

# DAILY HERALD GOLD CUP MEETING

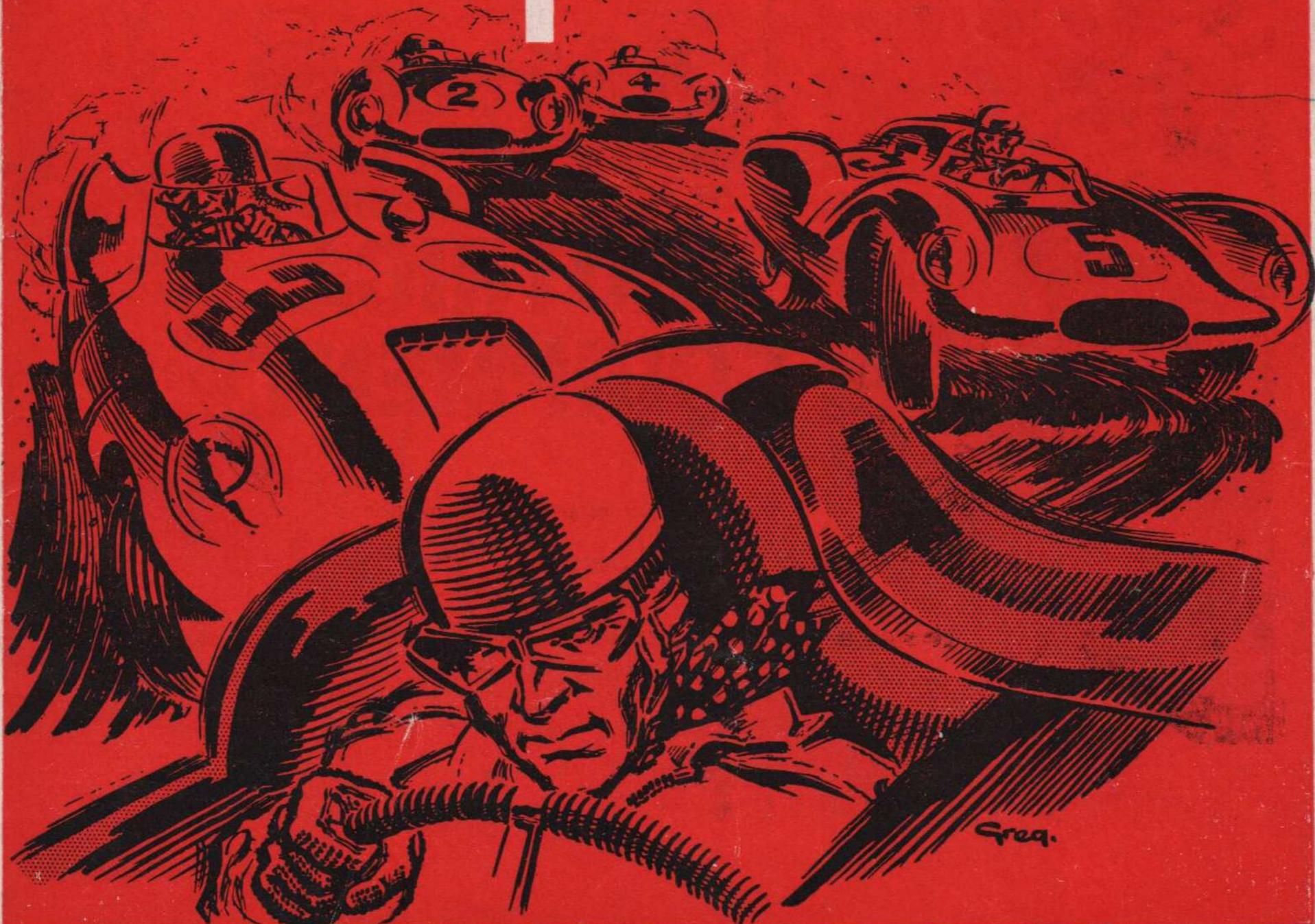
(Incorporating Autosport Series Production Championship Final)

ORGANISED  
BY THE  
MID-CHESHIRE  
MOTOR CLUB

# OULTON PARK

SATURDAY, 22nd SEPT.,  
1956

Official Programme **2/-**



# OULTON PARK (August 18th)

## "DAILY HERALD" INTERNATIONAL TROPHY RACE

- 1ST** S. Moss **ASTON MARTIN**  
(1 hr. 26 mins. 3.8 secs. 76.99 miles per hour)
- 2ND** C. Brooks **ASTON MARTIN**
- 3RD** R. Parnell **ASTON MARTIN**
- 4TH** R. Salvadori **ASTON MARTIN**

\*

## "SPORTING LIFE" TROPHY

- 1ST** S. Moss **COOPER**
- 2ND** K. Hall **LOTUS**
- 3RD** C. Allison **LOTUS**

\*

## "JOHN BULL" TROPHY

- 1ST** S. Lewis-Evans **COOPER**
- 2ND** J. Russell **COOPER**

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# "DAILY HERALD" GOLD CUP MEETING

(Incorporating Autosport Series Production  
Championship Final)

AT

OULTON PARK, Cheshire

ON

Saturday, 22nd September,  
1956.

ORGANISED BY

MID-CESHIRE MOTOR CLUB LIMITED.

\*

The Meeting is held under the International Sporting Code of the Federation Internationale L'automobile, the General Competition Rules of the Royal Automobile Club, and these Supplementary Regulations issued by the Mid-Cheshire Motor Club, together with any Regulations as laid down by AUTOSPORT for the Championship Event.

\*

R.A.C. Permit No. R/13

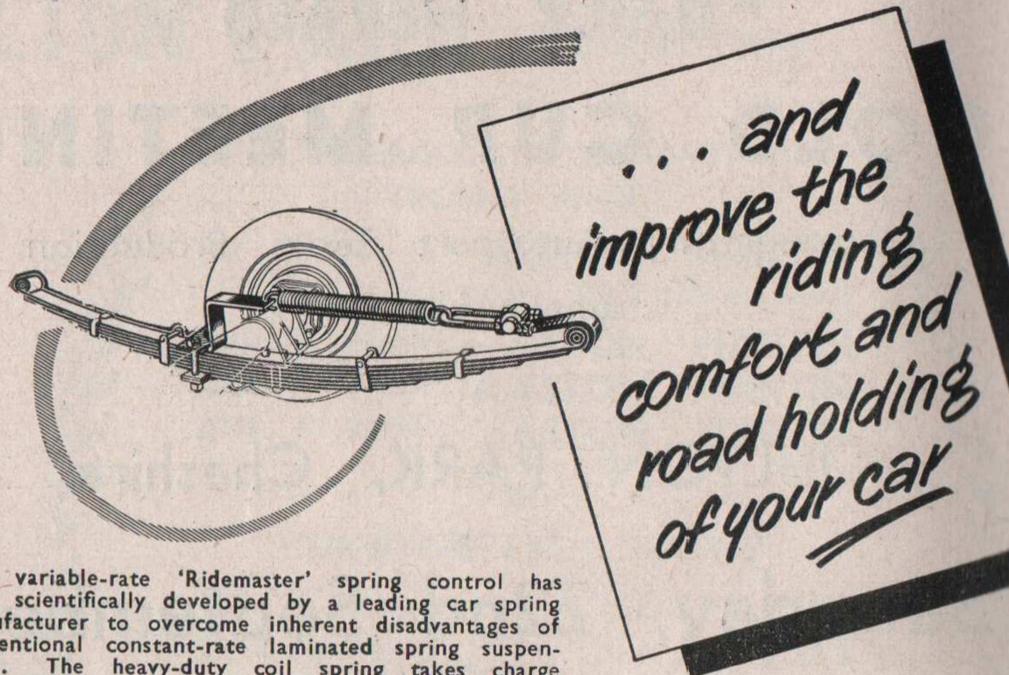
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## OFFICIALS

**Stewards :** J. M. Toulmin (for the R.A.C.); A. Braid, Sir James Stuart-Menteth, Bart.

**Clerk of the Course :** R. E. Tongue.

**Deputy Clerk of the Course :** R. B. Dawson.

**Secretary of the Meeting :** Dr. A. W. Lilley.

**Assistant Secretary of the Meeting :** W. R. Wilshire.

**Chief Marshal :** J. A. Gray.

**Assistant Chief Marshal :** A. A. Hickson.

**Judges :** J. F. D. Bangay, A. P. B. Birt, B. Campbell, Vernon Cooper, W. E. Currie, R. N. Dorey, G. Pither.

**Race Organising Committee :** Dr. A. W. Lilley, R. B. Dawson, G. R. Hall, W. R. Wilshire.

**Chief Timekeeper :** Major-Gen. A. H. Loughborough, C.B., O.B.E.

**Timekeepers :** C. Audrey, R. L. Christian, S. A. Nicholls, L. A. Cranshaw.

**Chief Scrutineer :** L. J. Roy Taylor.

**Scrutineers :** R. M. Blomfield, O. Poppe, J. Hartley Smith.

**Scrutineers' Assistants :** Mrs. L. J. R. Taylor, A. Williams.

**Press Officers on behalf of the Daily Herald :** B. Barker, L. Evans, K. Smith.

**Chief Observer :** W. R. Wilshire.

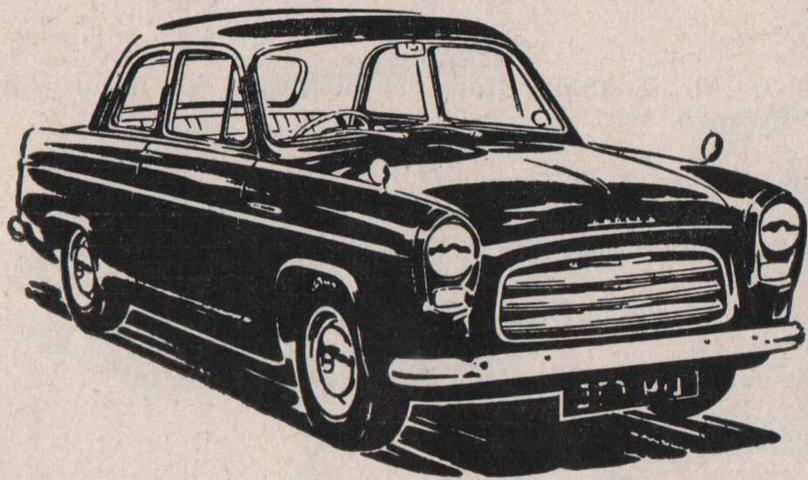
**Assistant Chief Observer :** W. J. Hart.

**Observers :** J. M. Cunliffe, K. W. Gearey, B. N. Hepton, G. C. Jones, R. D. Lunt, J. W. Machin, G. A. Marshall, J. H. Middleton, T. C. S. Pointon, J. B. Richardson, W. R. Schofield, J. H. Wilkinson.

**Flag Marshals :** B. H. Arnold, J. B. Barker, H. R. Buckmaster, F. F. Clarke, V. H. Damsell, J. L. Earnshaw, K. Eaton, R. Gunnery, W. E. V. Hayes, W. Higgins, G. C. Hodgkinson, L. D. Horne, A. J. Jenkins, B. H. Marquis, C. K. Nowell, M. G. Patterson, A. N. C. Price, F. A. Thiel, G. P. Turner, K. Wood, R. N. Wood, P. G. Woods.

**Observers' Assistants :** J. E. Briers, S. Brookes, Mrs. A. Clapp, B. Dalton, J. K. Dawson, G. Earl, G. W. Green, Mrs. J. Hayes, Mrs. L. D. Horne, G. M. Kew, J. H. Perry, A. Smith, Mrs. M. M. Williamson.

**Chief Medical Officer :** Dr. A. N. Anderson.



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**Chief Start Area Marshal :** G. R. Hall.

**Start Area Marshals :** P. Carter, R. Copp, J. Copp, V. Parr.

**Chief Start Assembly Marshal :** J. Abbott.

**Start Assembly Marshals :** J. A. Ellison, T. K. Dooley, B. S. Gilmour, T. A. Milburn, J. E. Russell.

**Race Control :** In charge, J. H. Smith; assisted by Mrs. B. M. Hatton, Mrs. A. Smith, J. Graveley, J. Shephard, D. G. Smith, S. P. Torr.

**Telephone Operator :** Mrs. H. M. Grimsditch.

**Chief Paddock Marshal :** P. E. Slicher.

**Assistant Chief Paddock Marshal :** A. J. Rogers.

**Paddock Marshals :** Mrs. A. Barker, G. Berry, M. Boydell, J. L. Clark, T. Coxon, J. M. Lee, J. Moss, J. G. Nuttall, D. W. Quarmby, R. J. Williams.

**Chief Pit Marshal :** A. S. Atkinson.

**Pit Marshals :** J. G. Bull, B. E. Fox, P. R. Harrison, J. Hunter, N. Jackson, H. K. Jones, G. S. Richards, A. W. Sprigg, W. E. Whiston, R. D. Whittingham.

**Chief Fire Marshal :** R. Payne.

**Fire Marshals :** W. J. F. Allsager, R. R. Bates, R. Broughton, W. D. Clay, J. R. Elliott, H. R. Evans, A. Glazebrook, A. L. Hughes, F. S. Bridson-Jones, B. E. Morris, F. C. Panatti, T. L. Pemberton, G. A. Potter, N. H. Ray, W. L. Stanway, P. Styles, J. Walker, J. Ward, J. H. S. Williams.

**Chief Pit Area Marshal :** J. G. Potter.

**Pit Area Marshals :** F. Backhouse, L. E. Hammett, C. Hatton, H. K. Hilton, S. R. Lee, J. D. Taylor, F. A. Williamson.

**Scoreboard Operator :** G. H. Basden; assisted by Miss S. Kirby, P. Smith, M. Watson-Smyth.

**Chief Course Marshal :** H. Williamson.

**Assistant Chief Course Marshals :** P. A. Lyle, J. Rothwell.

**Course Marshals provided by Members of the following Clubs :** British Racing and Sports Car Club; Chester Motor Club; Congleton and District Motor Club; Lancashire and Cheshire Car Club; Mid-Cheshire Motor Club; North Staffs. Motor Club; Warrington and District Motor Club; Wirral 100 Motor Club.

# Motor-Racing's New Era

by TOM WISDOM



TODAY we witness the start of a new era in motor-racing—the new Formula II racing. Once again the “Daily Herald,” in co-operation with those enthusiasts of the Mid-Cheshire Car Club and with the co-operation of the Cheshire Car Circuit, conducts an experiment for the good of motor-sport.

You are the exclusive audience who witness today the first of a new class of motor-racing. This greatest of all sports has steadily become more expensive. Spectators grumble, organisers face

heavy losses with every meeting and constructors of racing-cars the world over are finding the financial burden too great.

So a new International Formula has been introduced, and it is a curtain raiser to this class of racing next year that forms the main event today. I should explain to those visiting Oulton Park for the first time that the International rules governing motor-racing permit four main classes of racing. Formula I is for Grand Prix racing proper, and machines with either an unsupercharged engine of 2½-litres cubic capacity or 750 c.c. supercharged. These are the world championship cars and cost somewhere in the region of £10,000 a time.

Now we have the new Formula II which is for cars having engines of 1½-litres capacity unsupercharged. These are the new racers we shall see today.

They are, I believe, very nearly as fast on a difficult circuit such as this as are the Grand Prix cars. And the cost, so John Cooper, who with his father pioneered 500 c.c. (Formula III) racing, tells me is in the region of £1,700. Now that is a very big difference and I believe today we are seeing a great step forward in motor-racing which, because of the phenomenally high costs, was rapidly approaching financial doldrums. Today, in this Formula II “Gold Cup” race appear some of the new single-seaters built for the new Formula. There are three (possibly four) of the new Cooper single-seaters and those enthusiast constructors Colin Chapman—responsible for the chassis design of the Vanwall Grand Prix Car—with his Lotus team, and Brian Lister trying out his new car for the first time. In addition

there will be a number of two-seater models designed primarily for sports-car racing.

On a course like Oulton Park, a real “drivers’ circuit,” I shall not be surprised to see lap speeds of the new cars approaching those of the Grand Prix cars.

This new form of racing, because of its comparative cheapness—motor-racing can never be low-priced because of the necessity for constant development and improvement—opens up a new prospect. Formula III 500 c.c. racing (there is a race for these exciting little motor-cycle engined cars in the programme) was developed by Charles Cooper, one-time mechanic to Kaye Don in the Brooklands days, because his small son wanted a racing car. That was the birth of 500 c.c. racing and, thanks to the Coopers, drivers of the calibre of Stirling Moss and Peter Collins came to the forefront. I foresee the new Formula II producing more British drivers of world championship class. At Monza, on the eve of the Italian Grand Prix, world champion Juan Manuel Fangio told me of his great interest in the new Formula. While Ferrari and Maserati have already Formula II designs, it is pleasing to see that Britain is to the forefront, and for the first time today we shall see these exciting new single-seaters fighting it out round one of the most difficult and interesting road courses in Europe.

That is the main event of the day—the “Gold Cup Trophy.” As well we have a three-hour sports car event, the final of the “Auto-sport” championship. Success in this race should be a real pointer to the type of sports car which is both fast and reliable as well as skilfully driven.

Then we have the saloon car race which should prove exciting with drivers like Wharton, Flockhart, and Bueb driving. These are not standard cars—modifications of every type are permitted, and some drivers have taken great pains in developing their standard looking machines; do not be surprised if you see a very ordinary family car out in front. The value of this type of race lies in the fact that these cars are suitable for use on the road; the varied modifications can be obtained by the enthusiast who wants to disguise a family saloon as a “Q” car.

This is the fifth meeting—three motor-cycle and two car—sponsored by the “Daily Herald” at Oulton Park this year, a circuit which every well-known driver—both four-wheel and two—I have spoken with tells me really demands the best from every pilot but is still interesting despite the hard work entailed. Possibly the reason is that the course was originally designed by two well-known drivers of pre-war days. You will see various improvements, both to the course itself as well as for spectators’ safety and comfort.

After today’s meeting, you may have some constructive suggestion to make for the betterment of motor racing. If you care to send a postcard to me at the *Daily Herald*, Endell Street, Long Acre, London, W.C.2, I will see that the matter is taken up.

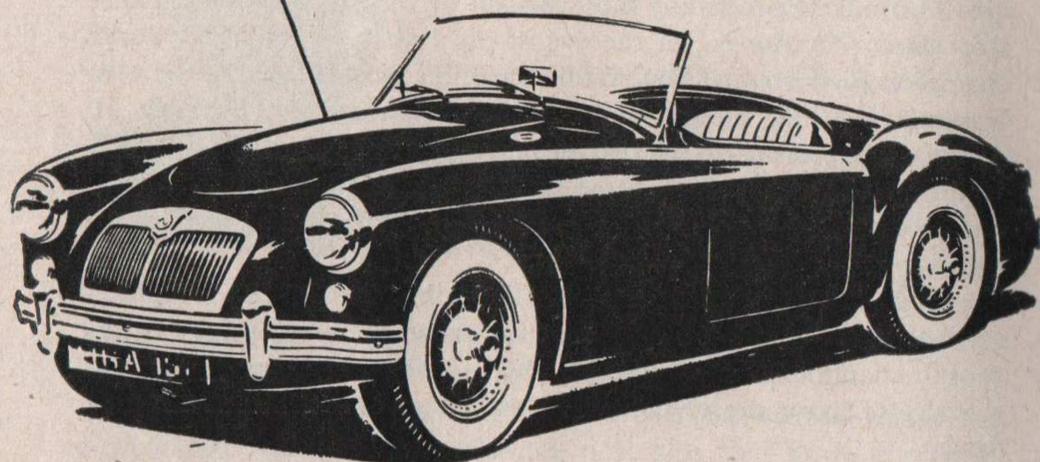
To all spectators, officials and drivers I wish a good day’s sport.

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**ON ROAD AND TRACK**



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## TIME TABLE

Autosport Series Production Sports Car Championship Final ... ..	11.00 a.m. — 2.00 p.m.
The People Challenge Trophy Race for Formula III ... ..	2.30 p.m. — 3.05 p.m.
“Daily Herald” Gold Cup Race ...	3.35 p.m. — 4.55 p.m.
Saloon Car Race ... ..	5.25 p.m. — 5.50 p.m.

—000—

## Acknowledgments

THE MID-CHESHIRE MOTOR CLUB LTD.  
“DAIRY HERALD” (1929) LTD.  
CHESHIRE CAR CIRCUIT LTD.

Wish to express their thanks to the following people who have kindly assisted with the promotion of the Meeting.

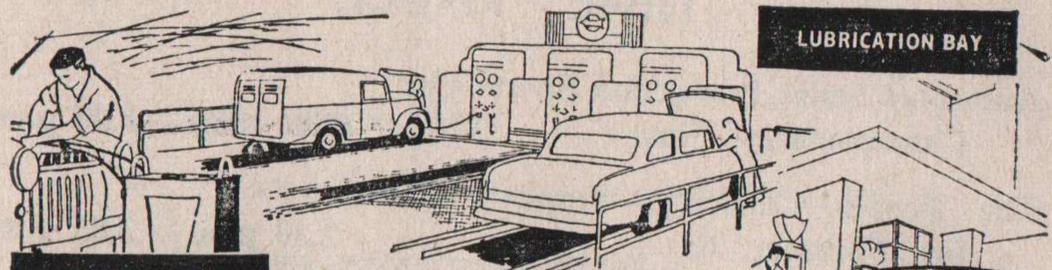
All Honorary Officials and Marshals  
Dr. Anderson and his colleagues

Messrs. Lookers Ltd., Manchester  
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Messrs. Rootes Ltd., Manchester

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of breakdown  
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The Proprietors of the Trade and Technical Press  
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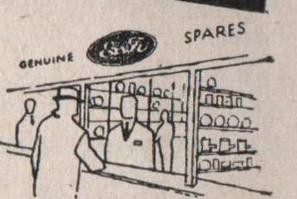
PETROL SERVICE



BODY BUILDERS



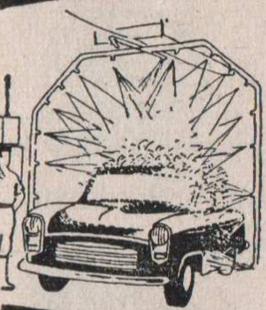
ENGINE EXCHANGES



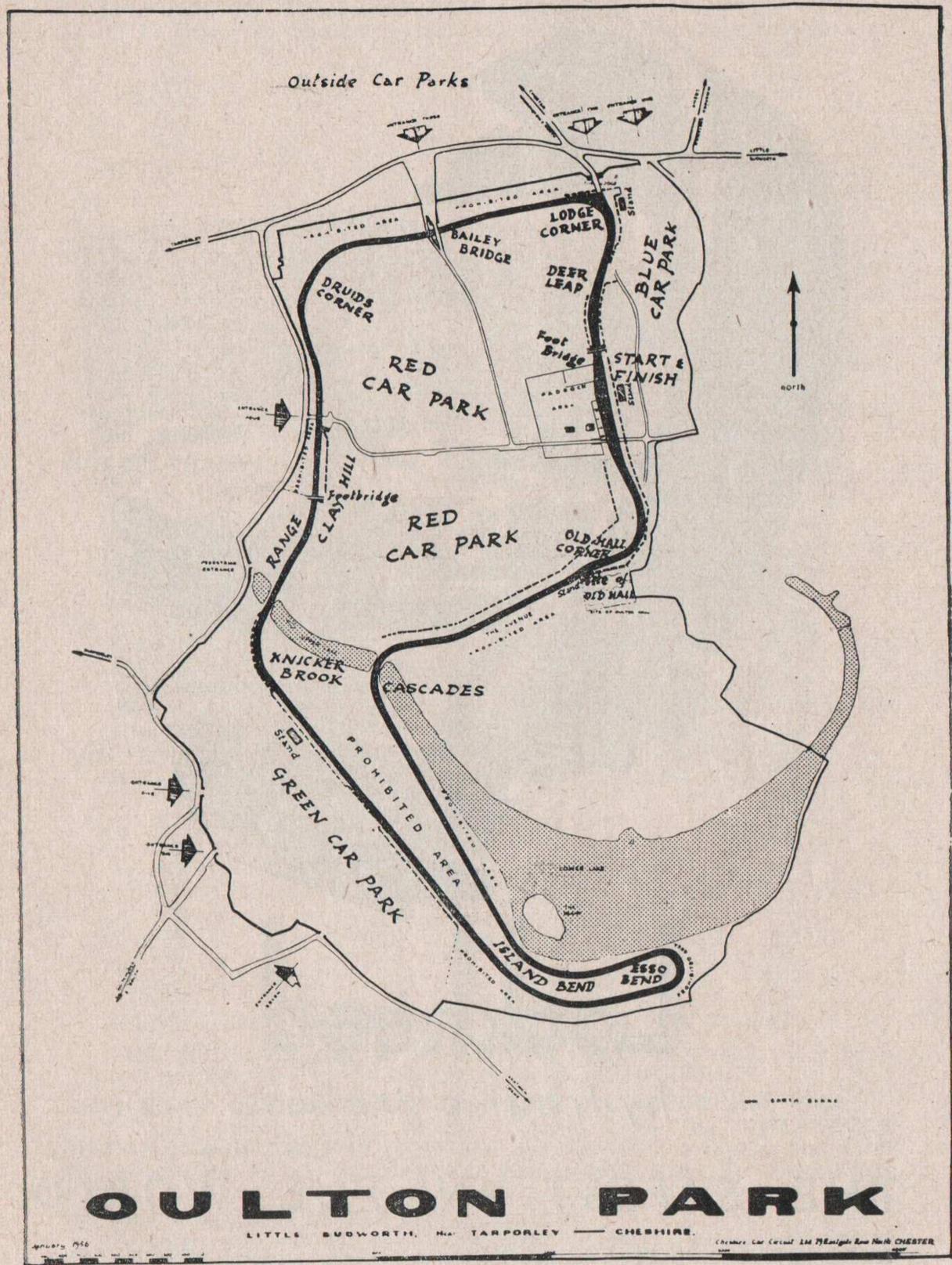
SPARES SERVICE



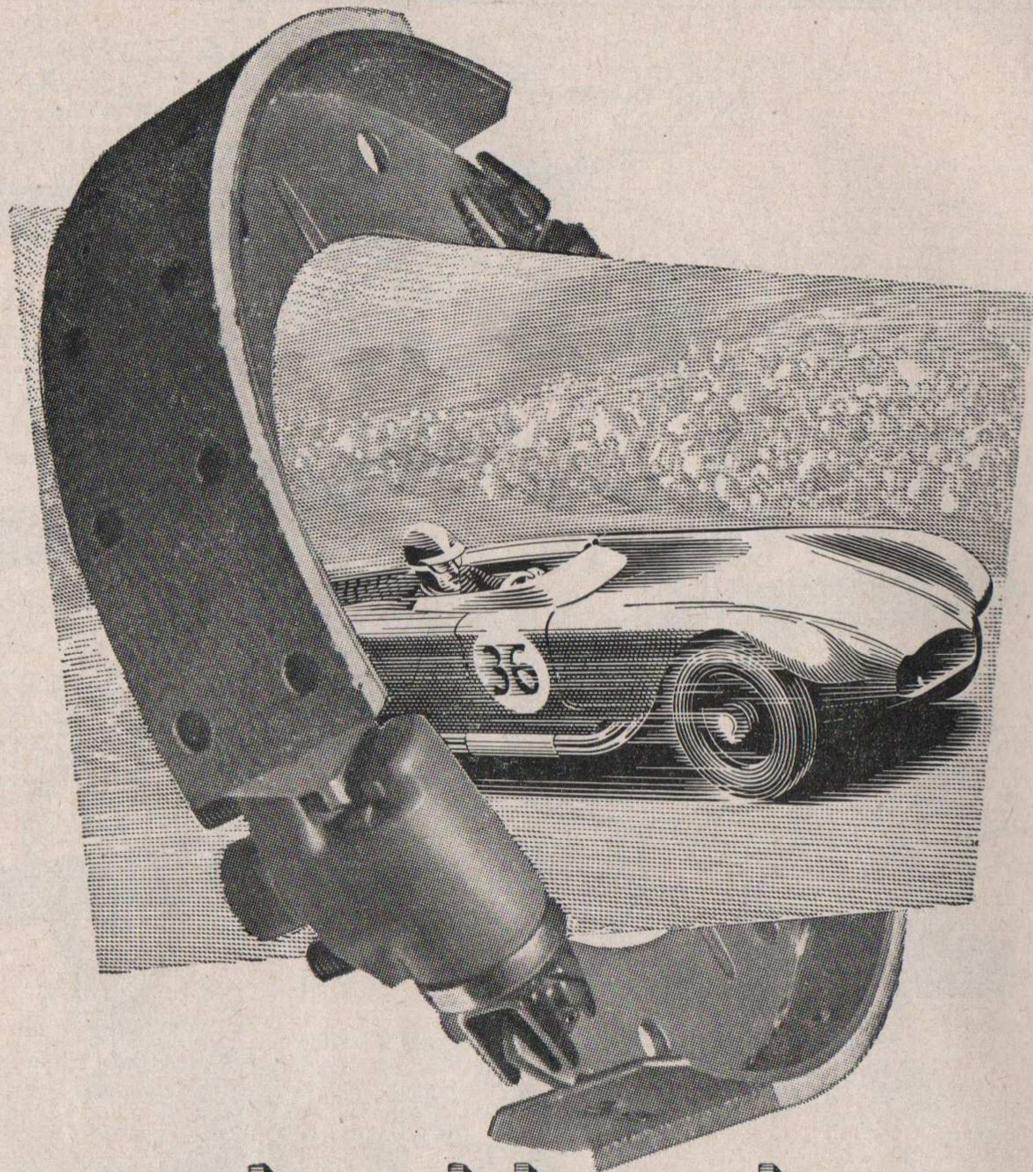
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## TROPHIES and CASH AWARDS

### DAILY HERALD GOLD CUP RACE.—Formula 2 (1957).

40 lap race for cars up to 1,500 c.c. with the following prize money:

1st	.. .. .	£1,000
2nd	.. .. .	£550
3rd	.. .. .	£350
4th	.. .. .	£200
5th	.. .. .	£150
6th	.. .. .	£100
7th	.. .. .	£75
8th	.. .. .	£50

**Team Prize: £250.**

1st Sports Car to finish irrespective of capacity, up to 1,500 c.c.—£150.

1st 1,100 c.c. Class.—£100 and SPORTING LIFE CHALLENGE TROPHY.

The above two awards are additional to those gained in the overall placings.

All other cars finishing, having completed 30 laps .. £10 each

**THE "DAILY HERALD" GOLD CUP**, which is tenable for 1 year, will be presented to the winner of the 1,500 c.c. race.

**THE LOOKER CUP**—Presented by Messrs. Lookers Ltd. for the fastest lap of the Meeting.

### MOTOR TRADES LUNCHEON CLUB TROPHY RACE.

10 lap race for Saloon Cars with the following prize money:—

1st	.. .. .	£100
2nd	.. .. .	£75
3rd	.. .. .	£50
4th	.. .. .	£25
5th	.. .. .	£15
6th	.. .. .	£10

All other cars finishing, having completed 7 laps, £5 each.

The "Motor Trades Luncheon Club Trophy," which is tenable for 1 year, will be presented to the winner of the Saloon Car Race.

"Mid-Cheshire Motor Club Trophy" for the first car to finish under 2,000 c.c.

### THE PEOPLE CHALLENGE TROPHY RACE.

15 Lap Formula III Race with the following prize money:—

1st	.. .. .	£100
2nd	.. .. .	£75
3rd	.. .. .	£50
4th	.. .. .	£35
5th	.. .. .	£30
6th	.. .. .	£25
7th	.. .. .	£20
8th	.. .. .	£15
9th	.. .. .	£10
10th	.. .. .	£10

All other cars finishing, having completed 10 laps, £5 each.

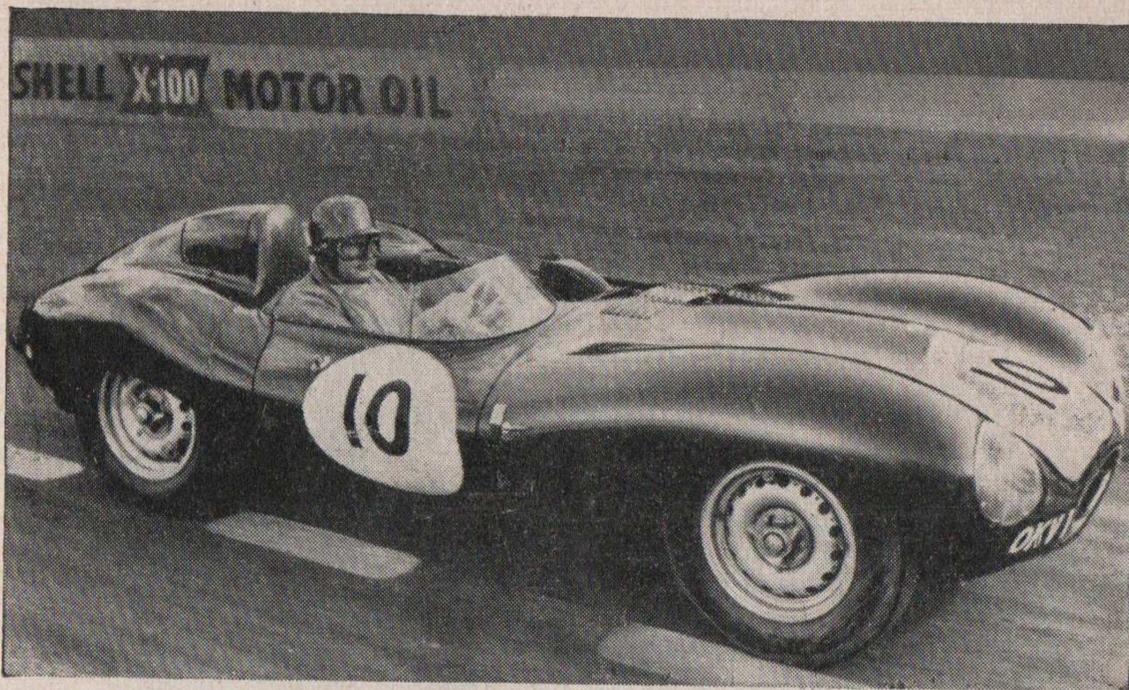
**THE "PEOPLE CHALLENGE AWARD,"** which is tenable for 1 year, will be presented to the winner of the Formula 3 Race.

### AUTOSPORT SERIES PRODUCTION CAR CHAMPIONSHIP FINAL.

To the winner of the General Classification, the **AUTOSPORT CHAMPIONSHIP TROPHY** (to be held for one year), a replica and £100.

To the runner-up, an AUTOSPORT plaque and £50. To the entrant finishing third, an AUTOSPORT plaque and £25. To the entrant finishing fourth, an AUTOSPORT plaque and £10.

To each class winner, an AUTOSPORT Trophy. To entrants finishing second and third, an AUTOSPORT plaque. The class winners will be those who have scored the greatest number of points in five qualifying events, including the 3 hours race and bonus marks in the hill-climbs of Shelsley and Prescott.



**A string of successes by  
Duncan Hamilton OKV1 and  
Shell X-100 Motor Oil**

OKV 1 (a 3½ litre D-type Jaguar) and J. Duncan Hamilton (a native of Berkshire and an engineer with a 10-year record of high speed in the Fleet Air Arm and racing cars) first joined forces at Le Mans in 1954. OKV 1 was one of the works cars, and quite new to the circuit. Duncan Hamilton, on the other hand, had won the 1953 Grand Prix d'Endurance, sharing the wheel of a C-type with Tony Rolt, who was again his partner in 1954. They finished a close second to the 4.9 litre Ferrari, covering 2519.52 miles at a speed of 105.98 m.p.h.

The same drivers and car followed this up 3 weeks later with a second place in the Rheims 12 Hours at 100.90 m.p.h. Having led all the way, they were beaten by a similar works Jaguar 15 minutes from the finish after they had sustained damage to their rear axle through being run into from behind.

After the 1954 season, Duncan Hamilton bought OKV 1 for his

own use and took her to North Africa to run in the sports car Grand Prix at Dakar. He was reaching a speed of 183 m.p.h. on the straight, but lost ground through having to make a pit-stop and finished 3rd. He then proceeded to win the Coupe de Paris, the Coupe du-Salon at Montlhery and the Johnson Trophy at Goodwood.

He ran third at the G.P. of Portugal in 1955, and has won nearly all of the races he entered in this country during the past two years.

In OKV 1 and all his cars, touring and racing, Duncan Hamilton uses Shell X-100 motor oil (for OKV 1—30 grade in Europe, 40 in Dakar). *This is the same oil as you get at your garage — no special racing brew.* Duncan Hamilton says "I've never had a moment's anxiety about the lubrication of my engines: in fact I've forgotten what it was like to worry about lubrication—even at 183 m.p.h. in the scorching African sun!"



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**AUTOSPORT THREE HOURS RACE AND FINAL  
OF THE AUTOSPORT SERIES PRODUCTION  
SPORTS CAR CHAMPIONSHIP**

**Start (Le Mans-type) 11 a.m.**

Car No.	Driver	Co-driver	Car	Credit Laps	Class
1.	K. N. Rudd	R. Jennings	A.C. Bristol	—	3
2.	J. F. Dalton	P. Ferguson	Austin Healey 100S	—	4
3.	D. S. Shale	.. .. —	Austin Healey 100S	—	4
4.	G. Hill	.. .. —	Lotus XI Club Sports	—	1
5.	R. C. Green	.. .. —	Austin Healey 100M	1	4
6.	A. G. M. Kellett	.. .. —	Austin Healey 100M	1	4
7.	M. Salmon	.. .. —	Jaguar XK 120	1	4
8.	G. J. Maude	.. .. —	Jaguar XK 120	1	4
9.	R. A. Hudson	.. .. —	A.C. Ace	4	3
10.	R. N. Robinson	D. R. Scrutton	A.C. Ace	4	3
11.	M. D. Mainwaring	Evans —	A.C. Ace	4	3
12.	R. J. W. Utley	.. .. —	Frazer Nash	4	3
14.	D. J. Calvert	.. .. —	H.R.G.	4	2
15.	S. A. Hurrell	.. .. —	Triumph T.R.2.	6	3
16.	J. K. McKechnie	.. .. —	Morgan Plus 4	6	3
17.	S. F. Wilder	.. .. —	Porsche Super	8	2
18.	A. T. Foster	.. .. —	M.G. "A"	8	2
19.	P. Simpson	A. Asquith	M.G. "A"	8	2
20.	J. F. Lawry	.. .. —	Lotus VI	8	1
21.	R. Fitzwilliam	R. Carnegie	M.G. "A"	9	2
22.	W. P. U. Constable	.. .. —	M.G. TD.	10	2
23.	E. J. B. Mitchell	.. .. —	Ford Anglia	18	1
24.	D. G. Dixon	—.. .. —	M.G. "A"	9	2
25.	K. Ralphs	.. .. —	Triumph T.R.2.	6	2
26.	P. C. Scriven	.. .. —	Austin Healey 100M	1	4

**Class 1.**—Up to 1,200 c.c.

**Class 2.**—1,201 c.c. — 1,500 c.c.

**Class 3.**—1,501 — 2,500 c.c.

**Class 4.**—Over 2,500 c.c.

Handwritten notes at the bottom of the page: "1 21. 4. 15 2 Dalton 80", "2 1 Rudd 81. 5. 16. McKechnie 79.", "3 19 81.".







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Something's bound to pop up at this meeting calling for the specialised experience of our **HEPOLITE** representative **LES HOWELL** who is here at the service of competitor.....or spectator to offer help and advice. These little things are sent to test us.

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## THE MID-CESHIRE MOTOR CLUB LTD.

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, who also assist at the majority of meetings at this circuit.

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 interest.

**RALLIES** — yes! Whether you like rallying 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 in November.

If your choice of the sport is a **SPORTING TRIAL** then we run one of these, too, which is a qualifying event for the B.T.D.A. Championship.

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

**We welcome any and every enthusiastic motorist to join our Club.**

Application form for membership may be obtained from our Club Secretary, R. B. Dawson, "Glenfield," 215, Chester Road, Hartford, **NORTHWICH**, Cheshire. Telephone No. Northwich 4979.

Membership subscription—£1 1s. annually with entrance fee of 10s. 6d.

# PRODUCTION SPORTS CAR RACING

BY GREGOR GRANT  
Editor of "Autosport"



TO-DAY'S Three Hours Race is the culmination of a series of qualifying events for the AUTOSPORT Three Hours Series Production Sports Car Championship. For class awards, positions will be calculated on the basis of points gained in these preliminary events, to which are added points scored to-day. The actual Championship will be run on a system of credit laps; that is to say, slower cars will be credited with so many laps completed. The credit laps have been calculated on times recorded on various circuits by members of the Championship panel. For instance it would be unfair to classify the driver of one of the small-capacity cars as being able to lap as quickly as the pilot of a 2-litre or over machine, developing a great deal more power. However, this does not always apply, for in to-day's race there is one car of under 1,200 c.c. which has shown its ability to go round a circuit, as quickly, if not even quicker, than its larger-enginer rivals.

However, in order to give every entrant an equal chance, the credit laps have been worked out very carefully. The four scratch men, Ken Rudd (A.C. Bristol), John Dalton (Austin Healey), David Shale (Austin Healey) and Graham Hill (Lotus Eleven Club Sports), have to concede no less than 18 laps to E. J. B. Mitchell's little Ford Anglia saloon.

The start of the race will be Le Mans style, with the cars arranged in ascending order of credit laps, and drivers lined up opposite. In effect, the Three Hours is something like the original conception of the Tourist Trophy, in that the competing machines are constructed for normal road

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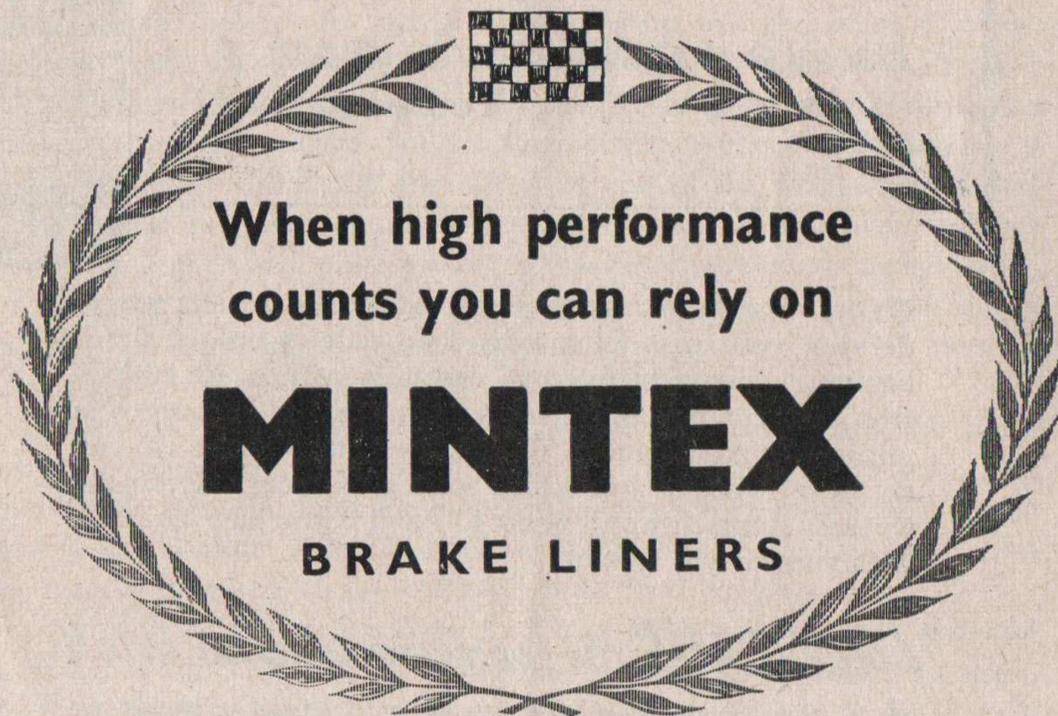
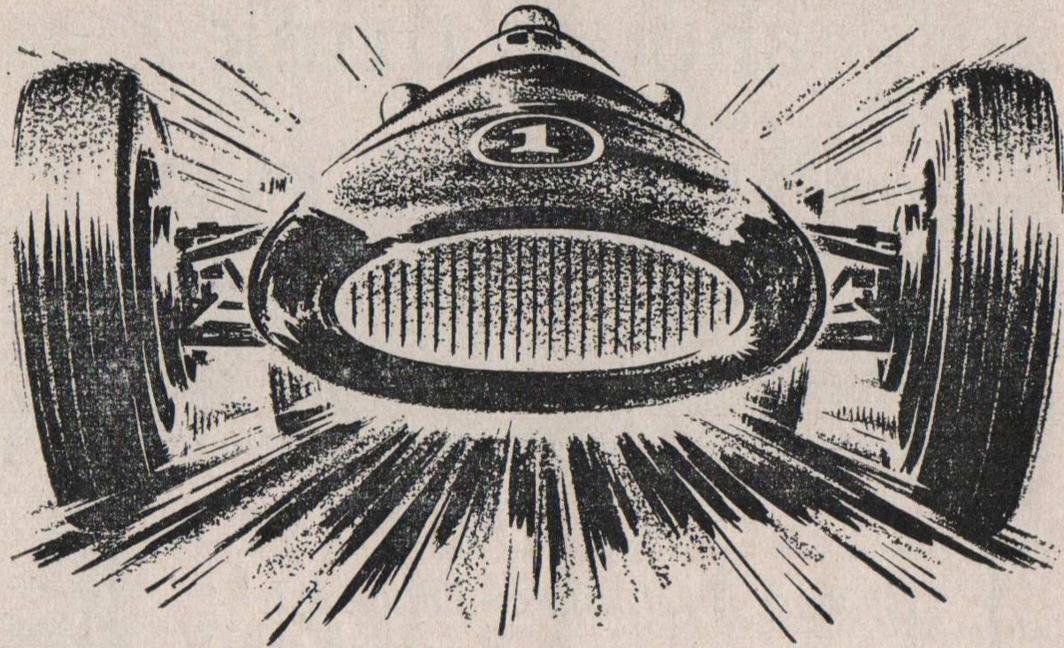
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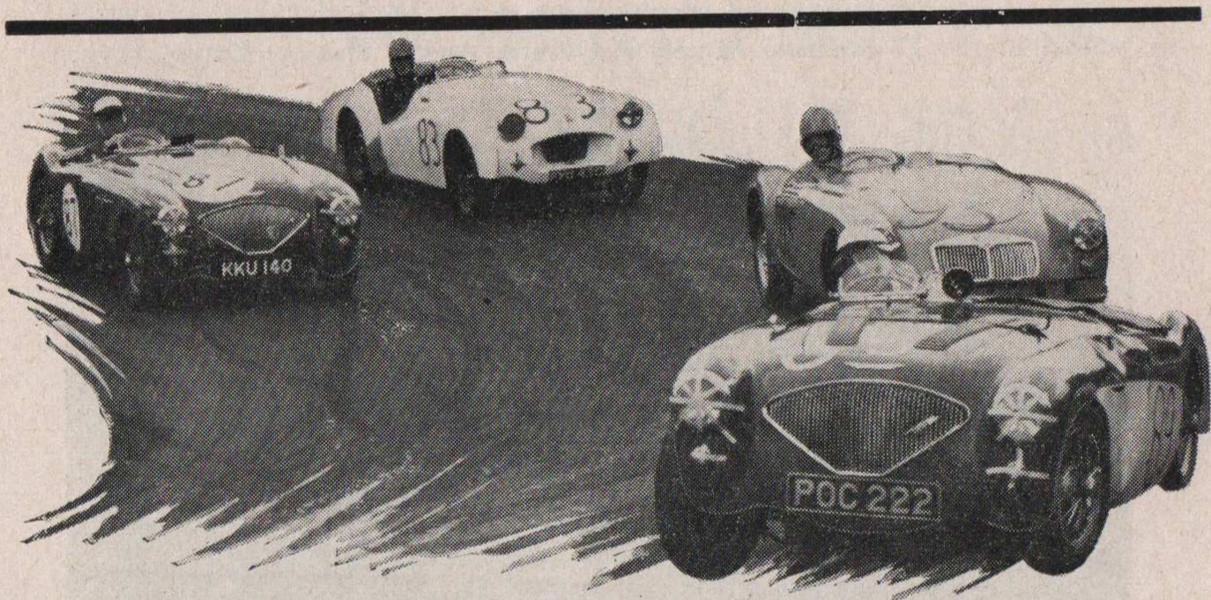
use, and are not specialised sports-racing cars. Twelve makes are represented in the 27 finalists, namely A.C. Ace, Austin Healey, Lotus, M.G.,



A. Foster (M.G.) in a qualifying event.



Start of a qualifying event at Mallory Park. Austin-Healeys and M.G. in front.



## Keeping in Front!

Whether it be Production Sports-car Racing, Grands Prix, Rallies, Trials, Autocross—in fact every possible form of motoring sport—**AUTOSPORT** has world-wide coverage.

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**AUTOSPORT**  
BRITAIN'S MOTOR SPORTING WEEKLY



J. Dalton (Austin-Healey) leads S. F. Wilder (Porsche) in a qualifying event.

Porsche, Morgan, Triumph, Swallow, Doretti, Jaguar, H.R.G., Frazer-Nash and Ford.

The A.C is based on the Tojeiro sports-racing machine and has all-independent suspension. It has been in series production for some time, fitted with either single-o.h.c A.C., or push-rod Bristol six-cylinder engines. The Porsche is also independently sprung, and is the only car in the race with a rear engine. Twin-overhead camshaft engines are to be found in Jaguar and H.R.G., the latter being the latest type with i.f.s., the engine being based on the Singer

Triumph TR2 engines are to be found in Swallow Doretti, Morgan, and of course Triumph. Austin Healey have the 2.7-litre, push-rod, four cylinder engine developed from the earlier Austin A.90 models. A six-cylinder Bristol power-unit is to be found in Frazer-Nash. Lotus and Ford have the ubiquitous, side-valve 1,172 c.c. Ford engine, modified to have twin carburettors. Cars are permitted to have a limited number of modification, the only stipulation being that specified components can be purchased from the manufacturers. A certain amount of latitude is allowed as regards tuning, but compression ratios, for example, are limited to a figure not exceeding 10 per cent of the manufacturers' specified ratio.

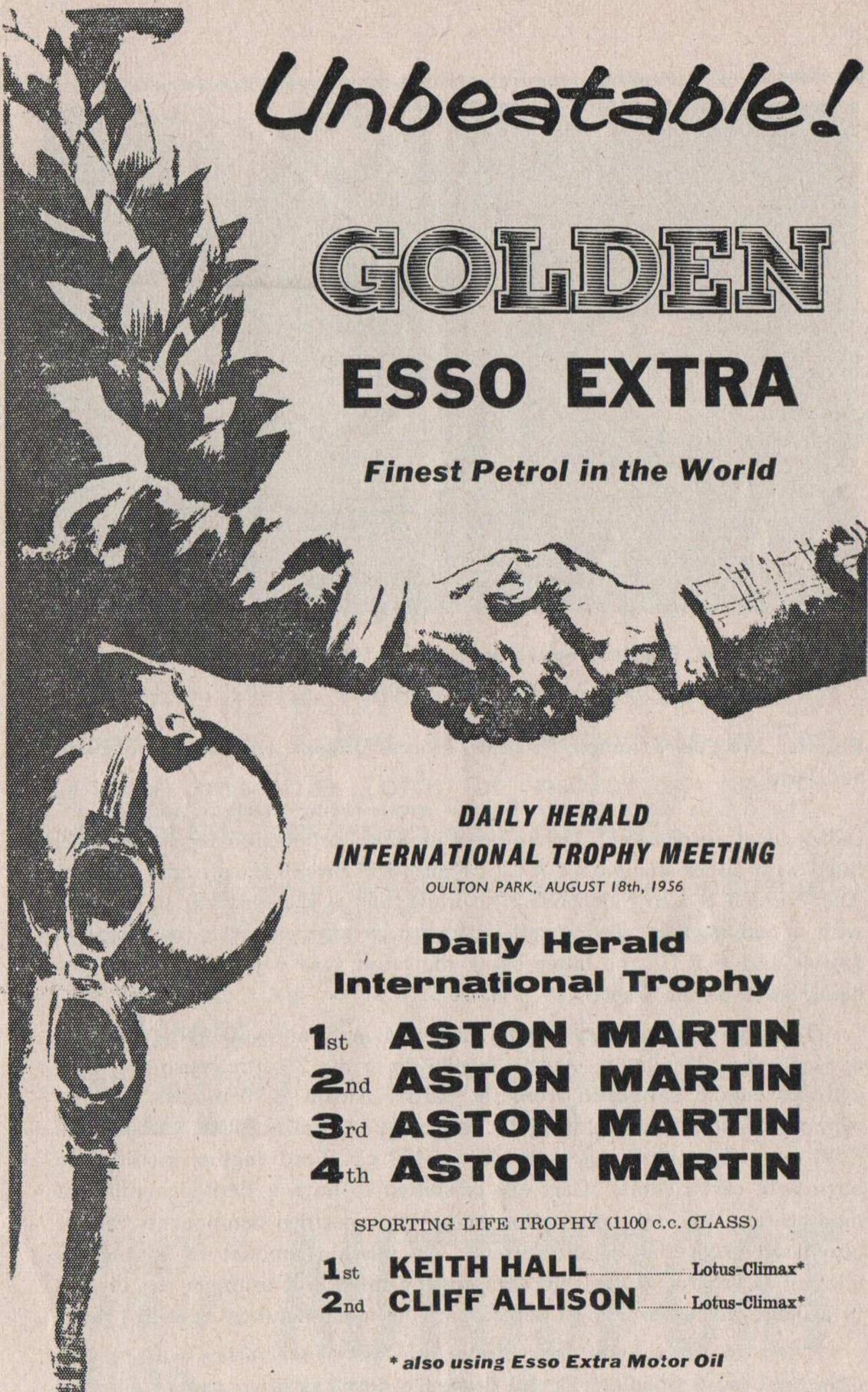
There is little doubt that production sports car racing will become more and more popular. Many drivers, whose machines cannot compete on level terms with sports-racing cars, are given the opportunity to race

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**Daily Herald  
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- 2<sup>nd</sup> ASTON MARTIN**
- 3<sup>rd</sup> ASTON MARTIN**
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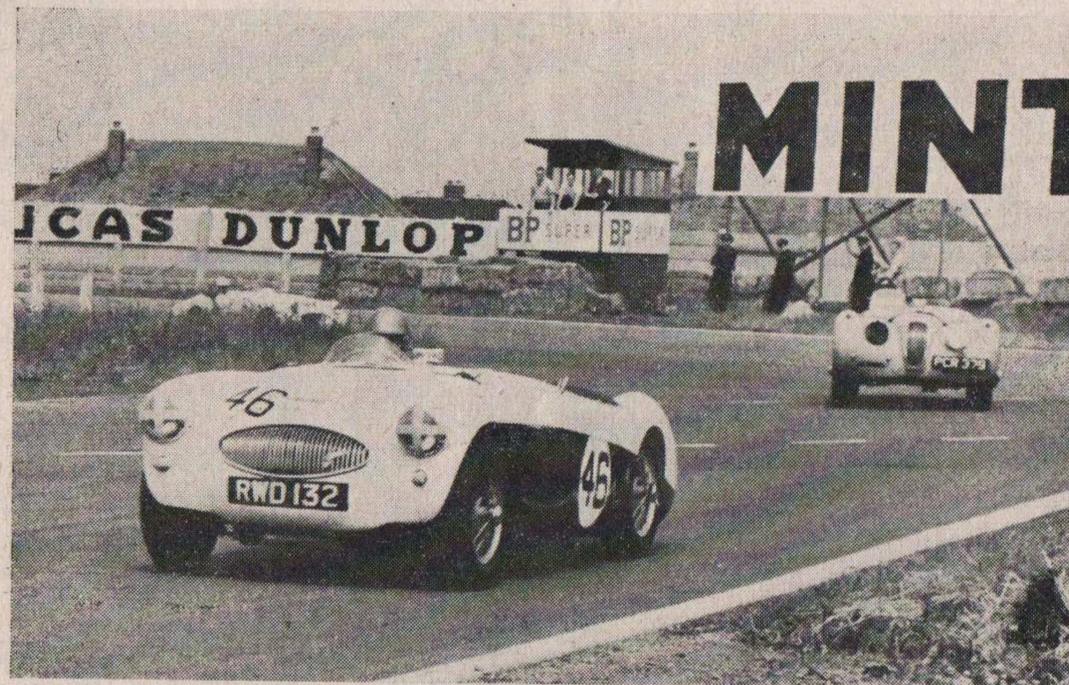
SPORTING LIFE TROPHY (1100 c.c. CLASS)

- 1<sup>st</sup> KEITH HALL**.....Lotus-Climax\*
- 2<sup>nd</sup> CLIFF ALLISON**.....Lotus-Climax\*

\* also using *Esso Extra Motor Oil*

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Austin-Healey, driven by John Dalton, leads an XK 140 Jaguar (P. M. Salmon) in a qualifying event for the "Autosport Championship."

against cars of comparative performance. It also appeals to manufacturers who do not run racing teams.

This is the first year of the Autosport Series Production Sports Car Championship, but it has met with instant success. Several years ago, the magazine introduced a 500 c.c. British Drivers' Championship, and also one for non-series-production 500 c.c. cars. These trophies are competed for annually, and have contributed a great deal to the success of Formula 3 racing. It is almost certain that the new contest will do the same for owners of series-production sports cars, and will put this type of racing on a firm footing. Already several clubs have adopted the AUTOSPORT rules relating to the eligibility of cars, and it is expected that more will adopt them for 1957. The purely sports-racing machine is catered for more than adequately, but up until now, there were comparatively few events for normal production sports cars in which the private owner could compete.

#### AWARDS

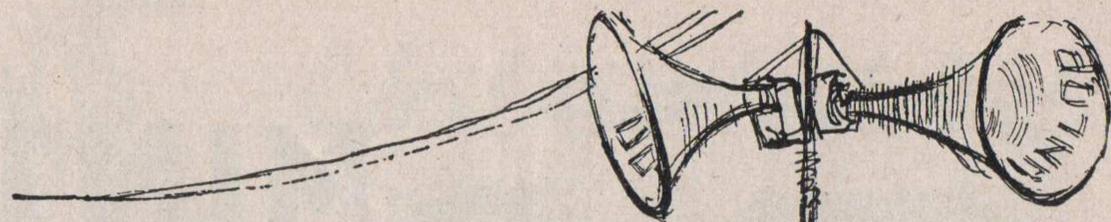
To the Outright Winner of the Three Hours Race: **The AUTOSPORT Series-Production Sports Car Championship Trophy, a Replica, and £100.**

To the Runner-Up: **An Autosport Plaque and £50.**

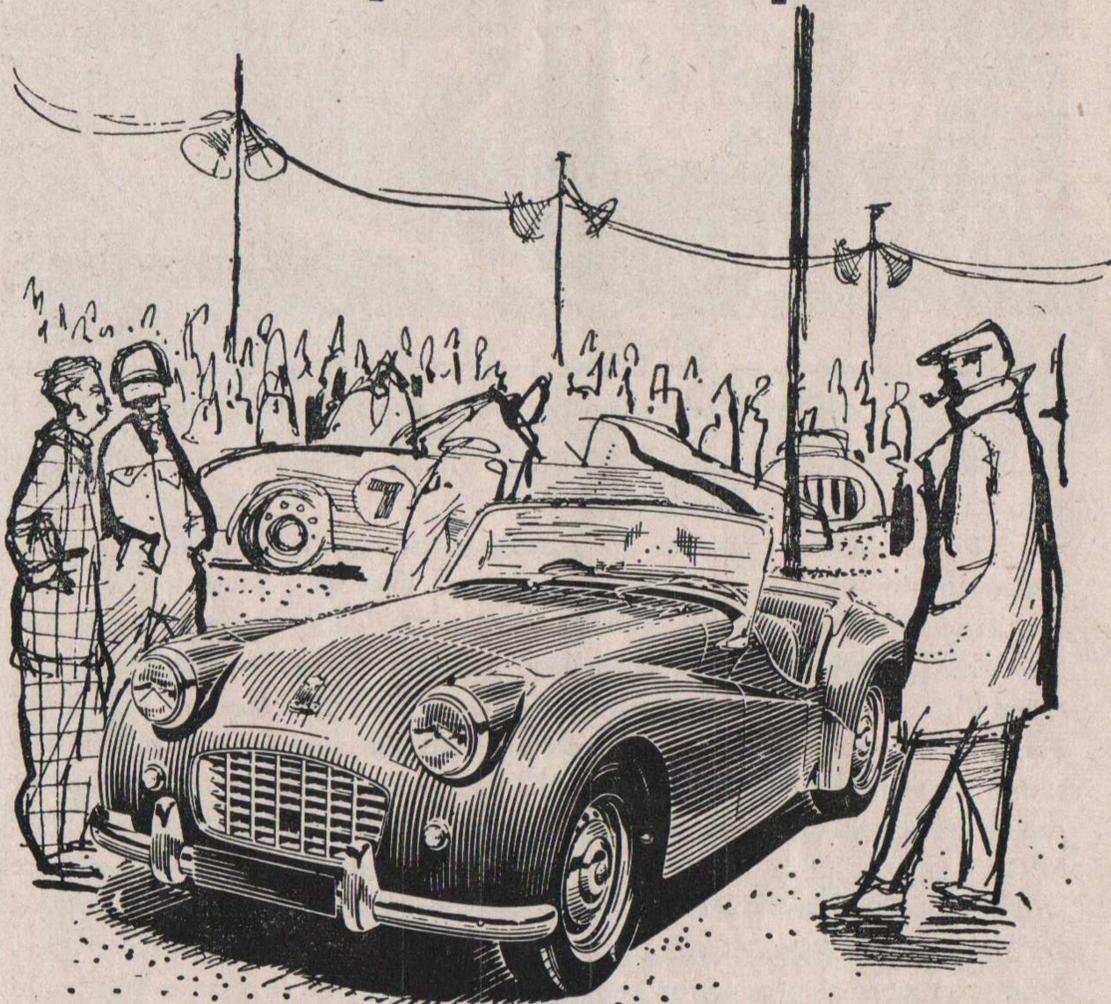
To the Driver placed Third: **An AUTOSPORT Plaque and £25.**

To the Driver placed Fourth: **An AUTOSPORT Plaque and £10.**

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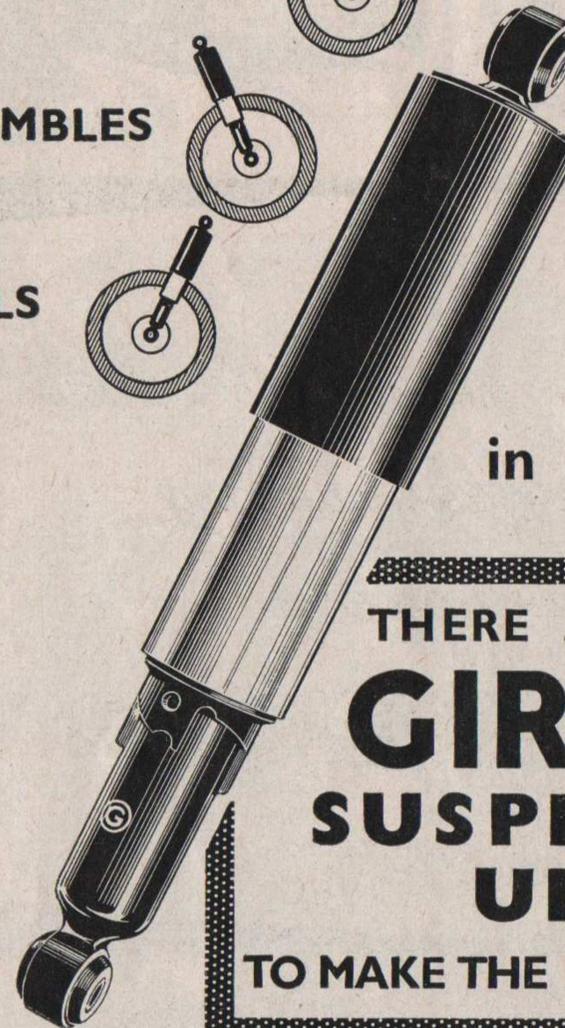
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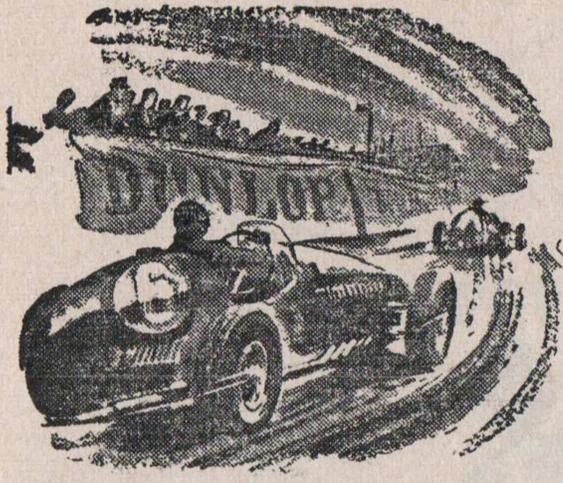
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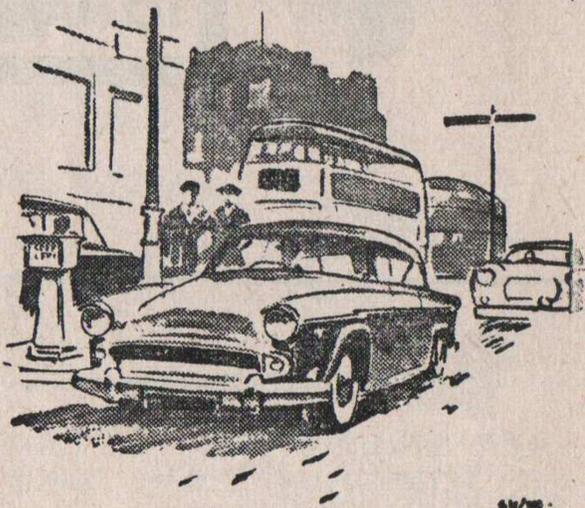
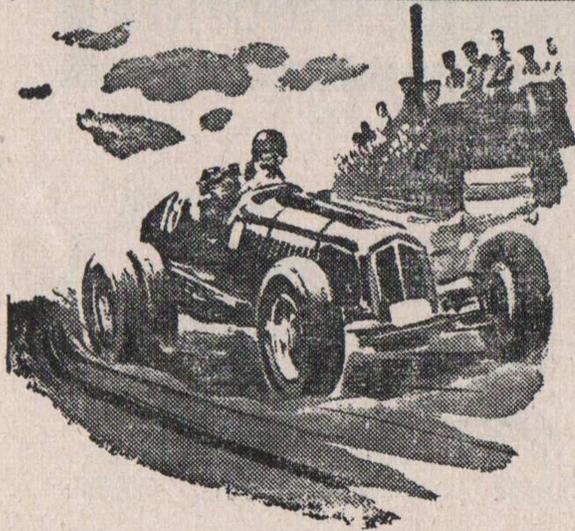
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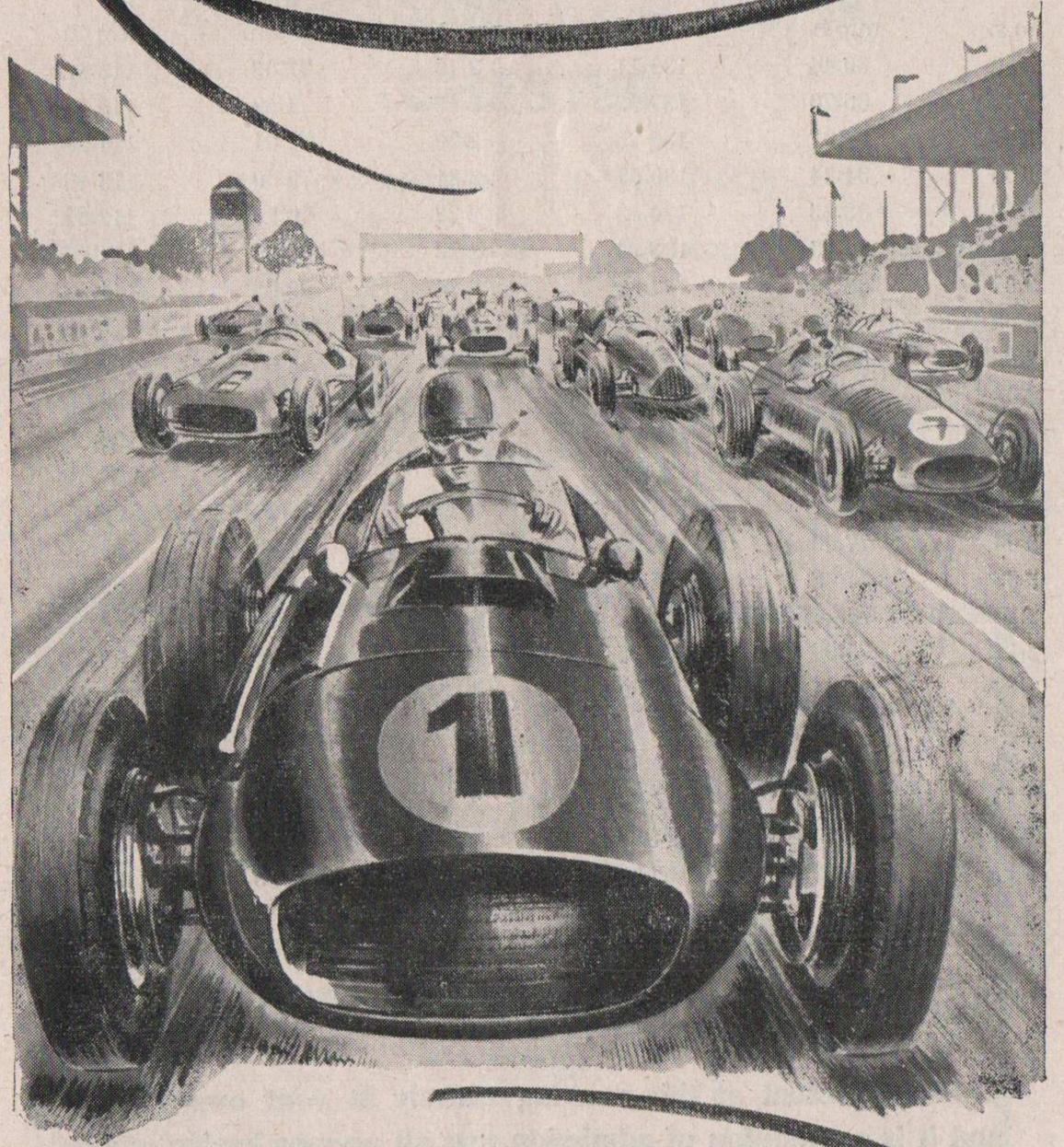
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## OULTON PARK — LAP SPEED TABLE

One lap of the Oulton Park Circuit equals approximately 2.76 miles (4.44 kms). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table:—

TIME			SPEED		
m.s.	m.p.h.	km/h	m.s.	m.p.h.	km/h
1.55	86.44	139.11	2.18	72.03	115.92
1.56	85.70	137.92	2.19	71.52	115.10
1.57	84.97	136.75	2.20	71.01	114.28
1.58	84.24	135.57	2.21	70.50	113.46
1.59	83.53	134.43	2.22	70.00	112.65
2.00	82.48	133.32	2.23	69.51	111.87
2.01	82.16	132.22	2.24	69.03	111.09
2.02	81.48	131.14	2.25	68.56	110.34
2.03	80.81	130.05	2.26	68.09	109.58
2.04	80.17	129.02	2.27	67.62	108.82
2.05	79.53	127.99	2.28	67.16	108.08
2.06	78.89	126.96	2.29	66.71	107.36
2.07	78.27	125.96	2.30	66.27	106.65
2.08	77.66	124.98	2.31	65.83	105.94
2.09	77.06	124.01	2.32	65.40	105.25
2.10	76.47	123.07	2.33	64.97	104.56
2.11	75.88	122.12	2.34	64.55	103.88
2.12	75.31	121.30	2.35	64.13	103.21
2.13	74.74	120.28	2.36	63.72	102.55
2.14	74.18	119.38	2.37	63.32	101.90
2.15	73.63	118.50	2.38	62.92	101.26
2.16	73.09	117.63	2.39	62.52	100.61
2.17	72.55	116.76	2.40	62.13	99.99

### WARNING — 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.

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## 1957

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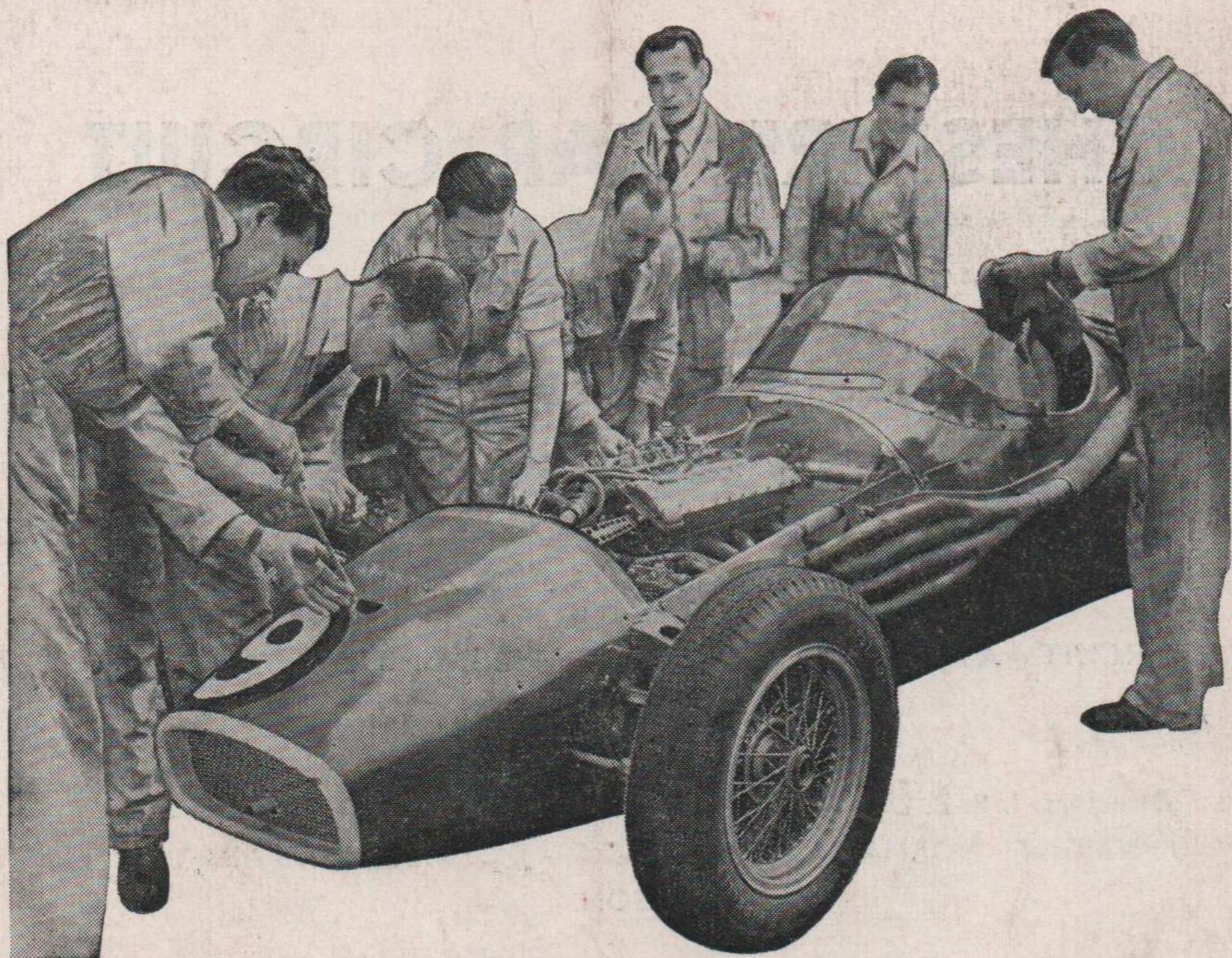
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