

OFFICIAL PROGRAMME 2s

INTERNATIONAL
SPRING RACE MEETING

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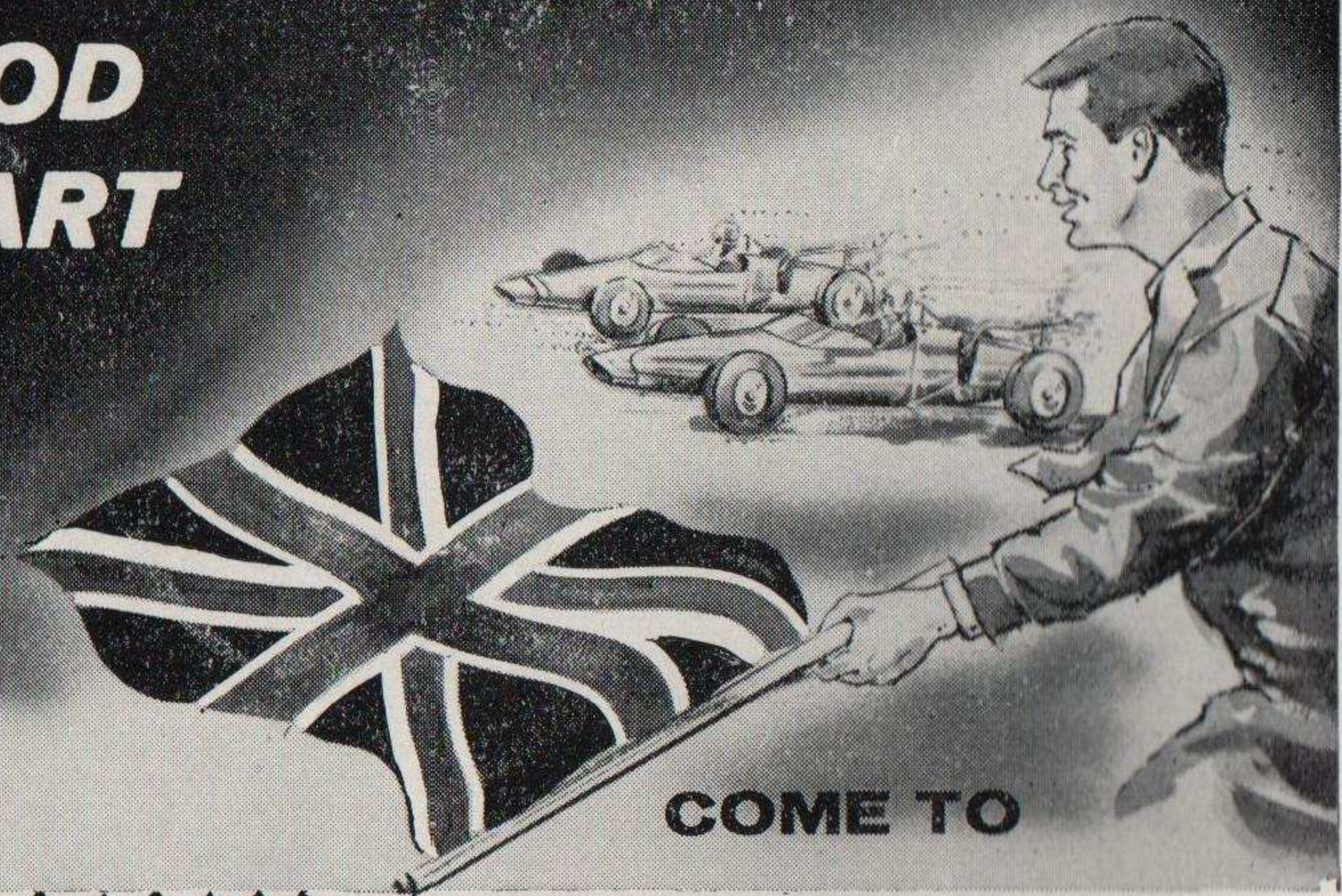
Saturday 3 April 1965



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INTERNATIONAL SPRING MEETING



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Organised by the Mid-Cheshire Motor Club

SATURDAY, 3rd APRIL



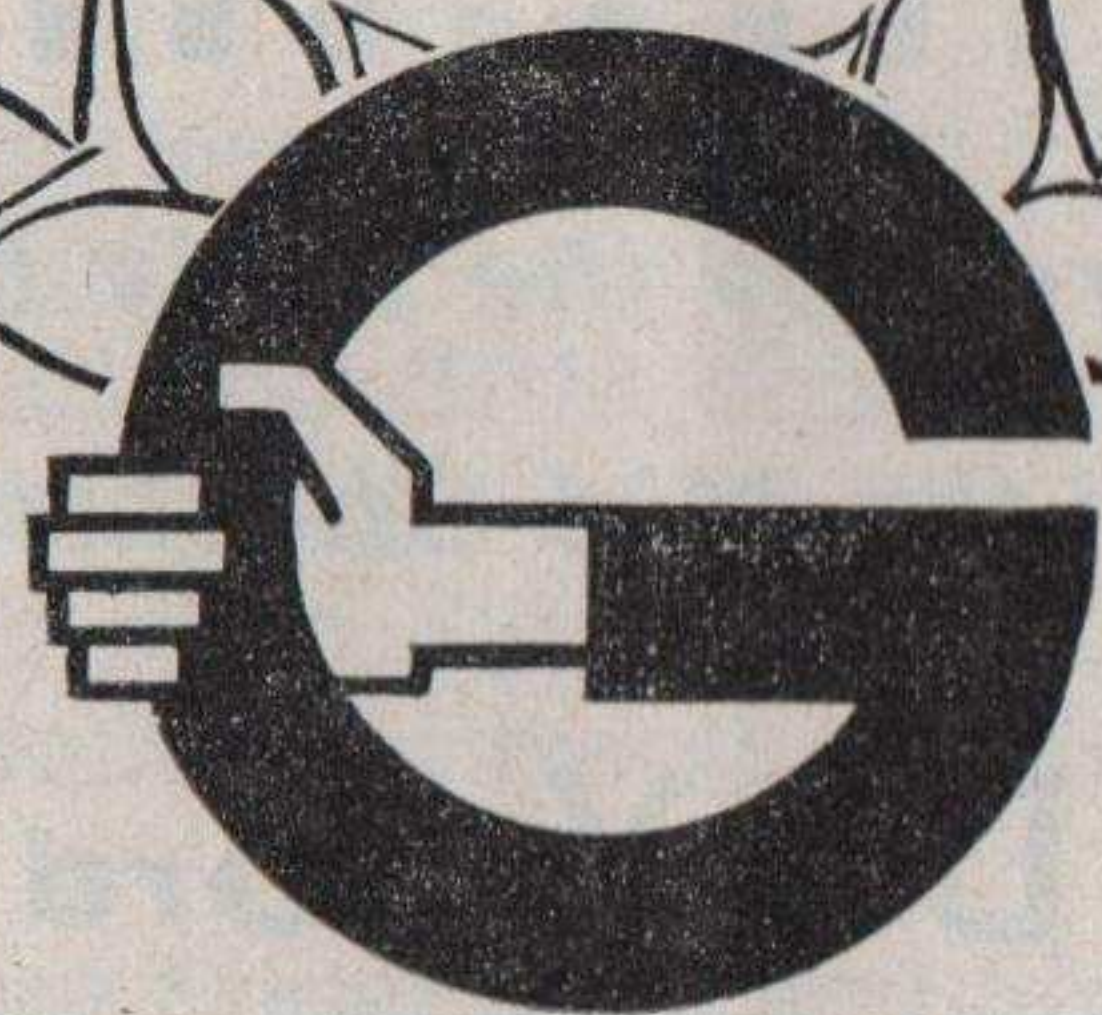
Held under the International Sporting Code of the Federation International de l'Automobile and the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the M.C.M.C. Permit No. RS/1217.

1964

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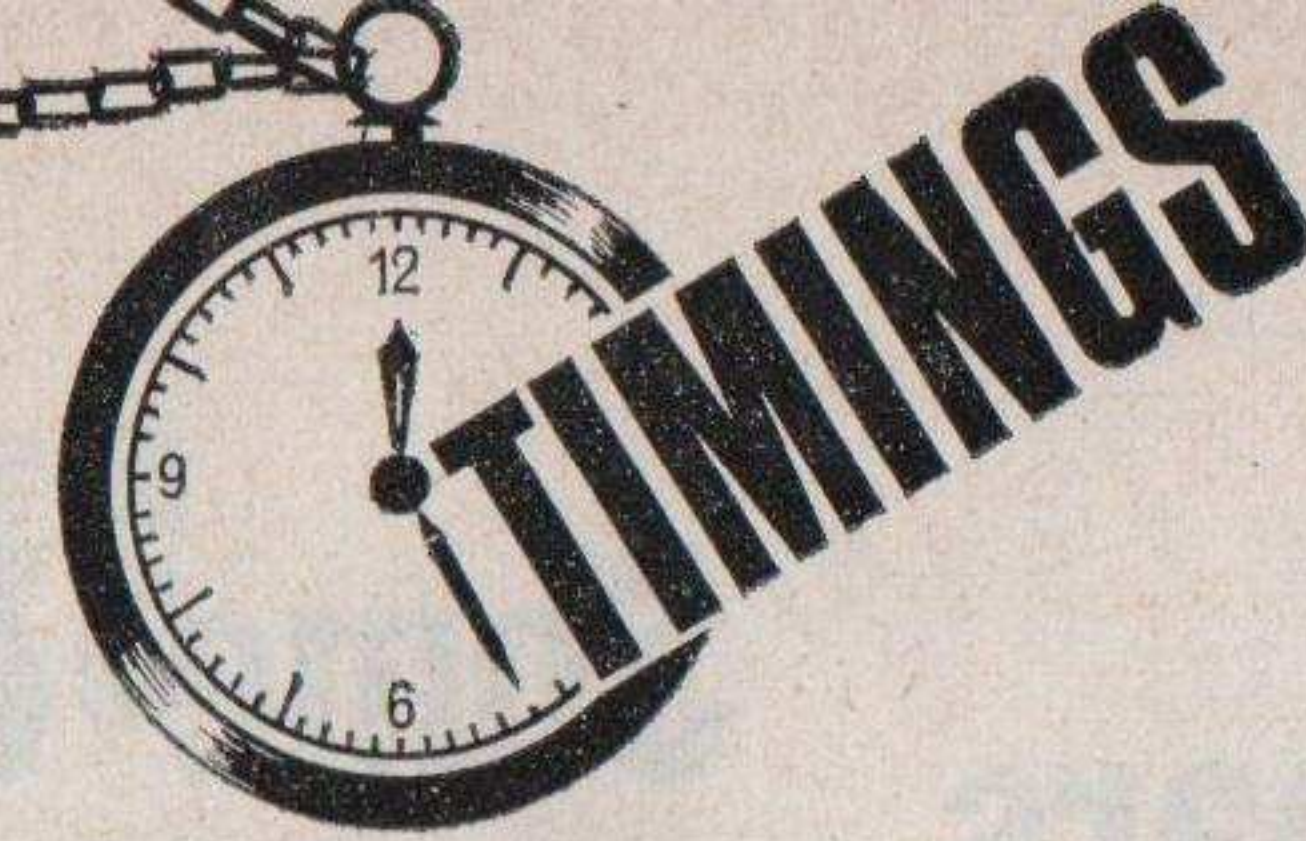
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PROGRAMME



2.00 p.m.—A 19 lap race for—
FORMULA III RACING CARS

3.10 p.m.—
THE OULTON PARK INTERNATIONAL SPRING
RACE of 40 laps for FORMULA II RACING CARS

5.00 p.m.—A 19 lap race for—
SALOON CARS qualifying for the 1965 Saloon Car
Championship of the British Racing and Sports Car Club

LAP RECORDS

as at 1st January, 1965.

Records applicable to to-day's meeting :

OUTRIGHT—JIM CLARK

Lotus 25 Climax 1500. 1m. 39.2s. 100.20 mph. 21/9/63

FORMULA 2—JIM CLARK

Lotus 32 Cosworth 1000. 1m. 43.0s. 96.50 mph. 19/9/64

FORMULA 3—JACKIE STEWART

Cooper Austin 1000. 1m. 47.6s. 92.38 mph. 19/9/64

SALOONS to Appendix J, Group 2

Up to 1000cc—RODNEY BLOOR & PHIL MIDDLEHURST
Austin A.40 997 and Austin A.40 998. 2m. 8.0s. 77.65 mph.
31/6/62

1001—1300cc—JOHN RHODES

Austin Cooper S. 1293. 2m. 1.0s. 82.15 mph. 19/9/64

1301—2000cc—JIM CLARK

Ford Cortina-Lotus 1588. 1m. 57.0s. 84.95 mph. 11/4/64

2001—5000cc—GRAHAM HILL

Jaguar Mk. 2 3781. 1m. 59.0s. 83.53 mph. 6/4/63

Over 5000cc—DAN GURNEY

Ford Galaxie 7000. 1m. 53.2s. 87.80 mph. 21/9/63

Additional Records :

GT Cars—JIM CLARK

Lotus Elan 1594. 1m. 52.8s. 88.12 mph. 11/4/64

GT Prototypes—JACKIE STEWART

Tojeiro EE Buick 3530. 1m. 51.0s. 89.55 mph. 21/3/64

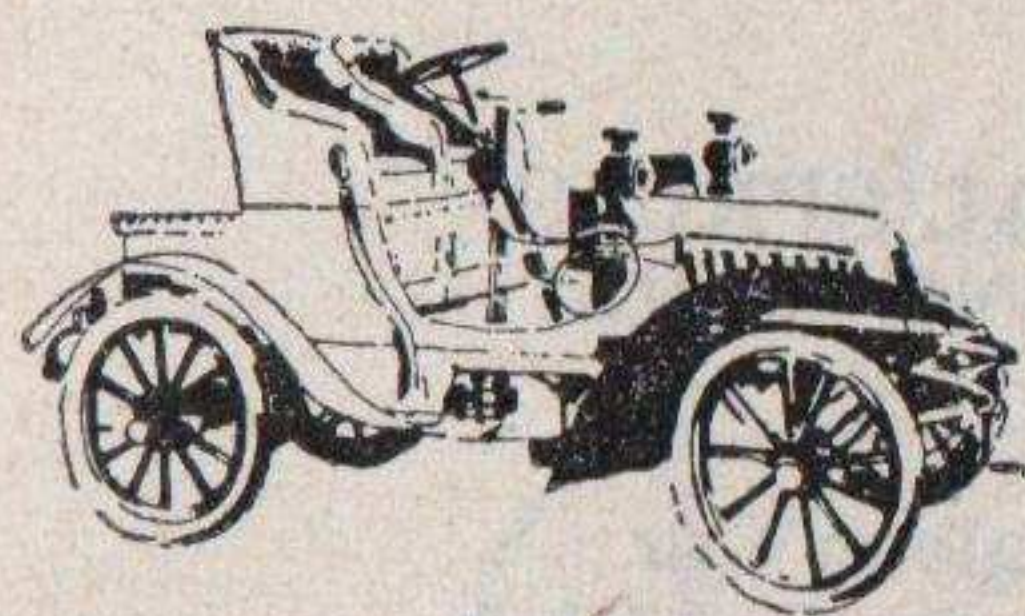
Sports Cars—ROY SALVADORI

Cooper Monaco-CC 2700. 1m. 43.8s. 95.76 mph. 21/9/63

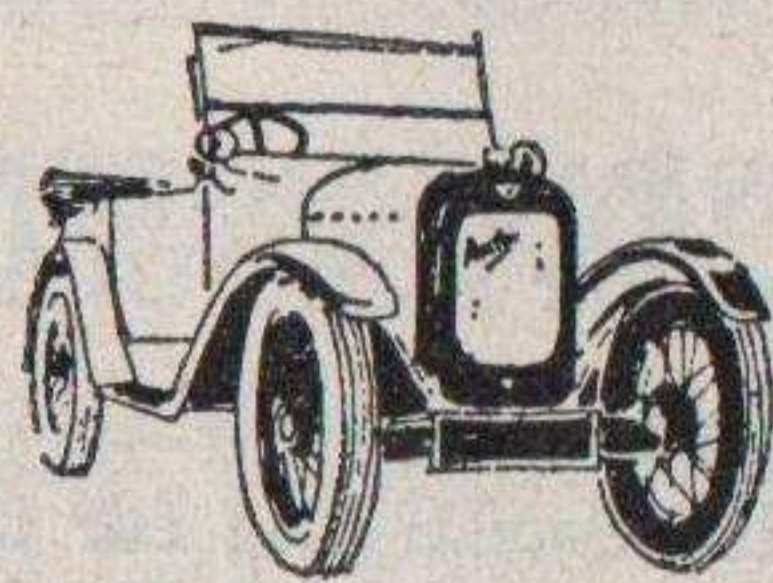
Formula I—JIM CLARK

Lotus 25 Climax 1500. 1m. 39.2s. 100.20 mph. 21/9/63

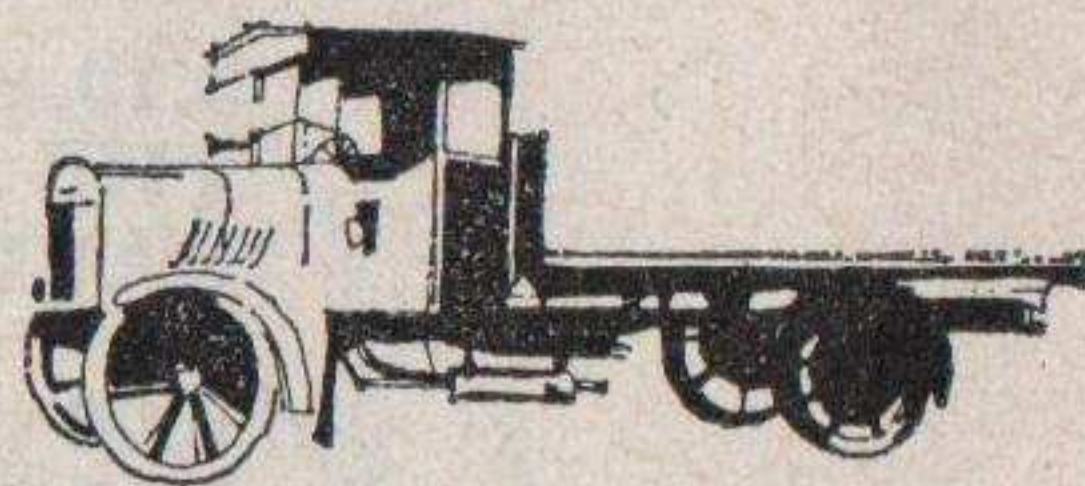
Over 60 years Some of the many FIRSTS for Ferodo



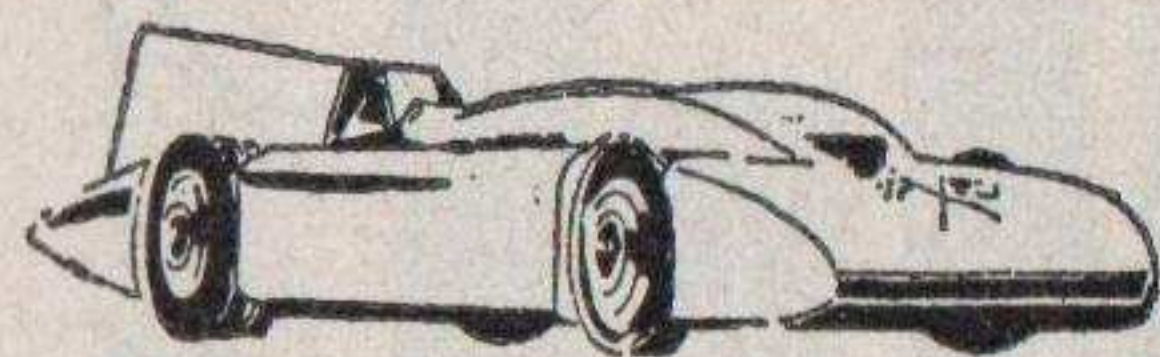
1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



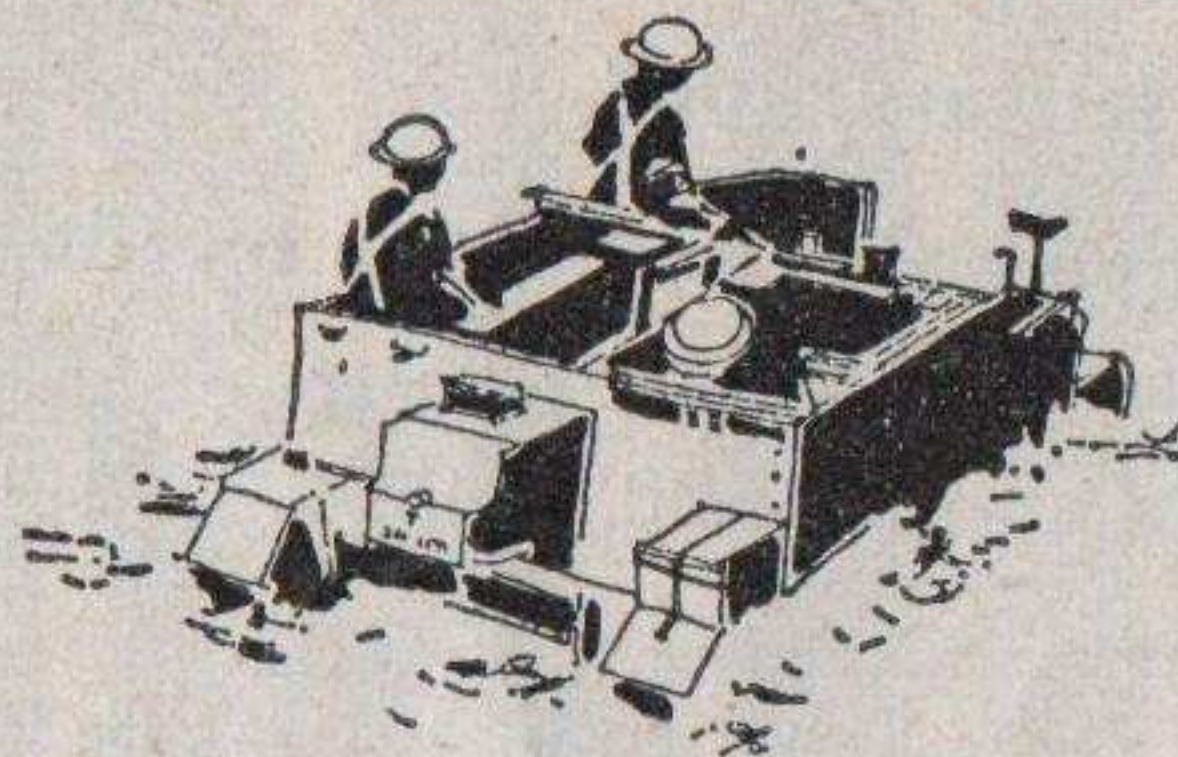
1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



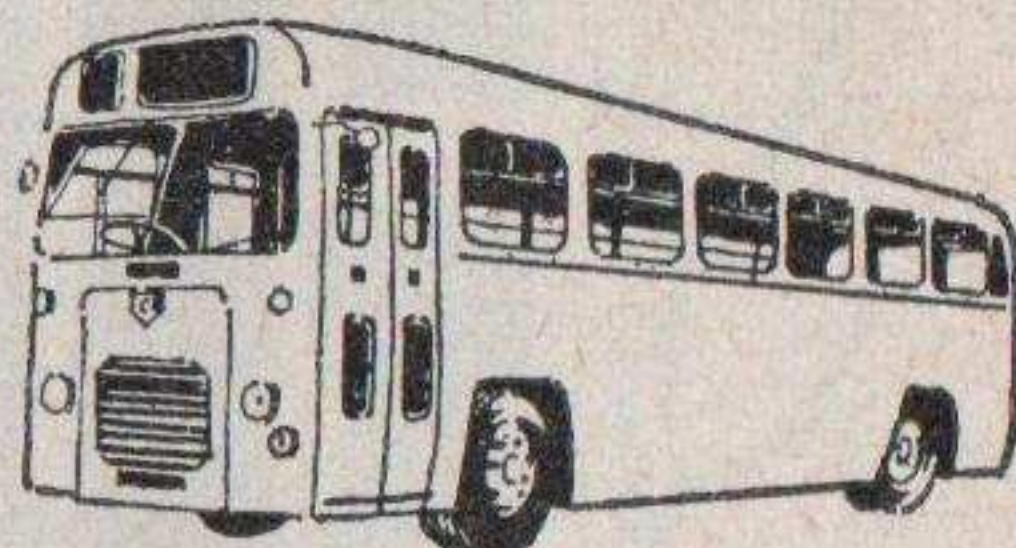
1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



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



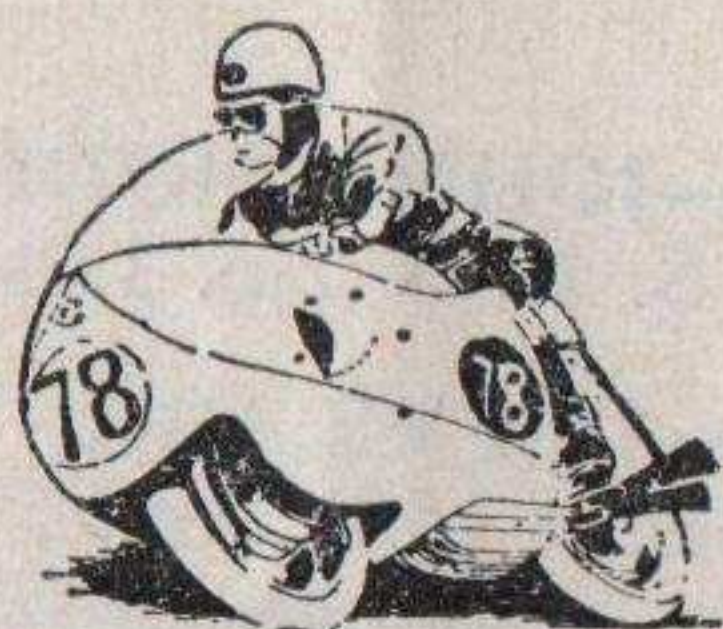
1944 FERODO FIRST with *underwater* brake linings for Bren gun carriers



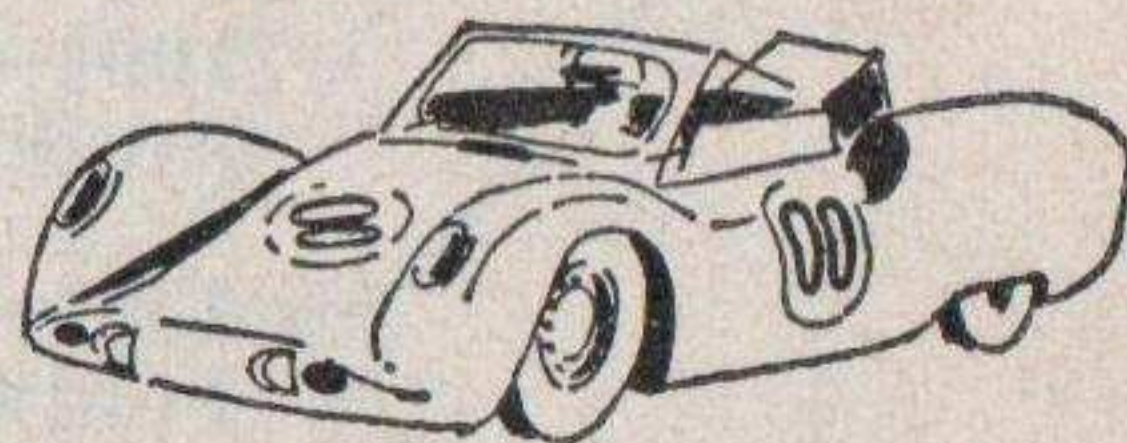
1955 FERODO FIRST on the first public service vehicles fitted with disc brakes



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

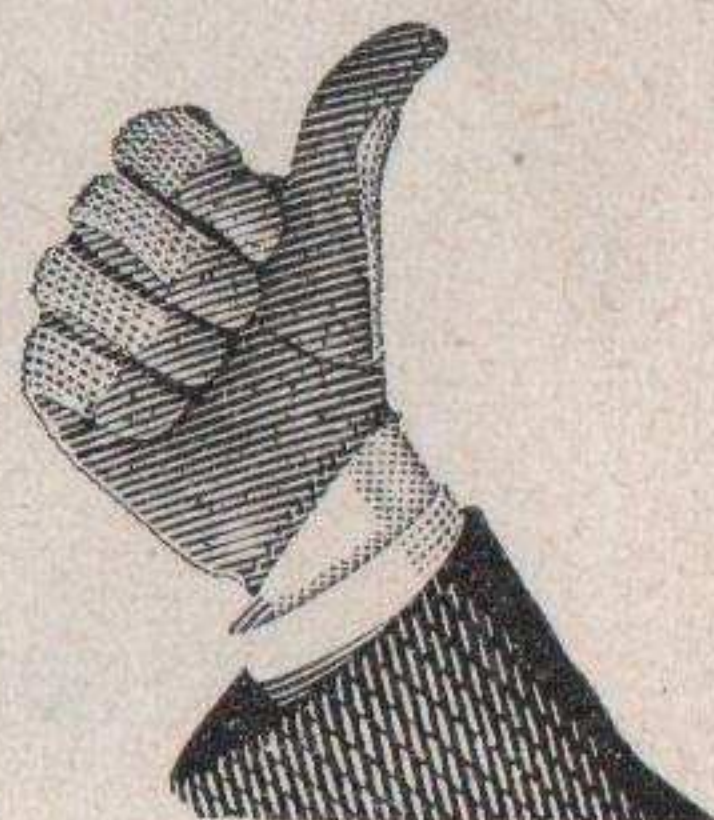


1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

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NOTICES

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.

Mid-Cheshire Motor Club Ltd. President: A. P. B. Birt, Hon. Secretary—A. S. Atkinson, 12 Crewe Road, Shavington, Near Crewe. Tel. Crewe 67759.

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.

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.

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

DOGS—In the interests of safety, dogs are not admitted to the course.

ANTI-LITTER—Please help to keep Oulton Park tidy.

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.

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RACE

INFORMATION



The Main Event, over 40 laps (110 miles), is for single-seater racing cars to the International Formula 2 which started on January 1st, 1964. Engines are limited to four cylinders and a total capacity of 1000 c.c., while the entire car must weigh at least 420 Kgs., must be fitted with a self starter and must run on commercial ("pump") fuel. No oil may be added to the engine during the race. The cars must be equipped with fastening points for safety harness, although the harness itself is optional, and with a roll-over bar to protect the driver's head in the event of inversion.

The first event will bring out the Formula 3 cars, which are also single-seaters, of fixed minimum dimensions and weighing at least 400 Kgs. The engine is again limited to 1000 c.c. but the block, cylinder head, cylinders (if removable), and gearbox must be those of the engine belonging to a car in the "Touring" category. (Popular saloons of this capacity include the Ford Anglia and the older-type Austin A.40). The gearbox must have a reverse gear, but only 4 forward gears. Only one carburettor may be used and this is to be fitted with a throttling flange of specified dimensions to restrict its breathing. The engine may not be fitted with overhead camshafts.

Finally we shall see a race over 19 laps (50 miles) for Saloon Cars conforming to Group 2 of Appendix "J" to the F.I.A. International Sporting Code, ("Improved Touring Cars"). This race is a scoring round in the British Saloon Car Championship and two previous winners, Jack Sears (champion in 1958 and 1963) and Sir John Whitmore (champion in 1961) are among those taking part.

The Cosworth engine will power the greatest number of to-day's formula 2 cars, as at the Gold Cup meeting last year. Although their competitors have claimed to have reached parity of potential with this engine as last raced we may be sure that Cosworth Engineering have not stood still all Winter.

The new B.R.M. formula 2 engine has been described as being virtually half of the formula 1 V8 engine, suitably bored-out. The factory have not announced plans to race a car themselves under the present formula 2 and among those who are expected to use the B.R.M. power-unit are the cars of Ron Harris—Team Lotus, and Eric Offenstadt. The steeply-sloping "stack" of exhaust pipes should prove to be a useful recognition factor. The car has twin overhead-camshafts and produces 124 bhp at the very stirring limit of 10,000 rpm, which should sound glorious.

RACE INFORMATION (continued)

Alf Francis, for many years the head racing mechanic with Rob Walker and Stirling Moss, has now teamed up with the Italian designer Colotti and is running a team of formula 2 cars to be known as "Cooper-G.S.D.", which stands for "Gear Speed Developments". The engine is developed from the Alfa-Romeo Giulietta unit, reduced to 997.8 c.c., and has produced 119 bhp at 9,500 rpm.

It is hoped that the keenly awaited B.M.C. formula 2 engine will power the cars entered by Ken Tyrell at this meeting.

The new Repco-Brabham car uses a common chassis in formula 2 and formula 3 guise, together with a new weight-saving body shell. The formula 2 car introduces the new Hewland Mk. 7 gearbox, while the Ecurie Alf Francis cars are fitted with 5-speed gearboxes to the Hewland's 6 speeds.

In formula 3 the continuity of racing development is nicely demonstrated. The 1965 Cooper entered by Ken Tyrell is similar to the prototype of this car which Jackie Stewart drove to win the race at last year's Gold Cup meeting.

For two years or so the most exciting sight and sound in saloon car racing has been the Ford Galaxie. Now the Ford Mustang has taken its place for an International meeting at Oulton Park and, with four of these cars entered, the winner of the 50 mile event for saloons will surely be found in this class. Their first big win in this country was scored by Roy Pierpoint at Brands Hatch, on March 13th, and he was followed home by Mike Salmon, both of whom are entered to-day. The chances of the Team Lotus-Cortinas must not be under-rated, however, nor must those of the two entries of Race Proved by Willment and this race could well prove to be the most exciting of its type ever staged at Oulton. The Minis have been divided into two classes for this meeting, with their competitors of other makes, 'S'-types of 970 c.c. running in the class for saloons up to 1000 c.c. and those of 1275 c.c. in the 1001 to 1300 c.c. class. The lap record for this larger class stands to the credit of John Rhodes, who lapped in 2 min. 1 sec., at the Gold Cup meeting. There has not been a new lap record for saloons up to 1000 c.c. at an International meeting for nearly three years and it will be interesting to see whether the time of 2 min. 8 secs. set up by Rodney Bloor and Phil Middlehurst, on A.40s, can survive yet another assault!

Formula 3 continues to act as a proving ground for young drivers. Many of the established stars of to-day's meeting served their time in the smaller-engined formulae and among to-day's formula 3 drivers there are certain to be some stars of tomorrow. Brabham, Lotus, Cooper and Merlyn supply most of the entry but, among the rarer makes are Alexis, and U.2. Perhaps the most remarkable colour is the car entered by motor-cycle champion Terry Shepherd, which he describes as "metallichrome moss green!".



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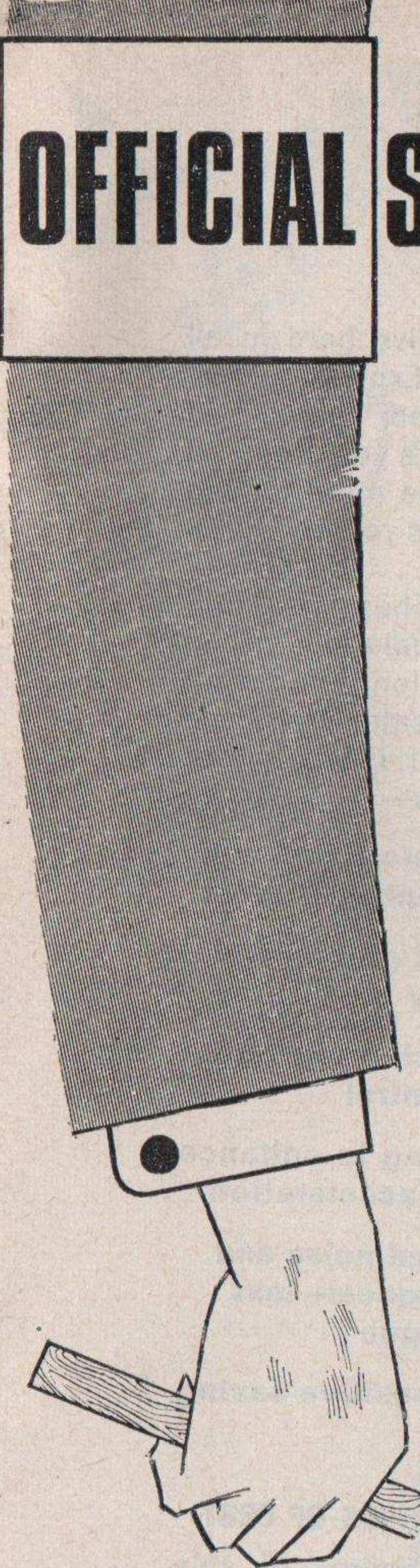
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Stewards of the Meeting—D. H. Delamont, for the R.A.C.,
J. H. Ashton, A. P. B. Birt

Scrutineers—G. Hartley-Smith, in charge; R. Richards, J. M.
Entwistle, P. L. Cracknell, G. W. G. Ward, S. Turner, J. C.
Brown

R.A.C. Scrutineer (eligibility)—S. R. Proctor

R.A.C. Timekeepers—L. A. Cranshaw, in charge; S. del Banco,
H. Turner, R. S. Corfe, R. C. Allcock

Judges—R. B. Dawson, P. E. Silcher, T. H. Rowe, A. L. Gale,
J. D. Gardner

Clerk of the Course—J. A. Ellison

Assistant Clerk of the Course—P. H. Crummack

Secretary of the Meeting—J. H. S. Williams

Chief Marshal—A. S. Atkinson

Assistant Chief Marshal—E. C. Hubert

Chief Observer—J. W. Dale

Chief Flag Marshal—B. E. Fox

Chief Medical Officer—Dr. S. B. Foulds

Chief Course Marshal—H. Williamson

Assistant Chief Course Marshal—J. R. Fowles

Chief Fire Marshal—R. J. Moore

Chief Race Control Officer—E. K. Brittin

Race Information—T. K. Dooley

Starter—G. R. Hall

Chief Start Area Marshal—T. J. Pladden

Chief Pit Marshal—G. Littler

Chief Track Marshal—C. N. Pickering

Chief Paddock Marshal—W. E. V. Hayes

Chief Scoreboard Operator—R. H. Loveitt

Course Commentators—Anthony Marsh, Dennis J. Cox, Peter
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FORMULA II RACE—

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SALOON CAR RACE—

To the outright winner, £35 plus the class award. In each class having seven or more starters—

First—£15, Second—£10, Third—£5.

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.

ACKNOWLEDGMENTS

The Mid-Cheshire Motor Club 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, The Lancashire and Cheshire Car Club, and all who have attended the meeting as voluntary Officials and Marshals; and Dr. S. B. Foulds and his professional colleagues.

The British Red Cross Society, Commandant T. Tolley in charge, The Cheshire County Police, Cheshire County Fire Brigade, Messrs. Knutsford Motors Ltd., for the loan of the Course Car, Messrs. Arden & Bull Ltd., Chester Engineering Co. Ltd., Knutsford Motors Ltd., Middlewich Motors Ltd., and H. & J. Quick Ltd., for the loan of Breakdown Vehicles and Crews.



THE CLUB BEHIND TO-DAY'S MEETING

The Mid-Cheshire Motor Club establishes a new record this year, becoming the first club to organise two International meetings at Oulton Park in one season. To-day's is the first—the Gold Cup meeting on 18th September will be the second.

The Club has been closely associated with Oulton Park since the idea of building a racing circuit here was first proposed, and staged the first Race Meeting to be held on the circuit, in August 1953. We continue to organise our annual 'day out' for the Club drivers, this year's Restricted Race Meeting being on Saturday, 12th June.

Mid-Cheshire is also very active in the organisation of all other forms of motor sport and, through the co-promotion of events with other clubs (usual practice these days), and invitations to take part in restricted events, members will have the opportunity of competing in Race Meetings, Production Car Trials and Sporting Trials, Autocross and Sandocross, Driving Tests, Sprints, Hillclimbs and Rallies in 1965. The Club recently organised its annual Wilshire Trophy Trial, a qualifying event for the R.A.C. Trials Championship, won this year by Don Rawlings.

The Social Side is well cared-for with regular programmes of Film Shows, Industrial Visits and Dances. All members receive a monthly Bulletin of 16 to 20 pages designed to keep them in touch with all aspects of club activities and to provide a forum for discussion. At the moment "The Bulletin" is running a competition in which members are invited to submit a motor-sporting reminiscence, the best entry winning a small prize at the end of the year. Club "Headquarters Nights" are held informally at the H.Q., the Boddington Arms, Wilmslow, on every first and third Tuesday of the month, when members foregather for a chat and a noggin in a motoring atmosphere.

The competitions programme for the season is both vast and varied. In the next few weeks our members will have the chance to take part in all these events, organised by ourselves or other local clubs: Race Meetings at Oulton Park, on April 10th, 17th and 24th, May 22nd and 29th; Race Meetings at Silverstone on April 19th and June 7th; Autocross, on April 25th and May 30th; Driving Tests on May 2nd; Sandocross and Sand Racing (at Southport) on May 9th and June 19th respectively; and a Sprint on June 13th. This takes us barely half way into the year, but is absolutely typical of our competition programme.

Events already completed in 1965 include the co-promotion of a Production Car Trial, a Rally and our own Driving Tests 'First Meeting of 1965'.

The Club observes all the usual seasonal activities—from Father Christmas for the children of members, to Guy Fawkes, Midsummer Night and St. Valentine. Members may purchase, at reasonable prices, a full outfit of Club Regalia if they wish, including the Club Tie, in three different colour schemes, metal car badge, lapel badge, overall badge in cloth and blazer badge in silver wire.

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.....



SOME OF

Today's Personalities

by Dennis Cox, Editor of the Mid Cheshire 'Bulletin'

Jack BRABHAM, the winner of last year's Gold Cup Race, drives a Brabham powered by the new Japanese Formula 2 engine, the Honda, which is equipped with twin overhead camshafts and a six-speed gearbox and makes its world debut at Oulton Park today. Jack is the designer and constructor of the Brabham car and was recently awarded the Ferodo Gold Trophy for his efforts. World Champion in 1959 and 1960, when leading the Cooper team, he won the 1957 Gold Cup Race under the then formula 2 and has subsequently had a 3rd and a 4th place in formula 1 Gold Cups at Oulton Park. He was born in 1926 in Sydney, Australia, now lives in Surrey with his wife Betty and their two children, and his interests include photography, flying and water skiing.

The World Champion in 1962, and runner-up twice since, Graham HILL again drives a Brabham for John Coombs at Oulton Park. Graham retired in the Gold Cup Race last year but has been placed 2nd and 3rd, on

B.R.M., in past Gold Cups. A former Lotus team driver and racing mechanic, this 36 year old Londoner is also a regular saloon car driver at Oulton Park, holding the lap record for saloons from 2 to 5 litres with a 3.8 Jaguar.

Jackie STEWART is one of the newest Grand Prix drivers and a year ago had hardly sat in a single-seat racing car. He has now graduated to the B.R.M. formula 1 team after a most successful year with a Ken Tyrell formula 3 Cooper in 1964 (11 wins in 13 starts in major races) and a fine 3rd place in a works formula 2 Lotus in last year's Gold Cup. Jackie is from Dumbarton and apart from racing, achieved international status as a clay pigeon shot. His first drive at Oulton was in an E-Type Jaguar, in May 1963, and subsequently he has either won or retired in every club event at this circuit, holding lap records for his class (club meetings) in Lotus Cortina saloon, Cooper Monaco sports car, and Tojeiro Buick EE grand tourer.

GRAHAM HILL



Innes IRELAND also holds two lap records at Oulton, for the last formula 2 and the 2½ to 3½ litre G.T. class (in Lotus and Ferrari respectively). A Scotsman who lives in Wales, he drove for the Lotus team until the end of 1961, winning their first championship Grand Prix, in the U.S.A., that year. He has had a year with U.D.T-Laystall and two years with B.R.P., joining Ecurie Alf Francis this year to drive the new Cooper-G.S.D. Innes has often been described as one of the greatest characters in motor racing and was recently voted

one of the ten best-dressed men in Britain.

Ireland's team-mate last year, Trevor TAYLOR comes from Rotherham, Yorks., and is easily recognised by his yellow overalls and helmet. He was born in 1936, is married with 2 children, and started racing 10 years ago. Trevor was formula 3 champion in 1958 and formula junior champion in 1960 (with Clark) and 1961. After two seasons with the Lotus team he joined B.R.P. last year and to-day drives a Brabham entered by his own firm, Aurora Gears.

JACK SEARS and TREVOR TAYLOR in Cortinas



Jochen RINDT, from Vienna, is champion of Austria and the new recruit to the Cooper formula 1 team. To-day he is entered by Roy Winkelmann Racing to drive one of his Brabhams. Jochen was the sensation of the 1964 season, appearing at the Crystal Palace virtually unknown and beating Clark and Hill in winning an important race. Although unlucky in the 1964 Gold Cup Race, his performance was sufficiently impressive to give us an idea of what he might achieve to-day.

Brian HART, driving a Lotus for Ron Harris-Team Lotus, also failed to finish in last year's Gold Cup, when driving the Cosworth Engineering Brabham. He had his best result to date with a big win at Pergusa last year, in Rodney Bloor's Lotus, at the very respectable speed of 126.05 mph.

In the saloon car race Team Lotus are represented by two former saloon champions, Jack SEARS (1958 and 1963) and Sir John WHITMORE

(1961). The Lotus Cortinas they will drive have an enviable reputation at Oulton Park—2 starts and 2 outright wins last year. Whitmore is experienced in big sports cars, G.T. cars, formula 2 and formula junior Coopers, and was the uncrowned "Mini-king" a year or two back. Now he has established his versatility by successes in Alan Mann's Cortinas, in Ford Galaxie, and Cobras. Jack Sears, born in 1930, is a professional farmer who has been racing for 15 years. A son of the vintage enthusiast Stanley Sears, Jack has won races with cars as varied as Austin A.105, Ferrari Berlinetta, and Ford Galaxie.

Roger MAC drives for the Merlyn team to-day. He is one of the youngest drivers competing at international level and is still under 21, is a company director from Coventry, and won his first two races at Oulton Park in July 1963 with an E-type Jaguar. Last year he was 3rd in the Gold Cup formula 3 race with his Brabham and his season's efforts were rewarded with the principle Grovewood Award.

Chris IRWIN continues with Merlyns in 1965, the marque which he drove so successfully last season. A Londoner, his experience has been gained on Sprite, Merlyn sports car and Merlyn formula 3 single-seater, in which he led the Gold Cup formula 3 race for half its length last September, finishing second to Jackie Stewart. He was the second Grovewood Award winner of 1964.

The Cooper Car Company have entered a team of three Minis. Of the drivers, Paddy HOPKIRK is perhaps the best-known after his outstanding overall win in the 1964 Monte Carlo Rally. Paddy comes from Belfast and is still single, while his interests include music and dancing. B.M.C. have called on his services in most of the events in the international rally calendar, he has raced in saloons and Lotus formula junior cars, and is the greatest exponent of Driving Tests in the world. John RHODES drove a Mini for Downton in the Gold Cup meeting last year and won his class against the most intense competition, setting a lap record of 2 min. 1 sec. Will we see a Mini lapping in under 2 minutes to-day? Warwick BANKS was one of the most prominent saloon

car drivers in Europe last year. He is a shock absorber specialist and professional aviator and lives at Bourne in Lincolnshire, where the B.R.M.s come from.

Mention of Minis inevitably calls to mind the name of John FITZPATRICK, back with Broadspeed this year after driving for the Cooper Car Co., last season. John started his racing career with an 848 c.c. engined Mini in 1962, frequently taking on, and beating, much larger engined saloons such as Jaguars. He is from Henley-in-Arden, and one of the most regular supporters of club racing at Oulton Park, when his international commitments permit.

Chris AMON, from New Zealand, will drive for Ian Raby this year, after a year with the Reg Parnell Team in formula 1. Last year he was the youngest driver ever to take part in a world championship event.

Swiss champion Jo SIFFERT has made his name as a driver of independent B.R.M.s, his record at the Nurburgring being especially impressive. Married a week after taking part in the 1963 Gold Cup, to-day will be only his second appearance at this circuit. This year he drives for Ecurie Alf Francis, in a Cooper-G.S.D.

Jacques (Jackie) MAGLIA drives a Lotus at this meeting. He first drove at Oulton Park when a pupil at Jim Russell's school, in July 1962, but retired when going well. Most of his racing experience is gained on the continent, from his home base at Cannes, and he shows real "continental" flair, with all that that implies.

Visiting Oulton Park for the first time, the independent driver Eric OFFENSTADT will drive a Lola, the marque with which he won the French formula junior championship in 1963. He was also French racing champion in 1961. His Lola is powered by a B.R.M. engine and is easily recognised by the projecting "stack" of steeply sloping exhaust pipes.

Harry RATCLIFFE, from Littleborough, Rochdale, is the man behind the tuning firm B.R.T. who prepare the Vitafoam Developments Minis. Harry is well above average height

but has been racing Minor 1000 and Minis for five or six years. His latest venture is the fitting of a 3½ litre Buick engine into the rear of a Mini, and its successful demonstration in a race at Mallory Park last Boxing Day. Unfortunately this car is not eligible for to-day's race, for group 2 cars!

Frank LYTHGOE Racing is a new team, based at Warburton and sponsored by Frank to race cars prepared by Dave Rees at Ashley Smithy. Alan ROLLINSON and Adam WYLLIE drive for the team to-day. Alan is 21, is entering his 4th season of racing, and trained at the Motor Racing Stables at Finmere. Since 1962 he has raced single-seaters with many successes, the latest being a win on a Cooper in the main event on Boxing Day at Mallory Park. Adam is from Midlothain and often drives down overnight to compete in club racing at Oulton Park, returning home to Scotland after the meeting. In 1963 he was the first private owner of a monocoque Lotus, the type 27 formula junior car. The Lythgoe team are planning a season of continental events in 1965.

John CARDWELL, who drives a Brabham formula 3 for Goodwin Racing, was the discovery of the 1964 season in British Racing. With his privately-entered Brabham formula 3 he invariably finished only just behind the Ken Tyrell cars and collected lap records on the Goodwood and Silverstone Grand Prix circuits. John lives in Worsley, is 22, and this will be only his 3rd season of racing. Dave REES is the proprietor of the Ashley Smithy Garage and handles another Goodwin-entered Brabham in the formula 3 race. He is 39, has been racing since 1950, and latterly has achieved successes with three different types of Lotus, Marcos, and Cooper formule libre single-seater. Dave still competes occasionally in the venerable special he built in 1950, and still wins awards in it.

Two members of Mid-Cheshire Motor Club taking part to-day are Brian HOUGH from Wallasey and Jack NEWMAN, of Burnley. Brian campaigned some two years ago with a sports Cooper-Bristol, achieving some success and delighting us with some lovely noises. Jack has driven big

saloons for years. He raced a Lotus Cortina in the Gold Cup meeting last year, a genuine private entry, and had a tremendous battle with Chris McLaren on a Jaguar. Will this be repeated to-day?

Tony LANFRANCHI was "Autosport" Champion of 1964, and drives a Mini for Alexander Engineering to-day. He is a 30 year old Yorkshireman, a confectioner, who started racing in 1957 and has frequently been seen at Oulton driving a sports car, usually built by Elva. This is his first Mini drive on the circuit.

Alan REES, who lives at Maidenhead, was born in 1938, and started racing 21 years later. His interests outside motoring include chess and classical music. Alan holds a sports car lap record at Oulton with a Winkelmann Lotus-Climax and in 1961 he was B.A.R.C. Formula Junior Champion. He has had more bad luck, perhaps, than any other driver in the present formula 2, retiring in last year's Gold Cup when 3rd.

Paul HAWKINS came to England from his native Australia in 1960, and started racing on Sprites. In 1962 and 1963 he drove Lotus 23 and Lotus 22 formula junior for Ian Walker, last year joining Willment and finishing 5th in the Gold Cup on a Lola.

Tony HEGBOURNE is an all-round sportsman who used to do his racing on motorcycles. In 1958 he graduated to cars, but his first full season was not until 1962, when he won the Brooklands Memorial Trophy, driving a sports Lola. He joined the Normand team and drove one of their Lotus 23 B sports cars in 1963, and in 1964 they switched to formula 2 Coopers. To-day he drives for Race Proved by Willment.

Mike BECKWITH is the team manager for Normand and drives their sole entry at this meeting. His first races were in a Lotus XI in 1960, and he formed and lead the Normand team from 1962 onwards. He was born in 1935, is married, and lives in Hounslow. Mike is a lap record holder at Oulton, on the Lotus 23 he drove in 1962.

PADDY HOPKIRK IN ACTION



Photographs by the 'Autocar'

John FENNING is distinctive in his green helmet and was at one time the holder of the short circuit record at Brands Hatch. He has appeared at Oulton in an ex-Camoradi formula 1 Cooper, Morris Mini, Lola formula junior, and Janspeed Lotus formula 3 in which he finished 5th at the Gold Cup meeting last year.

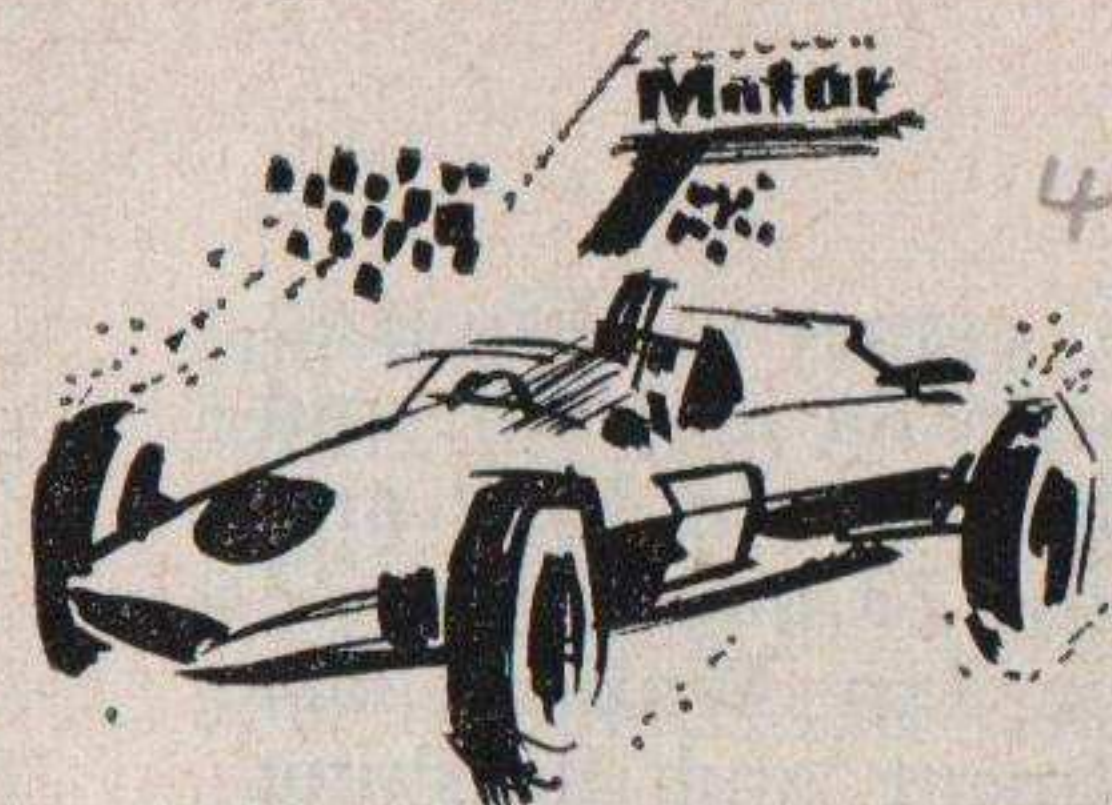
Major Arthur MALLOCK, an electronics engineer, would be famous without his racing successes as his design, the "U.2", has made a highly-competitive sports-racing car available to the relatively impecunious enthusiast. Mallock has been champion in the keenly contested 1172 Formula for the past two years and before that was 750 champion.



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Marple
Ashton Hyde
Wilmslow



36 38 40 37 46 33
 44 31 51
 43 52 41 32
 57 50 35
 X 47 34
 Event 1. 2 p.m.
 39

FORMULA 3 Racing Cars

19 LAPS - 50 MILES

No.	Driver and Entrant	Car	Engine
51	WARWICK BANKS To be nominated (Tyrell Racing Organisation Ltd)	Cooper/B.M.C.	B.M.C.
35L	JOHN FENNING (J. Fenning)	Merlyn	Holbay/Ford
31	CHARLES CRIGHTON-STUART (Stirling Moss Automobile Racing Team)	Brabham	Cosworth
47V	TONY DEAN (A. G. Dean)	Repco Brabham	Ford/Holbay
35	CLIVE BAKER (Beta Cars Ltd. (Racing Division))	Cooper	B.M.C.
34V	CHARLES LUCAS (C. Lucas (Engineering) Ltd.)	Repco Brabham	Ford ET (S) E
33 2nd	PETER GETHIN (C. Lucas (Engineering) Ltd.)	Lotus	Ford
38 4	PIERS COURAGE (C. Lucas (Engineering) Ltd.)	Repco Brabham	Ford
37 P	R. D. M. PEEL (W. J. Moss Racing)	Merlyn	Holbay
40	A. D. T. FLETCHER (W. J. Moss Racing)	Brabham	Holbay
41	MALCOLM PAYNE (Jim Russell Racing Drivers School)	Lotus 31	Holbay/Ford
43	ROD BANTING (R. Banting)	Merlyn	Holbay/Ford
50	DAVID A. REES (Goodwin Racing)	Repco Brabham	Ford
57	JOHN F. CARDWELL (Goodwin Racing)	Repco Brabham	Ford
45	A. M. R. MALLOCK (Driver)	U.2	Holbay/Ford
52	TERRY HARDY (Team Alexis)	Alexis	Cosw'th/Ford
47	ALAN TAYLOR (Team Alexis)	Alexis	Cosw'th/Ford
48	ADAM R. WYLLIE (Frank Lythgoe Racing)	Lotus 31	Cosw'th/Ford
49	JOHN MILES (Team Speedwell)	Brab'm/Sp'dwell	B.M.C.
50	BRIAN J. HOUGH (Driver)	Cooper	B.M.C./Aust.
51	ROY G. PIKE (California Racing Partnership)	Repco Brabham	Ford/Cosw'th
52	ROBERT LAMPLOUGH (Driver)	Lotus	Ford/Cosw'th
53	D. E. O'SULLIVAN (Baldyne Engineering Ltd.)	Brabham	Baldyne/Ford
54	HARRY STILLER (Scaradi Racing Ltd.)	Lotus 32	Cosw'th/Ford
55	ADRIAN CHAMBERS (Scaradi Racing Ltd.)	Brabham	Holbay/Ford
56	TEDDIE DAWSON (Driver)	Lotus	Cosw'th/Ford
57	STEVE MATCHETT (Edwards Motor Racing Service)	Cooper	B.M.C.
58	T. S. SHEPHERD (Driver)	Lotus	T.S.M./Ford
59	To be nominated (Race Proved by Willment)	Lotus 35	Ford/Cosw'th
60	To be nominated (Race Proved by Willment)	Lotus 35	Ford/Cosw'th

19 LAP SCORE CHART FOR THE FORMULA III RACE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	

Result	DRIVER	CAR	TIME	SPEED
FIRST	R. PIKE	BRAMB - COS	34.06	90.77
SECOND	W. BANKS	COOP - BMC		
THIRD	C. CRIGHTON			
FOURTH	P. COURAGE			
Fastest Lap	R. PIKE		1:46.293	59

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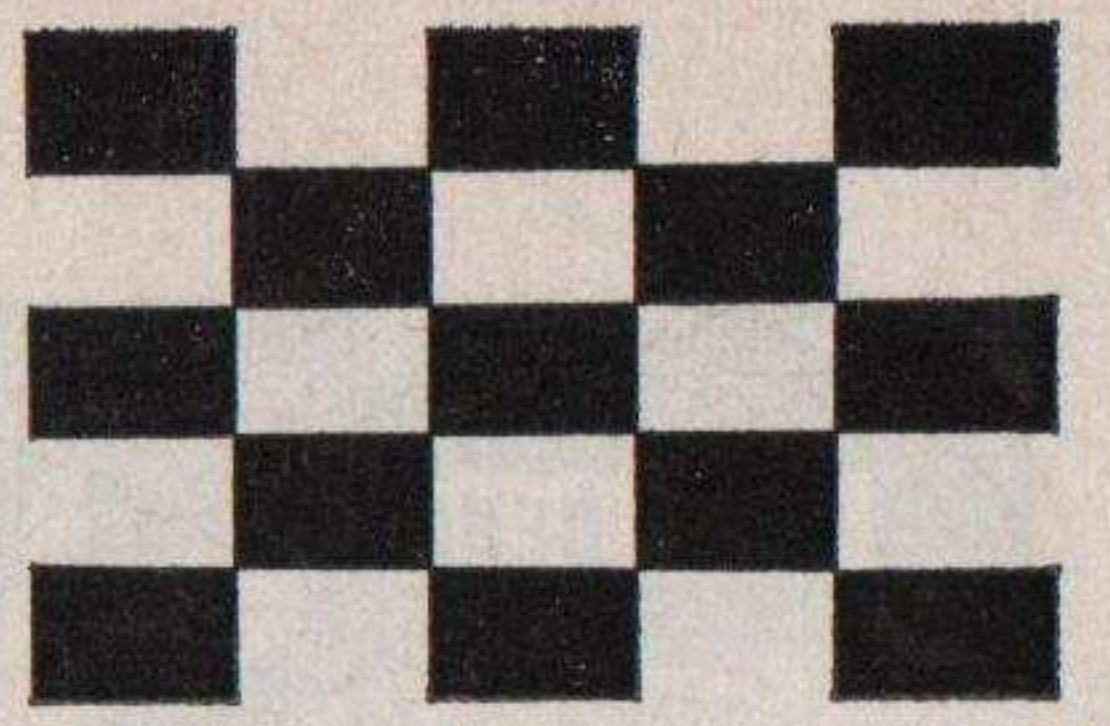
ADDRESS

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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 car bearing that number 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

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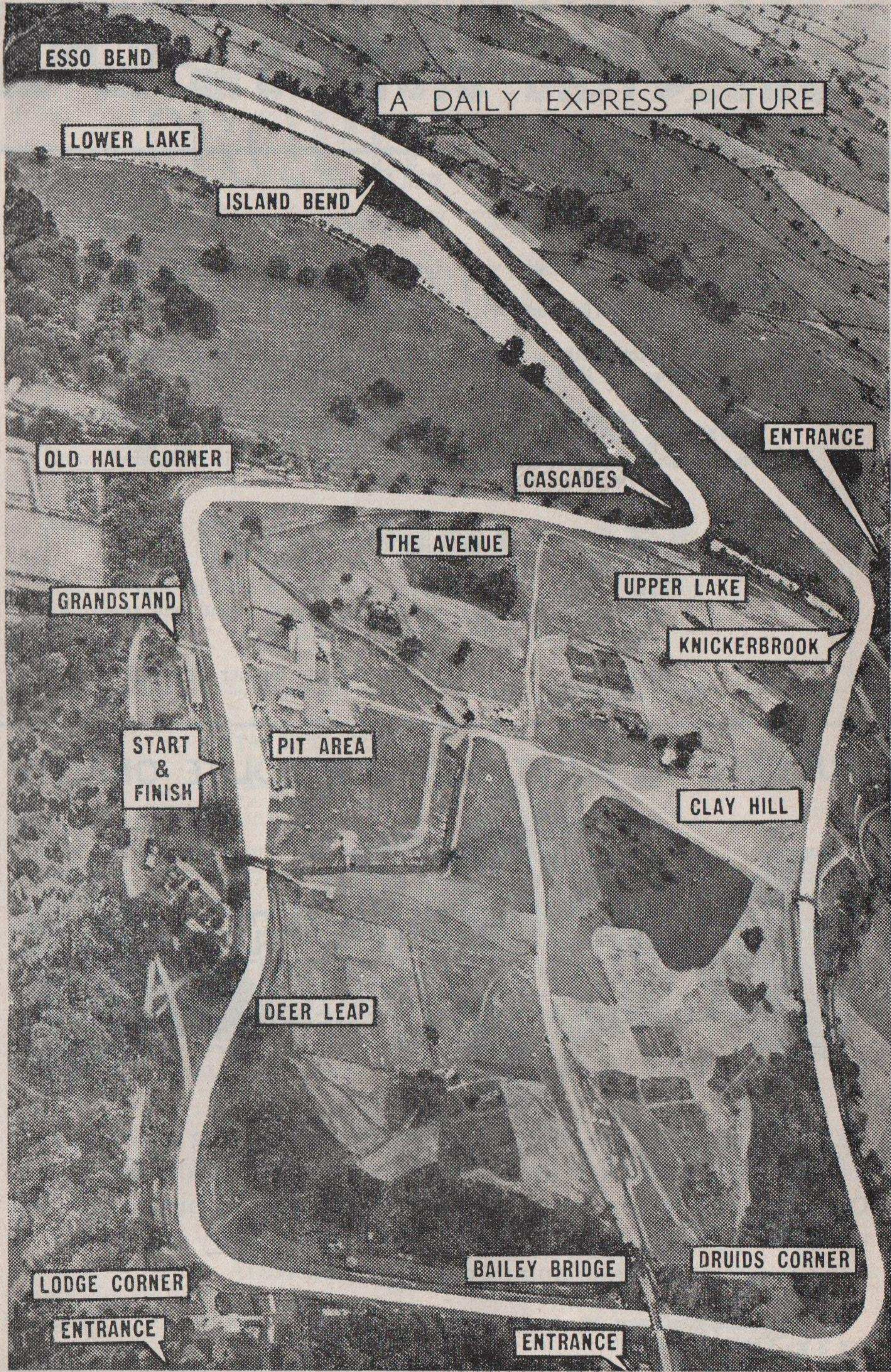


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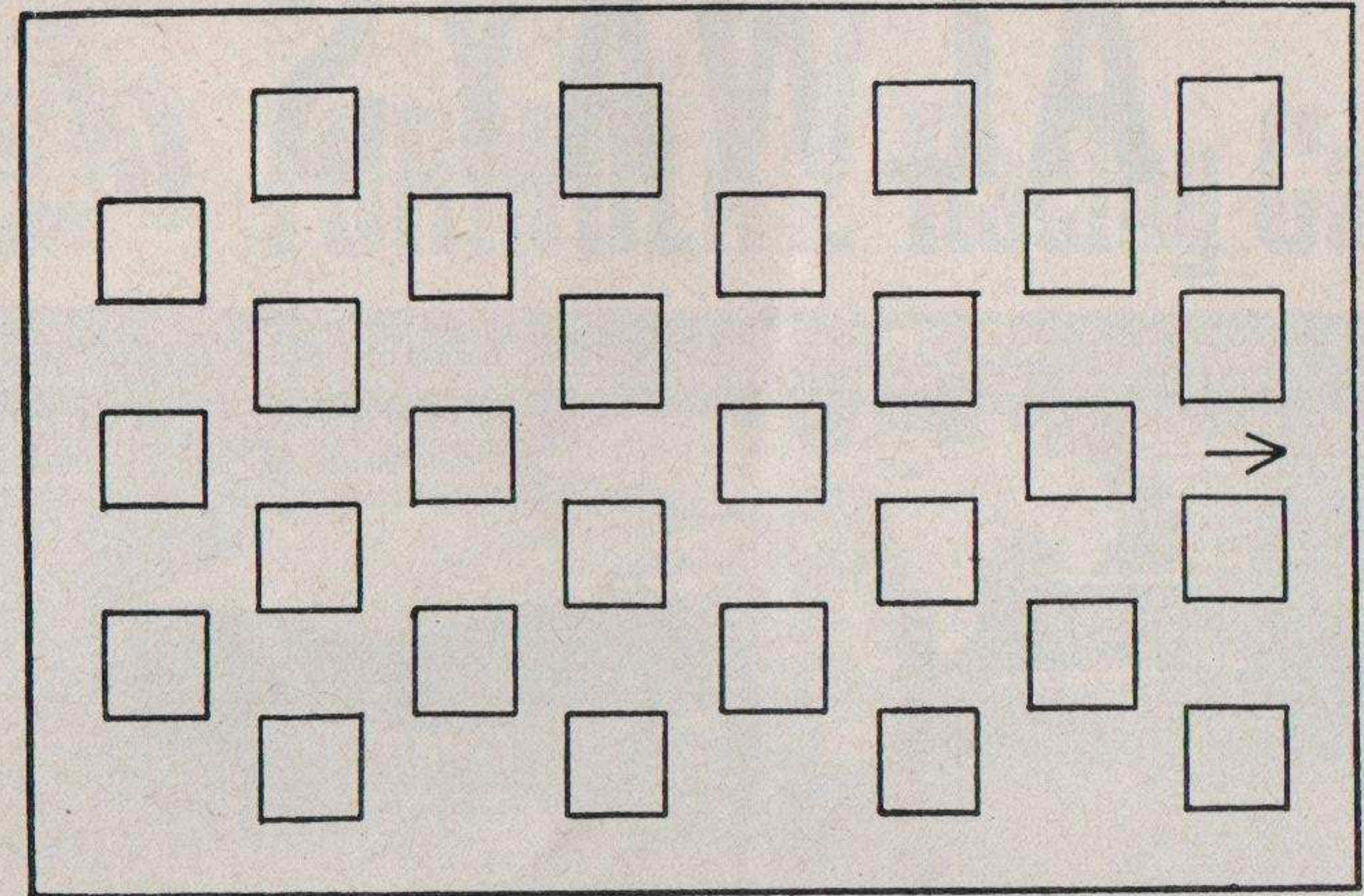


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FORMULA 2 RACE STARTING GRID POSITIONS



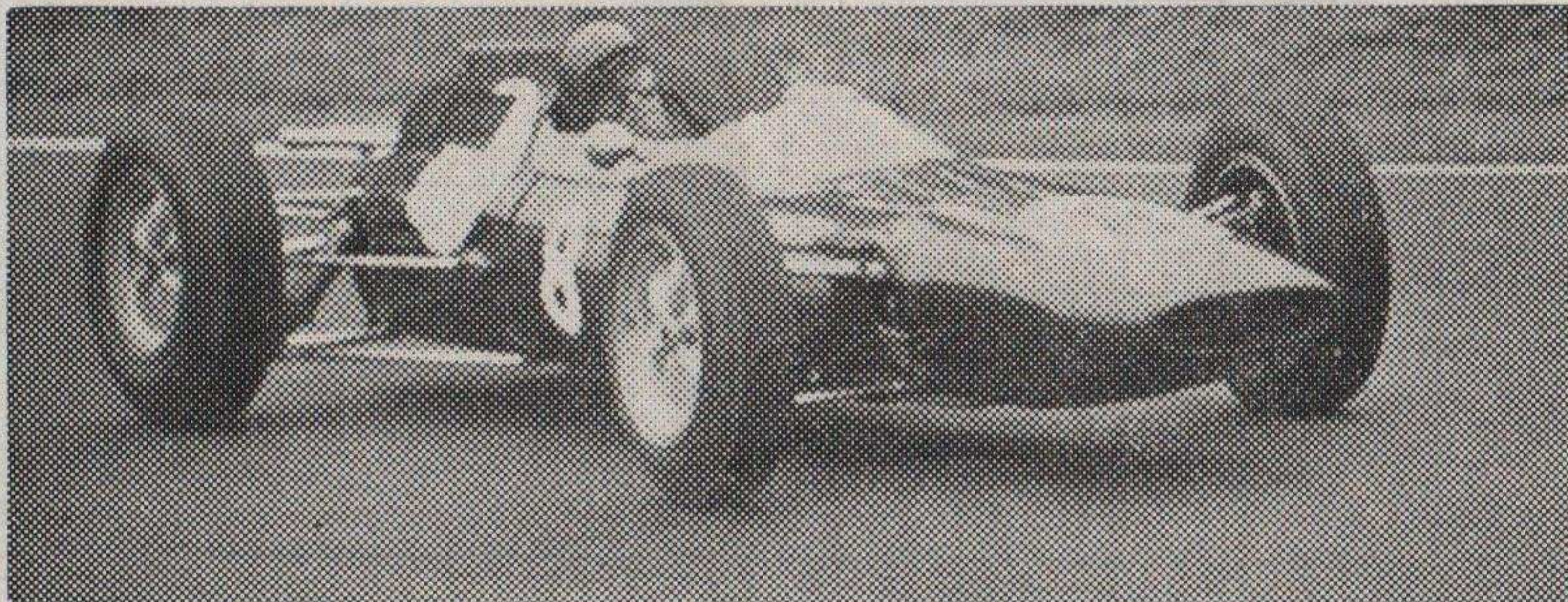
The starting positions will be announced over the public address system before the start of the race.

RACE POSITIONS DURING THE FORMULA 2 RACE

Position At Lap	1st Car No.	2nd Car No.	3rd Car No.	4th Car No.	5th Car No.	6th Car No.
1						
5						
10						
15						
20						
25						
30						
35						
FINISH 40						

Race positions will be announced at regular intervals during the race.

ALWAYS

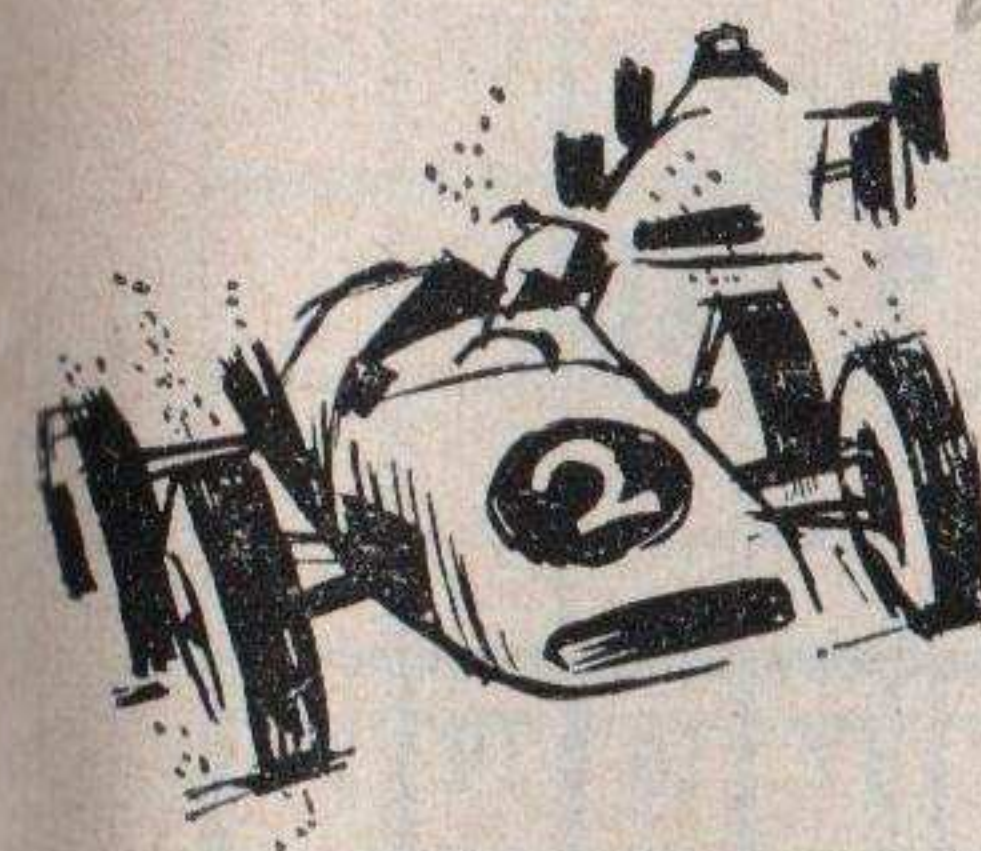


IN THE LEAD



...FROM START TO FINISH

DAILY EXPRESS



2(=) 3(41.2) 41(=) 28(1.41 0)
 24 25(43.9) 40 (42.2)
 20 29 22 6
 23 12 30 5 11
 Event 2.3.10p.m.

FORMULA 2 Racing Cars

40 LAPS - 110 MILES

No.	Driver and Entrant	Car	Engine
2			
3			
22L	1 JACK BRABHAM (Brabham Racing Developments Ltd.)	Brabham Honda	Honda
24B	2 DENIS HULME (Brabham Racing Developments Ltd.)	Brabham Honda	Honda COS
29L	3 JACKIE STEWART (Tyrell Racing Organisation Ltd.)	Cooper/B.R.M.	B.R.M.
	4 To be nominated (Tyrell Racing Organisation Ltd.)	Cooper/B.M.C.	B.M.C.
15L	5 PETER REVSON (Ron Harris-Team Lotus)	Lotus	
14L	6 BRIAN HART (Ron Harris-Team Lotus)	Lotus	
19L	8 GRAHAM HILL (John Coombs Esq.)	Cooper or B'ham	Cosworth BRM
12P	9 BRUCE McLAREN (The Cooper Car Company Limited)	Cooper	B.M.C. B.M.C.
11P	10 PAUL HAWKINS (Team Alexis)	Alexis	Cosw'th SCA
21XL	11 TREVOR TAYLOR (Aurora Gear (Racing) Rotherham)	Brabham	Cosworth
23L	12 CHRIS AMON (Ian Raby Racing Ltd)	Merlyn Mk. 9	Cosw'th SCA
30B	14 MIKE BECKWITH (Normand Ltd.)	Brabham	Cosworth Ford S.C.A.
	15 CHRIS IRWIN (Merlyn Racing)	Merlyn Mk. 9	Cosw'th SCA
	16 ROGER MAC (Merlyn Racing)	Merlyn Mk. 9	Cosw'th SCA
	17 JOHN TAYLOR (Gerard Racing)	Cooper Ford	Ford 20HC
	18 ERIC OFFENSTADT (Driver)	Lola	B.R.M.
	19 JACQUES MAGLIA (Driver)	Lotus	Cosworth
	20 ALAN ROLLINSON (Frank Lythgoe Racing)	Cooper	Cosw'th Ford
	21 ADAM R. WYLLIE (Frank Lythgoe Racing)	Brabham	Cosworth Ford S.C.A.
	22 DAVID PROPHET (David Prophet Racing Ltd.)	Brabham	Cosworth
	23 W. BRADLEY (David Prophet Racing Ltd.)	Brabham	Cosworth
	24 ALAN REES (Roy Winkelmann Racing Ltd.)	Brabham	Cosw'th Ford
	25 JOCHEN RINDT (Roy Winkelmann Racing Ltd.)	Brabham	Cosw'th Ford
	26 INNES IRELAND or JOSEPH SIFFERT (Ecurie Alf Francis Ltd.)	Cooper	G.S.D.
	27 BERNARD PLAISANCE (Ecurie Alf Francis Ltd.)	Cooper	G.S.D.
	28 RICHARD ATTWOOD (Midland Racing Partnership Ltd.)	Lola	B.R.M. COS
	29 TONY MAGGS (Midland Racing Partnership Ltd.)	Lola	B.R.M. COS
	30 TONY HEGBOURNE (Race Proved by Willment)	Lola	Ford Cosw'th

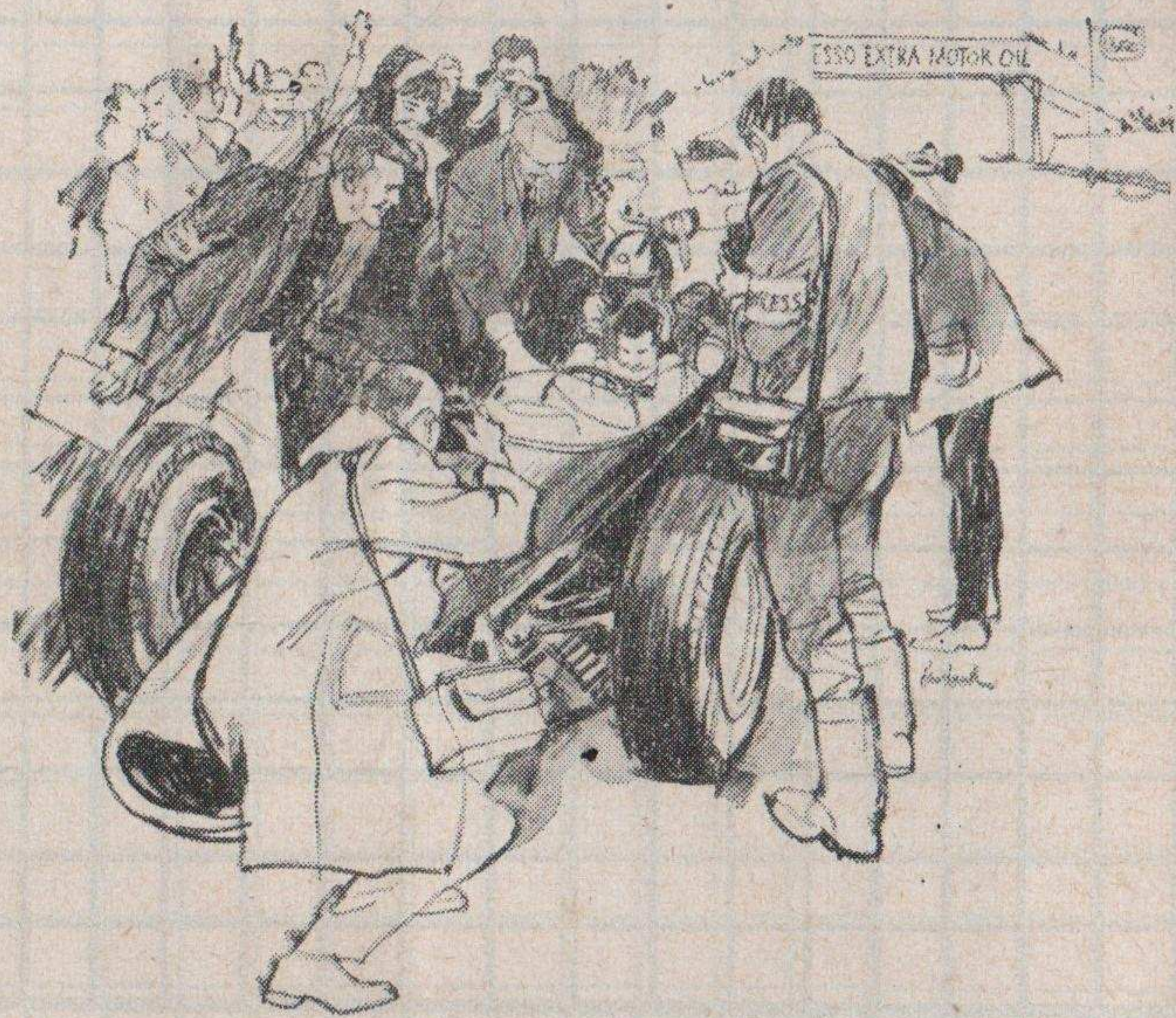
40 LAP SCORE CHART FOR THE FORMULA 2 RACE

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

	Result	DRIVER	CAR	TIME	SPEED
FIRST	2	D. HULME	BRABHAM Cos	1-8-39.6	96.51
SECOND	3	J. STEWART	COOPER BRM		
THIRD	24	A. REES	BRAB Cos		
FOURTH	29	A. MASSE	LOLA Cos		
Fastest Lap	25/8	Kearney/All	brab Co/BRM	1-41.4	98.02
5 th	14	Baker	Brab Cos		
6 th	40	Heybourne	Lola/Cos		

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Event 3.

Saloon Car Race

19 LAPS - 50 MILES

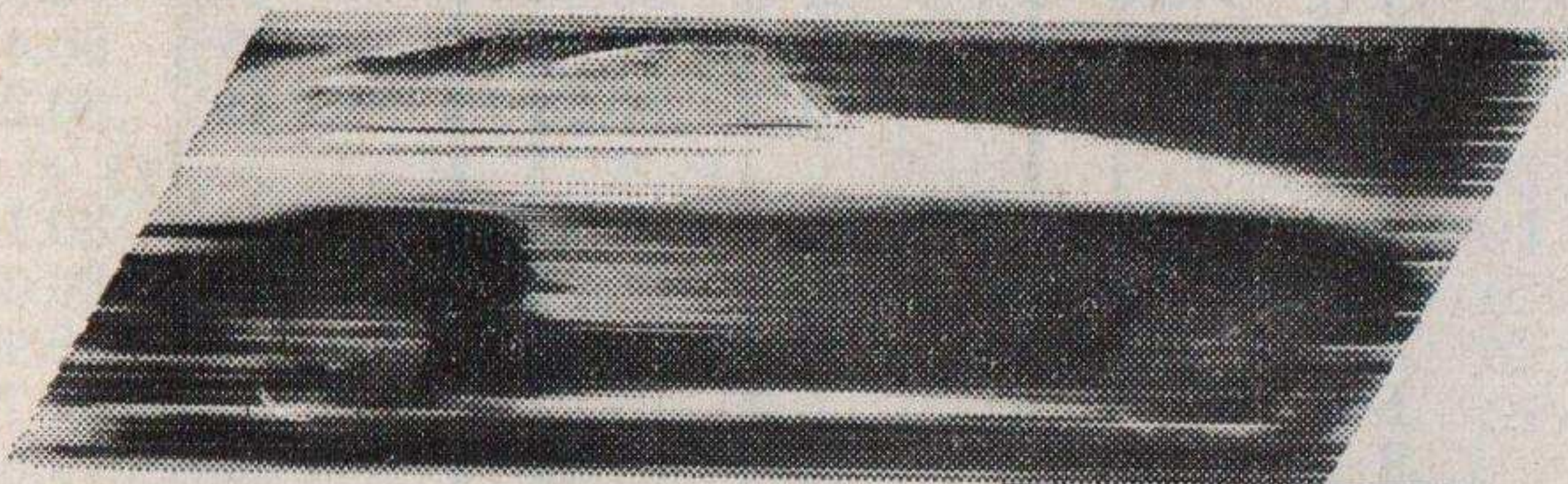
No.	Driver and Entrant	Car	Capacity
Class (a) Up to 1,000 c.c.			
61	ANITA TAYLOR (Automobile Racing Drivers' School)	Austin Cooper 'S'	995
62	MICHAEL CAMPBELL-COLE (Don Moore)	Austin Cooper 'S'	995
63	EDWARD SAVOURY (Don Moore)	Morris Cooper 'S'	995
64	WARWICK BANKS (The Cooper Car Company Limited)	B.M.C. Mini-Cooper 'S'	970
65	PAUL BANKS (Sutton of St. Helens Autos)	Morris Cooper 'S'	1000
Class (b) 1,001 to 1,300 c.c.			
66	A. D. RUTT (Grosvenor Racing)	Morris Cooper-Mini 'S'	1298
67	HARRY W. RATCLIFFE (Vitafoam Developments)	Morris Cooper 'S'	1298
68	CHRIS IRWIN (Don Moore)	Austin Cooper 'S'	1275
69	JOHN RHODES (The Cooper Car Company Limited)	B.M.C. Mini Cooper 'S'	1275
70	PADDY HOPKIRK (The Cooper Car Company Limited)	B.M.C. Mini Cooper 'S'	1275
71	ALBERT POWELL (Autocadia Racing)	Austin Cooper 'S'	1275
72	L. A. GOODWIN (Goodwin Engineering-Racing Division)	Ford Anglia	1198
73	TONY LANFRANCHI (Alexander Engineering Co. Ltd.)	Morris Cooper 'S'	1293
74	MICK CLARE (Alexander Engineering Co. Ltd.)	Austin Cooper 'S'	1293
75	STEPHEN P. NEAL (Equipe Arden)	Austin Cooper 'S'	1275
76	PETER PILSWORTH (Boormans Performance Equipment)	Austin Cooper 'S'	1275
77	JOHN FITZPATRICK (Team Broadspeed)	Austin Mini Cooper 'S'	1293
78	P. T. MIDDLEHURST (J. Middlehurst & Sons Ltd.)	Morris Cooper 'S'	1275
Class (c) 1,301 to 2,000 c.c.			
79	JACQUE BOND-SMITH (John E. Bond-Smith)	Ford Lotus Cortina	1594
80	ANDRE BALDET (Moto Baldet Racing Team)	Ford Lotus Cortina	1594
81	ROBIN H. SMITH (Curtis Smith Racing Team)	Ford Lotus Cortina	1594
82	JACK NEWMAN (Driver)	Ford Lotus Cortina	1594
83	JACK SEARS (Team Lotus Limited)	Lotus Cortina	1596
84	SIR JOHN WHITMORE (Team Lotus Limited)	Lotus Cortina	1596
85	FRANK GARDNER (Race Proved by Willment)	Ford Cortina Lotus	1598
Class (d) Over 2,000 c.c.			
86	C McLAREN (Driver)	Jaguar	3781
87	JACK BRABHAM (Alan Brown Racing Ltd.)	Ford Mustang	4727
88	SIR GAWAINE BAILLIE (Driver)	Ford Mustang	4727
89	R. F. PIERPOINT (Driver)	Ford Mustang	4727
90	MICHAEL SALMON (Dawnay Racing/F. English Ltd.)	Ford Mustang	4727

19 LAP SCORE CHART FOR THE SALOON CAR RACE

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

Result	DRIVER	CAR	TIME	SPEED
FIRST				
SECOND				
THIRD				
FOURTH				
Fastest Lap				

**IF YOU DRIVE
A FAST CAR
OR DRIVE
CARS FAST**



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TURBOSPEED
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with the amazing **AVON CLING** in the wet!

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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



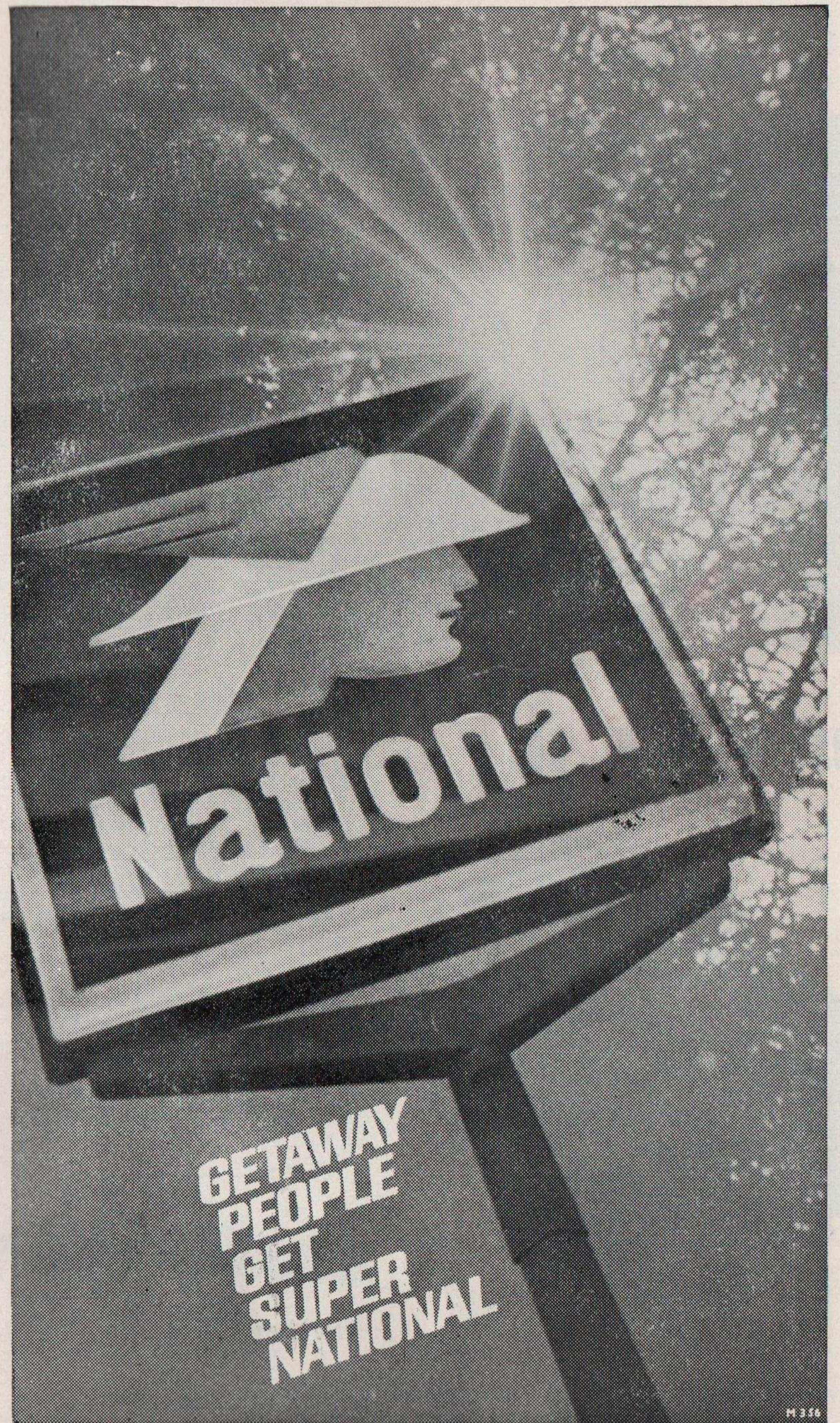
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CORTINA GT and CORSAIR GT

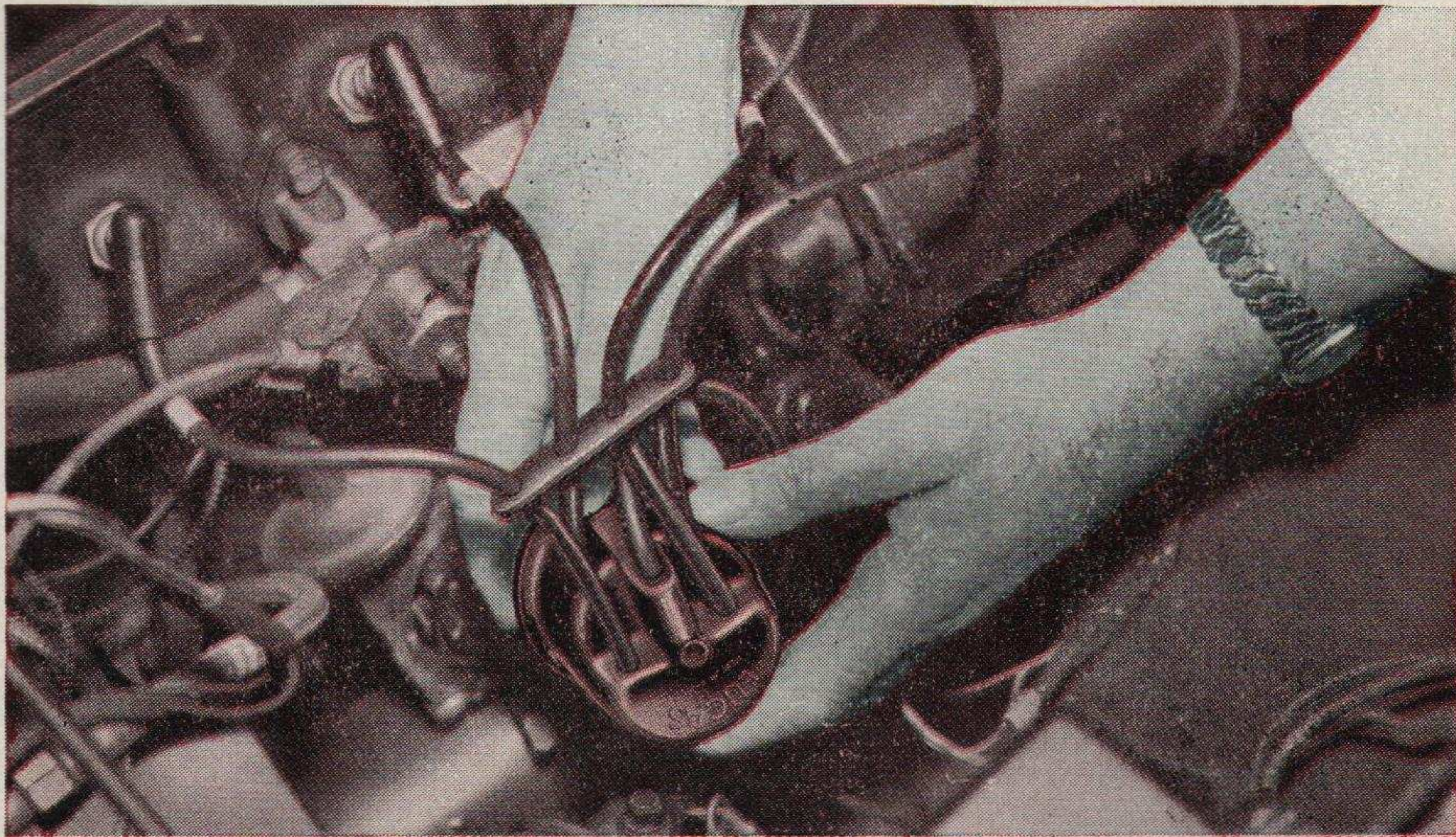
Ford's thoroughbreds. Built for high speeds and top performance. Combined with extra-luxury trim and equipment. Both with 92 mph-plus performance, 0-60 in under 13 seconds getaway, front-wheel disc brakes, 4-speed all-synchro gearbox, full instrumentation and bucket front-seats. You get real GT motoring with both the Cortina and Corsair GT's—and you'll be surprised how little it will cost you!



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