

Silverstone

Race Day Magazine



GKN-Daily Express 24th International Trophy Meeting

sponsored by
the GKN Group &
the Daily Express



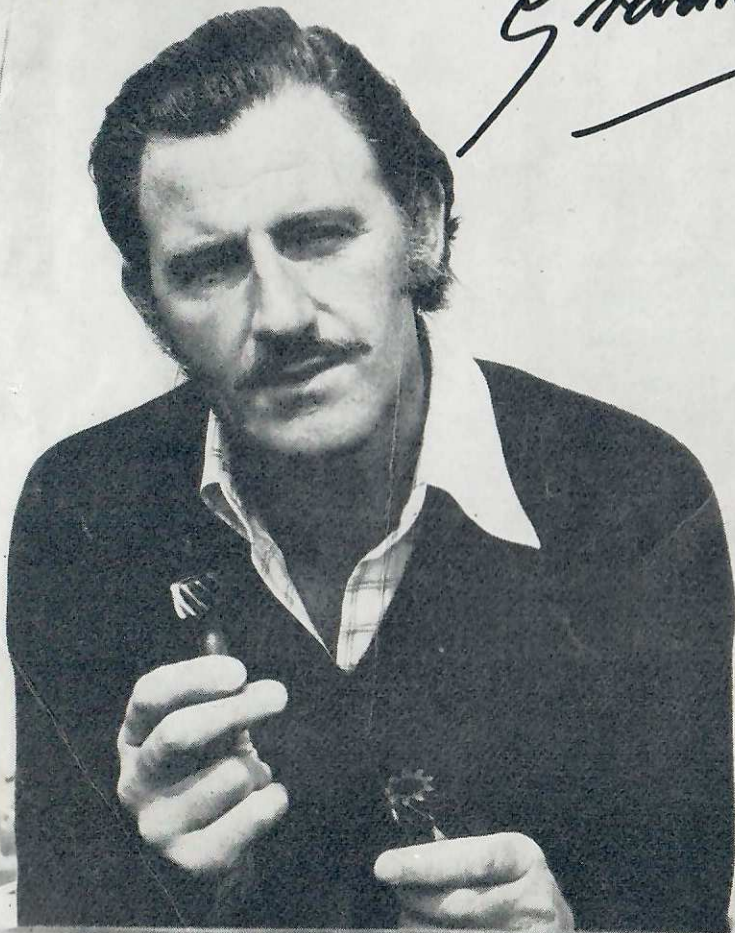
organised by the
British Racing
Drivers' Club

Sat / Sun 22nd / 23rd April 1972

Price 20p

“These odd things are skew gears... probably just like the ones in the car you drive! The one on your left is badly worn after testing with a top-selling 20W/50. Disturbing! The other is virtually unscarred after the same test with Uniflo. Uniflo's the only oil for me.”

Graham Hill



One of the many exhaustive tests carried out by Esso—the world's largest oil research organisation—that convinced Graham Hill that Uniflo gives better protection than any 20W/50 oil.

Skew gears drive quietly and make a compact unit. So engine designers, seeking to minimise external dimensions and noise level, like to use skew gears when components have to be driven at right-angles to the main drive, and when the loading is not too high. Oil-pump and distributor drives are typical applications.

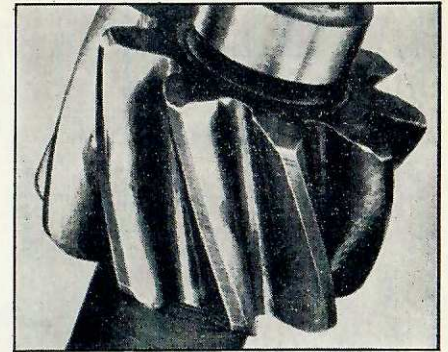
Distributors, in particular, are precision components. If the skew gear driving them is subject to wear, engine performance and economy deteriorate rapidly, and the ignition timing has to be corrected continuously to maintain performance. What's more, the metallic debris from a worn skew gear—whether in the oil pump drive or the distributor drive—can damage other engine components before it is filtered out of circulation.

Esso scientists recently carried out systematic tests for skew gear wear. Here, for your guidance, are the results of those tests.

SKEW GEAR WEAR TESTS

The same well-known British engine was used throughout, and all the skew gears tested were taken from the same batch.

OIL TESTED	% weight loss		% Total weight loss
	Pump	Distributor	
UNIFLO	0.10	0.02	0.05
Top multigrade W	0.45	0.02	0.18
Top multigrade X	0.35	0.01	0.14
Top multigrade Y	0.43	0.02	0.17
Top multigrade Z	0.19	0.04	0.09

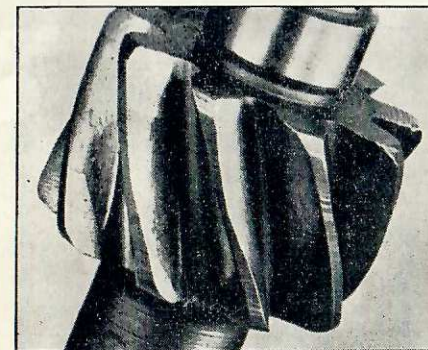


USING UNIFLO
Minimal wear on gear teeth

Against every source of damage your engine is exposed to, Uniflo gives the fullest possible protection—and, in many instances, more protection than has ever been given before.



Uniflo gives better engine protection than any top-selling 20W/50



USING A TOP-SELLING 20W/50
Considerable wear on gear teeth

JP ARE YOU A SPECIAL SUPPORTER?



Formula One John Player Specials - winners of the STP-Daily Mail Race of Champions - raced by Emerson Fittipaldi and Dave Walker - will be in action in today's GKN-Daily Express International Formula One Trophy Race.

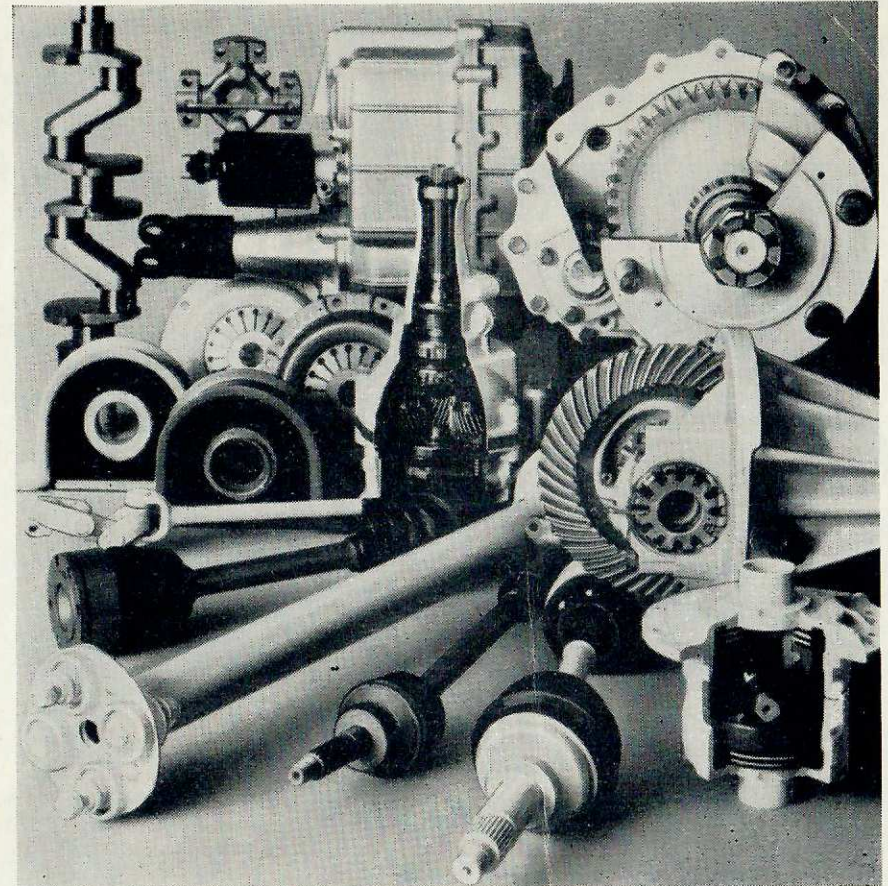


John Player Formula Two Championship - with two rounds to go, Austrian Niki Lauda leads Britain's Dave Morgan in the exciting John Player Formula Two Championship. Crystal Palace sees Round Four on Whit Monday - May 29.



Formula Three John Player Specials - Tony Trimmer and team mate Bernard Vermilio drive the diminutive Formula Three John Player Specials in today's Shell Formula Three Championship round.

Listen out for loudspeaker announcements today about John Player Special opportunities. Collect John Player Special Motor Sport decals from the John Player girls.



The GKN Transmissions Division award their trophy for today's Group 2 touring cars race. Cars equipped with GKN Transmissions components have achieved countless International racing and rally successes.

GKN Transmissions Limited

PO Box 405 Erdington Birmingham B24 0RB England. Telex 338963



Ambrose Shardlow & Co. Ltd.
BRD Co. Ltd.
Hardy Spicer Ltd.
Salisbury Transmission Ltd.


Hardy Spicer Walterscheid Ltd.
Laycock Engineering Ltd.
Nordiska Kardan AB

Vandervell

Award for Novice Drivers.



Current status		
1	IAN WAGSTAFF	6 pts
2	MARTIN RYAN	5 pts
3	ANDY BAILEY	4 pts
4	CHARLES TIPPET	4 pts
5	DOUGLAS BASSETT	3 pts
6	MALCOLM CARY	3 pts



Vandervell Products Limited
 Norden Road Maidenhead Berkshire
 A member of the GKN group of companies



Bearings and bushes by Vandervell.
The high performance company.

Contents

	<i>page</i>
Comment	7
Spotlight on Emerson Fittipaldi	8
Focus on the President	9
Festival of Speed	10-13
The Big Power Formula	14-17
GKN—There's more to the Firm than meets the eye	18-20
Today's other happenings	21
Officials	24-25
Timetable	26
Trophies and Awards	27
Championships	28-29, 58
The Races	30-51
Speed Table	52-53
Lap Records	54
Notes and Autographs	56
Notices	60
Traffic Arrangements	62
	5

HOT SEAT

COOL LAP

Combine speed with the excitement, skill, challenge and daring of a big race and what do you get? - a very hot seat!

Now combine quality, craftsmanship and reliability - couple them with Serck radiators and oil coolers and you'll get - a cool lap. Serck Services specialise in the design and manufacture of radiators and oil coolers of every description, so it's not surprising that our racing radiators have been first over the finishing line on average 9 times out of 10.

So if you're in the hot seat and want cool trouble-free laps - get in touch with us now.



Serck Services

456 STRATFORD ROAD,
BIRMINGHAM, B11 4BA. TELEPHONE: 021-772 5865

COMMENT

Formula 1—Or Bust

Most of you will have read the horrific stories of escalating costs in the promotion of Formula 1 races, be they World Championship races (ie Grand Prix) where a graduated scale of prize money is paid down to the 20th place; or the non-championship races such as our own GKN-Daily Express Trophy Race today, where starting money is of much more importance than the actual cash payable to the first three cars which cross the finishing line.

If you have the good fortune to arrange a high-class equestrian marriage, and then have the courage of your convictions to enter the progeny of that marriage in the Derby, (a decision which has to be taken when the foal is less than one year old), you will have little change from £3,000-£4,000 by the time your actual 'nag' is straining at the leash in his starting stall. At that stage, you will still only have a 25-1 chance of winning the race, unless your horse has already shown exceptional past performance.

Today's Formula 1 entrants, whether commercial firms or privateers, seem to be on an infinitely better return on their initial investment, taking an average of £16,000 per car plus driver for the season. Sponsors play a big role in the support of the team, in most instances, and defray the major part of the running costs, which embrace appearances at a dozen Grands Prix and at least three non-championship events.

Formula 1 has evolved, by tradition, as an 'ultimate exercise' in design engineering, with a 'No holds barred' attitude as the predominant thinking of the designer.

Limitations have been by engine capacity—the current 3 litre Formula having been in operation for the past six seasons. Other guiding factors are minimum weight (550 Kg.), and a maximum width and height of bodywork, which was introduced two years ago to control the dangerous aerofoil devices. I would be sorry to see a radical departure from the present attitude towards F1 design, but escalating costs of putting the exotic and highly refined single seater on a Grand Prix grid must eventually be controlled, before the top league prices itself out of the public's and the race promoter's reach.

If you or I were to decide tomorrow to put a new chassis design on the F1 grid, we would have no change from £30,000, allowing for some trial and error, plus an established power unit of the calibre of the Championship-winning Cosworth-Ford D.F.V.

Such a car, given the right driver, might have a fair chance to finish in the top six at, say, three out of the 12 possible championship races, thus earning points for the driver in this vital top league. The only additional appearances would be at races such as Sunday's main event, the GKN-Daily Express Trophy Race, which does not qualify for championship points, but which does bring in an attractive amount of starting money.

Gerald Lascelles

SPOTLIGHT No. 4
on
EMERSON FITTIPALDI

Brazilian Emerson Fittipaldi heads the John Player Special attack in World Championship Formula 1 races this year, but how did he get to such a position in just three years of European motor racing?

The Fittipaldis are a racing family, Emerson's father being a motor racing journalist and his brother Wilson, a strong contender in the European Formula 2 Championship. Emerson started competing with a 50 c.c. motor bike when he was 15, after which he moved in to karting, winning the Brazilian Championship in 1965. Emerson's first car race was with a Renault Dauphine in 1965 and he won the novice championship at Rio de Janeiro that year. In 1966 Emerson moved in to an Alfa Romeo GTZ 1300 but that did not prove too successful, so this was followed by a Formula Vee, with which he won the Brazilian Formula Vee Championship.

After Ricardo Aechcar had raced in Britain in Formula Ford during 1968, Emerson decided to come to Britain and he purchased a Formula Ford Merlyn Mk. 11A with the engine prepared by Denis Rowland. Emerson promptly won numerous events and it wasn't long before he moved in to Formula 3 with a new Lotus 59 and he won his second Formula 3 race and won the Lombank Championship. That winter Emerson returned to Brazil to polish up the Torneo Formula Ford Championship, and for 1970 Emerson moved into Formula 2 with a Lotus 69 backed by Bardahl Lubricants. After being well-placed in most European rounds, he finished third in the European Championship.

While in Formula 2, Emerson put in some test laps with a Lotus 49 at Silverstone almost two years ago, and in the British Grand Prix of the same year he had his first Formula 1 race and finished eighth. This was followed in the German Grand Prix with a fourth, and shortly after he scored an amazing win in the United States Grand Prix at Watkins Glen.

For 1971 Emerson headed the Gold Leaf Team Lotus Formula 1 equipe, mainly driving the Lotus 72D, and finished second in the Austrian Grand Prix and Rothmans Brands Hatch non-championship race, third in the French and British Grands Prix and fifth at Monaco. He also drove the Lotus Turbine at the Italian Grand Prix and gave the car its first finish. In Formula 2, Emerson also proved very successful, including wins at Jarama, Crystal Palace, Albi and Interlagos.

This year has already started well for Emerson with the John Player Specials—he won the Brands Hatch Race of Champions with ease, finished second in the South African Grand Prix and was holding third place in the Argentine Grand Prix before retiring.

Emerson Fittipaldi was born on 12 December, 1946 and was married in 1969. Will Emerson follow his Brands win, with another this afternoon . . . ?



FOCUS No. 4

ON

THE HON. GERALD LASCELLES

PRESIDENT. THE BRITISH RACING
DRIVERS' CLUB



When it comes to a matter of Presidents, the B.R.D.C. probably has the keenest and most enthusiastic there is, in The Hon. Gerald Lascelles. Born in 1924 and educated at Eton, he served from 1942-48 in the Rifle Brigade, and for two years after the war he had the good fortune to be closeted with no less than the Gallant Major, Tony Rolt as his Company Commander. He then started a comprehensive engineering training at Fords—learning all about it the hard way, followed by three years as Chief Buyer at Aston Martin Ltd.

In 1964 he became President of the B.R.D.C. succeeding the late Earl Howe, the only other President we have had in 44 years. Gerald Lascelles has served since 1957 as a member of The Committee of the Royal Automobile Club, and also of their Competitions Committee, where his considerable knowledge of the Sport proves very effective.

But that is only one side of this versatile President. Away from the noise and bustle of the circuits his other great interest is Jazz. Not only a very accomplished pianist himself, he is regarded as one of the top authorities on Jazz and has a collection of records, all carefully documented, that would make any connoisseur drool with envy.

Yet another facet is his interest in gardening and forestry: his lovely garden at Fort Belvedere carries a greater variety of rhododendrons and other fauna than most gardens in the country. Gerald Lascelles takes a keen interest in each and every plant and is almost on christian name terms with the great variety growing on the estate! Such are the varied interests of our President.

Some of his colleagues in the B.R.D.C., however, have one minor moan. He has the ability of eagle-eyed spotting of possible errors and omissions in documents, regulations etc, etc, and **the infuriating thing is that he is usually right!!!** This, of course, in a President, is a great asset from an organisational point of view.

The Hon. G. is **not** the figure-head type . . . where the action is, so is he, and that's the way it should be.

Festival of Speed

DAVID BENSON



A two-day "Festival of Speed" is the ambitious Silverstone programme this weekend.

Just as the British Racing Drivers' Club backed by the *Daily Express* led the way on post war motor racing with the full day's racing for a wide variety of cars, so this weekend's event is planned as the pattern for motor racing in the 'Seventies.

On Saturday and Sunday, Britain's premier circuit will see the largest collection of open wheeled single seater racing cars ever assembled for a single race meeting.

With events for Formula Ford, Formula 3, Formula 5000 and Formula 1 itself, a great weekend is ensured for the motor racing enthusiast. Add the Traditional Historic car and Saloon car events and you have a banquet to satisfy the most discerning gourmet.

Main event of the weekend is of course the traditional GKN-Daily Express Trophy race for Formula 1 and Formula 5000 cars.

Former world champion driver Dennis Hulme heads the entry list in his Yardley McLaren Ford. This year the rugged New Zealander is providing the reigning world champion Jackie Stewart with his biggest challenge in years.

After two rounds of the Championship series, Hulme has scored a second (in the Argentine) and a superb first (in South Africa last month) to chalk up 15 points and a six point lead over Stewart (first Argentine and a non-finisher in South Africa).

Sunday's battle does not count for the Championship but should provide a guide to the Spanish Grand Prix next weekend.

Also with Jackie Stewart a non-starter because the compact Tyrrell Organisation cannot stretch themselves to preparing a potential race winner on two successive weekends, the crowd should get a very exciting race from some of the up-and-coming drivers in the Formula 1 circus.

Watch today for the Silverstone F1 debut of Peter Revson in the second Yardley McLaren.

Winner of the Can Am sports car series last year and related to the multi millionaire Revlon family—Revson has been nicknamed 'Champagne Pete' in the USA.

But don't expect any playboy antics on the track from this fine driver with the "All American Boy" kind of good looks that send the girls wild.

Look for a fine controlled performance and a definite challenge for the GKN-Daily Express Trophy.

Another likely winner is Emerson Fittipaldi in the John Player Special. The young Brazilian has certainly found his form this year after an indifferent season in 1971 after his nasty road shunt at the beginning of the year.

His second place in South Africa and his runaway win at Brands Hatch a few weeks ago mark him as the 'man-to-beat' this weekend.

Says Jackie Stewart: "Emerson Fittipaldi is the man most likely to win the world title this year. He is driving well and using his head and he has what must be the most sophisticated racing car on the Grand Prix circuits. He has one tiny flaw at the moment which could rob him of success—he takes too long to overtake his rivals. In South Africa he should have taken me five laps before I dropped out—I fully expected him to do so."

Watch too for fireworks in the big race from 'Mike the Bike' Hailwood currently astonishing the upper crust of Grand Prix drivers by his bold, aggressive driving in the Brook Bond Oxo Surtees TS9.

A winter in Australia and New Zealand has transformed the former



Dennis Hulme



We've just brought out a brand new lion.

"Lennie" (the name was inevitable!) is our Competition Department's new symbol. He represents all that Lucas have done for the Grand Prix scene—like helping famous cars and stars to win nine out of the last ten Formula One World Championships.

He symbolises Lucas' contribution to the Sport in general. (We attend most of the major European meetings and are

always ready to help and advise works teams, private entrants and clubmen.)

And he stands for the highly developed and successful petrol injection, electronic ignition and electrical equipment we supply to meet the exacting needs of competitive motoring.

Success—service—specialised equipment. That (in a lion) is what Lucas Racing and Competitions Department is all about.

LUCAS **RACING AND COMPETITIONS** **DEPARTMENT**

Joseph Lucas(Electrical)Ltd., Oozells Street, Birmingham B1.2HU

motorcycle world champion into a serious contender for Grand Prix honours. I expect Mike to win at least one if not two world championship events this year.

Backing Mike at Silverstone will be the other ex-motorcycle champion Big John Surtees—the 'big' incidentally is not because of his stature but refers to the size of his smile—making one of his rare racing appearances since he decided to concentrate on the business side to the Surtees operation.

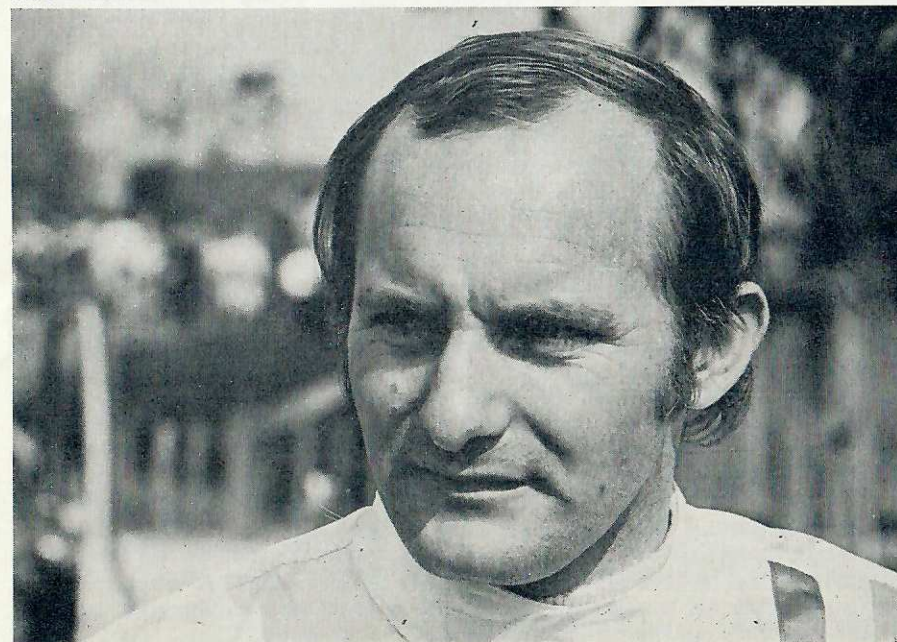
Louis Stanley, boss of BRM has promised three of his red and white Marlboro sponsored cars for the race. Almost certainly making its racing debut will be the exciting new P180 model.

Silverstone has always been a good BRM circuit and the V12 engined cars in the hands of Peter Gethin, Howden Ganley and French team leader Jean-Pierre Beltoise should provide an impressive threat to the favourite Dennis Hulme. Also making its first appearance is the Brabham BT37 driven by last year's race winner, Graham Hill.

Finally watch Dave Walker this weekend in the John Player Special. This tough Aussie has waited a long time for his F1 seat. After thrilling British crowds season after season in his domination of the closely fought F3 racing scene, he has showed great maturity amongst the top liners. He knows Silverstone well and his car like Fittipaldi's is best suited to the track.

Walker could just provide the surprise of 1972 this weekend.

Mike Hailwood



Big Power Formula

MIKE KETTLEWELL

Formula 5000 is now in its fourth season, well established in the pattern of British motor racing. Over the years the cars have become ultra sophisticated, now being virtually to Formula 1 specification. Simple space-frame designs like the 1969 Lola T142 have given way to monocoques carrying the engine as a stressed part of the construction—like the latest side-radiator Surtees TS11, the Leda LT27/GM2, the Lola T300 or the McLaren M22.

On the engine front no one is longer satisfied with a mere 400 or 420 bhp. Figures quoted by engine specialists such as Alan Smith of Derby or Louis Morand of Switzerland are now 480 to 500 bhp—more than any Formula 1 car! A lot has been learnt about the V8 Chevrolet engine that has been almost universally used for four years: not only are they more powerful, they have now found greater reliability.

This weekend's meeting includes the sixth round of the Rothmans European Formula 5000 Championship on Saturday, with the fastest competitors coming out again on Sunday to challenge the Formula 1 machines taking part in the GKN-Daily Express Trophy Race.

Mike Hailwood, winner of the Formula 5000 section of the GKN-Daily Express Trophy Race for the past two years (when there was no separate preceding F5000 race), has now taken a step up the ladder to Formula 1, joining his ex-F5000 buddies Peter Gethin and Howden Ganley. So who, and in what, are going to be chasing the championship points this weekend?

A favourite must be the 35-year-old Lancastrian, Brian Redman, who drives for the Midlands-based Irishman, Sid Taylor. Sid's machines are always immaculately prepared by the meticulous Ron Bennett and crew and Brian is to drive either a brand new Chevron B24 or, if that is not yet ready, a McLaren M10B. Engines are by courtesy of Alan Smith. Redman hardly needs an introduction to racegoers. He has been racing for many seasons, his speciality being sports car racing—he has driven for the Porsche, Gulf-JW and Ferrari teams with distinction. In 1968 he started in Formula 1, but suffered a nasty accident at Francorchamps during the Belgian Grand Prix when the suspension of his Cooper-BRM broke at high speed. Although he has since had many tempting Formula 1 offers—including one to partner Jackie Stewart in Ken Tyrrell's team—Brian has declined them for family reasons. Instead he prefers the slightly less hectic world of long-distance sports car racing and Formula 5000.

Someone who has never had the best of luck at Silverstone is 32-year-old New Zealander Graham McRae, the Tasman Champion of 1971 and 1972. "Cassius" McRae is enjoying his third season of European Formula 5000, having replaced his McLaren with a car he built and designed himself in conjunction with Len Terry at the end of last year. This is the squat and purposeful Leda LT26/GM1 which is sponsored by the New Zealand Crown Lynn Potteries organisation (run by ex-racing driver Tom Clark, who gave McRae one of his biggest breaks in motor racing) and powered by a very hot Morand-prepared Chevy engine. It is probably giving over 500 bhp.

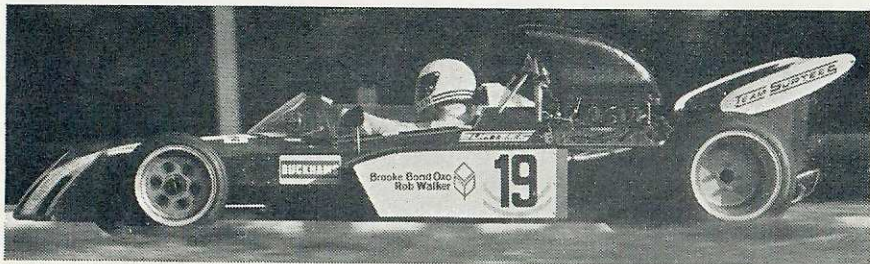
Now that Silverstone lap record holder Frank Gardner has retired from single-seater racing, Lola are giving full works support to the Alan McKechnie-entered, Duckham's Oil-sponsored Lola T300 driven by 28-year-old Alan Rollinson. McKechnie is no stranger to Formula 5000—he ran a Lola for Mike Walker in 1969, a McLaren for Walker in 1971 and a Surtees for Rollinson last year. Now he is back with Lola. Rollinson's career spans 11 seasons starting in 1962 in the days of Formula Junior as a pupil of Motor Racing Stables racing drivers' school. He has experience of Formula 3, Formula 2 and sports car racing plus a brief taste of Formula 1. Last year he was the only driver to have raced in Formula 1, Formula 2, Formula 3 and Formula 5000 in one season.

Someone whose career goes back to the late 1950s—the days of the 500 cc motorcycle-engined Formula 3 cars—is Trevor Taylor, the friendly 35-year-old Yorkshireman who found a niche in Formula 5000 after several unsuccessful years in Formula 1 and Formula 2. It was not that Trevor lacked talent: he always had the most atrocious luck. Trevor drives the works Leda LT27/GM2, a development of the car Graham McRae raced in the Tasman Series earlier this year and is now using in Europe. Like Taylor, Leda have been through a bad patch, but this year the pair could prove a winning combination. Head of Leda Cars, which is part of the Malaya Garage Group, is the enthusiastic Malcolm Bridgland.

Former racing driver Jackie Epstein has in the past run the Lola and McLaren/Trojan works teams in Formula 5000, but this year he is running his own team of cars under the banner of Speed International Racing. Jackie is the son of the famous sculptor Jacob Epstein and in the 1960s took part in Formula 1, Formula 2 and long-distance sports car racing. He was manager to the late Paul Hawkins and acts as adviser to Mike Hailwood.

Gijs van Lennep, the 30-year-old Dutchman who last year co-drove a Porsche 917K to victory in the Le Mans 24-hour race, heads the Speed International Team. He enjoys driving his Surtees TS11 (with Alan Smith-prepared Chevrolet engine) which he describes as a cross between a Formula 1 car and a Porsche 917—he meant it as a compliment, I hasten to add. Second driver in the team is former soldier Ray Allen, who in story-book fashion was bought out of the army by Geoff Clarke of Motor Racing Stables so he could race cars. Ray, aged 28, is to race either a sister Surtees TS11 to van Lennep or a McLaren M18-Chevrolet.

Team Surtees Formula 1 Cars now race on Duckhams Q20-50



Duckhams have made arrangements with John Surtees for Q20-50 to be used in his Formula 1 cars during the 1972 season. Not a special oil—but the oil that's recommended for your car.

The decision to use Q20-50 was taken after successful tests had been carried out in the engine of a Surtees F 1 Car, including extensive bench and circuit testing. The results of these tests were so encouraging that John Surtees, after many years of specially developed oils with his racing engines, decided to put Q20-50 to the toughest test of oil by using it in F 1 racing.

The first event of the 1972 World Championship Series took place at the Buenos Aires Circuit in Argentina. Tim Schenken, driving an official Team Surtees car, finished in 5th place in spite of losing time with a broken gear lever. This was considered a most satisfactory result in the circumstances.

During the race the oil pressure stayed very constant although oil temperature was in

the vicinity of 100°C. Oil consumption was low.

When the engine had been examined after the race, John Surtees reported that the tappets, cams and bearing liners (the components that tend to be the first to show signs of stress) were all in excellent condition.

This looked very good, particularly so because the combination of high temperature and a gruelling circuit had made the Argentine Grand Prix a tough one, with half the entry dropping out with engine failures.

On the showing in Argentina, John Surtees has expressed complete satisfaction with his choice of Duckhams Q20-50 for the Formula 1 team.



With Duckhams Q20-50 in your engine you can depend on the oil which has proved it will stand up to anything.



DUCKHAMS

One oil. Whatever you drive.

Duckhams Oils, Summit House, West Wickham, Kent BR4 0SJ.

Completing the Speed International Racing line-up is Ray Calcutt, aged 34, with a McLaren M18-Chevrolet. Ray is best known for his exploits in saloon car racing, especially with Hillman Imps, but the former policeman enjoys single-seaters more—especially Formula 5000s. His car is partly sponsored by his local newspaper, the Kent Messenger.

Belgian Teddy Pilette races a McLaren M22-Chevrolet for the Racing Team VDS and over the past year has shown great potential. Another user of Morand-prepared engines, Pilette has the distinction of coming from a famous motor racing family. Both his father and his grandfather used to compete in Grand Prix racing—and Teddy aims to go Formula 1 himself before too long.

Tony Dean, the 39-year-old Yorkshireman, is having another crack at Formula 5000 this year following a nasty accident at Castle Combe a year ago. Tony, second in the F5000 section in last year's Trophy race, has modified a 1970-71 McLaren M14A Formula 1 chassis to take a Chevrolet V8 mill, so the net result should be a fairly light car with a most potent engine. Over the past few seasons Tony has driven many types of racing car: Formula 1, Formula 2, Formula 3, Formula 5000, CanAm, long-distance sports car racing, saloons: you name it, he's driven it!

A very under-rated driver is Gordon Spice, who until this year has never really had machinery worthy of his talent. The 32-year-old head of a motor accessory empire, Gordon this year has obtained sponsorship from Powmatic Heating & Ventilation and races a Kitchmac-Chevrolet. This is a reworked McLaren M10B using the Chevy engine as a stressed member and with suspension designed by Tony Kitchiner. Among the innovations being tried on the Kitchmac are super-lightweight wheels made from glassfibre—the weight-saving is more than 50%. Later this year Spice hopes to race a futuristic machine, the Kitchiner K8, powered by nothing less than a full-race 5-litre Rolls-Royce V8 engine. Reworked by Tony Kitchiner, this engine has a potential of 550 bhp.

These are but some of the Formula 5000 "circus". The entry list contains several more names, all part of a happy band of men chasing points for the Rothmans European Formula 5000 Championship over the circuits of Europe this year. Men like David Prophet, Keith Holland and Guy Edwards with McLaren M10B-Chevrolts, Frenchman Herve Bayard who races a Surtees TS8-Chevrolet, deep sea diver Fred Saunders with his elderly Crosslé 15F-Rover (when will someone sponsor Fred and give him a decent motor-car?), American Don Dierking, a former motorcycle champion, with a Lola T190-Chevrolet and Scotsman Jock Russell with his highly-polished Lotus 70-Ford.

Go and talk to them in the paddock—they're a grand bunch.

GKN—There's more to the Firm than meets the eye

If someone asks you, "who is GKN?" you'll probably say, "they make the screws we buy down at the ironmongers" and thinking on you might add, "they co-sponsor the International Trophy at Silverstone too." Of course you're right, but that is only a fraction of the full story. How did you come to the circuit today, for instance? By car, coach or maybe by air? Which-ever, you'll probably be surprised to know that you wouldn't be here at all without GKN's help, unless you walked of course!

As Britain's largest international engineering group, GKN supplies products and services to nearly all sides of industry as well as to the consumer. Its sales top £2 million every working day and it employs close on 100,000 people. Why then isn't it better known, you might well ask. The truth is many people never hear of GKN because in most cases it supplies other manufacturers and it is thus their name which becomes recognised. Take your car for a start, what is it—a BLMC, Vauxhall, a Ford, Chrysler or a special? It doesn't really matter because whatever it is it will have some of our parts in it—transmission equipment, engine components, fasteners, locks, suspension parts, bearings, etc. But you know your car for the name on the radiator not the parts it's made of.

You get a similar impression if you look at a large construction project, you'll see the name of the main contractors but here again GKN is involved in a big way behind the scenes. The Group makes and supplies reinforcing steel, scaffolding (its ours holding up the stands here at Silverstone), fasteners, floor moulds. It also carries out soil surveys and piling. When the building is finished the Group could also be involved in supplying office furniture, air conditioning, central heating, window frames, door locks and so on.

Not stopping here GKN is heavily involved in the machinery and capital equipment field, the aircraft industry and brewing. There's still a

lot more, but to mention everything would present you with a product directory.

In short, GKN is moulder and shaper of metals and plastics. In Britain alone it uses about 2½ million ingot tons of steel every year, almost twice as much as anyone else uses. The Group is constantly investigating new materials and processes. At the end of last year for instance, GKN presented ten carbon fibre oars to the British Olympic rowing authorities for use at Munich—these were produced as a practical experiment in the use of carbon fibres at the Group's Technological Centre. The Group also makes many plastic vehicle components like fascia panels, radiator grilles and body panels. In metal alloys it casts components like the wheels you can see on many of the cars racing here today.

You might well ask—why is GKN here today? Simple, Motor racing is

GKN Director, Mr. W. W. Fea presents Jackie Stewart with the GKN Castings Trophy for the fastest lap in last year's GKN-Daily Express International Trophy Race. Graham Hill, who won the race, also has a word with Jackie.



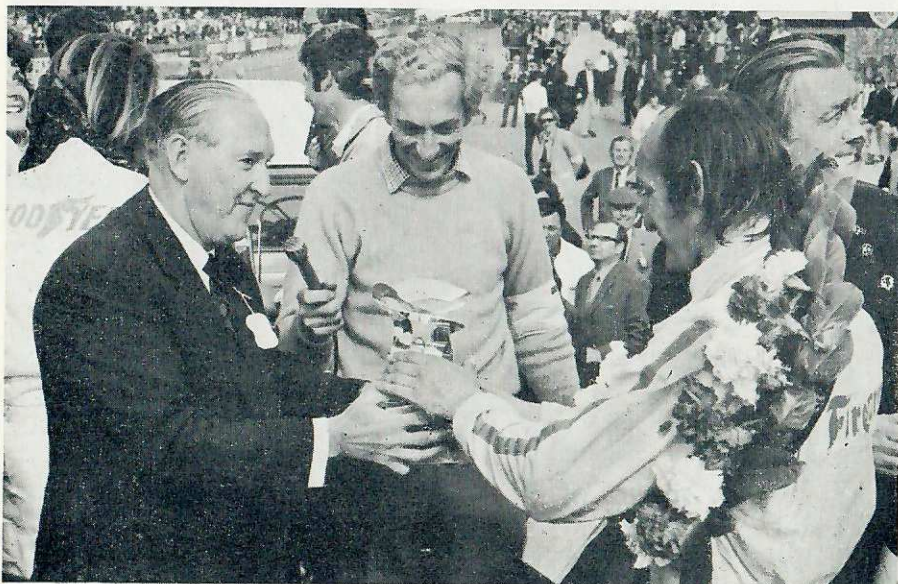
the automotive industry's own prestigious sport and the world's automotive industry is GKN's largest customer taking about £150 million worth of Group components every year. You will not see one car competing here today that has not got a GKN bit in it somewhere.

While we don't make racing cars, GKN still proudly maintains the world championship winning Vanwall's of the fifties as a memorial to Tony Vandervell, founder of Vandervell Products, now a GKN subsidiary. The GKN Vanwall Trophy for the Formula 5000 race is dedicated to the Vanwall triumphs.

So that's just a little of GKN's story. You'll still not see our name on your car but we hope that you are a little better acquainted with us now. We are delighted to be sponsoring the event today and pleased that you have been able to join us.

Enjoy the meeting.

Mr. James F. Insch, Deputy Chairman and Managing Director, GKN, presents the GKN Vanwall Trophy to Mike Hailwood.



TODAY'S OTHER HAPPENINGS

RADIO SILVERSTONE

From 06.30 hrs. to 09.30 hrs. an exclusive programme will be broadcast over the public address system. This programme has been specially produced for Silverstone by two professional broadcasters and will include all types of music, interviews with drivers, team managers, spectators who have been at Silverstone on the practice days, latest news about the races, interviews with the sponsors of the meeting, advertisements etc.

A further short programme will be broadcast at the end of the meeting. This will include interviews with the winners of the events as well as music.

HOT BREAKFASTS

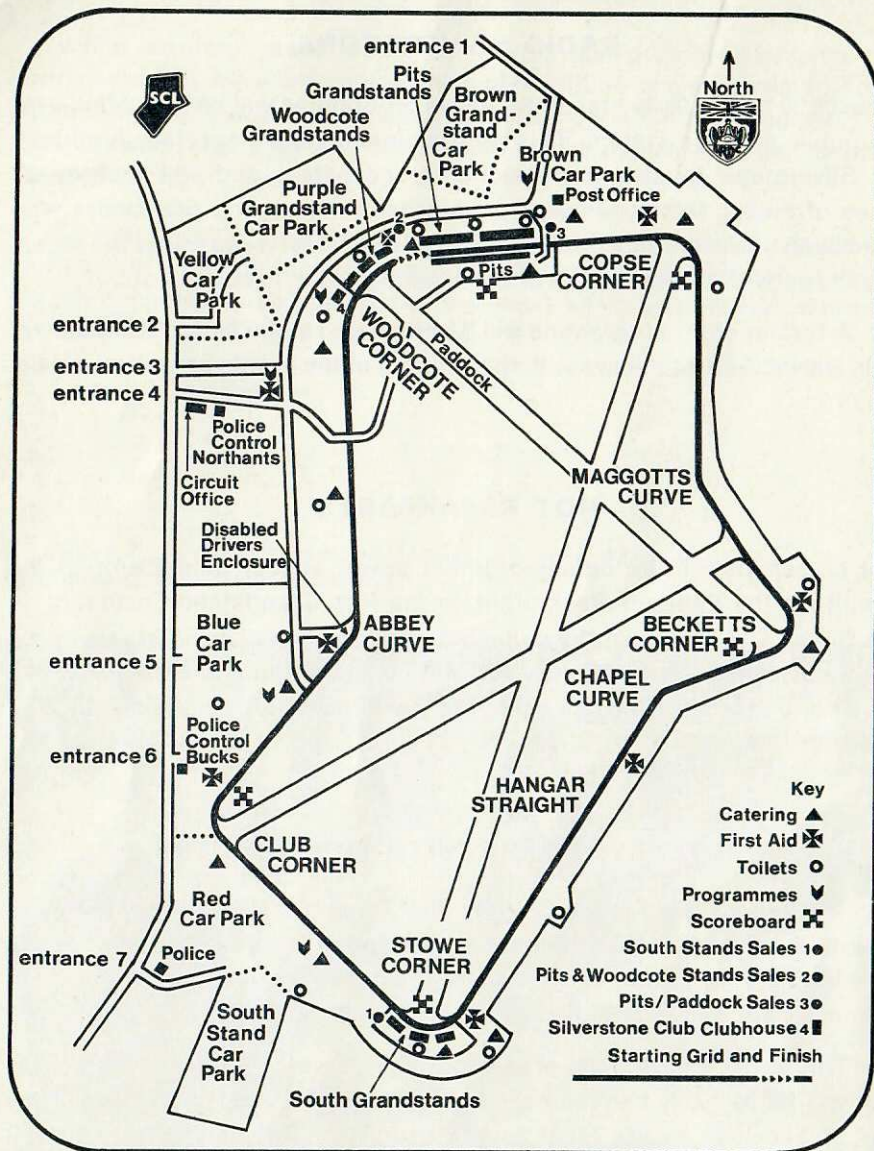
Hot breakfasts can be obtained, under cover, at four points around the circuit—in the Paddock Restaurant, in the Pits Grandstand Enclosure, in the Brown Car Park near the pedestrian bridge and at Club Corner. These will be available from 07.00 hrs. and will consist of an à la carte menu. As a guide, if you have the full selection it will cost you approximately 47p.

SILVERSTONE CIRCUITS FIRE TENDERS

You will see six Silverstone Circuits Fire Tenders on duty today at points around the circuit. These tenders are equipped with a 150 lb. unit of dry powder, a 20 galls. unit of light water foam, two 2 galls. light water foam extinguishers and two 20 lbs. dry powder extinguishers.

The tenders have been presented to Silverstone by the *Daily Express* and will be officially handed over to the circuit on Sunday, 23 April. They will be received by the Hon. Gerald Lascelles, President of the British Racing Drivers' Club, and Mr. Peter Clark, Silverstone Circuits Limited, from Sir Max Aitken, Chairman of Beaverbrook Newspapers Limited.

SILVERSTONE GRAND PRIX CIRCUIT



OFFICIAL PROGRAMME

GKN-DAILY EXPRESS 24th INTERNATIONAL TROPHY MEETING

Silverstone

Saturday/Sunday, 22/23 April, 1972

Organised by the
British Racing Drivers' Club

Presented and promoted by
Silverstone Circuits Ltd.

Sponsored by the GKN Group and the Daily Express

The meeting will be governed by the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the Additional Supplementary Regulations of the organising Club and such Final Instructions, as may be issued prior to the start of the meeting.
Permit Nos. R.S. 7778 and 7779

OFFICIALS OF THE MEETING

Stewards:

J. H. Kemsley (R.A.C.)
C. C. Birch
J. Coote
J. A. Ellison
J. B. Emmott
The Hon. G. D. Lascelles
D. J. Scannell

Judges:

Col. C. W. Barker
A. Braid
W. M. Couper
V. L. Seyd

Clerk of the Course:

A. A. Salmon

Deputy Clerks of the Course:

G. F. Bond
D. F. Truman

Secretary of the Meeting:

P. B. Aumonier

Chief Observers:

E. H. G. Browning
G. R. Hall

Deputy Chief Observer:

V. J. Sparkes

Chief Incident Officer:

P. T. Morom

Chief Marshal:

L. B. Wooster

Chief Medical Officer:

Mr. F. J. C. Matthews

Deputy Chief Medical Officers:

Dr. C. J. Buckingham
Dr. P. H. Smith

Chief Flag Marshal:

K. D. Evans

Deputy Chief Flag

Marshal:
W. Ruck Keene

Chief Pit Marshal:

P. Corrie

Chief Paddock Marshal:

M. J. M. Bosley

Deputy Chief Paddock

Marshals:

A. B. Galuszka (i/c Runway Paddock)
D. Noble (i/c Pits Paddock)

Chief Startline Marshal:

D. Payne

Chief Spectator Marshal:

N. P. Crowe

Chief Scoreboard Marshal:

R. D. Gregory

Commentators:

K. H. Douglas
N. Greenway
J. N. R. Hay
P. Scott Russell

Scrutineers:

Major L. F. H. Woolston (i/c)
P. F. Jowitt
G. A. Meek
G. T. Roussel
A. C. Tilley
G. W. G. Ward

Eligibility Scrutineers:

C. A. A. D. Mitchell
S. R. Proctor

Timekeepers:

C. Audrey (i/c)
G. S. Barritt
G. Hall

Race Recorders:

Mrs. D. Audrey
Mrs. C. Barritt
Miss P. M. Burt
R. Darlington
D. Hollingsworth
T. Morris
Miss P. Wallis

Race Office:

R. C. A. Smith (i/c)

Press Office:

P. Beardsall (i/c)

Breakdown Services:

Daventry Autocar Ltd.
Enotts Ltd.
W. Grose Ltd.
Kingstons Ltd.
Luton Motor Company
Mann Egerton & Co. Ltd.

Airfield Control:

British Motor Racing Marshals Club

Fire Services:

Divisional Officer Davy and Northamptonshire Fire Brigade
GKN Fire Tender and Crew
Silverstone Circuits Fire Service manned by members of the British Motor Racing Marshals Club

Incident Vehicles:

Silverstone Circuits
B.R.S.C.C. (Midland Centre)

For Silverstone Circuits Ltd.:

Circuit Manager:
G. Smith

Press/Publicity Officer:

P. B. Aumonier

OBSERVERS AND MARSHALS

M. H. Abbott
R. M. Andrews
G. Ashton
J. P. Ashton
B. J. Ayres
J. Baker
J. D. Bannister
F. Barnes
G. F. Barnes
B. J. Barnwell
J. R. Barratt
P. G. Barratt
M. M. Baxter
R. C. Baxter
Mrs. T. A. Beardsall
S. B. Beckett
P. R. Benzie

H. Berry
M. Berry
I. A. Betteridge
A. D. Bewley
J. M. F. Blakey
B. Blazeby
M. Blazeby
L. G. Bone
R. D. Brace
J. Braid
E. A. Brittain
D. Broadhurst
L. P. Broadwaters
B. R. Brown
D. E. Buck
J. Burdett
Mrs. J. Burdett

H. M. Chambers
R. A. D. Chappell
A. C. S. Clark
D. Clark
W. N. Clarke
P. Cleaver
Dr. C. F. Cockings
G. Connolly
Mrs. K. Cooke
J. Corrie
R. G. P. Cox
G. Croker
H. J. Daniels
B. R. Darlow
A. J. D'Auriel
A. Daunt-Bateman
Mrs. A. L. Davis

OBSERVERS AND MARSHALS—Continued

Mrs. M. Davis
P. Davis
R. H. Davis
T. Davis
D. Dee
Mrs. M. Dee
C. J. Dixon
M. Djanogly
C. G. Dunham
B. B. Duthie
R. A. Eaton
J. Eglington
F. R. W. England
M. English
H. Eve
J. Felix
B. W. Ferris
A. M. Fielding
C. W. Fitzgerald
N. J. Fitzgerald
R. Freeman-Wright
W. Gascoigne
A. M. Gayes
K. Gibson
B. Gilbert-Smith
W. D. Gilbert
F. J. Godfrey
S. Gowler
R. D. Grace
E. G. Greenall
A. Groves
J. D. Hall
C. Halls
Mrs. J. Hardy
M. Hardy
R. A. Harris
C. S. Haynes
B. Hellens
G. Herrington
B. S. Hiccox
B. Hickman
D. Hickman
J. S. K. Higgins
M. R. Higgins
H. L. Hodkiss
A. J. Holbertson
R. M. Holland
B. W. Holmes
M. Howse
A. J. Hunt
R. S. Illman
T. Ireland
B. Irons
D. J. Irwin
R. W. Johnson

T. Jolly
Lt. Col. W. Jones
D. Jupp
H. S. Ketley
G. P. Knowles
K. J. Lambert
N. B. Lawrence
J. Lawson
B. Lilley
H. W. Ling
A. Long
K. Macrae
M. J. Manning
B. J. Marcer
H. V. Marsh
Miss V. Mason
B. G. P. De Mattos
K. C. Mault
C. J. L. Mertens
C. P. Mertens
S. Micklewright
R. Mitton
L. A. Monaghan
W. Moss
M. J. Mowatt
P. R. Muncaster
D. F. Murphy
Mrs. K. Noble
J. R. Nutter
G. Odell
D. J. Overend
R. W. Overend
P. W. M. Oxford
Mrs. P. Oxford
C. Parnell
I. Patterson
A. W. Payne
M. W. Payne
B. Pearson
J. Pearson
A. G. Pernyes
C. A. Pinkham
M. C. Phillips
M. R. Phillips
G. Pirks
G. Pope
Major W. J. Port
A. E. Potter
M. N. Potter
J. C. P. Powers-Moore
M. Price
Mrs. A. Pullen
L. D. Pullen
T. Quigley

S. D. Richardson
R. Robson
N. Rodgers
Lord Rosehill
I. Sargent
D. J. Scott
A. Sedgwick
M. Shalders
P. J. Shelton
R. F. Shipman
B. S. Smith
E. C. Smith
W. Smith
Mrs. C. Snowden
C. T. Snowden
B. Sternfield
J. Stowe
I. Strachan
F. C. Thomasson
G. A. Thompson
A. Thorne
P. C. Todd
W. H. Trickett
A. Tyrell
I. R. Wagstaff
C. W. Watts
P. Waumsley
P. Whatling
R. S. Whetton
C. D. V. Wilson
Mrs. P. Winterbottom
Mrs. R. Winterbottom
P. H. Wolfe
T. Woods
R. C. A. Woodward
Mrs. E. Woolston
Mrs. P. T. Wooster
J. W. Wootton
A. D. Wulfe
A. Yates
and
Members of the Nottingham Sports Car Club
Vintage Sports Car Club
Aston Martin Owners Club
British Motor Racing Marshals Club
Midland Motoring Enthusiasts Club
Bentley Drivers Club
750 Motor Club
MG Car Club
Members of Birmingham Fire Brigades Association

Emergency Services: Silverstone Circuits Emergency Services Team manned by members of the British Motor Racing Marshals Club.

Medical Services: Mobile Hospital of the International Grand Prix Medical Service. Our grateful thanks go to Divisional Officer Davy and units of the Northamptonshire Fire Brigade, the Northamptonshire St. John Ambulance Brigade, the GKN Fire Tender and Crew and to all the other voluntary officials without whom this Meeting would not be possible.

Timetable

Friday 21 April

- 09.00 — 09.45 Practice for Formula 3 Cars (Heat 1)
10.00 — 10.45 Practice for Formula 3 Cars (Heat 2)
11.00 — 11.45 Practice for Formula Ford Cars (Heat 1)
12.00 — 12.45 Practice for Formula Ford Cars (Heat 2)

Lunch break

- 13.45 — 15.45 Practice for Formula 1 Cars
16.00 — 17.00 Practice for Formula 5000 Cars
17.15 — 18.00 Practice for Touring Cars

Saturday 22 April

- 09.00 — 09.30 Practice for Formula 3 Cars (Heat 1)
09.45 — 10.15 Practice for Formula 3 Cars (Heat 2)
10.30 — 11.00 Practice for Touring Cars
11.15 — 12.00 Practice for Formula 5000 Cars

Lunch break

- 13.00 GKN Sankey Trophy Race for Formula Ford Cars—Heat 1 7 laps
13.35 GKN Sankey Trophy Race for Formula Ford Cars—Heat 2 7 laps
14.10 GKN Vanwall Trophy Race for Formula 5000 Cars 25 laps
15.05 GKN Forgings Trophy Race for Formula 3 Cars—Heat 1 10 laps
15.45 GKN Forgings Trophy Race for Formula 3 Cars—Heat 2 10 laps
16.30 — 18.00 Practice for Formula 1 Cars

Sunday 23 April

- 11.30 — 12.15 Practice for Historic Cars
12.30 GKN Forgings Trophy Race for Formula 3 Cars—Final 20 laps
13.50 GKN Transmissions Trophy Race for Touring Cars 20 laps
14.45 GKN-Daily Express International Trophies Race for Formula 1 and Formula 5000 Cars 40 laps
16.30 JCB Historic Car Race for the GKN Awards 12 laps
17.20 GKN Sankey Trophy Race for Formula Ford Cars—Final 15 laps

Trophies and Awards

GKN-DAILY EXPRESS INTERNATIONAL TROPHIES RACE

Trophies

First Formula 1 Car—The Daily Express Trophy
First Formula 5000 Car—The GKN Fasteners Trophy

Awards

Formula 1

1st £500; 2nd £250; 3rd £125; 4th £75; 5th £50; 6th £25.

Formula 5000

1st £750; 2nd £500; 3rd £300; 4th £250; 5th £200; 6th £150; 7th £100; 8th £90; 9th £80; 10th £70; 11th £65; 12th £60; 13th £55; 14th-16th £50.

GKN VANWALL TROPHY RACE

Trophy

Winner—GKN Vanwall Trophy

Awards

1st £750; 2nd £500; 3rd £300; 4th £250; 5th £200; 6th £150; 7th £100; 8th £90; 9th £80; 10th £70; 11th £65; 12th £60; 13th £55; 14th-16th £50.

GKN FORGINGS TROPHY RACE

Trophies

Winner—GKN Forgings Trophy

Second—GKN Powder Met Trophy

Awards

In the final

1st £250; 2nd £200; 3rd £150; 4th £125; 5th £100; 6th £90; 7th £80; 8th £70; 9th £60; 10th £50; 11th £40; 12th £30; 13th £25; 14th-30th £20.

In each heat: 1st £25; 2nd £20; 3rd £15; 4th £10.

GKN TRANSMISSIONS TROPHY RACE

Trophies

Winner—GKN Transmissions Trophy

Second—GKN Castings Trophy

Awards

1st £200; 2nd £150; 3rd £100; 4th £95; 5th £90; 6th £85; 7th £80; 8th £75; 9th £70; 10th £65; 11th £60; 12th £55; 13th £50; 14th £45; 15th £40; 16th £35; 17th £30; 18th £25; 19th-36th £20.

In each Class: 1st £30; 2nd £20; 3rd £10.

GKN SANKEY TROPHY RACE

Trophies

Winner—GKN Sankey Trophy

Second—BKL Alloys Trophy

Awards

In the final

1st £36; 2nd £24; 3rd £16; 4th £12; 5th £8; 6th £4.

In each heat

1st £15; 2nd £10; 3rd £6; 4th £4.

JCB HISTORIC CAR RACE FOR THE GKN AWARDS

Trophies

Each class winner—A GKN Award

Awards

In each Class: £1st £25; 2nd £20; 3rd £15; 4th £10; 5th £8; 6th £7; other finishers £6.

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

Rothmans of Pall Mall, the cigarette company, are again sponsoring the European Formula 5000 Championship in 1972. The programme for the £65,000-plus series consists of 14 rounds to be staged at circuits in Great Britain, Eire and on the Continent, which started at Brands Hatch on 18 March (on the eve of the STP-Daily Mail Race of Champions) and concludes at Oulton Park on 14 October. Some further races are still being negotiated.

Increased prize money, covering the first 16 cars home, is a feature of this year's series. The seven top-money events each carry a purse totalling £5,640, with £1,500 for the winner. Points are allocated on the basis of 9, 6, 4, 3, 2 and 1 for the first six places, with double points for the final round. All points scored by a driver count towards his championship total.

The drivers' championship winner will receive £1,000, with £500 for the runner-up, £250 for third place, £150 for fourth and £100 for fifth—a total of £2,000. A Rothmans entrants' championship has identical awards.

Since its inception in 1969, Formula 5000 has provided an ideal proving ground for drivers seeking places in Grand Prix teams. Peter Gethin (1969 and 1970 champion), Howden Ganley (second in 1970) and Mike Hailwood (second in 1971) are driving works Formula 1 cars this year.

Current points position:

Drivers				Entrants			
Brian Redman	..	..	19	Speed International Racing	..	..	21
Alan Rollinson	..	..	18	Sidney Taylor	..	..	19
Gijs van Lennep	..	..	17	Alan McKechnie	..	..	18
Teddy Pilette	..	..	10	Racing Team VDS	..	..	10
Graham McRae	..	..	9	Crown Lynn	..	..	9
Ray Allen	..	..	9	Keith Holland	..	..	6

'DAILY EXPRESS' FORMULA FORD CHAMPIONSHIP

The *Daily Express*, the national newspaper which has been associated with Silverstone since 1949, is increasing its involvement with the circuit in 1972 by sponsoring the *Daily Express* Formula Ford Championship. Eight of the 11 rounds will take place at Silverstone.

Points will be scored on a 9, 6, 4, 3, 2 and 1 basis in each round, except for the rounds on 23 April and 24 September when double points will be scored. All rounds will count.

The winner of the Championship will receive £100 and the *Daily Express* Trophy, second £75, third £50 and fourth £25. Prize money in each round will be—first £36, second £24, third £16, fourth £12, fifth £8 and sixth £4.

Current points position:

Patrick Neve	..	..	9
Keith Garratt	..	..	6
Robert Cooper	..	..	4
Geoff Lees	..	..	3
Ian Taylor	..	..	2
Roger Bruce-White	..	..	1

This Meeting also counts towards the **Tarmac British Racing Championship**.

SHELL BRITISH FORMULA 3 CHAMPIONSHIP

Following the tremendous success of the 1971 Shell Super Oil British Formula 3 Championship, Shell are sponsoring a similar championship worth more than £40,000 during the 1972 season.

There are 14 rounds in the championship (with the possibility of additional rounds at Anderstorp, Sweden, on a date to be announced and Ingliston, Scotland, on 15 October). The famous Monaco F3 Grand Prix, to be held on 13 May (the eve of the World Championship Monaco GP), is one of the qualifying rounds, while the other overseas rounds are at Le Mans, France, Zandvoort, Holland, and Paul Ricard, France.

Prize and overseas travel money will be paid by Shell and circuit owners at the rate of £2,500 per event, while a further £200 per race will go into a central end-of-season prize fund to be divided in proportion to points earned on a 9, 6, 4, 3, 2 and 1 basis and spread over all races. All points scored by a driver count towards the championship, while double points are to be awarded at the final round at Brands Hatch on 29 October.

Motor Sport, the monthly magazine, is to continue its association with the championship, and the winner will receive the *Motor Sport* Trophy.

Current points position:

Roger Williamson	..	..	15
Barrie Maskell	..	..	13
Tom Pryce	..	..	9
James Hunt	..	..	9
Peter Hull	..	..	7
Bob Evans	..	..	6
Mike Walker	..	..	6

WIGGINS TEAPE PAPERCHASE 72 for the British Touring Car Championship

Wiggins Teape NCR Paper Division are this year sponsoring the RAC British Touring Car Championship for Group 2 special saloon cars. There are four capacity classes: Up to 1000 c.c., 1001-1300 c.c., 1301-2000 c.c. and over 2000 c.c.

Points are awarded on the basis of 9, 6, 4, 3, 2 and 1 to the first six finishers in each class. In a race of less than four hours' duration, but over 50 miles long, only cars which have covered at least 90% of the distance covered by the class winner will be officially classified as finishers. (For races over four hours in duration and races under 50 miles in length see RAC Standing Supplementary Regulations Q49).

Competitors are allowed to accumulate points gained in different cars produced by the same manufacturer within the same capacity class should an improved model be homologated during the season. Competitors, however, will not be permitted to score points in more than one capacity class, nor will they be permitted to score points in cars produced by different manufacturers.

Where two competitors drive the same car in an event, points will be allocated to each provided that the race distance exceeds 100 miles. If the race distance is less than 100 miles, points will be equally divided.

Current points position:

Over 2000 c.c.				1301-2000 c.c.			
Frank Gardner	..	..	24	David Matthews	..	..	27
Brian Muir	..	..	9	Eric Hoyer	..	..	6
Terry Sanger	..	..	9	Willie Green	..	..	6
Dennis Leech	..	..	8	Willy Kay	..	..	6
1001-1300 c.c.				Up to 1000 c.c.			
Jonathan Buncombe	..	..	21	Bill McGovern	..	..	27
Vince Woodman	..	..	18	Melvyn Adams	..	..	15
Jon Mowatt	..	..	6	Mo Mendham	..	..	14
Paul Ridgway	..	..	6	Terry Watts	..	..	4

Details of the points positions in the **JCB Historic Car Championship** can be found on page 58.

Sunday 23 April

Race 8

Start 14.45 hrs.

40 laps

117.08 miles

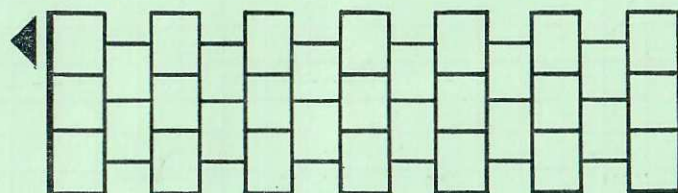
GKN-DAILY EXPRESS INTER NATIONAL TROPHIES RACE

for Formula 1 and

Formula 5000 Cars

No.	Entrant	Driver	Nat. of Driver
FORMULA 1			
1	John Player Team Lotus	Emerson Fittipaldi	BR
2	John Player Team Lotus	Dave Walker	AUS
3	Bruce McLaren Motor Racing Ltd.	Dennis Hulme	NZ
4	Bruce McLaren Motor Racing Ltd.	Peter Revson	USA
5	Brooke Bond Oxo—Rob Walker— Team Surtees	Mike Hailwood	GB
6	Team Surtees Ltd.	John Surtees	GB
7	Marlboro BRM	Jean Pierre Beltoise	F
8	Marlboro BRM	Peter Gethin	GB
9	Marlboro BRM	Howden Ganley	NZ
10	Team Williams—Motul	Carlos Pace	BR
11	Motor Racing Developments	Graham Hill	GB
12	Elf Team Tyrrell	Jackie Stewart	GB

No.	Entrant	Driver	Nat. of Driver
FORMULA 5000			
18	Clive Santo	Entrant	GB
21	David Prophet	Entrant	GB
22	Crown Lynn	Graham McRae	NZ
25	Keith Holland	Entrant	GB
26	Steve Matchett	Entrant	USA
28	Andrew Cavell	John Bowtell	GB
29	David Berry	Entrant	GB
30	John Cannon	Entrant	CDN
33	Racing Team VDS	Teddy Pilette	B
34	Herve Bayard	Entrant	F
42	Tony Dean	Entrant	GB
43	Sidney Taylor	Brian Redman	GB
44	John Butterworth	Guy Edwards	GB
45	Jock Russell	Entrant	GB
46	Sidney Taylor	To be nominated	
47	Powmatic Heating & Ventilation	Gordon Spice	GB
48	Speed International Racing	Gijs van Lennep or Ray Allen	NL/GB
49	Speed International Racing	Ray Allen or to be nominated	GB
50	Speed International Racing	Ray Calcutt	GB
51	Leda Cars	Trevor Taylor	GB
52	Alan McKechnie	Alan Rollinson	GB
54	Alan Brodie	Entrant	GB
66	Fred Saunders	Entrant	GB



Car	Engine	c.c.	Colour
<i>John Player Special</i>	<i>Ford Cosworth V8</i>	2993	Black/Gold
<i>John Player Special</i>	<i>Ford Cosworth V8</i>	2993	Black/Gold
<i>Yardley McLaren M19A</i>	<i>Ford Cosworth V8</i>	2993	White/Orange
<i>Yardley McLaren M19A</i>	<i>Ford Cosworth V8</i>	2993	White/Orange
<i>Surtees TS9B</i>	<i>Ford Cosworth V8</i>	2993	Blue/White
<i>Surtees TS9B</i>	<i>Ford Cosworth V8</i>	2993	Blue/White
<i>BRM P180</i>	<i>BRM V12</i>	2998	Red/White
<i>BRM P160</i>	<i>BRM V12</i>	2998	Red/White
<i>BRM P160</i>	<i>BRM V12</i>	2998	Red/White
<i>March 721</i>	<i>Ford Cosworth V8</i>	2993	Blue
<i>Brabham BT37</i>	<i>Ford Cosworth V8</i>	2993	White
<i>Tyrrell Ford</i>	<i>Ford Cosworth V8</i>	2993	Blue

<i>McLaren M10B</i>	<i>Morand Chevrolet V8</i>	4992	Orange
<i>McLaren M10B</i>	<i>Morand Chevrolet V8</i>	4998	Green
<i>Leda T27</i>	<i>Morand Chevrolet V8</i>	5000	Red
<i>McLaren M10B</i>	<i>Chevrolet V8</i>	4992	
<i>Leda T25</i>	<i>Smith Chevrolet V8</i>	5000	Blue/White
<i>Lola T142</i>	<i>Traco Chevrolet V8</i>	4992	Blue/Yellow
<i>Brabham BT16/21B</i>	<i>Rover V8</i>	4500	Yellow/Blue
<i>March 72A</i>	<i>Rover V8</i>	4840	Red/White
<i>McLaren M18/22</i>	<i>Morand Chevrolet V8</i>	4997	Maroon
<i>Surtees TS8</i>	<i>Chevrolet V8</i>	4992	
<i>McLaren M14</i>	<i>Chevrolet V8</i>	5000	Orange
<i>Chevron B24</i>	<i>Smith Chevrolet V8</i>	5000	White/Green
<i>McLaren M10B</i>	<i>Chevrolet V8</i>	5000	Aubergine
<i>Lotus 70</i>	<i>Boss 302 Ford V8</i>	5000	Blue/White
<i>McLaren M10B</i>	<i>Smith Chevrolet V8</i>	5000	White/Green
<i>Kitchmac</i>	<i>Chevrolet V8</i>	5000	Red/White/Blue
<i>Surtees TS11</i>	<i>Smith Chevrolet V8</i>	4991	Blue/Yellow
<i>McLaren M18</i>	<i>Chevrolet V8</i>	4991	Blue/Yellow
<i>McLaren M18</i>	<i>Chevrolet V8</i>	4991	Yellow
<i>Leda T27</i>	<i>Smith Chevrolet V8</i>	5000	Blue
<i>Lola T300</i>	<i>Smith Chevrolet V8</i>	5000	Blue/Yellow
<i>Surtees TS8</i>	<i>Chevrolet V8</i>	4922	Green
<i>Crossle 15F</i>	<i>Rover V8</i>	4986	Red/Blue

RESULTS

Overall:

1st.....	Time.....	Speed.....m.p.h.
2nd.....	3rd.....	4th.....
	5th.....	6th.....
Fastest lap: Car No.....	Time.....	Speed.....m.p.h.

Sunday 23 April

Race 9

Start 16.30 hrs.

(a round of the 1972 JCB Historic Car Championship and BRDC British Empire Trophy Historic Car Award)

**JCB HISTORIC CAR RACE
for the GKN Awards**

12 laps
35.12 miles

No. Entrant and Driver Car c.c. Colour

Class A = Historic Racing Cars

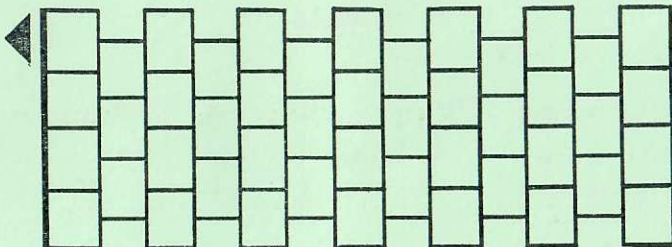
1	Neil Corner	Maserati 250F	2500	Red
2	Richard Bergel	Maserati 250F	2500	Red
4	Raymond Fielding	Maserati 6C	1493	Red
5	Dan Margulies	Maserati 4CM	1498	Red
6	Richard Pilkington	Cooper-Bristol Mk. 2	1971	Maroon
8	Barry Simpson	Cooper-Bristol Mk. 1	1971	Blue
9	John Roberts	Cooper-Bristol Mk. 1	1971	Aubergine
11	Frank Lockhart	Rover Special	2995	Green
12	Bill Wilks	Lotus 16	2495	Green
14	Alan Cottam	Connaught AL10	1960	
15	Anthony Hutchings	AFM	1971	Silver
16	Martin Morris	ERA	1992	Silver

Class B = Historic Sports Cars over 2000 c.c.

21	Philip Dowell (Driver: Colin Crabbe)	Ferrari 410	4961	Red
22	J. C. Bamford Excavators Ltd. (Driver: Willie Green)	Ferrari Testa Rossa	2953	
24	Hon. John Fellowes	Maserati 450S	4478	Red
25	Hexagon of Highgate Ltd. (Driver: Nick Faure)	Maserati Tipo 61	2890	White/Blue
26	Hon. Patrick Lindsay	Maserati Tipo 61	3000	White/Blue
27	Hesketh Racing (Driver: Charles Lucas)	Maserati Tipo 61	3000	Blue
28	J. C. Bamford Excavators Ltd. (Driver: Alain de Cadenet)	Maserati Tipo 61	3000	Yellow
29	Willie Eckerslyke	Jaguar D	3442	Blue
30	Willie Eckerslyke (Driver: Bill Allen)	Jaguar D	3781	Black
32	Forward Enterprises Ltd. (Driver: John Harper)	Lister Jaguar	3781	Green/Yellow
33	Forward Enterprises Ltd. (Driver: Anthony Hutton)	Lister Jaguar	3781	Green/Yellow
34	Coopers (Metals) Limited (Driver: Nigel Clarkson)	Lister Jaguar	3800	Green
35	Coopers (Metals) Limited (Driver: Robert Cooper)	Aston Martin	2992	Green
37	Christopher Stewart	Aston Martin DBR1	2997	Green
38	Clive Aston	Aston Martin DB3S	2993	Green

Class C = Historic Sports Cars up to 2000 c.c.

41	Bernard Worth	Ferrari 166 Mille Miglia	1992	Red
43	Bob Owen	Maserati Tipo 60	2000	Red
45	David Muirhead	Lister Bristol	1971	Green/Red
46	Ken Rogers	Lotus Mk. 10	1971	Blue
47	Peter van Rossem	Lotus Bristol Mk. 10	1981	Red
48	Chris Warwick Drake	Lotus Bristol Mk. 10	1971	White
50	John Brown	Lotus XI	1098	Blue
51	Alan Browlee (Driver: Chris Renwick)	Lotus XI	1098	Blue
53	Ken Davies	AC Ace	1991	Green
55	C. F. Readey	Riley TT Sprite	1808	Blue
56	Terry Harrison	Lotus XI	1098	



1	2	3	4	5	6	7	8	9	10	11	12		
													RESULTS
													Overall
													1st..... Time.....
													Speed.....m.p.h. 2nd.....
													3rd..... 4th.....
													Class A. Historic Racing Cars
													1st..... Time.....
													Speed.....m.p.h. 2nd.....
													3rd..... 4th.....
													Fastest lap: Car No.....
													Time..... Speed.....m.p.h.
													Class B. Historic Sports Cars over 2000cc
													1st..... Time.....
													Speed.....m.p.h. 2nd.....
													3rd..... 4th.....
													Fastest lap: Car No.....
													Time..... Speed.....m.p.h.
													Class C. Historic Sports Cars up to 2000cc
													1st..... Time.....
													Speed.....m.p.h. 2nd.....
													3rd..... 4th.....
													Fastest lap: Car No.....
													Time..... Speed.....m.p.h.

SILVERSTONE LAP SPEED TABLE

One lap of Silverstone Circuit equals 2.927 miles (4.71 kilometres). 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.
1:16-0	138-65	223-13	1:23-3	126-50	203-58	1:30-7	116-17	186-96
1:16-1	138-46	222-84	1:23-4	126-35	203-33	1:30-8	116-05	186-76
1:16-2	138-28	222-55	1:23-5	126-19	203-09	1:30-9	115-92	186-51
1:16-3	138-10	222-25	1:23-6	126-04	202-85	1:31-0	115-79	186-36
1:16-4	137-92	221-96	1:23-7	125-89	202-60	1:31-1	115-66	186-13
1:16-5	137-74	221-67	1:23-8	125-74	202-36	1:31-2	115-54	185-93
1:16-6	137-56	221-38	1:23-9	125-59	202-12	1:31-3	115-41	185-74
1:16-7	137-38	221-09	1:24-0	125-44	201-88	1:31-4	115-29	185-54
1:16-8	137-20	220-81	1:24-1	125-29	201-64	1:31-5	115-16	185-34
1:16-9	137-03	220-52	1:24-2	125-14	201-40	1:31-6	115-03	185-14
1:17-0	136-85	220-23	1:24-3	125-00	201-16	1:31-7	114-90	184-93
1:17-1	136-67	219-95	1:24-4	124-85	200-92	1:31-8	114-78	184-73
1:17-2	136-49	219-66	1:24-5	124-70	200-69	1:31-9	114-66	184-53
1:17-3	136-32	219-38	1:24-6	124-55	200-45	1:32-0	114-54	184-33
1:17-4	136-14	219-09	1:24-7	124-41	200-21	1:32-1	114-42	184-13
1:17-5	135-96	218-81	1:24-8	124-26	199-98	1:32-2	114-29	183-93
1:17-6	135-79	218-53	1:24-9	124-11	199-74	1:32-3	114-16	183-73
1:17-7	135-61	218-25	1:25-0	123-97	199-51	1:32-4	114-04	183-53
1:17-8	135-44	217-99	1:25-1	123-82	199-27	1:32-5	113-92	183-33
1:17-9	135-27	217-69	1:25-2	123-68	199-04	1:32-6	113-79	183-13
1:18-0	135-09	217-41	1:25-3	123-53	198-80	1:32-7	113-67	182-93
1:18-1	134-92	217-13	1:25-4	123-39	198-57	1:32-8	113-55	182-74
1:18-2	134-74	216-86	1:25-5	123-24	198-34	1:32-9	113-43	182-54
1:18-3	134-57	216-58	1:25-6	123-10	198-11	1:33-0	113-30	182-34
1:18-4	134-40	216-30	1:25-7	122-95	197-88	1:33-1	113-18	182-15
1:18-5	134-23	216-03	1:25-8	122-81	197-64	1:33-2	113-06	181-95
1:18-6	134-06	215-75	1:25-9	122-67	197-41	1:33-3	112-94	181-76
1:18-7	133-89	215-48	1:26-0	122-53	197-19	1:33-4	112-82	181-56
1:18-8	133-72	215-20	1:26-1	122-38	196-96	1:33-5	112-70	181-37
1:18-9	133-55	214-93	1:26-2	122-24	196-73	1:33-6	112-58	181-17
1:19-0	133-38	214-66	1:26-3	122-10	196-50	1:33-7	112-46	180-98
1:19-1	133-21	214-39	1:26-4	121-96	196-27	1:33-8	112-34	180-79
1:19-2	133-05	214-12	1:26-5	121-82	196-04	1:33-9	112-22	180-60
1:19-3	132-88	213-85	1:26-6	121-68	195-82	1:34-0	112-10	180-40
1:19-4	132-71	213-58	1:26-7	121-54	195-59	1:34-1	111-98	180-21
1:19-5	132-54	213-31	1:26-8	121-40	195-37	1:34-2	111-86	180-02
1:19-6	132-38	213-04	1:26-9	121-26	195-14	1:34-3	111-74	179-83
1:19-7	132-21	212-77	1:27-0	121-12	194-99	1:34-4	111-62	179-64
1:19-8	132-05	212-51	1:27-1	120-98	194-77	1:34-5	111-51	179-45
1:19-9	131-88	212-24	1:27-2	120-84	194-55	1:34-6	111-39	179-26
1:20-0	131-72	211-97	1:27-3	120-70	194-33	1:34-7	111-27	179-07
1:20-1	131-55	211-71	1:27-4	120-56	194-10	1:34-8	111-15	178-88
1:20-2	131-39	211-45	1:27-5	120-42	193-88	1:34-9	111-04	178-69
1:20-3	131-22	211-18	1:27-6	120-29	193-66	1:35-0	110-92	178-50
1:20-4	131-06	210-92	1:27-7	120-15	193-44	1:35-1	110-80	178-32
1:20-5	130-90	210-66	1:27-8	120-01	193-22	1:35-2	110-68	178-13
1:20-6	130-73	210-40	1:27-9	119-87	193-00	1:35-3	110-57	177-94
1:20-7	130-57	210-14	1:28-0	119-74	192-78	1:35-4	110-45	177-76
1:20-8	130-41	209-88	1:28-1	119-60	192-56	1:35-5	110-34	177-57
1:20-9	130-25	209-62	1:28-2	119-47	192-34	1:35-6	110-22	177-38
1:21-0	130-09	209-36	1:28-3	119-33	192-12	1:35-7	110-11	177-20
1:21-1	129-93	209-10	1:28-4	119-20	191-90	1:35-8	109-99	177-01
1:21-2	129-77	208-84	1:28-5	119-06	191-68	1:35-9	109-87	176-83
1:21-3	129-61	208-58	1:28-6	118-93	191-46	1:36-0	109-76	176-65
1:21-4	129-45	208-32	1:28-7	118-79	191-24	1:36-1	109-65	176-46
1:21-5	129-29	208-07	1:28-8	118-66	191-02	1:36-2	109-53	176-28
1:21-6	129-13	207-82	1:28-9	118-53	190-79	1:36-3	109-42	176-10
1:21-7	128-97	207-56	1:29-0	118-40	190-57	1:36-4	109-31	175-91
1:21-8	128-82	207-31	1:29-1	118-26	190-35	1:36-5	109-19	175-73
1:21-9	128-66	207-06	1:29-2	118-13	190-13	1:36-6	109-08	175-55
1:22-0	128-50	206-80	1:29-3	118-00	189-91	1:36-7	108-97	175-37
1:22-1	128-35	206-55	1:29-4	117-87	189-69	1:36-8	108-86	175-19
1:22-2	128-19	206-30	1:29-5	117-73	189-47	1:36-9	108-74	175-01
1:22-3	128-04	206-05	1:29-6	117-60	189-26	1:37-0	108-63	174-83
1:22-4	127-88	205-80	1:29-7	117-47	189-05	1:37-1	108-52	174-64
1:22-5	127-72	205-55	1:29-8	117-34	188-84	1:37-2	108-41	174-46
1:22-6	127-57	205-29	1:29-9	117-21	188-63	1:37-3	108-30	174-27
1:22-7	127-41	205-05	1:30-0	117-08	188-42	1:37-4	108-18	174-11
1:22-8	127-26	204-81	1:30-1	116-95	188-21	1:37-5	108-07	173-93
1:22-9	127-11	204-56	1:30-2	116-82	188-00	1:37-6	107-96	173-75
1:23-0	126-95	204-31	1:30-3	116-69	187-79	1:37-7	107-85	173-57
1:23-1	126-80	204-07	1:30-4	116-56	187-59	1:37-8	107-74	173-39
1:23-2	126-65	203-82	1:30-5	116-43	187-38	1:37-9	107-63	173-22

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.
1:38-0	107-52	173-40	1:45-5	99-88	160-74	1:53-0	93-25	150-07
1:38-1	107-41	173-26	1:45-6	99-78	160-59	1:53-1	93-16	149-93
1:38-2	107-30	173-12	1:45-7	99-68	160-44	1:53-2	93-08	149-80
1:38-3	107-19	172-97	1:45-8	99-58	160-28	1:53-3	93-00	149-67
1:38-4	107-09	172-81	1:45-9	99-50	160-13	1:53-4	92-92	149-54
1:38-5	106-98	172-64	1:46-0	99-41	159-98	1:53-5	92-84	149-41
1:38-6	106-87	172-48	1:46-1	99-31	159-83	1:53-6	92-76	149-28
1:38-7	106-76	172-31	1:46-2	99-22	159-68	1:53-7	92-67	149-15
1:38-8	106-65	172-14	1:46-3	99-13	159-53	1:53-8	92-59	149-02
1:38-9	106-54	171-97	1:46-4	99-03	159-38	1:53-9	92-51	148-88
1:39-0	106-44	171-79	1:46-5	98-94	159-23	1:54-0	92-43	148-75
1:39-1	106-33	171-62	1:46-6	98-85	159-08	1:54-1	92-34	148-62
1:39-2	106-22	171-45	1:46-7	98-76	158-93	1:54-2	92-27	148-49
1:39-3	106-12	171-27	1:46-8	98-66	158-78	1:54-3	92-19	148-36
1:39-4	106-01	171-10	1:46-9	98-57	158-63	1:54-4	92-11	148-23
1:39-5	105-90	170-93	1:47-0	98-48	158-48	1:54-5	92-03	148-10
1:39-6	105-80	170-76	1:47-1	98-39	158-34	1:54-6	91-95	147-97
1:39-7	105-69	170-59	1:47-2	98-29	158-19	1:54-7	91-87	147-84
1:39-8	105-58	170-42	1:47-3	98-20	158-04	1:54-8	91-79	147-72
1:39-9	105-48	170-25	1:47-4	98-11	157-89	1:54-9	91-71	147-59
1:40-0	105-37	169-58	1:47-5	98-02	157-75	1:55-0	91-63	147-46
1:40-1	105-27	169-41	1:47-6	97-93	157-60	1:55-1	91-54	147-33
1:40-2	105-16	169-24	1:47-7	97-84	157-46	1:55-2	91-46	147-20
1:40-3	105-06	169-07	1:47-8	97-75	157-31	1:55-3	91-38	147-07
1:40-4	104-95	168-90	1:47-9	97-66	157-16	1:55-4	91-31	146-95
1:40-5	104-85	168-74	1:48-0	97-57	157-06	1:55-5	91-23	146-82
1:40-6	104-74	168-57	1:48-1	97-48	156-87	1:55-6	91-15	146-69
1:40-7	104-64	168-40	1:48-2	97-39	156-73	1:55-7	91-07	146-56
1:40-8	104-54	168-23	1:48-3	97-30	156-58	1:55-8	90-99	146-44
1:40-9	104-43	168-07	1:48-4	97-21	156-44	1:55-9	90-91	146-31
1:41-0	104-33	167-90	1:48-5	97-12	156-29	1:56-0	90-84	146-19
1:41-1	104-22	167-73	1:48-6	97-03	156-15	1:56-1	90-76	146-06
1:41-2	104-12	167-57	1:48-7	96-94	156-01	1:56-2	90-68	145-94
1:41-3	104-02	167-40	1:48-8	96-85	155-86	1:56-3	90-60	145-81
1:41-4	103-92	167-24	1:48-9	96-76	155-72	1:56-4	90-53	145-69
1:41-5	103-82	167-07	1:49-0	96-67	155-58	1:56-5	90-45	145-56
1:41-6	103-71	166-91	1:49-1	96-58	155-44	1:56-6	90-37	145-44
1:41-7	103-60	166-73	1:49-2	96-49	155-29	1:56-7	90-29	145-31
1:41-8	103-51	166-58	1:49-3	96-41	155-15	1:56-8	90-22	145-19
1:41-9	103-41	166-41	1:49-4	96-32	155-01	1:56-9	90-14	145-06
1:42-0	103-31	166-25	1:49-5	96-23	154-87	1:57-0	90-06	144-94
1:42-1	103-21	166-09	1:49-6	96-14	154-73	1:57-1		

LAP RECORDS AS AT 22.4.72

Outright and Formula 1:	Jackie Stewart (Tyrrell Ford)		
	1 min. 19.9 secs.	131.88 m.p.h.	17.7.71
Formula 5000:	Frank Gardner (Lola Morand Chevrolet)		
	1 min. 21.6 secs.	129.13 m.p.h.	15.8.70
Formula 3:	Roger Williamson (March 713M)		
	1 min. 35.8 secs.	109.99 m.p.h.	17.7.71
Formula Ford:	Ian Taylor (Dulon LD9)		
	1 min. 42.8 secs.	102.50 m.p.h.	14.8.71
Group 2 Touring Cars— Over 2000 c.c.:	Brian Muir (Chevrolet Camaro) and Frank Gardner (Chevrolet Camaro)		
	1 min. 35.4 secs.	110.45 m.p.h.	5.6.71
1301-2000 c.c.:	John Fitzpatrick (Ford Escort RS1600)		
	1 min. 38.2 secs.	107.30 m.p.h.	5.6.71
1001-1300 c.c.:	David Matthews (Ford Escort)		
	1 min. 46.4 secs.	99.03 m.p.h.	8.5.71
Up to 1000 c.c.:	Bill McGovern (Sunbeam Imp)		
	1 min. 49.8 secs.	95.97 m.p.h.	17.7.71
Historic Cars: Racing Cars:	Neil Corner (Aston Martin DBR4)		
	1 min. 40.0 secs.	105.37 m.p.h.	6.6.70
Sports Cars:	Neil Corner (Jaguar D)		
	1 min. 48.2 secs.	97.39 m.p.h.	18.10.69

GKN FORGINGS TROPHY RACE

RESULTS

1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
	5th.....	6th.....	
Fastest lap: Car No.....	Time.....	Speed.....	m.p.h.

GKN TRANSMISSIONS TROPHY RACE

RESULTS

Overall:			
1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
Class A. Over 2000 c.c.			
1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
Fastest lap: Car No.....	Time.....	Speed.....	m.p.h.
Class B. 1301-2000 c.c.			
1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
Fastest Lap: Car No.....	Time.....	Speed.....	m.p.h.
Class A. 1001-1300 c.c.			
1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
Fastest Lap: Car No.....	Time.....	Speed.....	m.p.h.
Class B. Up to 1000 c.c.			
1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	
Fastest Lap: Car No.....	Time.....	Speed.....	m.p.h.

GKN FORGINGS LIMITED



P. O. Box No. 4
Bromsgrove
Worcestershire
Tel: Bromsgrove 74242
Telex: 33269

Constituent companies:

Birfield Extrusions Limited
Forgings & Presswork Limited
Garringtons Limited
Precision Forgings Limited
The Scottish Stamping & Engineering Co
Limited
Smethwick Drop Forgings Limited
Smith-Clayton Forge Limited

GKN FORGINGS LIMITED Europe's largest forging organisation producing to customer specifications 270,000 tons of forgings per annum for the automotive and allied industries

Main products include:

Axle Beams
Connecting Rods
Crankshafts
Gears and Gear Box
Forgings
Transmission Forgings
Steam Turbine Blades
and Discs





We believe you ought to know what's
going on behind your back.

XX
Triplex
Hotline
Heated Rear Windows

THE CHAMPIONSHIP FOR HISTORIC CARS

By **BILL ALLEN**

Today is the first occasion on which many spectators will have had the opportunity to enjoy the spectacle and excitement of this new Championship. Launched last season, it was so successful that it was immediately 'booked' for the two major meetings at Silverstone in 1972.

The brainchild of Nigel Moores of Speed Merchants (who organise the Championship, and sponsored by Anthony Bamford's family firm, JCB the Internationally famous earth-moving and construction equipment company from Staffordshire, the Championship combines, for the first time Historic Sports Cars and Historic Racing Cars.

Races for 'historic' cars are not new, but with values rising (a D type Jaguar reached £10,000 at auction in 1970!) and the creation of more and more motoring museums there have not been enough good cars to make up a good entry. Now, by combining the two classes a full grid of top quality cars can be achieved.

What's more, there's no doubt that it's a thrilling sight to see the single seaters 'mixing it' with the sports cars, and to speculate as to whether or not the fastest sports cars can beat the fastest racing cars. Last year the quickest Birdcage Maserati sports cars were almost a match for Neil Corner in the single seater Aston Martin, while further down the field (but no less exciting) there were some terrific duels between the Cooper Bristols and the DB3S Aston Martins.

The 'historic' cars taking part are mainly those racing in the post war years up to 1961, when the champions were Moss, Hawthorn, Fangio etc., yet despite their age and high value, the cars are still incredibly fast. Of course improvements to the circuit have made it a little faster, but it's interesting to note that the fastest lap in the 1958 British Grand Prix here at Silverstone was 1 min. 40.8 secs. by Mike Hawthorn (Ferrari) and this has already been beaten by Neil Corner's Aston Martin with a lap of 1 min. 40.0 secs!

Points are scored in each class with 6, 5, 4 and 3 points for first, second, third and fourth, and all finishers score two points. Drivers score their best 5 results from 6 races. In this way it's difficult for any driver to establish a clear lead, and most drivers can gain a reasonable score. In addition, it means that the overall Champion can come from any class. In fact, last year we had joint Champions, Bob Owen (Birdcage 2 litre sports Maserati) and Bill Wilks (Lotus 16 single seater). Each had an identical number of first, second, third and fourth places, so the only fair thing was to award the trophy jointly.

JCB and Speed Merchants received considerable encouragement from the BRDC in establishing the Championship, and for 1972 the BRDC have decided to award the famous British Empire Trophy to the driver scoring the most points in the Championship rounds at Silverstone.

We hope you will enjoy this exciting 'new' type of racing, and will come to see the next round at Silverstone on 21 May. Leading positions in the Championship after the first round are as follows:-

CLASS A = HISTORIC RACING CARS

1st	Cameron Millar	<i>Maserati 250F</i>
2nd	Richard Pilkington	<i>Cooper-Bristol Mk. 2</i>
3rd	John Roberts	<i>Cooper-Bristol Mk. 1</i>

CLASS B = HISTORIC SPORTS CARS OVER 2000 c.c.

1st	Willie Green	<i>Maserati Tipo 61</i>
2nd	Nick Faure	<i>Maserati Tipo 61</i>
3rd	Anthony Hutton	<i>Lister Jaguar</i>

CLASS C = HISTORIC SPORTS CARS UP TO 2000 c.c.

1st	Bob Owen	<i>Maserati Tipo 60</i>
2nd	Peter van Rossem	<i>Lotus Bristol Mk. 10</i>
3rd	David Muirhead	<i>Lister Bristol</i>

PUT YOUR FOOT

The more you expect from your engine, the more your engine expects from your oil.

That's why at Castrol we're constantly looking

DOWN

for new and better ways of protecting your engine.

You'll find the results in Castrol GTX.

The High Performer.

Castrol keeps the pressure up.



MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

MAGAZINE COPYRIGHT

All literary matter in this Magazine, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted.

Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the Meeting or any part thereof.

DOGS

It is a condition of admission to the Circuit and Car Parks that no dogs are allowed. Any person found to be in breach of this condition will be deemed a trespasser and will be required to leave.

GRANDSTAND SEATS

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand—for Pits and Woodcote Stand which cost £1.50 per seat, and at Stowe Corner—for the South Stand which costs £1.25 per seat. From the South Stand you can get an excellent view of over half the circuit.

PADDOCK AND STEWARDS ENCLOSURE TRANSFERS

Paddock Transfers admitting you to the Paddock only, costing £1.50 each will be on sale at the Ticket Office at the pedestrian bridge in the Brown Enclosure. These allow you to wander round the Paddock and see the cars and drivers at close quarters and, if you are a keen photographer, to get some exciting photographs.

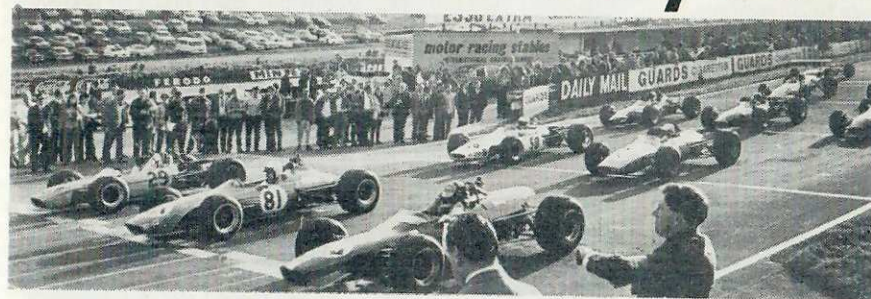
Stewards Enclosure Tickets costing £2.50 each will also be on sale. In addition to admitting you to the Paddock these tickets allow you to go on to the Pits Balcony and into the Stewards Enclosure on the inside of Woodcote Corner.

If you are reading this on one of the Practice Days get your seats and Paddock Tickets NOW. They may all be sold by Saturday. The advance booking office will be open on both Practice Days in the circuit offices adjacent to the main entrance—also, by booking tickets in advance, you get them at reduced prices.

INTERNATIONAL FLAG SIGNALS

Red: Signal for complete and immediate stop. **Yellow (waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Blue (waved):** Another competitor is trying to overtake you. **Blue (motionless):** Another competitor is following you very closely. **White:** An ambulance or service car is on the circuit. **Black (with Competitor's Number):** Signal for the competitor to stop on the next lap. **Black and White Chequered:** Signal for the winner and end of the race. The Union Jack will be used for starting races.

This could be you!



Ex-army private and ex-merchant seaman now drive Formula 1 cars

Ray Allen and Tony Trimmer are just two of the drivers who started at Motor Racing Stables and are now well on their way to the top. Both of them started from scratch by taking an Initial Trial with Motor Racing Stables. Both of them proved they had the ability and guts to stick at it. The result was that on the first day of spring last year both of them made it together into Formula 1... and the start of the big time. Before taking an Initial Trial at the racing school, Ray was a private in the army and Tony was a merchant seaman. Their visit to Motor Racing Stables changed their whole lives. It could change yours. Why go through life thinking you might just have what it takes to become a really great racing driver without ever taking the time and the trouble to find out?



RAY ALLEN



TONY TRIMMER

Take the first easy step now and send for details of an Initial Trial at Silverstone. The World Champion—a few short years from now—might just be you!

All Drivers start racing on Firestone Tyres

As a matter of interest all our drivers start racing on Firestone Tyres. The reason for this goes back several years to the conception by Motor Racing Stables of the now established Formula Ford. Motor Racing Stables fought for the introduction of road tyres into single seater racing. A gruelling and punishing series of tests were conducted on every conceivable make of road tyre. After an exhaustive trial it was established in no uncertain terms that the Firestone F100 road tyre gave the best possible combination of results. Even today so successful was the partnership of Formula Ford and Firestone, that over 90% of these racing cars are still fitted with Firestone tyres.

MOTOR RACING STABLES

Britain's International Racing School
Silverstone · Brands Hatch · Croft

TO: MOTOR RACING STABLES LTD.,
Silverstone Circuit, Northants
Send me details of an Initial Trial at SILVERSTONE

Name _____ Address _____

TRAFFIC ARRANGEMENTS AT THE CIRCUIT

Last year we explained to you the problems of handling about 25,000 cars on the approach roads to Silverstone. We set up points around the circuit where early morning breakfasts were available, and to keep you entertained also set up 'Radio Silverstone'. The response to our request to arrive early and enjoy these two facilities was tremendous.

We are now in a position to tackle the problem at the other end of your day's racing, namely getting out. We have now built a ring road around the perimeter of the circuit. The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South East and South West, to leave by gate No. 7.

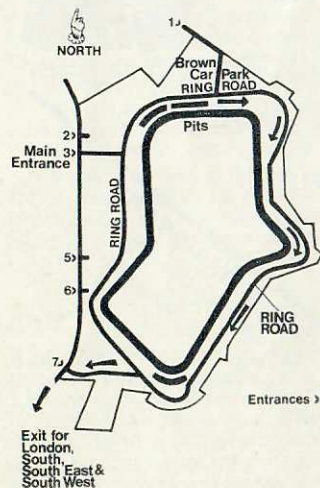
The road will be one way, in a clockwise direction, except for service vehicles. There will however be a small section, namely behind the Pits Grandstand, which will be two way. Attention should be given to the directions of the car park attendants who are there to assist in the movement of traffic. Barriers will be set at points around the road to stop traffic flowing in the wrong direction. At the end of the Meeting there will be a barrier on the road adjacent to Abbey Curve, and under no circumstances will spectator traffic be allowed to travel past this point to exit at the main gate.

The second important feature for outgoing routes will be the introduction of additional diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively. The diversions will be signposted and we request that you follow them. Please do not stop to argue with the Police Officers on duty as this only causes further delay.

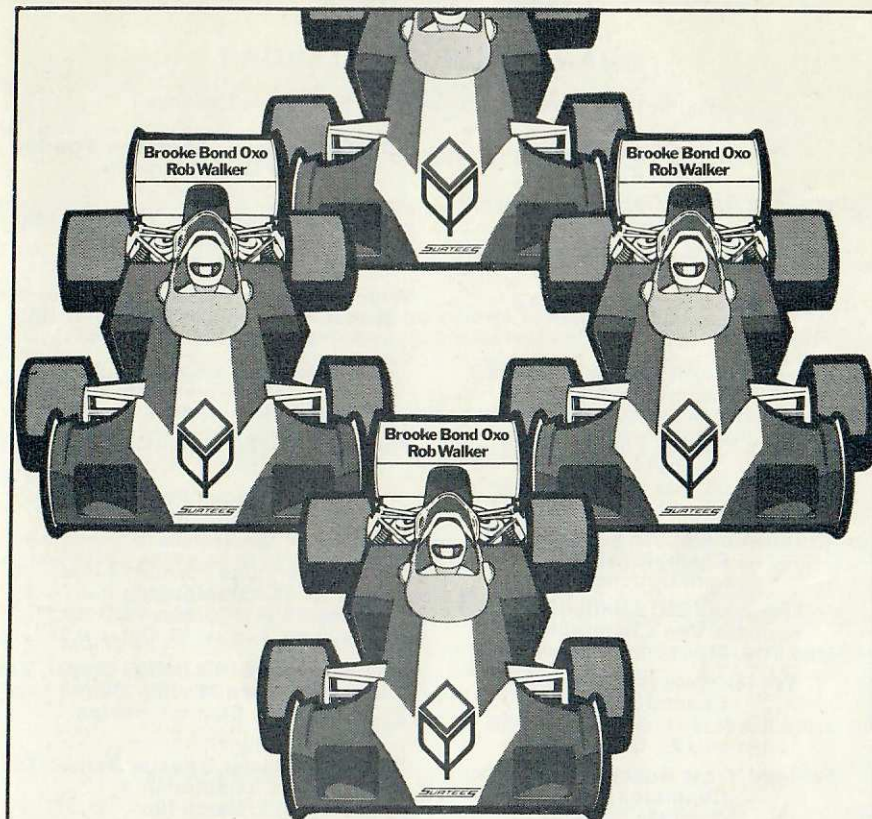
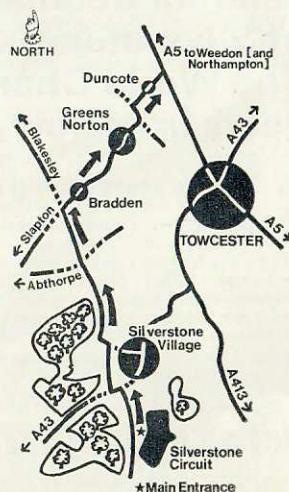
As a guide here is a map of the ring road, also details of the diversions for traffic leaving from the main gate. Your attention to these details will minimize the delay in getting out. Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the new arrangements work.

We all know it is impossible to get away from any public event with such a vast number of cars in five minutes, but with your co-operation it can be made far easier and less frustrating for everybody.

Plan of Ring Road



Traffic Diversion Route from Main Entrance avoiding Towcester

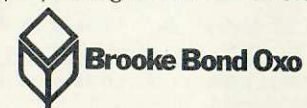


Stick with us.

This is our second season racing with Rob Walker and Team Surtees. Last year we entered eighteen major races and came away with the Rothman's International Gold Cup. Now Mike Hailwood has joined the team, and with John Surtees masterminding the entire operation we are hoping for even greater success.

So we're celebrating with booths around the circuit selling T-Shirts in the Team's livery, and we're giving away these car stickers.

We hope you'll get stuck with one soon.



CHAMPIONSHIP CALENDAR

Follow the Championships at major Silverstone meetings

Interserie Championship May 21	Challenge Levi's European Touring Car Championship September 24
European Sports Car Championship June 18	Rothmans European Formula 5000 Championship April 22, August 6
British Sports Car Championship June 18	Wiggins Teape Paperchase 72 for the British Touring Car Championship April 23, September 24
Shell Super Oil Formula 3 Championship April 23	Yellow Pages Formula Atlantic Championship March 19, June 11, August 28
Lombard North Central Formula 3 Championship August 28	Forward Trust Formula 3 Championship April 16, May 14, June 11
Daily Express Formula Ford Championship April 3, 23, May 21, 29, June 18, July 30, August 6, September 24	British Oxygen Formula Ford Championship September 10
Sunbeam Electric Formula Ford Championship April 16, June 11	Silverstone Formule Libre Championship March 19, April 3, May 29, June 11, July 30, August 28, October 29
Volkswagen (GB) Limited National Formula Vee Championship March 19, May 14, 29, September 10	Volkswagen (GB) Limited Super Vee Silver Cup and Minilite Speed Lap Award Championships July 2
Triplex Special Saloon Car Championship April 3, May 14, June 18, July 30, August 28, October 29	Hepolite Glacier Special Saloon Car Championship March 19
Forward Trust Special Saloon Car Championship April 16, July 2	Chevron Oil Modified Sports Car Championship April 16, July 2, September 10
Castrol Production Saloon Car Championship May 29	Britax Production Saloon Car Championship May 14, June 11, July 2, September 10
Shell and Gregor Grant Clubmans Formula Championship April 16	Luton Motors Group Clubmans Formula Championship March 19, April 3, May 14, July 30, August 28, October 29
Motoring News/Castrol Sports GT Championship July 2	Castrol Escort Mexico Challenge August 6
Monoposto Formula Championship July 30	Formula 1200 National Championship October 29
Reliant 750 Formula National Championship October 29	
JCB Historic Car Championship & B.R.D.C. British Empire Trophy Historic Car Award April 3, 23, May 21, June 18, July 15, August 6	
Vandervell Award for Novice Drivers 17 meetings between March 19 and October 29	



THE BRITISH RACING DRIVERS' CLUB

Many drivers have recently expressed interest in the B.R.D.C., and have asked, "How can I become a member?"

The answer to this query is best covered by a brief account of the Club and the qualifications required for membership.

The B.R.D.C. has been in existence for over 40 years, and was founded by the late Dr. D. J. Benjafield. Among its early members were many of the famous Bentley team that dominated Le Mans in those days, and it has remained one of the most exclusive in the world, certainly in the world of motor sport.

The reason for this is that the Club is not open for membership in the normal way for clubs, there are very strict rules of qualification for membership which have to be complied with before applications are considered. This may sound terribly pompous, but it is not so really.

Now getting back to this qualification business, these are the rules

Membership is confined to gentlemen of British Nationality whom the Committee consider to be eligible and to have complied with the following minimum conditions:-

1. They must compete in at least two seasons' racing to the satisfaction of the Committee, with participation in not less than six races of any type in each season.
2. In any one season, they must have been classified as a finisher in not less than SIX RACES OF INTERNATIONAL OR NATIONAL OPEN STATUS, and in TWO of these six events candidates must have been placed
 - (a) 1st, 2nd, or 3rd IN GENERAL CLASSIFICATION in races of up to 100 miles in length.
 - (b) Finished IN THE FIRST SIX in a race over 100 miles in length.
 - (c) Won his class (there being not less than six starters) in a major race of not less than 300 miles or three hours duration.

Formula Vee and Formula Ford races do not automatically qualify.

The Committee reserves the right also to elect, in exceptional circumstances, gentlemen whom they consider desirable as members, whether or not they have complied with the aforementioned conditions.

As you can see from the paragraph above it is no easy qualification, but, as for the past 40 years, drivers regard acceptance for the B.R.D.C. as being proof, to themselves and others, that they have earned the B.R.D.C. badge by their own efforts and results.

That is really the sales patter over! The Club in addition to owning the circuit at Silverstone, and running it through its subsidiary company Silverstone Circuits Ltd., enables clubs to run their own meetings at reasonable cost. The Committee, composed of active and retired racing drivers, keeps a very close watch on the motor racing scene, and through its representation on the numerous committees concerned with the administration of the sport is ready to safeguard the interests of all drivers whether members or not.

The Club is running nine meetings of International and Restricted status at the circuit this year. At the Club meetings several Championships are being contested as may be seen from the fixture list.

It may be that you do not meet these qualifications now, but maybe you will in the course of a season or so.

If you wish to find out any further information, please contact the Secretary, B.R.D.C., 9 Down Street, London, W1Y 8ES.

THE SILVERSTONE CLUB

The Silverstone Club was formed in 1966 by a group of enthusiasts anxious to help "their" circuit, the idea being that any profits earned by the Club as a result of serving its members would be applied for the improvement of circuit amenities. Examples of this plan in action have been the presentation of an Ambulance to the circuit, and the construction of premises for those stalwart enthusiasts the British Racing Marshals Club.

Silverstone Circuits Ltd. reciprocate by offering a discount off grandstand prices at all meetings on the Grand Prix Circuit, and opportunities for Silverstone Club members to drive their road cars on the Club Circuit. The Silverstone Club itself provides exclusive use of the Clubhouse overlooking Woodcote Corner at all meetings, plus driving tests, film shows and other social activities throughout the year.

Annual membership costs £3.15 per annum including one guest or £5.25 per annum including two guests. Car badges cost £2.10, lapel badges cost 25p, and Club Ties in maroon or navy blue cost £1.05.

Applications for membership should be made to the Silverstone Club Ltd., Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN.

THE SILVERSTONE TRUST

A fund administered by Trustees with the object of helping the British Racing Drivers' Club to purchase and improve Silverstone, thereby assuring the continuity of motor racing at Britain's premier circuit.

The following companies have already subscribed:
Associated Engineering Ltd., Avon Rubber Co. Ltd., Castrol Ltd., Champion Sparking Plug Co. Ltd., David Brown Corporation, Dunlop Co. Ltd., Firestone Tyre & Rubber Co. Ltd., Ford Motor Co. Ltd., Forward Trust, Goodyear Tyre Co. Ltd., Guest Keen & Nettlefold Ltd., T. C. Harrison Ltd., Joseph Lucas Ltd., Michelin Tyre Co. Ltd., Pirelli Ltd., Rubery Owen & Co. Ltd., Tecalemit Ltd., Triplex Ltd.

The British Racing Drivers' Club wishes to place on record its gratitude to the Silverstone Trust for the loan of £65,000 towards the cost of the circuit freehold.

Others wishing to add their support can obtain details of the Trust on application to its Auditors, Messrs. Rawlinson & Hunter, 51 Green Street, London, W.1.

Book now for Britain's new super race

SUNDAY, 21st MAY, 1972

THE SUPER SPORTS 200

organised by the British Racing Drivers' Club

— :: —

This is the race that no sports car enthusiast will want to miss. The first full scale Interserie Championship race ever staged in Britain. There is no more suitable venue than the ultra fast Silverstone Grand Prix Circuit, Britain's fastest circuit, for showing off the true paces of these 8 litre giant racers.

McLaren, BRM, Lola, March, Porsche, Ferrari, Alfa Romeo—these are just some of the famous marques battling for the honours in this great race.

Last year's Interserie Champion, the brilliant young Finn, Leo Kinnunen will be fighting to retain his title in the works supported Porsche 917-10. Opposing him will be the cream of Europe's big sports car drivers.

This 200 mile race for these 200 m.p.h. cars will be run in two 35 lap parts, each started by a rolling start. This will not be a race for the faint-hearted with the cars thundering through Woodcote Corner at speeds of 160 m.p.h.

Supporting the **SUPER SPORTS 200** will be a round of the exciting Daily Express Formula Ford Championship, a round of the JCB Historic Car Championship and a Saloon Car Race featuring both Group 2 and Special Saloon Cars.

BOOK YOUR TICKETS NOW FOR THIS GREAT NEW RACE.

ADVANCE BOOKING
FORM OVERLEAF

BOOK NOW
AND SAVE

20p

Advance booking form

Super Sports 200

Silverstone

Tickets from:
Booking Office, Silverstone Circuit, Freepost
Silverstone, Nr. Towcester, Northants NN12 8BR
telephone: Silverstone 273
(Postage stamp not required)

Official use only

	No.	Cost Each	£ p
● Grandstand Rover Ticket Adult		£1.70	
Child under 14 years accompanied by adult		60p	
● Paddock and Stewards Enclosure Adult		£1.60	
Child under 14 years accompanied by adult		60p	
Special Trackside Spectator Enclosures Adult		£1.00	
Child under 14 years accompanied by adult		30p	
Paddock and Stewards Enclosure Transfer Adult		60p	
Child under 14 years accompanied by adult		30p	

● Including admission to special trackside enclosures

Free car parking label Red/Blue/Brown TOTAL

delete colours not required
(Special Grandstand Car Park Label issued according to area)

I enclose cheque/money order made payable to Silverstone Circuits Ltd.

Name
(block letters please)

Address
(block letters please)

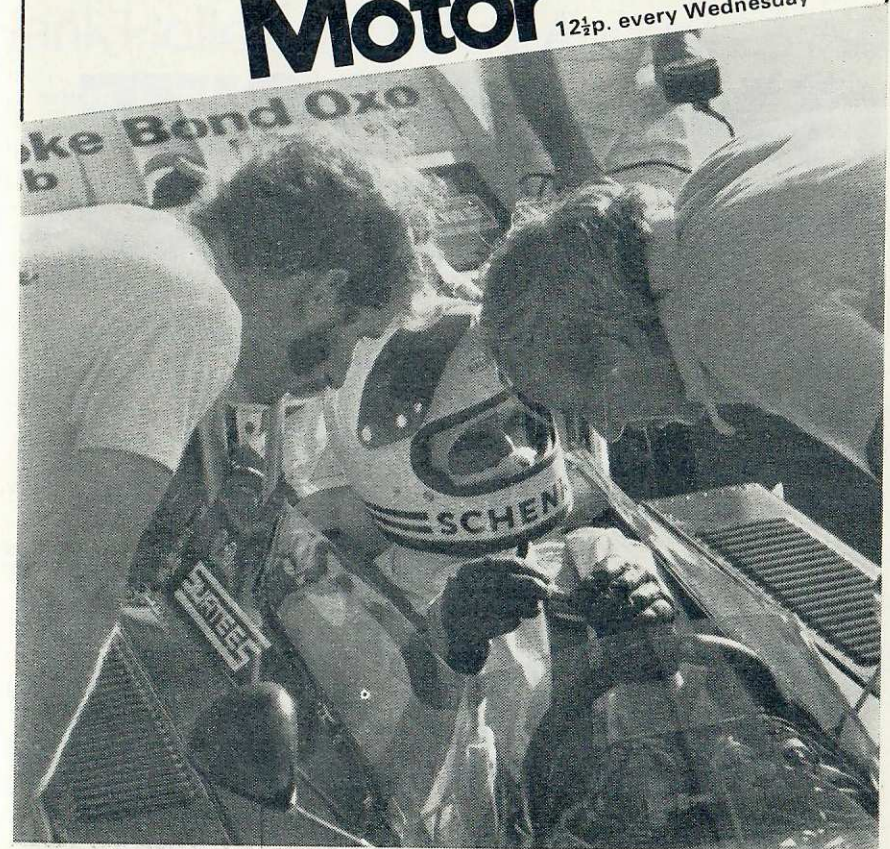
Important
please enclose stamped addressed envelope

Will you be in the pits today?

We'll be there – making sure our report moves with the speed and excitement of the races. We're as thorough as that with all our features. Our road tests are second to none . . . and Motoring Plus gives you all the information you could wish for on tuning and conversions and motoring accessories. Motor makes lively reading too – articles like the Schenken column make sure of that! You really get your money's worth with Motor.

Motor

12½p. every Wednesday





Rothmans

50,000

BRANDS HATCH
28th AUGUST, 1972
(qualifying: 24th, 25th, 26th August)

THE KING SIZE EVENT OF 1972

Brands Hatch is the venue for the richest motor race in Europe – The Rothmans 50,000.

See the world's leading racing drivers battle for the huge £20,000 first prize over a gruelling 118 laps – a distance of 312 miles.



EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Rothmans 50,000

Only 4 months to go!
Europe's richest-ever motor race.

SAVE 25% BY BOOKING NOW!

Bank Holiday Monday, August 28, 1972

Brands Hatch will be the scene of Europe's richest-ever motor race, with £20,000 for the winner and a prize purse totalling a record £50,000.

The Rothmans 50,000 will admit any type of car running on normal pump or turbine fuel—including Formula 1, Formula 2, Formula 5000, Can-Am, Group 5 and Group 6 Sports, turbines and king-size specials.

The Rothmans 50,000 will be over 118 laps of the Grand Prix circuit, 312 miles, which means that almost the whole field will have to make at least one tense pit

stop for fuel and perhaps tyres. But this is really a four-day event, because there will be three days of qualifying trials on Thursday, Friday and Saturday, August 24, 25 and 26, during which 100 seeded entries will try to qualify for the 30-strong grid. This promises thrills, since even 30th place in the race ranks for £550 prize money.

With many thousands of pounds in bonuses and special prizes, The Rothmans 50,000 is already producing more interest and controversy than any other previous motor sport competition.

To: Brands Hatch Circuit Ltd., Freepost, Fawkham, Dartford, Kent. (Postage not required)

KINDLY FORWARD ROTHMANS 50,000 TICKETS AS FOLLOWS

Covered Grandstands..... Adults @ **£3-50**..... Children @ **£2-50**
(Including admission)

Enclosures..... Adults @ **£1-50**..... Children @ **50p**..... Paddock @ **£2 extra**..... Posters @ **15p**.

South Bank Slope..... Car Park Tickets (limited to 1,000 only) @ **£1-50**
(Enclosure tickets are required for all occupants)

Enclosed please find cash..... P.O..... cheque..... for £.....

Name

Address

Please make cheques payable to Brands Hatch Circuit Ltd.

You can expect us to win again today.

Last year, every Grand Prix was won by a car fitted with AP components.

Last year, the Indianapolis 500 was won by a car fitted with AP components.

Last year, every race in the entire Can-Am series was won by a car fitted with AP components.

In today's race, all the competitors are using AP components.

So, no matter who drives the winning car, he'll be driving us to another victory.

AP RACING

Automotive Products Group, Leamington Spa, Warwickshire.

Suppliers of racing components. Borg & Beck clutches. Lockheed brakes. Purolator filters. Lockheed steering and suspension joints.

Announcing the classic F1 event of the British racing calendar.

Book now for the John Player Grand Prix and RAC Grand Prix of Europe commemorating the 75th Anniversary of the RAC

save 50p

BRANDS HATCH - 15th JULY

Enclosures. Round entire circuit including admission to all trackside enclosures and parking.	Adult £2.00 Child 50p	Tickets on day only
Speed International members claim your Special Offer HERE. You are automatically a member when you fill in this form, so save 50p and buy each £2.00 Enclosure ticket at only £1.50.	Adult £1.50 Child 50	
Covered Grandstands (Extra)	Adult £2.50 Child £2.50	
Uncovered Grandstands (Extra). We will allocate the best remaining seats at the time of receipt of application.	Adult £2.00 Child £2.00	
Start Line Grandstand. Stand 7. Includes admission to all trackside enclosures and parking.	Adult Child	sold out
South Bank Slope. Car Park tickets (park & view) limited to 1,000 only. N.B.—Enclosure tickets required for all occupants.	Car	£1.50
Paddock Transfer (Extra). Limited number to early applicants.		£2.50
Souvenir Poster.		20p

Send this application form with your remittance. Please send my tickets as marked above. Enclosed payable to Brands Hatch Circuit Ltd. is a cheque/postal order cash value.....

Name

Address

Speed International. Tick panel if you are already a member.

GET IN THE RIGHT GEAR

with Gordon Spice
and Hugo Tippet at

THE AYLESBURY TAPPET

48 Buckingham Street, Aylesbury, Bucks.
tel : Aylesbury 85359

ROAD, RALLY & RACE EQUIPMENT

THE AYLESBURY TAPPET

GORDON SPICE, AYLESBURY LTD



SILVERSTONE'S SPECIALISED TIMBER BUILDINGS

by

RICHARD HUGHES LIMITED

TIMBER MERCHANTS AND JOINERY MANUFACTURERS

PARK LANE, KIDDERMINSTER

Telephone: Kidderminster 4585/6

TODAY'S RACE RESULTS

are being produced in record time by

RANK XEROX 914 and 813 OFFICE COPIERS

UNBEATEN RECORD DUE TO:

- | | |
|---|--|
| <input type="checkbox"/> Instant dry copies | <input type="checkbox"/> Without wet chemicals |
| <input type="checkbox"/> On to ordinary paper | <input type="checkbox"/> No waste, no pit-stop |



RANK XEROX
LIMITED

Rank Xerox (Rentals) Ltd., U.K. Division, 84-86 Gt. Portland St., London, W.1.
Telephone: MUSEum 5010

NEW

from the

AA

SPANISH GRAND PRIX

Special one day
jet trip **£20.50**

Monday 1st May

A wonderful opportunity to be in at the start of the Grand Prix Season.

Our jet. flight by BAC 1-11 of British Caledonian departs Gatwick at 07.30 hrs returning to Gatwick at 00.50 hrs (2nd May). Your trip includes coach transfers to the Jarama Circuit, Entrance Ticket and Airport Taxes.

There will also be time for sightseeing in Madrid after the race.

BOOKING FORM

I wish to book.....place(s) to the Spanish Grand Prix and enclose £..... being
£5 deposit per person plus insurance 50p (if required).

Name.....Additional Passengers

Address.....1.....

.....2.....

Signed.....3.....

Telephone No. (day where possible).....

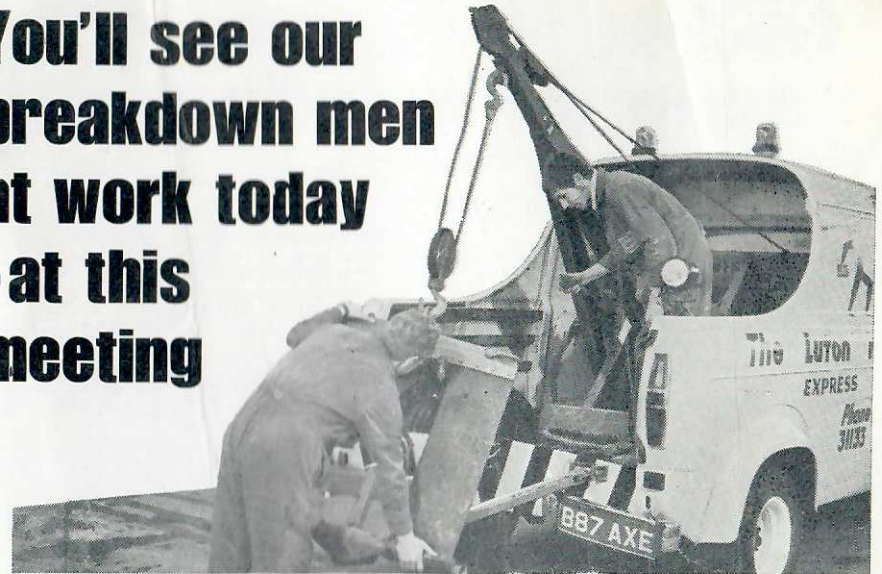
Please tick box if you require details about Grandstand Tickets.
Please complete the above and return to: **4S SPORTS, Africa House,**
64/78 Kingsway, London WC2B 6AS. Telephone: 01-405 2357/2039.

(All bookings are accepted subject to the booking conditions of Four S Travel Ltd.—copies available on request) DEIT

John Player Specials
drive with great spirit



**You'll see our
breakdown men
at work today
-at this
meeting**



**... And they are at YOUR service
24 HOURS A DAY
every day of the year**

If you run into trouble, wherever you are, day or night,
whatever the weather, ring our

**EMERGENCY BREAKDOWN
SERVICE**

LUTON 31133 BY DAY

LUTON 30788 BY NIGHT

(AA & RAC approved breakdown service)

Luton Motor Company

SERVICE DIVISION

THE TRADING ESTATE, CHAUL END, LUTON



A member of The Luton Motors Group

GKN serves the world's automotive industry.

GKN TRANSMISSIONS LTD.

Europe's largest manufacturer of universal joints and propeller shafts.

GKN BOLTS & NUTS LTD.

Suppliers of standard and special bolts to the automotive and general engineering industries.

B.K.L. ALLOYS LIMITED

Secondary aluminium alloy ingots, aluminium extrusions, tubular welding fittings and anodes for cathodic protection.

GKN CASTINGS LIMITED

Suppliers of magnesium and aluminium alloy components, including magnesium racing car wheels.

GKN FORGINGS LIMITED

Principal suppliers of forged components for the automotive industry.

GKN POWDER MET. LIMITED

Sintered bearings, bushes, structural parts and friction materials manufactured from non-ferrous and ferrous powders.

GKN SANKEY LIMITED

Suppliers of steel wheels for trucks and tractors; chassis frames, vehicle cabs, presswork, panels, bumpers and fabricated assemblies for the motor industry.

GKN SCREWS & FASTENERS LTD.

Suppliers of push rods and all types of steel and corrosion resistant fasteners to the automotive industry, including self-tapping and machine screws, aerotight nuts, sems units and socket screws.

VANDERVELL PRODUCTS LIMITED

Suppliers to the automotive industry of engine bearings, bushes and thrust washers.



GKN-Britain's largest international engineering group