

**DAILY EXPRESS**

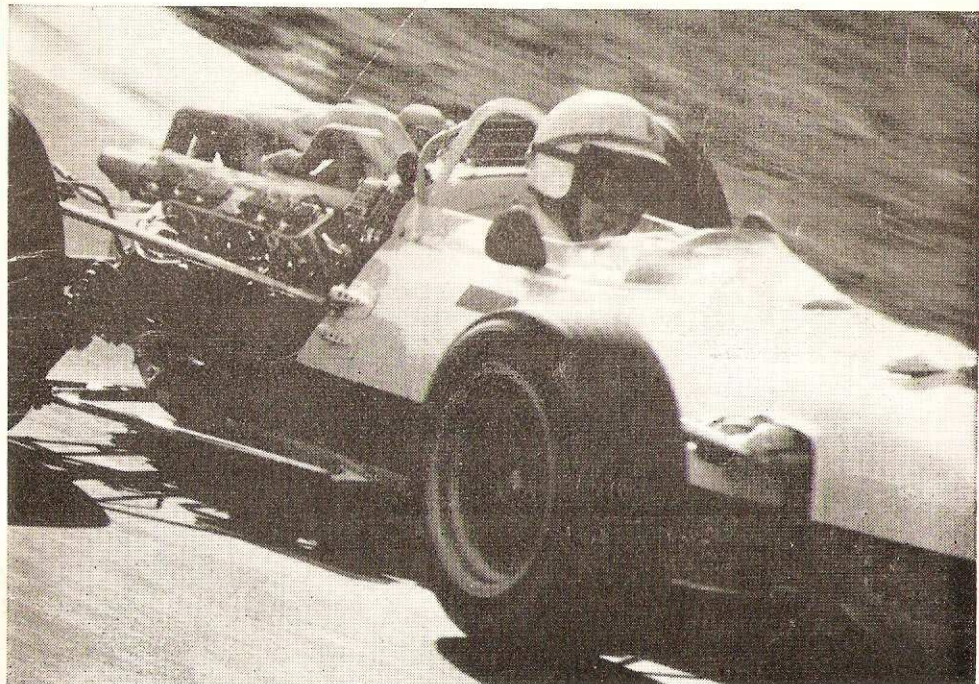
Programme 2s. 6d.

# INTERNATIONAL SPRING CUP RACE MEETING

# OULTON PARK

**SATURDAY**  
**15th APRIL**  
**1967**

In aid of the G.P. International Medical Service and other voluntary medical organisations



Organised by the M.C.M.R.C. for Cheshire Car Circuit Ltd.

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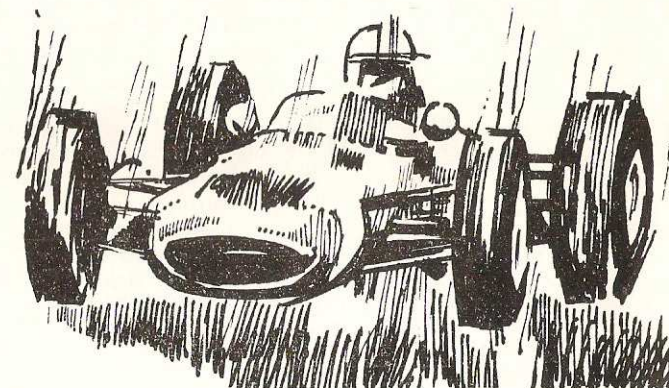
# OULTON PARK

## INTERNATIONAL SPRING CUP RACE MEETING

Organised by M.C.M.R.C.

Sponsored  
by the **DAILY EXPRESS**

### SATURDAY 15 APRIL



PROGRAMME—

#### The Spring Cup Race for Formula 1 & 2 Racing Cars

in aid of the G.P. International Medical Service and other  
voluntary medical organisations  
Heat 1 at 1.30 p.m. Heat 2 at 3.05 p.m. Final at 4.00 p.m.

#### The Ladies Handicap Race

Sponsored by Browns of Chester Ltd.  
10 laps at 2.15 p.m.

#### A Saloon Car Race

Eligible for the Redex Gold Cross Championship 12 laps at 5.15 p.m.

The Meeting is governed by the International Sporting Code of the Federation International de l'Automobile (F.I.A.), the General Competition Rules of the Royal Automobile Club (R.A.C.) the Standing Supplementary Regulations of the R.A.C., Supplementary Regulations and Final Instructions by the M.C.M.R.C.

R.A.C. Permit Nos. Spring Cup Race—RS/2970 (International)  
Ladies' Race and Saloon Car Race—RS/2971 (National British)

Front cover photograph by courtesy of—'MOTOR RACING'

## NOTICES

**ORGANISERS OF THE MEETING—Cheshire Car Circuit Ltd., Oulton Park, Little Budworth, Tarporley, Cheshire. Tel. Little Budworth 301. Managing Director—R. M. Foster.**

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

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

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**PROGRAMME COPYRIGHT—**All literary matters 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.

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

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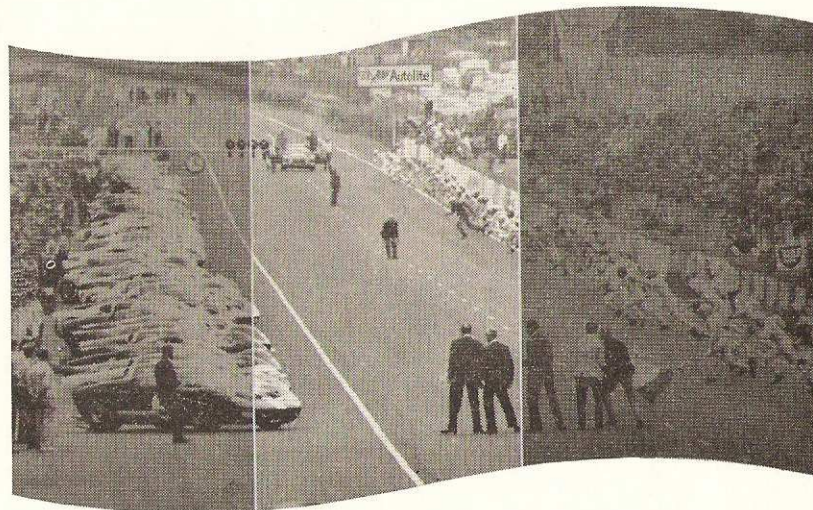
**ANTI-LITTER—**Please help to keep Oulton Park tidy.

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.**



# 24 Heures du Mans

*see this great motoring spectacle — FREE*

There are 6 all-inclusive tickets-for-two for Le Mans '67 going FREE! Where? In the Ford Performance Car Competition which lasts from March 15th to May 20th. Anyone who orders a car from the Ford Performance Range on or between these dates automatically qualifies for entry in the competition. You can get full details from your local Ford Dealer. The competition is quite simply an interesting test of your knowledge of performance cars.

Even if you don't order a car now you can still enter the competition and win one of 100 runner-up prizes — a copy of the lavishly illustrated Auto-course '67 and an exciting LP of Le Mans '66 where Ford GT's scooped all first three places.

Make a Le Mans start for your local Ford Dealers and book your trip to Le Mans now by ordering a GT or Lotus version of the exciting New Cortina or a new Corsair with the 2-litre V4 performance engine.





## Dad's no top rally driver— but he uses the same tyres!



Top rally drivers prefer Dunlop 'SP' radials. They insist on 'SP' for most international events — and win on them. And, remember, these very experienced drivers find 'SP' radials best in conditions comparable to your own. Tougher, perhaps, but still with cars like yours; and mostly on made-up roads. In other words 'SP' are special but not 'specialist' tyres.

**You can fit them, too —** 'SP' rally-proved radials give you greatly increased mileage over cross-ply tyres, which more than compensates for the little extra cost. Supplementing this, remarkable roadhold and steering control; a small but positive fuel saving; quieter and more comfortable running through reduction in road roar; better tyre and car performance all round.

**A 4-tyre range to choose from —** SP41, the all-purpose radial which no experienced motorist should be without; SP41HR for cars capable of 125 mph and over; SP44 for new, high standards of safety in the worst of winter conditions; SP3, a particularly rugged radial for rallying.

**Reminder —** Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive tyre wear — in fact, for top tyre service, call where you see this sign.



# DUNLOP SP RADIALS

RALLY-PROVED FOR YOUR KIND OF MOTORING

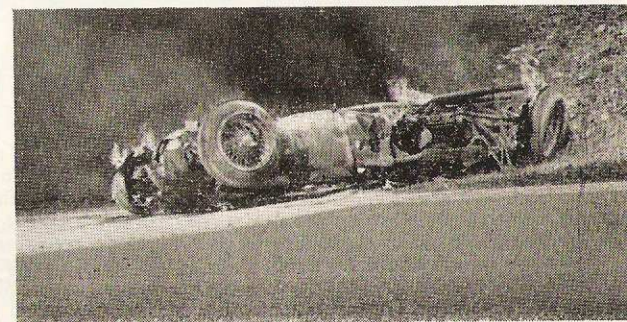
## International Grand Prix Medical Service

The first lap crashes during the 1966 Belgian Grand Prix brought into prominence the whole question of emergency services and general standard of medical services on European circuits. There are problems that become acutely noticeable during a crisis, but tend to be shelved as soon as the chequered flag drops. Narrowing the issue to procedure following an accident, there are several disturbing features. When a crash occurs the driver involved is rarely able to cope with the situation himself. He is probably injured, in a state of shock, possibly unconscious. His fellow-drivers are still in the race. Other team personnel are concentrated on race-progress. Only his own set-up is directly concerned, and even that attention is divided if a team-mate is still circulating. Such matters as medical treatment, choice of hospital and doctor are out of his hands. His life depends on the efficiency of these services and the degree fluctuates alarmingly from country to country. I can think of at least two drivers who might not have died had the medical treatment been different.

As a result of the Stewart accident in Spa, the International Grand Prix Medical Service has come into existence—not as an immediate cut-and-dried scheme, but piece by piece like a jig-saw puzzle. The main task was to devise a project that would be acceptable to medicos and organising clubs. What eventually emerged is the mobile hospital unit, the first of its kind to be built. It has been designed by a

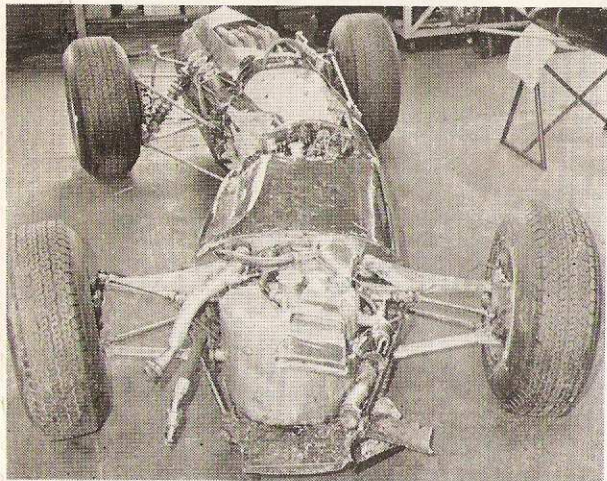
carefully chosen team of experts. Advice has been taken from hospitals and specialists in England, the Continent and America. The experience and guidance given by authorities like General Stephens of the Ministry of Defence and Major John Iffland in relation to the most modern Field Hospitals has proved an

enormous help. The equipment will simplify treatment. To single out a few items, the X-ray unit is a new, almost revolutionary model, independent of external power supply and run off two 12-volt batteries and is equal to the most powerful portable X-ray machine. It has an automatic developing process. No dark-room facilities are needed, the method being on the polarised principle. The hydraulic lift will eliminate dangerous tilting. Special trolleys will have X-ray lucent tops which save the patient being moved. Electric respirator and electric suction apparatus. Air splints modified and improved by the Birmingham Accident Hospital. Blood bank with refrigerators and plasma substitutes with any known blood idiosyncrasies noted. Air-lock doors to keep the air clean. Ventilation and temperature control by means of controlled positive pressure air and conditioned throughout. A humidity of 65° and temperature of 75° fahrenheit maintained. Treatment of burns has received special attention, greatly helped by military experts. A new form of treatment is being developed by a research team of London specialists in conjunction with recognised burns centres and should save many lives.



It will be offered to the International G.P. Medical Service towards the end of 1967.

It must be remembered that the injured person may not be a driver. It could be a steward, marshal, official, mechanic, trade representative, pressman, photographer, in fact, any one of the considerable number of people who are exposed to the dangers and hazards of motor-racing. These individuals do not make headline news like the drivers, nevertheless, all are part of the Grand Prix scene and as such are the responsibility of those seeking to give medical care and service. Under a filed system kept in the hospital unit, all these people will be included in the scheme. Each will have received a simple questionnaire which will provide the doctor



with relevant medical history, such as blood group, tetanus immunization, previous cortisone therapy, stimulants or sedatives, allergy and sensitivity to pain-killing drugs—morphine, pethidine, antibiotics, iodine, elastoplast, and so on, previous serious illnesses, previous operations and anaesthetics and any known complications, etc. Data such as this can mean the difference between death and recovery.

The method of operation will be as

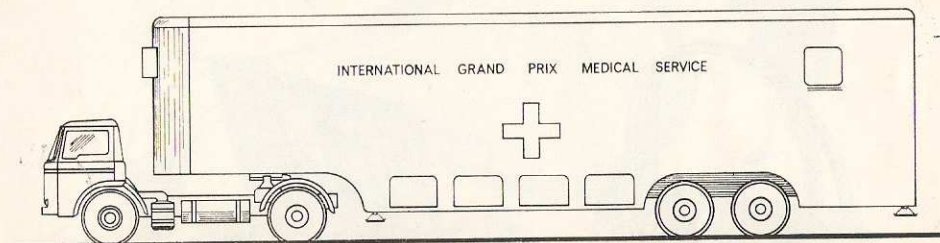
follows. Each country—Holland, Italy, France, Germany, Belgium, Monaco and Great Britain—will have its own Advisory Council, which will be active as long as the racing takes place on its soil. Once the scene changes, then the Council in question comes into being. Most important of all, the medical side is in the hands of the existing medical committees. I would emphasize that there is no thought or suggestion of the International G.P. Medical Service taking over the medical responsibilities of the circuits. This is already in the care of highly experienced medicos for whom everyone has the greatest respect. Those injured will be treated by the same doctors as before, only this time they will have at their disposal everything they want in the way of equipment and the knowledge that treatment can be given in ideal clinical conditions. A permanent crew of two will include a trained technician with nursing experience.

Regarding the operating theatre, this is an emergency measure which will only be used if the doctors appointed by the organising club are convinced that any delay would be fatal—that the patient would die before reaching the hospital. It is a last resort, a form of insurance that did not exist before, and which in the past could have saved several lives. Should this emergency ever arise, it is reassuring to know that the facilities available are equal in every respect to the most modern hospital. Nevertheless, the prime consideration of this Medical Service must be resuscitation, to get the patient to a hospital of established reputation. If the doctors consider such a move desirable and the patient agrees, a jet ambulance will be available to take the injured person in the quickest possible time to one of the recognised London or Paris Hospitals. In reverse, if he is too ill to be moved, a specialist can be flown by jet from London or Paris to the bedside.

The International Grand Prix Medical Service marks the beginning of a new venture. It is not a luxury. It is a basic requirement for every race, a service long overdue. The financial cost has been considerable and for that reason I am more than grateful to John Danny and his fellow-Directors of Grovewood Securities, and Cheshire Car Circuit with its Managing Director Rex Foster in particular, for their generosity in staging this special event at Oulton Park. I would also thank most sincerely all the drivers, team personnel, trade representatives, press and television, and

the spectators whose invaluable support have made the races possible. Their combined contributions have gone a long way towards making a pipe-dream become a reality.

Louis T. Stanley,  
Director-General.



## ENTHUSIASTS GO TO **COCKSHOOTS**

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## AWARDS

In lieu of its being paid to the Entrants, all starting and prize money will be donated to the International Grand Prix Medical Service and other voluntary medical organisations.

To the winner of the **SPRING CUP RACE** :

The Spring Cup, with a Souvenir Award to each finisher in the Final.

To the first and second of the **LADIES HANDICAP RACE** :

An Award each, presented by Mr. Raymond Burton.

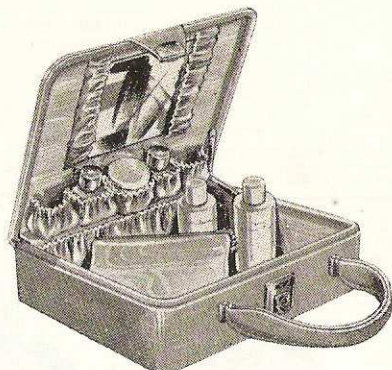
To the the first in each Class of the **SALOON CAR RACE** :

An Award.



### 1st Prize—Ladies Race

Craftsman-made golden crocodile handbag. Fully lined in softest leather with inner zip pocket and matching leather purse.



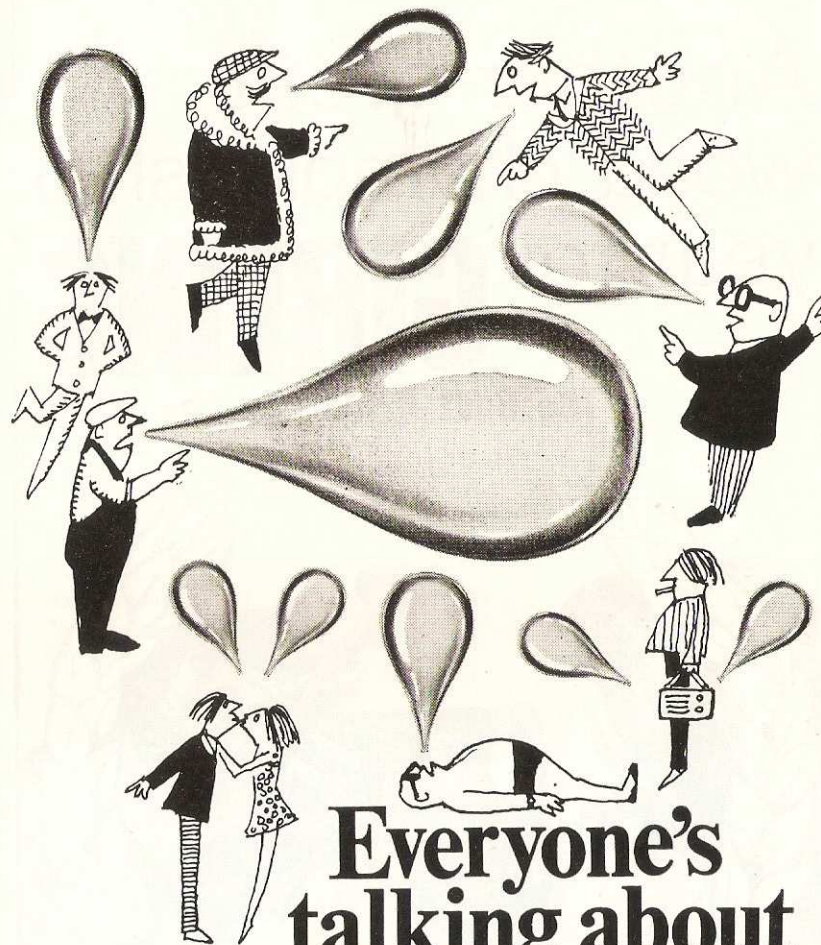
### 2nd Prize—Ladies Race

Fully fitted Germaine Monteil beauty case. Strong but light case with cream linen finish. In addition to the range of quality beauty preparations it contains a separate make-up purse and large mirror.



## COMP AIR FILTERS FOR THE ENTHUSIAST

SUPERBLY FINISHED IN NICKEL CHROME. PRICES FROM 22/6. MADE BY **SUPAFELT**, THE NAME KNOWN ON THE RACING CIRCUITS OF THE WORLD



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\*Long chain tertiary alkyl primary amine tungstate

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Jack Brabham—  
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## **CONSTRUCTOR'S CHAMPIONSHIP 1966**

Motor Racing  
Developments Limited  
(Ron Tauranac and  
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## **OFFICIALS**

**Stewards of the Meeting**—J. A. Duckworth (Representing the R.A.C.), J. H. Ashton, A. P. B. Birt.

**Judges**—R. B. Dawson, P. E. Slicher, T. H. Rowe, J. P. Johnstone, A. L. Gale, R. G. Eaton.

**R.A.C. Scrutineers**—G. Hartley-Smith (Chief), J. Hartley-Smith, G. W. G. Ward, J. M. Entwistle, S. Turner, M. Beresford, M. Jackson-Royle.

**R.A.C. Timekeepers**—L. A. Cranshaw (Chief), H. Turner, R. S. Corfe, B. A. Weir, H. Taylor.

**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**—R. J. Moore.

**Chief Medical Officer**—Dr. S. B. Foulds.

**Chief Course Marshal**—C. N. Pickering.

**Assistant Chief Course Marshal**—B. Dearden.

**Chief Fire Marshal**—J. R. Fowles.

**Chief Race Control Officer**—E. K. Brittin.

**Race Information**—T. K. Dooley.

**Starter**—G. R. Hall.

**Chief Start Area Marshal**—T. J. Padden.

**Chief Pit Marshal**—R. Cairns, M.B.E.

**Chief Track Marshal**—J. R. Fowles.

**Chief Paddock Marshal**—W. E. V. Hayes.

**Chief Scoreboard Operator**—R. H. Loveitt.

**Course Commentators**—Anthony Marsh, Dennis J. Cox.

## **ACKNOWLEDGMENTS**

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

Members of the British Motor Racing Marshals Club, The British Racing and Sports Car Club, Lancs. and Cheshire Car Club, and all who have attended the meeting as honorary Officials and Marshals, Dr. S. B. Foulds and professional colleagues.

The Daily Express, The British Red Cross Society, The Cheshire County Police, The Cheshire County Fire Brigade.

Messrs. H. & J. Quick Ltd., Knutsford Motors Ltd., Arden & Bull Ltd., Tyretreads Ltd., Middlewich Motors Ltd., for the loan of Breakdown Vehicles and crews.

Messrs. Wilmslow Garages Ltd., Station Road, Wilmslow, for the loan of the course car.

Mr. Jack Twyford and his friends for operating the timing strip on the straight at Knicker Brook.

# Do you rotate?

by HERBERT E. GUNSTONE\*

(READING TIME 3½ MINUTES)



One of the oldest pieces of tyre lore is that if you periodically rotate tyre positions round the car you even out tread wear and get greater mileage. Yes, there is something to it, but let's be realistic; periodic rotation of tyre positions can be time-consuming and in some circumstances so involved that saving in tyre wear may be offset by your expense.

There is another point. Some of the illustrations setting out alternative methods of rotation—and I have drawn them myself—look like wiring diagrams. Unless you are particularly clear headed and fastidious in your records the involved systems are not for you. You may finish up trying to put three tyres on one axle.

If you bring the spare into your rotation system you get equal wear on five tyres. On the other hand if you keep the unused spare in the boot, correctly inflated of course, you will probably only need to buy one new tyre at the first stage of tyre replacement, and this will be matched with the unused spare.

Now what about tyre and wheel balance? Each time you rotate you run the risk of upsetting the wheel balance particularly if you have had the assemblies balanced in 'situ'. You don't want to get involved in unnecessary rebalancing costs.

Is there anything else to think about? Well, it's easier to use a rotation system suited to the jacking system on the car. A disconcerting sight is the appearance of

the head of the jack through the floor of the car.

Of course, if you've got road type tyres on one axle and 'knobbles' on the other, you can only switch side to side unless you are the ultra keen type, in which case you can reverse the tyres on their rims. There is a snag even then because tubeless tyres are best kept permanently on the rims; dismantling and refitting can start leaks.

How do we sum this all up? Well, changing wheel positions will give you longer tyre wear, but change only when irregular wear appears (don't leave it too late!) the cost of frequent wheel positioning can exceed the saving on your tyre bill.

What is the best system to adopt? I'm all for simplicity myself so I go for a straight 'swop' of fronts to rears; the diagonal change involves complications. I haven't mentioned the spare; all things considered I opt for keeping it in the boot (correctly inflated) and matching it with the first new replacement tyre that you buy.

Finally, remember, radial tyres and cross ply tyres should not be mixed on the same axle. Also, if you have two of each type on the car, radials *must* be on the rear and cross ply on the front. If you change the tyre positions with mixed equipment, you can only move from side to side. It is, of course, better to have either cross ply or radials on all five wheels and not to mix.

\*Group Service Manager, Avon Rubber Company Ltd.

**REDEX GOLD CROSS SALOON CAR CHAMPIONSHIP**—sponsored by Redex Ltd., makers of the new wide range 20W/50 Gold Cross Motor Oil, for club events at Brands Hatch, Mallory Park, Oulton Park and Snetterton.

Competitors score automatically in each of three classes, up to 1000 cc, 1001 cc to 1300 cc and over 1300 cc, as follows:—

- 1st place in each class—4 points
- 2nd place in each class—3 points
- 3rd place in each class—2 points
- 4th place in each class—1 point

The overall winner regardless of class receives £100 and the winner of each of the other two classes £50 each.

The next three qualifying rounds are as follows:—

- April 16 Maidstone & MKMC Kent Messenger Cup Races, Brands Hatch.
- April 23 BRSCC Thetford Trophy Races, Snetterton.
- April 30 BRSCC £500 Redex Saloon Car Races, Brands Hatch.

Points position to date:—

Up to 1000 cc		1001-1300 cc	
1—David Morgan	17 pts.	1—Ken Costello	15 pts.
2—Bernard Unett	12 pts.	2—Maurice Mendham	8 pts.
3—Charles Carling	11 pts.	Colin Youle	8 pts.
4—Mike Kearon	6 pts.	4—Guy Edwards	6 pts.
Over 1300 cc			
1—Miss Natalie Goodwin	9 pts.		
2—Dave Garrett	7 pts.		
Roger Taylor	7 pts.		
4—Richard Scantlebury	6 pts.		
Stan Mackie	6 pts.		

## INTERNATIONAL FLAG SIGNALS

**National:** Signal of race start.

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

**White:** A service car is on the circuit.

**Yellow:** Danger—No Overtaking.

**Yellow with Vertical Red Stripes:** Oil spilt on the road.

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

**Black with White Number:** The car bearing the number indicated must stop at its refueling pit.

**Black and White Chequered:** Signal of end of race.

### USE OF FLAGS

**Flag shown motionless:** Forewarning of hazard on the course.

**Waved Flag:** Immediate proximity of danger.

**Doubling the Flags:** Very serious emergency.

**Blue (Motionless):** A car follows you closely.

**Blue (Waved):** A car is trying to overtake you.

## FROM THE MANCUNIAN WAY TO OULTON PARK...

... people rely on Mills, the most experienced designers of support scaffolding in the country.

At one extreme of complexity, Mills designed and erected the unique 'swaying scaffold' for the Mancunian Way. At the other, Mills designed and erected the Oulton Park grandstands.

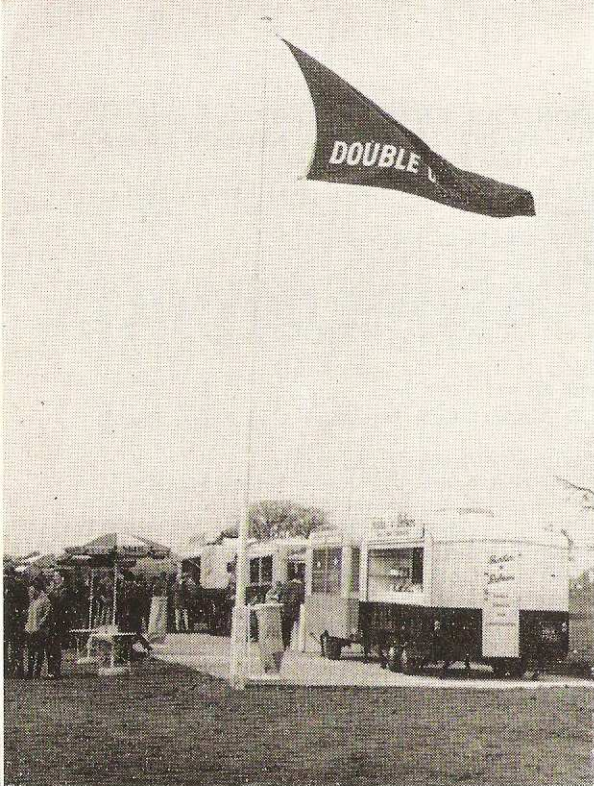
For Mills, no scaffolding job is too large, too small—or too difficult!

## MILLS

Mills Scaffold Company Limited, Cromwell Road, off Ashton Road, Bredbury, near Stockport, Cheshire. Woodley 4231.

A member of the GKN group of companies





## Oulton Park Catering Services

This photograph shows one of the new style Catering Units that are situated in the Red, Green and Blue Car Park Areas.

The Units consist of  
Licensed Bars,  
Sandwich and Tea Bars,  
Hot Dogs and  
Ice Cream Stalls, Chocolate  
and Sweets Kiosks.



Wearing their suits of TBA Aluminised Asbestos Cloth, firemen from the Cheshire County Fire Service dash in to make a mock rescue at a recent Oulton Park meeting.

Manufacturers of fire-protective clothing who use TBA Aluminised Asbestos Cloth:  
Bell's Asbestos & Engineering Co. Ltd., Slough, Bucks  
Croydon Asbestos Co. Ltd., Redhill, Surrey  
George Angus & Co. Ltd., Newcastle upon Tyne  
Wathen Gardiner & Co. Ltd., Bristol

# TBA Aluminised Asbestos Cloth in action!

At this meeting and all major meetings this season, the TBA mobile service team will be in action. All fire marshals will be protected by TBA Aluminised Asbestos Cloth.

This material is tailor-made for the job. The shiny-silver, reflective surface gives wearers maximum protection against very high temperatures, enabling them to enter the actual flame zones for limited periods. It's also lightweight, flexible, and resistant to oil, petrol and molten-metal splashes. Tailors nicely too.

Fire is an ever-present danger in motor racing, but TBA Aluminised Asbestos Cloth is doing much to reduce the hazards involved in rescue and extinguishing operations at meetings all over the country.

AND THERE'S MORE TO

# TBA

THAN ASBESTOS

#### BELTING

Conveyor and power transmission belting

#### GLASS FIBRE

TBA glass-fibre textiles and reinforcement materials

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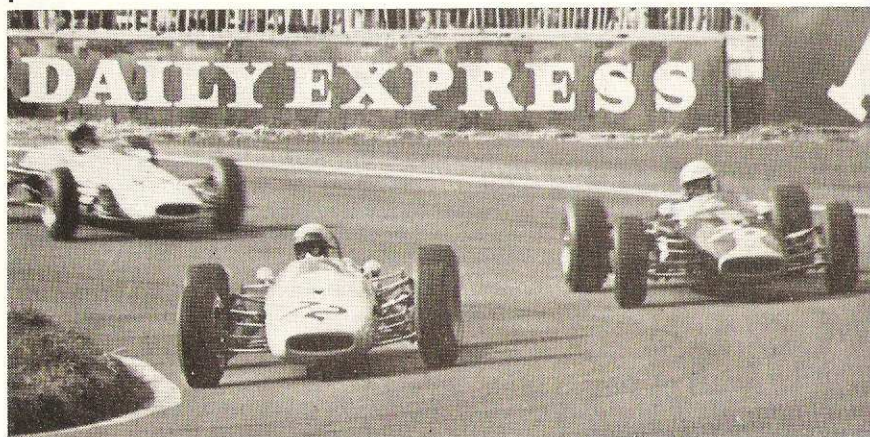
## SUCCESS IS BUILT ROUND HEPOLITE QUALITY



At this meeting the quality of Hepolite products is being proved to you as it has been over and over again in events throughout the world. Competitors put their confidence in Hepolite pistons, pins, rings and liners. Why don't you? Specify Hepolite and get the very best performance and economy your engine can give.

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FROM START  
TO FINISH . . .



. . . ALWAYS IN  
THE LEAD

**DAILY  
EXPRESS**

**Autolite  
sparks  
the  
winners!**



Left: Bengt Soderstrom winning the gruelling RAC Rally in his Cortina Lotus—clinging for Ford the World Rally Manufacturers Championship. The spark plugs? Autolite, of course!



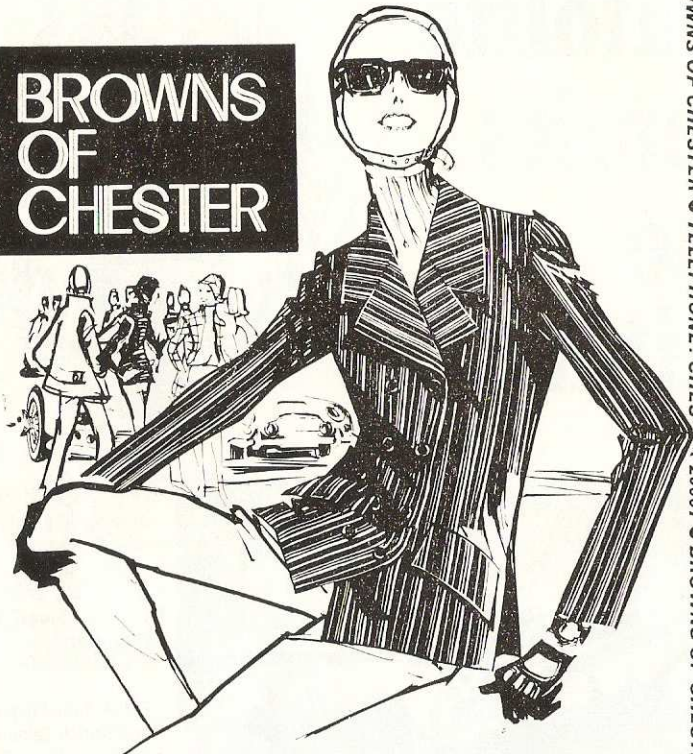
Below: John Fitzpatrick, the new British Saloon Car Champion in his Broadspeed Anglia, with Autolite under the bonnet.

Events like this push a spark plug to the limits of endurance. Impose stress and strain far beyond normal road performance. Over the years, Autolite has been consistently successful in some of the world's toughest events. What's in it for you?

Simple—better spark plugs. Like the Autolite Powertip, the plug that cleans itself as you drive. Next time you change plugs, insist on Autolite.

**AUTOLITE MOTOR PRODUCTS LIMITED, ENFIELD, MIDDLESEX.**

**BROWNS  
OF  
CHESTER**



See the new and 'racy'  
**Rally Girl Collection**  
 designed by  
 Rosemary Smith, famous  
 woman competition driver.  
 Clothes with a new level of  
 sporty elegance to wear  
 where the action is fast.

Illustrated: Striped reefer style  
 in superb quality unlined cotton  
 drill. **£5.12.6.**  
 Toning self coloured slacks with  
 novel fastening. **£3.19.6.**

**Look out for  
 the Rally Girls  
 —they're here  
 this afternoon**

Start 2.15 p.m.

**Ladies' Handicap Race**

10 Laps - 27 3/4 Miles

No.	Driver and Entrant	Car	Capacity	Colour
31	GABRIEL KONIG (Mark Konig)	Sebring Sprite	1149	Yellow
32	JEAN DENTON (Driver)	M.G. 'B'	1798	Red/White
33	JENNY TUDOR-OWEN (Driver)	M.G. 'B'	1798	Red/White top
34	JILL HUTCHINSON (Driver)	Terrier Mk. II	1498	White
35	SHEILA KEMP (Driver)	DEB III	1172	Red/Silver
36	MARY L. WHEELER (Driver)	Elva Courier	1800	Blue
37	MARGARET A. COOPER (Alan Eccles—Team Abarth)	Fiat Abarth G.T.	1000 1600 or 2000	Red
38	NATALIE GOODWIN (Goodwin Racing)	Lotus Ford Cortina	1594	White/Orange
39	PATRICIA MIGDAL (Driver)	Lotus Elan	1558	White
40	MARY TAYLOR (J. C. Bamford (Excavators) Ltd.)	M.G. 'B'	1800	Yellow
41	ANITA TAYLOR (Driver)	Lotus Ford Cortina	1594	White
42	To be nominated (Curtis Speed Racing Team)	Ford Mustang	4727	White/Red
43	To be nominated			
44	To be nominated			

# International Grand Prix Medical Service

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Louis T. Stanley

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(Plus nominated officials and medical team for each circuit).

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Pierre-Jean Stasse. Member of Commission Sportive Nationale.

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Comm. Gigi Villorosi. Member of Council of Automobile Club of Milan, former Italian Champion.

Ing. G. Bacciagaluppi. Secretary General of Italian Competition Committee and Director of the Monza Circuit.

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Dr. Francis C. Ward. Director of Medical Staff.

Dr. Frank Falkner, University of Louisville, Medical School.

### Medical Advisory Panel:

headed by

Sir Reginald Watson-Jones

Major-General R. A. Stephen. Director of Surgery, Ministry of Defence.

Brian Truscott. Consultant-Surgeon to the United Cambridge Hospitals.

### General Advisory Panel:

Maurice Baumgartner. President of the Commission Sportive Internationale.  
Joakim Bonnier. President of Grand Prix Drivers' Association.

### Legal Advisor:

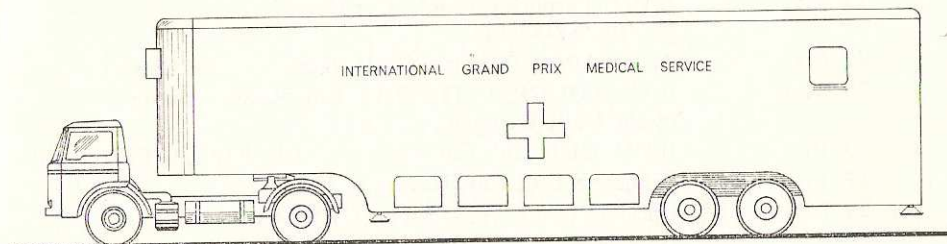
Messrs. Allen and Overy, 9-12 Cheapside, London, E.C.2.

### Accountants:

F. V. Sinden and R. Rendell, Messrs. Kemp, Chatteris & Co. Ltd., 8 London Wall Buildings, London, E.C.2.

### Bankers:

Midland Bank Ltd., Market Hill, Cambridge, England.



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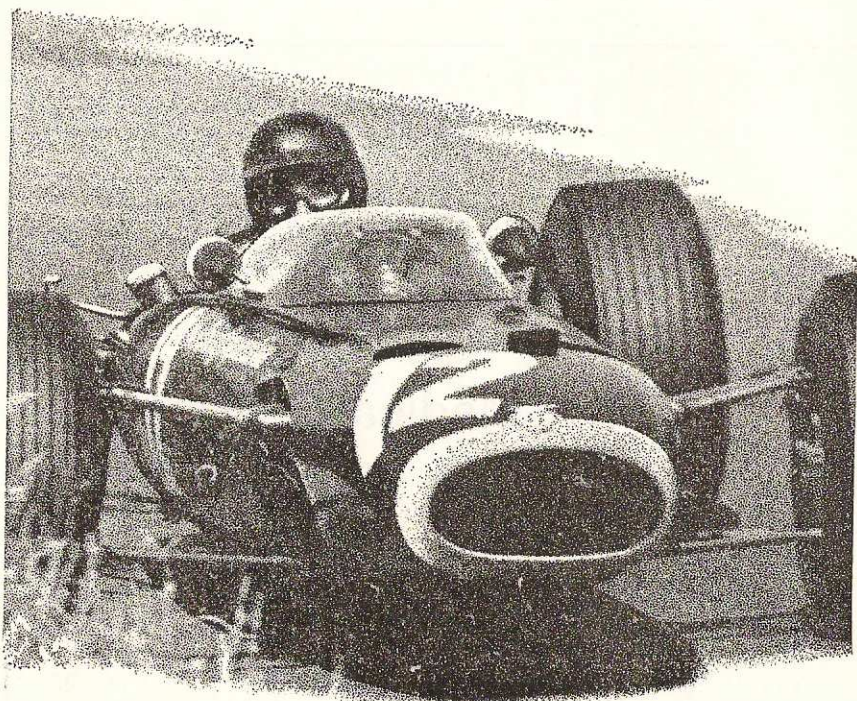
# OULTON PARK CALENDAR

Date	Event and Races
22 April	Cheshire Centre ACU Motor Cycle Races All Classes
13 May	<b>BARC Tarporley Trophy Car Races</b> FL/F3/S/GT/T
27 May	ACU Clubman's Motor Cycle Races All Classes
29 May	<b>RAC TOURIST TROPHY Car Races</b> , sponsored by the Daily Express T
10 June	BARC Clubman's Car Races FL/F3/S/GT/T
17 June	<b>Vintage S.C.C. Car Races</b> Historic
24 June	Cheshire Centre ACU Motor Cycle Races All Classes
22 July	BRSCC Car Races FL/F3/S/GT/T
29 July	Cheshire Centre ACU Motor Cycle Races All Classes
5 August	Mid-Cheshire M.C. Car Races FL/F3/S/GT/T
26 August	<b>BARC Trophy Car Races</b> FL/F3/S/GT/T
28 August	<b>INTERNATIONAL ACU TROPHY Motor Cycle Races</b> , sponsored by the Daily Express All Classes
2 September	BRSCC Clubman's Car Races FL/F3/S/GT/T
16 September	<b>INTERNATIONAL GOLD CUP CAR RACES</b> , sponsored by the Daily Express and including F1 GUARDS GOLD CUP RACE F1/S/T
30 September	MGCC Car Races FL/F3/S/GT/T
7 October	Lancs. & Cheshire C.C. Car Races FL/F3/S/GT/T
14 October	Cheshire Centre ACU Motor Cycle Races All Classes
21 October	<b>BRSCC £1,000 F3 Championship Car Races</b> F3/T/GT
11 November	Mid-Cheshire M.C. Autumn Cup Car Races FL/F3/S/GT/T

Parking free at all meetings. Full details of all meetings available from:  
Cheshire Car Circuit Ltd., Oulton Park, Little Budworth, Tarporley,  
Cheshire.

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Shell work with the winners



## Spring Cup Race for Formula I and Formula II Cars

START: Heat 1 - - 1.30 p.m.  
Heat 2 - - 3.05 p.m.  
Spring Cup Race 4.00 p.m.

Heats 10 Laps - 27 $\frac{3}{4}$  Miles  
Final 30 laps - 82 Miles

No.	Driver and Entrant	Car	Capacity	Colour
3	1 JACK BRABHAM (Brabham Racing Organisation Ltd.)	Repco Brabham	2996	Green/Gold
1.	2 DENIS HULME (Brabham Racing Organisation Ltd.)	Repco Brabham	2996	Green/Gold
4.	3 JACKIE STEWART (Owen Racing Organisation)	B.R.M.	2998	Dark Green
	4 MIKE SPENCE (Owen Racing Organisation)	B.R.M.	2998	Dark Green
	5 PIERS COURAGE (Reg Parnell Racing)	Lotus B.R.M.	2470	Green
	6 BOB ANDERSON (Driver)	Brabham	2750	Blue
e	7 JOHN SURTEES (Honda Racing)	Honda	3000	White/Red
08	8 ROBIN DARLINGTON (J. A. Pearce Racing Organisation Ltd.)	Pearce Ferrari	2953	Green/White nose
p	9 TONY LANFRANCHI (J. A. Pearce Racing Organisation Ltd.)	Pearce F.I.	2996	Green/White nose
	11 GRAHAM HILL (Team Lotus Limited)	Lotus		Green/Yellow <i>white/black</i> Green/Yellow
5	12 JACK OLIVER (Team Lotus Limited)	Lotus		
6\$	14 BRUCE McLAREN (McLaren Racing Ltd.)	McLaren B.R.M.	2000	Red
7	16 GEORGE PITT (Driver)	Brabham	2700	Primrose
8	17 RITCHIE GINTHER (Anglo American Racers)	Eagle	2997	Blue
8	18 RICHARD ATTWOOD (R. R. C. Walker and J. S. Durlacher)	Cooper Maserati	2997	Blue/White ring
	19 To be nominated			
	20 To be nominated			

# RESULTS

## THE SPRING CUP RACE

1st.....1..... Driver..... Speed.....mph  
 2nd.....2..... Speed.....mph 3rd.....7..... Speed.....mph  
 Fastest Lap: Car No..... Time..... Speed.....mph

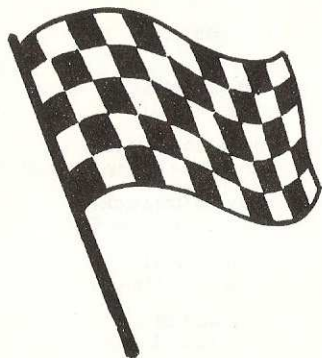
## LADIES HANDICAP RACE

1st..... Driver..... Speed.....mph  
 2nd..... Speed.....mph 3rd..... Speed.....mph  
 Fastest Lap: Car No..... Time..... Speed.....mph

## THE REDEX GOLD CROSS TROPHY RACE

**Over 1000 cc** 1st..... 2nd..... 3rd.....  
 Winner's Speed.....mph Fastest Lap: Car No..... at .....mph  
**1001 to 1300 cc** 1st..... 2nd..... 3rd.....  
 Winner's Speed.....mph Fastest Lap: Car No..... at .....mph  
**Up to 1000 cc** 1st..... 2nd..... 3rd.....  
 Winner's Speed.....mph Fastest Lap: Car No..... at .....mph

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**GRAHAM HILL**  
 WORLD CHAMPION 1962

## PUT A TIGER IN YOUR TANK WITH ESSO EXTRA

Start 5.15 p.m.

# Redex Gold Cross Trophy Race for Saloon Cars

12 Laps - 33 Miles

No.	Driver and Entrant	Car	Capacity	Colour
<b>CLASS (a) Up to 1,000 c.c.</b>				
61	<b>TERRY HARRISON</b> (Driver)	Austin Mini Cooper	997	Blue/Silver
62	<b>LAWRENCE HICKMAN</b> (Driver)	Ford Anglia	997	White/Gold/Blue
63	<b>IAN McDOUGAL</b> (Driver)	Ford Anglia	997	Maroon/Silver
64	<b>CHRIS LAMBERT</b> (McKechnie Racing Organisation)	Ford Anglia	997	Blue/Silver
65	<b>W. B. UNETT</b> (Alan Fraser Racing Team)	Hillman Fraser-Imp	998	Blue/White
66	<b>DAVID R. J. MORGAN</b> (Bob Henderson)	Austin Mini Cooper 'S'	999	Blue/White
Reserve—				
67	<b>JOHN FITZPATRICK</b> (Team Broadspeed)	Ford Anglia	997	Maroon/Silver
<b>CLASS (b) 1,001 c.c. to 1,300 c.c.</b>				
70	<b>JOHN HANDLEY</b> (The Cooper Car Co. Ltd)	Austin Mini Cooper 'S'	1275	Green/White
71	<b>JAMES STUART WHITEHEAD</b> (Alan Rothwell Racing)	Austin Mini	1293	Green/Yellow
72	<b>JOHN ELLIOTT</b> (Brocklehurst Sportarama)	Morris Cooper 'S'	1293	Red/Black
73	<b>MIKE CAULTON</b> (B.R.T. Motor Racing Developments)	Austin Mini 'S'	1293	White
74	<b>STEVE NEAL</b> (Equipe Arden)	Mini Cooper 'S'	1293	Blue/Silver
75	<b>GUY EDWARDS</b> (Driver)	Morris Cooper 'S'	1293	Blue
76	<b>BARRIE WILLIAMS</b> (McKechnie Racing Organisation)	Austin Mini Cooper 'S'	1293	Blue
77	<b>BRIAN COX</b> (Cox Racing)	Morris Cooper 'S'	1294	Red/Black
78	<b>JOHN WALES</b> (William Green)	Langrop Mini	1295	Blue/Silver
79	<b>J. D. LEWIS</b> (Driver)	Austin Cooper 'S'	1297	Red/Black
80	<b>PAUL TOMLIN</b> (Driver)	Ford Anglia	1297	Green
Reserves—				
81	<b>KEN COSTELLO</b> (Cripspeed)	Morris Cooper 'S'	1300	White/Green
82	<b>BARRIE PEARSON</b> (Driver)	Mini Cooper 'S'	1293	Yellow
<b>CLASS (c) Over 1,300 c.c.</b>				
38	<b>NATALIE GOODWIN</b> (Goodwin Racing)	Lotus Ford Cortina	1594	White/Orange
85	<b>WILLIAM F. VAUGHAN</b> (Driver)	Lotus Cortina	1558	White
86	<b>KEN COFFEY</b> (Driver)	Lotus Cortina	1593	White/Red Flash
87	<b>BRIAN NEWTON</b> (Driver)	Ford Lotus Cortina	1594	White/Gold
88	<b>GEORGE HUMBLE</b> (Curtis Speed Racing Team)	Lotus Cortina	1594	White/Red
89	<b>D. B. WILLIAMS</b> or <b>A. D. BENNETT</b> (D. B. Willars)	Ford Anglia	1648	Blue/Red
90	<b>JOHN MYERSCOUGH</b> (Driver)	Ford Anglia	1650	Blue
91	<b>GRAHAM LYNCH</b> (Driver)	Anglia Ford	1822	Maroon/White
92	<b>DAVID N. SMITH</b> or <b>ROBERT G. SMITH</b> (David N. Smith)	Ford Anglia	1822	Red/Silver
93	<b>ROBIN SMITH</b> (Curtis Speed Racing Team)	Ford Mustang	4727	White/Red
94	<b>CHARLES BRIDGES</b> (Driver)	Ford Falcon	4727	Red
95	<b>R. F. PIERPOINT</b> (Driver)	Ford Falcon	4727	White/Red
96	<b>PETER GETHIN</b> (Robert Ashcroft Racing Ltd.)	Chevrolet Camaro	7000	

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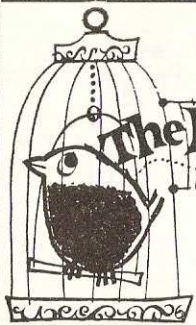
"Our road test of the 912 read in parts somewhat like a eulogistic advertisement, because this is a most attractive car with a unique character"

—Autocar

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Bank Holiday Monday, 29th May, 1967

PRACTICE MORNING OF RACE FROM 9.0 A.M. TOURIST TROPHY RACE 2.30 P.M.

### PRIORITY BOOKING FORM

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TARPORLEY, CHESHIRE. Little Budworth 301.

Please forward tickets as indicated :

#### PIT GRANDSTAND

.....Reserved seat including admis-  
sion to Course ... 30/-.....

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covered terrace ... 30/-.....

#### ADMISSION TO COURSE

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#### PADDOCK TRANSFERS (Limited)

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All school children free

Total

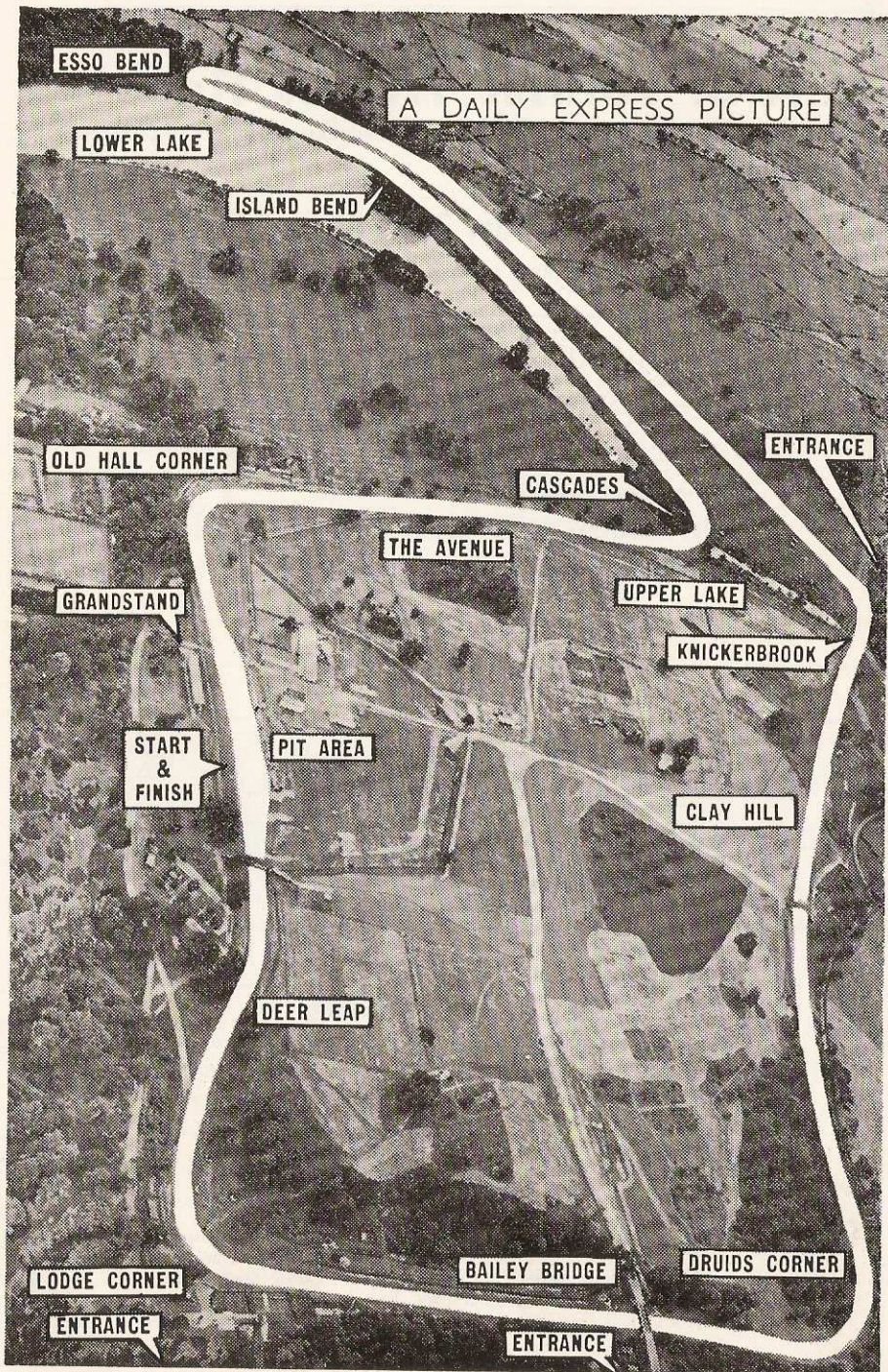
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- Oil cooler.
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- Mean maximum speed : 90 m.p.h.
- 0-50 m.p.h. 11.1 seconds (Autocar road test).
- Overall fuel consumption : 36-43 m.p.g.

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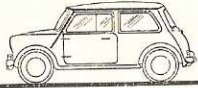
SPECIAL  
MOTORISTS

# OPEN DAY

FOR ALL THE FAMILY

AT

## Oulton Park



On Sunday, April 30th we'll be breaking new ground by throwing open the park and circuit free to all motorists and motor cyclists.

The idea is to let the family motorist really test his driving skill and the quality of his car.

This will be done through a special series of competitions—some practical, some question and answer. For those who do well the reward will be quite something—a lap or two of the track in something pretty hefty with a pro Grand Prix driver.

If your wife or girl-friend wants to have a go she's welcome—the competitions are open to ALL qualified drivers. And no need to worry about leaving the kids—there's a special 'Children's corner' with all sorts of fun and games organised under qualified supervision.

Motor cyclists are also just as welcome and there'll be some special extra competitions for the more lively and manoeuvrable machines.

You can also have your car or motorcycle given a thorough mechanical check completely free. This will be done by expert mechanics and drivers.

One item that should be very popular is our simulated Grand Prix drive. For this you sit in a perfect 'mock-up' of a Grand Prix car with a film of a Grand Prix track projected onto a screen in front of you. You start, accelerate, steer into the bends, change gear, brake, etc., just as you would have to in a race. Not so easy as it looks!

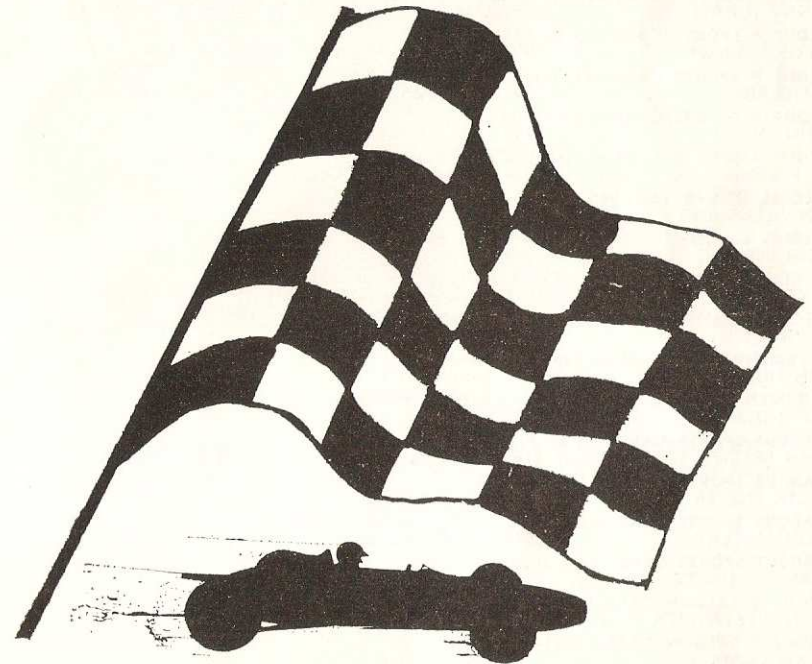
Talking of racing, we hope to have several of the leading drivers around on the day to talk to motorists about everyday driving problems (they have 'em too!) and perhaps give us the odd demonstration. We're prepared to bet you'll be surprised how safety conscious the boys are when it comes to driving on public roads. Well, they should know!

In addition there'll be various exhibits, sideshows and demonstrations of interest to motorists. If you've got a caravan, why not make a weekend of it—there'll be a special free caravan park with all amenities and you'll be welcome. And we hope to organise some special caravan competitions.

The whole show is being organised by Cheshire County Council and Cheshire Constabulary in conjunction with ourselves and the Royal Society for the Prevention of Accidents. And as organisers of the circuit we're very happy to co-operate in what we believe is a worthwhile venture.

Things will kick off at 12 noon—and, please note, if you want to take part in the competitions you MUST be there by 12.00. Full refreshment facilities will be available all the time—so save the Sunday joint for another day. Hope to see you, then—Sunday, April 30th. Should be quite a day.

# All good wishes to the Grand Prix Medical Service - from Lombank

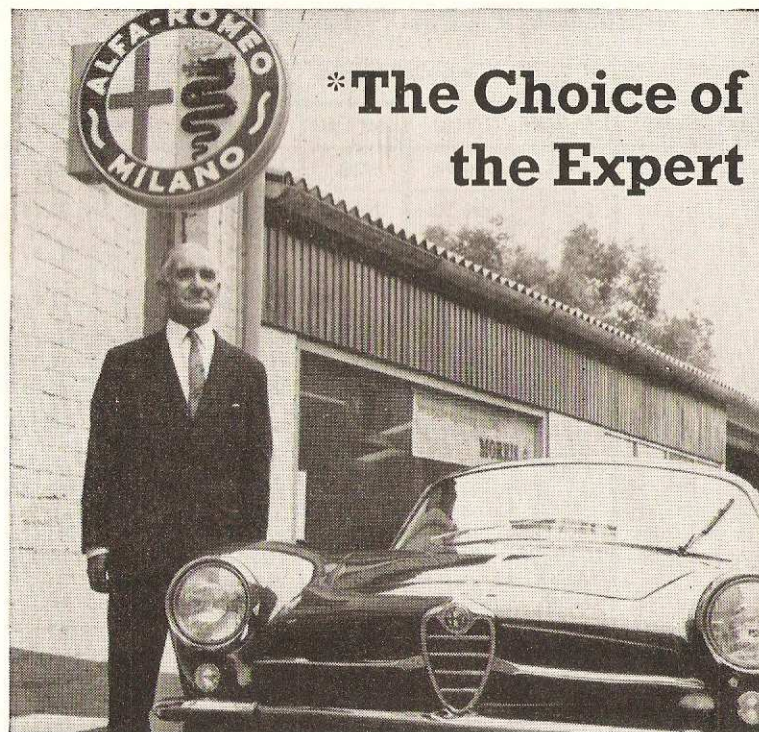


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## OULTON PARK LAP RECORDS

Driver	Car and cc	Time	Speed (mph)
<b>OUTRIGHT CIRCUIT RECORD</b>			
DENNY HULME	2994 Repco-Brabham BT20	1m 36.6s	102.89
JACK BRABHAM	2994 Repco-Brabham BT20		
<b>FORMULA LIBRE</b>			
BRIAN REDMAN	5967 Lola-Chevrolet T70 Mk 2	1m 38.2s	101.22
<b>RACING CARS—FORMULA 1</b>			
DENNY HULME	2994 Repco-Brabham BT20	1m 36.6s	102.89
JACK BRABHAM	2994 Repco-Brabham BT20		
<b>RACING CARS—FORMULA 2</b>			
JIM CLARK	998 Lotus-Cosworth 35	1m 41.2s	98.22
DENNY HULME	998 Brabham-Cosworth BT16		
<b>RACING CARS—FORMULA 3</b>			
ALAN ROLLINSON	997 Brabham-Ford BT21	1m 43s	96.5
<b>SPORTS-RACING CARS—up to 1150 cc</b>			
PAUL HAWKINS	1098 Lotus-Ford 23	1m 48.8s	91.36
<b>SPORTS-RACING CARS—over 1150 cc</b>			
DENNY HULME	5967 Lola-Chevrolet T70 Mk 2	1m 37.4s	102.05
<b>GROUP 4 SPORTS CARS—up to 1150 cc</b>			
CHRIS McLAREN	997 Marcos GT	2m 1.2s	82.01
<b>GROUP 4 SPORTS CARS—1151-1600 cc</b>			
JIM CLARK	1594 Lotus Elan	1m 52.8s	88.12
<b>GROUP 4 SPORTS CARS—1601-2500 cc</b>			
JOHN SHARP	1798 MGB	2m 4s	80.16
<b>GROUP 4 SPORTS CARS—over 2500 cc</b>			
JACK SEARS	4727 Shelby American Cobra	1m 47.2s	92.72
<b>SPECIAL GRAND TOURING CARS—up to 1150 cc</b>			
IAN ALEXANDER	1098 Diva GT	1m 58.8s	83.67
<b>SPECIAL GRAND TOURING CARS—1151-1600 cc</b>			
JOHN LEPP	1594 Chevron GT	1m 48.8s	91.36
<b>SPECIAL GRAND TOURING CARS—1601-2500 cc</b>			
MIKE DE UDY	1991 Porsche Carrera 6	1m 43.8s	95.76
<b>SPECIAL GRAND TOURING CARS—over 2500 cc</b>			
DAVID PIPER	3285 Ferrari 250LM	1m 44s	95.57
<b>CLUBMEN'S SPORTS CARS—up to 1000 cc</b>			
DON HULME	997 Lotus-Ford 7	1m 58.8s	83.67
<b>CLUBMEN'S SPORTS CARS—1001-1500 cc</b>			
PETER DEAL	1498 Lotus-Ford 3/7	1m 50.4s	90.03
<b>MARQUE SPORTS CARS—up to 1150 cc</b>			
JOHN BRITTEN	1143 MG Midget	1m 57.8s	84.38
<b>MARQUE SPORTS CARS—1151-2000 cc</b>			
ROGER ENEVER	1293 MG Midget	1m 58s	84.23
<b>MARQUE SPORTS CARS—2001-3000 cc</b>			
JOHN MACLAY	2548 Daimler SP250	2m 5s	79.52
<b>MARQUE SPORTS CARS—over 3000 cc</b>			
BERNARD UNETT	4261 Sunbeam Tiger	1m 55.2s	86.28
<b>GROUP 5 SALOON CARS—up to 1000 cc</b>			
JOHN FITZPATRICK	997 Ford Anglia	2m 0.4s	82.55
<b>GROUP 5 SALOON CARS—1001-1300 cc</b>			
CHRIS CRAFT	1293 Ford Anglia	1m 57s	84.95
<b>GROUP 5 SALOON CARS—1301-2000 cc</b>			
JIM CLARK	1594 Lotus Ford Cortina	1m 52.4s	88.43
<b>GROUP 5 SALOON CARS—over 2000 cc</b>			
JACK OLIVER	4727 Ford Mustang	1m 52.2s	88.59
BRIAN MUIR	6970 Ford Galaxie		
<b>SPECIAL SALOON CARS—up to 850 cc</b>			
JOHN WALES	848 Mini	2m 6.2s	78.76
<b>SPECIAL SALOON CARS—851-1000 cc</b>			
LAURIE HICKMAN	997 Ford Anglia	1m 59s	83.53
<b>SPECIAL SALOON CARS—1001-1300 cc</b>			
BOB SMITH	1293 Mini-Cooper S	1m 56s	85.69
<b>SPECIAL SALOON CARS—over 1300 cc</b>			
DOC MERFIELD	4727 Ford Cortina V8	1m 53.2s	87.8



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*George Mangoletsi, tuning expert and performance car specialist, uses and recommends Duckhams Q20-50 for all cars.*

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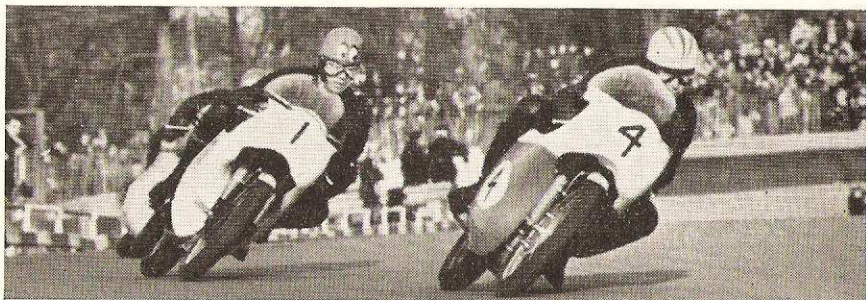
# Oulton Park Speed Table

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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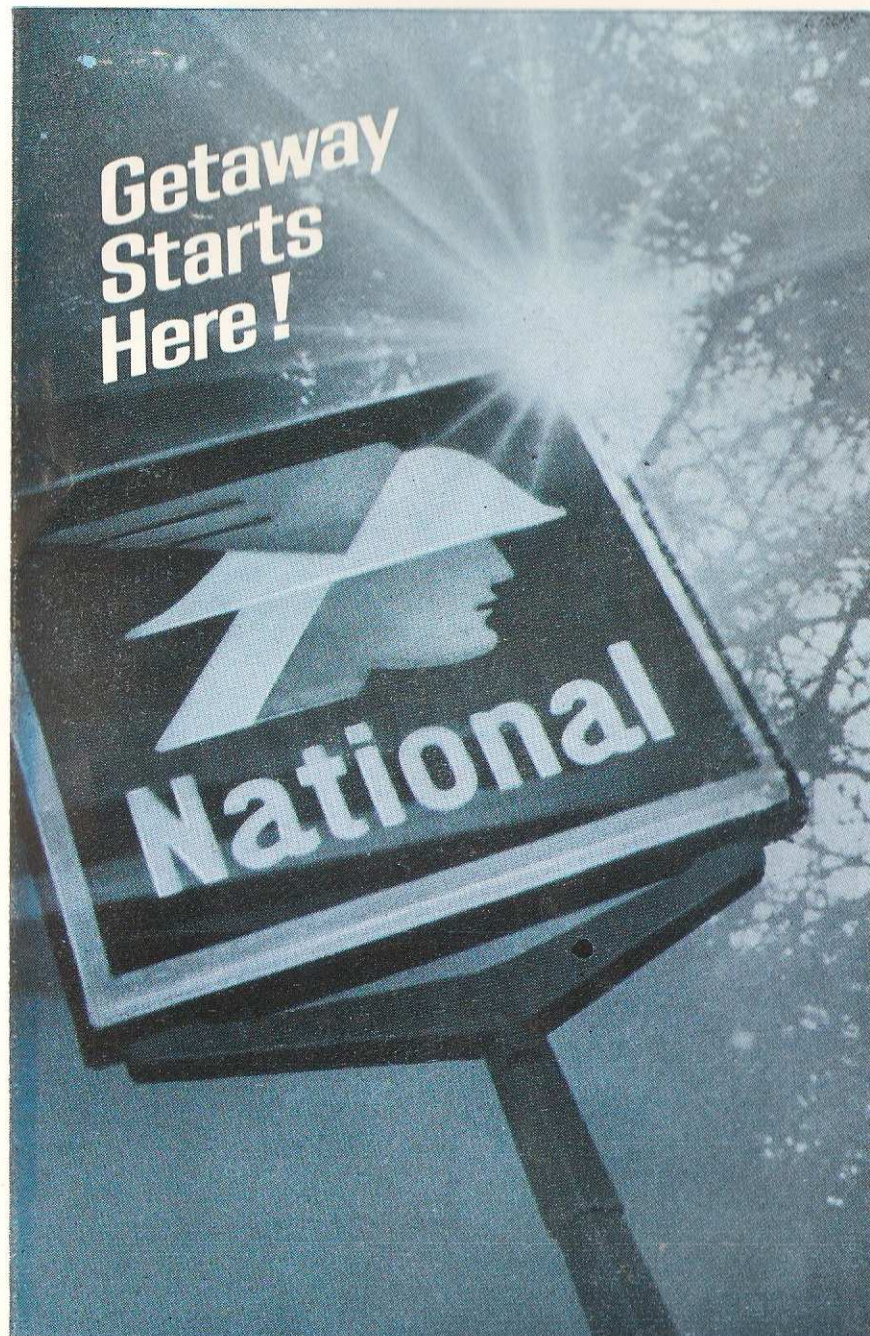
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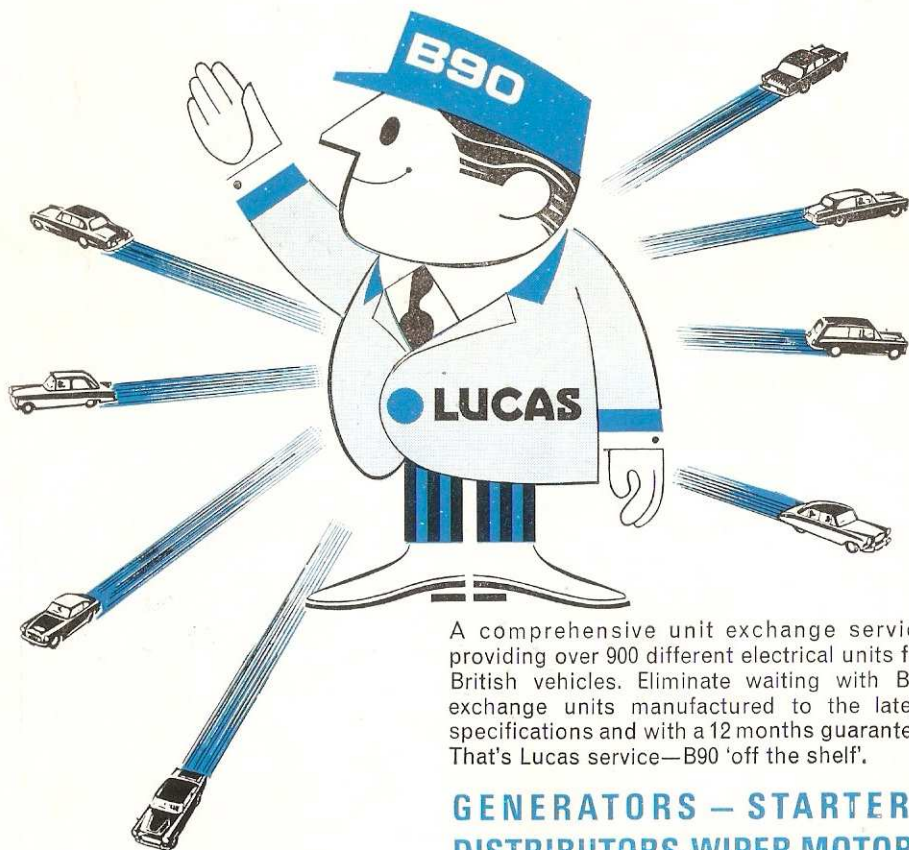
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