

Silverstone

Race Day Magazine



TRICENTROL TROPHY MEETING

Organised by the British Racing Drivers' Club

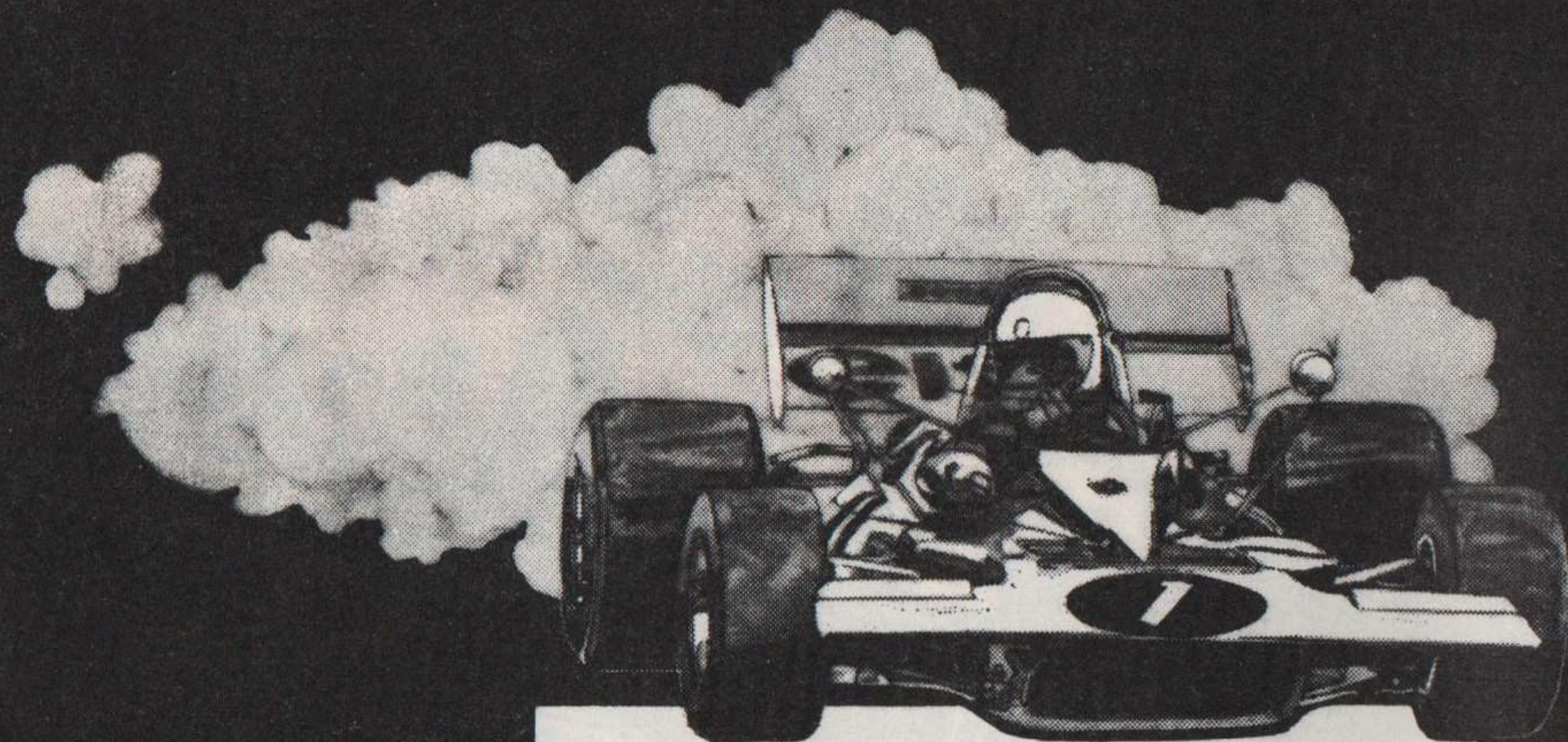
Sunday, 1st July, 1973

(OFFICIAL
PROGRAMME) 15p

1948 SILVER JUBILEE YEAR 1973

Vandervell

Award for Novice Drivers.



Current status

1	David Heale	39 pts.
2	David Berisford	22 pts.
3	Michael Donovan	12 pts.
4	Charles Bernstein	12 pts.
5	Lol Hopkins	6 pts.
6	Peter Owen	6 pts.



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 0-80mph: 34.3secs. Standing 1/4 mile: 19.5secs*



Top speed: 94.9mph. 0-60: 10.0secs.
 0-80mph: 20.7secs. Standing 1/4 mile: 17.4secs*

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*Source: Motor 4th December, 71



It's easy to grow big It's harder to grow well.

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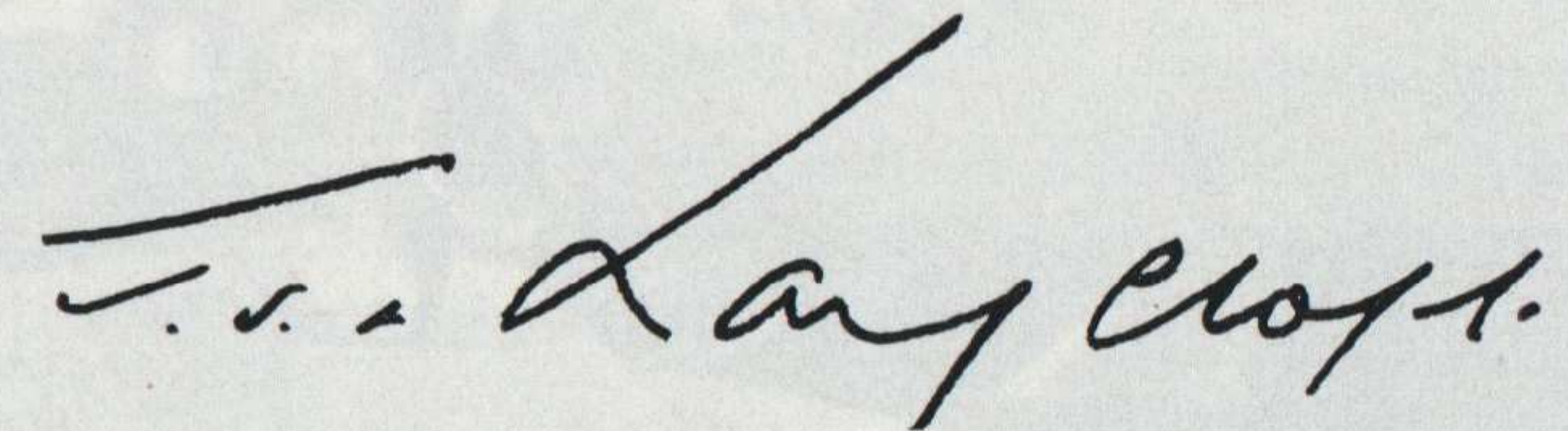
Tricentrol
THE GROWTH MAKERS

THE TRICENTROL FAMILY DAY

Today is Tricentrol "Family Day" at Silverstone and, in welcoming you all to the Circuit, I would like to extend a particularly warm greeting to all Tricentrol members, their families and guests.

This day out—originally conceived and run for the past two years by our Car Division—is now the occasion for a get-together of all Tricentrol People in the U.K. and, whilst we regret the absence of our colleagues from the Overseas Division in Canada, U.S.A., Australia and Malaysia, I think you will agree that Tricentrol is well represented—both on and off the track.

Again, welcome—and enjoy a good day's motorsport.



J. G. S. Longcroft
Chief Executive

Tricentrol
LTD

We wish
Tricentrol
a happy day's
racing

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COMMENT

Today we welcome Tricentrol as sponsors of the meeting which is being organised by the British Racing Drivers' Club. There are over 3,000 Tricentrol guests here today to whom we also offer a very warm welcome. We hope you enjoy the meeting. Looking ahead to the next two weekends we have plenty of entertainment in store for you. Next Saturday, besides being the 24th St. John Horsfall Meeting, organised by the Aston Martin Owners' Club, also sees the Avon Tour of Britain at Silverstone in five races, organised by the Midland Centre of the British Racing and Sports Car Club. For 70p you will be able to see 12 hours of action. The Horsfall competitors will be practising in the morning from 09.00 hrs. with their nine races starting at 14.00 hrs. The Avon Tour Races will follow the Horsfall Meeting starting at 18.45 hrs. and finishing at about 21.30 hrs.

The following Saturday, July 14th, is THE BIG DAY. The John Player Grand Prix. The RAC has received a magnificent entry for the Grand Prix which can be best summed up by saying — they're all coming! Besides the John Player Grand Prix the programme on July 14th will include the John Player Formula 3 Championship Race, the Automotive Products Touring Car Trophy Race, the Yellow Pages International Formula Atlantic Race, the JCB Historic Car Race, practice sessions for Grand Prix Cars and Historic Cars, a funfair, a children's playground, market places, demonstrations giving a full day of entertainment from 09.00 hrs. to 18.00 hrs.

The Booking Office is open today from 16.00 hrs. to 18.30 hrs. There may be a few seats left. If there are, they'll all go today. This is your last chance to get a seat for Britain's Greatest Day of Motor Racing.

TODAY'S RACES

Of the seven races on this afternoon's programme, six qualify for points in Championships and all of them qualify for the KMS Silverstone Driver of the Year and Driver of the Day Awards and the Vandervell Award for Novice Drivers.

Castrol Production Saloon Car Race 'A'

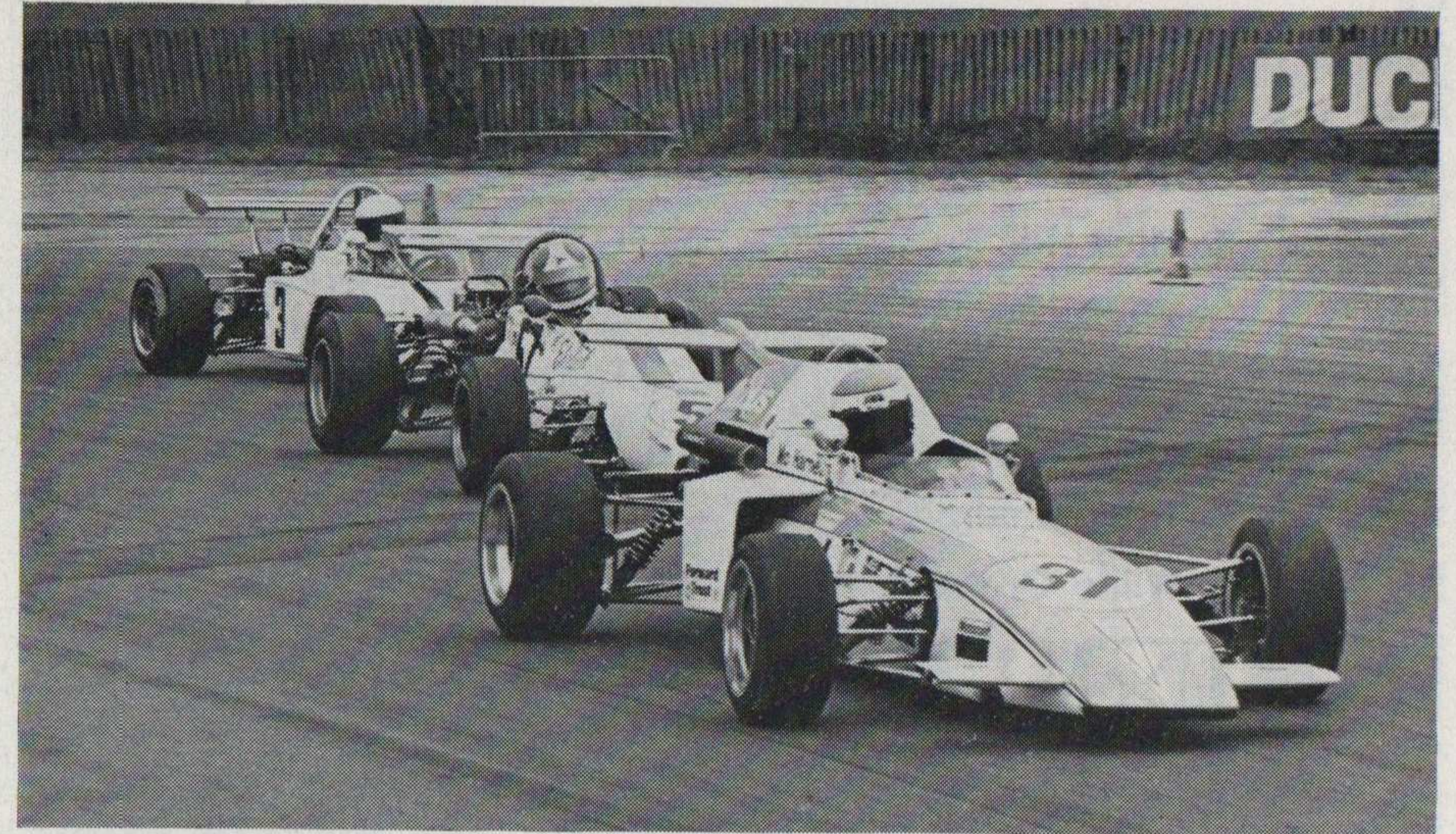
This race should make an exciting start to the racing programme with an expected battle between Barrie Williams (Vauxhall Firenza) and Bernard Unett (Hillman Hunter GLS) with plenty of action also from the big Mexico entry. In the small price class Eric Horsfield (Moskvich 412), Tony Lanfranchi (Moskvich 412) and John Worton (British Leyland Mini), currently the three class leaders in the Championship, should be the main protagonists.

Tricentrol Car Group Clubmans Formula Race

There is a really splendid entry for this race which promises to be one of the best Clubmans Formula races of the season. As this race marks the halfway stage in the Championship the points positions, listed on page 11, are very close and it is still anybody's title. The present Clubmans Formula lap record stands to Ray Mallock (Mallock U2 Mk.11B) in 57.8 secs. (110.15 m.p.h.). As this record was established in June of last year one of today's competitors could well set a new figure. Drivers to watch are Andy Diamond, Vernon Davies, Franklin Sytner, Richard Cresswell, Terry Cockerell, Alex Ferrada, Sid Marler, David White and Peter Evans in the over 1000 c.c. class and Martin Young, Peter Cooke, Martin White, Creighton Brown and David Rudkin in the up to 1000 c.c. class.

Lombard North Central Formula 3 Race

As some of the leading contenders in the Lombard North Central Championship are in France today competing in the Formula 3 Race at the French Grand Prix Meeting, the results of this race are sure to close up the positions in the Championship. Richard Robarts, Neil Ginn and Andy Sutcliffe are in the top ten placings at the moment and should be fighting for the first three places but with Formula 3 races at Silverstone noted for being very close fought affairs anything could happen.



Mo Harness (31) leading Danny Sullivan (57) and Tony Rouff (3).
Will they repeat this dice today?

(Photo by HAROLD BARKER)

Motorcraft Mexico Race

This is the first Mexico race that we have had on the Silverstone Club Circuit and it should provide plenty of excitement. Some of the cars have appeared earlier in the first of the Castrol races and for this 'Mexico only' dice they are joined by a number of well known names including Simon Taylor (former editor of Autosport), Tony Dron (Motor), Gillian Fortescue Thomas and Stuart McCrudden.

Tricentrol Trophy Race for Special Saloon Cars

There is certainly no lack of big machinery for this race and Mick Hill will have his hands full trying to win this one. It'll be very interesting to see how David Howes' 7 litre American Motors Javelin performs on the Club Circuit. Woodcote Corner should be well worth watching during this race. In the 1001-1300 c.c. class keep an eye on Sedic Bell (BLMC Mini). He always drives very well at Silverstone and in the right conditions could well set a new class lap record.



RADIO LU

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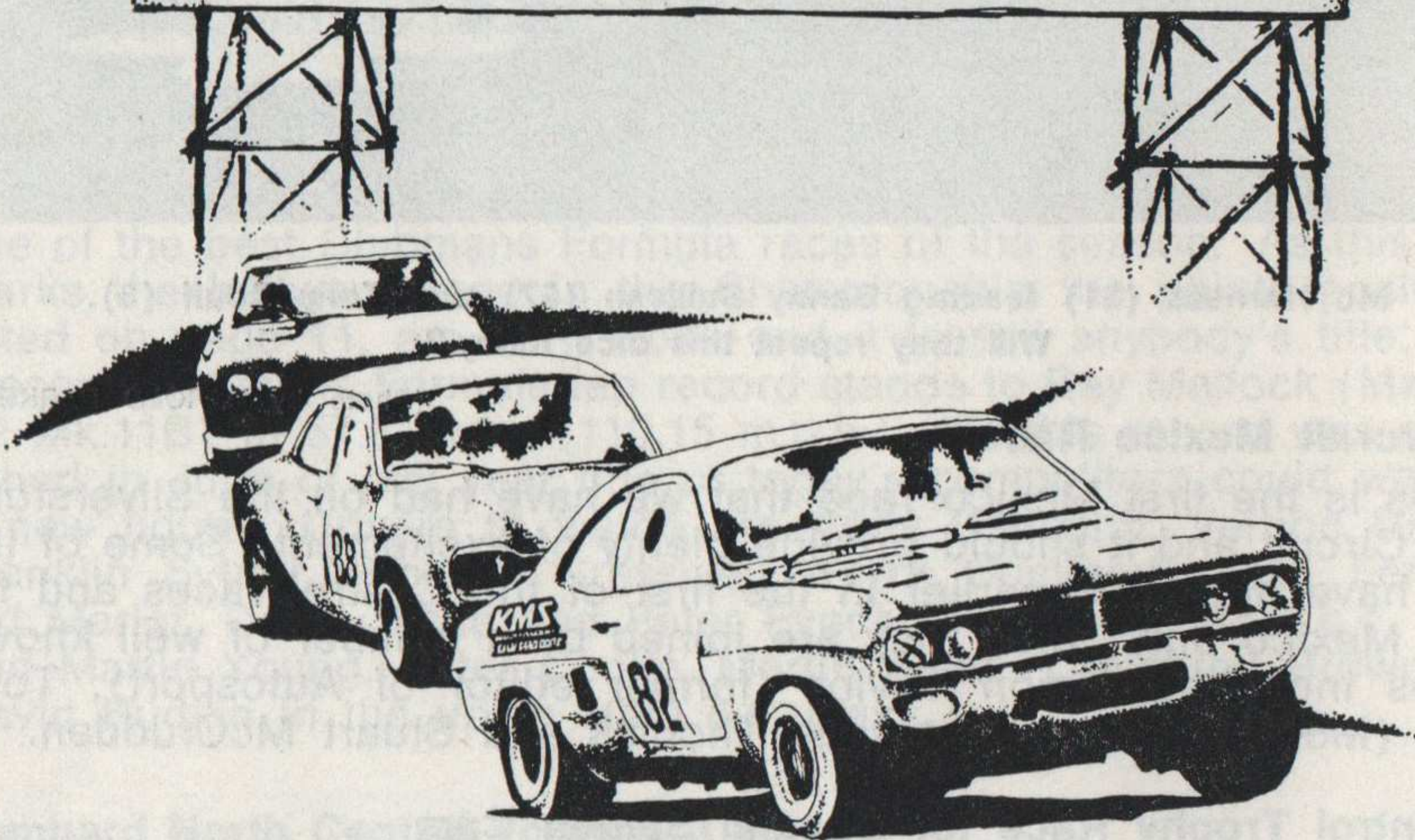


DRIVER OF THE YEAR AWARD



SCOREBOARD

1 Mick Hill	86	7 Bobbie Bell	63
2 Brian Hough	85	8 Roger Bell	62
3 Neil Corner	72	9 Bernard Unett	57
4 John Evans	71	10 John Brindley	56
5 Tony Lanfranchi	70	11 Chris Woodcock	56
6 Willie Green	63	12 John Jordan	52



Kettering Tyres keeps things moving!

You've only got to look at the scoreboard to see that. The KMS Driver of the Year Award is still wide open, and we're building up to a really exciting finish at the end of the season.

Things are moving off the track too!

Now there are even more Kettering Tyres branches open - all of them packed with top branded goods chosen to suit the enthusiast. Goodyear and Michelin Tyres, GT Autoparts, Lockheed, Champion and dozens of other famous names all at discount prices.

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Make your next move a visit to Kettering Tyres. You'll be glad you did.



Last Sunday saw the BRDC present another of their excellent championship meetings on the Silverstone club circuit. On this occasion Tricentrol took the opportunity of giving all their employees a day out, swelling the already large crowd by some 3000 who basked in gloriously hot weather as seven entertaining races were run off. Mick Hill cleverly arranged to debut his new 6-litre Capri and sent the Tricentrol contingent home happy after breaking the special saloon lap record by a second, winning the Tricentrol Trophy while doing so. Other good wins were notched up by Allan Wilkinson in the first round of the Escort Mexico Challenge ever run on the club circuit and David Cole, with Oliver Harris's F2 Brabham BT38, in the Jaybrand Formule Libre round for which he was awarded the KMS Driver of the Day £25.

The dreaded Michelin plague has yet to spread to the lesser classes of Group 1 so the first race of the two in the Castrol series ran true to this season's form and was spectacular with it. Bernard Unett took the Chrysler Dealer Team Hunter GLS straight into the lead, pressed at first by Tim Stock's Firenza which then gradually slipped away as the race progressed although never in any danger of being caught by the next bunch. Initially this had been led by Denis Thorne's Firenza but he was soon passed by Derrick Brunt and Barrie Williams in similar cars and then spun into the sleepers opposite the pits. Brunt's third place became secure when the Williams Firenza lost most of its brakes, the handling having already gone, and Barrie was driven to throwing the car into alarming sideways attitudes at Woodcote to slow up. Fortunately his rallying experience was equal to the occasion and he stayed on the road, falling to fifth by the end behind Neil McGrath in the first of the Mexicos. For once it seemed that Tony Lanfranchi might not win the £800 class for his engine was sadly lacking in bhp and it was left to team mate Eric Horsfield to do battle with Tony Stubbs in the Opposite Lock Club Moskvich. After taking the lead from Horsfield, Stubbs had a rocker break leaving Horsfield well in front of his mentor. Then along came Williams looking for something to do on the straight bits. So he latched on to the Lanfranchi rear, increased the Russian revs by 1000 or more, and lo and behold, it was another Lanfranchi class win.

The Tricentrol Clubmen's Championship attracts fields as good, if not better, than its senior ShellSport counterpart but both series have the same winner at the moment, Vernon Davies, who continues to do his stuff for his new sponsor in the rebuilt U2 Mk 11B. His win was by no means an easy one for Silverstone expert Frank Sytner was in a determined mood in his dark green car having grabbed pole position in practice. For five laps he hung on in first place under the greatest of pressure from the Welshman and beginning to look decidedly twitchy. When Davies took over on lap 6, the Ferrari and Porsche purveyor stayed with him but never seemed likely to repass, despite setting fastest lap just 0.2 s outside the Ray Mallock record. Stuart Glass guided his Gryphon into a solid third place, aided no doubt by the special Norman Abbott motor he uses while Richard Cresswell's well-driven Phantom took a strong fourth after Caldwell Smythe had spun into the pit wall, without injury, when going well in his Gryphon on lap 3. Andy Diamond took the opportunity of sampling his product again at the wheel of Noel Stanbury's Gryphon, finishing fifth ahead of Sid Marler in a similar car and Alan White's U2 Mk 11B. After Creighton Brown had retired his U2 Mk 11B with a burst oil pipe, Peter Cooke had things very much his own way in the 1-litre class but his efforts to pass the 1.6 U2 Mk 11B of Mike Dixon gave him a new class record as well in his U2 Mk 8B/11.

Despite the lure of John Player points in the South of France, there was a good turnout of F3 cars for the Lombard championship race. The official watches, which were sus-



With the leaders already away Diamond's Gryphon heads White's U2 and Cresswell's Phantom.

SILVERSTONE

"AUTOSPORT"

Tricentrol day out

pect throughout practice, seemed to stop at 59.0 s for this event, no less than six cars managing this time with no one faster. On pole position was Derek Lawrence, returning to F3 at the wheel of the Ehrlich ES2, although he was the first to admit that a good tow helped him to this time since the car was handling far from ideally on some old Dunlops. Alongside were John Sheldon in his shoe-string Royale RP11A, which is beginning to look a little frayed, and the contrastingly immaculate GRD 373 of Richard Robarts. Portuguese Jose Espirito Santo's March 723 and American Tony Rouff's GRD 373 occupied row two while Matt Spitzley's March 713M had to make do with the third row although his time was the same as Lawrence's. Pedro Passadore, running a new GRD 373 in DART colours, Leonel Friedrich

with a new chassis and engine since last week for his March 733, and improving Brazilian "Teleco" in another 733 all shared 59.0 s.

Straightaway into the lead when the flag fell went Robarts chased by Friedrich, with Passadore ousting Rouff from third as they all scrambled into Woodcote for the first time. Sheldon latched on to the tussle which quickly developed between Rouff and Passadore and this spurred the American into greater efforts which brought him up to the two leaders who had threatened to break away. On the fifth lap Friedrich slipstreamed with perfection into the lead at the end of the Club Straight, which made matters a trifle fraught at Woodcote as Robarts counter-attacked, but to no avail. A lap later, however, Robarts was back in front

John Handley starts to spin his Alfa at Woodcote in pursuit of Halls' Camaro.



Road test



and upholstery. After a cold start, the heating is soon effective. At the same time, the cool air inlets are easy to direct and control, passing a large volume of air if required, which is still rather rare. It is therefore easy to have warm feet and breathe cold air, which is what proper ventilation is all about.

The comfort of all the passengers has been considered, with an unusual amount of leg room for those at the back. The driver's seat is comfortable, with the familiar Fiat adjustment for the squab, and the position is high enough to give a good all-round view. The steering column angle is perhaps a bit "auntie" and the accelerator pedal is badly placed for heel-and-toe, unfortunately, though it can be achieved.

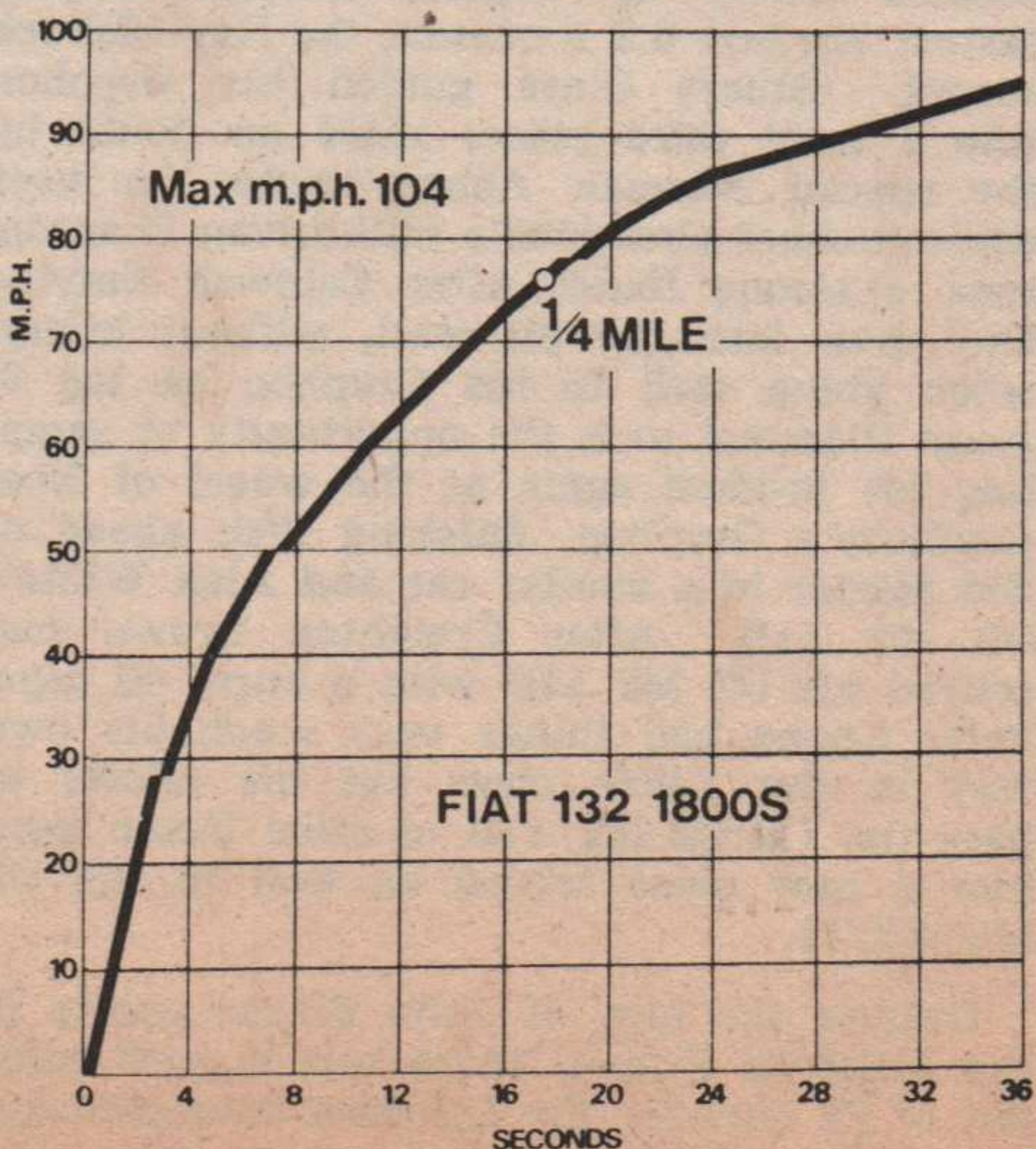
The four headlights are very effective indeed and the fairly upright seating position is certainly an advantage for night driving. The brakes, with servo-assisted discs all round on two separate circuits, give powerful stopping in emergencies and are silent in operation. The car is quiet enough for the radio to be enjoyed, except when the engine is in the last 1000 rpm of its range.

Compared with cars of similar engine size and price, this Fiat is good-looking, unusually roomy, and has an air of quality about it. Its performance is outstanding and its fuel economy is quite reasonable. On smooth British roads, it rides and handles well, though the steering is heavy at low speeds.

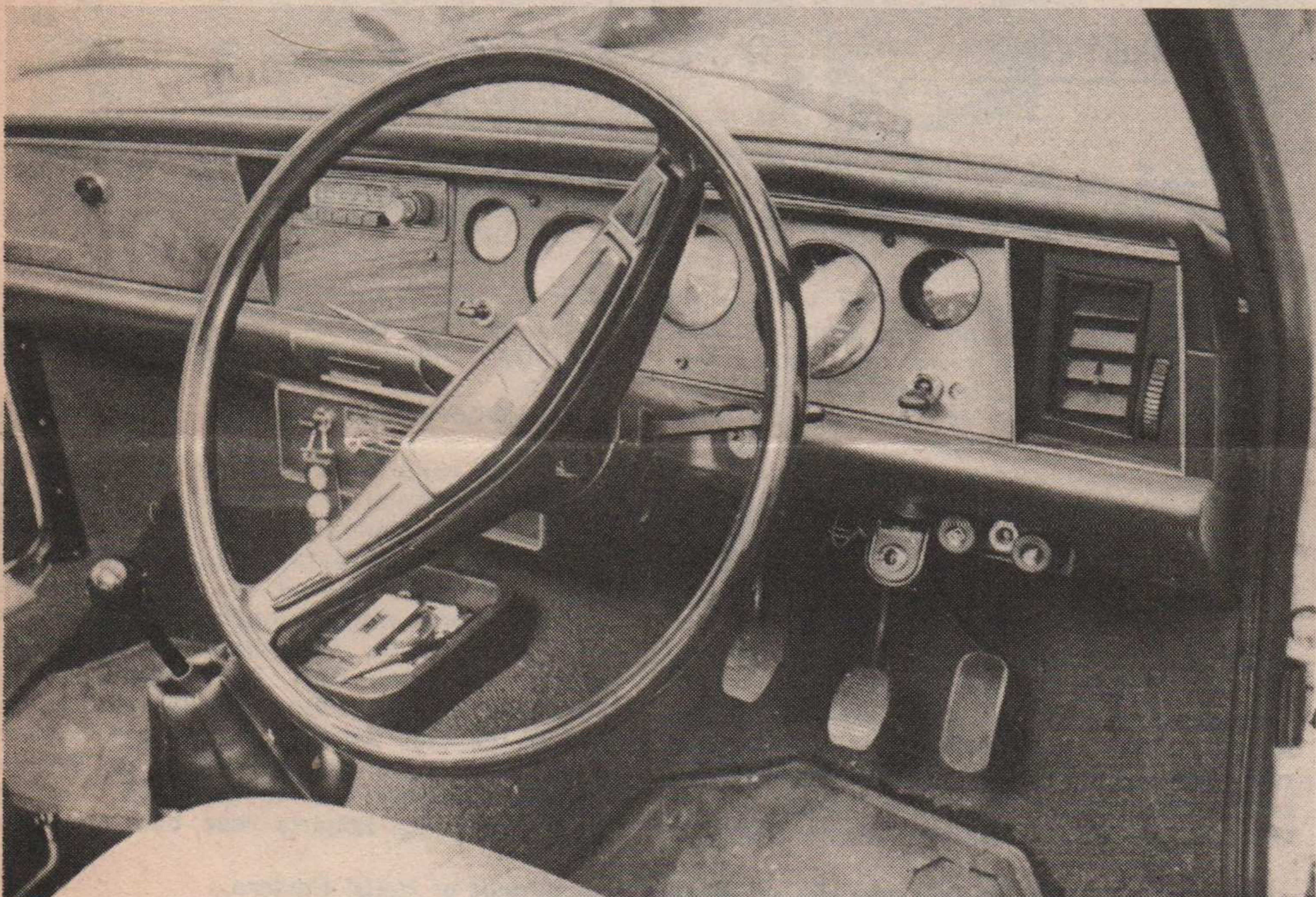
Driven hard on bad roads, the 132 floats about on its suspension with a lot of up-and-down movement. It is probable that the typical purchaser of such a car will not press it to this extent and for him the ride may be satisfactory. The heavy steering affects everyone, however, this and the difficult reverse engagement could surely be improved very easily.

The Fiat 132 is aimed at just about the most competitive sector of the market. It is ahead of all competition in so many respects despite its few shortcomings.

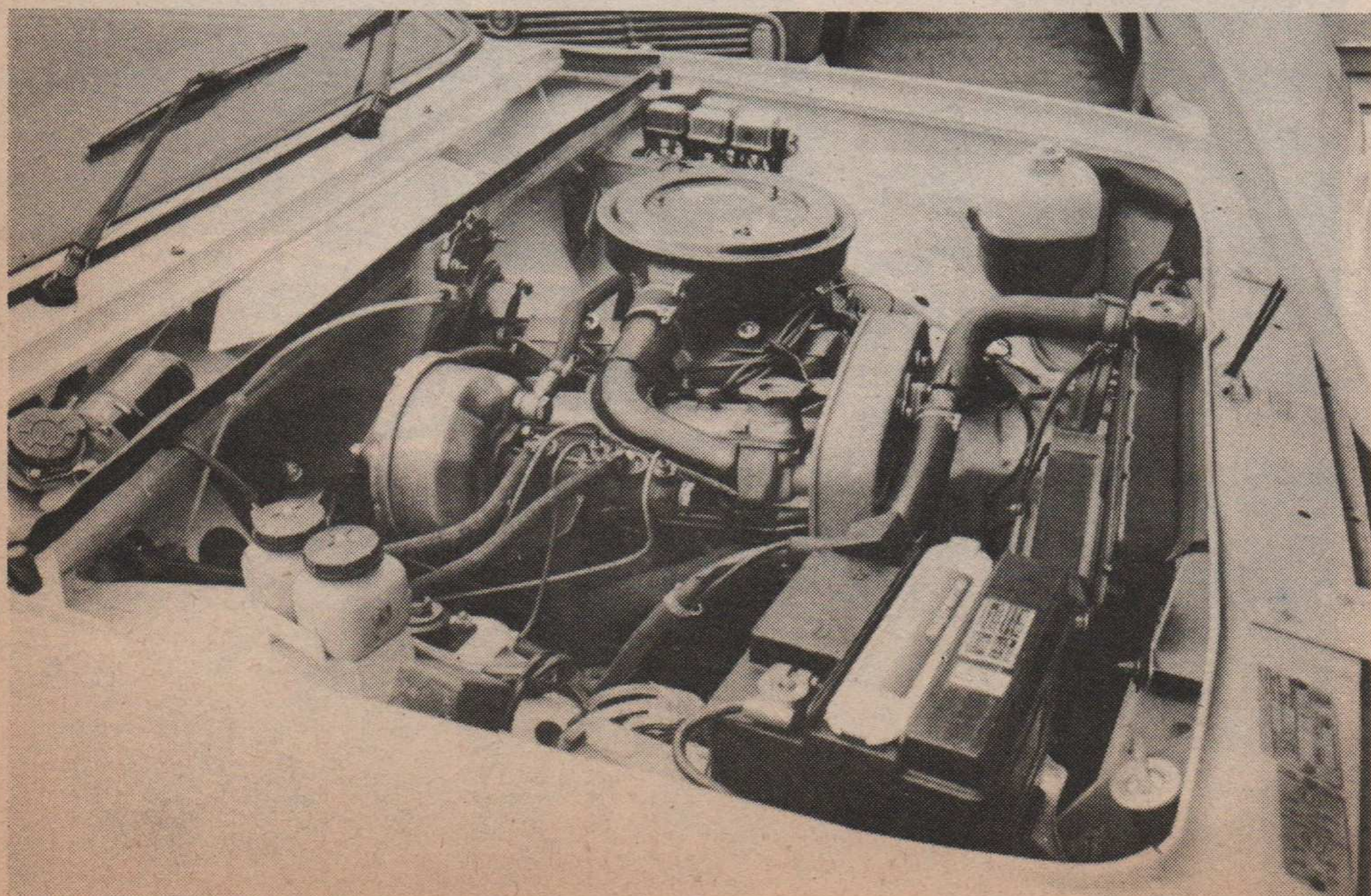
SPECIFICATION AND PERFORMANCE DATA
 Car tested: Fiat 132 1800 S 4-door saloon, price £1,696.94 including car tax and VAT.
 Engine: Four-cylinders 84 mm x 79.2 mm (1756 cc). Compression ratio 8.9 to 1, 105 bhp (net) at 6000 rpm. Twin belt-driven overhead camshafts. Solex twin-choke downdraught carburetter.
 Transmission: Single dry plate clutch. 5-speed all-synchromesh gearbox with central remote control, ratios 0.881, 1.0, 1.361, 2.100, and 3.667 to 1. Hypoid rear axle, ratio 4.1 to 1.
 Chassis: Combined steel body and chassis. Independent front suspension by wishbones. Cam and roller steering gear. Live rear axle on twin pairs of trailing arms, angled above for lateral location. Coil springs and telescopic dampers all round. Servo-assisted disc brakes on all four wheels.
 Equipment: 12-volt lighting and starting. Speedometer. Rev-counter, oil pressure, water temperature and fuel gauges, clock, heating, demisting and ventilation system, with heated rear window. Windscreen wipers with intermittent switch and washer. Flashing direction indicators. Reversing lights, cigar lighter, radio (extra).
 Dimensions: Wheelbase 8 ft 4 in. Track 4 ft 4 in. Overall length 14 ft 4 in. Width 5 ft 4 in. Weight 1 ton 1 cwt.
 Performance: Maximum speed 104 mph. Speeds in gears: Overdrive top 102 mph, third 78 mph, second 50 mph, first 28 mph. Standing quarter-mile 17.6 s. Acceleration: 0-30 mph, 3.5 s; 0-50 mph, 7.3 s; 0-60 mph, 10.6 s; 0-80 mph, 19.8 s; 0-90 mph, 29.0 s.
 Fuel consumption: 21 to 25 mpg.



A good looking conventional configuration (above). Proper round instruments (below).



Twin overhead camshafts are belt driven. Breathing is by a single twin choke carburetter.



with Friedrich slipping down to third as Rouff moved up to challenge for the lead, which he took on lap eight.

For two laps Rouff led an F3 race for the first time but, at half distance, it was Roberts again from Rouff, Passadore, Sheldon, Friedrich, Santo and "Teleco" all in a line with Spitzley making ground well after a poor start. After Andy Sutcliffe had retired the leading Elden Mk 12 with a broken accelerator cable, the next group comprised Lawrence, Bernard Vermilio's Merlyn Mk 21 and late entry Damien Magee's Brabham BT41 which has now been sold to Ulsterman Brendan Costello. In fact, Roberts led for the whole of the second half looking more and more secure until the very last lap when Friedrich, having worked up from fifth again, made a final bid which failed by 0.6 s. Rouff was pushed down to third by the Brazilian's late challenge with Passadore sharing the same time as they dashed for the line. Also sharing identical times were Sheldon and Santo with Spitzley seventh by 0.4 s. "Teleco" spun at Becketts on the penultimate lap but was so far ahead of the next bunch that he recovered without losing a place. Lawrence drove a sound race to win the three-cornered tussle, Vermilio and Magee tangling at Woodcote on the last lap which spun the Brabham across the line behind the Merlyn.

The prospect of a bunch of Mexicos unleashed on the wide open spaces of the club circuit was a bit daunting but everything took place without undue incident, such spins as there were damaging reputations rather than cars. Group 1 exponent Allan Wilkinson took pole position in the Allen of Romford car with a delighted Simon Taylor alongside to uphold Tricentrol honours. John Waterman completed the front row, with the other Tricentrol car of Rod Mansfield and Tony Dron's Strakers of Wimbledon device behind.

The race immediately opened out into a struggle for the lead between Wilkinson and Mansfield as Taylor was engulfed and David Da Costa came sliding through from the third row in his Richard Longman-prepared Mexico. By half distance, with the lead till then shared equally between Mansfield and Wilkinson, Da Costa arrived on the scene, took Woodcote in a well-controlled slide and went ahead. He even began to pull away but Wilkinson was far from beaten, catching right up during the last two laps and going ahead to win on the last lap by a surprisingly comfortable margin in the circumstances. A disappointed Da Costa just held Mansfield at bay for second while Dron emerged a relatively secure fourth after earlier pressure from others had wilted. The ubiquitous Barrie Williams, with his Kidderminster Motors car powered by an ancient engine, suddenly passed all and sundry in the last couple of laps, jumping up to fifth ahead of Waterman and Eric Chappell who crossed the line as one and could not be separated by either timekeepers or judges. Mike Crabtree retired the Willment car from fourth place on lap 4 when the clutch disintegrated.

Only the over 1-litre special saloons were catered for in the Tricentrol Trophy race but, as usual at Silverstone, the entry was very good. One expects such a high standard from Mick Hill that the achievement of building his new car with his friends in his spare time and then putting it on pole position well under the class record could be overlooked. Anyway, there it sat to the delight of the partisan crowd with Tony Hazlewood alongside and wondering what he must do next to become competitive again with his DAF. David Howes's immaculately rebuilt AM Javelin completed the front row, racing for the first time since its TT accident last year. Another welcome return was made by former Jaguar 3.8 driver John Elton who has acquired the ex-Terry Sanger/Rhoddy Harvey-Bailey Ford Falcon after demolishing the Jaguar against the pit wall last year.

For two laps the "DAF" led but once Hill put his foot firmly down, there was no stopping him and he seemed to cruise to



Side-by-side at Woodcote are the Moskvich 412s of Horsfield (51) and Stubbs (53).

his new car's first win, lapping under the minute in a saloon for the first time. Hazlewood took a well-earned second after an early challenge from Howes faded, while Brian Cutting's Escort-Martin V8 was good enough for fourth ahead of Tony Strawson's Falcon. Bob Torrie's well-driven Escort BDA was outpaced on such a power circuit and finally retired after a cockpit error at Becketts kidded the driver into thinking the throttle had stuck open! Surely there are enough big bangers around now to make 2-litre class worth while for the like of Torrie, Tony Sugden and the other Escort and Anglia drivers. Sedric Bell's Mini, having acquired a coat of evil black paint and a 1300 Holbay engine, looks like carrying on where the 1000 left off and he had no difficulty in winning the 1300 class from David Boon's all-BMC Cooper S.

The second Group 1 event lacked one or two familiar faces including Roger Bell's BMW because of the imminence of the Tour of Britain but Tony Lanfranchi upheld his marque's reputation by taking a comfortable win in the ShellSport SI, using the legal Michelin racing tyres like all the other fast cars except the Camaros. Only his frequent attempts to leave the road and cut the grass at Woodcote prevented the race from becoming rather tedious. Gordon Spice in the Wisharts Capri was a constant second after the strongest Camaro challenge, from Terry Halls, fizzled out. Halls had taken pole position but a sticking clutch delayed his start. As he was working his way up on to Spice's tail, the battery wore through an ignition lead and he had to retire. Bob Ridgard took up the cudgels on behalf of General Motors, going faster and faster as the race went on at the wheel of Les Leston's car, and he shared best lap with Halls on his way to third. Stan Clark kept the Alfa flag flying by taking fourth after John Handley had spun at Woodcote, and then at Copse,

and then at Becketts. He then visited the pits! Andy Slaughter rolled his rotary Mazda RX3 at Copse on the second lap but emerged with a shaking.

At last, thanks to ex-Janspeed employee David Bownes, John Lyon has his Escort Sport going well; well enough, in fact, to dice with and surpass Ivan Dutton's hitherto all-conquering car which dropped right back at the end. We tried to find out why, but Dutton was rude and refused to tell us although rumour had it his car had devoured a piston. However, he shared a new class record with his conqueror.

The Jaybrand Formule Libre championship round brought out an interesting collection of single-seaters including the previously unbeaten Bobbie Bell with the only BRM that seems capable of winning a race these days, thanks to 5.7 litres of Ford V8. It was not to be Bell's day this time for the race immediately developed into a duel between John Jordan's McLaren M6B and David Cole in the Brabham BT38 which hasn't been seen since the Mallory F2 race in March. For 9½ laps Cole used all his experience to find a way past the potent CanAm car but Jordan is a wily bird. Cole knows a thing or two as well and on the last lap drove all the way round the outside of Jordan at Becketts, keeping the McLaren in to a tight line and unable to use its power too soon. Cole stormed out of the corner in the lead and gave himself just enough ground to say in front all the way along the straight to Woodcote, which he took in fine style to win. Bell managed third this time after Jim Charnock's Brabham BT30 had hiccuped just long enough at Woodcote to let the BRM past, while Bryan Small had been forced to retire his ex-Gerry Birrell Lotus 69 from a dice with this pair when the battery collapsed.

IAN TITCHMARSH

Castrol Production Saloon Car Championship round (10 laps): 1, Bernard Unett (1.7 Hillmn Hunter GLS), 12 m 50.8 s, 75.10 mph; 2, Tim Stock (2.3 Vauxhall Firenza SL), 12 m 56.4 s; 3, Derrick Brunt (2.3 Vauxhall Firenza SL), 13 m 2.0 s; 4, Neil McGrath (1.6 Ford Escort Mexico), 13 m 3.8 s.

£1051 to £1500 class: 1, Unett, 75.10 mph; 2, Stock; 3, Brunt. **Fastest lap:** Unett, 1 m 16.0 s, 76.17 mph.

Up to £800 class: 1, Tony Lanfranchi (1.5 Moskvich 412), 63.40 mph; 2, Eric Horsfield (1.5 Moskvich 412); 3, Simon Watson (1.0 Mini Mk 3). **Fastest lap:** Lanfranchi, 1 m 27.8 s, 65.93 mph.

Tricentrol Clubmen's Formula Championship round (10 laps): 1, Vernon Davies (1.6 U2-Holbay Mk 11B), 9 m 56.6 s, 97.0 mph; 2, Frank Sytner (1.6 U2-Holbay Mk 11B), 9 m 57.4 s; 3, Stuart Glass (1.6 Gryphon-Abbott/Cosworth C73), 10 m 1.0 s; 4, Richard Cresswell (1.6 Phantom-Holbay), 10 m 8.2 s.

1001 to 1600 cc class: 1, Davies, 97.03 mph; 2, Sytner; 3, Glass. **Fastest lap:** Sytner, 58.0 s, 99.81 mph.

Up to 1000 cc class: 1, Peter Cooke (1.0 U2-Holbay Mk 8B/11), 89.86 mph; 2, Martin White (1.0 U2-Holbay Mk 11); 3, Martin Young (1.0 U2-Lucas Mk 11B). **Fastest lap:** Cooke, 1 m 3.0 s, 91.89 mph (record).

Lombard North Central Formula 3 Championship round (20 laps): 1, Richard Roberts (GRD-Novamotor 373), 19 m 58.2 s, 96.62 mph; 2, Leonel Friedrich (March-Holbay 733), 19 m 58.8 s; 3, Tony Rouff (GRD-Vegantune 373), 19 m 59.4 s; 4, Pedro Passadore (GRD-Vegantune 373), 19 m 59.4 s; 5, John Sheldon (Royale-Vegantune RP11A), 20 m 1.0 s; 6, Jose Espirito Santo (March-Mohr 723), 20 m 1.0 s. **Fastest lap:** Friedrich, 58.6 s, 98.78 mph.

Motorcraft Mexico Challenge round (10 laps): 1, Allan Wilkinson, 13 m 3.0 s, 73.93 mph; 2, David Da Costa, 13 m 3.6 s; 3, Rod Mansfield, 13 m 4.0 s; 4, Tony Dron, 13 m 7.4 s; 5, Barrie Williams, 13 m 9.0 s; 6, Eric

Chappell and John Waterman, 13 m 9.2 s. **Fastest lap:** Da Costa, 1 m 16.4 s, 75.77 mph (record).

Tricentrol Trophy for Special Saloons (10 laps): 1, Mick Hill (6.0 Ford Capri V8), 10 m 14.2 s, 94.25 mph; 2, Tony Hazlewood (4.3 DAF-Rover V8), 10 m 19.0 s; 3, David Howes (6.4 American Motors Javelin V8), 10 m 25.0 s; 4, Brian Cuttin (3.0 Ford Escort-Martin V8), 10 m 28.2 s.

Over 1300 cc class: 1, Hill, 94.25 mph; 2, Hazlewood; 3, Howes. **Fastest lap:** Hill, 59.6 s, 97.13 mph (record).

1001 to 1300 cc class: 1, Sedric Bell (1.3 Mini-Holbay S), 84.25 mph; 2, David Boon (1.3 Mini-Cooper S); 3, Nigel Clarke (1.3 Mini-Cooper S). **Fastest lap:** Bell, 1 m 7.2 s, 86.14 mph.

Castrol Production Saloon Car Championship round (10 laps): 1, Tony Lanfranchi (3.0 BMW Si), 12 m 14.6 s, 78.80 mph; 2, Gordon Spice (3.0 Ford Capri 3000GT), 12 m 19.4 s; 3, Bob Ridgard (5.7 Chevrolet Camaro Z28), 12 m 20.6 s; 4, Stan Clark (2.0 Alfa Romeo 2000GTV), 12 m 32.2 s.

Over £1500 class: 1, Lanfranchi, 78.80 mph; 2, Spice; 3, Ridgard. **Fastest lap:** Ridgard and Terry Halls (5.7 Chevrolet Camaro Z28), 1 m 11.8 s, 80.62 mph.

£801 to £1050 class: 1, John Lyon (1.3 Ford Escort Sport), 69.89 mph; 2, Dennis Bissell (1.8 Vauxhall Viva); 3, Ivan Dutton (1.3 Ford Escort Sport). **Fastest lap:** Lyon and Dutton, 1 m 21.4 s, 71.12 mph (record).

Jaybrand Racewear Formule Libre Championship round (10 laps): 1, David Cole (1.9 Brabham-Cosworth BT38 BDA), 9 m 37.6 s, 100.22 mph; 2, John Jordan (7.0 McLaren-Chevrolet M6B V8), 9 m 38.4 s; 3, Bobbie Bell (5.7 BRM-Ford P83 V8), 9 m 52.8 s; 4, Jim Charnock (1.6 Brabham-FVA BT30), 9 m 54.0 s; 5, Chris Choat (1.6 Brabham-FVA BT23C), 10 m 17.6 s; 6, Alex Seldon (1.6 Brabham-FVA BT30/36), 10 m 32.6 s. **Fastest lap:** Cole, 56.4 s, 102.64 mph.

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and is not intended as a full list*

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TRICENTROL TROPHY MEETING

Silverstone Sunday, 1st July, 1973

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. 8968

OFFICIALS OF THE MEETING

Stewards:

R. Harris (RAC)
J. B. Emmott
Hon. G. D. Lascelles

Judges:

Col. C. Barker
E. J. Kehoe
M. C. Phillips
J. S. Wood

Clerk of the Course:

A. A. Salmon

Deputy Clerks of the Course:

G. F. Bond
D. F. Truman

Secretary of the Meeting:

P. B. Aumonier
Mrs. R. Dickens
(Assistant)

Chief Observer:

V. J. Sparkes

Chief Incident Officer:

P. T. Morom

Chief Medical Officer:

Dr. C. Buckingham

Chief Flag Marshal:

W. Ruck Keene

Chief Paddock Marshal:

D. Noble

Chief Startline Marshal:

R. A. D. Chappell

Chief Pit Marshal:

H. V. Marsh

Commentators:

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

Scrutineers :

R. J. Soanes (i/c)
G. Byford
M. Garton
A. R. B. Gerry
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Enotts Ltd.

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M. East (Oxford Airport)
G. Smith (Oxford Airport)

For Silverstone Circuits Ltd.

Board of Directors:

P. C. T. Clark (Chairman)
J. W. Brown
(Marketing Director)
Hon. G. D. Lascelles
J. G. S. Sears

Circuit Manager:

G. Smith

Press/Publicity Officer:

P. B. Aumonier

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

11.20	— Official Practice	
14.45	Castrol Production Saloon Car Race 'A'	10 laps
15.10	Tricentrol Car Group Clubmans Formula Race	10 laps
15.35	Lombard North Central Formula 3 Race	20 laps
16.10	Motorcraft Mexico Race	10 laps
16.35	Tricentrol Trophy Race for Special Saloon Cars	10 laps
17.05	Castrol Production Saloon Car Race 'B'	10 laps
17.30	Jaybrand Racewear Formule Libre Race	10 laps

AWARDS

Race One	In each class: 1st £15. 2nd £10. 3rd £5.
Race Two	In each class: 1st £10. 2nd £7. 3rd £5. 4th £3.
Race Three	1st £54. 2nd £36. 3rd £24. 4th £18. 5th £12. 6th £6.
Race Four	1st £36. 2nd £24. 3rd £16. 4th £12. 5th £8. 6th £4.
Race Five	In each class: 1st £12. 2nd £8. 3rd £5.
Race Six	In each class: 1st £15. 2nd £10. 3rd £5.
Race Seven	1st £18. 2nd £12. 3rd £8. 4th £6. 5th £4. 6th £2.

SILVERSTONE CALENDAR 1973

Sat.	7 July	St. John Horsfall Meeting and Avon Tour of Britain	AMOC
●Thur.	12 July	John Player Grand Prix Official Practice	RAC
●Fri.	13 July	John Player Grand Prix Official Practice and Heats	RAC
●SAT.	14 JULY	JOHN PLAYER GRAND PRIX	RAC
Sat.	21 July	Vintage Car Races	VSCC
Sun.	29 July	STP Trophy Meeting	BRDC
Sun.	5 Aug.	Formula 5000 International	BRSCC
●SAT.	11 AUG.	JOHN PLAYER INTERNATIONAL	ACU
●SUN.	12 AUG.	JOHN PLAYER INTERNATIONAL	ACU

● = Grand Prix Circuit

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LOMBARD NORTH CENTRAL FORMULA 3 CHAMPIONSHIP

Lombard, the finance house, is sponsoring the MCD Formula 3 Championship once again, at Brands Hatch, Mallory Park, Silverstone and Snetterton.

Points scoring : 12 races—all scores to count.

Each race a minimum of 24 miles or 15 laps whichever is greater (excluding heats if any).

Points for six finishers in each final : 9-6-4-3-2-1. Double points for last round but not double prize money.

Prize money for each race : 1st £54; 2nd £36; 3rd £24; 4th £18; 5th £12; 6th £6.

Final Championship Awards : £1st £250; 2nd £100; 3rd £50.

Current points position:

Tony Brise	21	Leonal Friedrich	6
Russell Wood	20	Richard Roberts	6
Mike Wilds	12	Ian Taylor	4
Alan Jones	10	Neil Ginn	4
Damien Magee	6	Andy Sutcliffe	4

TRICENTROL CAR GROUP CLUBMANS FORMULA CHAMPIONSHIP

The Tricentrol Car Group (formerly the Luton Motors Group) is continuing its sponsorship of Silverstone's Clubmans Formula Championship in 1973.

The Championship will be run in two classes — 1001-1600 cc and up to 1000 cc.

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

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

Dates of the rounds are:- 18 March, 28 May, 1 July, 29 July, 27 August and 6 October.

Tricentrol Limited is also sponsoring the Championship Race Meeting on Sunday, 1 July.

Current points position :

1001-1600 c.c.		Up to 1000 c.c.	
Vernon Davies	4	Martin Young	5
Franklin Sytner	4	Peter Cook	4
Richard Cresswell	3	Martin White	3
Terry Cockerell	3	David Rudkin	3

JAYBRAND RACEWEAR FORMULE LIBRE CHAMPIONSHIP

Jaybrand Racewear, the well known racewear manufacturers and motor accessory distributors enter motor racing sponsorship for the first time by sponsoring the six round Silverstone Formule Libre Championship in 1973.

This Championship is run exclusively at Silverstone.

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

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

Dates of the rounds are: 18 March, 23 April, 28 May, 1 July, 27 August and 6 October.

Current points position :

Bobbie Bell	27	Philip Guerola	5
John Campbell	6	Barry Hopwood	4
Alex Seldon	6	Jim Charnock	4
John Jordan	6	Chris Choat	3
Allen Karlberg	6	Paul Butler	3

CASTROL PRODUCTION SALOON CAR CHAMPIONSHIP

Burmah Castrol Ltd., under the banner of Castrol, are sponsoring a Championship for Production Saloon Cars in this country for the second year at Brands Hatch, Cadwell Park, Mallory Park, Oulton Park, Rufforth, Silverstone and Snetterton.

Classes: (a) Over £1500; (b) £1050 - £1500; (c) £800 - £1050; (d) Up to £800. Points scoring: 21 races — best 15 scores to count. Points are scored in each class in each race as follows: 1st 4; 2nd 3; 3rd 2; 4th 1.

Double points will be awarded for the final round but not double prize money.

Prize money per race: In each class—1st £15; 2nd £10; 3rd £5.

Final Championship Awards: Overall winner £100. Other class winners £50. 2nd in each class £35. 3rd in each class £25.

Current points position :

Over £1500		£800 - £1050	
Tony Lanfranchi	33	Ivan Dutton	43
Richard Lloyd	19	Denis Bissell	14
Gordon Spice	14	Simon Kirkby	11
Roger Bell	12	Mac Ros	11
John Brindley	12		
£1050 - £1500		Up to £800	
Bernard Unett	28	Eric Horsfield	36
Barrie Williams	25	Tony Lanfranchi	28
Tim Stock	22	John Worton	24
Denis Thorne	8	Tony Stubbs	7

MOTORCRAFT MEXICO CHALLENGE

This is the third year in which there has been a Mexico Challenge, but it is the first year of sponsorship by Motorcraft, a part of the Ford Motor Company.

The Challenge is limited to Ford Escort Mexicos and the drivers have permanent racing numbers for the year, the low numbers being issued according to the finishing order in last year's Challenge.

Points are scored in each of the 12 rounds on a 9-6-4-3-2-1 basis and all rounds count towards the final position.

The awards in each race are 1st £36. 2nd £24. 3rd £16. 4th £12. 5th £8. 6th £4.

The final awards have yet to be announced.

Current points positions are :

Allan Wilkinson	27	Tony Dron	3
Rod Mansfield	20	Peter Hilliard	3
David da Costa	18	Stuart McCrudden	2
Barrie Williams	14	John Waterman	2
Mike Freeman	5	Mike Crabtree	1
Nick Weir	4	Eric Chappell	1

VANDERVELL AWARD FOR NOVICE DRIVERS

Following the success of the first Vandervell Award for Novice Drivers in 1972 Vandervell Products Ltd. are again sponsoring this award for 1973. Eligibility to compete will be as before: All competitors at Silverstone who, on or after 1 January, 1973 are holders of an RAC Restricted Racing Licence upon which they have not obtained six upgrading signatures, and have not held a racing licence issued by any National body for more than 12 months.

A slight alteration in the points scoring has been made for 1973. In a race divided into classes or a single class race with less than 10 starters points will be scored on a 8-6-4-2 basis in each class. In a single class race of more than 10 starters points will be scored on a 12-9-6-3-2-1 basis.

Points are scored for a competitor's position relative to all competitors and not just novice competitors. Should a competitor be upgraded during the year he will still be eligible to score points in his races at Silverstone. In calculating the final positions a competitor's best 10 scores will count.

In order to take part in the Vandervell Award, competitors must register with the BRDC 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, 2nd £100, 3rd £75, 4th £50 and 5th £25.

All race meetings at Silverstone between 3 March and 6 October are qualifying meetings for the Vandervell Award.

KMS SILVERSTONE DRIVER OF THE YEAR

Kettering Tyres, the largest Midlands tyre and accessories distributors, are entering motor racing sponsorship for the first time in 1973 when they sponsor the **KMS Silverstone Driver of the Year and Driver of the Day Awards**.

The Driver of the Year Award will be open to any driver competing at International or Championship meetings at Silverstone in 1973.

Points will be awarded for each race (but not heats) at these meetings on overall positions as follows: 1st 20 pts; 2nd 15 pts; 3rd 12 pts; 4th 10 pts; 5th 8 pts; 6th 6 pts; 7th 4 pts; 8th 3 pts; 9th 2 pts; 10th 1pt.

In each race 1 point will also be awarded for the fastest lap in each class with a further point if this fastest lap breaks the existing class lap record.

In the case of two part races points will only be awarded on aggregate placings and aggregate fastest laps.

If it is a long distance race with two drivers sharing the car full points will be awarded to both drivers provided that they have each driven for at least one third of the distance.

Should there be a dead heat for any positions in a race both drivers will be awarded full points for the position.

In the event of a tie, the competitor with the greatest number of wins will be declared the winner. If this fails to achieve the split, other placings will be compared.

A competitor's eight best scores will count.

Awards: 1st £750 and Trophy; 2nd £375; 3rd £200; 4th £100; 5th £50.

A bonus of 3 points will be awarded to the KMS Driver of the Day.

Current points position:

Mick Hill	86	Bobbie Bell	63
Brian Hough	85	Roger Bell	62
Neil Corner	72	Bernard Unett	57
John Evans	71	John Brindley	56
Tony Lanfranchi	70	Chris Woodcock	56
Willie Green	63	John Jordan	52

KMS SILVERSTONE DRIVER OF THE DAY

A Driver of the Day Award will be presented at each of the International and Championship meetings at Silverstone in 1973.

A panel of judges consisting of one member of the Press, a representative of Silverstone Circuits Limited and a representative of the sponsors will select the driver, who in their opinion, has put up the 'performance of the day'.

The award for Driver of the Day will be £50 at Grand Prix Circuit International Meetings and £25 at Championship Meetings.

Dates of qualifying meetings for the KMS awards are: Sunday, 18 March; Sunday, 1 April; Saturday/Sunday, 7/8 April; Monday, 23 April; Saturday, 28 April; Sunday, 13 May; Sunday, 20 May; Monday, 28 May; Sunday, 10 June; Sunday 1 July; Saturday, 7 July; Saturday, 14 July; Saturday, 21 July; Sunday, 29 July; Sunday, 5 August; Monday, 27 August; Sunday, 9 September; Sunday, 23 September; Saturday, 6 October.

Winners:	March 18	Alan Jones	April 28	David Llewellyn
	April 1	Roger Bell	May 13	Jeremy Lord
	April 8	Dick Parsons	May 20	Donald MacLeod
	April 23	Willie Green	May 28	John Murphy

June 10 Tony Brise

Race 1 **CASTROL PRODUCTION SALOON CAR RACE 'A'** 10 laps
Start 14.45 hrs. 16.08 miles 25.88 kms.

(a round of the 1973 Castrol Production Saloon Car Championship)

No.	Entrant and Driver	Car	c.c.	Colour
Class A — £1050 - £1500				
6.	1 ShellSPORT (Driver: Nigel Stovin-Bradford)	Hillman Hunter GLS	1725	Violet
1.	2 Chrysler Dealer Team (Driver: Bernard Unett)	Hillman Hunter GLS	1725	Blue/White 12-50.8
3.	4 Marshall Wingfield Ltd. (Driver: Derrick Brunt)	Vauxhall Firenza	2279	Silver 13-2.0
5.	5 GN Limited (Driver: Barrie Williams)	Vauxhall Firenza	2300	White/Red
2.	6 E. S. Stock Motors Ltd. (Driver: Tim Stock)	Vauxhall Firenza	2279	Silver 12-56.4
RET.	7 United Service Garages (Portsmouth) (Driver: Denis Thorne)	Vauxhall Firenza	2279	Blue/White
7.	8 Richard Scantlebury	Opel Ascona	1897	Red
	16 Allen of Romford (Driver: Allan Wilkinson)	Ford Mexico	1601	Yellow
8.	24 Romford Carport Ltd. (Driver: Mike Smith)	Ford Mexico	1601	Purple/Orange
	33 Derek Wileman	Ford Mexico	1601	Green/Black
9.	37 Bob Dalgetty	Ford Mexico	1601	Yellow
	41 Thomas Hunt	Ford Mexico	1601	Blue
	43 Ian Deavin	Ford Mexico	1601	White
4.	44 Neil McGrath	Ford Mexico	1601	White/Green 13-3.8
	45 Robert Pace	Ford Mexico	1601	White
	46 Tricentrol Racing (Driver: Gordon Bruce)	Ford Mexico	1601	Blue

Class B — Up to £800

11.	512. Leicester Post House (Driver: Eric Horsfield)	Moskvich 412	1478	Red/White
10.	521. Kensington Close Hotel (Driver: Tony Lanfranchi)	Moskvich 412	1478	White/Black
RET.	53 Opposite Lock Club Racing (Driver: Tony Stubbs)	Moskvich 412	1478	White/Orange
	55 Patrick Group Motors/ Westover Motors (Driver: John Worton)	British Leyland Mini Mk.3	998	Blue
	56 ³ . Simon Watson	British Leyland Mini Mk.3	998	White
	59 Apollo Race & Rally Wear (Driver: Alan Eisner)	Honda N600	597	Red/White
	60			

OVERALL :

RESULTS

1st 2. B. UNETT. Time 12-50.8 Speed 75.10 m.p.h.

2nd 6. T. STOCK. 3rd 4. D. BRUNT. 4th 44. N. McGRATH.

CLASS A — £1050 - £1500

1st 2. B. UNETT. Time 12-50.8 Speed 75.10 m.p.h.

2nd 6. T. STOCK 3rd 4. D. BRUNT. 4th 44. N. McGRATH.

CLASS B — Up to £800

1st 52. T. LANFRANCHI. Time 13-41.8 (9 LAPS) Speed 63.40 m.p.h.

2nd 51. E. HORSFIELD. 3rd 56. S. WATSON. 4th

FASTEST LAPS.

CLASS A. 2. B. UNETT. 1-16.0 76.17 m.p.h.

CLASS B. 52. T. LANFRANCHI. 1-27.8 65.93 m.p.h.

← 12 6 26 25 36 22
 4 3 15 5 21
 19 3 2 -

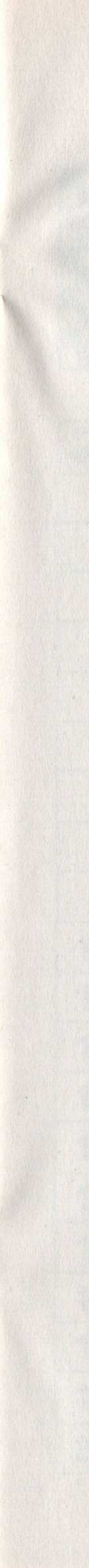
Race 2 TRICENTROL CAR GROUP CLUBMANS FORMULA 10 laps
Start 15.10 hrs. RACE 16.08 miles 25.88 kms.
 (a round of the 1973 Tricentrol Car Group Clubmans Formula Championship)

No.	Entrant and Driver	Car	c.c.	Colour
Class A — 1001 - 1600 c.c.				
	1 Brian Green	Gryphon C73 Holbay	1600	White
6.	2 Sid Marler	Gryphon C73 Holbay	1600	White
RET.	3 Caldwell Smythe	Gryphon C73 Ford	1600	Silver/Purple
3.	4 Stuart Glass	Gryphon C73 Holbay	1598	10-1-0
	5 Herb Moger	Gryphon C73 Holbay	1600	
5.	6 Gryphon Racing (Driver: Andy Diamond)	Gryphon C73 Swindon	1600	Red
	7 C. R. Gillies (1st Res.)	Gryphon C72 Holbay	1600	Blue
	8 Ian Phillips (Driver: John Heitman)	Gryphon C72 Holbay	1600	Blue/White
	9 Neil Padden (3rd Res.)	Mallock U2 Mk.11B Ford	1600	Orange/Green
	10 Neil Rodgers	Mallock U2 Mk.11B Holbay	1600	Blue
2.	12 Franklin Sytner	Mallock U2 Mk.11B Holbay	1600	9-57.4
	14 Team Castrol (Driver: Mike Dixon)	Mallock U2 Mk.11B Broadspeed	1600	Blue
	15 Michael Cole	Mallock Mk.11B Holbay	1600	
	16 David White	Mallock U2 Mk.11B Holbay	1600	White/Orange
	17 David Orbell	Mallock U2 Mk.11B Orbell	1600	Red/White
7.	18 Alan White	Mallock U2 Mk.11B Holbay	1600	Orange/Yellow
1.	19 Stuff Enterprises (Driver: Vernon Davies)	Stuff U2 Holbay	1600	9-56.6
	20 Graham Dale-Jones	Mallock U2 Mk.11B Ford	1600	Green
	21 John Taylor	Mallock U2 Mk.11 Ford	1600	Blue
	22 L. Lassman (Driver: Terry Cockerell)	Mallock U2 Mk.11 Holbay	1600	Blue/White
	23 Team Castrol (Driver: Lynn Lacey)	Mallock U2 Mk.11 Ford	1600	White/Green
	24 David Huddleston	Mallock U2 Mk.8B Ford	1600	Red/Silver
	25 Richard Groombridge	Hustler CF3A Holbay	1600	Orange
4.	26 Team Castrol (Driver: Richard Cresswell)	Phantom Holbay	1598	White 10-8.2
	27 Peter Evans	Access 7X Holbay	1600	Orange/Green
Class B — Up to 1000 c.c.				
	28 3. Martin Young	Mallock U2 Mk.11B Lucas	1000	Orange/Green
	29 Delta Motor Co. (Windsor) Ltd. (Driver: Tony Harris) (4th Res.)	Mallock U2 Mk.11B Holbay	997	Green/Yellow
	30 Colin Brook	Mallock U2 Mk.11B Holbay	1000	White
RET.	31 Creighton Brown	Mallock U2 Mk.11B Holbay	998	
	32 David Rudkin	Mallock U2 Mk.11B Holbay	1000	Blue
	33 2. Delta Motor Co. (Windsor) Ltd. (Driver: Martin White)	Mallock U2 Mk.11 Holbay	997	
	34 4 D. Naidu	Mallock U2 Mk.11 Holbay	1000	Blue
	35 Brian Mitcham (2nd Res.)	Mallock U2 Mk.8/11X Holbay	997	White/Aluminium
	36 1. Peter Cooke	Mallock U2 Mk.8B/11 Holbay	997	

OVERALL : RESULTS

1st	19. V. DAVIES	Time	9-56.6	Speed	97.00	m.p.h.
2nd	12. F. SYTNER	3rd	4. S. GLASS	4th	26. R. CRESSWELL	
CLASS A — 1001 - 1600 c.c.						
1st	19. V. DAVIES	Time	9-56.6	Speed	97.00	m.p.h.
2nd	12. F. SYTNER	3rd	4. S. GLASS	4th	26. R. CRESSWELL	
Fastest Lap: Car No. 12 Time 58.0 Speed 99.81 m.p.h.						
CLASS B — Up to 1000 c.c.						
1st	36. P. COOKE	Time	10-44.2	Speed	89.86	m.p.h.
2nd	33. M. WHITE	3rd	28. M. YOUNG	4th	34. D. NAIDU	
Fastest Lap: Car No. 36 Time 1-3.0 Speed 91.89 m.p.h.						

16 P. COOKE NEW CLASS LAP RECORD.



Race 3 **LOMBARD NORTH CENTRAL FORMULA 3 RACE** 20 laps

Start 15.35 hrs. 32.16 miles 51.76 kms.

(a round of the 1973 Lombard North Central Formula 3 Championship)

No.	Entrant and Driver	Car	c.c.	Colour	
7.	1 Matt Spitzley	March ^{713M.} 733 Longman	1600	Blue	20-1.4
6.	2 Jose Espirito Santo	March 733 Mohr-Ford	1600	Yellow	20-1.0
	3 Buzz Buzaglo	March 733 Novamotor	1600	Blue	
	5 Mitford Group/Team Elden (Driver: Mike Catlow)	Mitford Elden Mk.12	1600		
RET.	6 Mitford Group/Team Elden (Driver: Andy Sutcliffe)	Mitford Elden Mk.12	1600		
	8 A.D.M. Business Systems Ltd. (Driver: Jimmy Fuller)	Brabham BT38 Holbay	1600	White	
	9 Andy McGregor	Brabham	1600		
	11 Jeremy Gambis	G.R.D. 373 Vegantune	1600	Red/White/Blue	
3.	12 AB3 Racing Developments (Driver: Tony Rouff)	G.R.D.373 Vegantune	1600	White	19-59.4
	14 John MacDonald	G.R.D.373 Novamotor	1600	Red/Yellow	
	15 S. Norman Moffett	G.R.D. Holbay	1600	Blue/White	
1.	17 Myson Racing with G.R.D. (Driver: Richard Robarts)	G.R.D.373 Novamotor	1600	Blue	19-58.2
	19 Tom Hilliar	Ensign LNF3/73 Vegantune	1600	White	
	20 Promoto (Racing Services) (Driver: John Littler)	Ensign Vegantune	1600	Blue	
	21 Frank Scurria	Ensign LNF3 Vegantune	1598	Green	
	22 Spencer Elton	Ensign LNF3 Vegantune	1600	Green/White	
9.	24 Dr. Joseph Ehrlich (Driver: Danny Sullivan) ^{DEREK LAWRENCE}	Ehrlich ES2 Ehrlich-Ford	1600	White/Blue	
5.	26 John Sheldon	Royale RP11A Vegantune	1600	Black/Yellow	20-1.0
	27 Valentino Musetti	Royale RP11 Vegantune	1600	Red/Yellow/Black	
11.	30 Bernard Vermillio	Merlyn Mk.21 Novamotor	1600	Red/Black	
	32 Tullett & Riley & Co. Ltd. (Driver: Allan Davies)	Alpine A364 Renault TS	1600	Maroon/Gold	
4.	33 D.A.R.T. Racing with GRD (Driver: Pedro Passadore)	GRD 372 ³⁷³ Vegantune	1600	Blue/White	19-59.4
	34 Modus/Team Ensign with Shellsport (Driver: Mo Harness)	Ensign LNF3/73 Holbay	1600	Orange/White	
8.	35 Angeleri March Racing Brazil (Driver: "Teleco")	March 733 Novamotor	1600	Yellow	
	36 The Chequered Flag (Driver: To be nominated)	March 733 Holbay	1600	White	
2.	36. LEONEL FRIEDRICH	MARCH 733 HOLBAY	1600	WHITE	19-58.8
10.	37 DAMIEN MAGER.	BRABHAM BT 41.	1600		

RESULTS

1st 17. R. ROBERTS. Time 19-58.2 Speed 96.62 m.p.h.

2nd 36. L. FRIEDRICH. 3rd 12. T. ROUFF 4th 33. P. PASSADORE.

5th 26. J. SHELDON. 6th 2. J. E. SANTO.

Fastest Lap: Car No. 36 Time 58.6 Speed 98.78 m.p.h.

L. FRIEDRICH.

Race 4 **MOTORCRAFT MEXICO RACE** 10 laps
 Start 16.10 hrs. 16.08 miles 25.88 kms.

(a qualifying round of the 1973 Motorcraft Mexico Challenge)

No.	Entrant and Driver	Car	c.c.	Colour
5.	3 Kidderminster Motors/Team Castrol (Driver: Barrie Williams)	Ford Mexico	1601	White/Green/Yellow 13-9.0
3.	4 Tricentrol Racing (Driver: Rod Mansfield)	Ford Mexico	1601	Blue 13-4.0
	6 Allam Generators Racing with Reed Rallyesport Ford Torquay (Driver: Stuart McCrudden)	Ford Mexico	1600	Black/Yellow/Red
	7 Reynolds Motors Racing with Curtis Systems	Ford Mexico	1601	Mauve
	9 Shellsport (Driver: Gillian Fortescue-Thomas)	Ford Mexico	1600	Yellow
	10 Julian Seddon/P&M Racing Preparations (Driver: Mike Freeman)	Ford Mexico	1598	Red
4.	11 Strakers of Wimbledon (Driver: Tony Dron)	Ford Mexico	1600	Yellow 13-7.4
	15 Nicholas Weir	Ford Mexico	1600	Red/Yellow
1.	16 Allen of Romford (Driver: Allan Wilkinson)	Ford Mexico	1601	Yellow 13-3.0
6.	17 John Waterman	Ford Mexico	1601	Red 13-9.2
	18 Tricentrol Racing (Driver: Simon Taylor)	Ford Mexico	1601	Blue
	21 Gordon Rigby	Ford Mexico	1601	Silver/Blue
	22 Derek Smith	Ford Mexico	1601	Red
2.	23 David Da Costa	Ford Mexico	1601	Blue/Yellow 13-3.6
	24 Romford Carport Ltd. (Driver: Mike Smith)	Ford Mexico	1601	Purple/Orange
	27 Jemwood Cars (Driver: Jeff Heselwood)	Ford Mexico	1601	Maroon
RET.	29 John Willment (Mitcham) Ltd. (Driver: Mike Crabtree)	Ford Mexico	1601	White/Blue
	30 Zoflora Disinfectant & Air Freshener (Driver: Peter Ripley)	Ford Mexico	1600	Yellow/Green
	32 A. L. R. Sinclair	Ford Mexico	1600	Red
	33 Derek Wileman	Ford Mexico	1600	Green/Black
6.	34 Eric Chappell	Ford Mexico	1600	Silver 13-9.2
	35 Brian Tubby	Ford Mexico	1601	Yellow/Red
	36 Dennis Bradley	Ford Mexico	1601	White
	41 Thomas Hunt	Ford Mexico	1601	Blue
	42 Peter McEvoy	Ford Mexico	1598	Yellow

16	4	23	3	24
← 18	11	29	41	22
17		15		21

RESULTS

1st 16. A. WILKINSON. Time 13-3.0 Speed 73.93 m.p.h.
 2nd 23. D. DA COSTA. 3rd 4. R. MANSFIELD. 4th 11. T. DRON.
 5th 3. B. WILLIAMS. 6th 34. E. CHAPPELL.
 17. J. WATERMAN.
 Fastest Lap: Car No. 23 Time 1-16.4 Speed 75.77 m.p.h.
D. DA COSTA. ESTABLISHES CLASS LAP RECORD.

Race 5 **TRICENTROL TROPHY RACE FOR SPECIAL SALOON CARS** 10 laps
 Start 16.35 hrs. 16.08 miles 25.88 kms.

No.	Entrant and Driver	Car	c.c.	Colour
3.	1 Howes Motors (Driver: David Howes)	American Motors Javelin	7500 6400	Red/White/Blue 10-25.0
	2 John Elton	Ford Falcon Sprint	5700	Blue
5.	3 Car Accessory Shop (Driver: Tony Strawson)	Ford Falcon Sprint	4700	Blue
	4 Russell F. Bird	Ford Galaxie	7000	Red/White
	5 Bill Cox	Ford Capri	6200	Purple
1.	6 Tricentrol Racing (Driver: Mick Hill)	Boss Capri V8	4700 6000	Blue 10-14.2
2.	7 Tony Hazlewood	DAF 55	4300	Red/White 10-19.0
	8 Anglo-Swiss Motor Center (Driver: Gillian Orchard)	H.R.S. Capri	1973	Red
	9 Tricentrol Racing (Driver to be nominated)	Boss Capri	4700	Blue
4.	11 F. English of Bournemouth (Driver: Brian Cutting)	Ford Escort	2998	Blue 10-28.2
	12 Geoffrey Nicklen (Driver: Bailie Russell)	Ford Escort	1800	Blue
	14 Peter Barton	Ford Escort	1600	Orange/White
	15 Anthony Ward	Ford Escort	1650	Orange/White
	16 Dennis Nott	Ford Chevy Escort	5000	Blue/White
RET.	17 Bob Torrie	Ford Escort	1700	Gold/Brown
	18 Peter Bennett	Ford Anglia	1600	Blue/Red/White
	19 Barry Barnes	Ford Anglia	1500	Yellow
	20 Pete Shelton	Ford Cortina	4992	White/Silver
	21 Tony Faherty (2nd Res.)	Jaguar	3800	White/Pink
	Class B — 1001 - 1300 c.c.			
	22 Richard Pearson Ltd. (Driver: Tony Dickinson)	Ford Escort	1298	Orange/White
	23 John Neale	Ford Escort	1300	Blue/Gold
	24 i. Cosmo Entertainments Club Carlisle (Driver: Sedric Bell)	BLMC Mini	1300	Red
	25 Automania Accessories (Driver: Derek Lawford)	B.M.C. Mini	1240	White/Red
	26 3. Nigel Clarke	B.M.C. Mini	1293	Red/White
	27 Pauline Richardson	Mini Cooper	1275	Blue
	28 Brian Jones	Morris Clubman	1293	Black
	29 2. David Boon	Austin Cooper 'S'	1293	Red/White
	30 D. R. Watkins	Austin Cooper 'S'	1293	Black/Gold
	31 J. J. Payne	Austin Cooper 'S'	1293	Brown/Yellow
	32 Surrey Aerial Services Ltd. (Driver: John Riley)	B.M.C. Mini	1275	White
	33 SAMA Race & Rally (Driver: Brian Godfrey)	Charonsama Mini	1298	
	34 Simon Ridge (1st Res.)	Mini Cooper	1275	Red/White
	35 + Eric Cook (3rd Reserve)	Mini Cooper S	1293	Yellow/Orange

OVERALL : RESULTS
 1st 6. M. HILL. Time 10-14.2 Speed 94.25 m.p.h.
 2nd 7. T. HAZLEWOOD. 3rd 1. D. HOWES. 4th 11. B. CUTTING.
CLASS A — Over 1300 c.c.
 1st 6. M. HILL. Time 10-14.2 Speed 94.25 m.p.h.
 2nd 7. T. HAZLEWOOD. 3rd 1. D. HOWES. 4th 11. B. CUTTING.
 Fastest Lap: Car No. 6. Hill. Time 59.6 Speed 97.13 m.p.h. X
CLASS B — 1001 to 1300 c.c.
 1st 24. S. BELL. Time 10-18.4 (9 LAPS) Speed 84.25 m.p.h.
 2nd 29. D. BOON. 3rd 26. N. CLARKE. 4th 35. E. COOK.
 Fastest Lap: Car No. 24. Bell. Time 1-7.2 Speed 86.14 m.p.h.
 X NEW CLASS LAP RECORD.

Race 6 CASTROL PRODUCTION SALOON CAR RACE 'B' 10 laps
Start 17.05 hrs. 16.08 miles 25.88 kms.

(a round of the 1973 Castrol Production Saloon Car Championship)

No.	Entrant/Driver	Car	c.c.	Colour
3.	2 Les Leston (Driver: Bob Ridgard)	Chevrolet Camaro Z28	5736	Yellow/Black 12-20-6
RET.	3 Terry Halls	Chevrolet Camaro Z28	5736	Green
	4 Peter Barguss	Chevrolet Z28	5736	Blue
1.	6 ShellSPORT/Luxembourg (Driver: Tony Lanfranchi/T.B.N.)	B.M.W. 3.0 SI	2985	Yellow/Red 12-14-6
	7 Rothmans Racing (Driver: Roger Bell)	B.M.W. 3.0 SI	2985	White/Blue
	8 Cronk Garages (Chipstead) Ltd. (Driver: Wendy Markey)	B.M.W. 2002 Tii	2000	White/Blue
	10 Tricentrol Racing (Driver: Mick Hill)	Ford Capri	3000	Blue
	11 Hampshire Automobile Racing Team (Driver: Tony Shaw/Brian Cutting)	Ford Capri	2994	White/Blue
	14 John Brindley	Ford Capri	2996	Blue
	15 John Willment (Mitcham) Ltd. (Driver: Mike Crabtree)	Ford Capri	2992	White/Red
2.	16 Wisharts Garage (Driver: Gordon Spice)	Ford Capri	2996	Yellow/Black 12-19-4
	17 Duckhams Oils (Driver: Ian Richardson/Barrie Boulton)	Ford Capri	2996	Blue
4.	19 Esso Uniflo/Roger Clark (Cars) Ltd. (Driver: Stan Clark)	Alfa Romeo 2000 GTV	1962	White 12-32-2
RET.	20 Esso Uniflo/Roger Clark (Cars) Ltd. (Driver: John Handley)	Alfa Romeo 2000 GTV	1962	White
RET.	22 Duckhams Oils (Driver: Andy Slaughter)	Mazda RX3	1980	White/Yellow
	23 David Cox	Mazda RX2	2293	Orange
Class B - £800 - £1050				
	27 Petercars Ltd. (Peterborough) (Driver: Jonathan Cook)	Fiat 128	1116	Blue
	28 3 Ivan Dutton	Ford Escort Sport	1300	Red
	29 Restall Seats (Driver: Richard Mortimer)	Ford Escort Sport	1300	Yellow
	30 E. J. Clewley & Co. Ltd. (Driver: Sheila Islip-Underwood)	Ford Escort Sport	1300	Yellow/Blue
	31 1 Berlitz School of Languages (Driver: Mike Bundy/T.B.N.)	Ford Escort Sport	1297	White/Red/Blue
	33 2 Capital Motors (Driver: Denis Bissell)	Vauxhall Viva 1800	1759	Blue
	35 Mike Freeman	Ford Escort Sport	1300	Red
	37 Barnes Hire (Van Rental) (Driver: Mac Ross)	BLMC Clubman	1275	Blue
	38 Halesford Motors (Telford) Ltd. (Driver: Jenny Birrell)	Simca Rallye 1	1294	White/Blue
	40 Pinbrough Motors (Colton) Ltd. (Driver: Ardash Melemendjian)	Skoda S110 LS	1107	Red
	42 William Shaw (Driver to be nominated)	Morris Marina	1798	Green
	43 + Mike Bundy	Morris Marina	1798	White

OVERALL: RESULTS

1st	6. T. LANFRANCHI	Time	12-14.6	Speed	78.80	m.p.h.
2nd	16. G. SPICE	3rd	2. B. RIDGARD	4th	19. S. CLARK	

CLASS B - £800 - £1050

1st	31 J. LYON	Time	12-25.4 (9 LAPS)	Speed	69.89	m.p.h.
2nd	33 D. BISSELL	3rd	28 I. DUTTON	4th	43 M. BUNDY	
Fastest Lap: Car No. 31 + 28		Time	1-21.4	Speed	71.12	m.p.h.

CLASS A - Over £1500

1st	6. T. LANFRANCHI	Time	12-14.6	Speed	78.80	m.p.h.
2nd	16. G. SPICE	3rd	2. B. RIDGARD	4th	19. S. CLARK	
Fastest Lap: Car No. 2 + 3		Time	1-11.8	Speed	80.62	m.p.h.

* LYON + DUTTON - NEW CLASS LAP RECORD.

← 12 1 18 30 11 6 26 24 17 16
23 34 5 29 2 10 21 20 18 21
33 4 14 7 19 21

Race 7 JAYBRAND RACEWEAR FORMULE LIBRE RACE 10 laps
Start 17.30 hrs. 16.08 miles 25.88 kms.

(a round of the 1973 Jaybrand Racewear Formule Libre Championship)

No.	Entrant/Driver	Car	c.c.	Colour
3.	1 Bell & Colvill Ltd. (Driver: Bobbie Bell)	B.R.M.P83	5700	Green 9-52-8
	2 Stephen Holland	Kitchener K3A	4700	White
	3 Mike Endean	Lynear F2	1799	Tangerine
6.	4 Trane Air Conditioning London (Driver: Alex Seldon)	Brabham BT30/36	1594	Orange/Black 10-32-6
5.	5 Chris Choat	Brabham 23C	1600	Green 10-17-6
	6 John Skellern	Brabham BT30	1600	Maroon
	7 Chris Skellern	Lotus 61M	1600	Maroon
	8 Robin Smythe	G.R.D. 273	1600	White/Orange
	9 Philip Guerola	Brabham BT30	1850	White
	10 Steve Malins	Brabham BT21A	1600	Blue/Yellow
	11 Lorina Boughton	G.R.D. 373	1600	Red/White/Blue
1.	12 Oliver Harris (Driver: Entrant/David Cole)	Brabham BT38 F2	1850	White 9-37-6
	14 Graham Perry	Merlyn Mk.20A	1600	White
	15 Norman Moffett	G.R.D.F.3	1598	Blue/White
	16 Jim Russell Racing Drivers School (Driver: Dominick Barilla)	Merlyn Mk.20A	1600	Green/Yellow
	17 Jim Russell Racing Drivers School (Driver: Matthew Schultz)	Merlyn Mk.20A	1600	Blue/White
	18 Jim Russell Racing Drivers School (Driver: Peter Dearing)	Merlyn Mk.20A	1600	Light Blue
	19 Jim Russell Racing Drivers School (Driver: Jeffrey Bowie)	Merlyn Mk.20A	1600	Orange/Black
	20 Jim Russell Racing Drivers School (Driver: Arthur Tatge)	Merlyn Mk.20A	1600	Green/Yellow
	21 Jim Russell Racing Drivers School (Driver: William Humphrey)	Merlyn Mk.20A	1600	Yellow/Green
	22 Nick Overall	Brabham BT21C	1598	Red
RET.	23 Bryan Small	Lotus 69	1600	Yellow
	24 Jim Russell Racing Drivers School (Driver: Gregory Crisp)	Lotus 51C	1600	Blue
	25 Colin Hopper	Lotus 61F	1600	Blue
	26 Smallman Oils (Driver: Paul Driver)	F. F. Bee Gee	1600	Orange/White
	29 Dave Bettinson	Mickey Mouse Special	1600	
	30 Nigel Howard-Jones	Whippet Mk.1	1600	Blue/White
	31 Chris Davis	Alexis 18B	1600	Red/White
	32 Fred Crook	Lotus 41	998	Green/Yellow
2.	33 John Jordan	McLaren M6B	6991	Blue 9-38-4
4.	34 Jim Charnock (1st Res.)	Brabham BT30	1600	Blue/Yellow 9-54-0
	35 Research Consultants (Driver: Terry Sanger) (2nd Res.)	Lola T300 Chevrolet	5000	Red/White

RESULTS

1st	12. D. COLE	Time	9-37.6	Speed	100.22	m.p.h.
2nd	33 J. JORDAN	3rd	1. B. BELL	4th	34. J. CHARNOCK	
Fastest Lap: Car No. 12 COLE		Time	56.4	Speed	102.64	m.p.h.

KMS DRIVER OF THE DAY

DAVID COLE

RACE 6.

←	3	20	2	11	33	28
	6	19	15	17	22	31
	16		40		8	

LAP RECORDS AS AT 1.7.73

Outright and Formule Libre:

David Prophet (McLaren M10B Chevrolet)
52.2 secs 110.90 m.p.h. 7.10.72

Formula 3:

Tony Brise (March 733 Holbay)
58.0 secs. 99.81 m.p.h. 10.6.73

Clubmans Formula:

1001-1600 c.c.:

Ray Mallock (Mallock U2 Mk. 11B)
57.8 secs. 100.15 m.p.h. 3.6.72

Up to 1000 c.c.:

Martin White (Mallock U2 Mk. 11)
1 min. 03.4 secs. 91.30 m.p.h. 18.3.73

Special Saloon Cars:

Over 1300 c.c.:

Mick Hill (Ford Boss Capri)
1 min. 00.6 secs. 95.52 m.p.h. 1.4.73

1001-1300 c.c.:

Bob Fox (Mini Clubman)
1 min. 06.2 secs. 87.44 m.p.h. 2.7.72

Production Saloon Cars:

Over £1500:

Roger Bell (BMW 3.0 SI)
1 min. 13.2 secs. 79.08 m.p.h. 18.3.73

£1050-£1500:

Bernard Unett (Hillman Hunter GLS)
1 min. 15.0 secs. 77.18 m.p.h. 23.4.73

£800-£1050:

Ivan Dutton (Ford Escort)
1 min. 22.2 secs. 70.42 m.p.h. 18.3.73

Up to £800:

Eric Horsfield (Moskvich 412)
1 min. 26.0 secs. 67.31 m.p.h. 18.3.73

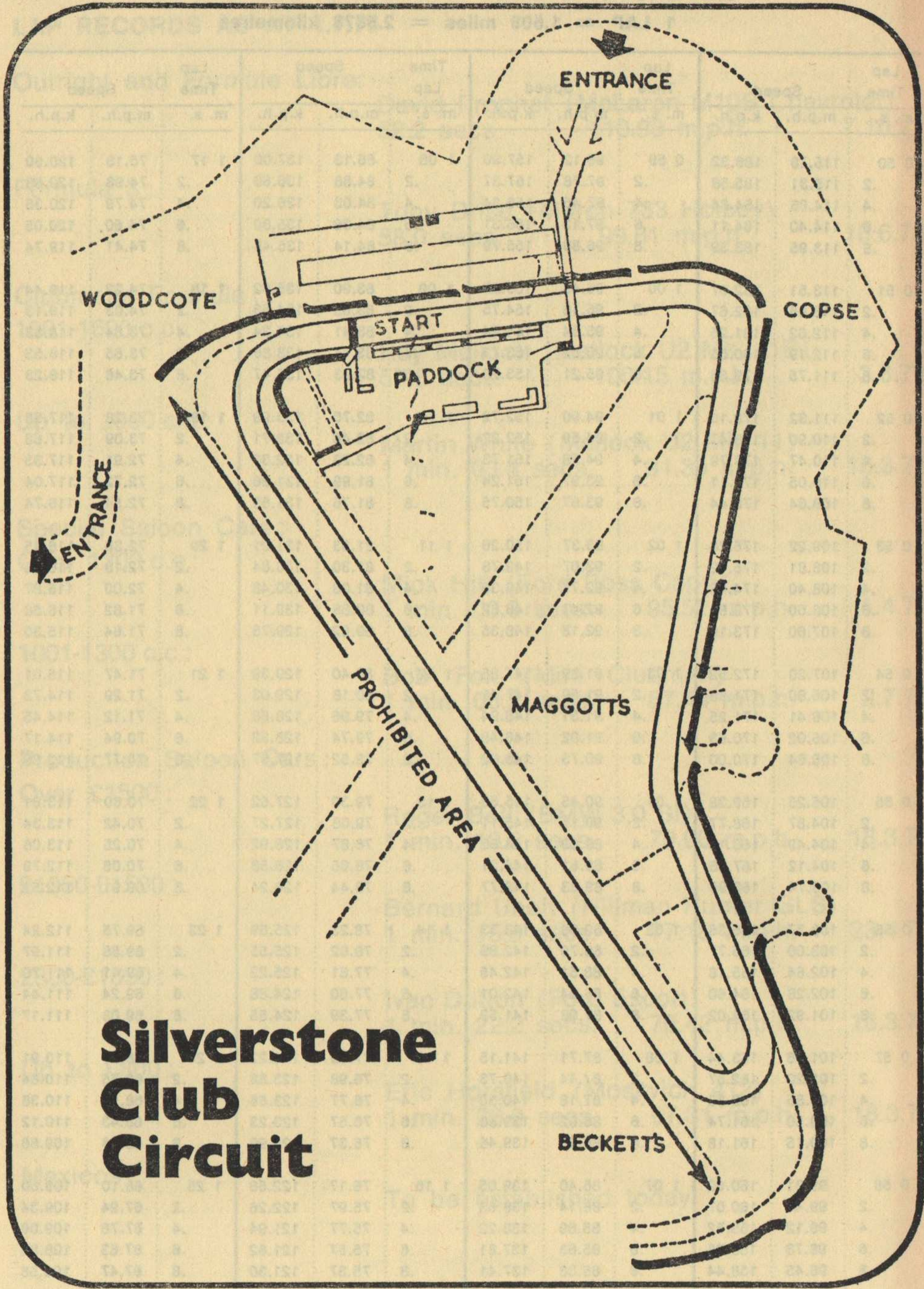
Mexicos:

To be established today

SILVERSTONE CLUB CIRCUIT SPEED TABLE

1 LAP = 1.608 miles = 2.5878 kilometres

Lap Time			Speed			Time Lap			Speed			Lap Time			Speed		
m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.	m. s.	m.p.h.	k.p.h.
0 50	115.78	186.32	0 59	98.12	157.90	1 08	85.13	137.00	1 17	75.18	120.99						
.2	115.31	185.58	.2	97.78	157.37	.2	84.88	136.60	.2	74.98	120.68						
.4	114.86	184.84	.4	97.45	156.84	.4	84.63	136.20	.4	74.79	120.36						
.6	114.40	184.11	.6	97.13	156.31	.6	84.39	135.80	.6	74.60	120.05						
.8	113.95	183.39	.8	96.80	155.79	.8	84.14	135.41	.8	74.41	119.74						
0 51	113.51	182.67	1 00	96.48	155.27	1 09	83.90	135.02	1 18	74.22	119.44						
.2	113.06	182.67	.2	96.16	154.75	.2	83.65	134.63	.2	74.03	119.13						
.4	112.62	181.25	.4	95.84	154.24	.4	83.41	134.24	.4	73.84	118.83						
.6	112.19	180.55	.6	95.52	153.73	.6	83.17	133.85	.6	73.65	118.53						
.8	111.75	179.85	.8	95.21	153.23	.8	82.93	133.47	.8	73.46	118.23						
0 52	111.32	179.16	1 01	94.90	152.72	1 10	82.70	133.09	1 19	73.28	117.93						
.2	110.90	178.47	.2	94.59	152.22	.2	82.46	132.71	.2	73.09	117.63						
.4	110.47	177.79	.4	94.28	151.73	.4	82.23	132.33	.4	72.91	117.33						
.6	110.05	177.11	.6	93.97	151.24	.6	81.99	131.96	.6	72.72	117.04						
.8	109.64	176.44	.8	93.67	150.75	.8	81.76	131.58	.8	72.54	116.74						
0 53	109.22	175.78	1 02	93.37	150.26	1 11	81.53	131.21	1 20	72.36	116.45						
.2	108.81	175.12	.2	93.07	149.78	.2	81.30	130.84	.2	72.18	116.16						
.4	108.40	174.46	.4	92.77	149.30	.4	81.08	130.48	.4	72.00	115.87						
.6	108.00	173.81	.6	92.47	148.82	.6	80.85	130.11	.6	71.82	115.58						
.8	107.60	173.16	.8	92.18	148.35	.8	80.62	129.75	.8	71.64	115.30						
0 54	107.20	172.52	1 03	91.89	147.88	1 12	80.40	129.39	1 21	71.47	115.01						
.2	106.80	171.88	.2	91.59	147.41	.2	80.18	129.03	.2	71.29	114.73						
.4	106.41	171.25	.4	91.31	146.94	.4	79.96	128.68	.4	71.12	114.45						
.6	106.02	170.63	.6	91.02	146.48	.6	79.74	128.32	.6	70.94	114.17						
.8	105.64	170.00	.8	90.73	146.02	.8	79.52	127.97	.8	70.77	113.89						
0 55	105.25	169.38	1 04	90.45	145.56	1 13	79.30	127.62	1 22	70.60	113.61						
.2	104.87	168.77	.2	90.17	145.11	.2	79.08	127.27	.2	70.42	113.34						
.4	104.49	168.16	.4	89.89	144.66	.4	78.87	126.92	.4	70.25	113.06						
.6	104.12	167.56	.6	89.61	144.21	.6	78.65	126.58	.6	70.08	112.79						
.8	103.74	166.96	.8	89.33	143.77	.8	78.44	126.24	.8	69.91	112.51						
0 56	103.37	166.36	1 05	89.06	143.33	1 14	78.23	125.89	1 23	69.75	112.24						
.2	103.00	165.77	.2	88.79	142.89	.2	78.02	125.55	.2	69.58	111.97						
.4	102.64	165.18	.4	88.51	142.45	.4	77.81	125.22	.4	69.41	111.70						
.6	102.28	164.60	.6	88.24	142.01	.6	77.60	124.88	.6	69.24	111.44						
.8	101.92	164.02	.8	87.98	141.58	.8	77.39	124.55	.8	69.08	111.17						
0 57	101.56	163.44	1 06	87.71	141.15	1 15	77.18	124.22	1 24	68.91	110.91						
.2	101.20	162.87	.2	87.44	140.73	.2	76.98	123.88	.2	68.75	110.64						
.4	100.85	162.30	.4	87.18	140.30	.4	76.77	123.56	.4	68.59	110.38						
.6	100.50	161.74	.6	86.92	139.88	.6	76.57	123.23	.6	68.43	110.12						
.8	100.15	161.18	.8	86.66	139.46	.8	76.37	122.90	.8	68.26	109.86						
0 58	99.81	160.62	1 07	86.40	139.05	1 16	76.17	122.58	1 25	68.10	109.60						
.2	99.46	160.07	.2	86.14	138.63	.2	75.97	122.26	.2	67.94	109.34						
.4	99.12	159.52	.4	85.89	138.22	.4	75.77	121.94	.4	67.78	109.09						
.6	98.78	158.98	.6	85.63	137.81	.6	75.57	121.62	.6	67.63	108.83						
.8	98.45	158.44	.8	85.38	137.41	.8	75.37	121.30	.8	67.47	108.58						

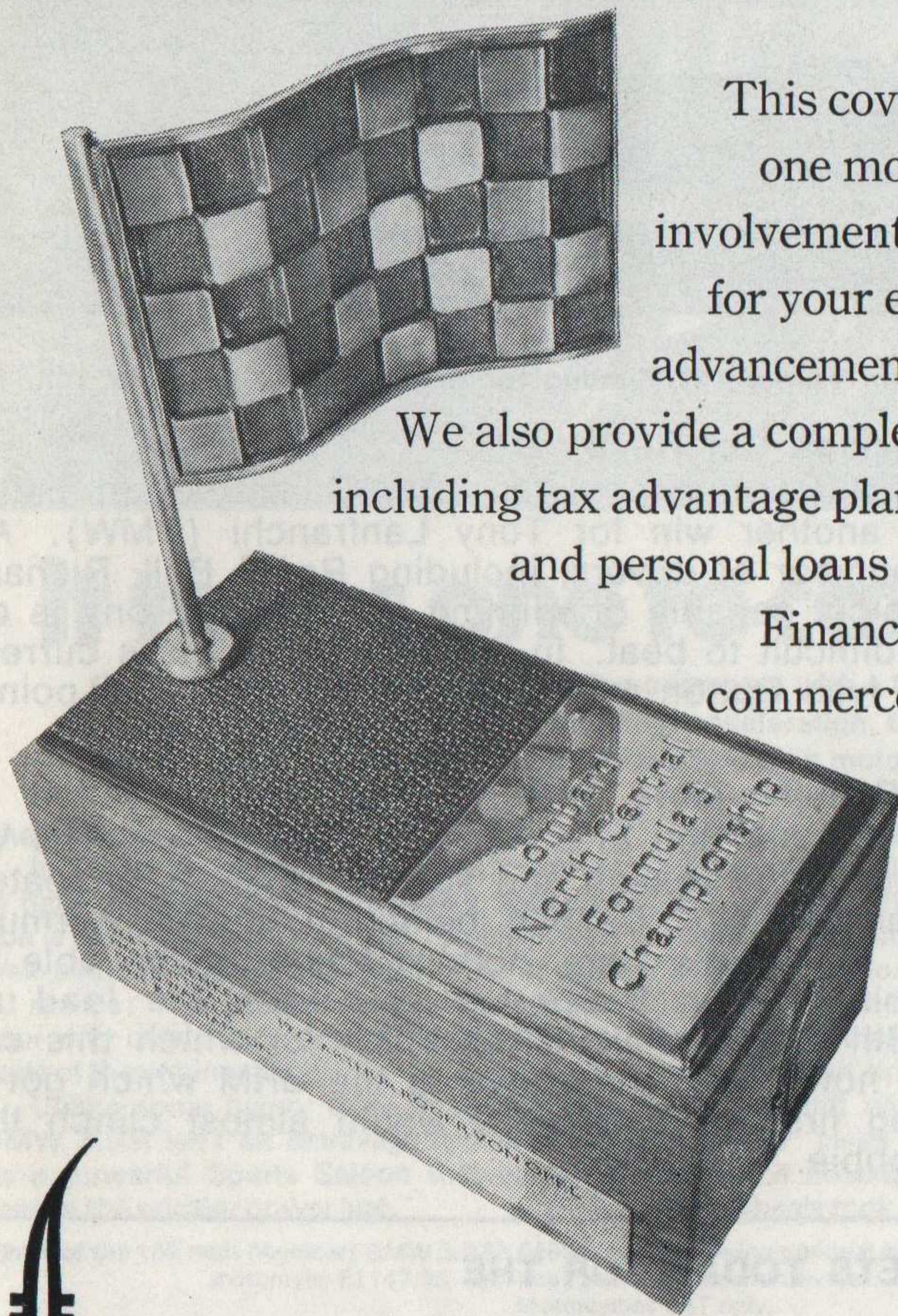


Silverstone Club Circuit





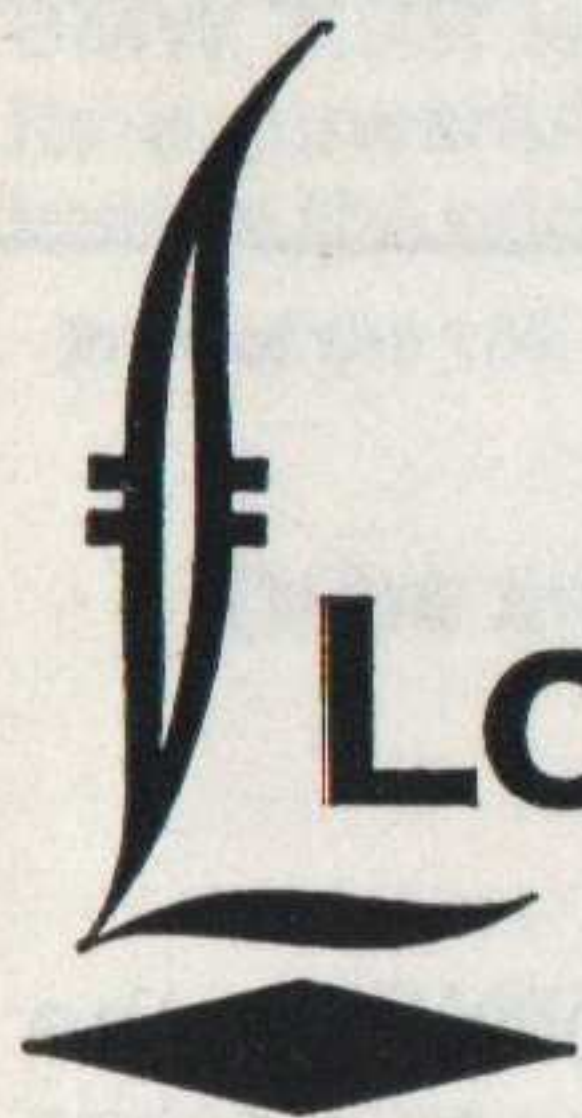
Lombard North Central Formula 3 Championship



This coveted trophy is just one more example of our involvement with motor sport for your enjoyment and the advancement of motor racing.

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Mick Hill (3) and John Turner (8) fighting for the lead here on June 10th
(Photo by HAROLD BARKER)

Castrol Production Saloon Car Race 'B'

One suspects that the outcome of the BMW-Camaro-Capri battle in this race will be another win for Tony Lanfranchi (BMW). Although there are a number of drivers, including Roger Bell, Richard Lloyd and Gordon Spice, capable of winning the race, if Tony is on form he will be very difficult to beat. In the £800-£1050 class current Championship leader Ivan Dutton must surely score maximum points once again.

Jaybrand Racewear Formule Libre Race

Can anybody beat Bobbie Bell in a Formula Libre race? His V8 BRM is having a tremendous season and so far Bobbie is unbeaten in the Jaybrand Championship. Despite being up against Formula 5000, Formula 2 and big Sports Cars, nothing seems to be able to prevent Bobbie winning. Even if another car takes the lead as happened on May 28th it was still the reliability, for which this car has not always been noted, and the speed of the BRM which got it to the chequered flag first. A win today would almost clinch the Championship for Bobbie.

BOOK YOUR TICKETS TODAY FOR THE JOHN PLAYER GRAND PRIX

There are only a few Grandstand Seats left.

The Advance Booking Office in the Circuit Offices adjacent to the main entrance is open today from 16.00 hrs. to 18.30 hrs.



It takes one to catch one

On two wheels or four, only one thing compares with a BMW. Another BMW. A powerful combination of road-shrinking acceleration, tenacious roadholding and perfect response that stands distinguished on motorway or race circuit.

The 132 mph BMW 3.0Si

Its 220 bhp engine retains latent reserves: in hazardous situations Apollo-like acceleration is readily on hand to speed you clear. This well-heeled three litre knows the value of wide 6J radials; controls that respond instantly to your will; safety and comfort that are integral parts of the engineering.

Unlike some luxury three litres, the new BMW 3.0Si isn't an extravagant decoration. Its a powerful Sports Saloon that earns its keep in the nuclear power age.

Price of the 132 mph (Autocar) BMW 3.0Si: £4899. Power steering optional at £159. The 110 mph BMW R75/5 motorcycle: £1147.30. Rec. retail prices of cars inclusive of Car Tax and VAT. Motorcycles VAT only.

The 110 mph BMW R75/5 Motorcycle

Internationally renowned as the finest in the world, a BMW motorcycle offers the same engineering sophistication on two wheels as a BMW car does on four.

But it also offers what no car can: an exhilaration that only first-hand proximity to elements can bring; the excitement of close contact with wind and sun that blows free business cares and boardroom blues — awakens nostalgic memories of days when two wheels took you far and fast!

Drive an unbeatable BMW. After all if you can't beat them, join them.



BMW Concessionaires GB Ltd.,

BMW House, Chiswick High Road, London W.4. Tel: 01-995 4651
London Showroom, N.A.T.O. Diplomatic and Export Office: 56 Park Lane, London W.1
Tel: 01-499 6881

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 sale 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.

SOME FORTHCOMING CLUB CIRCUIT MEETINGS

SATURDAY JULY 7. AMOC St. John Horsfall Trophy Meeting and Avon Tour of Britain

The St. John Horsfall Trophy Race for Aston Martins.
The Holland Trophy Race for Historic Sports Cars.
The Aston Martin Historic Car Race.
The Charles Spreckley Thoroughbred Sports Car Race.
The AMOC Historic Racing Car Race.
The Aston v Jaguar Race.
The Hexagon Trophy Race.
The Jimmy Chaplin Monte Christo Trophy Race.
The Vintage and Venerable Handicap.

Four Avon Tour of Britain Races featuring the world's leading Rally and Racing Drivers.
Practice from 09.00 hrs. First race 14.00 hrs. Tour of Britain Races from 18.30 to 20.30 hrs.
Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat:
Adult 70p; Child 20p. Paddock Transfer: Adult 50p; Child 20p. All Parking Free.

SATURDAY JULY 21. VSCC VINTAGE CAR RACES

First Race 12.30 hrs.

The Hawthorn Trophy Race for Historic Racing Cars
The Boulogne Trophy Race for Vintage Racing Cars
The Fox & Nicholl Trophy Race. A handicap race for large capacity Vintage and PVT Sports Cars
Allcomers Race for Pre-War Cars
Handicap Races for Vintage, PVT and pre-war Historic racing cars
Parade of pre-war Rileys

Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat:
Adults 70p; Children 20p. Paddock Transfers: Adults 50p; Children 20p. Parking Free

SUNDAY JULY 29. BRDC STP TROPHY MEETING

Practice from 11.20 hrs. First Race 14.45 hrs.

STP Formula Ford Championship Races
BP Formula Atlantic Championship Race
Esso Uniflo Special Saloon Car Championship Races
Tricentral Car Group Clubmans Formula Championship Race
Charles Spreckley Series Thoroughbred Sports Car Race

Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat:
Adults 70p; Children 20p. Paddock Transfers: Adults 50p; Children 20p. Parking Free

SUNDAY AUGUST 5. BRSCC INTERNATIONAL FORMULA 5000 MEETING

Practice from 11.20 hrs. First Race 14.30 hrs.

Rothmans European Formula 5000 Championship Race
BOC Formula Ford Championship Races
MCD Modified Saloon Car Championship Race
Production Saloon and Production Sports Car Race

Admission to Special Trackside Spectator Enclosures: Adults £1.00; Children 30p.
Grandstand Transfers: Adults 60p; Children 30p. Paddock Transfers: Adults 60p;
Children 30p. Parking Free

CHAMPIONSHIP CALENDAR 1973

<p>Esso Uniflo Special Saloon Car Championship 18th March, 28th May, 29th July, 27th August and 6th October</p> <p>Forward Trust Special Saloon Car Championship 10th June and 9th September</p> <p>MCD Special Saloon Car Championship 5th August</p> <p>Castrol Production Saloon Car Championship 18th March, 23rd April, 20th May and 1st July</p> <p>Britax Production Saloon Car Championship 13th May and 1st April</p> <p>Motorcraft Mexico Challenge 1st July</p> <p>RAC Touring Car Championship 8th April, 14th July and 23rd September</p> <p>Lombard North Central Formula Three Championship 18th March, 1st July and 27th August</p> <p>John Player Formula Three Championship 8th April and 14th July</p> <p>Forward Trust Formula Three Championship 10th June and 9th September</p> <p>Yellow Pages Formula Atlantic Championship 20th May and 14th July</p> <p>BP Formula Atlantic Championship 29th July</p> <p>Jaybrand Racewear Formule Libre Championship 18th March, 23rd April, 28th May, 1st July, 27th August and 6th October</p> <p>Rothmans Formula 5000 Championship 7th April and 5th August</p> <p>STP Formula Ford Championship 8th April, 23rd April, 20th May, 28th May, 29th July, 27th August, 23rd September and 6th October</p>	<p style="text-align: center;">Wella for Men Formula Ford Championship 10th June and 9th September</p> <p>BOC Formula Ford Championship 5th August</p> <p>Volkswagen (GB) National Formula Vee Championship 9th September</p> <p>Volkswagen (GB) Super Vee Silver Cup Championship 1st April</p> <p>Monoposto Championship 23rd April and 7th July</p> <p>Tricentrol Car Group Clubmans Championship 18th March, 28th May, 1st July, 29th July, 27th August and 6th October</p> <p>Motoring News/Castrol Sports GT Championship 13th May and 10th June</p> <p>Blue Circle Modified Sports Car Championship 1st April, 13th May and 10th June</p> <p>Spreckley Industries Thoroughbred Sports Car Championship 7th July, 29th July and 6th October</p> <p>STP Production Sports Car Championship 6th October</p> <p>JCB/British Empire Trophy Historic Car Championship 8th April, 23rd April, 20th May, 14th July and 23rd September</p> <p>KMS Silverstone Driver of the Year and Driver of the Day Awards 18th March, 1st April, 7th/8th April, 23rd April, 28th April, 13th May, 20th May, 28th May, 10th June, 1st July, 7th July, 14th July, 21st July, 29th July, 5th August, 27th August, 9th September, 23rd September, 6th October</p>
<p>Vandervell Award for Novice Drivers 17 meetings between 3rd March and 6th October</p>	

JOHN PLAYER GRAND PRIX -- SATURDAY 14 JULY
ADVANCE BOOKING FORM FOR 14 JULY
 (12 and 13 July NOT bookable in advance)
 To: **Booking Office, Silverstone Circuit, Freepost, Silverstone, Nr. Towcester, Northants NN12 8BR**
 (Tel. No. Silverstone 273)

Official use only

NO POSTAGE STAMP REQUIRED
 Postal Bookings close on Wednesday, 11th July
 Please send the following tickets:

		£	p
• Pits Grandstand — Adult	@	£4.00	SOLD OUT
(Cost on day £4.50)			
• Pits Grandstand — Child	@	£3.00	SOLD OUT
(Cost on day £3.00)			
• Woodcote Grandstand — Adult	@	£4.00	SOLD OUT
(Cost on day £4.50)			
• Woodcote Grandstand — Child	@	£3.00	SOLD OUT
(Cost on day £3.00)			
• South Grandstand — Adult	@	£4.00	
(Cost on day £4.50)			
• South Grandstand — Child	@	£3.00	
(Cost on day £3.00)			
• Paddock and Stewards' Enclosure	@	£5.00	
(Cost on day £5.50)			
• Paddock — Adult	@	£4.00	
(Cost on day £4.50)			
• Paddock — Child	@	£3.00	
(Cost on day £3.00)			
Paddock Transfer	@	£2.50	
(Cost on day £2.50)			
Special Trackside Spectator Enclosures:			
Adult	@	£1.50	
(Cost on day £2.00)			
Child	@	50p	
(Cost on day 50p)			

• 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

New for 1973

UNIFLO Saloon Car Championships

This great new Esso-supported series for special saloon cars will be contested over ten rounds at six different circuits. Entrants for each of the ten races will be divided into four engine-capacity classes: over 1300 cc, 1001-1300 cc, 851-1000 cc, and up to 850 cc.

Here is the programme in full:

All rounds will count towards the Championships. Points will be awarded 4-3-2-1 for the first four places in each class, at each meeting - except for the final event, when double points will be awarded.

March 18th	Silverstone
April 7th	Oulton Park
April 23rd	Mallory Park
May 6th	Brands Hatch
May 28th	Silverstone
June 17th	Thruxton
July 8th	Snetterton
July 29th	Silverstone
August 27th	Silverstone
October 7th	Silverstone

Esso has more going for you



PROVED IN THE
HEAT OF BATTLE



Roger Clark,
1972 Champion Rally Driver and
winner of the RAC Rally, used
Uniflo throughout the season.

Gerry Marshall,
Forward Trust Saloon Car Racing
Champion, used Uniflo throughout
the season.

Neither of them experienced any
lubrication problems whatsoever.



UNIFLO 10W/50 OUT-PERFORMS
THE BEST 20W/50 MULTIGRADE

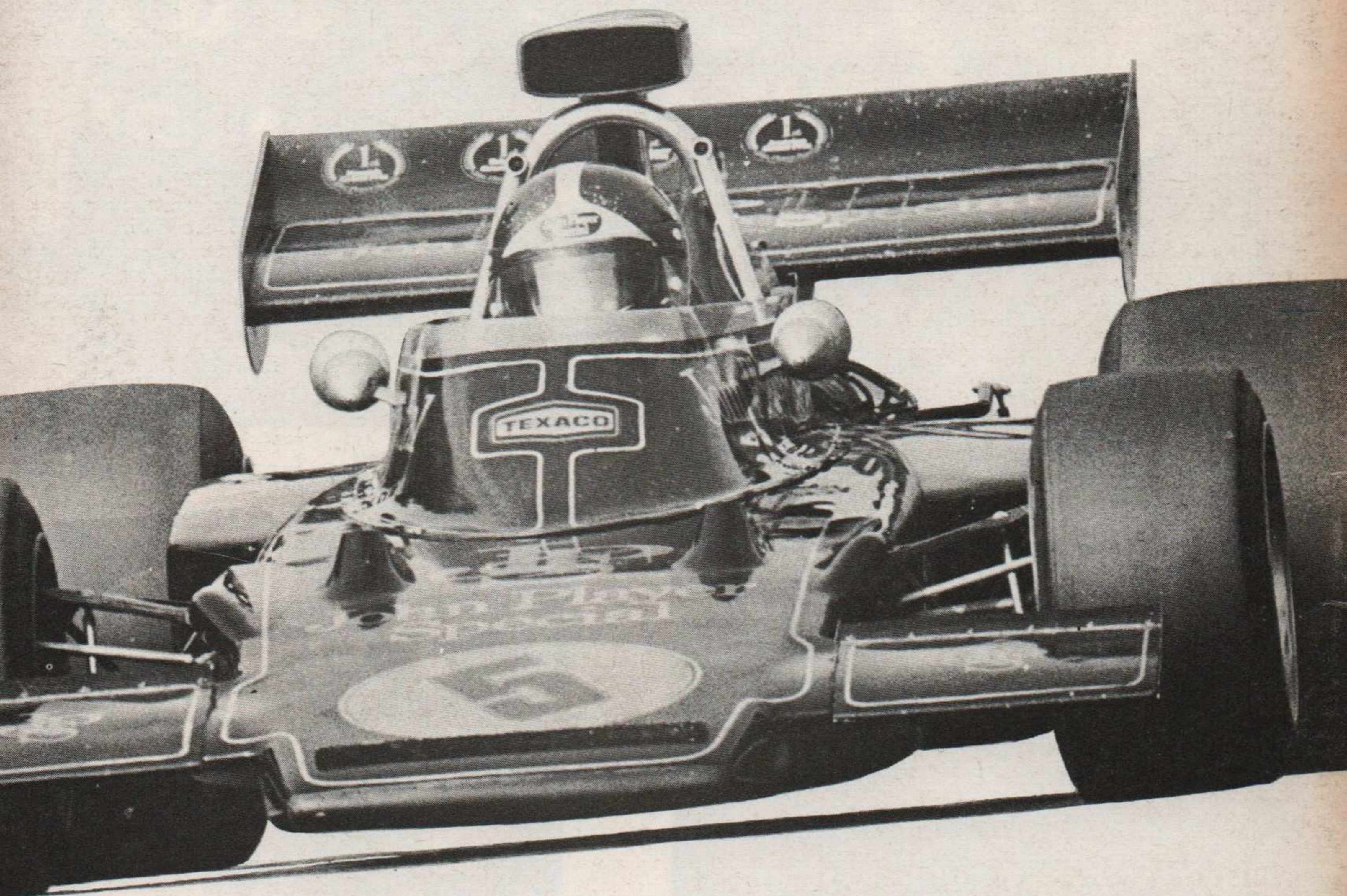
Esso has more going for you



The one event you cannot miss

John Player Grand Prix

Silverstone 14th July 1973



Fabulous action packed programme includes events for Formula 3, Formula Atlantic, Saloon Cars and Historic racing cars.

Admission to enclosures £2.00 (inc.VAT)

Advance bookings: Silverstone Circuits Ltd.,
Silverstone, Nr.Towcester, Northants. Tel: Silverstone 271/2/3