

OFFICIAL PROGRAMME 2s.

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**INTERNATIONAL**  
**GOLD CUP**  
**MEETING**

FORMULA 1 RACING CARS

*Sponsored by the DAILY EXPRESS*

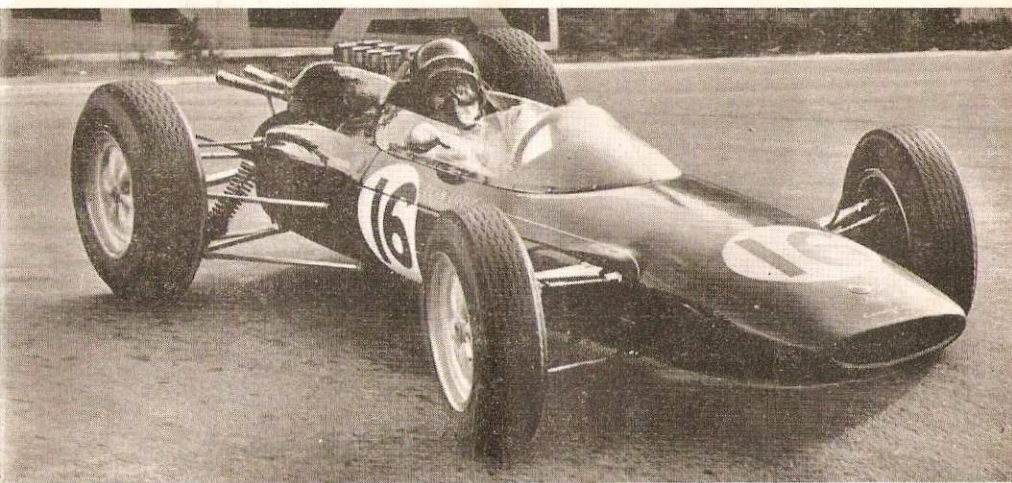
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**OULTON PARK**  
CHESHIRE

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Saturday 21 Sept. 1963

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**Autocar**

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**THE PETROL THAT HAS WON SO MANY  
WORLD CHAMPIONSHIP GRAND PRIX  
RACES IS EXACTLY THE SAME AS YOU  
CAN BUY AT YOUR LOCAL ESSO STATION**

**ALWAYS LOOK TO ESSO FOR THE BEST**

Racing organised by MID-CESHIRE MOTOR CLUB  
Promoted by CHESHIRE CAR CIRCUIT LIMITED

# **International GOLD CUP MEETING**

Sponsored by the "Daily Express"

**Saturday, 21st September**

1963

SPORTS/RACING CAR RACE 11.30 a.m.

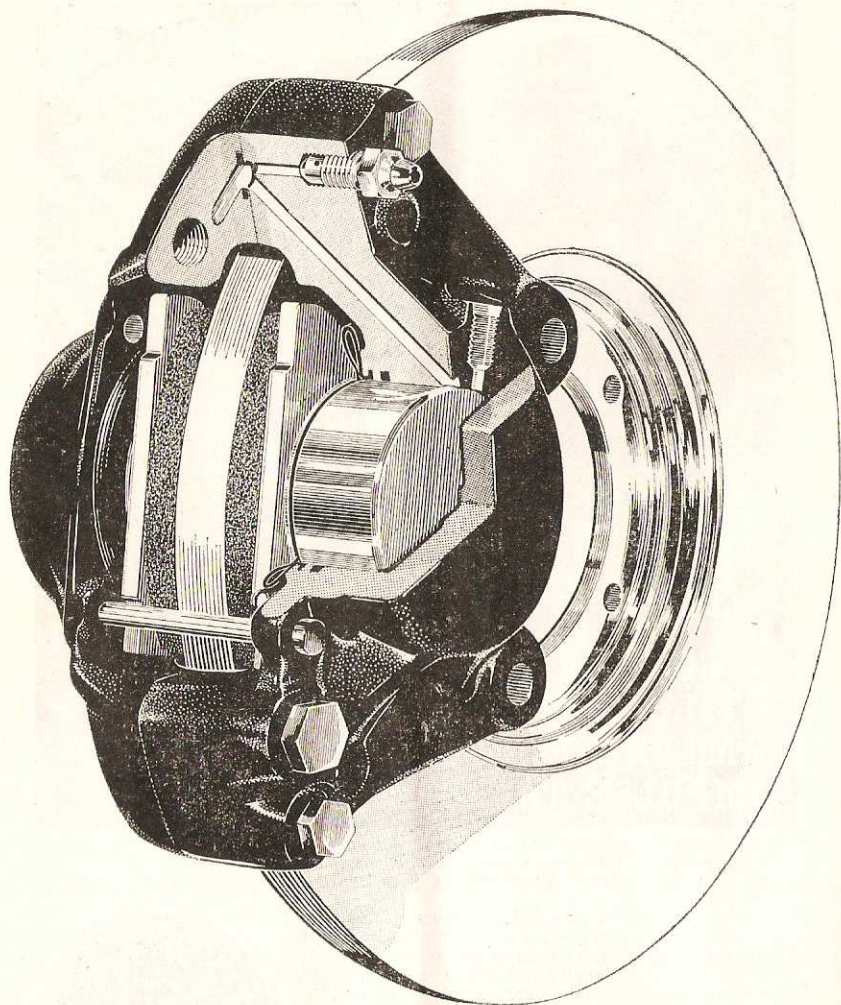
SALOON CAR RACE 1.30 p.m.

FORMULA I RACE 2.45 p.m.

## **Oulton Park**

NEAR TARPORLEY, CHESHIRE

Held under the International Sporting Code of the Federation International de l'Automobile and the General Competition Rules of the R.A.C. and Supplementary Regulations issued by the M.C.M.C.  
Permit No. RS.393



THE COMMON SAFETY FACTOR BUILT INTO MANY OF TO-DAYS FAMOUS CARS

**GIRLING**   
**DISC BRAKES**  
 AND COMPLETE BRAKING SYSTEMS

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

## AWARDS

### SPORTS CAR RACE

To the OUTRIGHT WINNER, £50 plus the class award

In each class :—

|        |     |     |     |        |     |     |     |
|--------|-----|-----|-----|--------|-----|-----|-----|
| FIRST  | ... | ... | £50 | FOURTH | ... | ... | £10 |
| SECOND | ... | ... | £30 | FIFTH  | ... | ... | £5  |
| THIRD  | ... | ... | £15 |        |     |     |     |



### SALOON CAR RACE

To the OUTRIGHT WINNER, £35 plus the class award, also the REDeX TROPHY to be held for one year plus £10, presented by REDeX Ltd.

In each class having seven or more starters :—

|        |     |     |     |       |     |     |    |
|--------|-----|-----|-----|-------|-----|-----|----|
| FIRST  | ... | ... | £15 | THIRD | ... | ... | £5 |
| SECOND | ... | ... | £10 |       |     |     |    |

In each class having five or six starters :—

|       |     |     |     |        |     |     |    |
|-------|-----|-----|-----|--------|-----|-----|----|
| FIRST | ... | ... | £12 | SECOND | ... | ... | £7 |
|-------|-----|-----|-----|--------|-----|-----|----|

In each class having three or four starters :—

|       |     |     |     |
|-------|-----|-----|-----|
| FIRST | ... | ... | £10 |
|-------|-----|-----|-----|

If a class has fewer than three starters there will be no award for that class, but competitors will be eligible for awards in the next higher class.

### FORMULA I RACE

To the WINNER the GOLD CUP, to be held for one year, and £250

|        |     |     |      |       |     |     |     |
|--------|-----|-----|------|-------|-----|-----|-----|
| SECOND | ... | ... | £200 | FIFTH | ... | ... | £75 |
| THIRD  | ... | ... | £150 | SIXTH | ... | ... | £60 |
| FOURTH | ... | ... | £100 |       |     |     |     |



## test your racing I.Q.

Just how much do you know about motor racing? Here are a few questions which will help you find out.

### QUESTIONS.

*Underline the answer that you think is correct.*

- The greatest number of Le Mans victories have been won by:—a. Bentley, b. Jaguar, c. Ferrari.
- The oldest motor race is:—a. The French G.P., b. The Targa Floria, c. The Tourist Trophy.
- How many points does a driver score for winning a Championship Grand Prix:—a. 10, b. 6, c. 9.
- A white flag shown to a driver means:—  
a. A service car or ambulance is on the course,  
b. Another driver is trying to pass you,  
c. Come into your pit at once.
- The international racing colours of the U.S.A. are:—a. red and yellow, b. white and blue, c. blue and yellow.
- One lap of the Brands Hatch long circuit is:—  
a. 2.65 miles, b. 3 miles, c. 1.65 miles.
- The Porche Grand Prix engine is:— a. flat eight, b. V-6, c. V-8.
- Winner of the 1962 World Championship of Drivers was:— a. Graham Hill, b. Jack Brabham, c. Jim Clark.

Answers: 1 c. 2 c. 3 c. 4 a. 5 b. 6 a. 7 a. 8 a.

Score 10 points for each correct answer.

70-80 No background information for you, but you're just the type to enjoy *The Motor*.

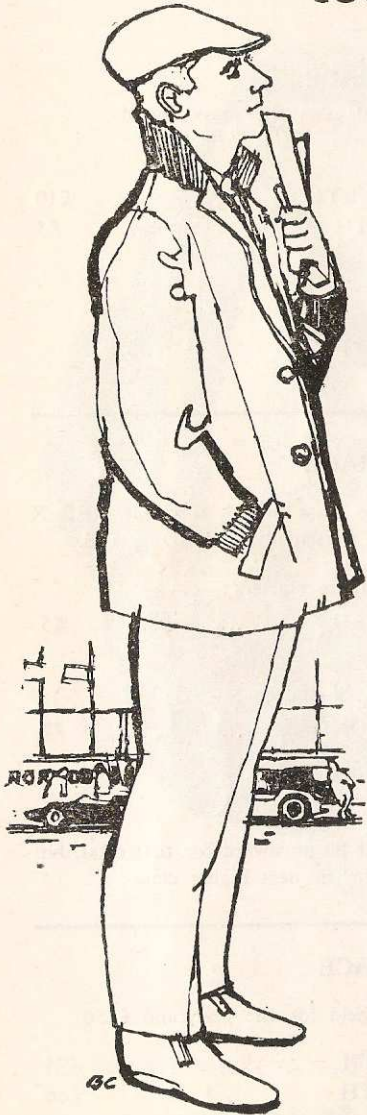
50-60 That's pretty good, but a regular glance at the race reports will give you those extra points.

40 & under Don't get depressed, just read *The Motor* every week you'll soon be up to scratch on all motoring problems.

# THE Motor

completes your motoring knowledge

Wednesdays One Shilling and Threepence



## RACE INFORMATION

### OUTRIGHT COURSE RECORD

JIM CLARK—Lotus-Climax, Time 1m. 40s. or 99.40 mph

### FORMULA I

JIM CLARK—Lotus-Climax, Time 1m. 40s. or 99.40 mph

### SPORTS CARS

INNES IRELAND—Lotus 19 Monte Carlo, Time 1m. 44.2s. or 95.39 mph

### GRAND TOURING CARS

J. STEWART—Tojeiro-Buick, Time 1m. 53.4s. or 87.65 mph

### SALOON CARS

GRAHAM HILL—Jaguar, Time 1m. 59s. or 83.53 mph

### FORMULA JUNIOR

K. M. FRANCIS—Lotus-Ford, Time 1m. 46.4s. or 93.42 mph

### FLAG SIGNALS

#### NATIONAL FLAG:

Signal of race start.

#### BLUE FLAG:

Another competitor is following you very closely and may, or is about to overtake you.

#### WHITE FLAG:

A service car is on the circuit.

#### YELLOW FLAG:

Danger—NO OVERTAKING.

#### YELLOW FLAG WITH VERTICAL RED STRIPES:

Oil spilt on the road.

#### GREEN FLAG:

Disappearance of danger previously notified.

#### RED FLAG:

(At the exclusive disposal of the Clerk of the Course) Complete and immediate stop for all cars.

#### BLACK FLAG WITH WHITE NUMBER:

The car bearing the number indicated must stop at its refuelling pit.

#### BLACK AND WHITE CHEQUERED FLAG:

Signal of end of race.

### FACILITIES

PADDOCK AREA—Admission to Paddock costs only 12/6 and here you are in the centre of the days activities. Once in the paddock you can obtain admission to the **Stewards Enclosure** (15/-) which has its own restaurant and bar and a tiered terrace on the track side, also above the pits there is an intimate licenced bar (10/-) with uninterrupted view of the whole of the start and finish area.

For those who like to view from one or two different vantage points there are standing terraces at Lodge, OLD HALL and Knickerbrook, and now on the top of Clay Hill building. Admission is 5/-. A new position is the Club House Pavilion on the outside of Lodge Corner. Here there is a licenced bar and snack bar and a tiered Terrace on the track side. Admission only 10/-.

# THE 1963 GOLD CUP

By DENYS AINSWORTH  
*of the Daily Express*

THIS year's international Gold Cup meeting at Oulton Park, unquestionably the racing drivers' favourite circuit, is very much a grand prix—without the worry for drivers of world championship points.

With a field that includes a former double world champion, Jack Brabham, the reigning champion, Graham Hill, and the next champion, Jim Clark, who has frequently been described as the natural successor to Stirling Moss for the accolade that is always applied to Noel Coward in the theatre—'The Master'—the scene would be set for a very exciting race.

The sort of race that many enthusiasts I know would travel a long way to see, even if nobody else was entered. But when you add names like Bruce McLaren, Innes Ireland,

GRAHAM HILL



10

Ritchie Ginther, Tony Maggs, Trevor Taylor, Dan Gurney and Masten Gregory, you are really getting top class racing which fans normally see only once—at the British Grand Prix. Unless they are among that small, happy, wealthy band who can afford to travel around the European circuits to see all the world championship races.

But there is a bonus to come. And, for me, it is a very intriguing bonus. For my joint speed love with car racing (I'm not going to say which comes first) is motor cycle racing.

And in today's big race we have two big time motor cycle men. A current world champion and a man who was always up among the top class leaders on two wheels . . . Mike Hailwood and Bob Anderson.

Mixing with the two sides of motor racing as I do, I sometimes think that the four-wheel aficionados are a bit reluctant to admit that the 'poor relations' who won their way into car racing from motor bike racing, are worth considering.

This particular ghost was surely laid in the British Grand Prix at Silverstone this year when Hailwood, in his first G.P. in a car, was 8th, and Bob Anderson was 12th.

So I'm going to watch these two today. For I know that this is the sort of race that suits them.

Unfortunately for the motor cycle enthusiasts who like to see their

heroes do well in cars, it also suits Jim Clark, who won the race last year. But then these days there doesn't seem to be a race that does not suit Jim Clark.

But remember this—before his victory in the Italian G.P. clinched the title, Graham Hill had a chance to become champion, and Ritchie Ginther could have finished equal first, so there will be a scent of revenge in the air today.

Which means more interest for the fans—which, surely, is what we are aiming at. For without people who pay to watch there would be no racing. As a famous race organiser



RITCHIE GINTHER

once said: 'You've got to get the little lolly from the fan before you can pay the big lolly to the drivers'.

The fans never had a better excuse for paying their lolly to watch world class racing in attractive surroundings than they have today. Maybe their support today will mean a British Grand Prix at Oulton Park before very long.

On behalf of the Daily Express, which is sponsoring the meeting, and the Mid-Cheshire Motor Club and Cheshire Car Circuit, Ltd., who have put in the hard work to assemble the exciting field, I wish you a happy, sunny, safe day's motor sport.

11



PREVIOUS WINNERS OF  
**The Gold Cup**

- 
- 1955 — Stirling Moss
  - 1956 — Roy Salvadori
  - 1957 — Jack Brabham
  - 1958 — Roy Salvadori
  - 1959 — Stirling Moss
  - 1960 — Stirling Moss
  - 1961 — Stirling Moss
  - 1962 — Jim Clark
- 

**JIM CLARK**

**ACKNOWLEDGMENTS**

The Mid Cheshire Motor Club Ltd. wish to thank the following for their valuable help and co-operation :

Members of the British Motor Racing Marshals Club, The British Racing and Sports Car Club, Lancs. and Cheshire Car Club, who have attended the meeting as honorary Officials and Marshals.

The British Red Cross Society, Commandant T. Tolley in charge, The Cheshire County Police, The Cheshire County Fire Brigade, Chester Engineering Co. Ltd., Messrs. Quicks of Chester Ltd., B. S. Morgan & Son, Knutsford Motors Ltd. Arden & Bull Ltd. for the loan of Breakdown Vehicles, Aston Martin Lagonda Ltd. for a Parade Car and Knutsford Motors Ltd. for the loan of the Course Car.

**MOTOR RACING SCHOOL**

The North's only Racing School is now firmly established at Oulton Park. Training is in Formula Junior cars under specialist supervision and each student will receive personal coaching from one of the North's most experienced drivers. For further details ring, call or write to :—

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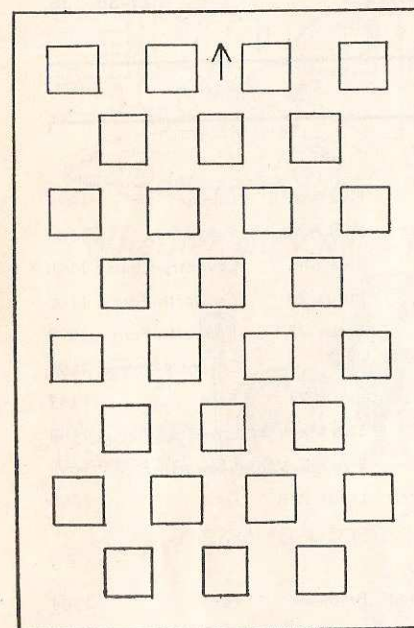
OR VISIT OUR NEW

**ACCESSORIES SHOP**

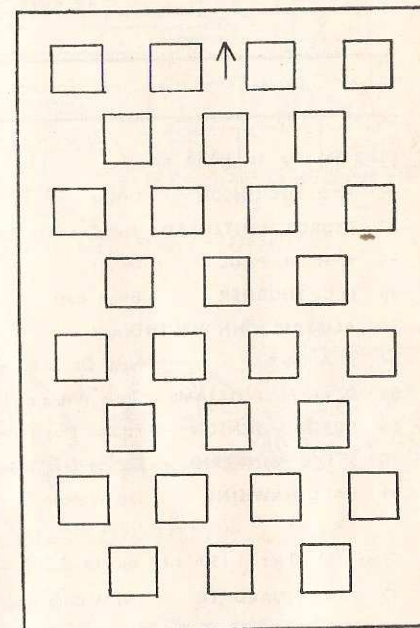
at the entrance to the Paddock during today's meeting where our staff will be on duty to answer your questions and supply your speed equipment.

**GRID CHARTS**

**SPORTS/RACING CAR RACE**



**SALOON CAR RACE**



**The Steering Wheel Club**

MAYFAIR'S POPULAR SOCIAL CENTRE FOR  
MOTOR SPORTING PEOPLE

*moves to Attractive New Premises at :*

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On SEPTEMBER 11th, 1963.

LOUNGE BAR - RESTAURANT - PRIVATE FUNCTIONS.  
MEMBERSHIP DETAILS FROM THE SECRETARY.

# Sports/Racing Car Race

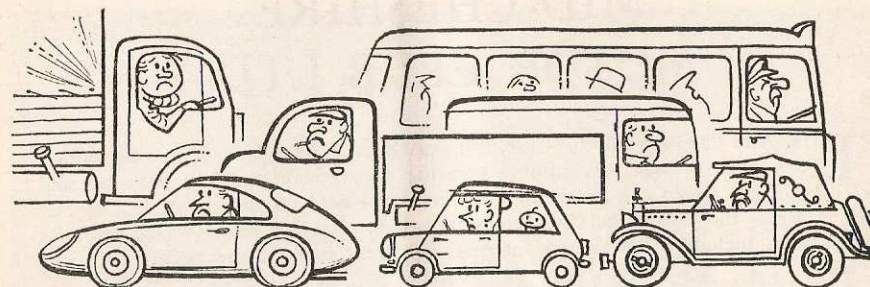
19 LAPS—50 MILES

11-30 a.m.

| No.                               | Driver              | Entrant                   | Car          | Engine          | Capacity |
|-----------------------------------|---------------------|---------------------------|--------------|-----------------|----------|
| <b>Class (a) Up to 1,150 c.c.</b> |                     |                           |              |                 |          |
| 31                                | P. R. DICKINSON     | Driver                    | Elva Mk. 6   | Climax          | 1098     |
| 32                                | GEORGE WHITEHEAD    | The Cheshire Racing Team  | W.R.A.Mk.III | Ford            | 1100     |
| 33                                | E. H. M. PAUL       | Driver                    | Elva Mk. 7   | Coventry-Climax | 1148     |
| 35                                | J. C. THURNER       | Brian Barr                | Lotus 23     | Cosworth-Ford   | 1100     |
| 36                                | ALISTAIR JOHN WELCH | Driver                    | Lotus 23     | Cosworth-Ford   | 1098     |
| 37                                | S. A. FOX           | Neal Davis Racing         | Lola         | Coventry-Climax | 1098     |
| 38                                | C. M. M. WILLIAMS   | Chris Williams Limited    | Lotus 23     | Ford            | 1145     |
| 39                                | ROBIN S. BENSON     | Equipe Elva (London)      | Elva Mk. VII | Coventry-Climax | 1148     |
| 40                                | S. J. C. MINOPRIO   | Equipe Elva (London)      | Elva Mk. VII | Cosworth-Ford   | 1098     |
| 41                                | PAUL HAWKINS        | Ian Walker Racing Limited | Lotus 23B    | Ford            | 1098     |

**Class (b) Over 1,150 c.c. up to 3,000 c.c.**

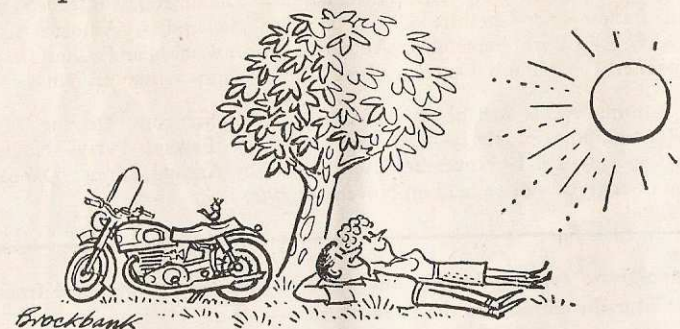
|    |  |                                     |              |                 |      |
|----|--|-------------------------------------|--------------|-----------------|------|
| 42 | FRANK GARDNER                            | Ian Walker Racing Limited           | Brabham      | Ford            | 1594 |
| 43 | JIM CLARK                                | Normand Ltd. Racing Div.            | Lotus 23     | Ford            | 1594 |
| 44 | MIKE BECKWITH                            | Normand Ltd. Racing Div.            | Lotus 23     | Ford            | 1594 |
| 45 | TONY HEGBOURNE                           | Normand Ltd. Racing Div.            | Lotus 23     | Ford            | 1594 |
| 46 | DOUGLAS GRAHAM or<br>CHRIS MARTYN        | M. G. Douglas Graham                | Elva 7       | Cosworth-Ford   | 1600 |
| 47 | TONY LANFRANCHI                          | Driver                              | Elva Mk. 7   | Ford Twin Cam   | 1600 |
| 48 | DAVID PROPHET                            | Driver                              | Lotus 23B    | Arden-Ford      | 1500 |
| 49 | G. H. BREAKELL                           | Driver                              | Lotus 23B    | Ford            | 1594 |
| 50 | JULIAN SUTTON                            | Fawdington's Garages                | Lotus 23B    | Lotus-Ford      | 1594 |
| 51 | KEITH A. GREENE                          | Keith A. Greene (Racing)            | Lotus-Ford   | Lotus-Ford      | 1600 |
| 52 | R. J. BLOOR                              | Sports Motors (Manchester)<br>Ltd.  | Lotus 23B    | Lotus-Ford      | 1594 |
| 53 | JACK PEARCE or<br>BILL BRADLEY           | Auto Racing Service                 | Lotus 23B    | Ford            | 1594 |
| 54 | WILLIAM J. STEIN                         | Wm. Stein & Coy. Ltd.               | Lotus 23B    | Ford-Cosworth   | 1600 |
| 55 | ALAN B. REES                             | Roy Winkelman Racing Ltd.           | Lotus 23     | Coventry-Climax | 1960 |
| 56 | ROY SALVADORI                            | C. T. Atkins                        | C'per Monaco | Coventry-Climax | 2700 |
| 57 | J. O. COUNDLEY or<br>R. W. de SELINCOURT | John Coundley Racing<br>Partnership | Lotus 19     | Climax          | 2750 |
| 58 | MIKE PENDLETON                           | Driver                              | Lotus XIX    | Coventry-Climax | 2700 |



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*park where they please on three...*



*or take their time on two...*

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safely and surely with*

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12/16

# MID-CHESHIRE MOTOR CLUB LTD.

**T**HE Mid-Cheshire Motor Club Ltd. has been closely associated with Oulton Park since the idea of building a racing circuit here was first proposed and the Club staged the first Race Meeting to be held on the circuit in October, 1953. Since those days the Club has organised at least two motor racing meetings each year, including the annual International event held on the circuit, the Gold Cup.

The Club is also very active in the organisation of all other forms of motor sport and, through the co-promotion of events with other clubs (which is now usual practice), members have the opportunity to participate in at least 4 Sprints, 4 or 5 Driving Test Meetings, Autocross, Production Car Trials, and Rallies, while the Club organises the annual Wilshire Trophy Trial which counts towards the R.A.C. Trials Championship.

The Social Side is well cared for with a regular programme of Film Shows, Navigational Exercises, Industrial Visits and Dances, and all members receive a 16-page monthly Bulletin designed to keep them in touch with all aspects of club activities and to provide a forum for discussion. Club evenings are held on the second Wednesday of each month at the Angel Hotel, Knutsford.

The programme for the next few weeks includes: 5-hour Relay Race at Oulton Park (with Lancs. and Cheshire C.C.) on 28th September, Autocross (with Liverpool M.C.) on 29th September, Autocross (with Lancs. and Cheshire C.C. and Stockport M.C.) on 6th October, First Winter Films Show on 9th October.

Further Autumn events will be an Autocross on October 20th, Driving Tests—October 27th, Hallowe'en Party—October 31st, Guy Fawkes Party—November 5th, Production Car Trial—November 24th, while the Annual Dinner Dance and Presentation of Awards will be held on November 29th.

Application forms for membership and Club Regalia can be obtained from the Club Centre near the entrance to the Paddock, or :—

## POST THIS FORM TO—

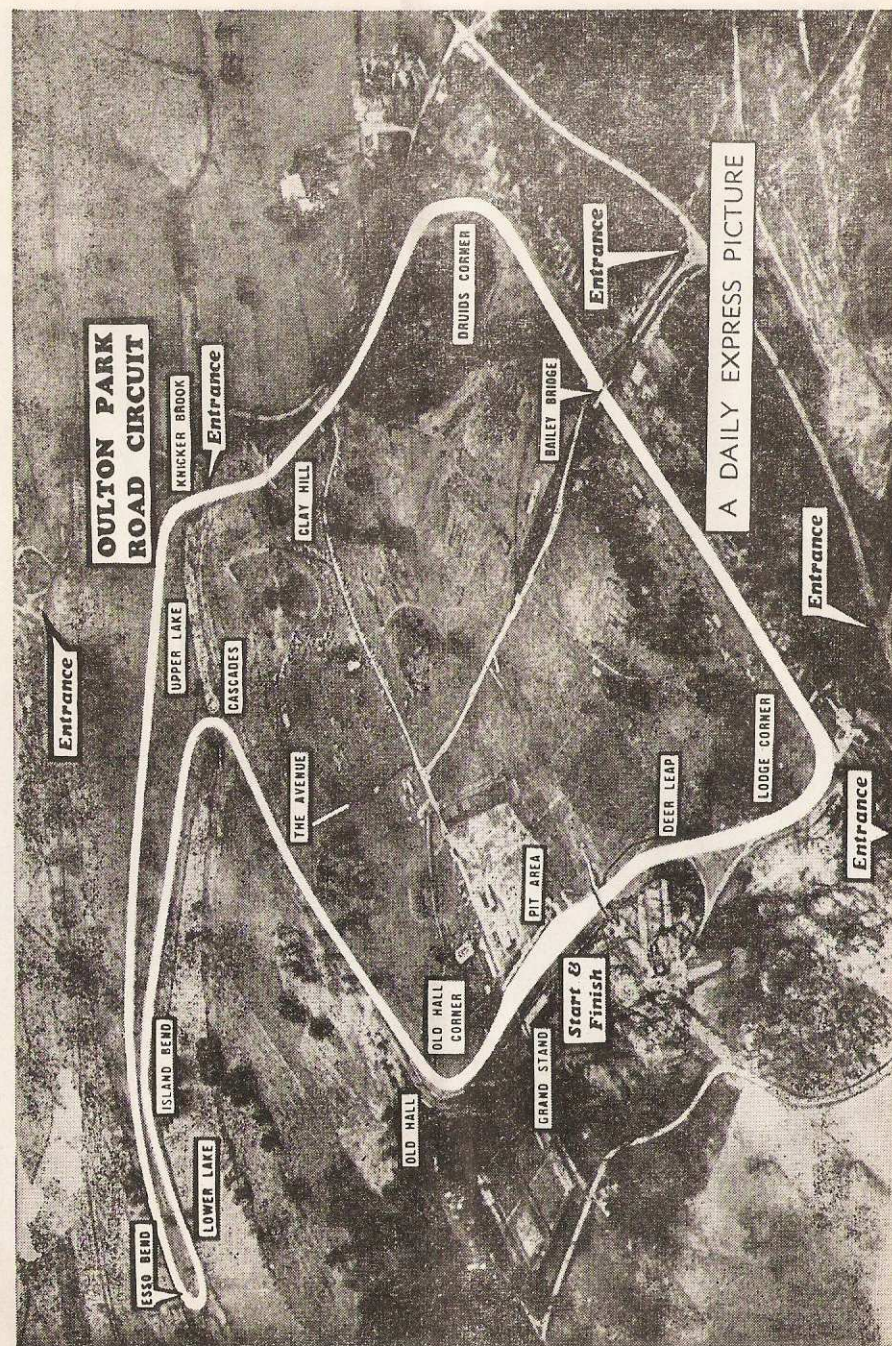
THE HON. SECRETARY, M.C.M.C.,  
A. S. ATKINSON, 12 Crewe Road, Shavington, Nr. Crewe, Cheshire.

I am interested in joining the Mid-Cheshire Motor Club Ltd. Please send full details. I understand the fees are: Subscription £1/10/0. Entrance Fee 10/6.

NAME and ADDRESS .....

(BLOCK CAPS)

Car.....







“JIM CLARK, LOTUS CLIMAX, WINNER OF 1962 GOLD CUP”

Photo by 'Autosport'

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REDeX in your oil and petrol  
disperses carbon, gum and sludge,  
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Gives you many more miles per gallon.

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REDeX is a Registered Trade Mark of REDeX Limited.

## Saloon Car Race

19 LAPS—50 MILES

1-30 p.m.

| No.                                       | Driver   | Entrant                                    | Car                    | Capacity |
|---|--|--|------------------------|----------|
| <b>Class (a) Up to 1,300 c.c.</b>         |  |  |                        |          |
| 61  | MISS ANITA TAYLOR                                    | Driver                                     | Ford Anglia            | 1198     |
| 62  | M. A. YOUNG  | Super Speed Conversions Ltd.               | Ford Anglia            | 1198     |
| 63  | SIR JOHN WHITMORE                                    | Cooper Car Company Limited                 | Austin Mini-Cooper 'S' | 1100     |
| 64  | TIM MAYER  | Cooper Car Company Limited                 | Morris Mini-Cooper 'S' | 1100     |
| 65  | H. W. RATCLIFFE                                      | Team Red Rose                              | Morris Cooper 'S'      | 1071     |
| 66  | REVD. RUPERT JONES                                   | Vitafoam Developments                      | Morris Cooper 'S'      | 1071     |
| 67  | P. T. MIDDLEHURST                                    | Driver                                     | Austin Mini-Cooper 'S' | 1070     |
| 68  | EDWARD LEWIS   | Westover Racing                            | Morris Cooper 'S'      | 1071     |
| 69  | BILL BORROWMAN                                       | Scottish Racing Drivers Club               | Austin Cooper 'S'      | 1071     |
|   |  |  | or Austin Cooper       | 997      |
| 70  | JOHN HANDLEY   | 'Broadspeed' (S. R. Broad-<br>& Sons Ltd.) | Morris Cooper 'S'      | 1071     |
| 71  | RALPH D. BROAD                                       | 'Broadspeed'                               | Austin Mini-Cooper     | 997      |
| 72  | R. M. WILSON   | Driver                                     | Morris Mini-Cooper     | 997      |
| 73  | A. D. RUTT   | Grosvenor Racing                           | Austin Mini-Cooper     | 997      |
| 74  | M. E. CAULTON  | Team Red Rose                              | Morris Mini-Cooper     | 997      |
| 75  | FLT./LT. J. BROWN                                    | Driver                                     | Austin Cooper          | 997      |
| 76  | FLT./LT. T. J. THRELFALL or<br>FLT./LT. J. M. FULTON | Royal Air Force Motor<br>Sport Association | Mini Cooper            | 997      |
| 77  | MISS MICHAELLE<br>BURNS-GREIG                        | Driver                                     | Austin Cooper          | 997      |
| <b>Class (b) 1,301 c.c. to 2,000 c.c.</b> |  |  |                        |          |
| 78  | MICHAEL J. DONEGAN                                   | Fibreair Ltd.                              | Ford Cortina G.T.      | 1527     |
| 79  | BOB OLTHOFF or<br>JACK SEARS                         | John Willment Automobiles<br>Ltd.          | Ford Cortina G.T.      | 1498     |
| 80  | DAVID HAYNES   | John Willment Automobiles<br>Ltd.          | Ford Cortina G.T.      | 1498     |
| R81                                       | JIM CLARK  | Team Lotus Ltd.                            | Ford Cortina Lotus     | 1558     |
| R82                                       | TREVOR TAYLOR  | Team Lotus Ltd.                            | Ford Cortina Lotus     | 1558     |
| <b>Class (c) 2,001 c.c. to 3,000 c.c.</b> |  |  |                        |          |
| <b>No Entries</b>                         |  |  |                        |          |
| <b>Class (d) Over 3,000 c.c.</b>          |  |  |                        |          |
| 83  | JACK SEARS or<br>BOB OLTHOFF                         | John Willment Automobiles<br>Ltd.          | Ford Galaxie           | 7000     |
| 84  | DAN GURNEY   | Alan Brown Racing Ltd.                     | Ford Galaxie           | 7000     |
| 85  | ROY SALVADORI  | C. T. Atkins                               | Jaguar                 | 3781     |
| 86  | JOHN ADAMS   | Team Tourist Trophy                        | Jaguar                 | 3781     |
| 87  | CHARLES BRIDGES                                      | Ecurie Red Rose                            | Jaguar                 | 3781     |
| 88  | MIKE SALMON  | Atherstone Engineering Co.<br>Ltd.         | Jaguar                 | 3781     |
| 89  | C. McLAREN   | Driver                                     | Jaguar                 | 3781     |

R—Indicates Provisional Reserve Entry



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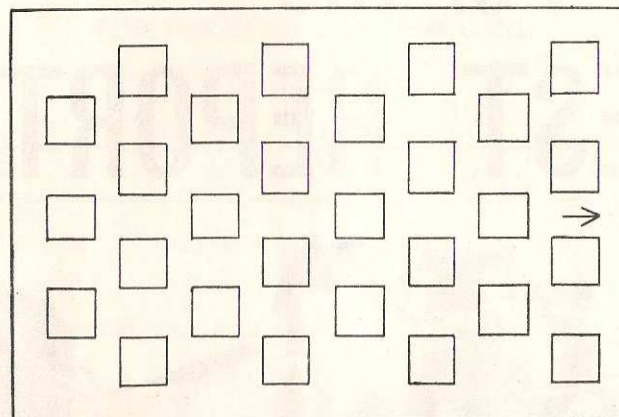
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### STARTING GRID FOR THE GOLD CUP



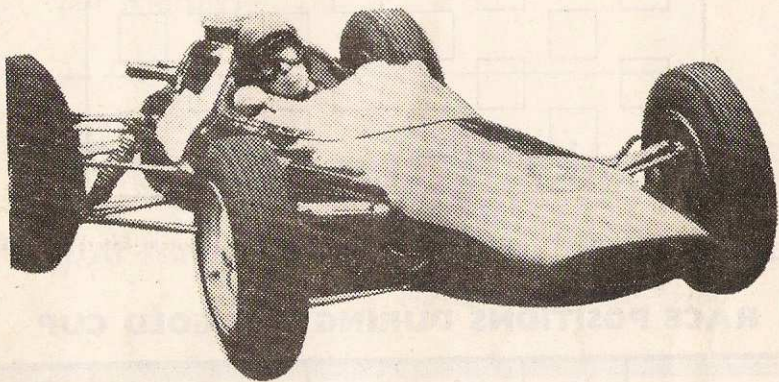
The starting positions will be announced over the public address system before the start of the race.

### RACE POSITIONS DURING THE GOLD CUP

| POSITION AT LAP | 1st CAR No. | 2nd CAR No. | 3rd CAR No. | 4th CAR No. | 5th CAR No. | 6th CAR No. |
|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1               |             |             |             |             |             |             |
| 10              |             |             |             |             |             |             |
| 20              |             |             |             |             |             |             |
| 30              |             |             |             |             |             |             |
| 40              |             |             |             |             |             |             |
| 50              |             |             |             |             |             |             |
| 60              |             |             |             |             |             |             |
| 70              |             |             |             |             |             |             |
| FINISH<br>73    |             |             |             |             |             |             |

The Race positions will be announced at regular intervals over the public address system

# For the BEST REPORTS



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| No. | Driver  | Entrant                          | Car             | Engine              |
|-----|---|----------------------------------|-----------------|---------------------|
| 1   | <b>GRAHAM HILL</b><br>(G.B.)  | Owen Racing Organisation         | B.R.M.          | B.R.M.              |
| 2   | <b>RICHIE GINTHER</b><br>(U.S.A.)                                       | Owen Racing Organisation         | B.R.M.          | B.R.M.              |
| 3   | <b>GODIN de BEAUFORT</b><br>(Holland)                                   | Ecurie Maarsbergen               | Porsche         | Porsche (4)         |
| 4   | <b>JIM CLARK</b><br>(G.B.)  | Team Lotus Ltd.                  | Lotus           | Coventry-Climax     |
| 5   | <b>TREVOR TAYLOR</b><br>(G.B.)  | Team Lotus Ltd.                  | Lotus           | Coventry-Climax     |
| 6   | <b>PETER ARUNDELL</b><br>(G.B.)   | Team Lotus Ltd.                  | Lotus           | Coventry-Climax     |
| 7   | <b>JOSEPH SIFFERT</b><br>(Switzerland)                                  | Siffert Racing Team              | Lotus           | B.R.M.              |
| 8   | <b>INNES IRELAND</b><br>(G.B.)  | British Racing Partnership       | BRP/B.R.M.      | B.R.M.              |
| 9   | <b>JIM HALL</b><br>(U.S.A.)   | British Racing Partnership       | Lotus/B.R.M.    | B.R.M.              |
| 10  | <b>IAN RABY</b><br>(G.B.)   | Ian Raby Racing Ltd.             | Gilby           | B.R.M.              |
| 11  | <b>BRUCE McLAREN</b><br>(New Zealand)                                   | Cooper Car Company Ltd.          | C'per Coventry  | Coventry-Climax     |
| 12  | <b>TONY MAGGS</b><br>(South Africa)                                     | Cooper Car Company Ltd.          | C'per Coventry  | Coventry-Climax     |
| 14  | <b>ANDRE PILETTE</b><br>(Belgium)                                       | Driver                           | Lotus           | Coventry-Climax (4) |
| 15  | <b>JACK BRABHAM</b><br>(Australia)                                      | Brabham Racing Organisation Ltd. | Brabham         | Coventry-Climax     |
| 16  | <b>DAN GURNEY</b><br>(U.S.A.)<br>or <b>DENIS HULME</b><br>(New Zealand) | Brabham Racing Organisation Ltd. | Brabham         | Coventry-Climax     |
| 17  | <b>MASTEN GREGORY</b><br>(U.S.A.)                                       | Tim Parnell                      | Lotus B.R.M.    | B.R.M.              |
| 18  | <b>To be Nominated</b>  | Reg Parnell (Racing)             | Lola            | Coventry-Climax     |
| 19  | <b>MIKE HAILWOOD</b><br>(G.B.)  | Reg Parnell (Racing)             | Lola            | Coventry-Climax     |
| 20  | <b>JOAKIM BONNIER</b><br>(Sweden)                                       | R. R. C. Walker                  | Cooper-Climax   | Coventry-Climax     |
| 21  | <b>BERNARD COLLOMB</b><br>(France)                                      | Collomb                          | Lotus           | Climax              |
| 22  | <b>BOB ANDERSON</b><br>(G.B.)   | D. W. Racing Enterprises Ltd.    | Lola            | Coventry-Climax     |
| 23  | <b>IAN BURGESS</b><br>(G.B.)  | Scirocco Powell Racing Cars      | Scirocco B.R.M. | B.R.M.              |
| 24  | <b>TONY SETTEMBER</b><br>(U.S.A.)                                       | Scirocco Powell Racing Cars      | Scirocco B.R.M. | B.R.M.              |





**Provisional dates at**  
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**1964**

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**Oulton Park Speed Table**

1 lap=2.761 miles

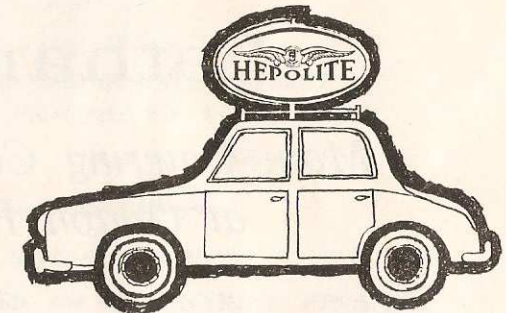
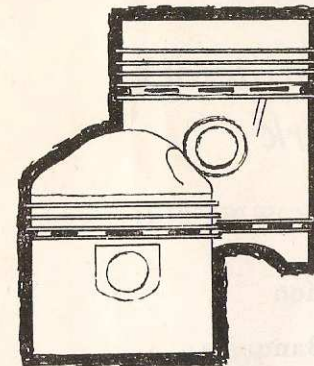
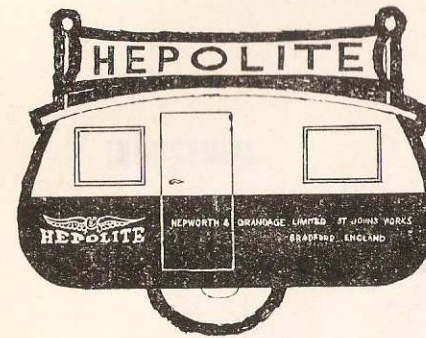
| LAP TIME | SPEED  | LAP TIME | SPEED  | LAP TIME | SPEED  | LAP TIME | SPEED  |
|----------|--------|----------|--------|----------|--------|----------|--------|
| M. S.    | M.P.H. | M. S.    | M.P.H. | M. S.    | M.P.H. | M. S.    | M.P.H. |
| 1 34     | 105.74 | 1 43     | 96.50  | 1 52     | 88.75  | 2 01     | 82.15  |
| .2       | 105.52 | .2       | 96.31  | .2       | 88.59  | .2       | 82.01  |
| .4       | 105.29 | .4       | 96.13  | .4       | 88.43  | .4       | 81.87  |
| .6       | 105.07 | .6       | 95.94  | .6       | 88.27  | .6       | 81.74  |
| .8       | 104.85 | .8       | 95.76  | .8       | 88.12  | .8       | 81.61  |
| 1 35     | 104.63 | 1 44     | 95.57  | 1 53     | 87.96  | 2 02     | 81.47  |
| .2       | 104.41 | .2       | 95.39  | .2       | 87.80  | .2       | 81.34  |
| .4       | 104.19 | .4       | 95.21  | .4       | 87.65  | .4       | 81.21  |
| .6       | 103.97 | .6       | 95.02  | .6       | 87.50  | .6       | 81.07  |
| .8       | 103.75 | .8       | 94.84  | .8       | 87.34  | .8       | 80.94  |
| 1 36     | 103.54 | 1 45     | 94.66  | 1 54     | 87.19  | 2 03     | 80.81  |
| .2       | 103.32 | .2       | 94.88  | .2       | 87.04  | .2       | 80.68  |
| .4       | 103.11 | .4       | 94.30  | .4       | 86.88  | .4       | 80.55  |
| .6       | 102.89 | .6       | 94.13  | .6       | 86.73  | .6       | 80.42  |
| .8       | 102.68 | .8       | 93.95  | .8       | 86.58  | .8       | 80.29  |
| 1 37     | 102.47 | 1 46     | 93.77  | 1 55     | 86.43  | 2 04     | 80.16  |
| .2       | 102.26 | .2       | 93.59  | .2       | 86.28  | .2       | 80.03  |
| .4       | 102.05 | .4       | 93.42  | .4       | 86.13  | .4       | 79.90  |
| .6       | 101.84 | .6       | 93.24  | .6       | 85.98  | .6       | 79.77  |
| .8       | 101.63 | .8       | 93.06  | .8       | 85.83  | .8       | 79.64  |
| 1 38     | 101.42 | 1 47     | 92.89  | 1 56     | 85.69  | 2 05     | 79.52  |
| .2       | 101.22 | .2       | 92.72  | .2       | 85.54  | .2       | 79.39  |
| .4       | 101.01 | .4       | 92.55  | .4       | 85.39  | .4       | 79.26  |
| .6       | 100.81 | .6       | 92.38  | .6       | 85.25  | .6       | 79.14  |
| .8       | 100.60 | .8       | 92.20  | .8       | 85.10  | .8       | 79.01  |
| 1 39     | 100.40 | 1 48     | 92.03  | 1 57     | 84.95  | 2 06     | 78.89  |
| .2       | 100.20 | .2       | 91.86  | .2       | 84.81  | .2       | 78.76  |
| .4       | 100.00 | .4       | 91.69  | .4       | 84.66  | .4       | 78.64  |
| .6       | 99.80  | .6       | 91.52  | .6       | 84.52  | .6       | 78.51  |
| .8       | 99.60  | .8       | 91.36  | .8       | 84.38  | .8       | 78.39  |
| 1 40     | 99.40  | 1 49     | 91.19  | 1 58     | 84.23  | 2 07     | 78.26  |
| .2       | 99.20  | .2       | 91.02  | .2       | 84.09  | .2       | 78.14  |
| .4       | 99.00  | .4       | 90.86  | .4       | 83.95  | .4       | 78.02  |
| .6       | 98.80  | .6       | 90.69  | .6       | 83.81  | .6       | 77.90  |
| .8       | 98.61  | .8       | 90.52  | .8       | 83.67  | .8       | 77.77  |
| 1 41     | 98.41  | 1 50     | 90.36  | 1 59     | 83.53  | 2 08     | 77.65  |
| .2       | 98.22  | .2       | 90.20  | .2       | 83.39  | .2       | 77.53  |
| .4       | 98.02  | .4       | 90.03  | .4       | 83.25  | .4       | 77.41  |
| .6       | 97.83  | .6       | 89.87  | .6       | 83.11  | .6       | 77.29  |
| .8       | 97.64  | .8       | 89.71  | .8       | 82.97  | .8       | 77.17  |
| 1 42     | 97.45  | 1 51     | 89.55  | 2 00     | 82.83  | 2 09     | 77.05  |
| .2       | 97.26  | .2       | 89.38  | .2       | 82.69  | .2       | 76.93  |
| .4       | 97.07  | .4       | 89.22  | .4       | 82.55  | .4       | 76.81  |
| .6       | 96.88  | .6       | 89.06  | .6       | 82.42  | .6       | 76.69  |
| .8       | 96.69  | .8       | 88.91  | .8       | 82.28  | .8       | 76.58  |



OULTON PARK SPEED TABLE—cont.

| LAP TIME | SPEED  | LAP TIME | SPEED  | LAP TIME | SPEED  | LAP TIME | SPEED  |
|----------|--------|----------|--------|----------|--------|----------|--------|
| M. S.    | M.P.H. | M. S.    | M.P.H. | M. S.    | M.P.H. | M. S.    | M.P.H. |
| 2 10     | 76.46  | 2 19     | 71.51  | 2 28     | 67.16  | 2 37     | 63.31  |
| .2       | 76.34  | .2       | 71.41  | .2       | 67.07  | .2       | 63.23  |
| .4       | 76.22  | .4       | 71.30  | .4       | 66.98  | .4       | 63.15  |
| .6       | 76.11  | .6       | 72.10  | .6       | 66.89  | .6       | 63.07  |
| .8       | 75.99  | .8       | 71.10  | .8       | 66.80  | .8       | 62.99  |
| 2 11     | 75.88  | 2 20     | 71.00  | 2 29     | 66.71  | 2 38     | 62.91  |
| .2       | 75.76  | .2       | 70.90  | .2       | 66.62  | .2       | 62.83  |
| .4       | 75.64  | .4       | 70.79  | .4       | 66.53  | .4       | 62.75  |
| .6       | 75.53  | .6       | 70.69  | .6       | 66.44  | .6       | 62.67  |
| .8       | 75.41  | .8       | 70.59  | .8       | 66.35  | .8       | 62.59  |
| 2 12     | 75.30  | 2 21     | 70.49  | 2 30     | 66.26  | 2 39     | 62.51  |
| .2       | 75.19  | .2       | 70.39  | .2       | 66.18  | .2       | 62.43  |
| .4       | 75.07  | .4       | 70.29  | .4       | 66.09  | .4       | 62.36  |
| .6       | 74.96  | .6       | 70.19  | .6       | 66.00  | .6       | 62.28  |
| .8       | 74.85  | .8       | 70.10  | .8       | 65.91  | .8       | 62.20  |
| 2 13     | 74.73  | 2 22     | 70.00  | 2 31     | 65.83  | 2 40     | 62.12  |
| .2       | 74.62  | .2       | 69.90  | .2       | 65.74  | .2       | 62.04  |
| .4       | 74.51  | .4       | 69.80  | .4       | 65.65  | .4       | 61.97  |
| .6       | 74.40  | .6       | 69.70  | .6       | 65.56  | .6       | 61.89  |
| .8       | 74.29  | .8       | 69.61  | .8       | 65.48  | .8       | 61.81  |
| 2 14     | 74.18  | 2 23     | 69.51  | 2 32     | 65.39  | 2 41     | 61.74  |
| .2       | 74.07  | .2       | 69.41  | .2       | 65.31  | .2       | 61.66  |
| .4       | 73.96  | .4       | 69.31  | .4       | 65.22  | .4       | 61.58  |
| .6       | 73.85  | .6       | 69.22  | .6       | 65.13  | .6       | 61.51  |
| .8       | 73.73  | .8       | 69.12  | .8       | 65.05  | .7       | 61.43  |
| 2 15     | 73.63  | 2 24     | 69.03  | 2 33     | 64.96  | 2 42     | 61.36  |
| .2       | 73.52  | .2       | 68.93  | .2       | 64.88  | .2       | 61.28  |
| .4       | 73.41  | .4       | 68.83  | .4       | 64.80  | .4       | 61.20  |
| .6       | 73.30  | .6       | 68.74  | .6       | 64.71  | .6       | 61.13  |
| .8       | 73.19  | .8       | 68.64  | .8       | 64.63  | .8       | 61.05  |
| 2 16     | 73.09  | 2 25     | 68.55  | 2 34     | 64.54  | 2 43     | 60.98  |
| .2       | 72.98  | .2       | 68.45  | .2       | 64.46  | .2       | 60.90  |
| .4       | 72.87  | .4       | 68.36  | .4       | 64.38  | .4       | 60.83  |
| .6       | 72.76  | .6       | 68.27  | .6       | 64.29  | .6       | 60.76  |
| .8       | 72.66  | .8       | 68.17  | .8       | 64.21  | .8       | 60.68  |
| 2 17     | 72.55  | 2 26     | 68.08  | 2 35     | 64.13  | 2 44     | 60.61  |
| .2       | 72.45  | .2       | 67.99  | .2       | 64.04  | .2       | 60.53  |
| .4       | 72.34  | .4       | 67.89  | .4       | 63.96  | .4       | 60.47  |
| .6       | 72.24  | .6       | 67.80  | .6       | 63.88  | .6       | 60.39  |
| .8       | 72.13  | .8       | 67.71  | .8       | 63.80  | .8       | 60.31  |
| 2 18     | 72.03  | 2 27     | 67.62  | 2 36     | 63.72  | 2 45     | 60.24  |
| .2       | 71.92  | .2       | 67.52  | .2       | 63.63  | .2       | 60.17  |
| .4       | 71.82  | .4       | 67.43  | .4       | 63.55  | .4       | 60.09  |
| .6       | 71.71  | .6       | 67.34  | .6       | 63.47  | .6       | 60.02  |
| .8       | 71.61  | .8       | 67.25  | .8       | 63.39  | .8       | 59.95  |

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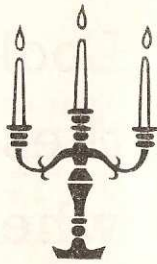


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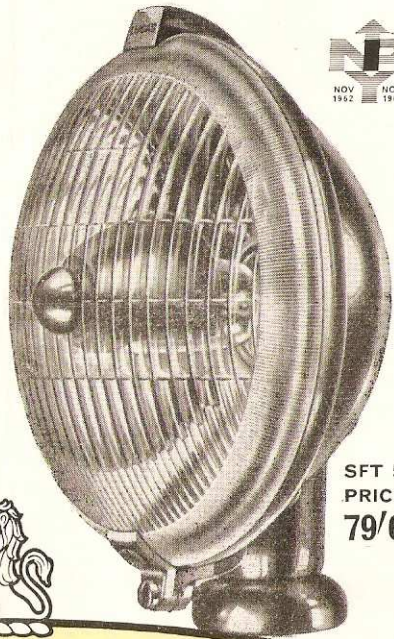
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