

OFFICIAL PROGRAMME 2s.

NATIONAL SPRING MEETING
FOR SPORTS CARS & SUPPORTING EVENTS

OULTON PARK • CHESHIRE

Saturday 11 April 1964

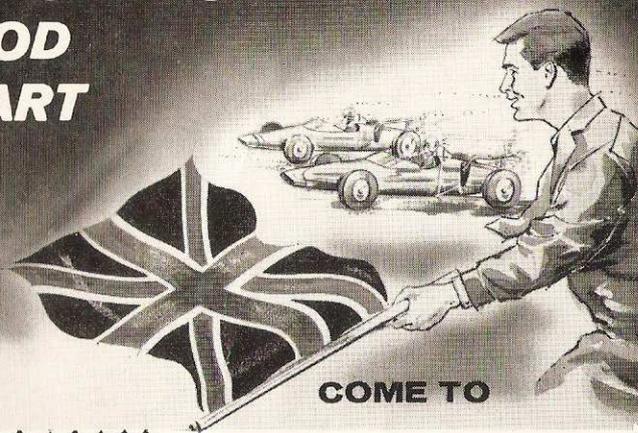
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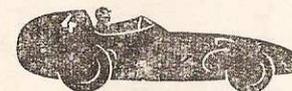
KING'S NORTHERN OLYMPIA, 770 Chester Rd., STRETFORD, nr. Manchester
and at Leigh, Bolton, Bury, Blackburn, Crewe, Bromborough, Halifax and Leeds.

PROGRAMME

- 1.30 p.m. SALOON CAR RACE
- 2.30 p.m. SPRING CUP RACE
- 3.25 p.m. OULTON PARK TROPHY RACE
- 5.10 p.m. GRAND TOURING CAR RACE

**SATURDAY
11th APRIL, 1964**

Promoted by
CHESHIRE CAR CIRCUIT LIMITED



Racing Organised by
BRITISH AUTOMOBILE RACING CLUB

OULTON PARK
CHESHIRE

This meeting is governed by the International Sporting Code of the F.I.A., the General Competition Rules and Standing Supplementary Regulations of the R.A.C., and the additional Supplementary Regulations and Instructions issued by the B.A.R.C. R.A.C. Permit No. RS/629.

National Open Spring Meeting



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NOTICES — IMPORTANT

ORGANISERS OF THE MEETING

Cheshire Car Circuit Ltd.,
29 Eastgate Row North, Chester
Managing Director - R. M. Foster

All enquiries regarding admission arrangements, advance bookings for future meetings and lost property should be sent to Cheshire Car Circuit Limited.

British Automobile Racing Club,
Sutherland House, 5-6 Argyll Street,
London W.1.

President :
The Duke of Richmond and Gordon
Chairman: L. F. Dyer.
Hon. General Treasurer:
M. Gorrings, F.C.A.
General Secretary: G. H. Macbeth.

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.

DOGS

In the interest of safety, dogs are not admitted to the course.

MESSAGES

The organisers regret that announcements to assist spectators cannot be made over the public address system except in cases of genuine emergency.

ANTI-LITTER

Please help keep Oulton Park tidy.

PROGRAMME COPYRIGHT

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

The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme of competitors, but the promoters cannot accept responsibility for the failure of any driver or car to appear.

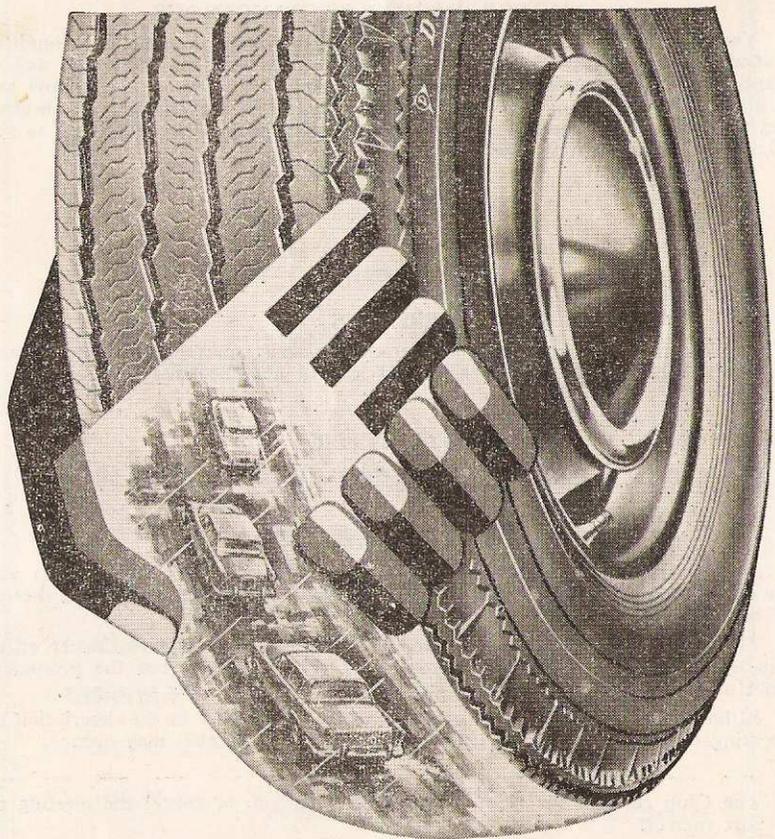
Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

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

When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.

GET THE PROVEN GRIP OF C41 ON WET ROADS!

When motoring at 50 mph the contact area between tyre and road is only that of a size 9 shoe and lasts for a mere 1/150th of a second! In wet conditions surface water builds up in front of each tyre forming a 'wedge' which tries to force its way underneath the tyre. As speed increases so the contact area is reduced and the 'water wedge' penetrates further. Tests have proved that the Dunlop C41 resists this 'water wedge' to a degree never before attained. The specially designed tread channels the bulk of the water neatly to the rear, permitting the tyre to grip on a practically dry road. **C41 is safer by far in wet or dry.**



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About Today's Racing

STARTING positions for today's racing have been determined by times achieved in practice yesterday. The fastest car in each race put up the best time in practice. When two cars achieve exactly the same time, the one which achieved it first is given preference. Any car which did not practice during the official period for its race is on the back of the grid. Where there is more than one such car, they are positioned in numerical order.

* * *

All races at Oulton Park are run in a clockwise direction and they start and finish at the same point, in front of the timekeepers' box and race control building, just before the start of the pits.

* * *

Before the start of each race, cars are collected together in the marshalling area by the 'Motor' bridge and are lined up in the order which they are to form up on the starting grid. Fifteen minutes before the start of the race they go out on a 'warming up' lap and, generally speaking, they go off with the fastest at the front.

* * *

The 'warming up' lap serves a double purpose. It gets the engines and transmissions of the cars properly warmed up and warns the drivers of any troubles with their cars before they start racing, and it serves to accustom the drivers to track conditions as they are immediately before racing, which could well be different from what they were during practising.

* * *

All of today's races are run under full international rules, although it is not a full 'International' meeting. Oulton Park's proper international meeting of the year is on 19th September, this being the 'Gold Cup' meeting. Today's meeting is open to all competitors other than drivers on the 'Classified' list of the Federation Internationale de l'Automobile who do not hold competition licences issued by the R.A.C., i.e. the leading foreign Grand Prix drivers.

* * *

The Spring Cup Race is for Formula 3 racing cars, which must use engines

of under 1,000 c.c. capacity taken from production cars of which not less than 1,000 have been made in a 12 month period. Other requirements are that only one carburettor choke must be used and that this must be separated from the induction manifold by a flange 3 mm. thick which has a maximum diameter of 36 mm. for the hole. There is a minimum weight limit of 400 kgs. (882 lbs.). There are also a number of body and chassis dimension requirements.

The Sports Car Race is run under Appendix 'C' to the International Sporting Code, which lays down a number of requirements such as minimum ground clearance, luggage boot capacity, windscreen height, cockpit width, door dimensions, fuel tank capacity and turning circle.

* * *

Most rigidly controlled race today is the Saloon Car Race, which is run under Appendix 'J', Group 2, to the International Sporting Code. This requires all cars to be similar to production models of which not less than 1,000 identical cars must have been made within a 12 month period.

Body trim must be as in production models and the mechanical parts must be standard apart from limited changes which must be kept strictly within rules laid down and observed internationally. The main changes permitted are that all mechanical parts may be 'finished', e.g.: they may be polished and balanced by removing metal.

* * *

The Grand Touring Car Race is run under Appendix 'J', Group 3, to the International Sporting Code. This permits mechanical changes as authorised for saloon cars under Group 2 and also permits cars to be used with special bodies, providing 100 standard bodies have been made for identical models during a 12 month period.

* * *

After each race, some successful cars are impounded to be carefully re-examined to make sure that they comply with the regulations. The examination can include stripping of engines and other mechanical parts.

THE MEN BEHIND THE WHEEL

(and the ones behind them)

One of the troubles with modern cars in races is that you seldom have much opportunity to see the driver himself. Inevitably, only a small number of people have a chance of making close contact with the men in the cockpit. Fewer still get to know the people who provide the cars for most of the leading drivers—the entrants. Here is a random selection of pen portraits of a few of the men behind the wheel and the ones behind them.

JIM CLARK—If the Lotus 'Thirty' is unsuccessful today, it will not be through lack of ability on the part of its driver, for Jim Clark is not only world champion but acknowledged to be one of the best drivers the world has yet seen.

Certainly he is one of the fastest drivers ever known, having the lap record to his credit for most circuits where Formula I cars take part. His record of success last season—seven world championship races in the year—is unprecedented.

Jim started racing in 1956 and soon began winning, first in a Porsche and then a D-type Jaguar. In 1959 he drove for the Border Reivers team and earned many successes so that Team Lotus signed him up for 1960 when he and Trevor Taylor became virtually unbeatable in the Lotus-Ford Formula Junior cars.

The following season saw him as a Formula I driver, and in 1962 he was only just beaten by Graham Hill for the world championship. His Formula I championship wins last year were so frequent that many people overlooked the fact that the Lotus was no longer the fastest car—Jim just drove faster than most of his rivals.

Clark is not just a Grand Prix driver, however, winning in several other types of car (such as the Lotus 23 sports car in last year's Oulton Park Trophy Race) and he very nearly won the Indianapolis '500' in a Lotus with Ford V8 engine. It is a similar engine in the Lotus 'Thirty' today and it should be very, very fast.

JOHN COOPER—If you object to the way all current racing cars look the same, with the engines behind the

driver and with the wheels staying glued to the track, blame John Cooper!

Interestingly, the cars he has entered today are designed by somebody else and have the engine at the front, driving the front wheels. They are, of course, the enormously successful Mini-Coopers, a model which was introduced after he became associated with the British Motor Corporation following the sensational success of his Formula Junior cars fitted with Austin and Morris engines.

It all began soon after the war when John and his father Charles built a tiny single-seater racing car with a 500 c.c. motor cycle engine. They put it behind the driver and drove the back wheels through a motor cycle chain. The wheels were all-independent, using Fiat 500 suspension units.

All the Coopers, but for one or two front-engined sports cars and Bristol-engined Formula 2 models in the early 1950's have used a similar layout and a bigger engined Formula 2 model, just coming with the Formula I capacity limit, shook the racing world by winning the Argentine and Monaco Grands Prix of 1958. By 1960, Colin Chapman followed the lead given by Coopers and the pattern of racing car design had been changed irrevocably.

Now being closely challenged for the honour by Lotus, Coopers have produced more racing cars than any other manufacturer in the world. Their successes are huge in number and the Cooper Car Company have won the Formula 1 Constructors' World Championship, the Formula 2 Constructors' World Championship and the Drivers' World Championship (Brabham in 1959 and 1960) among other titles.



JIM CLARK



JACKIE STEWART



BRUCE McLAREN

TONY LANFRANCHI—Few drivers can have secured the major part of the finance for their most expensive sports racing car by means of a night's gambling in London, but that is the achievement of Yorkshireman Tony Lanfranchi, who went to the London racing car show, chose an Elva and then spent the night winning the money for it!

Most of his successes have been won more conventionally, however, driving fast and skilfully in sports car events, using cars bought by hard work in the confectionery business.

He began with a Healey Silverstone and in 1959 used an Austin Healey 100S and Frazer-Nash. Later he acquired an Elva Courier in which he enjoyed considerable success and has since raced Elva cars almost continuously.

Last season he teamed up with former Speedway rider Bill Crosland whose tuning ability enabled Lanfranchi's Elva Mark VII to be very quick and, generally speaking, reliable. With it he established a number of lap and course records in both circuit and hill climb events.

If the Elva was out of action for any reason Tony used the Lotus Seven of Team Crostone, as the organisation was called, and then frequently saw off most of the more expensive machinery.

His rapid driving brought him to the attention of the Elva factory and this year he does not have to gamble to go motor racing. His first success was a new class lap record at Goodwood when finishing second to Jack Brabham on Easter Monday. Both were subsequently disqualified for technical infringements of cars they did not own. That's motor racing!

BRUCE McLAREN—Bruce appears today in, for him, a rare double role, both as entrant and driver. The quiet New Zealander is far better known as a driver of 'works' Coopers but last winter he took a pair of 2½-litre single-seater Coopers of his own for a tour 'down under' and now he has purchased a sports car with which there are high hopes for success today.

After three years of racing in New Zealand, Bruce was chosen by the New Zealand International Grand Prix Association as the recipient of their 'Driver to Europe' award for 1958 and he was immediately given a place in the Cooper Formula 2 team in which he showed considerable promise. The following year he was Jack Brabham's team mate in the Cooper Formula 1 team, making fastest lap when taking third place in the British Grand Prix at Aintree and then winning the United States Grand Prix which finished up the season.

He started the 1960 season off by winning the first round of the World Championship in Argentina and completed the season as runner-up to Brabham in the championship.

More championship race wins followed at intervals and when Brabham left Coopers to build his own cars, McLaren stepped into his shoes as the No. 1 driver for Coopers in 1962.

Like most of the top drivers, Bruce likes really powerful cars and will be thoroughly at home today in his Cooper Monaco Climax which, by the way, was originally built as a single-seater Grand Prix car and was converted to sports car trim in America, where Bruce bought it.

DAVID MURRAY—Ecurie Ecosse is possibly one of the best-known private motor racing teams in the world, sharing with the R.R.C. Walker Racing

Team the distinction of winning classic events in opposition to the full might of factory teams.

David Murray is the man behind Ecurie Ecosse and the quietly spoken wine shipper from Edinburgh has had the satisfaction of winning the Le Mans 24-hour race in two successive years, 1956 and 1957.

Murray's competition career began before the war and afterwards he was a regular entrant in Formula 1 and Formula 2 races, using E.R.A., Maserati and Ferrari cars.

He formed Ecurie Ecosse in 1952 and the team soon built up a reputation for entering well-prepared cars competently driven. One of the earlier successes was to put a C-type Jaguar in first place in the Jersey International Road Race, an event organised by the B.A.R.C., and the driver was Jimmy Stewart.

Today, Jimmy's younger brother, **JACKIE STEWART**, is at the wheel of the Ecurie Ecosse Cooper Monaco and already, after only a season or two of racing, this young Scotsman is recognised as one of the most promising drivers in the country, largely due to his appearances in the Ecurie Ecosse cars.

Most Scottish drivers of ability have driven at one time or other for Ecurie Ecosse, and the team has also used others born south of the border or even from overseas.

Mainly, however, the team is Scottish as far as is possible, having its headquarters in Edinburgh, using Scots mechanic's and, where possible, Scots drivers. It is backed by an enthusiastic (and strongly nationalistic) Ecurie Ecosse Association.

JACK SEARS—Born into a motoring family, Jack Sears has been racing longer than most other competitors at Oulton Park today, making his debut at a Goodwood Members' meeting of the B.A.R.C. 14 years ago, having already spent several seasons doing driving tests and rallies.

He showed great promise as far back as 1955 when he was racing a Lister Bristol in company with such people as Archie Scott-Brown and Tony Brooks, but carried on as an amateur at a time when motor racing had turned the corner to full professionalism. He came to prominence

again in 1958 when he won the National Saloon Car Championship in an Austin Westminster. He only just beat Tommy Sopwith and he joined the latter's Equipe Endeavour team of Jaguars for 1960-61-62, being responsible for much of the team's enormous success.

When Sopwith gave up car racing, Sears joined the Willment team last season and began by just winning the 1,600 c.c. saloon car class at Oulton Park's Spring Meeting, in a Cortina after a tremendous battle with Alan Hutcheson's Riley. Later in the year he drove the team's Ford Galaxie and finished up saloon car champion once more.

KEN TYRRELL—Right now, Ken Tyrrell is in the middle of a fairly widespread argument as to whether or not an entrant like himself, with top class mechanics and the best possible machinery, should be putting cars in Formula 3 races, which, although an international class of racing, was generally regarded in England before its inception as being a form of competition which should be mainly for 'club' drivers.

It is typical of him that he should put as much work, thought, drive and initiative into this type of racing as when he was entering one of the most efficient Formula 2 teams of the 1957-59 period.

Tyrrell has used Cooper cars almost exclusively throughout his competition career, which began in the days of the 500 c.c. Formula 3 when he drove the cars himself. He turned to the larger 1,500 c.c. Formula 2 Coopers, still driving himself, and earned several creditable places against tough opposition and then formed a partnership in which some very promising drivers were given the opportunity to work in his cars. These included names like McLaren, Ireland and Brabham.

When Formula Junior came into being in 1960 he formed one of the first teams, indeed the only one to seriously challenge the Lotus cars consistently. Among his new drivers were John Surtees and Tony Maggs. Maggs, with John Love, earned many victories at home and abroad before the Ford engine began to produce so much power that the B.M.C. unit was completely outclassed.

In the new Formula 3, however, the B.M.C. unit looks to be at least as good as anything else available and to date, in four outings, Tyrrell cars have been victors without serious challenge. His drivers today are Jackie Stewart and Warwick Banks, both well proved in many events, and so the Tyrrell team looks likely to have a bright season.

IAN WALKER—If you look round the Oulton Park paddock today for the smartest transporter, one of the likely candidates will be that of the Ian Walker Racing Team. Not only is the transporter one of the biggest and smartest, but the cars inside are likely to include some of the fastest and best prepared.

Walker cars are easily identified by their bright yellow paint, possibly trimmed with green (the Lotus 'Thirty' in contrast, is green trimmed with yellow, as it is the official Team Lotus sports car entry). It is a feature of his career as an entrant that

his cars have always been to the forefront of the current competition.

In the early days, black was his colour when he raced a Lotus Eleven, having previously been a rally competitor of note. By 1960 he had won the Autosport championship and then he began entering cars for others to drive, as well as himself. His silver Sprite was one of the fastest around and was well known all over Europe.

In 1962 he ran Lotus Formula Junior and sports cars and last year had one of the most successful teams of Formula Junior Brabhams, with Australians Frank Gardner and Paul Hawkins in the cockpits. He also raced Brabham and Lotus sports cars with frequent awards. This year he has joined up with Colin Chapman to race Team Lotus sports cars and also has a pair of Lotus Elans with which to provide opposition to the official works-supported Elans of Chequered Flag-Team Lotus.

TELEPHONE 23186

THE BLOSSOMS - CHESTER

WHY
NOT
DINE
AT
THE
BLOSSOMS
AFTERWARDS
?

Entries - Reference List

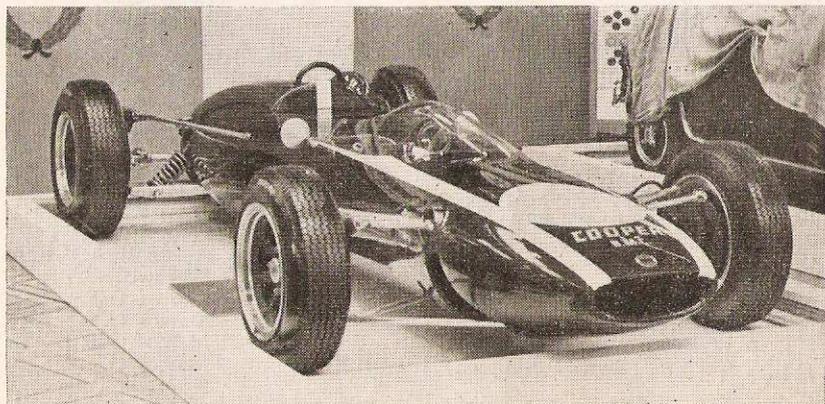
Race No.	Entrant and Driver	Car
1	C. T. Atkins (Dvr: R. Salvadori)	Cooper Maserati
2	Ian Walker Racing Ltd. (Dvr: J. Clark)	Lotus Ford
4	John Willment Automobiles Ltd. (Dvr: J. Sears)	A.C. Cobra
5	Fletcher & Smyth Limited (Dvr: T. F. E. Fletcher)	Lister Jaguar
7	John Coundley Racing Partnership (Dvr: J. O. Coundley)	Lotus Climax
8	G. Pitt	Lotus Climax
9	Bruce McLaren Motor Racing Ltd. (Dvr: B. McLaren)	Cooper Climax
10	Ecurie Ecosse (Dvr: J. Y. Stewart)	C'per Monaco Climax
11	Stirling Moss Automobile Racing Team (Dvr: H. P. K. Dibley)	Repco B'ham Climax
12	R. Nathan	Repco B'ham Climax
14	Tornado Cars 1963 Ltd. (Dvr: G. Edgerton)	Elfin Climax
15	Equipe Elva (London) (Dvr: T. Lanfranchi)	Elva B.M.W.
16	Team Walpres (Dvr: M. N. Nunn)	Lotus Ford
17	Chris Williams Ltd. (Dvr: C. M. M. Williams)	Lotus Ford
18	Mill Garage (Sunderland) Ltd. (Dvr: J. Sutton)	Lotus Ford
19	Wm. Stein & Co. Ltd. (Dvr: W. J. Stein)	Lotus Ford
20	G. H. Breakell	Lotus Ford
21	R. J. Thomas Engineering (Dvr: R. G. Pike)	Lotus Ford
22	Staffs. Racing Partnership (Dvr: J. Pearce)	Lotus Ford
23	Neal Davis Racing (Dvr: S. A. Fox)	Lotus Ford
24	McArthur Weston Racing (Dvr: R. McArthur)	Lotus Ford
25	John Hine Cars Ltd. (Dvr: J. Hine)	Lotus Ford
26	Sussex Racing Partnership (Dvr: M. P. Renny)	Lotus Ford
27	G. Oliver	Lotus Ford
28	Equipe Elva (London) (Dvr: E. Paul)	Elva Climax
30	D. Prophet	Elva Ford
31	Merlyn Racing (Dvr: P. W. J. Deal)	Merlyn Ford
32	J. S. Paterson	Lola Climax
33	J. A. Murrell	D.R.W. Ford
41	John Willment Automobiles Ltd. (Dvr: J. Sears)	Ford Galaxie
42	Sir Gawaine Baillie	Ford Galaxie
43	Park Garage (Watford) Ltd. (Dvr: C. McLaren)	Jaguar 3.8
44	J. M. Sparrow	Jaguar 3.8
45	Team Lotus Ltd. (Dvr: J. Clarke)	Ford Lotus Cortina
46	Team Lotus Ltd. (Dvr: To be nominated)	Ford Lotus Cortina
47	Farnborough Racing Enterprise (Dvr: J. Nicholson)	Ford Lotus Cortina
48	Moto Baldet Racing Team (Dvr: A. Baldet)	Ford Lotus Cortina
49	Moonraker Racing (Dvr: R. P. Swanton)	Ford Lotus Cortina
50	C. A. Craft	Ford Lotus Cortina
51	A. McKechnie (Dvr: T. Fowler)	Ford Lotus Cortina
52	John Willment Automobiles Ltd. (Dvr: J. R. Olthoff)	Ford Lotus Cortina
53	John Willment Automobiles Ltd. (Dvr: To be nominated)	Ford Lotus Cortina
54	Red Rose Motors (Chester) Ltd. (Dvr: J. Y. Stewart)	Ford Lotus Cortina
55	John Coundley Racing Partnership (Dvr: Mrs. P. E. Coundley)	Ford Lotus Cortina
56	R. S. Mac	Ford Lotus Cortina
58	M. H. Cave	Alfa Romeo Guilia T.I.
59	L. A. Goodwin	Ford Anglia Super
60	Superspeed Conversions Ltd. (Dvr: M. A. Young)	Ford Anglia Super
61	Alexander Engineering Co. Ltd. (Dvr: Miss E. Jones)	Austin Cooper 'S'

ENTRIES—REFERENCE LIST—continued

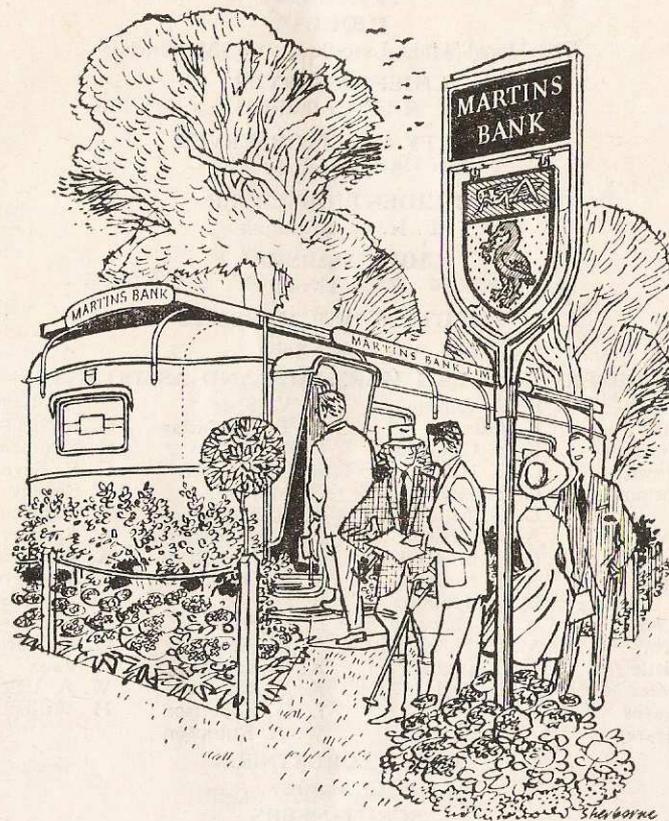
Race No.	Entrant and Driver	Car
62	Alexander Engineering Co. Ltd. (Dvr: M. Clare)	Austin Cooper 'S'
63	T. Weber	Austin Cooper 'S'
64	J. Middlehurst & Sons Ltd. (Dvr: P. T. Middlehurst)	Austin Cooper 'S'
65	A. K. L. Fielding (Dvr: P. H. Sutcliffe)	Austin Cooper 'S'
66	Barwell Motors Ltd. (Dvr: B. Maskell)	Austin Cooper 'S'
67	Miss M. B. Burns-Grieg	Austin Cooper 'S'
68	Wigtown Engineering Works (Dvr: R. D. McCutcheon)	Austin Cooper 'S'
69	J. D. Lewis	Austin Cooper 'S'
70	The Cooper Car Company Ltd. (Dvr: W. Banks)	Austin Cooper 'S'
71	The Cooper Car Company Ltd. (Dvr: J. Fitzpatrick)	Morris Cooper 'S'
72	Team Broadspeed (Dvr: R. D. Broad)	Morris Cooper 'S'
73	Team Broadspeed (Dvr: J. Handley)	Morris Cooper 'S'
74	Don Moore (Dvr: E. Lewis)	Morris Cooper 'S'
75	Don Moore (Dvr: P. Clarke)	Morris Cooper 'S'
76	Aurora Gear Racing (Rotherham) (Dvr: Miss A. Taylor or T. Taylor)	Morris Cooper 'S'
80	Sprinzel/Lawrencetune Racing (Dvr: C. J. Lawrencetune)	Morgan SLR
81	Sprinzel/Lawrencetune Racing (Dvr: P. H. Arnold)	Morgan SLR
82	Sprinzel/Lawrencetune Racing (Dvr: N. H. Dangerfield)	Triumph SLR
83	A. C. Dence	Morgan +4
84	Vanderbyl Instruction School (Dvr: R. Buchanan-Michaelson)	Simca Abath 2000
85	Equipe Elva (London) (Dvr: A. Hutcheson)	Elva Sebring Courier
86	J. G. Sharp	M.G.B.
87	W. Nicholson	M.G.B.
88	J. McKechnie	Morgan 4/4
89	The Chequered Flag/Team Lotus (Dvr: M. Spence)	Lotus Elan
90	The Chequered Flag/Team Lotus (Dvr: G. Warner)	Lotus Elan
91	Ian Walker Racing Ltd. (Dvr: J. Clark)	Lotus Elan
92	Ian Walker Racing Ltd. (Dvr: To be nominated)	Lotus Elan
93	S. M. A. R. T. (Dvr: Sir John Whitmore)	Lotus Elan
94	Team Elite ('62) Ltd. (Dvr: C. W. Hunt)	Lotus Elan
95	J. Carden	Lotus Elan
96	R. J. Crossfield	Lotus Elan
97	Harry Stiller Racing Ltd. (Dvr: H. Stiller)	Lotus Elite
98	Harry Stiller Racing Ltd. (Dvr: D. G. Marriott)	Lotus Elite
99	C. Ashmore	Lotus Elite
100	Team Elite ('62) (Dvr: J. B. Wagstaff)	Lotus Elite
101	Robert Ashcroft Racing Ltd. (Dvr: A. D. Bennett)	Lotus Elite
102	D. Hayden	Lotus Elite
103	R. W. Jacobs (Dvr: A. P. Hedges or A. T. Foster)	M.G. Midget
104	R. W. Jacobs (Dvr: K. Greene or A. T. Foster)	M.G. Midget
105	Garnett Motor Company (Dvr: J. F. Dickinson)	Lotus Eleven G.T.
106	Scottish Clubman Ltd. (Dvr: J. Mackay)	Lotus Eleven G.T.
107	M. Garton	Austin Healey Sprite
108	P. J. Smith	Speedwell G.T.
109	J. G. MacWilliam	Marcos G.T.
110	Bantel (Dvr: M. Brandon)	Marcos G.T.
111	R. T. Nash	Marcos G.T.
112	Team Fife (Dvr: T. Simpson)	Marcos G.T.

ENTRIES—REFERENCE LIST—continued

Race No.	Entrant and Driver	Car
120	Tyrrell Racing Organisation Ltd. (Dvr: J. Y. Stewart)	Cooper Austin
121	Tyrrell Racing Organisation Ltd. (Dvr: W. Banks)	Cooper Morris
122	Flairavia Racing Partnership (Dvr: T. Shatwell)	Cooper B.M.C.
123	Anglo-Scottish Racing Team (Dvr: C. Crichton-Stuart)	Cooper B.M.C.
124	John Selby Greene Ltd. (Dvr: J. S. Greene)	Cooper B.M.C.
125	Janspeed Engineering Ltd. (Dvr: J. Fenning)	Lotus B.M.C.
126	A. R. Wyllie	Lotus B.M.C.
127	D. E. O'Sullivan	Lotus B.M.C.
128	Team Speedwell (Dvr: K. J. St. John)	Lotus B.M.C.
129	P. Vidal	Lotus B.M.C.
130	M. Kaye	Lotus-Amato Ford
131	Jim Russell Racing Drivers School (Dvr: M. Long)	Lotus Ford
132	Jim Russell Racing Drivers School (Dvr: D. Carrington)	Lotus Ford
133	Moto Baldet Racing Team (Dvr: A. Baldet)	Lotus Ford
134	S. C. De Lautour	Lotus Ford
135	J. Pearce	Lotus Ford
136	Sports Motors (Driving School) Ltd. (Dvr: W. J. Morgans)	Lotus Ford
137	Sports Motors (Driving School) Ltd. (Dvr: R. J. Bloor)	Brabham Ford
138	R. S. Mac	Brabham Ford
139	H. C. Goodwin (Dvr: J. F. Cardwell)	Brabham Ford
140	J. Peterson	Brabham Ford
141	Janspeed Engineering (Dvr: C. Baker)	Brabham B.M.C.
142	J. Andrews	Alexis B.M.C.
143	Robert Ashcroft Racing Ltd. (Dvr: A. D. Bennett)	Gemini Ford
144	Rochester Racing (Dvr: Dr. S. A. Goodwin)	Lola B.M.C.
145	Merlyn Racing (Dvr: C. Irwin)	Merlyn Ford
146	Totteridge Racing Partnership (Dvr: R. C. Brash)	Merlyn Ford
147	H. M. Bennett	Merlyn Ford
148	Saturn Car Company (Dvr: A. Welch)	Saturn B.M.C.
149	A. M. R. Mallock	U.2 Ford
150	J. R. Axon (Dvr: To be nominated)	Lola B.M.C.



The new Formula 3 Cooper was one of the star attractions of the London Racing Car Show. So far it is unbeaten on British tracks when entered by the Ken Tyrrell's team.



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R. K. Gorringe	J. B. Hudson	K. H. Watts
C. B. Grahame	J. H. Dixon	R. M. Watts
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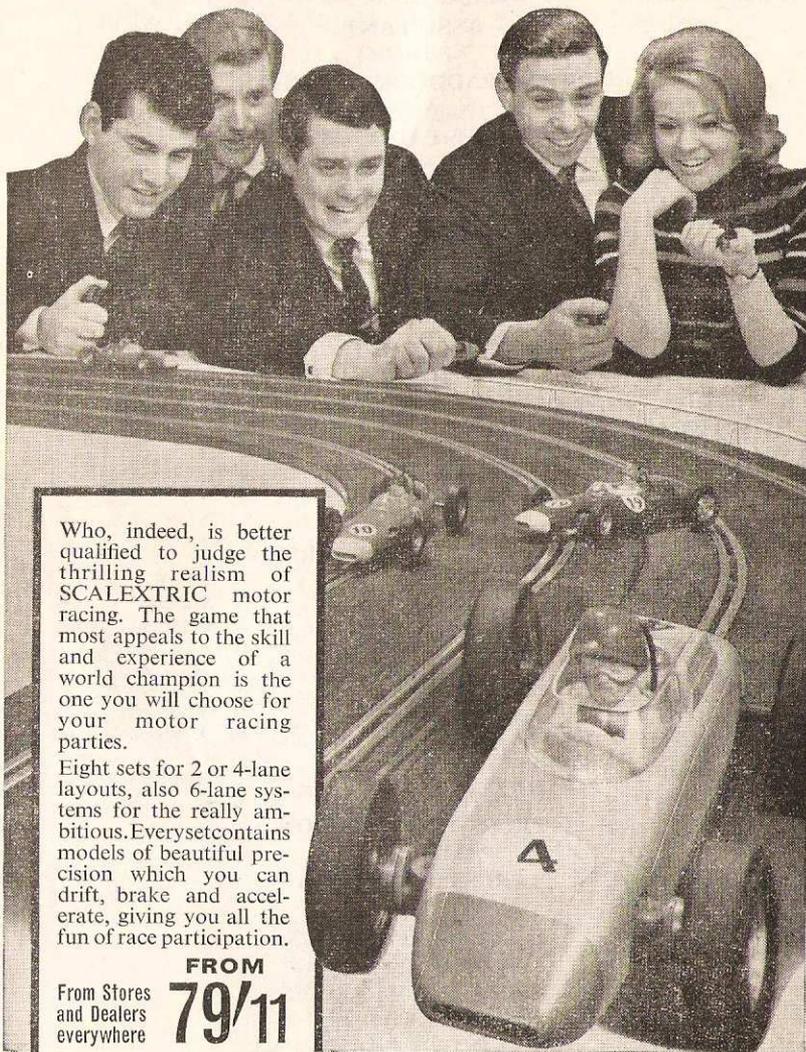
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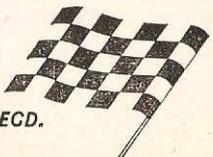
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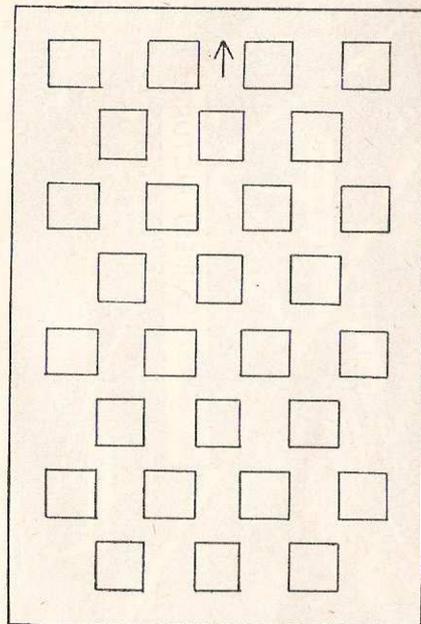
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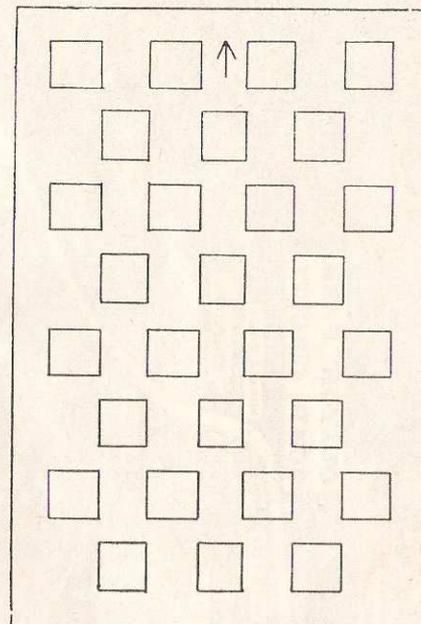
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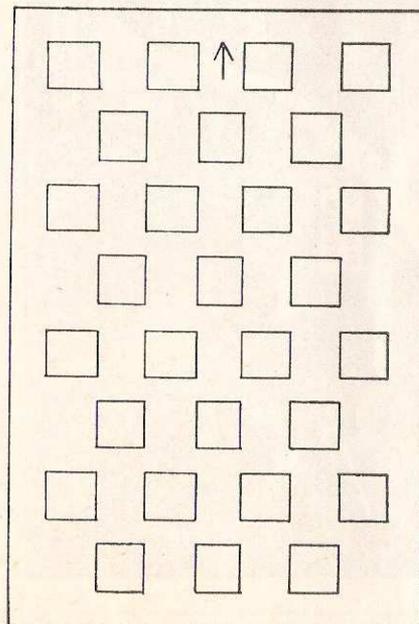
SALOON CAR RACE



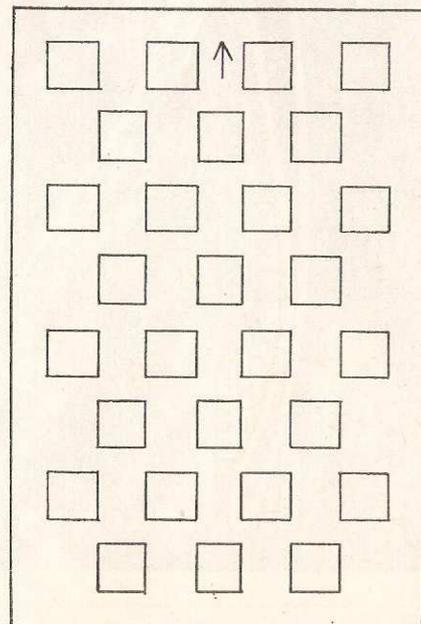
SPRING CUP RACE

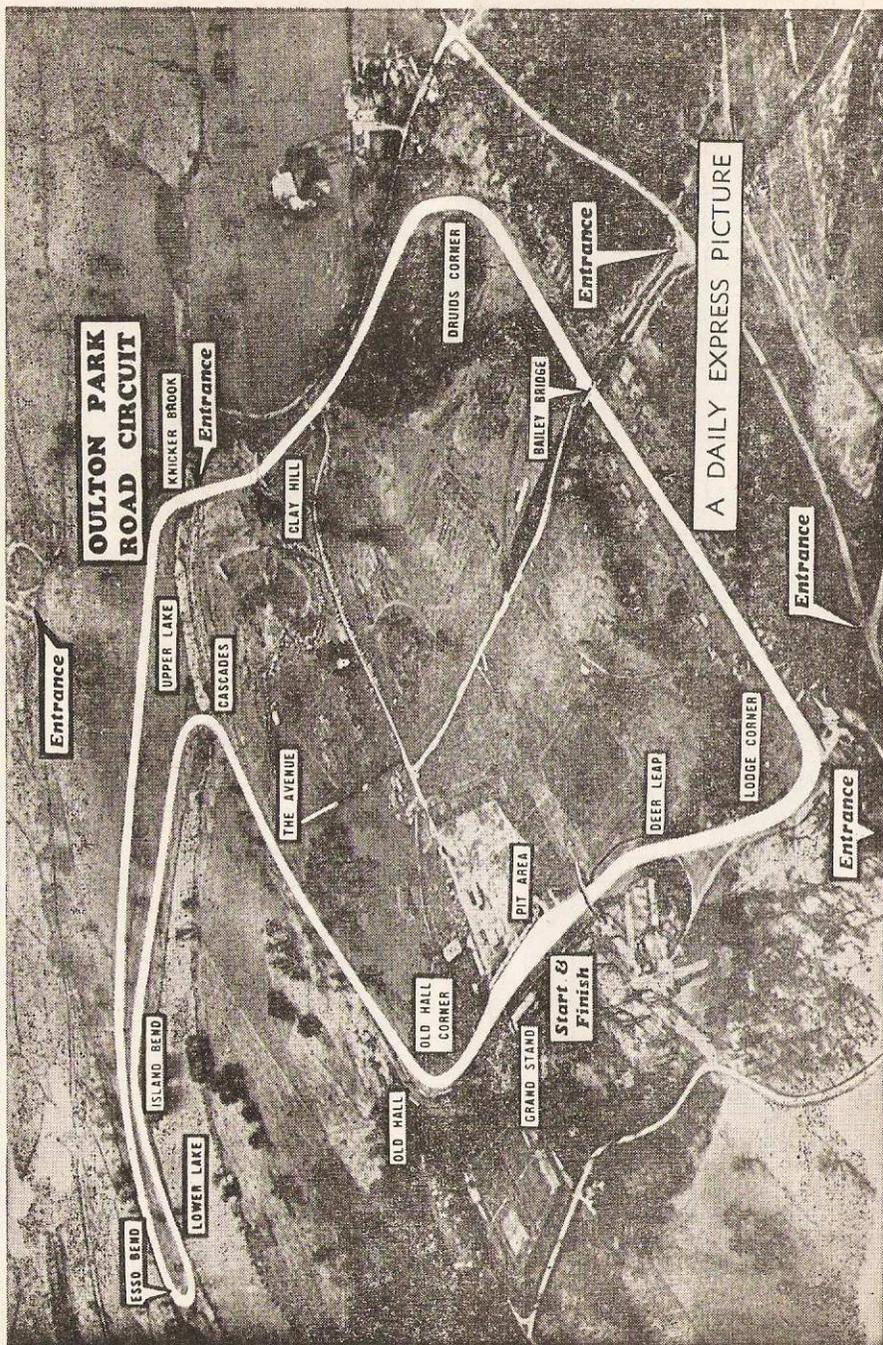


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OULTON PARK TROPHY RACE

FIRST, irrespective of class—A Trophy and £75

In each class

FIRST—£40

SECOND—£30

THIRD—£20

SALOON CAR RACE

FIRST, irrespective of class—£25

In each class

FIRST—£25

SECOND—£15

THIRD—£10

SPRING CUP RACE

FIRST—A Trophy and £50

SECOND—£30

THIRD—£20

FOURTH—£10

GRAND TOURING CAR RACE

FIRST, irrespective of class—£25

In each class

FIRST—£25

SECOND—£15

THIRD—£10

International Flag Signals

THE UNION JACK :

Will be used for starting the races.

RED :

Signal for complete and immediate stop.

YELLOW (waved) :

Great danger, be prepared to stop.

YELLOW (motionless) :

Take care, danger.

YELLOW WITH VERTICAL RED STRIPES :

Take care, oil has been spilled somewhere on the circuit.

BLUE (waved) :

Another competitor is trying to overtake.

BLUE (motionless) :

Another competitor is following very closely.

WHITE :

An ambulance or service car is on the circuit.

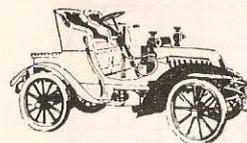
BLACK (with Competitor's Number) :

Signal for the competitor to stop next time round and report to Clerk of the Course.

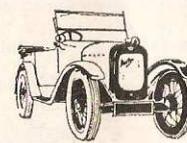
BLACK AND WHITE CHEQUERED :

Signal for the winner and end of the race.

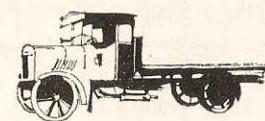
Over 60 years Some of the many FIRSTS for Ferodo



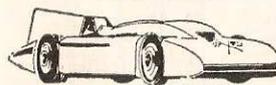
1904 FERODO FIRST
with purpose-made
brake linings for the first
petrol-driven cars



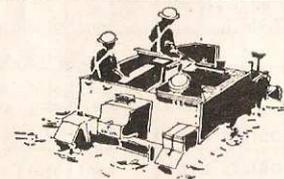
1922 FERODO FIRST
on Austin 7 – first
popular car fitted with
4-wheel brakes



1929 FERODO FIRST with
heavy-duty, non-
metallic woven asbestos lin-
ings for commercial vehicles



1935 FERODO FIRST
on Bluebird – first
car to exceed 300 m.p.h.



1944 FERODO FIRST
with *underwater*
brake linings for Bren
gun carriers



1955 FERODO FIRST
on the first
public service vehicles
fitted with disc brakes



1957 FERODO FIRST on
the Vanwall – first
British racing car to win
world championship honours



1957 FERODO FIRST
on the Gilera which
achieved the first-ever
100 m.p.h. T.T. lap

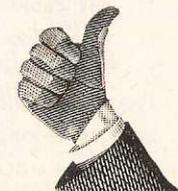


1963 FERODO FIRST
on the Rover-B.R.M.
turbine car at Le Mans

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Bestell-Nr. des Herstellers: TW-87/Gch Preis-Nr.: 250 Datum: 5. 1. 1963

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Sie haben uns verbindlich gebeten, den von Ihnen als deutsche Vertriebsgesellschaft der Firma OILITE LUBRICANTS Ltd. LONDON vertretenen Schmierölsatz

CARBUROL SUPER

in Rahmen unserer laufenden Versuche in Streckenfahrzeugen zu erproben.

Grundsätzlich stehen wir als Automobil- und Motorenhersteller Zusatzmitteln kritisch gegenüber, denn wir sind der Ansicht, daß es die Aufgabe der Ölindustrie ist, die Schmiermittel Zusammenarbeit mit den Fahrzeugherstellern so ausulegen und steuern zu verbessern, daß sie mit der fortschreitenden Fahrzeugtechnik Schritt halten.

Innerhalb dieser Grenzen sind unsere Erfahrungen wir mit Zusatzmitteln, die wir haben und insoweit wir Ihre Verwendung empfehlen, lassen wir die Fahrzeughersteller und Zulieferer wissen, daß sie seit mit Zusatzmitteln lagern, die auch CARBUROL SUPER in 2 Fahrzeugen BMW 700 erprobt.

Die Motoren wurden nach einer Laufstrecke von 50000 km zerlegt und zeigten folgendes Ergebnis:

Alle Gleitflächen zeigten ein gutes Laufbild. Die des CARBUROL SUPERS nachgelegte verhältnismäßige Wirkung bestätigte sich darin, daß der Verschleiß gerade bei hochbeanspruchten Lagerstellen unter dem Normalwert lag. Die Rückstände in den Verbrennungsräumen und an den Ventilen waren normal.

Die durch die chemischen Zusätze erzeugte Gleitwischenwirkung zeigte eine nicht braune Färbung und darüber hinaus keine Versäuerung.

Die warden Versuchsbedingungen, daß das Ergebnis eines Einzelversuches nicht beweiskräftig sein kann und wir leider aus zeitlichen Gründen einen breiten Versuch auf der Straße und auf dem Prüfstand nicht durchführen können. Dieser Einzelversuch hat jedoch gezeigt, daß eine Verbesserung der Schmierwirkung erzielt wurde und kein Nachteil zu erkennen war, so daß gegen die Verwendung von CARBUROL SUPER nichts einzuwenden ist.

Hochachtungsvoll
BAYERISCHE MOTOREN WERKE
Aktien-Gesellschaft
L. V. *[Signature]*
L. V. *[Signature]*
(Bosch) (Steiner)

REALLY WORKS- REALLY SAVES MONEY!

TRANSLATION

'Both engines were dismantled after 50,000 kms. with the following results:

All surfaces subject to frictional contact were very satisfactory. The anti-friction properties claimed for CARBUROL SUPER are confirmed. Bearings, especially those under extreme frictional contact showed wear and tear below the standard laid down for such tests. Residue or sediment in combustion chambers and valves was normal.'

Add 25% Carburo Super to your regular engine and gear oils. Maintenance bills go down. Everything else goes up—engine life, m.p.g., mileage between oil changes. It's been proven!

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CORTINA
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EVENT 3

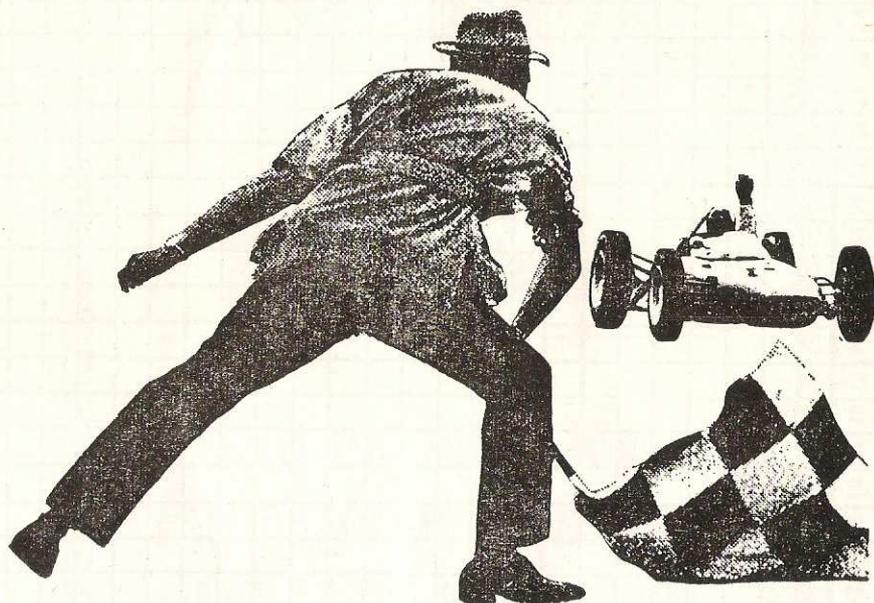
3.25 p.m.

Oulton Park Trophy Race

For Sports Cars over 3000 c.c.; 2001-3000 c.c. non-super-charged; 1151-2000 c.c. non-supercharged; up to 1150 c.c. non-supercharged

(37 laps—101.75 miles)

No.	Entrant and Driver	Car	c.c.	Colour
Over 3000 c.c.				
1	C. T. ATKINS (Driver: R. Salvadori)	Cooper Maserati	5000	Green
2	IAN WALKER RACING LTD. (Driver: J. Clark)	Lotus Ford	4727	Green/Yellow
4	JOHN WILLMENT AUTOMOBILES LTD. (Driver: J. Sears)	A.C. Cobra	4700	White/Red
5	FLETCHER & SMYTH LIMITED (Driver: T. Fletcher)	Lister Jaguar	3781	Green
2001—3000 c.c.				
7	JOHN COUNDLEY RACING PARTNERSHIP (Driver: J. O. Coundley)	Lotus Climax	2751	Green
8	G. PITT	Lotus Climax	2500	Yellow
9	BRUCE McLAREN MOTOR RACING LTD. (Driver: B. McLaren)	Cooper Climax	2700	Green
10	ECURIE ECOSSE (Driver: J. Y. Stewart)	Cooper Monaco Climax	2496	Blue
1151—2000 c.c.				
11	STIRLING MOSS AUTO-BILE RACING TEAM (Driver: H. P. K. Dibley)	Repco Brabham Climax	1991	Green
12	R. NATHAN	Repco Brabham Climax	1999	Blue
14	TORNADO CARS 1963 LTD. (Driver: G. Edgerton)	Elfin Climax	1996	Gold
15	EQUIPE ELVA (LONDON) (Driver: T. Lanfranchi)	Elva B.M.W.	1991	Green
16	TEAM WALPRES (Driver: M. N. Nunn)	Lotus Ford	1594	Red/Yellow
17	CHRIS WILLIAMS LTD. (Driver: C. M. M. Williams)	Lotus Ford	1594	Yellow/Black
18	MILL GARAGES (SUNDERLAND) LTD. (Driver: J. Sutton)	Lotus Ford	1594	Blue
19	WM. STEIN & COY. LTD. (1st Reserve) (Driver: W. J. Stein)	Lotus Ford	1594	Blue/Silver
20	G. H. BREAKELL	Lotus Ford	1594	Green
Up to 1150 c.c.				
21	R. J. THOMAS ENGINEERING (Driver: R. G. Pike)	Lotus Ford	1098	White
22	STAFFS. RACING PARTNERSHIP (Driver: J. Pearce)	Lotus Ford	1098	Red
23	NEAL DAVIS RACING (Driver: S. A. Fox)	Lotus Ford	1098	Blue/Red/ White
24	McARTHUR WESTON RACING (Driver: R. McArthur)	Lotus Ford	1098	Red
25	JOHN HINE CARS LTD. (Driver: J. Hine)	Lotus Ford	1098	Blue/White
26	SUSSEX RACING PARTNERSHIP (Driver: M. P. Renny)	Lotus Ford	1098	Blue
27	G. OLIVER	Lotus Ford	1098	Blue
28	EQUIPE ELVA (LONDON) (Driver: E. Paul)	Elva Climax	1148	Blue
30	D. PROPHET	Elva Ford	1100	Green
31	MERLYN RACING (Driver: P. W. J. Deal)	Merlyn Ford	1100	Blue
32	J. S. PATERSON	Lola Climax	1098	Red
33	J. A. MURRELL (2nd Reserve)	D.R.W. Ford	1098	Blue
Over 3000 c.c.				
	1st.....	2nd.....	3rd.....	4th.....
Winner's Speed.....mph		Fastest Lap: Car No..... atmph		
2001—3000 c.c.				
	1st.....	2nd.....	3rd.....	4th.....
Winner's Speed.....mph		Fastest Lap: Car No..... atmph		
1151—2000 c.c.				
	1st.....	2nd.....	3rd.....	4th.....
Winner's Speed.....mph		Fastest Lap: Car No..... atmph		
Up to 1150 c.c.				
	1st.....	2nd.....	3rd.....	4th.....
Winner's Speed.....mph		Fastest Lap: Car No..... atmph		



8 out 14 World Championships
have been won on Shell

Go well—go Shell



EVENT 4

5.10 p.m.

Grand Touring Car Race

1601-2500 c.c.; 1151-1600 c.c.; up to 1150 c.c.

(19 Laps—52.2 miles)

No.	Entrant and Driver	Car	c.c.	Colour
1601—2500 c.c.				
80	SPRINZEL/LAWRENCETUNE RACING (Driver: C. J. Lawrence)	Morgan SLR	1991	Blue
81	SPRINZEL/LAWRENCETUNE RACING (Driver: P. H. Arnold)	Morgan SLR	1991	Blue
82	SPRINZEL/LAWRENCETUNE RACING (Driver: N. H. Dangerfield)	Triumph SLR	1991	Blue
83	A. C. DENCE	Morgan +4	1991	Green/White
84	VANDERBYL INSTRUCTION SCHOOL (Driver: R. Buchanan-Michaelson)	Simca Abarth 2000	1946	Red
85	EQUIPE ELVA (LONDON) (Driver: A. Hutcheson)	Elva Sebring Courier	1800	Green
86	J. C. SHARP	M.G.B.	1798	Blue
87	W. NICHOLSON	M.G.B.	1798	Red/White
1151—1600 c.c.				
88	J. McKECHNIE	Morgan 4/4	1498	Silver/Blue
89	THE CHEQUERED FLAG/TEAM LOTUS (Driver: M. Spence)	Lotus Elan	1594	Black/White
90	THE CHEQUERED FLAG/TEAM LOTUS (Driver: C. Warner)	Lotus Elan	1594	Black/White
91	IAN WALKER RACING LTD. (Driver: J. Clark)	Lotus Elan	1594	Yellow/Green
92	IAN WALKER RACING LTD. (Driver: To be nominated)	Lotus Elan	1594	Yellow/Green
94	TEAM ELITE ('62) LTD. (Driver: C. Hunt)	Lotus Elan	1594	White/Green
95	J. CARDEN	Lotus Elan	1594	Yellow
96	R. J. CROSFIELD	Lotus Elan	1594	Green
97	HARRY STILLER RACING LTD. (Driver: H. Stiller)	Lotus Elite	1220	Blue
98	HARRY STILLER RACING LTD. (Driver: D. G. Marriott)	Lotus Elite	1220	Blue
99	C. ASHMORE	Lotus Elite	1220	White
100	TEAM ELITE ('62) LTD. (Driver: J. B. Wagstaff)	Lotus Elite	1216	White/Green
101	ROBERT ASHCROFT RACING LTD. (Driver: A. D. Bennett)	Lotus Elite	1216	Red
102	D. HAYDEN	Lotus Elite	1216	Red/Blue
Up to 1150 c.c.				
103	R. W. JACOBS (Driver: A. P. Hedges or A. T. Foster)	M.G. Midget	1139	Green
104	R. W. JACOBS (Driver: K. Greene or A. T. Foster)	M.G. Midget	1139	Green
105	GARNETT MOTOR COMPANY (Driver: J. F. Dickinson)	Lotus Eleven G.T.	1097	Red
106	SCOTTISH CLUBMAN LTD. (2nd Reserve) (Driver: J. Mackay)	Lotus Eleven G.T.	1098	Grey
107	M. GARTON	Austin Healey Sprite	1098	Blue
108	P. J. SMITH (1st Reserve)	Speedwell G.T.	1080	Green
109	J. G. MacWILLIAM (3rd Reserve)	Marcos G.T.	998	Silver
110	BANTEL (Driver: M. Brandon)	Marcos G.T.	997	Blue
111	R. T. NASH	Marcos G.T.	997	White
112	TEAM FIFE (Driver: T. Simpson)	Marcos G.T.	997	Red
113	PARK GARAGE (WATFORD) LTD. (Driver: C. McLaren)	Marcos G.T.	992	Blue

Oulton Park Course and Class Records

		Time		
OUTRIGHT COURSE RECORD (and 1500 c.c. Formula 1)		m.	s.	mph
J. CLARK	Lotus-Climax	1	40	99.40
FORMULA 3 (new)				
J. TAYLOR	Cooper-Ford	1	51.8	88.91
SPORTS CARS — up to 1150 c.c.				
M. G. BECKWITH	Lotus 23 (1098)	1	48.2	91.86
1151 — 2000 c.c.				
A. B. REES	Lotus 23 (1960)	1	44.6	95.02
2001 — 3000 (and Sports Course Record)				
R. SALVADORI	Cooper Monaco (2700)	1	43.8	95.76
Over 3000				
R. W. de SELINCOURT T. F. E. FLETCHER	Lister Jaguar	1	56.4	85.39
SALOON CARS — up to 1300 c.c.				
N. B. DIGBY	Austin A40 (1098)	2	04.2	80.03
1301 — 2000 c.c.				
J. Y. STEWART	Lotus Cortina (1588)	1	59.6	83.11
2001 — 5000 c.c.				
G. HILL	Jaguar (3781)	1	59	83.53
Over 5000 c.c. (and Saloon Course Record)				
D. GURNEY	Ford Galaxie (7000)	1	53.2	87.80
GRAND TOURING CARS — up to 1150 c.c.				
W. BANKS	Turner Climax (1098)	1	59.2	83.39
1151 — 1600 c.c.				
T. TAYLOR	Lotus Elite (1216)	1	56.8	85.10
1601 — 2500 c.c.				
T. ENTWISTLE	T.V.R. (1622)	1	59.6	83.11
3001—4000 c.c. (and G.T. Course Record)				
J. Y. STEWART	Tojeiro Buick (3530)	1	51	89.55

WORLD CHAMPIONSHIP 1963

**Jim Clark's
LOTUS-CLIMAX**

was fitted throughout
the season with

**GIRLING
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THE BEST BRAKES



IN THE WORLD

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Oulton Park Speed Table

1 lap=2.761 miles

LAP TIME	SPEED						
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.

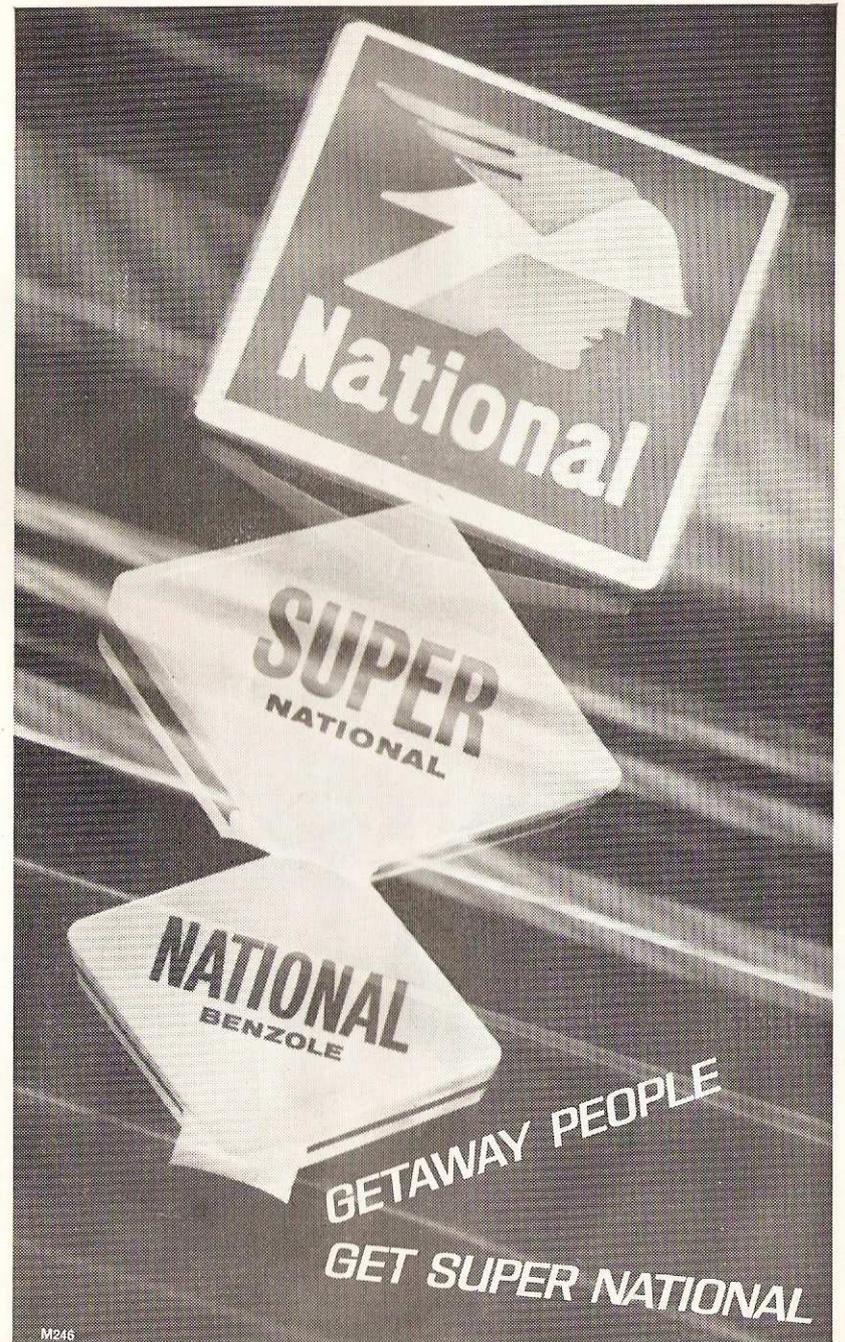
LAP TIME	SPEED						
M. S.	M.P.H.						
2 10	76.46	2 19	71.51	2 28	67.16	2 37	63.31
.2	76.34	.2	71.41	.2	67.07	.2	63.23
.4	76.22	.4	71.30	.4	66.98	.4	63.15
.6	76.11	.6	72.10	.6	66.89	.6	63.07
.8	75.99	.8	71.10	.8	66.80	.8	62.99
2 11	75.88	2 20	71.00	2 29	66.71	2 38	62.91
.2	75.76	.2	70.90	.2	66.62	.2	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	64.45	.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



The House of Latham

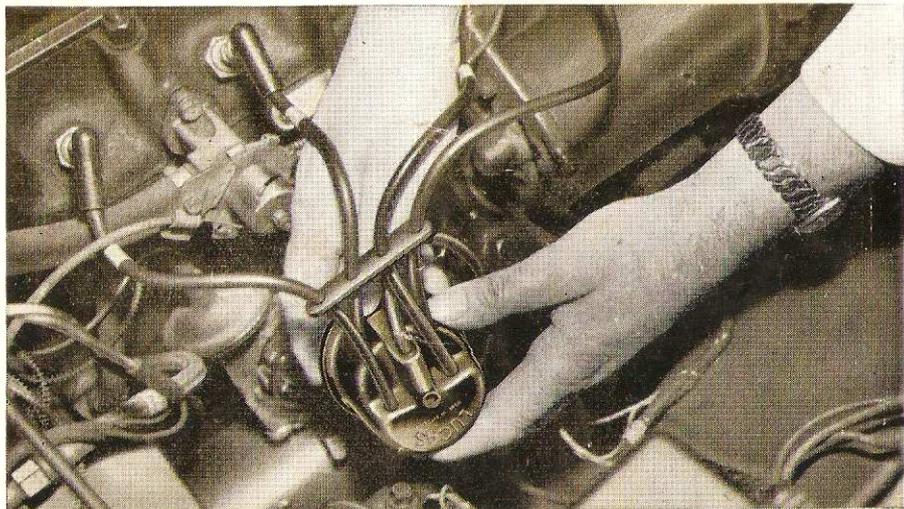
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4 MARYBONE · LIVERPOOL 3 · TELEPHONE CENTRAL 1864

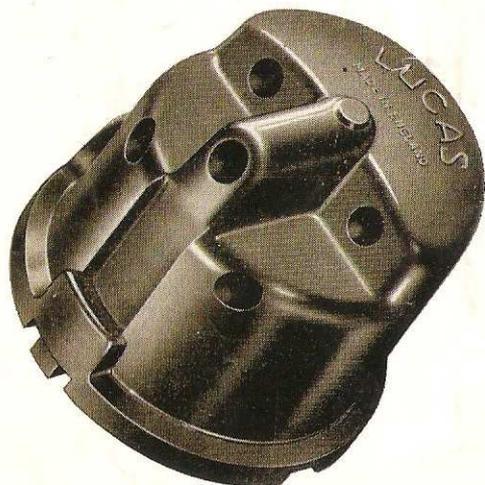


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