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GOLD CUP
RACE MEETING



OULTON PARK **SATURDAY**
16 SEPT '67



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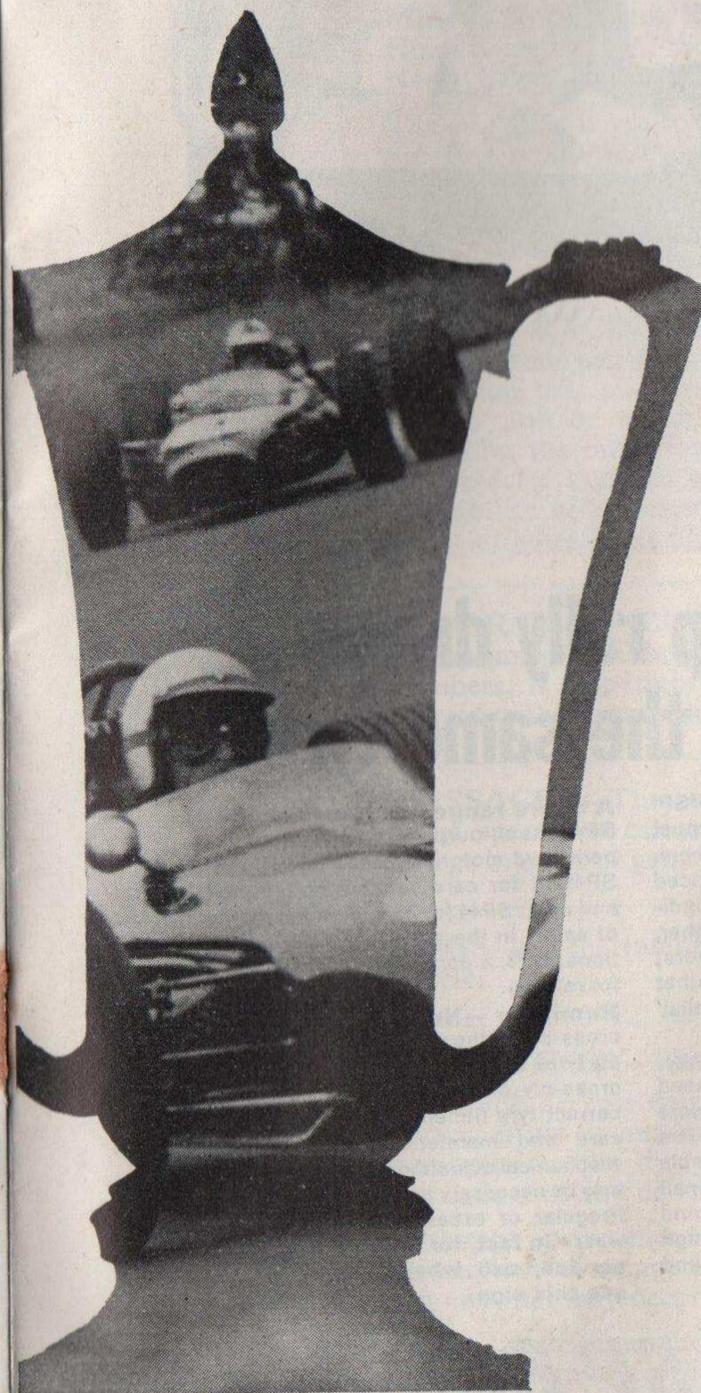
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**OULTON PARK
INTERNATIONAL
GOLD CUP
RACE MEETING**



**SATURDAY
16 SEPT '67**

PROGRAMME OF EVENTS :

12.0 noon
FINAL AUTOSPORT CHAMPIONSHIP for Group
4 Sports Cars. 30 laps

1.45 p.m.
DEMONSTRATION of the V.16 B.R.M. Mark II.

2.15 p.m.
SALOON CAR RACE for Group 5. 19 laps.

3.15 p.m.
GUARDS GOLD CUP RACE. 45 laps

4.55 p.m.
SALOON CAR RACE for Group 5. 19 laps.

Racing organised by
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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.

The Meeting is governed by the International Sporting Code of the Federation International de l' Automobile and the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the R.A.C. and the M.C.M.R.C. R.A.C. Permit No. RS/3448.

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

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

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

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

ANTI-LITTER—Please help to keep Oulton Park tidy. The Club accepts entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme of competitors, but the promoters cannot accept responsibility for the failure of any driver or car to appear.

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

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

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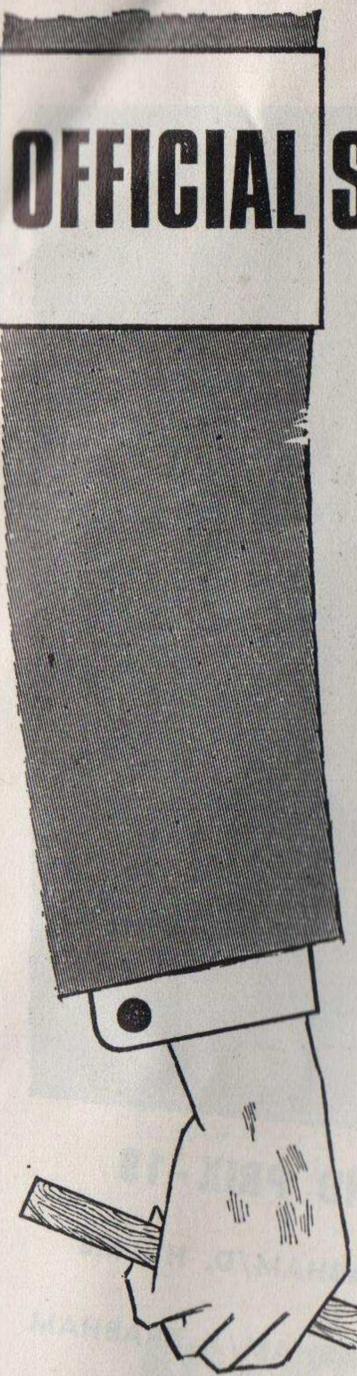
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Stewards of the Meeting—J. A. Duckworth, for the R.A.C., J. H. Ashton, A. P. B. Birt, Hon. Gerald Lascelles.

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

R.A.C. Scrutineers—G. Hartley-Smith (in charge), J. Hartley-Smith, R. Richards, J. M. Entwistle, P. L. Cracknell, G. W. G. Ward, M. Beresford, S. Turner, M. Jackson-Royle.

R.A.C. Timekeepers—L. A. Cranshaw (in charge), H. Turner, R. S. Corfe, S. del Banco, B. A. Weir.

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 Marshals—E. C. Hubert, H. Williamson.

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.

Assistant Chief Fire Marshal—H. Johnson.

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.

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SPORTS CAR RACE :

In each class :

- 1st — £30
- 2nd — £20
- 3rd — £10

GOLD CUP RACE :

Overall Race Awards :

To the winner, the Gold Cup, to be held for one year

- and — £200
- 2nd — £150
- 3rd — £100
- 4th — £75
- 5th — £60
- 6th — £40
- 7th — £20
- 8th — £10

Formula II Awards :

- 1st — £75
- 2nd — £60
- 3rd — £50
- 4th — £40
- 5th — £25

Note : Formula II awards are additional to Overall race awards.

SALOON CAR RACES :

In each race, to the outright winner, £35 plus the class award.

In each class :

- 1st — £25
- 2nd — £20
- 3rd — £15
- 4th — £10

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., Lookers Ltd., and Middlewich Motors Ltd. for the services of Breakdown Vehicles and Crews.

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

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1967

Autosport Championship

Prior to today's meeting the final qualifying round of the Autosport Championship for Group 4 sports cars, positions are as follows.

Competitors score automatically in each of two classes (A, over 2000 cc; B, up to 2000 cc) nine points for a win, six for second place, four for third place, three for fourth place, two for fifth place and one for sixth place.

Position	Driver	Car	Class	Points
1	Paul Hawkins	Ford GT40	A	34
2	Tony Dean	Porsche 906	B	33
3	Ben Pon	Porsche 906	B	24
4	David Piper	Ferrari 250LM	A	22
5	Denis Hulme	Ford GT40	A	21
	Bill Dryden	Lotus Elan	B	21
7	Eric Liddell	Ford GT40	A	15
8	Peter Jackson	Lotus Elan	B	14
9	Mike Salmon	Ford GT40	A	12
10	Mike Crabtree	Lotus Elan	B	11
11	Mike de Udy	Porsche 906	B	9
	Hugh Dibley	Ferrari 250LM	A	9
	Roy Pierpoint	Ferrari 250LM	A	9
14	David Prophet	Ferrari 250LM/Ford GT40	A	8
	John Morris	Porsche 904	B	8
	Richard Attwood	Ferrari 250LM	A	8
17	Dieter Spoerry	Porsche 906	B	6
	Rico Steinemann	Porsche 906	B	6
	Peter Gethin	Ford GT40	A	6
20	Terry Drury	Ford GT40	A	5
	Keith Burnand	Lotus Elan	B	5
22	John Harris	Ford GT40	A	4
	Martin Hone	Porsche 904	B	4
	Bill Bradley	Porsche 906	B	4
	Mike Costin	Porsche 906	B	4
	Keith Holland	Ford GT40	A	4
	Peter Sutcliffe	Ford GT40	A	4
28	John Hine	Lotus Elan	B	3
	Julian Sutton	Ford GT40	A	3
	Richard Bond	Ford GT40	A	3

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3rd

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1959 — STIRLING MOSS
1960 — STIRLING MOSS

1961 — STIRLING MOSS
1962 — JIM CLARK
1963 — JIM CLARK
1964 — JACK BRABHAM
1965 — JOHN SURTEES
1966 — JACK BRABHAM



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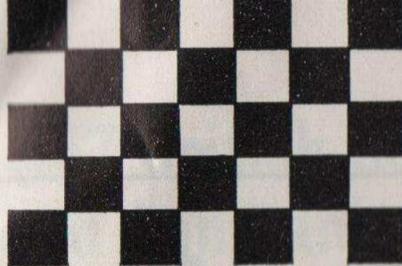
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autosport championship final

The first race you are to see today is the final event in the 1967 **AUTOSPORT** Championship series, which has reached an exciting climax with only a single point separating the two leading contestants. This year's Championship has been fought out at International meetings throughout the season by drivers of Group 4 sports cars. There are two classes—up to and over 2-litres engine capacity—and in each class the scoring is as for the Formula 1 World Championship, namely 9, 6, 4, 3, 2, 1 for the first six places.

In Class A, the ubiquitous Lotus Elans have been opposed by the German-built Porsches, of which the six-cylinder Carrera models are tremendously fast, and in Class B there has been another chapter of the Ford—Ferrari battle.

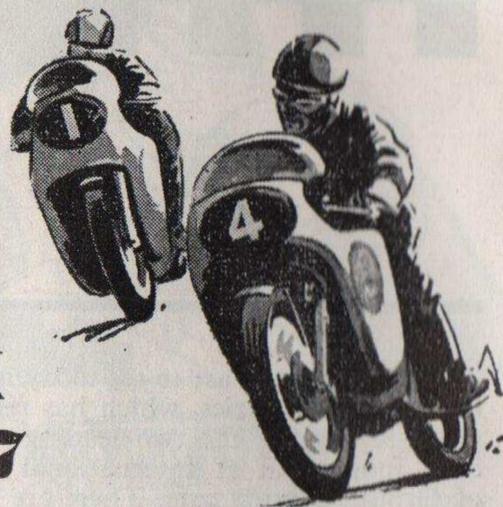
As the sun rises on the day of the culminating race in the series, Tony Dean—the former Kart specialist from Yorkshire—leads Class A with 33 points gained in his Porsche Carrera 6, and Paul Hawkins—the popular and gifted Australian now living in London—leads Class B and the Championship table with 34 points hard-earned at the wheel of his Ford GT40. One of these two drivers must be acclaimed as the **AUTOSPORT** Champion of 1967 at the end of today's race, but which it will be, may well depend on the performance of their nearest challengers.

Obviously, if each wins his class against all opposition, Paul Hawkins is home and dry, as he certainly is if Tony Dean blows up. On the other hand if Hawkins blows up—and he has had his share of misfortune this season, with two complete engine failures and two cases of gearbox malfunction—Dean need only land sixth position in his class to win the championship, since ties are decided by reference to placings in the various races, and he has three outright victories under his belt against two to the credit of Hawkins. If both finish today but fail to achieve victory in their respective classes, the issue between them may well be in doubt until the very last yard. For sheer speed, Tony Dean need fear only another Porsche Carrera 6, though the Mefco four-cylinder Porsche or any of the faster Elans are rapid enough to keep him out of the winner's enclosure should he meet with any hint of trouble, such as a defective sparking plug. The greatest threat to Paul Hawkins is undoubtedly David Piper's Ferrari. This formidable combination of car and driver has suffered cruel misfortune during the series, and cannot now win the title, but has nevertheless twice beaten Paul and his Ford, once when the Ford lost the use of its lower gear ratios, and once in a fair fight. In addition, as in the 2-litre class, almost any of the other big cars could win if the Hawkins mount should miss a beat or lose a gear.

Today's race is long enough to be a real test of stamina for the competing cars, and fortunes may well sway a time or two before it is over. Whatever the outcome, we can be assured of an enthralling contest, at the end of which we shall be greeting a new Champion. We have no doubt that he will get a fitting welcome from the enthusiasts of Oulton Park.



FUTURE OULTON PARK EVENTS in 1967



30 Sept.	MGCC Car Races
7 Oct.	Lancs. & Cheshire C.C. Car Races
14 Oct.	Cheshire Centre A.C.U. Motor Cycle Races
21 Oct.	BRSCC £1,000 F.3 Championship Car Races
11 Nov.	Mid-Cheshire M.C. Autumn Cup Car Races

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N.B. If you have been receiving details of this year's events you need not complete this form

1967 British Saloon Car Championship and Lombank Saloon Car Entrants' Championship

Prior to today's meeting, the ninth qualifying round of the British Saloon Car Championship and the Lombank Saloon Car Entrants' Championship, positions in these two championships are as follows.

Competitors score automatically in each of four classes (A, over 2000 cc; B, 1301-2000 cc; C, 1001-1300 cc; D, up to 1000 cc) eight points for a win, six for second place, four for third place and two for fourth place.

BRITISH SALOON CAR CHAMPIONSHIP

Position	Driver	Car	Class	Points
1	Frank Gardner	Ford Falcon	A	54
2	John Fitzpatrick	Ford Anglia	D	46
3	John Rhodes	Morris Mini-Cooper S	C	44
4	Jack Oliver	Ford Mustang	A	42
	Bernard Unett	Hillman Imp	D	42
6	John Handley	Morris Mini-Cooper S	C	36
7	Vic Elford	Porsche 911	B	32
8	Tony Lanfranchi	Hillman Imp	D	30
9	Miss Anita Taylor	Ford Anglia	D	26
10	Graham Hill	Ford Cortina Lotus	B	24
	Brian Newton	Ford Cortina Lotus	B	24
12	Mick Young	Ford Anglia	C	22
13	Brian Muir	Ford Falcon	A	18
14	Jacky Ickx	Ford Cortina Lotus	B	16
	Paul Hawkins	Ford Cortina Lotus	B	16
16	Roy Pierpoint	Ford Falcon	A	14
	Gordon Spice	Morris Mini-Cooper S	C	14
	Chris Montague	Morris Mini-Cooper S	C	14
	Nick Brittan	Ford Anglia	C	14
20	Steve Neal	Austin Mini-Cooper S	C	10
21	Willy Kay	Ford Cortina Lotus	B	8
	John Miles	Ford Cortina Lotus	B	8
	Paul Hughes	Fiat-Abarth Berlina	D	8

LOMBANK ENTRANTS' SALOON CAR CHAMPIONSHIP

1	The Cooper Car Co. Ltd.	C	58
2	Team Lotus Ltd.	B	56
3	Alan Mann Racing Ltd.	A	54
	Team Broadspeed	D	54
5	Alan Fraser Racing Team	D	50
6	DR Racing Division/Jack Oliver	A	44
7	Vic Elford	B	32
8	Superspeed Conversions Ltd.	C	30
9	Brian Newton	B	24
10	Sir Gawaine Baillie	A	18
11	Roy Pierpoint	A	14
	Gordon Spice	C	14
	Alexander Engineering Co. Ltd.	C	14
14	Equipe Arden	C	10
15	Willy Kay	B	8
	Vitafoam Developments	C	8

Remaining qualifying round :

Brands Hatch Guards Motor Show 200 Meeting, October 29th.

OULTON PARK GOLD CUP PROGRAMME NOTES

by **James Scott Douglas** of the
DAILY EXPRESS



Welcome to Oulton Park once again for the Daily Express sponsored International Gold Cup Meeting which this year looks like being an even greater day's racing than ever before.

As a curtain raiser we have the 30 lap, 83 mile, final of the Autosport Championship for Group 4 sports cars which has attracted an exciting bunch of GT40s, Ferrari 250 and 275 LMs and Porsches as you could see anywhere . . . to say nothing of a host of speedy Lotus Elans, a 4½ litre Sunbeam Tiger and that ebullient fellow Gerry Marshall driving the Blackpool built TVR 1800.

What constitutes a Group 4 sports car? Well may you ask as it can be rather confusing so here are the RAC's requirements for cars entered in this class.

They are high performance cars which must include all equipment normally provided and legally required for vehicles using public roads, at least 50 units must have been manufactured and they must be fitted with at least two seats.

The coachwork must be the same for all the 50 cars of the production series in each marque, as must be engines, gearboxes and chassis wheelbase and track.

Reboring of the engine up to the maximum permitted capacity of the class is allowed; modification of the bodywork for cooling purposes, and choice of gearbox and final drive ratios is also a matter of free choice.

Despite these restrictions, there's plenty of advantage to be gained by clever tuning, choice of the right ratios for this particular circuit, choice of tyres and, of course, the skill of the individual driver.

And there'll be ample competition in this sports car race with the biggest cars not necessarily being the fastest on Oulton's tricky and demanding corners. This is a real driver's circuit, demanding knowledge, experience and skill of the highest order as well as a potent car with superb braking and road-holding.

And I'd be inclined to tip Yorkshireman Tony Dean who is driving his very fast 2 litre Porsche Carrera Six today which he knows very well, nor is he any stranger to this circuit.

He turned up at a small club meeting here on the 2nd of September and proceeded to knock his class lap records about the place considerably, establishing a new GT lap record at 1 min. 43.0secs, or 96.50 mph.

And that will need a bit of catching even by the 3.3 litre Ferraris and the 4.7 litre Fords.

There promises to be a pretty fierce battle between the Ferraris themselves as well as the traditional Ford Ferrari 'punch-up' which will certainly occur.

David Piper, the very successful and experienced Ferrari 'privateer' has no intention of letting Richard Attwood in the car entered by Colonel Ronnie Hoare of Maranello Concessionaires, the official Ferrari importers, get past the flag ahead of him.

Both men are equally matched in skill, experience and determination, both cars are prepared by mechanics who have had years of experience with Ferrari engines, so this race within a race should provide some close-fought thrills as they carve their way through the rest of the field, and, for my money, Jeff Edmonds in another 275 LM will be pretty close to them.

Directly after this race, at 1.45 p.m. to be exact, Scotsman Jackie Stewart will be making a demonstration run in the fabulously potent V16 BRM, originally built by Raymond Mays and Peter Berthon in the latter years of the 1½ litre supercharged or 4½ litre unsupercharged Formula 1, which ended in the early fifties, as a British challenge to the Alfa Romeo and Ferrari superiority of those years.

This car, way ahead of its time in so many ways and, in my opinion, also way ahead of metallurgists knowledge at the time which caused some of its earlier troubles, had 16 tiny cylinders 49.53 mm by 47.8 mm, totalling 1,496 cc, each about the size of a decent egg-cup.

Up to 1951, this engine gave 430 bhp at 11,000 revs per minute, and later, 1953, a further 100 bhp, up to 530, was found at 11,000 rpm.

A two stage centrifugal blower was fitted, giving 70 lb. boost or supercharge, and this would drive the BRM with its laden weight of 2,130 lbs., through the five speed 'crash' gear box to the De Dion rear axle with such tremendous noise and force that the car had a top speed of 195 mph.

Pre 1951, when it still had the three shoe Girling drum brakes, it lapped the Silverstone Grand Prix circuit at 94.2 mph, and after that all disc Girling brakes, its lap speed was 99.8, only one tenth of a mile per hour slower than the late Doctor "Nino" Farina in the Alfa Romeo.

Bad luck dogged this car of such great potential and the time for its formula ran out before it was giving of its best, but the lessons learned from it benefited British motor racing greatly and helped it reach the dominating position it has now enjoyed for several years.

Today the unique sound given out by this car will be heard again on a British circuit as Jackie Stewart, a school-boy still when the car was in its heyday, roars around the 2.75 miles of Oulton Park with it.

He's already said jokingly "It's a handful alright this one and if it's raining, let Raymond Mays drive it!"

With 530 bhp and tyres that look as

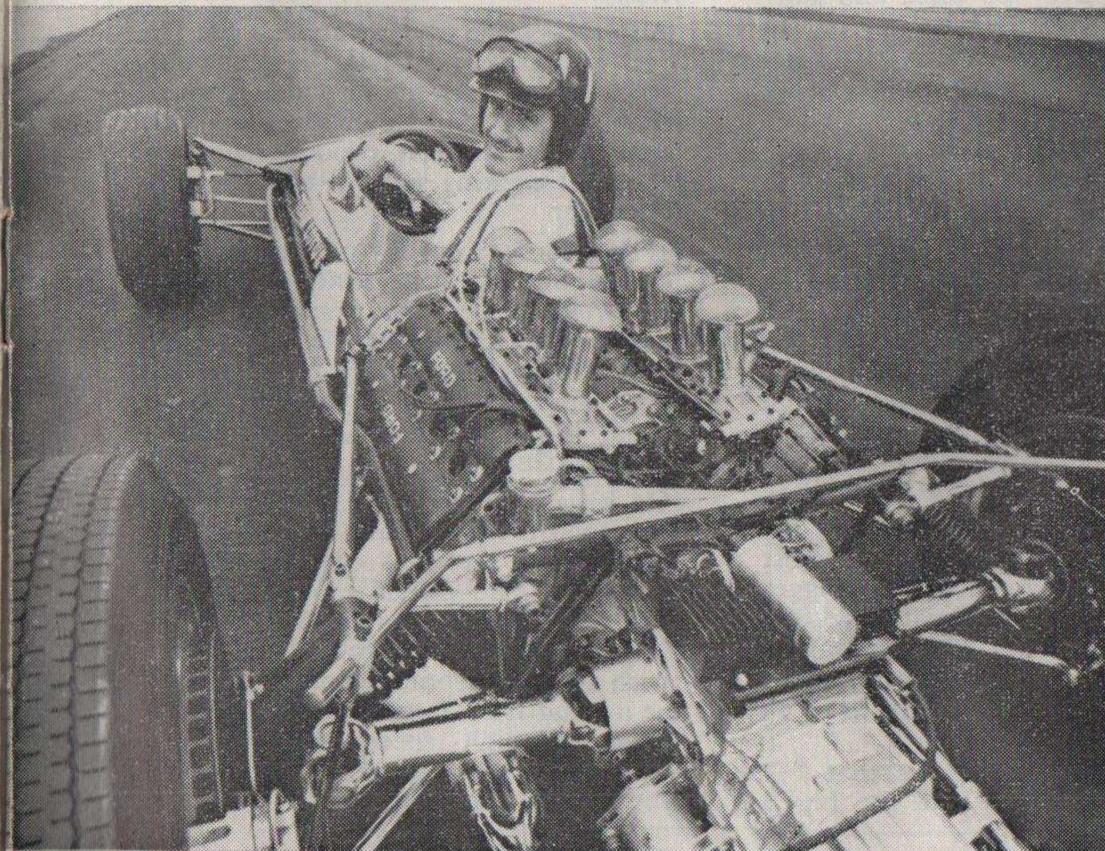
if they've been pinched off a bicycle compared with today's GP 'Squeegees', he could have something there as you'll see.

Enough crying in my nostalgic pint pot . . . let's on to the modern Formula One and Two cars we've got here today for the main race in which, for the first time, Guards are donating the Cup.

One of the greatest shocks the motor racing establishment has ever had happened this year at Nurburgring during practise for the German Grand Prix which, like today's race, was held with Formula 1 and 2 cars both circulating at the same time.

Jackie Ickx, son of a well-known Belgian motoring journalist and co-winner with the late Johnnie Claes of the classical Liege-Rome-Liege in the early fifties, banged in a practise time in his Formula 2 Matra-Ford only half a second slower than the present world championship leader, Denny Hulme in his 3 litre Formula 1 Repco-Brabham who at that time had the fastest practise lap.

This caused so many red faces that canny Scot Jim Clark, who tends to make rather a habit of whipping out towards the end of practise and coming back with the gravy in the form of best lap time, had to scurry out in his Lotus Ford Cosworth V8 3 litre Supercar and promptly pushed young Jackie back into third place with a fantastic 8 mins. 4.1 secs., 10.1 secs. faster than the Formula 2 lad.



DAILY
EXPRESS
PICTURE

And even with Jack Brabham's 3 litre Repco-Brabham and Graham Hill's 3 litre Lotus 49, similar to Jim's at the Ring, I can't see the big boys beating these incredibly fleet, 1,600 cc Formula 2 cars, especially with drivers like Jackie Stewart and Ickx driving Ken Tyrells's Matra-Fords, Jochen Rindt, the Austrian champion, and Alan Rees driving the Roy Winkleman Brabhams and Jackie Oliver the works Lotus Formula 2 entry.

Add to these Jean Pierre Bletoise, Henri Pescarolo and Jo Schlesser on works entered Matras, Brian Redman who was practically brought up at Oulton and has now hit the international 'Top Ten' in this class and the many talented others entered, and I reckon we're going to see some of the most exciting racing ever enjoyed here, and that's saying a mouthful.

Just a word about what Formula 2 consists of, compared with Formula 1 for those who don't know.

The engine capacity in F.2 is from 1300 cc minimum to 1600 cc maximum, the cylinder-block being compulsorily from a production car, and the motor may not be supercharged as opposed to F.1 where the capacity is up to 3000 cc unsupercharged or 1500 cc supercharged and the cylinder block can be of any design.

Formula 1 has a minimum weight allowed without ballast of 500 kilos or 1100 lbs. and F.2 420 kilos and Formula 1 could use the very successful four wheel drive Ferguson system, for example, but F.2 can only drive through 2 wheels.

And F.1 cars can have as many gears as they like but F.2 may not have more than 5 ratios, not including reverse.

Pricewise, the difference between the Formulas is tremendous, with a F.1 G.P. car being a virtually unbuyable commodity, but if you could twist anybody's arm it would cost you anything between £10,000 and £30,000, with spare engines, giving from 350-410 bhp, priced between £3,000 and £5,000.

The easier to buy and easier to pay for F.2 car, although externally almost identically dimensioned as it's bigger F.1 brother, costs approximately £5,000 complete, and a spare 220 bhp engine will probably set one back about £2,500. (For this you get the gearbox and starter too, I hope?).

Some of the purists believe that F.2 can't draw the crowd like the big 3

litres, but I think you'll agree when you see it today, it's devilish fine racing, and with motor racing team's economies hit by Oil company withdrawal like the sad passing of B.P. from the sporting scene, I believe many organisers, who have seen the huge attraction this formula has for continental spectators, will have more F.2 races next year. (Yes I know Grovewood have said they don't make so much money at Brand's Hatch with them after a poorly attended Bank Holiday meeting, but I'm not at all sure that all the blame can be laid at the door of Formula 2. Much more, I would think, might be the position of Brand's Hatch, the Dover—London road and peoples' fear of the appalling Bank Holiday evening traffic that is a feature of every road on that south-east side of London).

And added to all this fun and games are two deadly serious 19 lap races which count towards the British Saloon Car Championships and the Lombank Saloon Car Entrants Championship.

They are broken down into four engine capacity classes; A is over 2,000 cc, B 1,301-2,000 cc, C 1,001-1,300 cc and D up to 1,000 cc.

Rivalry is intense in both championships, drivers and entrants with few points separating the leaders as they start the ninth qualifying round here today.

And the saloon cars, as anyone can tell you who saw Jim Clark do a Houdini trick around the side of a madly spinning Galaxie on Old Hall corner this time last year, can produce some of the most exciting and cut-throat racing ever seen.

Well, there's your day-out for you . . . no gimmicks, dare-devils or drummajorettes . . . just first-class motor racing that promises to be as exciting as anything seen in Great Britain this year, and immaculately organised as usual by the Mid-Cheshire Motor Racing Club.

On behalf of the Daily Express which has sponsored so many great car and motorcycle meetings here over the years, the Mid-Cheshire Motor Racing Club whose organisation has been so important in making them a success, I wish all participants either on the track or around it an outstanding day of excitement, high speed spectacle and gilt-edged racing that they'll remember for many a long year.

STARTING GRID POSITIONS

AUTOSPORT CHAMPIONSHIP

This space is donated by

**CHESHIRE CAR
CIRCUIT LIMITED**

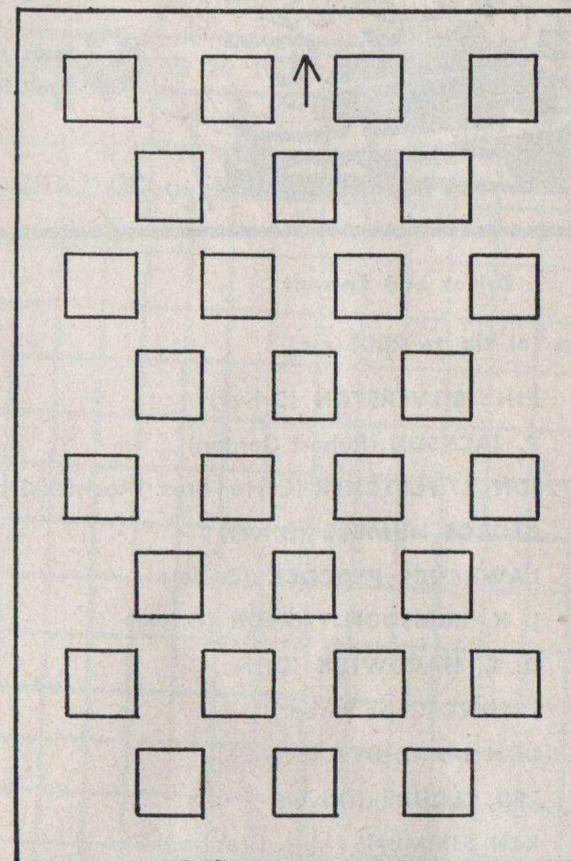
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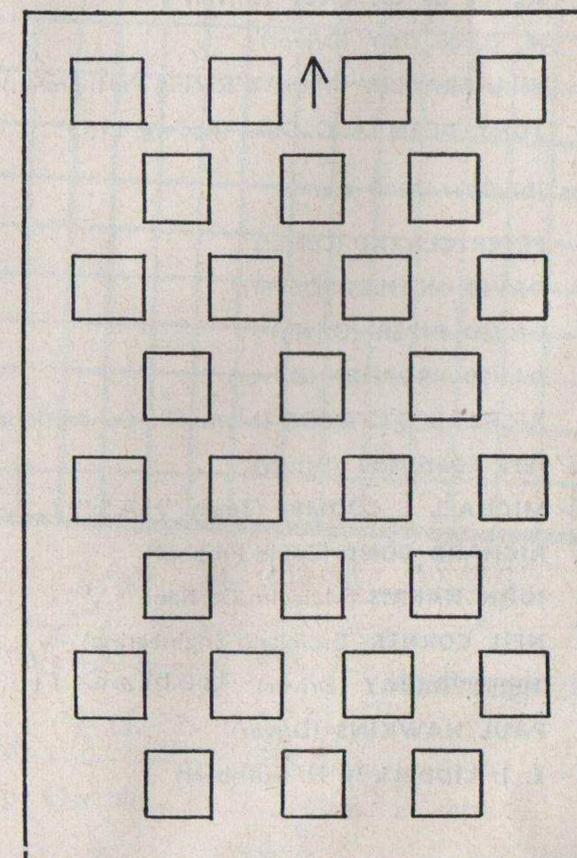
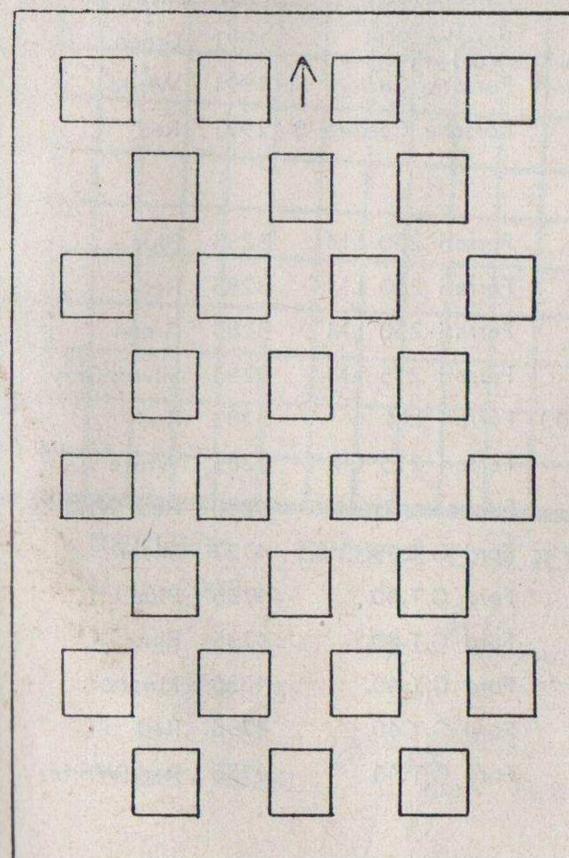
An appeal on behalf of the Fund
is being made at this meeting
by the Cheshire County Fire
Brigade.

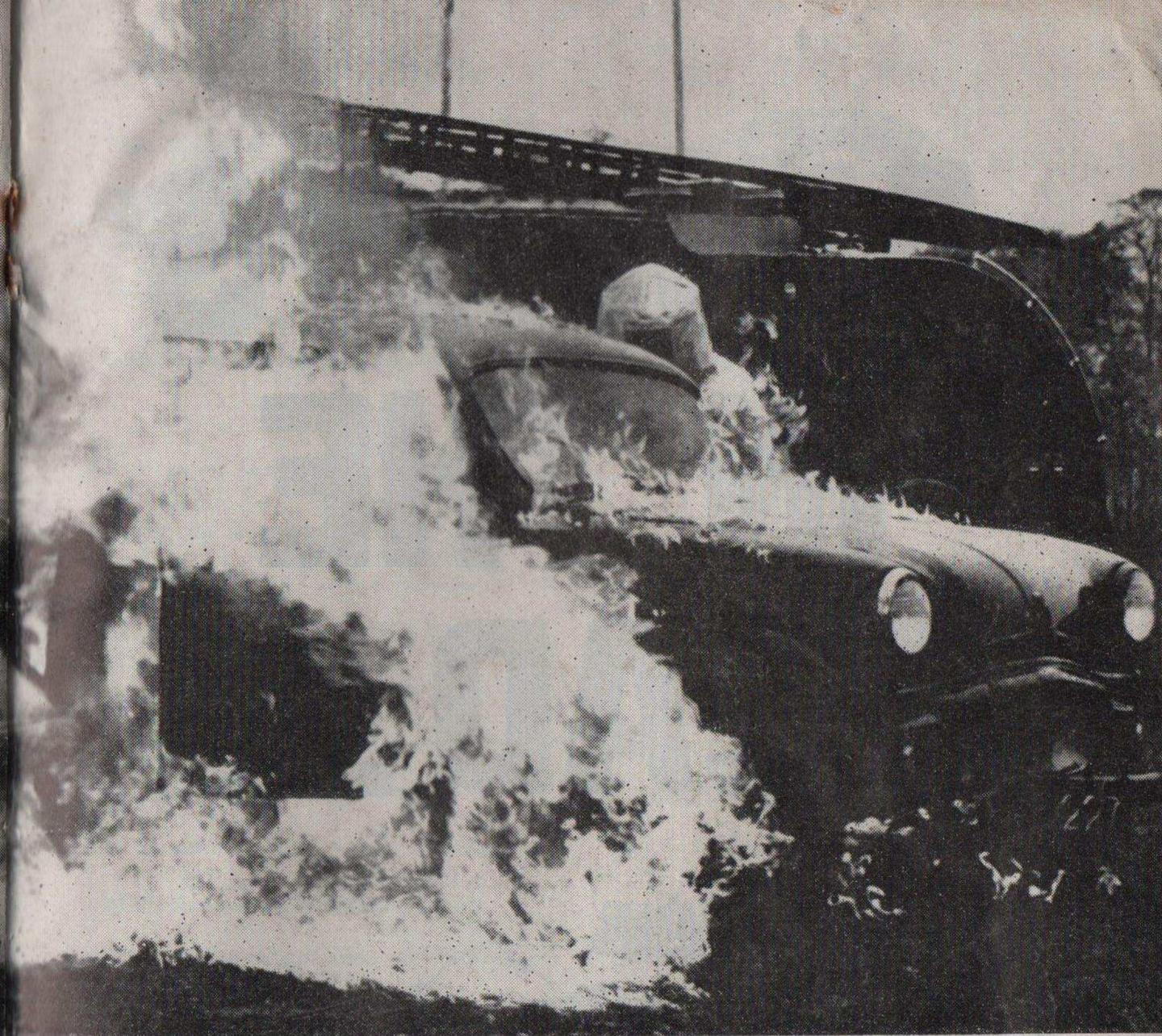
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SALOON CARS over 1,300 c.c.

SALOON CARS up to 1,300 c.c.





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.

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.

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.

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**

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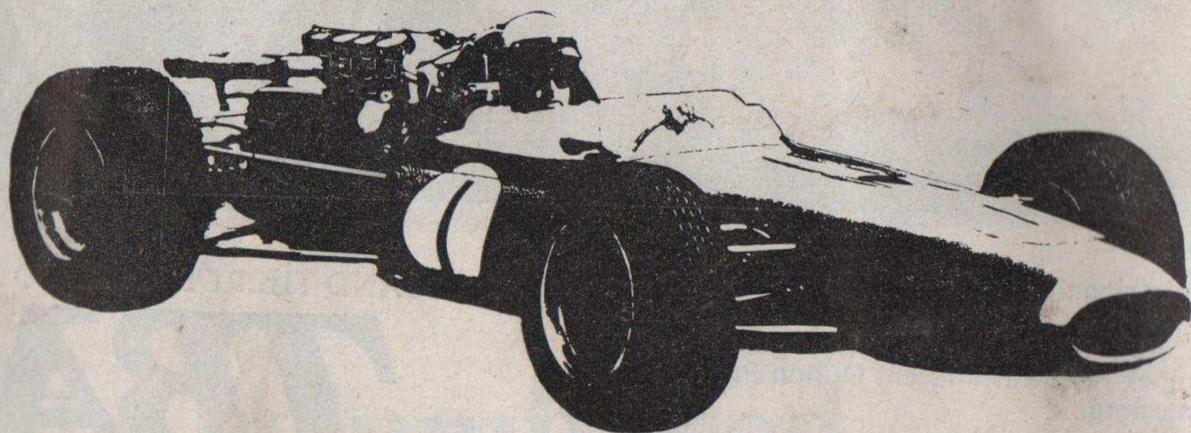
Telephone: Rochdale 47422

Telex: 63174



A Turner & Newall Company

ALWAYS IN THE LEAD ...



DAILY EXPRESS

EVENT 2

START 2.15 p.m.

UP TO 1,300 c.c. SALOON CAR RACE

19 LAPS 50 MILES



No.	Driver and Entrant	Car	c.c.	Colour
Class (d) Up to 1000 c.c.				
30 31	ANITA TAYLOR (Team Broadspeed)	Ford Anglia	997	Maroon/Silver
30 31	JOHN FITZPATRICK (Team Broadspeed)	Ford Anglia	997	Maroon/Silver
32	B. UNETT (Alan Fraser Racing Team)	Hillman Imp ^{FL}	998	Blue/White
33	A. LANFRANCHI (Alan Fraser Racing Team)	Hillman Imp ^{cal}	998	Blue/White
34	D. G. LEWIS (Driver)	Hillman Imp	998	Green
35	ALAN PEER (East Anglian Racing Cars) ^{(PB) (B)}	Ford Anglia	998	Silver/Red
36	WM. McGOVERN (Paul R. Emery)	Hillman Imp	998	Black/Yellow
37	MIKE DAVIES (Knocker Hill Racing Team)	Ford Anglia	1000	
Class (c) 1001 to 1300 c.c.				
40	JOHN RHODES (The Cooper Car Company Ltd.)	BMC Morris Mini Cooper 'S'	1275	Green & White
41	JOHN HANDLEY (The Cooper Car Company Ltd.)	BMC Morris Mini Cooper 'S'	1275	Green & White
42	GORDON SPICE (Driver)	Morris Mini Cooper	1293	Blue/White
43	CHRIS MONTAGUE (Alexander Eng. Co. Ltd.)	Morris Cooper 'S'	1293	Turquoise/White
44	DAVID BUCKETT (Driver)	Austin Cooper 'S'	1293	Grey/White
45	JOHN ELLIOTT (Brocklehurst Sportarama)	Morris Cooper 'S'	1293	Red/Black
46	R. J. PARKINSON (Driver)	Morris Cooper 'S'	1293	Blue
47	STEVE NEAL (Equipe Arden) ^{ETI (3)}	Austin Cooper 'S'	1295	Blue/Silver
48	MIKE YOUNG (SuperSpeed Conversions Ltd.)	Ford Anglia Super	1298	Red
49	NICK BRITTAN (SuperSpeed Conversions Ltd.)	Ford Anglia Super	1298	Red
50	CHRIS CRAFT (SuperSpeed Conversions Ltd.)	Ford Anglia Super	1298	Red

1.57.0 red. 1.54.8
 40 50 47 42 7.0
 1.2 41 30 48 7.4
 49 32 33 35
 45 43 46
 31

P (16) 1

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First in their class

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Guards-Britain's leading cigarette at 4/3 for 20
Fine rich Virginia... guaranteed gifts



EVENT 3

Guards International
GOLD CUP RACE

Formula 1 and 2
RACING CARS

45 LAPS

124 MILES

No. Driver and Entrant Car c.c. Colour

FORMULA I

1	JACK BRABHAM (Brabham Racing Organisation Ltd.)	Repco Brabham	2996	Green/Gold	
2	FRANK GARDNER (Brabham Racing Organisation Ltd.)	Repco Brabham	2996	Green/Gold	
3	GRAHAM HILL (Team Lotus Limited)	Lotus	3000	Green	1
4	CHRIS IRWIN (Reg Parnell Racing)	B.R.M.	2070	Green	11
5	GEORGE PITT (Driver)	Brabham Climax	2500	Primrose	3
6	DAVID HOBBS (Bernard White)	B.R.M.	2100	Green/White line	12

FORMULA II

3	GRAHAM HILL	Lotus 48	1594		21
10	JACKY ICKX (Tyrrell Racing Organisation Ltd.)	Matra	1594	Green	
11	JACKIE STEWART (Tyrrell Racing Organisation Ltd.)	Matra	1594	Green	
12	JO SCHLESSER (Ecurie Ford France)	Matra	1594	Blue	
14	JEAN-PIERRE BELTOISE (Matra Sports)	Matra	1594	Blue	
15	HENRI PESCAROLO (Matra Sports)	Matra	1594	Blue	
16	JACKIE OLIVER (Team Lotus Limited)	Lotus spaceframe	1594	Green	
17	ROBIN WIDDOWS (Witley Racing Syndicate) DP	Brabham	1600	Blue	
18	PIERS COURAGE (John Coombs)	McLaren	1594	Red	
19	B. H. T. REDMAN (David Bridges)	Lotus or Brabham	1594	Maroon	
20	CHRIS LAMBERT (McKechnie Racing Organisation) P+M	Brabham	1594	Blue	
21	JOCHEN RINDT (Roy Winkelmann Racing Ltd)	Brabham	1594	Green/Silver	
22	ALAN REES (Roy Winkelmann Racing Ltd.)	Brabham	1594	Green/Silver	
23	ALAN ROLLINSON (Frank Lythgoe Racing Ltd.)	McLaren Elva	1594	Blue	
24	HARRY STILLER MIKE BECKWITH (Gerard Cooper Racing)	Cooper	1594	Green/White	
25	JOHN CARDWELL (Gerard Cooper Racing)	Cooper	1594	Green/White	

1st 10.7 106.37 F1 FL I 1-31.6 108.51
1 12.4 106.18 F2 FL II 1-32.8 107.11



MID-CHESHIRE MOTOR RACING CLUB LTD.

THE CLUB BEHIND TODAY'S MEETING

The Mid-Cheshire Motor Racing Club organises yet another Gold Cup Meeting at Oulton Park today, the first having been held in August 1954 when Stirling Moss won the Gold Cup driving a Maserati 250F.

The Club has been closely associated with Oulton Park since the idea of building a racing circuit here was first proposed and staged the first meeting to be held on the circuit, in August 1953. Mid-Cheshire is very active in the organisation of all forms of motor sport and, through the co-promotion of events (usual practice these days), and invitations to take part in restricted events, members have the opportunity of competing in Race Meetings, Production Car Trials and Sporting Trials, Autocross, Autopoint and Sandocross, Driving Tests, Sprints and Hill-Climbs. The Club organises an annual event for the R.A.C. Trials Championship, the Wilshire Trophy Trial. The Social Side is well cared-for, with regular programmes of Film Shows, Industrial Visits and Dances. All members receive a substantial monthly Bulletin designed to keep them in touch with all aspects of Club activities and to provide a forum for discussion. Club "Headquarter Nights" are held informally at the H.Q., the Boddington Arms, Wilmslow, on the first and third Tuesday of every month, when members foregather for a chat and a noggin in a motor-ing atmosphere.

The Club observe all the usual seasonal activities—from Father Christmas to Guy Fawkes, Midsummer Night and St. Valentine. Members may purchase at reasonable prices, a full outfit of Club Regalia comprising Club Tie in three different colour schemes, metal car badge, car transfer badge (also suitable for fixing to crash helmets), lapel badge, overall badge in cloth, and blazer badge in silver wire.

A request for membership forms can be made on the slip below—

To—The Hon. Secretary, M.C.M.R.C. A. S. Atkinson,

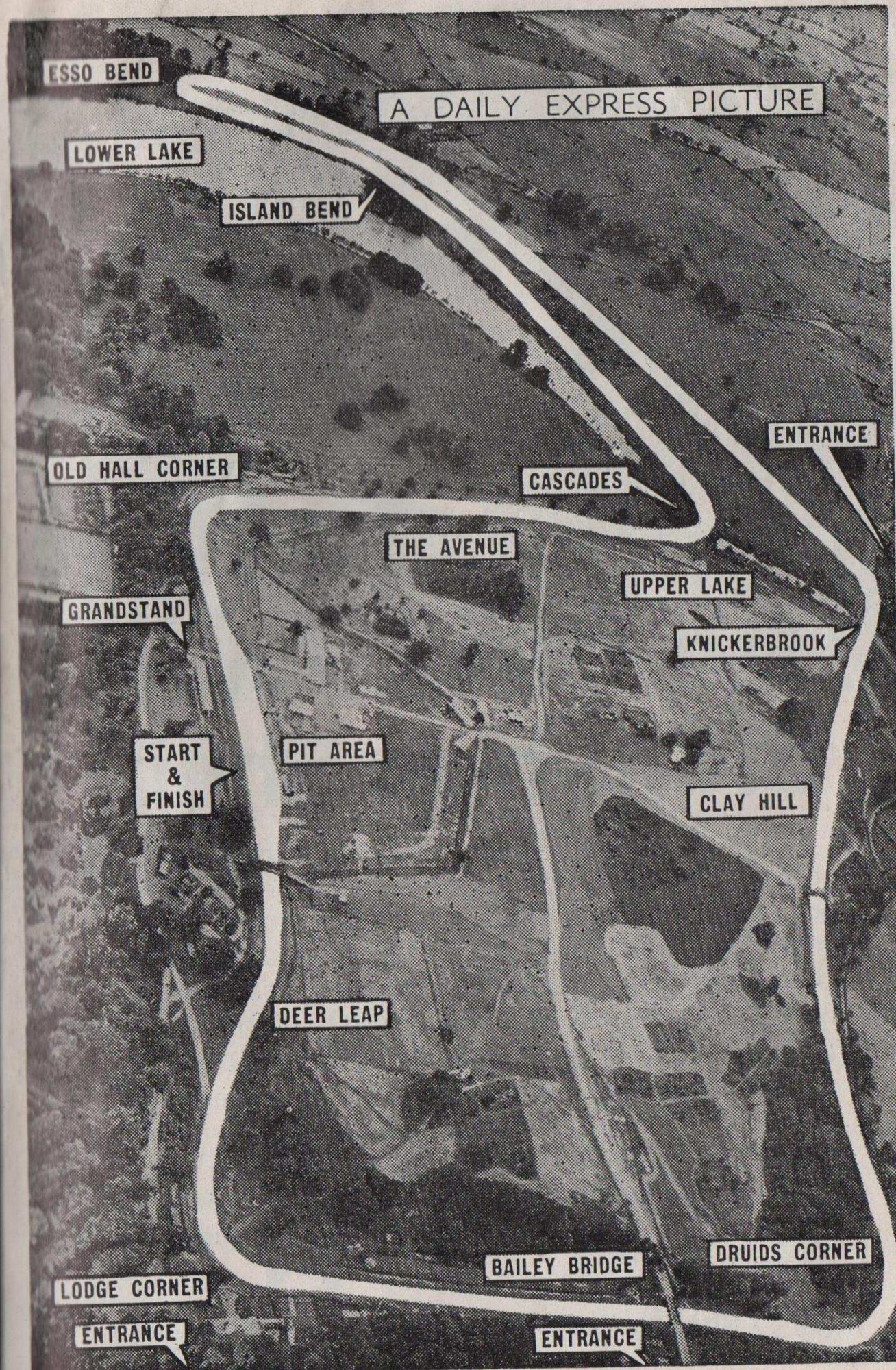
12 Crewe Road, Shavington, Near Crewe, Cheshire.

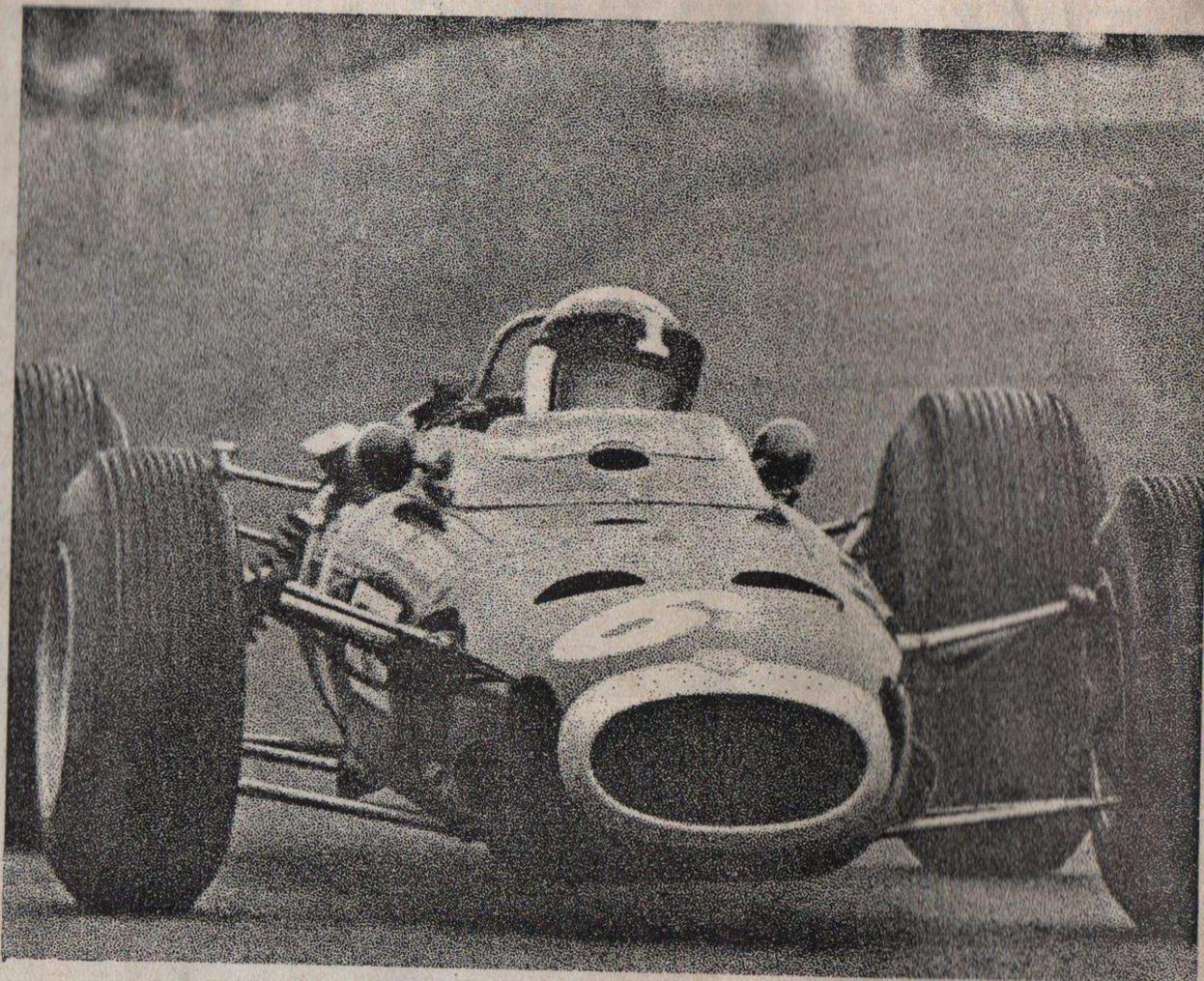
Please send me details of membership and a form of Application for Membership of the M.C.M.R.C.

NAME

ADDRESS

(BLOCK LETTERS PLEASE)





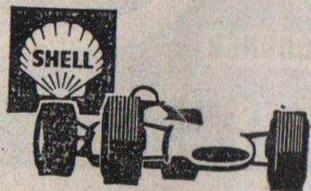
BRM show Shell

Did you know that Shell helped to re-design the shape of the BRM's combustion chamber? The result of their tests was a shape suitable for both 4 cylinder/1 litre and 16 cylinder/3 litre power units. Shell did it gladly, and, to a point, selfishly—it was a unique opportunity to study octane ratings at 10,000 rpm.

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.

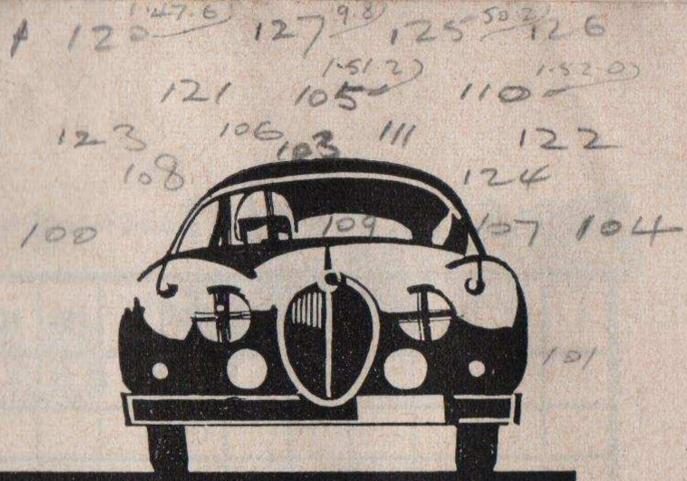
Shell work with the winners



EVENT 4 START 4.55 p.m.

OVER 1,300 c.c. SALOON CAR RACE

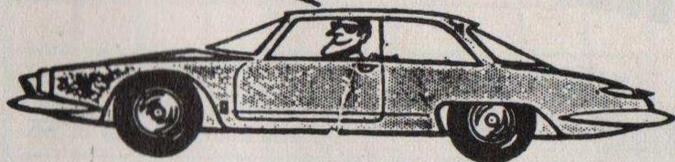
10 LAPS 50 MILES



No.	Driver and Entrant	Car	c.c.	Colour
Class (a) 1301 c.c. up to 2000 c.c.				
100	G. H. BREAKELL (T. R. Clapham)	Alfa Romeo G.T.A.	1570	Red
101	KEN COFFEY or SID WILLIAMS (Ken Coffey)	Ford Lotus Cortina	1594	White/Red flash
102	TONY ALGIERI (Driver)	Ford Cortina Lotus	1594	White/Red/Green
103	BRIAN NEWTON (Driver)	Ford Cortina Lotus	1594	White/Gold
104	WILLIAM F. VAUGHAN (David Seigle-Morris)	Ford Lotus Cortina	1595	White/Green
105	GRAHAM HILL (Team Lotus Limited)	Ford Lotus Cortina	1598	White/Green flash
106	JACKIE ICKX (Team Lotus Limited)	Ford Lotus Cortina	1598	White/Green flash
107	WILLY KAY (Driver)	Ford Cortina Lotus	1598	Red
108	TONY DEAN (A. G. Dean (Racing) Ltd.)	Ford Lotus Cortina	1598	White
109	BRIAN ROBINSON (A. G. Dean (Racing) Ltd.)	Ford Lotus Cortina	1598	White
110	ROGER CLARKE To be nominated (Team Surtees Ltd.)	Cortina Lotus Ford	1599	White/Blue <i>misses all round</i>
111	VIC ELFORD (Driver)	Porsche 911	1991	Red
Class (b) Over 2000 c.c.				
120	FRANK GARDNER (Alan Mann Racing Ltd.)	Ford Falcon Sprint	4700	Red/Gold
121	R. F. PIERPOINT (Driver)	Ford Falcon	4727	Blue/White
122	SYD FOX (John Ewer)	Ford Falcon	4727	Red
123	BRYAN THOMPSON (Driver)	Ford Mustang	4727	Green/Yellow
124	ROBIN SMITH (Curtis Speed Racing Team)	Ford Mustang	4727	White/Red
125	JACK OLIVER (D. R. Racing Division)	Ford Mustang	4727	White/Red
126	BRIAN MUIR (Sir Gawaine Baillie)	Ford Falcon	5300 s/c	Blue/White
127	HUGH DIBLEY (Racing Partnerships (Jersey) Ltd.)	Chevrolet Camaro	5690	Black/Gold

Handwritten notes at the bottom of the page:
 111 109 107 30.14.8 86.84 12/05 1.51.4 89.22
 120 125 126 121 34.54.2 90.18 12/05 1.47.4 92.55

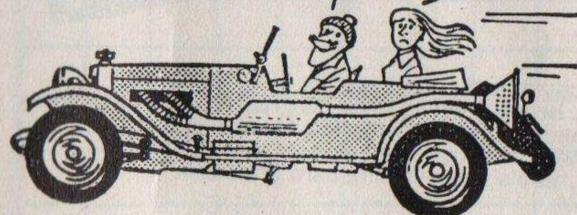
i Ferrrodo!



FERODO

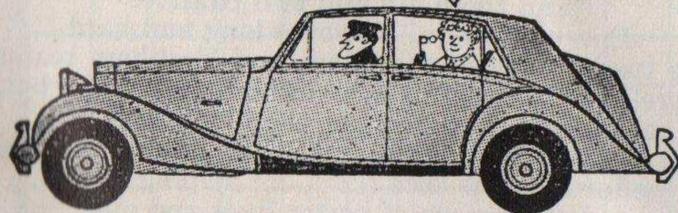


F E R O D O



Brockbank

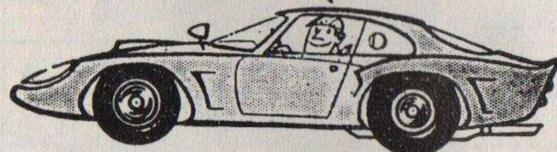
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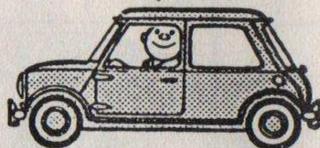
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14/2014

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
FORMULE LIBRE			
BRIAN REDMAN	5957 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
RACING CARS—FORMULA FORD			
CLAUDE BOURGOIGNIE	1498 Russell-Alexis	1m 56s	85.96
RACING CARS—HISTORIC			
CHARLES LUCAS	2493 Maserati 250F	1m 53.4s	87.65
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	5957 Lola-Chevrolet T70 Mk 2	1m 37.4s	102.05
GROUP 4 SPORTS CARS—up to 1150 cc			
CHRIS McLAREN	997 Marcos GT Ford	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			
JOHN BURTON	998 Ginetta G12 Cosworth	1m 52.8s	88.12
SPECIAL GRAND TOURING CARS—1151-1600 cc			
JOHN LEPP	1594 Chevron GT Ford	1m 45.4s	94.3
SPECIAL GRAND TOURING CARS—1601-2500 cc			
TONY DEAN	1991 Porsche Carrera 6	1m 43s	96.5
SPECIAL GRAND TOURING CARS—over 2500 cc			
DAVID PIPER	3285 Ferrari 250LM	1m 44s	95.57
CLUBMEN'S SPORTS CARS—up to 1000 cc			
KEN MILLER	997 U2-Ford Mk. 6	1m 55s	86.43
CLUBMEN'S SPORTS CARS—1001-1500 cc			
HOWARD HEEREY	1498 Chevron-Ford	1m 48.4s	91.69
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 CHATHAM	2912 Austin-Healey 3000	1m 56.2s	85.54
MARQUE SPORTS CARS—over 3000 cc			
BERNARD UNETT	4261 Sunbeam Tiger	1m 55.2s	86.28
JOHN LEWIS	3781 Jaguar E-type		
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			
ALAN PEER	997 Ford Anglia	1m 58.6s	83.81
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

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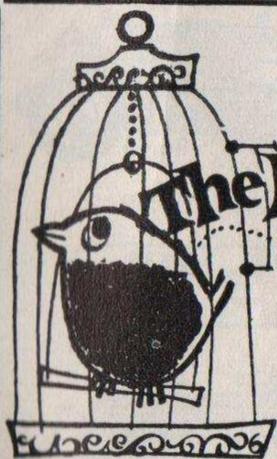
Mills Scaffold Company Limited, Cromwell Road, off Ashton Road, Bredbury,
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OULTON PARK SPEED TABLE

1 lap = 2.761 miles

Lap Time	Speed						
M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.
1 30	110.44	1 39	100.40	1 48	92.03	1 57	84.95
.2	110.20	.2	100.20	.2	91.86	.2	84.81
.4	109.95	.4	100.00	.4	91.69	.4	84.66
.6	109.71	.6	99.80	.6	91.52	.6	84.52
.8	109.47	.8	99.60	.8	91.36	.8	84.38
1 31	109.23	1 40	99.40	1 49	91.19	1 58	84.23
.2	108.99	.2	99.20	.2	91.02	.2	84.09
.4	108.75	.4	99.00	.4	90.86	.4	83.95
.6	108.51	.6	98.80	.6	90.69	.6	83.81
.8	108.27	.8	98.61	.8	90.52	.8	83.67
1 32	108.04	1 41	98.41	1 50	90.36	1 59	83.53
.2	107.80	.2	98.22	.2	90.20	.2	83.39
.4	107.57	.4	98.02	.4	90.03	.4	83.25
.6	107.34	.6	97.83	.6	89.87	.6	83.11
.8	107.11	.8	97.64	.8	89.71	.8	82.97
1 33	106.88	1 42	97.45	1 51	89.55	2 00	82.83
.2	106.65	.2	97.26	.2	89.38	.2	82.69
.4	106.42	.4	97.07	.4	89.22	.4	82.55
.6	106.19	.6	96.88	.6	89.06	.6	82.42
.8	105.96	.8	96.69	.8	88.91	.8	82.28
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



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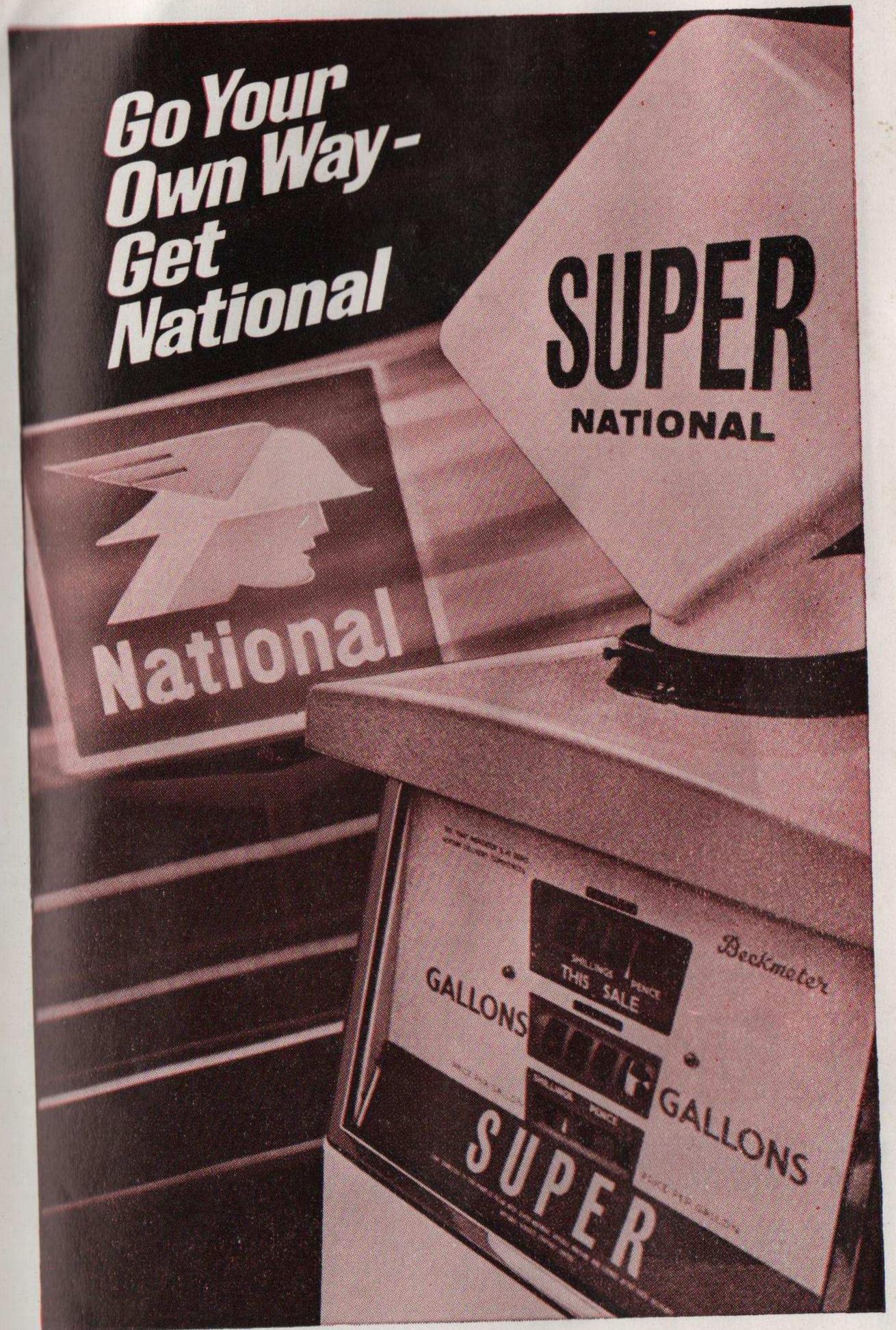
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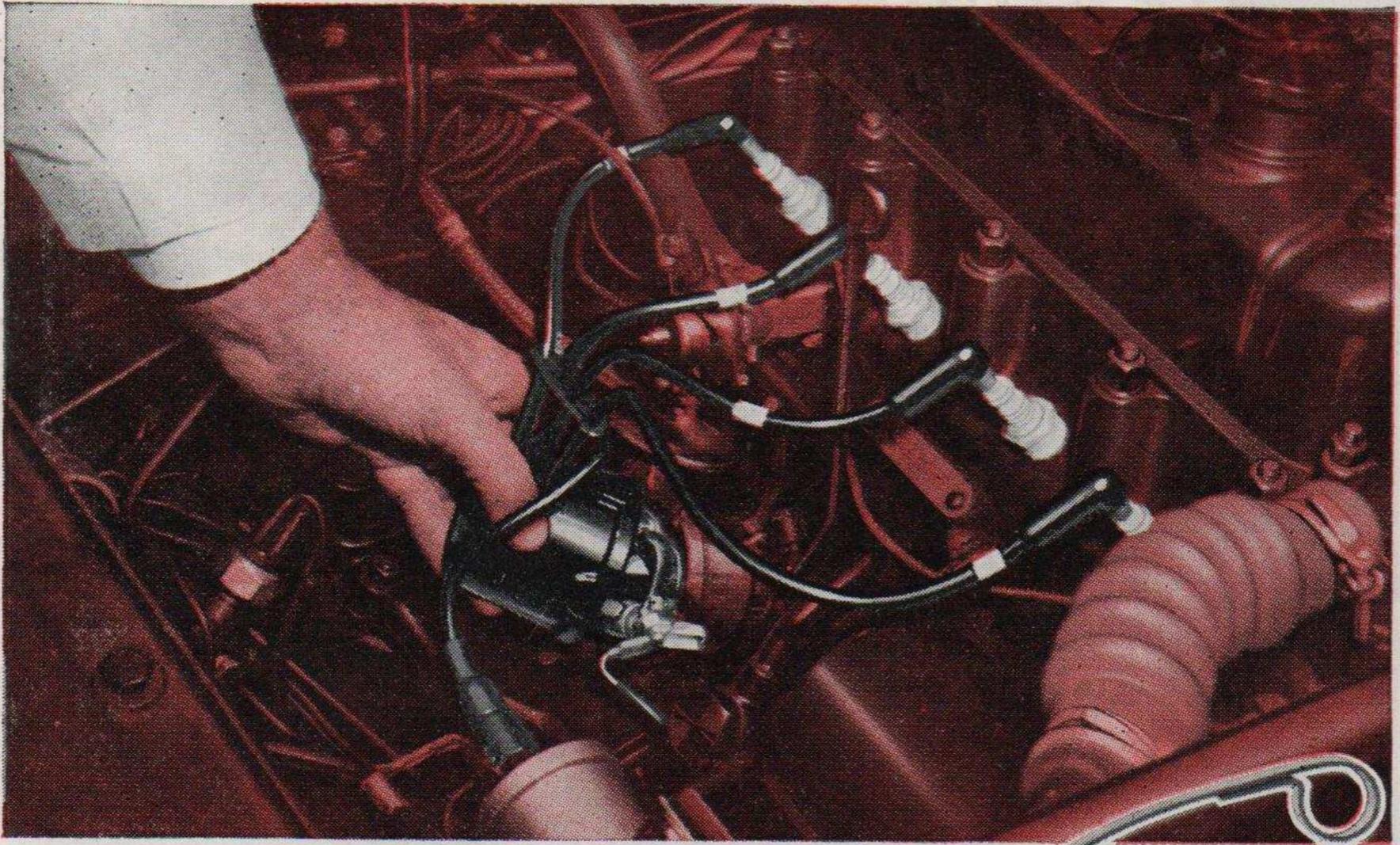
Membership forms for 'The Birdcage' available

OULTON PARK SPEED TABLE—continued

Lap Time	Speed						
M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.	M.S.	m.p.h.
2 06	78.89	2 15	73.63	2 24	69.03	2 33	64.96
.2	78.76	.2	73.52	.2	68.93	.2	64.88
.4	78.64	.4	73.41	.4	68.83	.4	64.80
.6	78.51	.6	73.30	.6	68.74	.6	64.71
.8	78.39	.8	73.19	.8	68.64	.8	64.63
2 07	78.26	2 16	73.09	2 25	68.55	2 34	64.54
.2	78.14	.2	72.98	.2	68.45	.2	64.46
.4	78.02	.4	72.87	.4	68.36	.4	64.38
.6	77.90	.6	72.76	.6	68.27	.6	64.29
.8	77.77	.8	72.66	.8	68.17	.8	64.21
2 08	77.65	2 17	72.55	2 26	68.08	2 35	64.13
.2	77.53	.2	72.45	.2	67.99	.2	64.04
.4	77.41	.4	72.34	.4	67.89	.4	63.96
.6	77.29	.6	72.24	.6	67.80	.6	63.88
.8	77.17	.8	72.13	.8	67.71	.8	63.80
2 09	77.05	2 18	72.03	2 27	67.62	2 36	63.72
.2	76.93	.2	71.92	.2	67.52	.2	63.63
.4	76.81	.4	71.82	.4	67.43	.4	63.55
.6	76.69	.6	71.71	.6	67.34	.6	63.47
.8	76.58	.8	71.61	.8	67.25	.8	63.39
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	.8	61.43



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