

Silverstone

Race Day Magazine



SILVERSTONE

CHAMPIONSHIPS MEETING

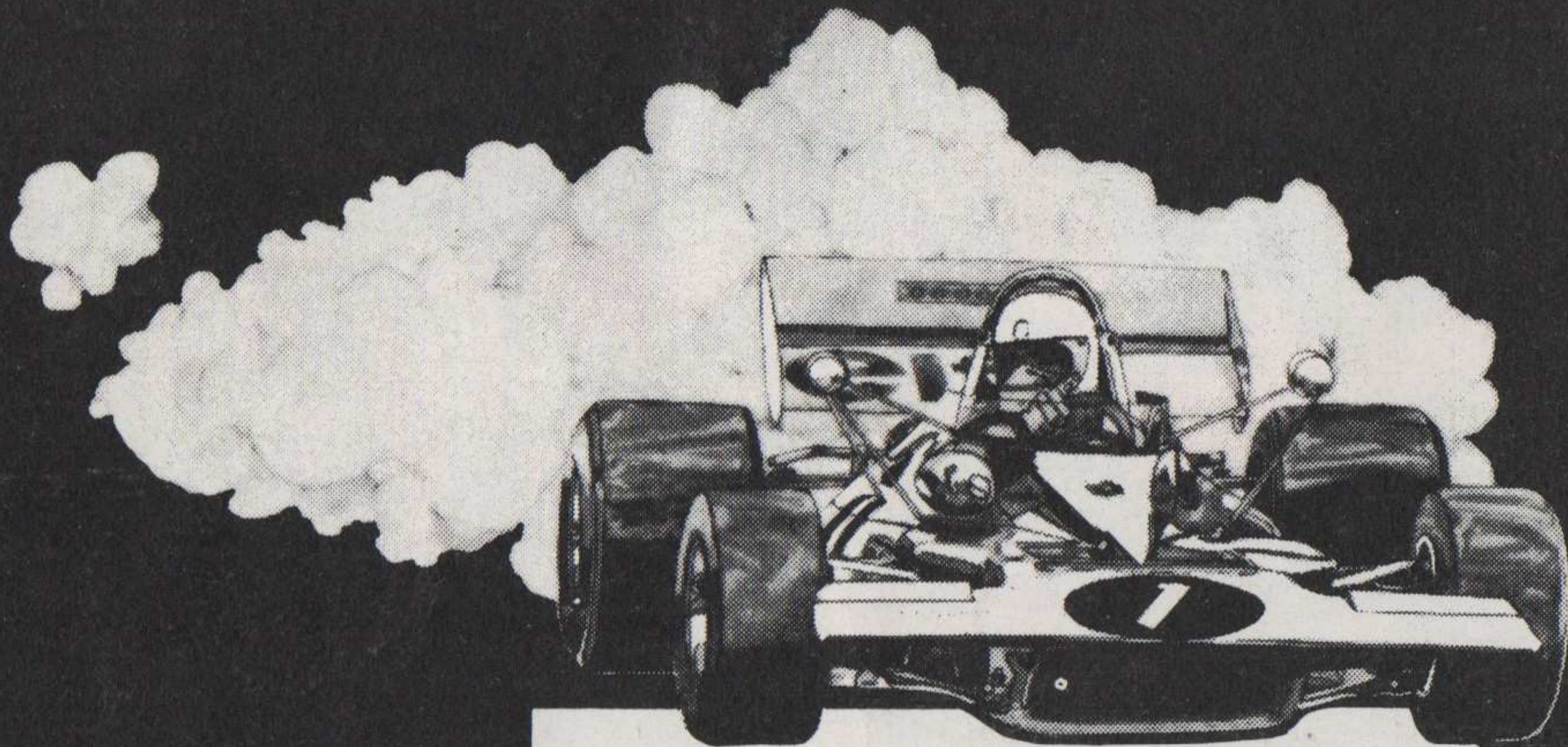
Organised by the British Racing Drivers' Club

Sunday, 22nd October, 1972

(OFFICIAL PROGRAMME) **15p**

Vandervell

Award for Novice Drivers.



Current status

1	Doug Bassett	20 pts.
2	John Pearson	19 pts.
3	Andy Bailey	18 pts.
4	Jeff Hinde	18 pts.
5	Trevor Cook	17 pts.
6	Martin Ryan	16 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.

COMMENT

Well, here we are at the final meeting of the series of nine organised by the B.R.D.C. during 1972.

There is no doubt at all that these meetings have not only been great fun, but also, and this is important, have been a success.

We have received many letters from competitors saying how much they have enjoyed not only the racing but also the organisation. Now this is most gratifying to the club and the circuit, because it shows that the considerable hard work entailed has all been worthwhile.

However, there is one point I should like to emphasise, particularly to competitors. No race meeting can take place without the keen and enthusiastic support of the marshals and officials who give a great deal of their time to attend, often in adverse weather conditions. For club meetings 150 and for internationals over 300 officials are a vital necessity to the organisation.

I should like to give a personal vote of thanks to all those who have turned out during 1972, and given the club such excellent support. The competitors do appreciate this, I am sure, and certainly the foreign drivers have told me that the standard of flag marshalling and the co-operation of all officials at Silverstone sets a standard that foreign circuits would do well to emulate.

Once again, many thanks, and we look forward to seeing you all again during the forthcoming 1973 season, when we shall have ten meetings organised by the club during Silverstone's Silver Jubilee Year.

Anthony Salmon

Secretary, B.R.D.C.
and Clerk of the Course.

TODAY'S RACES

For the last race meeting of the year here at Silverstone we have eight races, three of which are Championship finals: These being, the Triplex Special Saloon Car Championship, the Luton Motors Group Clubmans Championship and the Silverstone Formule Libre Championship. Two of the remaining races are also Championship rounds, these being for the Formula 750 and Formula 1200 national titles. Add to these a Formula Ford race, a Sports GT/Modified Sports Car race and an event for thoroughbred sports cars and you have quite a meeting to end the season on. Altogether over 250 cars!

750 FORMULA

Starting off the day's packed programme is the 750 Formula race. These cars are quite something round the grand prix circuit, usually travelling round in one massive slip streaming bunch! One of the front runners is bound to be Robin Smyth's ingenious supercharged Warren. On a circuit where every horsepower counts, Smyth must come out as clear favourite.

SPORTS GT / MODIFIED SPORTS CARS

A truly massive field has been assembled for this race with some really exotic machinery entered. Pride of place must go to the large Sports GT class where we see a confrontation between the McLarens of Jordan (M6B), Aston (Special), and Clube (M1C), and Neil Corner's ex-Ecurie Francorchamps Ferrari 512M. The overall victor must come from these four with Corner's beautiful sounding Ferrari a marginal favourite. Now that Frank Aston has bought Ian Richardson's McLaren, George Silverwood will be without opposition in the 1651-2500 c.c. class although we should see his Chevron challenging some of the more powerful cars. On the Modified Sports Car side Rhoddy Harvey-Bailey's thunderous Corvette should easily win and it will be interesting to see how this car fares against the more nimble but less powerful smaller Sports GT's. In the 1151-2000 c.c. class we see lap record holder Carl Ripley (Elva Courier) out to face the rapid Elans of Bob Eccles and Max Payne. In the smallest class nothing looks as if it will be able to stop John Absalom (Ginetta G4) on his way to yet another record breaking class win, although you can rest assured that Alison Davis will have a good try in her later modelled Ginetta.

FORMULA 1200

Four potential victors stand out above the rest in this race and they are Arthur Mallock (Mr. U2 himself), in his U2 Mk11B, Peter Cooke the Championship winner in his U2 Mk8, David Childs the lap record holder in his Centaur Mk14 and Mike Taylor in Tetranychus Telarius. Taylor may have a slight advantage over the rest as his car's sleek aerodynamics will be a great advantage on this fast circuit.

BOLEY PITTARD MEMORIAL TROPHY FOR FORMULA FORD CARS

All ready for another Silverstone slip streaming epic is a full field of Formula Fords. Vandervell Novice Award leader Douglas Bassett will be out to gain maximum points in the hope of securing the championship. He will meet stiff opposition however from Richard Parsons (Royale), Ian Grob (Merlyn) John Sheldon (Lotus), Keith Garratt (Lotus) and Roger Bruce-White (Dulon). Any of the above mentioned could prove to be the winner (as well as about another dozen not mentioned!) and it will all depend on who is bravest at Woodcote on the last lap!

LUTON MOTORS GROUP CLUBMANS

A fascinating situation has arisen in this race where any one of seven drivers entered can win the championship! These are Bob Glass (10 pts.), Mark Sharpley (8 pts.) and David Orbell (7 pts.) in the large class and Peter Biggs (10 pts.), Mike Harmer (9 pts.) and Ian Harrower and Charles Tippet on 7 pts. in the small class. The odds are slightly biased in favour of the smaller cars as there are fewer 'outsiders' entered in their class whereas the larger capacity cars will have to defeat the likes of Brian Husbands (U2 Mk11B) and Sid Marler (Ellova) to win theirs. Altogether a fascinating situation.

FORWARD ENTERPRISES THOROUGHbred SPORTS CARS

A very unusual race is in prospect here and as these cars have never run at Silverstone before it is difficult to predict a winner. The cars are all in road trim so we should see the drivers having to work for their livings!

TRIPLEX SPECIAL SALOONS

Another capacity grid is lined up for this race. In the over 1300 c.c. class (Martin Kent has already won the class) we should see Teddy Savory (Mick Hill's Capri), Tony Hazlewood (Daf 55) and Brian Cutting (Escort) battling it out. Tony Strawson (Falcon) and Martin Kent (Rapier) should be able to use the power of their big V8's to best advantage on this circuit and so should also be up with the leaders. The 1001-1300 c.c. class is a straight fight between Paddy Chambers and Jim Balmer both in Cooper S's. Either of these two can win the class in the championship. The 851-1000 c.c. class has already been won by Peter Baldwin (Cooper S) although to win today's round Peter will have to beat the extremely rapid Formula 3 (1 litre) engined Mini of Sédric Bell. The smallest class sees the overall Championship winner, Mike Evans (Mini), face the only man to have beaten him in a Triplex race this year, Neil Dineen (Mini). It should be an interesting fight between these two as Silverstone is Mike Evans' "home ground".

SILVERSTONE FORMULE LIBRE

The final race of the day is the last round of the Silverstone Formule Libre Championship. The race will be a battle of agility v. power. That is to say the nimble single seaters against the brute force of the Sports GT's. Overall Championship winner should be either George Silverwood (Chevron) or Jonny Dimsdale (Lotus 69) but Neil Corner could well add this race to his score thus achieving a 'double'.

THE BOLEY PITTARD TROPHY AWARDED FOR TODAY'S FORMULA FORD RACE

Many of you here today will wish to know about the man the Memorial Trophy commemorates.

Back in the early fifties, a keen young enthusiast, Boley Pittard, was avidly watching the E.R.A's and Bugattis and Maseratis racing around the streets of his native Jersey. This fired young 'Bo' Pittard to become a racing driver, and in 1964 he pitched all his savings into producing a race-tuned Anglia engined car. His ability and enthusiasm paid off with 20 wins in 28 starts.

At this time he was regarded as one of motor racing's 'natural' drivers and was obviously the man to watch.

He moved to Italy to live in Milan, where he drove a privately owned Lola, winning the G.P. Fina Coppa Monza in 1967.

A few weeks later tragedy struck. In the final of the 16th Coppa Autodroma Monza 'Bo' was in pole position. The race started and Boley roared away from the start, then the car unaccountably burst into flames. From this moment the great courage of this young driver was evident to the thousands of spectators. Instead of leaping from his car, he stayed with it until the last car on the grid had passed, guided the car in flames to the side of the track, and only then leapt out.

The terrible burns he suffered were too great and six days later, despite all medical treatment, he died.

The Italian public and press, at the time, were full of praise for his courageous sacrifice; he lost his life to avoid danger to his fellow drivers. It may truly be said of this young man that he fulfilled the quotation from St. John, Chapter 15.

"Greater love hath no man than this, that a man lay down his life for his friends".

The Memorial Trophy was presented by his father, who is here today. Many of his friends readily supported the idea, initiated by Chris Craft, of a memorial to be known as the Boley Pittard Memorial Trophy.



OUR "HOT-SHOP" SPECIAL

Special tuning parts for British Leyland are our speciality—so we hotted up a Mini to racing perfection to prove it.

You too can transform your car to your heart's desire—with British Leyland special tuning parts from the finest stocks in the Midlands.

Service by enthusiasts, for enthusiasts.

Patrick Motors Group
the car people who care



Our hot shop is at: Dawlish Road,
Selly Oak, Birmingham B29 6BA.
Telephone: 021-472 5331.

British Leyland Special Tuning Distributors.

SPOTLIGHT No. 20

on

MIKE EVANS

For our spotlight today we feature the 1972 Triplex Special Saloon Car Champion, Mike Evans. A born and bred Worcestershireman 33 year old Mike now lives in Hagley near Birmingham with his young wife Ann. Mike has spent most of his working life in his father's clothing firm which his father built up over forty years. Mike has travelled the world while in the forces including quite a lengthy stay in the Far East (that could account for that reverse writing on the front of his car!)

Mike Evans' competition career started in an early Austin Healey Sprite which he campaigned actively on the hills and in sprints. Mike soon changed this car for a Mini Cooper 1000S which he also drove with considerable verve in hillclimbs and sprints. Successes during this period include winning the 1964 BTRDA Sprint Championship. Mike first ventured on to the circuits in 1968 using the same Cooper S. Like the proverbial duck to water Mike settled down to this different kind of competition immediately and in that first season scored 12 wins. For 1969 the car was replaced by a 1300 c.c. fuel injected Cooper S and the run of success continued unabated with 16 wins being scored with the car. In 1970 the ultra successful relationship with the Patrick Motors Group started. A Mini Cooper S 1000 c.c. was run by Mike, with sponsorship from PMG, in both 1970 and 71, and still he kept winning, securing the 1000 c.c. class of the Triplex Championship in 1970. For 1972 yet another Mini appeared (Mike likes a roof over his head!) this time to run in the 850 c.c. class. This car is unique in that it has the only 850 c.c. engine prepared by Arden Conversions, the work actually being carried out by Jim Waterhouse of the above mentioned concern. For Mike Evans 1972 has been a fantastic year; he has carried all before him. In the Triplex Championship he has only been beaten once (due to some rather dubious timekeeping putting him hopelessly far back on the grid) and never at this circuit. Mike has also won the up to 850 c.c. class of the Hepolite Glacier Championship. Quite a year! Plans for next year? Another Mini?

**“Heated rear window?
I can't afford luxuries like that!”**



Believe it or not, it happens.
We meet people who have every conceivable option on their car except ours.

The reason? They still regard a Triplex Hotline as a very expensive luxury. Which it's not.

In the first place, it's not expensive.

On an Avenger, for instance, a factory-fitted Triplex Hotline costs £12.50.

Secondly, it's not a luxury. Unless you regard the safety and convenience of a clear rear view as luxurious.

So if you're thinking of buying a new car without a Triplex Hotline,

think again. You've got no option.

**XXX
Triplex**

Triplex Hotline. The essential option.

For details contact Triplex Safety Glass Co Ltd, 1 Albemarle St. London W1. Tel: 01-493 8171



SILVERSTONE CHAMPIONSHIPS MEETING

Silverstone Sunday, 22nd October, 1972

Organised by the
British Racing Drivers' Club

Presented and promoted by
Silverstone Circuits Ltd.

This meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Supplementary Regulations and Instructions of the British Racing Drivers' Club Ltd.
R.A.C. Permit No. RS 7770

OFFICIALS OF THE MEETING

Stewards :

E. Harris (R.A.C.)
J. A. Ellison
J. B. Emmott
Hon. G. D. Lascelles
D. J. Scannell, O.B.E.

Judges :

Col. C. Barker
E. J. Kehoe

Clerk of the Course :

A. A. Salmon

**Secretary of the Meeting
and Press Officer :**

P. B. Aumonier
P. Beardsall (Assistant)

**Deputy Clerks of the
Course :**

G. F. Bond
D. F. Truman

Chief Observer :

V. J. Sparkes

Chief Incident Officer :

P. T. Morom

Chief Marshal :

M. C. Phillips

Chief Medical Officer :

Dr. P. Pyle

Dep. Chief Medical Officer :

Dr. R. J. Cooling

Medical Officers :

Dr. P. A. Beasley
Dr. G. R. C. D. Gibson
Dr. A. M. Lindsay
Dr. I. Marashi
Dr. D. S. Thompson
Mr. A. G. Thomson F.R.C.S.
Dr. A. Upton

Chief Flag Marshal :

K. D. Evans

Dep. Chief Flag Marshal :

W. Ruck Keene

Chief Paddock Marshal :

D. Noble

Chief Startline Marshal :

D. Payne

Chief Spectator Marshal :

N. P. Crowe

Commentators :

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

Scrutineers :

R. J. Soanes (i/c)
J. W. Atkinson
D. Baxter
G. Byford
M. Garton
A. R. Natriss
M. R. Poulton

Timekeepers :

R. Oates (i/c)
D. J. Barker
H. Clenshaw
Mrs. J. Douglas
M. A. Ford
D. Morley
L. Needham
C. N. Rowland

Breakdown Services :

Daventry Autocar Ltd.
Enotts Ltd.
Kingstons Garage,
Blakesley
Luton Motor Company
Mann Egerton & Co. Ltd.

For Silverstone Circuits Ltd.

Circuit Manager :
G. Smith

Emergency Services :

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

Marshals :

Members of the British Racing Drivers' Club and British Motor Racing Marshals Club.

Our grateful thanks go to the Northamptonshire St. John Ambulance Brigade and to all the voluntary officials without whom this meeting would not be possible.

TIMETABLE

Saturday, 21st October

10.30 to 17.00 Official Practice

Sunday, 22nd October

11.25 to 11.45 Official Practice

12.00	750 Formula Race	10 laps
12.40	Sports GT & Modified Sports Car Race	10 laps
13.20	Formula 1200 Race	10 laps
14.00	Boley Pittard Memorial Trophy Race for Formula Ford Cars	10 laps
14.40	Luton Motors Group Clubmans Formula Race	10 laps
15.20	Forward Enterprises Limited Thoroughbred Production Sports Car Race	10 laps
16.00	Triplex Special Saloon Car Race	10 laps
16.40	Silverstone Formule Libre Race	10 laps

AWARDS

Race One	1st £10. 2nd £7. 3rd £5. 4th £3.
Race Two	in each class: 1st £12. 2nd £8. 3rd £5.
Race Three	1st £10. 2nd £7. 3rd £5. 4th £3.
Race Four	1st £36. 2nd £24. 3rd £16. 4th £12. 5th £8. 6th £4.
Race Five	in each class: 1st £10. 2nd £7. 3rd £5. 4th £3.
Race Six	Overall winner: £15. Other class winners £8. 2nd in each class £5. 3rd in each class £3.
Race Seven	in each class: 1st £18. 2nd £12. 3rd £8.
Race Eight	1st £18. 2nd £12. 3rd £8. 4th £6. 5th £4. 6th £2.

SILVERSTONE CALENDAR 1972

(remaining meetings this year)

Saturday, 28 October.	Sprint Meeting	SODC
Saturday, 4 November.	Sprint Meeting	HCAAC
Saturday, 11 November.	Sprint Meeting	MGCC
Saturday, 18 November.	Sprint Meeting	CWMC
Saturday, 25 November.	Sprint Meeting	NSCC

SILVERSTONE CIRCUITS LTD.

Silverstone, Nr. Towcester, Northants. NN12 8TN

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

TRIPLEX SALOON CAR CHAMPIONSHIP

This is the third year in which the Triplex Safety Glass Company has sponsored the Triplex Saloon Car Championship. The Championship will again be held for Special Saloon Cars in four classes — over 1300 c.c., 1001-1300 c.c., 851-1000 c.c. and up to 850 c.c.

Points are scored in each class on a 4-3-2-1- basis, except for the rounds on June 18th and October 22nd when double points will be scored. All rounds will count.

The overall winner of the Championship will receive £150 and the Triplex Trophy, the three other class winners £50, second in each class £30, third in each class £10 and fourth in each class £5. Prize money in each round will be — 1st in class £18, 2nd in class £12, 3rd in class £8.

Current points position:

Over 1300 c.c.	1001-1300 c.c.
Martin Kent 22	Paddy Chambers 23
Tom Jeffery 12	Jim Balmer 18
David Howes 8	Ian Briggs 12
Teddy Savory 8	Peter Truscott 7
Tony Strawson 7	Paul Gaymer 4
Norman Abbott 6	Baillie Russell 4
851-1000 c.c.	Up to 850 c.c.
Peter Baldwin 21	Mike Evans 37
David Gumn 13	Rod Brown 20
Gerry Taylor 9	Richard Belcher 7
Jeff Ward 6	Andy Cranstone 6
Ryan Lee 6	Neil Dineen 4
Nick Birch 5	Steven Soper 3

LUTON MOTORS GROUP CLUBMANS FORMULA CHAMPIONSHIP

This is a six round Championship run exclusively at Silverstone and sponsored by the Luton Motors Group, one of the leading Ford distributors. The Championship will be run in two classes — 1001-1600 c.c. and up to 1000 c.c.

Points are scored on a 4-3-2-1 basis in each class, except for the round on October 22nd when double points will be scored. All rounds will count.

The overall winner of the Championship will receive £50 and the Luton Motors Group Trophy, the other class winner £30, second in each class £20 and third in each class £10. Prize money in each round will be — 1st in class £10, 2nd in class £7, 3rd in class £5 and 4th in each class £3.

Current points position:

1001 - 1600 c.c.	Up to 1000 c.c.
Robert Glass 10	Peter Biggs 10
Mark Sharpley 8	Mike Harmer 9
David Orbell 7	Ian Harrower 7
John Taylor 7	Charles Tippet 7
Vernon Davies 4	Noel Smith 4
Peter Evans 4	Del Bevans 4

SILVERSTONE FORMULE LIBRE CHAMPIONSHIP

This is a seven round Championship run exclusively at Silverstone for Formule Libre Cars.

Points are scored on a 9-6-4-3-2-1 basis, except for the round on October 22 when double points will be scored. All rounds will count.

The winner of the Championship will receive £100 and the Championship Trophy, second £50, and third £25. Prize money in each round will be: 1st £18, 2nd £12, 3rd £8, 4th £6, 5th £4 and 6th £2.

Current points position:

George Silverwood ...	21	Del Bennett ...	...	6
Jonny Dimsdale ...	19	Malcolm Smith ...	...	6
Ian Richardson ...	18	Martin Webb ...	...	4
David Prophet ...	15	Bobbie Bell ...	...	4
John Jordan ...	13	Mike Endean ...	...	3
Phillip Guerola ...	12	Arthur Collier ...	...	3
Steve Thompson ...	9	Paul Weldon ...	...	3

VANDERVELL AWARD FOR NOVICE DRIVERS

A unique award — the Vandervell Award for Novice Drivers — is being sponsored by Vandervell Products Limited. The Vandervell Award is open to all competitors at Silverstone who, on or after 1st January 1972, are holders of an R.A.C. Restricted Racing Licence upon which they have not obtained six up-grading signatures. Additionally they must not have held a racing licence issued by any national body for more than twelve months.

Points are awarded on a 4-3-2-1 basis in each class, or on overall positions in races with no classes, in all car races at Silverstone in 1972. Points are scored for a competitor's position relative to all competitors in the race or class and not just novice competitors. Should a competitor be up-graded during the year he will still be eligible to score points in his races at Silverstone. In calculating the final positions a competitor's 10 best scores will count.

In order to take part in the Vandervell Award, competitors must register with the B.R.D.C. Race Office at Silverstone at least 24 hours before the first race in which they wish to be eligible to score points. The winner of the Award will receive £150 and the Vandervell Trophy, second £100, third £75, fourth £50 and fifth £25.

All race meetings at Silverstone between March 19 and October 22 are qualifying meetings for the Vandervell Award.

RELIANT 750 FORMULA NATIONAL CHAMPIONSHIP

This Championship is run at meetings with races for these Reliant powered cars. There are approximately 20 rounds with a competitor's best 8 scores counting towards the Championship.

Points are awarded as follows: 1st 10, 2nd 9, 3rd 8, 4th 7, 5th 6, 6th 5, 7th 4, 8th 3, 9th and all other finishers 2. Non finishers 1.

The winner of the Championship receives the Reliant Trophy and replica. Second to sixth place in the Championship each receive an award.

Current points position:

David Newman ...	...	79
Mike Street ...	...	76
John Giles ...	...	73
John Webb ...	...	60
Peter Ingham ...	...	60
Ian Bates ...	...	58

FORMULA 1200 NATIONAL CHAMPIONSHIP

This Championship is run at meetings with races for this formula. The Championship is run on the same lines as the 750 Formula Championship.

The winner of the Championship receives the Chapman Cup and replica. Second to sixth place in the Championship each receive a trophy.

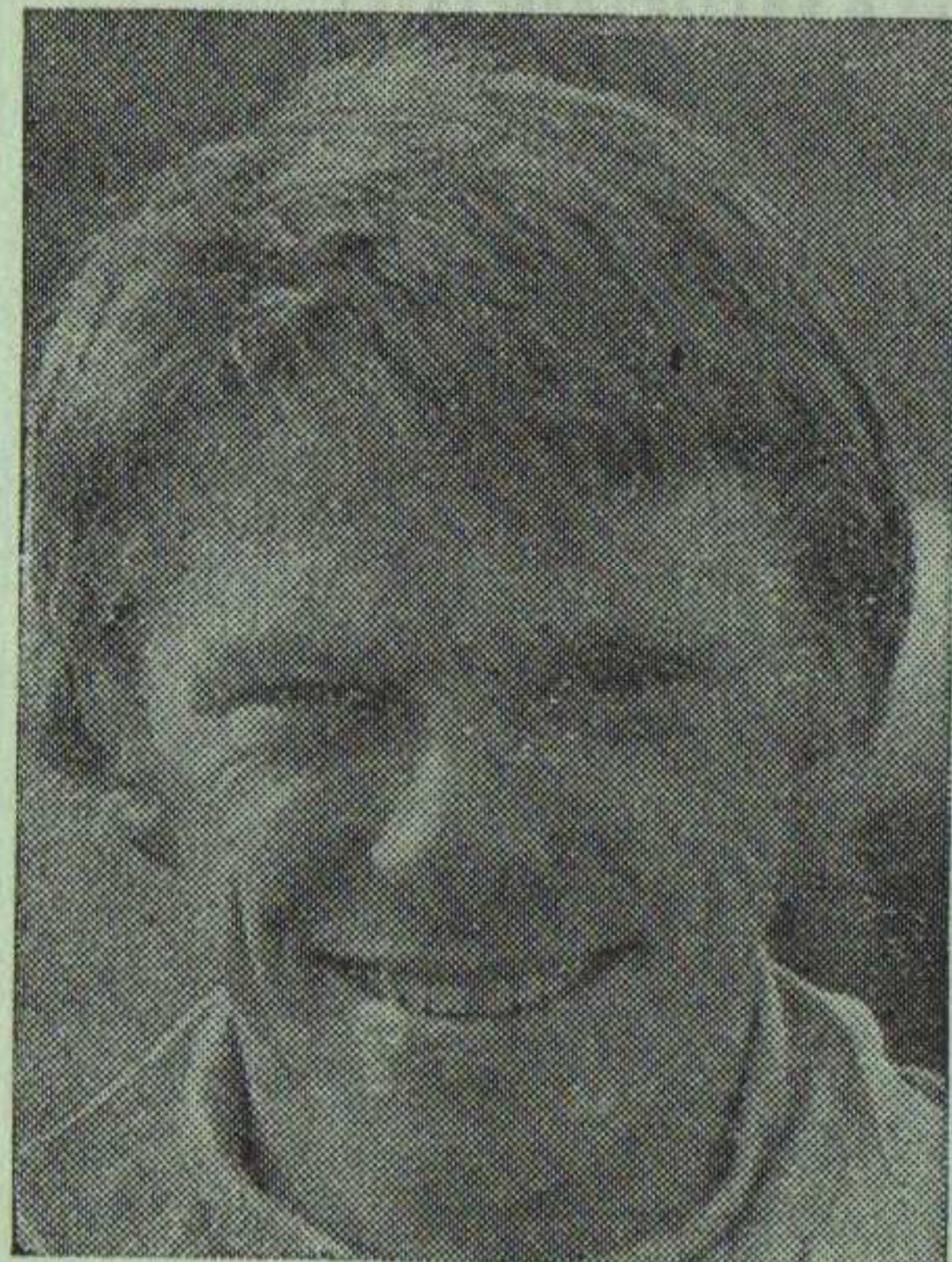
Current points position:

Peter Cooke ...	...	79
John Tasker ...	...	72
Neil Hadden ...	...	69
Ron Webb ...	...	49
John Corboy ...	...	48
Norman Manning ...	...	47

HAVE YOU GOT A COMPLETE SET OF SILVERSTONE RACE DAY MAGAZINES ?

For the benefit of racegoers who were unable to attend each meeting, Race Day Magazines can be purchased by post at 19p (incl. postage and packing) for Championship Meetings and 24p (incl. postage and packing) for International Meetings.

Orders should be addressed to: Magazine Dept., Silverstone Circuits Ltd., Silverstone, nr. Towcester, Northants NN12 8TN.



BP Man of the Meeting awards continue on bigger scale

The 1971 B.P. Superman was the brilliant young Leicestershire driver Roger Williamson, who won the Lombard North Central Formula 3 championship and was chosen as No. 1 Grovewood Award winner.

The BP Man of the Meeting awards, which proved such a success during 1971, are being continued this season on an increased scale, and are proving just as popular. The number of awards has been increased from 14 to 20 — eight at Brands Hatch, four each at Mallory Park and Oulton Park, and two each at Snetterton and Silverstone.

Winners of the awards are picked by a judging panel of motor racing journalists, plus Harry Downing, who is in charge of BP's motor sport activities. A BP Man of the Meeting is not necessarily a race winner, but a driver who, in the opinion of the panel, produces an outstanding performance bearing in mind the car he is driving and the strength of the opposition.

Each award winner receives a trophy, a rally jacket and petrol vouchers, and at the end of the season the judges will decide which Man of the Meeting should have the title of BP Superman of the Year, who will receive a special award, an oil painting.

Harry Downing comments: "The BP Man of the Meeting awards were initiated to give encouragement to young drivers at an early stage in their careers, by drawing public attention to their efforts and providing them with some real incentive. We were delighted with the response to the first year's series, and this is why the Man of the Meeting scheme was extended for 1972."

Winners of previous rounds

Mar. 5	Brands Hatch	Mick Hill
" 12	Mallory Park	David Morgan
" 19	Brands Hatch	Tom Pryce
" 26	Snetterton	Geoff Friswell
" 31	Oulton Park	Ian Taylor
April 29	Oulton Park	Damien Magee
May 7	Snetterton	Chris Spencer-Phillips
" 28	Brands Hatch	Cyd Williams
June 18	Mallory Park	Steve Thompson
" 25	Brands Hatch	Robert Arnott
July 8	Oulton Park	Jon Fletcher
" 15	Brands Hatch	Arturo Merzario
Aug. 27	Mallory Park	Gerry Marshall
" 28	Silverstone	Masami Kurashima
" 28	Croft	Graham Cuthbert
Sept. 10	Brands Hatch	Noel Stanbury
" 24	Brands Hatch	Alan Rollinson
" 30	Oulton Park	John Chappel
Oct. 15	Brands Hatch	Rikky von Opel

Race 1 **RELIANT 750 FORMULA RACE** 10 laps
Start 12.00 hrs. 29.27 miles
(A round of the Reliant 750 Formula National Championship)

No.	Entrant and Driver	Car	c.c.	Colour
171	Michael Chittenden	Jeffrey Mk.IIIB Reliant	642	Blue
172	Dick Harvey	Jeffrey Mk.IIIB Reliant	642	Blue/Yellow
173	Team Castrol (Driver: Rodney Hill)	Jeffrey Mk.III Reliant	642	Red/White
174	Peter Ambrose	Jeffrey Mk.III Reliant	642	Red
175	John Richardson	Jeffrey Mk.III Reliant	642	Aluminium/White
176	Bob Simpson	Reliant Special	642	Mauve
177	Ian Bates	Reliant Special	642	Blue/White
178	Dave Roberts	Reliant Special	642	Blue/Black
179	Les Robinson	Scorpion Reliant	642	Aluminium/Blue
180	Alan Elphick	Reliant Special	644	Blue
181	Charles Owen	Arcos Reliant	642	Green/Orange
182	Richard Owen	Arcos Reliant	642	Silver
183	Team Castrol (Driver: Chris Bradford)	Arcos Reliant	642	Red
184	Team Castrol (Driver: John Webb)	Centaur Reliant	642	
185	Don Maynard	Maytaur Reliant	600	Green
186	Geoff Smith	JGS Mk.III Reliant	803	Silver/Yellow
187	John Giles	JGS Mk.II Reliant	642	Silver/Yellow
188	Civil Service Motoring Assn Ltd. (Driver: Mike Street)	DC Plus Reliant	600	Blue/White
189	Mike Whatley	Marlin Reliant	600	Red
190	Robin Smyth	Warren Reliant	803	Red
192	Melvin Whapshare	Ausrel Reliant	600	Aluminium/Blue
193	Mike Bland	Reon Reliant	642	Orange
194	Tim Green	Time Mk.II Reliant	642	Silver/Yellow
195	T. P. Perry	Genie Reliant	600	Blue
196	Peter Ingham	Ingham 3GT Reliant	642	Blue/White
197	Paul Adams	Paladin Reliant	642	
198	Colin Jones	CJS Mk.2 Reliant	642	Blue/Yellow
199	Ernie Felix	Vitesse Mk.III Reliant	642	Yellow
200	David Newman	DNC Mk.III Reliant	642	Red
201	Richard Gray	Potentia Reliant	642	Blue/Aluminium

RESULTS

1st.....	190	Time.....	Speed.....	m.p.h.	
2nd.....	200	3rd.....	177	4th.....	188
	5th.....	194	6th.....		

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

Race 2 **SPORTS GT & MODIFIED SPORTS CAR RACE** 10 laps
Start 12.40 hrs. 29.27 miles

No.	Entrant and Driver	Car	c.c.	Colour
Class A — Sports GT Cars over 2500 c.c.				
101	John Jordan	McLaren M6B Chevrolet	6991	Blue
102	Frank Aston	McLaren Special Ford	6400	Blue
104	Neil Corner	Ferrari 512M	5000	Yellow
106	Peter Walker	Jaguar E	4235	Yellow
Class B — Sports GT Cars 1651-2500 c.c.				
111	Central Garage (Mirfield) Ltd. (Driver: George Silverwood)	Chevron B19/21 Ford	1900	Blue/White
112	Lorina Boughton	Chevron B8 BMW	2000	Blue/White
114	Malcolm Smith	Mallock U2 BMW	1997	Blue
115	Malcolm Clube	Gropa	1750	Orange
Class C — Sports GT Cars 1301-1650 c.c.				
83	Dave Bettinson	Mickey Mouse Special	1500	Orange/White
118	Richard Simms	Chevron B8 Spyder	1594	Blue
Class D — Sports GT Cars up to 1300 c.c.				
121	Nick Luke	Lotus 23B Ford	1300	Yellow
122	Christopher Metcalfe	Lotus 23B Ford	1149	Black
123	Hot Car Magazine (Driver: Mark Cole)	Sturdgess SL3 Ford	1300	Red
124	Dempster Developments Ltd. (Driver: Michael Andrew)	Alexis Mk.19 Ford	1298	Blue/Yellow
125	Lynden Thorne (7th Res)	Aldon BRM	1296	Blue/Orange
126	Len Gibbs	Daren GT	1150	Blue
127	Christopher Phillips (4th Res)	Lotus 7	1000	Green/Yellow
Class E — Modified Sports Cars over 2000 c.c.				
131	Rhoddy Harvey Bailey	Chevrolet Corvette	6995	Red
132	Tom Leake	Aston Martin DB4	3670	Grey
133	Bob Fowler (2nd Res)	Aston Martin DB4 GT	3670	Black
134	John Pearson	Jaguar E	3781	Green
135	Reginald Woodcock	Triumph TR3	2188	White
Class F — Modified Sports Cars 1151-2000 c.c.				
141	John Cotton (1st Res)	MGB	1850	Blue/Orange
142	Ian Polley (1st Res)	MGB	1800	Yellow
143	Barry Sidery-Smith	MGB	1798	Red
144	Terry Hathaway	MGB	1798	Blue/White
145	John Targett	MGB	1798	Green
146	Bill Nicholson (6th Res)	MGB	1798	Red/White
147	Bob Eccles	Lotus Elan	1910	Green
148	Max Payne	Lotus Elan	1800	Red
149	Jerry Collins	Elva Courier	1840	Red/Orange
150	Carl Ripley	Elva Courier	1900	Blue/Yellow
151	Mary Wheeler	TVR 1800S	1912	Red
152	Edward Reeve	Austin Healey Sprite	1340	Blue
Class G — Modified Sports Cars up to 1150 c.c.				
161	Andy Bailey	Austin Healey Sprite	1144	Blue
162	David Willson (5th Res)	Austin Healey Sprite	1144	Red
163	Team Castrol (Driver: Glenys Atkins)	Austin Healey Sprite	1140	Blue/White
164	Peter Fontes	Austin Healey Sprite	1098	White/Orange
165	James Thacker (3rd Res)	Austin Healey Sprite	1095	Green
166	Chris Westell	MG Midget	1148	Red
167	Peter Richings	MG Midget	1098	Green
168	Femfresh (Driver: Alison Davis)	Ginetta G15	1000	White
169	Chris Shutt (Driver: John Absalom)	Ginetta G4	1150	Yellow/Blue

(For Results Panel see page 21)

Race 3 **FORMULA 1200 RACE** 10 laps
Start 13.20 hrs. 29.27 miles

(A round of the Formula 1200 National Championship)

No.	Entrant and Driver	Car	c.c.	Colour
211	Arthur Mallock	Mallock U2 Mk.11B Ford	1222	Green/Yellow
212	Leo Maydom	Mallock U2 Mk.11 Ford	1200	Yellow
214	Peter Cooke	Mallock U2 Mk.8B Ford	1200	Blue/Silver
215	Henry May	Mallock U2 Mk.8B Ford	1198	Blue/Red
216	Vic Waterhouse	Mallock U2 Mk.8 Ford	1200	Red
217	John Corboy	Mallock U2 Mk.8 Ford	1200	Blue/Orange
218	David Walton	Mallock U2 Mk.5 Ford	1220	
219	David Childs	Centaur Mk.14 Ford	1200	Black
220	John Tasker	Centaur Mk.12 Ford	1200	Black/Silver
222	Mike Taylor	Tetranychus Telarius Ford	1222	Red
223	Angelo Farina	Farina Dison Ford	1198	Red
224	John Saunders	Tri-One Ford	1200	Yellow
225	John Sutton	Mistron Ford	1200	Green
226	Neil Padden	Toucan Ford	1222	Green
228	Alan McBeath	Gopher Ford	1222	Black
229	Bill Cowling	Navajo Ford	1200	Silver/Blue
230	Fred Burbury	F.T.B. Ford	1200	Green
231	Timothy Green	Artford Mk.II Ford	1200	Black
232	John Ravenscroft	My Own Ford <i>CITRETAH</i>	1100	Blue
233	P. Grist (Driver: John Haynes)	Mallock U2 Mk.6 Ford	1200	Red

RESULTS

1st.....	<i>214</i>	Time.....	Speed.....m.p.h.
2nd.....	<i>222</i>	3rd.....	<i>223</i>
		4th.....	<i>219</i>
		5th.....	<i>226</i>
		6th.....	<i>233</i>
Fastest Lap: Car No.		<i>222</i>	Time.....
		<i>2:40</i>	Speed.....
			<i>84.998</i> m.p.h.

Race 4 **BOLEY PITTARD MEMORIAL TROPHY RACE** 10 laps
Start 14.00 hrs. **for FORMULA FORD CARS** 29.27 miles

No.	Entrant and Driver	Car	c.c.	Colour
21	Tony Roff	Merlyn Mk.20A Scholar	1600	Blue
22	Jim Russell Racing Drivers School (Driver: Sandy Morgan)	Merlyn Mk.20A Scholar	1600	Green
23	Claire James the Party People (Driver: Graham Elkington)	Merlyn Mk.20A Ford	1598	White
24	KVG Racing (Driver: Ian Grob)	Merlyn Mk.20 Scholar	1600	Brown
25	M & S International (Race Numbers) (Driver: Fred Whitmill)	Merlyn Mk.17/20 Ford	1600	Orange
26	Richard Fletcher-Jones	Merlyn Mk.11A Ford	1600	Orange
27	Terry Richards	Merlyn Mk.11A Holbay	1600	Red/White
28	John Sheldon	Lotus 69F Rowland	1600	Green/Yellow
29	Lural Racing (Driver: Keith Garratt)	Lotus 69F Ford	1600	Green/White
30	M & S International (Race Numbers) (Driver: Eugene Griffin)	Lotus 61M Rowland	1600	Orange
31	M & S International (Race Numbers) (Driver: Mike Reid)	Lotus 61M Rowland	1600	Orange
32	Robin Macgregor-Grieve (Driver: Steve Tipping)	Lotus 61M Piper	1600	Blue/White
33	Ian Mawby (Driver to be nominated)	Lotus 61M Holbay	1598	Red/Grey
34	Roger Bruce-White	Dulon LD9 Ford	1600	Red
35	Bill Burley	Dulon LD4C Ford	1600	Blue
36	Cliff Smithurst (Driver: Entrant or Bob Francis)	Dulon Ford	1600	Yellow
38	Christopher Fearon	Titan Mk.6 Ford	1600	Orange/White
39	James Bell	Titan Mk.6 Ford	1600	Orange
40	Robin Macgregor-Grieve (Driver: Mick Biles)	Royale RP3A Piper	1600	Blue/White
41	Robin Macgregor-Grieve (Driver: Richard Parsons)	Royale RP3A Davron	1600	Blue/White
42	Michael Hiron	March 718 Ford	1600	Blue/Red
43	John Glide (Driver: Entrant or Tim Cheatle)	March 708 Lacey	1600	Blue/White
44	Ian Mawby (Driver: Tristan Lewis) ?	Palliser WDF3 BRM	1598	Purple/Gold
45	Ian Mawby (Driver: Phil Rosetti)	Palliser WDF2 Scholar	1598	Yellow
46	Thameside Trailers (Driver: Barry Hopwood)	Brabham BT21 Holbay	1600	Yellow
47	Paul Geogehan	Merlyn Mk.17 Longman	1600	Brown
48	Tim Warner	Elden Mk.8 Elden	1600	Maroon/Yellow
49	Rod Conway	Elden Mk.8 Elden	1600	Maroon/Yellow
50	Stephen Pettit	Alexis Mk.18B Lucas	1600	Blue/Red
51	Roy Prescott	Alexis Mk.15 Scholar	1600	Red
52	Mike Izzard (Driver: Fred Chandler)	Micron Mk.4 Kened	1600	White
54	John Murphy	Hawke DL9 Scholar	1600	Blue
55	Doug Bassett	Nike Mk.6 Ford	1600	Yellow/Blue
56	Jack Hemming	Nordic Mk.4C Ford	1600	Blue
57	Mark Litchfield	Crossle 20F Ford	1600	Blue
58	David Langley	Crossle 20F Scholar	1600	White/Blue
59	Chris Pryer (1st Res)	Palliser WDF3 JMRD	1600	Orange
60	Air Call (Driver: Roger Manning) (2nd Res)	Air Call Elden	1600	Red
61	Richard Roberts	Elden Ford	1600	Orange

RESULTS

1st.....	28	Time.....	Speed.....	93.7	m.p.h.
2nd.....	61	3rd.....	57	4th.....	33
5th.....	46	6th.....	43		
Fastest Lap : Car No. 28	Time.....	1-44.6	Speed.....	100.74	m.p.h.

Race 5 **LUTON MOTORS GROUP CLUBMANS FORMULA** 10 laps
Start 14.40 hrs. **CHAMPIONSHIP RACE** 29.27 miles

(This is the final round of the 1972 Luton Motors Group Clubmans Formula Championship)

No.	Entrant and Driver	Car	c.c.	Colour
Class A — 1001-1600 c.c.				
65	John Hancock	Mallock U2 Mk.11B Ford	1600	Green/Silver
66	Mike Dixon	Mallock U2 Mk.11B Broadspeed	1600	Blue
67	David Orbell	Mallock U2 Mk.11B Ford	1600	Mauve
68	Brian Husbands	Mallock U2 Mk.11B Holbay	1600	Green/Red
69	John Smart	Mallock U2 Mk.11 Holbay	1600	Blue — DISQUALIFIED
70	Julian Judd	Mallock U2 Mk.8B Ford	1600	Blue/Silver
71	Brian Green	Mallock U2 Mk.8B Holbay	1600	Orange
72	David Huddleston	Mallock U2 Mk.8B Ford	1600	Red
73	Michael Cole	Mallock U2 Mk.8B Holbay	1599	Yellow/Silver/Blue
74	Lynn Lacey	Mallock U2 Mk.6 Ford	1600	Green
75	Mark Sharpley	Whiskey One Holbay	1600	Blue
76	Phil Latham	CTG Mariner Wessex	1600	Orange
77	Sid Marler	Ellova Mk.2 Holbay	1600	White
78	Bob Cuthbertson	Drummond Ford	1600	Blue
79	Cyril Lyford	Squegon Ford	1600	Red
80	Ian Phillips (Driver to be nominated)	Gryphon Ford	1600	Blue/Grey
81	Robert Glass	Stallwood R71 Holbay	1599	Red/White
82	Richard de la Rue	Apogee 1D Ford	1598	Black
83	Dave Bettinson	Mickey Mouse Special	1500	Orange/White
84	John McLean	Astap Ford	1140	Green/Lavender
85	Aerofan Racing (Driver: Adam Bennett)	Aerofan Special Ford	1600	Red/Blue
Class B — Up to 1000 c.c.				
91	David Rudkin	Mallock U2 Mk.11B Ford	1000	Black
92	Charles Tippet	Mallock U2 Mk.8B/11 Holbay	997	Yellow
93	Ian Harrower	DRW Mk.7C Ford	1000	Blue
94	Noel Smith	Gryphon Lucas	1000	Red/Brown
95	Mike Harmer	Angood Cosworth	997	White/Blue
96	Peter Biggs	Scorpion Ford	997	Bronze/Yellow
97	Roger Franks	Mallock U2 Mk.8 Lucas	998	Blue/Yellow
98	Star Plant Hire (Banbury) (Driver: Steve Russell)	Mallock U2 Mk.11B Lucas	997	Blue/Silver

RESULTS

1st.....	81	Time.....	Speed.....	103.54	m.p.h.
2nd.....	77	3rd.....	4th.....		
Class A — 1001-1600 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.....	94	Time.....	Speed.....		m.p.h.
2nd.....		3rd.....	4th.....		
Fastest Lap : Car No. 94 Time..... 1.48 Speed..... 99.46 m.p.h.					

GLACIER ROSE POINTS, £1.30 ea.

Race 6 FORWARD ENTERPRISES LTD. THOROUGHBRED 10 laps
Start 15.20 hrs. PRODUCTION SPORTS CAR RACE 29.27 miles

No.	Entrant and Driver	Car	c.c.	Colour
Class A — Aston Martin Cars				
241	Ian Mason	Aston Martin DB4	3997	Blue
242	John Moss	Aston Martin DB2/4 Mk. III	2922	Green
243	David Holland	Aston Martin DB2/4 Mk. I	2991	Grey
244	Brand X Racing (Driver: John Norman)	Aston Martin DB2/4	2953	White
245	Colin Campbell	Aston Martin DB2	2590	Green
246	Craig Dent	Aston Martin DB2	2922	Blue
Class B — AC Cars				
251	Anthony Smith	AC Ace Bristol	1971	Red
252	Sandy Gibb	AC Ace Bristol	1971	Blue
253	David Beales	AC Ace	1991	Grey
254	Richard Bostock	AC Aceca Bristol	1971	Blue
Class C — MG Cars				
261	Roger Daniell	MGA	1588	Grey
262	Robert Davis	MGA	1588	Maroon
263	Robin Gunn	MGA	1762	Blue
264	R. W. Canby	MGA	1588	Red
265	David Ryland	MGA	1588	White
266	Robert McElroy (1st Res)	MGA	1760	Green
267	Peter Boorman	MGA	1798	Brown
268	R. W. Barnacle	MGA	1622	Red
269	Roy McCarthy	MGA	1622	Red
270	Vic Ellis	MGA	1588	Purple
Class D — Triumph Cars				
135	Reginald Woodcock	Triumph TR3	2188	White
271	Brian West	Triumph TR3A	1991	Red
272	Michael Gush	Triumph TR3A	1991	Red
273	Peter Trent	Triumph TR3A	2188	Green
274	Bill Tognarelli	Triumph TR3A	2138	Red
275	Allen Eden	Triumph TR3	1991	Green
276	T. O. L. Hindle	Triumph TR3	2138	Red
Class E — Austin Healey Cars				
281	Kirk Rylands	Austin Healey 3000	2978	Green
282	Derek Middlewick	Austin Healey 100/4	2660	Blue/White
283	Paul Lorne	Austin Healey 100	2720	White/Black
284	Derek Allanson	Austin Healey 3000	2912	Red/White
Class F — Jaguar Cars				
291	Richard Poppe (2nd Res)	Jaguar XK150S	3781	Grey
292	Sylvia Rouse	Jaguar XK150	3781	Green
293	Frank Eaton	Jaguar XK150	3442	Black
294	Forward Enterprises Limited (Driver: Anthony Hutton) (3rd Res.)	Jaguar XK120	3781	Black
295	Paul Skilleter	Jaguar XK120	3781	White
296	Michael Rouse	Jaguar XK120	3442	Green
297	David Cottingham	Jaguar XK120	3781	Green
298	John Pearson	Jaguar XK120	3781	Green

(For Results Panel see page 22)

Race 7 TRIPLEX SPECIAL SALOON CAR 10 laps
Start 16.00 hrs. CHAMPIONSHIP RACE 29.27 miles

No.	Entrant and Driver	Car	c.c.	Colour
Class A — Over 1300 c.c.				
301	Bill Cox	WRC Capri	6200	Purple
302	Tricentrol/Luton Motors Group (Driver: Teddy Savory)	Ford Boss Capri	4700	Blue
303	Tony Strawson	Ford Falcon Sprint	4700	Blue
304	Sheltune Autospares Racing (Driver: Peter Shelton)	Ford Cortina V8	3552	White/Silver
305	F. English of Bournemouth (Driver: Brian Cutting)	Ford Escort Martin	2998	Blue
306	Anglo Swiss Motor Center (Driver: Gillian Orchard)	HRS Capri	2100	Red
308	Bob Torrie	Ford Escort	1800	Brown
309	Sheltune Autospares Racing (Driver: Tom Jeffrey)	Ford Escort	1648	White/Orange
310	Geoffrey Nicklen (Driver: Baillie Russell)	Ford Escort	1600	Blue
311	Tony Ward	Ford Anglia BRM	1650	Yellow
312	Martin Kent	Sunbeam Rapier Chev	5300	White
314	Tony Hazlewood	DAF 55 Coupe	4300	Orange/White
315	Tony Faherty	Jaguar Mk.2	3800	Pink/White
316	Simon Kirkby	BMW 2002	2002	Red
Class B — 1001-1300 c.c.				
321	Automatic Pressings Ltd. (Driver: John Robinson)	Ford Escort	1297	Yellow/Blue
322	John Neale (4th Res)	Ford Escort	1300	Blue/Gold
323	Jim Hunt	Morris Cooper S	1293	Red/Blue
324	Jim Balmer	Austin Cooper S	1293	Red/White
325	Impact Racing Developments (Driver: Derek Lawford)	Mini Cooper S	1240	Red/Gold
326	Peter Truscott	Austin Cooper S	1293	Blue/Yellow
327	Paddy Chambers	Austin Cooper S	1293	Blue
328	Richard Longman	Austin Cooper S	1293	Green
329	Bob Fox	Mini Clubman	1299	Green/Orange
Class C — 851-1000 c.c.				
331	"Swish" Curtain Tracks Racing Team (Driver: Gerry Taylor) <i>DOGLE</i>	Ford Anglia	997	White/Yellow
332	Norman Lackford (2nd Res)	Ford Anglia	997	Red/Blue
333	Trevor Cook	Ford Anglia	997	Green
334	Peter Baldwin	Austin Cooper S	999	Orange/White
335	Malcolm Johnstone (5th Res)	Austin Cooper S	1000	White
336	Ryan Lee	Austin Mini S	999	Green/Yellow
337	Team Castrol (Driver: Martin Sellicks)	Mini Cooper S	999	Red/Gold
338	Paul Southorn (3rd Res)	Austin Mini	998	White/Orange
339	David Close (Driver: David Gumn)	ARP Mini	996	Black
340	Cosmo Entertainments Club Carlisle Ltd. (Driver: Sedic Bell)	Austin Mini	997	Blue/Red
341	Nick Birch	Hillman Imp	998	Orange
Class D — Up to 850 c.c.				
345	Pete Northover (6th Res)	BLMC Mini	850	Aubergine/White
346	Neil Dineen	Austin Mini	850	Yellow/Purple
347	Team Castrol (Driver: Rod Brown)	Morris Clubman	848	White/Blue
348	Patrick Motors Group — Westover Motors Ltd. (Driver: Mike Evans)	Brit. Leyland Mini Mk.2	848	Blue
349	Ian Andrews	BMC Mini	850	Blue/Orange
350	Lawrence Renshell (1st Res)	Austin Mini	849	Blue/Black
351	Automania Accessories (Driver: Mike Kirby)	Hillman Imp	846	Maroon
352	Andrew Cranstone	Hillman Imp	838	Blue/Gold

(For Results Panel see page 21)

Race 8 SILVERSTONE FORMULE LIBRE 10 laps
 Start 16.40 hrs. CHAMPIONSHIP RACE 29.27 miles

(This is the final round of the 1972 Silverstone Formule Libre Championship)

No.	Entrant and Driver	Car	c.c.	Colour
1	Bobbie Bell	BRM P83 Ford	5700	Green
2	Charles Ractliffe	Chevron B18 BDA	1600	Orange
3	Jonny Dimsdale	Lotus 69 BDA	1600	Orange
4	Philip Guerola	Brabham BT21B Ford	1600	Black/White
5	John Somers	Brabham BT21A	1600	Blue
6	Christopher Choat	Brabham BT23C Fird	1600	Green
7	E.D.L. (Farnborough) (Driver: Anthony Binnington)	March 713M Vegantune	1600	Green
8	Master Blenders Ltd. (Driver: John Sabourin)	Brabham BT29 BDA	1598	Bronze/White
9	Paul Hull	Brabham BT6	1594	Green/Gold
10	Tony Huggett	Brabham BT28 Lucas	1000	Yellow
11	Michael Gregory (Driver: Doug Griffiths)	Merlyn F3	997	Orange
12	Hesketh Racing (Driver: Charles Lucas)	Maserati Tipo 61	3000	Red
14	Lord Cross	AC Cobra	4727	Green
15	Chris Venning	March 713M	1600	Orange/Silver
16	M.E.M. Consultants Ltd. (Driver: Mike Oates)	Martin BM9C Ford	1600	Maroon/Silver
17	Roger Bain	Merlyn Mk.20A Scholar	1600	Blue
18	John Gray (Driver: John Lepp)	Chevron B19	1800	Red/White
19	Harry Rose	Brabham BT29	1600	Red
22	Jim Russell Racing Drivers School (Driver: Sheila Islip-Underwood)	Merlyn Mk.20A Scholar	1600	Green
36	Cliff Smithurst (Driver: Entrant or Bob Francis)	Dulon Ford	1600	Yellow
43	John Glide (Driver: Entrant or Tim Cheetle)	March 708 Lacey	1600	Blue/White
49	Tim Warner (Driver to be nominated) <i>MIRFIELD</i>	Elden Mk.8 Elden	1600	Maroon/Yellow
55	Doug Bassett	Nike Mk.6 Ford	1600	Blue/Yellow
101	John Jordan	McLaren M6B Chevrolet	6991	Blue
102	Frank Aston	McLaren Special Ford	6400	Blue
103	Malcolm Clube	McLaren M1C Ford	4700	Black/Green
104	Neil Corner	Ferrari 512M	5000	Yellow
111	Central Garage (Mirfield) Ltd. (Driver: George Silverwood)	Chevron B19/21 Ford	1900	Blue/White <i>CHAMP</i>
112	Jeromy Sumner	Chevron B8BMW	2000	Blue/White
114	Malcolm Smith	Mallock U2 BMW	1997	Blue
124	Dempster Developments Ltd. (Driver: Michael Andrew)	Alexis Mk.19 Ford	1298	Blue/Yellow

RESULTS

1st.....18..... Time..... Speed.....m.p.h.
 2nd.....111..... 3rd..... 4th.....
 5th..... 6th.....4.....
 Fastest Lap: Car No. Time..... Speed.....m.p.h.

20 3 18 111
 101 8

SPORTS GT & MODIFIED SPORTS CAR RACE

OVERALL :	RESULTS
1st.....101.....	Time..... Speed.....90.29.....m.p.h.
2nd.....111.....	3rd.....125..... 4th.....85.....
CLASS A — SPORTS GT CARS OVER 2500 c.c.	
1st.....10.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
Fastest Lap: Car No. 101 Time..... Speed.....92.55.....m.p.h.	
CLASS B — SPORTS GT CARS 1651 - 2500 c.c.	
1st.....111.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
Fastest Lap: Car No. Time..... Speed.....m.p.h.	
CLASS C — SPORTS GT CARS 1301 - 1650 c.c.	
1st.....83.....	Time..... Speed.....m.p.h.
2nd.....118.....	3rd..... 4th.....
Fastest Lap: Car No. 83 Time..... Speed.....82.7.....m.p.h.	
CLASS D — SPORTS GT CARS UP TO 1300 c.c.	
1st.....127.....	Time..... Speed.....83.94.....m.p.h.
2nd.....126.....	3rd.....124..... 4th.....122.....
Fastest Lap: Car No. 125 Time..... Speed.....86.89.....m.p.h.	
CLASS E — MODIFIED SPORTS CARS OVER 2000 c.c.	
1st.....135.....	Time..... Speed.....m.p.h.
2nd.....13.....	3rd.....132..... 4th.....
Fastest Lap: Car No. Time..... Speed.....78.59.....m.p.h.	
CLASS F — MODIFIED SPORTS CARS 1151 - 2000 c.c.	
1st.....146.....	Time..... Speed.....80.66.....m.p.h.
2nd.....144.....	3rd.....152..... 4th.....132.....
Fastest Lap: Car No. 146 Time..... Speed.....82.49.....m.p.h.	
CLASS G — MODIFIED SPORTS CARS UP TO 1150 c.c.	
1st.....169.....	Time..... Speed.....80.10.....m.p.h.
2nd.....168.....	3rd.....163..... 4th.....166.....
Fastest Lap: Car No. 169 Time..... Speed.....81.43.....m.p.h.	

TRIPLEX SPECIAL SALOON CAR CHAMPIONSHIP RACE

OVERALL :	RESULTS
1st.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
CLASS A — OVER 1300 c.c.	
1st.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
Fastest Lap: Car No. Time..... Speed.....m.p.h.	
CLASS B — 1001 - 1300 c.c.	
1st.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
Fastest Lap: Car No. Time..... Speed.....m.p.h.	
CLASS C — 851 - 1000 c.c.	
1st.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
Fastest Lap: Car No. Time..... Speed.....m.p.h.	
CLASS D — UP TO 850 c.c.	
1st.....	Time..... Speed.....m.p.h.
2nd.....	3rd..... 4th.....
Fastest Lap: Car No. Time..... Speed.....m.p.h.	

FORWARD ENTERPRISES LIMITED THOROUGHBRED PRODUCTION SPORTS CAR RACE

OVERALL :		RESULTS	
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
CLASS A — ASTON MARTIN CARS			
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
Fastest Lap : Car No.	Time.....	Speed.....	m.p.h
CLASS B — AC CARS			
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
Fastest Lap : Car No.	Time.....	Speed.....	m.p.h
CLASS C — MG CARS			
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
Fastest Lap : Car No.	Time.....	Speed.....	m.p.h
CLASS D — TRIUMPH CARS			
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
Fastest Lap : Car No.	Time.....	Speed.....	m.p.h
CLASS E — AUSTIN HEALEY CARS			
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
Fastest Lap : Car No.	Time.....	Speed.....	m.p.h
CLASS F — JAGUAR CARS			
1st.....	Time.....	Speed.....	m.p.h
2nd.....	3rd.....	4th.....	
Fastest Lap : Car No.	Time.....	Speed.....	m.p.h

VANDERVELL AWARD FOR NOVICE DRIVERS

1st .....	.....	pts.
2nd .....	.....	pts.
3rd .....	.....	pts.
4th .....	.....	pts.
5th .....	.....	pts.

BP MAN OF THE MEETING

C. BELL, MINI.

LAP RECORDS as at 22.10.72

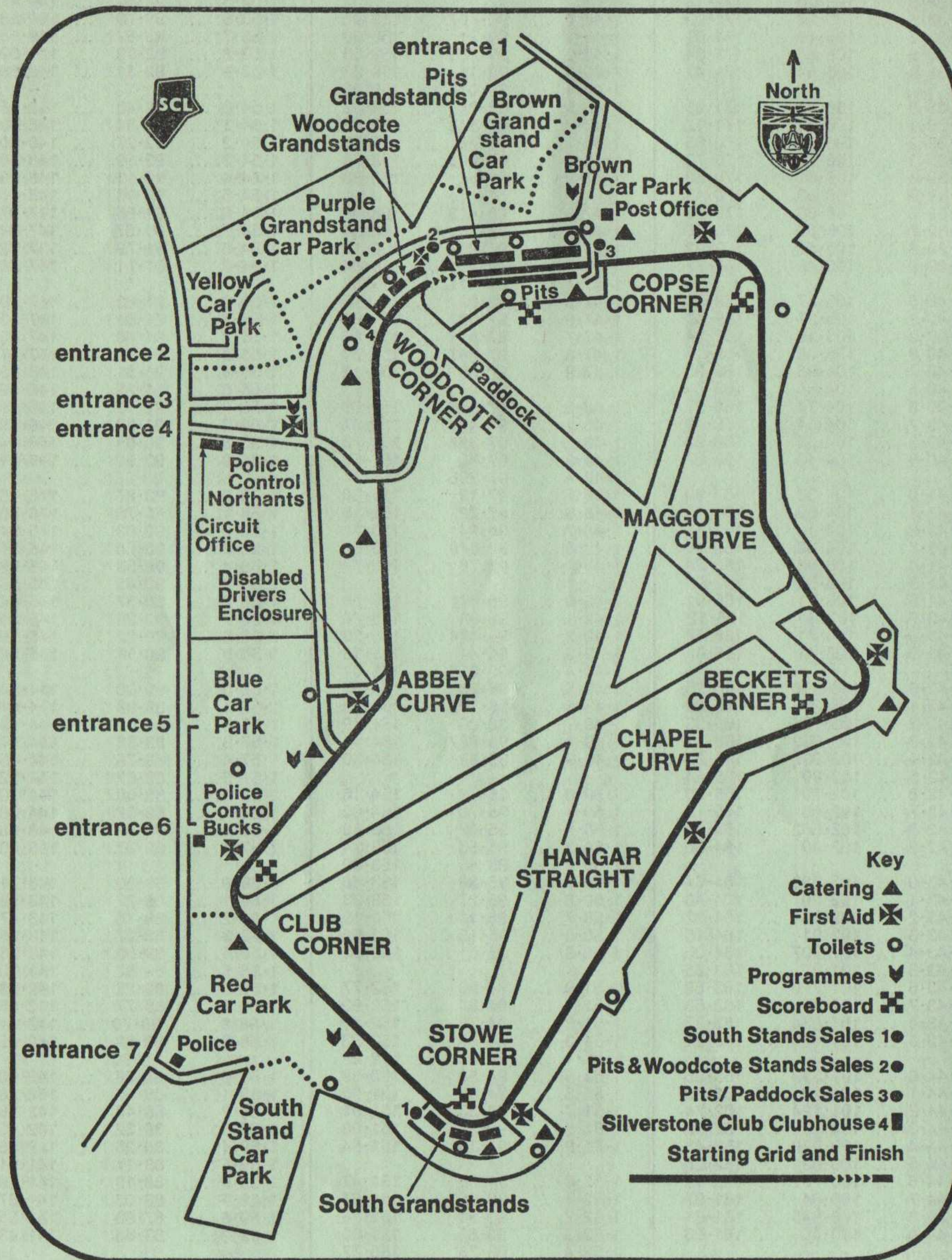
OUTRIGHT : Mike Hailwood (Surtees TS9B Ford)	1 min. 18.8 secs.	133.72 m.p.h.	23.4.72
FORMULE LIBRE : David Prophet (McLaren M10B Chevrolet)	1 min. 28.8 secs.	118.66 m.p.h.	9.10.71
FORMULA FORD : Derek Lawrence (Titan Mk6), Ian Taylor (Dulon LD9) & Doug Bassett (Nike Mk6)	1 min. 39.8 secs.	105.58 m.p.h.	24.9.72
SPECIAL SALOONS :			
Over 1300 c.c. : David Howes (Ford Falcon Sprint)	1 min. 42.6 secs.	102.70 m.p.h.	15.8.70
1001-1300 c.c. : Harry Ratcliffe (Cooper S) & Richard Longman (Cooper S)	1 min. 47.8 secs.	97.75 m.p.h.	15.6.69
851-1000 c.c. : Harry Ratcliffe (Mini Cooper S)	1 min. 50.8 secs.	95.10 m.p.h.	27.7.68
Up to 850 c.c. : Ivor Goodwin (Mini)	2 min. 00.4 secs.	87.52 m.p.h.	15.8.70
SPORTS GT :			
Over 2500 c.c. : Alain De Cadenet (Porsche 908)	1 min. 29.8 secs.	117.34 m.p.h.	19.10.69
1651-2500 c.c. : Roger Nathan (Astra Cosworth RNR2)	1 min. 34.6 secs.	111.39 m.p.h.	15.8.70
1301-1650 c.c. : Trevor Taylor (Lotus Europa)	1 min. 38.6 secs.	106.87 m.p.h.	19.10.68
Up to 1300 c.c. : Martin Raymond (Daren Lucas Mk2)	1 min. 40.6 secs.	104.74 m.p.h.	15.8.70
MODIFIED SPORTS :			
Over 3000 c.c. : Richard Taft (TVR Tuscan)	1 min. 42.0 secs.	103.31 m.p.h.	9.10.71
2001-3000 c.c. : John Chatham (Austin Healey 3000)	1 min. 50.0 secs.	95.78 m.p.h.	19.10.68
1151-2000 c.c. : Carl Ripley (Elva Sebring Courier)	1 min. 48.6 secs.	97.03 m.p.h.	9.10.71
Up to 1150 c.c. : John Gould (Ginetta G4)	1 min. 50.6 secs.	95.27 m.p.h.	18.10.69
THOROUGHBRED PRODUCTION SPORTS CARS :			
To be established today.			
CLUBMANS :			
1001-1600 c.c. : Ray Mallock (Mallock U2 Mk11)	1 min. 35.6 secs.	110.22 m.p.h.	9.10.71
Up to 1000 c.c. : Sid Marler (Ellova Mk2)	1 min. 41.8 secs.	103.51 m.p.h.	9.10.71
750 FORMULA : David Coombs (Reliant Special)	2 min. 05.4 secs.	84.08 m.p.h.	18.10.69
FORMULA 1200 : Dave Childs (Spook)	1 min. 50.6 secs.	95.27 m.p.h.	9.10.71

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			TIME			SPEED								
m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	m.s.	m.p.h.	k.m.h.	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	1-38-0	107-52	173-40	1-45-5	99-88	160-74	1-53-0	93-25	150-07	1-38-1	107-41	172-56	1-45-6	99-784	160-59	1-53-1	93-16	149-93			
1-16-1	138-46	222-84	1-23-4	126-35	203-33	1-30-8	116-05	186-76	1-38-2	107-30	172-69	1-45-7	99-68	160-44	1-53-2	93-08	149-80	1-38-3	107-19	172-51	1-45-8	99-595	160-28	1-53-3	93-00	149-67			
1-16-2	138-28	222-55	1-23-5	126-19	203-09	1-30-9	115-92	186-51	1-38-4	107-09	172-34	1-45-9	99-50	160-13	1-53-4	92-92	149-54	1-38-5	106-98	172-18	1-46-0	99-407	159-98	1-53-5	92-84	149-41			
1-16-3	138-10	222-25	1-23-6	126-04	202-85				1-38-6	106-87	171-99	1-46-1	99-31	159-83	1-53-6	92-76	149-28	1-38-7	106-76	171-81	1-46-2	99-220	159-68	1-53-7	92-67	149-15			
1-16-4	137-92	221-96	1-23-7	125-89	202-60				1-38-8	106-65	171-64	1-46-3	99-13	159-53	1-53-8	92-59	149-02	1-38-9	106-54	171-47	1-46-4	99-033	159-38	1-53-9	92-51	148-88			
1-16-5	137-74	221-67	1-23-8	125-74	202-36							1-46-5	98-94	159-32							1-46-5	98-94	159-32						
1-16-6	137-56	221-38	1-23-9	125-59	202-12							1-46-6	98-848	159-08							1-46-6	98-848	159-08						
1-16-7	137-38	221-09				1-24-0	125-44	201-88				1-46-7	98-76	158-93							1-46-7	98-76	158-93						
1-16-8	137-20	220-81				1-24-1	125-29	201-64				1-46-8	98-663	158-78							1-46-8	98-663	158-78						
1-16-9	137-03	220-52				1-24-2	125-14	201-40				1-46-9	98-57	158-63							1-46-9	98-57	158-63						
						1-24-3	125-00	201-16																					
1-17-0	136-85	220-23				1-24-4	124-85	200-92																					
1-17-1	136-67	219-95				1-24-5	124-70	200-69																					
1-17-2	136-49	219-66				1-24-6	124-55	200-45																					
1-17-3	136-32	219-38				1-24-7	124-41	200-21																					
1-17-4	136-14	219-09				1-24-8	124-26	199-88																					
1-17-5	135-96	218-81				1-24-9	124-11	199-74																					
1-17-6	135-79	218-53							1-32-0	114-54	184-33																		
1-17-7	135-61	218-25							1-32-1	114-42	184-13																		
1-17-8	135-44	217-99							1-32-2	114-29	183-93																		
1-17-9	135-27	217-69							1-32-3	114-16	183-73																		
									1-32-4	114-04	183-53																		
1-18-0	135-09	217-41							1-32-5	113-92	183-33																		
1-18-1	134-92	217-13							1-32-6	113-79	183-13																		
1-18-2	134-74	216-86							1-32-7	113-67	182-93																		
1-18-3	134-57	216-58							1-32-8	113-55	182-74																		
1-18-4	134-40	216-30							1-32-9	113-43	182-54																		
1-18-5	134-23	216-03																											
1-18-6	134-06	215-75																											
1-18-7	133-89	215-48																											
1-18-8	133-72	215-20																											
1-18-9	133-55	214-93																											
1-19-0	133-38	214-66																											
1-19-1	133-21	214-39																											
1-19-2	133-05	214-12																											
1-19-3	132-88	213-85																											
1-19-4	132-71	213-58																											
1-19-5	132-54	213-31																											
1-19-6	132-38	213-04																											
1-19-7	132-21	212-77																											
1-19-8	132-05	212-51																											
1-19-9	131-88	212-24																											
1-20-0	131-72	211-97																											
1-20-1	131-55	211-71																											
1-20-2	131-39	211-45																											
1-20-3	131-22	211-18																											
1-20-4	131-06	210-92																											
1-20-5	130-90	210-66																											
1-20-6	130-73	210-40																											
1-20-7	130-57	210-14																											
1-20-8	130-41	209-88																											
1-20-9	130-25	209-62																											
1-21-0	130-09	209-36																											
1-21-1	129-93	209-10																											
1-21-2	129-77	208-84																											
1-21-3	129-61	208-58																											
1-21-4	129-45	208-32																											
1-21-5	129-29	208-07																											
1-21-6	129-13	207-82																											
1-21-7	128-97	207-56																											
1-21-8	128-82	207-31																											
1-21-9	128-66	207-06																											
1-22-0	128-50	206-80																											
1-22-1	128-35	206-55																											
1-22-2	128-19	206-30																											
1-22-3	128-04	206-05																											
1-22-4	127-88	205-80																											
1-22-5	127-72	205-55																											
1-22-6	127-57	205-30																											
1-22-7	127-41	205-05																											
1-22-8	127-26	204-80																											

SILVERSTONE GRAND PRIX CIRCUIT

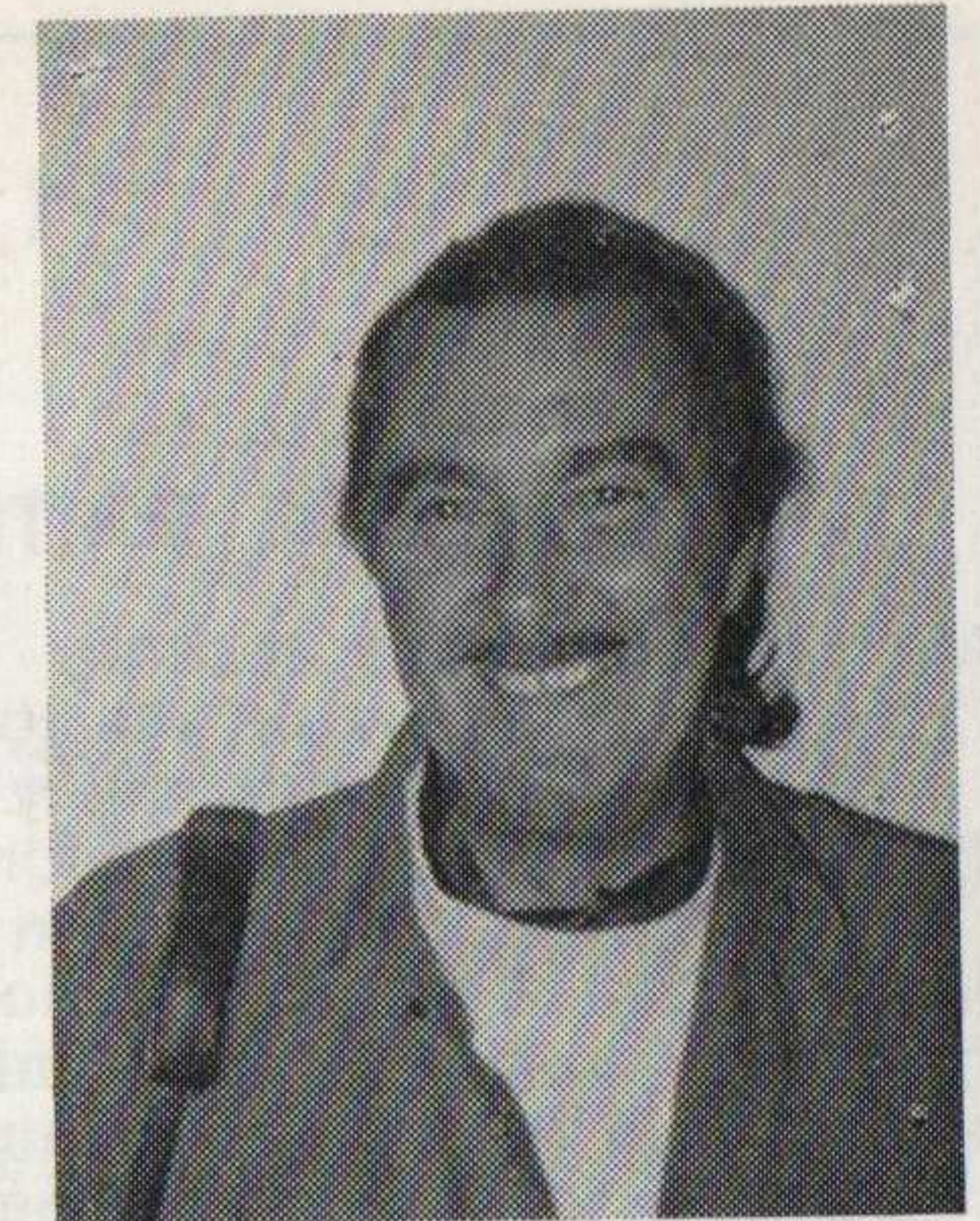


FOCUS No. 20

on

PETER SCOTT RUSSELL

Chief Commentator of the
British Racing Drivers' Club



Peter Scott Russell, Chief Commentator of the B.R.D.C., whose clipped phrases and voice are well known to all attending Silverstone Meetings, has acquired his knowledge of the sport the hard way over the years.

He started racing a 4½ litre Bentley in 1946, followed by a Frazer Nash and then a Lotus 10 on the old Club Circuit at Silverstone.

His racing days covered a great variety of events: Mille Miglia (twice), Goodwood Nine Hours (three times), Tourist Trophy at Dunrod (three times) and the Rheims Twelve Hours in Bob Gerard's Frazer Nash.

In 1955 he won the 2 litre class at the last Goodwood Nine Hours with a Lister Bristol and the same class in the Oulton Park Gold Cup with the Lotus Bristol which is still racing in the JCB Championship. When Peter last drive it in 1956, the car blew up on Hangar Straight projecting him in a neat parabola with his feet on fire. He ended up in Northampton Hospital in a bed beside Roy Salvadori.

He has other hobbies such as Guinness, but in his spare time has raised a family of six children with the help of his lovely wife Jacqueline, who is not so interested in the drinking side of Peter's career!!

He is a committee member of the B.R.D.C., one of the few English members of the Mille Miglia Club, a founder member of the Steering Wheel Club, on the committee of the Silverstone Club and a recently elected member of the G.P.D.A. One of his present interests, apart from running a publishing business and a quarry in the Forest of Dean, is to record all the Grandes Epreuves on tape for Racetape Ltd. He lives at Standlake near Witney, Oxon.



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 the second season, or subsequently, 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.

OR

(b) Finished IN THE FIRST SIX in a race over 100 miles in length.

OR

(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.

Where two drivers handle the same car in a race, both drivers could count the event, if they can each, in the course of the race, have complied with the conditions laid down in (2) above.

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.

CALLING ALL RACING DRIVERS!!

B.R.D.A.

MEANS . . .

THE BRITISH RACING DRIVERS' ASSOCIATION LTD.

MEANS . . .

THE B.R.D.A. is an independent democratic and active association, founded by the British Racing Drivers' Club and created to represent the 7,000 racing licence holders. It will promote members' interests with the major committees, international and national governing bodies, as well as circuit owners and race promoters. Membership is open to all holders of International, National and Restricted **Racing** Licences issued by the R.A.C.

Further details from

B.R.D.A. Ltd.,

9 Down Street,

London, W.1.

or

The Race Office,

Silverstone Circuit.

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 Motor 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.

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.

PADDOCK TRANSFERS

Paddock Transfers, costing 50p for adults and 20p for children under 14, are on at the Paddock Ticket Office by the pedestrian bridge at the end of the Pits Grandstands. 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 Diagonally Divided Flag** (with competitor's number): Last warning to driver in connection with unsportsmanlike behaviour. **Black Flag and Black and White Chequered Flag shown together**: No Contest. **Black and White Chequered**: Signal for the winner and end of the race. The Union Jack will be used for starting races.

**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

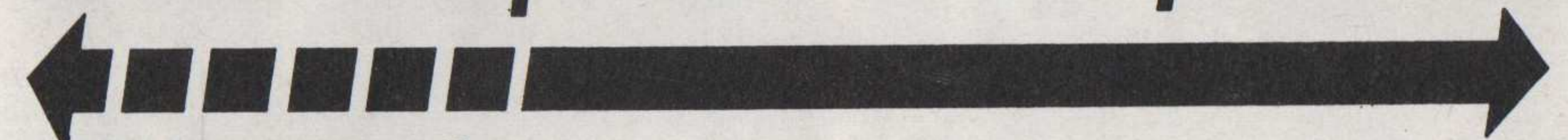
LMG

A member of The Luton Motors Group



Now more than ever,
UNIFLO gives more protection
than any 20W/50 motor oil...

10W/20W/50

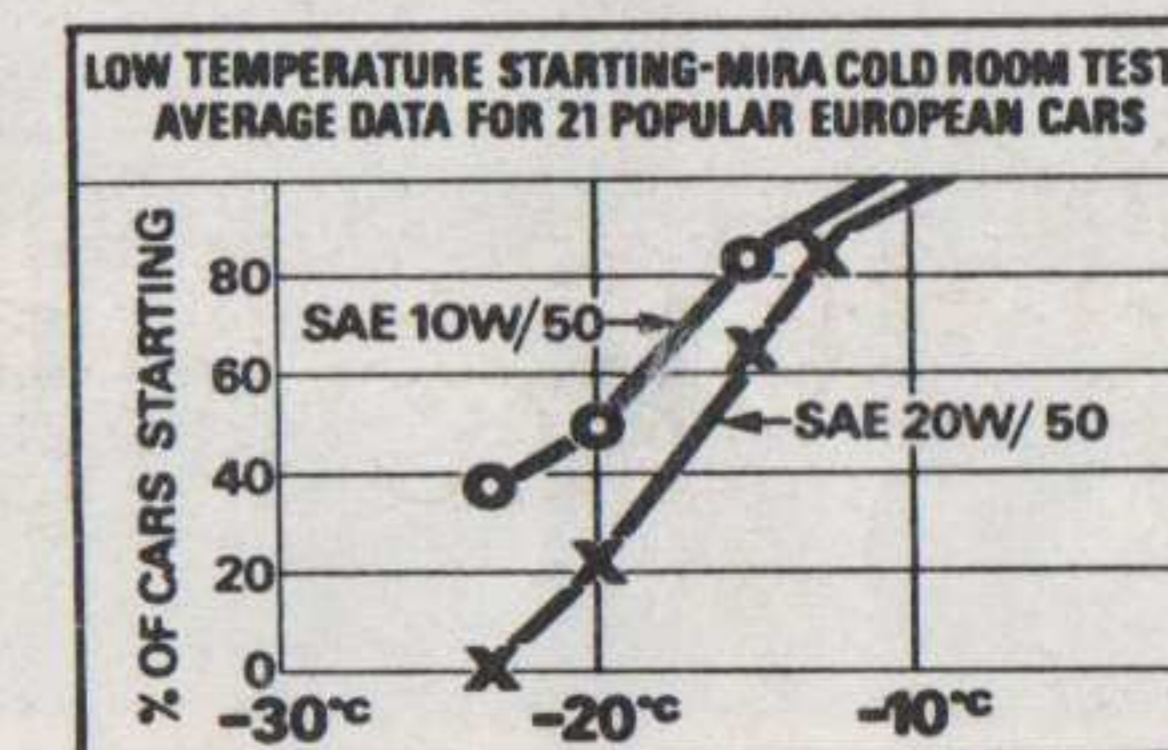


this much
more

Uniflo is officially rated SAE 10W/50; which is a better rating than 20W/50. It means that Uniflo not only protects hot engines as well as any 20W/50s, but also - because it is a 10W/50 - circulates faster in a cold engine, gives 100% 'cover' of the moving parts much sooner than any 20W/50, and actually helps the engine to start.

And now, Esso have made Uniflo even better. New-formula Uniflo is here, bringing improved performance figures in all these important areas: impressively lower oil consumption; improved hot-engine protection against pre-ignition and power-loss; and less component wear. All this, with fully maintained dispersancy, detergency and cold-start properties.

Easier cold starts

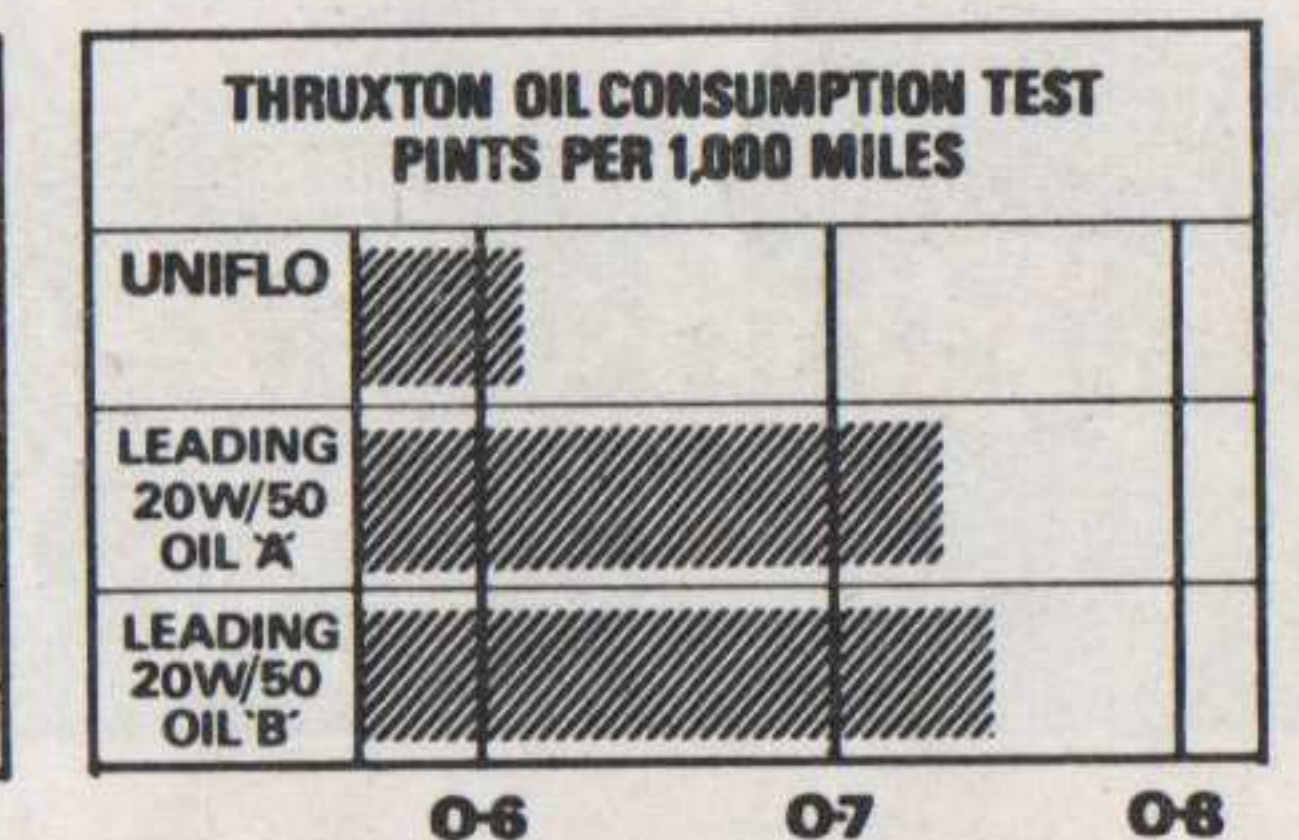


These graphs clearly show how SAE 10W/50 Uniflo actively encourages engines to start when cold. The tests - against leading 20W/50 oils with low viscosities - were carried out at the Motor Industry Research Association's laboratories.



'I've had no engine trouble in any rally this season. Uniflo is a great oil'
ROGER CLARK.

Better-than-ever economy



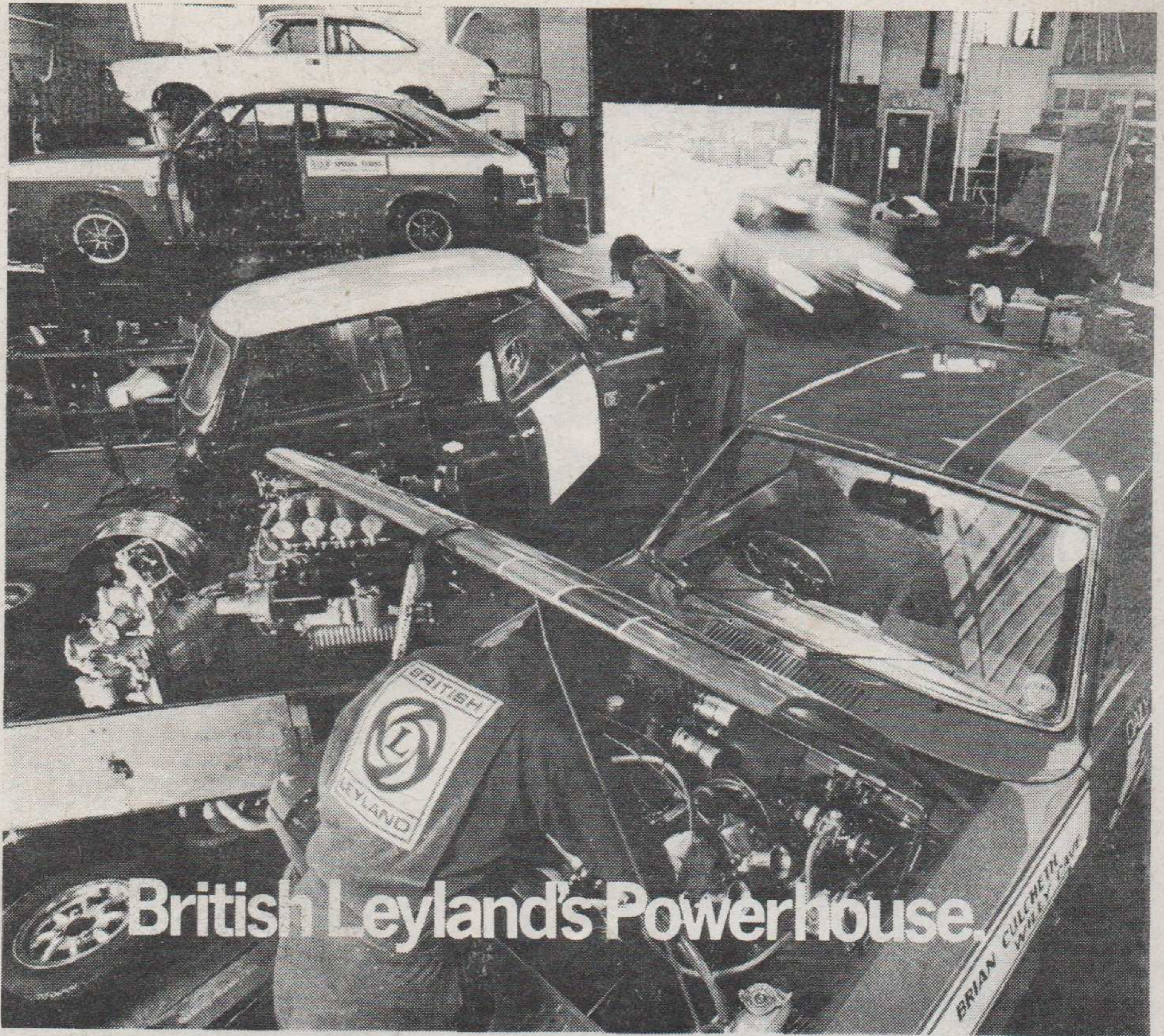
New-formula Uniflo brings you a dramatic reduction in oil consumption. In a series of tests carried out in a wide spectrum of cars, New-formula Uniflo was proved to be 20-23% better than the two top-selling 20W/50 oils on the UK market.



'Uniflo is the only oil for me'
GRAHAM HILL.

Esso has more going for you





British Leyland's Powerhouse.

Special Tuning, that is. We sell performance, real performance. Anything from Stage 1 Kits to Full Race/Rally preparations—you name it, we sell it.

At any of our 30 plus Distributors you'll find all the parts you could possibly need. All the information. And all the experience to get the most out of your British Leyland car.

And if you're going to do it yourself, you can look over a vast array of parts, study a range of booklets designed to help you with choice and fitting, and ask as many questions about

your own particular needs as you like.

Call in at any of our Distributors, or send off the coupon.

It'll do your car a power of good.



Send to: British Leyland Special Tuning Dept., Abingdon-on-Thames, Berkshire.

Please send me a free brochure and list of Special Tuning Distributors.

Name.....

Address.....

Car.....

Model..... Year.....