

# Silverstone

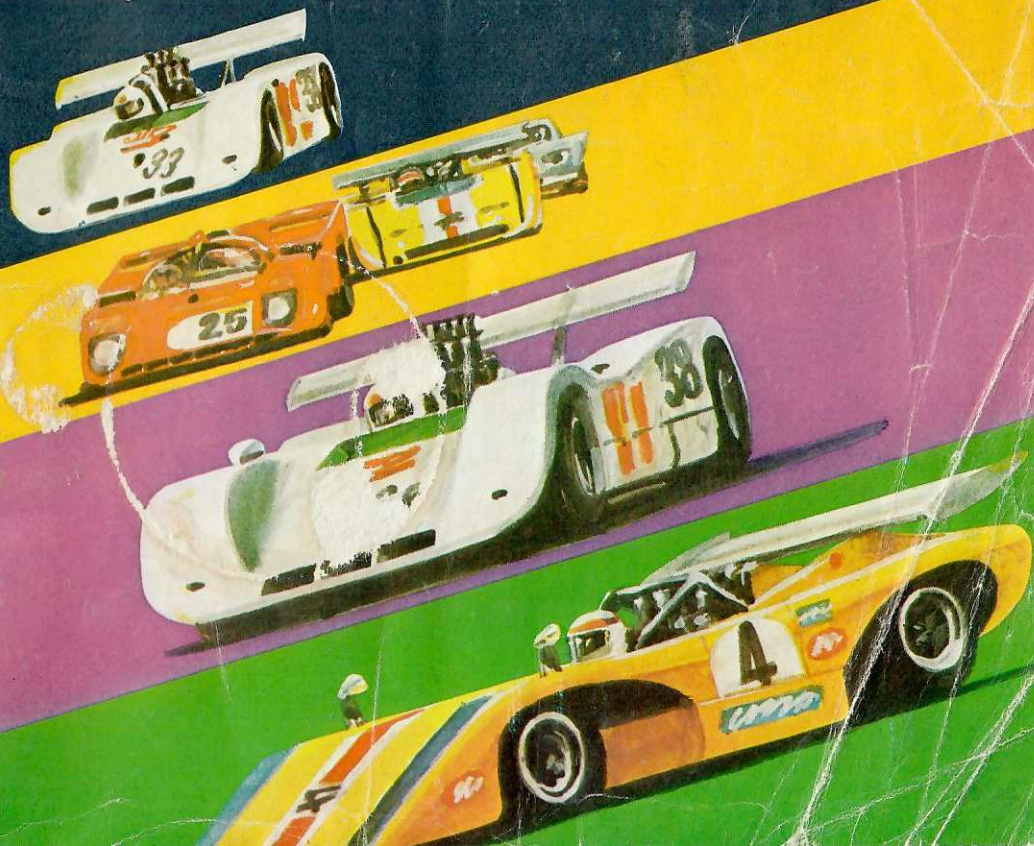
## Race Day Magazine

SUPER  
SPORTS  
200

Official Programme 20p

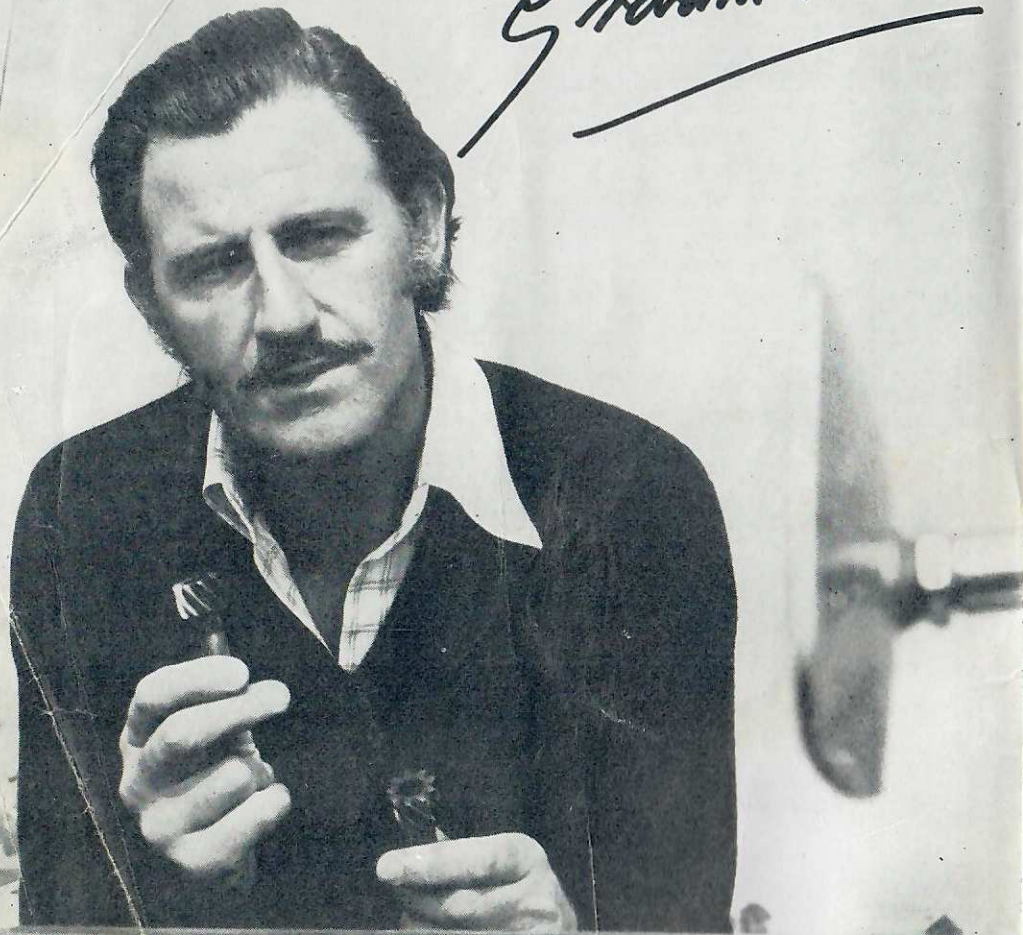
Sunday  
May  
21st  
1972

Organised by the  
British Racing  
Drivers' Club



“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.

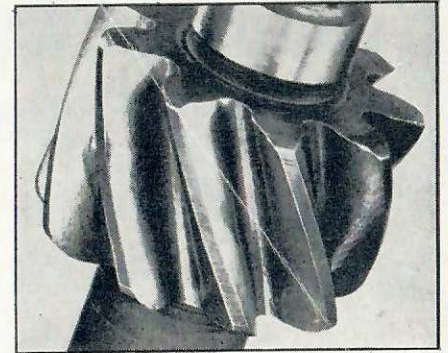
Distributors, in particular, are precision components. If the skew gear driving them is subject to wear, engine performance and economy deteriorate rapidly, and the ignition timing has to be corrected continuously to maintain performance. What's more, the metallic debris from a worn skew gear—whether 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.

**SKREW 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

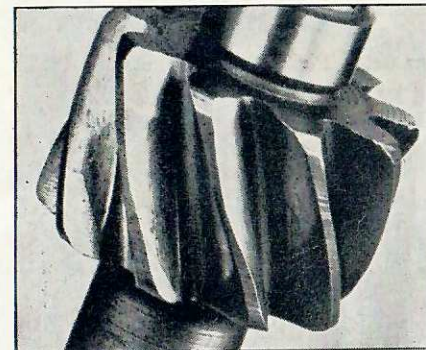


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Minimal wear on gear teeth

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



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

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<b>2</b>	<b>David Tomlinson</b>	<b>7 pts.</b>
<b>3</b>	<b>David Ferris</b>	<b>6 pts.</b>
<b>4</b>	<b>Martin Ryan</b>	<b>5 pts.</b>
<b>5</b>	<b>Charles Tippet</b>	<b>5 pts.</b>
<b>6</b>	<b>Andy Bailey</b>	<b>4 pts.</b>



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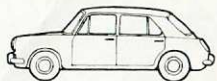
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# Every man has his price.



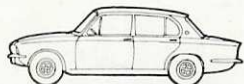
**Mini 850 Saloon from £663**  
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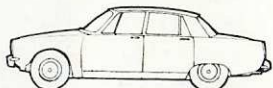
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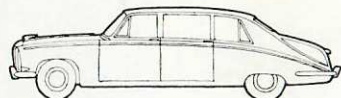
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De Luxe Saloon from £2813

## And British Leyland can meet it.



## SILVERSTONE RACE DAY MAGAZINE

Vol. 1 No. 7

21 May, 1972

### COMMENT

Today, for the first time ever, a full scale Interserie Championship race is being staged in Great Britain. This could well be the fastest motor race ever run in this country as these big capacity sports cars are capable of speeds well in excess of 200 m.p.h.!

With Silverstone being one of the fastest circuits in the world, the circuit owners feel that it is essential to promote races for types of car that are best suited to the circuit giving the public the excitement of fast spectacular racing. They are sure that today's race, for these very fast and difficult to drive cars, is just the sort of event that should be staged on the Grand Prix Circuit. If today's venture is successful, it is hoped to make this an annual event.

Criticism is often levelled at organisers about the lack of foreign competitors at International Events. With the majority of entries coming from abroad, this criticism certainly cannot be levelled at the Super Sports 200. Many of the drivers taking part in today's race are almost unknown in this country, having never before had the opportunity to compete here. We are pleased to have been able to put that matter right and give you the chance to see these giant sports cars in action.

Not only are you able to see the two parts of the Super Sports 200 with its two exciting Indianapolis type rolling starts, but the supporting programme also promises plenty of action. From the huge entry of Formula Fords 36 will have qualified in practice to take part in the fifth round of the 'Daily Express' Championship. In the Saloon Car Race we have the novel feature of a special class for Group 2 cars, which will give a chance to compare the leading Group 2s with the leading Special Saloons. Completing the programme is a round of the JCB Historic Car Championship in which many of the cars will be sports cars that have taken part in all the great classic sports car races. A very fitting event on a day when we hope to create a new classic.

# Europe's most exciting Formula

by JEFF HUTCHINSON

This weekend sees the first full scale appearance of the Interserie Championship in Great Britain, a class of racing that is the biggest, the fastest and perhaps the most exciting in Europe. Interserie is to most British race fans an unfamiliar name, but what it stands for is more familiar. That is, a sort of European version of the CanAm series in America and Canada and is open to any size sports car over 2½ litres that anyone cares to race. It means, that this weekend British spectators will get their first chance of seeing the various marques of McLaren cars racing which have so completely dominated the American sports car scene over the past few years that people tend to forget they are 'made in England'.

The McLarens, not surprisingly the most popular cars at present, will nevertheless have some stiff opposition this weekend from Porsche, BRM, Lola and a single privately entered British based Ferrari 512M. In fact McLaren have not won an Interserie race this year and will be all out for victory. This will be the third round of this year's Championship, the first round at the Nurburgring over the Easter weekend having been won by New Zealander, Howden Ganley, BRM Formula One driver, who should be driving this weekend, his works BRM P167 now running the more powerful 8.3 litre engine. Round two, held in Imola, Italy on 1 May was won by German Willi Kauhsen driving his Bosch sponsored ex-works Porsche 917-10. Kauhsen also scored a second at the Ring, so he comes here today with a firm lead in the Championship to uphold.

To try and predict a winner this weekend would be almost impossible for the combination of engine, car and driver each play a big part, some teams being better off than others in different ways. No one team has a commanding advantage over the rest. After recent performances however, it must be the BRM which starts as favourite, for with Brian Redman driving the same car it won the final two rounds of last year's Championship, has already won at the Nurburgring and was very close to winning at Imola in the hands of Helmut Marko who set fastest lap and won the second part of the race, but was out of the running after the first part when he was forced into the pits with suspension trouble. With Marko driving for Alfa Romeo at the Targa Florio in Sicily this weekend he will hand back to Ganley, lying third after his first round win and who will be all out for another win.

Unlike the first two circuits, this race will be less of a 'drivers' race but more a race where the better engine will show the best results. On

a slow circuit the driver can make up in the corners what the engine lacks in the straights, thus here, where it is nearly all straights top speed will be the most important feature. Spectators at Stowe will be able to see the cars braking down from just over 200 mph, faster than any car has ever approached this corner before, while the sight of a drifting 160 mph or so CanAm car will be enough to turn on the most ardent single seater fan.

This is assuming it will be dry, of course, which we hope it will, but should it be wet the whole story reverses and becomes just as exciting. Watching 'the men' try and control 700 bhp plus in the wet is frightening enough, but overtaking a slower car is like driving into a thick fog for the driver with the amount of spray that comes off the wide 17 inch rear wheels. It is not until he has pulled level that he can see where he is going. In this sort of situation circuit knowledge, driver skill and sheer 'guts' is what gets the driver to the winner's circle.

If it stays a "power game" then the favourites could well be those running turbocharged engines, the first time these will have raced in Britain as well. Still very much in the experimental stage for circuit racing, their main use to date has been in American oval racing in USAC and Indy cars, but now they are being tried for the first time in Europe. Already the Belgian Teddy Pilette has tried his turbocharged Chevrolet powered McLaren M8E at Imola. There it worked well, but produced too much power for the clutch to hold and he was forced out of the race early on. Here he should have solved this problem, and will be in with a very good chance—if the engine lasts. His particular engine has been turbocharged by Swiss based Louis Morand who has incorporated a highly secret regulator of some sort in his system, which cures the problem of throttle response delay with most turbocharging projects. A similar problem was found with Emerson Fittipaldi's Lotus Turbine Formula One car, which made it very difficult to drive.

This problem has resulted in the late showing of two more turbocharged engines which should have appeared at Imola, but now look like making their debut here. They are the AMG developed Mercedes engine fitted to the McLaren M8F of Hans Heyer and the Porsche engine fitted to Leo Kinnunen's works Porsche 917-10. The Mercedes engine made its debut in the last race in non turbocharged form, the 6.8 litre engine, developed from the fuel injected 6.3 litre production engine, was unable to match the horse-power of the big 700 bhp plus 'normal' Chevrolet engines.

If the Porsche engine runs well, then Kinnunen should be a firm favourite for victory, for he is quite capable of handling the 800 or so bhp which this engine will be producing. This figure is just what most of the engine designers have spoken of as a safe 'starter' for with turbocharging the power can be regulated ad lib, the only governing factor being the working strength and reliability of the engine at too high power, not to mention the poor fellow who has to drive it.

The other Porsche users like Ernst Kraus and Kauhsen will have to make do with the modest 630 or so bhp given by their 5-litre unturbocharged engines, which have the advantage of having proved very reliable in the

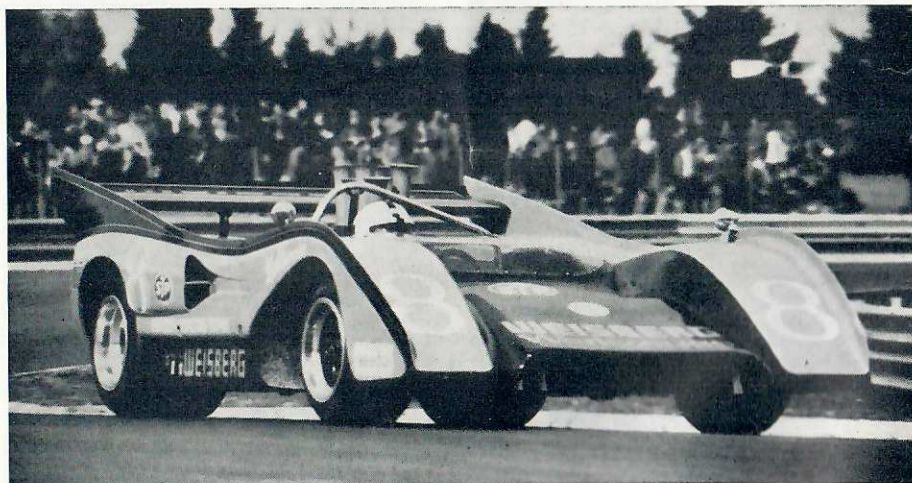
past and are nearly always there at the finish, which the 'super mills' may not be.

Helmut Kelleners is another name to watch now that this German has switched from March to McLaren cars for this season. His beautiful McLaren M8F not only looks good but goes well, Kelleners currently holding second place in the Championship and in with a good chance of beating Kauhsen's Porsche this time out. His McLaren is identical to those used by Hulme and Revson when they swept the CanAm board last year, his engine a 730 bhp McLaren Engines Inc. tuned Chevrolet of either 8.1 or 8.3 litres. Not only is it powerful, but also light, the cylinder block made out of aluminium instead of iron. His extra horse-power should give him the edge he needs over Kauhsen's Porsche to take the overall lead of the Championship.

Another of the latest M8Fs equipped with a similar engine should be running for German Georg Loos. Several of the older M8D and M8E types will be running similar power units and will also be just as competitive with the right drivers, some of these being for Franz Pesch, Bernd Seidler, Siegfried Rieger and Haus Wiedmer. Other overseas runners should include Lolas for Italian Mario Casoni, German Egmont Dursch and Swiss Denys Veyrat while English contestants will be the Ferrari 512M for Willie Green, well known Hillclimber David Hepworth with an older BRM P154/167, John Jordan and Ian Richardson's McLarens, Chris Craft in David Piper's Lola, Nick Cusson's Lola Aston Martin and Tony Dean's Porsche 908.

The sight of these cars being unleashed as they roll around Woodcote behind the pace car for the Indy type start should be a moment to make the stands tremble and flesh tingle as the starter 'drops the flag'. An experience which we hope to see repeated more often in the future.

*Helmut Kelleners McLaren M8F*



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A quantity of full colour 20" x 30" posters comprising 5 major 1971 GP circuit meetings are being offered for sale at 50p per set including postage and packing. They are

G.K.N. - Daily Express 23rd International Trophy, Martini International, Woolmark British Grand Prix, Esso Uniflo F5000 Meeting, and Players No. 10 Silverstone Trophy International Meeting (Motor Cycles).

**BONUS.** With each order a full colour poster of the 1970 Daily Express - G.K.N. 22nd International Trophy Meeting.

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## SPOTLIGHT No. 7

on  
**LEO KINNUNEN**



Leo Kinnunen, better known as the "Flying Finn" was born 28 years ago in Tampere, Finland. Eighteen years later he made his competition debut at the wheel of a 1300 Mini Cooper in which he rallied and ran a couple of circuit races. The bug had bitten him, for the following year he traded in the Cooper for enough money to buy a Formula Junior German built RBM which was fitted with a Gerhard Mitter tuned 2-stroke engine. This only did two races, the engine breaking both times, so for the following year having already learnt how expensive motor racing can be he went back to road and rallying Volvo for a few of the national rallies, his first outing being narrowly beaten by the local hero Timo Makinen, now famous for his efforts with the Ford rally team. His main interest was still in circuit racing however and he managed to carry on racing a little Fiat Avarth 1000 in which he became the Finnish National Saloon Car Champion.

In 1965 he spent most of his time trying to drive other peoples cars without too much success, but for 1966 he started his present association with Team AAW which really started him on the road to success. AAW stands for Antti Aarnio Wihuri, a very wealthy Finnish businessman whose interests include the Finnish concession for Porsche and VW cars.

So driving a tuned VW Beetle Kinnunen took to ice racing and rallying once more, but by 1968 had talked the team into running him an F3 Titan, his first "real" racing car, and in his first major race outside Finland he beat the then little known Swede Ronnie Peterson. He continued racing the car in and around Finland for the rest of the year and up to the end of 1969, but was still not very well known here for he raced very little outside Scandinavia.

At the end of 1969 however, the top European Sports car aces came to him, for people like Brian Redman, Paul Hawkins, Richard Attwood and even the late Jochen Rindt competed in a series of races called the Nordic Challenge Cup. This was the chance the Finn had been waiting for and armed with the ex-Vic Elford Targa Florio Porsche 908 won two of the races held in Sweden.

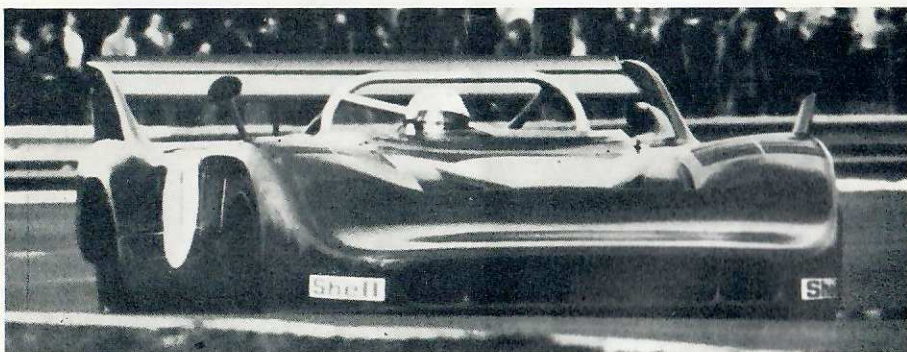
His success suddenly put his name on the tongues of the World's top sports car team managers, who at this time were choosing their 1970 team drivers and Leo Kinnunen found himself number two to probably the greatest ever sports car driver the late Pedro Rodriguez driving for the then unbeatable John Wyer Porsche team with their now history making Porsche 917s.

This pairing carried off four of the World Championship races helping to make Porsche World Manufacturers Champions. All was not well with Kinnunen however, for like Rodriguez his ego is big and his character strong and silent, and with the second driver very much a number two Kinnunen was unhappy playing second fiddle. To make matters worse he could not speak English (and still can't), so every conversation with Team manager David Yorke would end up in an argument through an interpreter. Unhappy at being a number two Kinnunen wanted to prove himself in his own right, so still with considerable influence with Porsche they were persuaded to give assistance to a 917 Spyder for the 1971 Interserie Championship which he won easily, although he only scored one victory in the seven races, that being on his home Keimola circuit.

This year he is running a full works Interserie Porsche 917-10, still under the Team AAW banner though. Being the works car however he has to try out all the Porsche development equipment which so far this year has not brought him much luck. The first race in Germany saw his special 5.4 litre engine down on power, while at Imola a replacement unit (which to buy costs something around £10,000 an engine) dropped a valve and put him out of the race. Today he will probably be using a turbocharged engine for the first time which if it lasts may well put him back in the winner's circle.

His ambition is to make it in Formula One and he hopes next year to be doing more single seater racing, both Formula One and Two if possible. "When I am World Champion, then maybe people will learn Finnish," he said with a smile—in Finnish, of course.

Leo Kinnunen's Porsche 917/10



## FOCUS No. 7

ON

### JAMES WILSON BROWN

A DIRECTOR OF SILVERSTONE  
CIRCUITS LTD. AND FORMER  
TRACK MANAGER



Jimmy Brown was born at Gartness, Scotland on 1 September, 1920. After wartime service from 1940 to 1946 as a Pilot in the R.A.F. he became the only Track Manager the R.A.C. has ever employed when he came to Silverstone in August 1948. The R.A.C. had taken over the lease of the airfield as a motor racing circuit and JWB had just six weeks in which to prepare the windswept airfield for the first post-war R.A.C. Grand Prix which was held in October 1948. He must have done a pretty good job—he's been here ever since!

When the B.R.D.C. took over the lease from the R.A.C. in 1952 Jimmy stayed on as Track Manager, a position he held until Silverstone Circuits Limited was formed in 1966, when he was appointed a director of the company. Today he is the director responsible for race planning and sponsorship.

He took on further responsibility in 1961 becoming a reluctant farmer when the B.R.D.C. purchased the farm on the inside of the circuit and has been director of the farming enterprise ever since. He lives in the centre of things, literally, in Luffield Abbey Farm on the inside of the circuit with his wife Kay and sons Ian and Hamish.

Over the past 24 years many people have had cause to be grateful for his help and advice (not always taken too kindly!) and he has been elected an Honorary Member of the British Racing Drivers' Club and the Vintage Sports Car Club and a Vice President of the British Motor Racing Marshals' Club. He is a founder member and committee member of the Silverstone Club and is a member of the R.A.C. Race Committee.

Not unnaturally his involvement with Silverstone has left little time for hobbies, but he has been known to perform unrehearsed acrobatics on and off water skis.





## —What is it?

Quite simply, Interserie is the European equivalent of Can-Am racing. The idea of running a European series for these big Group 7 cars was first proposed in 1970 by the Motor Sport Club of Stuttgart. The first Interserie Championship took place that year with six rounds. Four full scoring rounds were run, three in Germany and one in Finland and two half scoring rounds were run in Great Britain at Croft and Thruxton. The winner of the first Championship was Jurgen Neuhaus (Porsche 917).

For 1971, it was agreed that the Championship should be made more attractive to competitors by offering better prize money and a total of 1,000,000 Swiss Francs was agreed as the total prize fund for the Championship. The number of rounds was increased to eight with rounds in Austria, Belgium and Italy. Because of the increased cost of staging the races no round was held in Great Britain. Porsche again took the honours with the young Finn, Leo Kinnunen, winning the Championship in a Porsche 917 Spyder.

Ten rounds are scheduled for 1972, five in Germany—two at the Nurburgring, two at Hockenheim, and one at Nuremberg, two in Italy at Imola, one in Austria at Zeltweg, one in Finland at Keimola and one in Great Britain today at Silverstone. With the World Sports Car Championship having a maximum capacity reduced to three litres, the Interserie Championship gives European spectators their only chance of seeing really big engined sports cars in action. In fact in the Interserie Championship the limitation comes at the other end of the scale with a MINIMUM capacity of 2½ litres!

A further increase has been made in the prize fund this year with each race having 115,500 Swiss Francs prize money (£11,550). The increase has been made at the bottom of the scale by doubling the money for the lower placed cars from 1,000 to 2,000 Swiss Francs.

Technically as much scope as possible is given to entrants with supercharged as well as rotary and turbine power plants being permitted.

The Championship is administered by the Interserie Association which meets about three times a year. Each organising Club is represented

on the Committee and all decisions regarding the organisation of the Championship are taken by the Committee with each Club having one vote. Representatives of the manufacturers, entrants and drivers are also invited to attend the meetings and put forward for discussion with the organisers any points that they may wish to raise. In this way the organisers are able to take into account the views of the competitors when drawing up the regulations for each year's Championship.

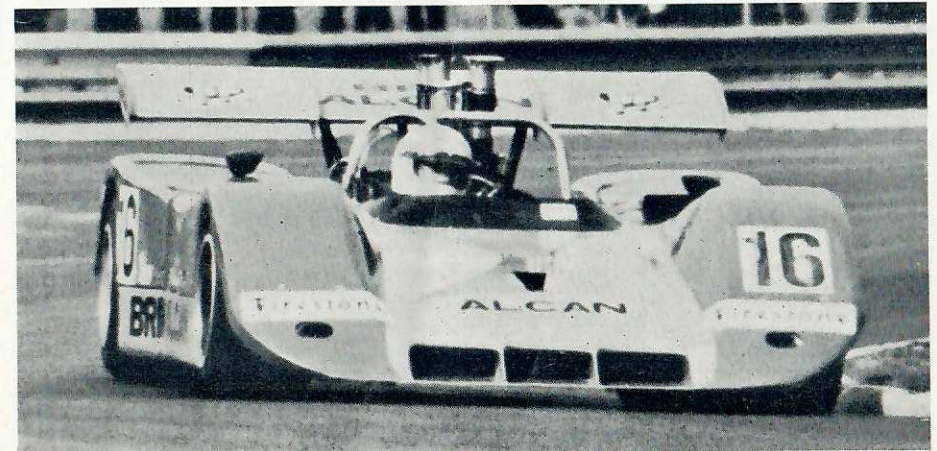
Already work has begun on organising the 1973 Championship and the Association met for the first time ever outside Germany here at Silverstone last Friday afternoon.

Points are scored at the rate of one point per Swiss Franc of prize money. *Current positions in the Championship after the first two rounds at the Nurburgring and Imola are:*

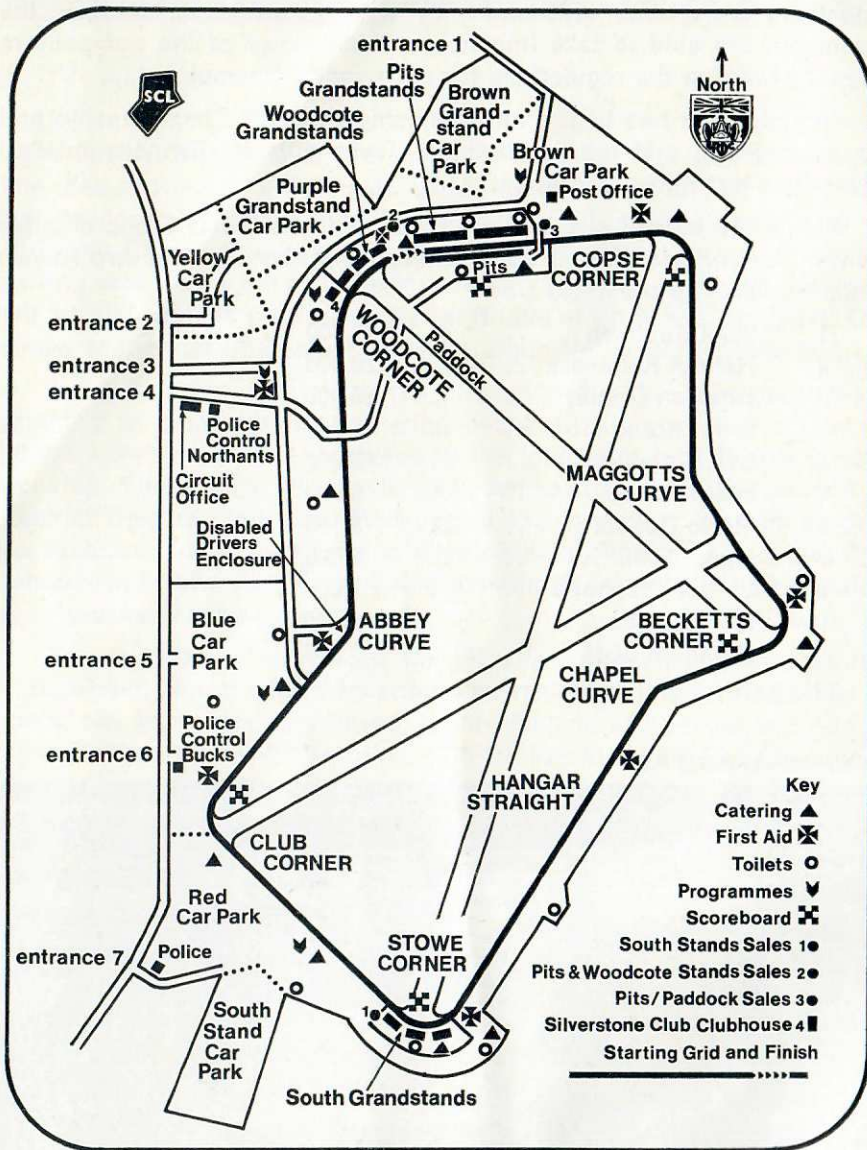
1	Willi Kauhsen	..	..	32,000
2	Helmut Kelleners	..	..	26,000
3	Howden Ganley	..	..	20,000
4	Ernst Kraus	..	..	16,000
5	Leo Kinnunen	..	..	12,000
6	Helmut Marko	..	..	9,600
7	Mario Casoni	..	..	8,400
8	Nanui Galli	..	..	8,000
9	Jurgen Neuhaus	..	..	7,000
10=	Georg Loos	..	..	6,500
	Reinhold Jöst	..	..	6,500

The next round takes place in Austria on 9 July.

Howden Ganley, BRM P.167



# SILVERSTONE GRAND PRIX CIRCUIT



## SUPER SPORTS 200

Silverstone

Sunday, 21 May, 1972

Organised by the  
British Racing Drivers' Club

Presented and promoted by  
Silverstone Circuits Ltd.

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. 7809 and 7810*

## OFFICIALS OF THE MEETING

<b>Stewards:</b> T.B.N. (R.A.C.) G. Härle (Interserie Assn.) J. A. Ellison J. B. Emmott The Hon. G. D. Lascelles	<b>Chief Paddock Marshal:</b> M. J. M. Bosley	C. C. Cann W. A. Daff A. Koeller F. A. Lowe D. Morley
<b>Judges:</b> E. Nelson M. C. Phillips J. G. S. Sears	<b>Deputy Chief Paddock Marshals:</b> A. B. Galuszka (i/c Runway Paddock) D. Noble (i/c Pits Paddock)	<b>Race Office:</b> R. C. A. Smith (i/c)
<b>Clerk of the Course:</b> A. A. Salmon	<b>Chief Startline Marshal:</b> D. Payne	<b>Press Office:</b> P. Beardsall (i/c)
<b>Deputy Clerk of the Course:</b> G. F. Bond	<b>Deputy Chief Startline Marshal:</b> R. A. D. Chappell	<b>Breakdown Services:</b> Daventry Autocar Ltd. Enotts Ltd. Kingstons Ltd. Luton Motor Company Mann Egerton & Co. Ltd.
<b>Secretary of the Meeting:</b> P. B. Aumonier	<b>Chief Spectator Marshal:</b> N. P. Crowe	<b>Airfield Control:</b> British Motor Racing Marshals Club
<b>Chief Observer:</b> V. J. Sparkes	<b>Chief Scoreboard Marshal:</b> R. D. Gregory	<b>Fire Services:</b> Northamptonshire Fire Brigade GKN Fire Tender and Crew Silverstone Circuits Fire Service manned by members of the British Motor Racing Marshals Club
<b>Chief Incident Officer:</b> P. T. Morom	<b>Commentators:</b> K. H. Douglas N. Greenway J. N. R. Hay P. Scott Russell	<b>Incident Vehicles:</b> Silverstone Circuits B.R.S.C.C. (Midland Centre)
<b>Chief Medical Officer:</b> Dr. C. J. Buckingham	<b>Scrutineers:</b> R. J. Soanes (i/c) D. Baxter P. Cracknell M. Garton A. J. Pinfold M. R. Poulton	<b>For Silverstone Circuits Ltd.:</b> <b>Circuit Manager:</b> G. Smith
<b>Deputy Chief Medical Officer:</b> Dr. S. Hempling	<b>Eligibility Scrutineer:</b> S. R. Proctor	<b>Press/Publicity Officer:</b> P. B. Aumonier
<b>Chief Flag Marshal:</b> K. D. Evans	<b>Timekeepers:</b> R. Oates (i/c) R. J. Balmer D. J. Barker D. Benbow	
<b>Deputy Chief Flag Marshal:</b> W. Ruck Keene		
<b>Chief Pit Marshal:</b> P. Corrie		

### OBSERVERS AND MARSHALS

Members of the British Racing Drivers' Club, British Motor Racing Marshals Club, Aston Martin Owners' Club, Bentley Drivers' Club, Birmingham Fire Brigades Association, MG Car Club, Midland Motoring Enthusiasts' Club, Nottingham Sports Car Club, 750 Motor Club, Vintage Sports Car Club.

**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 Mr N. C. Mountford, M.B.E. 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

### Saturday 20 May

10.00 — 11.00	Practice for Super Sports 200
11.15 — 12.00	Practice for Formula Ford Cars (Odd Numbers)
12.15 — 13.00	Practice for Formula Ford Cars (Even Numbers)
	<i>Lunch break</i>
14.00 — 14.45	Practice for Saloon Cars
15.00 — 17.00	Practice for Super Sports 200
17.15 — 18.00	Practice for Historic Cars

### Sunday 21 May

12.00	Daily Express Formula Ford Race	15 laps
13.20	THE SUPER SPORTS 200—Part 1	35 laps
14.45	Saloon Car Race	15 laps
15.50	THE SUPER SPORTS 200—Part 2	35 laps
17.15	JCB Historic Car Race	12 laps

## Trophies and Awards

### SUPER SPORTS 200

#### Trophy

Winner—The B.R.D.C. Super Sports 200 Trophy

#### Awards

##### SUPER SPORTS 200—Part 1

1st 5,000 S.frs.; 2nd 4,000 S.frs.; 3rd 3,000 S.frs.; 4th 2,000 S.frs.; 5th 1,500 S.frs.; 6th 1,000 S.frs.; 7th 1,000 S.frs.; 8th 1,000 S.frs.; 9th 500 S.frs.; 10th 400 S.frs.; 11th 300 S.frs.; 12th 200 S.frs.; 13th 100 S.frs.

##### SUPER SPORTS 200—Part 2

1st 7,000 S.frs.; 2nd 5,000 S.frs.; 3rd 4,000 S.frs.; 4th 3,000 S.frs.; 5th 2,500 S.frs.; 6th 2,300 S.frs.; 7th 1,500 S.frs.; 8th 1,000 S.frs.; 9th 500 S.frs.; 10th 500 S.frs.; 11th 500 S.frs.; 12th 500 S.frs.; 13th 500 S.frs.; 14th 500 S.frs.; 15th 400 S.frs.; 16th 300 S.frs.; 17th 200 S.frs.; 18th 100 S.frs.

##### SUPER SPORTS 200—Aggregate Results

1st 8,000 S.frs.; 2nd 6,000 S.frs.; 3rd 5,000 S.frs.; 4th 4,000 S.frs.; 5th 3,000 S.frs.; 6th 2,700 S.frs.; 7th 2,500 S.frs.; 8th 2,000 S.frs.; 9th 2,000 S.frs.; 10th 2,000 S.frs.; 11th 2,000 S.frs.; 12th 2,000 S.frs.; 13th 2,000 S.frs.; 14th 2,000 S.frs.; 15th 2,000 S.frs.; 16th 2,000 S.frs.; 17th 2,000 S.frs.; 18th 2,000 S.frs.; 19th 2,000 S.frs.; 20th 2,000 S.frs.; 21st 2,000 S.frs.; 22nd 2,000 S.frs.; 23rd 2,000 S.frs.; 24th 2,000 S.frs.

### SALOON CAR RACE

#### Trophies

First Group 2 Car—A B.R.D.C. Trophy

First Special Saloon Car—A B.R.D.C. Trophy

#### Awards

##### GROUP 2 CARS

1st £75; 2nd £40; 3rd £20; 4th £10.

##### SPECIAL SALOON CARS

1st £75; 2nd £40; 3rd £20; 4th £10.

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

### DAILY EXPRESS FORMULA FORD RACE

#### Trophy

Winner—A Daily Express Trophy

#### Awards

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

### JCB HISTORIC CAR RACE

#### Trophy

Overall Winner—A JCB Trophy

#### Awards

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

## THE HISTORIC CAR CHAMPIONSHIP 1972

By **BILL ALLEN** of Speed Merchants

Spectators at today's meeting who have not previously seen any of the JCB Historic Car Championship races may be somewhat puzzled about the relationship between the word "historic" and the condition of the cars.

Indeed, perhaps some of you are expecting to see a fine Model T Ford trot round the circuit at a leisurely 10 m.p.h. Not so! The historic sports and single seater racing cars competing today are, generally speaking classic cars built before 1961 (as accepted by the Historic Sports Car Club and the Vintage Sports Car Club respectively) and can tear along at speeds exceeding 150 m.p.h. In fact, these cars, many of which were raced by "the greats", such as Stirling Moss, are able to achieve almost the same speeds as when new. Not bad for the old timers!

The Championship was most successfully introduced last year, sponsored by the excavator and earth moving giants, JCB, from Rotherham in Staffordshire. This year's series of races have once again been organised by Speed Merchants, who can be well pleased with the response the Championship achieved.

The system used throughout is simple. There are three classes of cars: (a) single seaters, (b) Sports over 2000 c.c., (c) Sports up to 2000 c.c. All classes race together, but points are awarded individually. Say, for instance, a single seater finished fifth in a race overall, but was the first in its class to cross the line, then that car would be the winner of the single seater class. The points system has been devised to provide constant encouragement and interest for every driver throughout the six round series. The first four to finish in each class get 6, 5, 4 or 3 points (for 1st, 2nd, 3rd and 4th), but every other driver who FINISHES, gets two points.

Therefore, the driver who consistently finishes, whether placed or not, can amass quite a few points. Each entrant scores his best 5 results from 6 races.

The JCB Championship is non-professional, but nevertheless a keen rivalry exists between the drivers as they vie for points. This in turn of course makes the spectacle of 30 or more visually and physically exciting cars haring after each other that much more interesting for spectators.

And at the end of it all, after the blood, sweat and tears have been wiped away, the driver who has gained most points in the four rounds of the JCB Championship held at Silverstone, will be awarded the well-known, handsome British Empire Trophy a kind, helpful gesture by the British Racing Drivers Club, who did so much last year to help Speed Merchants off to a flyer with the Championship.

Further rounds of the Championship at Silverstone are on 18 June Martini International; 15 July St. John Horsfall Meeting; and on 6 August the International 5000 Meeting.

The situation after the first two rounds is as follows:-

#### CLASS A = HISTORIC RACING CARS

Richard Pilkington	7 points
Richard Bergel	6 points
Neil Corner	6 points
Cameron Millar	6 points

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

Willie Green	12 points
Nick Faure	10 points
Chris Stewart	5 points

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

Peter van Rossem	11 points
Bob Owen	8 points
Chris Drake	7 points
David Muirhead	7 points



Sunday 21 May

Race 1

**DAILY EXPRESS**

15 laps

Start 12.00 hrs.

**FORMULA FORD RACE**

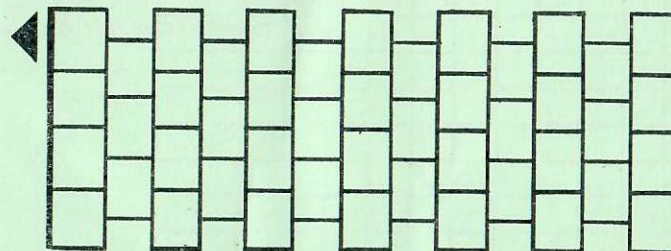
43.91 miles

(a round of the 1972 Daily Express Formula Ford Championship)

The entry has been split into two qualifying practice sessions. The entries marked \* being points scorers in the *Daily Express* Championship, are guaranteed places on the grid. The remaining places, to make up the full grid of 36 cars will be filled by the fastest cars taking the two sessions together. If weather conditions vary during the two practices, an equal number of qualifiers will be taken from each session)

No.	Entrant and Driver	Car	c.c.	Colour
1	Tiff Needell	Lotus 69F Scholar	1600	Blue/White
2*	Lural Racing (Driver: Keith Garratt)	Lotus 69F Ford	1600	Green/White
4	Stuart Graham	Lotus 61M Ford	1600	Yellow
5	Tony Jones	Lotus 61M Holbay	1600	Orange
6	Tony Jackson	Lotus 61 Holbay	1600	Orange
7*	Sabre Engine Developments (Driver: Geoff Lees)	Alexis Mk. 18B Sabre	1600	Red/White
8	Bill Russell	Alexis Mk. 18B Lucas	1600	Blue/Red
9	Robin Maydew	Alexis Mk. 18B Sabre	1600	Blue
10	Roy Prescott	Alexis Mk. 15 Ford	1600	Red
11	Geoffrey Illes	Alexis Mk. 14 Ford	1600	Blue
14	John Murphy	Hawke DL2A Ford	1600	Green
15	Philip Barak	Hawke DL2A/B Lloyd	1600	Blue
16*	Robert Cooper	Merlyn Mk. 20A Rowland	1598	Red
17	Claire James The Party People (Driver: Graham Elkington)	Merlyn Mk. 20A Holbay	1599	White
18*	Bank & Commercial Holdings (Driver: David Martell)	Merlyn Mk. 20A Scholar	1600	Blue
19	Dusty Rhodes	Merlyn Mk. 20A Ford	1600	Blue
20	Guy Garson	Merlyn Mk. 20 Steele	1600	Blue
21	David Barkas	Merlyn Mk. 11A Ford	1600	Green
22	Mike Dilley	Merlyn Mk. 11A Ford	1600	Red/White
23	Rich Bacon	Merlyn Mk. 11A Rowland	1600	Red
24	Franklin Sytner	Merlyn Mk. 11/17 Ford	1600	Bronze
25*	Ian Scheckter	Merlyn Mk. 20A Scholar	1600	Yellow/Blue
26	Terry Richards	Merlyn Mk. 11A Holbay	1600	Red/White
28	Steven Coen	Palliser WDF2/3 Ford	1600	Blue/White
29	Ian Beresford	Palliser WDF3 Rowland	1600	Purple
30*	Ian Taylor	Dulon LD9 Davron	1600	Blue/Yellow
31	Mike Eaton	Dulon LD9 Ford	1600	Orange
32	Richard Rogers	Dulon LD4C Ford	1600	Red/White
33*	Roger Bruce-White	Dulon LD4C Ford	1600	Yellow/Black
34	Roger Andreason	Dulon Ford	1600	Red/White

No.	Entrant and Driver	Car	c.c.	Colour
35	Cliff Smithurst	Dulon Ford	1600	Yellow
37	Berni Inns (Driver: Roger Orgee)	Royale RP3A Davron	1600	Red
38	David Dawson	Royale RP3A Ford	1600	White
41	Don Webb	Jomo/Webb Ford	1600	Yellow/Black
43	Ian McGuire	Elden Mk. 8 Scholar	1600	Black
44*	Richard Robarts	Elden Mk. 8 Piper	1600	Orange
45*	Team Titan (Driver: Derek Lawrence)	Titan Mk. 6 Ford	1599	Orange/White
46	Team Titan (Driver: Ken Bailey)	Titan Mk. 6 Ford	1600	Orange/White
47	Bill Eley (Driver: Tony Graham-Enock)	Titan Mk. 6 Piper	1600	White
48	Roger Abrahams	Titan Mk. 4 Piper	1600	Red
50	Mike Hirons	March 718 Ford	1600	Blue/Red/White
51	Christopher Woodcock	March 708/18 Ford	1600	Yellow/Black
53	Brian Holland	Ginetta G18 Scholar	1600	Red
55	Bill Day	Mallock U2 Mk. 11B Ford	1600	Blue/Silver
56	Star Plant (Banbury) (Driver: Steve Russell)	Mallock U2 Mk. 9C Davron	1600	Yellow/Blue
57	Paul Ellis	Mallock U2 Mk. 9 Ford	1600	Silver/White
59	Jas Patterson	Wimhurst Mk. 4 Ford	1600	Red
60	Douglas Bassett	Nike Mk. 6 B.R.M.	1600	Blue
62	Richard Mortimer	Beattie P6000 Rowland	1600	Black/Orange
63	Jet Gaz (Driver: to be nominated)	Jamun T3 Piper	1600	Green/White
66	Phil Gazeley	Gazelle HB1 Ford	1600	Orange/Gold
68	Jack Hemming	Nordic Mk. 4 Ford	1600	Blue
69	Richard Long	Minstrale Piper	1600	Yellow
70	Mike Izzard (Driver: Fred Chandler)	Micron M1 Ford	1600	Yellow
71	Terry Horrocks	Horrocks Rowland	1600	Red/Yellow
72*	Jim Russell Racing Drivers School (Driver: Patrick Neve)	Merlyn Mk. 20 Scholar	1600	Green/Yellow
73	Jim Russell Racing Drivers School (Driver: Frank Bradley)	Merlyn Mk. 20 Scholar	1600	Blue



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

RESULTS

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

### '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 take place at Silverstone with the other rounds at Oulton Park, Snetterton and Thruxton. Six of the rounds will be supporting races at International Meetings.

Points will be scored on a 9, 6, 4, 3, 2 and 1 basis in each round, except 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, sixth £4.

Date of the next round: Monday, 29 May—Silverstone.

**Points positions after four rounds:**

1	Derek Lawrence ( <i>Titan Mk. 6 Ford</i> ) ..	..	21
2	Ian Taylor ( <i>Dulon LD9 Davron</i> ) ..	..	19
3=	David Martell ( <i>Merlyn Mk. 20A Scholar</i> ) ..	..	12
	Keith Garratt ( <i>Lotus 69F Ford</i> ) ..	..	12
5	Robert Arnott ( <i>Merlyn Mk. 20A Ford</i> ) ..	..	10
6=	Patrick Neve ( <i>Merlyn Mk. 20 Scholar</i> ) ..	..	9
	Ian Scheckter ( <i>Merlyn Mk. 20A Scholar</i> ) ..	..	9
8	Robert Cooper ( <i>Merlyn Mk. 20A Ford</i> ) ..	..	8
9=	Geoff Lees ( <i>Alexis Mk. 18B Sabre</i> ) ..	..	6
	Buzz Buzaglo ( <i>Elden Mk. 8 Scholar</i> ) ..	..	6
11	Richard Roberts ( <i>Elden Mk. 8 Piper</i> ) ..	..	5
12=	David Loring ( <i>Merlyn Mk. 20 Ford</i> ) ..	..	2
	Mike Young ( <i>Hawke DL9 Holbay</i> ) ..	..	2
	Richard Leach ( <i>Lola Ford</i> ) ..	..	2
15=	Roger Bruce-White ( <i>Dulon LD4C Ford</i> ) ..	..	1
	Rob Wicken ( <i>Merlyn Ford</i> ) ..	..	1

Sunday 21 May  
Race 2  
Start 13.20 hrs.

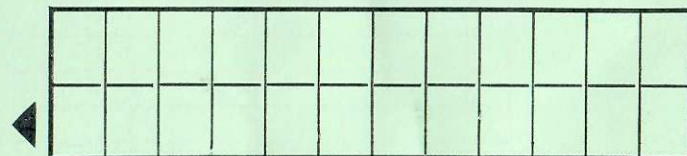
35 laps  
102.45 miles.

# THE SUPER SPORTS 200

## PART ONE

No.	Entrant	Driver	Nat. of Driver	Car	Engine	Cyls.	c.c.	Colour
1	Racing Team A.A.W.	Leo Kinnunen	SF	Porsche 917/10	Porsche	12	5000 t/c	Blue/White
5	David Piper Racing	Chris Craft	GB	Lola T70 3B	Morand Chevrolet	8	5000	Red
8	Helmut Felder	Helmut Kelleners	D	McLaren M8F	Chevrolet	8	8100	Blue
10	Gelo Racing Team	Georg Loos	D	McLaren M8F	Chevrolet	8	8300	Red/Yellow
11	Willi Kauhsen Racing Team	Willi Kauhsen	D	Porsche 917/10	Porsche	12	5400	Yellow/Red
12	Harald Link	Harald Link	D	Karasek Porsche	Porsche	8	2600	
16	Rubery Owen Canada	Howden Ganley	NZ	B.R.M. P167	Chevrolet	8	8100	Blue/Silver
17	Boere Sport Helmet Racing Team	Ernst Kraus	D	Porsche 917 Spyder	Porsche	12	5000	Green
19	AMG Ingenierbüro	Hans Heyer	D	AMG McLaren	Mercedes	8	6835 t/c	Red
20	Ernst Rieger	Ernst Rieger	D	McLaren M8E	Chevrolet	8	8300	White
21	Goodwin Racing Services	Nick Cussons	GB	Lola T70 Mk. 3	Aston Martin	8	5000	Green
24	Voltaire Racing Team	Denys Veyrat	CH	Lola T260	Morand Chevrolet	8	6550	White/Yellow
26	Egmont Dursch	Egmont Dursch	D	Lola Special	Chevrolet	8	7600	Yellow
27	Hans Wiedmer	Hans Wiedmer	CH	McLaren M8E	Chevrolet	8	8100	Red
29	Gelo Racing Team	Franz Pesch	D	McLaren M8E	Chevrolet	8	8100	Red/Yellow
36	Racing Team V.D.S.	Teddy Pilette	B	McLaren M8E	Morand Chevrolet	8	7500 t/c	Maroon
41	Reinhold Jöst	Reinhold Jöst	D	Porsche 908	Porsche	8	3000	Blue/Orange
48	A. G. Dean Racing	Tony Dean	GB	Porsche 908	Porsche	8	3000	Orange
49	David Hepworth	David Hepworth	GB	B.R.M. P154/167	Chevrolet	8	8100	Yellow/Black
50	J. C. Bamford Excavators	Willie Green	GB	Ferrari 512M	Ferrari	12	4998	Yellow
52	John Jordan	John Jordan	GB	McLaren M6B	Chevrolet	8	6991	Blue
53	Ian Richardson	Ian Richardson	GB	McLaren Special	Weslake Ford	8	6000	Blue
54	Tony Harrison	To be nominated		McLaren M12C	Chevrolet	8	7200	Orange

### GRID for ROLLING START



### KEY TO NATIONALITIES

B — Belgium    CH — Switzerland    D — Germany    GB — Great Britain    I — Italy  
NZ — New Zealand    SF — Finland



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35

Part 1

RESULTS

1st..... Time..... Speed.....m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th..... 7th.....

8th..... 9th..... 10th.....

Fastest lap: Car No..... Time..... Speed.....m.p.h.

**Sunday 21 May**

**Race 3**

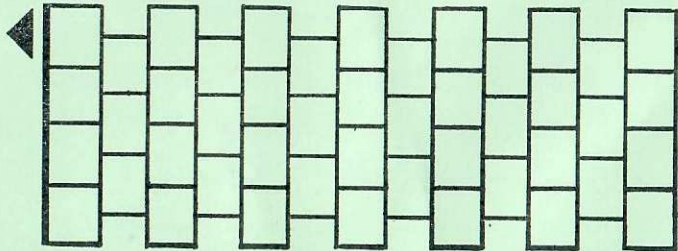
**Start 14.45 hrs.**

**SALOON CAR RACE**

**15 laps**

**43.91 miles**

No.	Entrant and Driver	Car	c.c.	Colour
<b>Category A = Group 2 Cars</b>				
2	David Howes	American Motors Javelin	6400	White
3	Cona Coffee Machine Co. (Driver: Martin Birrane)	Ford Boss Mustang 351	5791	Orange/Black
4	W.M.G. Marketing Ltd. (Driver: Martin Thomas)	Chevrolet Camaro	5700	White/Red
8	Wiggins Teape Ltd. (Driver: Brian Muir)	Ford Capri V6	2940	Blue
10	Research Consultants Ltd. (Driver: Terry Sanger)	Chevrolet Camaro	5625	Red
11	VMW Motors/Broadspeed (Driver: Vince Woodman)	Ford Escort GT	1297	White/Blue
12	VMW Motors/Broadspeed (Driver: Teddy Savory)	Ford Escort GT	1297	White/Blue
14	John Willment Group (Driver: Mike Crabtree)	Ford Escort	1800	Red/White
<b>Category B = Special Saloon Cars</b>				
<b>Class A = Over 1300 c.c.</b>				
21	Bill Cox	WRC Capri	6200	Gold
22	Martin Kent	Sunbeam Rapier Chevrolet	5300	White
23	Tricentrol/Luton Motors Group (Driver: Mick Hill)	Ford Boss Capri	5000	Blue
25	Tony Hazlewood	DAF 55	4300	Red
26	Tony Strawson	Jaguar Mk. 2	3781	Red
28	Simon Kirkby	BMW Alpina 2002	1990	Red
29	Bob Torrie	Ford Escort RS	1800	Brown/Gold
31	Sheltune Autospares Racing (Driver: Tom Jeffery)	Ford Escort Twin Cam	1650	White/Orange
32	Tony Mann	Ford Anglia	1650	Black
33	Anthony Ward	Ford Anglia	1650	Yellow
34	Les Bowker	Ford Anglia BRM	1600	Silver/Blue/Black
<b>Class B = 1001-1300 c.c.</b>				
41	Automatic Pressings Ltd. (Driver: John Robinson)	Ford Escort	1300	Yellow/White
44	Chris Montague	Morris Cooper S	1293	White
45	Tim Walton Motor Acc. (Driver: Paul Gaymer)	Austin Cooper S	1293	Yellow/Black
46	Paul Burt	B.L. Cooper S	1293	Blue/White
48	Tony Clark	Austin A40	1293	Grey
<b>Class C = Up to 1000 c.c.</b>				
61	Ian Blunt	Morris Cooper S	1000	Green/White
62	Team Castrol (Driver: Barrie Boulton)	B.L.M.C. Cooper S	1000	White
63	Gerry Allen	Morris Mini	999	White/Blue
66	"Swish" Curtain Tracks Racing Team (Driver: Gerry Taylor)	Ford Anglia	998	White/Yellow/Black
71	Andrew Cranstone	Hillman Imp	848	Blue/Gold
72	Automania Accessories/Impact Racing Developments (Driver: Mike Kirby)	Hillman Imp	846	Maroon



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Sunday 21 May

Race 4

Start 15.50 hrs.

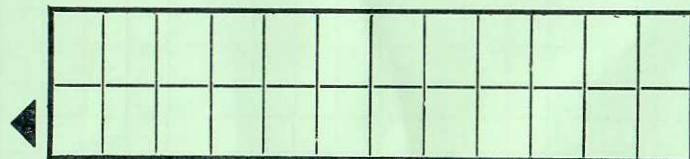
35 laps  
102.45 miles

# THE SUPER SPORTS 200

## PART TWO

No.	Entrant	Driver	Nat. of Driver	Car	Engine	Cyls.	c.c.	Colour
1	Racing Team A.A.W.	Leo Kinnunen	SF	Porsche 917/10	Porsche	12	5000 t/c	Blue/White
5	David Piper Racing	Chris Craft	GB	Lola T70 3B	Morand Chevrolet	8	5000	Red
8	Helmut Felder	Helmut Kelleners	D	McLaren M8F	Chevrolet	8	8100	Blue
10	Gelo Racing Team	Georg Loos	D	McLaren M8F	Chevrolet	8	8300	Red/Yellow
11	Willi Kauhsen Racing Team	Willi Kauhsen	D	Porsche 917/10	Porsche	12	5400	Yellow/Red
12	Harald Link	Harald Link	D	Karasek Porsche	Porsche	8	2600	
16	Rubery Owen Canada	Howden Ganley	NZ	B.R.M. P167	Chevrolet	8	8100	Blue/Silver
17	Boere Sport Helmet_Racing Team	Ernst Kraus	D	Porsche 917 Spyder	Porsche	12	5000	Green
19	AMG Ingenierbüro	Hans Heyer	D	AMG McLaren	Mercedes	8	6835 t/c	Red
20	Ernst Rieger	Ernst Rieger	D	McLaren M8E	Chevrolet	8	8300	White
21	Goodwin Racing Services	Nick Cussons	GB	Lola T70 Mk. 3	Aston Martin	8	5000	Green
24	Voltaire Racing Team	Denys Veyrat	CH	Lola T260	Morand Chevrolet	8	6550	White/Yellow
26	Egmont Dursch	Egmont Dursch	D	Lola Special	Chevrolet	8	7600	Yellow
27	Hans Wiedmer	Hans Wiedmer	CH	McLaren M8E	Chevrolet	8	8100	Red
29	Gelo Racing Team	Franz Pesch	D	McLaren M8E	Chevrolet	8	8100	Red/Yellow
36	Racing Team V.D.S.	Teddy Pilette	B	McLaren M8E	Morand Chevrolet	8	7500 t/c	Maroon
41	Reinhold Jöst	Reinhold Jöst	D	Porsche 908	Porsche	8	3000	Blue/Orange
48	A. G. Dean Racing	Tony Dean	GB	Porsche 908	Porsche	8	3000	Orange
49	David Hepworth	David Hepworth	GB	B.R.M. P154/167	Chevrolet	8	8100	Yellow/Black
50	J. C. Bamford Excavators	Willie Green	GB	Ferrari 512M	Ferrari	12	4998	Yellow
52	John Jordan	John Jordan	GB	McLaren M6B	Chevrolet	8	6991	Blue
53	Ian Richardson	Ian Richardson	GB	McLaren Special	Weslake Ford	8	6000	Blue
54	Tony Harrison	To be nominated		McLaren M12C	Chevrolet	8	7200	Orange

### GRID for ROLLING START



### KEY TO NATIONALITIES

B — Belgium CH — Switzerland D — Germany GB — Great Britain I — Italy  
NZ — New Zealand SF — Finland

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35

**Part Two**

**RESULTS**

1st..... Time..... Speed.....m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th..... 7th.....

8th..... 9th..... 10th.....

Fastest lap: Car No..... Time..... Speed.....m.p.h.

**Aggregate**

**RESULTS**

1st..... Time..... Speed.....m.p.h.

2nd..... 3rd..... 4th.....

5th..... 6th..... 7th.....

8th..... 9th..... 10th.....

Fastest lap: Car No..... Time..... Speed.....m.p.h.



## LAP RECORDS AS AT 21.5.72

<b>Outright:</b>	Mike Hailwood (Surtees TS9B)		
	1 min. 18.8 secs.	133.72 m.p.h.	23.4.72
<b>Group 7 Cars:</b>	To be established		
<b>Group 2 Cars over 1300 c.c.:</b>	Frank Gardner (Chevrolet Camaro)		
	1 min. 35.3 secs.	110.57 m.p.h.	23.4.72
<b>Special Saloon Cars— Over 1300 c.c.:</b>	David Howes (Ford Falcon Sprint)		
	1 min. 42.6 secs.	102.70 m.p.h.	15.8.70
<b>1001-1300 c.c.:</b>	Harry Ratcliffe (Cooper S) and Richard Longman (Cooper S)		
	1 min. 47.8 secs.	97.75 m.p.h.	17.5.69
<b>851-1090 c.c.:</b>	Harry Ratcliffe (Cooper S)		
	1 min. 50.8 secs.	95.10 m.p.h.	27.7.68
<b>Up to 850 c.c.:</b>	Ivor Goodwin (Mini)		
	2 min. 00.4 secs.	87.52 m.p.h.	15.8.70
<b>Formula Ford:</b>	Keith Garratt (Lotus 69F)		
	1 min. 41.0 secs.	104.33 m.p.h.	23.4.72
<b>Historic Cars: Racing Cars:</b>	Neil Corner (Aston Martin DBR4)		
	1 min. 40.0 secs.	105.37 m.p.h.	6.6.70
<b>Sports Cars over 2000 c.c.:</b>	Willie Green (Maserati Tipo 61) and Nick Faure (Maserati Tipo 61)		
	1 min. 45.3 secs.	100.07 m.p.h.	23.4.72
<b>Sports Cars up to 2000 c.c.:</b>	Chris Warwick Drake (Lotus Bristol)		
	1 min. 55.7 secs.	91.07 m.p.h.	23.4.72

## SALOON CAR RACE RESULTS

### Category A: Group 2 Cars

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

### Category B: Special Saloon Cars Overall:

1st.....	Time.....	Speed.....	m.p.h.
2nd.....	3rd.....	4th.....	

### Class A: Special Saloon Cars over 1300 c.c.

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

### Class B: Special Saloon Cars 1001-1300 c.c.

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

### Class C: Special Saloon Cars up to 1000 c.c.

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

## LEWIS BERTRAM WOOSTER

Lew Wooster, well known throughout the motor racing fraternity, died unexpectedly on Monday, 24 April, aged 49, at his home in London.

With his sudden departure the sport of motor racing has lost one of its most enthusiastic and prolific workers. No matter what the job was that had to be done, Lew would have a go at it with an almost unrivalled enthusiasm and effort, as was evident in his work as Chief Marshal for the B.R.D.C.

Lew served for some years in the Royal Navy, Fleet Air Arm, and in the course of his service career travelled to many distant parts of the world, including Australia and the U.S.A.

He achieved certain distinction in that he was one of the first Chief Petty Officers to qualify as a pilot, but with the exuberance typical of the man, he incurred the extreme displeasure of their Lordships at the Admiralty by flying, with others, under the San Francisco Bridge.

At the end of the war, he was serving in H.M.S. *Daedellis* at Portsmouth where he met a WREN Phoebe Readman who was to become Mrs. Wooster. This husband and wife team were to become very well known around the motor racing circuits of the country.

When the British Motor Racing Marshals Club was formed, Lew was in at the start, becoming Chairman of the B.M.R.M.C. (Southern Section), likewise with the Silverstone Club he was a very hard worker and was Secretary at the time of his death.

Other Clubs which will miss the efforts of Lew Wooster are the M.G. Car Club, Jaguar Drivers' Club, Aston Martin Owners' Club and many others, for all of whom Lew did a great deal of marshalling and organising of marshals.

We shall all sadly miss the genial rotund figure of Lew Wooster bustling around Silverstone, and I think it is true to say that if ever a man gave his life, both literally and metaphorically, to motor racing, that man was LEW WOOSTER.

To his widow Phoebe and his family we offer our sincere condolences and sympathy.

**ANTHONY A. SALMON**  
BRITISH RACING DRIVERS' CLUB

*For the best in Bank Holiday Sport*



**B. R. D. C.**  
**BANK HOLIDAY**  
**CHAMPIONSHIP RACES**

organised by the British Racing Drivers' Club

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the Castrol Production Saloon Car Championship  
the Daily Express Formula Ford Championship  
the Silverstone Formule Libre Championship  
the Volkswagen (G.B.) National Formula Vee  
Championship  
the Brooklands Society Trophy Race for pre-1940 Cars  
Modified Sports Cars  
Sports G.T. Cars  
Special Saloon Cars

**Practice from 09.00 hrs.**

**First Race 14.00 hrs.**

Admission to Special Trackside Spectator Enclosures:

Adult 80p; Child 30p (including free admission to the Grandstands).

Paddock Transfer: Adult 50p; Child 20p.

Parking Free.

**SILVERSTONE**

**MONDAY, 29 MAY, 1972**

## **Motor Racing Photography— Chances for Everyone at Silverstone**

**H. J. P. ARNOLD, KODAK LIMITED**

Motor sport is just about the most colourful and exciting sport there is for the amateur photographer. Fortunately for all of us photography is not only allowed by the motor racing organizers—it is actively encouraged. A huge variety of subjects exist at any race meeting.

The paddock is where any amateur photographer can achieve good results most easily—but not without planning. Check that your camera is in good condition and keep the lens free of dust. Make sure that you have adequate film with you. If you have not bought any beforehand make certain the circuit to which you are going sells your favourite brand. You'll usually have no problems in this direction at Silverstone!

If you have one of the modestly-priced KODAK 'Instamatic' Cameras you will find that cartridges of 'Kodachrome-X', 'Kodacolor-X' and 'Verichrome' Pan Film can take care of reasonable weather conditions—the choice depending upon whether you want colour slides, colour prints or black-and-white prints respectively. If you have a 35mm camera with variable shutter speeds and aperture control you will go for 'Kodachrome' II Film perhaps on a fairly bright day or 'Kodacolor-X' if you are after colour prints. If the weather is less favourable you will probably go for High Speed 'Ektachrome' colour transparency film or 'Tri-X' black-and-white film. Don't load your camera until you see what the weather is like.

So you have your camera with you and suitable quantities of your chosen film (you will always need more than you think, so allow for that!). Get to the circuit early and scout around the paddock where most of the activity is until racing actually starts. Check if and when there is going to be a practice session—at major meetings practice is often on the day before the Races—and when the

racing starts because the drivers will usually be down with their mechanics and the cars a considerable time before. It is in getting personality and car preparation photographs in the paddock that you are on as good ground as the professional photographers if you have done a little homework. But you have to be prepared.

If you have a simple camera with just one or two shutter speeds and a fixed-focus lens your camera is already set up for quick photography. All you have to do is keep your eyes wide open. If you have a more sophisticated camera prepare to take photographs as soon as you arrive in the paddock. Focus your lens to a distance of say around 15ft and take a light reading—setting your aperture and speed controls accordingly. The highest aperture number possible will give you the best chance of your "snap" subject being in focus. If you are suddenly confronted with one of the top drivers or another interesting subject take the picture and then, if you've got the time, closely check the exposure and the focus of your lens, make adjustments if required and take a second photograph.

But the end purpose of a meeting is *action*—the cars at speed on the track. What is the amateur able to get? Let's be frank about it: the professional with track passes can get a lot closer usually and often has far more versatile equipment than the amateur. Does that mean therefore that it's useless for the amateur to try and get action shots? Not a bit of it! There are places on most tracks where amateurs can get really quite close to the action—for example, on straights and the same often goes for the exits to some corners, where the frequent bunching of cars provides a fine atmosphere of action. At Silverstone, a classic example is the approach to Becketts where the cars line up quite close to the spectator galleries. Another is Club Corner where amateurs can obtain 'head on' views as the cars approach. This means that the owner of a fairly simple camera has a chance of getting some reasonable action shots although we must face the fact that the opportunities for such action photography on any track are comparatively limited.

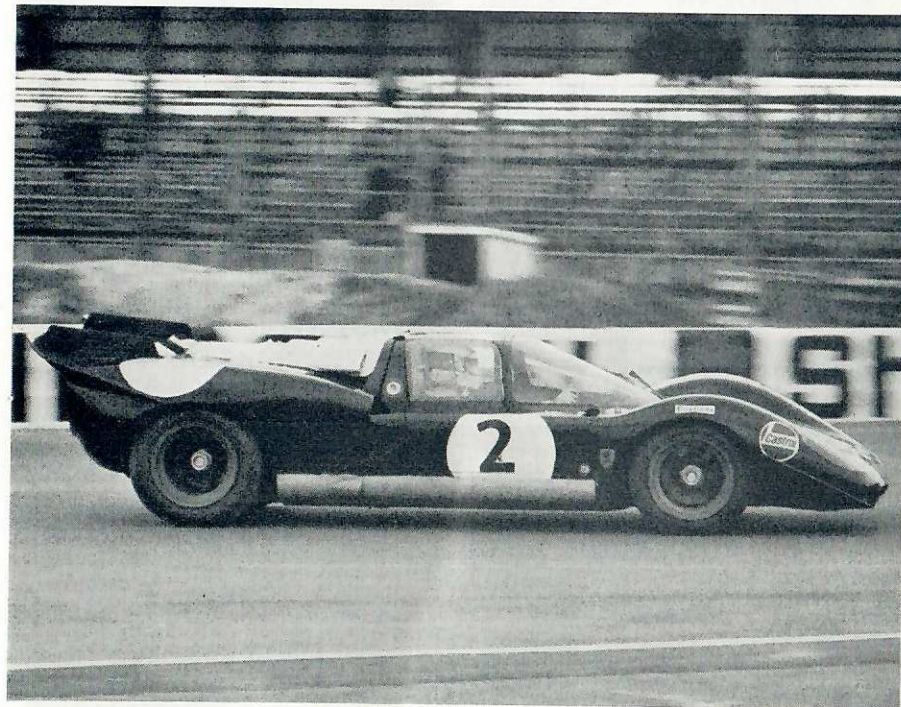
With a slightly more advanced camera that takes interchangeable lenses—and particularly a telephoto lens that "brings the subject closer"—the amateur can really go to town. Broadly speaking there are two types of action picture on the track—the 'head on' and the car passing parallel to you. The 'head on' photograph provides very few problems. Even though the cars may be travelling very fast, their apparent speed relative to you is comparatively low and if you focus carefully you should get good results.

Racing cars passing you at high speed are more difficult. You have to 'pan' with them—as the car approaches, follow it in the viewfinder. Swing from the hips (don't move your feet), press the shutter release as the car passes you and carry on swinging for a split second after you've fired the shutter (you'll stop too soon

otherwise). Until you've gained experience use a shutter speed of at least 1/500th second—but later you'll find the slower shutter speeds will give more background blur and therefore a better impression of speed. Amateurs with a telephoto lens of around 200mm can get 'pan' shots of cars filling the film frame well at most corners at Silverstone. Becketts and Club are best, followed closely by Copse and then Woodcote.

Have fun and good shooting!

*A Ferrari 512 in action*





*Rothmans*  
**50,000**

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**motor race.**

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**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.

**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 ROVER TICKETS**

Grandstand Rover Tickets costing 70p for adults and 30p for children under 14, can be purchased at the Grandstand Ticket Offices behind the Pits and Woodcote Stands and at the South Stand. These tickets allow the holders to move from grandstand to grandstand thus enabling them to watch the racing at various parts of the circuit from a seat.

**PADDOCK TRANSFERS**

Paddock Transfers, costing 60p for adults and 30p for children under 14, are on sale at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstand. These tickets admit to the Paddock, Pits Balcony and Stewards' Enclosure where you get a "behind the scenes" view of the day's racing. They also admit to the Paddock Restaurant where you can buy hot meals and salads as well as snacks and drinks.

**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.

**Book your tickets today for  
future Grand Prix Circuit Events**

- ★ The Martini International
- ★ The Formula 5000 International
- ★ The John Player International Motor Cycle Meeting
- ★ The Esso Uniflo R.A.C. Tourist Trophy

Tickets for all these events are available from the Marquee adjacent to the pedestrian bridge at the end of the Pits Grandstand

**Poster Sets and Decals also available**

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## TRAFFIC ARRANGEMENTS AT THE CIRCUIT

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.

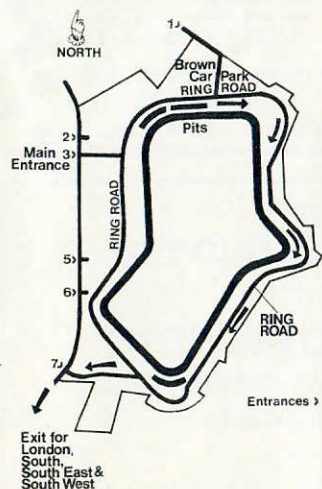
The road will be one way, in a clockwise direction, except for service vehicles. There will however, be a small section, namely behind the Pits Grandstand, which will be two way. Attention should be given to the directions of the car park attendants who are there to assist in the movement of traffic. 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 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.

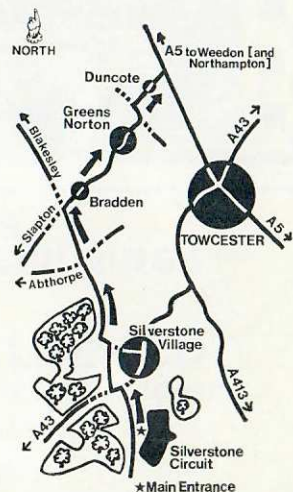
As a guide here is a map of the ring road, also details of the diversions for traffic leaving from the main gate. Your attention and co-operation to these details will minimize the delay in getting out.

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



## SILVERSTONE CALENDAR 1972

(Forthcoming meetings this year)

● Sat.	20 May	Super Sports 200 Official Practice	BRDC
● SUN.	21 MAY	<b>SUPER SPORTS 200</b>	BRDC
	Sat.	27 May	Members' Meeting
	Mon.	29 May	<b>Bank Holiday Championship Car Races</b>
	Sat.	3 June	Members' Meeting
	Sun.	11 June	<b>Championship Car Races</b>
● Sat.	17 June	<b>Martini International Official Practice</b>	AMOC
● SUN.	18 JUNE	<b>MARTINI INTERNATIONAL</b>	AMOC
	Sat.	1 July	Members' Meeting
	Sun.	2 July	<b>Championship Car Races</b>
	Sat.	15 July	<b>Historic Car Races</b>
	Sat.	22 July	<b>Vintage Car Races</b>
	Sun.	30 July	<b>Luton Motors Group Trophy Meeting</b>
● Sat.	5 Aug.	<b>Formula 5000 International Official Practice</b>	BRSCC
● SUN.	6 AUG.	<b>FORMULA 5000 INTERNATIONAL</b>	BRSCC
● Sat.	12 Aug.	<b>John Player International Motor Cycle Meeting—Official Practice</b>	ACU
● SUN.	13 AUG.	<b>JOHN PLAYER INTERNATIONAL MOTOR CYCLE MEETING</b>	ACU
	Sat.	26 Aug.	Members' Meeting
	Mon.	28 Aug.	<b>Bank Holiday Championship Car Races</b>
	Sat.	2 Sept.	Members' Meeting
	Sun.	10 Sept.	<b>Championship Car Races</b>
● Sat.	23 Sept.	<b>Esso Uniflo RAC Tourist Trophy—Official Practice</b>	BRDC
● SUN.	24 SEPT.	<b>ESSO UNIFLO RAC TOURIST TROPHY</b>	BRDC
	Sat.	30 Sept.	Members' Meeting
	Sat.	7 Oct.	Members' Meeting
	Sat.	21 Oct.	Sprint Meeting
● Sat.	28 Oct.	<b>Silverstone Championships Meeting—Official Practice</b>	BRDC
● Sun.	29 Oct.	<b>Silverstone Championships Meeting</b>	BRDC
	Sat.	4 Nov.	Sprint Meeting
	Sat.	11 Nov.	Sprint Meeting
	Sat.	18 Nov.	Sprint Meeting
	Sat.	25 Nov.	Sprint Meeting

● = Grand Prix Circuit

### SILVERSTONE CIRCUITS LTD.

Silverstone, Nr. Towcester, Northants NN12 8TN

Tel: Silverstone 271/2/3. (032-734 271/2/3 STD)

## 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.

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## 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.



## 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.

## CHAMPIONSHIP CALENDAR

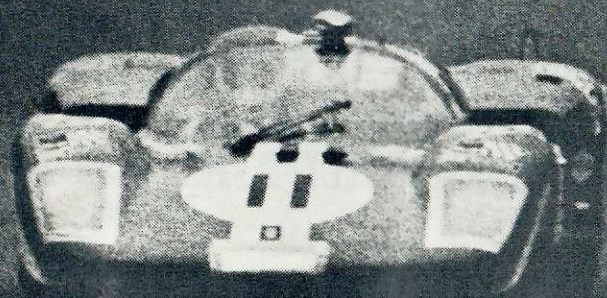
Follow the Championships at major Silverstone meetings

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

# SILVERSTONE Grand Prix Circuit MARTINI INTERNATIONAL Sunday, 18th June 1972



First Race 12.45pm. Martini International Trophy Race for European Sports Car Championship. Supporting Races for Saloon Cars, Formula Ford, Historic Racing and Sports Cars. Special trackside spectator enclosures. £1 (Children 30p) Grandstands 70p extra. Paddock 50p extra. All tickets bookable in advance at reduced prices. Car Parking Free. Booking Office: Silverstone Circuits Ltd, Nr. Towcester, Northants. Enquiries to Martini & Rossi, 80 Haymarket, London S.W.1.



Organised by the Aston Martin Owners Club.



Advance booking form

Martini International  
Trophy Meeting  
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		£1.50	
Child under 14 years accompanied by adult		60p	
● Paddock and Stewards Enclosure Adult		£1.30	
Child under 14 years accompanied by adult		50p	
Special Trackside Spectator Enclosures Adult		80p	
Child under 14 years accompanied by adult		30p	
Paddock and Stewards Enclosure Transfer Adult		50p	
Child under 14 years accompanied by adult		20p	

● 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)

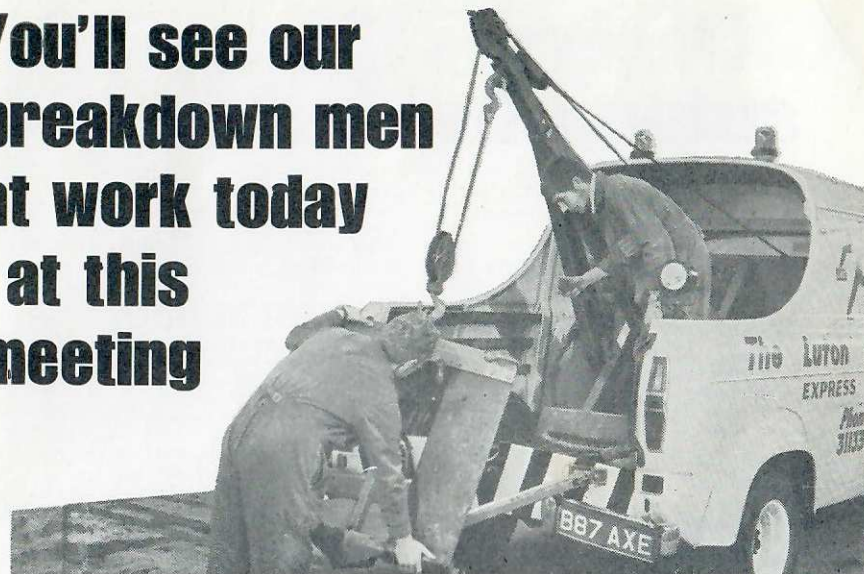
I enclose cheque/money order made payable to Silverstone Circuits Ltd.

Name  
(block letters please)

Address  
(block letters please)

Important  
please enclose stamped addressed envelope

**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

**LMG**

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

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

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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.

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