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TOURIST TROPHY

EUROPEAN SALOON CAR CHAMPIONSHIP RACE

OULTON PARK

Bank Holiday Monday

29th May 2.30 pm



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OULTON PARK

Near Tarporley, Cheshire

Royal Automobile Club INTERNATIONAL 32nd TOURIST TROPHY MEETING

Sponsored by the

DAILY EXPRESS

Spring Bank Holiday
MONDAY, 29th MAY,
1967

Start 2.30 p.m.

RACING ORGANISED BY

THE ROYAL AUTOMOBILE CLUB
LONDON, S.W.1.



THIS MEETING IS ORGANISED IN ACCORDANCE WITH THE
F.I.A. INTERNATIONAL SPORTING CODE, THE GENERAL
COMPETITION RULES OF THE R.A.C. AND THE SUPPLEMEN-
TARY REGULATIONS ISSUED BY THE R.A.C.



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THE third RAC International Tourist Trophy Race to be held at Oulton Park and the 32nd in the series, sees a return to the original concept of the race with touring cars competing for honours.

The Tourist Trophy is one of the events counting towards the 1967 European Touring Car Championship and so, if all goes to plan, we shall have the pleasure—alas, all too rare these days—of seeing a strong Italian challenge to home-based cars and drivers.

Alfa-Romeo, once the greatest name in Grand Prix racing, have returned to the sport in other classes and last year won the European Championship. They hope to retain the title this year hence the four Alfas entered for today's race.

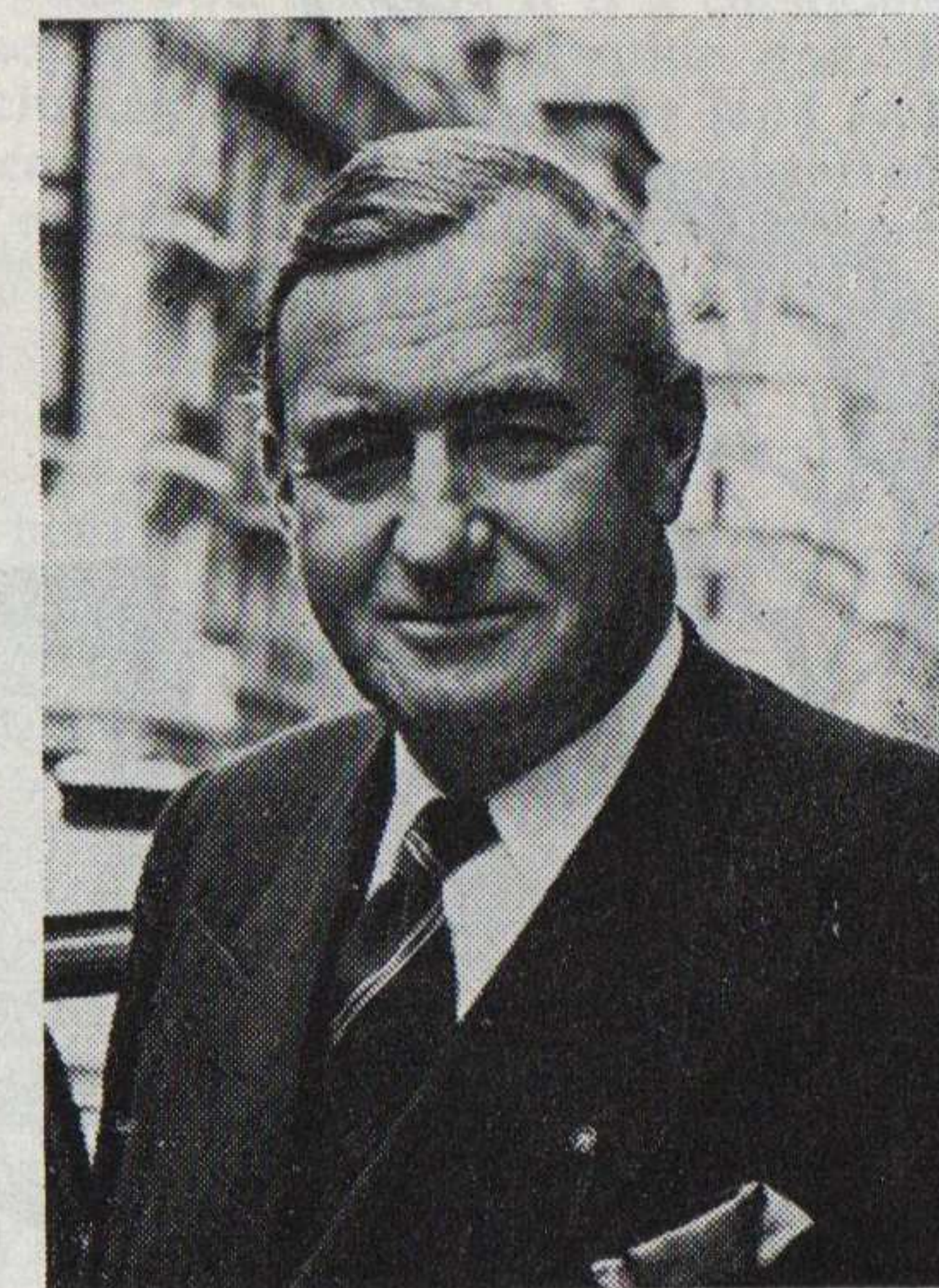
Not all the illustrious names will be featured in the T.T. itself. A parade of historic sports cars will give us all the opportunity of seeing again cars which have put up many a valiant struggle in past Tourist Trophy races, the famous 24-hour race at Le Mans, the Italian Mille Miglia and so on.

The organisers promise us a star-studded assembly of Jaguars, Aston-Martins, Ferrari, Porsche, HWM, HRG, Frazer-Nash and the like.

And amongst the drivers will be people like Ninian Sanderson, winner at Le Mans, and that great upholder of the fair sex in motor sport, Miss Betty Haig.

It should all provide a most interesting hors d'oeuvre to the main dish of the day, the T.T. itself.

It remains for me to perform a traditional duty which is also a very great pleasure, To thank, on behalf of the Royal Automobile Club, all the people who have made today's meeting possible. The Daily Express; the Grovewood organisation and, in particular, the head 'chef' at Oulton Park, Mr. Rex Foster; the many voluntary officials and marshals; the entrants and drivers and, by no means least, all of you who have come along to see the race today.



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

Wilfrid Andrews

Another great
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year for **GIRLING**
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NOTICES—IMPORTANT

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London, S.W.1.

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Admiral of the Fleet,
The Earl Mountbatten of Burma,
K.G., P.C., G.C.B., O.M., G.C.S.I.,
G.C.I.E., G.C.V.O., D.S.O.

Chairman:

Wilfrid Andrews

Chairman of Competitions Committee:

The Most Hon. Marquess Camden,
D.L., J.P.

Motor Circuit Developments Ltd.,

Managing Director - John Webb

Cheshire Car Circuit Ltd.,
Oulton Park, Little Budworth,
Tarpoley, Cheshire

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, Oulton Park.

MOTOR RACING IS DANGEROUS

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

DOGS

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

MESSAGES

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

ANTI-LITTER

Please help keep Oulton Park tidy.

PROGRAMME COPYRIGHT

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

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

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

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

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

Has your car got all this?

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Today's Events

- 10.30 hrs. - 13.15 hrs. Official Tourist Trophy practice.
- 13.40 hrs. - 14.00 hrs. Parade of vehicles which have competed in past Tourist Trophy Races (2 laps).
- 14.30 hrs. Tourist Trophy Heat 1 (15 laps).
- 15.20 hrs. Tourist Trophy Heat 2 (15 laps).
- 16.10 hrs. Griffiths Formula Race (5 laps).
- 16.45 hrs. Tourist Trophy Final (40 laps).

Trophies and Awards

The winner will receive the Tourist Trophy and replica.

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

The Race is for Touring Cars complying with Group 2 of Appendix J to the International Sporting Code of the Federationale d'Automobile.

This means that a specification has been filed for each car with the F.I.A. and that at least 1,000 cars of the same type have been made in twelve months. A limited amount of tuning is allowed to make the cars more suited for racing. The race will be run in two Heats and a Final. Each Heat will comprise two classes:—

Heat 1 Class A for cars with an engine capacity of up to 1300 cc; Class B over 1300 cc and up to 1600 cc.

Heat 2 Class C for cars with an engine capacity of over 1600 cc and up to 2000 cc; Class D over 2000 cc.

Awards will be as follows:—

Final

To the entrant of the car finishing first—£250. To the entrant of the car in each class which finishes, as follows:—

| Heats: each class | Final: each class |
|-------------------|-------------------|
| 1st £50 | 1st £100 |
| 2nd £25 | 2nd £75 |
| 3rd £15 | 3rd £50 |
| 4th £10 | 4th £25 |

Awards will not be cumulative, and if more than one award is gained, an entrant will be entitled to the higher award only.



THE R.A.C. TOURIST TROPHY held by the winner for one year

DAILY EXPRESS CUP

The Daily Express Cup will be awarded to the highest placed British Driver in the Final of the Tourist Trophy Race.

OFFICIALS

STEWARDS OF THE MEETING : The Most Honourable The Marquess Camden, D.L., J.P., The Rt. Hon. Lord Chesham, P.C., The Hon. Gerald Lascelles, Pierre Stasse.

CLERK OF THE COURSE : D. H. Delamont. **DEPUTY CLERK OF THE COURSE :** Basil Tye.

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PRESS AND INFORMATION : P. Drackett (Chief Press Officer), G. Snowdon, N. Bloor, Mrs. J. Drackett, Miss E. Trent, Mrs. S. Winwood, Mrs. G. Milner.

COMMENTATORS : D. J. Cox, James Tilling. **DRIVER LIASON :** John Aley.

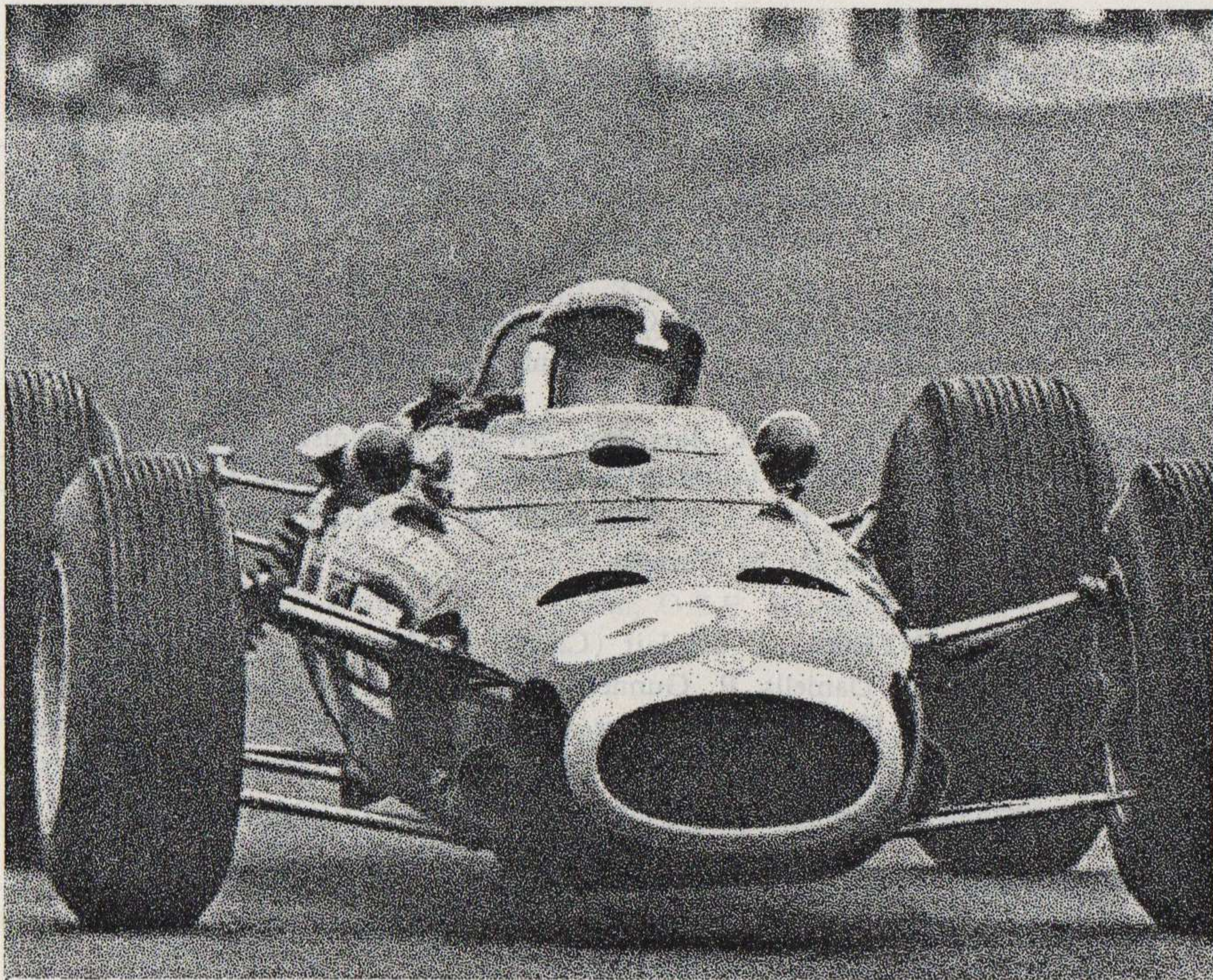
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BREAKDOWN : Arden & Bull Ltd., Knutsford Motors Ltd., Middlewich Motors Ltd., Tyretreads Ltd., H. & J. Quick Ltd.

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Every time the BRM's get on the track, Shell go back to school. And what they learn from the experts they pass straight on to you. The petrol used by BRM is the same Super Shell you buy at the pumps.

BRM's lesson '66 No less than 7 firsts out of the 8 races in the Tasman series, and another first at Monaco.

Shell work with the winners



BACK TO THE SQUARE ONE

by Graham Macbeth

Once more—a T.T. for touring cars

When the Royal Automobile Club's Tourist Trophy Race was run 60 years ago in the Isle of Man the winner was a Mr. E. Curtis and he drove a Rover. His speed was 28.8 m.p.h. and his 20 h.p. car averaged better than 25 miles to the gallon of petrol. Today's race (without Rovers competing) should be more than three times as quick, the winning car will probably be more than three times as thirsty but there will be many similarities between the two events, at least in spirit.

In fact this race at Oulton Park is closer in spirit to the 1907 event than any race in the series during the intervening 60 years.

Of course, the whole reason for racing has changed in the meantime. In the first decade of the century, motoring-minded people were still staging races to demonstrate to the unconvinced masses that the noisy, messy, and seemingly unpredictable automobile was a serious competitor to the steam train and horse as a means of transportation. Thus the Tourist Trophy race needed to be for touring cars of the type that the (rich) public could buy.

Nowadays, whatever the makers of the cars are trying to prove to the buying public, motor races are staged primarily as a form of entertainment—spectators watch them because they are fun and provide excitement and most of the competitors drive because they enjoy driving (very few object to making money out of it if they can, but not many make very much).

Yet, while nobody needs proof that the motor car is a worthwhile means

of transport, there are plenty of car makers who wish to prove that their particular cars are more worthwhile than the rest. This is how today's T.T. is so very much like the one of 1907.

The race was only three years old when the original plan was abandoned. Then, as now, motor racing was bound up by regulations. There were plenty of people who reckoned that the regulations were not very good. This is not an unusual attitude today!

The Tourist Trophy Race was conceived in 1904 and the first event was staged the following year. Already there was a history of motor racing and already people were complaining that the cars which took part were too specialised to be compared with the sort which were sold to the public.

So the R.A.C. produced a complex set of rules to ensure that the cars in the T.T. were the sort sold to ordinary motorists. Four-seater bodywork was required, fuel was limited and the first race went to John Napier's Scottish-built Arrol-Johnston from Percy Northey's Rolls-Royce. The regulations were very similar for 1906 when the Hon. Charles Rolls won in a car bearing the names of himself and Mr. Royce.

In 1907 there was a separate, concurrent race for "Heavy Motor Cars" and these were even "tourist" than those of the trophy race itself, having to carry vast wind screens (5ft. 3ins. wide and 8ft. from the ground). But it was the fuel ration of 9½ gallons which caused most trouble in the T.T. that year, only two cars covering the 240-odd miles contained in the six laps and many of the others just running out of petrol.

For the following year the unpopular formula was dropped and, but for an engine limitation of 26.5 horsepower (R.A.C. rating—based on piston area and not power output) there were no restrictions. This pure racing car event was won by W. Watson's 5.8-litre Hutton at an average speed of over 50 m.p.h., this being almost double the previous year's "economy run" average.

Racing as a whole was going through a bad period and there was no T.T. again until 1914 when a 3.3-litre capacity limit suited the twin-overhead camshaft Sunbeam of K. Lee Guinness (K.L.G. of the sparking plug company) who won at 56 m.p.h.

Racing recovered slowly after World War I and the last Isle of Man T.T. in 1922 saw another Sunbeam win under a poorly chosen formula for 3-litre racing cars.

It was six years before another T.T. was held and then 1928 heralded what many people regard as the golden era of the Tourist Trophy Race. Ulster became its home for nine glorious years when sports cars (i.e., models meant to be similar to what the public wanted and could buy with open two-seater bodywork) were the cars to be raced.

Then, as now, a completely standard car stood little chance even though the races were on handicap. This was the age of the tuners like the immortal Freddy Dixon, who took production models and by modification made them perform in the manner of purpose-designed racing cars. Someone coined (or resurrected) the phrase "Racing improves the breed" and, indeed, the T.T. produced its own breed of cars.

Manufacturers began to market models which were replicas, to a greater or lesser degree, of those which they raced. There was the T.T. Replica Frazer-Nash, the Ulster Aston Martin, the curiously named "Hyper" Lea-Francis, the Austin Seven "Ulster", the "Ulster Imp" and "T.T. Sprite" Rileys and the T.T. Replica Bentley.

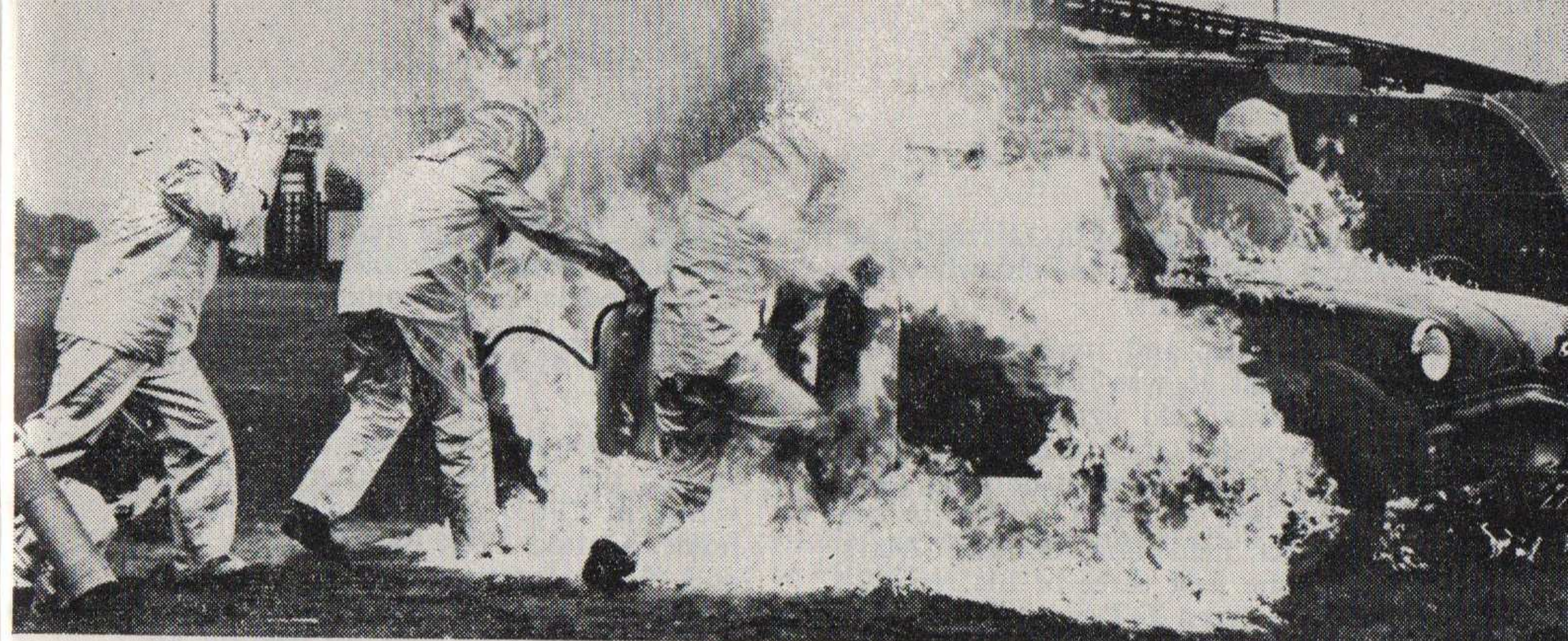
Sometimes the T.T. was a happy hunting ground for British enthusiast drivers, both independent and backed up by the factories which built their cars. At other times the big manufacturers (e.g. Mercedes-Benz in 1929 and Alfa-Romeo in 1930) decided to demonstrate their superiority in this famous race.

Yet, being on handicap, these works cars did not always have it their own way compared with the private entries and when the great Nuvolari was hired by the M.G. factory to drive their Magnette, it was only badly organised pit work which prevented Hugh Hamilton's little Midget putting one over on the "works".

This sort of car established the traditional British style of comparatively inexpensive sports car from which the post-war breed was developed with such enormous success in the export markets.

However, this highly successful series of races round the Ards circuit in Ulster was doomed through one of the ever-present hazards of open-road courses—spectators in unauthorised areas. Eight such ill-advised people died when a car left the road in 1936 and the Ulster T.T. came to a sudden halt.

So, for the first time, the T.T. came to English soil with races in 1937 and 1938 at Donington Park in



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.

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:
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A7



Stirling Moss won the T.T. seven times. Here he leads Mike Parkes (both driving 250 GT Ferraris) in the 1961 event at Goodwood.

Leicestershire, won by a Darracq and a Delage respectively in somewhat undistinguished events.

Another war and its aftermath intervened and it was 12 years before the T.T. was held again. Once more Ulster provided the scene, this time round a 7½-mile course at Dunrod, near Belfast, where a series of sports car events was held and Stirling Moss achieved the first three of his remarkable run of seven T.T. wins. But, again accidents were to break the history of the T.T. in Ulster. In 1955, two drivers died in a multiple pile-up and a third was killed in the same race. No spectators were involved but as this was the year of the terrible Le Mans accident, attitudes towards circuit safety requirements were changing radically and the cost of putting Dunrod into the required form was utterly prohibitive.

For the following two years, therefore, the T.T. was in abeyance and then the race was revived in yet another home, the Goodwood circuit in Sussex where Moss continued his run of successes with two wins in Aston Martin sports cars, under regulations now making some effort to liken the competing vehicles to those which run on the road but failing miserably to achieve this.

Thus, in 1960, there was a change of heart and the first of the G.T. T.T.'s was held. Now a much more strict set of regulations required these "Grand Touring" cars to be identical with at least 99 others made by the manufacturer within a 12 month period. Although enforcement of this regulation was poor, to say the least, the cars certainly looked like production two-seaters.

This brought the name Ferrari into the list of T.T. winners for the first time, Moss driving the 250GT to victory in the 1960 and 1961 races, while the 250GTO developments were used by Innes Ireland and Graham Hill for the next two years. Certainly Ferrari never made 100 GTO models in a year and the difficulties of enforcing the rules made this "formula" extremely unpopular with both officials and competitors.

Neither were the public particularly enthusiastic about Grand Touring car races and so, for 1964 (the last Good-

wood T.T.), half the field consisted of sports cars while the other half were G.T. models and Graham Hill in a Ferrari out-last the fleet but fragile Cooper of McLaren and Lotus of Jim Clarke.

With Goodwood pulling out of motor racing, the race had another change of venue in 1965, coming to its present home, Oulton Park, where sports cars and G.T. prototypes have been mixed and Denis Hulme has shown what a great driver he is, first by beating all the "big boys" with the 4-litre-plus engines by out-driving them in a 2-litre Brabham Climax, then joining the big-banger set himself and setting an uncatchable pace in a Lola Chevrolet.

Yet all has not been well with the race. The big-engined sports cars have virtually priced themselves out of existence and their supporters have become disenchanted.

Always prepared to listen to arguments for and against any particular plan in motor sport, the R.A.C. came to the conclusion that a change was needed once more and so here we are, back to Square 1 with a Tourist Trophy Race for touring cars such as you can buy in the showrooms.

These cars must be made at the rate of not less than 1,000 identical models during a 12-month period and the modifications permitted are strictly limited. However, through the "finishing off" process which is permitted, they can be persuaded to go very much quicker than the car as sold to the public.

Despite the restrictions on what can be done to improve the cars for racing purposes, or possibly because of them, a number of manufacturers now go out of their way to build cars which are eminently suited to competition work but are sold at down-to-earth prices to the public. Good examples of this are the B.M.C. Mini-Cooper "S" and the Ford Cortina-Lotus.

So, racing really does improve the breed and, once more the T.T., now to be staged for the 32nd time, is in a form which will promote the development of cars of the type which the public will not only admire but will not only admire but actually go out and buy, knowing that they are Thoroughly Tested.

European Touring Car Challenge 1967

The European Touring Car Challenge is for Touring cars complying with Group 2 of Appendix J to the International Sporting Code and is divided into three divisions and six sub-divisions as under :—

First Division : Cars with a cylinder capacity inferior or equal to 1000 cc.

Second Division : Cars with a cylinder capacity exceeding 1000 cc and inferior or equal to 1600 cc.

Third Division : Cars with a cylinder capacity exceeding 1600 cc.

Sub-Divisions :

First Division : 1st series : up to 850 cc.
2nd series : from 850 to 1000 cc.

Second Division : 1st series : from 1000 to 1300 cc.
2nd series : from 1300 to 1600 cc.

Third Division : 1st series : from 1600 to 2000 cc.
2nd series : exceeding 2000 cc.

Points are awarded to drivers in the general classifications per division as under:

| | |
|--------------|--------------|
| 1st—9 points | 4th—3 points |
| 2nd—6 points | 5th—2 points |
| 3rd—4 points | 6th—1 point |

The events for this Championship are as listed below :—

| Country | Date | Event |
|----------------|----------------|--|
| ITALY | 19th March | Critérium du Challenge Europeen |
| AUSTRIA | 2nd April | Prix de Vienne |
| YUGOSLAVIA | 30th April | Grand Prix de Beograd des Voitures de Tourisme |
| BELGIUM | 21st May | Grand Prix de Limbourg |
| GREAT BRITAIN | 29th May | Tourist Trophy |
| HUNGARY | 11th June | Grand Prix de Budapest |
| FRANCE | 18th June | Trophées d'Auvergne |
| GERMANY (West) | 2nd July | Grand Prix des Voitures de Tourisme |
| BELGIUM | 22-23rd July | 24 Heures de Francorchamps |
| SWITZERLAND | 20th August | Course de Côte de Saint-Ursanne- Les Rangiers |
| NETHERLAND | 27th August | Trophées de Zandvoort |
| GREAT BRITAIN | 17th September | 500 Kilomètres de Snetterton |

Today's event is for Division 2 and Division 3 cars only.

At the time of going to press the current placings are as follows :—

| | Drivers | Points | Manufacturers | Points |
|----------------------|----------|--------|--------------------|--------|
| 1000-1300 cc: | Maglioli | 15 | Lancia | 15 |
| | Cella | 6 | Cooper | 9 |
| | Facetti | 4 | | |
| | Conte | 2 | | |
| | "Voodoo" | 2 | | |
| 1300-1600 cc: | "Nanni" | 9 | Alfa Romeo | 18 |
| | Blank | 6 | Ford Cortina Lotus | 3 |
| | Corti | 6 | | |
| | Pinto | 6 | | |
| | Trosch | 6 | | |

Over 1600 cc: So far no event has produced the minimum of 12 entries required for points to be awarded in this Class.

Hey

did you see that?

No missed it

What was it?

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we'll see it at King's

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Griffiths Formula for Historic Sports Cars

The object of this Formula is the preservation of post-war Sports Cars, 1945-1959 of certain selected types, and production Sports Cars of this period, provided that the vehicle is of a type which has competed in an International race or rally. Listed below are cars complying with this Formula which will participate in a 2 lap parade around the Circuit at 13.40 hours :—

| No. | Car | Driver or Entrant |
|-----|---|-------------------|
| 30 | D-Type Jaguar (Le Mans Winner) | Ninian Sanderson |
| 31 | D-Type Jaguar (Le Mans Winner) | Neil Corner |
| 32 | D-Type Jaguar (former works car) | Guy Griffiths |
| 33 | D-Type Jaguar (former works car) | Peter Skidmore |
| 34 | C-Type Jaguar (last built) | Bryan Corser |
| 35 | C-Type Jaguar (Reims 12-Hour Winner) | Tony Wood |
| 36 | DB3 Aston Martin (former works car) | Don Aylett |
| 37 | DB3 'S' Aston Martin (first one made) | Rupert Glydon |
| 38 | DB3 'S' Aston Martin (another works car) | Clive Aston |
| 39 | HWM-Jaguar (former works car) | Tony Statham |
| 40 | HWM-Alta-Jaguar (hill-climb car) | Phil Scragg |
| 41 | Cooper-Jaguar | John Harper |
| 42 | Cooper-Jaguar | Jeremy Broad |
| 43 | Lister-Jaguar (Le Mans competitor) | David Harvey |
| 44 | Lister-Jaguar | Freddie Owen |
| 45 | Ferrari Tipo 166 | Bernard Worth |
| 46 | Ferrari 250 GT (Mille Miglia winner) (2nd in class Le Mans) | John Broad |
| 47 | AC Ace | Dickie Bird |
| 48 | Jaguar XK 120 | Bryan Corser |
| 49 | Lister-Bristol | Phil Bowker |
| 50 | Healey-Silverstone E-Type | Dick Tindell |
| 51 | Healey-Silverstone D-Type (TT competitor) | Graham Walker |
| 52 | Nash-Healey (3rd and 4th at Le Mans) | Richard Ellis |
| 53 | Austin-Healey (Mille Miglia competitor) | Roy Welling |
| 54 | Lagonda (Le Mans and TT competitor) | Maurice Leo |
| | | J. W. T. Crocker |
| 55 | H.R.G. Aerodynamic 1500 | H. McNeill |
| 56 | H.R.G. 1500 | Ian Dussek |
| 57 | H.R.G. 'Hurg' | Brian Symes |
| 58 | Allard J.2.X. | A. F. Damodaran |
| 59 | Porsche Cabriolet 1500 | Geoffrey Thomas |
| 60 | Porsche 1500 | Barry Dukes |
| 61 | Frazer-Nash (Rallye Soleil-Cannes winner) | Betty Haig |
| 62 | Frazer-Nash 'Sebring' | R. Melville-Smith |
| 63 | Frazer-Nash 'Mille Miglia' | Richard Drewett |
| 64 | Frazer-Nash 'Targa Florio' | Hugh Cundey |

A number of the above vehicles will participate in a 5 lap scratch race at 16.10 hrs.

32nd R.A.C. TOURIST TROPHY

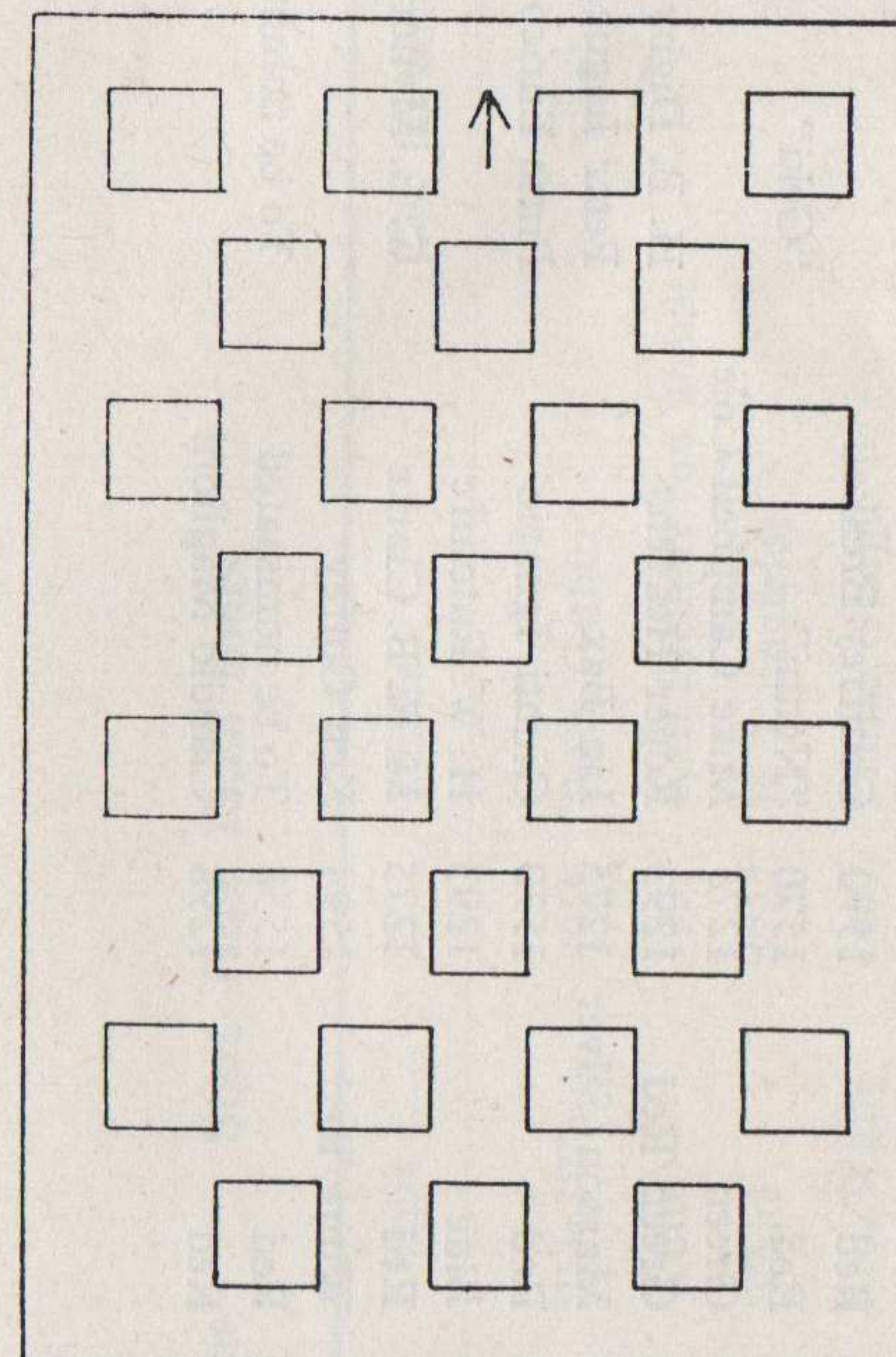
THE ENTRIES

QUICK REFERENCE LIST

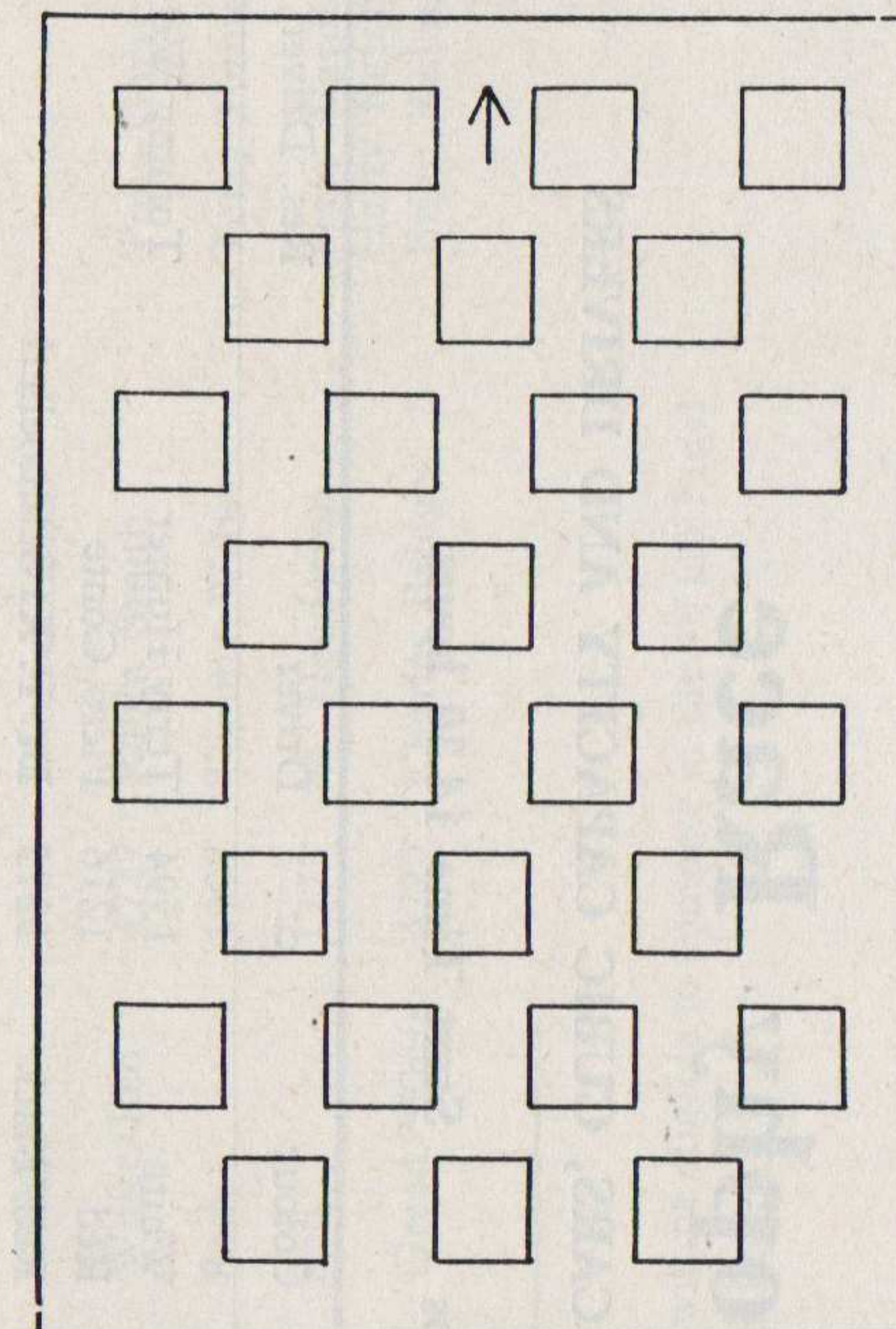
| No. | Entrant & Car | Driver | Res. Driver |
|-----|--|-------------------------|---------------------------------|
| 1 | Terry Hunter ... Ford Lotus Cortina 1594 cc | Terry Hunter | Tommy Weber |
| 2 | Piero Conte ... Lancia H.F. 1216 cc | Piero Conte | |
| 3 | Robert Ashcroft Racing Ltd. ... Chevrolet Camaro 4956 cc | Peter Gethin | John Cardwell |
| 4 | Karl Freiherr von Wendt ... Porsche 911 1997 cc | Karl Freiherr von Wendt | |
| 5 | Vienna Sports Car Club ... Morris Cooper 'S' 1275 cc | Dr. F. X. Schmoellerl | |
| 6 | Autodelta S.p.A. ... Alfa Romeo G.T.A. 1570 cc | Harvey Bailey | |
| 7 | McKechnie Racing Organisation ... Austin Cooper 'S' 1293 cc | Barrie Williams | |
| 8 | T. R. Clapham ... Alfa Romeo G.T.A. 1570 cc | Geoffrey Breakell | |
| 9 | Autodelta S.p.A. ... Alfa Romeo G.T.A. 1570 cc | "Nanni" | "Geki" |
| 10 | Don Moore ... Austin Cooper 'S' 1275 cc | Mike Campbell-Cole | |
| 11 | Ford of Sweden ... Ford Mustang 4727 cc | B. Ljungfeldt | |
| 12 | Richard Miles ... Austin Cooper 'S' 1293 cc | Roger Heavens | H. B. Digby |
| 14 | Sidney Greene ... Austin Cooper 'S' 1275 cc | Ian Bax | Peter Lague |
| 15 | Autodelta S.p.A. ... Alfa Romeo G.T.A. 1570 cc | Giunti Ignazio | Pinto Enrico |
| 16 | Vitafoam Developments ... Morris Cooper 'S' 1293 cc | H. W. Ratcliffe | |
| 17 | Scuderia Sant Ambroeus srl. ... Porsche 911 1997 cc | Pianta Giorgio | |
| 18 | Dr. C. B. Mynott ... Morris Cooper 'S' 1275 cc | M. R. B. Clarke | C. B. Mynott |
| 19 | Brabham Racing Organisation Ltd. ... Chevrolet Camaro 4956 cc | Brian Muir | |
| 20 | Thomas Lynch ... Chevrolet Camaro 4956 cc | Thomas Lynch | |
| 21 | Ken Coffey ... Ford Lotus Cortina 1594 cc | Ken Coffey | |
| 22 | A. G. Dean (Racing) Ltd. ... Ford Lotus Cortina 1558 cc | To be Nominated | |
| 23 | Curtis Speed Racing Team ... Ford Mustang 4727 cc | Robin Smith | Tony Gorst |
| 24 | Terry Hunter ... Porsche 911 1997 cc | Tommy Weber | Terry Hunter |
| 25 | H. F. Squadra Course ... Lancia H.F. 1298 cc | Claudio Maglioni | |
| 26 | Diva Cars Ltd. ... B.M.W. 1800 T.I. 1773 cc | M. Henderson | Peter Wardle Harry Ratcliffe |
| 27 | Charles Bridges ... Ford Mustang 4727 cc | Charles Bridges | Brian Redman |

TOURIST TROPHY RACE GRID POSITIONS

HEAT 1



HEAT 2



FROM THE MANCUNIAN WAY TO OULTON PARK...

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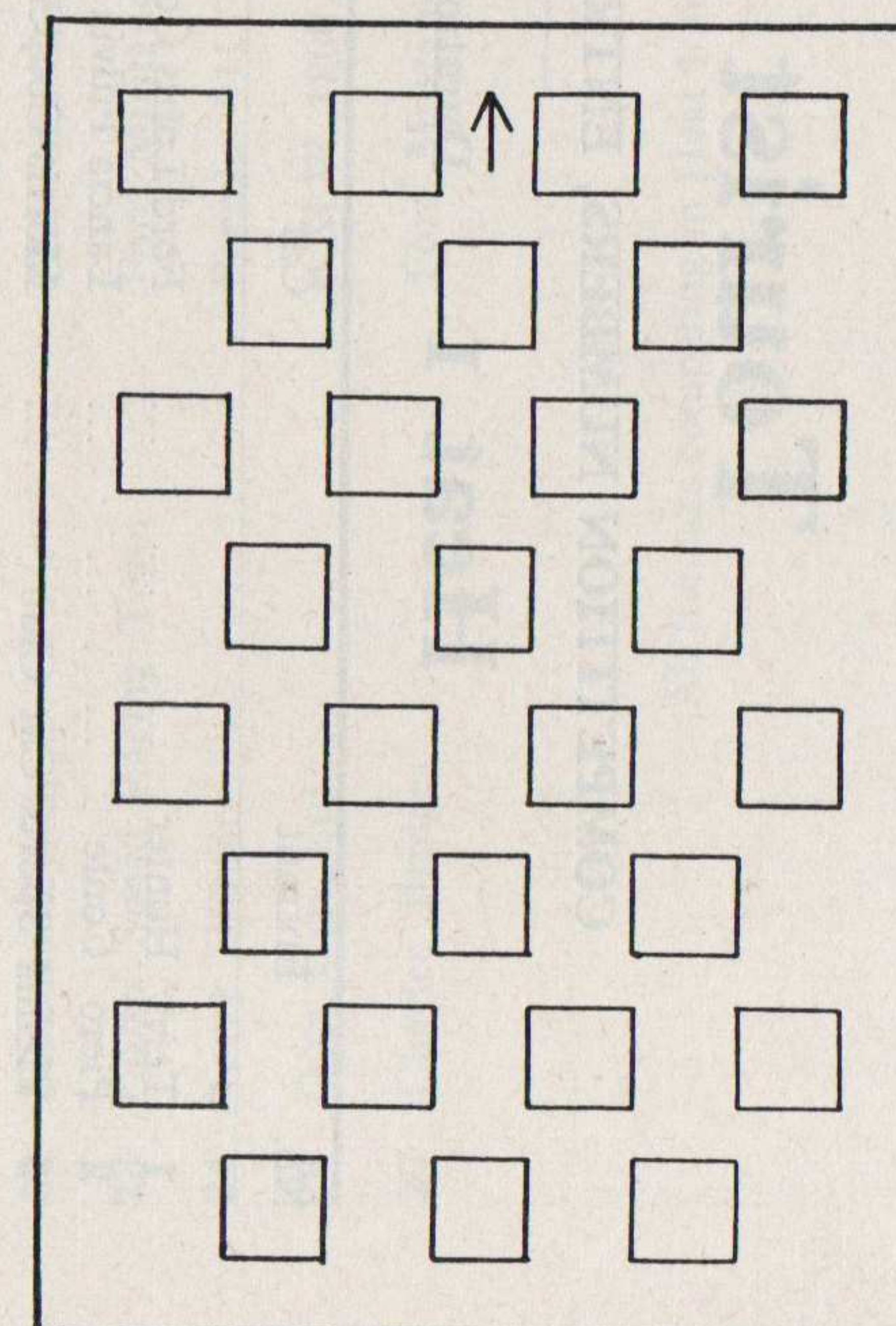
At one extreme of complexity, Mills designed and erected the unique 'swaying scaffold' for the Mancunian Way. At the other, Mills designed and erected the Oulton Park grandstands.

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FINAL



Tourist Trophy Race

COMPETITION NUMBERS, ENTRANTS, CARS, CUBIC CAPACITY AND DRIVERS

Heat I

Duration 15 laps

Start Time 14.30 hours

| No. | Entrant | Car | Colour | cc | Driver | Res. Driver |
|-----|-------------------------------|--------------------|---------------|------|-----------------------|-----------------|
| 1 | Terry Hunter | Ford Lotus Cortina | White | 1594 | Terry Hunter | Tommy Weber |
| 2 | Piero Conte | Lancia Fulvia H.F. | Red | 1216 | Piero Conte | |
| 5 | Vienna Sports Car Club ... | Morris Cooper 'S' | Red/Black | 1275 | Dr. F. X. Schmoellerl | |
| 6 | Autodelta S.p.A. | Alfa Romeo G.T.A. | Red | 1570 | Harvey Bailey | |
| 7 | McKechnie Racing Organisation | Austin Cooper 'S' | Blue | 1293 | Barrie Williams | |
| 8 | T. R. Clapham | Alfa Romeo G.T.A. | Red | 1570 | Geoffrey Breakell | |
| 9 | Autodelta S.p.A. | Alfa Romeo G.T.A. | Red | 1570 | "Nanni" | "Geki" |
| 10 | Don Moore | Austin Cooper 'S' | Green | 1275 | Mike Campbell-Cole | |
| 12 | Richard Miles | Austin Cooper 'S' | Green/Red | 1293 | Roger Heavens | H. B. Digby |
| 14 | Sidney Greene | Austin Cooper 'S' | Maroon/Silver | 1275 | Ian Bax | Peter Lague |
| 15 | Autodelta S.p.A. | Alfa Romeo G.T.A. | Red | 1570 | Giunti Ignazio | Pinto Enrico |
| 16 | Vitafoam Developments ... | Morris Cooper 'S' | Blue | 1293 | H. W. Ratcliffe | |
| 18 | Dr. C. B. Mynott | Morris Cooper 'S' | Red | 1275 | M. R. B. Clarke | C. B. Mynott |
| 21 | Ken Coffey | Ford Lotus Cortina | White/Red | 1594 | Ken Coffey | |
| 22 | A. G. Dean (Racing) Ltd. ... | Ford Lotus Cortina | Red | 1558 | To be nominated | To be nominated |
| 25 | H. F. Squadra Course | Lancia H.F. | Red | 1298 | Claudio Maglioni | |

Heat 2

Duration 15 laps

Start Time 15.20 hours

| No. | Entrant | Car | Colour | cc | Driver | Res. Driver |
|-----|----------------------------------|------------------|-------------|------|-------------------------|---------------------------------|
| 3 | Robert Ashcroft Racing Ltd. ... | Chevrolet Camaro | Blue/White | 4956 | Peter Gethin | John Cardwell |
| 4 | Karl Freiherr von Wendt ... | Porsche 911 | White | 1997 | Karl Freiherr von Wendt | |
| 11 | Ford of Sweden | Ford Mustang | White | 4727 | B. Ljungfeldt | |
| 17 | Scuderia Sant Ambroeus srl. ... | Porsche 911 | Red/White | 1997 | Pianta Giorgio | |
| 19 | Brabham Racing Organisation Ltd. | Chevrolet Camaro | Green | 4956 | Brian Muir | |
| 20 | Thomas Lynch | Chevrolet Camaro | White | 4956 | Thomas Lynch | |
| 23 | Curtis Speed Racing Team ... | Ford Mustang | White/Red | 4727 | Robin Smith | Tony Gorst |
| 24 | Terry Hunter | Porsche 911 | Red | 1997 | Tommy Weber | Terry Hunter |
| 26 | Diva Cars Ltd. | B.M.W. 1800 T.I. | Red | 1773 | M. Henderson | Peter Wardle |
| 27 | Charles Bridges | Ford Mustang | Green/White | 4727 | Charles Bridges | Harry Ratcliffe Brian Redman |

All the cars competing in Heat 1 and Heat 2 will be eligible to compete in the 40 lap Final at 16.45 hours.

32nd Tourist Trophy Race RESULTS

HEAT 1—Division 2 Cars Class A—1000 cc to 1300 cc

| | | | |
|----------|---------------|----------|---------------|
| 1st..... | Speed.....mph | 2nd..... | Speed.....mph |
| 3rd..... | Speed.....mph | 4th..... | Speed.....mph |
| 5th..... | Speed.....mph | 6th..... | Speed.....mph |

Class B—Over 1300 cc up to 1600 cc

| | | | |
|----------|---------------|----------|---------------|
| 1st..... | Speed.....mph | 2nd..... | Speed.....mph |
| 3rd..... | Speed.....mph | 4th..... | Speed.....mph |
| 5th..... | Speed.....mph | 6th..... | Speed.....mph |

HEAT 2—Division 3 Cars

Class C—Over 1600 cc up to 2000 cc

| | | | |
|----------|---------------|----------|---------------|
| 1st..... | Speed.....mph | 2nd..... | Speed.....mph |
| 3rd..... | Speed.....mph | 4th..... | Speed.....mph |
| 5th..... | Speed.....mph | 6th..... | Speed.....mph |

Class D—Over 2000 cc

| | | | |
|----------|---------------|----------|---------------|
| 1st..... | Speed.....mph | 2nd..... | Speed.....mph |
| 3rd..... | Speed.....mph | 4th..... | Speed.....mph |
| 5th..... | Speed.....mph | 6th..... | Speed.....mph |

FINAL—Overall Winner

| | | | |
|----------------|-------------|-----------|---------------|
| Car No..... | Driver..... | Make..... | Speed.....mph |
| Class A | | | |
| Car No..... | Driver..... | Make..... | Speed.....mph |
| Class B | | | |
| Car No..... | Driver..... | Make..... | Speed.....mph |
| Class C | | | |
| Car No..... | Driver..... | Make..... | Speed.....mph |
| Class D | | | |
| Car No..... | Driver..... | Make..... | Speed.....mph |



THE VINTAGE SPORTS-CAR
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**Saturday, 17th
June, 1967**

OULTON PARK

International Flag Signals

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.



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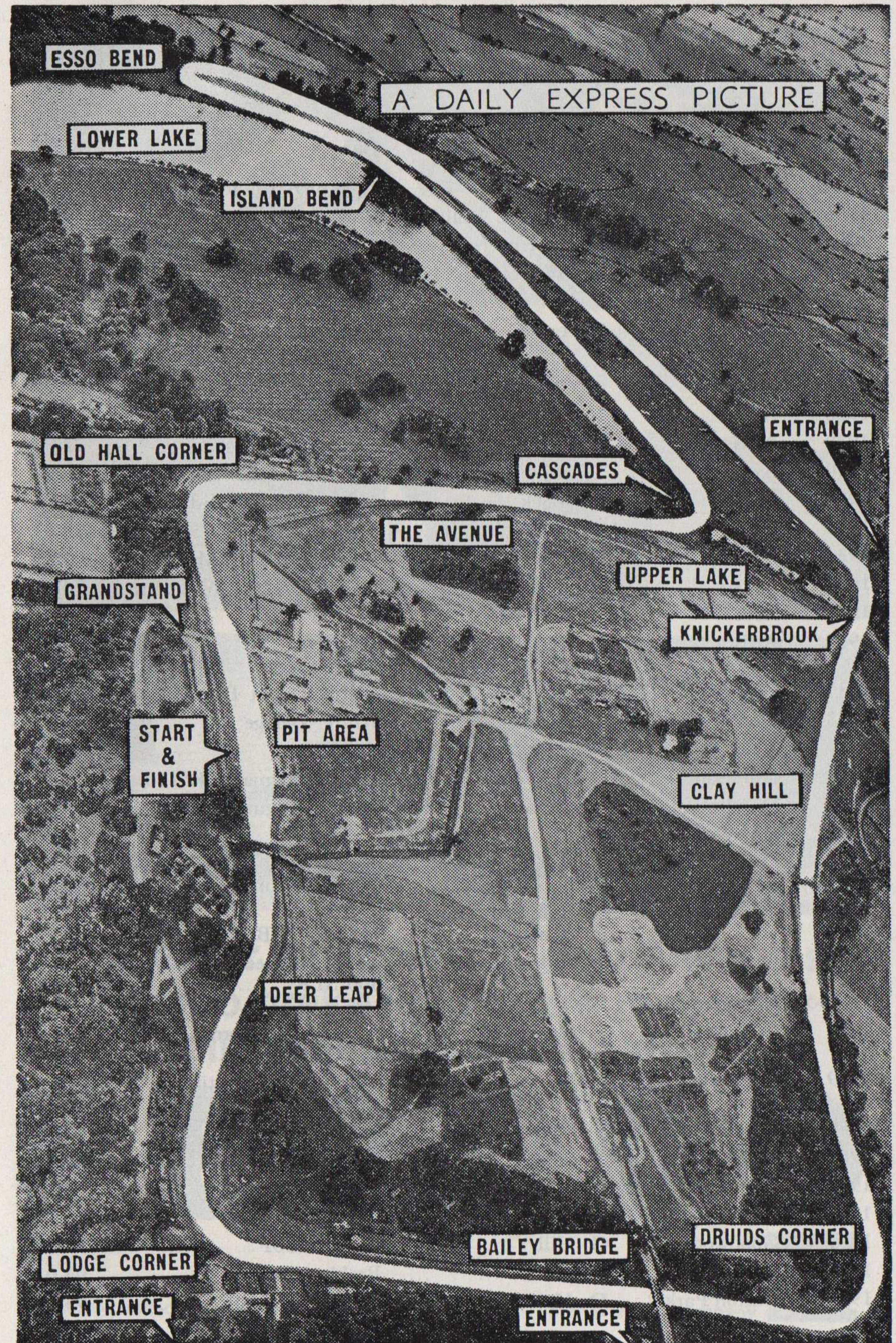
Membership forms for 'The Birdcage' available



ENTHUSIASTS GO TO COCKSHOOTS

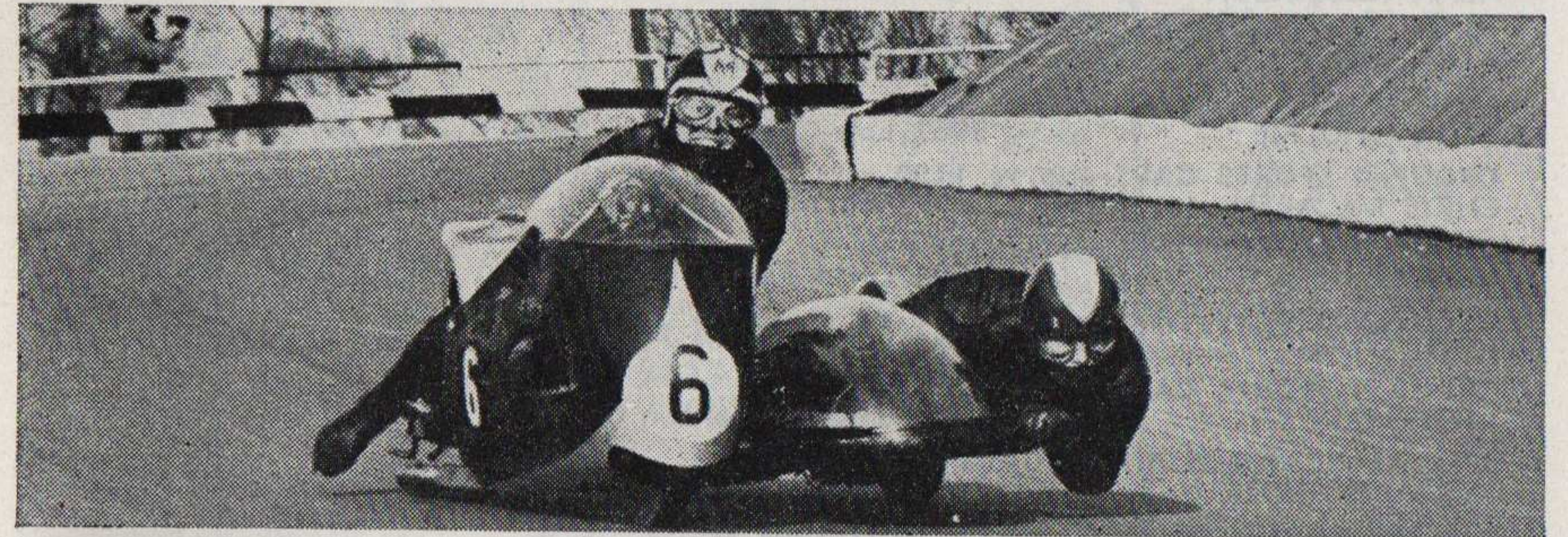
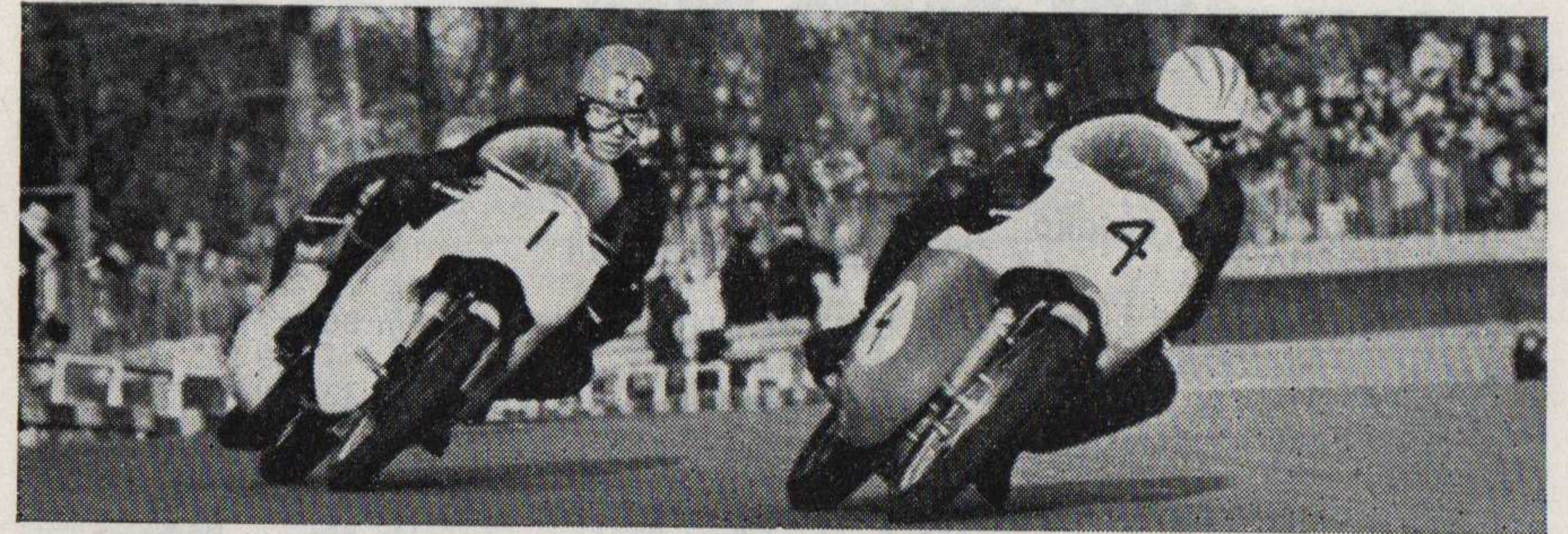
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Marple
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Wilmslow



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 |
| 1966 | Oulton Park | D. Hulme | Lola 70 Chevrolet | 94.21 |



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OULTON PARK LAP RECORDS

| Driver | Car and cc | Time | Speed (mph) |
|---|------------------------------|----------|-------------|
| OUTRIGHT CIRCUIT RECORD | | | |
| JACK BRABHAM | 2994 Repco-Brabham BT20 | 1m 32.4s | 107.57 |
| FORMULA LIBRE | | | |
| BRIAN REDMAN | 5967 Lola-Chevrolet T70 Mk 2 | 1m 38.2s | 101.22 |
| RACING CARS—FORMULA 1 | | | |
| JACK BRABHAM | 2994 Repco-Brabham BT20 | 1m 32.4s | 107.57 |
| RACING CARS—FORMULA 2 | | | |
| GRAHAM HILL | 1594 Lotus-Cosworth-Ford 48 | 1m 33.4s | 106.42 |
| RACING CARS—FORMULA 3 | | | |
| ALAN ROLLINSON | 997 Brabham-Ford BT21 | 1m 43s | 96.5 |
| SPORTS-RACING CARS—up to 1150 cc | | | |
| PAUL HAWKINS | 1098 Lotus-Ford 23 | 1m 48.8s | 91.36 |
| SPORTS-RACING CARS—over 1150 cc | | | |
| DENNY HULME | 5967 Lola-Chevrolet T70 Mk 2 | 1m 37.4s | 102.05 |
| GROUP 4 SPORTS CARS—up to 1150 cc | | | |
| CHRIS McLAREN | 997 Marcos GT | 2m 1.2s | 82.01 |
| GROUP 4 SPORTS CARS—1151-1600 cc | | | |
| JIM CLARK | 1594 Lotus Elan | 1m 52.8s | 88.12 |
| GROUP 4 SPORTS CARS—1601-2500 cc | | | |
| JOHN SHARP | 1798 MGB | 2m 4s | 80.16 |
| GROUP 4 SPORTS CARS—over 2500 cc | | | |
| JACK SEARS | 4727 Shelby American Cobra | 1m 47.2s | 92.72 |
| SPECIAL GRAND TOURING CARS—up to 1150 cc | | | |
| IAN ALEXANDER | 1098 Diva GT | 1m 58.8s | 83.67 |
| SPECIAL GRAND TOURING CARS—1151-1600 cc | | | |
| JOHN LEPP | 1594 Chevron GT | 1m 48.8s | 91.36 |
| SPECIAL GRAND TOURING CARS—1601-2500 cc | | | |
| MIKE DE UDY | 1991 Porsche Carrera 6 | 1m 43.8s | 95.76 |
| SPECIAL GRAND TOURING CARS—over 2500 cc | | | |
| DAVID PIPER | 3285 Ferrari 250LM | 1m 44s | 95.57 |
| CLUBMEN'S SPORTS CARS—up to 1000 cc | | | |
| DON HULME | 997 Lotus-Ford 7 | 1m 58.8s | 83.67 |
| CLUBMEN'S SPORTS CARS—1001-1500 cc | | | |
| PETER DEAL | 1498 Lotus-Ford 3/7 | 1m 50.4s | 90.03 |
| MARQUE SPORTS CARS—up to 1150 cc | | | |
| JOHN BRITTEN | 1143 MG Midget | 1m 57.8s | 84.38 |
| MARQUE SPORTS CARS—1151-2000 cc | | | |
| ROGER ENEVER | 1293 MG Midget | 1m 58s | 84.23 |
| MARQUE SPORTS CARS—2001-3000 cc | | | |
| JOHN MACLAY | 2548 Daimler SP250 | 2m 5s | 79.52 |
| MARQUE SPORTS CARS—over 3000 cc | | | |
| BERNARD UNETT | 4261 Sunbeam Tiger | 1m 55.2s | 86.28 |
| GROUP 5 SALOON CARS—up to 1000 cc | | | |
| JOHN FITZPATRICK | 997 Ford Anglia | 2m 0.4s | 82.55 |
| GROUP 5 SALOON CARS—1001-1300 cc | | | |
| CHRIS CRAFT | 1293 Ford Anglia | 1m 57s | 84.95 |
| GROUP 5 SALOON CARS—1301-2000 cc | | | |
| JIM CLARK | 1594 Lotus Ford Cortina | 1m 52.4s | 88.43 |
| GROUP 5 SALOON CARS—over 2000 cc | | | |
| JACK OLIVER | 4727 Ford Mustang | 1m 52.2s | 88.59 |
| BRIAN MUIR | 6970 Ford Galaxie | | |
| SPECIAL SALOON CARS—up to 850 cc | | | |
| JOHN WALES | 848 Mini | 2m 6.2s | 78.76 |
| SPECIAL SALOON CARS—851-1000 cc | | | |
| LAURIE HICKMAN | 997 Ford Anglia | 1m 59s | 83.53 |
| SPECIAL SALOON CARS—1001-1300 cc | | | |
| BOB SMITH | 1293 Mini-Cooper S | 1m 56s | 85.69 |
| SPECIAL SALOON CARS—over 1300 cc | | | |
| DOC MERFIELD | 4727 Ford Cortina V8 | 1m 53.2s | 87.8 |

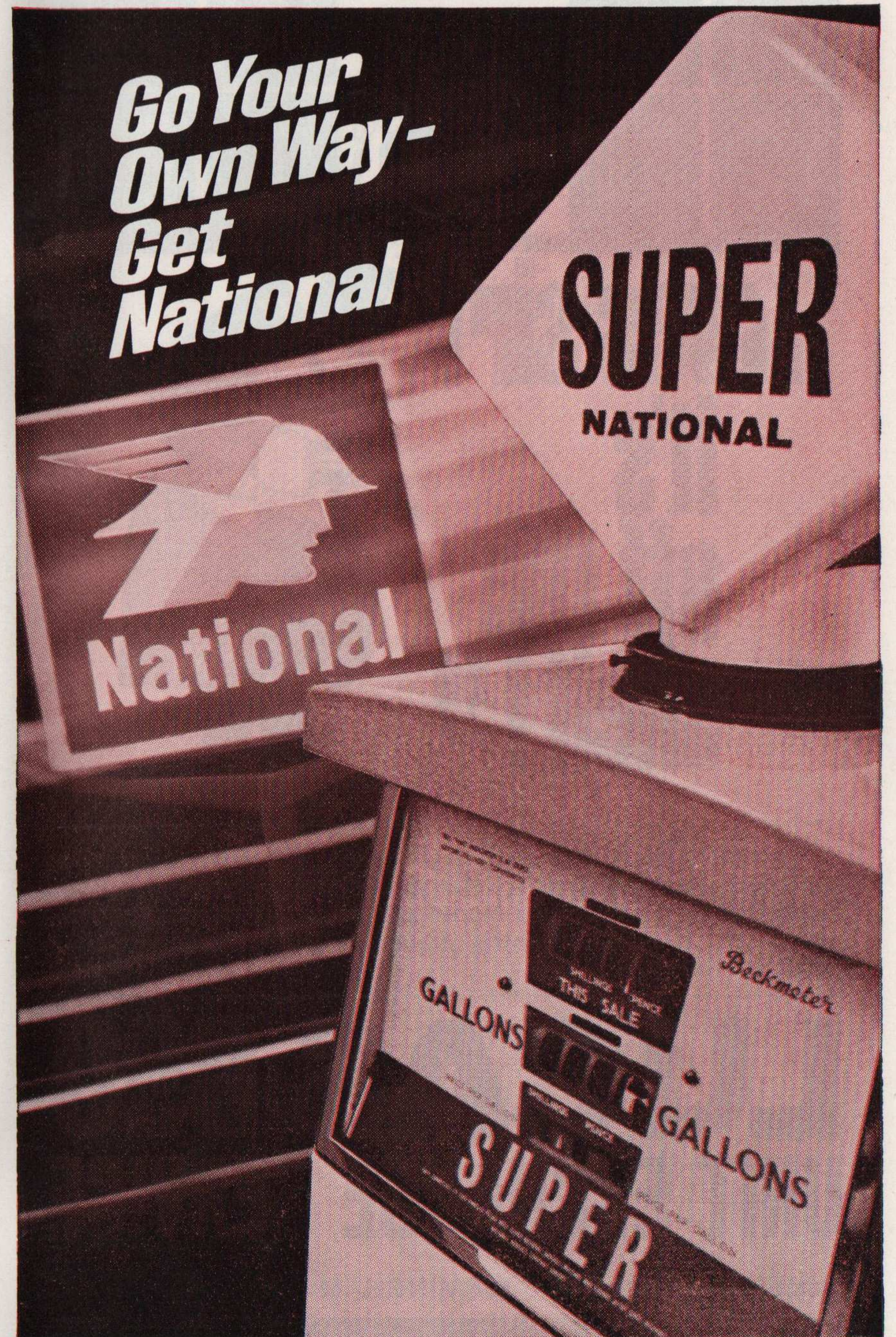
Oulton Park Speed Table

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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