

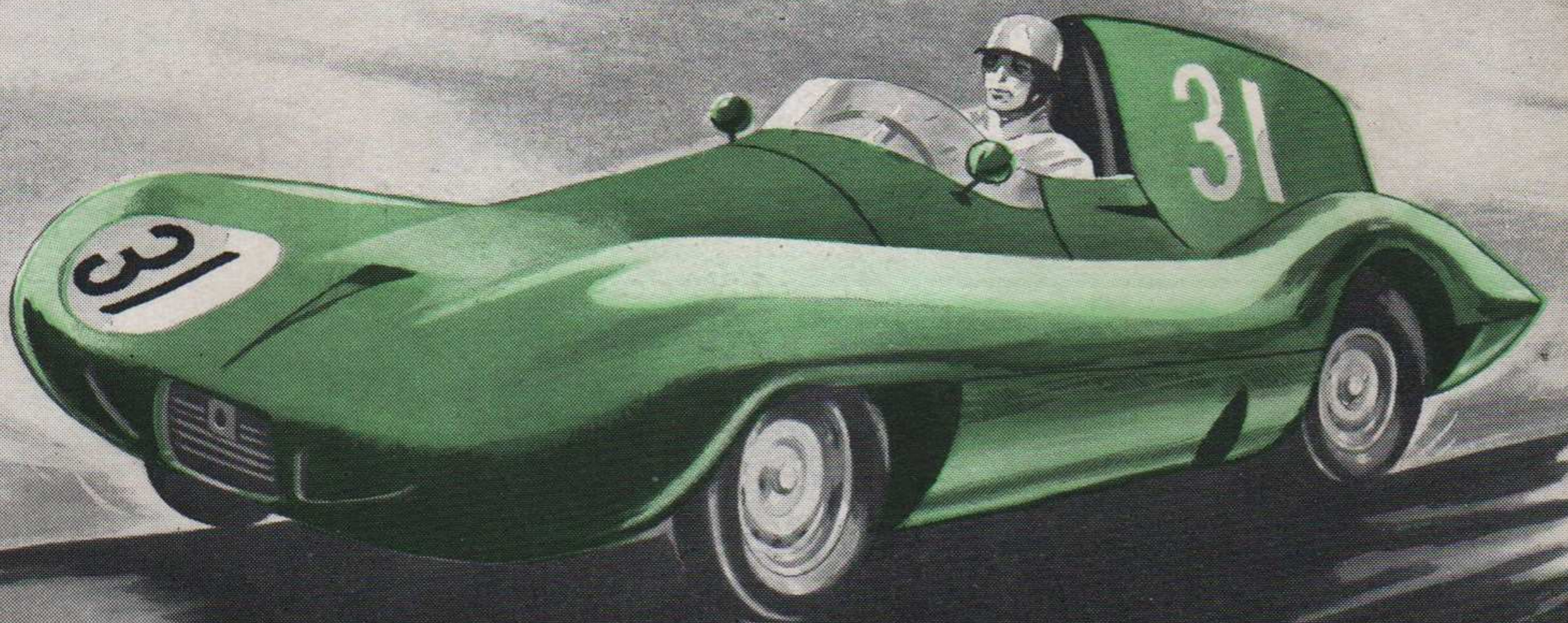
DAILY DISPATCH

INTERNATIONAL GOLD CUP MEETING

Organised by the MID-CESHIRE MOTOR CLUB LTD.

Oulton Park, Cheshire, Saturday, Sept. 24, 1955

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Daily Dispatch

INTERNATIONAL GOLD CUP MEETING

ORGANISED BY THE MID-CHESHIRE MOTOR CLUB LIMITED



OULTON PARK, NEAR TARPORLEY

CHESHIRE

SATURDAY, SEPT. 24th, 1955

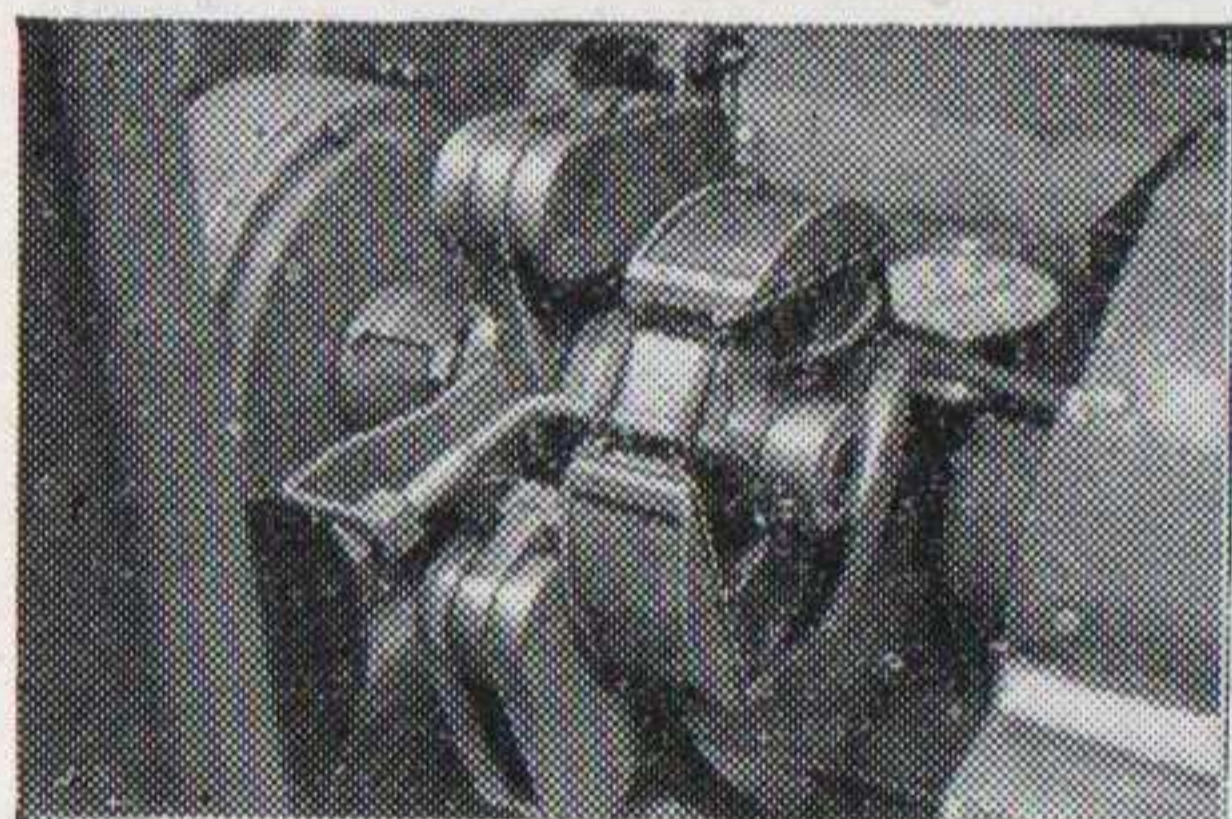
Background to Braking

Grand Prix Car

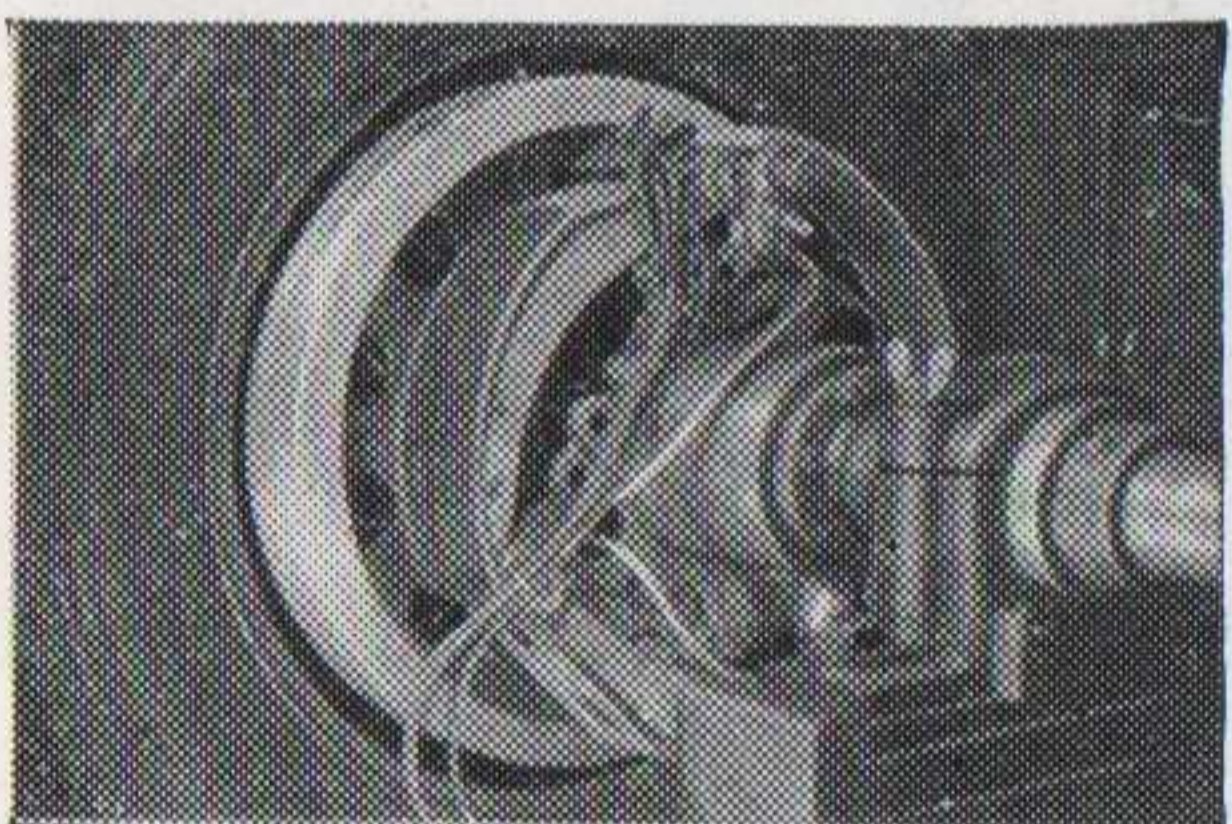
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Chief Pit Marshal : J. F. D. Bangay. Assisted by R. Payne (Asst. Chief Paddock Marshal), A. Braid, J. G. Bull, F. F. Clarke, R. M. Craig, J. R. Elliott, J. Hunter, S. Y. Jones, J. M. Lee, V. T. Lunt, G. S. Richards, M. H. Smith, R. I. Whittingham.

Chief Course Marshal : H. Williamson. Assisted by P. A. Lyle (Asst. Chief Course Marshal) and Sector Marshals N. Bowen, J. L. Earnshaw, L. E. Hammett, J. W. Machin, J. Rothwell, F. A. Williamson.

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Race Control : S. P. Torr. Assisted by J. A. Graveley, S. J. Shephard, Miss P. E. Dawson, Mrs. Madge Dawson, Miss M. M. Wain, Miss K. Holt.

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Chief Medical Officer : Dr. J. N. Anderson.

Course Commentators : J. V. Bolster, J. Tilling, H. Wilson Rogers.

Competitor Liaison Officers : S. Wakefield, T. Williams.

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Organising Race Committee :

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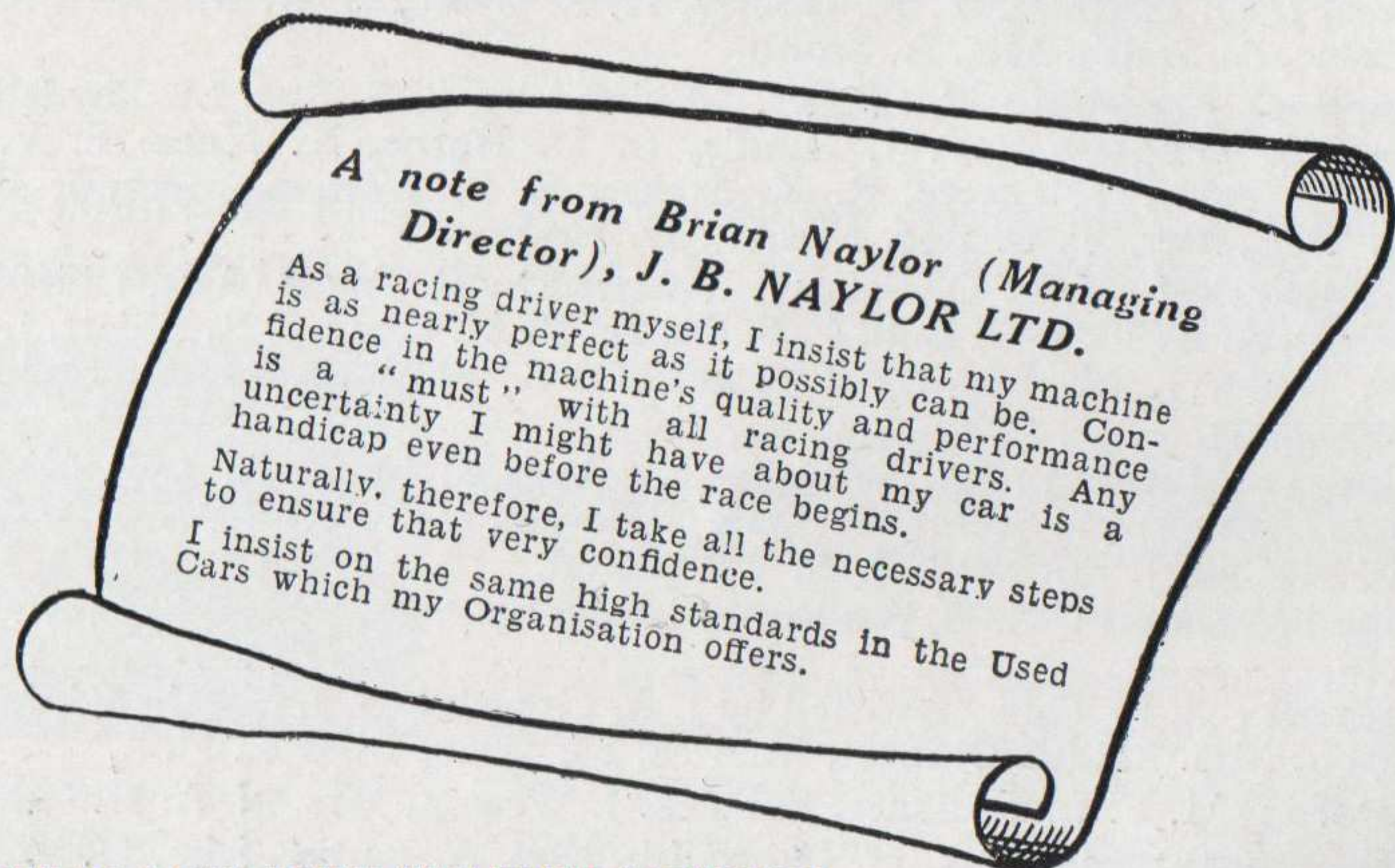


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2nd £100. 3rd £50. 4th £25. 5th £15.

Sports Car Race :

1st "Motor Trades Luncheon Club" Trophy and £80.
2nd £40. 3rd £30. 4th £20. 5th £15. 6th £10. 7th £5.

Formula III Race :

1st and £50.
2nd £30. 3rd £20. 4th £10. 5th £5.

Saloon Car Race :

1st £30 (Outright Winner).
1st in each class £20.
2nd in each class £15.
3rd in each class £10.

The Looker Cup—for the fastest lap in any one year.

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ACKNOWLEDGMENTS

The *Daily Dispatch* and Mid-Cheshire Motor Club wish to extend cordial thanks to all who have helped towards this outstanding meeting.

All the Honorary Officials of the Meeting listed, especially the Secretary—Mr. John Smith; all Marshals of the Mid-Cheshire Motor Club and other Clubs who have kindly given their services; the Cheshire County Police; the Cheshire County Fire Brigade; British Red Cross Society; National Fire Protection Company; the Cheshire Car Circuit Ltd.; Joseph Lucas Ltd.; Grosvenor Motor Co., Chester; More & Gamon, Chester; Milton Bros., Chester; G. E. Samways and Son, Hazel Grove; Bollands Ltd., Chester; J. P. Davies & Son Ltd., Chester; Joseph Parks & Son Ltd.; Aerosigns (London) Ltd.; Cheshire Boys' Association; the Oulton Park Property Co.; the Royal Automobile Club; Carlux (Chester) Ltd.; James Edwards (Chester) Ltd.; Anchor Motor Co; Shell Mex & B.P. Ltd.; and all others who have kindly volunteered to display banners, posters, etc.

Happy to play for you...



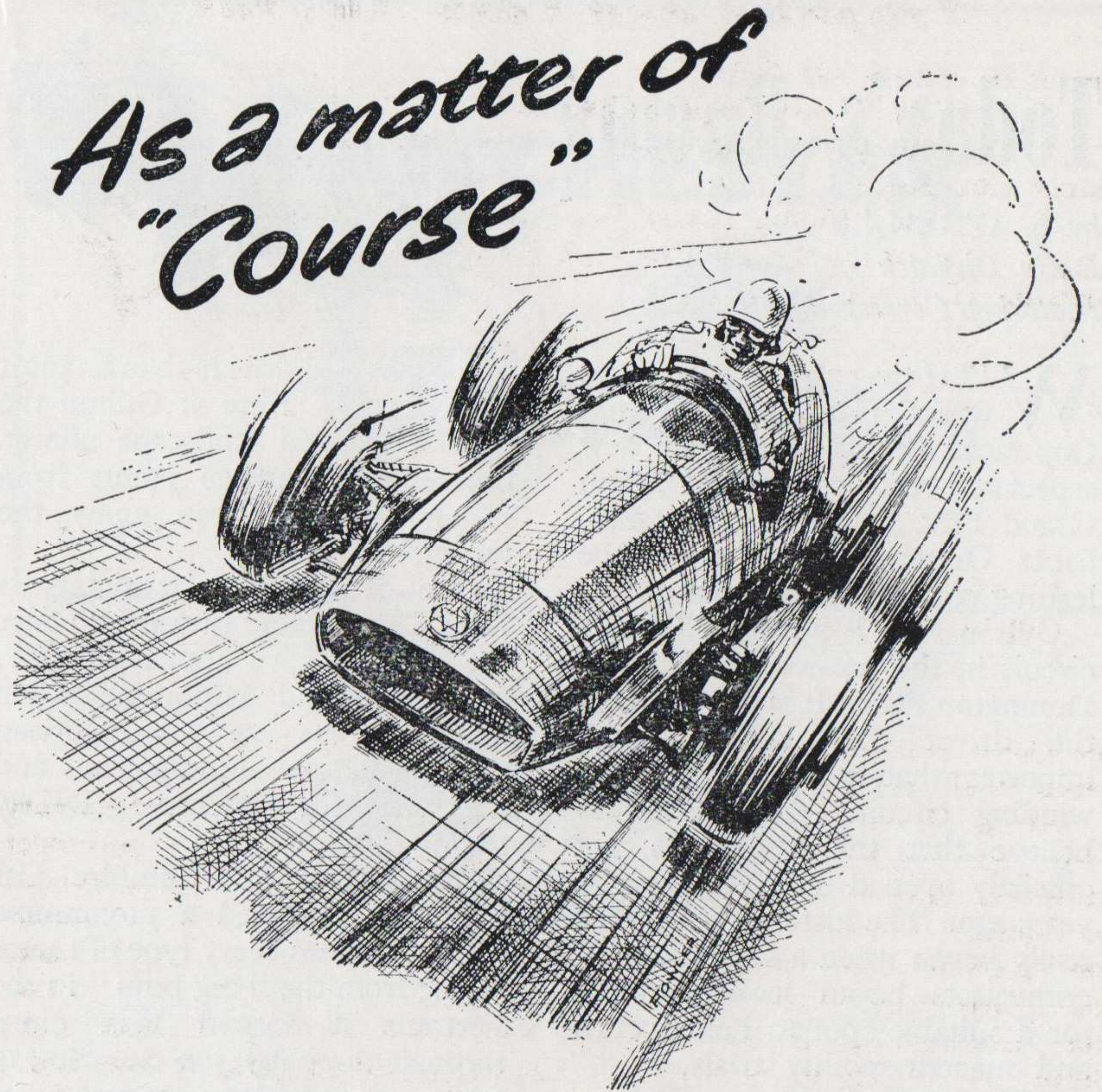
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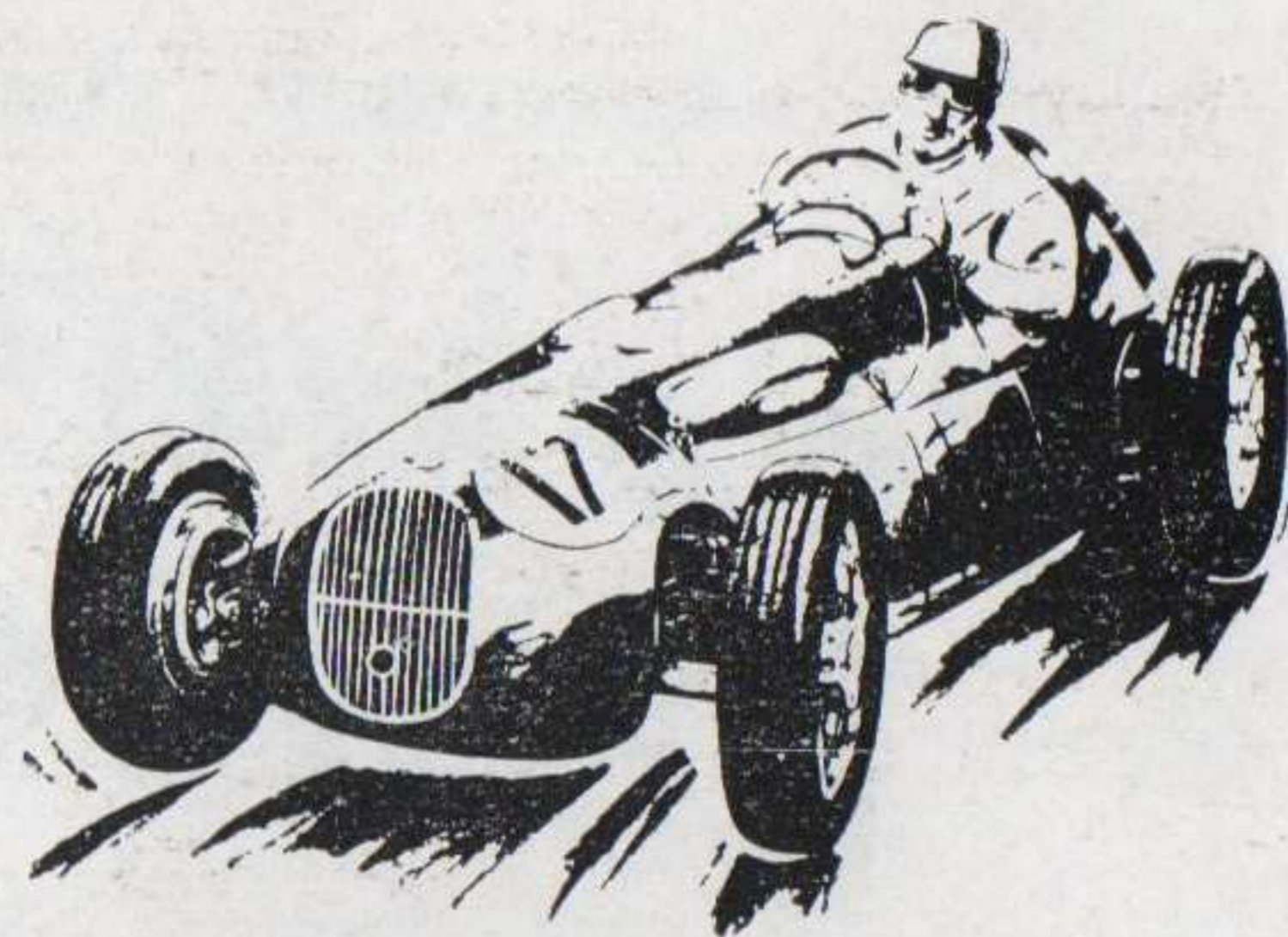
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Today's Racing

by S. O'REILLY
Daily Dispatch
Motoring Correspondent



WITH the entry of five official works' teams today's Gold Cup race takes on an entirely new aspect and becomes a second British Grand Prix. And it also establishes Oulton Park as one of the leading circuits in the country.

Oulton Park is a real road racing circuit in the pre-war tradition of Donington Park. It is a real test of the driver for skill is more important than speed, on this small, winding circuit. It is hard to believe that the track was not officially opened until August two years ago. The history of the track really began when a small band of enthusiasts began looking round for a suitable spot to hold sprints and manoeuvrability trials.

This was where the Government took an unknowing hand. When the Park was taken over as an Army camp during the war and housed thousands of soldiers of many nationalities, a 12-foot wide road was laid through the camp. This was almost perfect in its layout for a racing circuit, and so Cheshire Car Circuit, Ltd., was formed with capital raised entirely from racing enthusiasts. In 1953 the widened track got off to a flying start and last year it was extended to its present $2\frac{1}{4}$ miles, adding the banked hairpin and a fast approach to Knicker Brook.

Road racing on such circuits as Oulton Park combines all the thrills of racing with the fact that it is possible to get a much closer view

of the cars and drivers than on most other tracks. Here at Oulton the natural wooded landscape affords innumerable vantage points from which spectators can enjoy the racing.

One of the popular points is Deer Leap, where in wartime days Joe Louis gave open-air P.T. instruction and exhibitions when the Park was used as American General Patton's headquarters and the site for intensive D-Day training.

Today the Mid-Cheshire Car Club has arranged a programme which includes every type of motor racing from the "big boys" in the Formula I Grand Prix class, through the baby 500 c.c. cars, to sports car and saloon car events. It is the strongest list of entries ever seen at Oulton.

Maseratis and Ferraris have dominated the post-war racing scene, along with Mercedes, and no fewer than eight of these Italian cars will challenge England's best in the shape of Vanwall and Connaught. And the dark horse—the B.R.M. of unknown capabilities.

Everyone will hope that the British cars will manage to take the lead today, because the sight of English green in front of the pack is one that has been denied us for too long. The Vanwall, dream child of wealthy Mr. Tony Vandervell, has emerged after patient development to be Britain's leading contender for Grand Prix

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honours. They are certainly fast enough, undoubtedly, and if they keep going, can win. In the quiet village of Send, in Surrey, the Connaught has slowly taken shape. After four years of successfully racing two litre models Kenneth McAlpine, who finances the firm, and Rodney Clarke, set to work to build the Grand Prix version. The new 2½-litre Connaught shares with the Mercedes the distinction of being the only fully streamlined Grand Prix car in use.

The third of the British challengers is the new B.R.M. making its first appearance today. It was here on this track a fortnight ago for three-day tests under the



guidance of the designer Mr. Peter Berthon, and Mr. Berthon personally told me how much the track was liked by the drivers. The man who took it round the course—at one point only nine seconds outside the lap record of 1m. 56.4 secs—was Ron Flockhart, who raced at last year's Gold Cup meeting in the 500 c.c. class. Ron told me that the course is one of the most interesting in the country. He even added that most drivers appreciated the slight "bumps" compared with the dead flat surfaces of many big tracks. They again helped to make it a "driving" course.

Since this is the B.R.M.'s first race the eyes of everyone will be watching its performance, par-

ticularly that vital turn of speed so important for future success.

Peter Collins, who will drive the car today, has said that its acceleration up to 120 m.p.h. is even more fantastic than that of the old 16-cylinder supercharged B.R.M.

Right to the other extreme we go to the production saloon and sports car events. It has already been said that these are strictly production models, but we repeat it here. These are the cars you yourself can buy and they are raced in the condition you find them in the showrooms. When the organisers of the meeting were deciding on the supporting events, a normal sports car event was decided against. It was felt that the public would appreciate seeing how their own cars can be handled by top drivers, and eventually production saloon cars were included also. Just how much the idea—and it is the first time it has been done since the war—has appealed to the motoring public is given by the list of models in the race.

Austin, Morris, Ford, Standard, and M.G. will form the British contingent; Volkswagen and Porsche from Germany; Renault and Dyna Panhard from France and Fiat from Italy should provide one of the most exciting and entertaining races of this type for many years.

Many great drivers began their racing careers in the 500 c.c. class and today, the stars of this type of racing will be on view. The Formula III movement is a world of its own, its cars pint-sized versions of the Formula I, many of the drivers do no other racing. We extend a special welcome to the reigning world 500 c.c. champion, Les Leston, who is also having his first Formula I race in a Maserati.



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The key is as follows :

UNION JACK	Start of race.
RED FLAG	Immediate stop.
YELLOW FLAG (waved)	Great danger, be prepared to stop.
YELLOW FLAG (held stationary) ...	Take care.
BLUE FLAG (waved)	Someone is trying to pass you.
BLUE FLAG (held stationary) ...	Someone is just behind you.
YELLOW/RED FLAG	Oil on the course.
BLACK FLAG (with number) ...	Car of number shown to stop at pit.
WHITE FLAG	Service car or ambulance on the course.
BLACK AND WHITE CHEQUERED FLAG	Race over.

PLEASE NOTE . . .

YOU will assist the general comfort of everybody, including yourself, by attention to the following details :

DEPARTURE.—Police and Car Park Attendants are here to facilitate your exit from the circuit quickly and safely after the meeting. Please do your part and drive slowly and carefully when leaving.

SAFETY.—The earth banks around this circuit have been erected as a crash barrier for your protection. It is forbidden to stand, sit or climb on them.

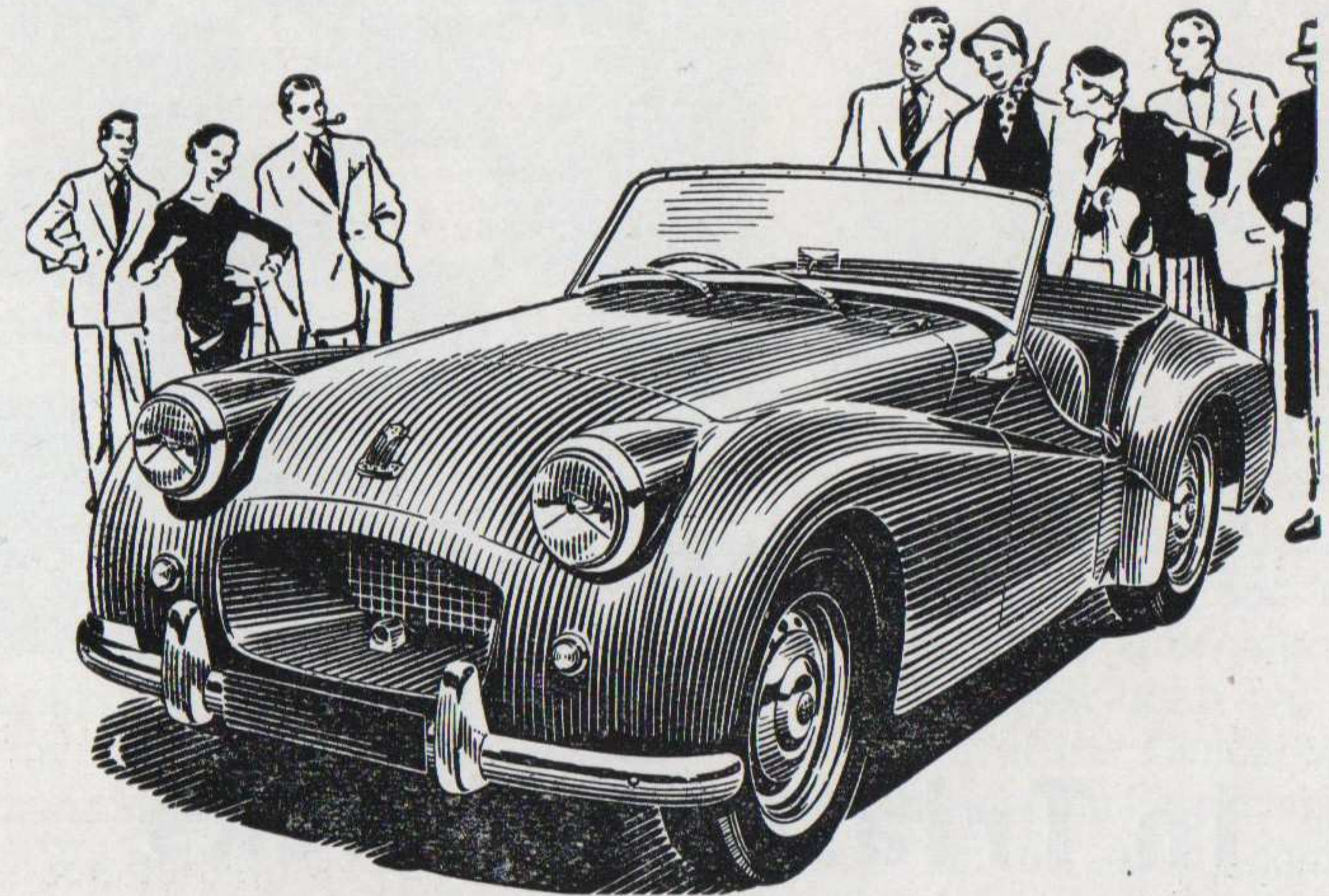
INFORMATION.—Results, commentaries and other information will be announced on a public address system installed around the circuit.

TRACK.—All races on the Oulton circuit are run in a clockwise direction.

ANIMALS.—Dogs and other animals are not, in any circumstances, admitted to the circuit.

VIEWING.—The promoters reserve the right to remove any small stands that may be erected by spectators which may interfere with the viewing and personal comfort of other race-goers.

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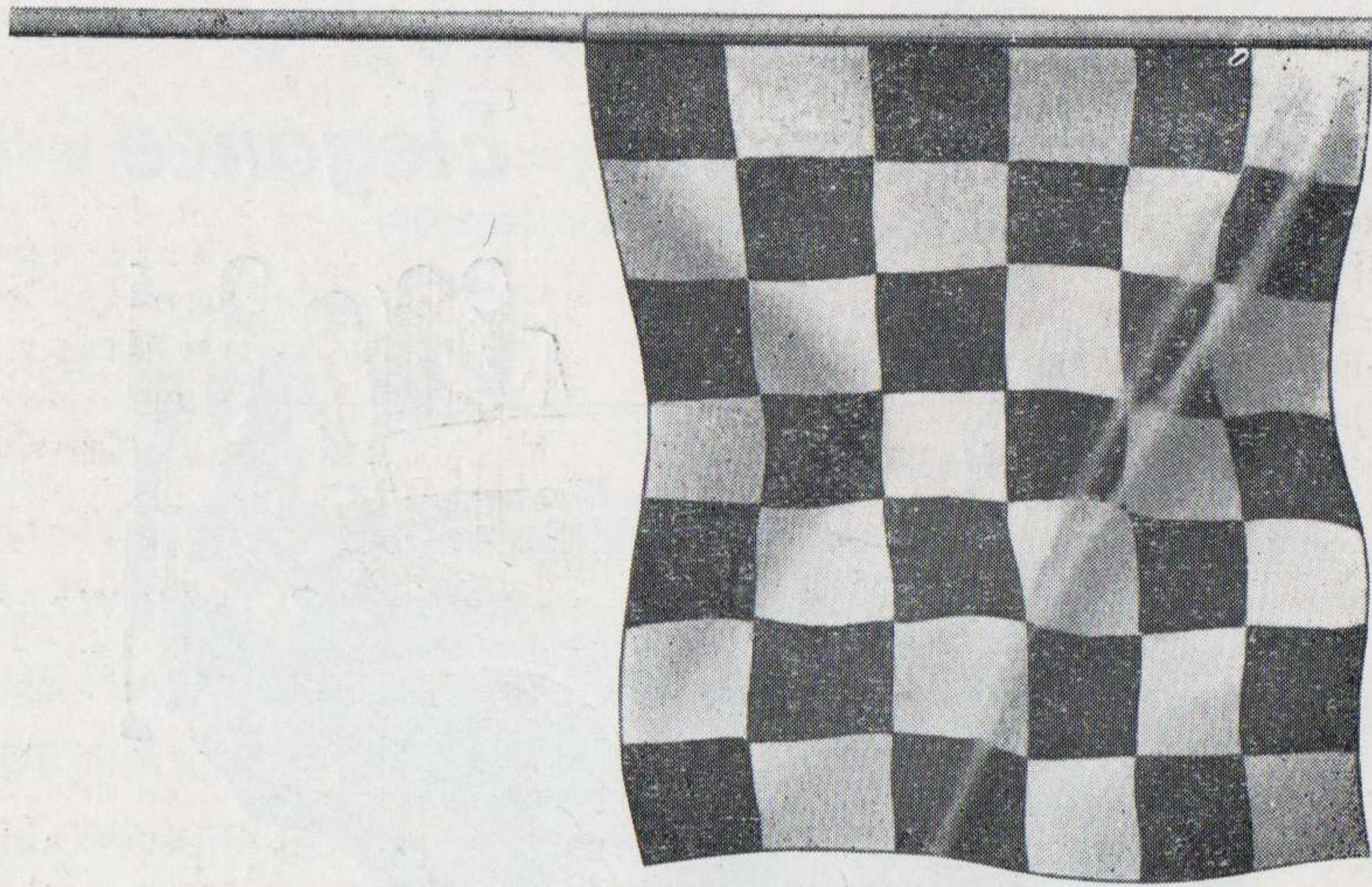
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Pen Pictures

Stirling Moss (Maserati). At 25 still making motoring history. Recent wins include this year's British Grand Prix, and the recent Tourist Trophy race. Last year's Gold Cup winner in a Maserati, and holder of the lap record for the Oulton Park circuit. He will have one of the hardest battles of his career to defend his title today, but even if he is not first past the chequered flag, he'll be hard on the tail of whoever is. Stirling's entry was a last-minute move by Maseratis, who were left without one of their top drivers—Jean Behra, injured in the recent T.T. race. We are very sorry that Behra will not be able to drive, but at the same time we are glad to have Stirling Moss—Oulton Park wouldn't be the same without him.



Mike Hawthorn (Ferrari). This tall, twenty-six years old, fair-haired British driver, has been driving for Ferrari since 1953. Today he is handling one of the three team cars. He won his first Grand Prix at Rheims in the same year. Last year he was third in the world championship, after winning the Spanish Grand Prix, and coming second in the British, European and Italian Grand Prix races, and the Tourist Trophy Race.

His victory in the Spanish Grand Prix was a notable triumph for he beat the great Fangio of the Mercedes team. Comes from Farnham, Surrey, where his father owned a garage, and is an ex-public schoolboy.



Eugenio Castellotti (Ferrari). With only three years racing behind him Castellotti is one of the youngest Grand Prix drivers, and at the same time

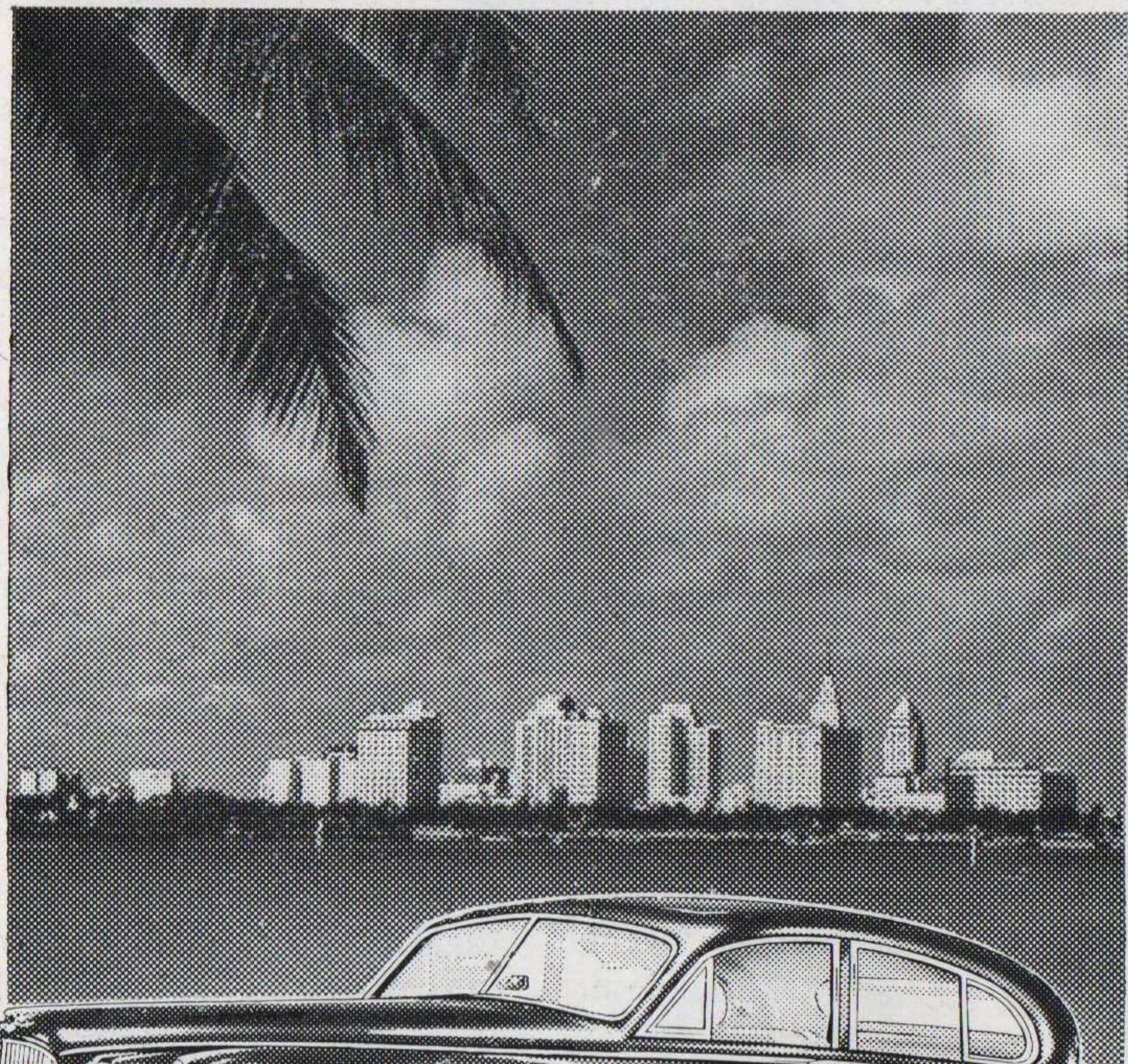
one of the best. When Stirling Moss had won the British Racing Drivers Gold Star for the third time last year, this young Italian was still almost unknown. He was a member of the Lancia team until this season when Ferrari signed him. Much of his skill comes from coaching by Ascari and Villoresi. He drove in the Grand Prix of Portugal last year and followed Villoresi into second place, and this year he has been fourth at Turin, second at Pau, and fifth at Zandvoort.

Marquis de Portago (Ferrari). The Marquis is one of Europe's most colourful racing drivers. Twenty-six years old, he is a Spanish nobleman, who is an amateur jockey as well as racing driver. He has an English mother and lives in Paris. Today he is making his first appearance since his crash at Silverstone in May, when he broke a leg.

Peter Collins (B.R.M.). Twenty-three years old Peter hails from Kidderminster, but now spends much of his time in Paris. A motor engineer, he is one of the world beating Aston-Martin sports car team, and has been noted for his brilliant handling of the Owen Maserati and the B.R.M. In the 4½-litre Ferrari Thin Wall Special he achieved the fastest lap at Aintree last year, and at Goodwood last



BACKGROUND TO JAGUAR BREEDING...



FLORIDA. North-west of Miami's famous skyline lies Sebring—scene of the Florida 12 hour Grand Prix. This important event in the World Championship Calendar was won outright in 1955 by a Jaguar which set up a new record for the race.

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PEN PICTURES (Contd.)

year he also achieved the fastest lap and won second place. In June, partnered by Paul Frere, he was second at Le Mans on the Aston Martin.



Reg Parnell (Connaught). One of the most popular men in racing. Chunkily built, 44 years old, Reg combines farming with racing in a big way. He

also runs a haulage business. Started racing 23 years ago with a 2-litre Bugatti at Donington, and has since handled nearly every racing car in the game, from Aston-Martin—he is one of their works team drivers—to the B.R.M. At Aintree last month he drove Stirling Moss to a standstill before his own Connaught blew up.

Roy Salvadori (Maserati). British in spite of his name, Roy is a 32-years old London motor trader, who lives at South Minns, Herts. Tall, good looking



Roy came back into racing after a catastrophic crash in 1951 when his Frazer-Nash turned over three times at 120 m.p.h. He was given three hours to live! He has come to the fore with his driving of Sidney Greene's Maserati and sports Maserati. He is also an Aston-Martin team driver, and has handled as well Alfa-Romeo, Connaught, Ferrari, Frazer-Nash, and Jaguar. Started racing in sprints in 1947. Married.

Luigi Musso (Maserati). Musso, of Italy, is the youngest member of the Maserati team and has rocketed into the top rank of racing drivers in the past few years. In the British Grand Prix at Aintree in July he finished fifth behind the four Mercedes. He has a string of other successes. In the Mille Miglia of 1954 he drove his sports Maserati into third place, in the Targa Florio he was second, and second also in the Spanish Grand Prix at Barcelona. This year he was third in the circuit of Italy again in the sports Maserati, and at Pau he might have made it a 1-2-3 victory for Maserati but for a broken valve in the 32nd lap. Behra and Mieres were third.

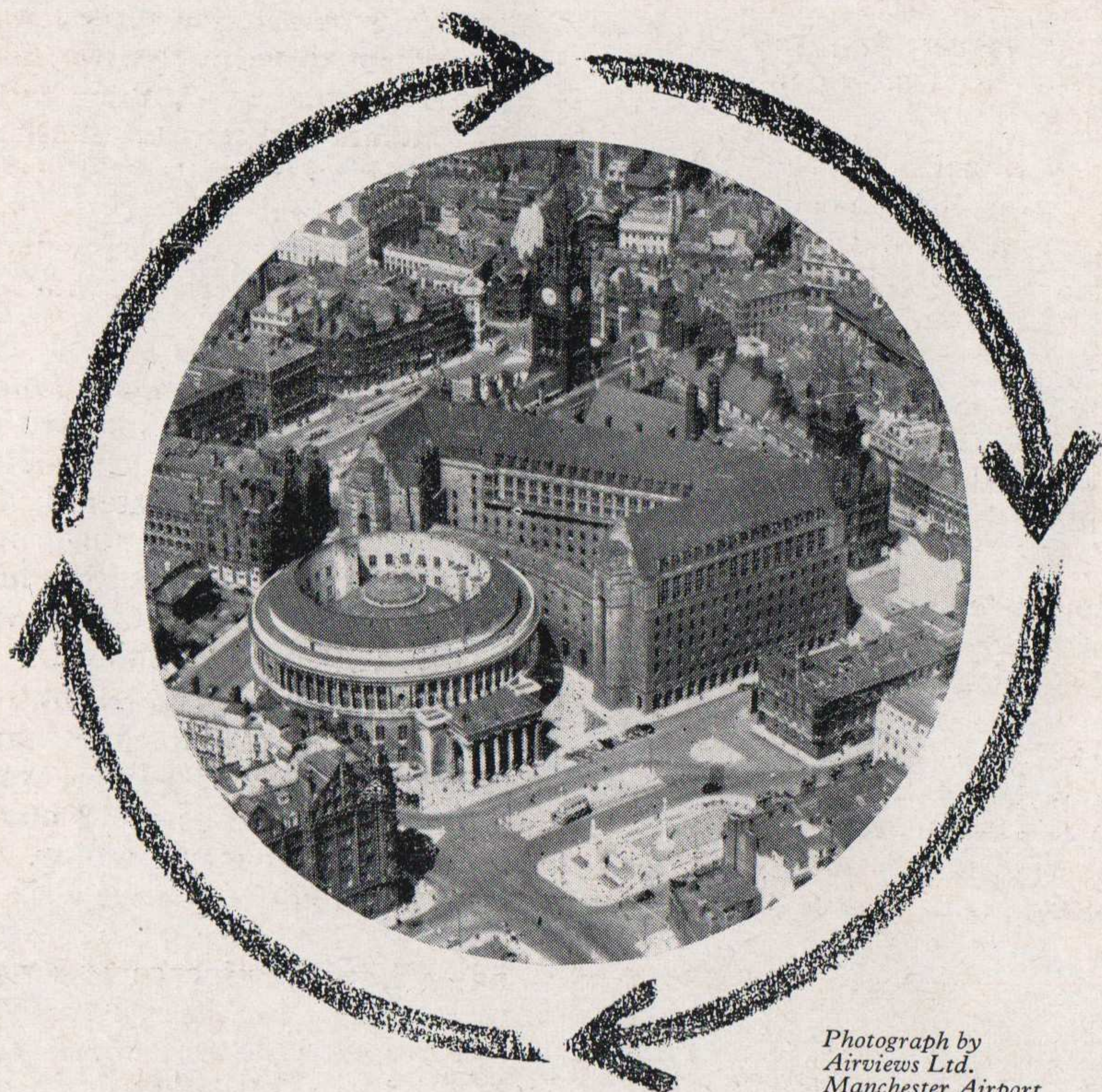
Roberto Mieres (Maserati). A compatriot of the invincible Argentinian Juan Manuel Fangio, world champion, Mieres is at 34 one of the veterans of motor racing. In last year's British Grand Prix he was sixth and brought the Maserati name into prominence at several races during last year, notably in Spain and Switzerland. Last March he was second at Turin, and third at Pau the following month. And he made the fastest lap at Zandvoort to come in fourth.

Ken Wharton (Vanwall). Quiet spoken, neatly groomed garage proprietor from Birmingham, Ken is an expert at every aspect of motor racing—sports cars,



formula III, formula I, trials, and rallies. He drives with the Aston Martin team, and has been British Hill Climb champion since 1950. He had driven Kieft, Frazer-Nash, ERA, "Wharton-Special," Cooper, B.R.M. Last year he won at

Roundabout Manchester and Salford . . .



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PEN PICTURES (Contd.)

Rheims with Peter Whitehead in a D-type Jaguar, and was third at Aintree last October in a Frazer-Nash.

Harry Schell (*Vanwall*). American, who has gained a great reputation for his colourful driving. It is good to see him back at Oulton for his second year. Lives in France. In the Buenos Aires 1,000 kilos race he was fifth in a sports Gordini, in the Buenos Aires Grand Prix he was fourth. Last October he had an excellent race at Aintree.

Bob Gerrard (*Cooper Bristol*). Forty-three years old, he began racing at Brooklands and Donington in 1933. His post war successes in the pre-war ERA stamped him as one of our finest drivers and as late as 1950 he was still racing this 14 years' old car and gaining high ranking places against the cream of

modern Continental cars. He is one of the best liked drivers in the sport. His most recent success was his brilliant drive in the two litre Cooper Bristol at Aintree early this month, where he finished second behind the 2½-litre Maserati of Roy Salvadori. In today's race he will drive the same car which he has bored out since the Aintree meeting.

Horace Gould (*Maserati*). Third member of the Maserati team he has only recently been chosen to drive for the Italian stable. For today's race he has lent his own Maserati to the current Formula III champion Les Leston. He was so impressed with Leston's practice times in Moss's Maserati at Aintree recently that he offered to give Leston the chance of his first Formula I drive. Last year he entered with success in most of the national events.

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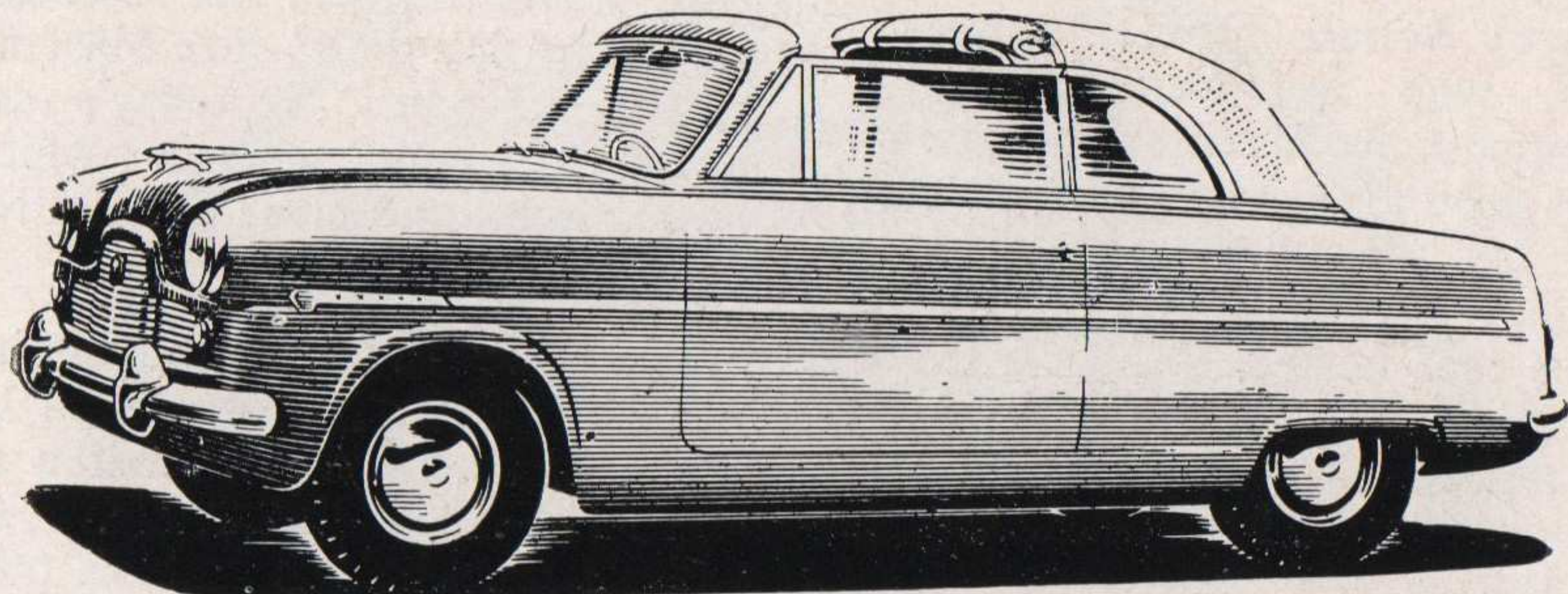
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To-day's programme of motor racing has been organised and promoted by Mid-Cheshire Motor Club and marshalled in the main by Club members.

Motor Race promotion is not the only motoring activity which Mid-Cheshire Motor Club provides for the active interest of its members.

For the benefit of those motorists who enjoy every type of motoring sport—we cater for their interests.

RALLIES—yes! Whether you like rallying all through the night, all week-end, a short evening rally, or a rally on a Sunday they are all in our calendar of events for you to take your choice.

The next week-end Rally is being held on October 8th and 9th.

If your choice of the sport is a **SPORTING TRIAL** then we run one of these, too.

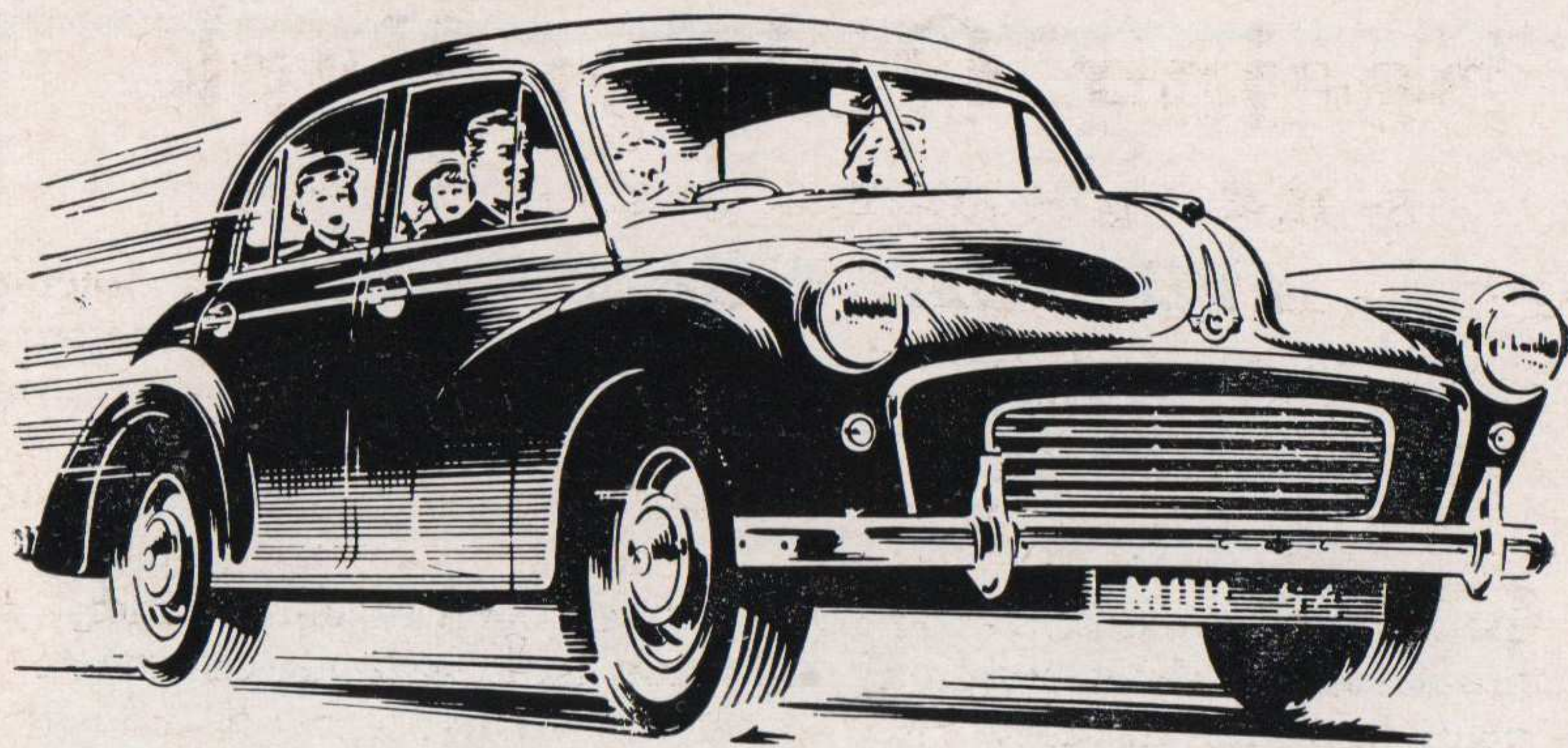
Should it be that your only interest is **SPEED EVENTS** then you could take part in our Race Meeting for Club members at Oulton Park, and in the **SPRINT MEETING** and **DRIVING TESTS**.

A noggin and natter? Yes, regularly through the winter months and also a few film shows, too.

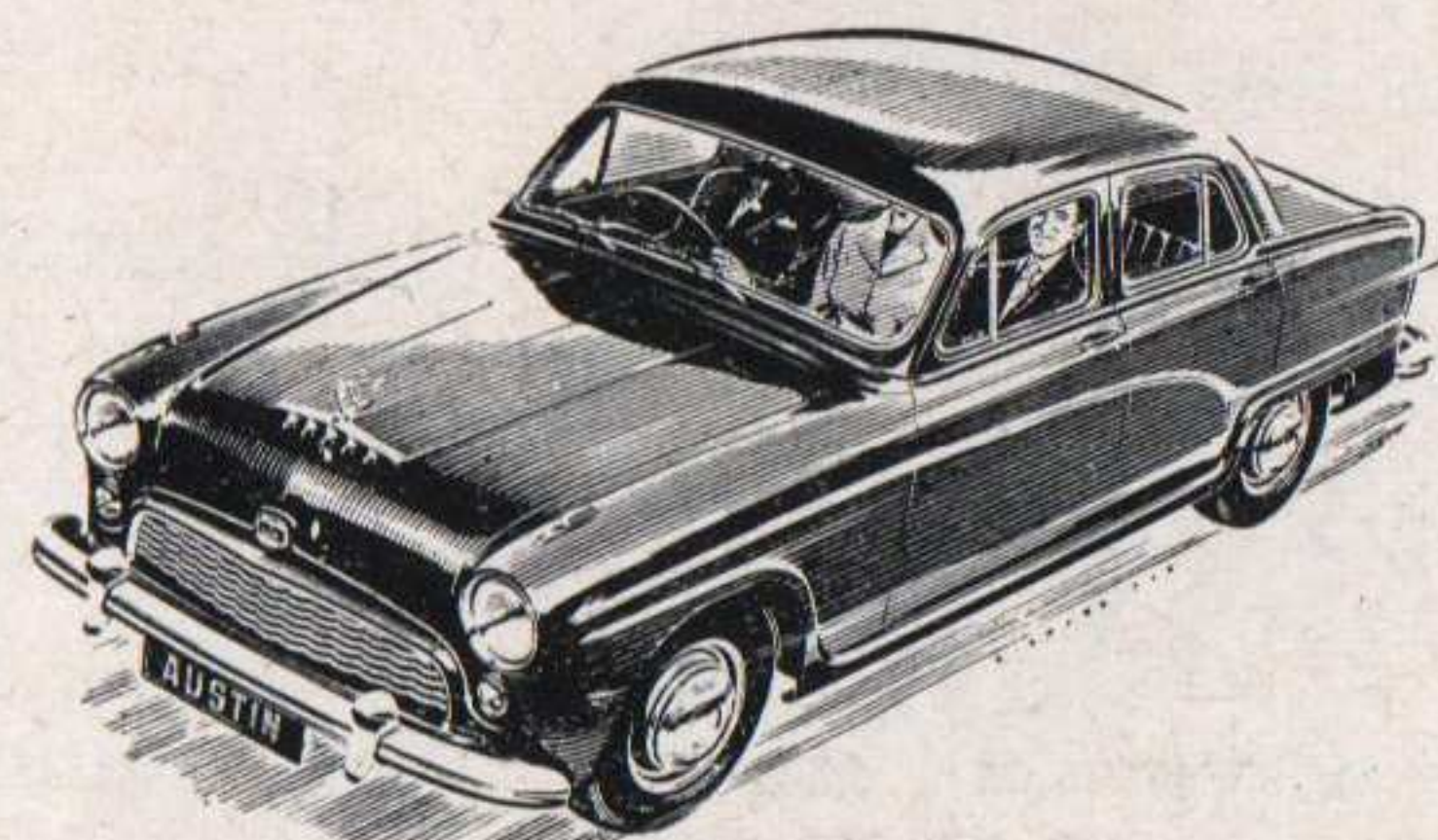
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Seeing Oulton Park

By H. WILSON ROGERS, *Manager, Oulton Park.*

SOME time during the afternoon, if you have a few minutes to spare on this day of exciting racing just recall that you are standing in a centuries-old English park which may have changed its coat a little but never lost its beauty.

If you want to tie it down in dates you may like to know that the original manor was granted by Hugh de Meschines, third Earl of Chester, to Robert le Grosvenor some time between 1153 and 1160. For centuries it has been the home of the Egerton family who lately lived in a manor designed by a man famous in history for his work in this field—Sir John Vanbrugh. Built between 1716 and 1718 this beautiful example of the designer's art contained amongst other notable features a great hall floored in black and white marble.

Those of you who may have chosen the popular vantage point of Old Hall Corner and are standing on the bank facing the inside of the track have your backs to the site of this gracious mansion.

Older people of the village (and very interesting they are too) will still tell you about the fire which mainly destroyed this precious gem set in a sylvan pasture if I may alter the Bard's words somewhat.

Although nothing much was left as a result of this blaze in 1926 what there was received a German bomb in 1940.

Up to the war over 160 deer roamed the park and a gallant sight they made. Other animals and birds found sanctuary here—and still do. Sometimes when the snarl of exhausts is quietened and the chatter of excited voices has died I have walked across the

deserted park. It is a solemn moment. But did I say deserted? Yes, by most of us, but not by the wild life who creep from their holes and return to their haunts until another race-day dawns.

The war saw a lot of activity at Oulton with fighting men of many nations taking turns to find rest and perform parades beneath the shade of the mighty trees.

While passing around and selecting your favourite position may I suggest keeping a look out for one or two things?

Standing on the inside of the track just short of Lodge Corner can be seen a slender and elegant monument. This was erected in memory of John Francis Egerton, a major in the East India Company Horse Artillery, who died of wounds received in the Sikh War of 1845.

Again on the inside of the circuit and just out of Druid's Corner can be seen a concrete model of a regimental badge. This handiwork of someone who will be forever unknown is weathering somewhat now, but is still of interest. Stand there and look down on it a moment—and think.

Just one other remark. During the day some of you may pass by Deer Leap on the outside to watch the cars take Lodge and the delightful dip which follows. When next you are there, in a position slightly towards Lodge Corner but near the Marshal's box, raise your eyes from the track to the pine tree which stands across the road from you. I wonder where he is—the man who nailed that rough wooden cross to the gnarled trunk.

There is more to Oulton Park than motoring, great as that sport is.



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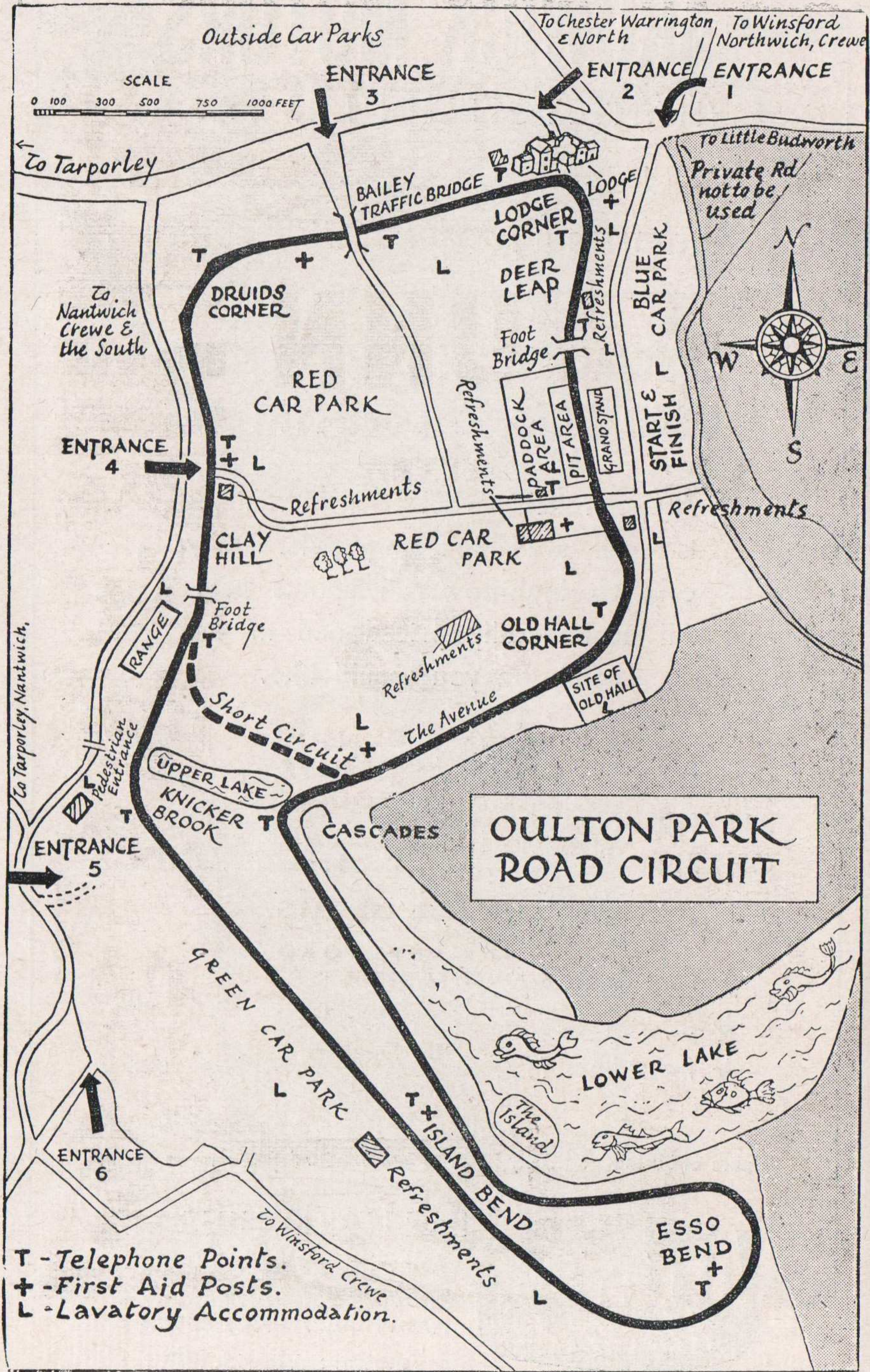
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12-30 p.m.

EVENT I

9 Laps

25 MILE RACE FOR STANDARD PRODUCTION SALOON CARS

No.	Driver	Class 1001 c.c. to 1600 c.c.	Car	Entrant	Capacity c.c.
1.	A. P. HITCHINGS	...	Porsche	Driver	1488
2.	J. B. NAYLOR	... ..	Porsche	Driver	1488
3.	S. F. WILDER	... ..	Porsche	Driver	1488
4.	J. W. HIGHAM	... ..	Morris Oxford	Driver	1489
5.	D. BOSHIER JONES	...	Austin A50	Driver	1500
6.	E. P. SCRAGG	... ..	M.G. Magnette	Driver	1489
7.	H. PHILLIPSON	... ..	Volkswagen	J. Abbott	1192
8.	P. H. CRUMMACK	... ..	Volkswagen	Driver	1192
9.	P. SIMISTER	... ..	Ford Anglia	Driver	1172
10.	P. REECE	... ..	Fiat	Driver	1089

Class up to 1000 c.c.

11.	C. MURRAY	... ..	Renault	Driver	747
12.	C. A. S. BROOKS	... ..	Auto Union DKW	W. H. Aldington	896
14.	H. MURRAY	... ..	Auto Union DKW	Driver	896
15.	G. GODDARD	... ..	Standard	Driver	803
16.	E. GOODWIN	... ..	Renault	J. C. Broadhead	747
17.	E. D. O. FARR	... ..	Dyna Panhard	Driver	850

RESULTS :

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Winner's Time..... Speed.....m.p.h.

Fastest lap.....

LAP NUMBER

Position	1	2	3	4	5	6	7	8	9
1st									
2nd									
3rd									
4th									
5th									
6th									
7th									
8th									
9th									
10th									

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Saxon Jefferis Ltd., Wilmslow Road
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Moore & Newton Ltd., Water Lane

50 MILE RACE FOR FORMULA III CARS

No.	Driver	Car	Entrant
1.	D. TAYLOR	Cooper	Cooper Car Co. Ltd.
2.	L. LESTON	Cooper	Francis Beart
3.	D. TRUMAN	Cooper	Driver
4.	D. PARKER	Kieft	Driver
5.	R. G. BICKNELL	Revis	Driver
6.	D. BOSHIER-JONES	Cooper	Driver
7.	S. LEWIS-EVANS	Cooper	R. R. Jackson
8.	C. ALLISON	Cooper	Driver
9.	R. K. TYRRELL	Cooper	Driver
10.	Hon. E. G. GREENALL	Cooper	Ecurie Arklow
11.	S. BLOOR	Cooper	Driver
12.	W. HOWARD	Cooper	Driver
13.	J. W. HIGHAM	Cooper	Driver
14.	E. DAWSON	Cooper	J. W. Higham
15.	P. ROBINSON	Cooper	J. W. Higham
16.	D. H. PHILLIPS	Cooper-Jap	Driver
17.	R. T. SPRECKLEY	Cooper	Driver
18.	G. H. SYMONDS	Cooper	Driver
19.	W. A. TOWSE	Cooper	Driver
20.	D. STRANGE	Cooper-Jap	J. C. Broadhead
21.	E. GOODWIN	Kieft	Driver
22.	A. ECCLES	Staride	Driver
23.	R. A. ANDERSON	Staride	Driver
24.	H. PHILLIPSON	Staride	J. Abbott
25.	W. R. ALLEN	Cooper-Jap	Driver
26.	R. J. TREVELICK	Trevellick-Jap	Driver
27.	D. W. HEATH	Cooper	R. T. Spreckley
28.	T. DICKSON	Starside	Driver

RESULTS :

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

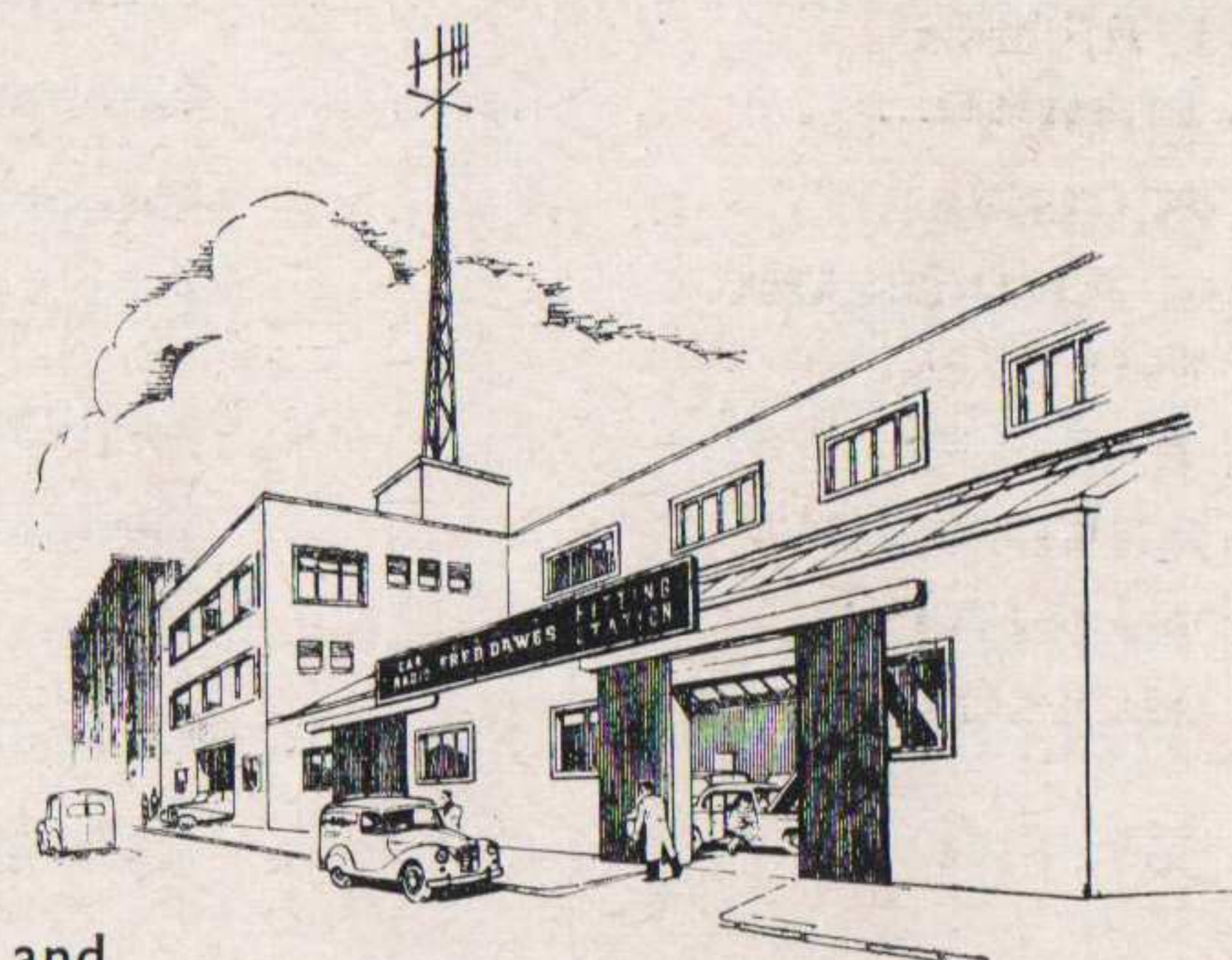
Winner's Time..... Speed.....m.p.h.

Fastest lap.....

LAP NUMBER

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1st																		
2nd																		
3rd																		
4th																		
5th																		
6th																		
7th																		
8th																		
9th																		
10th																		

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No.	Driver	Car	Entrant
1.	J. M. HAWTHORN	Ferrari	Scuderia Ferrari
2.	E. CASTELLOTTI	Ferrari	Scuderia Ferrari
3.	MARQUIS DE PORTAGO	Ferrari	Driver
4.	STIRLING MOSS	Maserati	Officine Alfiera Maserati
5.	L. MUSSO	Maserati	Officine Alfiera Maserati
6.	H. H. GOULD	Maserati	Driver
7.	H. SCHELL	Vanwall	G. A. Vandervell
8.	K. WHARTON	Vanwall	G. A. Vandervell
9.	...	Vanwall	G. A. Vandervell
10.	P. COLLINS	B.R.M.	A. G. B. Owen
11.	R. PARNELL	Connaught	Connaught Engineering
12.	J. FAIRMAN	Connaught	Connaught Engineering
14.	O. VOLONTERIO	Maserati	Driver
15.	A. P. R. ROLT/P. D. WALKER	Connaught	R. R. C. Walker
16.	R. SALVADORI	Maserati	Gilby Engineering
17.	L. MARR	Connaught	Driver
18.	F. R. GERARD	Cooper Bristol	Driver
19.	M. F. YOUNG	Connaught	Driver
20.	C. D. BOULTON	Connaught	Driver
21.	J. A. YOUNG	Connaught	Driver
22.	R. GIBSON	Connaught	Driver
23.	B. HALFORD	Cooper Bristol	T. Kyffin (Equipe Devon)
24.	T. KYFFIN	Cooper Bristol	Driver

RESULTS :

1st..... 2nd..... 3rd.....
 4th..... 5th..... 6th.....

Winner's Time..... Speed.....m.p.h.

Fastest lap.....

LAP NUMBER

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1st																											
2nd																											
3rd																											
4th																											
5th																											
6th																											
7th																											
8th																											
9th																											
10th																											

Position	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54
1st																											
2nd																											
3rd																											
4th																											
5th																											
6th																											
7th																											
8th																											
9th																											
10th																											

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4-50 p.m.

EVENT 4 30 Laps (84 Miles)

STANDARD PRODUCTION SPORTS CAR RACE

No.	Driver	Car	Entrant
1.	B. BAXTER	Austin Healey	Driver
2.	G. K. STRATTON	Austin Healey	Driver
3.	A. F. F. DENNIS	Austin Healey	Driver
4.	D. L. U. SCOTT	Austin Healey	Driver
5.	G. L. CORLETT	Austin Healey	Driver
6.	D. J. BROUGH	Austin Healey	Driver
7.	J. WALLWORK	Triumph T.R.2	Driver
8.	J. H. RAY	Triumph T.R.2	Driver
9.	H. L. BROOKE	Triumph T.R.2	Driver
10.	J. B. NAYLOR	Triumph T.R.2	Driver
11.	L. J. COE	Triumph T.R.2	Ecurie Ane
12.	G. MAUDE	Triumph T.R.2	Driver
14.	F. I. NEWBY	Triumph T.R.2	Driver
15.	W. D. BLEAKLEY	Triumph T.R.2	Driver
16.	T. H. CHARNLEY	Triumph T.R.2	Driver
17.	S. A. HURRELL	Triumph T.R.2	D. G. Dixon
18.	E. J. DAVIES	Triumph T.R.2	L. F. Dove Ltd.
19.	G. S. MORTON	Triumph T.R.2	L. F. Dove Ltd.
20.	T. P. TAYLOR	Triumph T.R.2	Driver
21.	P. JACKSON	A.C. Ace	Driver
22.	A. J. TARGETT	A.C. Ace	Driver
23.	B. G. P. DE MATTOS	A.C. Ace	W. D. Hurlock
24.	K. N. RUDD	A.C. Ace	Driver
25.	M. D. MAINWARING-EVANS	A.C. Ace	Driver
26.	R. P. STANDBRIDGE	A.C. Ace	Driver
27.	P. REECE	Morgan	Driver
28.	R. K. N. CLARKSON	Morgan	Driver
29.	A. S. BURMAN	Morgan	Driver
30.	J. F. LOOKER	Morgan	Driver
31.	D. G. DIXON	Sunbeam Alpine	Driver

RESULTS :

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Winner's Time..... Speed.....m.p.h.

Fastest lap.....

LAP NUMBER

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th
30													
29													
28													
27													
26													
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Links With Oulton

By H. WILSON ROGERS, *Manager, Oulton Park*

IT is no idle claim that the *Daily Dispatch* makes when it says it is "the paper for motoring men." It is an adroit phrase which the cynic may condemn as being coined to catch the eye or appeal to the ear.

However, I'm in a lucky position of commenting about an organisation to which you don't belong.

So I'll press on! The cynical newspaper reader (and who can't name dozens?) would be wrong if he doubted the veracity of the *Daily Dispatch* claim.

Take one example which is obviously topical. Where else in Britain this year (barring the British G.P., of course) has the general public had a chance of seeing such a fine collection of star drivers and Formula I cars as it has at today's *Daily Dispatch*-sponsored meeting? And if doubt still lingers in the mind, where else (and this time it's nothing barred) has the opportunity been granted to see the cream of drivers in action on such a perfect road circuit as this delightful Oulton Park. Don't tell me the answer. I know! The point of the instance being that without this well-known Northern newspaper the Gold Cup Race would not have been on.

But one swallow does not quench a thirst! Therefore I remind you of twelve months ago when the Gold Cup Race was first held. The more enthusiastic amongst you will recall a day on which we

experienced an oasis of sunshine in a desert of storms. How Stirling Moss had a Maserati sent from Italy when his own machine could not be made ready in time. The car, prepared for Luigi Villorosi's use in Germany shortly before did a long but fast overland trip with the Customs specially cleared for it. With no official practice, Stirling burst from the back row to take a lead he never lost and thereby the coveted Gold Cup. During the race he established the present lap record of 85.40.

That was, of course, the first time the race was run but certainly not the first time the *Daily Dispatch* came to Oulton Park.

It is easy to remember, too, the British Empire Trophy race at Oulton on April 10th, 1954, for in spite of the early opening date we had mid-summer weather.

But interest is not shown only to the four-wheeled fraternity, for in May this year the paper combined with the well-known British Motor Cycle Race Club to put on an attractive two-wheeler and acrobatic three-wheeler event.

I like to think, and I believe I'm not far out, that the *Daily Dispatch* were first in the field at Oulton because they think there is a demand for motor sport and readers deserve the best coverage the paper can give it.

Therefore these *Daily Dispatch* links with Oulton may help to show the spirit and work behind the enterprise and indicate to you good people here that today's sponsoring newspaper is truly the paper for motoring men.

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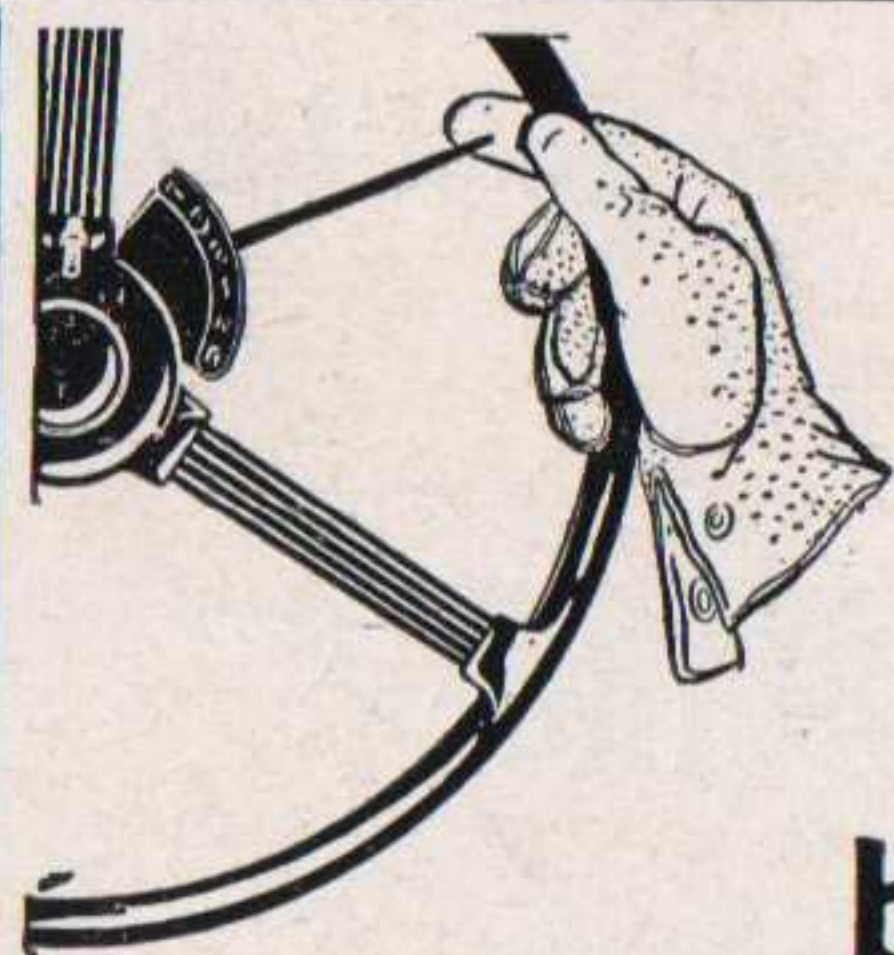
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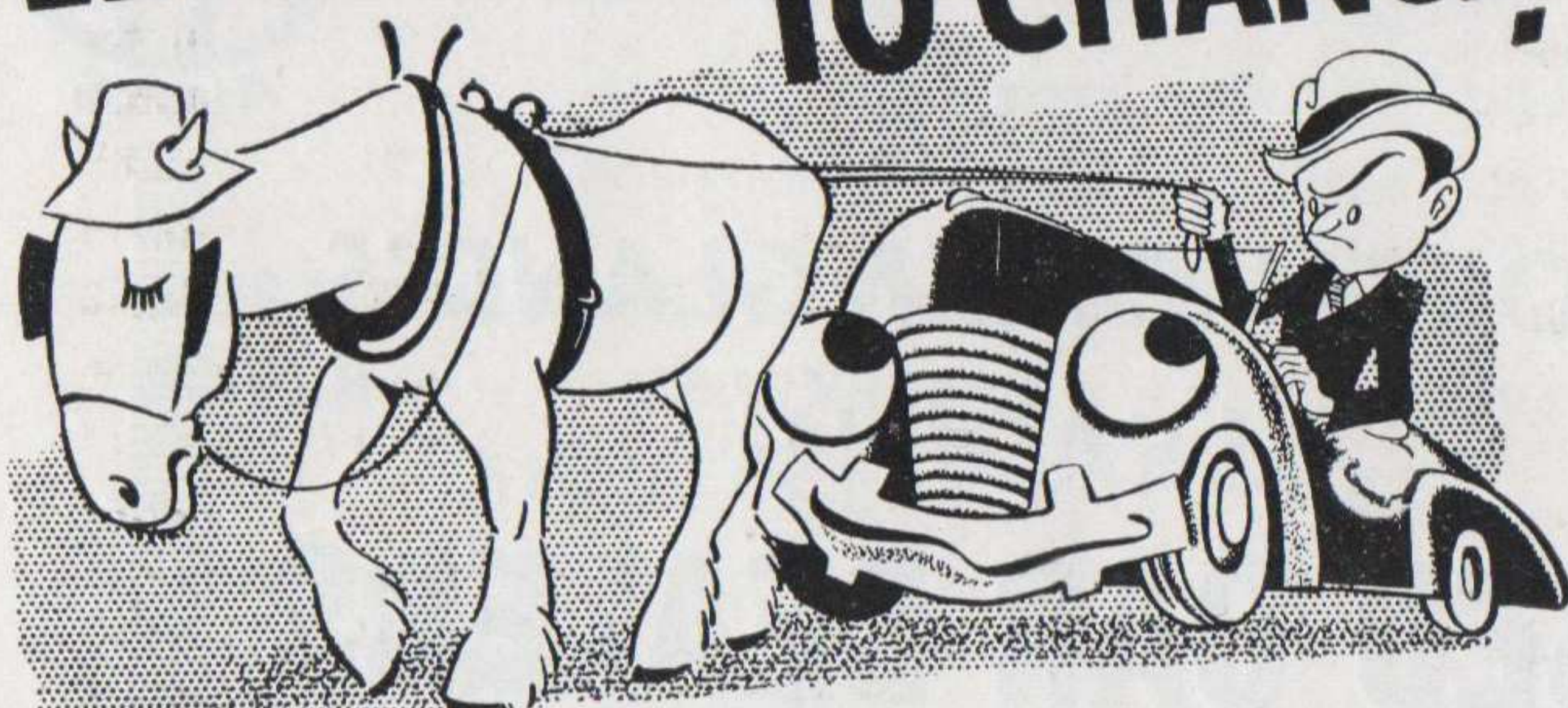
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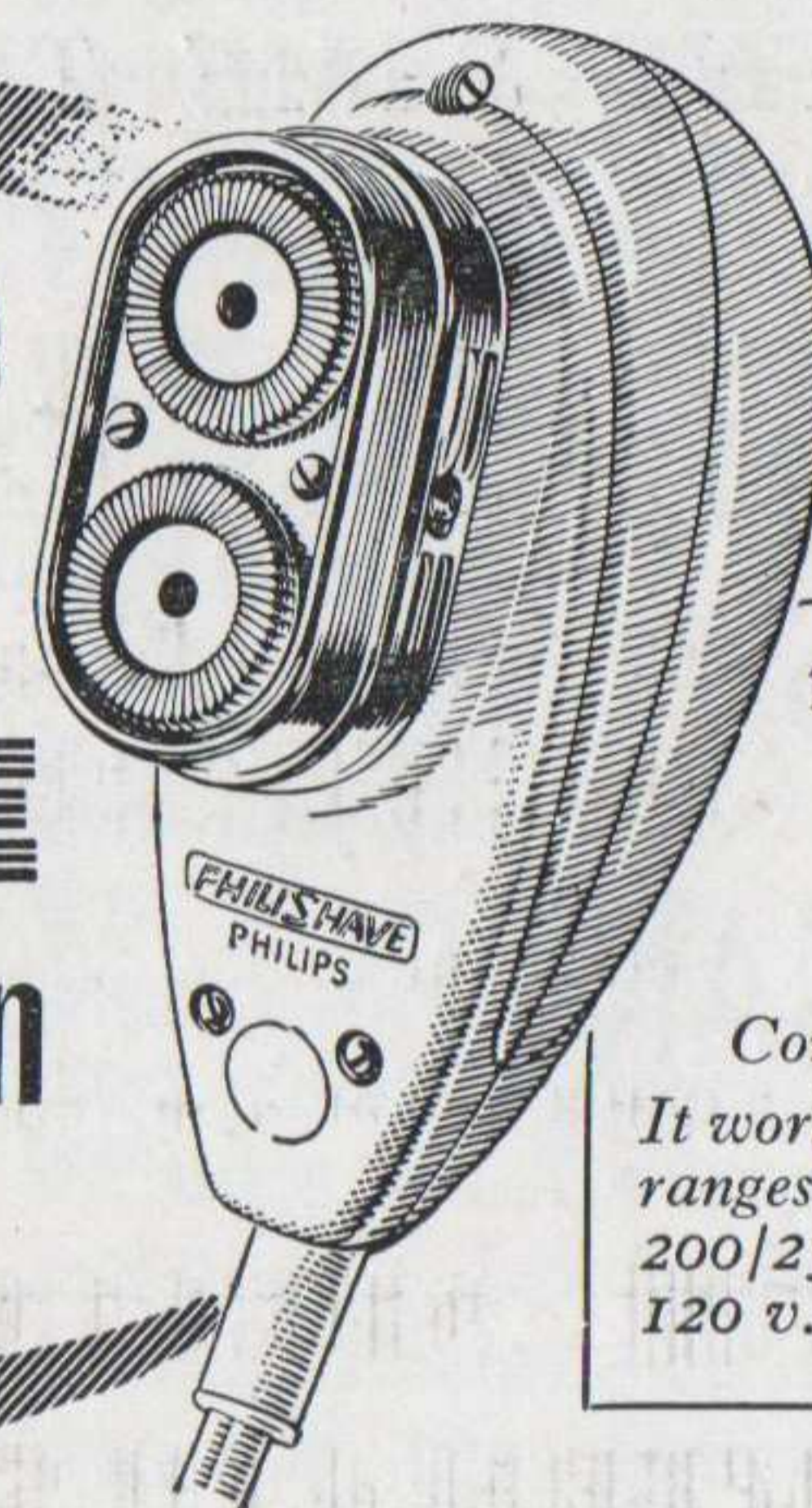
LAP SPEED TABLE

To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table :

Time m.s.	Speed m.p.h.	Time m.s.	Speed m.p.h.	Time m.s.	Speed m.p.h.
1.50	90.00	2.09	76.74	2.28	66.89
1.51	89.19	2.10	76.15	2.29	66.44
1.52	88.39	2.11	75.57	2.30	66.00
1.53	87.61	2.12	75.00	2.31	65.56
1.54	86.84	2.13	74.44	2.32	65.13
1.55	86.09	2.14	73.88	2.33	64.71
1.56	85.34	2.15	73.33	2.34	64.29
1.57	84.62	2.16	72.79	2.35	63.87
1.58	83.90	2.17	72.26	2.36	63.46
1.59	83.19	2.18	71.74	2.37	63.06
2.00	82.50	2.19	71.22	2.38	62.66
2.01	81.82	2.20	70.71	2.39	62.26
2.02	81.15	2.21	70.21	2.40	61.87
2.03	80.49	2.22	69.72	2.41	61.49
2.04	79.84	2.23	69.23	2.42	61.11
2.05	79.20	2.24	68.75	2.43	60.74
2.06	78.57	2.25	68.28	2.44	60.37
2.07	77.95	2.26	67.81	2.45	60.00
2.08	77.34	2.27	67.35		

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Car Clubs

WHERE would motor sport be without the car clubs? They are the backbone of the sport in all its forms. Take a look at the stewards and marshals at any race meeting. They will almost certainly be members of a car club. And the North of England has as good a selection of first-class clubs as anywhere else in the country, with distinguished membership lists, and a keenness which I doubt is equalled anywhere.

In a short article it is impossible to cover every club—new ones are springing up all the time—and I hope that my selection is representative enough to avoid offending those who must be “cut.”

Naturally pride of place today must go to the Mid-Cheshire Car Club, the organisers of this meeting, but since this programme gives them an individual opportunity of putting themselves before the public, we need say no more than that they are one of the youngest, formed in 1952, and most go-ahead.

If you want to become a member of the Lancashire and Cheshire club you will be unlucky. Limited by its articles to 300 members, there is at present a waiting list which diminishes very slowly indeed. The secretary, A. H. (Joe) Hill, who is the holder of the club's rally championship, tells me the club was founded well before the war, lapsed in the war years, and reformed afterwards, at the same time merging with the Enthusiasts' Club.

George Mangoletsi, one of the original members, is now a vice-president of the club. No restrictions on the cars in the club, they range from the babies to Jaguars. The club is rightly proud of its

social activities. Film shows, dances, Christmas parties, and a dozen other events. Among the very considerable number of sporting events they promote during the year is the Lakeland Rally that is being held today, and the premier sporting trial of the year known as the Derbyshire.

Some of this club's well known “characters” are Jack Broadhead, Bob Berry, Jimmy Ray, Dr. C. R. Hardman, Dennis Scott, and those two friendly rivals of the rally world Johnny Wallwork and Peter Reece.

Over at Blackburn is that very fine and well-established club, the Lancs. Automobile Club. Very active, and with 53 years' history behind it. Membership has trebled since the war and is now over 2,000. Among the dozen original founders was Mr. G. H. Redman, who is now a member of the R.A.C. Committee. Some of the well-known names which have been associated with the club are Earl Howe and S. C. H. “Sammy” Davis.

The social side of the club's life is necessarily restricted by the fact that its members are as widely spread abroad as Monte Carlo and California. Present membership includes Ian Appleyard, “Goldie” Gardner, Lord Brabazon and Donald Healey—an imposing selection of the famous names in motoring. Rallies and trials are held monthly, and the main event of the year is the Morecambe National three-day rally. At today's meeting, members Peter Reece, Johnny Broadhead and Jimmy Ray are among the competing members.

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CAR CLUBS (Cont).

has made remarkable progress and today is one of the most active in the country with a membership of 450. Still prominently associated with it is Harry Wilcock, a Blackpool auctioneer and valuer and a former member of the town council, who was one of the men concerned in the club's revival in 1947. Its president is Alderman Rhodes Marshall, one of Blackpool's pioneer motorists, now a motor coach proprietor. From 1947 onwards the club has organised its own rallies, which yearly become more ambitious and now attract entries from all parts of the world. At the rally next month clerk of the course will be "Doc" Hardman, of the Lancs. and Cheshire.

Blackpool and Fylde also boasts a sports section that is now an important part of activities with teams for cricket, football, snooker, and table tennis. But the highlight of the club's development came when new headquarters were established in the Castle, a promenade landmark striking a medieval note with its towers and turrets. After a renovation scheme had been carried out the Castle was opened by Brigadier A. R. W. Lowe, M.P. for Blackpool North, and has since become a well-known calling point for club motorists throughout the country. Splendidly equipped, it includes that rarity among car clubs, a dance floor.

One of the smallest clubs but certainly one of the up and coming ones is the North Midland. It was founded in 1945 by a handful of local enthusiasts at Chesterfield, but has since extended to include many members from the Sheffield area. The present membership of about 180 is double the 1950 figure, and more and more entries

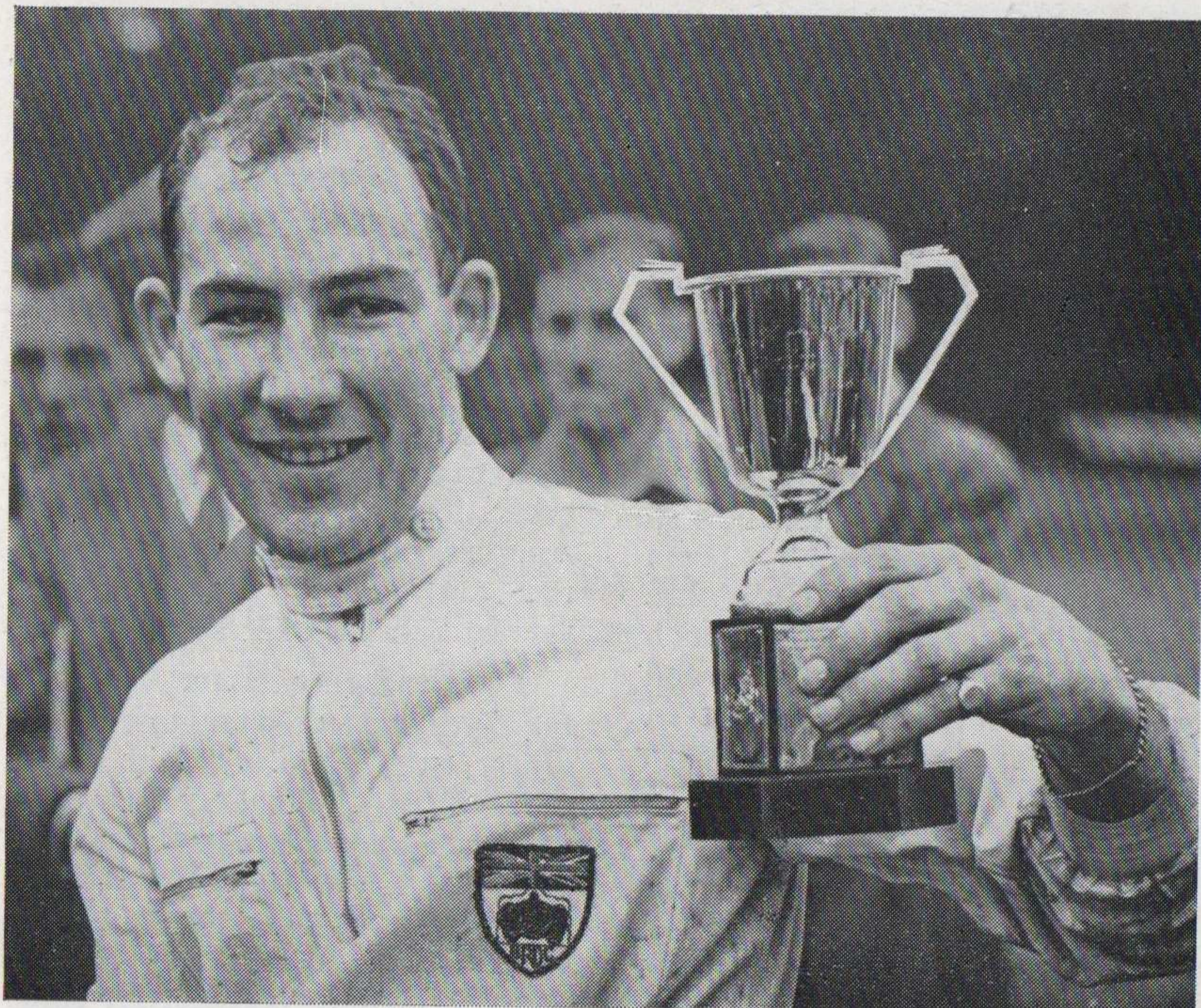
come in for the club's popular events; mostly rallies for specials and standard cars. The club holds an "open" committee meeting once a month, to which all members are invited, and the club is well suited to cater for the purely social aspect of the club's work, because of the small area of its membership.

A night rally is held once a year and the club hopes to make it an invitation event this year to allow other local clubs to take part. Another popular annual event is the sporting hill climb, held this year in a disused Derbyshire mine.

The Stockport Motor Club has the distinction of being one of the oldest in Cheshire. The exact date of its foundation has been forgotten and the records were lost during the war years. But it is certainly well over 50 years old, and although membership is only 140 the club is very active, since most of its members live either in or near Stockport itself.

The club's activities range from the evening treasure hunts of about 20 miles to two-day rallies over 400 or more miles. None of the club's members has raced and their activities are mainly restricted to rallying, although, of course, many of the members will be found acting as marshals at race meetings.

One of the busiest and most flourishing clubs in the North is the Wirral Hundred. It has a mixed motor-cycle and car membership of over 500 and organises a motor-cycle race meeting at Oulton Park, sand races at Wallasey, and sprint events at a converted bomb disposal dump at Rhydymwyn, North Wales, as well as rallies, treasure hunts, navigation and driving tests—in fact almost anything connected with motor sport.



Stirling Moss with the "DAILY DISPATCH" Gold Cup starting out on his lap of honour after winning the 100 miles Formula 1 race, last year.

CAR CLUBS (Cont.)

The club was founded in 1925 and has grown tremendously since. Membership more than trebled since the war. The club holds monthly film shows at the Bromborough Community Centre, and numerous social events such as dinner dances. Among the present membership is Tony Marsh who tied with Ken Wharton for first place in the National Hill Climb Championship.

Out on Merseyside is the Liverpool Motor Club, flourishing around the 300 mark in its membership. This is another of the clubs formed around the turn of the century, but its present name

is far removed from the one bestowed on it then. The Liverpool Self Propelled Vehicles Club it was proudly called. Chairman Cyril Rankin emphasises that the club's main endeavour is to cater as much for the average driver as the professional. Two very good driving tests are a feature. The rally devotees are happy with Jeans Gold Cup Rally, which has grown out of trials of pre-war days, and covers more than 200 miles into the Lakes. Reliance trials also are in the monthly schedule, and this is another club which believes that a strong social side is the surest way to a happy membership.

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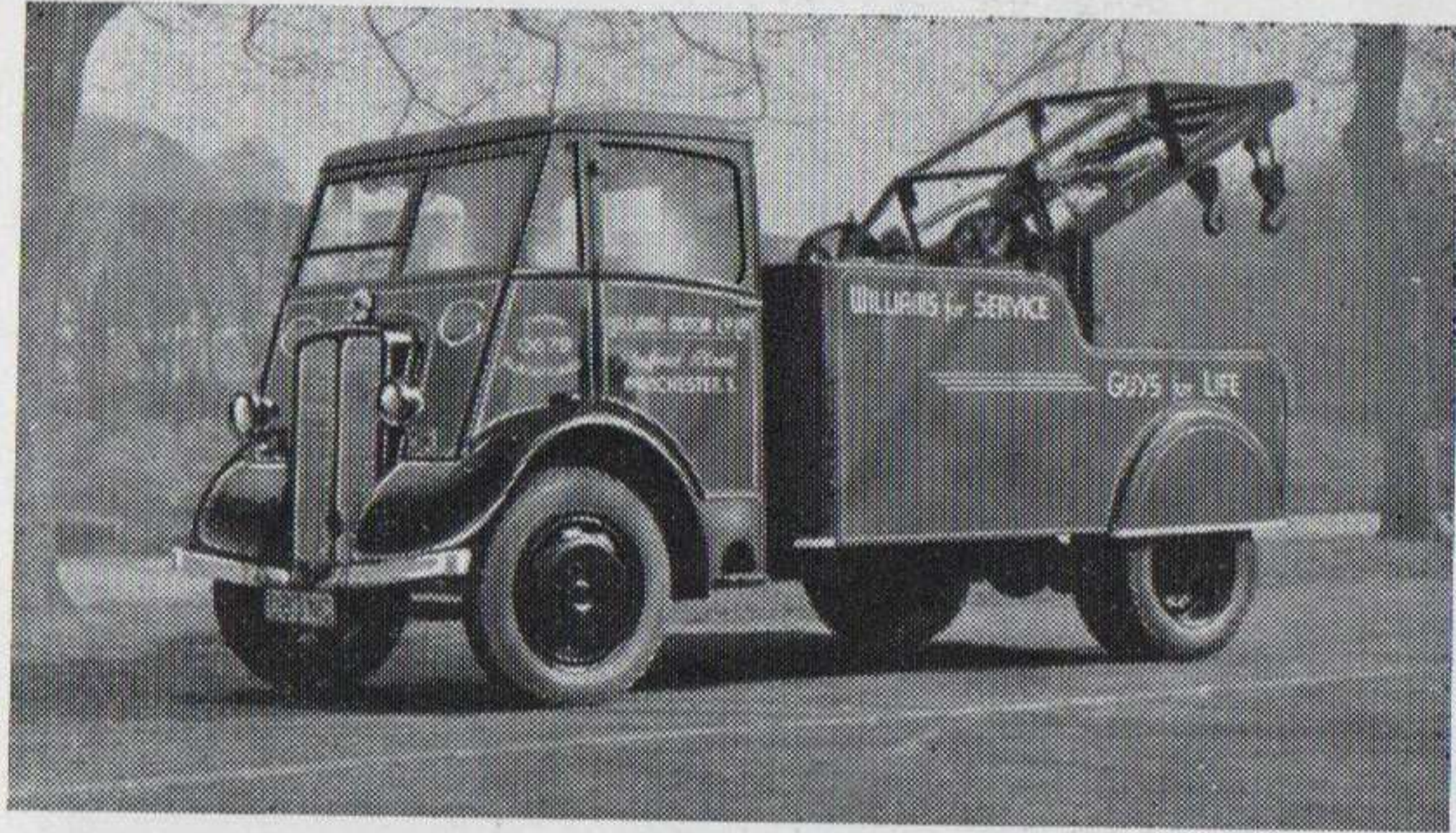
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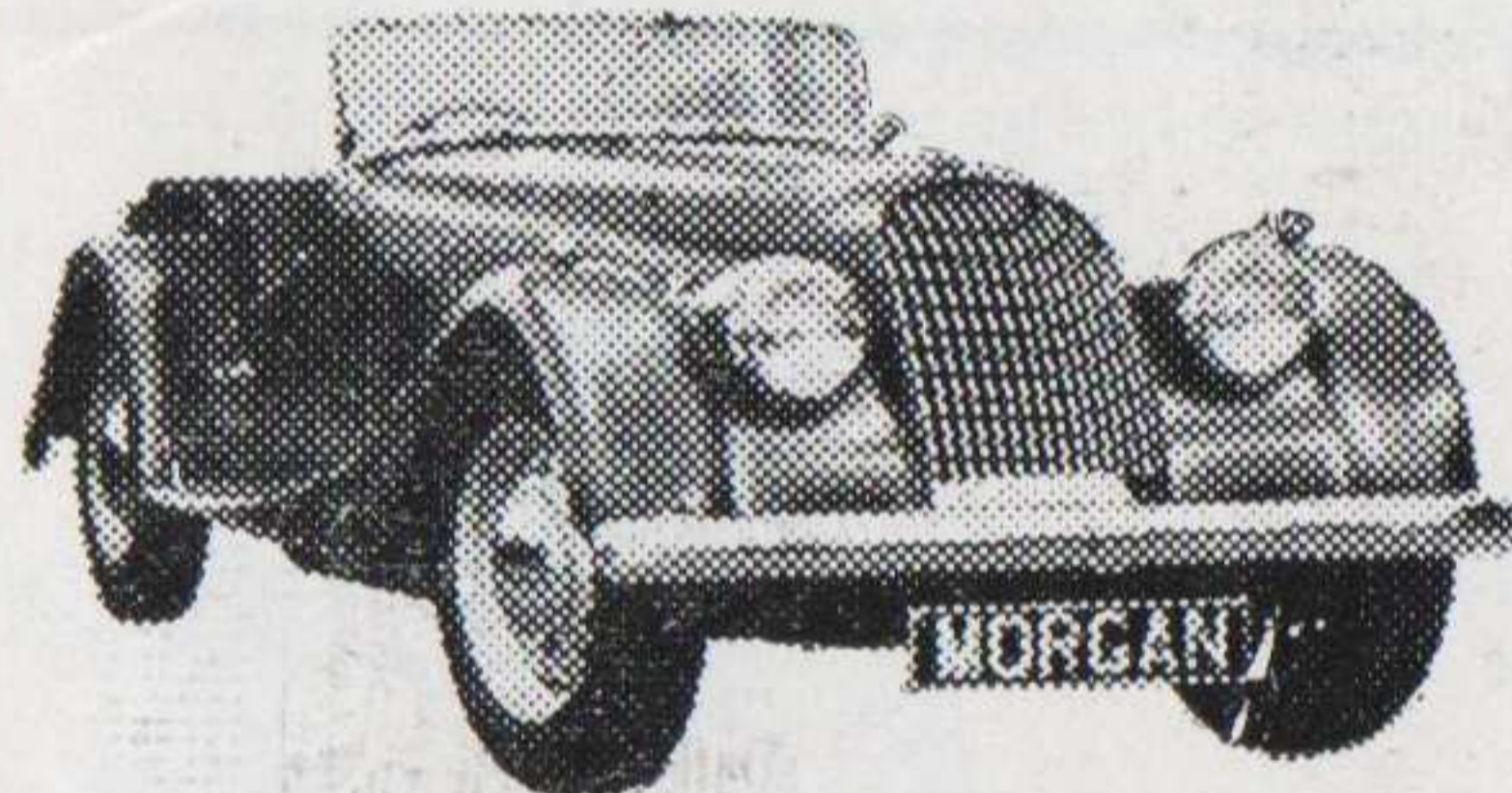
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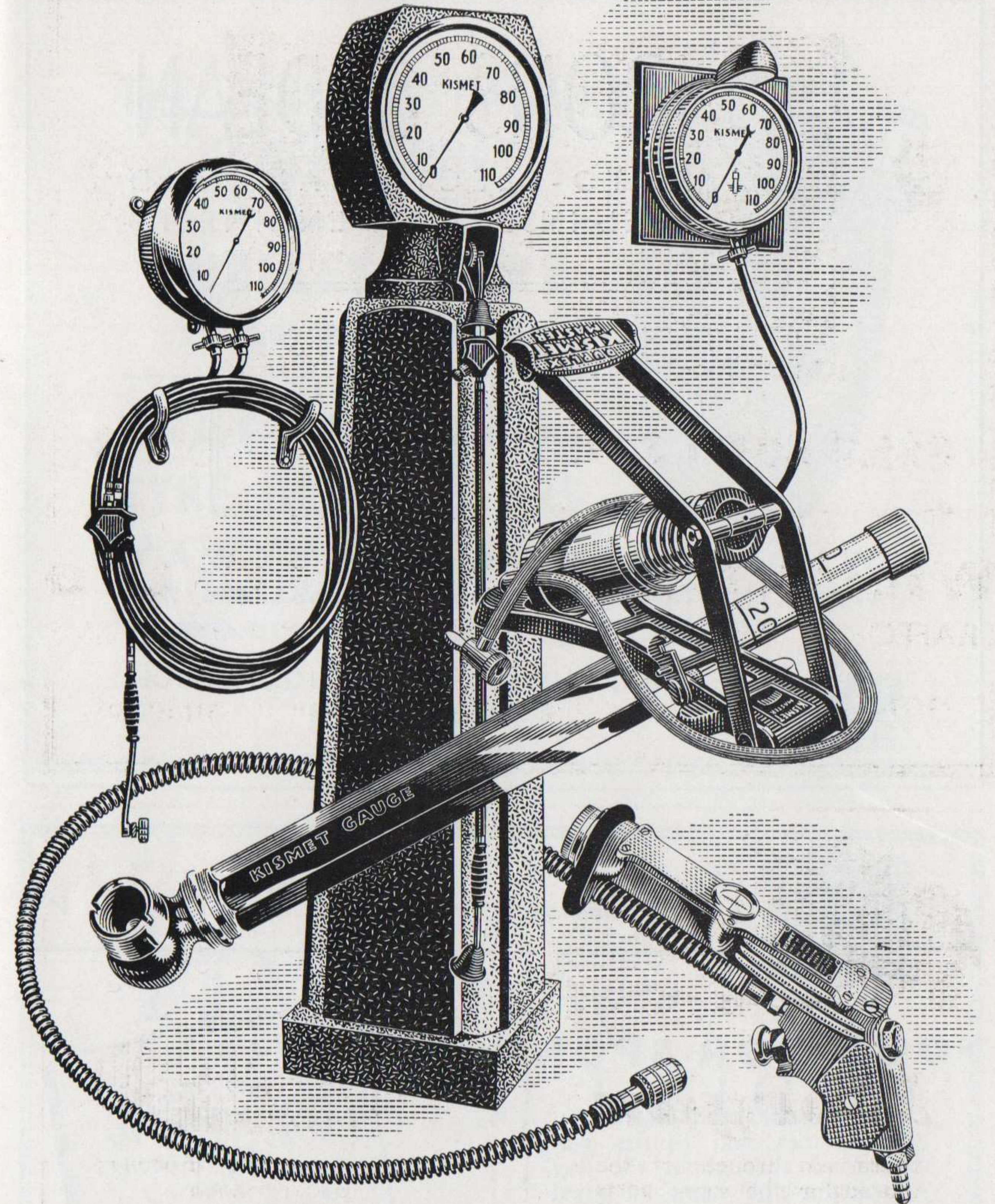
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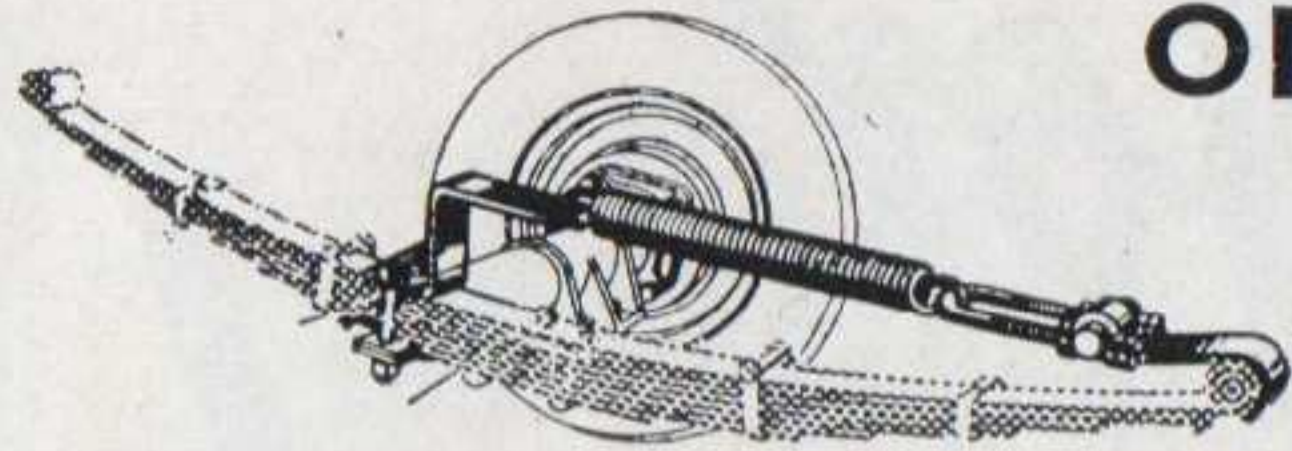
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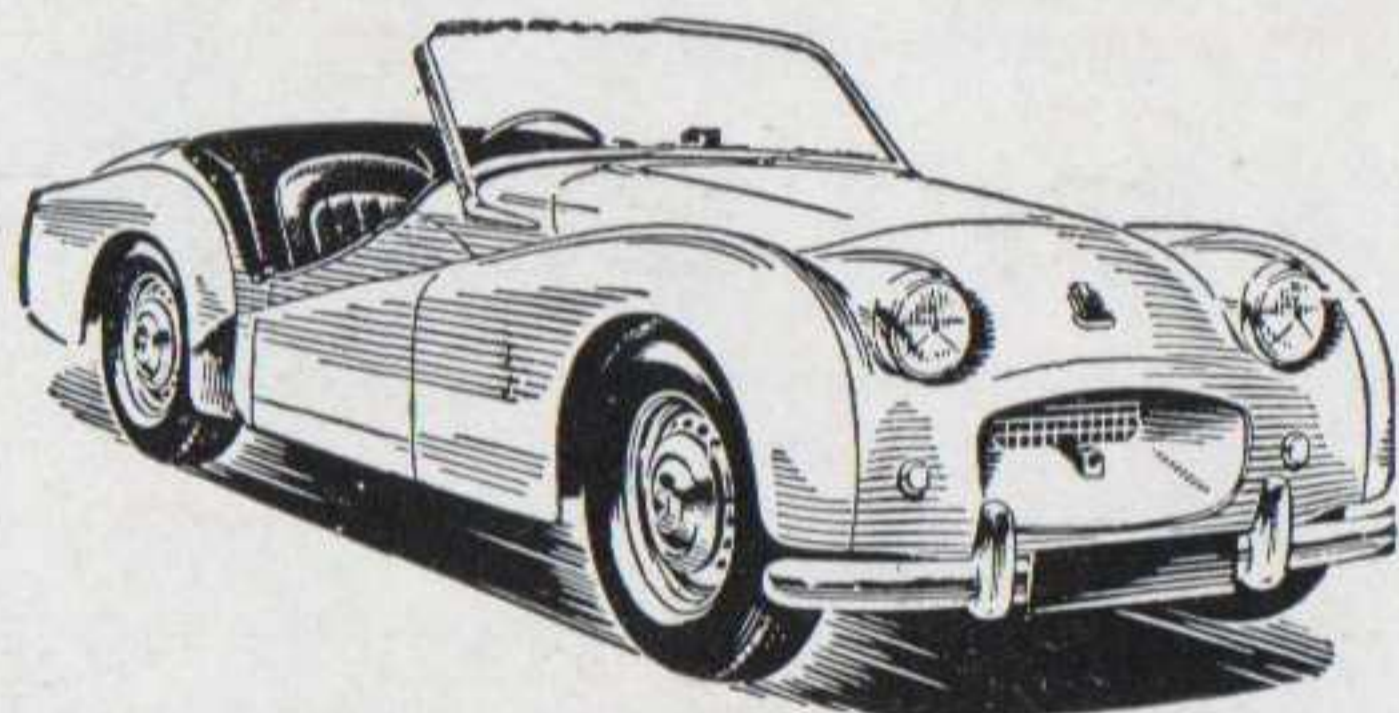
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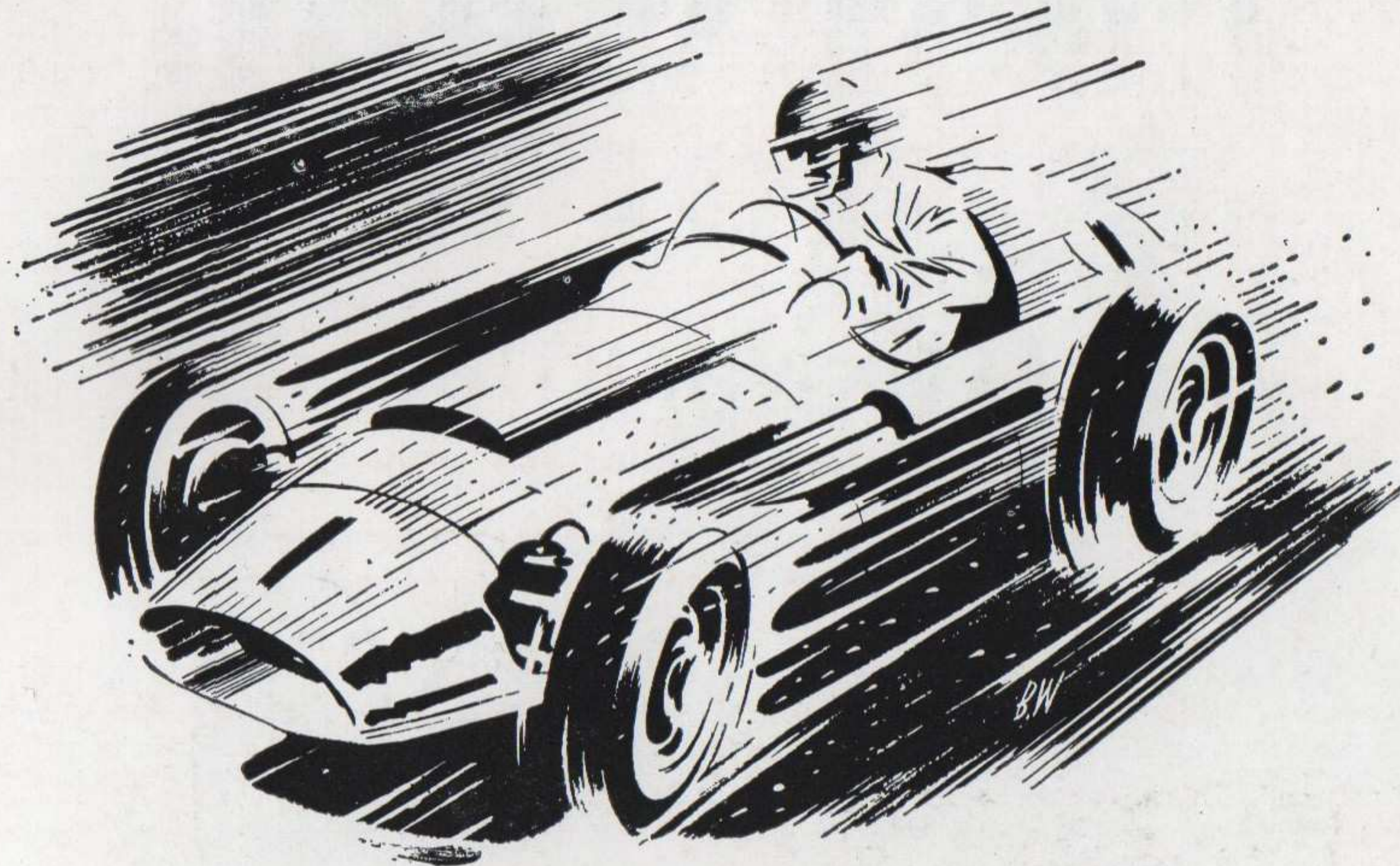
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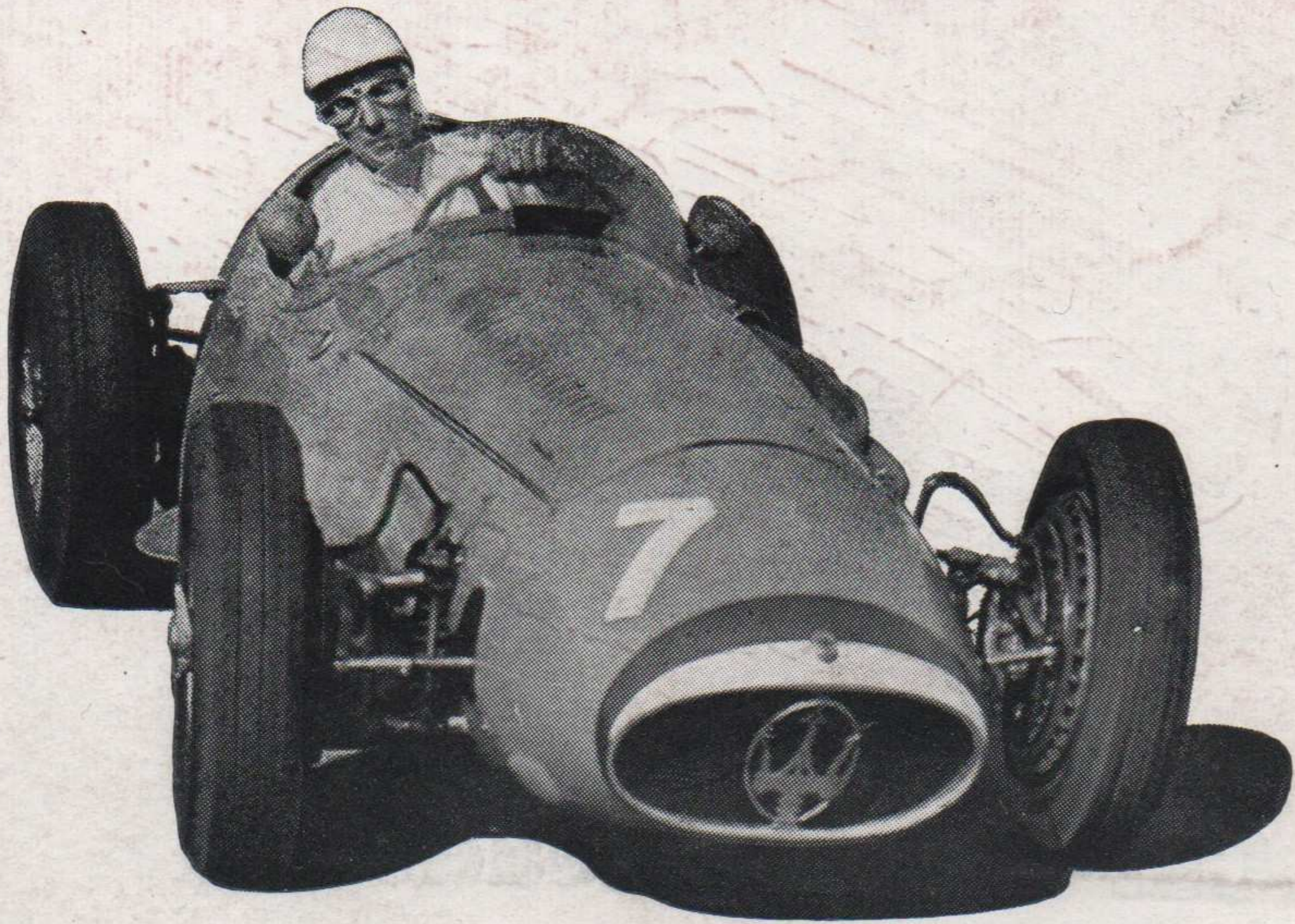
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