SILVERSTONE



GKN serves the world's automotive industry

GKN test car creates record.

In the quest for safer motoring, the GKN group has developed this road-going automobile to prove the performance of new and standard GKN components, including the Ferguson Formula Four-wheel-drive system and anti-lock braking.

FFF100 has established the quickest times ever achieved by a saloon car for 0-100 mph and stop both in dry and

wet conditions.

Dry run: 11.5 seconds. Wet run: 12.2 seconds.

The times were clocked by MIRA instruments under MIRA control.

GKN TRANSMISSIONS LTD.

Components and assemblies for power transmission.

GKN BOLTS & NUTS LTD.

Standard and special bolts.

B.K.L. ALLOYS LIMITED

Aluminium alloy ingots, extrusions, welding fittings and

anodes.

GKN CASTINGS LIMITED

Malleable iron, grey iron and light alloy castings.

GKN FORGINGS LIMITED

Principal supplier of forged components.

GKN POWDER MET. LIMITED

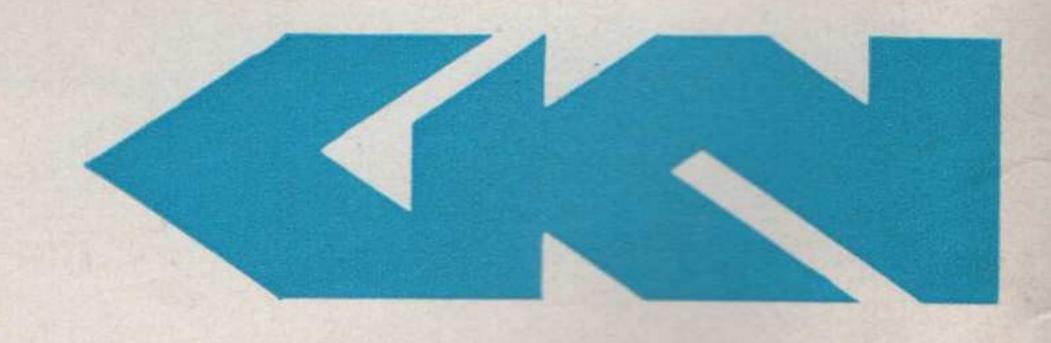
Sintered components – ferrous and non-ferrous.

GKN SANKEY LIMITED

Steel wheels, chassis and body presswork, plastics



GKN - Britain's largest international engineering group.



Vandervell's Novice Driver Award.

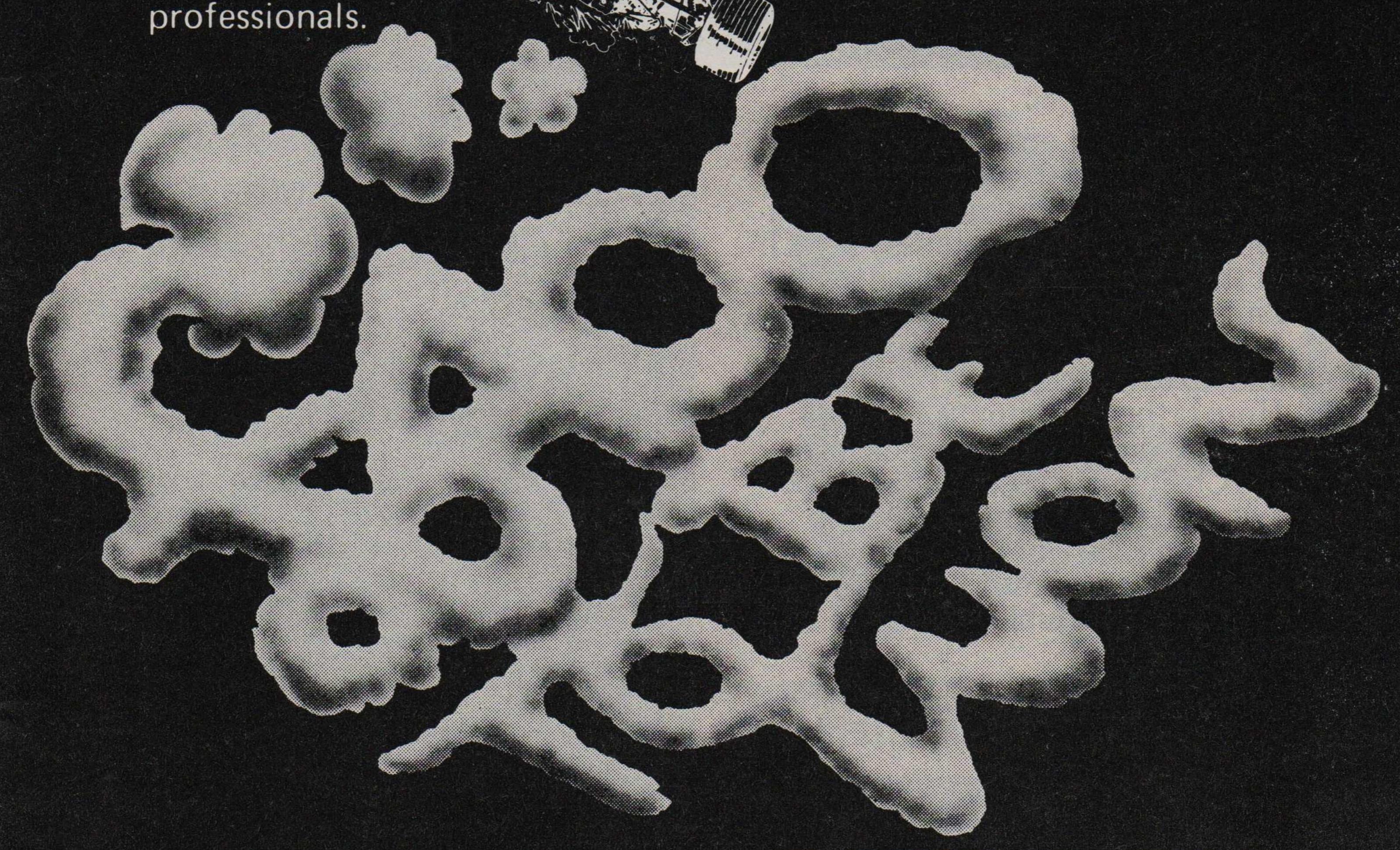
A chance to prove you're no beginner!

Vandervell's novice driver award has been created to give you the opportunity of enjoying some of the fame (and a little of the fortune) that usually

goes to the

Win the Vandervell award and you'll never be called a novice again. Here's how to go about it:

Just register with Silverstone Circuits 24 hours before your first scheduled race.



Bearings and bushes by Vandervell.
The high performance company.



Newfort973

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 Oulton Park April 7th 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 (ESSO)



PROVED INTRE PROVED BATTLE UEAL 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



Dealer Team Vauxhall now here, there and everywhere!



It's easier than ever now to get the right car and tune it to a high standard of performance. The national network of 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 rally and racing use.

'Motor' of 9th December 1972 described the Blydenstein Firenza Sport SL, and quoted Bill Blydenstein: "After many years of road conversion development I have come to the conclusion that people are absolutely mesmerised by maximum speed and standing start acceleration figures..."

The logic of BB's tuning philosophy is beyond

question. "Only a tiny minority of today's motorists require a cruising speed in excess of 100mph. Vivid third third and top gear acceleration is what we really need.....

That Blydenstein can achieve these results using less fuel, making less noise and without the engine revving its head off, makes them all the more impressive. This, to our minds, is tuning with a purpose."

	Price	Overall	In top gear		In third		
	£		30-50	50-70	70-90	30-50	50-70
Blydenstein		mpg	S	S	S	S	S
Firenza Sport SL	1554	22.0	6.3	6.9	9.4	4.4	5.2

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

These are the Vauxhall Sport Dealers

E.J.Baker Motors Limited, S.M.T. Sales-Service,

Lower Farnham Road, Aldershot, Hants. 0252-24401.

Bentley Bros. (Sheffield) Ltd., 44 Savile Street, Sheffield S47UA., 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. 01-6843686.

Ryland Vehicle Group, Ryland Street, Birmingham B168BT. Warwick 021-4548111

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.,

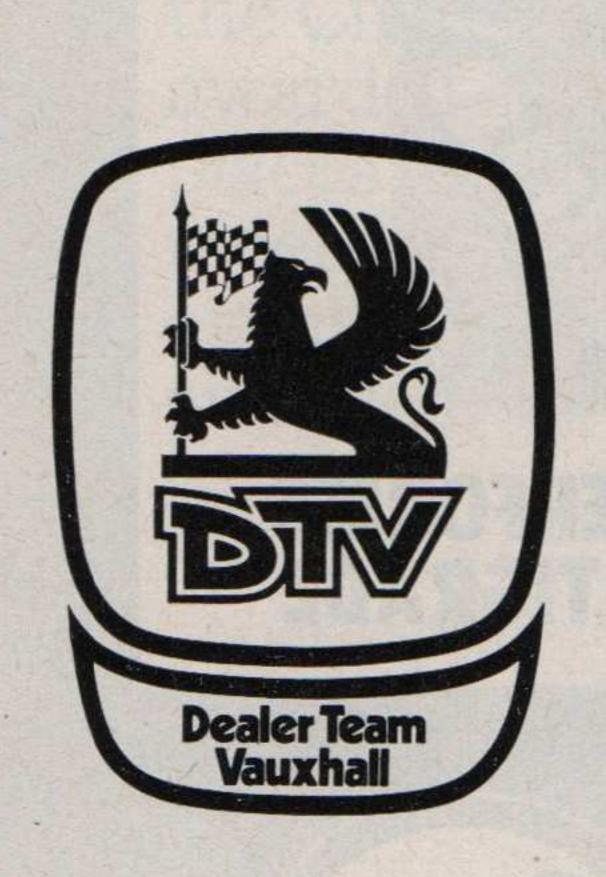
Tynemouth Road, North Shields, Northumberland. 089-4570346.

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

Wallace Arnold Sales-Service Ltd., 123 Hunslett Road, Leeds, York. 053239911.

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







Contents	Foreword		
	The Sport—A Showpiece for Development	9	
	Twenty-Five Golden Years	14	
	Fast and Furious	18	
	The Sport—A Showpiece for Development 9		
	1949 Entry List	18 21 29 31 33 37 38 40 42 44	
	Twenty-Five Years Winners	31	
	Support Races	18 21 29 31 37 38 40 42 44	
Today's other happenings	Today's other happenings	37	
	Traffic Arrangements	38	
Published by Silverstone Circuits Ltd.	Emergency Services	40	
Produced by CMS, Bishampton, Worcs. Tel: 038 682 401	Notices	42	
Designed by Gavin & Hackett, 43 York Road, Birmingham B14 7SA	Notices Notices		
Printed by Renault Printing Co. Ltd., 54 College Road. Birmingham B44 8BS	BRDC/BRDA/Silverstone Club	46	
Winners			



Alberto Ascari 1949



Dr. Guiseppe Farina 1950



Reg Parnell 1951



Lance Macklin 1952



Mike Hawthorn 1953



Frolian Gonzales 1954



Peter Collins 1955/1958



Stirling Moss 1956/1961



Jean Behra 1957



Jack Brabham 1959/64/66/69



Innes Ireland 1960



Graham Hill 1962/1971



Jim Clark 1963



Jackie Stewart 1965



Mike Parkes 1967



Denny Hulme 1968



Chris Amon 1970



Emerson Fittipaldi 1972



The sports car doctors prefer.

The Ford Escort Mexico, that notorious red hot rally winner, is beginning to reveal a new side to its character.

When we first supplied a number of Mexicos, fitted with the luxury Custom Pack to one of our specially appointed Rallye Sport dealers, he sold most of them to doctors.

But then the Escort Mexico fitted with a Custom Pack has everything a doctor needs:

An extremely well appointed limousine interior, well in keeping with making an impression on students and patients, and the kind of performance that will zip any doctor round his rounds in next to no time (0-50 in under 8

seconds and over the ton shortly after that – always assuming you can find somewhere to do the ton).

So if you're thinking of changing cars, don't bother going to the garage for advice. Ask your doctor instead.

To: Ford Motor Co. Ltd., Advanced Vehicle Operations, 24/801 FREEPOST South Ockendon, Essex. RM15 1BR

Please send me the address of my Rallye Sport Dealer, with more details of the Escort. Mexico.

Name Address

Registered in England No. 235446.
Registered Office: 88 Regents Street, London, W1R 6AR.



Besides the luxurious all-extras-included Custom Pack, the standard Mexico specification includes servo-assisted disc/drum brakes, specially strengthened and engineered body, 1600 GT engine, alternator, Weber twin choke carb and radial ply tyres on 5½" safety rim wheels. Also available is the Escort RS 1600, similar in specification to the Mexico but featuring a 115bhp detuned formula 2 twin overhead cam 4 valve per cylinder engine, which produces a phenomenal 0-50 in 6.4 sec. and a top speed nearly 50mph over the legal limit. The Escort Mexico is priced from £1294.00. The Mexico illustrated is fitted with 'Special Build' flared wheel arches and 6" wheels at extra cost.

Foreword

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

On this occasion - the Circuit's Silver Jubilee - may I be allowed a moment of nostalgia, to replace the crystal ball which I have in recent years employed to expound the future of Formula 1? The British Racing Drivers' Club first saw the need, in post-war years, to establish a classic Non-Championship race for Formula I cars. It might, in its first conception, have been regarded as a pre-start-of-season try-out for cars which were due to make their debut in the formula, and, in that curious psychological way which even today still prevails in the thinking of some teams, providing a deadline for the car to be ready BEFORE the first Grand Prix. The Club also conceived and perpetuated the idea of providing a meeting which gave to the public a full day's racing spectacle, a feature which we and our sponsors have been proud to maintain throughout the unbroken record of twenty-five years.

You will see The Daily Express prominent on the posters and on the front of this programme, because theirs was the first newspaper to help get motor racing off the ground after the war. You will also see the name of Sir Tom Blackburn prominent among the list of Stewards, for it was his influence on his bosses and his enthusiasm and practical guidance on the scene at Silverstone which enabled us to stage those early meetings. We are proud of him and his colleagues for the way they tackled the task, and we are also proud to have established the skill and the know-how within the sport which has enabled us to perpetuate the organisation behind this meeting.

In the span of twenty-five years, which can be taken to represent a generation, one would reasonably expect to see improvements in lap times and consequently in overall race speed averages. Despite this, I doubt whether many people who witnessed the first Trophy Meeting in 1949 would have seriously expected to find Silverstone heading the list of major race circuits in England, least of all the fastest, after all those years. Race speeds have increased from 89 mph in 1949 to 131 mph in 1972. To pin down the improvement one would have to conduct a highly technical study of chassis and tyre design, not to mention the changing whims of engine designers, whose engines have varied from four to sixteen cylinders, from-in-line fours to V-twelves to H-sixteens, from two and three stage conventionally

supercharged to single stage exhaust turbo-charged induction, and cam/ valve arrangements to defy all description. One would also have to establish, chronologically, the evolution which dictated that racing cars went quicker when the engine was behind the P.R.O.'s dream.

I find in the archives a significant point where racing history appears to be repeating itself In 1949 we ran the first Production Sports Car race; I doubt that you would find even one contender today in a scrap-yard, let alone a used car lot. Today the Club is helping to revive this form of racing at club meeting level, in an attempt to provide low-cost introduction for young drivers to the sport.

The cost of promoting International Motor Races has escalated rather more rapidly than the cost of living, through the need to keep abreast of modern technology both in car and circuit design and safety. Our race meeting today, and indeed those equivalent meetings of the past four years, would

invaluable help given by the G.K.N. Group's sponsorship. The very idea that the various divisions within the Group can cast or forge their names on to the programmed races seems to go far towards providing an answer to the

driver instead of in front! The International Trophy Meeting has been privileged to welcome the appearance of all the great drivers of the post-war scene. Without, I hope, being accused of name-dropping, I would like to mention just a few rather good drivers who have driven (and sometimes won) here:

Rindt Ascari E. Fittipaldi Brabham Hawthorn Brooks Hulme Fangio McLaren Moss Farina

Gerald hasalles

Sommer Surtees Stewart Villoresi

not have been possible without the April 6th 1973





Top speed: 87.5mph. 0-60: 14.2secs 0-80mph: 34.3secs. Standing ¼ mile: 19.5secs*



Top speed: 94.9mph. 0-60: 10.0secs. 0-80mph: 20.7secs. Standing ¼ mile: 17.4secs.*

Two Minis. They look much the same.
If anything, the one on the top looks a bit hairier.
But as you can see from the performance
figures, appearances can be deceptive.

The secret is the Powerhouse – British Leyland's Special Tuning Centre.

We can take a British Leyland car, and set it up for racing, rallying, autocross or just an extra zoom on the road.

And if you want to do it yourself, we've got all the parts, information and ideas that you could possibly want.

*Source: Motor 4th December, 71

The Sport—A Showpiece for Development

By Malcolm McLaren Clark Information Officer GKN Group Public Relations

The entry list for this weekend's International Trophy includes the top names in motor racing and the very latest in racing car designs, just as it has done every year for the last quarter of a century. What a tribute to this great race which carries no points towards the world championship yet enough prestige to make top racing drivers and constructors proud to win it.

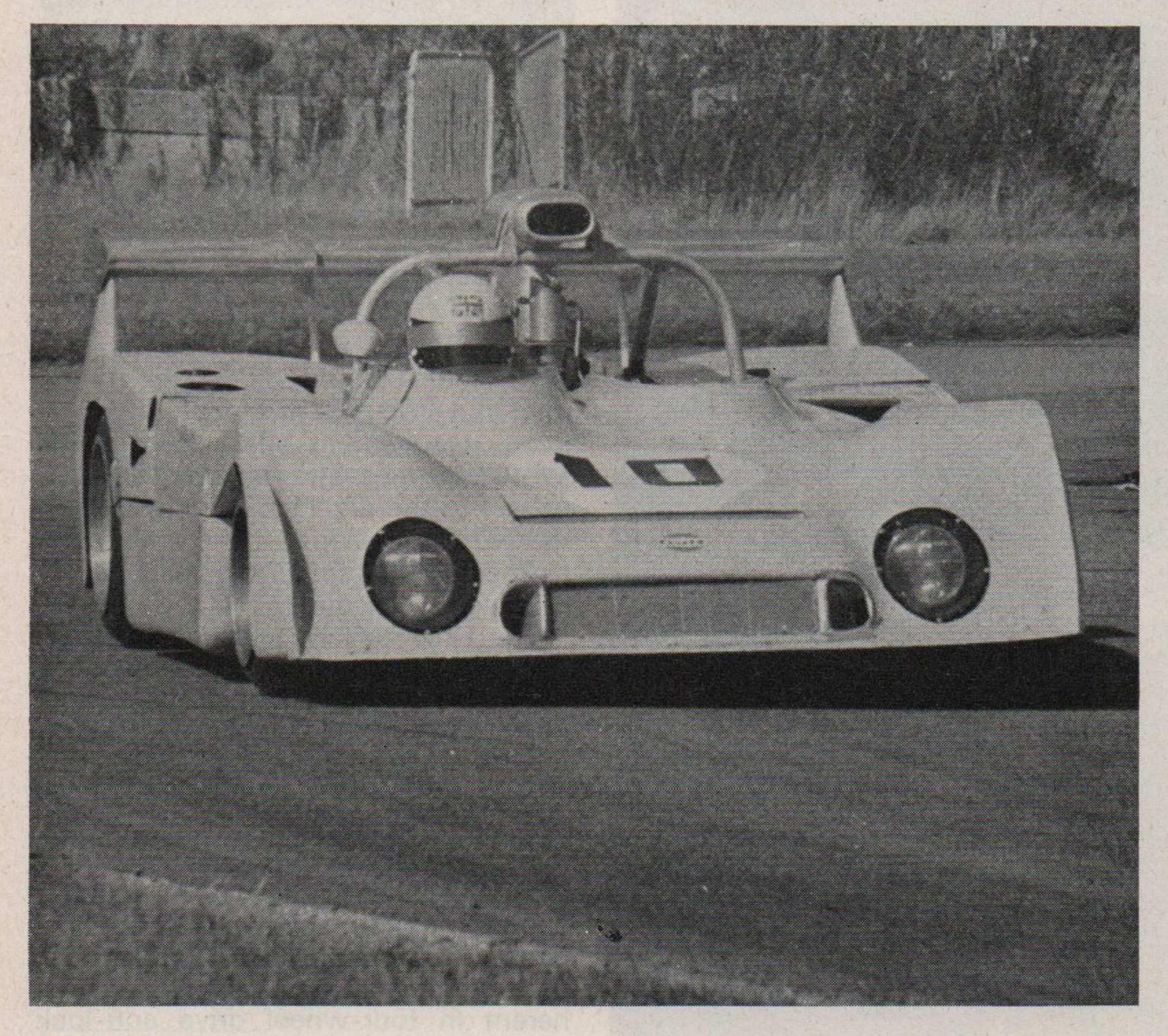
Since the first International Trophy race back in August 1949, when Ascari drove a Ferrari to victory, the fierce competition in the sport has bred many changes in racing car design – particularly in formula cars. The sophisticated pieces of machinery on today's grids are the result of the constant search over the years for improvement in quickness and safety. They are far

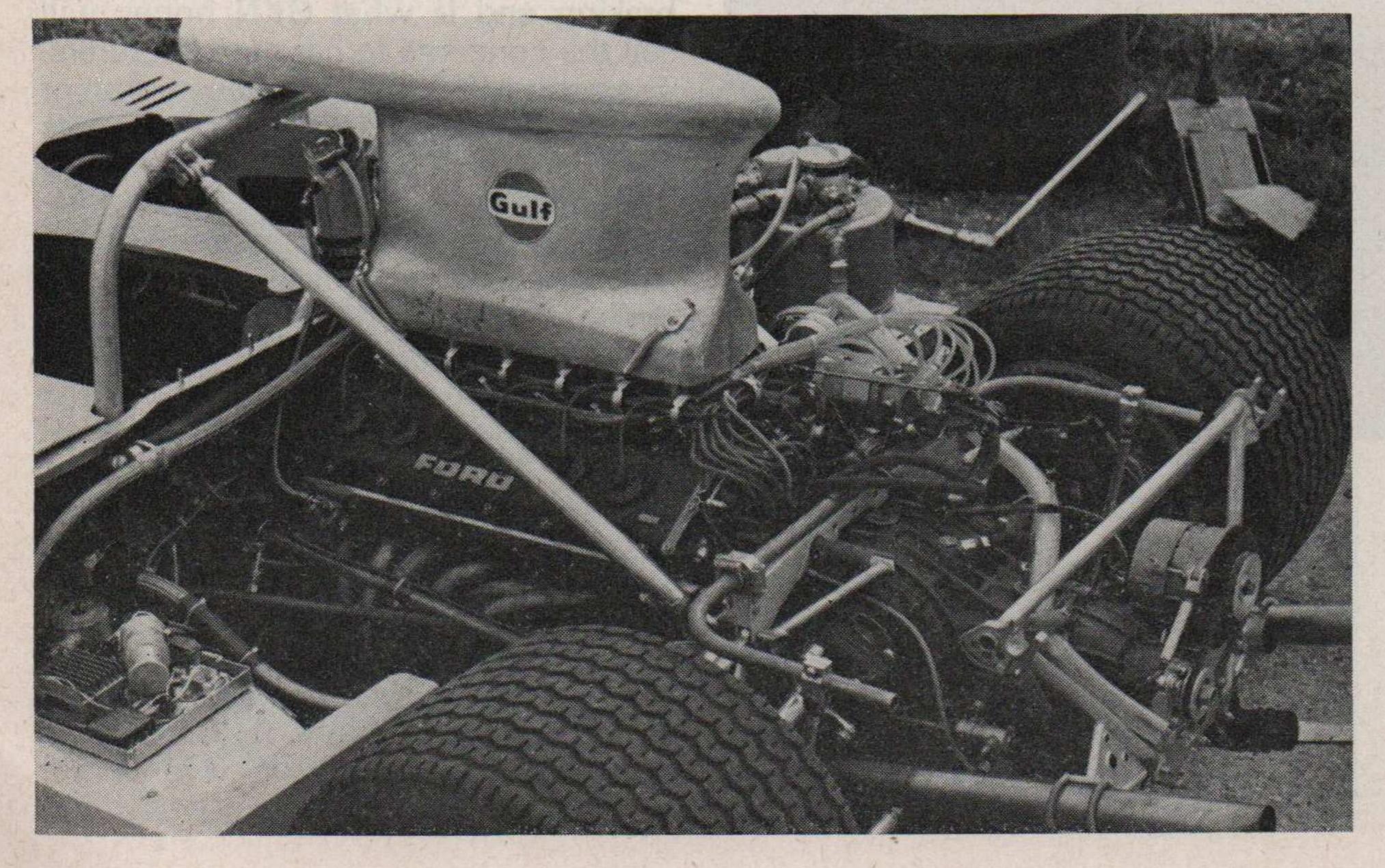
removed from the machines of twentyfive years ago, starting as sporty versions of road cars and gradually developing into a family of high speed projectiles.

The departure from the general concept of a road car has become increasingly apparent, items like tyre widths and tread patterns providing the most vivid illustrations of the trend. But this fact is to some extent superficial, for in addition to providing the spectacle that thrills thousands, motor racting continues to play an important role in the world's automotive industry. Many successful car component designs have been based on innovations in racing cars, the disc brake is a classic example. The pressures of competition force racing car designers to improve performance and safety standards which is good for the motor industry at large and the reason Europe's largest component supplier, the GKN Group supports motor racing and has cosponsored the International Trophy for the last four years.

Racing car constructors, in common with all car firms rely on a competent component supply industry. Its existence means that even relatively small firms are able to assemble parts that they can "buy out" with a minimum of capital outlay. In the case of large car makers it means that they, too, can avoid capital expenditure on plant for specialised parts which firms like GKN already possess and serving, as they do, all the car makers, achieve a greater production and efficiency.

When new car models are conceived, their designers are able to call upon the services of the technical departments of the component suppliers. By quoting what is required and expected from a particular part, the question of how that part can best be produced can be left in the hands of the supplier. The same is true with engine designers, GKN has, for example, recently worked closely with the Ford Motor Company and Weslake Engineering in the production of a brand new V12 racing engine. The engine is being used this year in two Gulf Mirage sports cars. Having a cubic capacity of 3 litres, it is also a strong contender for use in Formula 1 and already interest has

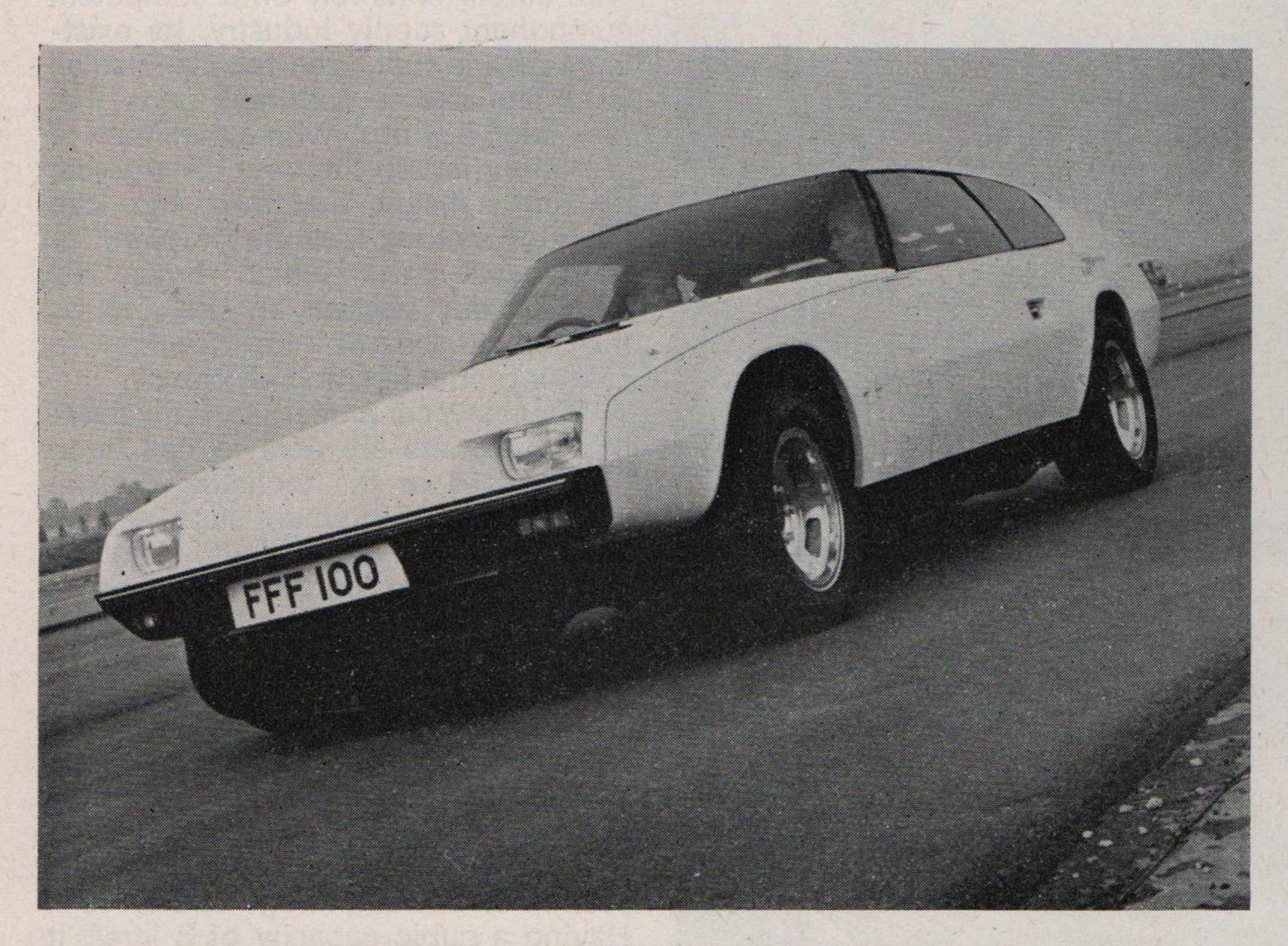




GULF MIRAGE during testing of the FORD WESLAKE V12 engine which G.K.N. supplied all light alloy castings, engine bearings and assisted in the crankshaft design.

New WESLAKE-FORD V12 engine fitted to the GULF-Mirage.





been shown by at least one constructor in this category. GKN's involvement in the project has been to make all the engine castings in aluminium and magnesium alloys, all the bearings and to assist in crankshaft design. The use of light alloy castings has kept the overall weight of the engine down to a mere 385 lbs, which

is approximately half that of a standard production V12.

The white course car, registration number FFF 100, that spectators will notice going round the circuit between races at this meeting is GKN's new development car. It was built for the purpose of examining new concepts in component design. Based on a Jensen

The adapted LOTUS EUROPA powered by a 3.5 litre Rover V8 engine known as the GKN 47D. GKN's first development car for component testing.

GKN's latest development car built to examine new concepts in component design based on a JENSEN chassis.

FF chassis, the car has a light glass fibre body shell and is powered by a 426 cubic inch (7 litre) Chrysler Hemi V8 engine which develops 600 brake horse power. Altuough fitted with a number of GKN components, like the cast alloy wheels, drive shafts, engine bearings, forging, etc. the first GKN development under evaluation on the car has been the new GKN FF four-wheel-drive anti-lock braking system.

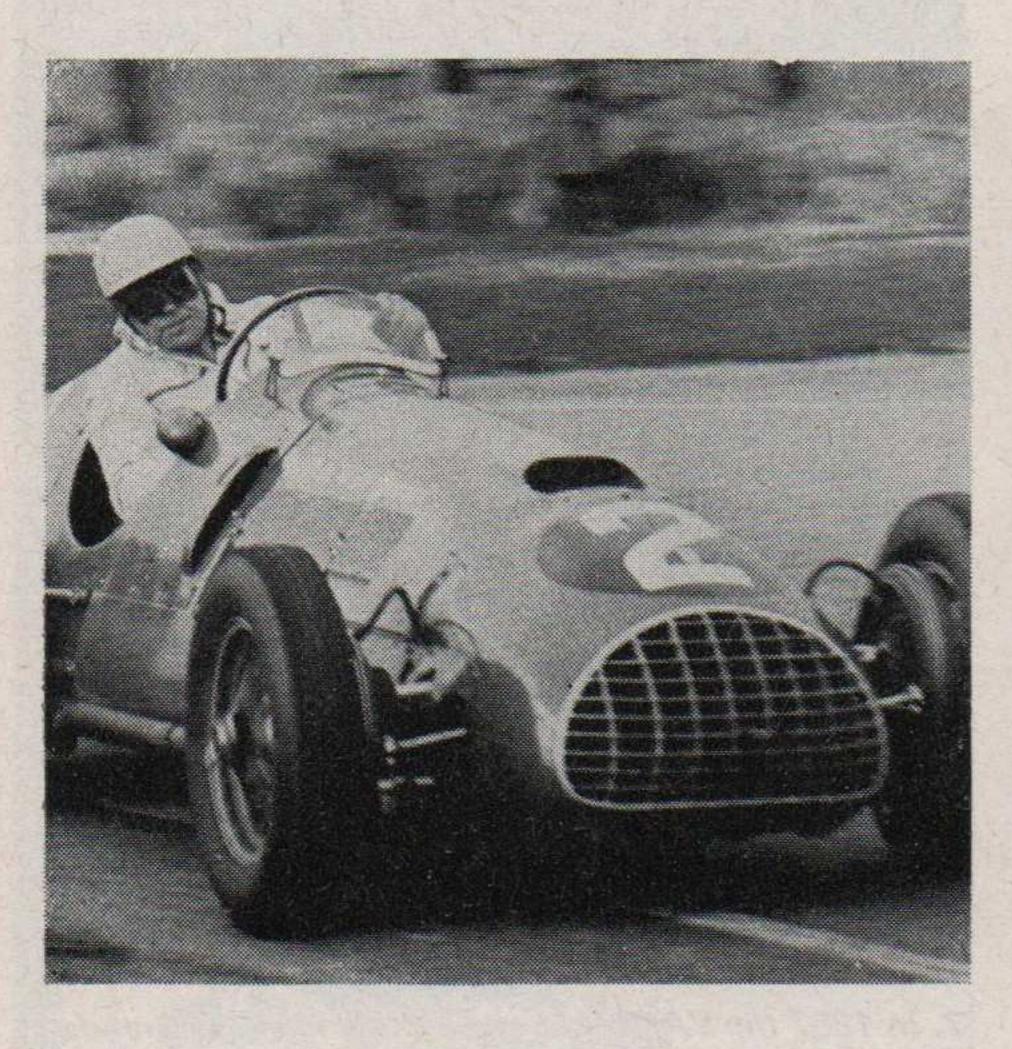
During the first test runs at the Motor Industry Research Association's proving grounds the car smashed all existing best recorded times for 0–100 mph and stop by a production car. The times recorded on MIRA instruments for 0–100 mph and stop by FFF 100 were – in the dry 11·5 seconds and in the wet 12·2 seconds, the time taken to reach 100 mph were respectively 6·5 and 7·0 seconds.

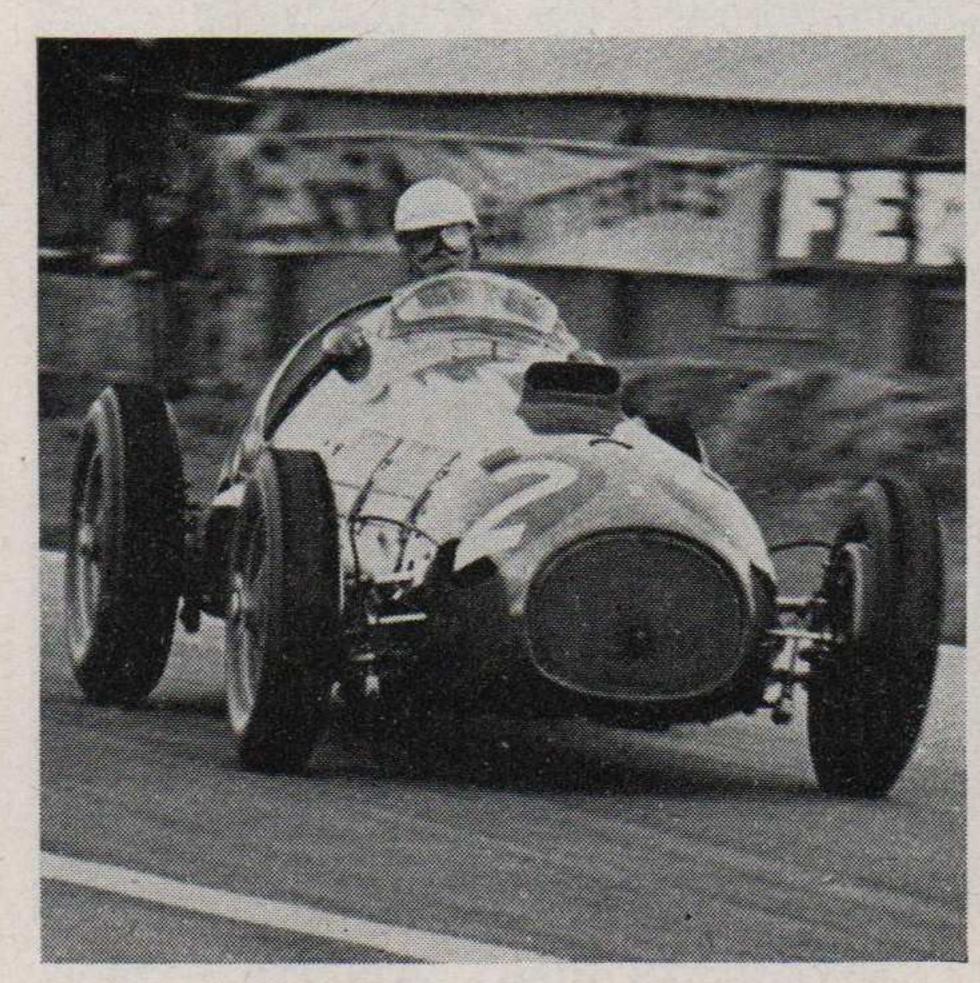
The 12-2 seconds figure recorded in the wet is a staggering 7 seconds better than the previous best time recorded by any other road going vehicle in the dry. What GKN considers to be the most important information gained in the tests was the mere 0.7 second difference between FFF 100's times to reach 0-100 mph and stop again in wet and dry conditions. This demonstrates dramatically the performance and safety factors inherent in four-wheel drive anti-lock braking and is what GKN hopes will sell the concepts to car manufacturers. The car itself serves as an illustration of the work performed by the components industry in the interests of better motoring. Don't reach for your cheque book, though, this is strictly a "oneoff' prototype and not for sale.

The motor industry is a highly complex business, each constituent part depending in its own way on the others. It can be said that motor sport provides the ultimate confrontation between the car constructors, having to match their skills in assembly and technology against their competitors for all to see. But as said before this is good for the motor industry, good for the motorist and especially good to watch. Congratulations Silverstone on this Silver Jubilee and vive motor

racing.

The GKN-Vandervell Products-'Thin Wall' Special/Vanwall Story

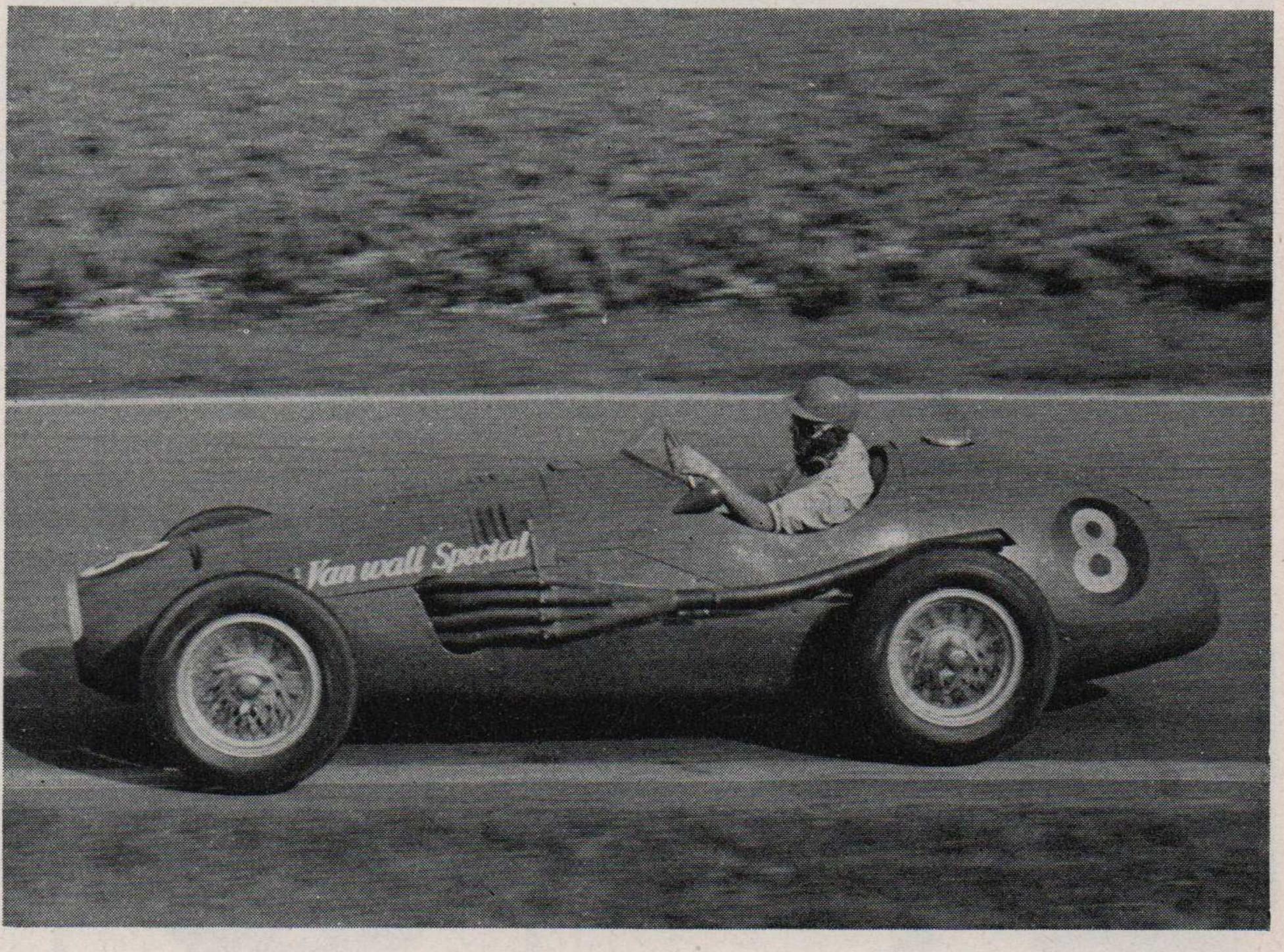


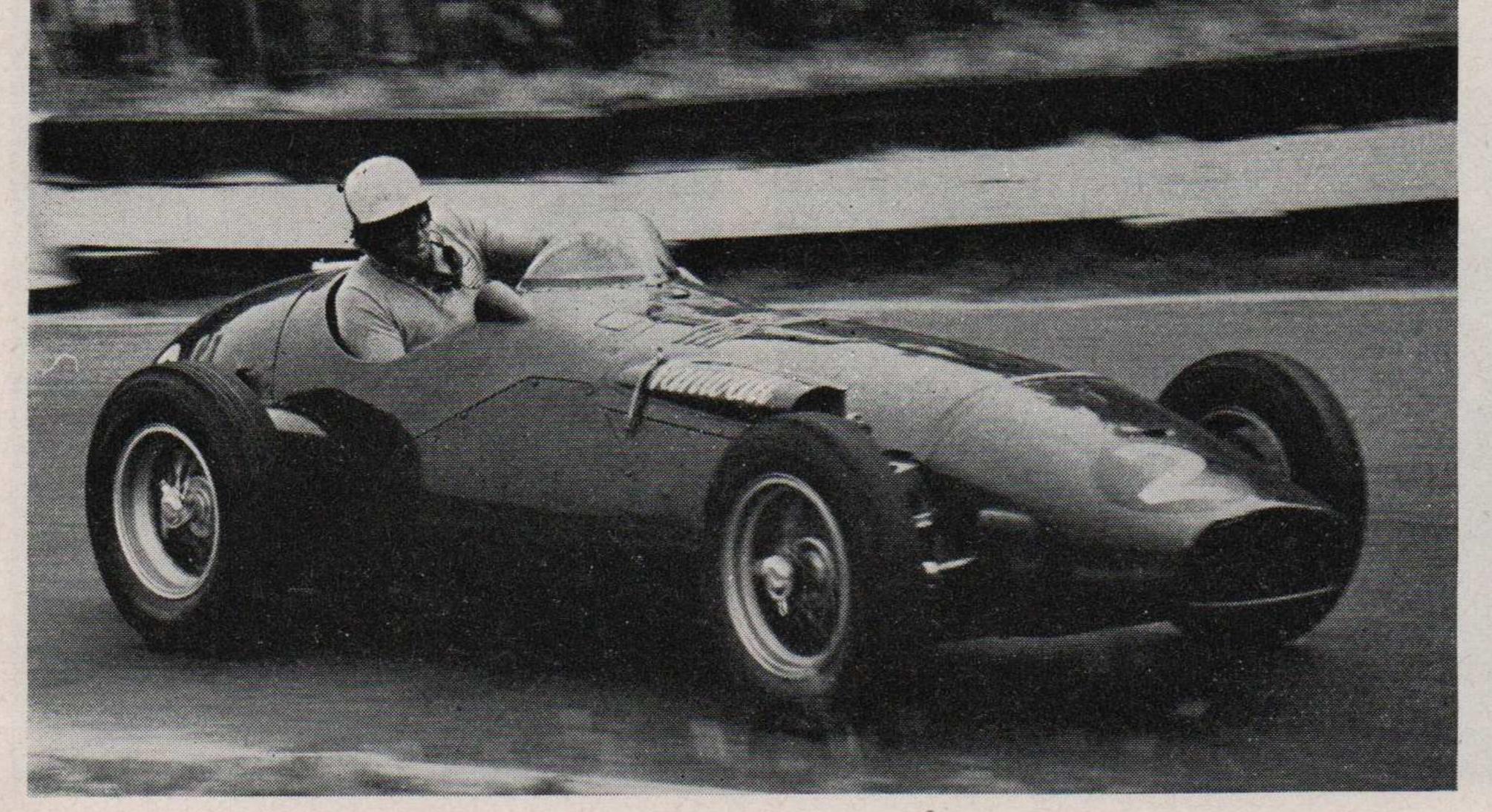


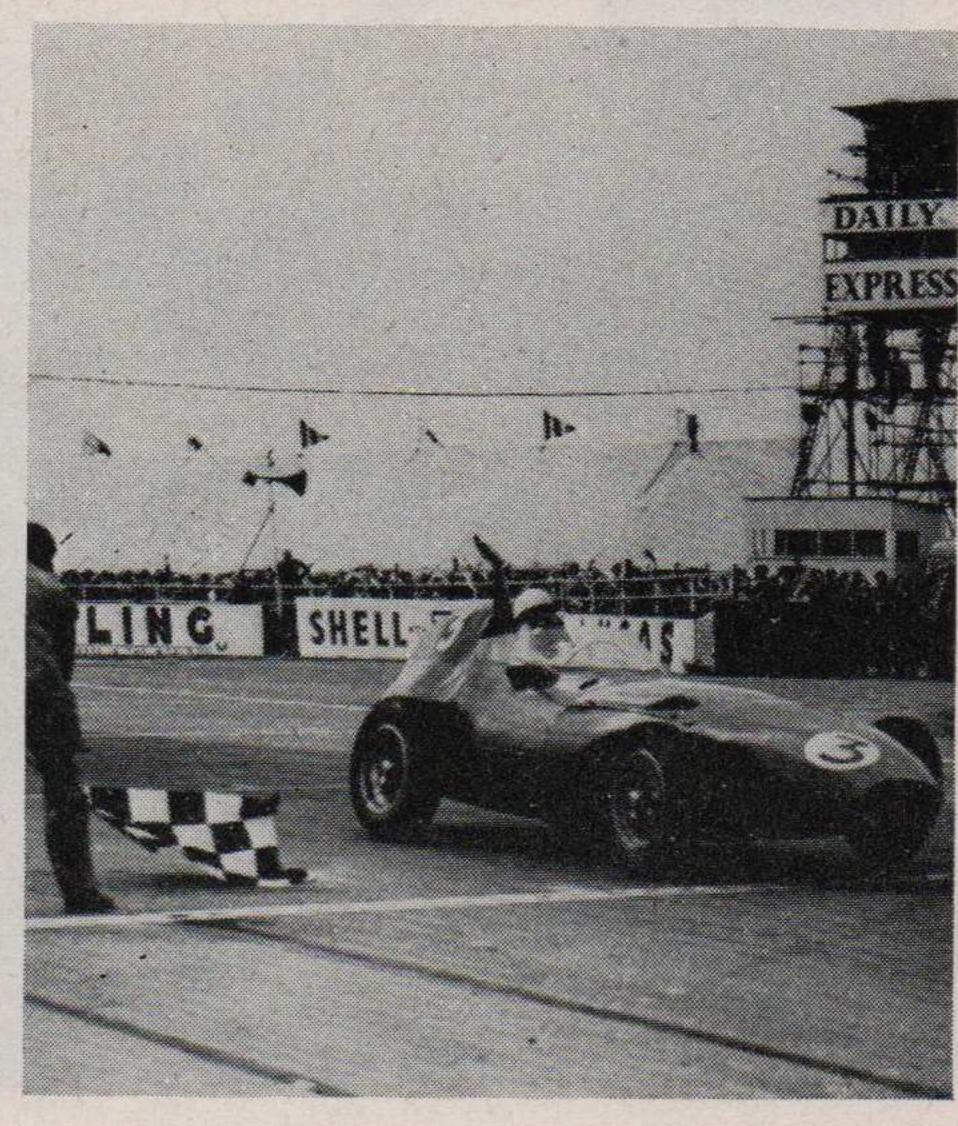


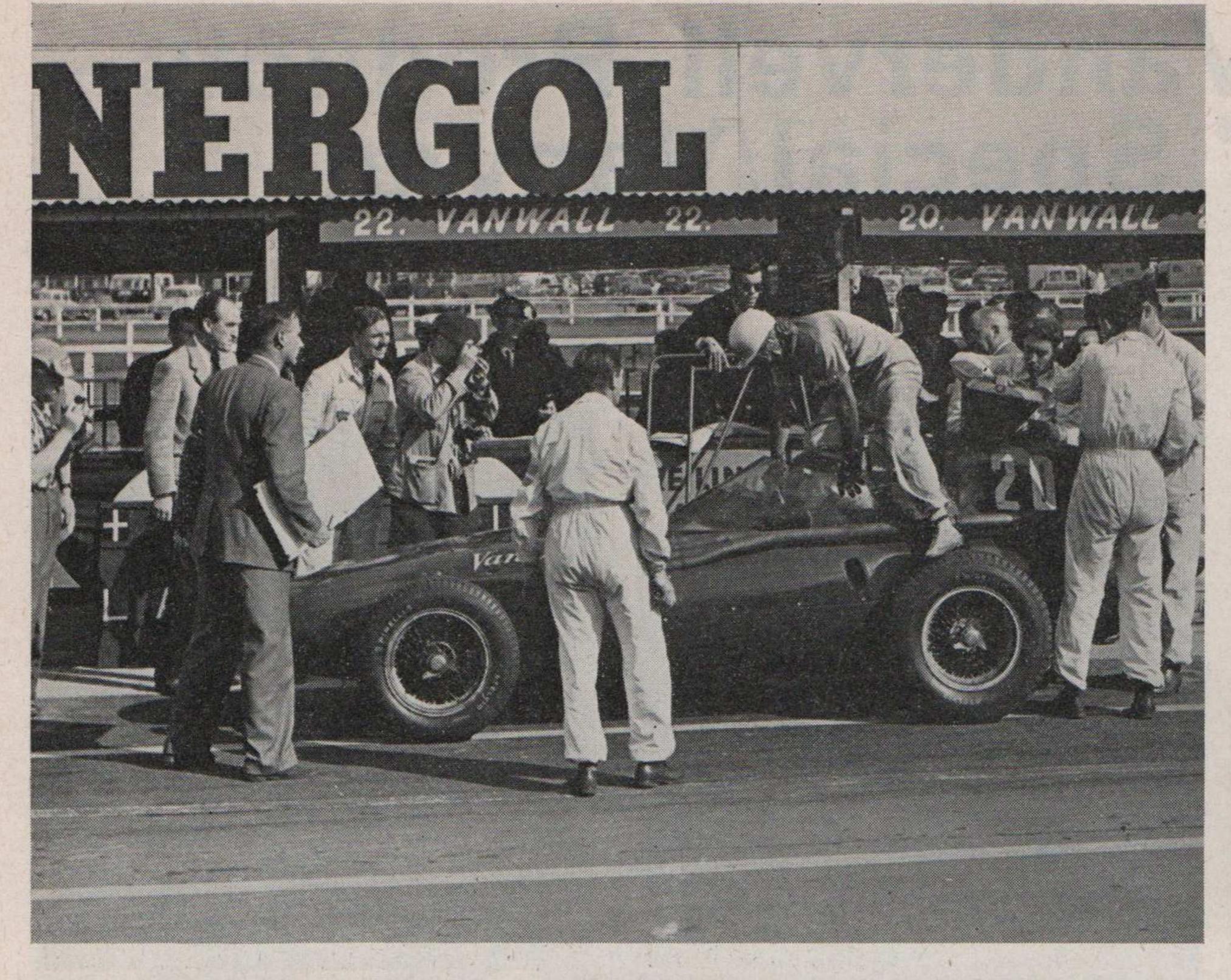
- 1. The very successful 'THIN WALL' SPECIAL 4½ litre Ferrari driven by Reg Parnell in 1951.
- 2. The same chassis with modified body work driven by Dr. Guiseppe Farina in 1952.
- 3. The first VANWALL driven by Alan Brown appeared at the 1954 International Trophy Meeting with a 2 litre engine. Unusual feature was the external surface radiator which was subsequently abandoned.
- 4. The second VANWALL had the new $2\frac{1}{2}$ litre engine and was driven by both Mike Hawthorn and Peter Collins during 1954 and 1955. Here Peter Collins began to show the cars future potential.
- 5. Harry Schell the Franco American driver gave the team its first victory in 1955 at Snetterton. Here the car came second in the Crystal Palace Trophy Race.
- 6. 1956 produced a new chassis and body design by Colin Chapman and Frank Costin. The car's first major victory was at the 1956 Silverstone International Trophy Meeting driven by Stirling Moss.

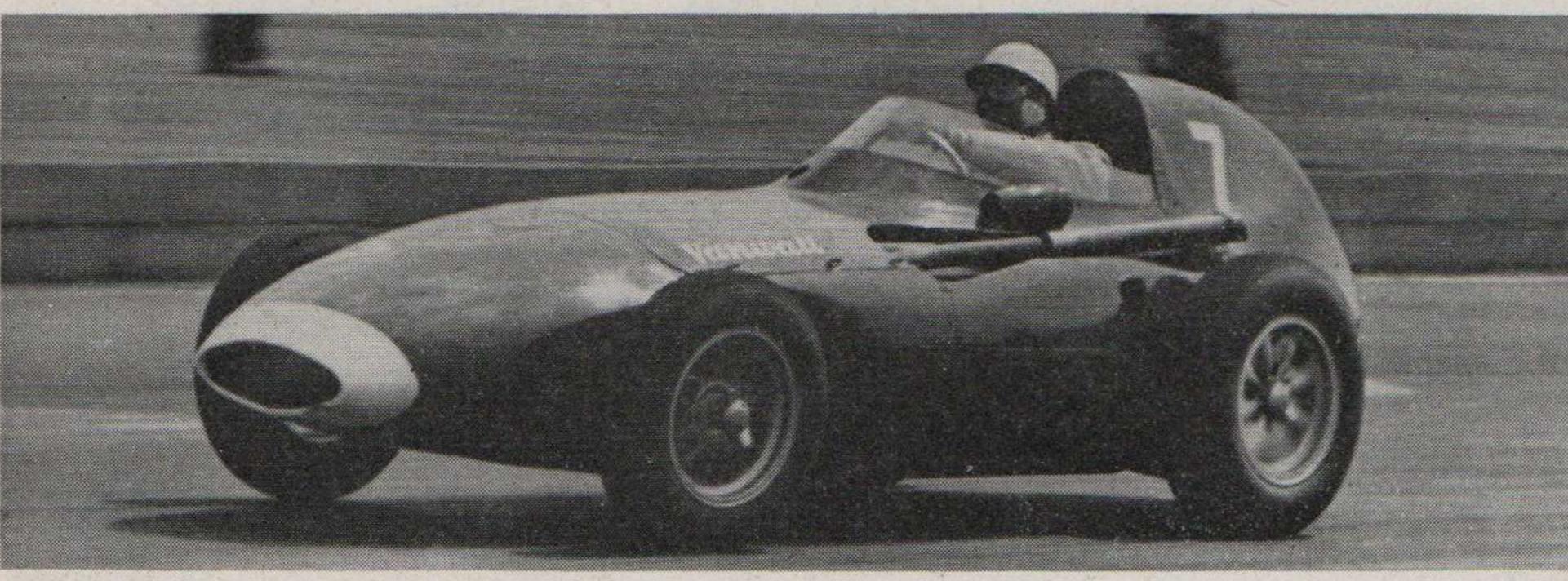
1	2	3
	4	

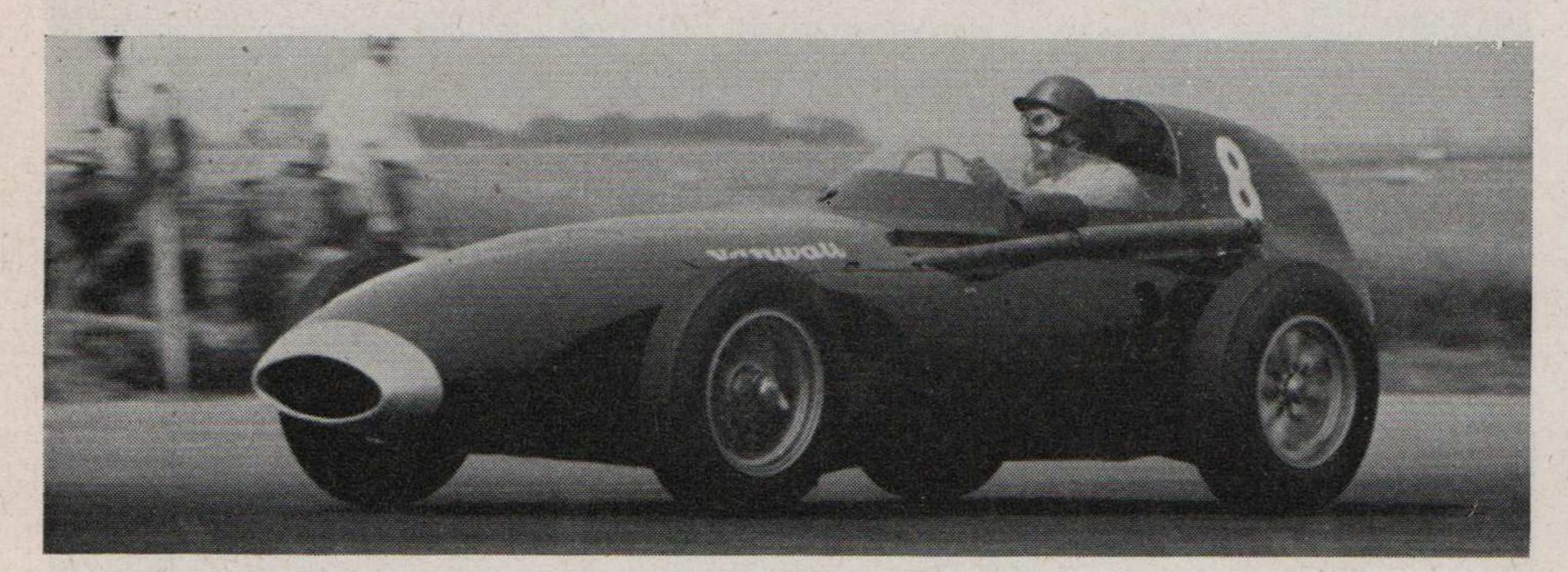


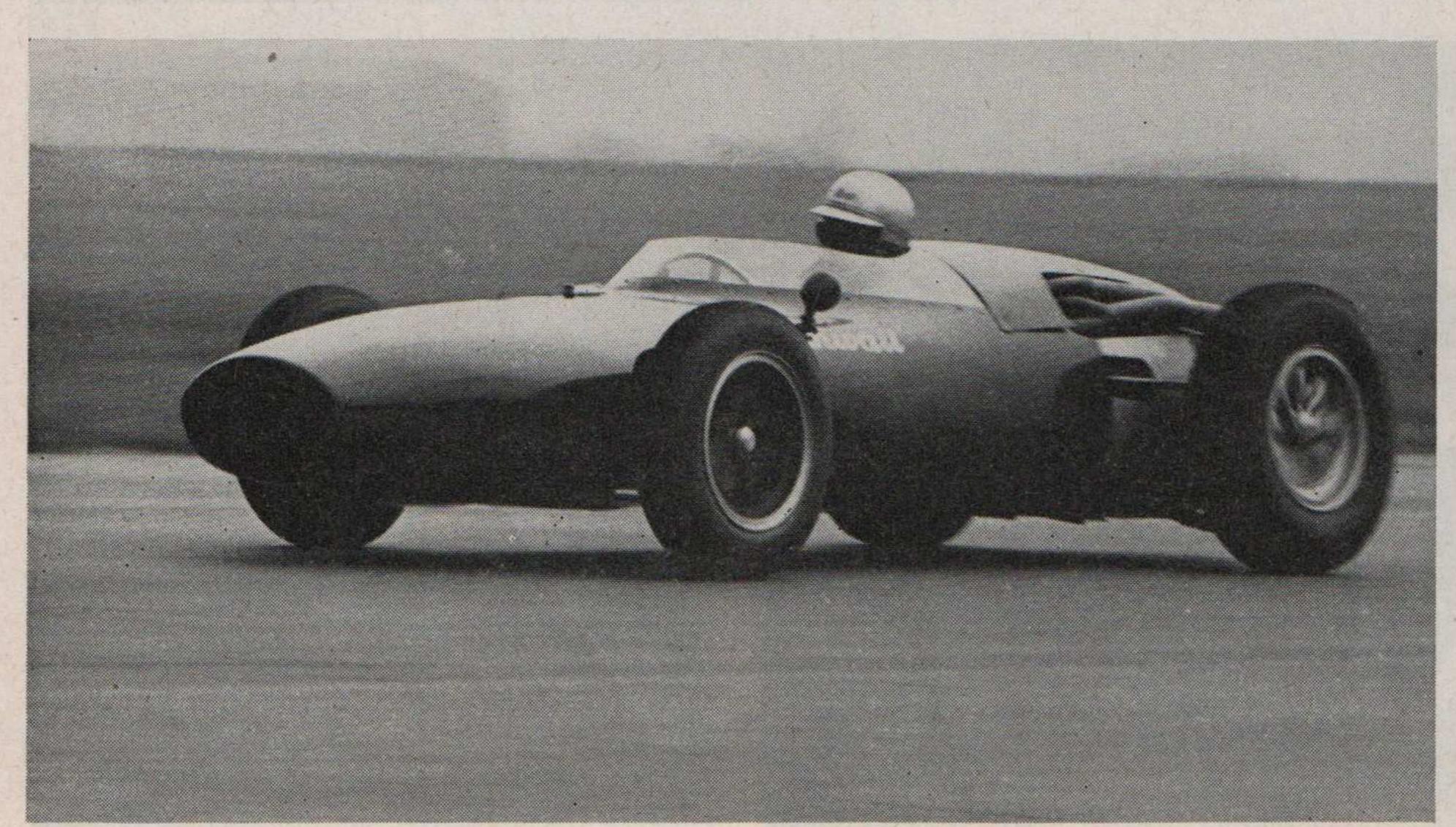


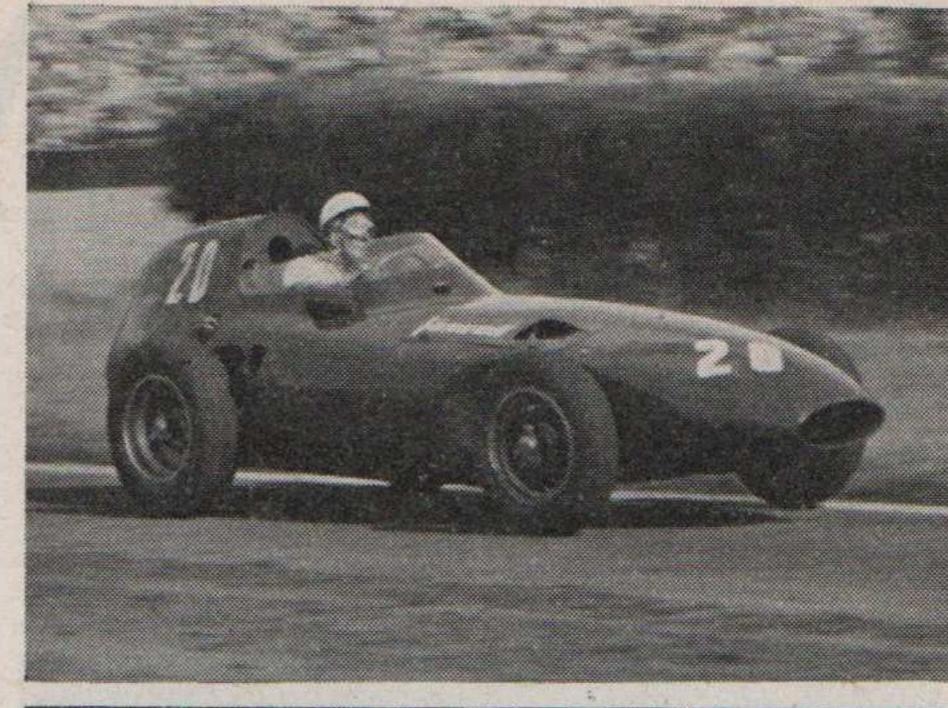














7. In 1957 the VANWALL gave Britain its first Grande Epreuve victory since 1923 driven by Tony Brooks and Stirling Moss. Here Moss takes over the Brooks car, thus enabling him to win the 1957 British Grand Prix.

8. Stirling Moss-romps home to victory in the 1957. British Grand Prix which was also the Grand Prix d'Europe.

9. A jubilant Tony Vandervell, 'patron' of the Vanwall holding the British Grand Prix Trophy with his two drivers, Tony Brooks and Stirling Moss.

drivers, Tony Brooks and Stirling Moss.

10. 1958 was the year of victory when VANWALL cars won six Grands Prix and became World Champion Manufacturer for 1958.

Here Stirling Moss shows the supremacy of the car with its latest modification in a short exhaust and cast light alloy rear wheels.

11. Tony Brooks, the number two driver of the victorious 1958 season in his team car, winner of the Belgian, German, and Italian Grands Prix.

12. After two years' absence, a new rear-engined VANWALL appeared in 1961 driven by John Surtees, with the intention of competing in the new Inter-Continental Formula. This was the last project and was unsuccessful.

13. The famous VANWALL cars are now used occasionally for demonstrations and here Stirling Moss discusses 'old times' with his two faithful works mechanics, Norman Birkenshaw and Len Butler.

7	8
/	9
10	
11	
12	1 13



YARDLEY MCLAREN

SEE THE CARS, BUY THE SOUVENIRS!

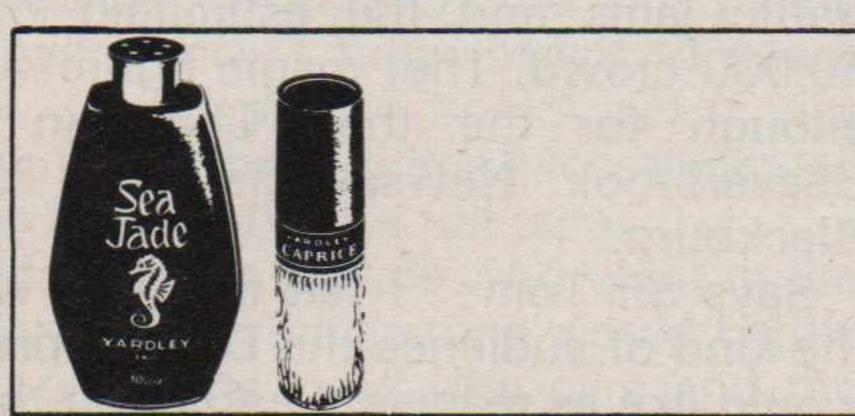
Yardley McLaren are going to be a great sensation today - off the track as well as on it.

You'll find four Yardley Mc-Laren displays and be able to get a really close-up look at one of the gleaming Formula One McLaren cars. You'll also be able to buy some great souvenirs and special offers. There are presents to take home to the family, and goodies you'll want to keep for yourself. And with every purchase, there's a free drawing of a Yardley McLaren car, done in loving detail by Werner Bührer. Now, read on for full details...

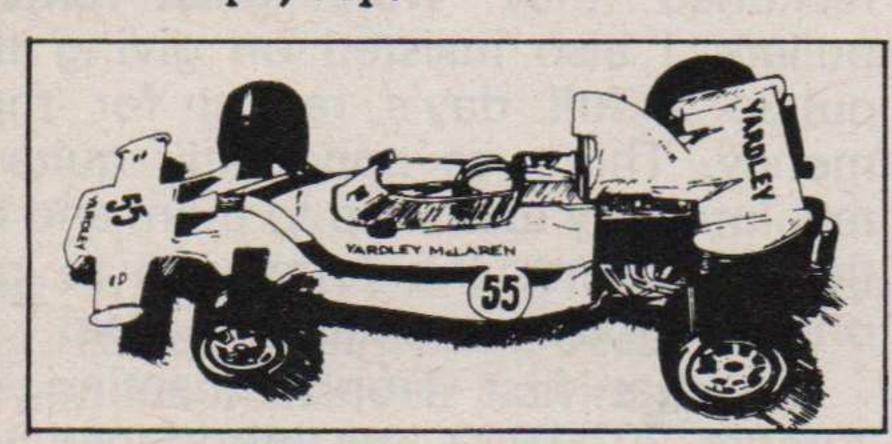


The smell of success.

Yardley Black Label After Shave, in a special souvenir pack, 49p; with Shower Talc, 53p. Deodorant, 60p and 49p; Box of three soaps, 66p. Also Cougar After Shave, 72p; Shower Talc, 60p.



Yardley fragrances, with names to conjure with . . . If you've left your wife or girlfriend behind, take her back one of these exotic gifts! Sea Jade Mini Spray, 74p. Matching perfumed talc (both available in Khadine and Caprice too), 37p. Special box of Sea Jade or Khadine soaps, 66p.



Buy yourself a Yardley McLaren!

This sleek, powerful car has cunningly been made by Corgi to 1/36th scale of the real thing. You can have hours of fun playing with it. Or if you must, take it home to the kids! 59p.

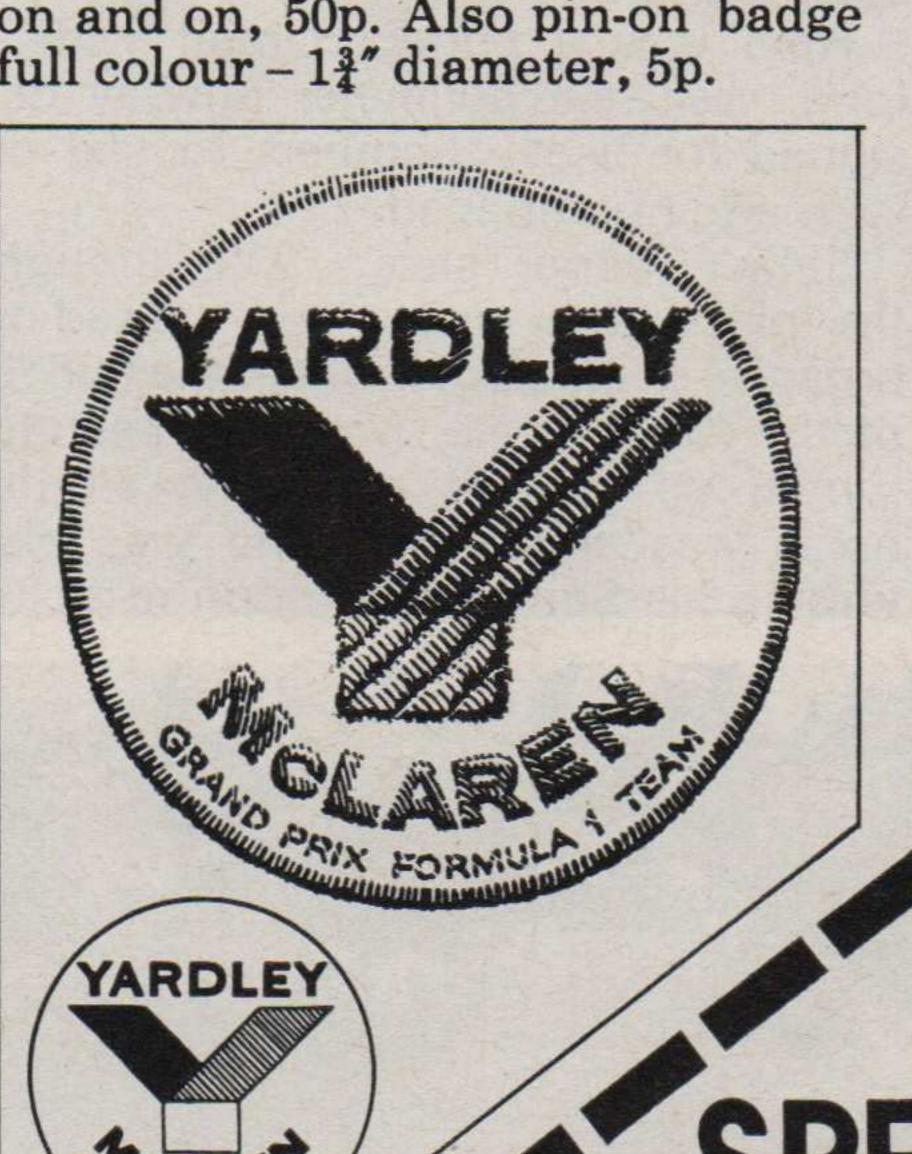


Join the McLaren Team!

This is the Team jacket they all wear – drivers, Team executives, mechanics . . . and now you! It's in the latest Continental ski style, with two-tone zip and sensible pockets. In the distinctive Yardley McLaren orange colour, with a black lining. It's warm, shower-proof, with storm cuffs and built-in hood. Features the Team badge. £8.80. Or get a lightweight driving jacket specially designed for Yardley McLaren with Team Badge, practical pockets and circuit pass ring. £5.50.

And so, on to badges.

Special woven Yardley Mc-Laren Team badges. Look great on your Rally jacket, jeans, anywhere! Buy lots, and just sew them on, and on and on, 50p. Also pin-on badge full colour – 1¾" diameter, 5p.



Cool it in our T-shirts.

If you loose your shirt on the race, you can always get one of these fabulous orange T-shirts, in top-quality cotton, with bold print of the Yardley McLaren on the move. Great for a hot day's racing, or for cooling it on the beach. All sizes, 80p.

An on-the-cuff idea.

Smart, satin-finish stainless steel cufflinks, with black enamelled profile of Yardley McLaren car. In attractive wood presentation box, £1.25.

Cover your kids with glory.

Children's playsuits, in orange cotton drill, with Team badge and black stripe, breast pocket and two side pockets. For ages 4-12, £4.00.

What if it rains?

To make sure you don't get that wet look, you'll need the eyecatching Yardley McLaren Umbrella. With broad orange and white segmented canopy, £3.00.



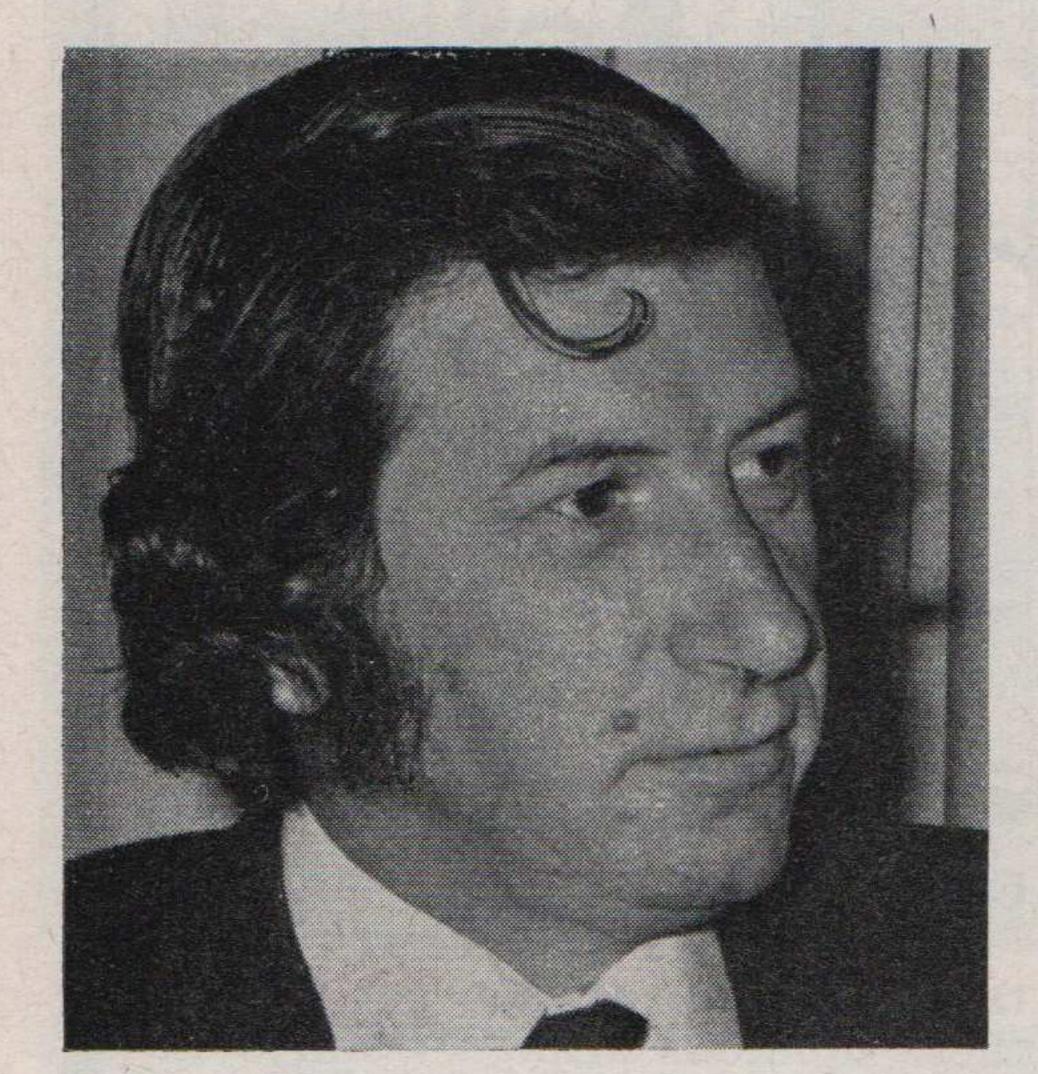
Take this coupon to any
Yardley McLaren sales point
and buy a Yardley Mini Spray or
Black Label After Shave (54cc)
at 10p off normal recommended price!
(Valid only at Silverstone 7th &
8th April, 1973.)

SPECIAL OFFER



Twenty-Five Golden Years

By David Benson Daily Express Motoring Correspondent



Shortly after World War II a handful of motor racing enthusiasts were scouring the country for a place to race their cars. Historic Brooklands had gone forever – a victim of the wartime need to build more and better warplanes and a vociferous minority who lived nearby the famous banked track and found the noise and smell of burning Castrol R not much to their taste.

Heading the "few" seeking a new home for British motor racing was the then youthful John Cooper whose cars would one day win two world titles in Grand Prix racing.

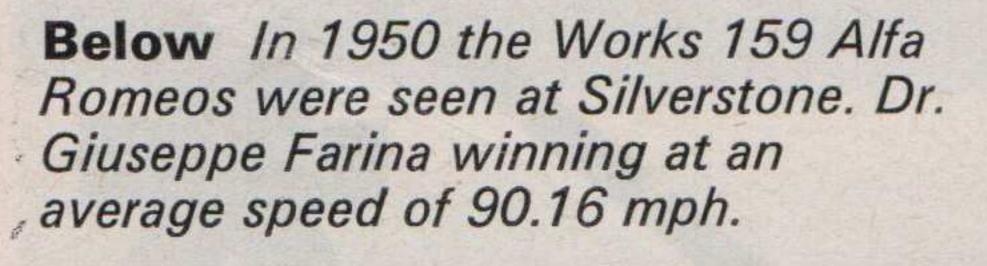
In the dreary years of 1945 and '46 Cooper and his father had cut a couple of pre-war Fiat 500s in half and built the first of the 500 cc racing single seaters which would eventually become Formula III and nurture the talents of Stirling Moss, Peter Collins, Les Leston, Stuart Lewis Evans and a host of others.

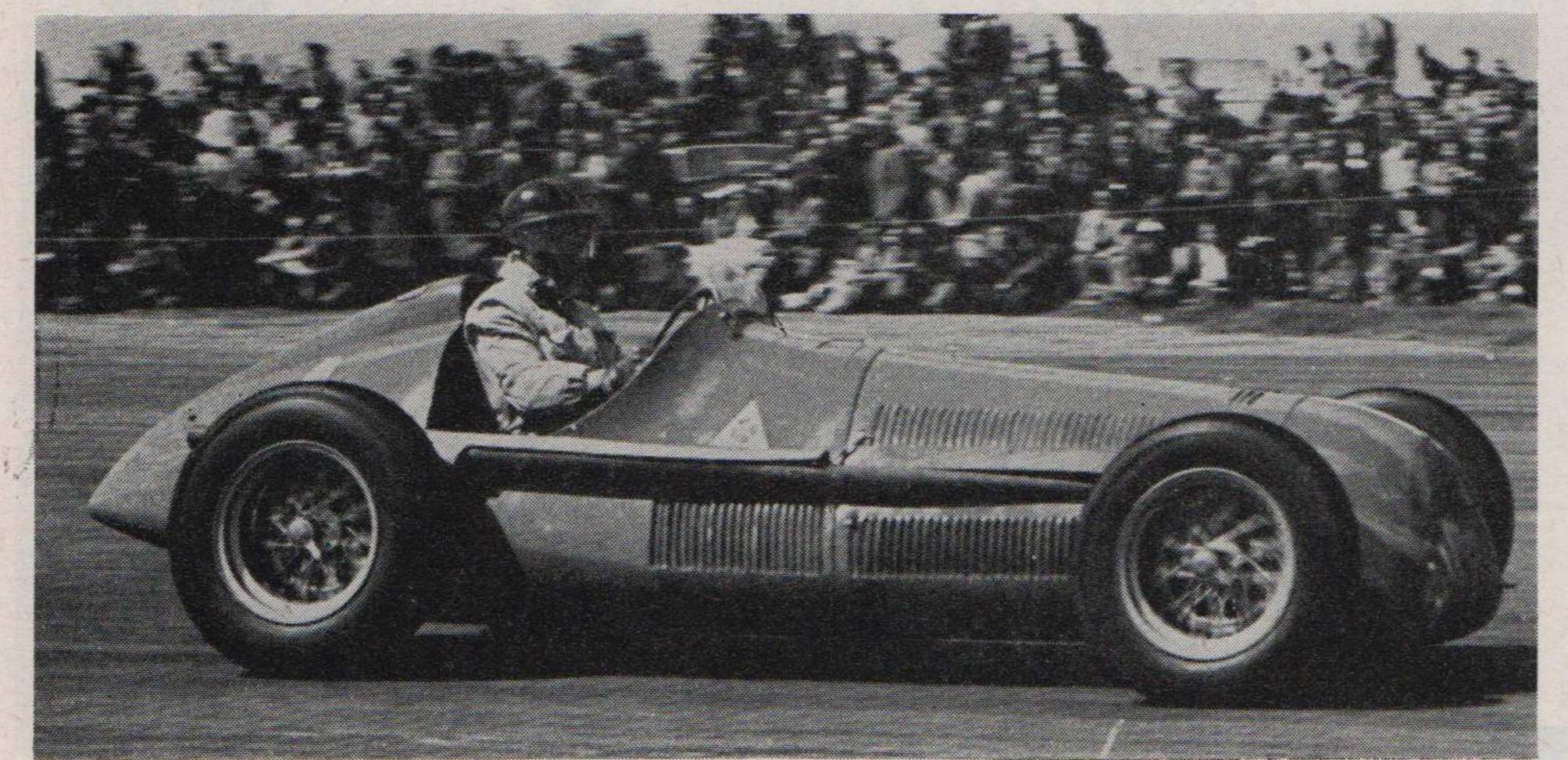
But in '45 they had no track, only a war blasted country littered with aerodromes with giant concrete runways. Each weekend, John and his pals would find a deserted runway and race merrily until chased off by a bored guard.

It was on one such sortie that the scruffy mob, with their primitive single seaters trailing behind their pre-war cars, found Silverstone.

Here was a perfect circuit with a long, well laid perimeter runway designed for heavy bombers to taxi on with a full bomb load.

John Cooper says: "We thought the place was empty and started to organise our racing. Right in the middle of the fun an irate Wing Commander turned up to find out what all the noise was about and who was disturbing his Sunday afternoon rest".





Fortunately, the Wing Commander was intrigued by the tiny 500 cc cars and negotiations were begun for the Silverstone racing circuit that the public knows today. The RAC successfully negotiated for the lease of the circuit with the Air Ministry and held control until 1952 when the B.R.D.C. took over.

By 1948, pits had been built and temporary grandstands erected. The stage was set for the first post war BRITISH GRAND PRIX held on October 2nd of that year.

An enthusiastic public, starved of motor racing for nine long years, turned up in their tens of thousands to see Luigi Villoresi drive a flame red Maserati to victory in the 250 mile race at a then incredible three hours 18 minutes and three seconds, a race average of 72.28 mph.

Fourteen seconds behind him in a similar Maserati came the legendary Alberto Ascari. For Britain, F. R. "Bob" Gerard brought home his ancient ERA in third place ahead of Louis Rosier in a Talbot Lago.

The event rated a few paragraphs in the papers mostly dealing with the traffic jams and the estimated over 50,000 crowd. That magic figure was enough for the then Chairman of Beaverbrook Newspapers, Sir Tom Blackburn.

Says Sir Tom: "I felt that this was the kind of audience the Daily Express would like as readers. I asked our then Motoring Correspondent Basil Cardew to arrange a meeting with Des Scannell, secretary of the B.R.D.C. We reached agreement almost immediately and in 1949 we backed the first International Trophy Race. I remember it was won by Alberto Ascari in a Ferrari – I had gone to a lot of trouble and expense to get the Ferraris as I reckoned they were great crowd pullers. I also insisted on giving the public a full day's racing for their money. This was apparently quite a revolutionary idea - up to then, and on the Continent, the form was to run only one main race. Nothing else.

"At that first Trophy meeting on August 20, 1949, we introduced the Production car type of race and had a ten lap 500 cc event.

"It was good value for money and Silverstone has been giving the public good value for money ever since".

The winner of the first ever Production Car Race was Leslie Johnson in a Jaguar. The team prize was won by

Healey with Tony Rolt, Louis Chiron and racing driver journalist Tommy Wisdom at the wheels of the three cars.

Now twenty five years later, Silverstone can claim a unique record of never having missed an International Trophy meeting - although it came very close to cancellation in May 1951 when pouring rain flooded the circuit. The gallant Reg Parnell in the powerful Thin Wall Special Ferrari took the lead from Fangio and Duncan Hamilton. After slipping, sliding and spinning for six laps the race stopped and was awarded to Reg who was clearly way in front of the opposition. It was a short race but probably the greatest drive by the likeable Parnell whose son Tim manages the Marlboro BRM team.

In those twenty five years every great name in post war racing has driven at Silverstone. The list of International Trophy winners looks like a "Hall of Fame" of motor racing, Alberto Ascari, Guiseppe Farina, Reg Parnell, Lance Macklin, Mike Hawthorn, Froilan Gonzalez, Peter Collins, Stirling Moss, Jean Behra, Jack Brabham, Innes Ireland, Graham Hill, Jackie Stewart (his first Formula I race) Jim Clark, and it was the scene of unlucky Chris Amon's only Formula I victory so far.

The track itself has been steadily improved until it is the smoothest, widest and safest in Britain.

And it is the fastest in the land. Back in 1948 Villoresi put in a fastest lap of 76·82 mph. The lap record now stands to Mike Hailwood at an almost incredible 133·72 mph. I say, almost incredible, because by the time racing is over today I fully expect to see a new record on the books, yet it was only 1956 when Stirling Moss averaged over 100 mph for a full race.

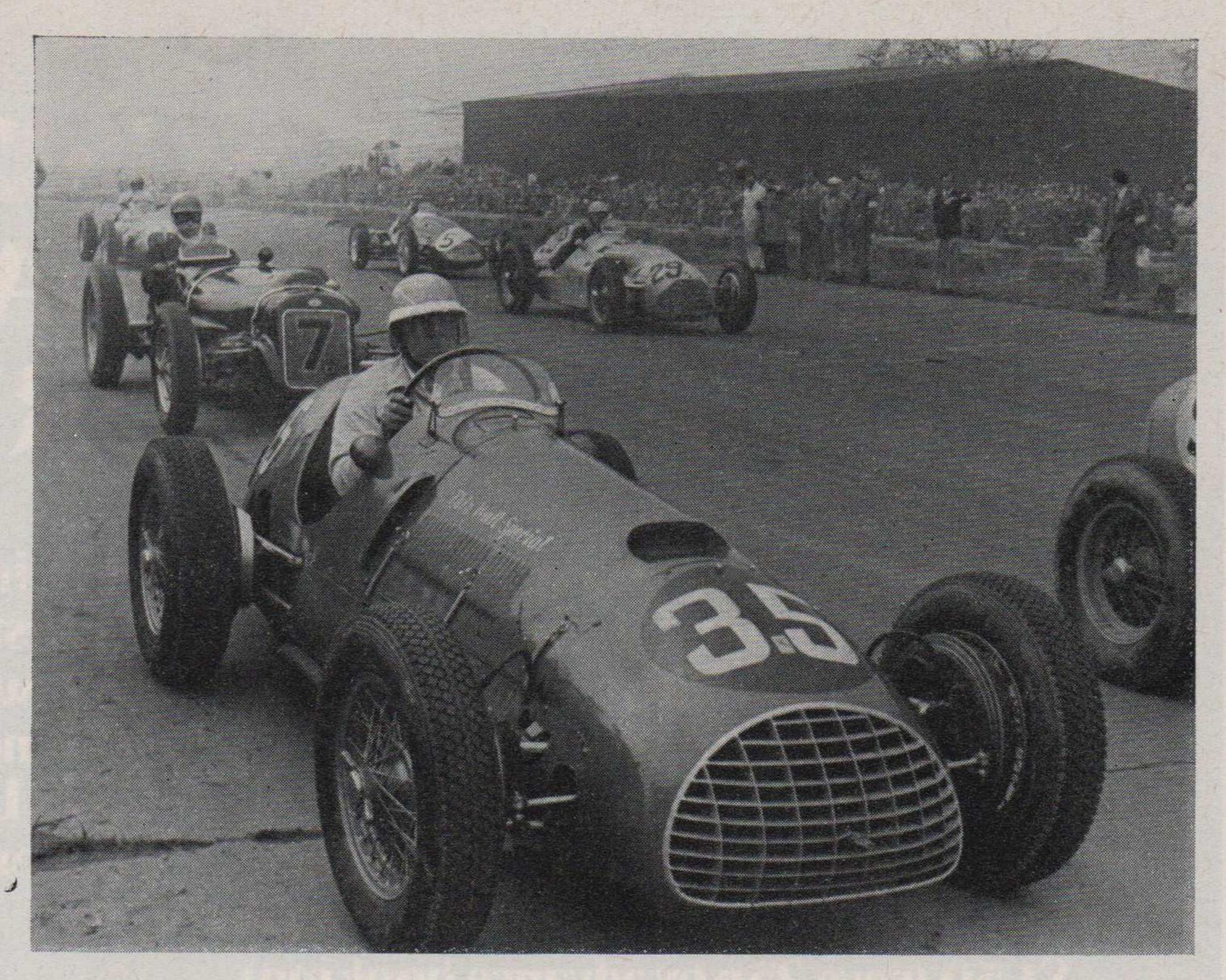
Most of the people who went to the early races at Silverstone would hardly recognise the track, the cars and the drivers today.

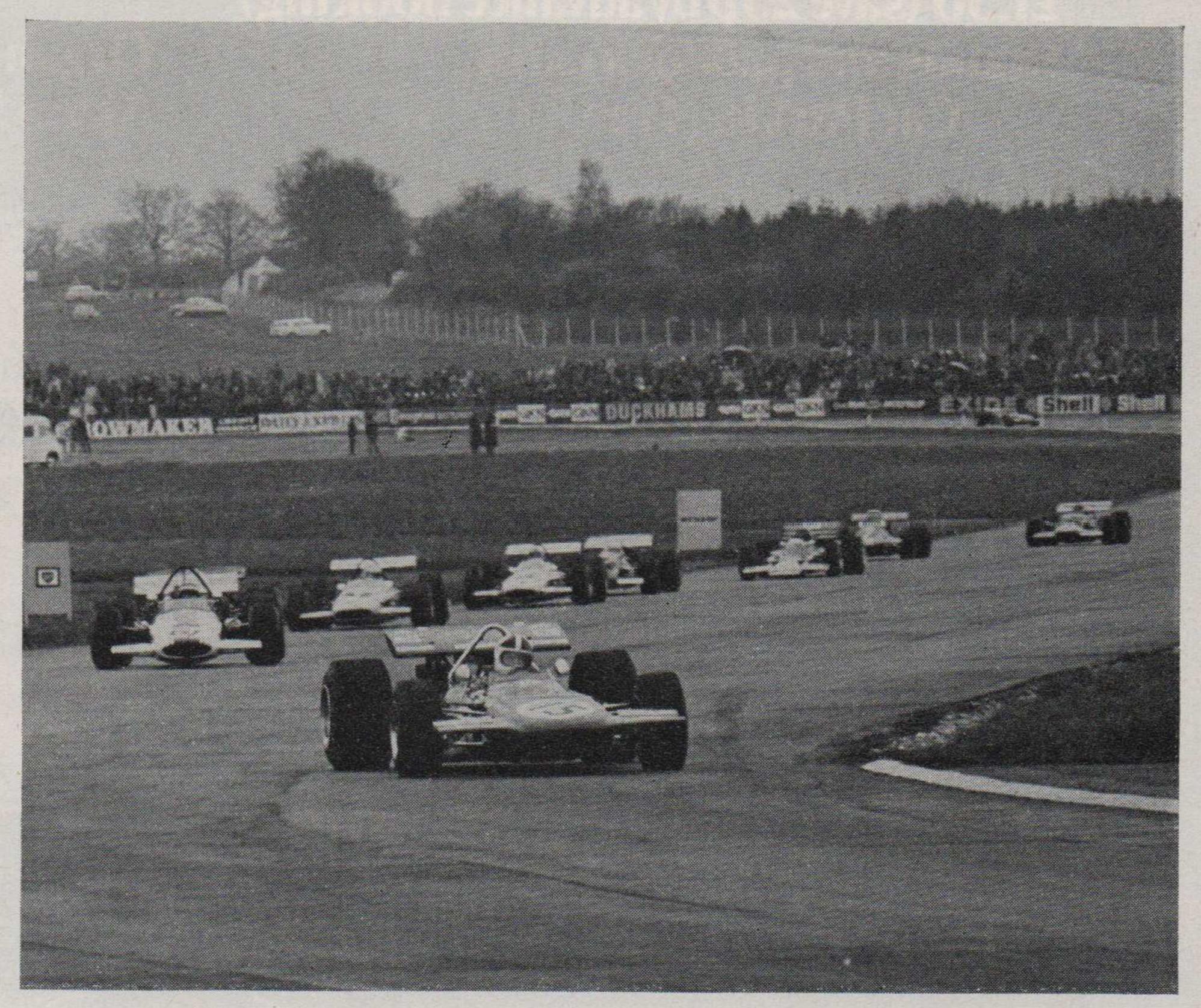
But one thing they would recognise, even if they had not been to a motor race since then, would be the atmosphere, the excitement and the indefinable "feel" of the place that spells out loud and clear that this is the home of British motor racing.

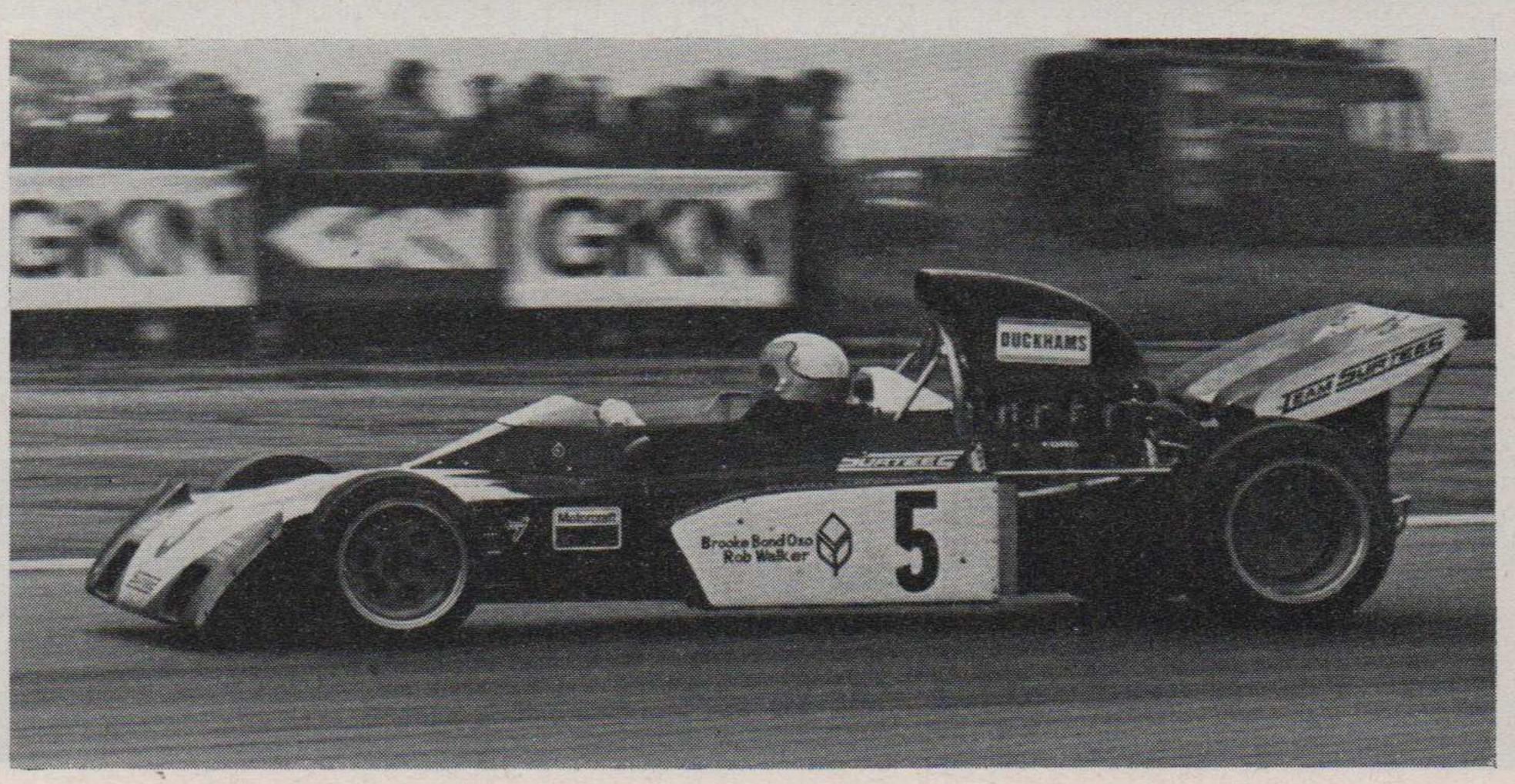
Top The start of the 1951 event with Reg Parnell $4\frac{1}{2}$ litre 'Thin Wall' Ferrari, the acclaimed winner before the rain flooded the circuit.

Above Right 1970 saw the popular win for Chris Amon in the works March seen here leading the pack at the end of lap one.

Right The current lap record holder— Mike Hailwood Surtees TS9B at 133.72 mph in the 1972 event.







SILVERSTONE, SUN 20th MAY. MARTINI INTERNATIONAL SUPER SPORTS.

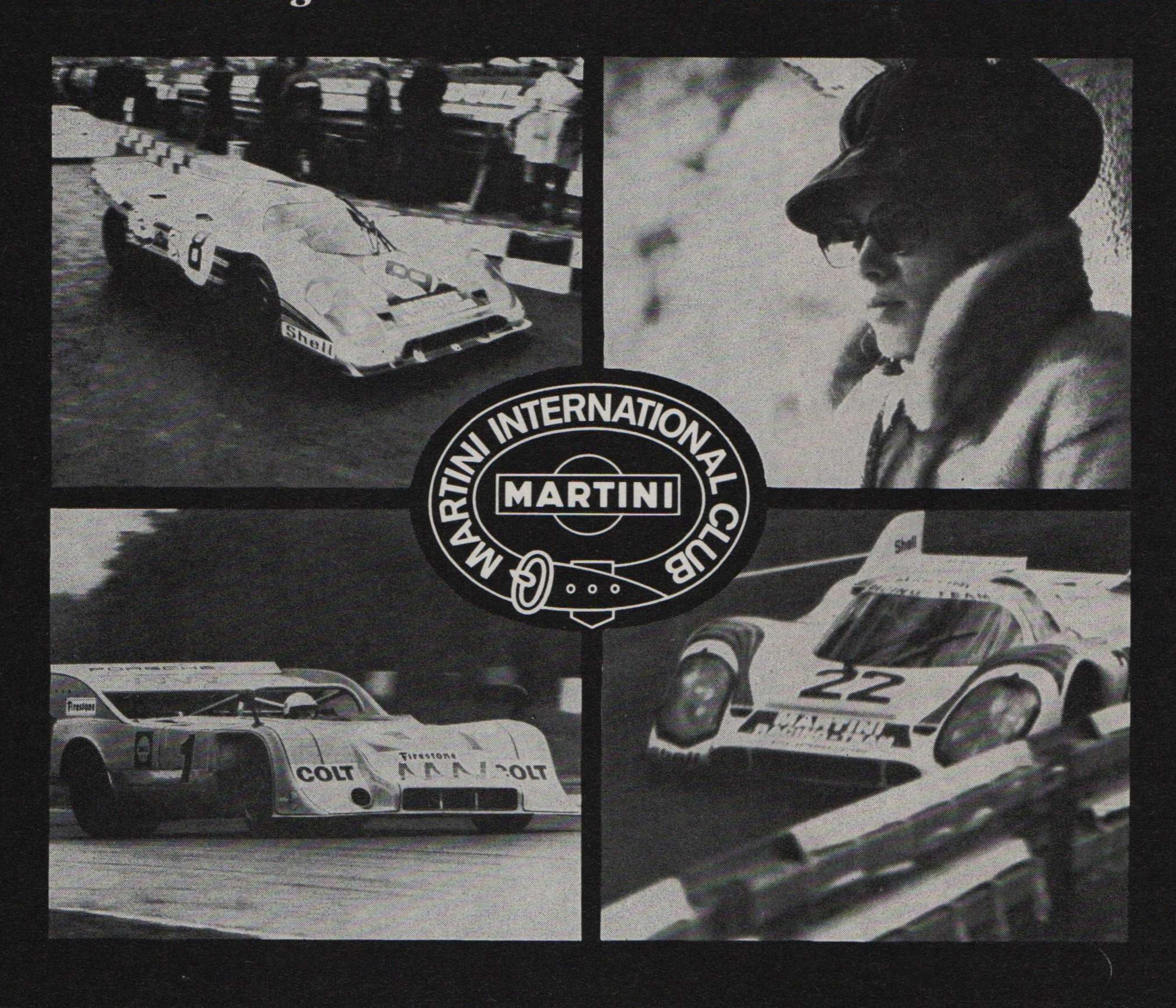
Britain's fastest sports car race for 200 mph CanAm Interserie Cars with supporting programme, F. Atlantic, F. Ford, Group I Saloons & Historic Cars.

Programme starts at 11.30 am Special trackside spectator enclosures £1.50 (save 25 p by advance booking) Stands and paddock extra.

Car Parking Free.

Booking Office:
Silverstone Circuits Ltd.,
Nr. Towcester, Northants.
Enquiries to Martini &
Rossi Ltd., 80 Haymarket,
London, S.W.1.

Organised by the Aston Martin Owners Club.



Firestone beatthemal!

Firestone were World Racing Tyre Champions three times – in 1968, 1970 and 1972 – and throughout 1972 were used by the Champions in most other categories too.

1972 World Champion Emerson Fittipaldi won all his races on Firestone tyres.

Formula II Championship — 9 successes out of 15 races.

Formula Atlantic — 14 out of 15 championship races were won on Firestone.

Formula Ford Championship — every single race won on Firestone.

Inter-Series Championship — 6 out of 6 races won on Firestone.

World Championship of Makes (Ferrari).

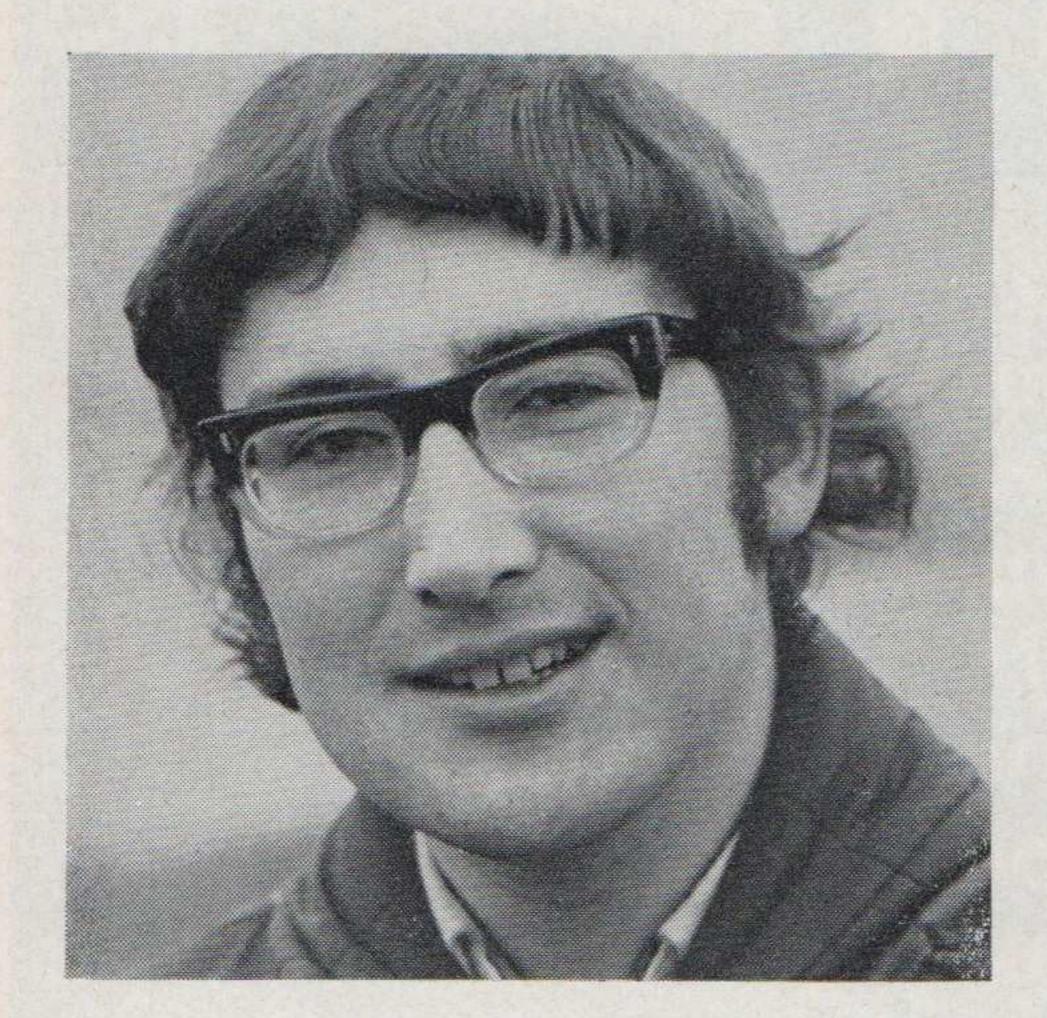
Formula Super Vee * Two-litre Cars * Group 1 * Formula 5000

A highly successful racing season!



Fast and Furious

The developing scene of Formula 5000 by Mike Kettlewell



The 1973 motor racing season sees the fifth year of Formula 5000 racing in Europe. And this year's Silver Jubilee Silverstone Trophy weekend marks the fourth consecutive year that a round of the Rothman's European F5000 Championship has been incorporated into the programme. In 1970 and 1971, when the Rothman's round was a subdivision of the feature GKN-Daily Express Trophy race, the winner was Mike Hailwood, the first year with a Lola and the second with a Surtees. (Mike, of course, is now a fully-fledged Formula I driver). Last year, when the Rothman's Championship race was a separate event on the Saturday, New Zealander Graham McRae scored a runaway win with his Leda.

Since last year there have been some changes of Formula 5000's rules and regulations. The most apparent change which will affect performance is the relaxation of the fuel injection ban which came into effect at the end of the 1969 season. Some of the top runners this weekend will be using fuel-injected as opposed to carburetter engines. Notable among these will be several American teams over in Europe to collect their new machinery and "run it in" under racing conditions; the United States F5000 regulations have never banned fuel injection. Not only is there a small increase of power and torque, but throttle response out of corners is improved. Turbocharged 3750 cc engines from Ford and BMW are expected to join the ubiquitous pushrod Chevrolet V8 in F5000 thanks to the revised regulations, although these won't appear until later this season or in 1974.

Last year's Rothman's European F5000 Champion was 31-year-old Dutchman Gijs van Lennep. Gijs drove a Surtees TS11-Chevrolet for Jackie Epstein's Speed International Racing team. This year van Lennep pilots a new Lola T330-Chevrolet entered by Shellsport Luxembourg. Team-mate is 29-year-old Dane Tom Belso – "Smiling Tom" – whose Lola carries race number 208, Radio Luxembourg's wavelength. The 1972 championshipwinning Surtees has been retained by the team for 26-year-old London stamp dealer Clive Santo.

There are three other British-based Lola T330-Chevrolets contesting the Rothman's Championship. Thirty-year-old Guy Edwards has his car painted in the blue and white colours of his sponsor, Barclays International. Ian

Ashley, the 25-year-old Lincolnshire lad, and the wealthy young Australian, Colin Hyams, are driving the others.

American Carl Hogan is expected to enter his new Lola T330-Chevrolets with which Britain's David Hobbs and the United States' Brett Lunger will contest the Sports Car Club of America's L&M Formula 5000 Championship which starts at Riverside, California, on April 29. Another American-based Lola T330-Chevrolet, one of the Carl Haas cars, may be run for Brian Redman.

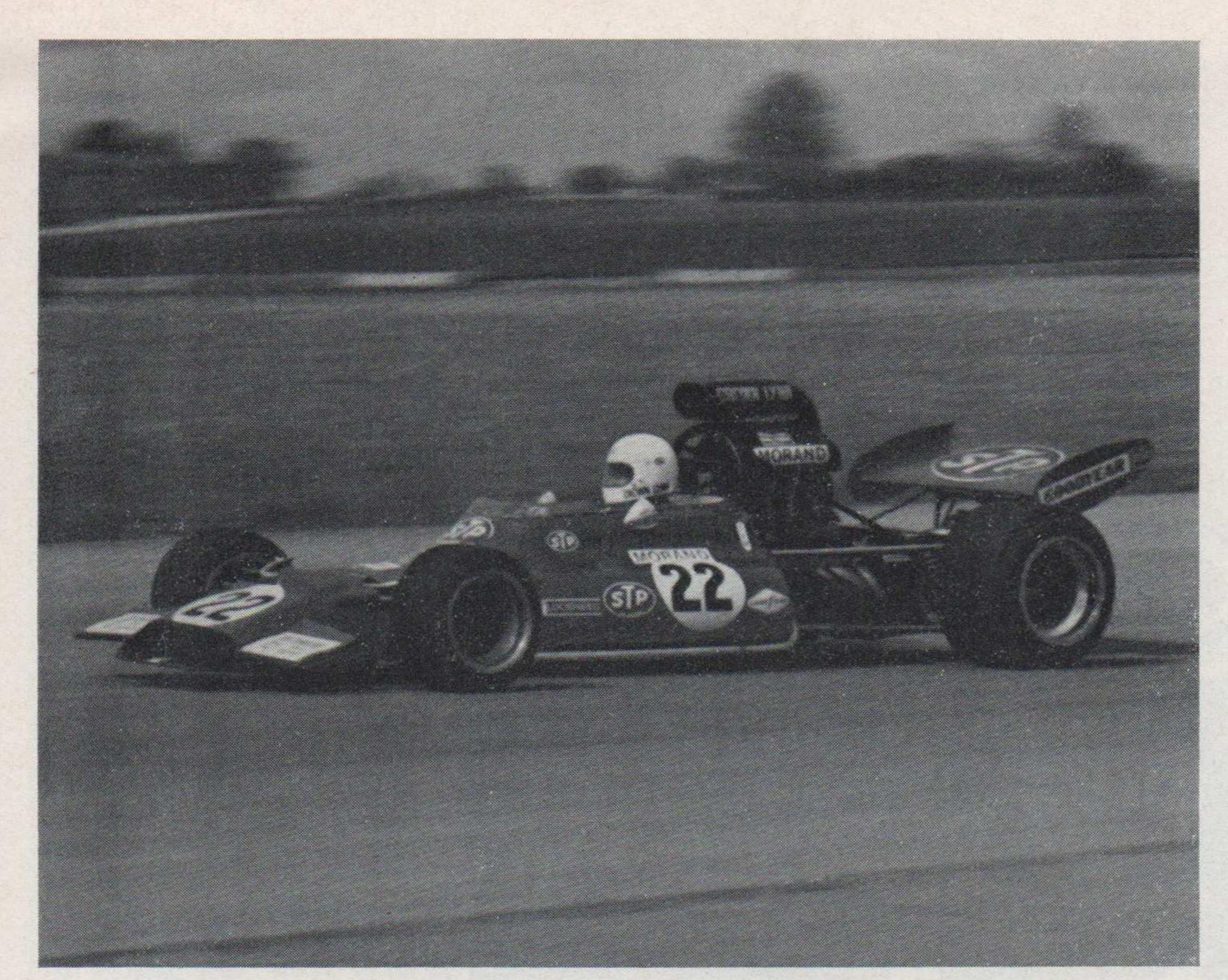
One of the fastest drivers in Formula 5000 last season – he won the Tasman Championship, the SCCA's L&M Continental Championship in the USA and was third in the European Rothman's series - was 33-year-old New Zealander Graham McRae. Remember his performance last year at Silverstone when he won the Rothman's race on Saturday by a wide margin and also won the F5000 class in Sunday's main race despite a nasty car accident on race morning which wrecked his Jaguar XJ6. That day he also humbled some of the Formula I drivers in his charge through the field. McRae, again driving his STP-sponsored car, now known as a McRae GM1-Chevrolet, is a hot favourite for this year's Rothman's series.

Other McRae GM1-Chevrolet drivers are 29-year-old Midlander Alan Rollinson, who has Duckham's backing, and 36-year-old Scotsman Jock Russell.

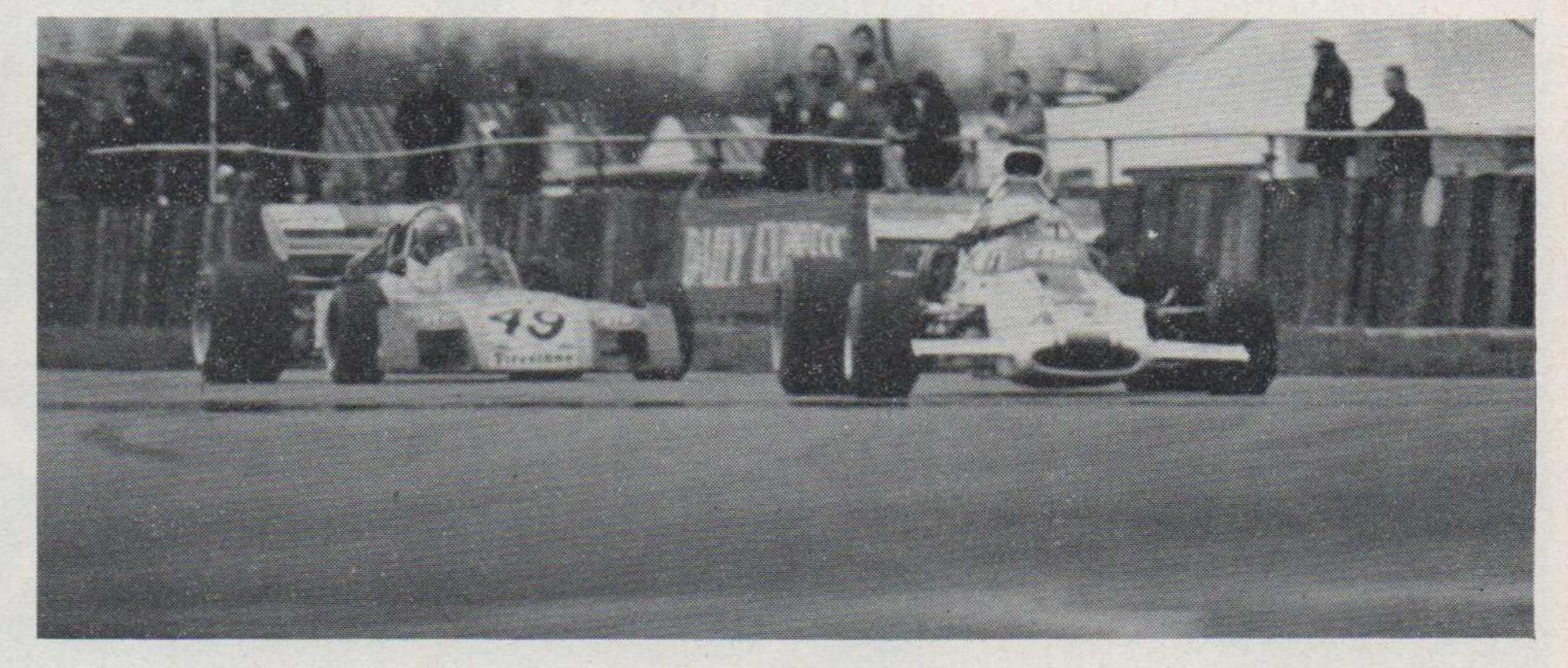
Chevron are a relatively new marque in Formula 5000. Last year's prototype B24 was very successful in Europe and the States driven by Brian Redman. This year the prototype is being run by the Servis Racing Team for Steve Thompson, a very promising 25-year-old (and cousin of McRae driver Alan Rollinson) from Walsall. Steve's car is run by Alan Brodie, a former club racing driver and helper of the late Bob Anderson. Last year's team car, a Surtees TS8-Chevrolet, has been retained for 29-year-old former soldier Ray Allen to drive.

Popular Yorkshireman Tony Dean is running a pair of new Chevron B24-Chevrolets for himself and 32-year-old American Bob Brown. Dean, aged 40, has raced McLarens in the past two years in F5000 and this year his team plans a serious onslaught on the Rothman's title. The 1969 and 1970 European Champion, Peter Gethin, is another Chevron B24-Chevrolet driver:

Left Graham McRae Leda T27 Chevrolet.



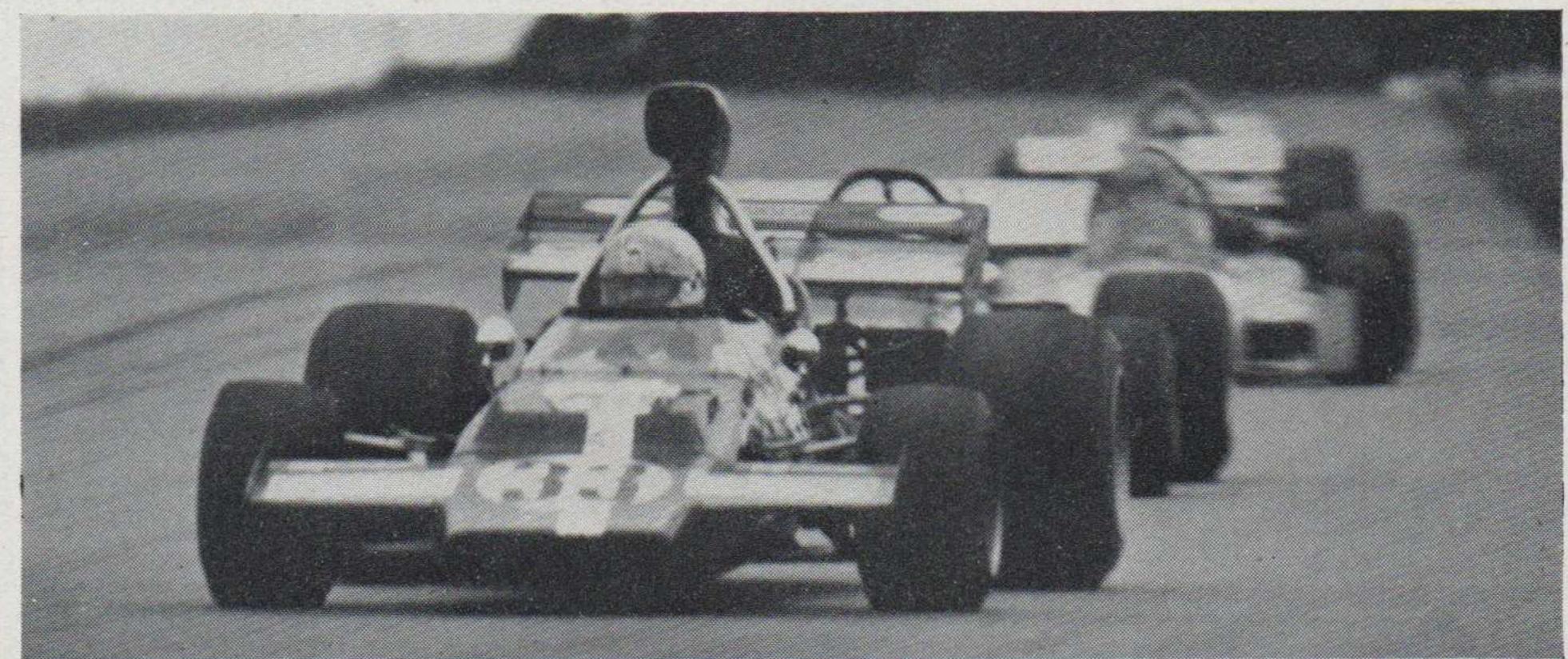




Above John Cannon March 72A Rover.

Above Right Brian Redman Chevron B24 Chevolet and Ray Allen Surtees TS 11 Chevrolet.

Right Teddy Pilette McLaren M18/22 Chevrolet.



he is to pilot a works-backed car in the United States for Doug Shierson with famous ex-Brabham designer Ron David Oxton. From Drummond, Inversponsorship from the Marathon Oil Tauranac. Trojan, from Croydon, have cargill, the Begg is the "hobby" of Corporation. Yet another Chevron exponent this year is 29-year-old Belgian Teddy Pilette whose father and grandfather used to race in Grands Prix. Teddy, a fast and determined driver, raced McLarens in 1971 and 1972.

At the time of writing it was uncertain whether Trojan would run a works car in Europe. Keith Holland, the 36year-old Maidstone driver, is to race his own Trojan-Chevrolet in the Rothman's series. Keith performed much of the initial test driving for the new car,

now severed their links with McLaren they used to build and sell McLaren's customer racing cars - and this F5000 design is the first racing car to bear their name.

As well as Lola, Chevron, McRae and Trojan, March also offer a 1973-model Formula 5000 car. The Bicester firm have sold some of their 73A cars to the United States, but it is not known whether any will be raced in Europe.

From New Zealand comes the interesting Begg FM5-Chevrolet driven by

which is of course being developed by their champion driver, 26-year-old George Begg whose business is the manufacture of agricultural equipment for the farming industry. Long, low and sleek, it is a thoroughly professional machine - far from agricultural!

> That, then, is the very interesting 1973 Formula 5000 scene. Plenty of competitive cars and drivers should make the Rothman's Championship race one of the most exciting events of the Silver Jubilee weekend. And some of the top F5000 drivers will be worrying the Formula I brigade again.



It beats oil fatigue.

The trouble with anniversaries, especially jubilees, is that they are often a rude reminder of how quickly time passes. It comes as a considerable shock to me, for example, to realise that it is 23 years since I attended my first Daily Express International Trophy race at Silverstone (I had missed the inaugural event, in 1949, because it was rather a long journey from the banks of the Suez Canal, where the Royal Engineers had placed me in temporary residence).

On August 20 that year, as I waged war with the flies at Fanara and with the marauding mobs of natives intent on relieving the Army of its inventory of machinery spares, Alberto Ascari and Guiseppe Farina were engaged in a very different (and infinitely more enjoyable) battle on a race circuit which still bore more than a passing resemblance to the wartime airfield on which it had been developed.

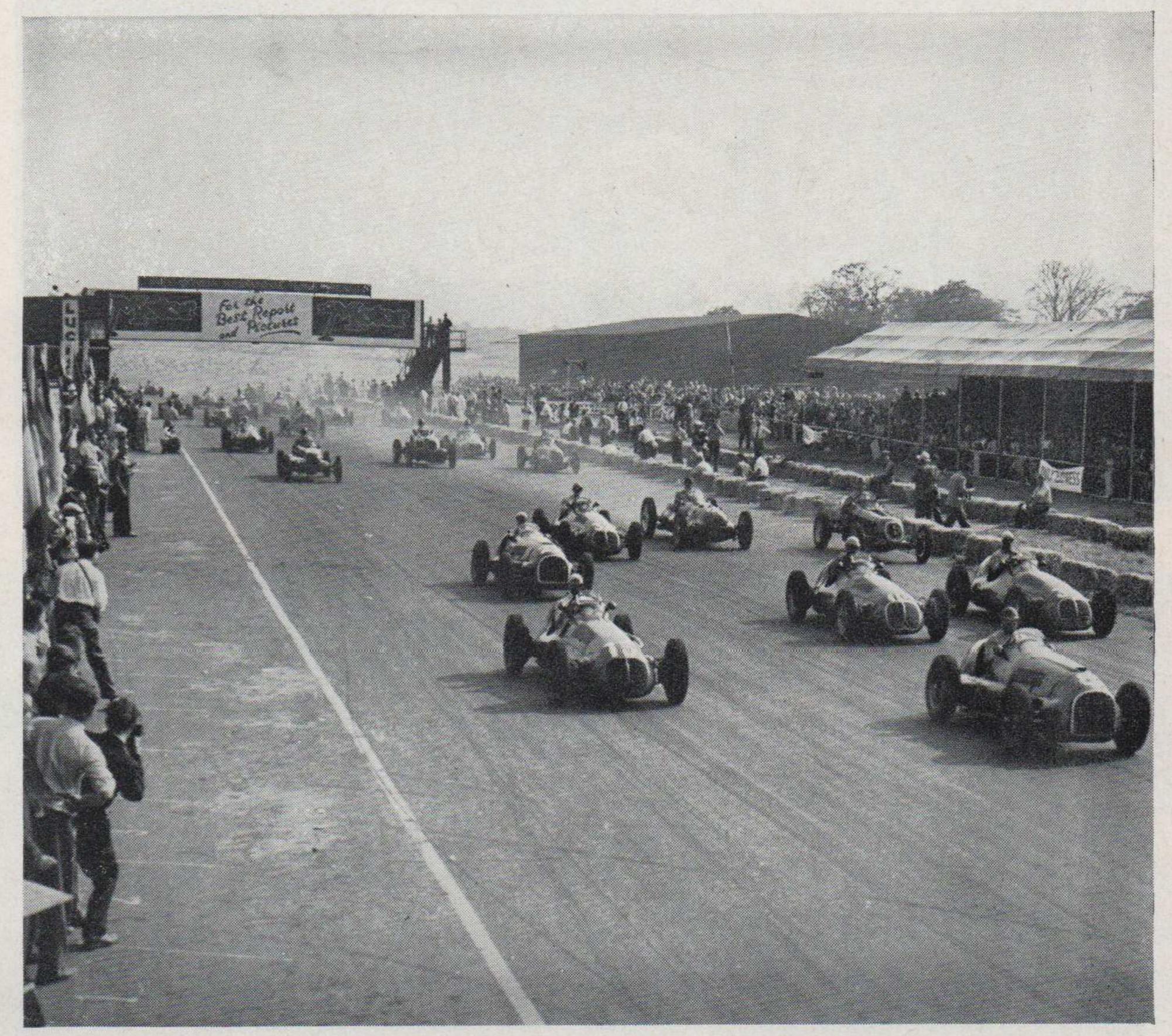
It was not until some months later, when thumbing through a muchhandled copy of Motor Sport, that I read of the epic battle between these two talented Italians who raced wheelto-wheel for much of the 30-lap final before Ascari's 1½ litre supercharged Ferrari crossed the line less than two seconds in front of Farina's similarsized Maserati. The closeness of the finish and the tension of the final few seconds (apparently Kenneth Evans waved the flag so vigorously that it detached itself from its stick and

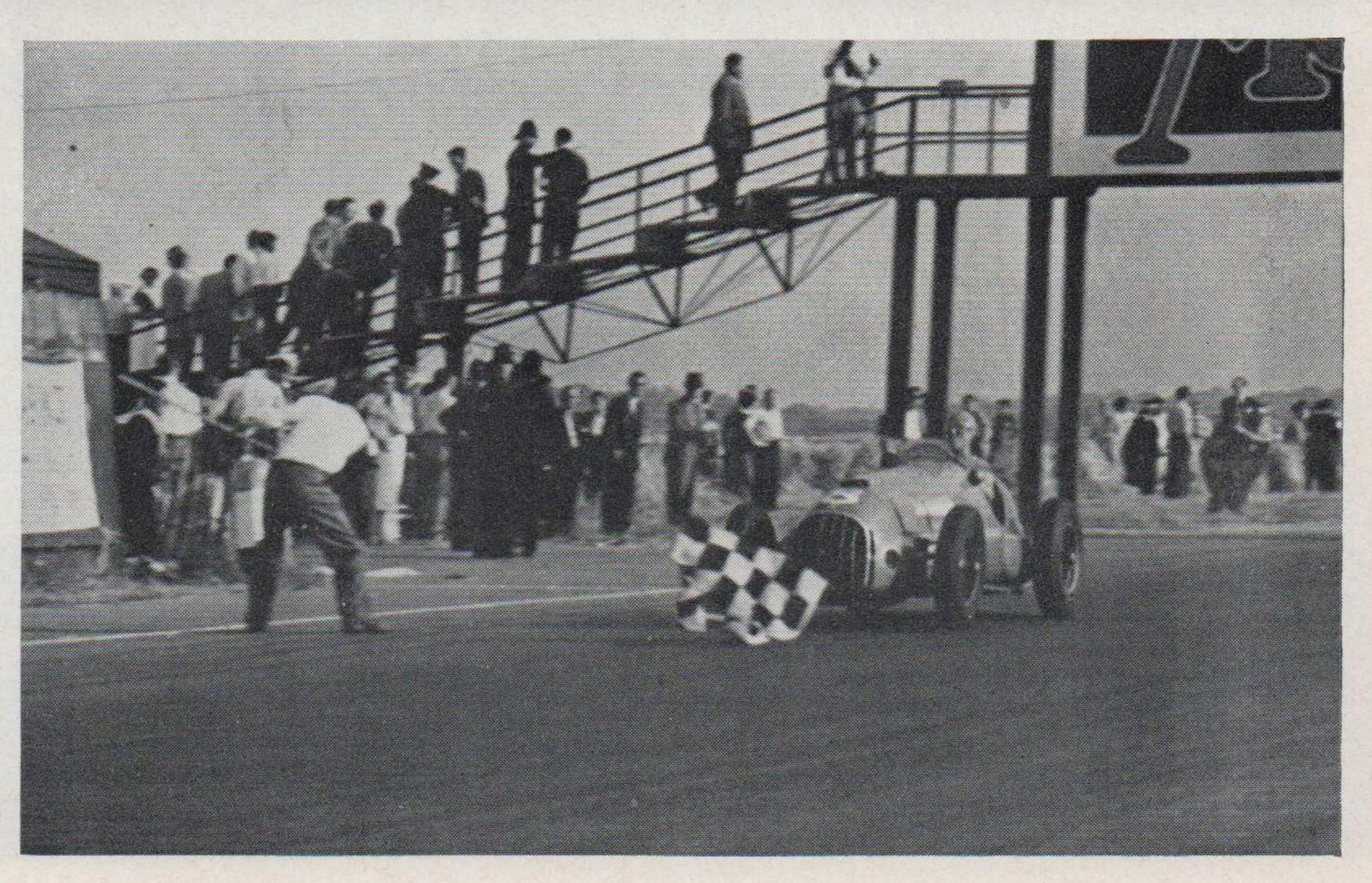
which was to be repeated time and time again during the subsequent history of the International Trophy.

The following year I was at Silverstone in person, and I recall arriving at some ridiculously early hour to be assured of a vantage point against the fence of the enclosure at Woodcote Corner. In those days, of course, Woodcote was the first corner after the startline, which was located at the top of the rise after Abbey Curve. I hadn't been there very long before I heard for the first time one of motor racing's least forgettable sounds, that of the V16 BRM being warmed up in the paddock. A little while later the car appeared on the circuit with the French wrapped itself around the radiator of ace Raymond Sommer in the cockpit. Ascari's winning car!) set a pattern He came past me three times, the car



John Blunsden Chairman of The Guild of Motoring Writers





Above Right The start of the 1st International Trophy Race 20th August, 1949.

Right Alberto Ascari Ferrari winning and collecting the chequered flag.

not travelling particularly fast (as one of the crowd I knew nothing of the behind-the-scenes dramas that morning which had preceded the car's arrival at the circuit with a suspect engine), but it still looked and sounded magnificent. It was as well that I had arrived early, however, for of course that was that fateful day when the BRM lined up on the back of the grid, was given full boot for the first time off the line and travelled forwards all of two inches.

That was one of Britain's more painful moments of motor racing history, salt being rubbed into the wound of disappointment by the majestic and seemingly effortless progress of the Type 159 Alfa Romeos in which Farina

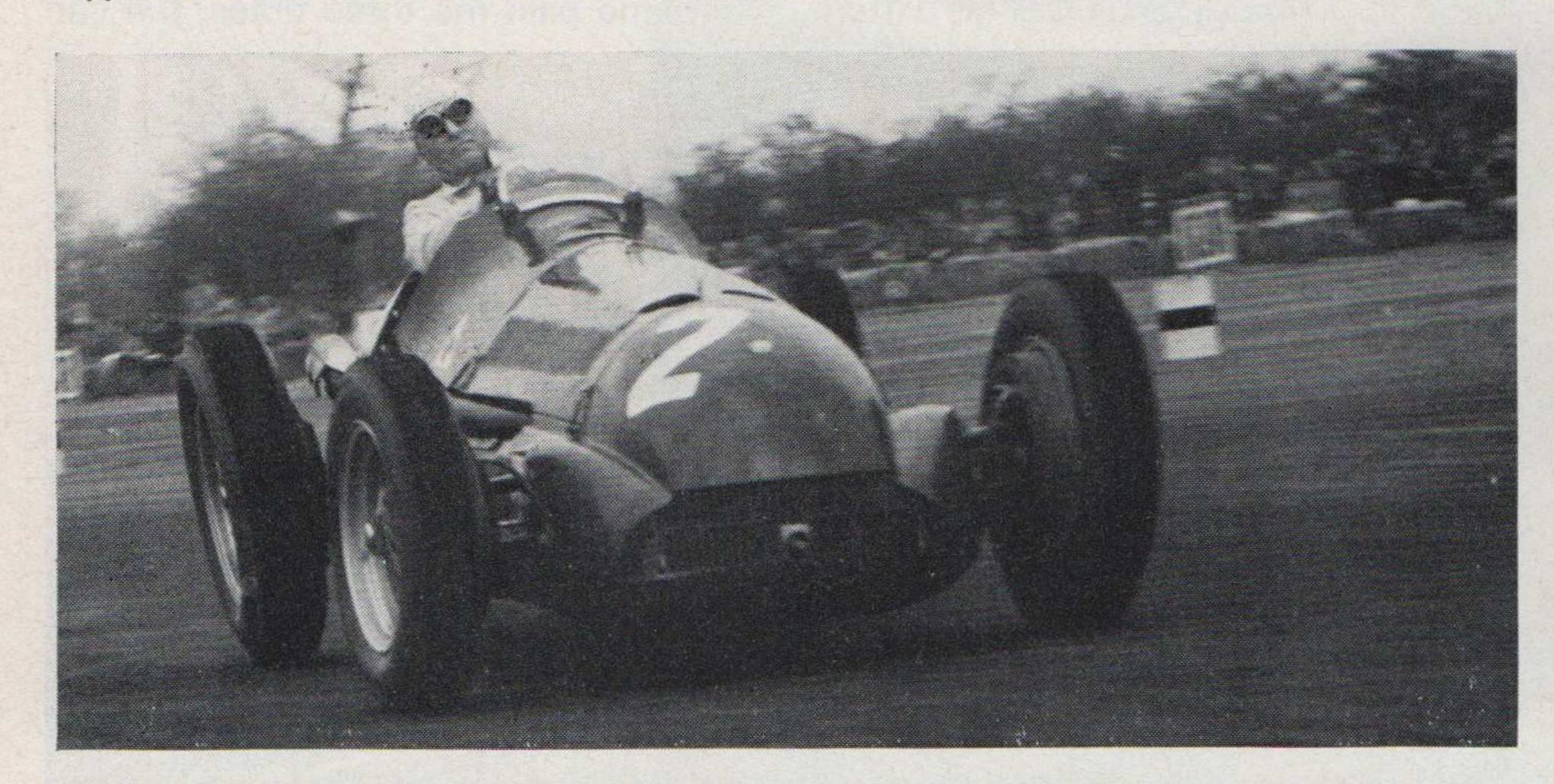
Ferrari out in front by the time the soaking flag was unfurled. For reasons which escape my memory I had graduated to become an "inside" vided the opportunity for the breakthrough, Lance Macklin and Tony Rolt scoring a worthy one-two in the 1952

and his new partner, Juan-Manuel Fangio cruised home in the first two places.

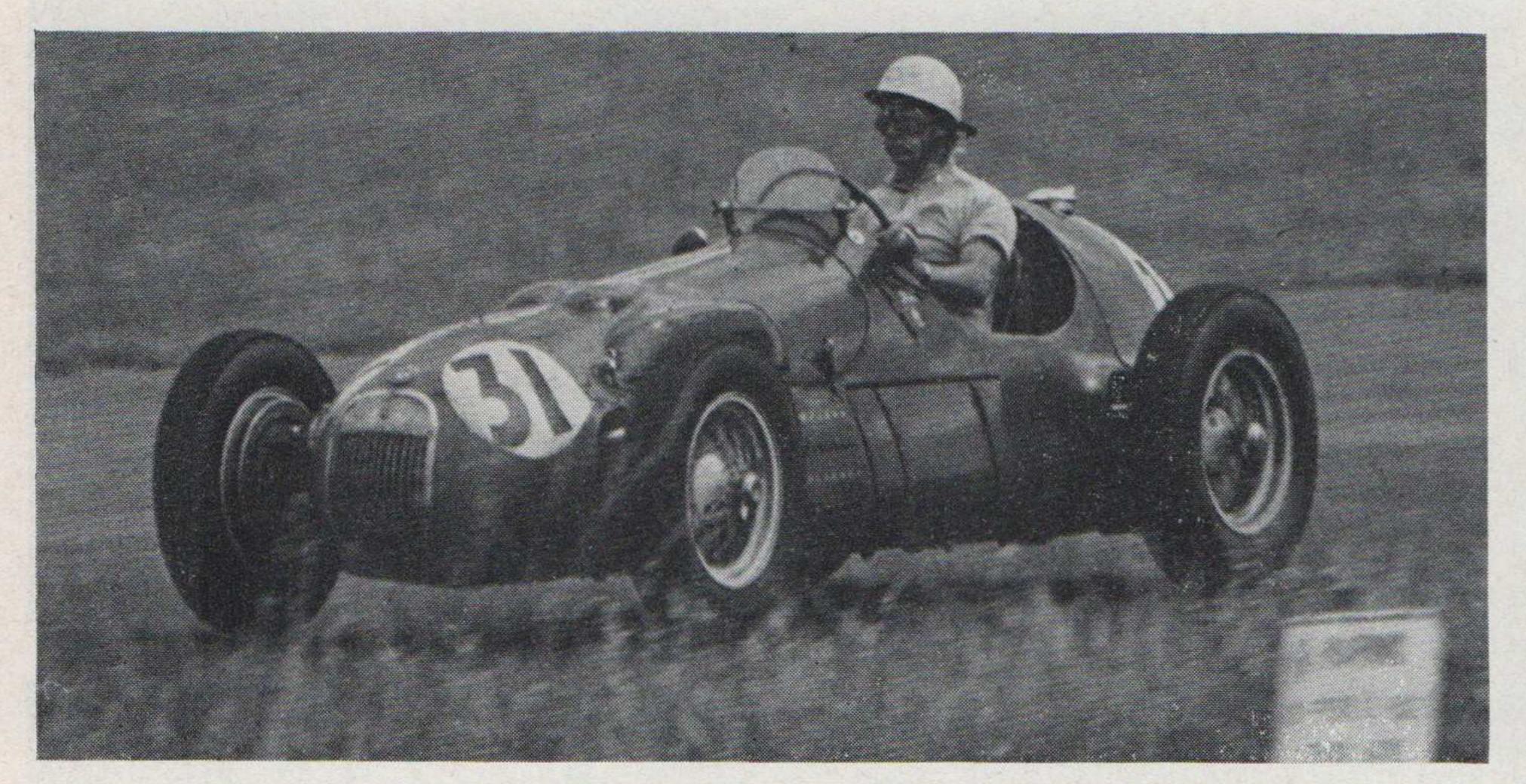
Those were the days, of course, when we were used to relying upon the various supporting races to give us the satisfaction of a home win, and so in 1951 we didn't mind getting half-drowned in that famous cloudburst which stopped the International Trophy race after six laps because it enabled the lovable Reg Parnell to be declared "winner", having managed to nose his Ferrari out in front by the time the soaking flag was unfurled. For reasons which escape my memory I had graduated to become an "inside" spectator by that year, and took refuge at the Woodcote marshal's post during

the worst of the storm, immediately to have a new regard for those hard-working unpaid officials who do so much to ensure the safe conduct of race meetings.

Reg Parnell's victory, of course, had been a somewhat hollow as well as a very wet one, and in any case was still with the aid of an Italian car, so the decision to abandon Formula I in 1952 and 1953 and run Grand Prix and other major international events for 2 litre unsupercharged Formula II cars at least enhanced Britain's chances of success, and once again it was the International Trophy race which provided the opportunity for the breakthrough, Lance Macklin and Tony Rolt scoring a worthy one-two in the 1952

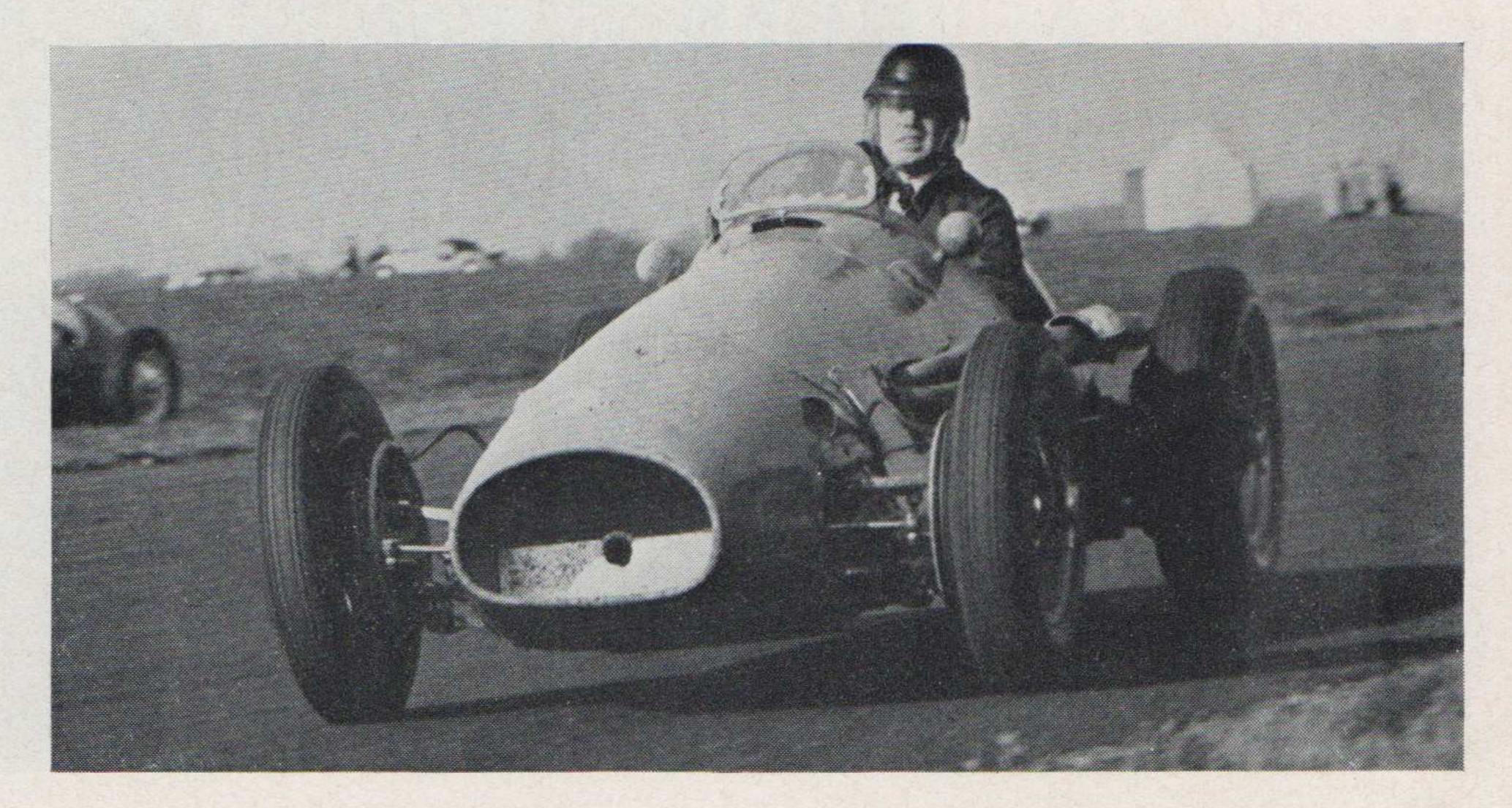






- 3 Dr. Guiseppe Farina 159 Alfa-Romeo winning in great style in the 1950 race.
- 4 Reg Parnell $4\frac{1}{2}$ litre Thin Wall Special Ferrari splashing his way to victory in 1951.
- 5 Lance Macklin 2 litre H.W.M. the first British car to win this trophy in 1952.
- 6 Mike Hawthorn 2 litre Ferrari. winning in 1953.

3	4
5	
	6



event with their attractive Alta-engined HWMs. One of my most vivid memories that day was of Mike Hawthorn, his bow tie flying high, half out of the cockpit of his Cooper-Bristol, enjoying every inch of his race, even though he was destined not to win it. His turn was to come the following year when, as a Ferrari works driver, he appeared as a lone entry for the Italian team on the day Ascari, Farina and Villoresi were sent to Bordeaux, and he cruised to an impressively easy victory.

I recall relatively little of the 1954 race, other than the fact that it marked the return of the Formula I cars under a new 2½ litre formula, and that Gonzales, who had been the man to break Alfa Romeo's stranglehold on in their 250F Maseratis, constantly British victory which, following Tony

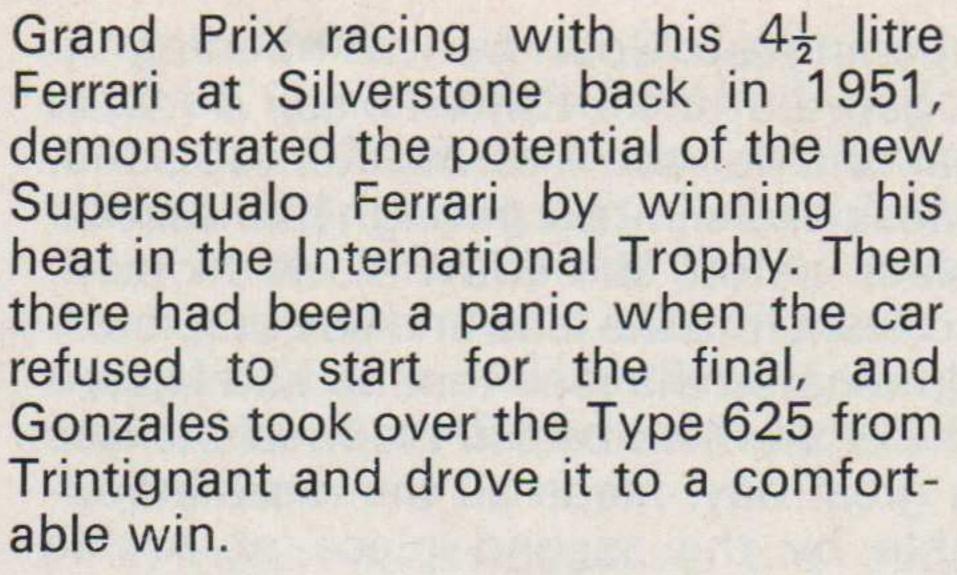
7 Frolian Gonzalez 2½ litre Ferrari "Super Squalo" 625 winning in 1954.

8 Peter Collins 250F "Owen" Maserati, the 1955 winner.

9 Stirling Moss 2½ litre Vanwall lapped the entire field before winning. in 1956.

10 Jean Behra 2 litre BRM making it 1-2-3 for BRM's in 1957.

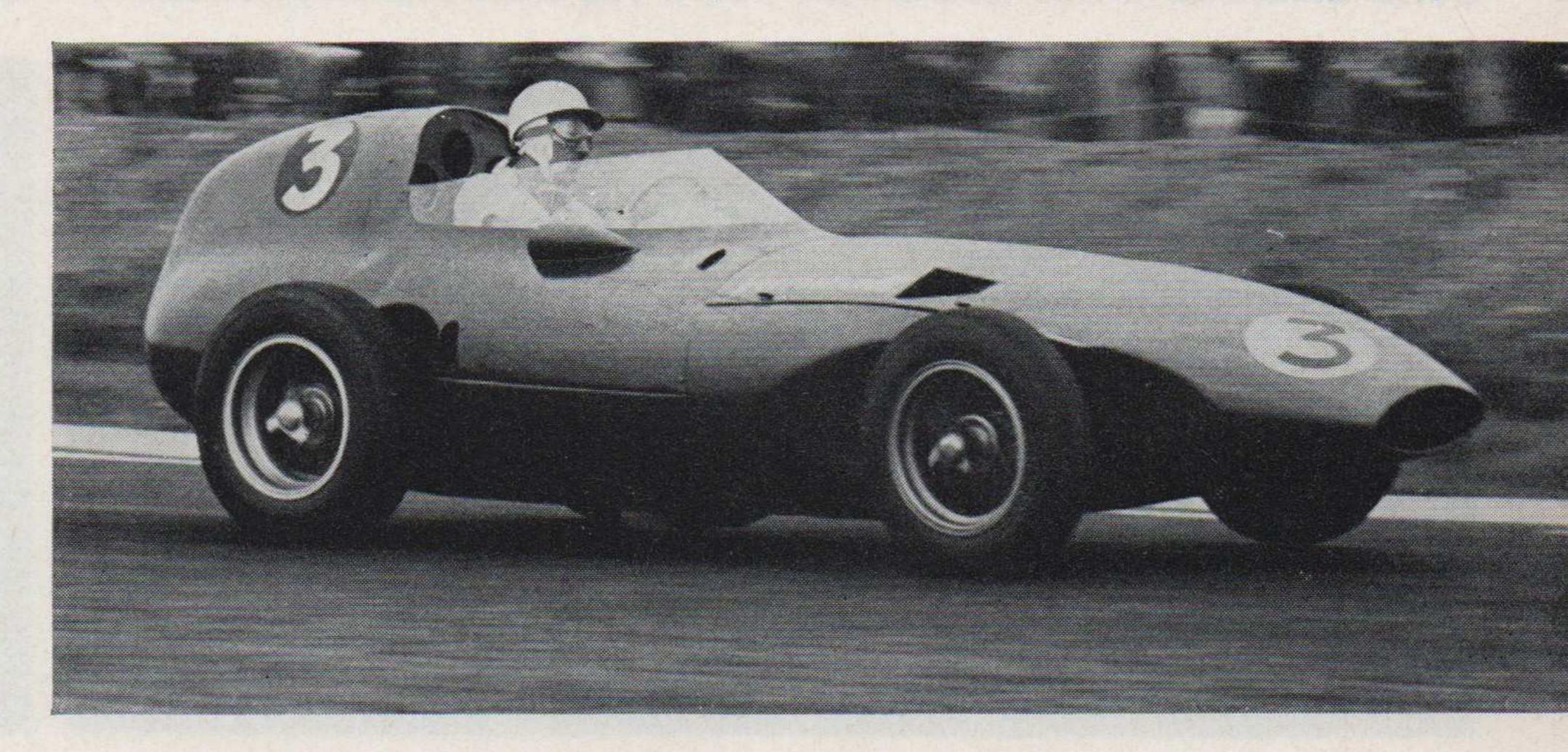
	9
	7
8	10

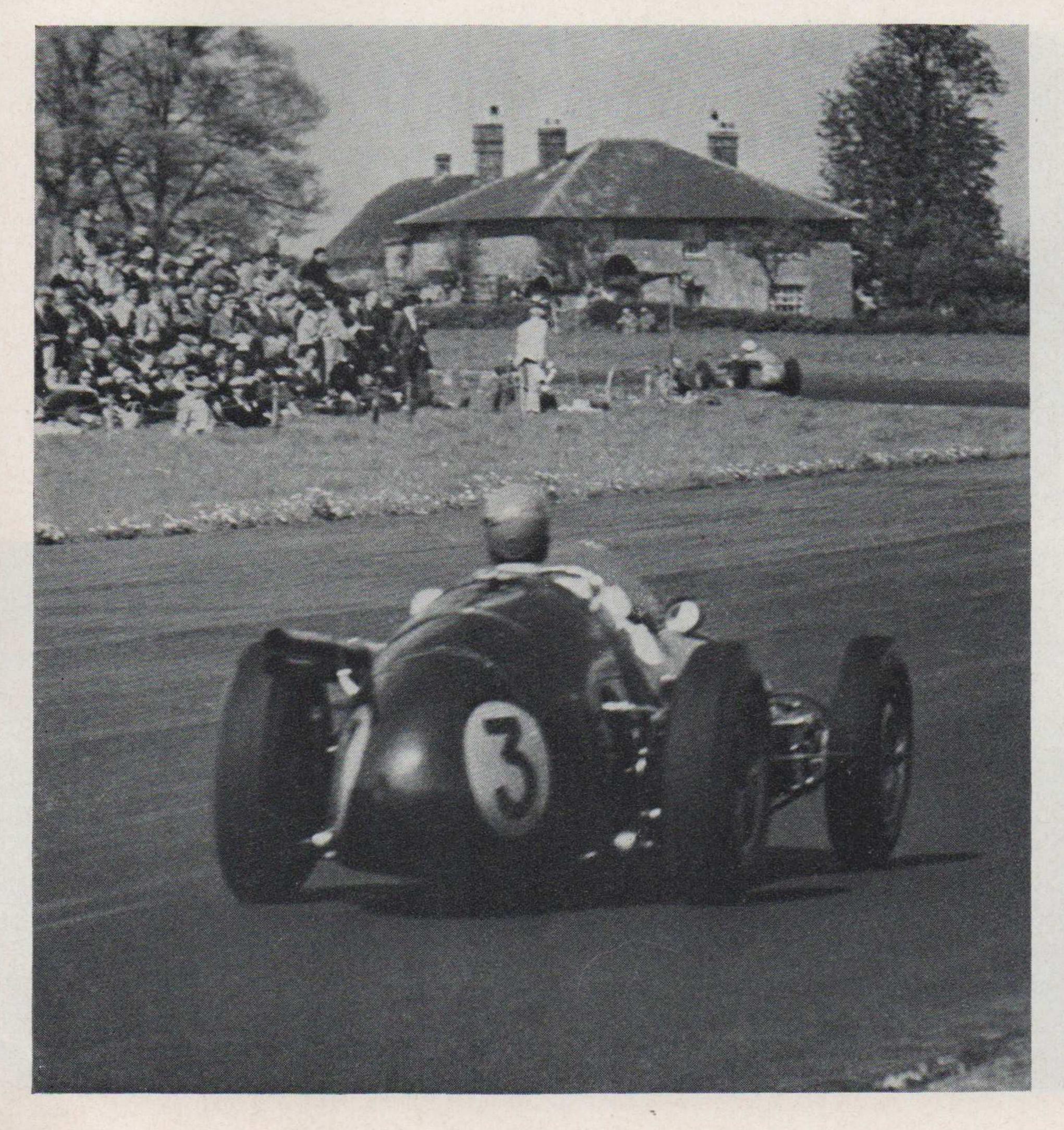


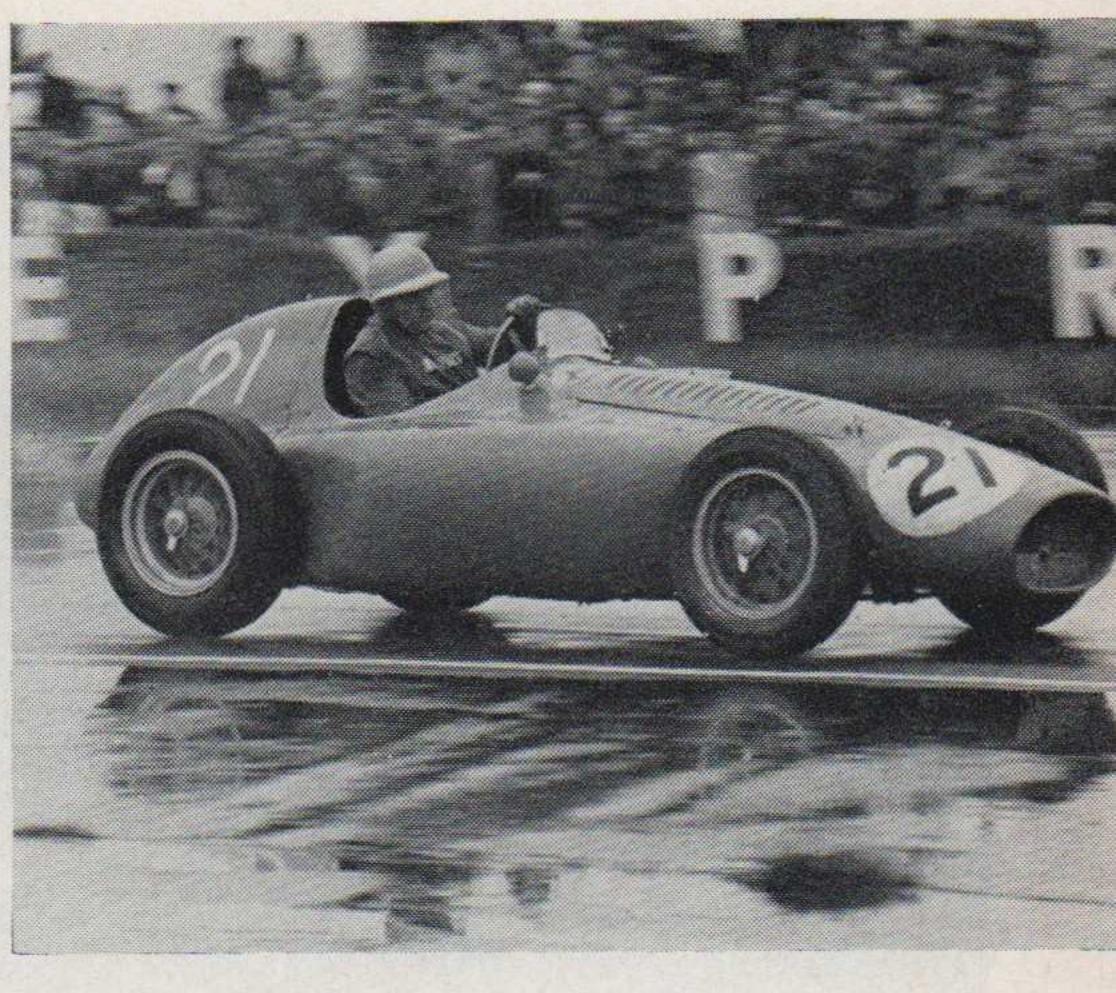
All the early International Trophy races were run on a heats-and-final basis, but in 1955 the British Racing Drivers Club decided to stage it instead as a straightforward 60-lap race. And what a fine one it turned out to be, too. Peter Collins and Roy Salvadori went at it hammer-and-tongs

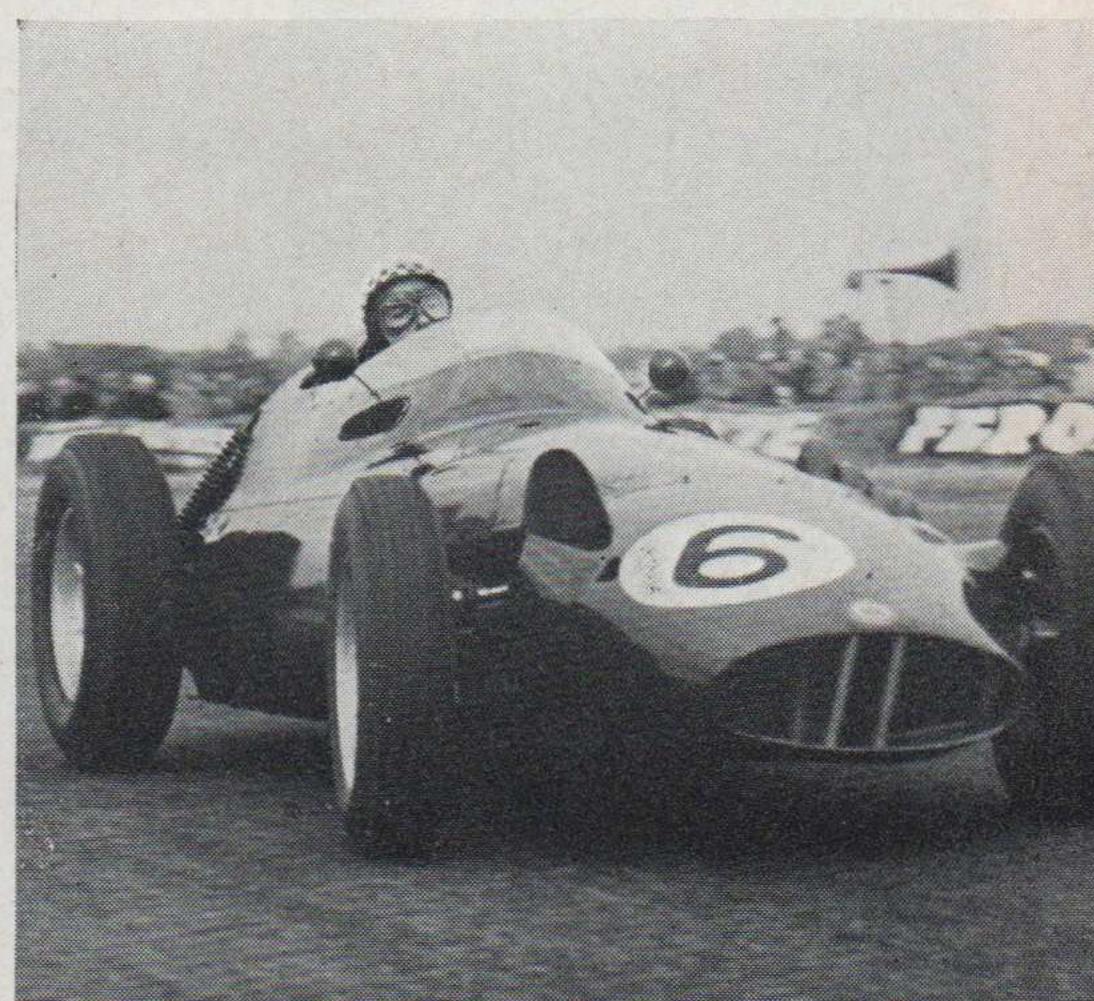
challenging each other for first place until towards the end Collins was able to use his disc brakes to better advantage to pull out a comfortable lead. That was the race at which we saw the new aerodynamically styled Connaught for the first time at Silverstone, Jack Fairman managing to get it on the front row of the grid and hold third place for more than half the race until a throttle link broke. It was also the race in which Ken Wharton was lucky to escape with burns from a wrecked Vanwall after leaving the track in an unsuccessful overtaking manoeuvre.

But Vanwall's and Wharton's misfortune was to be repaid abundantly the following year in a momentous









Brooks' Syracuse win with a Connaught the previous year, provided clear evidence that this country was finally getting on terms with Continental opposition at Formula I level. 1956 was the year of the Costin-styled Vanwall, a car which was also to influence the body shape of a future Lotus Grand Prix car. The Vanwalls, of which there were two, were still relatively untried, but Stirling Moss and Harry Schell soon demonstrated their potency by recording identical fastestever lap times for the first two places on the grid, a second quicker than Fangio's Ferrari and Hawthorn's BRM.

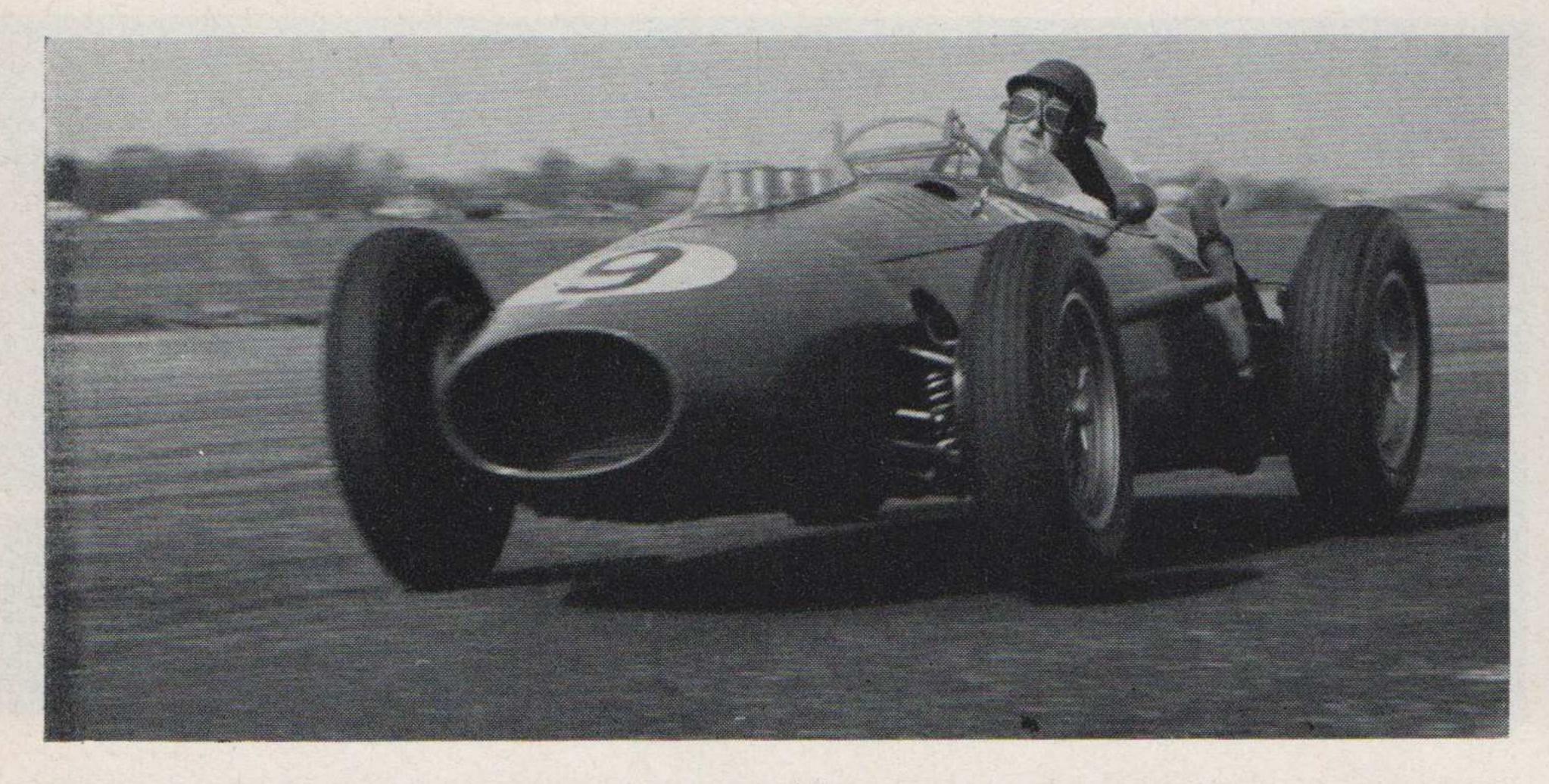
I recall the elation around the circuit the International Trophy race which comfortable lead in a race which I as Mike Hawthorn passed Fangio to provided the major platform for sucrecall as being notable more for its put a British car in the lead on the cess. The team entered three cars for demonstration of driving skill (espe-

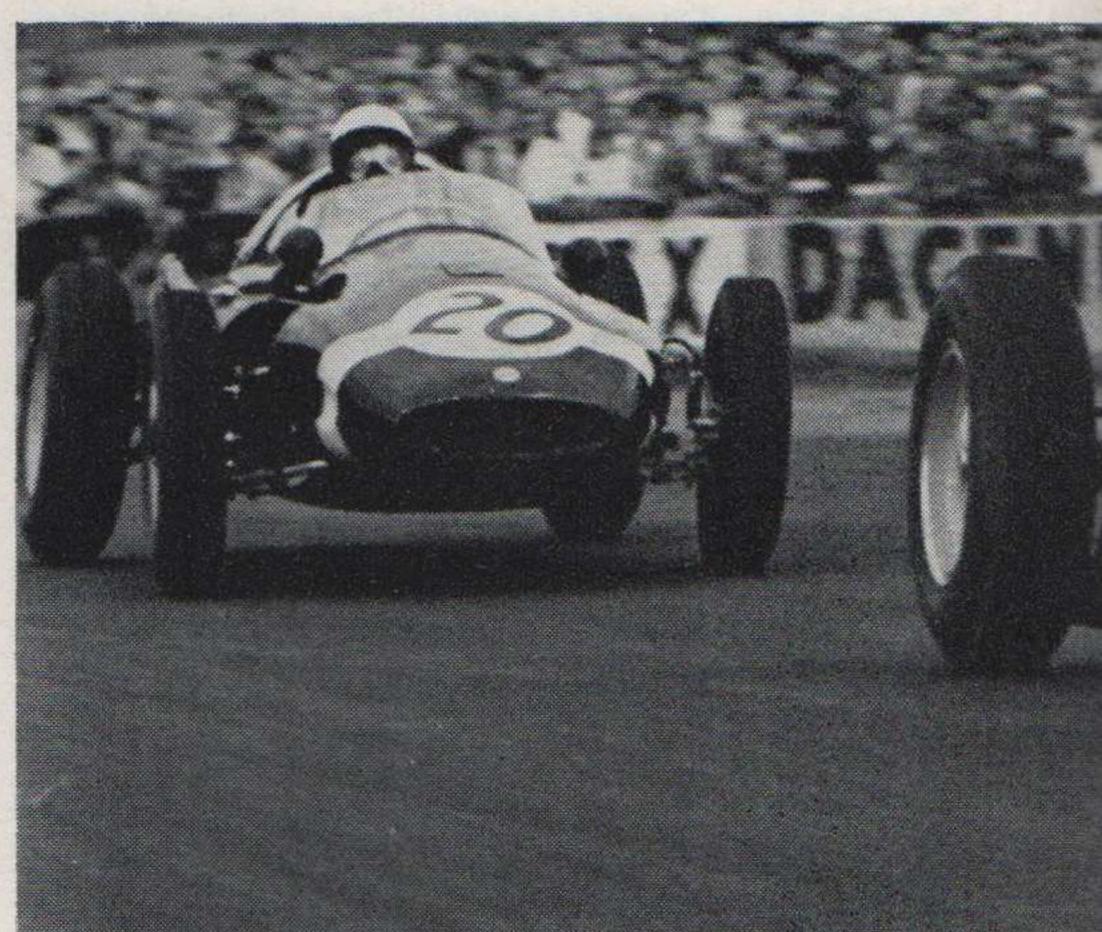
opening lap. Soon he was opening up a gap, but the BRM was still a fragile car and its race was over all too soon. Moss had climbed through into second place before the BRM slowed down, so went into the lead and so completely dominated the race that he had lapped the entire field before the finish. It was a great day, made all the more enjoyable by the second place of Archie Scott-Brown and his Connaught in their first long-distance Formula I race together.

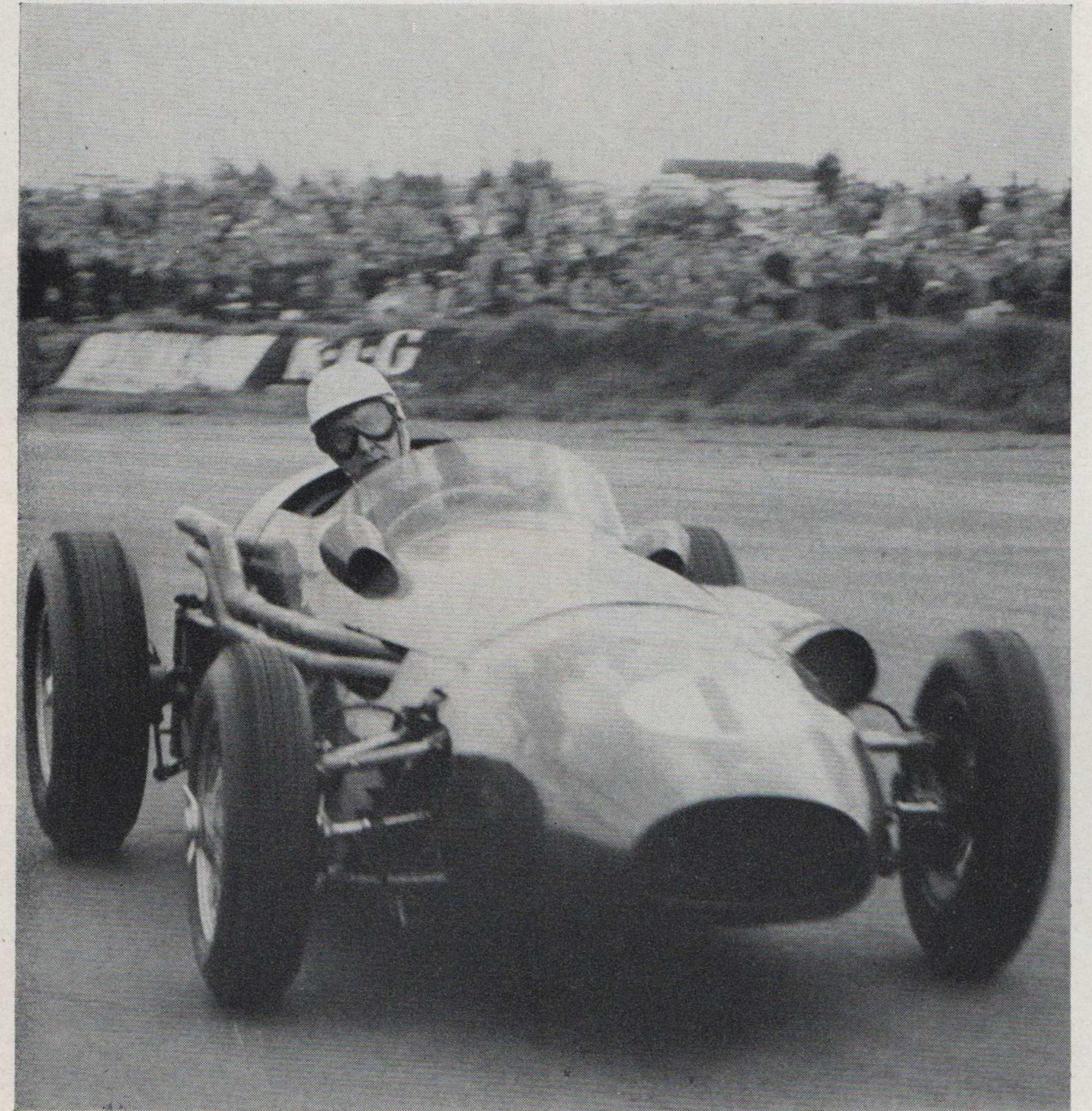
It wasn't until the following year that all the toiling by BRM's tireless staff was fully rewarded, and yet again it was the International Trophy race which provided the major platform for success. The team entered three cars for

Jean Behra, Harry Schell and Ron Flockhart in a race which had been moved from its traditional Spring date to September following more nonsense out at Suez and the petrol shortage which had resulted from it. Not only did all three BRM's finish, but they finished 1-2-3, admittedly against not very strong opposition. It wasn't an epic race, but the results looked good in the record books.

Behra might well have repeated his victory the following year had he not shattered his goggles when in the lead from Collins' Ferrari, but his pit stop for a replacement pair gave Collins a comfortable lead in a race which I recall as being notable more for its demonstration of driving skill (espe-

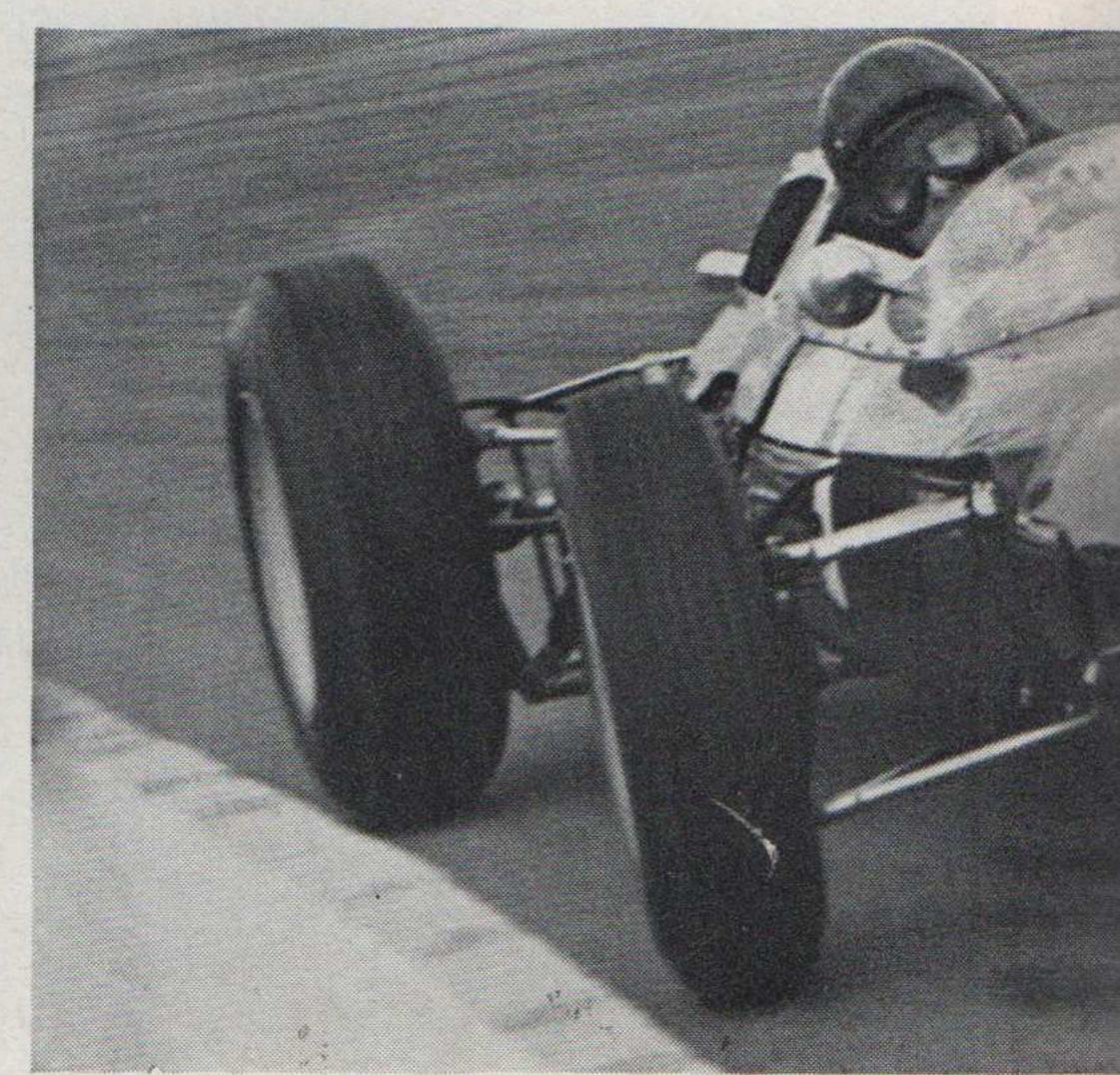






- 11 Peter Collins' Ferrari demonstrated superiority by winning in 1958.
- 12 Roy Salvadori 2½ litre Aston Martin came 2nd in 1959 to Jack Brabham's Cooper Climax.
- 13 Innes Ireland Lotus 18 winning in 1960 after a fierce battle with Stirling Moss Cooper Climax.

11	13	14	
	15		
12	16	17	



cially from the winner, who handled his car immaculately) than for its display of motor racing.

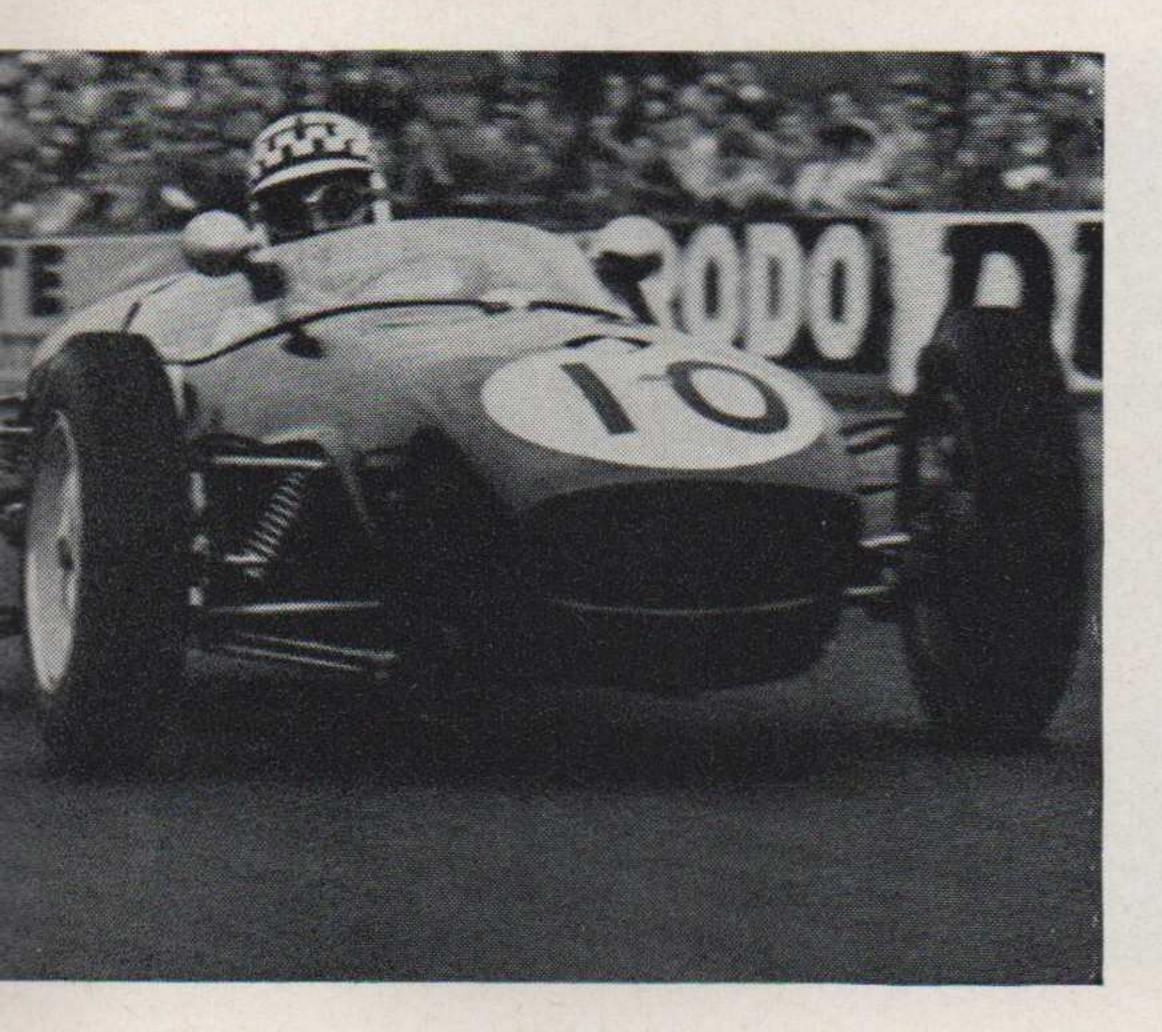
By this time we were moving into the era of the rear-engined car, which had long since proved its worth in Formula III and was equally effective in Formula II. Formula I was a logical and inevitable extension of the philosophy, and once again it was the Cooper Car Company who were setting the pace, with Jack Brabham in the chief driving seat. Yet for those of us who were watching and reporting on this race its chief interest was not in Brabham's car, which led most of the way and won convincingly, but in Britain's latest Grand Prix challenger, the "old fashioned" front-engined event in which Jo Bonnier (BRM), still to use the previous year's 2½ litre

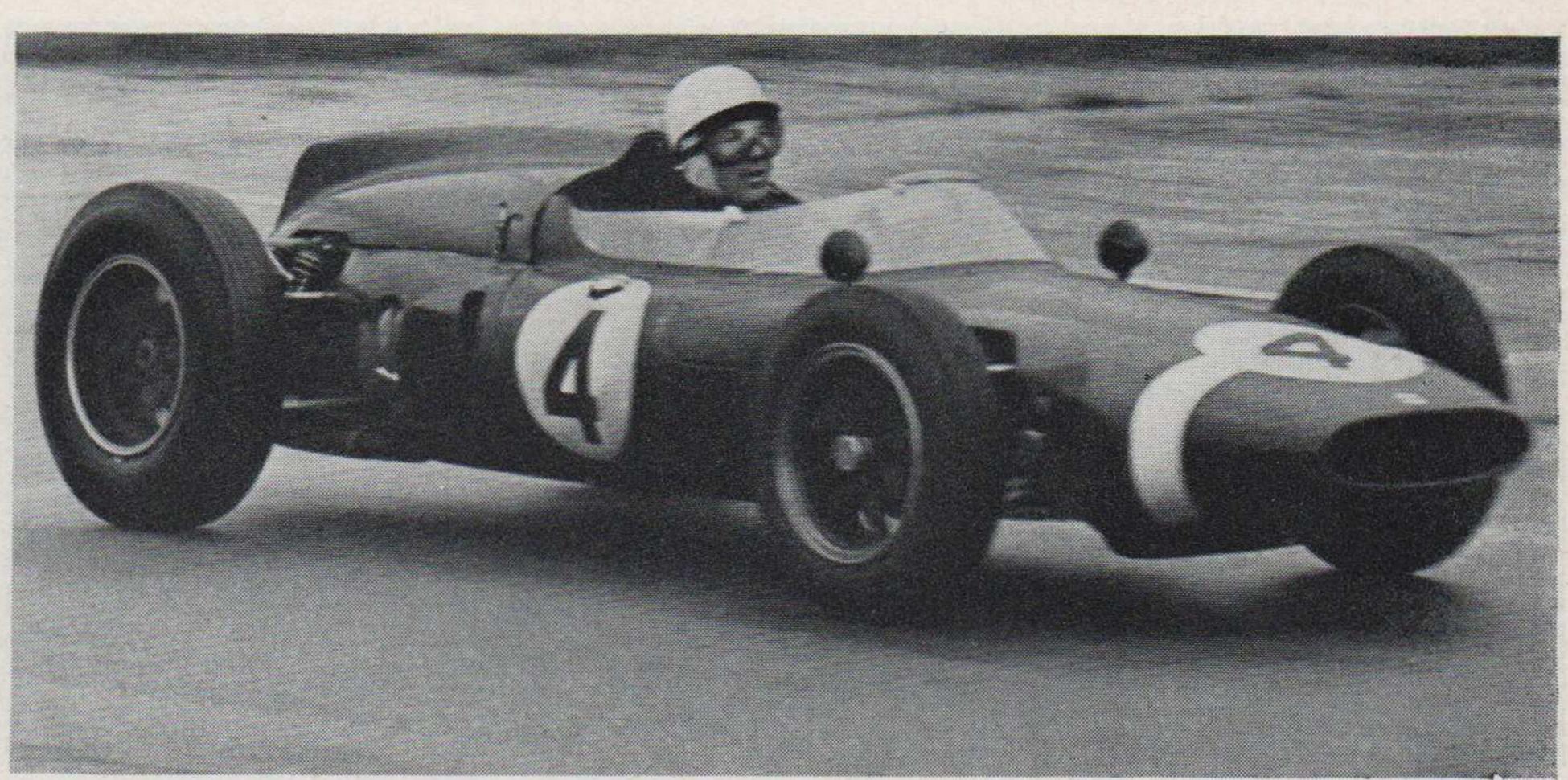
Aston Martin, of which two were entered, and one, driven by Roy Salvadori, finished in second place. After this encouraging initial performance in the International Trophy much was expected from the Formula I Astons, despite their traditional design layout, but alas the hopes were not to be fulfilled.

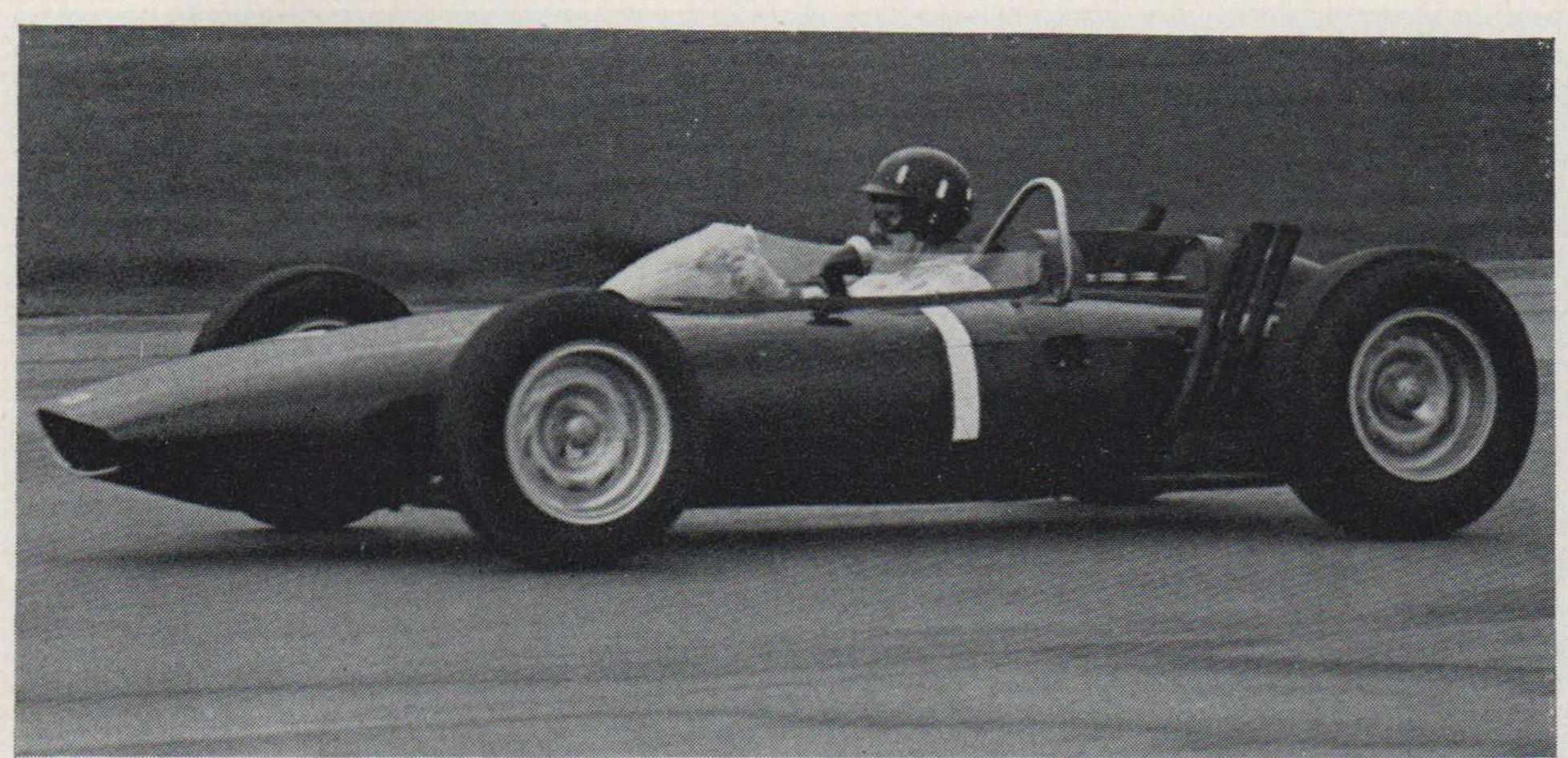
Perhaps it is because the strain associated with world championship points is missing that the entertainment value of the International Trophy race has invariably been so high. Certainly it seems to bring out the best in drivers, and there can be few races where the leaders have worked so well and so entertainingly as in the 1960

Stirling Moss (Cooper-Climax), and Innes Ireland (Lotus-Climax) all took turns to lead before Ireland, driving the new Formula I version of the Lotus 18, ran out a narrow winner from Jack Brabham's Cooper-Climax. That was a truly joyful day, in marked contrast to the miserably wet practice days, one of which was marred by the death of Harry Schell, one of the great characters of Grand Prix racing.

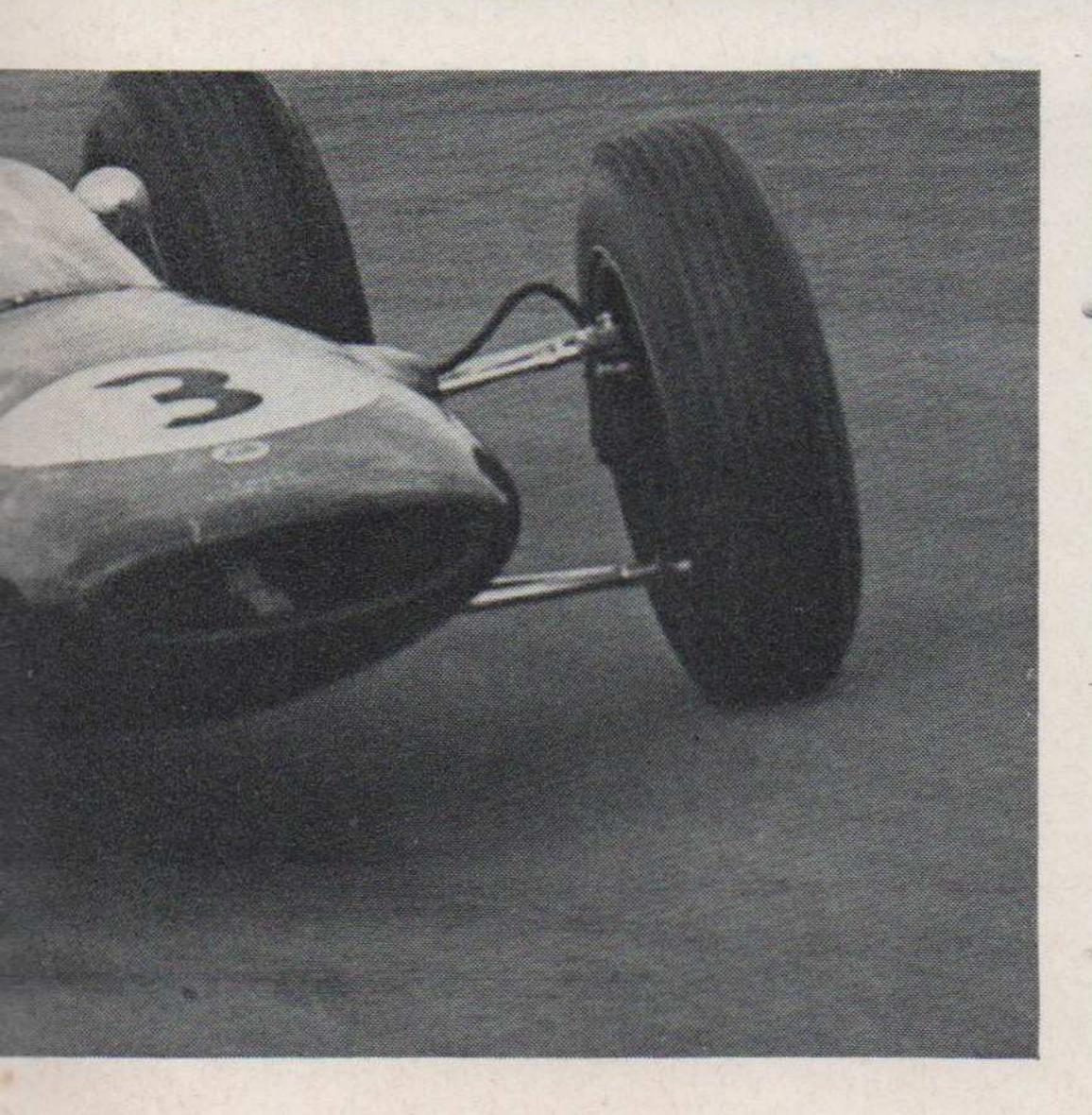
1961 was the first year of the new 1 ½ litre version of Formula I, which was to prove highly successful despite the forbodings when the revised regulations had been announced; it was also the first year of the Intercontinental Formula, which effectively was an excuse

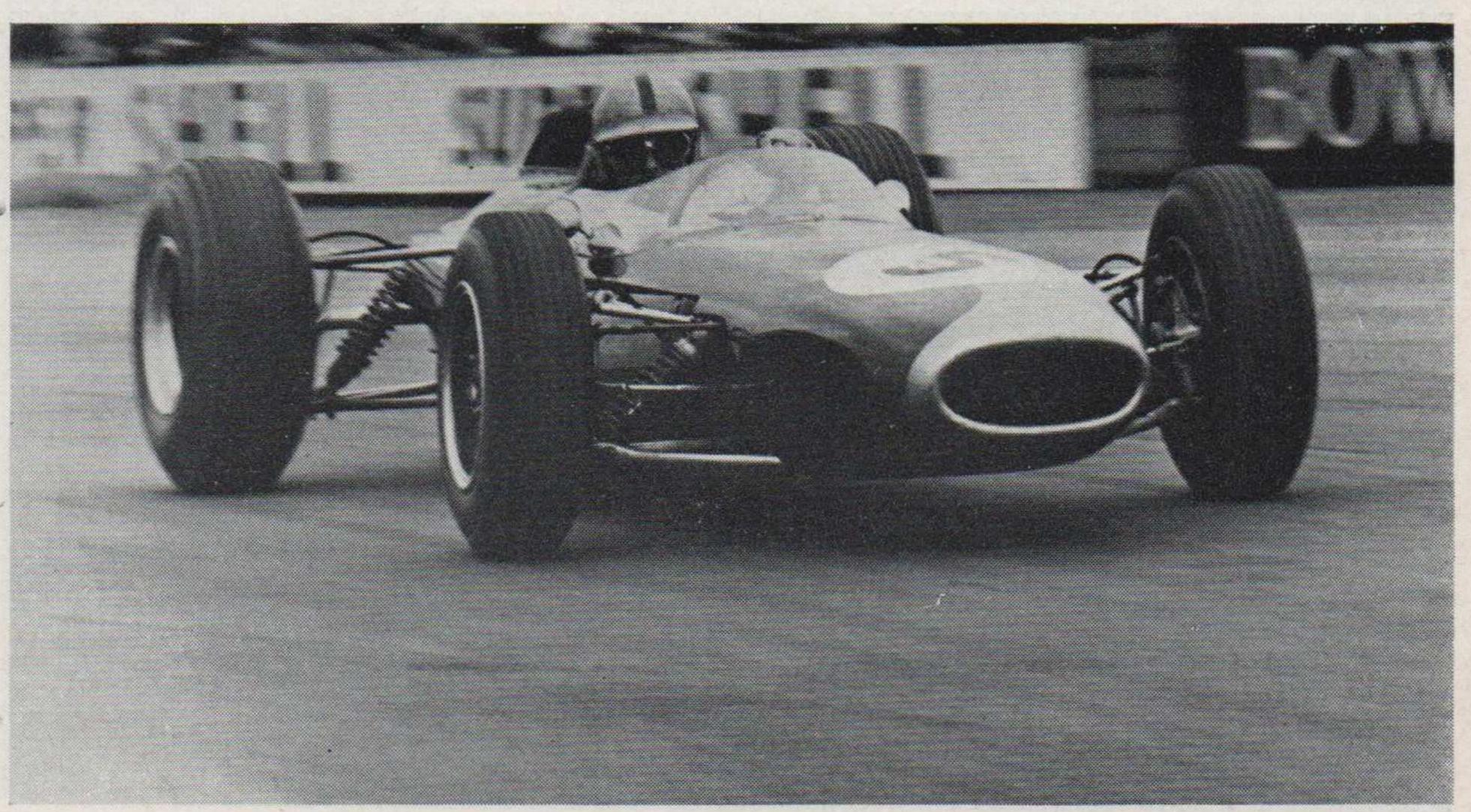






- 14 Stirling Moss 1 1/2 litre Cooper Climax won in 1961 in very wet and slippery conditions.
- 15 Graham Hill 1 litre BRM winning in 1962 the year of his first world championship title.
- 16 Jim Clark Lotus won comfortably from Bruce McLaren's Cooper Climax in 1963.
- 17 Jack Brabham's first major win in 1964 with his own car.





Formula I cars for non-championship events. The larger formula was far from a success, but it did enjoy its moments, and those which I enjoyed most of all occurred during the International Trophy race that year. The things I enjoyed were not the racing, but watching the skill of one driver and the doggedness of another. It was atrociously wet and slippery that day, but Moss in the winning Cooper was pure artistry - one of his great demonstrations - while John Surtees in the rearengined experimental Vanwall (a handful and a half in those conditions) was a portrait of the driver who refuses to accept defeat no matter how heavily the odds are stacked against him.

that he let victory slip from his grasp in the 1960 British Grand Prix, but his BRM victory in the 1962 International Trophy with the Climax-engined 1 1/2 litre car was, in the view of those of us who watched it, an ample substitute. Jimmy Clark had disappeared into the distance with his Lotus and seemed to be cruising to victory, but when it started to rain towards the end Hill closed up dramatically, eventually to run round the outside of Clark on the final corner to beat him by a car's length as he sorted-out a monumental slide. Wonderful stuff!

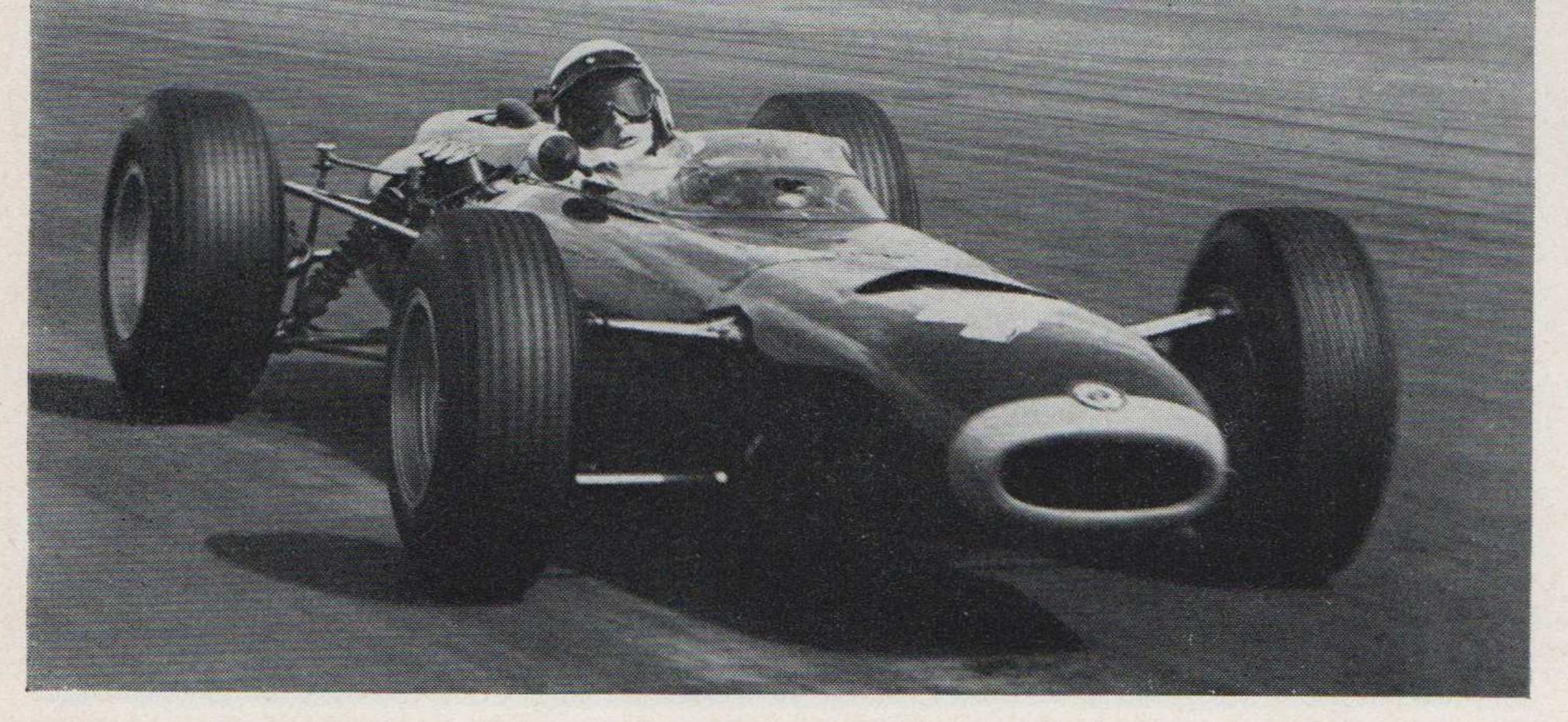
Jimmy had no intention of being caught out again the following year, though, and he had built a comfortable

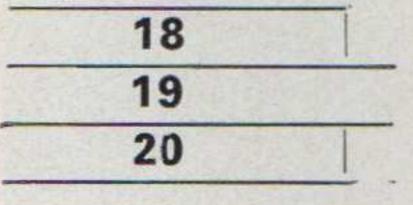
the finish. The fireworks, that day, however, were provided by Innes Ireland, who started from pole position in his Lotus, settled down in fourth place, performed a spectacular spin in front of the pits grandstands, recovered, and broke the lap record in regaining his lost place!

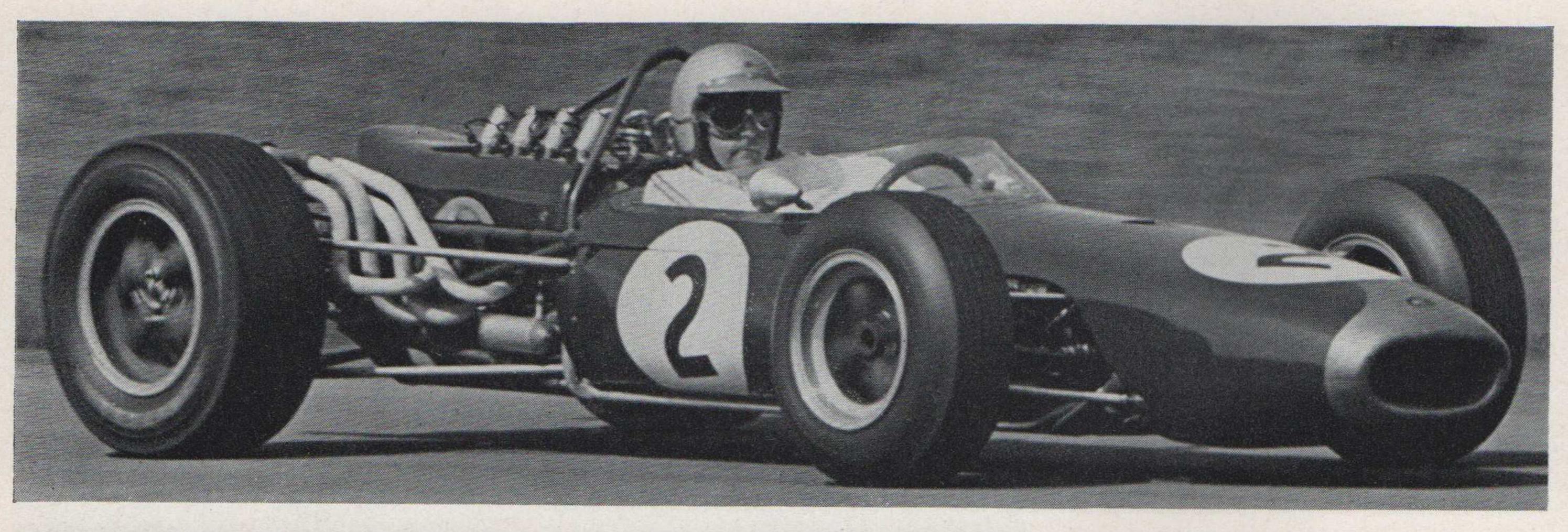
1964 was another vintage year, and a repeat of 1962 except that this time Hill had to finish second. His adversary this time was Jack Brabham, enjoying his first successful season in his own car, and the two of them were locked in close combat throughout the race. Hill was narrowly in front during the last few laps, and it looked as though all Brabham's overtaking attempts One of Graham Hill's great regrets is lead over Bruce McLaren's Cooper by were doomed to failure, until some-

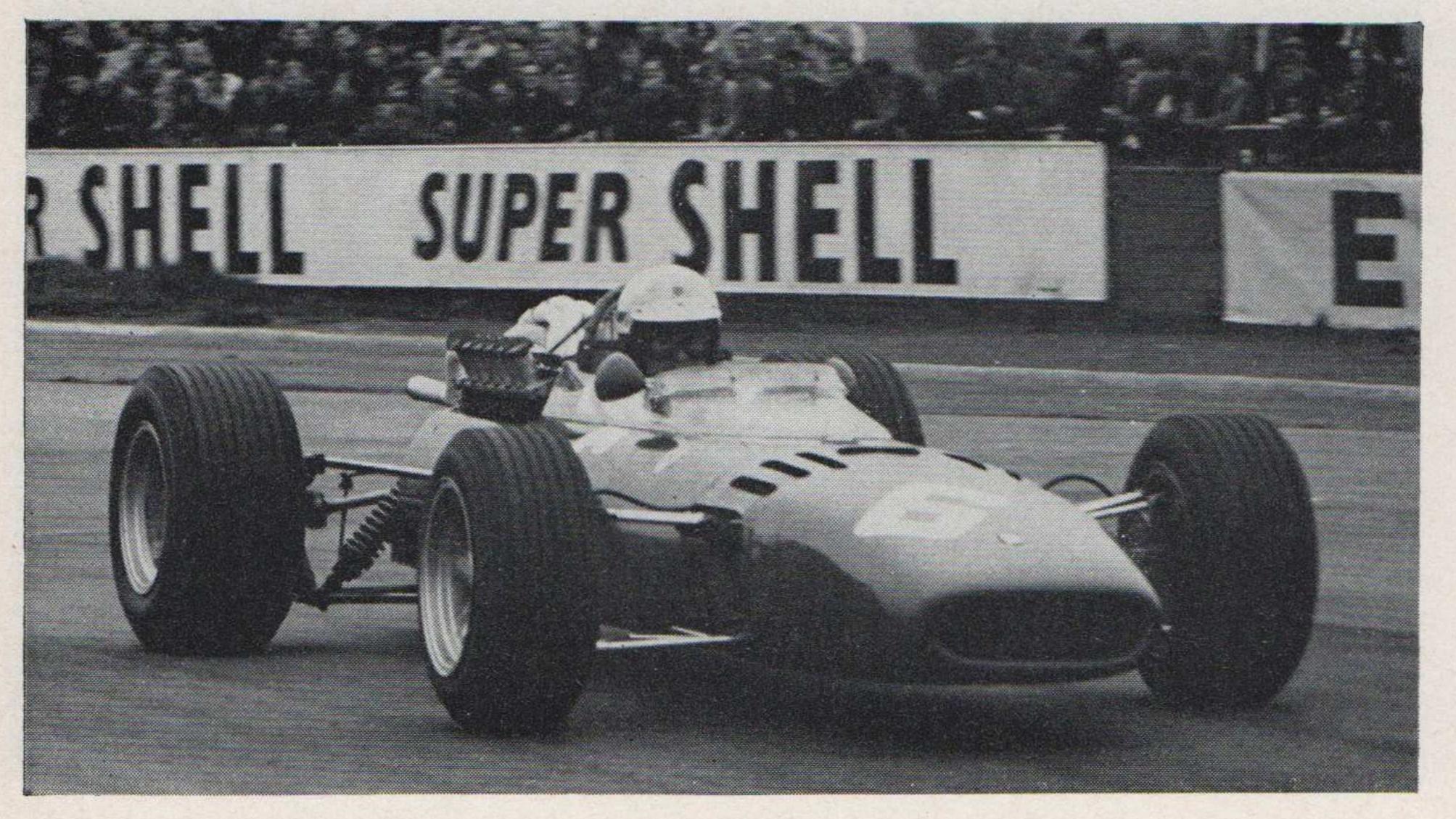
> 18 Jackie Stewart BRM scored his first-ever Formula I win in 1965.

19 Jack Brabham Repco-Brabham winning his second Trophy race in 1966.









20 Mike Parkes Ferrari providing his team with victory in 1967.

how he out-fumbled the BRM driver in another version of the "outside line" trick on the final corner; once again the margin was a car's length.

Still more history was to be written the following year when Jackie Stewart scored his first-ever Formula I win with a BRM, having shaken off a most determined challenge from John Surtees in his Ferrari to win by just three seconds. However, it had been Jack Brabham who had set the pace for much of the race until forced out with an engine problem.

But there was no such problem for the quiet Australian in 1966, when he led all the way, Surtees again providing the most effective challenge during one of his last drives for Ferrari.

Ironically, it was Surtees' successor, Mike Parkes, who was to give Ferrari that elusive victory at Silverstone the following year by a comfortable margin over Brabham; this was one of the less interesting races in the series, with only 12 starters and eight finishers.

1968 was, perhaps, the most tragic year, for not only did the International Trophy race start under the cloud of Jimmy Clark's tragic death three weeks earlier, but the person whose driving gave it so much life, Mike Spence, was himself to lose his life just a few days later. It was Spence's battle in his BRM with the McLarens of Denny Hulme, the ultimate winner, and Bruce McLaren, who finished second, which gave us the sight of motor racting at its bolster the field, a policy which was

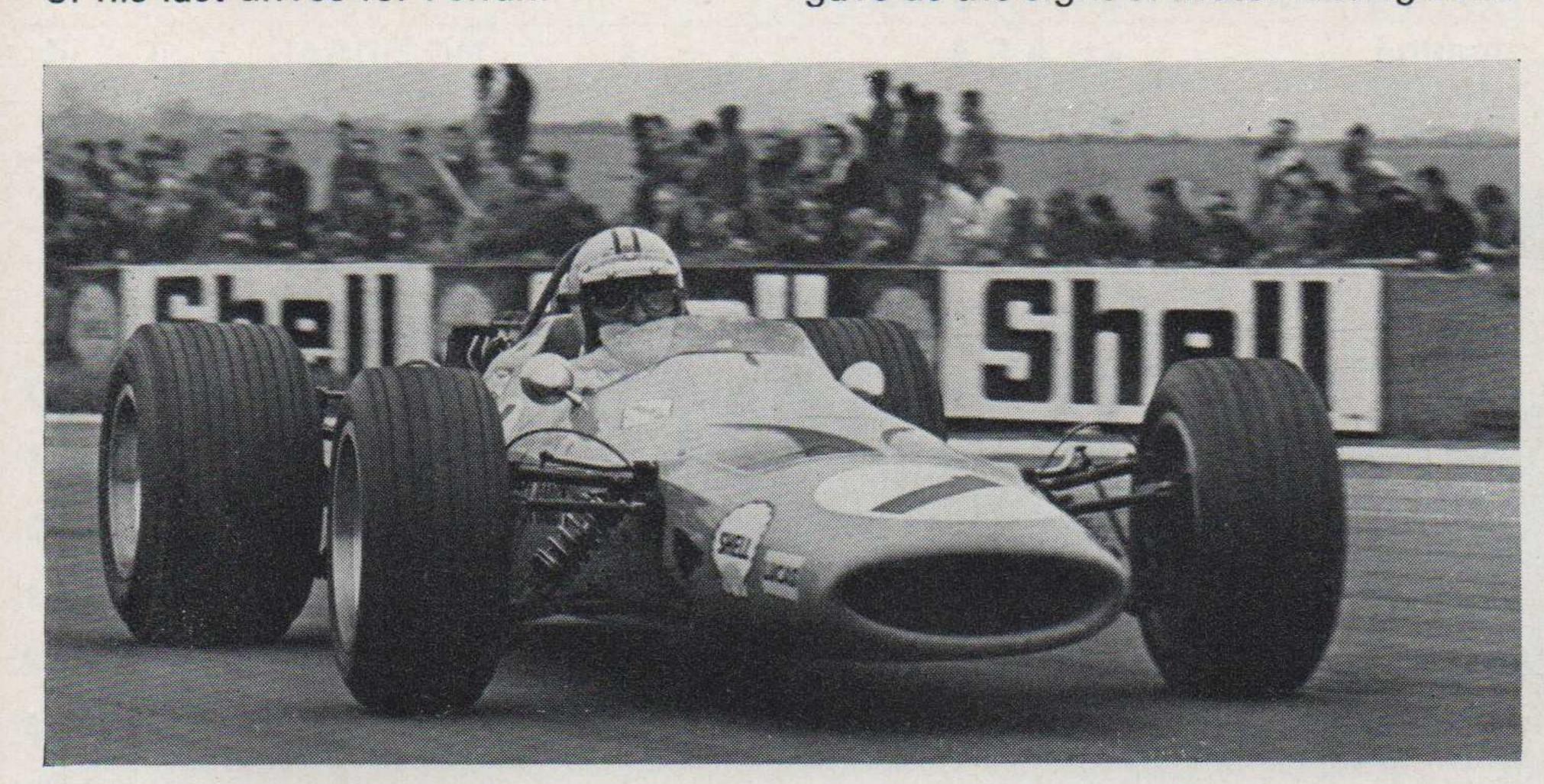
very best.

Only just over two seconds separated Jack Brabham's Brabham-Ford and Jochen Rindt's Lotus-Ford at the end of the 1969 race, the final moments of which brought excitement to fever pitch as Brabham's car ran out of fuel; he free-wheeled across the line the winner of his first race in 18 months!

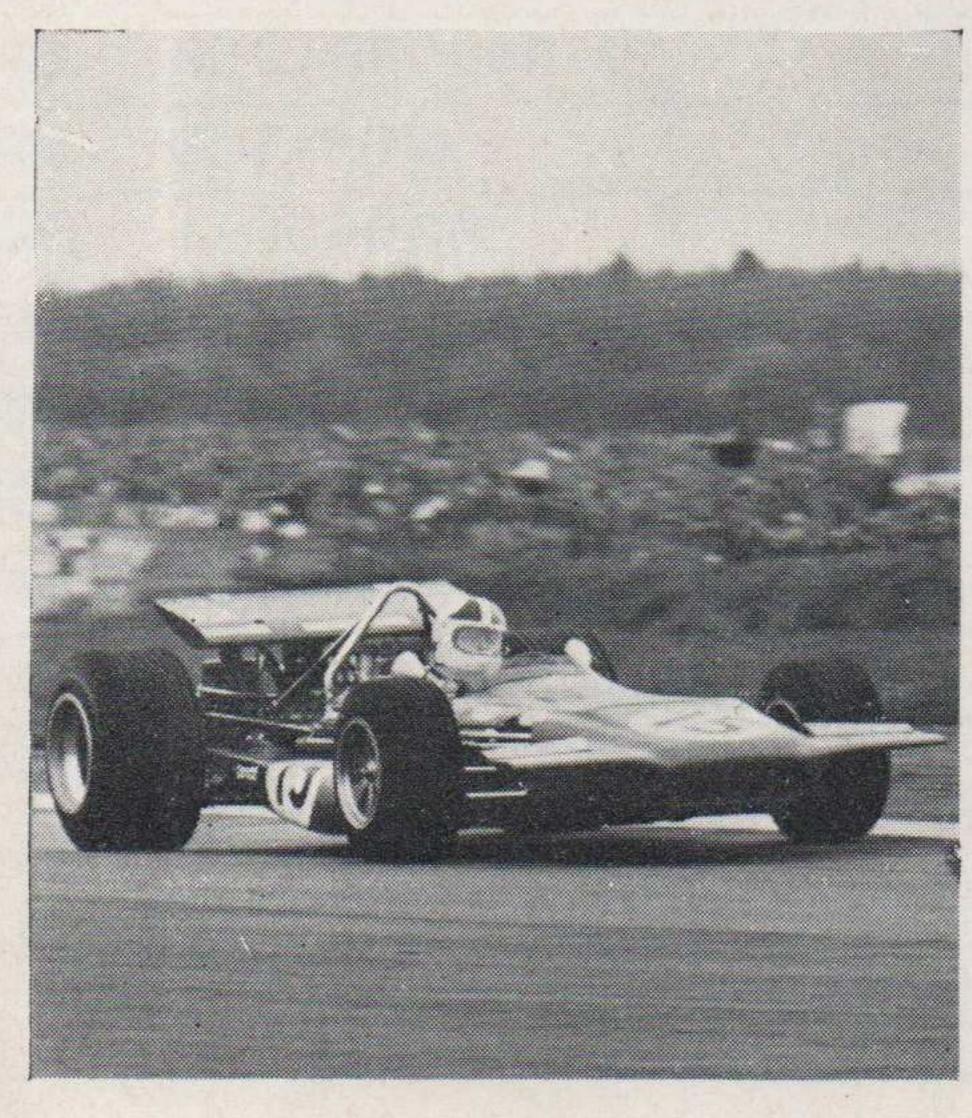
And as if sufficient history has not been written against the colourful background of the International Trophy the 1970 race brought Chris Amon his first Formula I victory after eight patient years of frustration, as well as the first by March Engineering as a works team. This was also the year in which Formula 5000 cars were admitted to

- 21 Denny Hulme McLaren winning the 1968 event making in 1st and 2nd for McLarens.
- 22 Jack Brabham "Biplane" Brabham just won in 1969 after running out of fuel on the line.
- 23 Chris Amon March his first Formula I victory in 1970.
- 24 Graham Hill Brabham-Ford winning in 1971.

21	
22	24
23	24









not universally popular at first but which has more validity today with the growing competitiveness of the 5 litre cars.

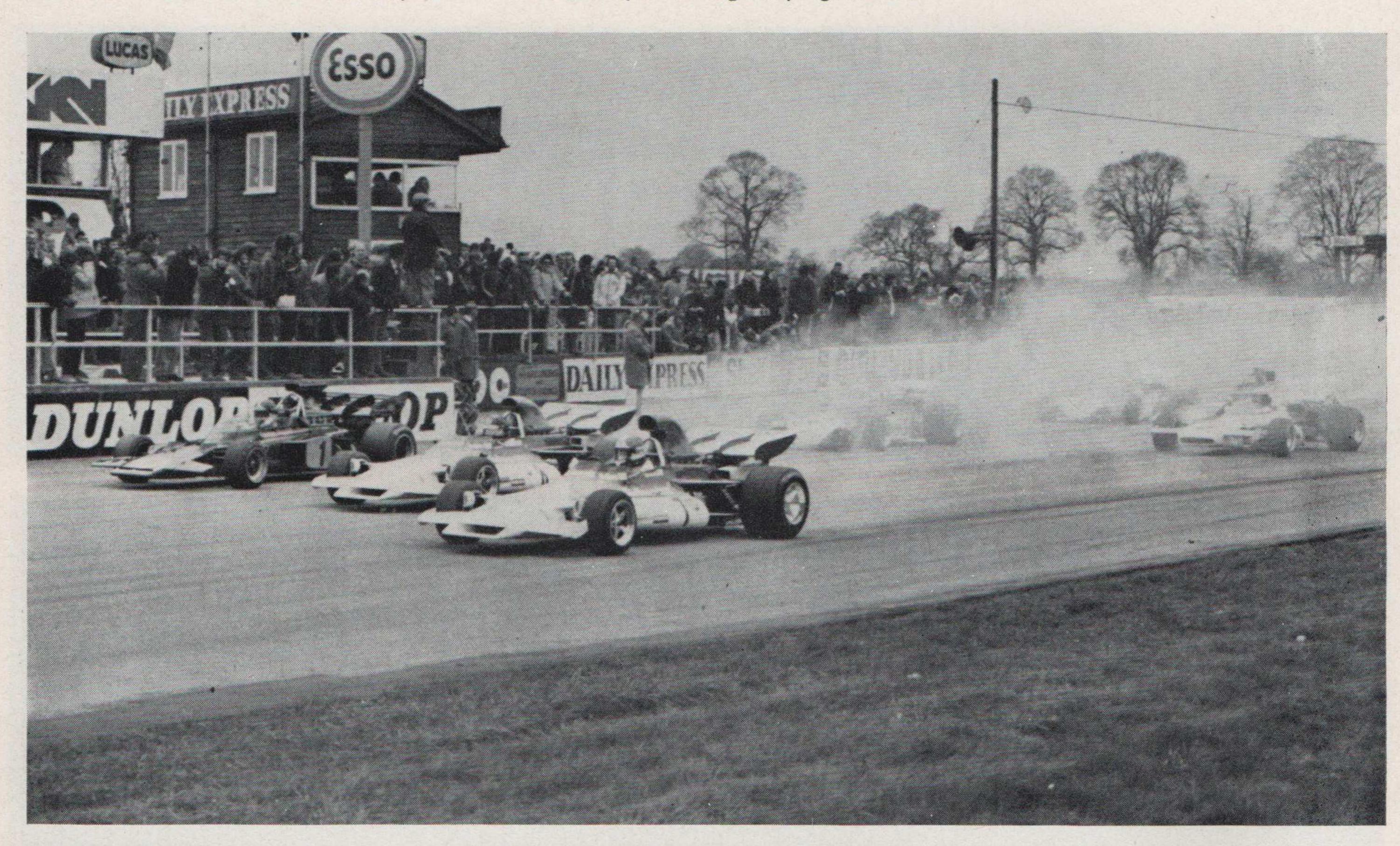
If today's Silver Jubilee race matches the standard set last year then few people will be disappointed for it was another of those contests which provided sustained excitement and interesting fluctuations of fortune. We had, for example, the sight of Beltoise leading away in his BRM (this before his Monaco victory, remember). Then it was Fittipaldi's turn in the John Player Special as Mike Hailwood moved up to second place in his Surtees. Soon "Mike the Bike" was through into the lead and consolidating it. It might have remained that way had

not the Surtees broken its header tank cap after Hailwood had set a new Silverstone lap record. His retirement put Fittipaldi back into first place, but Beltoise was not through trying, and in the end he was only 1.8 seconds behind in second place – yet another close finish in a race which through the years has specialised in them.

After you have been attending races for close on a quarter of a century, and reporting on them for over 15 years, perhaps you can be forgiven for becoming blasé, even on occasions bored. I admit that I have known both conditions, sometimes in quite exotic parts of the world, because sometimes a race simply fails to "live".

This is why I find it gratifying that the

international race which I have attended more than any other, with the possible exception of the British Grand Prix, has so far never failed to provide that on-the-day atmosphere, excitement or surprise, or combination of all these things, which ensures that I am always an eager traveller to Silverstone for the next International Trophy. I have no doubt that today's jubilee event will do nothing to alter that feeling, and will be worthy of the finest traditions which have been built around this important and enjoyable meeting.





Above The start of the 1972 GKN-Daily Express 24th International Trophy.

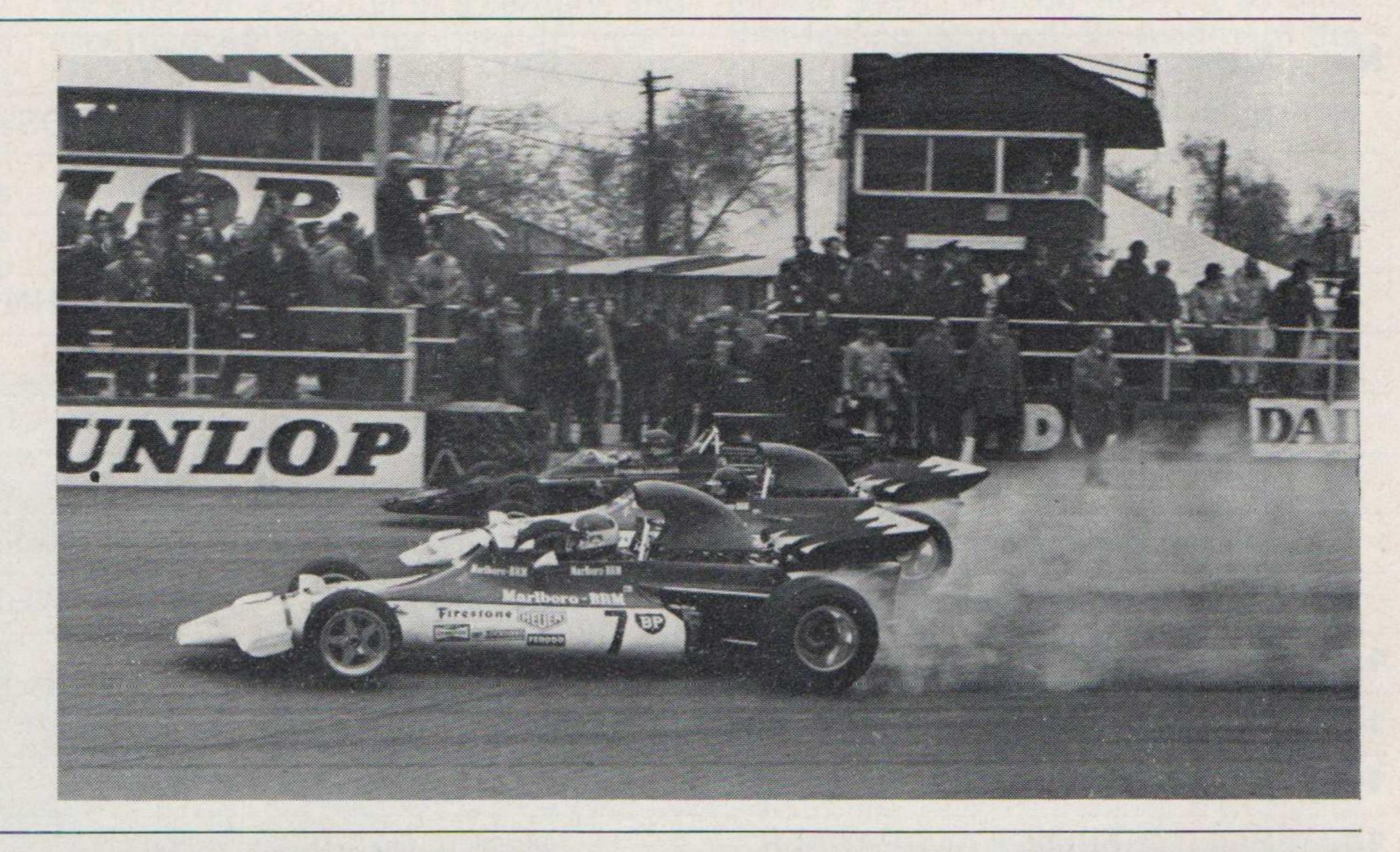
Left The 1972 Winner-Emerson Fittipaldi John Player Special fighting off a tremendous challenge by Mike Hailwood Surtees TS9B.

Entry List First International Trophy Race 20th August 1949

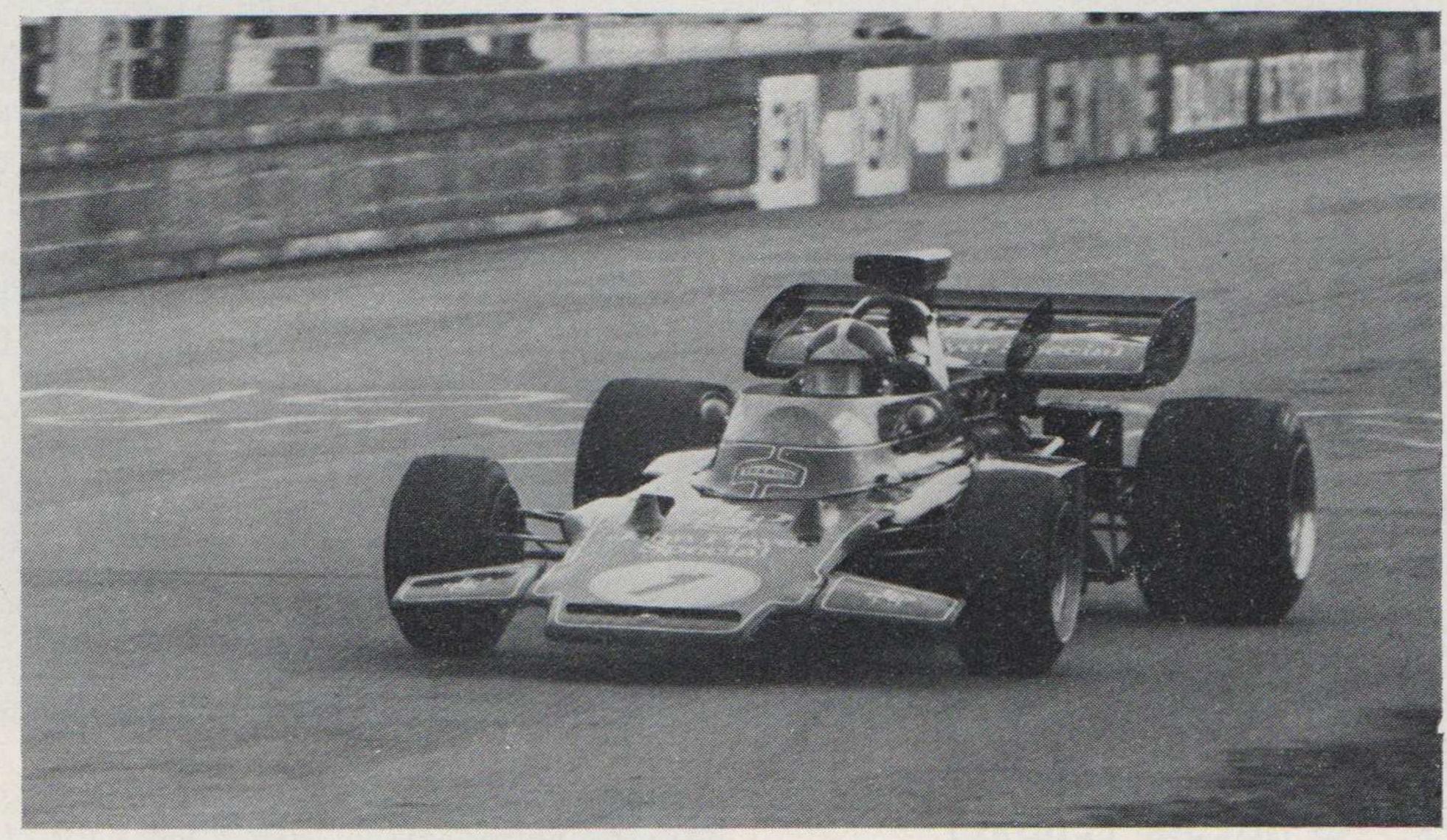
No.	Entrant	Car	Driver	Country
1.	R. C. ROWLAND	Alta(s)	G. CROSSLEY	G.B.
2.	M. C. CHORLTON	C.D.L.(s)	Entrant	G.B.
3.	R. P. R. HABERSHON	Delage(s)	Entrant	G.B.
4.	P. H. BELL	E.R.A.(s)	ST. JOHN HORSFALL	G.B.
5.	T. C. HARRISON	E.R.A.(s)	Entrant	G.B.
6.	F. R. GERARD	E.R.A.(s)	Entrant	G.B.
7.	A. G. WHITEHEAD	E.R.A.(s)	Entrant	G.B.
8.	SCUDERIA FERRARI	Ferrari(s)	A. ASCARI	Italy
9.	SCUDERIA FERRARI	Ferrari(s)	P. N. WHITEHEAD	Italy
10.	A. A. BARING	Maserati(s)	Entrant	G.B.
11.	J. G. FRY	Maserati(s)	Entrant and D. FRY	G.B.
12.	D. MURRAY	Maserati(s)	Entrant	G.B.
14.	P. FOTHERINGHAM-PARKER	Maserati(s)	D. HAMILTON	G.B.
15.	E. PLATÉ	Maserati(s)	B. BIRA	Italy
16.	SCUDERIA AMBROSIANA	Maserati(s)	R. PARNELL	Italy
17.	B. N. SHAW-TAYLOR	Maserati(s)	Entrant	G.B.
18.	ECURIE BELGE	Talbot	J. CLAES	Belgium
19.	ECURIE FRANCE	Talbot	G. MAIRESSE	France
20.	P. ETANCELIN	Talbot	Entrant	France
21.	G. M. WATSON	Alta(s)	Entrant	G.B.
22.	G. ANSELL	E.R.A.(s)	Entrant	G.B.
23.	R. MAYS	E.R.A.(s)	Entrant	G.B.
24.	D. HAMPSHIRE	E.R.A.(s)	Entrant	G.B.
25.	G. NIXON	E.R.A.(s)	Entrant	G.B.
26.	P. D. C. WALKER	E.R.A.(s)	Entrant	G.B.
27.	SCUDERIA FERRARI	Ferrari(s)	L. VILLORESI	Italy
28.	R. E. ANSELL	Maserati(s)	G. BAINBRIDGE	G.B.
29.	H. L. BROOKE	Maserati(s)	Entrant	G.B.
30.	G. FARINA	Maserati(s)	Entrant	Italy
31.	J. GORDON	Maserati(s)	Entrant and L. MACKLIN	G.B.
32.	BARON E. DE GRAFFENRIED	Maserati(s)	Entrant	Switzerland
33.	J. KELLY	Maserati(s)	Entrant	Eire
34.	R. SALVADORI	Maserati(s)	Entrant	G.B.
35.	SCUDERIA AMBROSIANA	Maserati(s)	F. ASHMORE	Italy
36.	G. N. RICHARDSON	R.R.A.(s)	Entrant	G.B.
37.	A. P. R. ROLT	Alfa Romeo	Entrant	G.B.
38.	ECURIE FRANCE	Talbot	L. CHIRON	France
39.	BOUILLON LEVEGH	Talbot	P. LEVEGH	France
		(s) Supercharg	ed.	

The winners of the 1972 GKN-Daily Express International Trophy Race

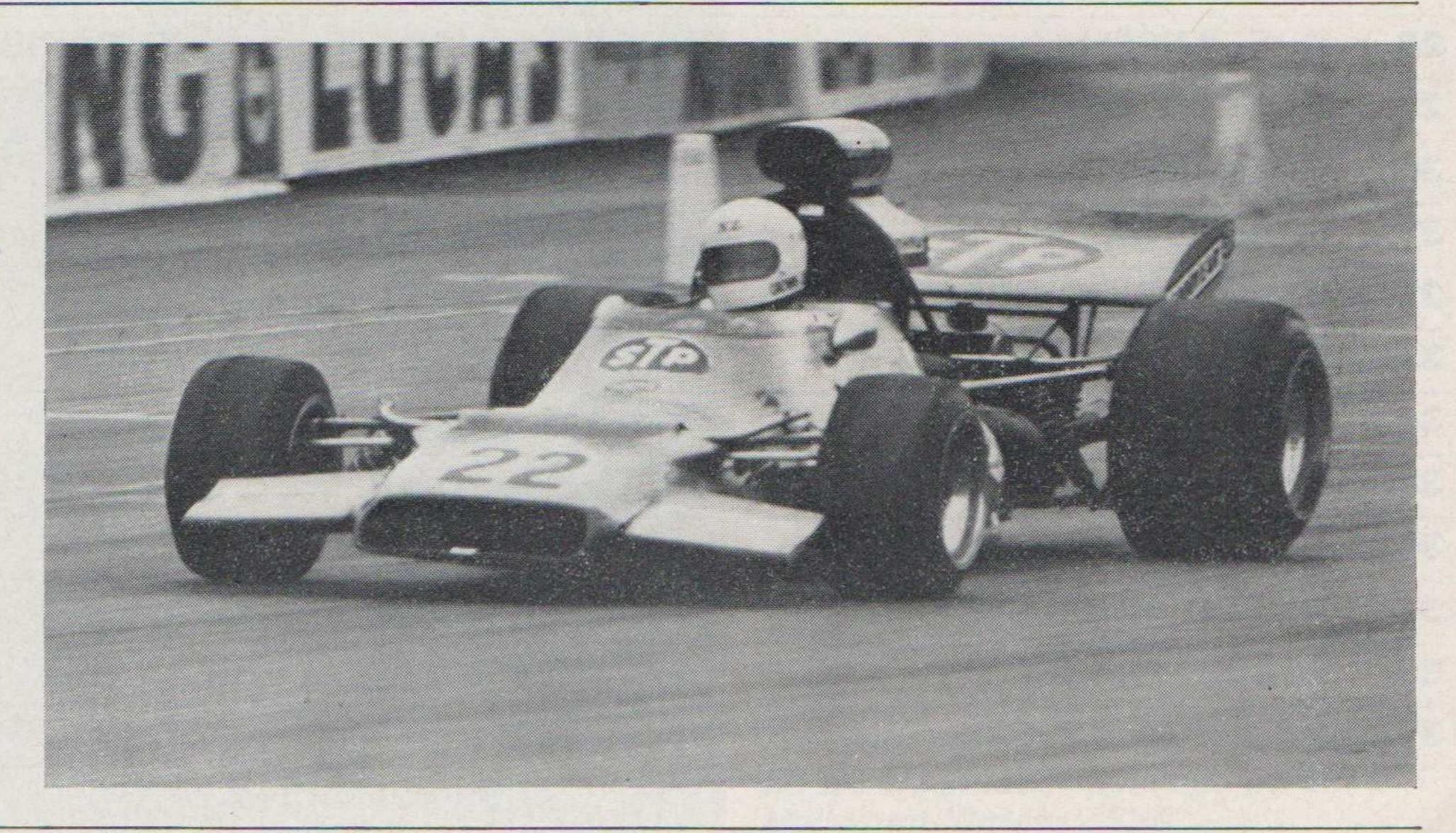
The start of the 1972 GKN-Daily Express 24th International Trophy with the Marlboro BRM of Jean Pierre Beltoise just gaining an early lead on acceleration.



Emerson Fittipaldi — John Player Special — the 1972 World Champion on his way to overall victory after a race long battle with Mike Hailwood in a Surtees TS9B. His race average speed was 131.81 mph.



Graham McRae – Leda – Chevrolet LT27 – the 1972 Formula 5000 Champion won the GKN Formula 5000 Vanwall Trophy and came sixth overall in the International Trophy winning the Formula 5000 class at an average of 128.89 mph.



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 W	Vall Special), 2nd D. Hamilton (Talbo	t), 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. Titterington (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 (BRM)	J. Surtees (Surtees)

FORTHCOMING MEETINGS ON THE SILVERSTONE CLUB CIRCUIT

EASTER MONDAY APRIL 23

BRDC Easter Championship Car Races

Practice from 09.00 hrs First Race 14.00 hrs

British Empire Trophy Historic Car Race

STP Formula Ford Championship Races

Castrol Production Saloon Car Championship Races

Jaybrand Racewear Formule Libre Championship Race

Monoposto Championship Race

Sports GT Race Modified Sports Car Race

Admission to Special Trackside Spectator Enclosures including Free Grandstand Seat: Adults 90p. Children 20p. Paddock Transfers: Adults 60p. Children 20p. Parking Free.

SATURDAY APRIL 28

VSCC VINTAGE CAR RACES

First Race 12.15 hrs

Itala and Napier Trophies Race for Vintage and Edwardian Racing Cars

Allcomers Scratch Race for Historic Racing Cars

One Hour High Speed Trial

Handicap Races for Vintage, PVT and Historic Cars

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

SUNDAY MAY 13

BARC CHAMPIONSHIP CAR RACES

Practice from 11.20 hrs First Race 14.45 hrs

Motoring News/Castrol 100 Kms. Sports GT Championship Race

Britax Production Saloon Car Championship Race

Blue Circle Modified Sports Car Championship Race

Volkswagen (GB) Super Vee Silver Cup Championship Race

Formula Ford Race Clubmans Formula Race

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

Support Races Formula 3/ Group 2

Today sees the start of the biggest Formula 3 Championship, sponsored by John Player. Drivers from all over Europe together with the best from Britain begin a season-long series which includes qualifying rounds at major British Internationals, like today's race, or on foreign ground, as at Monaco and Paul Ricard.

Formula 3 cars are very evenly matched with their 1600 cc, 125 bph engines and maximum wheel rim widths of 8 in front and 12 in rear. On the long straights of Silverstone's Grand Prix circuit, hair-raising slipstreaming racing is expected this weekend. Therefore, apart from a powerful engine and good chassis, it's necessary to show a certain amount of bravery to lead a major Formula 3 race at Silverstone.

In the past seasons of this International Formula 3 Championship (previously sponsored by Shell), British drivers have come out on top – Tony Trimmer, Dave Walker and Roger Williamson.

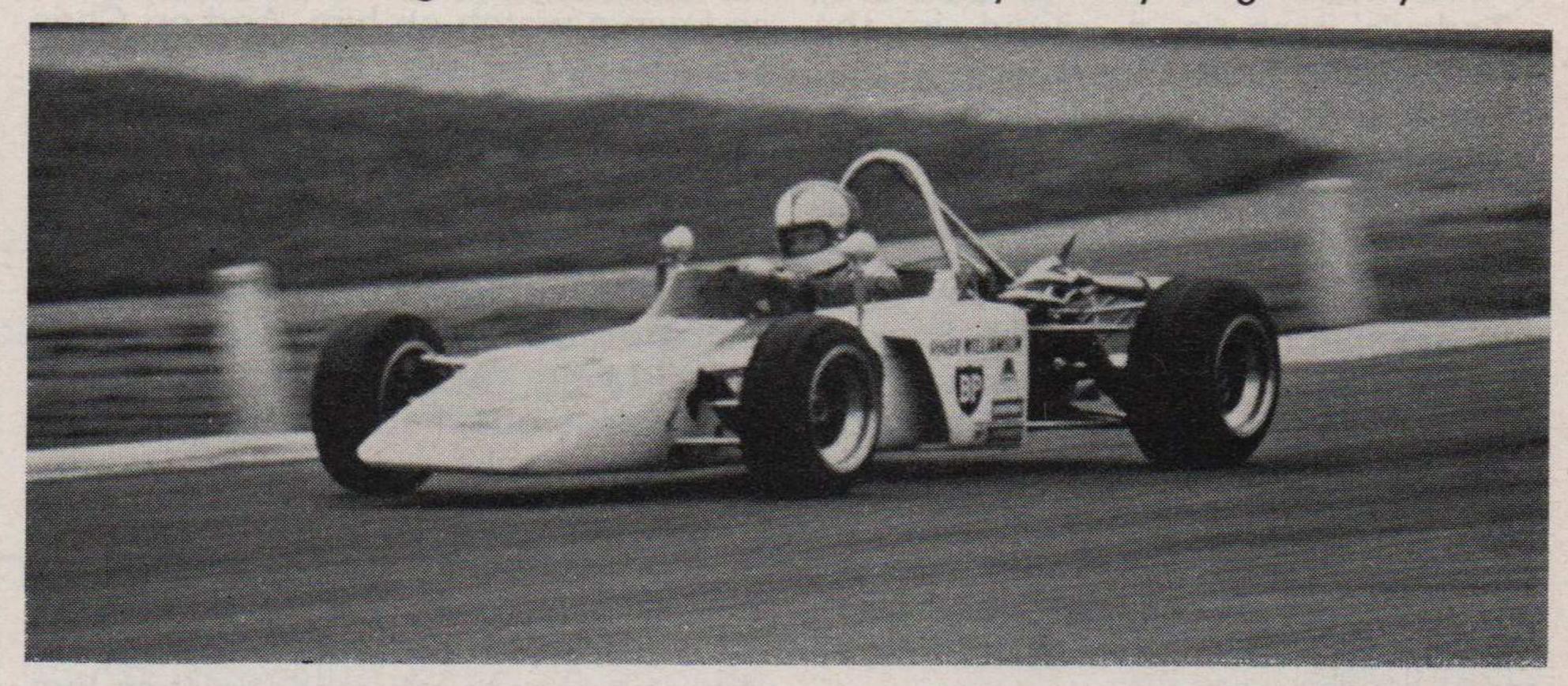
This year could be the turn of the

French. In 1972, the talented Jacques Coulon (now racing Formula 2), finished runner-up to Williamson, and today we have the works Alpine Renaults of Michel Leclere and Alain Serpaggi. Alpine Renaults have proved formidable contenders in past Formula 3 races and are making a concerted attack on this year's championship. Another Frenchman likely to feature among the leaders is former works Formula 3 Tecno driver Christian Ethuin, now driving a Martini, and

partnered in his Martini team by Jean Max, who has driven in Forumla 1.

The British challenge is a strong one. Whether in March, GRD, Brabham, Royale or Ensign, British cars dominate the entry list and to drive them are some of this country's leading up-and-coming drivers. Among them are Tony Brise, Alan Jones, Ian Taylor, Russell Wood, Mike Wilds, Andy Sutcliffe and Damien Magee.

As ever, Formula 3 racing promises to be very closely fought this year.



One of the features of RAC British Touring Car Championship rounds is the battling which takes place all through the field, because the vast entry is split into four classes. So don't forget that although the over 2 litre cars will be disputing overall victory honours, there's just as much to see with class battles between the 1300 cc and 1 litre cars.

On the fast Silverstone circuit, Frank Gardner's 7 litre Chevrolet Camaro is expected to dominate the race. Entered by SCA Freight, the Camaro uses an all aluminium 7 litre engine prepared by Alan Smith of Derby and watch out for Gardner to shatter the 111 mph saloon record. He may even reach the

115 mph average lap!

Even if they can't match the 7 litre Camaro on top end power, the 3 litre Ford Capri and BMW should give Gardner something to worry about. Dave Matthews, previously a leading Escort driver, pilots the Broadspeed Capri which uses a 325 bph Weslake V6 engine and features a revolutionary suspension set-up. Brian "Yogi" Muir handles the 3.3 litre Alpina-tuned BMW CSL, which produces around 350 bph and is run for BMW by Malcolm Gartlan. They're all exciting to watch as the 5.7 litre Chevrolet Camaros of Terry Sanger and Martin Thomas.



The 2 litre BDA engined Ford Escorts are likely to be well-up for high positions in the overall placings in addition to dominating the 1301 to 2 litre section. Favourite is well-known saloon car ace Dave Brodie whose Norman Reeves Escort is designed by Len Bailey and supported by the Ford Motor Company's Boreham competitions set-up. Other Escort BDA top men include 1972 Mexico champion Andy Rouse, former Mini ace Jonathan Buncombe (in the ex-Brodie car) and Lawrie Hickman.

Ford Escorts are also expected to feature well in the 1001 to 1300 cc section, now that they can use the 1300 BDA engine in Group 2. West

country's Vince Woodman uses Broadspeed preparation for his 1300 Escort as does Tony Dickinson while Gillian Fortescue-Thomas' model is works supported. But don't forget the Mini-Coopers – particularly Paul Burt, Chris Montague and Jon Mowatt.

Chrysler Imps dominate the baby class entry and it's in this class where we find the British Group 2 champion for the last three years, Irish born Bill McGovern. He drives the immaculate George Bevan prepared Imp, as he has done so impressively to already score his championship hat-trick. But watch out for another Bevan Imp, driven by former Anglia man Les Nash.

Support Races Formula Ford The Historic Car Championship

Formula Ford racing is quite a terrifying proposition on Silverstone's Grand Prix circuit. With hordes of single seaters using basically standard 1600 GT crossflow engines giving 105 bhp, and ordinary road tyres with a maximum wheel width of $5\frac{1}{2}$ in, the racing is always closely fought. In the past, some of Formula Ford's closest racing has been fought out on this circuit and watch our for those incredible slipstreaming battles into Woodcote in the closing laps!

Today's race is a round in the STP Formula Ford Championship and to pick a winner necessitates mentioning most of the entry list – it's that close! Last year Wolverhampton's Derek Lawrence finished a close second to Newbury's lan Taylor in the Silverstone-based Daily Express Formula Ford Championship. Now Taylor has moved on to Formula 3, but Lawrence is still in Formula Ford and will be a strong contender for

today's race using the latest model from the Dulon factory, a MP15.

The new smart Camel Hexagon team of Hawkes are strong contender as well, with veteran Sid Fox and John Parsons at the wheel. Another Parsons likely to be well up is Richard (no relation), who won the first BOC Championship round of the season last month at Brands with his elderly Royale. Impressive in the opening Formula Ford rounds this year was Stephen South with the attractive Ray, so keep a watch on him. And on Chris Woodcock whose Merlyn Mk 20A won the first Formula Ford race of this season on the Silverstone club circuit, last month. More strong contenders include Tiff Needell, Geoff Lees, Donald MacLeod, Roger Bruce-White and Richard Hawkins. There's plenty more!

Following two heats on Saturday, the fastest qualifiers go forward into the 15 lap final.



Organised once again by Speed Merchants, the 1973 JCB Historic Car Championship follows the same pattern as the previous two years, but the status that it now holds is such that it is featuring the six races at the best six International meetings in Britain including the John Player Grand Prix.

Following the previous years successful format, the races feature Historic Sports Cars and Historic Racing Cars racing together. The only major change in the Championship is that for this year instead of having classes for sports racing cars up to and over 2 litres, plus a class for single seaters, this year the classes are as follows:

all cars (sports racing and single seaters)

- (1) Over 3 litres.
- (2) Over 2 litres and up to 3 litres.
- (3) Up to 2 litres.

A historic sports car is broadly a classic sports car built before 1961 and which is accepted as such by the Historic Sports Car Club. Similarly the single seaters are from the same era, but governed by the acceptance rules of the Vintage Sports Car Club. Fielding these two types of car together in one race is unique to the JCB series, and has always assured a first class field from the spectators and the drivers and the entrants point of view.

Points in each class are again

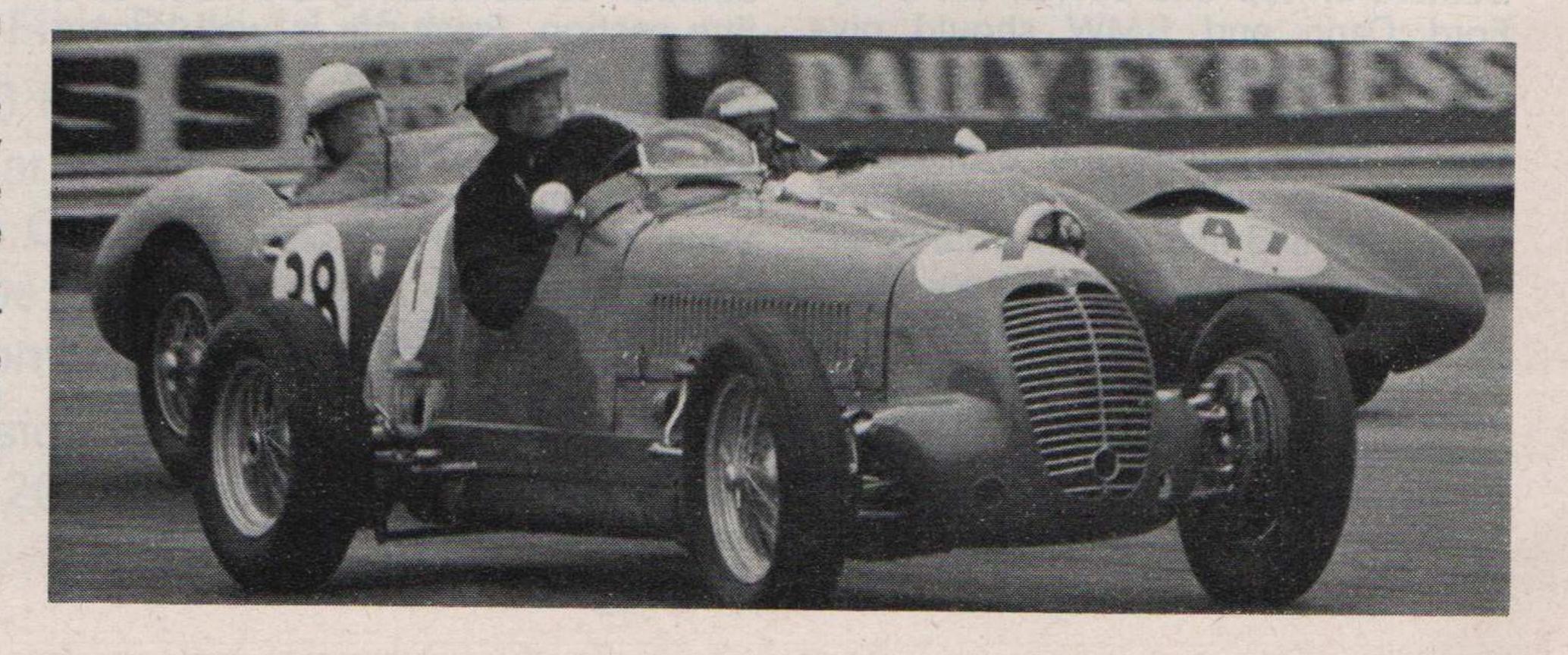
awarded on the following basis: 6, 5, 4, 3 points for the 1st, 2nd, 3rd and 4th placed men, all other finishers get 2 points. This means that every driver has the chance to obtain a reasonable number of points and it also means that the winner can come from any class.

In 1971 the Championship was won by Bob Owen (2 litre Sports Maserati) and Bill Wilks (Lotus 16 Single Seater) jointly, and in 1972 the Championship was won by Willie Green from Derby who, after some splendid drives in Anthony Bamford's Birdcage Maserati, achieved his win by the narrow margin of 1 point.

The British Empire Trophy has long been regarded as one of the most coveted awards in motor racing. The British Racing Drivers Club, who have assisted Speed Merchants considerably in making the JCB Championship so successful have agreed that this

trophy should once again be associated with the JCB Championship.

JCB through Director Anthony Bamford, have long been associated with motor racing and have previously sponsored competition cars prior to branching out into sponsorship of this Championship. If the name is not immediately familiar to you, think of the many occasions on which you have seen road work being undertaken - the chances are you will recall the large yellow excavators which invariably undertake this sort of work, and it will almost certainly have been a JCB machine. This vast and complex International Company has been built up since 1951 and now has a turnover of £30 million plus per year. Speed Merchants of Liverpool, the B.R.D.C. who are organising today's meeting and JCB hope that you will enjoy this opening round of the 1973 Championship.



Temes

Tarmac—a leading name for over half-a-century in road construction and surfacing. Sponsors of The Tarmac British Racing Championship

Tarmac Limited, Ettingshall, Wolverhampton WV4 6JP.

Telephone: 0902 41101

London Office: 50 Park Street, London W1Y 4JD

Telephone: 01-499 1422



FROM SHOPPING CARS TO RACERS

Gordon Spicer and Hugo Tippet
Have the best equipment for miles, at the

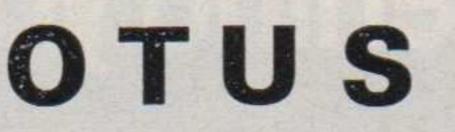
AYLESBURY TAPPET

48 Buckingham Street, Aylesbury, Buckst Telephone: Aylesbury 85359

I.G.D. visors, F.P.T. Trackstar

open every day except Sunday





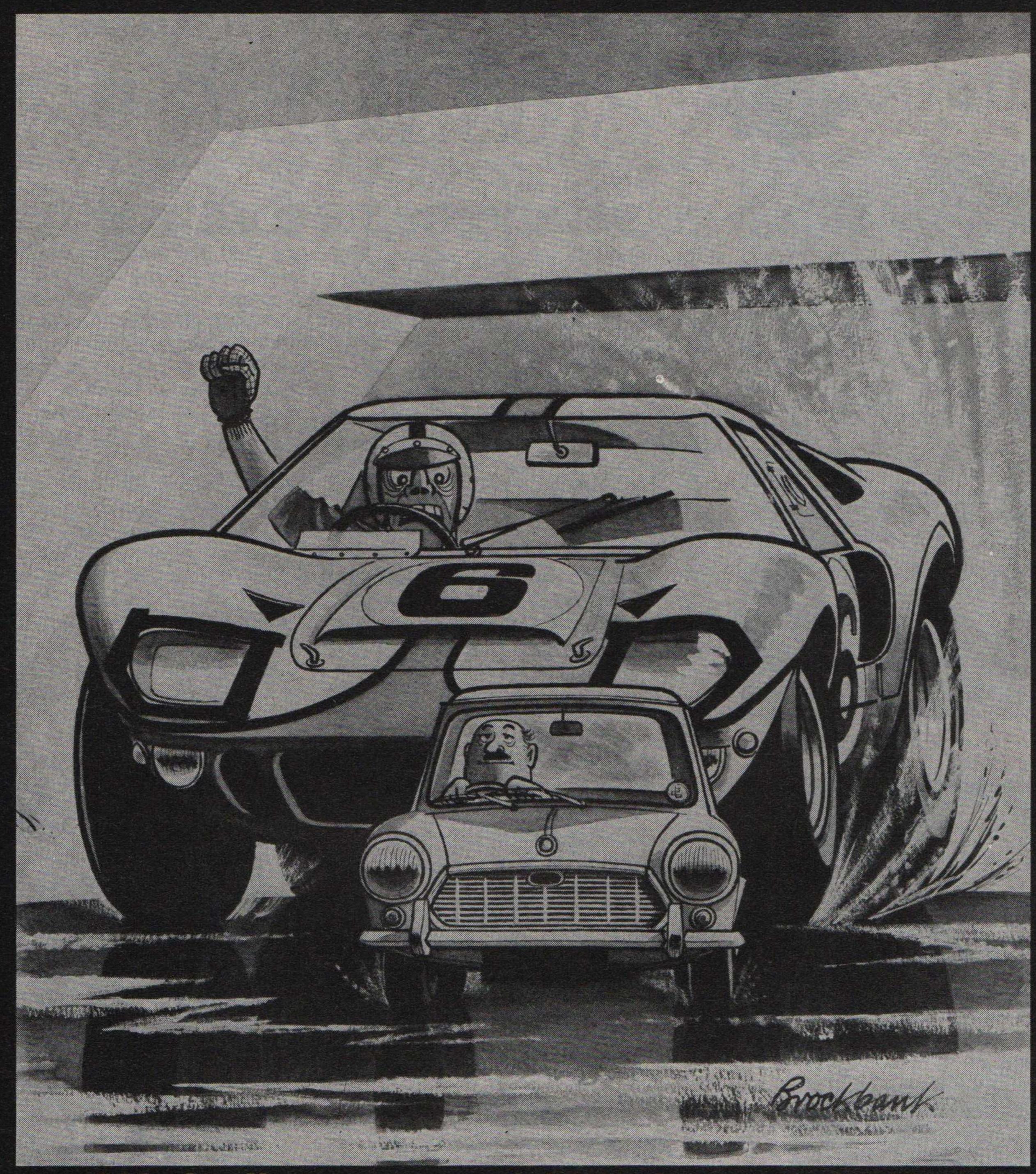


JCB Distributors for Kent, Sussex, Surrey, Essex and South London.

Otus Plant Company Limited,

Pratling Street, Aylesford, Maidstone, Kent.

Telephone: Maidstone 78338 Telex 96423



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



Today's other happenings



At about 13.15 hrs. (weather permitting) you will be able to see the Budget Rent a Car hot air balloon 'Lady Budget' piloted by Giles Hall. The exact site of the launching will be announced over the public address system as this will depend on wind direction. Giles Hall is one of the few balloon pilots in the country and has had many international competition successes.

The balloon is launched like this. Everything comes on a trailer, and the balloon is unpacked and laid on the ground. The wires from it to the burner, and from the burner to the basket are attached and the burner and basket are laid on their sides. Two people, trained crew, hold open the sides of the bottom of the balloon and one person goes inside to assist with initial inflation. Once the balloon starts to inflate the person inside the envelope can leave and the burner slowly

moves to a vertical position as the balloon inflates. One person holds a rope from the crown of the balloon to stop it from rising too quickly before it is properly inflated. Once inflation is complete the basket is turned on to its base, pilot and passengers get in and the balloon rises. If the balloon is tethered, two lines are used. One, with a breaking strain of 12,000 lbs. is attached to a tree or a large lorry and the other is used by the ground crew to ensure the balloon is in a constant position.

The balloon is brought down under full control by the pilot allowing the hot air inside the balloon to escape by opening a side vent. To stop the

balloon descending too rapidly he gives bursts on the burner. Once down the balloon can be deflated in a matter of seconds by opening a large rip panel in the top of the balloon and allowing all the hot air to escape.

Trade Areas

Don't forget to visit the Trade Areas in the Brown Car Park adjacent to the Pedestrian Bridge and in the Red Car Park between Stowe and Club Corners. In these Areas you will find trade displays and have the opportunity of buying books, magazines, souvenirs, accessories etc.

If you are interested in joining the newly opened Jim Russell Racing Drivers School at Silverstone make for the Brown Car Park Trade Area where you will be able to watch a film about the School as well as obtain full details of the training courses.

Hot Breakfasts

For the early arrivals hot breakfasts can be obtained, under cover, at four points around the circuit – in the Paddock Restaurant, in the Pits Grandstand Enclosure, adjacent to the Brown Car Park Trade Area and adjacent to

the Red Car Park Trade Area. Breakfasts will be available from 07.00 hrs.

Don't forget there are catering points open all day in all the spectator enclosures.

A limited number of souvenir postal covers have been specially prepared to commemorate the SILVER JUBILEE YEAR at SILVERSTONE. The Post Office will frank each cover with a pictorial ONE DAY handstamp on Friday 6th April and these will be delivered in time for selling on Saturday and Sunday at the SILVER JUBILEE meeting here at SILVER-STONE. The covers will contain an insert card with map of the circuit together with some historical details and will sell at 25p each from various bookstalls around the circuit and from a caravan situated in the pits. If preferred, these can be ordered direct from:

DAWN COVER PRODUCTIONS,

11, GLENEAGLES DRIVE,

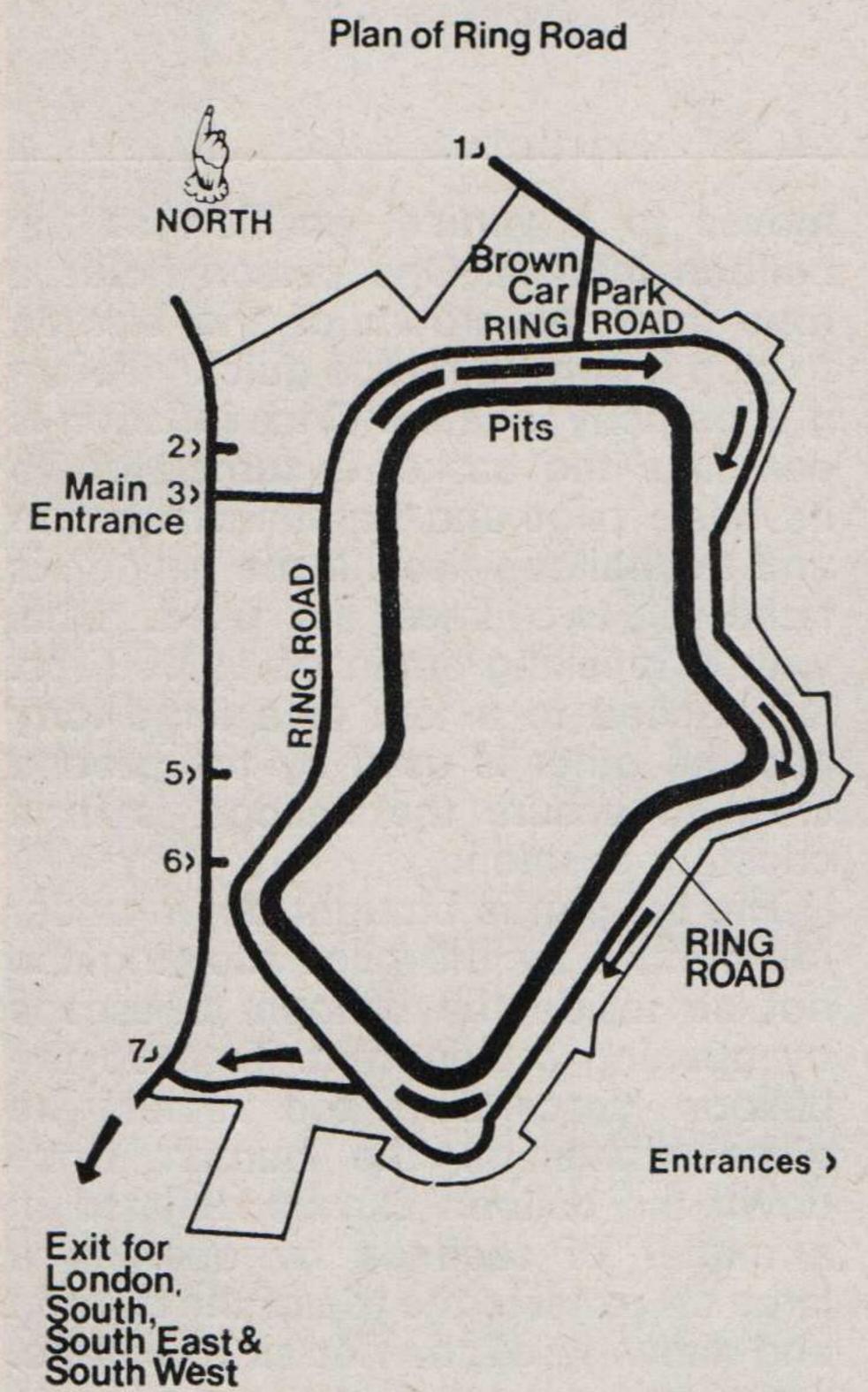
WIDNES, LANCS. price 29p (inc. postage).

Since the Post Office handstamp is only used on ONE day, no more of these covers can be produced and therefore become collectors' items as well as souvenirs.





Traffic arrangements at the circuit



In 1971 we asked you to follow the R.A.C. signposted routes and aim to arrive early. At the International Trophy and the Grand Prix the gates were opened at 6.30 a.m. the Public Address started at 6.30 a.m. and breakfasts and snacks were available from 7 a.m.

In 1972 we built a ring road in order that you could use it to ease your journey home.

We asked you to use these facilities to your advantage. Many did and as a result wrote and told us of the ease with which the journey to and from Silverstone was effected. Unfortunately many people thought they knew a short cut both to and from the circuit and found themselves in traffic hold ups.

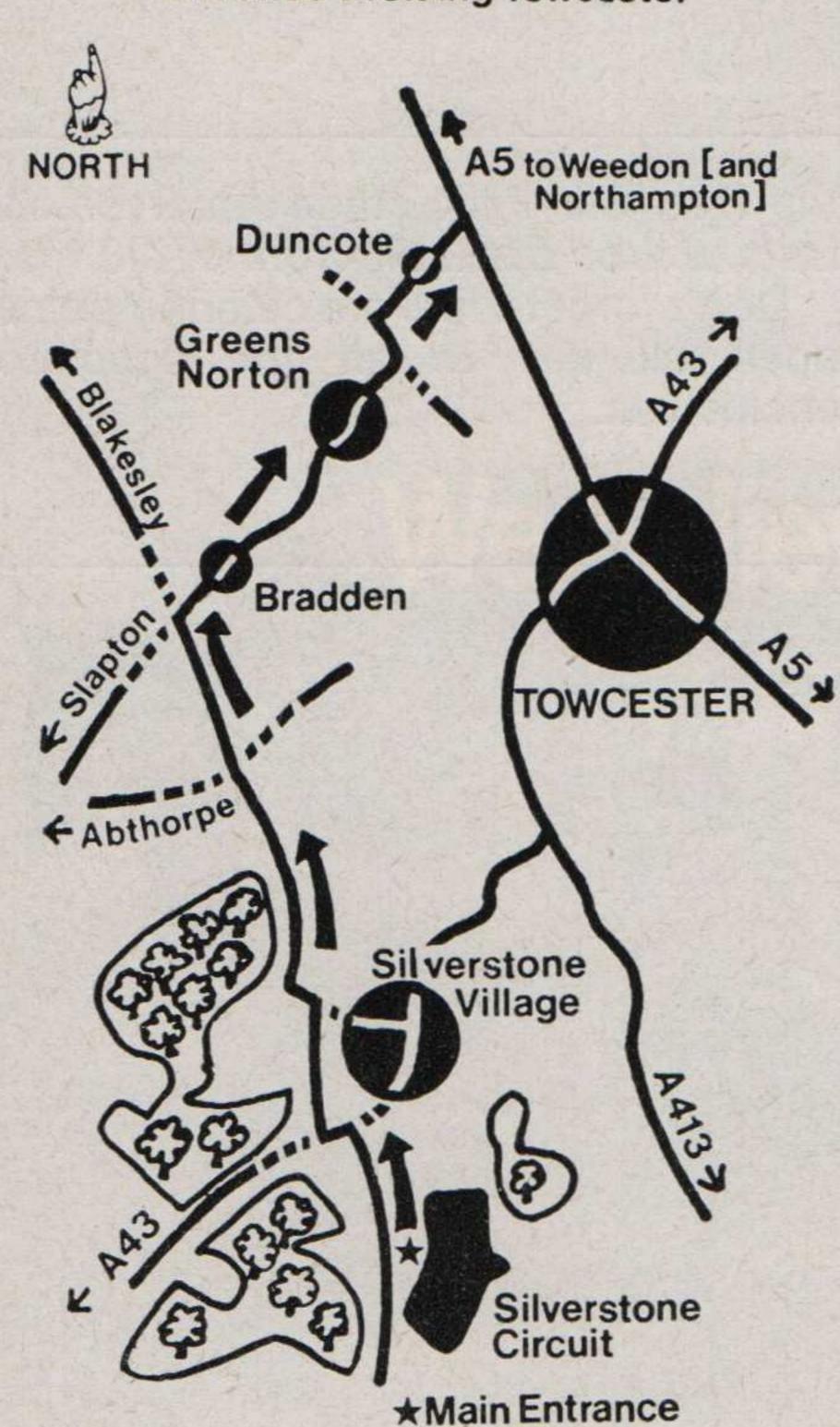
We are not suggesting that the traffic system we ask you to use is perfect there are bound to be delays because some bottlenecks are unavoidable.

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

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

The Main Entrance

Traffic Diversion Route from Main Entrance avoiding Towcester



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

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

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

SILVERSTONE POSTERS

A quantity of full colour $20'' \times 30''$ posters comprising 6 major 1972 GP circuit meetings are being offered for sale at 50p per set including postage and packing. They are

GKN-Daily Express 24th International Trophy, Super Sports 200, Martini International, Rothmans Formula 5000 International, John Player International, Esso Uniflo RAC Tourist Trophy.

Red, Green and Black design on White adhesive-backed plastic. 5\frac{3}" diameter 15p each including postage and packing. 3" diameter 10p each including postage and packing. Hurry! Send your order today while stocks last to:

Magazine Dept., Silverstone Circuits Ltd., Nr. Towcester, Northants NN12 8TN. telephone: Silverstone 273



Incidentally

By Phil Morom, Head of Silverstone Emergency Services Team

Motor racing is dangerous. How often are we reminded of this, with the official notice appearing on all tickets and passes, etc., and in the programme you have in your hands, not to mention the many posters around the circuit.

Incidents in motor racing are, unfortunately, unavoidable, whether occasioned by driver error, mechanical fault, or the prevailing conditions of weather and track.

Accepting this fact, one is faced with the problem of minimising the effects of incidents that do occur, particularly in respect of the fire hazard. A driver will accept the fact that he may become involved in an incident, but it is probably true to say that the worst fear he has, is that of being trapped in a damaged car which then catches fire.

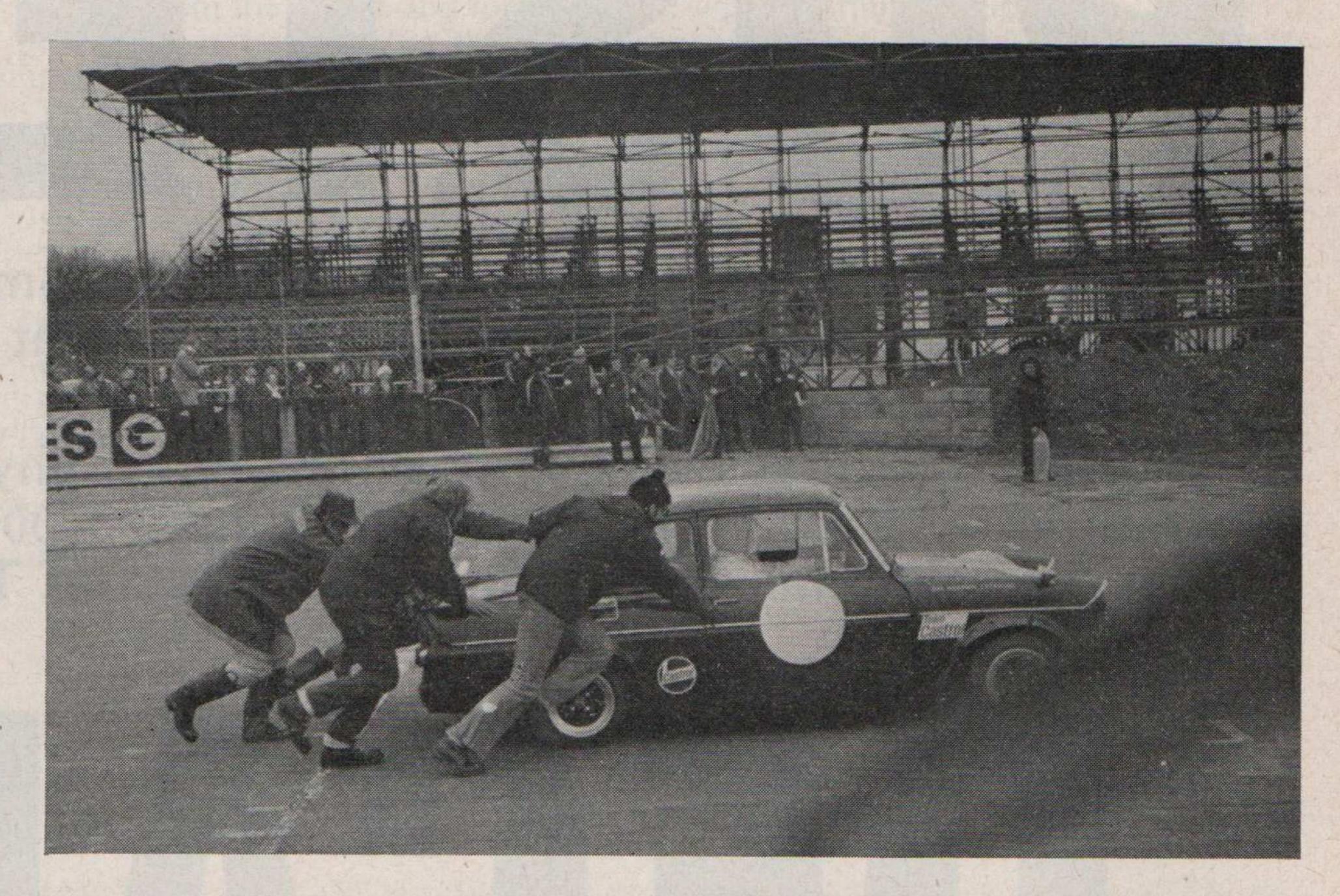
To combat such occurrences, one requires adequate and efficient equipment, in the hands of trained marshals and to this end, the far-seeing management here at Silverstone instituted, at the commencement of the 1968 season, the Silverstone Emergency Services, or Incident Team.

This team were to be responsible for providing drivers for the three circuit ambulances, crews for the Fire and Rescue Tenders, and trained Incident marshals for working in the main incident areas of the circuit. The team were required to be on duty at ALL meetings held at the circuit, whether club sprint or full International race meeting such as we have today.

The British Motor Racing Marshals Club, being the only club devoted solely to providing trained marshals for all aspects of motor sport, were approached, and asked to staff the team, the first of its kind in the country. The task was accepted by the club, and they continue to provide and train the personnel, with the close co-operation of the circuit, to this day.

A measure of the effort put into this facet of marshalling alone, can be gained by the attendance figures of the team's marshals, which, in the five seasons of operation, stands at well over 8,000 marshalling days. All marshals, by the way, are volunteers, a happy thought in these days of mercenary motoring.

The discerning among you, if you attend the circuit regularly, will no doubt have noticed the steady build-up of equipment over the past five years. This accumulation of equipment, let me hasten to assure you, is not the result of legislation, but provides





visual evidence of the constant efforts by the circuit authorities to try and make motor racing even safer at Silverstone.

Let's take a look around, and you'll see what it's all about . . . Shall we start with those "day-glo" red discs? These, and there are a hundred-odd around the circuit and Paddock, denote the positions of extinguishers, and marked on them you will see the type of extinguisher in that particular position. The number of extinguishers has been about doubled in the past few years, and in addition to the 10 lb and 20 lb dry powder units, we now have a

number of 2-gallon light water extinguishers. Avoiding technicalities, when these are applied to a fuel fire the vapour is nullified, and thus re-ignition is prevented. Should a driver be caught in a car which catches fire, then the light water extinguisher is applied over him and the cockpit area immediately, and prior to application elsewhere. Prevention of fire is our main objective, however, and the pattern of the extinguisher positions has been carefully worked out, and several times revised to meet constantly altering conditions, brought about by the increased speed of cars, and circuit improvements. Speed is essential in prevention of fire in the event of an incident, and thus the main attack in this direction comes from the marshals on the circuit perimeter. Extinguishers have been located to assist them in this work.

Now let's take a look at the six new Daily Express fire tenders. These are all Land-Rovers as no doubt you will see, these being useful in the event of their having to cross open ground on a short route to an incident with their four-wheel drive. Closer examination will see that they are kitted out with Pyrene fire-extinguishing equipment. Each vehicle carries a 20-gallon light

water unit and a 150 lb dry powder unit, these being pressurised by a 12 lb CO₂ gas cylinder (each), and each has a 50ft. hose coiled in the back of the vehicle. Also, they carry a 20 lb dry powder, and a 2-gallon light water hand-operated extinguisher to cope with lesser requirements. Resplendent in their team colours of red and yellow, these vehicles are positioned around the circuit to best provide a rapid back-up to the bank marshals.

Thanks to the good offices of the Patrick Motors Group and the Tricentrol Car Group, we now have two Rescue Vehicles at Silverstone, each of these being fully kitted out with comprehensive cutting and jacking equipment of latest design, which, along with a formidable array of small tools and certain medical equipment, enable the crews to rapidly and safely effect the release of any driver unfortunate enough to become trapped in a damaged car. As in the case of the fire tenders, whilst cars are circulating, they stand ready for immediate action at all times. The Rescue Vehicles may also be seen moving about the infield between events, carrying replacement equipment where necessary, and so on, for these are busy workhorses.

On such a day as this the Emergency

Services are at full stretch, for three miles of circuit requires a great deal of attention in pursuit of our fire targettime of 20 seconds, which is the basis on which the team works. The team are happy on occasions like this, to have the welcome assistance of the professional officers and men of the Northamptonshire Fire Service, and other works and local brigades, and all work in harmony to ensure the fire requirements are met. With the able assistance of many Course Marshals, Breakdown Crews, Medical Officers and First-Aid personnel of the St. John Ambulance Association, the incident scene is set. It is interesting to consider that something like three or four hundred people are involved in this aspect alone, and all this force is geared, down to the individual Incident Marshal on the bank, to render immediate assistance to any competitor who "has a happening."

The main occupation of the team, you may appreciate, is waiting, with diligence, from the start of the day, until all is over, for incidents to occur. They are content if their presence in this respect is not required, but the effort is still there, and will be, whilst ever cars compete at Silverstone.









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.

Magazine Copyright

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

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

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

Dogs

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

Grandstand seats

Any unsold seats will be available from the Grandstand Ticket Offices behind the Pits Grandstand—for Pits and Woodcote Stand which cost £2.00 per seat, and at Stowe Corner—for the South Stand which costs £1.75 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.

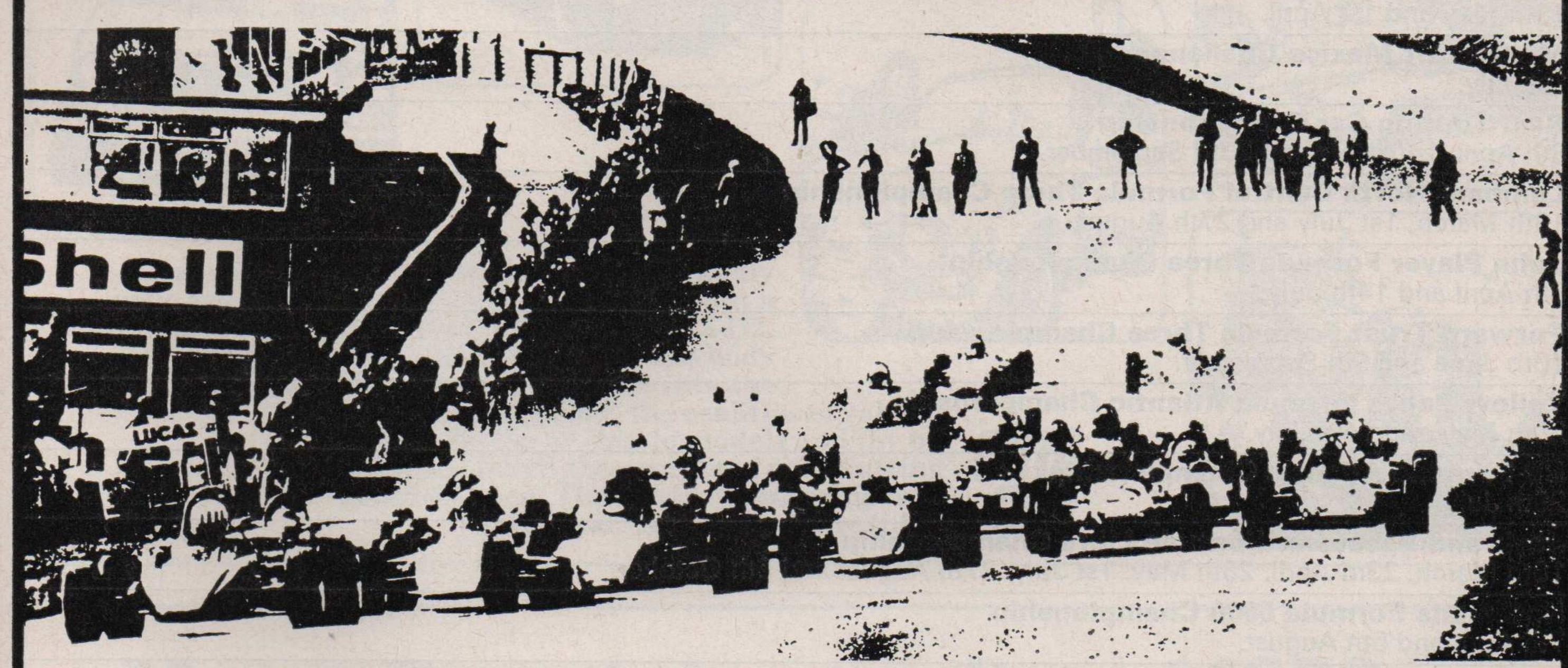
Stewards Enclosure Tickets costing £3.00 each will also be on sale. In addition to admitting you to the Paddock these tickets allow you to go on to the Pits Balcony and into the Stewards Enclosure on the inside of Woodcote Corner.

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

International Flag Signals

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

A roundup of race meetings at MCD circuits over the Easter Bank Holiday weekend



Good Friday, 20th April.

Oulton Park: John Player Formula 3 Championship round plus

Clubmans, Special Saloons, Formula Ford.

Snetterton: Rothmans F.5000 Championship round plus

Formula Atlantic, Group 1 Saloons and Sportscars.

Brands Hatch: John Player Transatlantic Motorcycle races.

Easter Sunday, 22nd April.

Mallory Park: John Player Transatlantic Motorcycle races.

Easter Monday, 23rd April.

Brands Hatch: Rothmans F.5000 Championship round plus

Formula Atlantic, Formula Ford, Special Saloons

and Sportscars.

Mallory Park: John Player Formula 3 Championship round plus

Formula Atlantic, Formula Ford, Special Saloons

and Sportscars.

Oulton Park: John Player Transatlantic Motorcycle races.

Snetterton: Motorcycle races.

Which adds up to a fantastic long-weekend's entertainment



For full details of all meetings contact Brands Hatch Circuit Limited Fawkham, Nr. Dartford, Kent. DA3 8NG Tel: 0474-96172.

Championship Calendar

Esso Uniflo Special Saloon Car Championship

18th March, 28th May, 29th July, 27th August and 6th October.

Forward Trust Special Saloon Car Championship

10th June and 9th September.

MCD Special Saloon Car Championship

5th August.

Castrol Production Saloon Car Championship

18th March, 23rd April, 20th May and 1st July.

Britax Production Saloon Car Championship

13th May and 1st April.

Motorcraft Mexico Challenge

1st July.

RAC Touring Car Championship

8th April, 14th July and 23rd September.

Lombard North Central Formula Three Championship

18th March, 1st July and 27th August.

John Player Formula Three Championship

8th April and 14th July.

Forward Trust Formula Three Championship

10th June and 9th September.

Yellow Pages Formula Atlantic Championship

20th May and 14th July.

BP Formula Atlantic Championship

29th July.

Jaybrand Racewear Formule Libre Championship

18th March, 23rd April, 28th May, 1st July, 27th August and 6th October.

Rothmans Formula 5000 Championship

7th April and 5th August.

STP Formula Ford Championship

8th April, 23rd April, 20th May, 28th May, 29th July, 27th August, 23rd September and 6th October.

BARC Formula Ford Championship

10th June and 9th September.

BOC Formula Ford Championship

5th August.

Volkswagen (GB) National Formula Vee Championship

9th September.

Volkswagen (GB) Super Vee Silver Cup Championship

1st April.

Monoposto Championship

23rd April and 7th July.

Tricentrol Car Group Clubmans Formula Championship

18th March, 28th May, 1st July, 29th July, 27th August and 6th October.

Motoring News/Castrol Sports GT Championship

13th May and 10th June.

Blue Circle Modified Sports Car Championship

13th May, 10th June and 1st April.

Spreckley Industries Thoroughbred Sports Car Championship

7th July, 29th July and 6th October.

STP Production Sports Car Championship

6th October.

JCB/British Empire Trophy Historic Car Championship

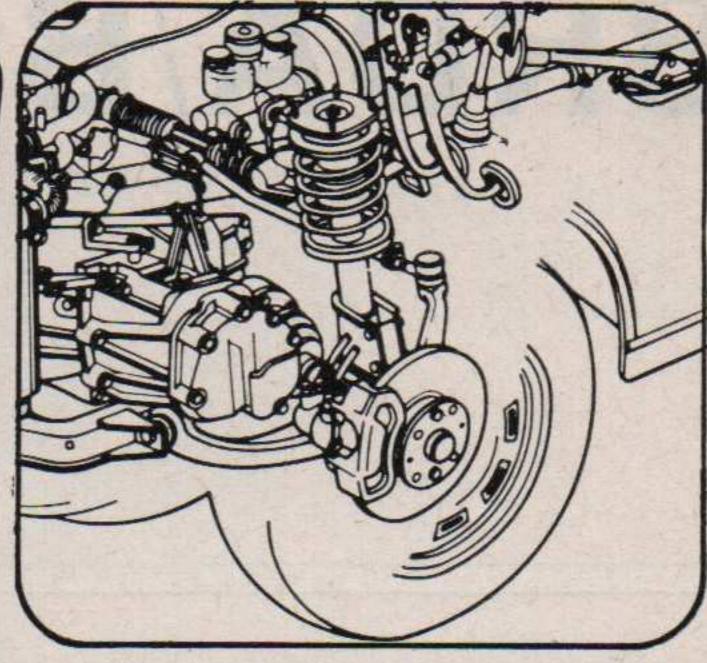
8th April, 23rd April, 20th May, 14th July, 23rd September.

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.

Vandervell Award for Novice Drivers

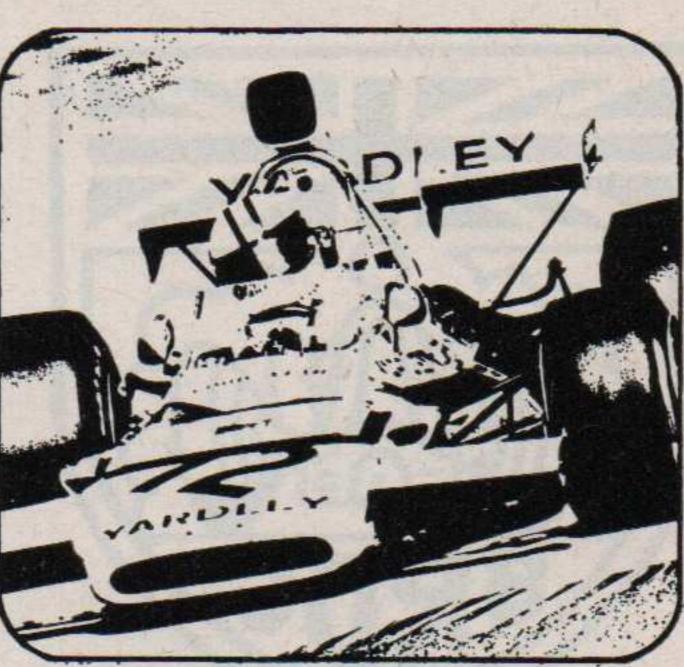
Seventeen meetings between 3rd March and 6th October.

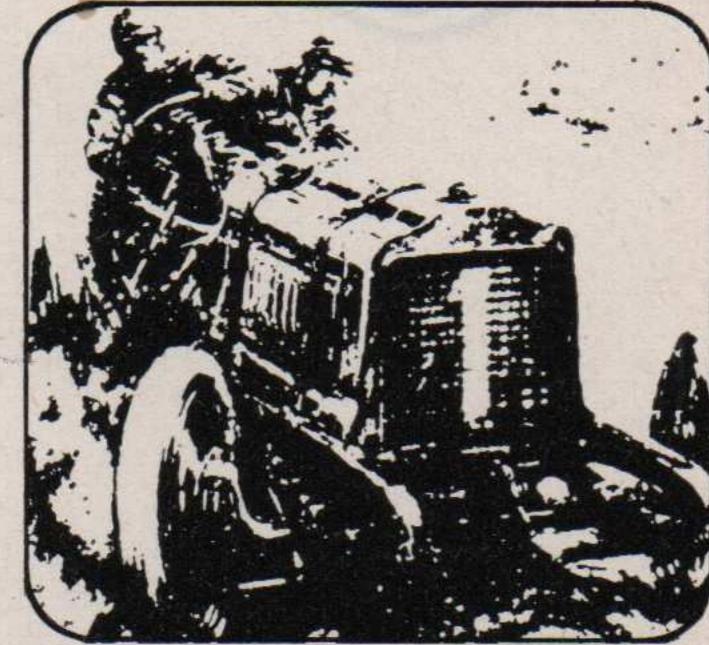












A regular Autocar reader has a remarkably wide knowledge of motoring. Ask him about a new model, about a Ford Cortina or a Jag XJ12, and he'll know the full facts before anybody else. He'll have a deep insight into the

fundamentals of racing, the realities of rallies, the appreciation of classic models and (by no ippreciation of classic models and (by no means least) the secrets of cost-cutting maintenance. The world of motoring is in Autocar. All of it. All the time.



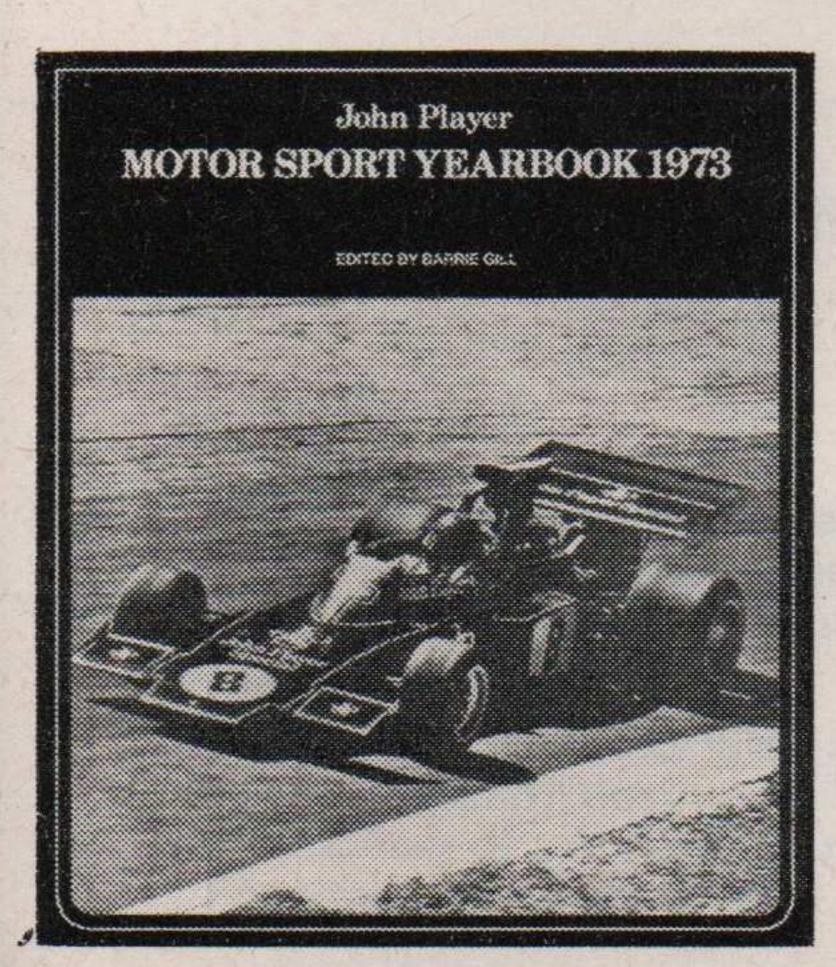
Motor Sport's best seller of 1972 is now bigger and better than ever

Covers every aspect of the 1972 season from Grand Prix to Formula Ford; Sports Car Championships and the National Rally Championships

New features include: The John Player Special Story; the Ferrari Story; The Big Circuits by Emerson Fittipaldi; Mechanical Milestones; Charting the Championship Special reports of every World Sports Car Championship Round ever held

448 pages with over 250 illustrations, many full colour for only £2.20 Published April

Order your copy now from any branch of W H Smith, your local bookshop or direct from Queen Anne Press Limited



John Player MOTOR SPORT YEARBOOK 1973

Please send me Motorsport Yearbo	copies of the John Player ook 1973 published 19th April.
l enclose cheque/F	P.O for £
Name	
Address	

BRDA/BRDC/Silverstone Club



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:

1 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.

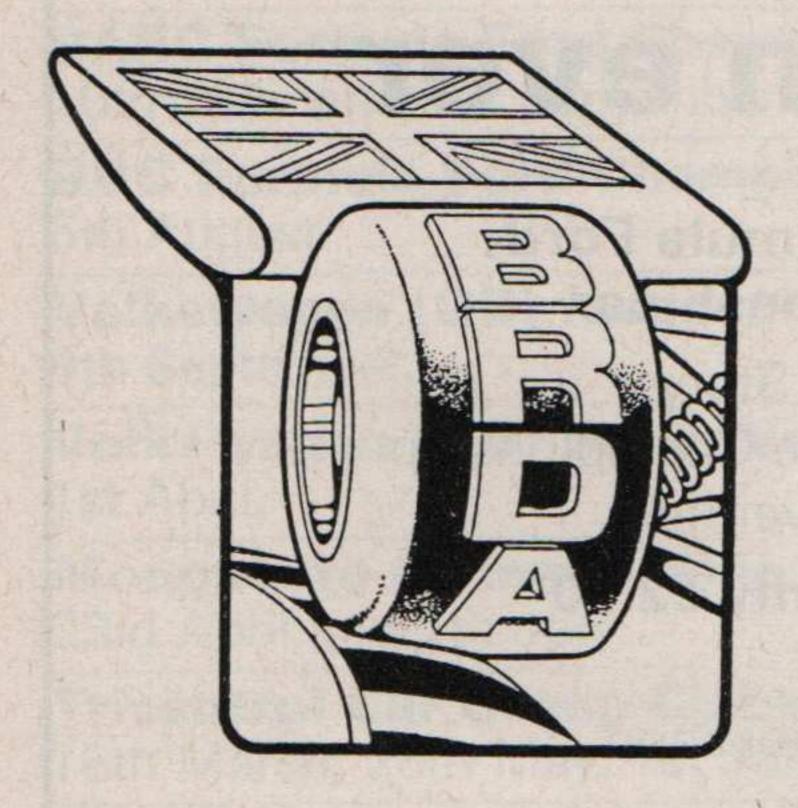
In any one season, they must have been classified as a finisher in not less than six races of International status, and in two of these six events the candidates must have been placed;

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, 9 Down Street, London, W1.



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, 9 Down Street, London, W1.

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!

Autographs

ACKNOWLEDGMENT

Silverstone Circuits Ltd. wish to thank the following photographers for supplying the large quantities of pictures used in this Silver Jubilee Souvenir Publication:

and ment bear 1930, enveronted building that

A REPORT OF THE PARTY OF THE PARTY AND THE PARTY.

and and and the second of the

greenome the mark bein

THE THE PERSON AND THE PROPERTY OF THE PARTY OF THE PARTY

By courtesy of LAT, Autosport, H. J. P. Arnold on Kodak Film, GKN, Geoffrey Goddard, Guy Griffiths Motofoto, Cyril Posthumus and Robin Rew of Motor Sporting Photographers.

You can expect us to win again today.

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

Last year, the Indianapolis 500 was won by a

car fitted with AP components.

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

In today's main races, all the competitors are

using AP components.

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

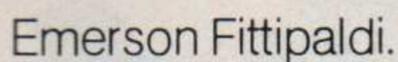


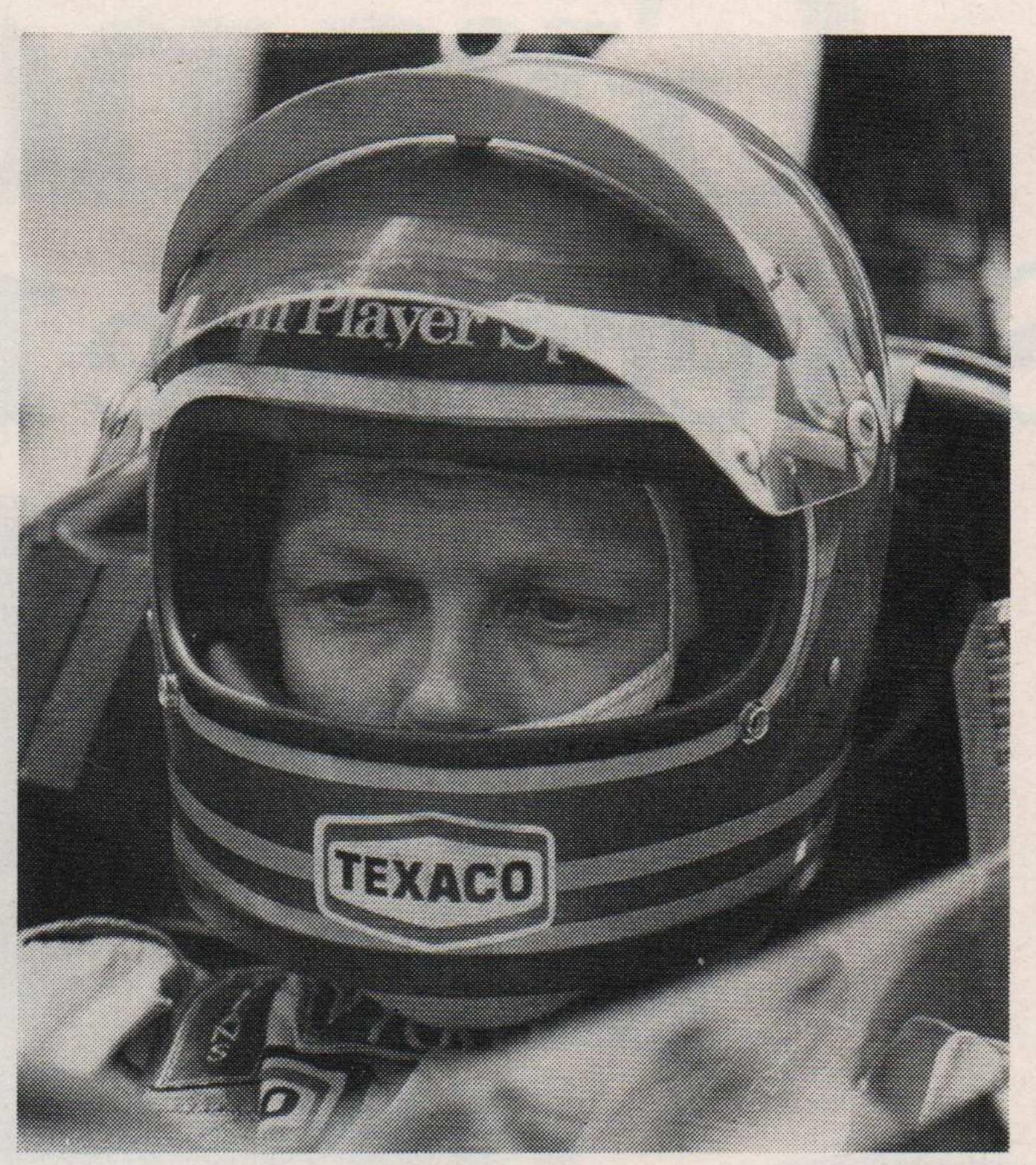
Automotive Products Group, Leamington Spa, Warwickshire

Manufacturers of competition components. Borg & Beck clutches. Lockheed brakes. Purolator filters. Lockheed steering and suspension joints.

What gets them around, gets you around.







Ronnie Peterson.

TEXACO

As you well know, Emerson Fittipaldi and Ronnie Peterson drive their John Player Specials rather brilliantly.

But at the risk of repeating ourselves, may we remind you that the fuel they drive so brilliantly on is ours.

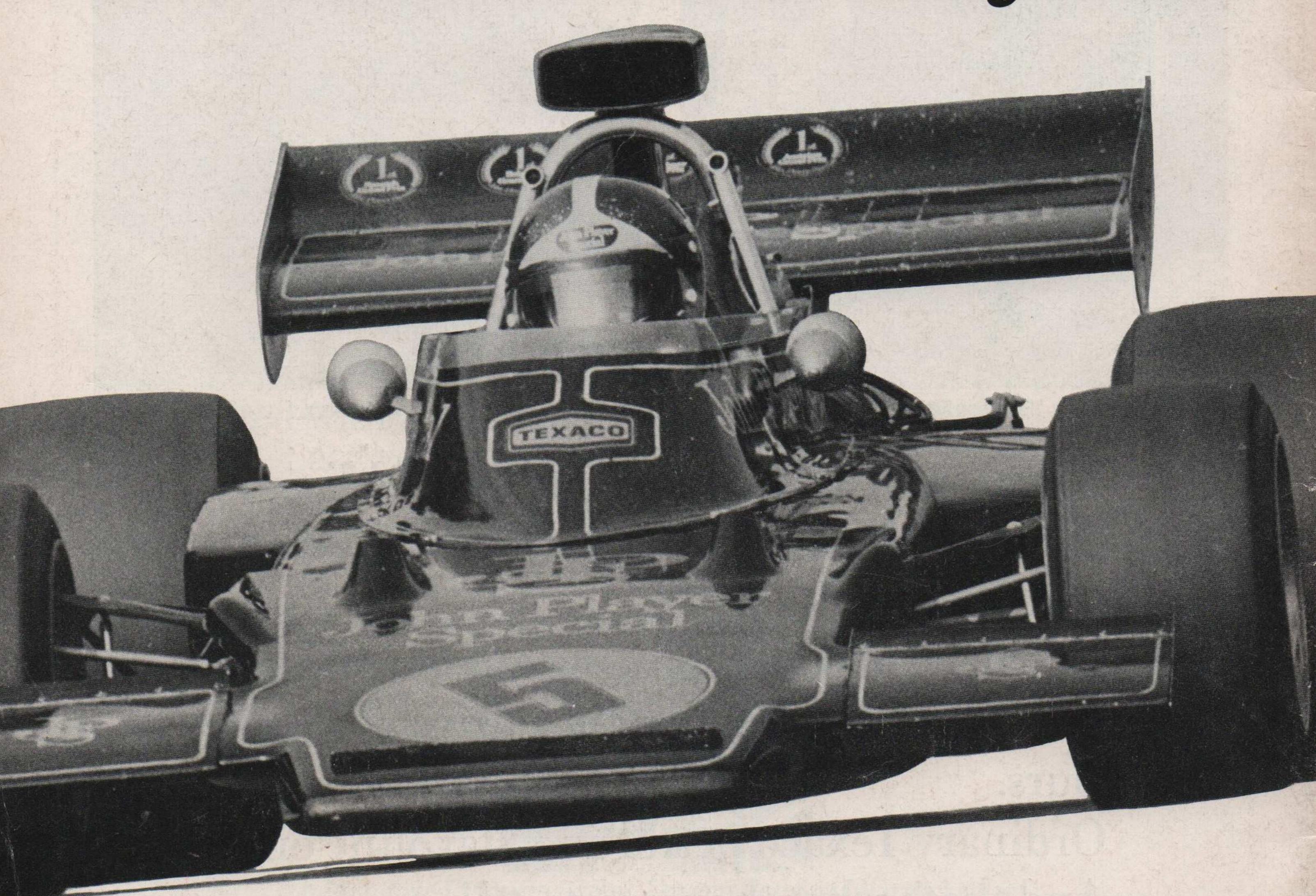
Ordinary Texaco petrol and Havoline oil.

And that's what the experts call a winning combination.

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