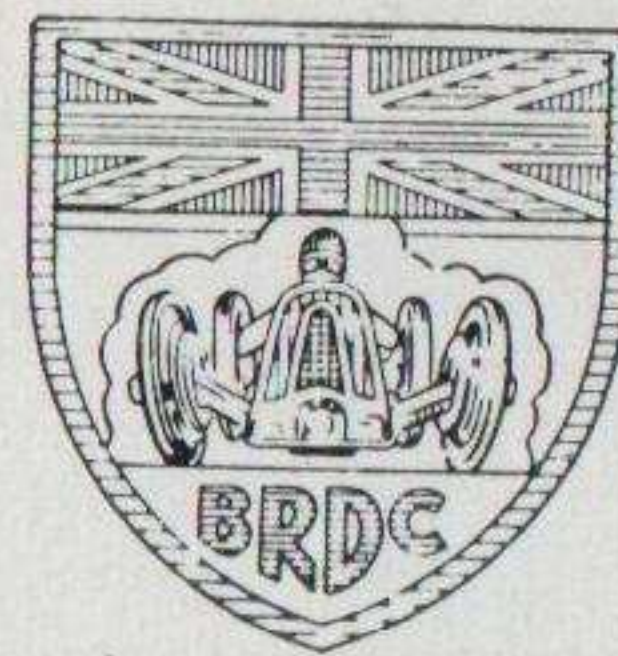
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22nd International

TROPHY MEETING

Sunday 26th April, 1970

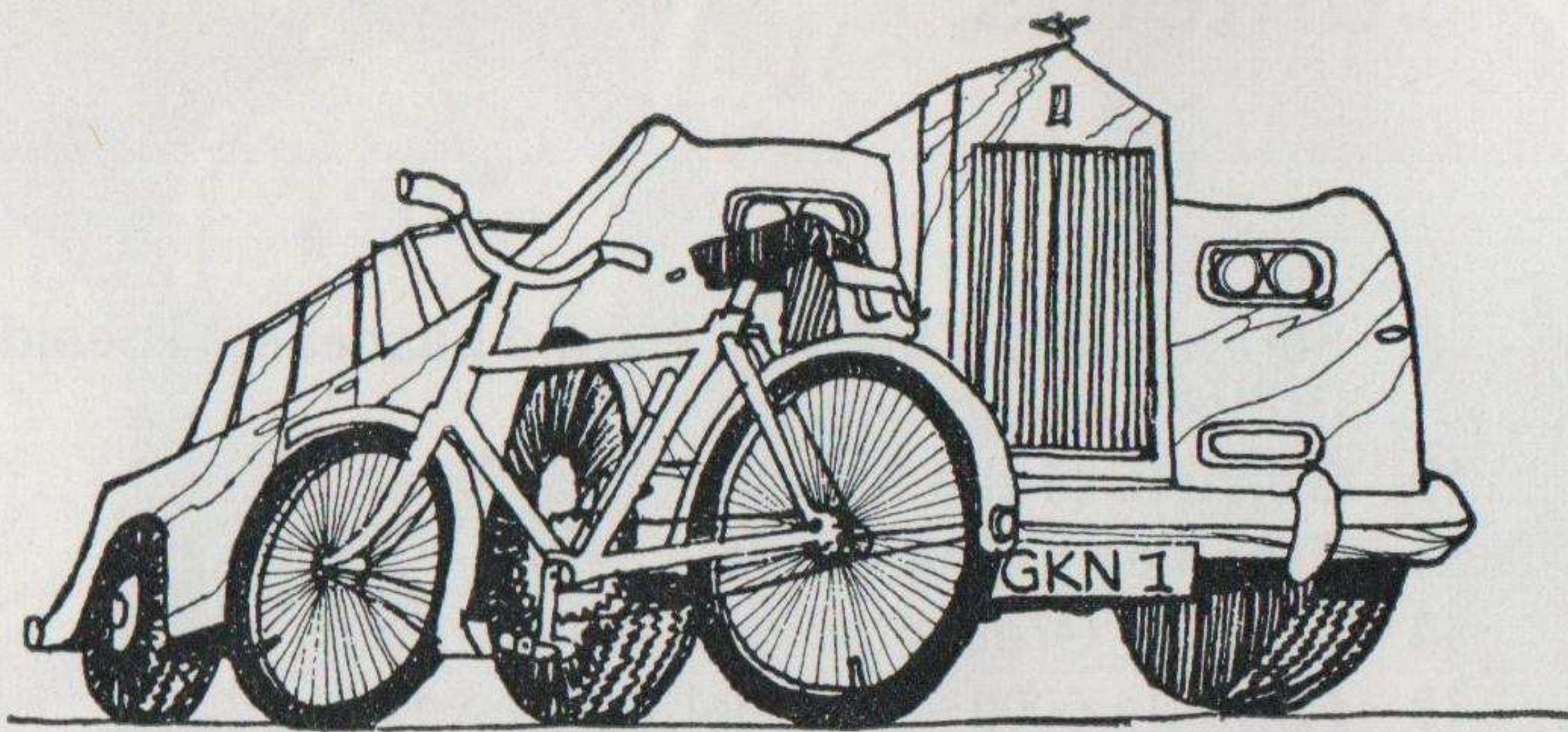
SILVERSTONE

Organized by the
British Racing Drivers' Club
In association with the
Daily Express and GKN Group



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Please don't lean your bike against the chairman's motor

(after all, one day it might be yours)

Our idea is very simple. There's room at the top for anyone who deserves it and many of the people up there started with us at the bottom. Some were qualified when they came. Some became qualified while they worked here. And they all became better as they went along.

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Foreword

The Hon. Gerald Lascelles

President of the British Racing Drivers' Club

SINCE the very first collaboration between the Daily Express and the British Racing Drivers' Club, in 1949, our joint aim has always been to offer you the best possible spectacle in motor racing. Our efforts have, broadly speaking, been to good avail, but in recent years the over-crowded sporting calendar has made it virtually impossible to attract a full grand prix grid of Formula 1 cars to our traditional spring meeting, which of course does not come within the scope of the World Championship series.

For this reason we have decided to run a race within a race, by the incorporation of a Formula 5000 event in both parts of the main race today. At the same time we welcome a new joint sponsor, the G.K.N. Group, whose products are widely incorporated both in competition cars and the conventional family saloons which take us to work every day.

The Daily Express-G.K.N. Trophy events will provide as a spectacle the biggest assembly of sheer power ever to have been seen on a British starting grid, something like 15,000 b.h.p. in aggregate. It will be interesting to see the contest between the Formula One and Formula 5000 cars, with the graded F1 drivers in direct competition with the cream of the non-graded F5000 pilots.

Our traditional supporting programme includes qualifying rounds in the R.A.C. Sports Car (Gp. 5) and Special Touring Car (Gp. 2) Championships, as well as a Formula 3 event which should be as closely contested as in previous years.

No race meeting is possible without the invaluable help of officials, marshals, firemen, and medical personnel, to whom the Club extends their grateful thanks.

*President
British Racing Drivers' Club.*

Officials of the Meeting

This Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile, General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the British Racing Drivers' Club.

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GENERAL MANAGER: Silverstone Circuits Ltd.: J. Craddock.

DEPUTY CLERK OF THE COURSE: W. E. Ruck Keene.

CLERK OF THE COURSE: G. R. Hall.

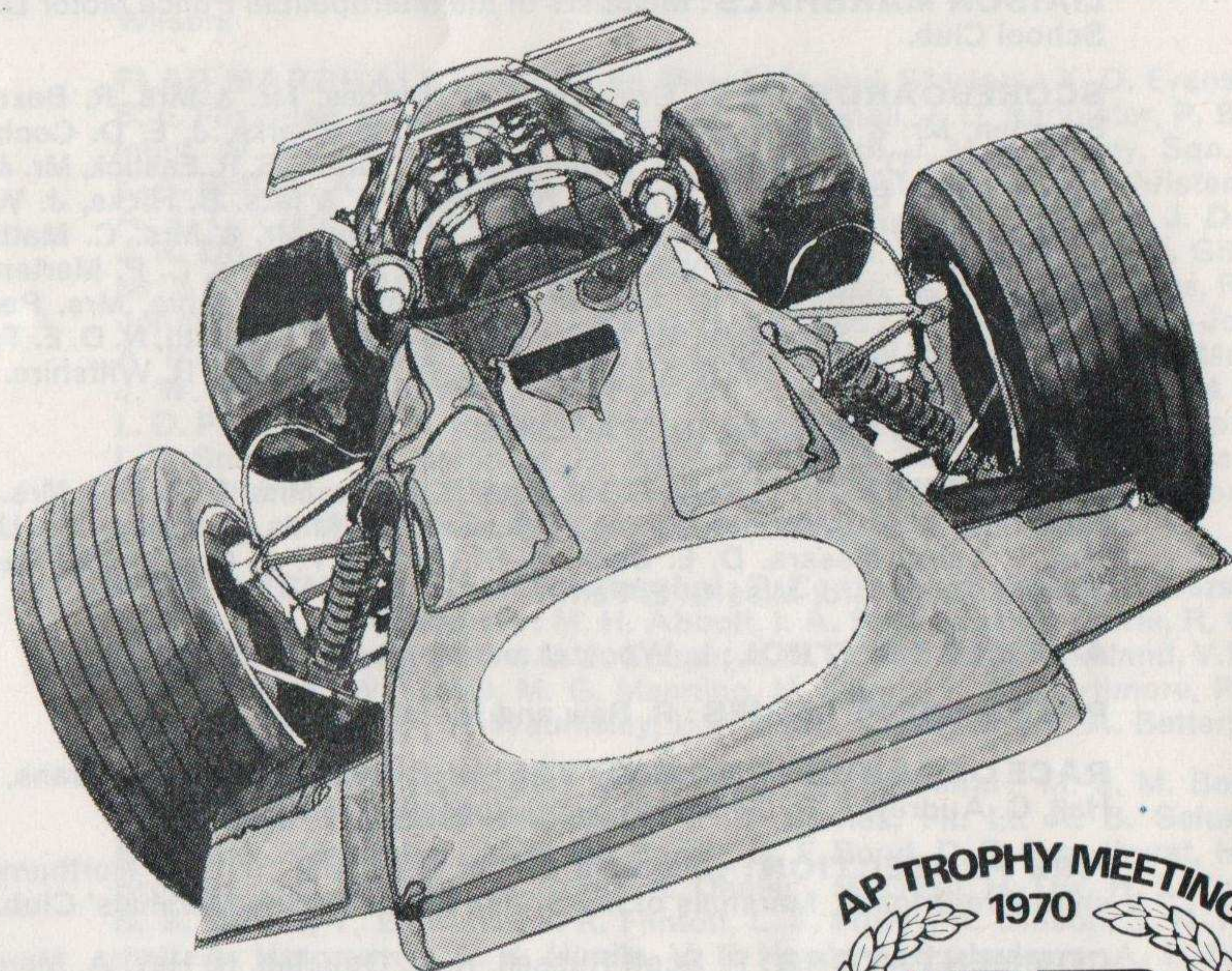
SECRETARY OF THE MEETING: Anthony A. Salmon.

AP develop the formula for success

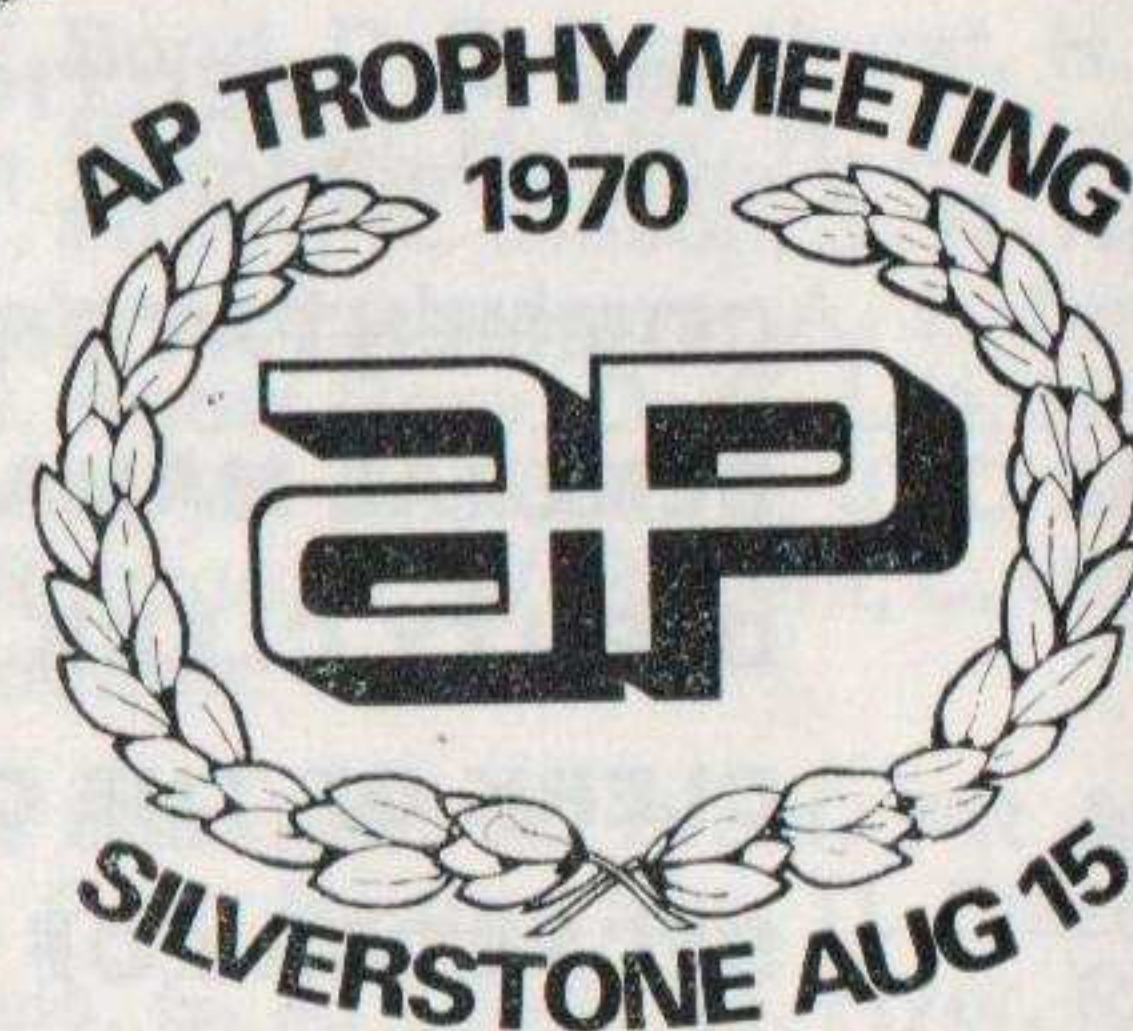
A formula that stems from years of race breeding – culminating in successes like the Lockheed Can-Am winning disc brakes – Borg & Beck clutches which are fitted on virtually every European racing car, and of course world famous Purolator oil filters.

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The AP formula is a winner every time
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Trophies and Awards

International Trophy Race for the "DAILY EXPRESS" Trophy and VANWALL Trophy

To the Entrant of the car finishing:

Trophy Race Formula One

1st £750. 2nd £350. 3rd £125. 4th £80. 5th £50. 6th £40. 7th £30. 8th £20.

Trophy Race Formula 5000

1st £750. 2nd £500. 3rd £450. 4th £400. 5th £350. 6th £300. 7th £250. 8th £225. 9th £200. 10th £180. 11th £180. 12th £170. 13th £160. 14th £150. 15th £140. 16th £130. 17th £120. 18th £110. 19th £105. 20th £100.

International Sports Car Race GKN SANKEY Trophy

To the Entrant of the car recording the highest average speed:

1st £350. 2nd £300. 3rd £250. 4th £200. 5th £150. 6th £100. 7th £85. 8th £80. 9th £75. 10th £70. 11th £65. 12th £60. 13th £55. 14th £50. 15th £45. 16th £40. 17th £35. 18th to 24th £25. 25th to 32nd £20.

In each class except overall winner: 1st £50. 2nd £20. 3rd £10.

International Saloon Car Race GKN FORGINGS Trophy

To the Entrant of the car recording the highest average speed:

1st £300. 2nd £200. 3rd £150. 4th £100. 5th £95. 6th £90. 7th £85. 8th £80. 9th £75. 10th £70. 11th £65. 12th £60. 13th £55. 14th £50. 15th £45. 16th £40. 17th £35. 18th to 24th £30. 25th to 30th £25. 31st to 36th £20.

In each class, except overall winner: 1st £30. 2nd £20. 3rd £10.

Formula III Race GKN BIRFIELD Trophy

To the Entrant of the car recording the highest average speed:

1st £175. 2nd £125. 3rd £100. 4th £90. 5th £80. 6th £70. 7th £60. 8th £55. 9th £50. 10th £45. 11th to 15th £40. 16th to 20th £35. 21st to 25th £30. 26th to 30th £25.

Awards of £100 will be made for the fastest lap in each session of practice for Trophy race cars (one award for each category) Friday 24th April, 2 awards of £100. Saturday 25th April, 4 awards of £100 each.

TODAY'S GREAT RACE

BASIL CARDEW

DAILY EXPRESS

Today's International Trophy Meeting, sponsored jointly by the Daily Express and the G.K.N. Group and organised by the British Racing Driver's Club, has the potential of being the meeting of the mighty.

Two mass starts for the big International Trophy Race, which has gathered the largest field of Formula cars ever lined-up to start a race in Britain, supports this claim.

Main event of the day (Daily Express/G.K.N. Vanwall Trophy) sees the top stars in Formula 1 racing lined-up against the aces of tomorrow who will be driving the ultra-powerful Formula 5000 cars. This event will be a race within a race.

Thirty-six cars will start, 16 Grand Prix F.1. and 20 Formula 5000 cars.

The race will be run in two parts, each covering 26 laps of the three mile circuit at Silverstone, and the ultimate winner will be judged on the driver who has the best aggregate times.

The victor will be awarded the Daily Express International Trophy while the first Formula 5000 driver over the finishing line will receive G.K.N.'s Vanwall Trophy. So a 5000 c.c. pilot could carry off both awards, but this is unlikely.

It means that we should see youngsters like Mike Walker—who won last year's £500 award given by Grovewood Securities as the most promising driver of the year—dicing with veterans like Jackie Stewart, Jack Brabham and the rapidly-repairing Graham Hill.

The Formula 1 Grand Prix cars include the new March driven by world champion Jackie Stewart and Chris Amon. They will battle with the latest wedge-shaped Lotus 72 cars in the hands of Graham Hill, a private entrant, with the works-sponsored Jochen Rindt and John Miles. We will also see the behaviour

of the new B.R.M./Yardley three-litre cars driven by Pedro Rodríguez and Jackie Oliver—who will all be challenged by that brilliant Australian Jack "the Old Fox" Brabham in the car he built himself along with more than 50 engineers and mechanics he employs at his Weybridge plant.

In fact, I am prepared to forecast that 44-year-old Brabham will be co-favourite with Jackie Stewart in this savage, searing Trophy Race.

Note too, that there are no fewer than four new works McLarens in the race and they will be led by former world champion Denny Hulme and Bruce McLaren, both New Zealand speed experts. John Surtees, another ex-world champion, is driving McLaren's Formula 1 car of last year but John carefully set it up himself to give it greater speed.

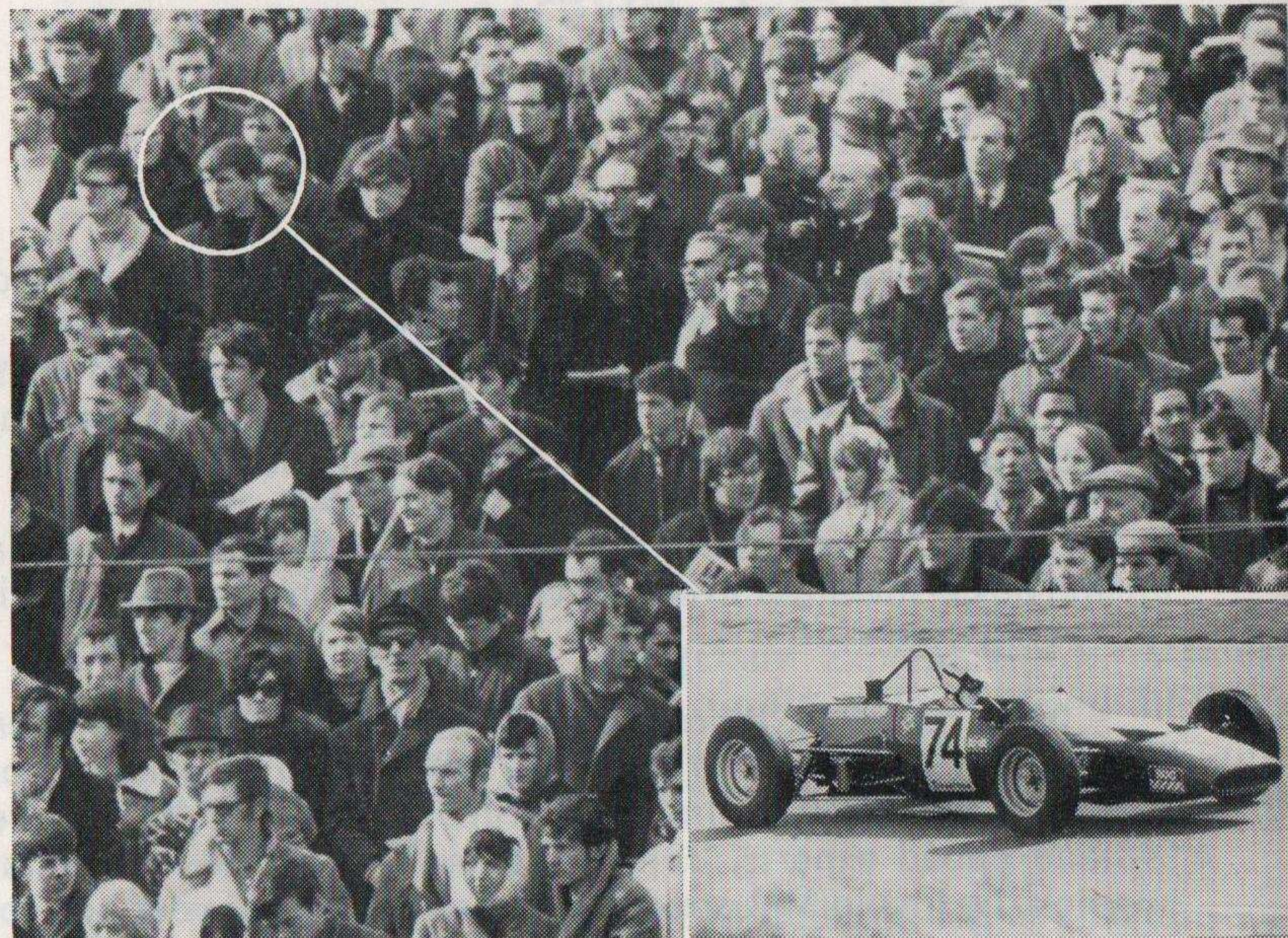
And it will be interesting to watch Piers Courage, of the wealthy brewery firm, in Frank Williams' new Italian De Tomaso car which I am assured is now in perfect tune.

On the Formula 5000 front—the motor racing aces of the future—I expect the leaders to be among Peter Gethin, Howden Ganley, Mike Walker, and David Prophet in McLaren single-seaters.

There are also Lola cars for Frank Gardner and car and motor cycling expert Mike Hailwood along with a new Lotus for Alan Rollinson. Yet another favourite is Chris Craft at the wheel of a Leda and Trevor Taylor and David Hobbs are using Surtees cars.

These Formula 5000 Jet-Set models are similar in size and shape to the Formula 1 Grand Prix cars, but are powered by giant American-built production engines and cost about half the price.

DON'T JUST STAND THERE! **— WATCHING OTHER DRIVERS START**



DO SOMETHING!!

MAKE A START YOURSELF — WITH MOTOR RACING STABLES

You might just have what it takes to become a really great racing driver—but if you don't make a start you'll never find out.

One way to get on to that chequered startline is to join M.R.S. at Silverstone or Brands Hatch and take the Initial Trial, in an easy, informal atmosphere where the accent is on safety.

Most people are apprehensive about driving a racing car for the first time. There is no need to be—the thing's only got a clutch, brake, throttle, four forward gears, etc.—just like any other car.

Why not come down and find out? For further details ring Silverstone 479 or write to Motor Racing Stables, Silverstone Circuit, Silverstone, Northants.

Supporting this galaxy of big names are the saloon car, sports car and Formula III events, races which rarely fail to provide thrills.

Since car racing got back on its feet after the war with the first *Daily Express* sponsored Silverstone meeting, these classes of racing have yearly caught the imagination of the enthusiasts around the circuit. They recall the classic battle between Mike Hawthorn, Jack Sears, Roy Salvadori, Colin Chapman and others who set a high standard to follow.

But today this tradition is well upheld when we will see the meteoric Minis and Hillman Imps tackle the fast Ford Escorts in the smaller categories of the Saloon car race. Heading the attack among the "big bangers" is Frank Gardner with his specially imported Trans-Am series Ford Mustang who will certainly be challenged by fellow-Australian Brian Muir also in a Mustang.

The biggest engined machine will be driven by London estate agent Martin Birrane in a Ford Mustang with a seven-litre motor.

But the massive American cars seldom have it their own way and I expect you will be thrilled like myself by the sight of a Mini-Cooper slip-streaming the big cars past the grandstands.

The Sports car race is a qualifying round for the R.A.C. Championship for two-litre cars. In this class the dominant car marque is Chevron, but a big challenge is expected from Paul Vestey's Porsche 910, Mike Walton's Dino Ferrari, Ted Bunce in a Lotus 47 and the always rapid M.G.B. driven by Bill Nicholson.

To round off this spectacular full day of car racing the Formula III single-seaters are sure to provide close head-to-tail racing always associated with this formula. Based on last year's standard, it should end in a fiercely fought final lap—a true Silverstone finish.

It is fitting that the G.K.N. Group should co-sponsor this outstanding meeting as a natural development of its involvement in the car industry. About 35% of the Group's yearly sales of £434 million is for high volume precision components, marketed world-index. Most of the cars at today's display contain G.K.N. components—crankshafts, cast alloy wheels, drive shafts, bearings, fasteners and the rest.

Today's syndrome stamps the multi-race programme as the best, the fastest and the most competitive motor racing spectacle ever staged in this country.

So sit back and enjoy it!

we don't make racing cars...



... that's all a part of our colourful past. Our real business has always been the production of Bearings and Bushes, engineered with precision for maximum reliability.

Next time you change the bearings in your Cosworth Ford powered formula one car, or your mini or whatever you drive – make sure they're Vandervell – the race proved replacement parts.



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Form on Formula 5000

MICHAEL KETTLEWELL

At first glance you might have difficulty picking out a Formula 5000 from a Formula 1. Both types of machine are large single-seater designs; all Formula 5000s have big V8 engines, so do most Formula 1s. Eventually you should be able to pick out the Formula 5000s by ear, for they use big, rumbling 5-litre pushrod engines derived from production cars, while the 3-litre Formula 1 engines are more sophisticated, up-to-the-minute racing designs with twin overhead camshafts and they make a more penetrating noise, revving to 10,000 rpm.

Why mix the two categories together? Well, why not! With 16 Formula 1 cars and 20 Formula 5000 machines you have assembled surely the most spectacular, more powerful array of racing cars ever seen on a starting grid in this country. A total of nearly 16,000 horsepower! Both Formula 1 and Formula 5000 cars have engines producing around 420-450 bhp; both weigh approximately the same (the F1 minimum weight limit is 1,168 lb, F5000's is 1,250 lb.).

The first F.1./F.5000 contest at Oulton Park.



Performance-wise last year's Formula 5000 champion, Peter Gethin, thinks that the best Formula 5000s will be approximately three seconds a lap slower than the best Formula 1s round the 2.93-mile Silverstone Grand Prix circuit. Although the cars give similar power, Peter thinks that the 3-litre F1s are better balanced and more suited to high-speed cornering, Silverstone's speciality, than the F5000s. At the moment the difference stands at 5.5 seconds.

The cars and drivers

Britain's leading Formula 5000 manufacturers are McLaren, Lola, Surtees, Lotus and Leda. All are scheduled to be represented at Silverstone. Most popular car among the 1970 machines is McLaren's M10B, a development of last year's championship-winning M10A which is, in turn, a development of McLaren's Formula 1 ideas. The car is of monocoque construction, built from aluminium alloy in Croydon, Surrey, by Trojan, who manufacture all production McLaren racing cars.

Peter Gethin, aged 30 from Epsom, Surrey, continues with the *marque* McLaren this year, his car being supported by the works and entered by 37-year-old Dublin-born Sid Taylor, who runs his successful racing team from Walsall, Staffs. Howden Ganley, a fast-rising 28-year-old New Zealand-born star from Maidenhead, Berks, drives a McLaren sponsored by Bruce McLaren's rich next door neighbour Barry Newman. Another NZ driver with a McLaren is 29-year-old Graham McRae who is on a motor racing "holiday" in Europe this year; his car is sponsored by Crown Lynn Potteries from his home country.

One car that stands out from the others is the emerald green McLaren-Chevrolet M10B of the Alan McKechnie Racing Team and driven by 24-year-old Mike Walker, from Churchill, near Kidderminster. Mike won the £500 Grovewood Award last year, being judged by a panel appointed by the Guild of Motoring Writers as the most promising driver of 1969. Another McLaren driver is 32-year-old Birmingham exponent David Prophet's.

Lola's new T190 is a great improvement over last year's T142, being a full monocoque construction. Lolas are built in Slough, Buckinghamshire, and the works car is run by Jackie Epstein and Nick Cuthbert and driven by seven times world champion motorcyclist Mike Hailwood, aged 30 from Heston, Middlesex. Mike's flamboyant style is a great crowd-pleaser. Another great favourite with spectators is the 37-year-old Australian Frank Gardner (who now resides in Ascot, Berks.) Frank was RAC British Saloon Car Champion in 1967 and 1968 and this year is driving a Formula 5000 Lola-Chevrolet T190

as well as trying to regain the saloon crown with a Ford Mustang Boss.

Extrovert only half describes 35-year-old Ulf Norinder, a colourful character who was born in Sweden, educated in America and currently lives in Switzerland. Ulf races a Lola and, although he doesn't care to admit it, he is renowned for testing the road-holding of his Lola to the limit, with resultant off-course trips! Northerner Doug Hardwick's team runs a similar car which was raced in early-season events by Mo Nunn and Welshman Davey Powell. 24-year-old Powell, from Ebbw Vale, Monmouthshire, hides under one of the biggest beards you have ever seen!

John Surtees has been manufacturing racing cars for just over a year and production is currently well under way at his new factory in Edenbridge, Kent. Yorkshireman Trevor Taylor, aged 33 and former team-mate to Jim Clark in the Lotus Formula 1 team, drives the Surtees-Chevrolet TS5A works entry in European Formula 5000 Championship races, while 30-year-old David Hobbs, who lives near Rugby, is also racing in a few early-season races before taking his Surtees car over for an attack on the Formula A Championship in the United States. The Surtees TS5A is a very workmanlike monocoque design, as can be expected from someone as thorough as John Surtees, and uses a Chevrolet engine.

Lotus are new to Formula 5000 this year with the interesting wedge-shaped Lotus 70, yet another monocoque design. A works-backed car, with Vegantune-prepared Chevrolet engine, is being run this year by Pelsall, Staffs, driver Alan Rollinson, aged 26. Leda are also newcomers. These cars are designed and built in Poole, Dorset, by Len Terry and the works entry is prepared by Leda agents Malaya Garage of Billingshurst, Sussex. Jerseyman Mac Daghorn is the works driver, while another Leda Mk 20 is to be piloted by 30-year-old Woodford Green, Essex, driver Chris Craft. Chris' car is run by the Midlands-based Broadspeed concern (who are perhaps better known for their team of racing Ford Escorts) and it uses a modified Ford Mustang Boss 5-litre engine. Craft is used to big powerful cars as well as Ford Escorts, having won the Martini Trophy at Silverstone last year in a Lola-Chevrolet T70 sports car.

One of the most interesting Formula 5000 cars is the one-off Kitchiner K3A driven by former Mini works driver Gordon Spice, a 30-year-old motor accessory tycoon from Ascot, Berks. The K3A, a monocoque design, is built by Tony Kitchiner in small premises in London and employs many interesting innovations, such as a rear-mounted radiator. The Ford Mustang Boss engine acts as part of the structure



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DUNLOP RADIALS

*The number of ribs and centre channels in the tread pattern of the SP Sport vary according to tyre size.



of the car (like the Cosworth-Ford-engined Formula 1 cars), being bolted on to the rear bulkhead.

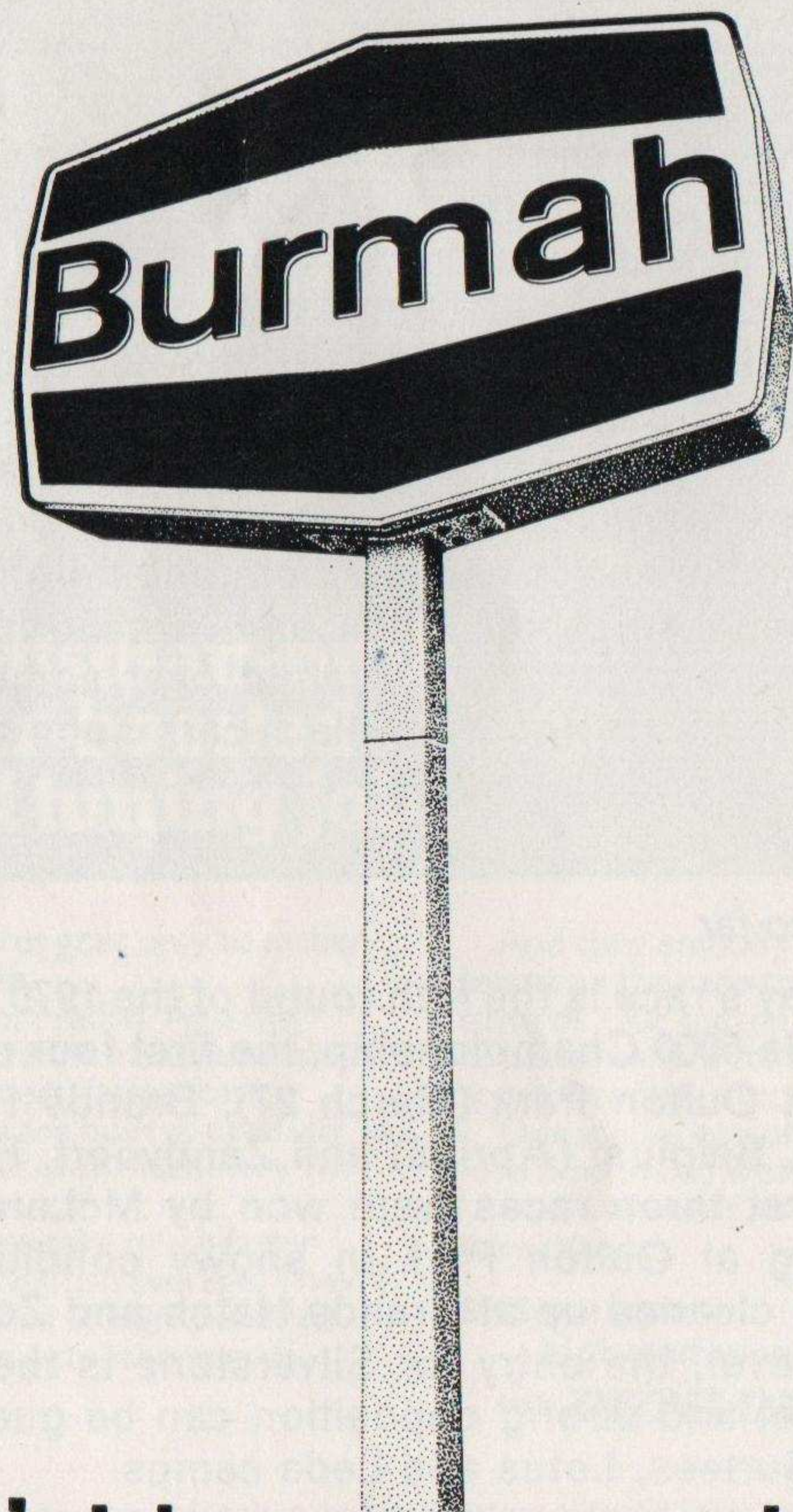
Another interesting car is 37-year-old deep sea diver Fred Saunders' Irish-built Crosslé 15F with a specially-prepared Rover V8 engine, the only British-powered car in Formula 5000. The Crosslé is a lightweight monocoque design and the engine should today be in full 5-litre trim and giving around 420 bhp. Fearless Fred, as the intrepid driver is known because of his heroic exploits both on and off the track (he has been attacked by devil fish and in a Formula Vee event at Silverstone once drove straight over someone else's car!), hopes to be driving Formula 1 cars soon and one day says he'll be World Champion.

Story so far

Today's race is the fifth round of the 1970 Guards European Formula 5000 Championship, the first four races having been held at Oulton Park (March 27), Brands Hatch (March 30), Zolder, Belgium (April 5) and Zandvoort, Holland (April 19). The first three races were won by McLarens, Mike Walker winning at Oulton Park in snowy conditions, while Peter Gethin cleaned up at Brands Hatch and Zolder.

However, the entry for Silverstone is the most representative yet and strong opposition can be guaranteed from the Lola, Surtees, Lotus and Leda camps.

Powerful support for racing at Silverstone



Britain's big new name in petrol

GKN At Silverstone

Today we are happy to return to Silverstone, joining the Daily Express for a day of motor racing. The GKN Group has historical connections with the motor industry and for the first time last year we held the GKN Vanwall Trophy Meeting. The event was so successful that we decided to come back again and we were delighted when the Daily Express offered us joint sponsorship of the 22nd International Trophy Meeting.

The main event last year was the GKN Vanwall Trophy for Formula 5000 cars which was won by Mike Walker. We wish Mike and all the other F5000 drivers the best of luck today, and we hope that the combined F1/F5000 race will be exciting to watch.

GKN is perhaps most widely known in motor racing circles through its subsidiary Vandervell Products Ltd. which it acquired in 1967. This company developed the string of prize-winning Vanwalls during the 1950s which put Britain back on the motor sport map after years of continental domination. Tony Vandervell ran the cars to promote his company's products—plain bearings, bushes, rocker arms and thrust washers. With GKN backing the company has been enlarged and the products developed. Most of the cars on the grid today contain Vandervell products.

Racing cars demand high performance from their components and the knowledge and experience gained from such testing is used in the development of improved components for standard production cars. It was this belief in the positive benefit to the motorist that makes GKN encourage motor sport through race sponsorship.

The Group involvement with the automotive industries is more extensive than most people appreciate. Many still think of it as mainly a supplier of an infinite variety of bolts and screws. Which used to be true. Now over a third of its annual sales, worth well over £150 million, go in precision automotive components. To demonstrate the Group's involvement, the GKN Sub-Groups and companies manufacturing for the motor industry have offered their individual trophies for today's meeting.

Switched on to a fast circuit

Companies in the GKN Screws & Fasteners sub-group have won a grand prix reputation for supplying mass precision components to the motor industry—all designed to step up performance and safety and put a brake on costs. As the largest single fastener manufacturer in the world it is probable that your car, (whether made in this country or other parts of Europe), has GKN Screws & Fastener features incorporated in the assembly. You can even find them on

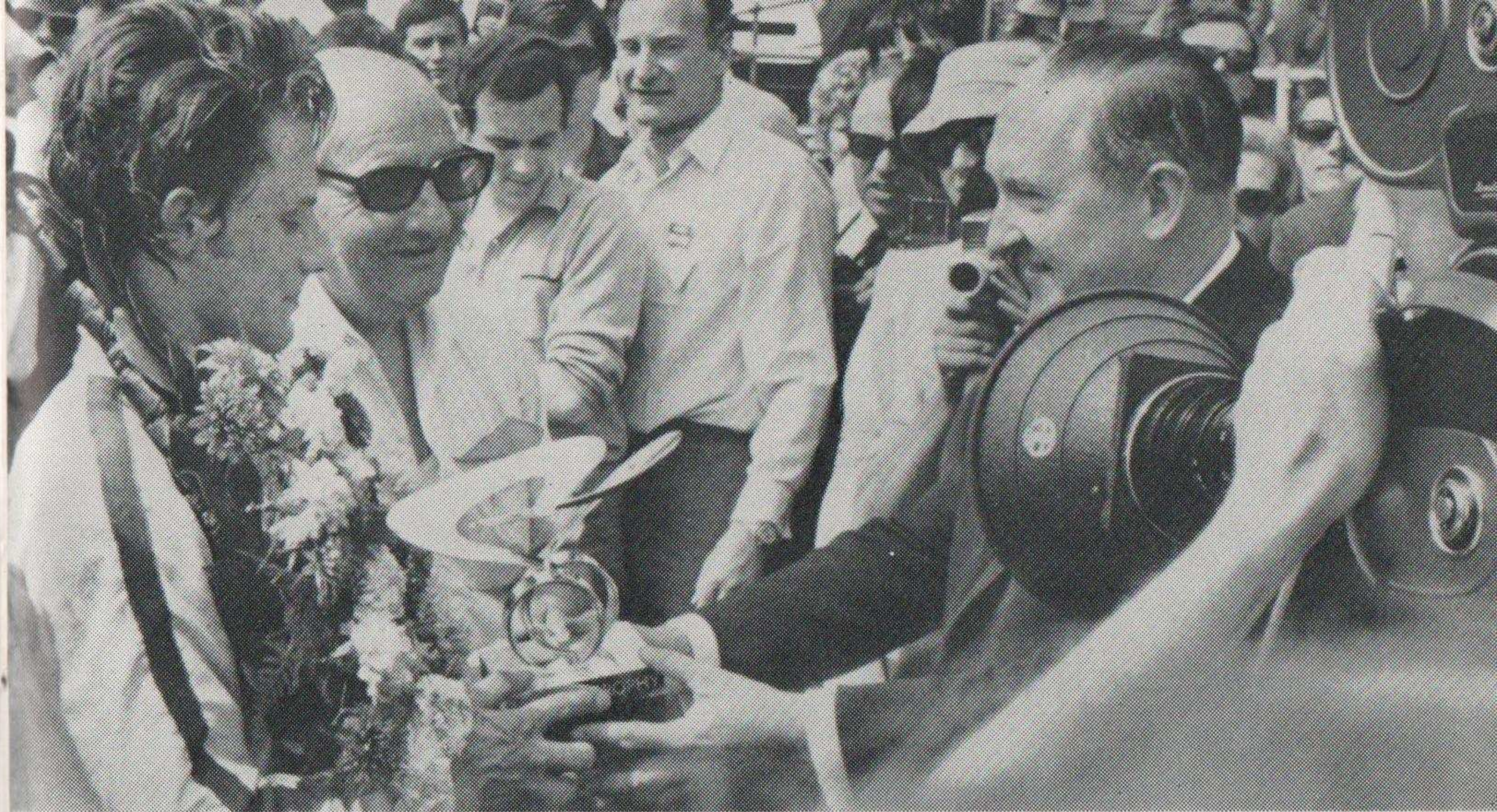


American produced vehicles. When it comes to fasteners, plated, non-corrosive or plastic; push rods, diesel injector sleeves, stiff nuts, pulleys and a host of other specialities, the GKN Screws & Fasteners sub-group is in the pole position on the grid.

POZIDRIV, AEROTIGHT, TAPTITE, SPAT SYSTEM, AUTOLOK ETC.

GKN Screws & Fasteners Limited, Sub-Group Headquarters, P.O. Box 60, Cranford Street, Smethwick, Warley, Worcestershire.

GKN—way ahead in fastener design



First winners of the GKN Vanwall Trophy, Mike Walker, receives the Trophy from James F. Insch, GKN Group Deputy Chairman and Managing Director.

The first race of the day for Formula 3 cars is being sponsored by the GKN Birfield Transmission Sub-Group. Its products include universal joints, propeller shafts, constant velocity joints (plunging and fixed), PTO drive shafts, clutches, overdrives, flexible couplings, axles, crankshafts, and service station diagnostic equipment. A significant recent development has been the acquisition of the worldwide marketing and manufacturing rights of the Ferguson Formula "all wheel control system". The system has been extensively developed over the past ten years by the Henry Ferguson Research Ltd. and the GKN transmissions division has plans to produce in volume the components for the system.

The second man home in this race wins the Bound Brook Trophy. Bound Brook Ltd. specialises in the manufacture of sintered metal components such as steering gear yokes and bushes, engine and transmission components, self-lubricating bearings for the electrical apparatus, and parts for door locks.

Following the F3s will be the first part of the main race bringing together the Formula 1 and Formula 5000 cars. The winner of the main race will be the driver with the best aggregate performance from the two parts. He will receive the Daily Express Trophy; the best performance by a F5000 driver wins the GKN Vanwall Trophy. Should the overall winner be a F5000 the driver will receive both awards. A special trophy for

the fastest lap by a F5000 is presented by GKN Castings. The Castings Sub-Group companies make magnesium alloy wheels, cylinder blocks and heads, and gear box housings.

Between the two parts of the main race there is a special touring car race for the GKN Forgings Trophy. The forgings sub-group produce a staggering 270,000 tons of forgings every year in components such as crankshafts, con-rods and gear-forms. Second place will take the GKN Distributors Trophy. Unlike the other GKN companies supporting today's races, GKN Distributors is primarily a service organisation stocking and distributing over 50,000 items of fasteners and hardware.

The final race of the day is for the GKN Sankey Trophy for sports cars. It is through the Sankey sub-group that GKN has had its longest connection with the motor industry. The first pressed metal body shells came off the production lines in 1904 and in a short time manufacturers such as Daimler, Humber and Rover were using Sankey pressings to replace wooden coachwork. Today on over 400 presses, Sankey makes steel chassis frames, axle cases, clutch plates, body panels, and wheels and complete cabs for commercial vehicles. It also produces plastic components such as gear consoles, fascias, and interior and exterior trim.

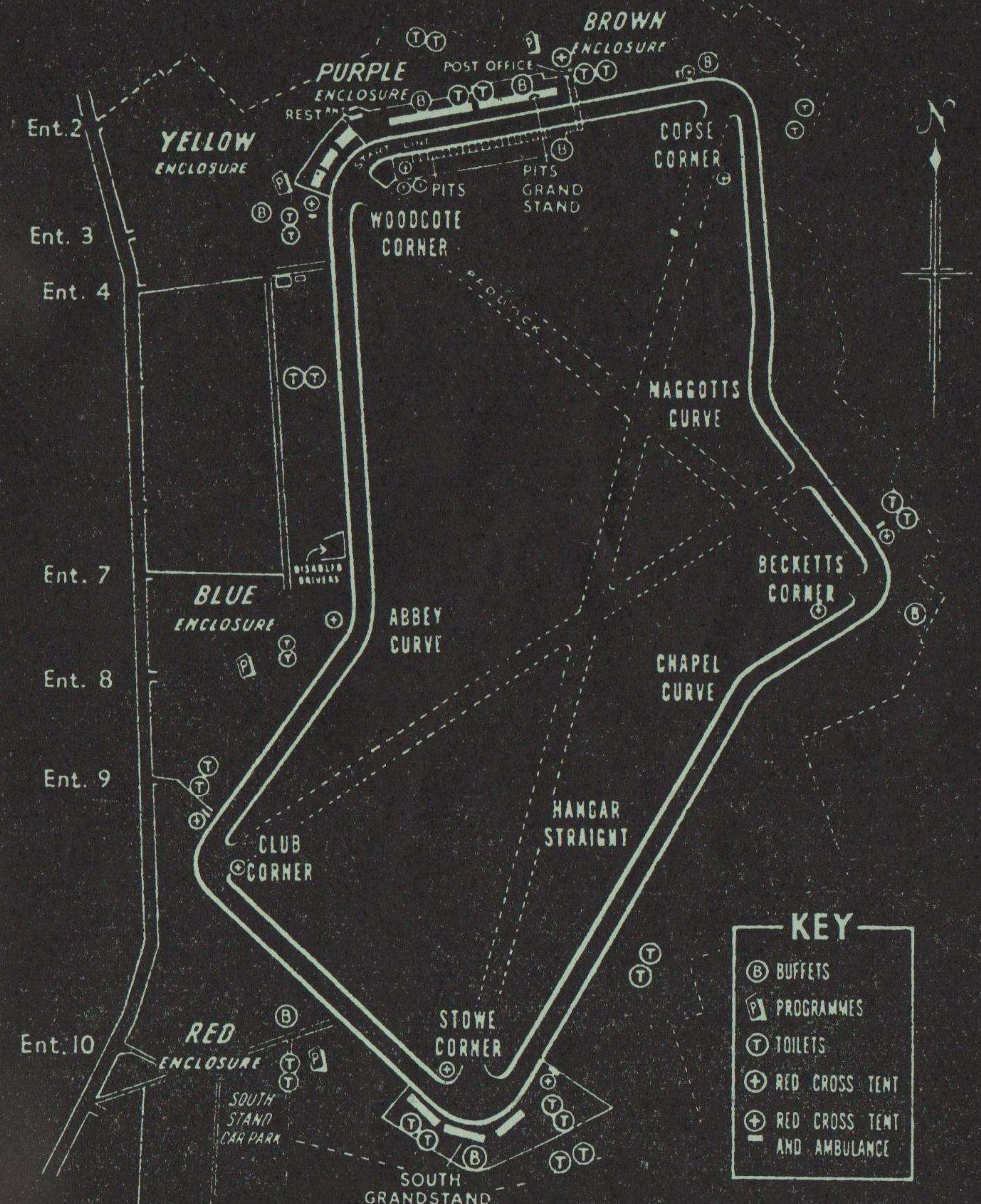
For the second place in the sports car race two sub-groups have joined to award the GKN Fasteners Trophy. The sub-groups, GKN Bolts & Nuts with GKN Screws & Fasteners, manufacture every conceivable fastening required by the industry, as well as push-rods, cotter-pins, V pulleys and micrometers.

To provide some interest during the lunch break GKN has gathered a cavalcade of vehicles that have been connected with the Group. There will be a Vanwall, the Thinwall Special, the Group's test car—the GKN 47D, "Babs" resurrected after 40 years in the Pendine sands, a 1928 Bean, the new March and a GKN Sankey armoured fighting vehicle (all 14 tons of it!). If you would like to see these vehicles and their connection with GKN, they will be on static display all day near the Dunlop Tyre where GKN is holding a CAREERS EXHIBITION.

A group which employs over 100,000 people throughout the world with nearly 100 factories in the UK alone, can offer a wide choice of careers. Everyone here today is welcome to visit the exhibition to see the opportunities available and to discuss them with apprentices and personnel officers. For those who do not get a chance to visit the exhibition and who would like further information, write for the leaflet "Planning your career" direct to the Group Personnel Officer, GKN Group Head Office, Smethwick, Warley, Worcs.

SILVERSTONE CIRCUIT

22nd ANNUAL INTERNATIONAL TROPHY, APRIL 26th, 1970



WARNING: Motor Racing is dangerous and all persons attending at this track do so entirely at their own risk

It is a condition of admission that all persons having any connection with the promotion and/or organization and/or conduct of the meeting, including the owners of the land and the drivers and owners

of the vehicles, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

ALL RACES ARE RUN IN A CLOCKWISE DIRECTION

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G.K.N. MAKES MOTORING HISTORY

Enthusiastic About Cars

This new GKN film shows how experience of the past and the trials of motor racing help GKN in their quest for continual improvement in motor components design.

GKN Forgings Limited
GKN Castings Limited

P.O. Box No. 4,
Bromsgrove,
Worcestershire
Telephone: Bromsgrove 4242

This is a fascinating kaleidoscope of motoring — past and present, with a particular appeal to car enthusiasts. It shows the GKN Group's interest and involvement in motoring and includes some priceless historic shots of the Bean car, taken in the 1920's.

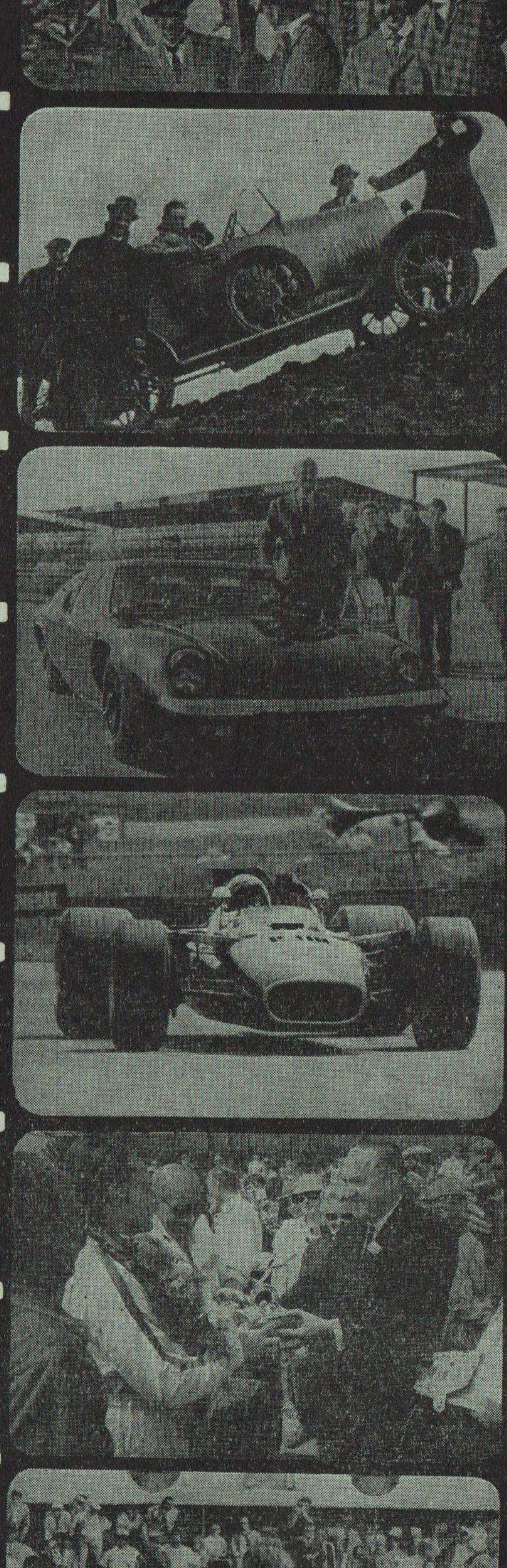
Contrasting with this are the 1969 test trials at Silverstone of the GKN 47D, a Lotus Europa commissioned by GKN to act as a mobile test bed for the Group's automotive components. Later at Silverstone, the film goes on to show the highlights of the first GKN National Race Meeting, with thrills and spills from the main race, the GKN Vanwall Trophy for Formula 5000 cars, won by Mike Walker.

Main commentary by B.B.C. Newscaster, Robert Dougall, with additional narration by track commentator Keith Douglas and racing driver Mike Walker.

Produced by Midland Film Productions Ltd., in association with the Publicity Division of the GKN Forgings and Castings Sub-Groups.

16 mm sound in colour, available on loan from the Rank Film Library.

Rank Film Library,
P.O. Box 70,
Great West Road,
Brentford,
Middlesex
Telephone: 01-568 9222



SILVERSTONE G.P. CIRCUIT LAP RECORDS 2.927 miles FASTEST LAPS BEFORE 26th APRIL, 1970

Class	Driver	cc.	Car	Time (min/sec)	Speed (m.p.h.)	Date
Outright Record	Jackie Stewart	2994	Matra-Ford MS80	1 21.3	129.61	19. 7.69
Racing Cars						
Formula 1	Jackie Stewart	2994	Matra-Ford MS80	1 21.3	129.61	19. 7.69
Formula 2	Jochen Rindt	1594	Brabham-Ford BT23	1 29.2	118.13	27. 3.67
Formula 3	Graham Hill Alan Rollinson	1594 997	Lotus-Ford 48 Chevron-Ford B15	1 29.2 1 36.0	118.13 109.76	27. 3.67 19. 7.69
Formula 5000	Trevor Taylor	4990	Surtees TS5-Chevrolet	1 26.8	121.39	15. 6.69
Formula Ford	Colin Vandervell	1599	Merlyn Mk 11A	1 45.0	100.35	18.10.69
Formula Vee	Nick Brittan	1285	Austro Vee	1 53.0	93.25	19.10.68
Formula 4	Bob Jarvis	875	Vixen-Hillman VB4	1 45.0	100.35	18.10.69
Formule Libre	Alain de Cadenet	2997	Porsche 908 Spyder	1 29.2	118.13	18.10.69
Historic/pre-war	Bill Morris	1488	ERA B/C-type s/c	1 54.8	91.79	27. 7.68
Historic/post-war	Mike Fraser	1998	Lotus-Climax 16	1 43.6	101.71	17. 5.69
Sports-Racing Cars						
Up to 1150	Mike Beckwith	1098	Lotus-Ford 23	1 44.8	100.55	6.10.62
1151 to 2000	Mike Spence	1916	Parnell-B.R.M.	1 39.0	106.44	9. 7.66
Over 2000	Denny Hulme	5967	Lola-Chevrolet T70 Mk 2	1 28.2	118.66	14. 5.66
Formula F100 Historic	To be established Neil Corner	3781	Jaguar D-type	1 48.2	97.39	18.10.69
Clubman's Sports Cars						
750 Formula	David Coombes	598	Reliant Special	2 05.4	84.08	18.10.69
1200 Formula	John Bishop	997	Dison-Ford	1 52.8	93.42	19.10.68
Prototype Sports Cars (Group 6)						
Up to 2000	Tony Dean	1986	Ferrari-Dino 206S	1 35.4	110.45	27. 7.68
Over 2000	Frank Gardner	2994	Ford F3L P68	1 28.6	118.93	27. 7.68
Sports Cars (Group 5)						
Up to 1300	John Corfield	1148	Diva-Ford GT 10F	1 53.4	92.92	27. 3.67
1301 to 2000	Chris Skeaping	1191	Chevron-M.B.W. GT B6	1 35.8	109.99	27. 7.68
Over 2000	Jo Bonnier Denny Hulme	4990 4990	Lola-Chevrolet T70 Mk 3B Lola-Chevrolet T70 Mk 3B	1 29.2 1 29.2	118.13 118.13	27. 4.68 27. 7.68
Special Grand Touring Cars (club meetings)						
Up to 1150	George Silverwood	1148	Mercury-Lotus -Ford 23	1 45.4	99.97	15. 6.69
1151 to 1600	Trevor Taylor	1594	Lotus Europa 47-Ford	1 38.6	106.87	19.10.68
1601 to 2500	Terry Croker Chris Skeaping	1991 1991	Chevron-B.M.W. GT B6 Chevron-B.M.W. GT B6	1 37.6 1 37.6	107.96 107.96	15. 6.69 15. 6.69
Over 2500	Alain de Cadenet	2997	Porsche 908 Spyder	1 29.8	117.34	18.10.69

Continued opposite

Silverstone Lap Speed Table

One lap of Silverstone Circuit equals 2.927 miles (4.71 kilometers). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME			SPEED			TIME			SPEED			TIME			SPEED		
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.
1-20-0	...	131.72	...	211.97	...	1-35	...	108.63	...	174.83	...	2-03	...	85.67	...	137.88	...
1-20-1	...	131.55	...	211.71	...	1-38	...	107.52	...	173.04	...	2-04	...	84.98	...	136.76	...
1-20-2	...	131.39	...	211.45	...	1-39	...	106.44	...	171.29	...	2-05	...	84.30	...	135.67	...
1-20-3	...	131.22	...	221.18	...	1-40	...	105.37	...	169.58	...	2-06	...	83.63	...	134.59	...
1-20-4	...	131.06	...	210.92	...	1-41	...	104.33	...	167.80	...	2-07	...	82.97	...	133.53	...
1-20-5	...	130.90	...	210.66	...	1-42	...	103.31	...	166.25	...	2-08	...	82.32	...	132.48	...
1-20-6	...	130.73	...	210.40	...	1-43	...	102.30	...	164.64	...	2-09	...	81.68	...	131.47	...
1-20-7	...	130.57	...	210.14	...	1-44	...	101.32	...	163.06	...	2-10	...	81.06	...	130.45	...
1-20-8	...	130.41	...	209.88	...	1-45	...	100.35	...	161.50	...	2-11	...	80.47	...	129.46	...
1-20-9	...	130.25	...	209.62	...	1-46	...	99.41	...	159.98	...	2-12	...	79.83	...	128.47	...
1-21	...	130.09	...	209.36	...	1-47	...	98.48	...	158.49	...	2-13	...	79.23	...	128.51	...
1-22	...	128.50	...	206.80	...	1-48	...	97.57	...	157.06	...	2-14	...	78.64	...	126.55	...
1-23	...	126.95	...	204.31	...	1-49	...	96.67	...	155.58	...	2-15	...	78.05	...	125.61	...
1-24	...	125.44	...	201.88	...	1-50	...	95.79	...	154.16	...	2-16	...	77.48	...	124.69	...
1-25	...	123.97	...	199.51	...	1-51	...	94.93	...	152.77	...	2-17	...	76.91	...	123.78	...
1-26	...	122.53	...	197.19	...	1-52	...	94.08	...	151.41	...	2-18	...	76.36	...	122.88	...
1-27	...	121.12	...	194.92	...	1-53	...	93.25	...	150.07	...	2-19	...	75.81	...	122.00	...
1-28	...	119.74	...	192.70	...	1-54	...	92.43	...	148.75	...	2-20	...	75.27	...	121.13	...
1-29	...	118.40	...	190.54	...	1-55	...	91.63	...	147.46	...	2-21	...	74.73	...	120.27	...
1-30	...	117.08	...	188.42	...	1-56	...	90.84	...	146.21	...	2-22	...	74.21	...	119.42	...
1-31	...	115.79	...	186.35	...	1-57	...	90.06	...	144.94	...	2-23	...	73.69	...	118.58	...
1-32	...	114.54	...	184.33	...	1-58	...	89.30	...	143.71	...	2-24	...	73.17	...	117.76	...
1-33	...	113.30	...	182.34	...	1-59	...	88.55	...	142.50	...	2-25	...	72.67	...	116.95	...
1-34	...	112.10	...	180.40	...	2-00	...	87.81	...	141.32	...	2-26	...	72.17	...	116.15	...
1-35	...	110.92	...	178.50	...	2-01	...	87.08	...	140.15	...	2-27	...	71.68	...	115.36	...
1-36	...	109.76	...	176.65	...	2-02	...	86.37	...	139.00	...	2-28	...	71.20	...	114.58	...

SILVERSTONE LAP RECORDS (continued)

Class	Driver	cc.	Car	Time (min.sec)	Speed (m.p.h.)	Date
Modified Sports Cars						
Up to 1150	John Gould	997	Ginetta-Ford G4	1 50.6	95.27	18.10.69
1151 to 2000	John Banks	1316	Austin-Healey Sprite	1 50.0	95.79	18.10.69
2201 to 3000	John Chatham	2912	Austin-Healey 3000	1 50.0	95.79	19.10.68
Over 3000	Ian Richardson	5400	AC Cobra	1 45.4	99.97	18.10.69

International Saloon Cars (Group 2)

Records shown are for 1966-1969 Group 5 category cars which have been superseded

Up to 1000	John Fitzpatrick	997	Ford Anglia	1 51.6	94.42	29. 4.67
1001 to 1300	John Fitzpatrick	1298	Ford Escort GT	1 48.7	96.94	19. 7.69
1301 to 2000	Frank Gardner	1594	Ford Escort Twin-Cam	1 44.0	101.32	27. 7.68
Over 2000	Brian Muir	4727	Ford Falcon Sprint	1 40.0	105.37	27. 7.68
	David Hobbs	4986	Ford Falcon Sprint	1 40.0	105.37	27. 7.68

Special Saloon Cars (Club meetings)

Up to 850	Ginger Marshall	848	B.L.M.C. Mini	2 02.0	86.37	17. 5.69
851 to 1000	Harry Ratcliffe	999	B.L.M.C. Mini-Cooper S	1 50.8	95.10	27. 7.68
1001 to 1300	Harry Ratcliffe	1293	B.L.M.C. Mini-Cooper S	1 47.8	97.75	17. 5.69
	Richard Longman	1293	B.L.M.C. Mini-Cooper S	1 47.8	97.75	17. 5.69
Over 1300	Brian Bolton	4727	Ford Cortina V8	1 47.2	98.29	19.10.68

Meet our new time-keeper



Today, for the first time in the history of British motor sport, lap times will be recorded automatically by machines donated to the RAC by Shell.

As the cars pass the winning line, they will break a light beam and cause the time (accurate to the nearest hundredth of a second) to be printed back by an Omega OTR 2 time recorder of the type used in the Mexico Olympic Games.

Double importance

The importance of 'Shelltime', as it is called, is twofold. Firstly, it permits a simplification of existing timing techniques in the face of higher lap speeds and longer entry lists.

Secondly, by linking the

'Shelltime': the new way to tell you the times.

'Shelltime' system with a Muldivo LME 86S computer, it will be possible to make available a vast amount of information which would normally take hours to process: class leaders, fastest laps, race averages and so on.

The benefit to spectators and to Press representatives will be enormous.

On behalf of everyone who is interested in motor sport, the organisers of this meeting and the RAC wish to thank Shell for their invaluable donation.

We feel it is appropriate that such a gift should come from a Company which has been foremost in motor sport sponsorship for over 50 years.

Two Formulae—

Two Parts

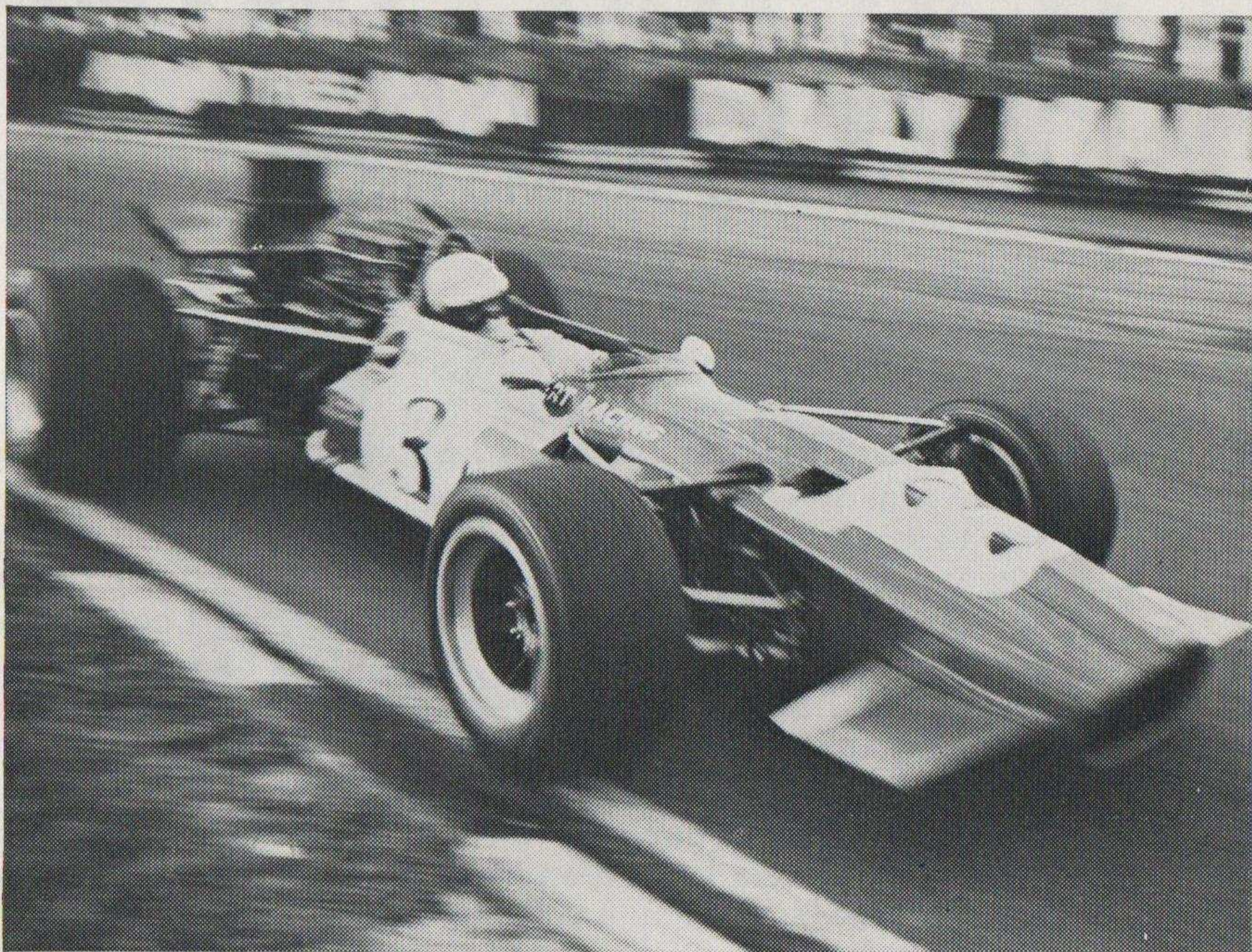
DOUGLAS ARMSTRONG

The "two-bit" main event you are about to see at Silverstone today is a history-maker, for it is the first time the ultra-expensive three-litre Formula 1 cars and the relatively inexpensive Formula 5000 machines have mixed it on the famous Northants track. It could easily turn out to be one of the most exciting battles ever seen on the historic course, for the quality of cars and drivers is high and the men at the wheels will be anxious to prove that their particular way and means are the best and fastest way of circumnavigating the full Grand Prix circuit.

Except perhaps John Surtees, who although he will be driving a Formula 1 McLaren himself, might get a kick out of seeing Trevor Taylor win with the Surtees TS Formula 5000 machine. Ex-Lotus Formula 1 team-man Taylor has proved a very quick conductor of the five-litre single-seaters and he should be watched closely today. Surtees is the only driver who has netted World Championships in both motorcycle racing and in Grand Prix car racing, and he will be pressing the McLaren hard—even if he didn't make it himself. After a long run in Grand Prix racing with 12-cylinder engines (Ferrari, Maserati, Honda, and BRM) John is Cosworth-Ford eight cylinder-powered, and in the McLaren M7C you will see today, he held fourth place for 19 laps in the South African Grand Prix last month (first of the 1970 World Championship events) until his engine expired. He was also amongst the nine fastest in practice for the South African race, unofficially posting a time of 1.4 seconds under the Kyalami circuit record.

Another ex-motorcyclist World Champion racing in the International Trophy events today is 29-year-old Mike Hailwood. Mike has taken to F5000 like a duck to water, and has already won several events. So there are two motorcycle champions in the fray today, although they choose different forms of conveyance.

GUARDS LEAD THE FIELD



Mike Hailwood, winner of the Guards 5000, Brands Hatch, on the 28th Sept., 1969

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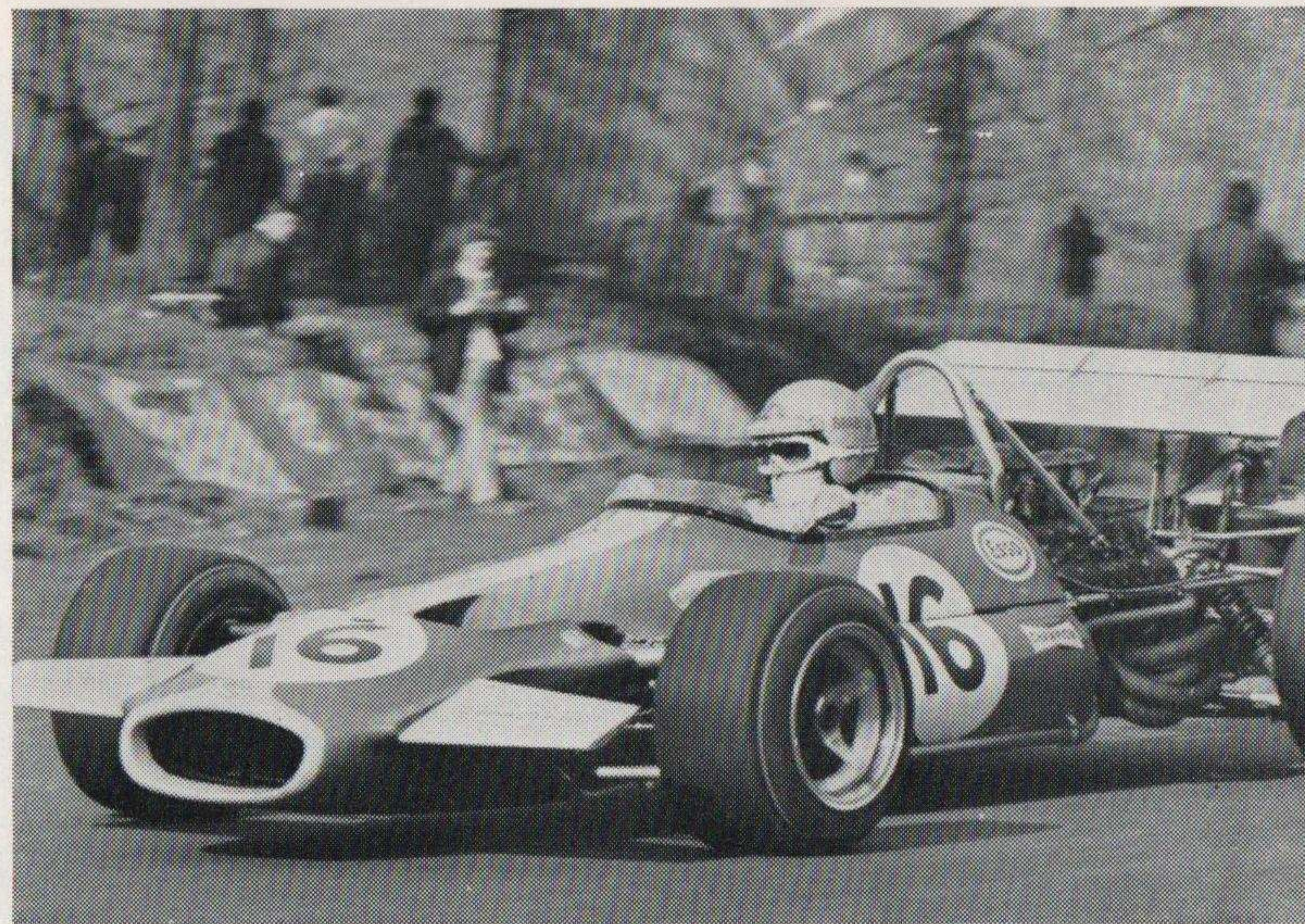
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The differences between Formula 1 and Formula 5000 is almost a form of ideology. Before the war, "Formula racing", and since the war Formula 1 have formed the pinnacle of the sport—contested with what amounts to "expense no object" cars. These mechanical masterpieces have been governed by formulae over the years, usually based on engine size (with and without superchargers), weight, fuel consumption, etc. In the past the cars, engines, transmissions, etc., were completely designed and built by the manufacturers of the great road cars to demonstrate their technical superiority and performance—to sell their production models.

Nowadays it is rather different. Although the British BRM, Italian Ferrari, and French Matra enterprises make their own engines (Matra and Ferrari also manufacture road cars for sale), the usual run of things in Formula 1 today is for a specialist engine designer-builder to supply power-units to the car constructors. The engines are extremely expensive due to the high cost of development, and to the small numbers in which they are made. Force of numbers plays a part in the success story of course but in the main the most victorious engine, the Ford-Cosworth DFV, heads the winner's list by reason of its magnificent engineering, and fitness of purpose. In 1969 every World Championship race was won by a Cosworth-Ford-engined car—and four different makes of car won races.



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Cosworth Engineering in fact supply Formula 1 engines to Brabham, de Tomaso, Lotus, McLaren, and March—a formidable array!

Now, the "F5000" scheme is an idea to extract much the same sort of performance for less money. The European "5000" formula derived from the American Formula A which came into being so that American audiences could witness "single-seater, open-wheel" racing based on components that were to hand, so to speak.

There are good chassis-builders all over the world nowadays—the shortage is (or was) engines with a power output comparable to F1 units. The American answer was to power the new single-seaters with large basic production V8 engines. Tuning was of course permitted but simple overhead valve operation had to remain (for the technical-minded, the central crankcase camshaft had to stay and operate the valves through pushrods like the passenger cars from whence the engines came).

British race-promoters saw in the new class with a 5-litre limit an opportunity of putting on exciting races with relatively simple cars which would still demand great skill, for the power-weight ratio would be extremely high. Result, the European Formula 5000 class, with single-seaters powered, in the main by big American V8s, which not only produce fractionally more power at the "top-end" of the rev-band than the Formula 1 cars, but also have the edge on low and medium engine speed power.

Why don't they easily beat the F1 cars?

The answer is that the F1 engines are designed from the outset as units for that form of racing, and they are built to minimum dimensions, the result being an extremely compact car with favourable weight distribution, low frontal area, and high cost.

In contrast the F5000 car has a bulky production car-based engine, usually with a proportion of heavy cast iron in its construction, its weight distribution isn't so good, its frontal area is greater, and generally it's a lot more car to handle. And with enormous torque and a maximum power-output of around 450-470 b.h.p., it is a hairy animal indeed.

The Express/GKN race today will field 16 F1 machines and 20 F5000s, a really exciting grid of 36 cars—the sort of high-speed crowd you never see in pure Formula 1 races these days. Most of the Formula 1 cars will have power-outputs of around 430 b.h.p.—a bit down on the F5000s but the 3-litre machines are agile, light, highly developed, and driven by the elite of the world's drivers. Practice times will already have given you an indication who is likely to win the race, but anything can happen in motor racing. Today's race is to be

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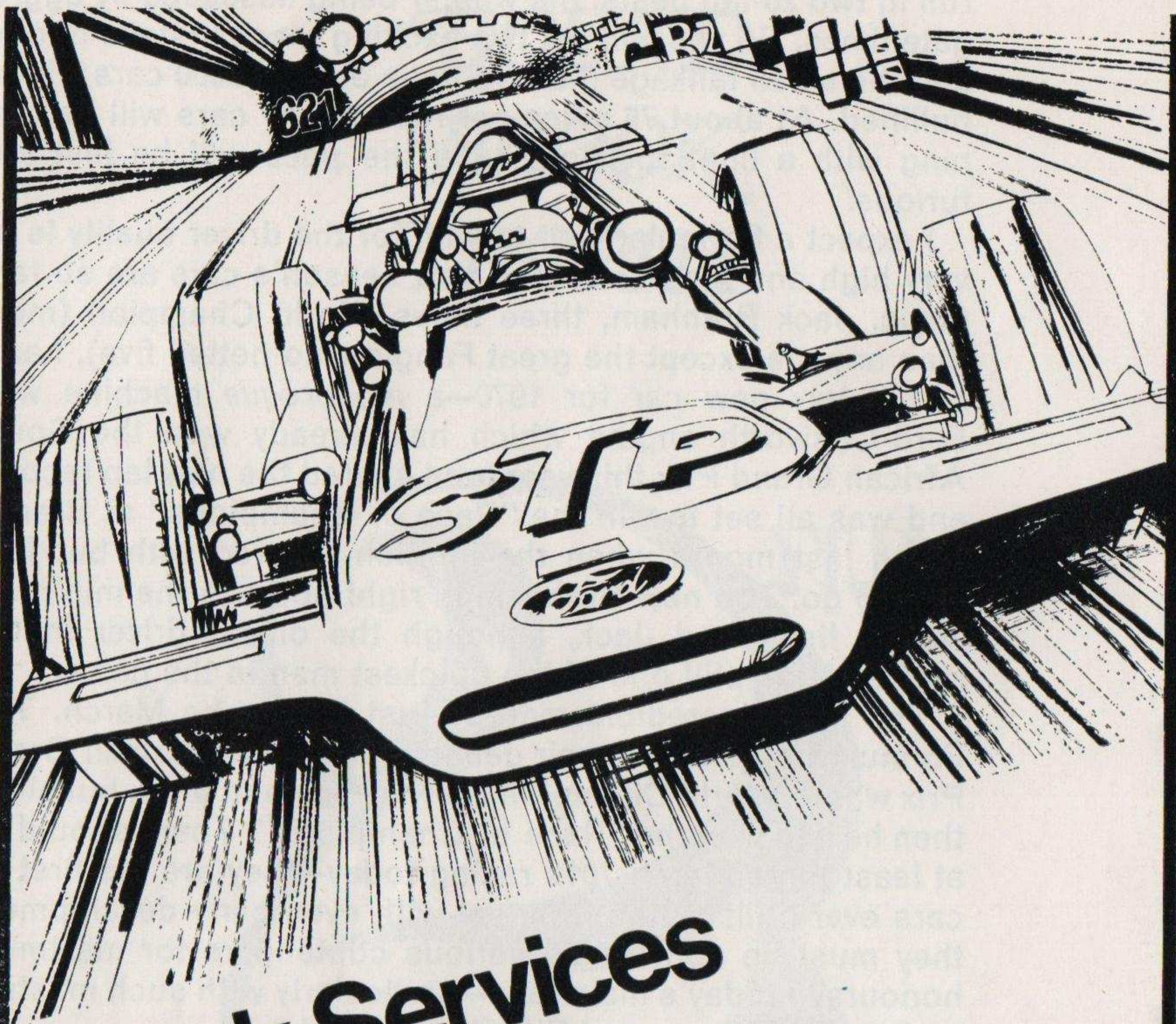
run in two 26-lap heats, the winner being assessed by aggregate times. So you will get two exciting races instead of one, and the small tankage disadvantage of the F5000 cars will be nullified. At about 75 miles per race the F1 cars will be running with a light fuel load, and the pace will be fast and furious.

I expect a Formula 1 car to win, for the driver quality is so very high and the best of the new season's cars are so fantastic. Jack Brabham, three times World Champion (more than anyone except the great Fangio who netted five), has a completely new car for 1970—a *monocoque* machine with Ford-Cosworth engine which has already won the South African Grand Prix this year (and shared the new lap record) and was all set to win the "Race of Champions" at Brands Hatch last month when the ignition faltered with but four laps to go. The new Brabham is right down to the minimum weight limit, and Jack, although the oldest driver in the race at 44, is still one of the quickest men in the game.

The most incredible marque just has to be March. The Formula 1 cars made their debut in the South African Grand Prix where World Champion Stewart finished third, but since then he has won the "Race of Champions". There should be at least three March 701s racing today—they are the first F1 cars ever built by the firm, yet with even early development they must be considered serious contenders for maximum honours in today's main race—particularly with such masters as Stewart, Amon, and Siffert in control.

With the latest cars from BRM, McLaren, Brabham, March, and possibly the new Lotus 72s, the F1 contestants are of very high quality, but the marques Leda, Lola, Surtees, Brabham, Crosslé, McLaren and so on representing Formula 5000 and with drivers like Mike Walker, Chris Craft, Trevor Taylor, Peter Gethin, and Mike Hailwood—to name but a few—it's going to be a real cut and thrust.

I wouldn't miss it for anything.



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On Saturday May 2 there will be ten exciting races for Vintages Sports Cars—Historic Sports and Historic Racing Cars—Three Wheelers *with Passengers*—some of the very famous Aston Martins of all ages, going back to 1924 which will be celebrating the Golden Jubilee of the marque this year. Come early and see the practice—no extra charge. The whole day organised by AMOC who always give you a good show!

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Cradle of Champions

DAVID BENSON

Today sees the climax of an intensive three month battle between novice drivers to make a bid for a place amongst the elite in the racing drivers' scene.

On Saturday they will have taken part in the 'Cradle of Champions' series sponsored by The Daily Express in order to find a new driver of the calibre of a Stewart, Rindt or Hill.

Their prize, after a testing series of races and intensive training by Motor Racing Stables: a brand new Lola Formula Ford car which will be backed by MRS during 1970 and co-sponsored by Firestone.

The Daily Express was the first newspaper to back motor racing after the war. It put the full weight of its considerable publicity forces behind the British Racing Drivers' Club and their venture at Silverstone.

It is with some pride that the Expressmen look back on this era and take some credit for giving the likes of Moss, Hawthorn, Collins, Hill and Brabham the chance to prove their world-beating ability and make Britain the leaders in the world of motor sport.

In order to continue this tradition, the Daily Express decided at the British Grand Prix last year to launch their 'Cradle of Champions' series of races. To qualify, the entrants had to undertake a provisional test with Motor Racing Stables; then drive a single-seater Formula Ford to a clearly defined standard. When the standard had been reached they had to enter a series of races to obtain qualifying points for the Saturday final on April 25th.

The series started in February but was marred by bad weather.

The first round was washed out by torrential rain after the first heat. But sportingly, the winner of that heat, Tom Pryce, a motor mechanic from Wales agreed to drop the points he had earned in winning it. So all competitors were given a free race a fortnight later.

On February 23rd a 26 year old bricklayer from Tonbridge in Kent, John Howell, grabbed his opportunity to show the Stewards his qualifications for winning the car.

Driving superbly in appalling wet conditions he powered his little single-seater around the Silverstone track to win each of three events and gain six points to lead the championship.

The next round, due on March 14th, was cancelled when RAC stewards examined the track two days earlier and decided that the snow and ice on the Northamptonshire circuit could not melt in time for the event. So to March 30th when that good sportsman Tom Pryce (who had given up so much in the first event) thrashed the opposition to get six points maximum for the day and leap into the lead in the table.

But a new contender had appeared on the scene. Wilf Churchill, a local farming mechanic, had earlier come to offer his services to Motor Racing Stables in return for racing in the contest. Working after his normal round of repairing tractors and harvesters he went down to the Silverstone track and worked on the cars—often until 2.30 a.m. in the morning.

On Saturday, March 30th, he had a runaway win in his heat and came third in the final behind Pryce and the Scottish farmer, Alec Watson, to earn four points in the Championship race.

On April 6th Churchill in only his second day's racing swept through the field to win heat and final for a further six points.

Meantime Alec Watson had been gently piling-up the points with judicious placings throughout the series and moved into the lead with 13 points over John Howell with 11 points at this stage.

The final round was planned for April 12th but torrential rain once again forced the RAC steward to cancel the meeting—bearing in mind that all the drivers were novices and could not be expected to cope with the unusually bad conditions.

So the ten leaders—eight with guaranteed places plus two reserves—moved on to the great day for the final event. On Saturday they all started equal as the points table had only counted to get them into the Championship final.

The qualifiers were Alec Watson, 13 points, John Howell, 11 points, Wilf Churchill, Tom Pryce and Chris Smith, 10 points, Stuart Cole, 7 points, Terry Fisher and Ian Harrower, 6 points. The reserves were, Peter Hale, 5 points, and Alistair Matheson, 4 points.

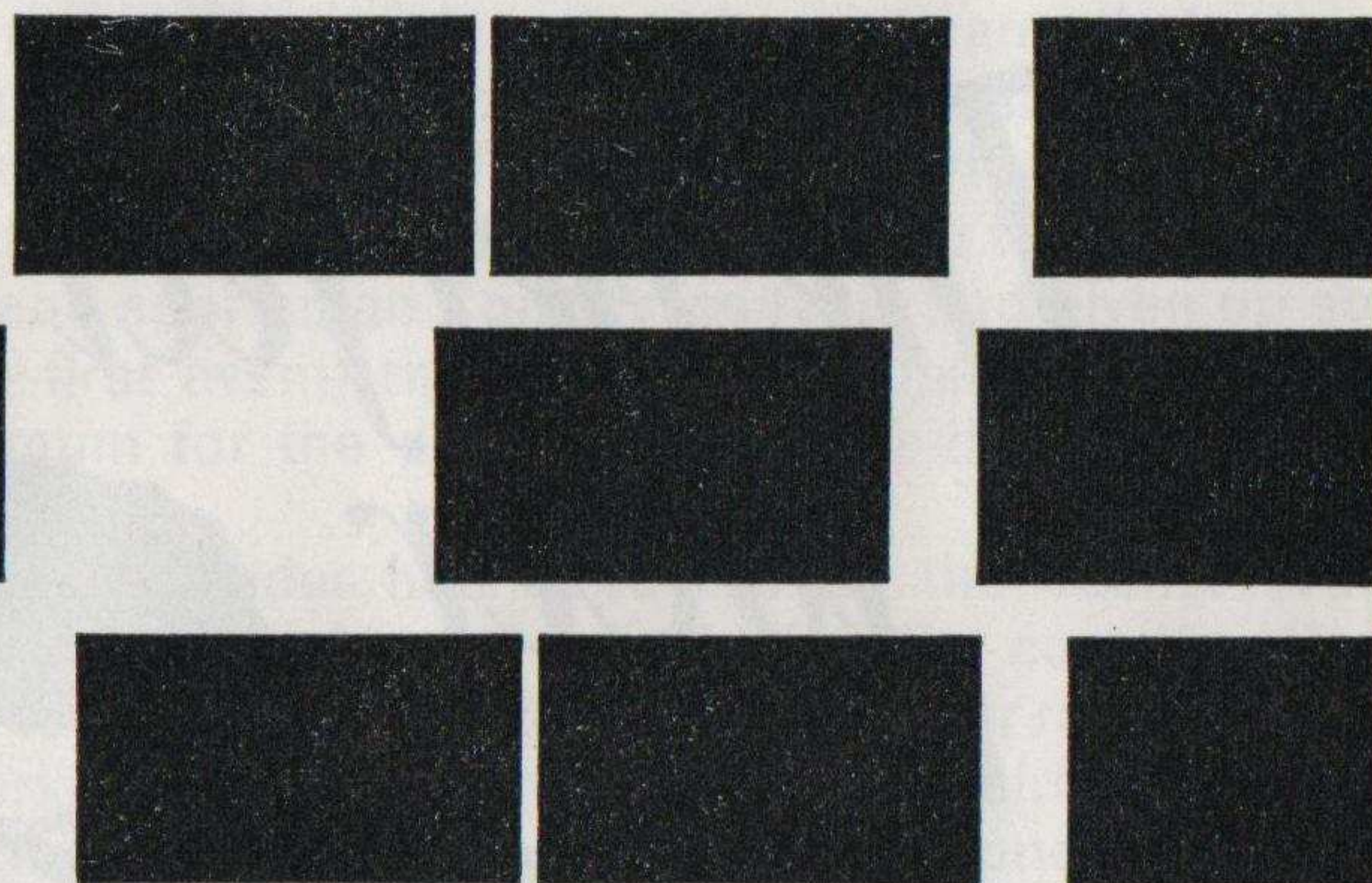
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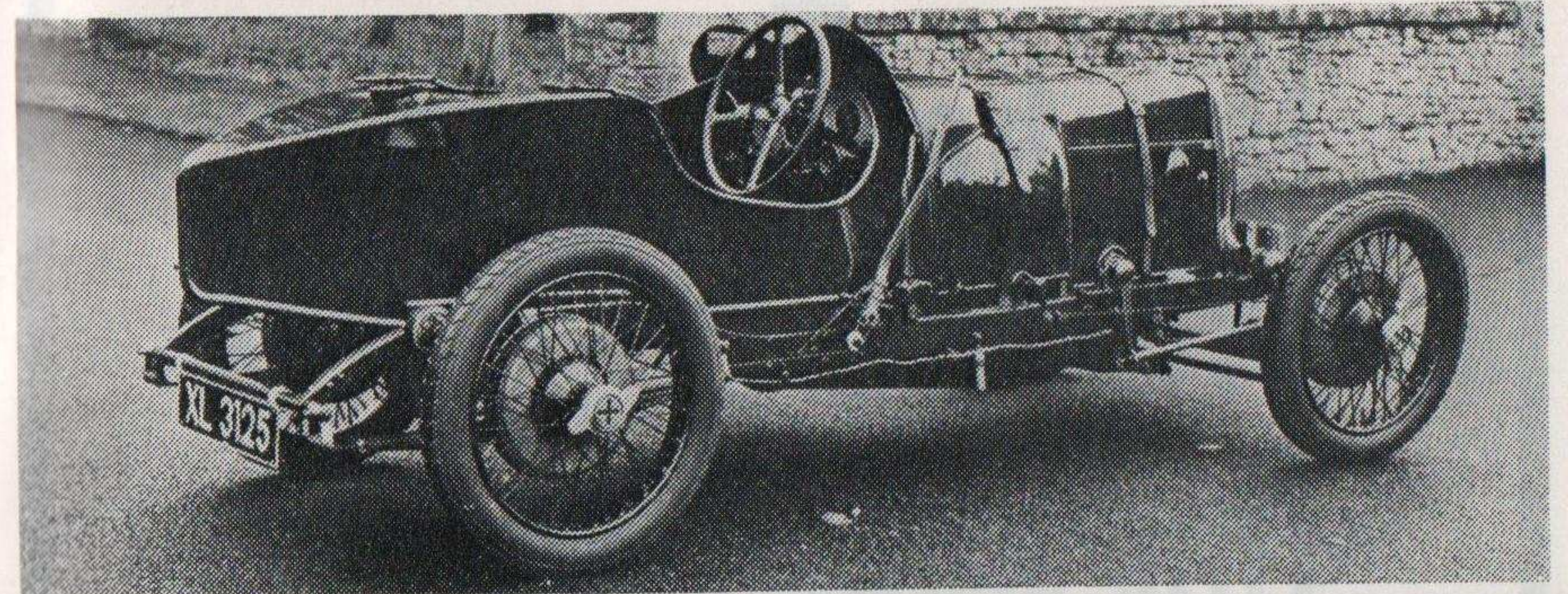
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THURSDAY, JULY 16

10 am Official practice for Formula 1, Formula 3 and Group 2 Touring cars.

FRIDAY, JULY 17

10 am to Official practice for Formula 1 and Group 2

1 pm Touring cars.

2 pm First 10-lap heat for the International Formula 3 Trophy race.

2.40 pm Second 10-lap heat for Formula 3.

3.15 pm to Final Formula 1 practice.

4.45 pm

5.15 pm 20-lap final for the International Formula 3 Trophy race.

SATURDAY, JULY 18

6.30 am Gates open.

12.0 noon Lombank Trophy Race, over 20 laps, for Group 2 Touring cars.

2.30 pm The RAC British Grand Prix, over 80 laps.

The afternoons entertainment will end with a performance from Mr. Acker Bilk and his Paramount Jazz Band.

Practice admission 10s adults, 4s children and parking free. For the fastest lap for the RAC British Grand Prix trials on Thursday the Evening News will present 100 bottles of champagne.

Sunday 18 July

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Insert grandstand code number (on map, page 2) in squares below in order of preference.

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Uncovered Grandstand Nos. 8 and 12.

NOTE: Seating No. 7 is not a Grandstand. Bookings in advance cannot be accepted.

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1970 Silverstone Calendar

★**B.R.D.C. Daily Express - G.K.N.**

International Trophy

Sunday 26th International
May

Aston Martin Owners Club -
St. John Horsfall
Midland Motoring Enthusiasts' Club
Eight Clubs
M.G. Car Club
Nottingham Sports Car Club
(Spring Hols)
British Automobile Racing Club

Saturday 2nd Restricted
Saturday 9th Restricted
Saturday 16th Restricted
Saturday 23rd Closed
Monday 25th Restricted
Sunday 31st Closed

★**Martini International (A.M.O.C.)**

British Motor Racing Marshals Club
Motor Cycling Club

June
Saturday 6th International
Saturday 13th Restricted
Saturday 20th Restricted
Saturday 27th International

★**R.A.C. Tourist Trophy**

Nottingham Sports Car Club
750 Motor Club
Vintage Sports Car Club
Jaguar Drivers Club

July
Sunday 5th Restricted
Saturday 11th Restricted
Saturday 18th Closed
Saturday 25th Nat. British
August

Nottingham Sports Car Club
750 Motor Club - Six hour relay

Sunday 2nd Restricted
Saturday 8th Nat. British
Saturday 15th Nat. British

★**Automotive Products - F.5000 (B.R.S.C.C.)**

British Automobile Racing Club
Bentley Drivers Club
Nottingham Sports Car Club
(Summer Hols)

Sunday 23rd Closed
Saturday 29th Closed
Monday 31st Restricted

Sutton Coldfield & Nth B'ham (Sunbac)
Peterborough Motor Club
M.G. Car Club
British Automobile Racing Club

September
Saturday 5th Restricted
Saturday 12th Restricted
Saturday 19th Restricted
Sunday 27th Closed

Nottingham Sports Car Club
Clubmen's Championship Final
Herts County Auto & Aero Club - Sprint

October
Sunday 4th Restricted
Saturday 17th Restricted
Saturday 31st Restricted

M.G. Car Club - Sprint
Coventry & Warwicks Motor Club - Sprint
Nottingham Sports Car Club - Sprint
Sporting Owner Drivers Club - Sprint

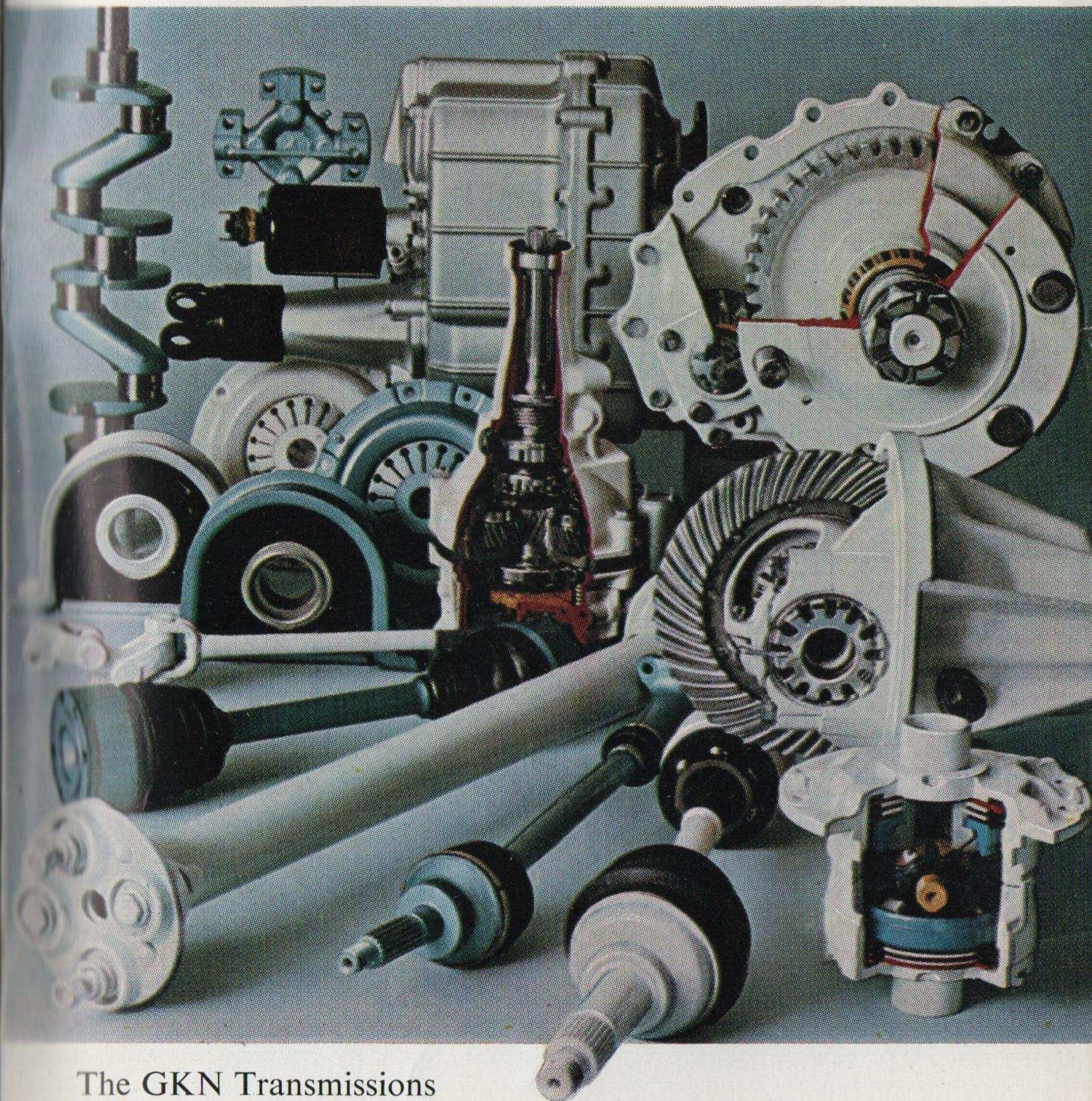
November
Saturday 7th Restricted
Saturday 14th Restricted
Saturday 21st Restricted
Saturday 28th Restricted

Vintage Sports Car Club - Driving Tests

December
Saturday 5th Closed

★**Grand Prix Circuit**

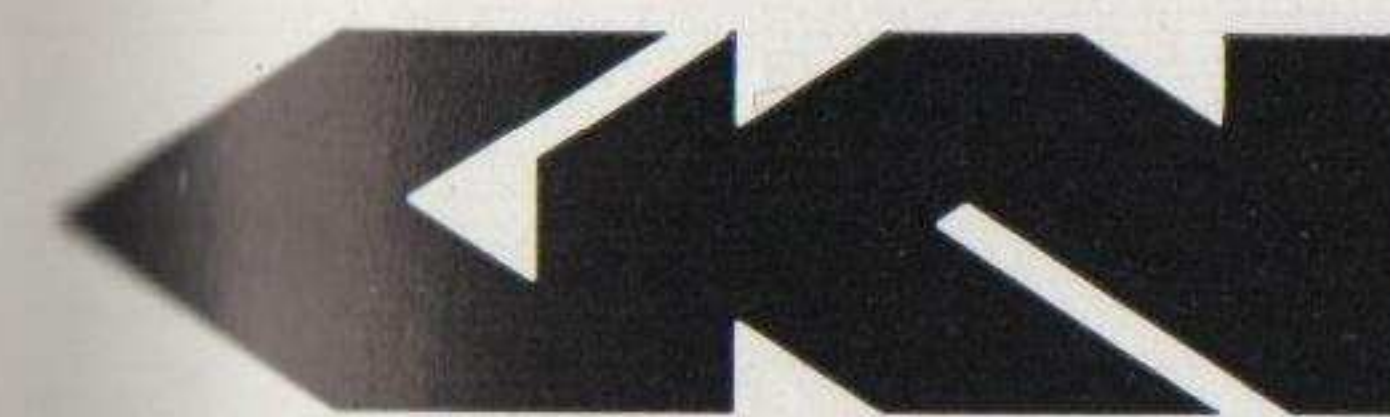
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