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**R.A.C. INTERNATIONAL
TOURIST TROPHY**

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Saturday 30 April 1966



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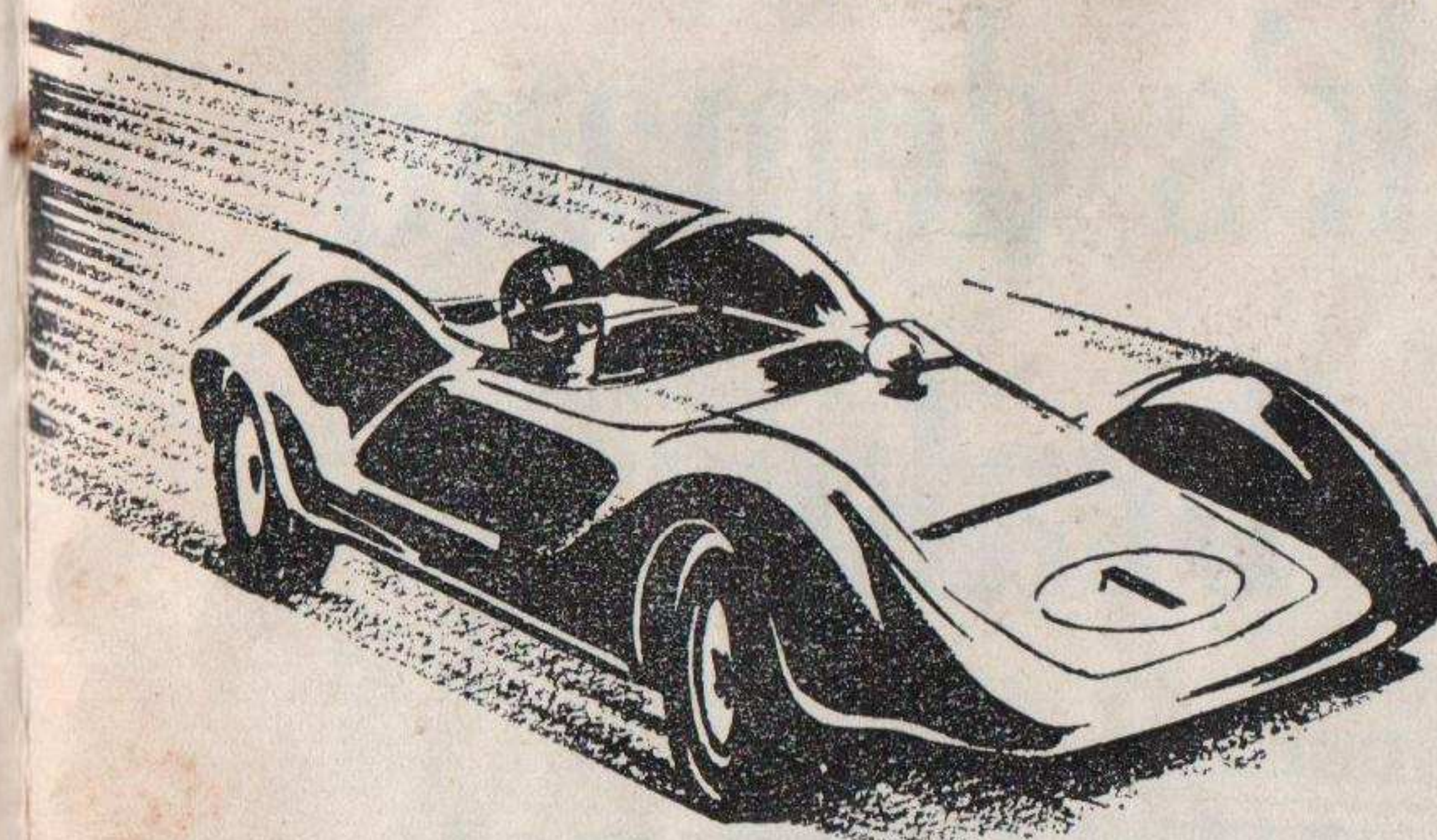
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SATURDAY, 30th APRIL, 1966

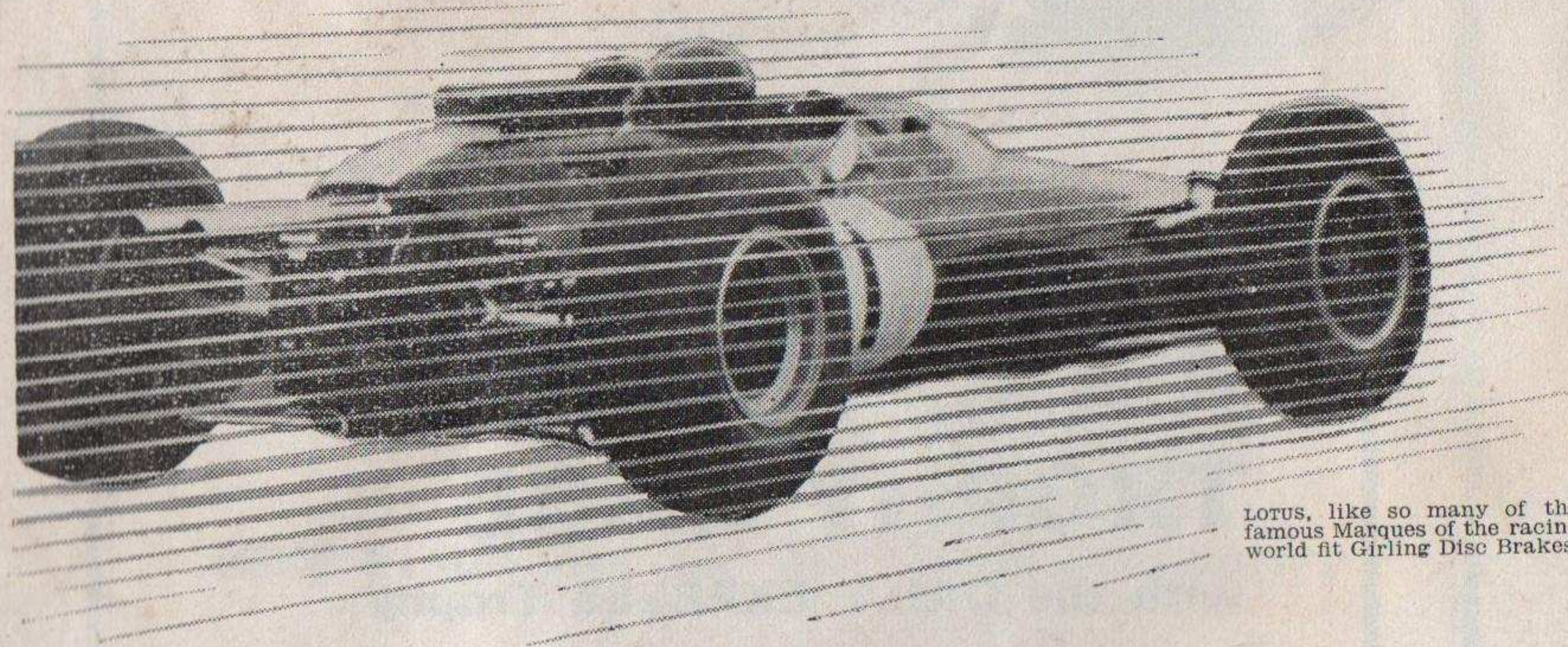
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Racing organised by
The Royal Automobile Club
London, S.W. 1

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You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

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

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

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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.

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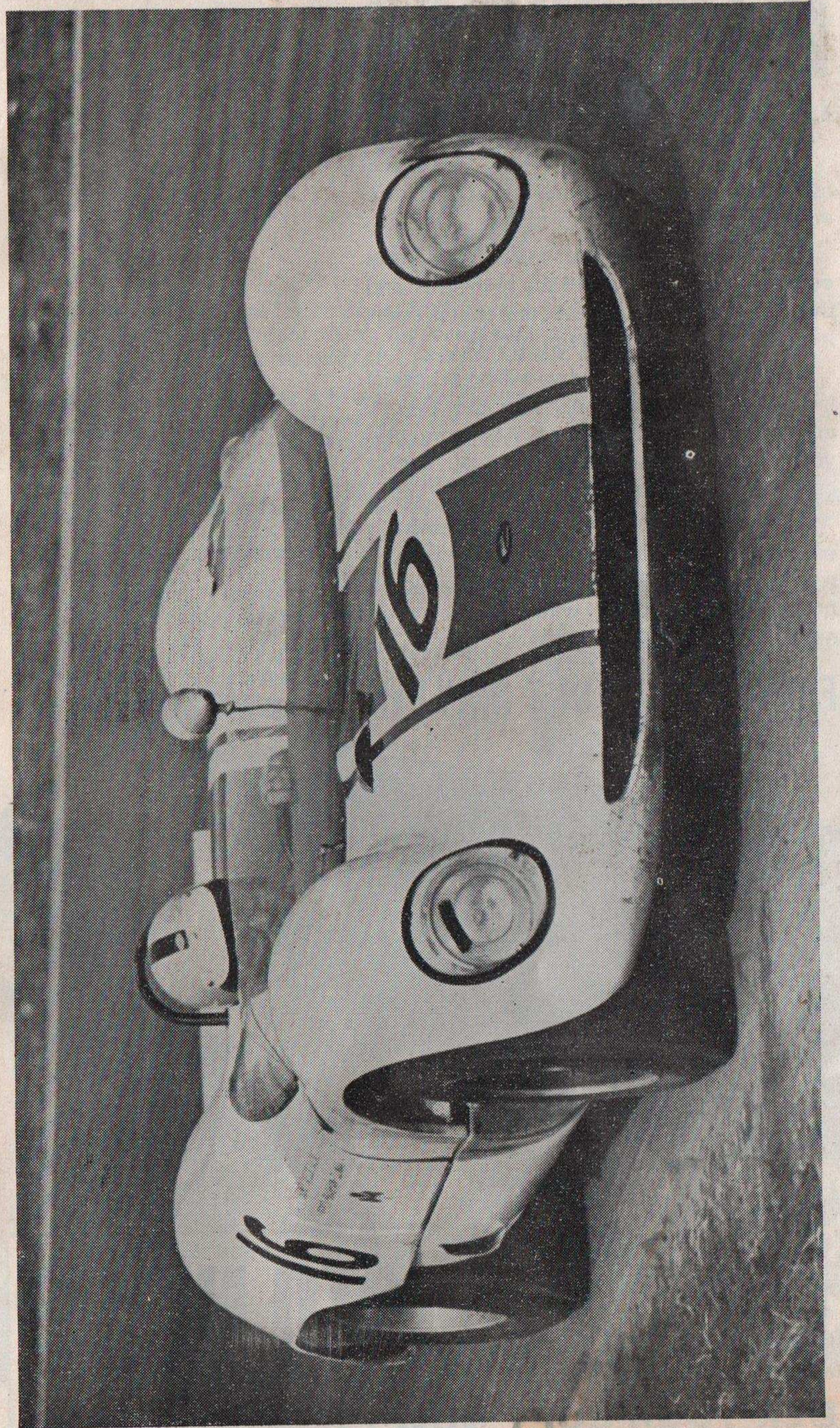
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DENNIS HULME (Brabham BT8 Coventry Climax) winner of the 30th R.A.C. Tourist Trophy Race at Oulton Park 1965
Photo: Nick Loudon

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EVERY THURSDAY - NINEPENCE



FOR the second time in its long history, the Royal Automobile Club's International Tourist Trophy race, the oldest car event on the calendar, is being run at one of Britain's most delightful circuits, Oulton Park.

Remembering the warm sunshine which greeted last year's race, we must hope for a repetition of such favours from the weather man—although recent climatic conditions seem to have erred on the side of dampness!

1965, the 30th T.T. in the series, was also marked by a very close finish, too close in fact, because for once the Stewards had to discuss the finish before the final decision was taken. We are accustomed to the Stewards having to work hard after International Rallies, but it is a rare event where motor racing is concerned.

In the sequel, Dennis Hulme (Brabham-Climax) was placed first with David Hobbs (Lola-Ford) second.

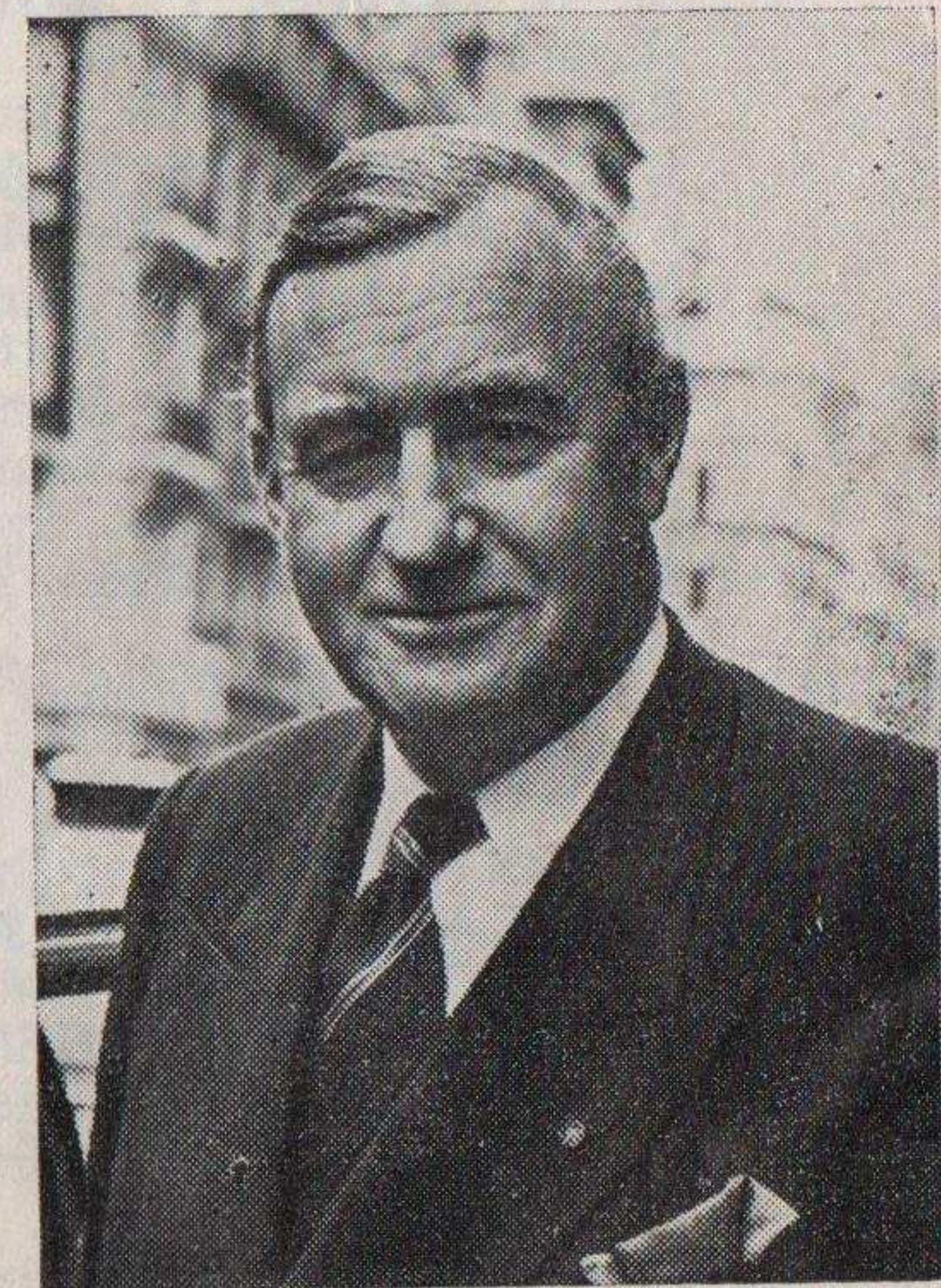
Today, we look forward to another exciting race. There are a number of very interesting new cars and developments amongst the entries and much will depend on how they stand up to this tough 400-mile grind.

As always with the T.T., there will be a little bit of history made. A film company will be shooting scenes for a motion-picture, "Day of the Champion", and I understand that the car to be driven by Hugh Dibley is, in fact, 'doubling' for the lead in the film.

Certainly, the 'crowd' scenes should be realistic since last year the Tourist Trophy attracted 37,000 spectators.

That is by the by. It remains for me to perform a most important duty and thank very sincerely the sponsors of today's meeting, the "Daily Express"; Mr. Rex Foster, who so ably 'steers' Oulton Park; and last, but by no means least, the scores of marshals and other officials who so freely give of their time in an honorary capacity.

On with the racing and I hope you all have an enjoyable day.



Mr. Wilfrid Andrews,
Chairman of the Royal Automobile Club
and President of the Federation
Internationale de l'Automobile.

Wilfrid Andrews

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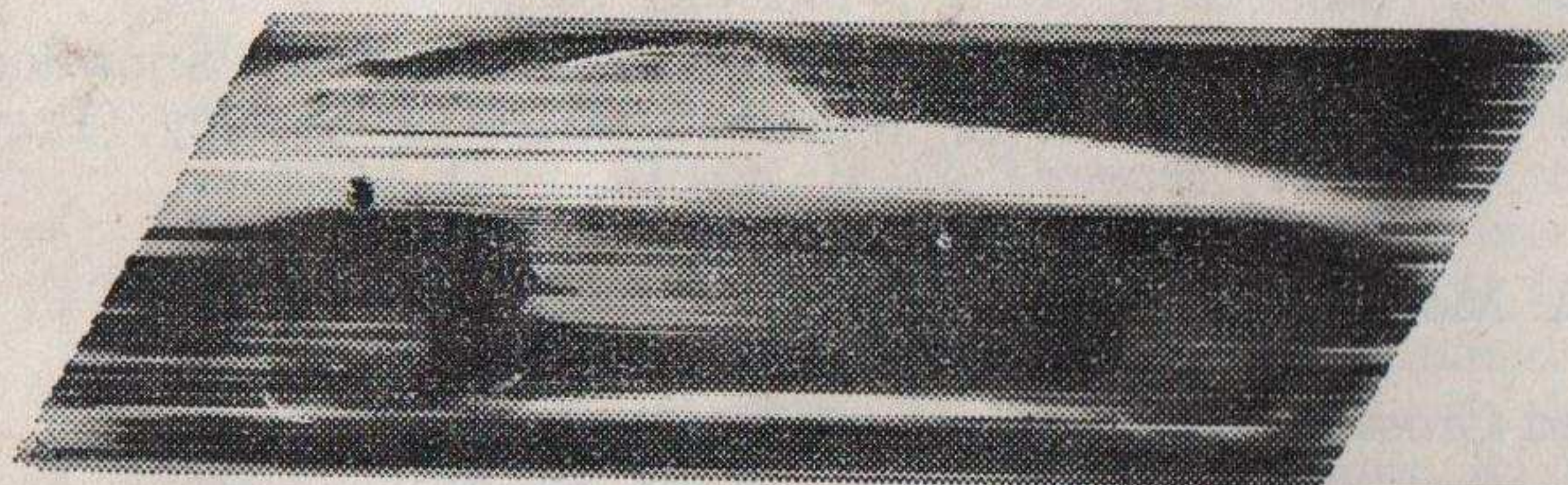
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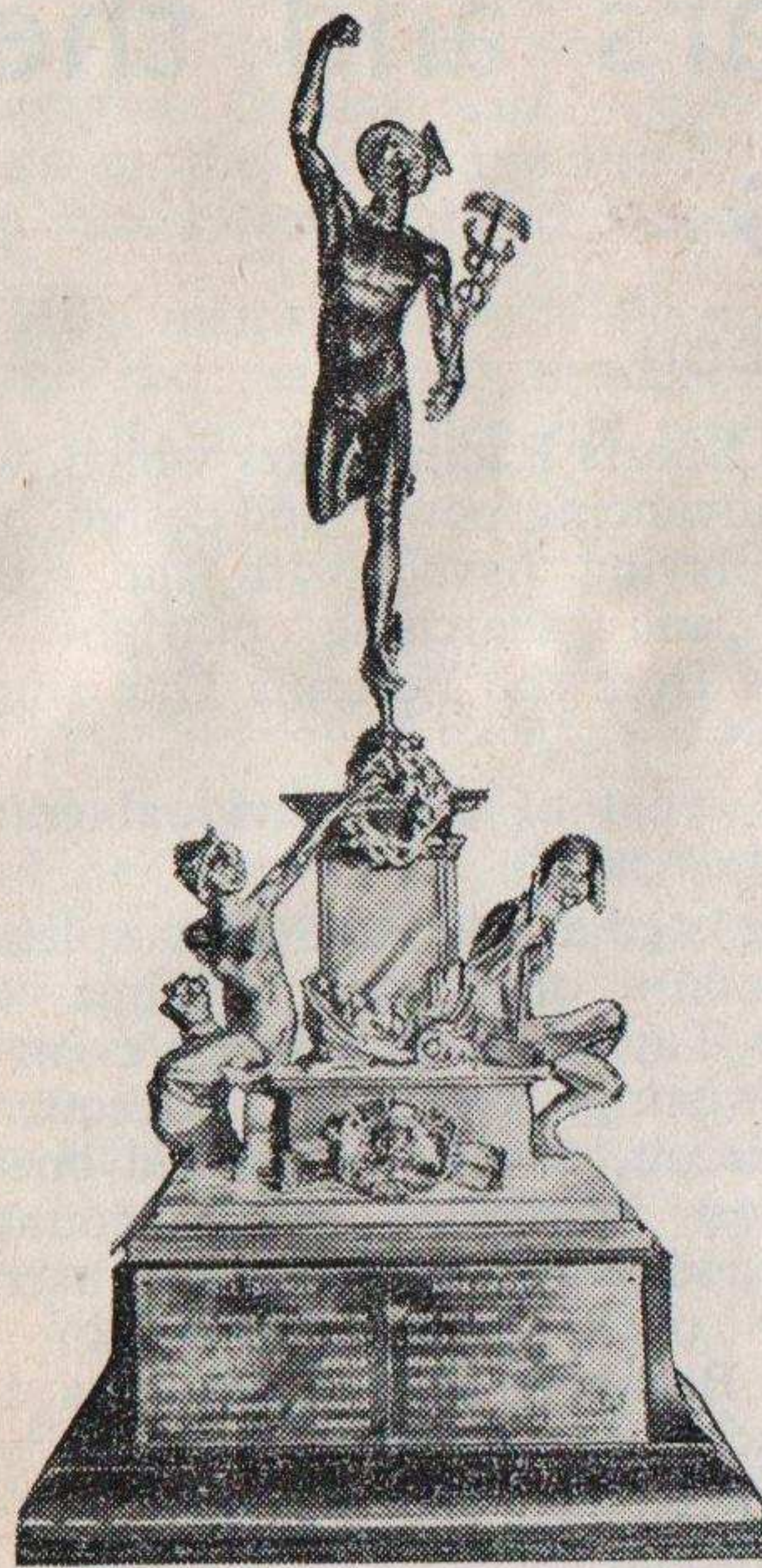
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Trophies and Awards

The winner will receive the Tourist Trophy and £100.

The Tourist Trophy is a challenge trophy and is not retained.

The winner of the first part of the race will receive The Daily Express Trophy which is an outright award and will be retained.

The leading car complying with the requirements of Group 6 of Appendix J will receive The Oulton Trophy and £100.

The following cash awards will be made for positions at 35 laps and 70 laps in each part of the race and are cumulative.

	£		£
1st	250	11th	70
2nd	200	12th	60
3rd	165	13th	50
4th	150	14th	45
5th	135	15th	40
6th	120	16th	35
7th	110	17th	32 10 0
8th	100	18th	30
9th	90	19th	27 10 0
10th	80	20th	25

equals overall total of prize money
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This programme could win YOU a free entry for two to all enclosures, two grandstand seats and luncheon for two at an Oulton Park meeting of your choice. If the winning programme is purchased from a Barker & Dobson kiosk there is the additional prize of a hamper of sweets. The draw for three winning numbers will take place at 4.0 p.m. and will be announced over the public address.

The Race, The Cars and the Drivers

By GRAHAM SNOWDON

LOOK carefully at the starting grid during the few minutes before the Union Jack drops at the start of this, the 31st in the series of R.A.C. Tourist Trophy races which boasts a life-span almost as long as the motor car itself.

For here before you, roaring and screaming in ear-splitting unison at the start of their 386-mile marathon, is probably the finest collection of high-powered Sports Racing Cars ever seen in the world, all set and raring to go for their first big outing of 1966.

Lined up here today at Oulton Park are the ultimate in an up-and-coming (if, indeed, it has not already arrived) breed of racing car which over the past year or two have become known among the motor racing fraternity as 'big bangers' and 'big hairy monsters.'

The R.A.C. Tourist Trophy, first run in the Isle of Man, in 1905, has always been one of the more colourful of the international classics during its intermediate days on the Ards circuit in Ireland and at Donnington and Goodwood in England, and proved as successful and exciting as ever last year when, for the first time, the event celebrated its Golden Jubilee by moving north to the Oulton Park circuit.

Maybe you didn't drive to this delightful Cheshire circuit today in a Lola or a Brabham, but as 20-odd accelerator pedals hit the floorboards and tyres bite for grip in a cloud of blue smoke at 12 noon today, you will know that the years of painstaking work and imagination which go into these sports racers provide the background knowledge for the research work which goes into the everyday production car.

Brakes, tyres, steering, road-holding . . . where would we, as a nation of car builders and motorists, be today without the know-how which results from the competitive spirit of punishing races such as the T.T.?

What other branch of motor racing has developed so much in recent years

as the Sports Racing Cars which, with their advancing power and design, have been playing havoc with the record books and snatching outright lap records from the Formula One single-seaters?

And what of the individual entries in today's race?

Once again we have that splendid partnership of Dennis Hulme and Sidney Taylor. In last year's event on this twisting, two and three-quarter mile circuit, always considered one of the most interesting in the country, Hulme, scored an exciting and narrow victory over David Hobbs in his 2-litre Brabham BT8 Climax—a fine win indeed remembering that he was matched against machinery in the 6-litre bracket.

Today Hulme will be at the wheel of a Lola, a name synonymous with the Sports Racing Car, leading entrant Sid Taylor's challenge for the '66 season.

Nobody would dare to forecast that Hulme will pull off a 'double' today. There is no reason why he shouldn't, of course, but with a field as open as today's, with so much new talent and new machinery, the result is anybody's guess.

Although usually partnering—and sometimes managing—Hulme in the Brabham team (remember their brilliant score in the F.2 Pau Grand Prix two weeks ago) the gov'nor himself, Jack Brabham, will be piloting his own Repco-Brabham BT17 sports car today. Quite a car, this, with a 4.3-litre version of Brabham's 3-litre Formula 1 engine flown over from Australia for the T.T. only a week ago.

While we're on the subject of our friends from down under, keep an eye open today for Brian Muir, our latest import in the Australian 'Racing Driver to Europe' scheme, in his Willment entered Lotus 30. Muir was beaten by inches by Jack Brabham in the saloon car race at Goodwood on Easter Monday in his Galaxie, and could provide some lively competition here today in the Lotus.

Ferrari are in with a big chance today to pick up where ex-world champion Graham Hill left off after wins in the 1963 and '64 T.T.'s in the race's last years at Goodwood.

Hill, mainstay of the Ferrari challenge last year, had to drop out at the last minute when his new 365P2 developed a fault on the day it was to have been shipped from Italy. But today Mike Parkes will be after the T.T. honours with the Maranello Concessionaires' Ferrari Dino.

Also worth looking out for today, will be Tony Dean, runner-up in the 1965 Grovewood Award scheme for year's most promising new drivers. Dean, a Yorkshireman who graduated from kart racing to Formula 3 and Sports Cars, will be handling a Repco-Brabham BT8—as per last year's T.T. victor—entered by the 'Race Proved by Willment' outfit.

Also flying the Willment colours today will be Mike Beckwith, himself a past Grovewood winner, in the new 2-litre B.R.M. sports racer built by Willments.

In these days of brute horse-power, when one of the major problems is keeping the power where it should be—on the tarmac—it is interesting to note the appearance of the Felday four-wheel drive car, also driven by the 2-litre B.R.M. unit. Mac Daghorn is at the wheel today, and will have a big advantage over the more conventional cars if conditions are wet.

But let's not be pessimistic!

Oh yes, and you'll see a very promising young driver at the wheel of a Lola 70 Traco today by the name of Mike Pearce.

Never heard of him? Well don't worry . . . it's our old friend Hugh Dibley in disguise! During the race today location shooting is taking place for a new Warner Bros. film to be seen later this year entitled 'The Day of the Champion' and starring American actor Steve McQueen.

McQueen, of course, is himself a driver and motor-cycle scrambler of no small merit, but for the purpose of filming today Hugh Dibley turns film star to double up as racing driver 'Mike Pierce'.

Should be quite an authentic film, this, with Stirling Moss and Sir John Whitmore as racing consultants.

Today's Tourist Trophy retains the same successful formula that made last year's Oulton Park debut one of the most exciting in the event's 51 year history.

In effect we have two separate races, with the event split into two 70-lap sections starting at mid-day and approximately 3.30 p.m. This gives us two exciting starts and finishes, and avoids the situation often found in long-distance events where the race develops into a boring procession after many of the less reliable cars have dropped out of the running.

The interval at the half-way stage will give the teams a chance to get their cars back into raceworthy condition before the start of the second 193-mile thrash.

This year sees a revolutionary new system of payment to entrants. Starting money has been scrapped, but cars down to 20th position will share in a 7,000 guinea 'kitty' under this new method of payment by results.

In addition to the Tourist Trophy, the Daily Express Trophy, the Oulton Trophy and £300 cash awards which go with the race, the leader at 35 and 70 laps in both sections collects a £250 bonus making a booty of £1,000 if the overall winner had led the field throughout.

Second man home at these four intermediate positions reaps £200 a time, down to £25 for the 20th car home over the line each time.

Last year's Oulton Park debut for the T.T. was an experiment which paid off handsomely with a 37,000 crowd, some breathtaking racing . . . and a sunny day.

The Met. Men can't promise anything today—but we are more than confident of providing you—the spectator—with some of the most thrilling motor racing you have ever seen.

With so much 200 m.p.h.—plus machinery around, there are more than likely to be some thick blue pencil marks through the record books before the day is out.

**1 DAY
OF THE
CHAMPION**

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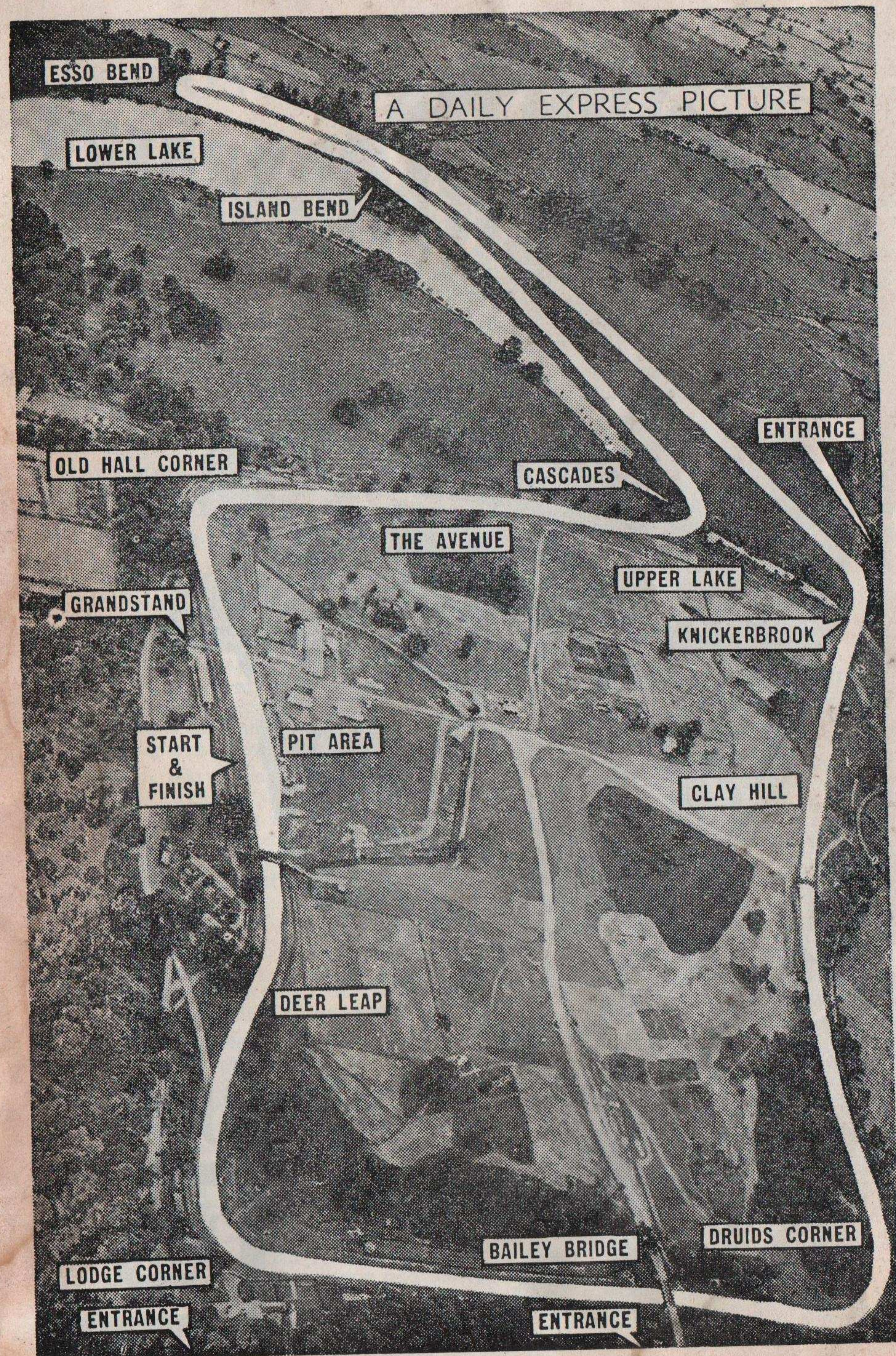
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TOURIST TROPHY TROUBLES

or

Behind the Scenes in this and other T.T. Races

by

GRAHAM MACBETH

TODAY'S Tourist Trophy race, the 31st in the series of what is, in fact, the oldest motor race in the world which is still taking place, is likely to be one of the shortest in its history, which dates back to 1905. It is not that the race is getting any easier, but merely that the cars are getting faster, the drivers more expert and it just takes less time.

Given a fine day (and at Oulton Park this is usually regarded as normal for any major race meeting), the event will be won and lost in a bit less than four hours of racing whereas, in the past, it has taken as much as 10 hours to decide the winner. Yet, four hours or ten, this is nothing to what goes on behind the scenes, for to many hundreds of people, the T.T. lasts for months in preparation so that the race itself, with its few hours of concentrated effort, is no more than the final climax (or, for some drivers and mechanics, a dreadful anti-climax—it depends on whether you do well or if the car breaks down after a few laps) after a long period of sustained hard work.

Not having been involved with the T.T. until it returned to England in 1958, following a period of two years without a race after the disastrous event in Ulster in 1955, I cannot claim to know much of its pre-war happenings or its immediate post-war days at Dundrod, but since 1958 it has certainly been anything but uneventful for those personally involved with the competition or the organisation of it.

The fact that it returned to England at all was something of a behind-the-scenes drama. In 1955, the year of the tragic accident at Le Mans, everyone was thinking hard about motor racing circuit safety. Small wonder, therefore, that Dundrod was declared no longer suitable when a fatal accident occurred as a result of a multiple pile-up. With little to offer in the way of spectator income, Dundrod had to be forsaken when the cost of altering the circuit and its borders was assessed in the light of the latest safety precaution requirements.

In 1958, the T.T. went to Goodwood. Most people agreed that an ex-airfield circuit was hardly the place for a classic long-distance race like the T.T. but, if nobody else was to take it on, the race was in danger of disappearing from the international calendar because, once an event misses out for three years in succession, it will probably be deleted from the list.

The British Automobile Racing Club, together with the Goodwood Road Racing Company, were prepared to have a go, even though the date in September was unlikely to attract much of a crowd (it has been proved many times that it takes some years to build up a successful meeting late in the season). So the R.A.C. delegated the race to the B.A.R.C., to begin an association which lasted through eight races—and that is close to the record in the somewhat chequered career of the oldest race in the world.

In 1958 and 1959, at Goodwood, the race counted for the World Sports Car Championship which was the equivalent to the International Challenge for Manufacturers of Two-Seater Racing Cars for which today's race counts. In 1958, Stirling Moss, who had already established a record by winning the race three times, chalked up his fourth win and the second for Aston Martin and kept intact another record, which was the one of Aston Martin that, in really long-distance sports car races on the Goodwood circuit, they could not be beaten. This claim was sustained throughout the history of the three Nine-Hour races at Goodwood,

in 1952, 1953 and 1955, and was to hold good for the T.T. events of 1958 and 1959. When the race changed to a Grand Touring car event in 1960, Aston Martin had to give best to Ferrari.

But the 1959 event nearly saw defeat of Aston Martin and caused one of the biggest back-room crises ever. The race had been running its usual course, with Moss and his co-driver, Roy Salvadori, building up what looked to be an unassailable lead. Moss had done his first stint, Salvadori had put the car further ahead and the opposition, which consisted of "works" Ferrari and Porsche cars, seemed to need the help of big trouble for Aston Martin to make any progress.

The help came in the form of an over-eager fuel attendant in the Aston Martin pit. For this race, a new system of refuelling had been approved, in which big canisters, mounted at the top of towers made of metal strip, fed large-bore hoses by the force of gravity. Each pit had its own canister and hose, and the hose was operated by turning a cock to release the petrol and moving the cock the other way to cut off the supply again.

In his anxiety to save precious fractions of a second, the fuel attendant opened the cock a moment before he flicked up the filler cap of the Aston Martin when Salvadori came in for his routine pit stop and to hand the car over to Moss.

It was a really big petrol hose and fuel poured in a torrent over the back of the car, deluging down on the hot exhaust pipe and, in the twinkling of an eye, the whole lot went up in flames. Salvadori leapt away from the car which he was just vacating and the whole pit crew also jumped back as the flames engulfed the Aston Martin. The unfortunate fuel attendant dropped the hose (the cock still wide open) and the rest of the supply tank emptied itself into the pit road and round the car.

Not only the car but a whole section of the pits disappeared in the fire. A huge cloud of black smoke enveloped the Race Control Building adjacent to the pits, the public address system wires burned through, cutting off the pit area from the rest of the circuit, and alarmed spectators on the far side of the course, deprived in a flash of the commentary which had kept them informed and seeing the Race Control Building blanketed by smoke and flames, feared the worst.



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Bolton Bury
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Stockport
Marple
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Wilmslow

"... fuel poured ...
over the back of the
car ... and, in the
twinkling of an eye,
the whole lot went
up in flames".

Everything occurred so
quickly in the 1959
T.T. pit fire that no-
body in this picture
has realised what is
happening.

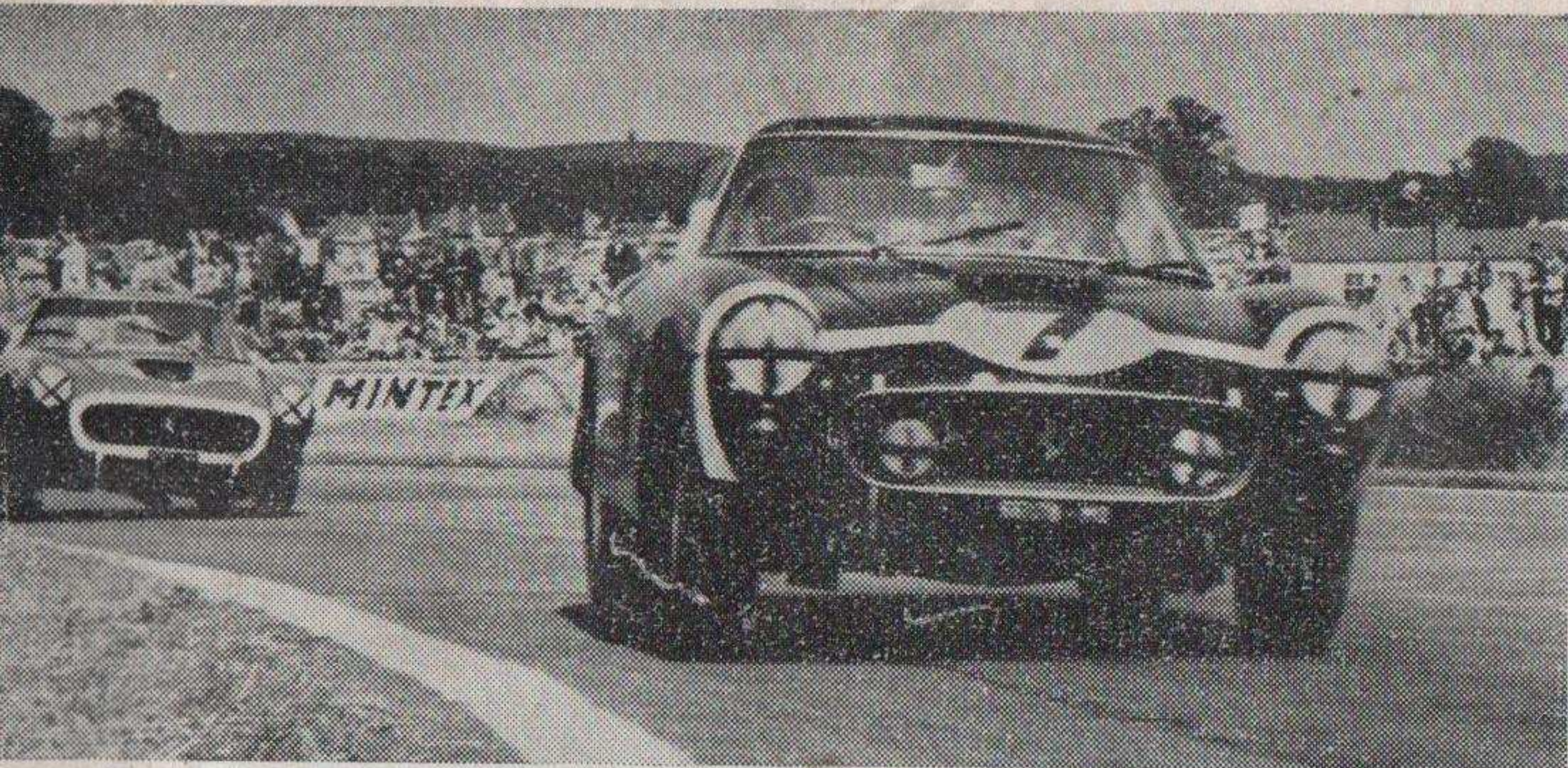


Gradually, order was restored as the firemen poured hundreds of gallons of foam over the car, pit counter and surrounding areas with gay abandon, mechanics and marshals pulled down sections of damaged pit roof, while some heroic chaps removed a number of compressed air cylinders from behind the pit counter where they could so easily have exploded in the intense heat and the medical services went round looking for the charred corpses which, to everybody's surprise, were conspicuous by their absence. Unbelievably, in this inferno, nobody suffered more than a superficial singeing.

Aston Martin team manager Reg. Parnell, coolest man in a very hot situation, called in his No. 2 car, then running well up in the hands of Jack Fairman and Carroll Shelby. While the mess was still being cleared up, Moss was flying through the field to make up lost time and, eventually, to win the race for the fifth time. It was well worth the effort for, with this win, Aston Martin also won the World Sports Car Championship in this, their most successful season of racing of all time.

It was the last sports car T.T. for some years and, until 1964, the T.T. was for Grand Touring cars, with all the difficulties which that can mean in establishing the eligibility of the cars. It was in 1963, last year of the "G.T.—T.T." races at Goodwood, that the biggest problems on eligibility arose and with one of the most prominent competitors, at that. Once again, Aston Martin were in the forefront of the news, making a return to racing after several seasons without direct participation. They had raced at Le Mans and, frankly, the organisers there, normally sticklers for the letter of the law on vehicle eligibility, had been prepared to look the other way to let Aston Martins run. Between June and August, the Aston Martin team had not taken steps to ensure that their cars would comply with the regulations, which specified the precise track of the car (the width between the wheels) and the width section of the wheel rims.

As presented to the scrutineers before practice at Goodwood, the Aston Martin was not eligible because its wheels were wider than they should have been. Aston Martin were not going to take this lying down. Their representative addressed the Stewards and suggested that, if it was good enough for Le Mans, surely it was all right for the T.T.? The Stewards thought otherwise and so Aston Martin had to run on some narrower rim wheels which, incidentally, also altered the cars track dimension so that it was ineligible for a new clause!



Stirling Moss won the T.T. seven times. Here he leads Mike Parkes (both driving 250 G.T. Ferraris) in his final winning drive of 1961.

However, the race went on with the previous year's winner, Innes Ireland, tangling it in one of the Aston Martins with Graham Hill destined to be the winner of this 1963 race who was in a Ferrari.

In addition to making the car ineligible, the narrower track of the Aston Martin also made it far less easy to drive and Ireland, in his efforts to pass Hill, got into a monumental spin, literally wearing flat patches on the tyres as the car went round and round like a top.

He soon called into the pits to change tyres. I have often wondered whether the wheels fitted to the car at that pit stop were the type with acceptably narrow rim (but with the wrong, too narrow track) or the original wide wheels which had been banned. Whichever it was, the infuriated Innes Ireland went very rapidly thereafter.

In 1965, Goodwood was no longer able to stage the T.T. and so the race moved once again, this time to Oulton Park, where Cheshire Car Circuit Ltd. were able to arrange a spring date and the race was seen by its biggest crowd on English soil.

To make it more interesting, the race was divided into two parts, of approximately the same length as in today's race but based on time instead of distance. Instead of having to race over two 70-lap sections, the cars were to be seen in two two-hour stints. Although, subsequently, people referred to the system as being very complicated, it was really very simple. To win, a competitor had to cover more laps during the period of four hours than anyone else in the race. Whereas in today's race the winner of the Tourist Trophy will be the car which covers the combined distances of the two parts (140 laps) in the shortest time.

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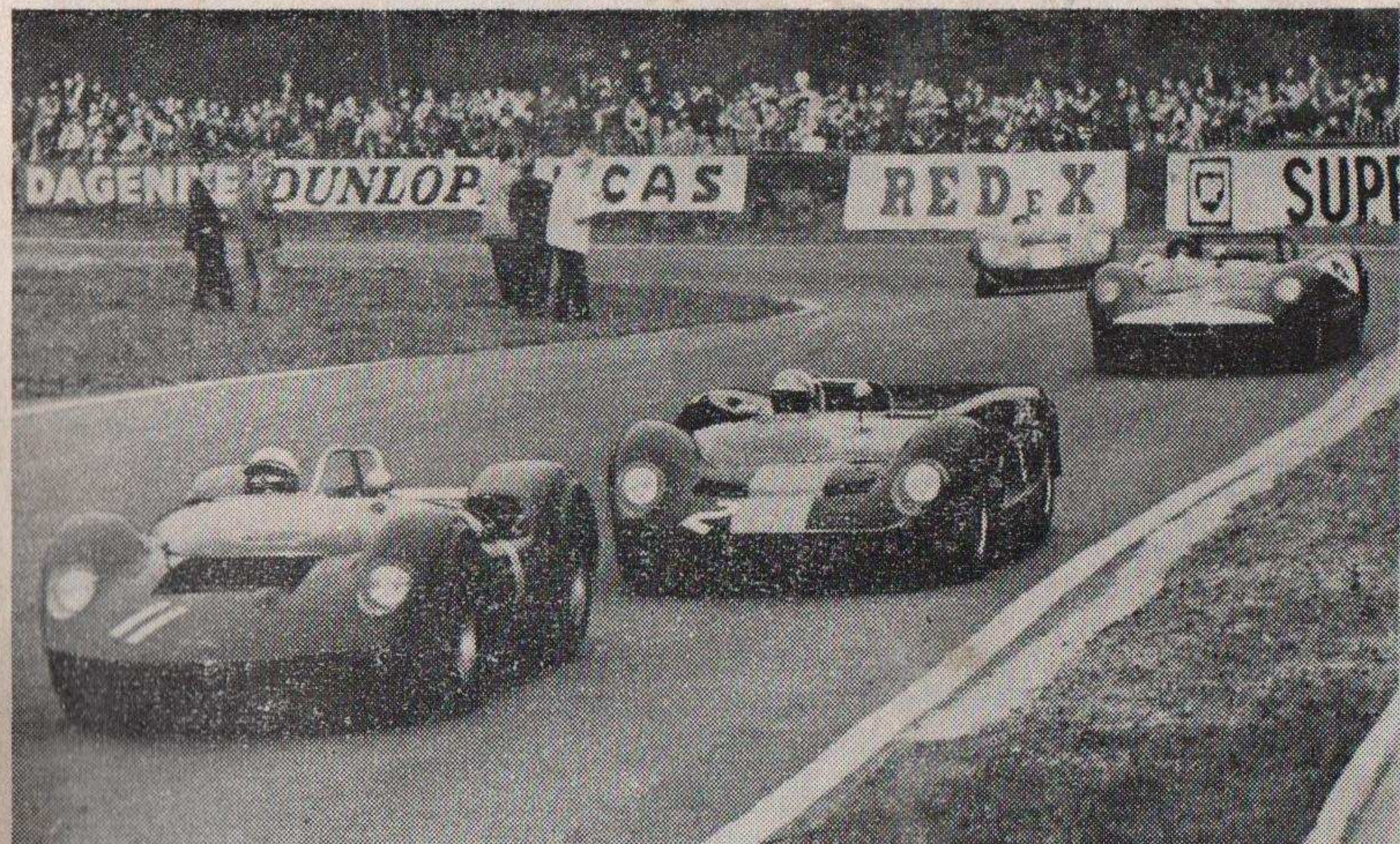
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John Coundley (McLaren-Elva), David Hobbs (Lola Ford), Jim Clark (Lotus Ford) and Bruce McLaren (McLaren) in the early part of the second half of last year's T.T. at Oulton Park. All of these except Hobbs dropped out but he was pipped on the post by DENNY HULME in a 2-litre BRABHAM CLIMAX.

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31st R.A.C. TOURIST TROPHY

THE ENTRIES

QUICK REFERENCE LIST

No.	Car	Driver	Reserve Driver
2	Brabham Repco	Jack Brabham ...	
4	Lola 70 Chevrolet	Dennis Hulme ...	Sidney Taylor
6	Lola 70 Ford Cobra	H. K. Dibley-'M. Pierce'	A. L. Sargeant
8	McLaren Elva Ford	Frank Gardner ...	
10	Lotus 30 Ford	Brian Muir ...	
12	Willment B.R.M.	Innes Ireland ...	
14	Brabham BT8 Coventry Climax	Tony Dean ...	
16	Felday 4 B.R.M. V8	Mac Daghorn ...	
18	Lotus 23 B.R.M. V8	T. Weber ...	
20	Lotus 23 Ford	M. Garton ...	
22	Crossle Ford V8	Gerry Kinnane ...	Derek Bennett
24	Crossle B.M.W.	Peter Gethin ...	John I' Amie
26	McLaren Elva Traco Oldsmobile	John O. Coundley ...	
28	Lola 70 Chevrolet	Brian Redman ...	Charles Bridges
30	McLaren Elva Ford	K. St. John ...	
32	McLaren Elva Chevrolet	David Prophet ...	
34	Attila Chevrolet	Julian Sutton ...	
36	†Porsche Carrera 6	M. de Udy ...	Peter de Klerk
38	†Ferrari P2	David Piper ...	
40	†Ferrari LM	Bob Bundurant ...	
42	†Ferrari Dino	M. J. Parkes ...	
44	†Ferrari 330P	Dick Protheroe ...	
46	†Ford G.T. 40	R. N. Bond ...	
48	†Ford G.T. 40	Peter Sutcliffe ...	
50	†Ferrari 275 LM	Vic Wilson ...	
*52	†Ferrari 250 LM	Peter Clarke ...	Mark Konig
*54	Elva B.R.M. V8	Malcome Wayne ...	
*56	Lotus 30 Ford	Peter Sadler ...	Peter D. Brown
*58	Brabham BT8 Coventry Climax	Geoff Breakell ...	

* Reserves

† Entered also for Group 6 award, The Oulton Trophy.

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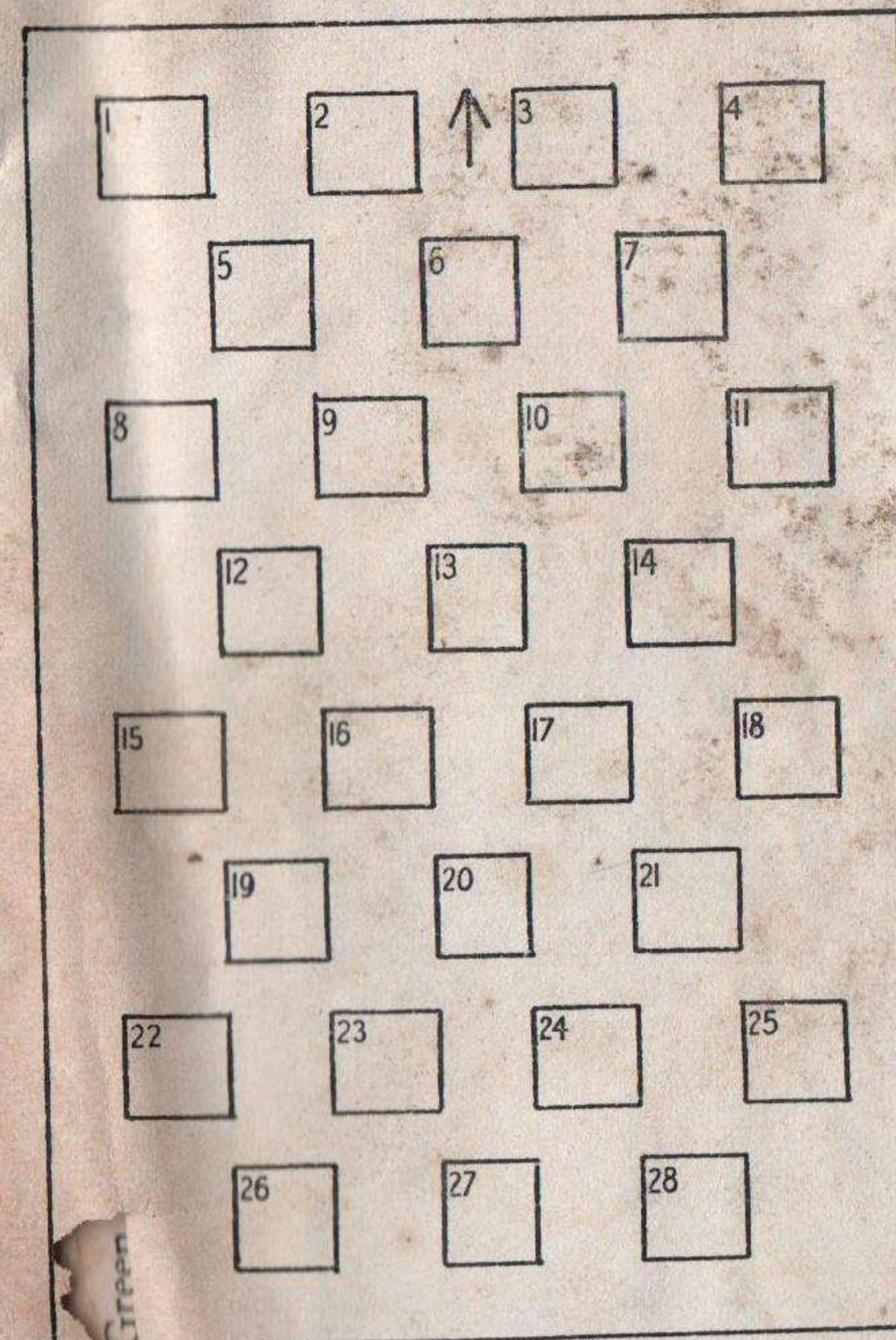
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- Red** : Signal for complete and immediate stop.
 - Yellow (Waved)** : Great danger, be prepared to stop.
 - Yellow (Steady)** : Take care, danger.
 - Yellow with Vertical Red Stripes** : Take care, oil has been spilled somewhere on the road.
 - Green** : Danger previously indicated by Yellow/Red flags no longer exists.
 - Blue (Waved)** : Another competitor is trying to overtake you.
 - Blue (Steady)** : Another competitor is following you very closely.
 - White** : An ambulance or service car is on the circuit.
 - Black (with Competitor's Number)** : Signal for the competitor to stop at his pit next time round and report to the Clerk of the Course.
 - Black and White Chequered** : Signal for the winner and end of the race. All competitors to return to the pits next time round.
- The Union Jack will be used for starting the races.

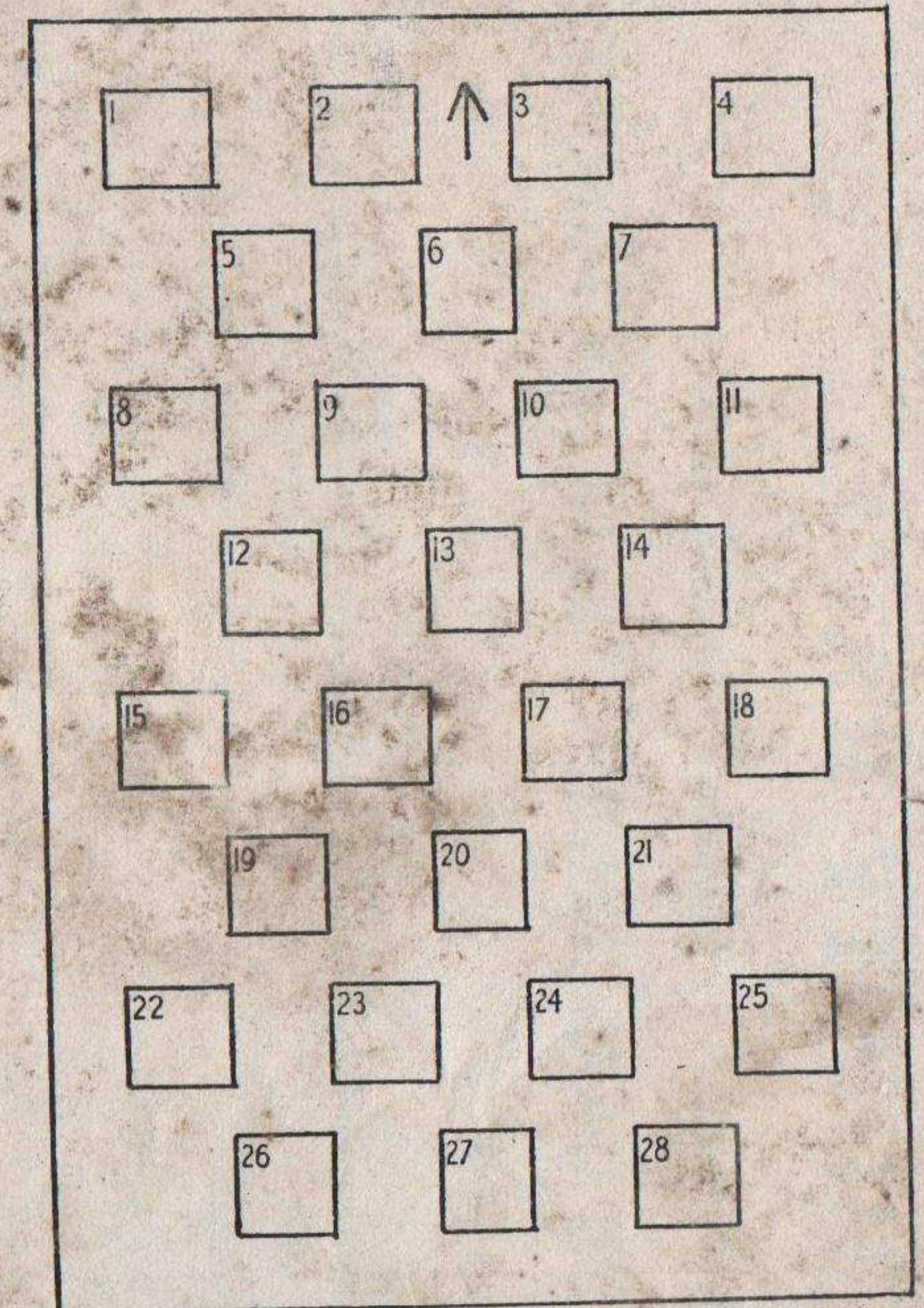
TOURIST TROPHY RACE

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TOURIST TROPHY RACE

Start times : 12.00 hours and 15.30 hours. Duration : 70 laps each

COMPETITION NUMBERS, ENTRANTS, CARS, ENGINE DATA AND DRIVERS

No.	Entrant	Car	Colour	No. of Cyls.	c.c.	Driver	Reserve Driver
2	Brabham Racing Organisation Ltd.	Brabham Repco	Green	8	4200	Jack Brabham	
4	Sidney Taylor	Lola 70 Chevrolet	White/Green	8	5900	Dennis Hulme	Sidney Taylor
6	Racing Partnerships (Jersey) Ltd.	Lola 70 Ford Cobra	Red	8	4738	H. K. Dibley "Mike Pierce"	A. L. Sargeant
8	Alan Brown	McLaren Elva Ford	Blue	8	5300	Frank Gardner	
10	Race Proved by Willment	Lotus 30 Ford	Red/White	8	4727	Brian Muir	
12	Race Proved by Willment	Willment B.R.M.	Red/White	8	1930	Innes Ireland	
14	Race Proved by Willment	Brabham BT8 Coventry Climax	Red/White	4	2000	Tony Dean	
16	Felday Engineering Ltd.	Felday 4 B.R.M. V8	Blue	8	1930	Mac Daghorn	
18	Vegantune Engineering	Lotus 23 B.R.M. V8	Green	8	1930	T. Weber	
20	Vegantune Engineering	Lotus 23 Ford	Green/Silver	4	1650	M. Garton	
22	Robert Ashcroft Racing Ltd.	Crossle Ford V8		8	4729	Gerry Kinnane	Derek Bennett
24	Robert Ashcroft Racing Ltd.	Crossle B.M.W.	Green/Orange	4	2000	Peter Gethin	John I' Amie
26	John O. Coundley	McLaren Elva Traco Oldsmobile	Green	8	4450	John O. Coundley	
28	Red Rose Motors (Chester) Ltd.	Lola 70 Chevrolet	Red	8	5900	Brian Redman	Charles Bridges
30	Radio London Racing	McLaren Elva Ford	Purple/Red	8	4700	K. St. John	
32	David Prophet	McLaren Elva Chevrolet	Silver	8	5300	David Prophet	
34	A. G. P. Ramsay	Attila Chevrolet	Blue	8	5355	Julian Sutton	
36	Porsche Cars (G.B.) Ltd.	†Porsche Carrera 6	Green	6	1991	M. de Udy	Peter de Klerk
38	David Piper	†Ferrari P2	Green	12	4380	David Piper	Bob Bondurant
40	David Piper	†Ferrari LM	Green	12	3285	Bob Bondurant	
42	Maranello Concessionairs Ltd.	†Ferrari Dino	Red	6	1986	M. J. Parkes	
44	Dick Protheroe	†Ferrari 330P	Green	12	3965	Dick Protheroe	
46	L. N. Cussons	†Ford G.T. 40	Green	8	4736	R. N. Bond	
48	Peter Sutcliffe	†Ford G.T. 40	Green	8	4727	Peter Sutcliffe	
50	Team Chamaco Collect	†Ferrari 275 LM	Green	12	3300	Vic Wilson	
*52	Peter Clarke	†Ferrari 250 LM	Red	12	3295	Peter Clarke	Mark Konig
*54	Malcolme Wayne	Elva B.R.M. V8	White/Black	8	1916	Malcolme Wayne	
*56	Peter Sadler	Lotus 30 Ford	Green	8	4727	Peter Sadler	Peter D. Brown
*58	G. H. Breakell	Brabham BT8 Coventry Climax	White	4	1996	Geoff Breakell	

* Reserves.

† Entered also for Group 6 award, The Oulton Trophy.

TOURIST TROPHY RACE RESULTS

FIRST PART

Positions at 35 laps

1st <u>4</u>	Speed <u>59.5</u> m.p.h.	5th <u>26</u>	Speed.....m.p.h.
2nd <u>6</u>	Speed.....m.p.h.	6th <u>14</u>	Speed.....m.p.h.
3rd <u>8</u>	Speed.....m.p.h.	7th <u>48</u>	Speed.....m.p.h.
4th <u>28</u>	Speed.....m.p.h.	8th <u>24</u>	Speed.....m.p.h.

Positions at 70 laps

1st <u>4</u>	Speed <u>29.1508</u> m.p.h.	5th <u>26</u>	Speed.....m.p.h.
2nd <u>6</u>	Speed.....m.p.h.	6th <u>48</u>	Speed.....m.p.h.
3rd <u>28</u>	Speed.....m.p.h.	7th <u>24</u>	Speed.....m.p.h.
4th <u>14</u>	Speed.....m.p.h.	8th <u>58</u>	Speed.....m.p.h.

SECOND PART

Positions at 35 laps

1st <u>4</u>	Speed <u>58</u> m.p.h.	5th <u>58</u>	Speed.....m.p.h.
2nd <u>28</u>	Speed.....m.p.h.	6th <u>18</u>	Speed.....m.p.h.
3rd <u>14</u>	Speed.....m.p.h.	7th <u>56</u>	Speed.....m.p.h.
4th <u>48</u>	Speed.....m.p.h.	8th <u>24</u>	Speed.....m.p.h.

Positions at 70 laps

1st.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	7th.....	Speed.....m.p.h.
4th.....	Speed.....m.p.h.	8th.....	Speed.....m.p.h.

Fastest Lap, Part 1. Car No. 4 Time..... Speed.....m.p.h.

Fastest Lap, Part 2. Car No..... Time..... Speed.....m.p.h.

TOURIST TROPHY WINNER

Based on Parts 1 and 2

Car No..... Driver..... Make.....

Engine..... Speed..... Time.....

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TROPHY

SATURDAY

14th MAY

1966

LAP RECORDS

as at 30th April, 1966

Records applicable to today's meeting :

OUTRIGHT—BRUCE McLAREN
McLaren-Elva 4500. 1 min. 39.0s. 100.40 mph. 1/5/65

SPORTS CARS—**Outright**—BRUCE McLAREN
McLaren-Elva 4500. 1 min. 39.0s. 100.40 mph. 1/5/65

Additional Records :

FORMULA 1 CARS—JIM CLARK
Lotus 25 Climax 1500. 1 min. 39.2s 100.20 mph. 21/9/63

FORMULA 2—JIM CLARK and DENNIS HULME
Lotus 1000 and Repco Brabham 1000. 1 min. 41.2s. 98.22
mph. 18/9/65

FORMULA 3—ROY PIKE
Brabham Ford 1000. 1 min. 45.2s. 94.48 mph. 18/9/65

SALOONS (International Meetings)

Up to 1000 cc—WARWICK BANKS
Morris Cooper S 970. 2 min. 5.0s. 79.52 mph. 3/4/65

1001 to 1300 cc—JOHN FITZPATRICK
Austin Cooper S 1293. 1 min. 59.0s. 83.53 mph. 3/4/65

1301 to 2000 cc—JIM CLARK
Ford Lotus Cortina 1588. 1 min. 56.8s. 85.10 mph. 18/9/65

Over 2000 cc—DAN GURNEY
Ford Galaxie 7000. 1 min. 53.2s. 87.80 mph. 21/9/63

MODIFIED SALOONS (Club Meetings)

Up to 1000 cc—DAVID MATTHEWS
Morris Cooper S 998. 2 min. 3.0s. 80.81 mph. 31/7/65

1001 to 1300 cc—BOB SMITH
Austin Cooper S 1293. 1 min. 56.0s. 85.69 mph. 29/5/65

1301 to 2000 cc—ALAN PEER
Ford Anglia 1800. 1 min. 56.6s. 85.25 mph. 29/5/65

GT CARS—**Outright**—JACK SEARS
Daytona Cobra 4727. 1 min. 47.2s. 92.72 mph. 1/5/65

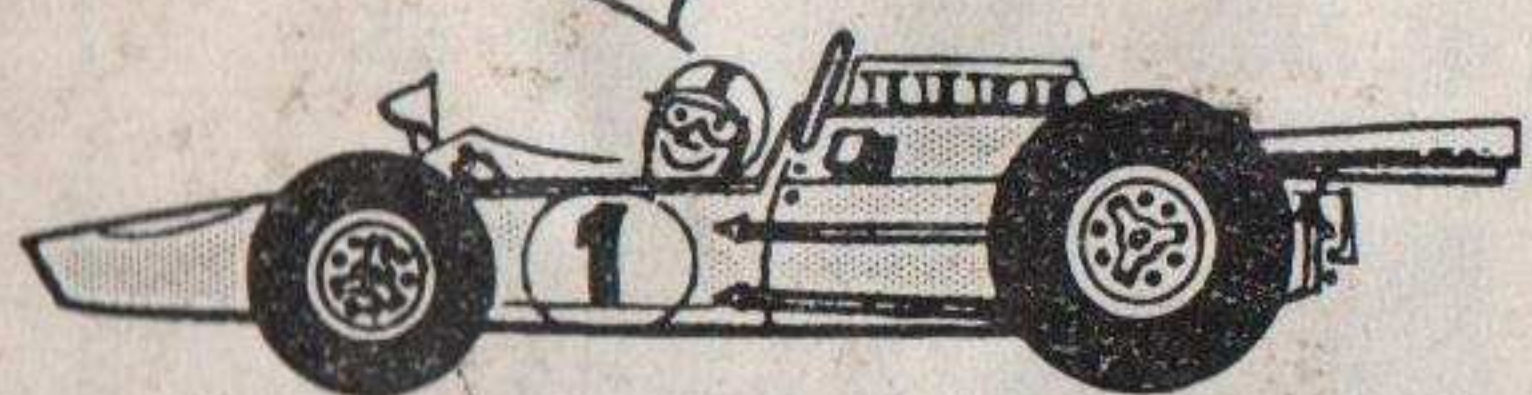
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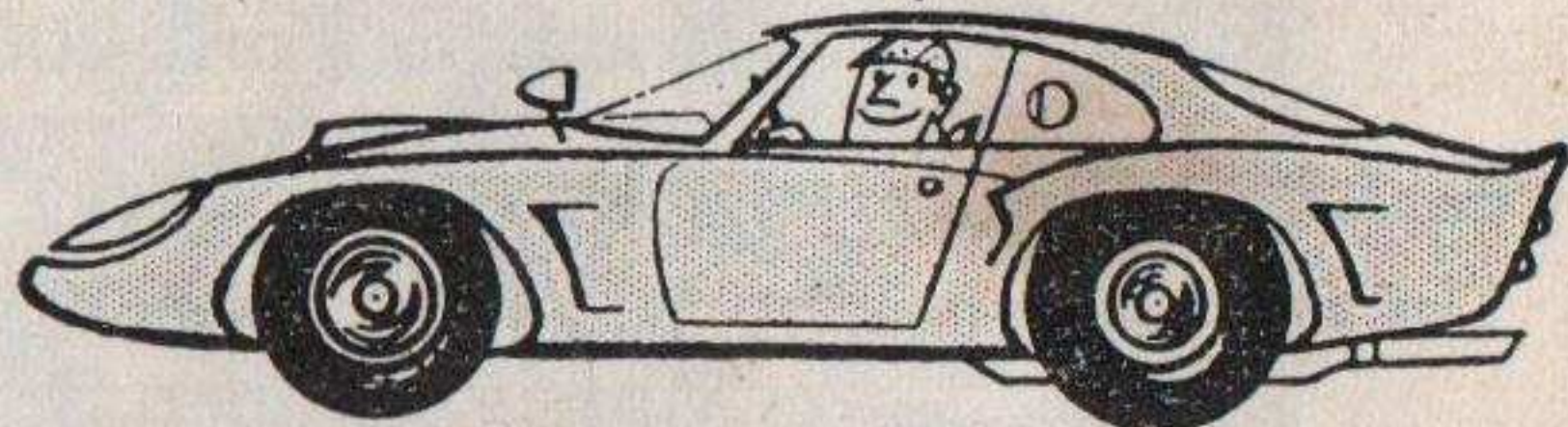
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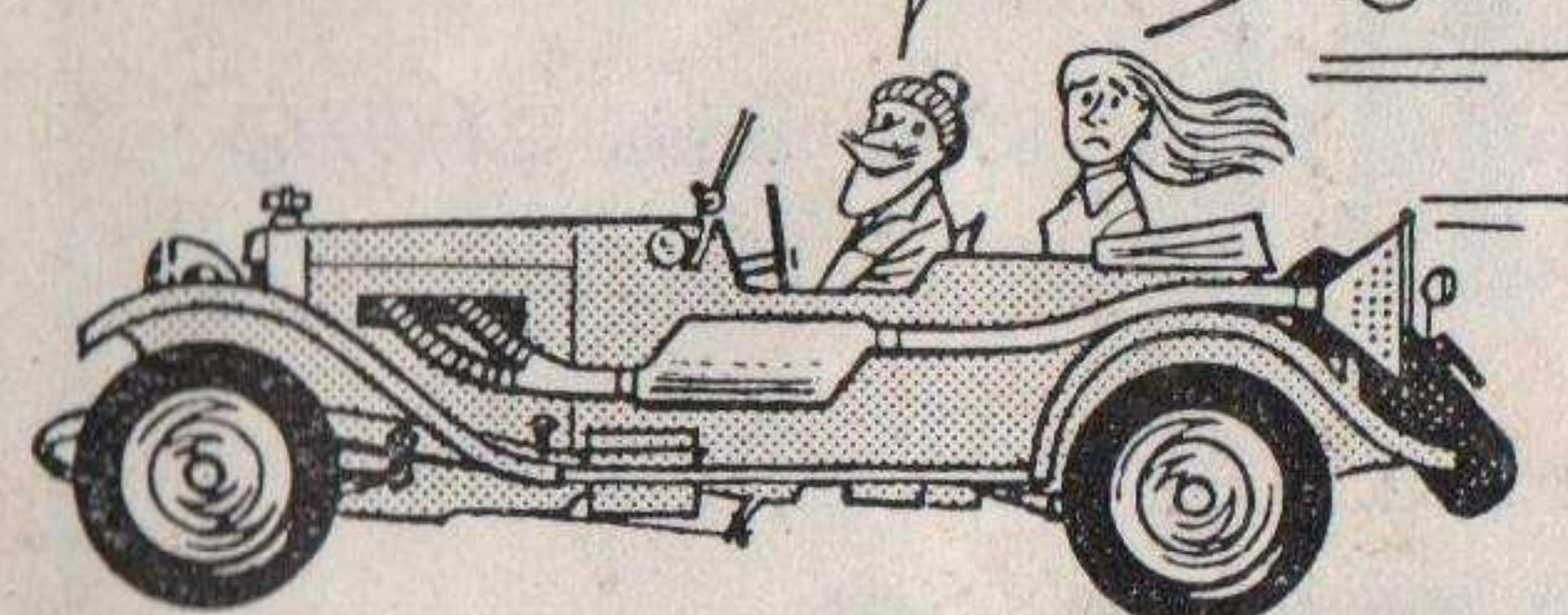
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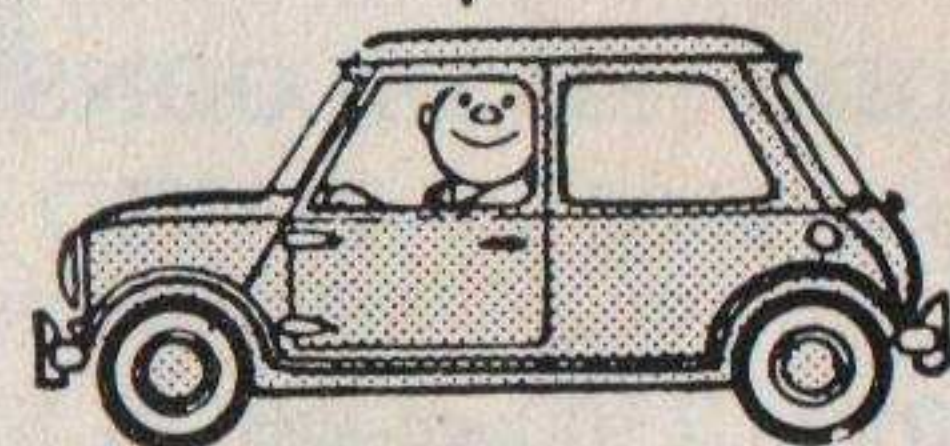


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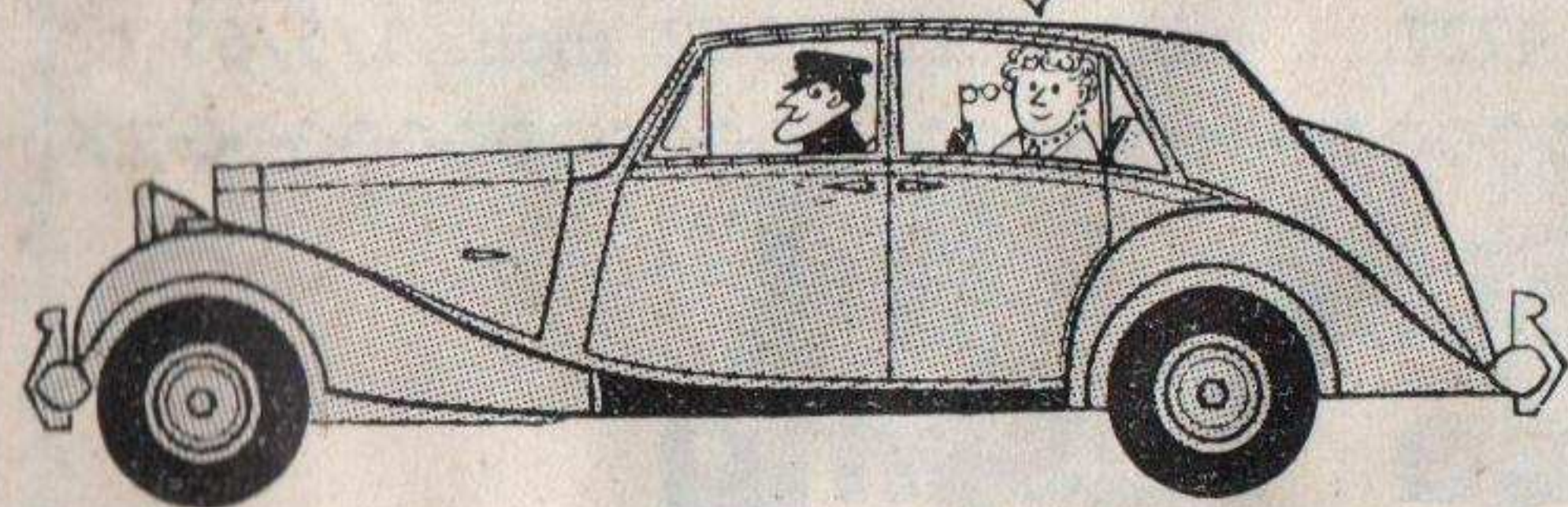


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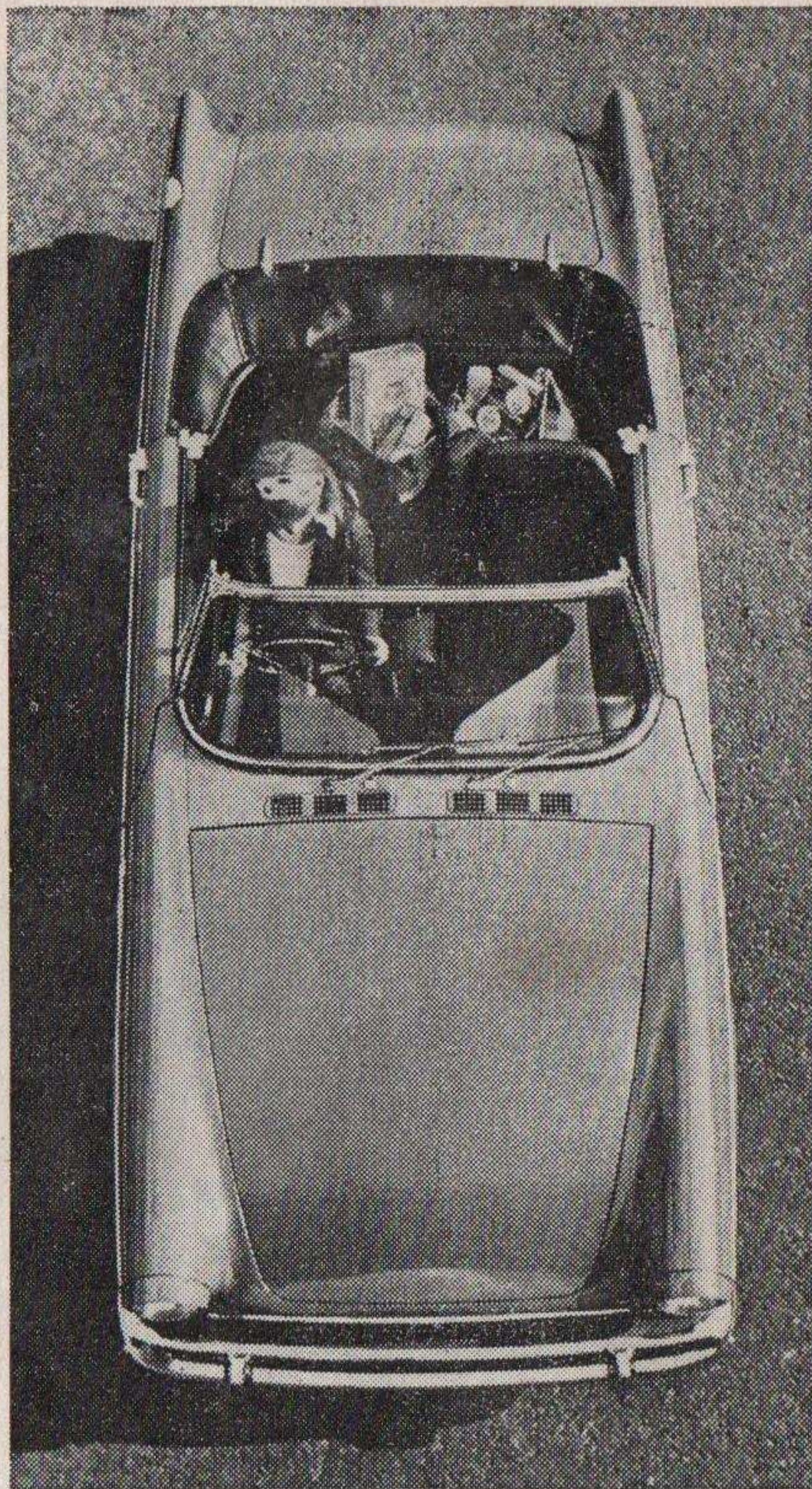
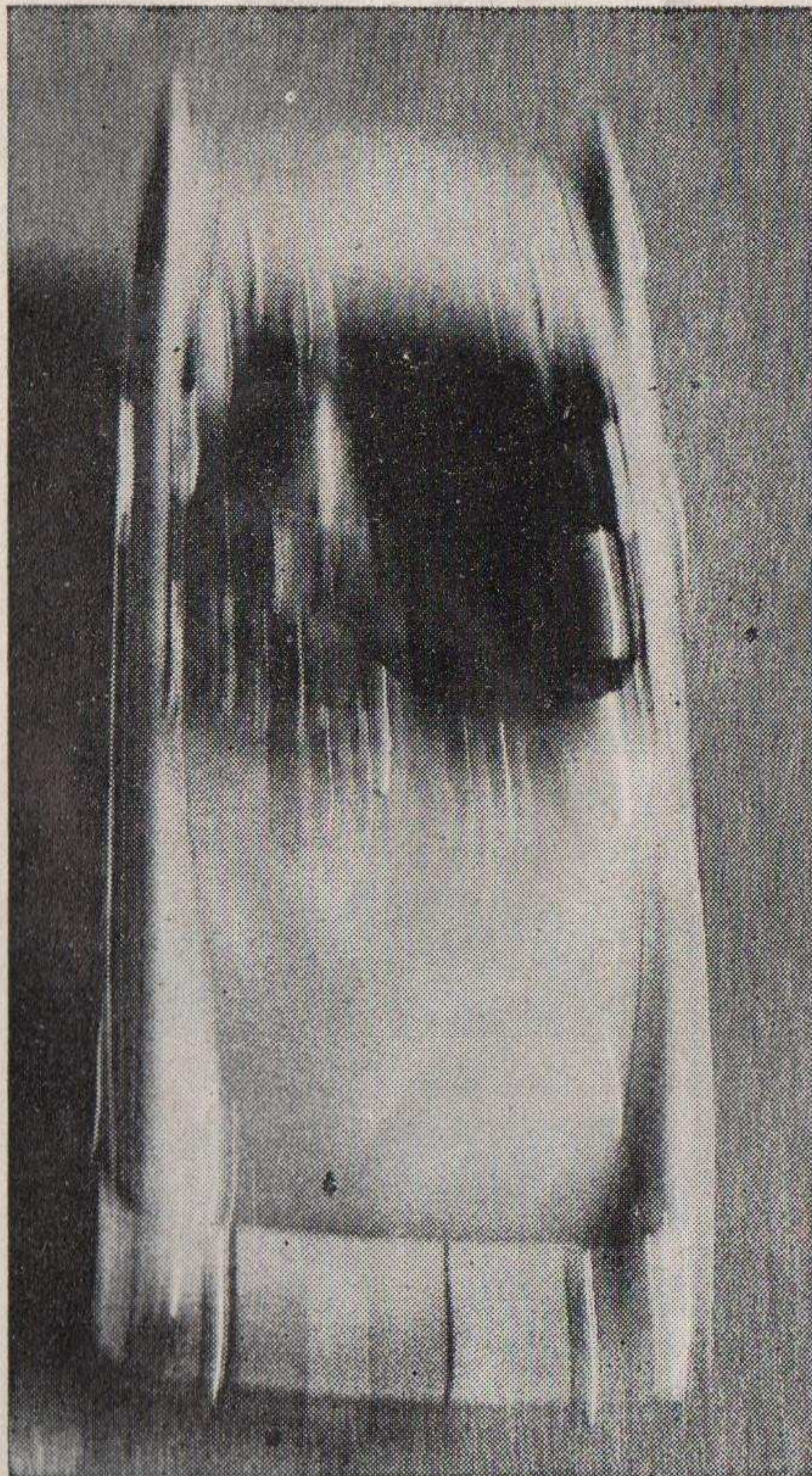
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Previous Winners of the Tourist Trophy

Year	Circuit	Drivers	Car	Speed m.p.h.
1905	Manx	J. S. Napier	18 h.p. Arrol-Johnston	33.9
1906	Manx	Hon. C. S. Rolls	Rolls-Royce	39.6
1907	Manx	E. Courtis	Rover	28.8
1908	Manx	W. Watson	5.8-litre Hutton	50.25
1909-13	No race			
1914	Manx	K. Lee Guinness	3.3-litre Sunbeam	56.44
1915-21	No race			
1922	Manx	J. Chassagne	3-litre Sunbeam	55.78
1928	Ards	Kaye Don	1½-litre Lea-Francis	64.06
1929	Ards	R. Caracciola	7-litre Mercedes	72.82
1930	Ards	T. Nuvolari	1750 c.c. Alfa-Romeo	70.88
1931	Ards	N. Black	750 c.c. M.G. Midget	67.90
1932	Ards	C. R. Whitcroft	1087 c.c. Riley	74.32
1933	Ards	T. Nuvolari	1087 c.c. M.G. Magnette	78.65
1934	Ards	C. J. P. Dodson	1267 c.c. M.G. Magnette	74.65
1935	Ards	F. W. Dixon	1½-litre Riley	76.90
1936	Ards	F. W. Dixon and C. J. P. Dodson	1½-litre Riley	78.01
1937	Donington	G. Comotti	4-litre Talbot Darracq	68.70
1938	Donington	L. Gerard	3-litre Delage	67.61
1939-49	No race			
1950	Dundrod	S. Moss	3.4-litre Jaguar XK 120	75.15
1951	Dundrod	S. Moss	3.4-litre Jaguar XK 120C	83.55
1952	No race			
1953	Dundrod	P. J. Collins and P. W. C. Griffith	3-litre Aston Martin DB3S	81.71
1954	Dundrod	G. Laureau and P. Armagnac	745 c.c. D.B. Panhard	68.75
1955	Dundrod	S. Moss and J. Fitch	3-litre Mercedes-Benz 300 SLR	88.32
1956-57	No race			
1958	Goodwood	S. Moss and C. A. S. Brooks	3-litre Aston Martin DBR1-300	88.33
1959	Goodwood	S. Moss, J. Fairman and C. Shelby	3-litre Aston Martin DBR1-300	89.41
1960	Goodwood	S. Moss	250 GT Ferrari	85.58
1961	Goodwood	S. Moss	250 GT Ferrari	86.62
1962	Goodwood	I. Ireland	250 GT Ferrari	94.05
1963	Goodwood	G. Hill	250 GT Ferrari	95.14
1964	Goodwood	G. Hill	Ferrari 330P	97.13
1965	Oulton Park	D. Hulme	Brabham BT8	94.07




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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	94.48	.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	71.20	.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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