

26TH DAILY EXPRESS INTERNATIONAL TROPHY SILVERSTONE



April 6th & 7th 1974



Organised by the British Racing Drivers' Club

Official Programme

30p



EMERSON FITTIPALDI. 1st BRAZILIAN GRAND PRIX
1st PRESIDENT MEDICI TROPHY (BRAZIL).



DENNY HULME. 1st ARGENTINE GRAND PRIX

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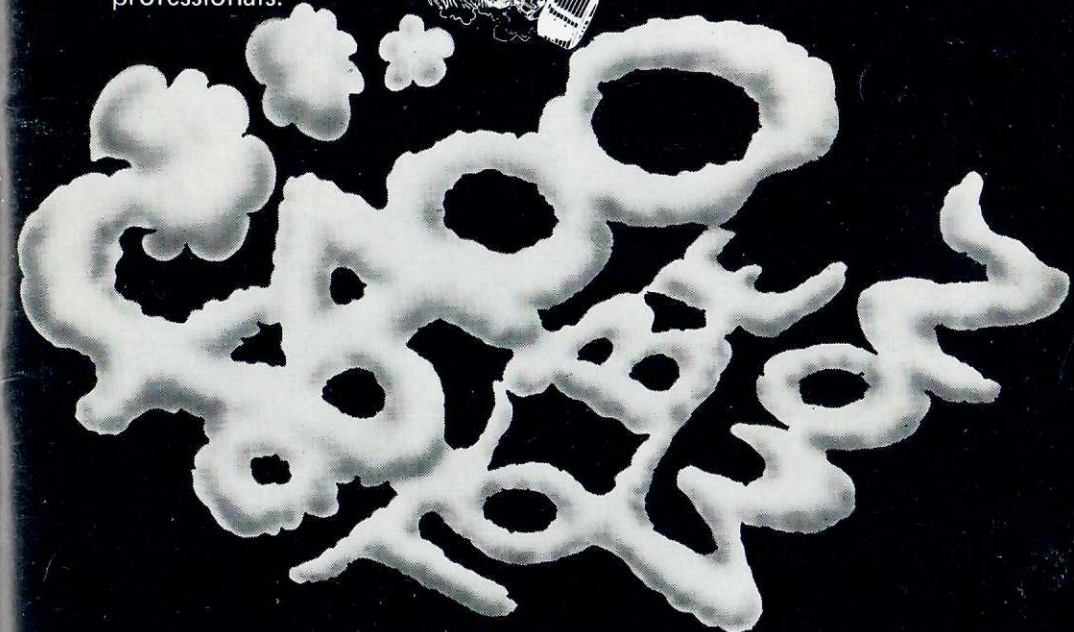
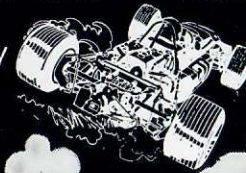
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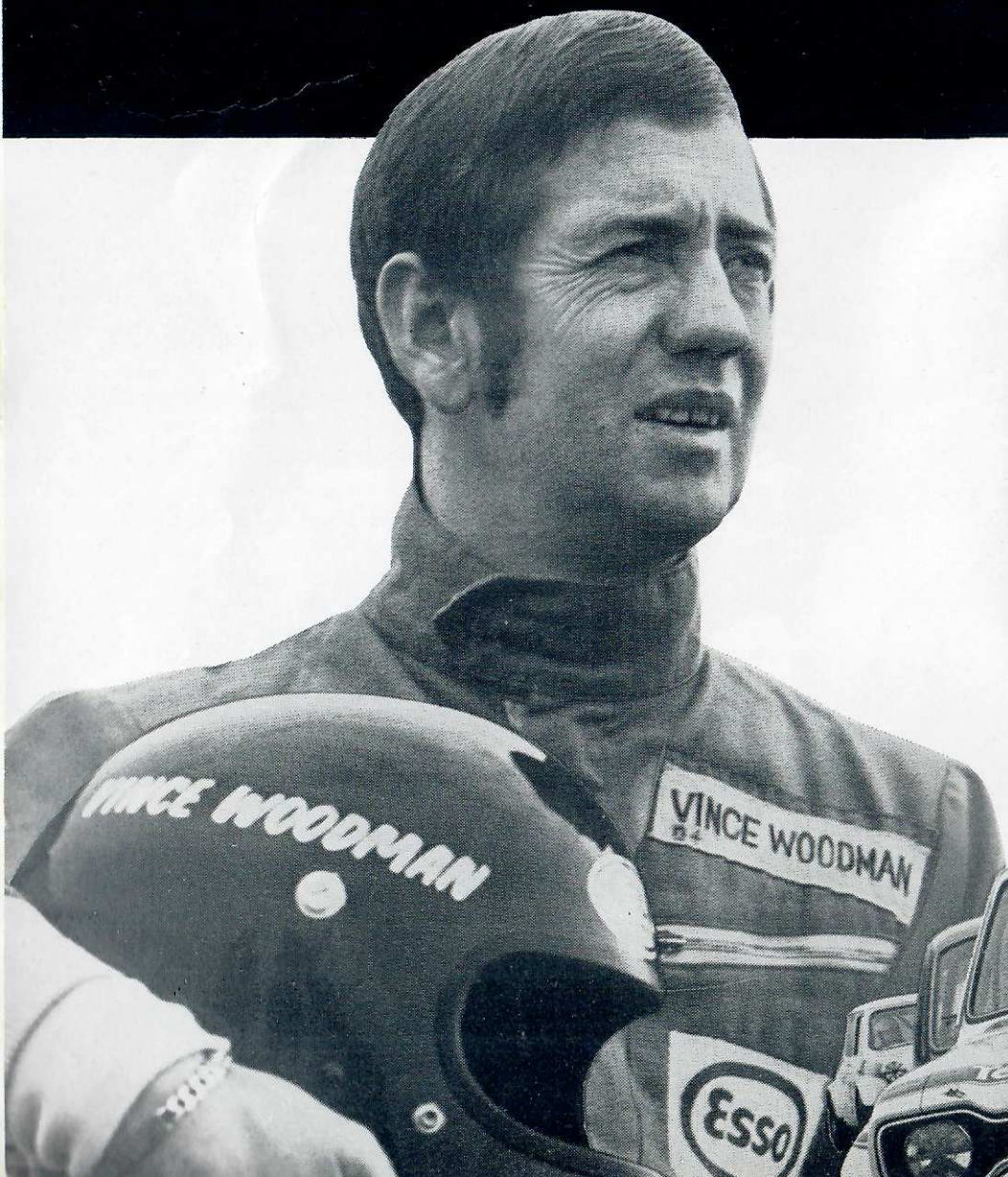
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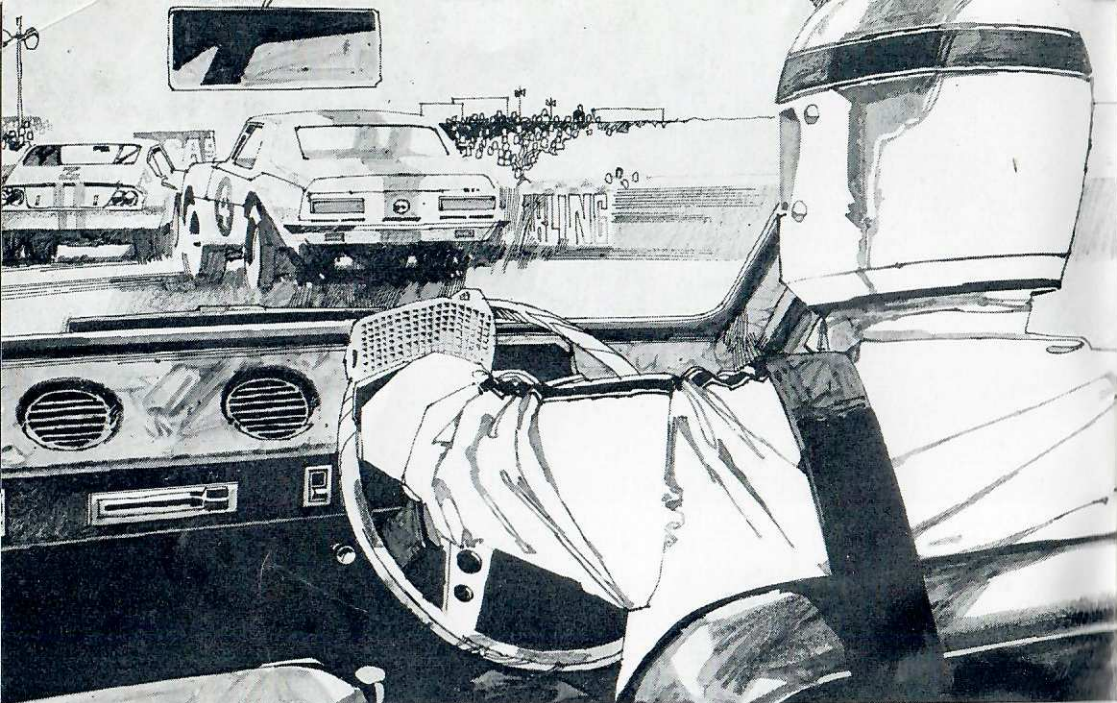
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For a few pounds extra you could save yourself the frustration and inconvenience of a broken journey.

XX
Triplex

Triplex laminated windcreens.

SILVERSTONE RACE DAY PROGRAMME

Vol. 3 No. 3

6th/7th April, 1974

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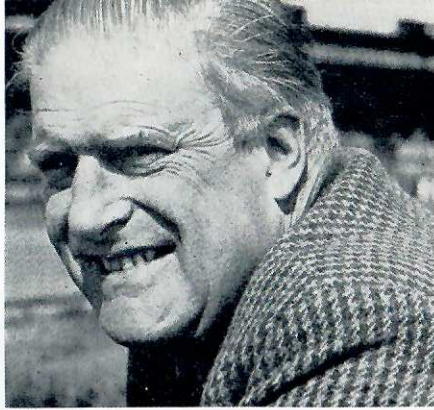
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COVER PICTURE: World Champion Jackie Stewart, winner of last year's GKN-Daily Express Silver Jubilee International Trophy Race in the Tyrrell Ford with which he also won the Championship. (Photo by Charles Knight).

The 26th Daily Express International Trophy

by The Hon. Gerald Lascelles
President of the
British Racing Drivers' Club



People often ask me how much of the technical development centred round motor sport, and racing in particular, spins off as practical benefit to the average road-user in his mass-produced car. To answer this accurately and in detail requires an extensive historical knowledge, to which I lay no claim. The fairest way in which to approach the subject is to say that in many instances the demands of sport accelerated the development of a component, and at the same time created a commercial market ahead of normal evolution. A typical example is the disc brake, originally an aircraft application, but with an immediate use to counter the high maximum speeds being achieved at Le Mans and other circuits with long straights. It would be wrong to claim that the disc brake was invented for racing, but it is correct to state that its application to cars was brought forward through racing, perhaps by as much as ten years.

Scientific progress, especially in metallurgy and tribology, has kept equal pace in aircraft and racing cars, notably where stringent weight problems have to be overcome, but high costs and non-availability in large quantities sometimes preclude their introduction on the production line.

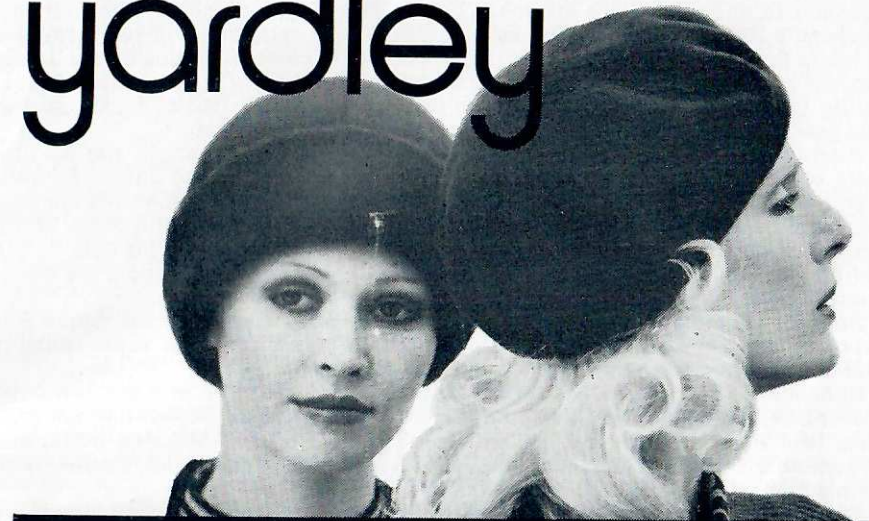
It is in the field of suspension and road-holding that one might expect to see the biggest exchange of ideas; here, however, the extreme difference between racing and road tyres presents such a divergent set of problems that there are no real lessons to be passed on for road cars at the present time. The racing 'slick' or patternless tyre tread, has proved itself over and over again in dry conditions, but creates major problems for the driver and everyone else at the first sniff of rain. So why not compromise by having a mild tread pattern, not enough to detract from the advantages offered by the 'slick', and look to the road surface as the area for major improvements in terms of drainage? I find this an exhilarating challenge, and one which could have far reaching benefits for motorists all over the world.

Now here I am, almost at the end of my piece, without mentioning today's contest. You have the traditional 'mix' of races which we have always offered at the International Trophy Meeting, with one variation. We have introduced a Formula Atlantic race to take the place of the scheduled Formula III event. Many of you will know that F.3 underwent a major change at the start of this season, including engines up-rated from 1,600 c.c. to 2 litres. This, with the fuel crisis and threats of no racing during the winter months, has held back the development and availability of cars, and we could not have guaranteed a representative field in this class.

Finally, I thank you all for your continued support of our Club's promotions, and I look forward to welcoming you, spectators, competitors, and officials alike, many more times this season.

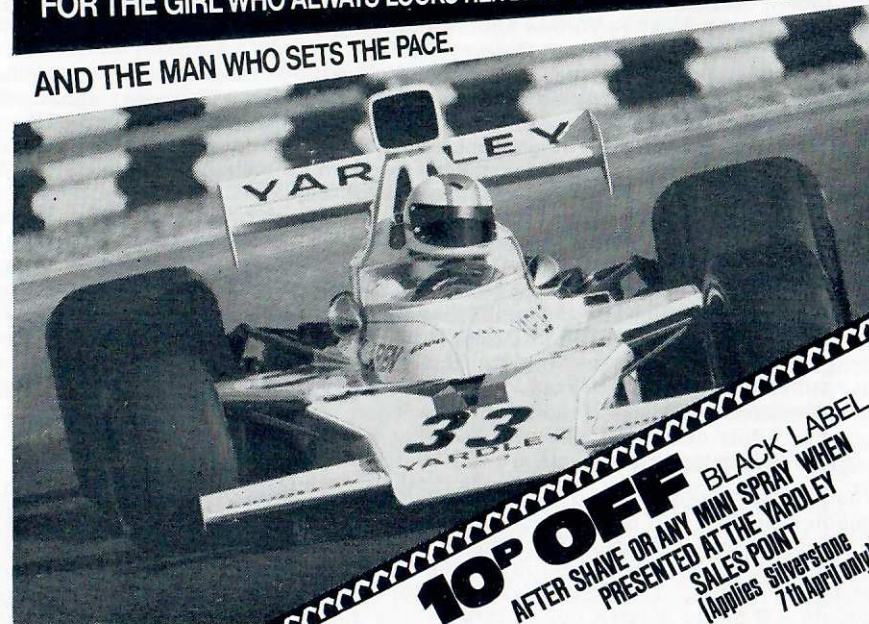
Gerald Lascelles

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AND THE MAN WHO SETS THE PACE.



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THE BIG NAMES AT SILVERSTONE

by Mike Kettlewell

Who will win the 1974 Daily Express International Trophy race? It's a difficult question to answer. There are many proven Grand Prix names entered for this weekend's 26th annual race plus several others who must be considered capable of being first across the finish line. In 1972 and 1973 Emerson Fittipaldi and Jackie Stewart emerged the respective winners, and they went on to become the seasons' World Champions. This also occurred in 1950, 1959, 1962, 1963 and 1966, so will this year's winner be crowned champion at the end of the season?

Alternatively, the International Trophy race has also given a bright star his first taste of victory in Formula 1. In 1965 a short-haired Scot named Jackie Stewart, then only 24, won for BRM. Only a few years before he had given up his job as a petrol pump attendant at his father's garage in Scotland; now, with three World Championships and a record number of Grand Prix victories under his belt, he has returned to a millionaire's existence in Switzerland. In 1970 Chris Amon, the often-unlucky New Zealander, won his first Formula 1 race at Silverstone.

So what are the prospects? Will it be an established member of the Grand Prix set or a relative newcomer yet to win in Formula 1? My short-list of seven contains four known winners and three whose score reads 'nil'.

Ronnie Peterson, current lap record holder is a hot (filter) tip with the new John Player Special; past World Champions Emerson Fittipaldi and Denny Hulme already have 1974 victories to their credit with the Texaco-Marlboro McLaren M23s; and Argentina's Carlos Reutemann has led races but always struck trouble with Bernie Ecclestone's distinctive Brabham BT44.

Those are the four known winners. The three yet to score a Formula 1 victory are James Hunt, who has already shown terrific speed with the Hesketh 308, a car built in nearby Towcester; Mike Hailwood, a definite contender for victory with the Yardley McLaren M23; and either Carlos Pace or Jochen Mass, one of whom will drive the works Bang & Olufsen Surtees TS16.

They are my seven favourites, and I wouldn't dare predict a winner. This situation shows how competitive Formula 1 racing is these days — only five years ago it was a 'two-horse race' between Jackie Stewart and Jochen Rindt. There would be 9 if works Ferrari drivers Clay Regazzoni and Niki Lauda appear. Enzo Ferrari was invited to enter at Silverstone (his cars have not won the Trophy race since 1967) but no reply had been received when this was written.

There are plenty of other fast names. Chris Amon might find the luck that has deserted him in the past now he has his own car, the distinctive Amon AF1 which is backed by former driver John Dalton; European Formula 2 Champion Jean-Pierre Jarier — 'Superfrog' — with the sole UOP Shadow DN3 of the American-financed, Northampton-based team, following the tragic death of Peter Revson, winner of last year's John Player Grand Prix; Frenchmen Jean-Pierre Beltoise and Henri Pescarolo, who are praying that the French-backed, 'all-British' BRM P201s have sufficiently powerful V12 engines; and, of course, past winner Graham Hill and his Embassy-Hill Lola T370.

A BRITISH DRIVER TO WIN?

When Jackie Stewart hung up his helmet last October newspaper reporters lamented the fact that Britain had no one left to wave the Union Jack in the faces of Peterson, Ickx, Fittipaldi, Reutemann, Regazzoni & Co. This is not so. One James Hunt, the 26-year-old Surrey driver with an appetite for playing squash and dating pretty girls, said a polite 'Ahem' after winning pole position with the new Hesketh 308 on its maiden outing three weeks ago in the Race of Champions at Brands Hatch. (Sadly, the race was run in the rain, conditions which did not suit the Hesketh.)

Hunt is lucky. Late in 1972, when Hunt's career as a racing driver seemed finished after a series of accidents and misfortunes (not to mention the sack from March's Formula 3 team), he found sympathetic backing from a young nobleman, Lord Alexander Hesketh. For 1973 Hesketh planned to run Hunt in Formula 2 and, occasionally, Formula 1. When the Formula 2 plans went awry (culminating in a testing accident which virtually destroyed the car) one anticipated 23-year-old Hesketh, known as *Le Patron*, would find another pastime on which to spend part of his fortune. Fortunately he didn't. Instead he decided to forget Formula 2 and concentrate on Formula 1. He bought a Formula 1 March 731 plus the services of March's young development engineer Harvey Postlethwaite who developed the car into a competitive machine, far faster than the works March which, at best, was an also-ran.

After two promising outings, the Hesketh March first displayed its real potential at last year's Grand Prix at Silverstone when James Hunt, in front of a cheering home crowd, latched on to the leaders, Messrs Peterson, Fittipaldi, Hulme and Revson, and remained there to finish a superb fourth. Hunt had been given the opportunity to prove himself, and he did it in no small way. At the end of the year Hunt finished second in the United States Grand Prix at Watkins Glen mere feet behind Ronnie Peterson's John Player Special.

For 1974 Postlethwaite has designed the new Hesketh 308, a car which incorporates lessons learned from racing last year's March and ideas adapted from other successful designs. Not only is the car good — Hunt's recent testing programme and his Race of Champions pole position proved this — but James has now rocketed into the top *elite* of Grand Prix drivers. That he is now among the best six drivers in the world today is beyond doubt; some observers venture even further to suggest that on current form he is second only to Sweden's Ronnie Peterson.

Mike Hailwood is another ready to show there is no lack of first-class racing drivers in the British Isles. Now 34, Mike is a former World Champion motorcycle rider (some reckon he was the best the two-wheel world has known in post-war years) and this season with the Yardley McLaren M23 he has his best chance in Formula 1 yet. Regular Silverstone fans will remember how in 1972 he caught, passed and drew away from eventual winner Emerson Fittipaldi in lap record-breaking style before his Surtees' engine failed owing to a valve failure in the radiator cap. Mike also displayed excellent form in Formula 2 that year, winning the European Championship, but last season was fraught with disaster. All Mike had to show for it was a somewhat hollow sports car victory in Belgium.

Of the other British drivers, Graham Hill, now 45, has suffered from underdeveloped or uncompetitive machinery in recent years. But when things have been going his way, the two-times World Champion has shown there is still tiger in his tank. He hasn't won a Formula 1 race since the 1971 International Trophy, but he is gambling this year on the Embassy-backed Lola T370. So far this new car has had its share of problems, but once everything is to his liking Hill will be fighting to reach the front.

A newcomer having his first Formula 1 race this weekend is Welshman Tom Pryce. Aged 24, Tom has had a 'traditional' schooling in British club racing and has shown exceptional talent in Formula Ford, Formula Super Vee, Formula 3, Formula Atlantic and, last year, Formula 2. Had he been Japanese, Italian, German, Swedish, French or Austrian he would by now have been settled in Formula 1. But British drivers, unlike their foreign counterparts, find it difficult to obtain personal sponsorship to make them attractive propositions to Grand Prix teams. It is fortunate that fellow racing driver, Leeds property man Chris Meek, 'spotted' Pryce in Formula Atlantic last year and backed him in Formula 2. For 1974 Meek and a group of businessmen have taken over the Rondel Formula 1 project, completed it and renamed it the Token. Given time and luck Pryce can emulate James Hunt and reach the top.

AN INTERNATIONAL SPORT

Certainly Formula 1 racing today is even more of an international sport, spreading from Europe to South Africa, North America and South America with Japan expected to host races very soon. This is why we have drivers from Argentina, Brazil, Belgium, Denmark, Germany, France, Italy, Japan, Holland, South Africa and Sweden in British teams, a Swiss and an Austrian in an Italian team, a Frenchman in an American team, and so on. But I stand firm on my comment that British drivers are not given a fair chance. Many have excellent results, championships, etc., to their credit, but few are able to find the backing necessary to reach the exalted heights of Formula 1.

Such is the structure of international Formula 1 racing at the moment that foreign drivers are coming over with pockets bulging with sponsorship money to buy themselves into the 'lesser' drives. The good ones obviously make a name for themselves and can then command a high retainer. It is this initial step into the teams that hampers the progress of British drivers, so one has to applaud Lord Hesketh for supporting James Hunt, while in Tom Pryce Chris Meek may have another super-star on his hands.

Despite the winter's fuel crisis plus the effects of the three-day working week, at least we in Britain still have motor racing to watch. Formula 1 has suffered the least — very few races are likely to be cancelled, while few big teams are minus massive sponsorship — and this year it is interesting to see many new names appearing on the list.

This weekend, in addition to the old, familiar names of John Player Special (née Lotus), Surtees, March, Shadow, Brabham, BRM and McLaren (some in different sponsors' paintwork) we have new car names: Hesketh, Amon, Lyncar, Token and Lola are all additions to the list. With more names, big and small, to add before the season is out there is certainly no lack of support for Formula 1.

FORMULA 5000 SCENE

Following the pattern set in 1972 and 1973, Saturday's programme is highlighted by the Rothmans 5000 European Championship round. This 20-lap, 58.5-mile event for Formula 5000 cars has some of the most powerful cars at today's meeting — yes, even more powerful than the Grand Prix cars they will race against in Sunday's 40-lap 117.08-mile Trophy race.

The most powerful of this year's crop of fuel-injected Formula 5000 Chevrolet engines produce around 520 bhp — approximately 60 bhp more than Cosworth's somewhat conservative estimate for the Ford DFV Formula 1 engine.

Last year there was only half-a-second's difference between the Formula 1 and Formula 5000 lap records and some people have forecast that a good 5000 could beat the Grand Prix machinery in 1974. But, despite a 5000's horsepower advantage, one should remember that in most other respects the Formula 1 cars hold the trump card:

1. Formula 1 cars are not so heavy and have a better weight distribution front and rear plus a lower centre of gravity owing to the use of a light-alloy, pure racing engine. (Formula 5000 regulations insist on production-based engines and in practice the 5-litre iron Chevrolet engine, suitably modified by tuning experts Alan Smith of Derby, Switzerland's Louis Morand and others, although more powerful is much heavier and taller.) In turn, this makes a Formula 5000 car more difficult to drive, especially in poor weather conditions.

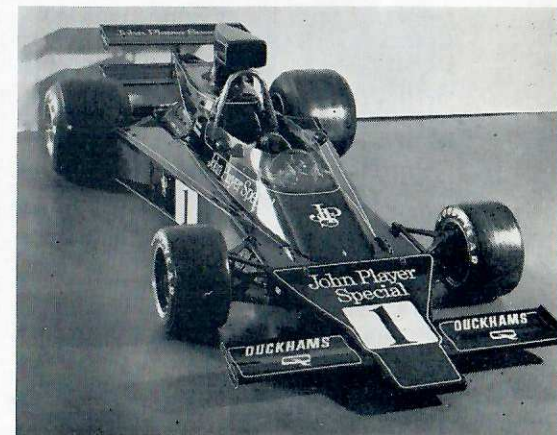
2. Formula 1 cars are driven by the world's best and highest-paid professional racing drivers; in Formula 5000 there is a mixture of the well-paid professional, the semi-professional and the amateur, so as a whole the Formula 1 drivers are considered better than the Formula 5000 set.



Above The 'first' Start of the 1973 John Player Grand Prix at Silverstone (Photograph by Fred Taylor)

Left Ronnie Peterson, driver of the new John Player Special, holder of the outright lap record at Silverstone

Below The 1974 John Player Special makes its British racing debut today



3. Formula 1 cars are built to a virtually unlimited budget and often incorporate exotic and expensive metals, or novel ideas such as the electronically-operated gearchange mechanism on the John Player Specials. Furthermore, once built they undergo thousands of pounds worth of development and testing programmes in order to be as competitive as possible and may be so complicated they take a team of mechanics hours to strip and reassemble. On the other hand, Formula 5000 machines are built by factories such as Lola, March, Trojan and Chevron specifically to be sold to private teams, both big and small, to operate. They must, therefore, be constructed to a strict budget and be relatively 'simple' for teams to develop and race on a low budget.

So the ultra-professional Formula 1 teams, with all their vast resources and sophisticated equipment, must remain favourites for the 26th International Trophy race. But the 5000s won't be very far behind — and certainly ahead of any Formula 1 car that cannot match the leaders' pace — and should the Grand Prix cars fail they could pick up the pieces and win the race. Remember the 1973 Race of Champions at Brands Hatch when Peter Gethin did just that?

If a 5000 could topple the Formula 1 'establishment' there are four very experienced drivers — three of them British with past Formula 1 experience — who top the Rothmans 5000 European Championship entries.

Brian Redman, the 37-year-old Lancastrian, handles Irishman Sid Taylor's new Lola T332; twice 5000 champion Peter Gethin is at the wheel of the works-backed, Belgian-run Chevron B28 and the 34-year-old Londoner is on top form this year, fresh back from his victory in the Peter Stuyvesant \$100,000 series in New Zealand and Australia; Gethin's team-mate is the reigning Rothmans Champion, 31-year-old Teddy Pilette from Brussels; and 34-year-old David Hobbs is another who could upset the appellation in his American-entered Lola T330. (Hobbs won last year's Silverstone Rothmans-qualifier with his Carl Hogan-owned car and lives only a few miles from Silverstone at Upper Boddington, near Daventry.)

New Lola T332s are entered for Bob Evans, the 26-year-old Gloucestershire driver who won the 1973 BP Superman of the Year award, and Guy Edwards, a 31-year-old Londoner whose car is backed by Embassy Racing. Driving last year's Lola T330s (but modified to conform to the 1974 regulations) are the ShellSPORT Luxembourg pair Ian Ashley and Lella Lombardi. Ashley, aged 26, is from Lincoln and won the 5000 section of the Race of Champions in March. Lella, the 31-year-old 'Tigress of Turin', is the world's only woman competitor in 5000. Only 5 ft 2 in, she started the season well with a fourth at Brands Hatch, overtaking several experienced and well-known drivers

Keith Holland in Ian Ward's smart Trojan T102, Mike Wilds and Ian Taylor in the pair of Dempster International Racing Team March 74As, Steve Thompson, Chris Craft and Tony Dean in last year's Chevron B24s plus Tom Belso, Clive Santo, Damien Magee and Brendan McInerney in Lola T330s are other names to look for in the Rothmans-backed, 'king-size' formula.

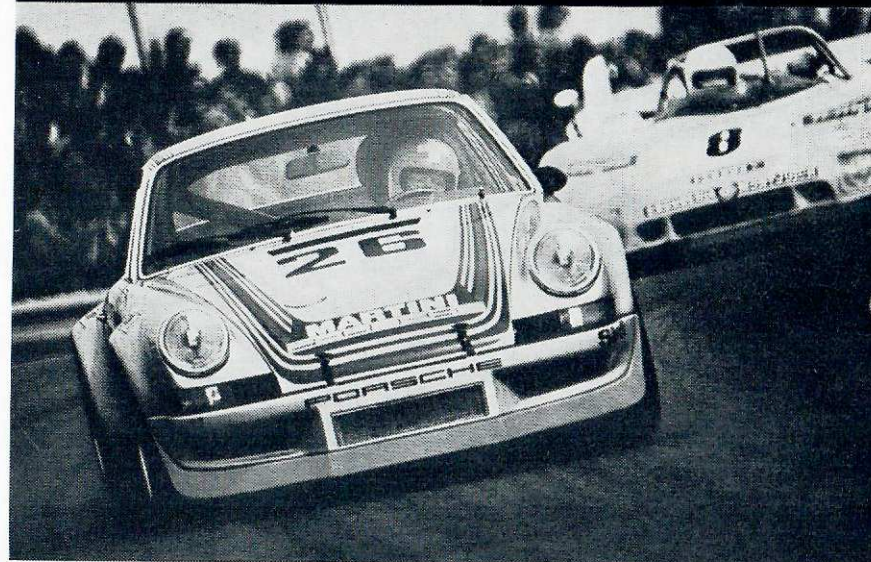
Whatever the outcome, the 1974 Daily Express International Trophy race should be one of the most stirring in the series' history. The start should be dramatic with approximately 16,000 horsepower unleashed on to the Silverstone tarmac in an ear-splitting crescendo, the high-pitched Formula 1 engines blending in with the thundering of the 5000s. Down at Copse the drivers will be jostling for position, the wide track enabling those who made a good start to make up positions lost in practising. Soon the pack will settle down in almost single-file, the more daring drivers attempting to overtake into Becketts. Down the fast Hangar Straight the more powerful 5000s could stretch their legs and overtake some embarrassed Formula 1 drivers, but the positions could be reversed under braking for Stowe. After Club and the fast, uphill Abbey Curve it's back to Woodcote, the *almost* flat-out corner where the top drivers' skill can be seen to the best advantage.

The race is now well and truly on



MARTINI INTERNATIONAL SUPER SPORTS MEETING Silverstone Sunday 12th May

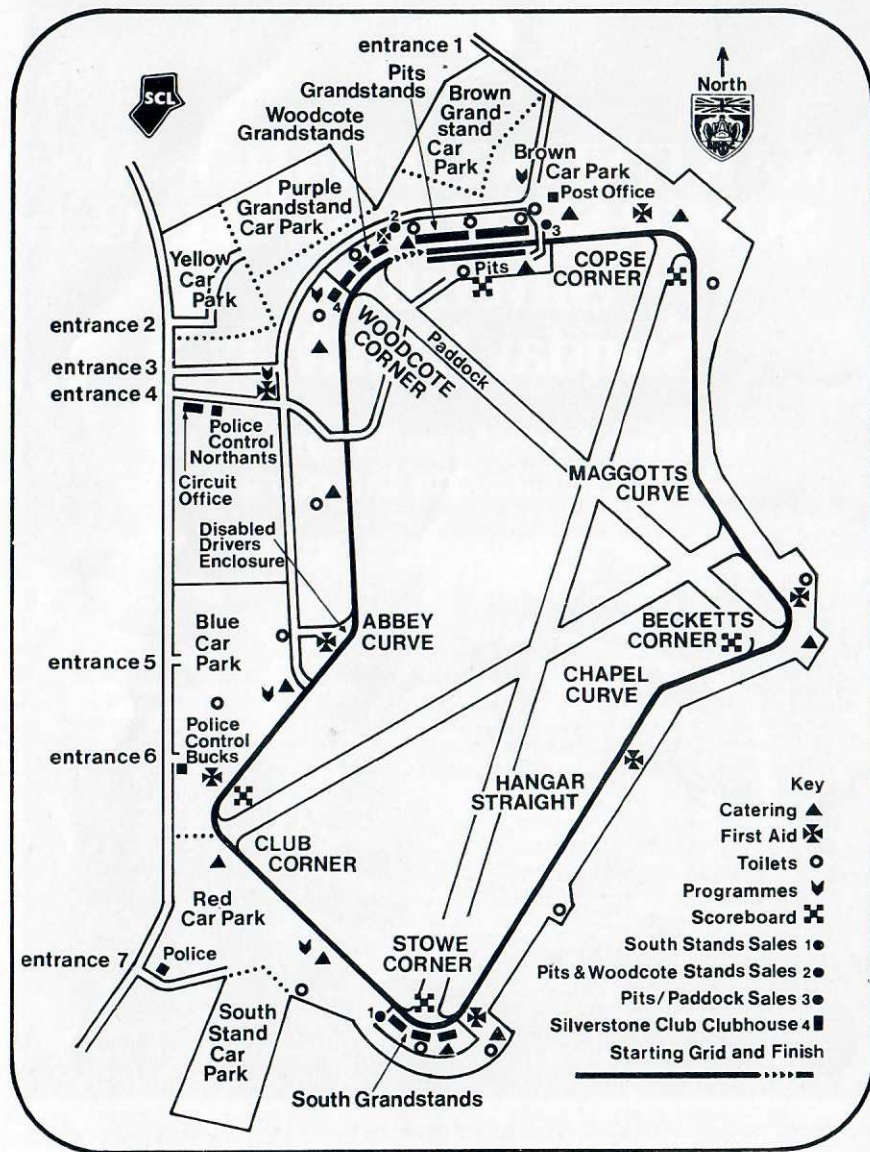
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Martini Porsche entered by Martini Racing and driven by Herbert Muller and Gijns van Lenpen in the World Championship of Makes 1973. Full details of Martini Racing Events for 1974 available from The Martini International Club, 80 Haymarket, London, S.W.1.

The right one **MARTINI**

SILVERSTONE GRAND PRIX CIRCUIT



26th DAILY EXPRESS INTERNATIONAL TROPHY

Silverstone

Saturday/Sunday 6/7 April, 1974

Organised by the British Racing Drivers' Club

Presented and promoted by Silverstone Circuits Ltd.

The meeting will be governed by the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the Additional Supplementary Regulations of the organising Club and such Final Instructions, as may be issued prior to the start of the meeting.
Permit Nos. 9393 and 9394

LUCAS



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J. A. Ellison
J. B. Emmott
The Hon. G. D. Lascelles
D. J. Scannell, O.B.E.

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K. D. Evans
P. Fotheringham-Parker
J. S. Wood
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Deputy Clerks of the Course:

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

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Dr. C. J. Buckingham

Deputy Chief Medical Officer:

Dr. P. Pyle

Chief Flag Marshal:

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Chief Startline Marshal:

D. J. Payne

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D. King
K. J. Lambert
N. B. Lawrence
T. B. Lewis
H. W. Ling
G. F. M. Littler
H. V. Marsh
J. MacGillivray
J. McGregor
G. A. Mortimore
T. J. Norman
R. W. Oram
R. W. Overend
A. G. Pernyes
B. Pearson
M. R. Phillips
G. A. Pinkham

B. Playford
G. Pope
R. J. Pressland
A. G. Rance
A. Ratcliffe
P. Roberts
R. Robson
D. J. Scott
M. Shalders
P. J. Shelton
R. Shipman
R. I. Skeggs
J. Slater
E. Snelson
E. C. Smith
R. Southcombe
G. Sparrow
J. Stone
I. A. Strachan
J. Swift
P. S. Taylor
D. Thompson
G. A. Thomson
P. C. Todd
C. J. Twinning
D. Vass
C. W. Watts
P. Waumsley

D. H. Wearing
F. G. Whatling
G. W. Whalley
R. S. Whetton
Miss C. Wilmot
R. Withington
Mrs. R. Withington
A. J. Willis
R. G. Wigmore
C. D. V. Wilson
J. W. Wootton
A. J. Woollams
R. C. A. Woodward
A. D. Wulff
and
Members of the Nottingham Sports Car Club
Vintage Sports Car Club
Aston Martin Owners Club
British Motor Racing Marshals Club
Midland Motoring Enthusiasts Club
Bentley Drivers Club
750 Motor Club
MG Car Club
Members of Birmingham Fire Brigades Association

Race Office:

F. Godfrey (i/c)

Press Office:

G. Herrington (i/c)

Breakdown Services:

Daventry Autocar Ltd.
Enotts Ltd.
W. Grose Ltd.
Kingstons Ltd.
Mann Egerton & Co. Ltd.
Sprinzels of Brackley Ltd.

Fire Services:

Northamptonshire Fire Brigade

GKN Fire Tender and Crew

Silverstone Circuits Fire Service manned by members of the British Motor Racing Marshals Club

Airfield Control:

British Motor Racing Marshals Club

A.T.C.:

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

Incident Vehicles:

Silverstone Circuits Ltd.

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 Officer:

P. B. Aumonier

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

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

Timetable

Friday 5 April

12.15 — 12.50	Practice for Formula Atlantic Cars
13.05 — 13.30	Practice for Formula Ford Cars (Heat 1)
13.45 — 14.10	Practice for Formula Ford Cars (Heat 2)
14.25 — 14.50	Practice for Formula Ford Cars (Heat 3)
15.05 — 16.20	Practice for Formula 1 Cars
16.35 — 17.20	Practice for Formula 5000 Cars
17.35 — 18.00	Practice for Touring Cars

Saturday 6 April

10.00 — 10.45	Practice for Formula 5000 Cars	
11.00 — 11.45	Practice for Formula Atlantic Cars	
12.00 — 12.30	Practice for Touring Cars	
	<i>Lunch break</i>	
13.45 — 14.45	Practice for Formula 1 Cars	
15.15	STP Formula Ford Race — Heat 1	7 laps
15.55	European Championship Formula 5000 Race	20 laps
16.55	STP Formula Ford Race — Heat 2	7 laps
17.30	STP Formula Ford Race — Heat 3	7 laps

Sunday 7 April

A 11.50 — 12.15	Practice for Historic Cars	
A 12.45	John Player Atlantic International Race	17 laps
SA 13.55	Castrol Anniversary Touring Car Race	17 laps
15.00	26th Daily Express International Trophy Race for Formula 1 and Formula 5000 Cars	40 laps
A 16.45	STP Formula Ford Race — Final	12 laps
SA 17.25	JCB Historic Car Race	10 laps

Trophies and Awards

26th DAILY EXPRESS INTERNATIONAL TROPHY RACE

Trophies: Overall Winner — The Daily Express Trophy.
First Formula 5000 Car — A BRDC Trophy.

Awards: Formula 1: total appearance money of £33,750 will be paid to the fastest 18 Formula One cars according to positions after the final timed practice session. These amounts will only be paid to those cars completing the first lap of the race. Non-starters or cars who fail to complete the first lap will receive 50% of these amounts.

1st £3000; 2nd £2750; 3rd £2500; 4th £2400; 5th £2300; 6th £2200; 7th £2100; 8th £2000; 9th £1900; 10th £1800; 11th £1700; 12th £1600; 13th £1500; 14th £1400; 15th £1300; 16th £1200; 17th £1100; 18th £1000.

In addition the following scale of prize money will be paid to Formula 1 cars: 1st £500; 2nd £250; 3rd £150; 4th £100; 5th £75; 6th £60; 7th £40; 8th £20; 9th £15; 10th £10.

Formula 5000: 1st £750; 2nd £500; 3rd £350; 4th £300; 5th £250; 6th £200; 7th £150; 8th £140; 9th £130; 10th £120; 11th £115; 12th £110; 13th £105; 14th-16th £100.

EUROPEAN CHAMPIONSHIP FORMULA 5000 RACE

Trophies: Winner — The Vanwall Trophy

Awards: 1st £750; 2nd £500; 3rd £350; 4th £300; 5th £250; 6th £200; 7th £150; 8th £140; 9th £130; 10th £120; 11th £115; 12th £110; 13th £105; 14th-16th £100.

JOHN PLAYER ATLANTIC INTERNATIONAL RACE

Trophies: Winner — A John Player Trophy.

Awards: 1st £200; 2nd £150; 3rd £125; 4th £100; 5th £75; 6th £60; 7th £50; 8th £40; 9th £30; 10th £20; 11th-20th £15.

CASTROL ANNIVERSARY TOURING CAR RACE

Trophies: Overall Winner — A Castrol Trophy.

Awards: Overall: 1st £50; 2nd £30; 3rd £25; 4th £15; 5th £10; 6th £10. In class A: 1st £150; 2nd £100; 3rd £50; 4th £25. In class B: 1st £140; 2nd £100; 3rd £50; 4th £25. In class C: 1st £130; 2nd £90; 3rd £50; 4th £25. In class D: 1st £120; 2nd £80; 3rd £50; 4th £25.

STP FORMULA FORD RACE

Trophies: Winner of the final — A BRDC Trophy.

Awards: In the final: 1st £36; 2nd £24; 3rd £16; 4th £12; 5th £8; 6th £4. In each heat: 1st £15; 2nd £10; 3rd £6; 4th £4.

JCB HISTORIC CAR RACE

Trophies: Overall Winner — A JCB Trophy.

Awards: In each class: 1st £50; 2nd £35; 3rd £25. To every other starter who completes 2 laps in the race £15.

ROTHMANS EUROPEAN FORMULA 5000 CHAMPIONSHIP

In the sixth year of their support for Formula 5000 (out of 14 years of motor racing sponsorship), Rothmans are presenting a 23-race series with some £200,000 available for competitors in these 500 horsepower V8 Formula 5000 cars. Prize money totalling £119,680 is allocated by Rothmans and race organisers at £7,040 or £3,520, according to race distance, and championship awards at the season's end account for a further £6,000. Travel expenses total around £47,000 for the nine rounds on the Continent and in Ireland and at least £31,500 in success bonuses is offered by Firestone, Goodyear, Ford, Champion and Lockheed.

Championship points are awarded at the rate of 20-15-12-10-8-6-4-3-2-1 for the first 10 places and double points for the final round, at Brands Hatch on October 20. British rounds for the championship are at Brands Hatch, Mallory Park, Oulton Park, Snetterton, Silverstone and Thruxton and races abroad are at Mondello Park (Ireland), Monza, Misano, Imola Casale and Mugello (all in Italy), Zolder (Belgium), Jyllandsringen (Denmark) and Zandvoort (Holland). A non-championship race is scheduled for Estoril, Portugal, in November.

Current points position:

Drivers		Entrants	
Mike Wilds	30	Bob Evans	12
Peter Gethin	20	Lella Lombardi	10
David Hobbs	20	Clive Santo	10
Brian Redman	12	Dempster Int. Racing Team	30
		Chevron Racing Team VDS	20
		Hogan Racing	20
		ShellSPORT Luxembourg	16

CASTROL ANNIVERSARY TOURING CAR CHAMPIONSHIP

The 1974 RAC British Touring Car Championship, which is for "Group One" Production saloons, is being sponsored by Castrol Ltd., celebrating their 75th anniversary.

There are four classes — A for engine capacity over four litres, B 2.5 to 4 litres, C 1.6 to 2.5 litres and D 1.6 litres and under — each class designated by a characteristic roof colour, red (A), blue (B), green (C) or white (D).

Competitors are required to register for the championship and will be running with the same number all year. Overall championship and class winners will each receive £250 at the end of the year, second in class £200 and third £125. Prize money at each round will be awarded to the first four drivers in each class with additional overall prize money.

Current points position:

Over 4000 c.c.		2500 c.c.-4000 c.c.	
Stuart Graham	10	Ivan Dutton	11
Vince Woodman	6	Peter Hanson	10
Richard Lloyd	4	Tony Lanfranchi	9
		Martin Birrane	6
		Tom Walkinshaw	6
1600-2500 c.c.		Up to 1600 c.c.	
Andy Rouse	13	Simon Kirkby	9
Rob Mason	12	Stan Clark	9
John Handley	6	Jenny Birrell	5
Tim Stock	6	Bernard Unett	4
John Lyon	6	Roger Bell	4
Manufacturers			
Triumph Dolomite	18	Opel Commodore	10
Ford Capri 3.0	15	Hillman Avenger GT	10
Chevrolet Camaro	10		

JOHN PLAYER ATLANTIC INTERNATIONAL CHAMPIONSHIP

The John Player Atlantic International Championship is the major competition for this highly successful single-seater class, now in its fourth season. Each of the 15 races will have a minimum distance of 50 miles and will carry a £1,000 prize fund. With several races to be held on the Continent, there will be between £100 and £200 travelling expenses per car, according to distance.

Championship points are awarded on the basis of 20-15-12-10-8-6-4-3-2-1 for the first 10 places and all rounds will count towards a driver's final total.

Year's end prize money of £3,000 will be paid at the rate of £2.50 per point scored and individual race prize money starts at £200 for the winner and goes down to £15 for each of those finishing 11th to 20th.

Current points position:

Richard Scott	32	Stephen Choularton	14
John Nicholson	28	Cyd Williams	12
Ted Wentz	18	Bertil Roos	12
Jim Crawford	15		

STP FORMULA FORD CHAMPIONSHIP

For this second year the STP Corporation are sponsoring this Silverstone organised Championship. This is a 12 round Championship with 8 rounds at Silverstone (4 on the Grand Prix Circuit) and 1 each at Mallory Park, Oulton Park, Snetterton and Thruxton.

Points will be scored on a 9-6-4-3-2-1 basis in each round except for the rounds on April 7th and October 5th when double points will be scored. Points scored in all rounds will count.

Prize money in each round will be — 1st £36; 2nd £24; 3rd £16; 4th £12; 5th £8; 6th £4. The winner of the Championship will receive £100 and the STP Trophy. 2nd £75; 3rd £50; 4th £25.

The opening round took place at Oulton Park on Saturday March 30th.

VANDERVELL AWARD FOR NOVICE DRIVERS

Vandervell Products Limited is continuing its support of the newcomers to motor racing by sponsoring the Vandervell Award for Novice Drivers in 1974. This will be the third year of this most successful award.

Eligibility to compete for the Vandervell Award will be on the same basis as before. All competitors at Silverstone who, on or after 1st January, 1974, are holders of an RAC Restricted Racing Licence upon which they have not obtained six upgrading signatures, and who have not held a racing licence issued by any national body for more than twelve months, will be eligible to compete. All car races at Silverstone in 1974, excluding relay races and high speed trials, will count towards the Vandervell Award.

In order to take part in the Vandervell Award for Novice Drivers, competitors must register with the BRDC Race Office, Silverstone Circuit, Silverstone, near Towcester, Northants NN12 8TN, at least 24 hours before the first race in which they wish to be eligible to score points.

The points scoring system will be the same as in 1973. In a race divided into classes or a single class race with less than ten starters points will be scored on an 8-6-4-2 basis in each class. In single class races with ten or more 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 in the class or race 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. For the Vandervell Award heats will be classed as races. In calculating the final positions a competitor's ten best scores will count. In the event of a tie, the competitor with the greatest number of class and/or race wins will be declared the winner. If this fails to achieve the split, other placings will be compared.

The winner of the Vandervell Award will receive £150 and the Vandervell Trophy. 2nd £100; 3rd £75; 4th £50; 5th £25.

TARMAC BRITISH RACING CHAMPIONSHIP

This Championship, sponsored by Tarmac, is open only to British and Commonwealth drivers holding an International Racing Licence issued by the RAC and competing in International and International Open events in Great Britain. The International Races today qualify for this Championship.

ALLIED POLYMER GROUP SILVERSTONE DRIVER OF THE YEAR AWARD

Allied Polymer Group, one of the largest polymer products groups in the U.K., supplying motorists and the motor industry with hundreds of different components ranging from Gandy brake and clutch linings to window seals, engine mountings, radiator hose and surface finishing equipment, is entering motor racing sponsorship for the first time this year with the **Allied Polymer Group 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 1974.

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 1 pt.

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.

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

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 £500 and Trophy. 2nd £250. 3rd £125. 4th £75. 5th £50.

ALLIED POLYMER GROUP SILVERSTONE DRIVER OF THE DAY AWARD

A Driver of the Day Award will be presented at each of the International and Championship meetings at Silverstone in 1974.

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 APG Driver of the Year and Driver of the Day Awards are: Sunday, 17 March; Sunday, 31 March; Saturday/Sunday, 6/7 April; Monday, 15 April; Saturday, 27 April; Sunday, 5 May; Sunday, 12 May; Monday, 27 May; Sunday, 9 June; Sunday, 30 June; Saturday, 6 July; Saturday, 13 July; Sunday, 28 July; Sunday, 4 August; Monday, 26 August; Sunday, 8 September; Sunday, 22 September; Saturday 5 October.

Many of those marshalling at this Meeting are members of the British Motor Racing Marshals' Club.

Details of membership from the General Secretary:

L. D. Pullen, 1 Willowmead Close, Ealing, London W.5

JCB HISTORIC CAR CHAMPIONSHIP AND BRDC BRITISH EMPIRE TROPHY HISTORIC CAR AWARD

JCB, the earthmoving giant from Staffordshire, are once again sponsoring the JCB Championship for Historic Cars. Following last year's pattern the rounds are all at major International meetings. Today's race is the opening round, and the other five rounds are: Sunday May 12 Martini International Super Sports, Silverstone; Saturday July 20 John Player Grand Prix, Brands Hatch; Sunday August 18 BARC International, Thruxton; Sunday 8 September Rothmans Gold Cup, Oulton Park and Sunday 22 September RAC Tourist Trophy, Silverstone.

The British Racing Drivers' Club is once again awarding its famous British Empire Trophy to the competitor scoring most points in certain Historic Car Races at Silverstone. In addition to the three JCB races points for the British Empire Trophy will also be awarded for Historic Car Races at the Easter Monday Meeting on 15 April and the St. John Horsfall Meeting on 6 July.

Classes for both series are as last year: (a) Historic Racing and Sports Racing Cars over 3000 c.c. (b) Historic Racing and Sports Racing Cars 2001-3000 c.c. (c) Historic Racing and Sports Racing Cars up to 2000 c.c.

Points are scored in each class at each race as follows: 1st 6; 2nd 5; 3rd 4; 4th 3; other finishers 2.

The awards for the JCB Championship are: Overall winner — the JCB Trophy. 1st in each class £100; 2nd in each class £75; 3rd in each class £50; 4th in each class £30; 5th in each class £20.

LAP RECORDS AS AT 6.4.74

Outright and Formula 1:	Ronnie Peterson (John Player Special)	1 min. 17.5 secs.	135.96 m.p.h.	218.81 km.h	8.4.73
Formula 5000:	Brett Lunger (Lola T330 Morand Chevrolet) and David Hobbs (Lola T330 Morand Chevrolet)	1 min. 18.8 secs.	133.72 m.p.h.	215.20 km.h	8.4.73
Formula Atlantic:	John Nicholson (Lyncar Ford) and David Purley (March Ford)	1 min. 25.8 secs.	122.81 m.p.h.	197.64 km.h	14.7.73
Formula Ford:	Derek Lawrence (Dulon MP Titan)	1 min. 39.6 secs.	105.80 m.p.h.	170.26 km.h	23.9.73
Historic Cars: Over 3000 c.c.:	John Harper (Lister Jaguar)	1 min. 42.8 secs.	102.50 m.p.h.	164.90 km.h	23.9.73
2001-3000 c.c.:	Neil Corner (Aston Martin DBR4)	1 min. 39.2 secs.	106.22 m.p.h.	170.95 km.h	23.9.73
Up to 2000 c.c.:	Richard Pilkington (Cooper Bristol Mk. 2)	1 min. 51.8 secs.	94.25 m.p.h.	151.68 km.h	14.7.73
Group 1 Touring Cars:	To be established				

Sunday 7 April

Race 7

Start 15.00 hrs.

26th DAILY EXPRESS INTER NATIONAL TROPHY RACE

For Formula 1 and Formula 5000 Cars

40 laps
117.08 miles
188.40 kms

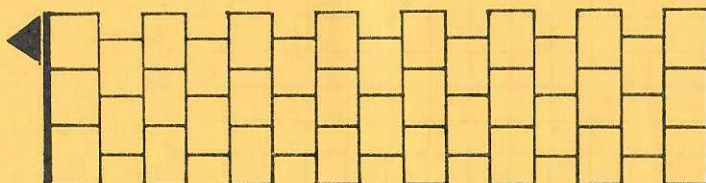
No.	Entrant	Driver	Nat. of Driver	Car	Engine	c.c.	Colour	No.
FORMULA 1								
1	John Player Team Lotus	Ronnie Peterson	S	John Player Special	Ford Cosworth DFV	2933	Black/Gold	1
3	March Engineering Limited	To be nominated		March 741	Ford Cosworth DFV	3000	Green	3
4	Team Yardley McLaren	Mike Hailwood	GB	Yardley McLaren M23	Ford Cosworth DFV	2993	White/Orange	4
5	Marlboro Team Texaco	Emerson Fittipaldi	BR	Texaco Marlboro M23	Ford Cosworth DFV	2993	Red/White	5
6	Marlboro Team Texaco	Denis Hulme	NZ	Texaco Marlboro M23	Ford Cosworth DFV	2993	Red/White	6
7	Motor Racing Developments Ltd.	Carlos Reutemann	RA	Brabham BT44	Ford Cosworth DFV	2993	White	7
8	Motor Racing Developments Ltd.	Richard Robarts	GB	Brabham BT42	Ford Cosworth DFV	2993	White	8
9	BRM Limited	Jean-Pierre Beltoise	F	BRM P201	BRM	2998	Green/Silver	9
10	BRM Limited	Henri Pescarolo	F	BRM P160	BRM	2998	Green/Silver	10
11	Trojan-Tawanac Ltd.	Tim Schenken	AUS	Trojan T103	Ford Cosworth DFV	2993	Red/White	11
17	UOP Shadow	Jean-Pierre Jarier	F	Shadow DN3	Ford Cosworth DFV	2993	Black	17
19	Bang & Olufsen Team Surtees	Jochen Mass or Carlos Pace	D or BR	Surtees	Ford Cosworth DFV	2993	Black/Red/White	19
22	Team Ensign	Rikky Von Opel	FL	Ensign NI74	Ford Cosworth DFV	2993	Green	22
23	Token Racing	Tom Pryce	GB	Token	Ford Cosworth DFV	2993	Green	23
24	Hesketh Racing	James Hunt	GB	Hesketh 308/1	Ford Cosworth DFV	2993	White	24
29	Pinch (Plant) Limited	John Nicholson	GB	Pinch Lyncar	Ford Cosworth DFV	2993	Green/White	29
26	Embassy Racing with the Graham Hill Racing Team	Graham Hill	GB	Embassy Hill Lola	Ford Cosworth DFV	2993	White/Red	26
30	John Dalton & Chris Amon	Chris Amon	NZ	Amon AF1	Ford Cosworth DFV	2974	Blue	30
FORMULA 5000								
32	Dempster International Racing Team	Ian Taylor	GB	March 74A	Smith Chevrolet	4998	Red/Yellow	32
34	Nick Wattiez Racing	Nick Wattiez	GB	Lola T330	Smith Chevrolet	4998	White	34
38	Colin Andrews	Colin Andrews	GB	Surtees TS9B	Chevrolet	5000	Red/White	38
39	Hogan Racing Limited	David Hobbs	GB	Lola T330	Falconer Chevrolet	5000	Blue	39
51	Chevron Racing Team VDS	Teddy Pilette	B	Chevron B28	Morand Chevrolet	4997	Red/Blue/White	51
52	Chevron Racing Team VDS	Peter Gethin	GB	Chevron B28	Morand Chevrolet	4997	Red/Blue/White	52
53	Ian Ward Racing	Keith Holland	GB	To be nominated	Smith Chevrolet	4995	Orange	53
54	Ian Ward Racing	Alan Kayes	GB	McLaren M14	Smith Chevrolet	4995	Orange	54
55	McKechnie Racing with Henley Fork Lift	Bob Evans	GB	STP Lola T332	Smith Chevrolet	5000	Red	55
56	Embassy Racing/John Butterworth	Guy Edwards	GB	Lola T332	Smith Chevrolet	4987	Red/White	56
57	Clive Baker	Clive Baker	GB	March 73A	Chevrolet	4998	Blue	57
58	Anglo American Racing Team	Tony Dean	GB	Chevron B24	Morand Chevrolet	4995	Blue	58
59	Anglo American Racing Team	Brian Robinson	GB	McLaren M19	Morand Chevrolet	4995	Red	59
60	A. W. Brown	Damien Magee	IRL	Lola T330	Chevrolet	4992	Red/Yellow	60
61	Patrick Sumner	Patrick Sumner	GB	Trojan T101	Smith Chevrolet	5000	Blue	61
62	ShellSPORT Luxembourg	Ian Ashley	GB	ShellSPORT Luxembourg T330	Chevrolet	4991	Yellow/Red	62
64	Dempster International Racing Team	Mike Wilds	GB	March	Smith Chevrolet	5000	Red/Yellow	64
65	Sid Taylor	Vern Schuppan	AUS	Trojan T101	Smith Chevrolet	4992	White	65
66	Sid Taylor	Brian Redman	GB	Lola T332	Smith Chevrolet	4992	Red	66
67	Jock Russell	Jock Russell	GB	JR2	Smith Chevrolet	5000		67
69	Clive Santo	Clive Santo	GB	Lola T330	Smith Chevrolet	5000	Yellow	69
70	Merlot International Aviation	Brendan McInerney	IRL	Lola T330	Bolthoff Chevrolet	5000		70
71	Tom Belso	Tom Belso	DK	Lola T330	Smith Chevrolet	4992	Black/Orange/White	71
74	Alan Brodie	Steve Thompson	GB	Chevron B24	RES Chevrolet	4998	White	74
208	ShellSPORT Luxembourg	Lella Lombardi	I	ShellSPORT Luxembourg T330	Chevrolet	4991	Yellow/Red	208

KEY TO NATIONALITY OF DRIVERS:

AUS — Australia, RA — Argentina, B — Belgium, BR — Brazil, DK — Denmark F — France, GB — Great Britain, D — Germany, IRL — Ireland, FL — Liechtenstein, NZ — New Zealand, S — Sweden,

RESULTS

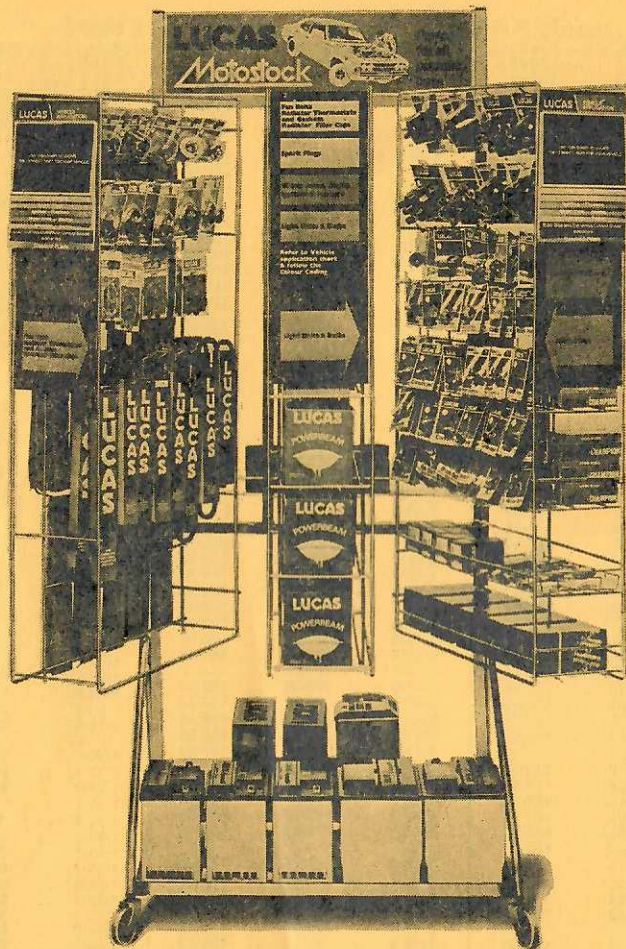
Overall:
 1st..... Time..... Speed.....m.p.h.
 2nd..... 3rd..... 4th.....
 5th..... 6th.....
 Fastest lap: Car No..... Time..... Speed.....m.p.h.



SILVERSTONE LAP SPEED TABLE

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

TIME	SPEED	TIME	SPEED	TIME	SPEED	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.
1:14.0	142.39	229.16	1:21.3	129.61	208.58	1:28.7	118.79	191.18	1:36.0	109.76	176.65	1:43.5	101.81	163.85
1:14.1	142.20	228.85	1:21.4	129.45	208.28	1:28.8	118.66	190.97	1:36.1	109.65	176.46	1:43.6	101.71	163.69
1:14.2	142.01	228.54	1:21.5	129.29	208.07	1:28.9	118.53	190.75	1:36.2	109.53	176.28	1:43.7	101.61	163.53
1:14.3	141.82	228.23	1:21.6	129.13	207.82	1:29.0	118.40	190.54	1:36.3	109.42	176.10	1:43.8	101.51	163.37
1:14.4	141.63	227.93	1:21.7	128.97	207.56	1:29.1	118.26	190.32	1:36.4	109.31	175.91	1:43.9	101.42	163.21
1:14.5	141.44	227.62	1:21.8	128.82	207.31	1:29.2	118.13	190.11	1:36.5	109.19	175.73	1:44.0	101.32	163.06
1:14.6	141.25	227.32	1:21.9	128.66	207.06	1:29.3	118.00	189.90	1:36.6	109.08	175.55	1:44.1	101.22	162.90
1:14.7	141.06	227.01	1:22.0	128.50	206.80	1:29.4	117.87	189.69	1:36.7	108.97	175.37	1:44.2	101.12	162.74
1:14.8	140.87	226.71	1:22.1	128.35	206.55	1:29.5	117.73	189.47	1:36.8	108.86	175.19	1:44.3	101.03	162.59
1:14.9	140.68	226.41	1:22.2	128.19	206.30	1:29.6	117.60	189.26	1:36.9	108.74	175.01	1:44.4	100.93	162.43
1:15.0	140.50	226.11	1:22.3	128.04	206.05	1:29.7	117.47	189.05	1:37.0	108.63	174.83	1:44.5	100.83	162.28
1:15.1	140.31	225.80	1:22.4	127.88	205.80	1:29.8	117.34	188.84	1:37.1	108.52	174.64	1:44.6	100.74	162.12
1:15.2	140.12	225.50	1:22.5	127.72	205.55	1:29.9	117.21	188.63	1:37.2	108.41	174.46	1:44.7	100.64	161.97
1:15.3	139.94	225.20	1:22.6	127.57	205.25	1:30.0	117.08	188.42	1:37.3	108.30	174.29	1:44.8	100.55	161.81
1:15.4	139.75	224.91	1:22.7	127.41	205.05	1:30.1	116.95	188.21	1:37.4	108.18	174.11	1:44.9	100.45	161.66
1:15.5	139.57	224.61	1:22.8	127.26	204.81	1:30.2	116.82	188.00	1:37.5	108.07	173.93	1:45.0	100.35	161.50
1:15.6	139.38	224.31	1:22.9	127.11	204.56	1:30.3	116.69	187.79	1:37.6	107.96	173.75	1:45.1	100.26	161.35
1:15.7	139.20	224.01	1:23.0	126.95	204.31	1:30.4	116.56	187.59	1:37.7	107.85	173.57	1:45.2	100.16	161.20
1:15.8	139.01	223.72	1:23.1	126.80	204.07	1:30.5	116.43	187.38	1:37.8	107.74	173.39	1:45.3	100.07	161.04
1:15.9	138.83	223.42	1:23.2	126.65	203.82	1:30.6	116.30	187.17	1:37.9	107.63	173.22	1:45.4	99.97	160.89
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	173.04	1:45.5	99.88	160.74
1:16.1	138.46	222.84	1:23.4	126.35	203.33	1:30.8	116.05	186.76	1:38.1	107.41	172.86	1:45.6	99.78	160.59
1:16.2	138.28	222.55	1:23.5	126.19	203.09	1:30.9	115.92	186.55	1:38.2	107.30	172.69	1:45.7	99.68	160.44
1:16.3	138.10	222.25	1:23.6	126.04	202.85	1:31.0	115.79	186.34	1:38.3	107.19	172.51	1:45.8	99.59	160.28
1:16.4	137.92	221.96	1:23.7	125.89	202.60	1:31.1	115.66	186.13	1:38.4	107.09	172.34	1:45.9	99.50	160.13
1:16.5	137.74	221.67	1:23.8	125.74	202.36	1:31.2	115.54	185.93	1:38.5	106.98	172.18	1:46.0	99.41	159.98
1:16.6	137.56	221.38	1:23.9	125.59	202.12	1:31.3	115.41	185.74	1:38.6	106.87	172.01	1:46.1	99.31	159.83
1:16.7	137.38	221.09	1:24.0	125.44	201.88	1:31.4	115.29	185.54	1:38.7	106.76	171.81	1:46.2	99.22	159.68
1:16.8	137.20	220.81	1:24.1	125.29	201.64	1:31.5	115.16	185.34	1:38.8	106.65	171.64	1:46.3	99.13	159.53
1:16.9	137.03	220.52	1:24.2	125.14	201.40	1:31.6	115.03	185.14	1:38.9	106.54	171.47	1:46.4	99.03	159.38
1:17.0	136.85	220.23	1:24.3	125.00	201.16	1:31.7	114.90	184.93	1:39.0	106.44	171.29	1:46.5	98.94	159.23
1:17.1	136.67	219.95	1:24.4	124.85	200.92	1:31.8	114.78	184.73	1:39.1	106.33	171.12	1:46.6	98.85	159.08
1:17.2	136.49	219.66	1:24.5	124.70	200.69	1:31.9	114.66	184.53	1:39.2	106.22	170.95	1:46.7	98.76	158.93
1:17.3	136.32	219.38	1:24.6	124.55	200.45	1:32.0	114.54	184.33	1:39.3	106.12	170.77	1:46.8	98.66	158.78
1:17.4	136.14	219.09	1:24.7	124.41	200.21	1:32.1	114.42	184.13	1:39.4	106.01	170.60	1:46.9	98.57	158.63
1:17.5	135.96	218.81	1:24.8	124.26	199.98	1:32.2	114.29	183.93	1:39.5	105.90	170.43	1:47.0	98.48	158.48
1:17.6	135.79	218.53	1:24.9	124.11	199.74	1:32.3	114.16	183.73	1:39.6	105.80	170.26	1:47.1	98.39	158.34
1:17.7	135.61	218.25	1:25.0	123.97	199.51	1:32.4	114.04	183.53	1:39.7	105.69	170.09	1:47.2	98.29	158.19
1:17.8	135.44	217.99	1:25.1	123.82	199.27	1:32.5	113.92	183.33	1:39.8	105.58	169.92	1:47.3	98.20	158.04
1:17.9	135.27	217.69	1:25.2	123.68	199.04	1:32.6	113.79	183.13	1:39.9	105.48	169.75	1:47.4	98.11	157.89
1:18.0	135.09	217.41	1:25.3	123.53	198.80	1:32.7	113.67	182.93	1:40.0	105.37	169.58	1:47.5	98.02	157.75
1:18.1	134.92	217.13	1:25.4	123.39	198.57	1:32.8	113.55	182.74	1:40.1	105.27	169.41	1:47.6	97.93	157.60
1:18.2	134.74	216.86	1:25.5	123.24	198.34	1:32.9	113.43	182.54	1:40.2	105.16	169.24	1:47.7	97.84	157.46
1:18.3	134.57	216.58	1:25.6	123.10	198.11	1:33.0	113.30	182.34	1:40.3	105.06	169.07	1:47.8	97.75	157.31
1:18.4	134.40	216.30	1:25.7	122.95	197.88	1:33.1	113.18	182.15	1:40.4	104.95	168.90	1:47.9	97.66	157.16
1:18.5	134.23	216.03	1:25.8	122.81	197.64	1:33.2	113.06	181.95	1:40.5	104.85	168.74	1:48.0	97.57	157.06
1:18.6	134.06	215.75	1:25.9	122.67	197.41	1:33.3	112.94	181.76	1:40.6	104.74	168.57	1:48.1	97.48	156.91
1:18.7	133.89	215.48	1:26.0	122.53	197.19	1:33.4	112.82	181.56	1:40.7	104.64	168.40	1:48.2	97.39	156.73
1:18.8	133.72	215.20	1:26.1	122.38	196.96	1:33.5	112.70	181.36	1:40.8	104.54	168.23	1:48.3	97.30	156.58
1:18.9	133.55	214.93	1:26.2	122.24	196.73	1:33.6	112.58	181.17	1:40.9	104.43	168.07	1:48.4	97.21	156.44
1:19.0	133.38	214.66	1:26.3	122.10	196.50	1:33.7	112.46	180.98	1:41.0	104.33	167.90	1:48.5	97.12	156.29
1:19.1	133.21	214.39	1:26.4	121.96	196.27	1:33.8	112.34	180.79	1:41.1	104.22	167.73	1:48.6	97.03	156.15
1:19.2	133.05	214.12	1:26.5	121.82	196.04	1:33.9	112.22	180.60	1:41.2	104.12	167.57	1:48.7	96.94	156.01
1:19.3	132.88	213.85	1:26.6	121.68	195.82	1:34.0	112.10	180.40	1:41.3	104.02	167.40	1:48.8	96.85	155.86
1:19.4	132.71	213.58	1:26.7	121.54	195.59	1:34.1	111.98	180.21	1:41.4	103.92	167.24	1:48.9	96.76	155.72
1:19.5	132.54	213.31	1:26.8	121.40	195.37	1:34.2	111.86	180.02	1:41.5	103.82	167.07	1:49.0	96.67	155.58
1:19.6	132.38	213.04	1:26.9	121.26	195.14	1:34.3	111.74	179.83	1:41.6	103.71	166.91	1:49.1	96.58	155.44
1:19.7	132.21	212.77	1:27.0	121.12	194.99	1:34.4	111.62	179.64	1:41.7	103.60	166.75	1:49.2	96.49	155.29
1:19.8	132.05	212.51	1:27.1	120.98	194.77	1:34.5	111.51	179.45	1:41.8	103.51	166.58	1:49.3	96.41	155.15
1:19.9	131.88	212.24	1:27.2	120.84	194.55	1:34.6	111.39	179.26	1:41.9	103.41	166.41	1:49.4	96.32	155.01
1:20.0	131.72	211.97	1:27.3	120.70	194.33	1:34.7	111.27	179.07	1:42.0	103.31	166.25	1:49.5	96.23	154.87
1:20.1	131.55	211.71	1:27.4	120.56	194.00	1:34.8	111.15	178.88	1:42.1	103.21	166.09	1:49.6	96.14	154.73
1:20.2	131.39	211.45	1:27.5	120.42	193.88	1:34.9	111.04	178.69	1:42.2	103.11	165.93	1:49.7	96.06	154.59
1:20.3	131.22	211.18	1:27.6	120.29	193.66	1:35.0	110.92	178.50	1:42.3	103.00	165.77	1:49.8	95.97	154.44
1:20.4	131.06	210.92	1:27.7	120.15	193.34	1:35.1	110.80	178.32	1:42.4	102.90	165.61	1:49.9	95.88	154.30
1:20.5	130.90	210.66	1:27.8	120.01	193.12	1:35.2	110.68	178.13	1:42.5	102.80	165.44	1:50.0	95.79	154.16
1:20.6	130.73	210.40	1:27.9	119.87	192.92	1:35.3	110.56	177.94	1:50.1	102.70	165.28	1:50.1	95.70	154.02
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1:20.8	130.41	209.88	1:28.1	119.60	192.48	1:35.5	110.34	177.57	1:50.3	102.50	164.96	1:50.3	95.53	153.74
1:20.9	130.25	209.62	1:28.2	119.47	192.27	1:35.6	110.22	177.38	1:50.4	102.40	164.80	1:50.4	95.45	153.60
1:21.0	130.09	209.36	1:28.3	119.33	192.05	1:35.7	110.11	177.19	1:50.5	102.30	164.64	1:5		



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THE SUPPORTING RACES

by Robert Fearnall,
Deputy Editor, Autosport.

The British Racing Drivers' Club have arranged a splendid assortment of supporting races for their 26th International Trophy meeting catering for 220 bhp Formula Atlantic single-seaters, literally hordes and hordes of Formula Fords, a varied and exciting field of Group 1 saloon cars and the famous historic cars which have made history at this meeting for the last twenty years.

With the revamped Formula 3 going through a rather disappointing period, the BRDC have replaced the Formula 3 event with a round in the John Player Formula Atlantic Championship and apart from producing faster lap times, the Atlantic race can be expected to provide the close and exciting racing that Formula 3 has in the past at this meeting. All the Formula Atlantic cars are using 1600 c.c. Ford BDA engines, as the other engines homologated for the formula are not as competitive, even though fuel injection is not permitted on the BDA engine. Regulations governing these cars, are those laid down for Formula 2, and this race is the third round in the International Atlantic Championship, sponsored by John Player.

Leading the Championship up until this meeting is twenty-seven year old Aberdonian Richard Scott, whose performances in European Formula 2 racing over the past few seasons have been hindered by lack of finance. Scott drives his own car, originally scheduled for Formula 2, and the Proto, as it is named, was designed by Patrick Head who now works with Ron Tauranac at Trojan, having formerly worked for Lola; Patrick Head's father, the late Colonel Mike Head raced a Cooper-Jaguar and then a C-type Jaguar in which he was relatively successful. The Proto is run by Geoff Richardson, who prepares the BDA engines with which Richard has scored a brilliant win and a third in the two John Player rounds this season.

Lying second in the Championship is New Zealander John Nicholson with the Pinch Plant sponsored Lyncar; John, who won the national BP Atlantic Championship last season, will also be competing in the Formula 1 race at this meeting, and is heavily engulfed in preparing Ford DFV engines for McLaren Racing, Graham Hill and other private entrants. From Philadelphia America, comes Ted Wentz who through winning last year's Wella for Men Formula Ford Championship, has obtained their backing to run a new Atlantic March, with which he has impressed so far this season.

One of the most startling revelations this season has been Lancastrian Jim Crawford, who is in his first serious season of racing and holds fourth place in the championship; Crawford has been employed as mechanic for Stephen Choularton's Atlantic cars and drove Choularton's March in the odd formule libre race last season, proving very successful. Therefore this



Castrol Championship leader, Andy Rouse (Triumph Dolomite). (Photo by Autosport)

season, the quiet, unassuming Northerner has been financed by Choularton to drive an Atlantic March, and in the first Atlantic round at Mallory Park harried winner John Nicholson to the finish, earning the BP Man of the Meeting Award. His "boss" Choularton is currently lying fifth in the championship, while another northerner, Cyd Williams is close behind in the points table with his Brabham BT40 prepared by Graham Eden.

In addition to these leading championship contenders, there are several other top contenders for victory in this 17 lap race — take former works Lotus Grand Prix driver Dave Walker in the works GRD before he "emigrates" to Canada to take part in the equivalent Formula B Championship; 1972's Mallory Park surprise Formula 2 winner and Grovewood Award recipient Dave Morgan making his first Atlantic bid with a new Chevron; former works Lotus and Ensign Formula 3 driver Bev Bond with a new March entered by Harry Stiller; last year's Grovewood Award winner and former Formula 3 star Tony Brise with his last year's F3 March now fitted with a Holbay BDA engine; and former clubmans sports car champions Ray Mallock and Geoff Friswell.

The last Atlantic race held on the Grand Prix Silverstone circuit, at last year's accident-prone Grand Prix meeting, was won by John Nicholson at an average of just over 120 m.p.h. with a fastest lap of 122.81 m.p.h. So, if the weather is right, watch out for some record speeds as the cars are more sorted, the entry is far more competitive and the championship money is much more lucrative.

Judging by the manufacturer support, this year's new and spectacular Group 1 British Touring Car Championship, sponsored by Castrol, is the most important in the history of British saloon car racing with representations from Ford, British Leyland, Chrysler, General Motors, Volkswagen, Mazda and Alfa Romeo in addition to considerable trade support. Leading the Manufacturer's Championship overall, after two rounds, are British Leyland who are officially supporting the locally-prepared Broadspeed Dolomites, with number 1 team driver Andy Rouse leading the drivers' section.

Twenty-six year old Rouse is Britain's most formidable and under-rated saloon car driver, who was born in Gloucester but now lives in nearby Southam. Rouse, recently appointed competitions manager for Broadspeed, has achieved considerable success with Ford Escorts in Group 2 racing, particularly last season when he dominated the 2 litre class with a Broad-speed Escort. But Rouse's achievements are not only confined to saloon cars, for he raced successfully in Formula Ford some years ago and plans to compete in Formula Atlantic this season. A man to watch

For this event, Rouse faces very strong opposition. Barrie Williams' Mazda RX 3 (fitted with the 2.3 litre RX 2 engine) has been lapping the Grand Prix circuit in private testing equally as fast as the Broadspeed Dolomites, but in the first two rounds of the series the engine has been prone to cutting out when cornering, causing its retirement in both races. Barrie's team-mate in the Mazda team (both cars being prepared by Mathwall Engineering of Cobham, Surrey), will be a most popular attraction for its Wendy Markey, supported by the Penthouse Pets.

The other different make to look out for in this class is the 2 litre Alfa GTV, prepared by Stan Clark and driven by BSM instructor John Lyon, who was leading all the Dolomites at Brands in March before going off the road. But don't under-estimate the other Dolomites (all fitted with over-drive on third and fourth gears) — there's Rouse's team-mate, motoring journalist Tony Dron; well known sports car campaigner John Hine who drives the Bill Shaw-prepared ShellSPORT Dolomite very competitively; the very experienced and successful saloon car driver, John Handley, in a car prepared by Aldon Automotive; and the talented Rob Mason — well known for his tremendous performances at the wheel of Minis — who is really getting the hang of the Equipe Arden Dolomite to hold second place overall in the Castrol Championship, even though it is Rob's first competition work in a rear wheel drive saloon.

While the 1601 to 2500 c.c. class should be most competitive, overall victory should rest with the over 4 litre cars, the favourite of those being 1967 125 c.c. World motorcycle champion (and third in the 1966 500 c.c. World Championship) Stuart Graham, who, from his Cheshire garage prepares and drives the Chevrolet Camaro which he has already taken to victory in the first two rounds of the Castrol Championship this year. His biggest rival has been twenty-seven year old Londoner Richard Lloyd, but he suffered an unfortunate accident at the last round of the Castrol series at Brands Hatch while leading and will be working flat-out to get his smart Simoniz Camaro repaired in time. The Camaros of Gerry Marshall and Vince Woodman should be more competitive at this round, while Gordon Spice is expected to debut the 7 litre STP Plymouth Cuda if its engine holds together in testing.

The 2501 to 4000 c.c. class should be very interesting indeed with Tony Lanfranchi favourite for victory with his immaculate BMW 3.0 CSI lovingly prepared by Jemwood Cars. But it's

not going to be easy for Tom Walkinshaw's works Ford Capri has undergone engine development reputed to give at least another ten bhp since the last round and Peter Hanson's dealer backed Opel Commodore GS/E should have its excellent handling characteristics combined with more power since the 2.8 litre, six cylinder engine has been under development at Broad-speed following the Brands Hatch race.

Finally there's the 1600 c.c. class, where the works Avengers of Bernard Unett and Motor editor Roger Bell will be fitted with 1600 c.c. engines for the first time — as the 100 c.c. bigger engines were homologated on April 1st — and should therefore have a bigger advantage over Stan Clark's Alfa Junior 1.6 GT and Bill McGovern's George Bevan-prepared 110 bhp VW Passat. However the current leader of the class championship-wise, is privateer Simon Kirkby, the 25 year old Lincolnshire farmer who has been most impressive at the wheel of a Hartwell-prepared Avenger GT.

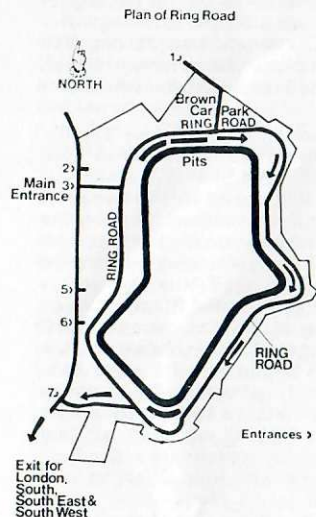
There is such a huge Formula Ford entry for the second round in the incredibly popular BRDC-organised STP Formula Ford championship that three heats are necessary to seed the entries for the vital points-scoring final. To sort out a winner is like picking a winner for the unpredictable Grand National but perhaps last Sunday's first round in the series at Oulton Park will give some indication as to how this year's trend is emerging. Among the likely candidates is Richard Hawkins, who was born in New Zealand and now lives in Cheshire and is proving really competitive at the wheel of a new works Dulon sponsored by Ratcliffe Springs of Manchester; Hawkins started racing over here with a Triumph TR4 in mod sports racing before switching to Formula Ford with a Titan. There is former kartist Stephen South who went well with a Formula Ford Palliser before transferring to the Ray marque which brought him considerable success; veteran Syd Fox, former winner of the Sunbeam Electric Formula Ford Championship, who has been driving sports and saloon cars for some considerable number of years; Belgian Patrick Neve, a Jim Russell instructor who also has impressed in saloon cars and today drives a ShellSPORT Lola T340 in a two car team with South African Robert Joubert; Dave Morgan's younger brother Richard who from starting with a FF Lotus in 1971 has become one of this year's most formidable contenders with a Ray; Irishmen John Murphy and Alo Lawler, the latter a plant hire contractor from Cheshire who featured in Silverstone races last season with a Royale; Essex works Merlyn driver John Crowe with a Servis washing-machine sponsored Merlyn Mk. 25; former Jim Russell pupil Mike Young in a Tricentrol-backed Van Diemen; last year's Silverstone Vandervell novice award winner David Heale in one of last year's Dulong; 23 year old Tiff Needell from Weybridge who has recently graduated to BSc, and has competed in over 100 Formula Ford races; another former kartist Geoff Lees, from Atherstone, who impressed on this circuit last year with an Alexis but now drives a new Royale; Canadian Chris Mudge, another former Jim Russell pupil, in a modified Merlyn; and west-countrymen Roger Bruce-White, Roger Orgee, Bryan Sharp and Terry Richards. If this is not enough to take note of, David Barkas won the very first race of the year at Silverstone with his Royale and 20 year old former kartist Doug Bassett has made a great comeback after starting most impressively in Formula Ford two years ago and then suffering a bad testing accident at the beginning of last season; with his Alexis, he won the Formula Ford races at the first two Silverstone meetings this season.

But with over 100 competitors using similar 1600 c.c. Ford GT crossflow engines on such a fast slipstreaming circuit as Silverstone, just about anyone could take the chequered flag first. No doubt, it will all depend on the last corner on the last lap

Don't go home before the last race, as otherwise you will miss one of the most entertaining features on the programme — the first round in the JCB Historic Championship. JCB races have always been a popular attraction at Silverstone meetings and today's first round in this year's JCB series sees several very interesting new combinations. Local hero Willie Green promises to be very spectacular at the wheel of the ex-Paul Weldon Lister Corvette Chevrolet which was built in 1958 for Carroll Shelby and has now found its way into the hands of Anthony Bamford. Regular historic winner Neil Corner, the wealthy furniture manufacturer from Durham, will be having his first race in the BRM P25 with which Jo Bonnier won the 1959 Dutch Grand Prix, and Charles Lucas is another man likely to give an entertaining performance with the maroon Birdcage Maserati, owned by Lord Hesketh. There's a large array of the beautiful Lister-Jaguar sports cars, and other fascinating entries include Paul Weldon in a Connaught B-type owned by Rodney Clarke (the original constructor of Connaughts), "MG" Bill Nicholson in the works Le Mans-winning Aston Martin DBR1, Ray Potter's 4.4 litre Le Mans Ferrari, Mike Salmon in the Grand Touring Aston Martin Project P212 which featured at Le Mans, John Roberts in the famous Mark 16 Lotus, and the raucous Cooper-Bristols.

Words alone can't describe the fabulous spectacle and noise of these beautifully-preserved historic sports and racing cars, enthusiastically driven in this really splendid Championship.

Traffic arrangements at the circuit

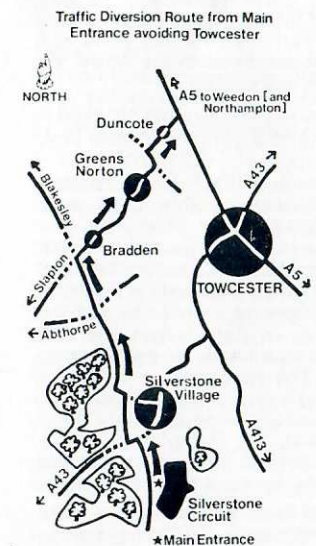


THE RING ROAD

The main object is to alleviate the congestion at the northern end of the circuit in Brown, Yellow and Purple car parks, by encouraging traffic in this area wishing to travel towards London, the South, South-East and South-West to leave by Gate No. 7.

The road will be one way in a clockwise direction. There may, however, be selected parts which are two way.

The Main Entrance



The second important feature for outgoing traffic is the diversions for traffic leaving from the Main Entrance. It may entail travelling an extra few miles on your route home, but both we and the Police authorities believe it will work effectively. The diversions will be signposted and we request that you follow them. Please do not stop to argue with the Police Officers on duty as this only causes further delays. Here again we hope to publish details for your reference in the race day magazines.

Both the diversions and the ring road will be policed and marshalled, and we ask for your co-operation to make the arrangements work.

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

International Trophy Results

	1st	2nd	3rd
1949	A. Ascari (Ferrari) 89.58 mph	G. Farina (Maserati)	L. Villoresi (Ferrari)
1950	G. Farina (Alfa Romeo) 90.16 mph	J. Fangio (Alfa Romeo)	P. Whitehead (Ferrari)
1951	Abandoned on the 6th lap. 1st R. Parnell (Thin Wall Special), 2nd D. Hamilton (Talbot), 3rd J. Fangio (Alfa Romeo)		
1952	L. Macklin (H.W.M.) 85.41 mph	A. Rolt (H.W.M.)	E. de Graffenried (Maserati)
1953	J. M. Hawthorn (Ferrari) 92.29 mph	R. Salvadori (Connaught)	A. Rolt (Connaught)
1954	J. F. Gonzalez (Ferrari) 92.78 mph	J. Behra (Gordini)	A. Simon (Gordini)
1955	P. Collins (Maserati) 95.94 mph	R. Salvadori (Maserati)	B. Bira (Maserati)
1956	S. Moss (Vanwall) 100.47 mph	W. A. Scott-Brown (Connaught)	D. Titterton (Connaught)
1957	J. Behra (B.R.M.) 99.95 mph	H. Schell (B.R.M.)	R. Flockhart (B.R.M.)
1958	P. Collins (Ferrari) 101.82 mph	R. Salvadori (Cooper)	M. Gregory (Maserati)
1959	J. Brabham (Cooper) 102.73 mph	R. Salvadori (Aston Martin)	R. Flockhart (B.R.M.)
1960	I. Ireland (Lotus) 108.82 mph	J. Brabham (Cooper)	G. Hill (B.R.M.)
1961	S. Moss (Cooper) 87.09 mph	J. Brabham (Cooper)	R. Salvadori (Cooper)
1962	G. Hill (B.R.M.) 99.73 mph	J. Clark (Lotus)	J. Surtees (Lola)
1963	J. Clark (Lotus) 108.12 mph	B. McLaren (Cooper)	T. Taylor (Lotus)
1964	J. Brabham (Brabham) 110.35 mph	G. Hill (B.R.M.)	P. Arundel (Lotus)
1965	J. Stewart (B.R.M.) 111.66 mph	J. Surtees (Ferrari)	M. Spence (Lotus)
1966	J. Brabham (Brabham) 116.06 mph	J. Surtees (Ferrari)	J. Bonnier (Cooper)
1967	M. Parkes (Ferrari) 114.65 mph	J. Brabham (Brabham)	J. Siffert (Cooper)
1968	D. Hulme (McLaren) 122.17 mph	B. McLaren (McLaren)	C. Amon (Ferrari)
1969	J. Brabham (Brabham) 107.00 mph	J. Rindt (Lotus)	J. Stewart (Matra)
1970	C. Amon (March) 124.19 mph	J. Stewart (March)	P. Courage (De Tomaso)
1971	G. Hill (Brabham) 129.14 mph	P. Gethin (McLaren)	T. Schenken (Brabham)
1972	E. Fittipaldi (John Player Special) 131.81 mph	J. P. Beltoise (B.R.M.)	J. Surtees (Surtees)
1973	J. Stewart (Tyrrell) 132.82 mph	R. Peterson (John Player Special)	C. Regazzoni (Marlboro B.R.M.)

Dealer Team Vauxhall now in 19 places at once!



It's easier than ever now to get the right car and tune it to a high standard performance. The national network of 19 Vauxhall Sport Dealers can supply from stock a wide range of famous Bill Blydenstein and Chris Coburn DTV Sportparts specially developed for road and full competition use, on the successful DTV cars. Look at the figures that Blydenstein was getting from a Dealer Team Vauxhall Firenza last season. Over 200bhp at 6500rpm. 206ft. lb. torque at 4000rpm. 145mph with a 3.4 axle ratio!

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Contact your local Vauxhall Sport Dealer, and see what DTV can do for you.

These are the Vauxhall Sport Dealers

E.J. Baker Motors Limited,
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Bentley Bros. (Sheffield) Ltd.,
44 Savile Street, Sheffield S4 7UA,
Yorks. 0742-29281.

City Motors (Oxford) Ltd.,
Gloucester Street, Oxford. 48021.

Drake & Fletcher Ltd.,
The Broadway, Maidstone,
Kent. 0622 55531.

G.N. Croydon Ltd.,
380 London Road, Croydon, Surrey.
01-684 3686

Ryland Vehicle Group,
Ryland Street, Birmingham B16 8BT.
Warwick 021-454 8111

S.M.T. Sales-Service,
Dunkeld Road, Perth. 26241.

Shaw & Kilburn Ltd.,
Two Waters Road, Hemel Hempstead,
Herts. 51212.

Thompsons of Hull,
230-236 Anlaby Road, Hull, E. Yorks.
0482-23681.

Wellington Garages (Oldham) Ltd.,
Huddersfield Road, Oldham, Lancs.
061-633 1334.

Grose Ltd.,
Queens Park Parade, Kingsthorpe,
Northampton 0604-31682.

J.S. Robson Ltd.,
Front Street, Consett. 02072-2957.

Harold Thompson and Sons Ltd.,
Tynemouth Road, North Shields,
Northumberland. 089-4570346.

Chester Engineering Co.,
Bedford Works, Boughton,
Chester. 0244-24611.

Wallace Arnold Sales-Service Ltd.,
123 Hunslett Road, Leeds, York.
0532 39911.

Neville (E.M.V.) Ltd.,
Nottingham Road,
Mansfield, Notts.

E.S. Stock Motors Limited,
Main Road, Copdock,
Nr. Ipswich, Suffolk.

Hamilton Motors (London) Ltd.,
466-490 Edgware Road,
London W2 1EL.

David Marshall Ltd.,
60-70 Shaftesbury Avenue,
Belfast BT7 2ES. 32222.



Notices

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.

PROGRAMME COPYRIGHT

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

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

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

DOGS

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

GRANDSTAND SEATS

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand—for Pits and Woodcote Stand which cost £2.50 per seat, and at Stowe Corner—for the South Stand which costs £2.50 per seat. From the South Stand you can get an excellent view of over half the circuit.

PADDOCK AND STEWARDS ENCLOSURE TRANSFERS

Paddock Transfers admitting you to the Paddock only, costing £2.00 each will be on sale at the Ticket Office at the pedestrian bridge in the Brown Enclosure. These allow you to wander round the Paddock and see the cars and drivers at close quarters and, if you are a keen photographer, to get some exciting photographs.

Stewards Enclosure Tickets costing £3.00 each will also be on sale. In addition to admitting you to the Paddock these tickets allow you to go on to the Pits Balcony and into the Stewards Enclosure on the inside of Woodcote Corner.

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

INTERNATIONAL FLAG SIGNALS

Red: Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Blue (Waved):** Another competitor is trying to overtake you. **Blue (motionless):** Another competitor is following you very closely. **White:** An ambulance or service car is on the circuit. **Black (with competitor's number):** Signal for the competitor to stop on the next lap. **Black and White 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.

BRITISH RACING DRIVERS' CLUB

President-in-Chief:

HRH THE PRINCE PHILIP, DUKE OF EDINBURGH, KG, KT

President: THE HON. GERALD LASCELLES

The BRDC, founded back in 1929, by Dr. J. D. Benjafield from the members of the Bentley Team at Le Mans.

Since then the Club has gone from strength to strength, and apart from being the senior racing drivers' club in the world, it now owns the freehold of Silverstone Circuit, which is administered by a wholly owned subsidiary Silverstone Circuits Limited.

Membership of the Club is strictly by qualification based on at least two years racing and a specified measure of success in racing events.

The following are the minimum requirements for applicants for full membership:

They must complete 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.

In any one season, they must have been classified as a finisher in not less than six races of International status, and in two of these six events the candidates must have been placed:

1st, 2nd or 3rd in general classification in a race of up to 100 miles in length.

OR Finished in the first six in a race of over 100 miles in length.

OR Won his class (there not being less than six starters in a major race of less than 300 miles or three hours' duration).

Full details of membership to this unique and exclusive Club may be obtained from the Secretary, BRDC, Silverstone Circuit, Silverstone, near Towcester, Northants, NN12 8TN

BRITISH RACING DRIVERS' ASSOCIATION

This new Association has been formed, under the aegis of the BRDC to act as an independent and democratic organisation to represent the 7,000 holders of RAC issued racing competition licences. It will promote members' interest with the major committees, international and national governing bodies.

Full details of eligibility for membership from the Secretary, BRDA, Silverstone Circuit, Silverstone, near Towcester, Northants NN12 8TN.

JOIN NOW . . . and help build up an active organisation to further the interests of the British racing driver, the club driver in particular.

WHY RUSH HOME AFTER THE MEETING?

Enjoy a Drink and a Chat in

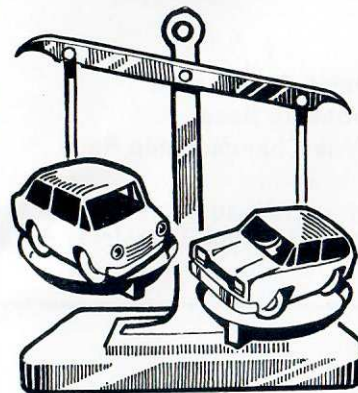
THE SILVERSTONE CLUB

The Drivers do.

In addition to the well appointed Clubhouse, which is open at all meetings, there are social functions including driving your car round the circuit and concessions of up to 25p on Grandstand Seats plus good food and drink in a convivial atmosphere.

CALL IN AT THE CLUBHOUSE ON WOODCOTE CORNER AND ASK THE MEMBERSHIP SECRETARY FOR DETAILS NOW!

The test test



If you judge a journal by its road tests, then Autocar is obviously your magazine. No other journal approaches the every-week thoroughness and authority of our tests on cars of all makes and sizes, new and used.

Prices and performance facts, fullest details of new models, most practical cost-saving advice, best classified ads – whatever your criterion, Autocar still emerges as *the* motorists' magazine, giving unrivalled coverage of the whole motoring scene.

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Bradbury 3 ton Liftmaster MK 1; Blackhawk Wheel Balancer; Mascot 3ft. Lathe; A4 Linisher; Ingersoll Rand Compressor; Taylor 18in. Lathe; Mini engines, gearboxes, steering racks; Vulcaniser; Dunlop turntables, etc. About 200 lots.

AUCTION

FRIDAY, 26th APRIL

GEO. WIGLEY & SONS,
WINSLOW, BUCKS. Tel: 2717

Forthcoming meetings on the Silverstone Club Circuit

EASTER MONDAY APRIL 15

BRDC EASTER CHAMPIONSHIP CAR RACES

Practice from 10.00 hrs. First Race 14.00 hrs.

British Empire Trophy Historic Car Race.

STP Formula Ford Championship Races.

Esso Uniflo Special Saloon Car Championship Races.

Jaybrand Racewear Formule Libre Championship Race.

Volkswagen (GB) Limited Formula Super Vee Championship Race.

Modified Sports Car Race.

Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat: Adults £1.00; Children 20p. Paddock Transfers: Adults 60p; Children 20p. Parking Free.

SATURDAY APRIL 27

VSCC VINTAGE CAR RACES

First Race 13.30 hrs.

Itala and Napier Trophies Race for Vintage and Edwardian Racing Cars.

Allcomers Scratch Race for Historic Racing Cars and high performance PVT Cars.

High Speed Trial.

Handicap Races for Vintage, PVT and Historic Cars.

Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat: Adults 80p; Children 20p. Paddock Transfers: Adults 50p; Children 20p. Parking Free.

SUNDAY MAY 5

BARC CHAMPIONSHIP CAR RACES

Practice from 11.50 hrs. First Race 14.45 hrs.

Forward Trust Formula 3 Championship Race.

Forward Trust Special Saloon Car Championship Race.

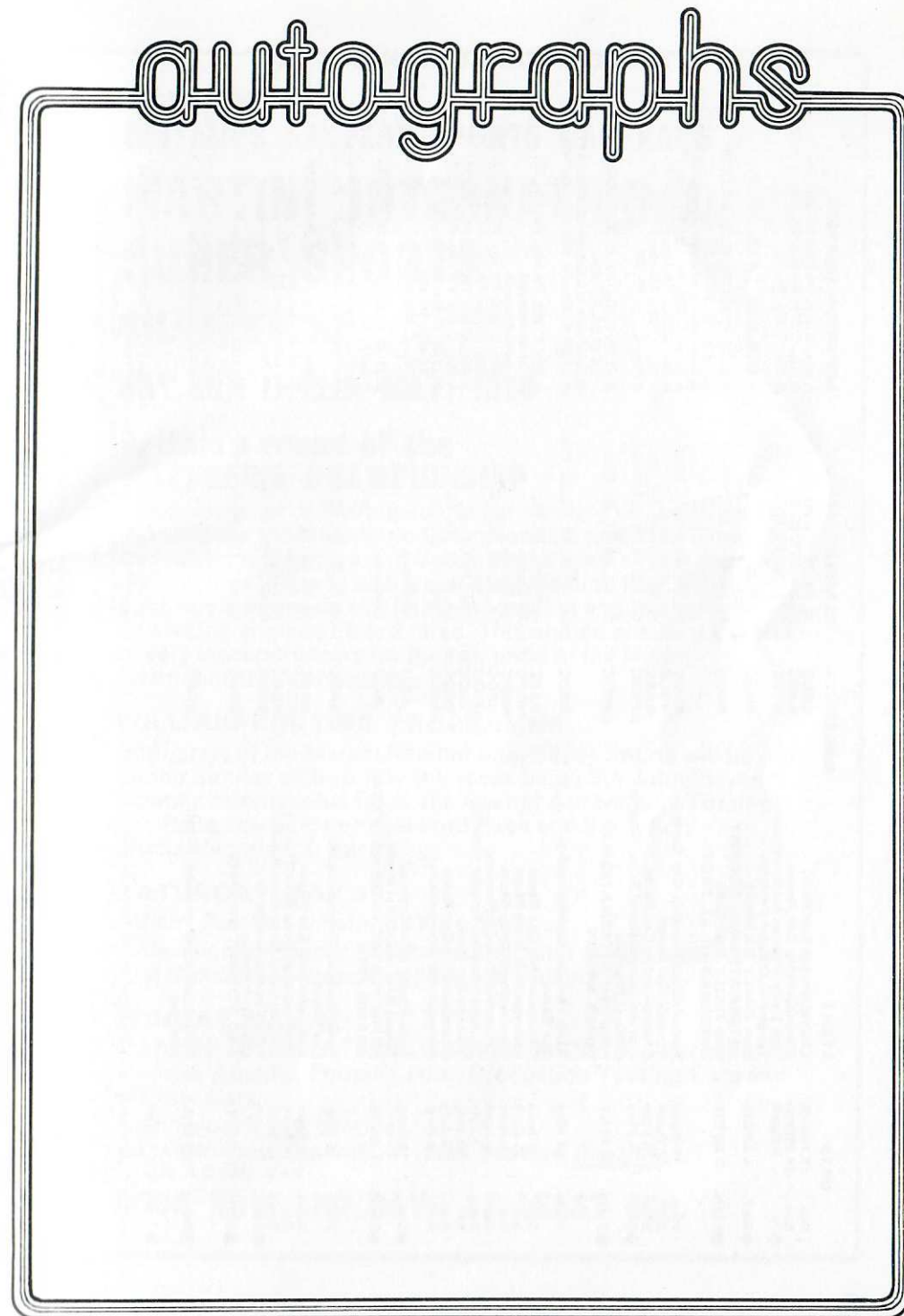
Blue Circle Modified Sports Car Championship Race.

Wella for Men Formula Ford Championship Race.

Monoposto Championship Race.

Super Visco Formula 1300 Championship Race.

Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat: Adults 80p; Children 20p. Paddock Transfers: Adults 50p; Children 20p. Parking Free.



SILVERSTONE CALENDAR 1974

DATE	EVENT	ORGANISER	CLASSES	ADMISSION CHARGES
Sun. 17 March	Championship Car Races	BRDC	F3, FV, FL, CS, MS, PS.	A 80p, C 20p, PA 50p, PC 20p, SF.
Sun. 31 March	Championship Car Races	BARC	FA, FF, SGT, SS, PS.	A 80p, C 20p, PA 50p, PC 20p, SF.
Fri. 5 April	26th Daily Express International Trophy — Official Practice	BRDC	F1, F5000, F3, FF, G1.	A 70p, C 20p, PF, SF.
SAT. 6 APRIL	26th DAILY EXPRESS INTERNATIONAL TROPHY	BRDC	F1, F5000, F3, FF, G1.	A £1.00, C 20p, PA 60p, PCF, SF.
SUN. 7 APRIL	26th DAILY EXPRESS INTERNATIONAL TROPHY	BRDC	F1, F5000, F3, FF, G1, Hist.	A £2.30, C 50p, PA £2.00, PC £2.00, SE £3.00, SA £2.50, SC £2.50.
Mon. 15 April	Easter Championship Car Races	BRDC	FF, FSV, FL, MS, SS, Hist.	★(Bookable in advance at reduced prices)
Sat. 27 April	Vintage Car Races	VSCC	Vint., PVT, Hist.	A £1.00, C 20p, PA 60p, PC 20p, SF.
Sun. 5 May	Championship Car Races	BARC	F3, FF, M, F1200, MS, SS.	A 80p, C 20p, PA 50p, PC 20p, SF.
Sat. 11 May	Martini International Super Sports Official Practice	AMOC	G7, G5, FA, FF, G1, Hist.	A 80p, C 20p, PA 50p, PC 20p, SF.
SUN. 12 MAY	MARTINI INTERNATIONAL SUPER SPORTS	AMOC	G7, G5, FA, FF, G1, Hist.	A 70p, C 20p, PF, SF.
Mon. 27 May	Bank Holiday Championship Car Races	BRDC	FF, FV, FL, TS, CS, SS, VH.	A £1.90, C 30p, PA £1.00, PC 30p, SA £1.20, SC 30p.
Sun. 9 June	Championship Car Races	BRDC	FF, FV, FL, TS, CS, SS, VH.	★(Bookable in advance at reduced prices)
Sat. 15 June	International Drag Races	BARC	F3, FF, MS, SS, PS.	A £1.00, C 20p, PA 60p, PC 20p, SF.
Sun. 16 June	International Drag Races	NDRC	All Classes	A 80p, C 20p, PA 50p, PC 20p, SF.
Sun. 30 June	Tricentrol Trophy Meeting	NDRC	All Classes	To be announced.
Sat. 6 July	St. John Horsfall Trophy Meeting	AMOC	FA, FL, CS, SGT, SS, PS.	A 80p, C 20p, PA 50p, PC 20p, SF.
Sat. 13 July	Vintage Car Races	VSCC	Vint., PVT, Hist.	A 80p, C 20p, PA 50p, PC 20p, SF.
Sun. 28 July	Championship Car Races	BRDC	FA, FF, CS, MS, SS.	A 80p, C 20p, PA 50p, PC 20p, SF.
Sun. 4 Aug.	Formula 500 International	BRSCC	F5000, FF, PS.	A £1.00, C 30p, PA 60p, PC 30p, SA 60p, SC 30p, PF, SF.
Sat. 10 Aug.	John Player International Grand Prix — Official Practice	ACU	All Classes	A 70p, C 20p, PF, SF.
SUN. 11 AUG.	JOHN PLAYER INTERNATIONAL GRAND PRIX	ACU	All Classes	A £1.40, C 30p, PA £1.00, PC 30p, SA £1.00, SC 30p.
Mon. 26 Aug.	Bank Holiday Championship Car Races	BRDC	F3, FF, FL, CS, SS, PS.	★(Bookable in advance at reduced prices)
Sun. 8 Sept.	Championship Car Races	BARC	F3, FF, CS, SS, PS.	A 80p, C 20p, PA 50p, PC 20p, SF.
Sat. 14 Sept.	International Drag Race Finals	NDRC	All Classes	To be announced.
Sun. 15 Sept.	International Drag Race Finals	NDRC	All Classes	To be announced.
Sat. 21 Sept.	RAC Tourist Trophy — Official Practice	BRDC	G1 or 2, FSV, FF, Hist.	A 70p, C 20p, PF, SF.
SUN. 22 SEPT.	RAC TOURIST TROPHY	BRDC	G1 or 2, FSV, FF, Hist.	A £1.20, C 30p, PA 60p, PC 30p, SA 80p, SC 30p.
Sat. 5 Oct.	Silverstone Championship Finals Meeting	BRDC	FF, FL, CS, MS, TS, SS.	★(Bookable in advance at reduced prices)

● Grand Prix Circuit

Saturday Club Meetings are being held on the following dates:
 March 9, March 23, May 18, May 25, June 29, July 20,
 Aug. 17, Aug. 24, Aug. 31, Sept. 28.

★ Tickets for April 7, May 12, August 11 and September 22 can be booked in advance at reduced rates from:
 The Booking Office, Silverstone Circuit, Silverstone,
 Near Towcester, Northants NN12 8TN (Tel. Silverstone 273).

Book now for: BRITAIN'S FASTEST SPORTS CAR RACE MARTINI INTERNATIONAL SUPER SPORTS SILVERSTONE

SAT/SUN 11/12th MAY, 1974

Britain's round of the INTERSERIE CHAMPIONSHIP

The main event of this big sports car meeting will be Britain's round of the 1974 Interserie Championship featuring Group 7 two-seater racing cars and Group 5 sports cars. This year, for the first time, there is also a sub-classification for cars with push-rod engines up to 5 litres, production engines up to 4 litres and racing engines up to 3 litres. This should ensure a big grid of very fast sports cars for the two parts of the Martini International Super Sports.

FULL SUPPORTING PROGRAMME

Both parts of the Martini International Super Sports will be run on the Sunday with supporting races being the John Player Atlantic International Race, the Castrol Anniversary Touring Car Race, the STP Formula Ford Race and the Aston Martin Historic Car Race.

SATURDAY MAY 11

Official Practice + Formula Ford heats.

Admission to Special Trackside Spectator Enclosures—Adult 70p; Child 20p. Stands, Paddock and Parking Free.

SUNDAY MAY 12

MARTINI INTERNATIONAL SUPER SPORTS + Races for Formula Atlantic, Formula Ford, Production Touring Cars and Historic Cars.

Admission details overleaf.

ALL ADMISSION CHARGES AT THIS MEETING INCLUDE VALUE ADDED TAX

BOOK NOW AND SAVE AT LEAST 40p.

ADVANCE BOOKING FORM FOR MAY 12

(May 11 NOT bookable in advance)

Please enclose a stamped addressed envelope and return this form to:

**Booking Office, Silverstone Circuit, Freepost,
Silverstone, Nr. Towcester, Northants NN12 8BR**
(Tel. No. Silverstone 273)

Official use only

NO POSTAGE STAMP REQUIRED WHEN ABOVE ADDRESS IS USED.

Postal Bookings Close Wednesday May 8th.

Please send the following tickets:

	No.	Cost Each	£ p
● Grandstand Rover Ticket Adult (cost on day £3.10) Child under 14 years accompanied by adult		£2.70 60p	
● Paddock and Stewards Enclosure Adult (cost on day £2.90) Child under 14 years accompanied by adult		£2.50 60p	
Special Trackside Spectator Enclosures Adult (cost on day £1.90) Child under 14 years accompanied by adult		£1.50 30p	
Paddock and Stewards Enclosure Transfer Adult Child under 14 years accompanied by adult		£1.00 30p	

● Including admission to special trackside enclosures

TOTAL

CAR PARKING is Free. If you are ordering a Grandstand ticket, a Special Car Park Label will be issued. If you are ordering a Special Trackside Spectator Enclosure ticket, please state which car park you would prefer — Red, Blue or Brown? Delete colours not required.

A CHILD is deemed to be under 14 years of age and must be accompanied by an adult.

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

Name & address (block letters please)



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