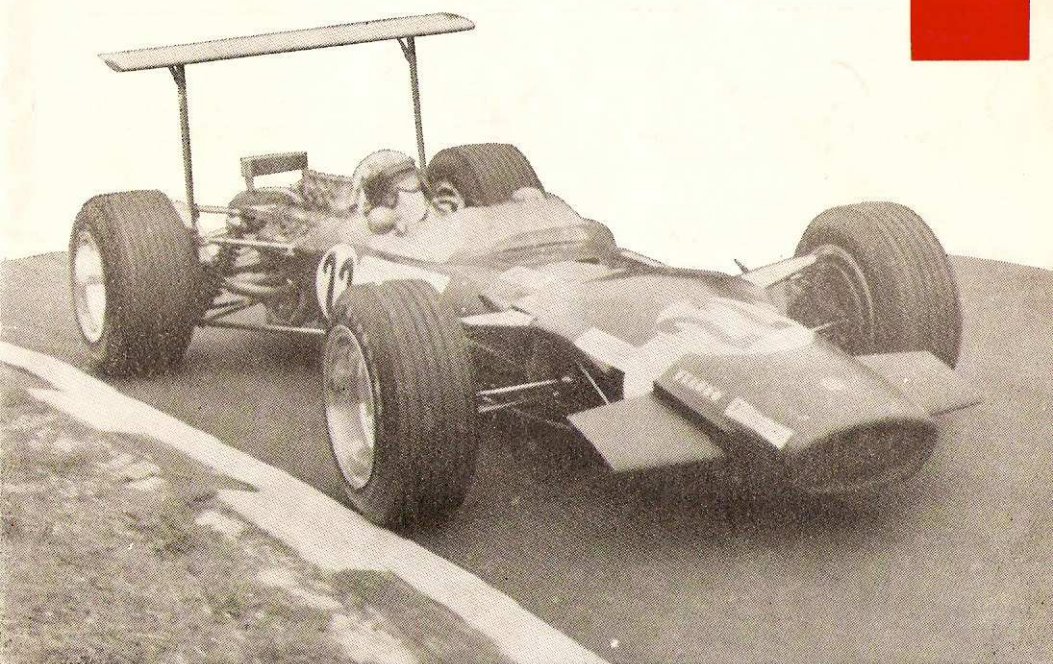


Saturday, 17th August, 1968

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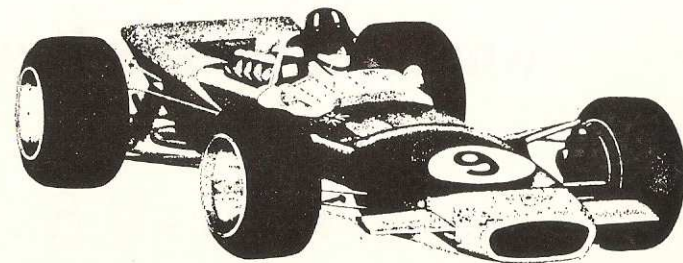
DAILY EXPRESS INTERNATIONAL GOLD CUP RACE MEETING

Organised by the Mid Cheshire
Motor Racing Club

SATURDAY 17th AUGUST 1968

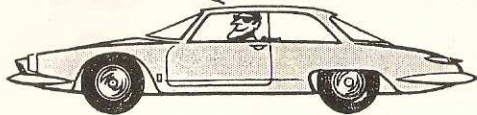
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Sports Car Race	2.30 p.m.	19 laps
Gold Cup Race	3.30 p.m.	40 laps
Saloon Car Race	5.00 p.m.	19 laps

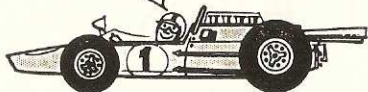


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GOLD CUP RACE

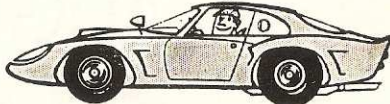
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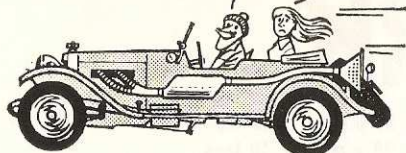
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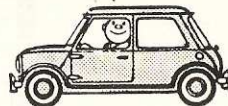


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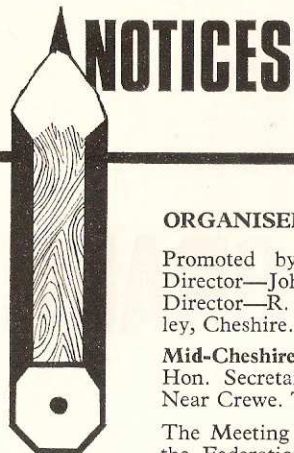
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Mid-Cheshire Motor Racing Club Ltd. President: A. P. B. Birt, Hon. Secretary—A. S. Atkinson, 12 Crewe Road, Shavington, Near Crewe. Tel. Crewe 67759.

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/4445.

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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.

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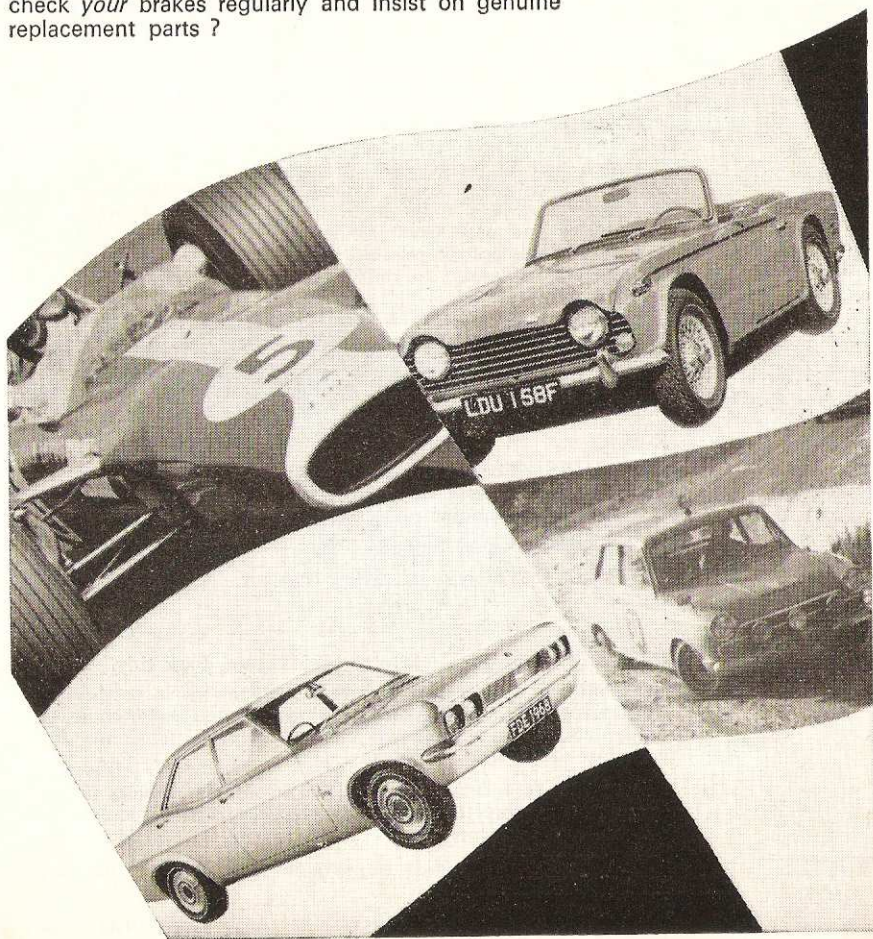
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ACKNOWLEDGMENTS

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

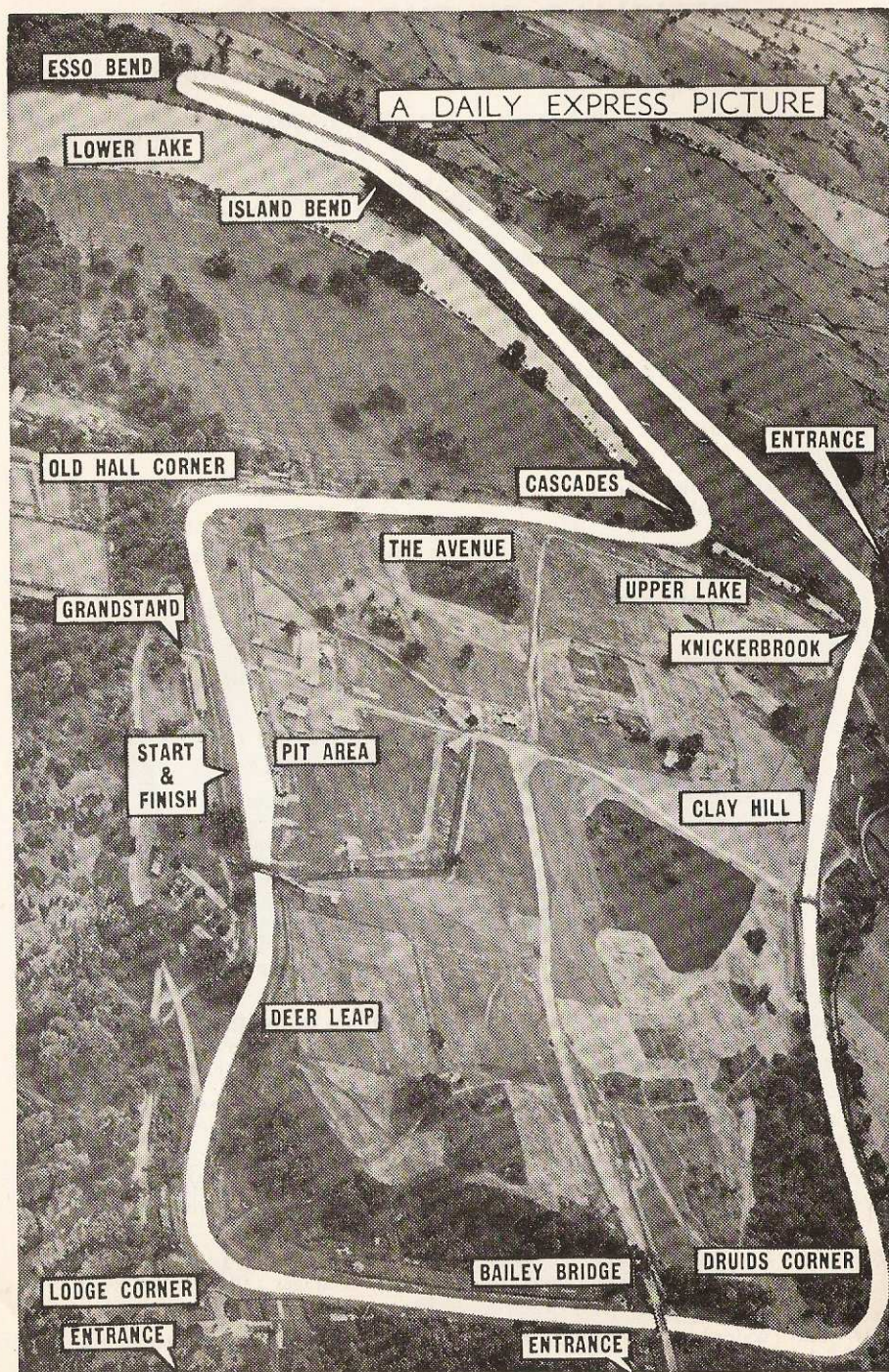
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Mr. Jack Twyford and his friends for operating the timing strip on the straight at Knicker Brook.



AWARDS

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To the winner £250

2nd — £150	9th — £50
3rd — £100	10th — £45
4th — £90	11th — £40
5th — £80	12th — £35
6th — £70	13th — £35
7th — £60	14th — £30
8th — £55	15th — £30

16th, 17th, 18th, 19th — £25 each

20th, 21st, 22nd, 23rd, 24th, 25th — £20 each

In each Class, except the overall winner :

1st — £40	3rd — £20
2nd — £30	4th — £10

GOLD CUP RACE :

Overall Race Awards :

To the winner, the Gold Cup, to be held for one year and £250

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

SALOON CAR RACE :

To the winner £175

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3rd — £100	8th — £50
4th — £90	9th — £45
5th — £80	10th — £40
6th — £70	

11th, 12th, 13th, 14th, 15th — £35 each

16th, 17th, 18th, 19th, 20th — £30 each

21st, 22nd, 23rd, 24th, 25th — £25 each

26th, 27th, 28th, 29th, 30th — £20 each

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1st — £30	3rd — £10
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SUNBEAM  ROOTES

FIRST R.A.C. SPORTS CAR CHAMPIONSHIP

With but one race to go after today (the Guards International Bank Holiday meeting at Brands Hatch on Monday, September 2nd), the R.A.C. Sports Car Championship is still an open affair and, in its first season has proved to be a most interesting competition.

However, if Bill Bradley should score a number of points today and Paul Hawkins should fail to finish, Bradley will be unchallengeable as the R.A.C.'s first national Sports Car Champion and Porsche of Germany will get a cup as the constructors of the winning car.

Neither Bradley nor Hawkins has had an easy task to get to their present high positions in the championship table. Bradley has had some really tough opposition from several rivals but this unassuming Midlands accountant has pressed on and demonstrated an ability which he has been building up steadily through the years with a variety of cars, more particularly the Midland Racing Partnership Formula Junior models which, in the days of that formula, made a considerable impact.

His Porsche has not been without its troubles, having been bent once or twice this year, but in the British championship events, Bill has displayed an admirable ability to finish up near the front with a car which has sounded as crisp at the sight of the chequered flag as it did when the Union Jack fell.

Bradley's nearest rival in the up-to-2000 cc class is Lotus driver John Miles, who has not been able to figure in each round of the championship, and it will be one of today's questions as to which will head the class, or will it be Mile's team-mate, Jack Oliver, or Yorkshireman Tony Dean who has a Porsche like Bradley's and goes fast everywhere, including Oulton Park?

Equally hard has been the task for Australian Paul Hawkins. "Hawkeye" has had to dice not only for the class leadership but for an outright race win and although, in international events, the Ford GT40 has done pretty well, winning enough events from the prototype Porsche models to keep the international championship wide open, the British races have shown up in favour of the 5-litre Lola T70, a newer design than the Ford which has generally been quite a lot faster.

So today Hawkins tries the Lola for himself. This is not just any old Lola but the actual car in which world champion Denny Hulme won the Tourist Trophy here on Whit Monday. In its last outing on British soil for the then-owner, Sid Taylor, the car was driven by Frank Gardner at Mallory Park where it broke the Group 4 sports car lap record and Hawkins (who did at least manage fastest practice lap in his Ford) just could not hold the pace and had to be content with a second place.

Soon after this Mallory Park exercise, Taylor sold that Lola to John Woolfe and got a new one. The new one went to Silverstone and in it Denny Hulme won the major sports car race there last month in an event where Frank Gardner, in the 3-litre Group 6 Ford prototype, made the fastest racing lap achieved on British soil since the days of the banked Brooklands "bowl" in 1939.

The R.A.C. Championship (and today's race) is for Group 4 sports cars and these are models of which 50 examples have been made in one year's production. The cars have to conform to specifications which govern the dimensions of doors, windows, seats, leg room, boot capacity and so on but, without exceptions, the cars in today's event are built specifically for racing rather than for shopping expeditions!

Today's race is the seventh of the eight which count towards the sports car championship in which there are two classes—up to and over 2000 cc. Except for the BOAC "500" race at Brands Hatch in April and the T.T. here in June (for which the points were doubled in each case), the scoring in the championship is on the basis of eight points to the driver who wins his class, six for second place in the class, four for third and two for fourth.

Points before today's race are as follows:

Class A (up to 2000 cc) Class B (over 2000 cc)

W. Bradley (A) 54 pts., P. Hawkins (B) 48 pts., D. Hulme (B) 32 pts., J. Miles (A) 30 pts., B. Redman (B) 16 pts., J. Ickx (B) 16 pts., A. Dean (A) 16 pts., J. Oliver (A) 16 pts., E. Liddell (B) 14 pts., D. Hobbs (B) 12 pts., J. Edmonds (B) 12 pts., P. Sadler (B) 10 pts., D. Prophet (B) 10 pts., R. Pike (A) 10 pts., J. Harris (A) 10 pts., R. Pierpoint (B) 8 pts., M. Hone (A) 8 pts., J. Delmar-Morgan (A) 8 pts., F. Gardner (B) 8 pts., C. Ashmore (A) 6 pts., J. Bonnier (B) 6 pts., M. de'Udy (B) 4 pts., A. Rollinson (A) 4 pts., E. Nelson (B) 4 pts., D. Martland (A) 2 pts., T. Taylor (A) 2 pts., D. Piper (B) 2 pts., J. Morris (A) 2 pts.

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OULTON PARK ACES

6. Jack Oliver

A "Motor Racing" photograph

When **Jack Oliver** got his chance in the Lotus Formula 1 team he seized it with both hands and, following his performance at the British Grand Prix, he must be regarded as a driver who is ready, at any time, to win a Formula 1 race and has a makings of a future World Champion. At Brands Hatch he made second fastest practice lap—a fraction of a second slower than Graham Hill's pole position time—and led the race for two periods. Indeed, just before machinery let him down, he built up by far the biggest lead held at any stage of the Grand Prix and also held the lap record for a short while.

Born on July 14th, 1942, Jack Oliver started motor racing in 1960 with a Mini. He began to make a name for himself in a Marcos GT a couple of seasons later—especially when the wooden car burst into thousands of splinters when it crashed at Snetterton in 1962. It was replaced by a later model powered by a Superspeed-modified Ford engine. With this car Jack finished fourth overall behind Mike Parkes (Ferrari), Jack Pearce (Lotus 23) and Frank Gardner (Brabham) in the 1963 Martini Trophy Silverstone meeting in pouring rain. In 1964 a Diva replaced the Marcos, but in mid-season this too became redundant when Jack decided to buy a Lotus Elan and take part in internationals. On his first outing in the British GP meeting at Brands Hatch that year, he was third in his class behind Jackie Stewart and Sir John Whitmore.

Young Jack went Formula 3 in 1966, racing a new Brabham instead of the Elan he used through 1965. This was probably the best decision he made, for he caught the eye of Colin Chapman of Lotus and in mid-season was invited to race a works Lotus 41 alongside Piers Courage and Roy Pike. He also raced a Mini again in a few club events.

In 1967 Jack graduated to a Lotus Formula 2 car which, although beset with teething troubles, went very well on occasions. However, when Jack could borrow one of his team-mates cars (Jim Clark's or Graham Hill's) he usually went better still! Ken Baker also let him loose for the second year running in a Ford Mustang in British Saloon Car Championship events, but despite mighty heroics it was usually beaten by Frank Gardner's special 5-litre Alan Mann Ford Falcon. He wound up second in the class. It is, of course, extremely sad that Jack Oliver should get his chance in the Gold Leaf Team Lotus Formula 1 car as a result of Jim Clark's death, but nobody could say that he has not justified his position in the team subsequently.

FROM START



TO FINISH...

DAILY EXPRESS

THE PAPER IN THE KNOW



FOREWORD

by—

JAMES SCOTT DOUGLAS

Daily Express Motoring Correspondent

A starting grid packed with most of the world's greatest Grand Prix aces including several former world champions and more than one up and coming driver who I would confidently back to shortly win that coveted title.

That is today's International Gold Cup, the 15th since the race was originated here at Oulton Park in 1954, and the 11th to be sponsored by the Daily Express who also sponsor other major four and two wheeled events here as well as the classic annual international Trophy meeting organised by the British Racing Drivers' Club at Silverstone.

Keen support for all forms of motor sport stems from the very top of the Express hierarchy with Sir Max Aitken himself, formerly a successful driver who amply fulfilled the exacting requirements for membership of the exclusive British Racing Drivers' Club with his many fine drives in international events.

And this keenness is reflected here in the North by Mr. Charles Lawrence, chairman of the Manchester Divisional Board of the Daily Express, who participated at Brooklands in its heyday just before the 1939-45 war.

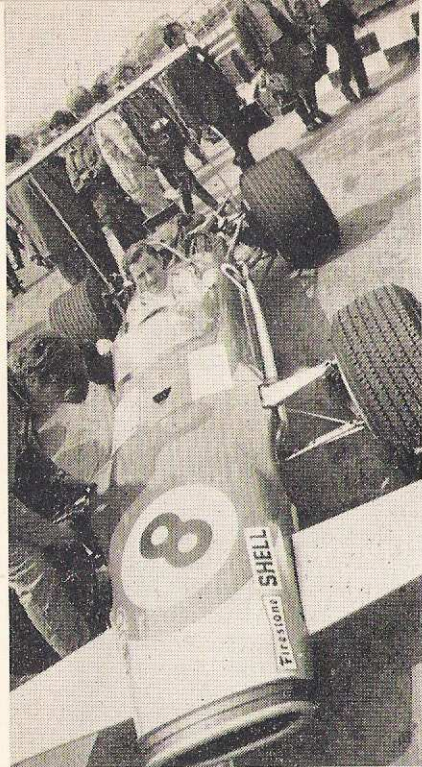
But to me, today's most exciting question is can former world champion Jack Brabham overcome the mechanical 'gremlins' that have dogged him all season?

If he wins today's Formula One International Gold Cup, generously supported by Guards, following his wins in 1957, 1964, 1966 and 1967, he will equal the record of Stirling Moss who triumphed in '54, '55, '59, '60 and '61.

Other winners have been Roy Salvadori in 1956 and '58, the late Jim Clark in 1962 and '63, and John Surtees in 1965.

Adding in the supporting races, today must be one of the most exciting programmes ever offered on any British circuit.

And, if you think like me that Oulton Park is Britain's nearest equivalent to the great road racing circuits of Europe, we can all look forward to a formidable display from the star-packed list of competitors.



LOTUS-FORD

MATRA



The Half Way Stage

What's next in Formula 1?

by GRAHAM MACBETH

Photographs by Linton Money and Gerry Stream

Just over six weeks ago, the current Formula 1 reached its half way stage. Unless the international federation which controls motor racing has a change of heart, the present 3-litre Grand Prix formula is due to come to an end on 31st December, 1970, having begun its life on 1st January, 1966.

Much has happened in the past 2½ years and the cars which contest the Guards Gold Cup race today are the fastest the world has ever seen. Given a dry track, the lap record at Oulton Park is likely to go somewhere above 110 mph and although, once or twice in the past, a few rare types of racing car may have been capable, theoretically at least, of travelling quicker in a straight line, the only type of racing machine which can rival the Formula 1 cars which make up the grid for this afternoon's 110 mile race in terms of ability to get round a road racing circuit quickly are the same things with streamlined bodywork (e.g., the Ford 3-litre sports car prototype in which Frank Gardner recently broke the outright lap record at Silverstone) or the Cam-Am sports cars with 6 or 7-litre V8 engines which, in the cases of McLaren and Lola at any rate, also owe quite a lot to current Formula 1 practice.

As one who enjoys a bit of crystal gazing at times, I once wrote an article for a motor racing programme which looked ahead at likely developments in racing design. It was, I think, in 1959 and then I referred to the use of fully automatic and, probably, infinitely variable transmission as a means of improving performance by saving the time currently wasted in between gear changes, and to the use of four-wheel-drive.

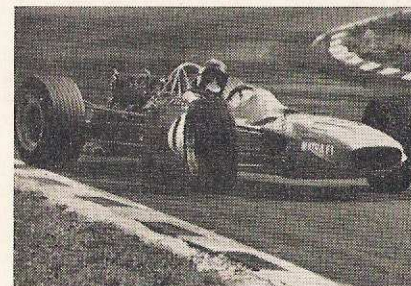
These we have seen in one form or another in motor racing but not all of them so far in Formula 1. There is little doubt that, next year, four-wheel-drive will be fairly commonplace in Grand Prix racing. Already there must have been many a team manager in the rain-sodden events which have made up more than half of this season's World Championship races, who had wished that they had got further advanced with their 4-w-d developments. The current cars, with their 400 bhp outputs, are fitted with fantastically wide tyres and rims (rims of greater width than diameter in many cases) and in the wet the loss of adhesion is frightening and the ease with



EAGLE-WESTLAKE

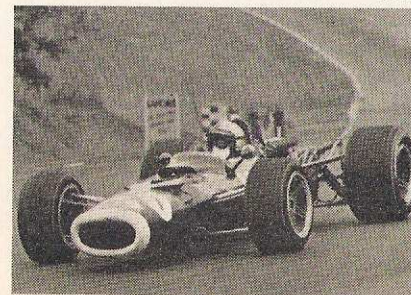


FERRARI



MATRA-FORD

BRM



which aquaplaning takes place is such that there are plenty of drivers who have given up laughing at the American system of postponing races when the rain falls down.

The rain tyres which are fitted these days have great drainage channels in them by removing complete tread bands so that, in effect, the tread pattern is greatly reduced in width so far as road contact is concerned although the overall width is, of course, retained.

Four-wheel-drive will have an immense advantage under wet weather conditions but, with power-to-weight ratios now so high, it will help to a marked extent in the dry too, for all the leading F.1 contenders these days are capable of spinning their rear wheels out of all the slower corners.

Four-wheel-drive in modern motor racing was demonstrated effectively in the Coventry-Climax engined Ferguson P.99 car which won the Gold Cup here driven by Stirling Moss and, the following season, was used by Peter Westbury to win the R.A.C. Hill Climb championship. B.R.M. built a prototype Grand Prix car using their Tasman V8 engine and, although it was not used extensively in circuit racing, it has subsequently made a significant impact in British hill-climbing where 4-w-d is used by several of the leading contenders these days.

The Ferguson system has also been used at Indianapolis where, for the past two years, turbine-powered cars have so nearly wiped the floor with the conventionally powered models. Indeed, the desperately conservative controlling body there is in the middle of an incredibly naive attempt to ban four-wheel-drive from its race on the grounds that it is too expensive and shows no advantage as a worthwhile development for production models! The Ferguson company have, quite naturally, pointed to the fact that there is a car called the Jensen FF which is already using the system and that the world motoring Press have not stopped raving about its effectiveness, and the battle continues

It was many years ago that we saw David Hobbs tip an automatic transmission XK140 on its side at Old Hall Corner here and that was one of the earlier applications of fully automatic transmission in European motor racing, although Paul Frere made quite a name for himself in the touring car races at Spa, in Belgium, driving big American cars with auto-transmission.

There the matter rested for a while until, almost out of the blue, Texan driver Jim Hall (remember him competing here in the British Racing Partnership Lotus Climax GP cars?) used some of his oil well millions to build the Chaparral sports cars, with quite a lot of technical



BRABHAM-REPCO

McLAREN-FORD



assistance from General Motors (who really made auto-transmission work about 30 years ago). These very advanced sports cars dominated the American scene and made some not-too-unsuccessful sorties into Europe, failing at Le Mans but winning, for instance, in the Nurburgring 1000 kilometres race and the BOAC "500" at Brands Hatch.

We saw Bruce McLaren trying out another form of auto-transmission in the TT here but he had troubles with it and reverted to normal manually selected gears. One wonders whether he might not have persisted to determine the advantages of the design, had it not kept breaking up and losing all its oil.

Oil leaks don't bother the other form of automatic transmission which has enjoyed some success in European racing, which is the DAF system as in the little Dutch saloon cars. For a couple of seasons this has been used in Formula 3 racing and there was a convincing demonstration of its effectiveness at Brands Hatch last October when, in a rain-soaked race which was eventually abandoned, Mike Beckwith shot off the start line in a Brabham using the DAF transmission. This system, which enables the engine to keep at peak power all the time, is the fulfilment of the ideal of automatic transmission, but one feels that rubber belts as a means of drive between the engine and back wheels are not likely to be entirely suitable when 400 b.h.p. is involved.

As well as auto-transmission, Jim Hall's Chaparral experimented and, it seems, perfected the use of "wings". This is something which I certainly never foresaw in all my crystal gazing and, from the different applications which have been seen this last couple of months or so in GP events, it caught several of the major teams on the hop, too.

As recently as the Monaco GP at the end of May, no Formula 1 car had used wings although nose fins had been played with in a half-hearted manner for some time and many sports cars have had tail spoilers for several years. Conscious of the "lift" which the body shapes have caused as the speeds of cars have risen, Lotus came out with "wedge" bodywork for their Indianapolis turbine car and, almost immediately after these cars were finished and before their testing was over, John Miles won a Formula 3 race at Silverstone first time out in the Lotus 41X which followed the same general lines and then Graham Hill won the Monaco GP with a Lotus 49 "wedge".

It was the following month, at the Belgian Grand Prix on the frighteningly fast Spa-Francorchamps circuit, where lift problems would be more serious than most

other circuits, that Ferrari started the "wings" stampede by fitting an aerofoil over the tail of his cars. The wings spread quickly at the Dutch and French Grand Prix and, by the time the World Championship circus reached Brands Hatch, two thirds of the field had sprouted wings of assorted sizes and heights. Since then we have seen them in Formula 2 and even Formula 3 racing and the drivers are unanimous in their agreement that the downward pressure on the wheels makes the cars much more controllable on the corners and more than compensates for the extra aerodynamic drag when the cars are going in a straight line.

So, where do we go from here? Already in this formula we have seen power outputs rising dramatically from around 300 b.h.p. (which is probably all that the early, Buick-based Repco engines produced with which Jack Brabham managed to pull off the World Championship in the first year of the formula, 1966). Something over 400 b.h.p. is what is required now to have a reasonable expectation of winning a Formula 1 race.

Except for a few rare wins by V12 engined cars (Ferrari and Honda), the formula has been dominated by relatively simple V8 engines—first the Repco and, more recently and more completely, by the Cosworth-designed Ford. The H16 BRM can only be described as a failure and the men at Bourne are having a much better time with the V12 which is a more logical variation on their earlier and quite successful 1½-litre V8 theme.

It came as something of a shock, when the latest Honda was announced (the ill-fated car in which Jo Schlesser lost his life at the French Grand Prix) that the engine, predictably air-cooled, was not a unit with many pistons and tiny cylinders, following the pattern of the incredibly powerful racing motor cycle units from the same stable, but a mere V8 compared with the V12 used for the previous two years.

Yet it seems more logical to expect most future engines to have more cylinders because, at least in theory, this is the way to increase the power and, ultimately, this is a power race.

It is often overlooked that the current formula is for 1½-litre supercharged engines as well as 3-litre unsupercharged ones. In its final form, the supercharged BRM of the early-1950s was producing allegedly well over 500 b.h.p.

This was, of course, when running on alcohol-based fuels but it is significant that when, during the subsequent unsupercharged 2½-litre formula of the 1954-60 era, petrol was made obligatory, the power outputs gained soon outstripped those achieved in the same engines when using alcohol and, in addition, designers rapidly

eliminated the overheating problems which had been one of the major reasons for their earlier reluctance to accept petrol as a racing fuel.

Is it not possible, then, that the power race may result in renewed interest in supercharging? Or that the other provisions of Formula 1, so far not used by designers, might be considered? These include the use of gas turbines under a specification which, if the results achieved at Indianapolis are anything to go by, are pretty beneficial compared with piston engines. Additionally, there is provision for rotary piston (NSU-Wankel type) units in the formula. Oh, yes, there's plenty of scope for original thinking!

For either supercharged engines or turbines, the use of four-wheel-drive and/or fully automatic transmission does a good deal to eliminate the potential problems which go with these types of propulsion. If the present formula, in its second half, gets even a part of these developments further than the drawing board, motor racing will have indeed lived up to its slogan which says that it improves the breed.

Finally, there is the question of drivers. Here you need a very special kind of crystal ball. The question is more open today than most people can remember it ever being.

A glance at the World Championship table shows just how open the position is, with Graham Hill leading, having scored 30 points from two wins and two second places and Jackie Stewart right on his tail with 26 points (two wins also—both scored in the wet with an injured wrist) and Jacky Ickx close to both with 23. Ickx for instance, could overtake Hill in a single race and this when seven out of the season's 11 Grandes Epreuves have been run!

So study form yourself today and think what it can mean in the Italian, Canadian, United States and Mexican Grands Prix. Do you not agree that Chris Amon must soon win a Grand Prix after his consistently high placings and his tremendous fighting spirit? Or that Jochen Rindt, another great fighter, must soon win through to first place. Remember, too, that Jack Brabham won the world championship as recently as 1966 and he won the Gold Cup here last year, and that Denny Hulme is the reigning world champion and that he is still within striking distance and that his team-mate Bruce McLaren has already won two F1 races this year, including a Grand Prix.

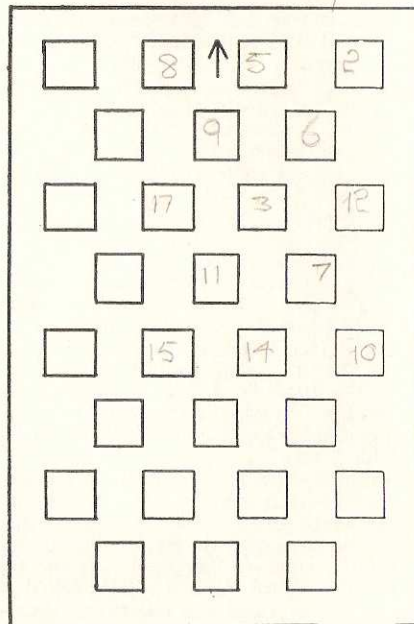
You certainly cannot overlook John Surtees, World Champion of 1964 and one of the most dedicated and skilful drivers in the game. And the outsiders? Keep an eye on Jack Oliver and Pedro Rodriguez, for a start.

STARTING GRID POSITIONS

FORMULA 1 RACE

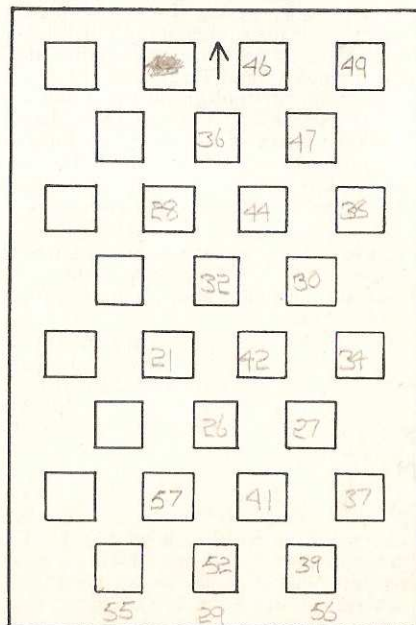
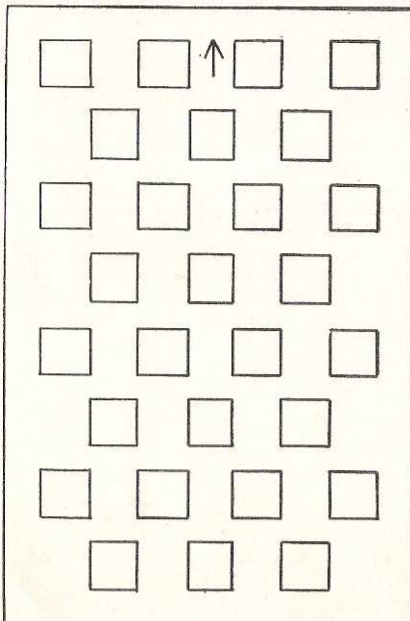
1/29/2

A Collection will be taken on behalf of the British Red Cross Society from 1.0 p.m. to 3.0 p.m. The Red Cross provide First Aid for the drivers and the general public, and we hope you will give generously



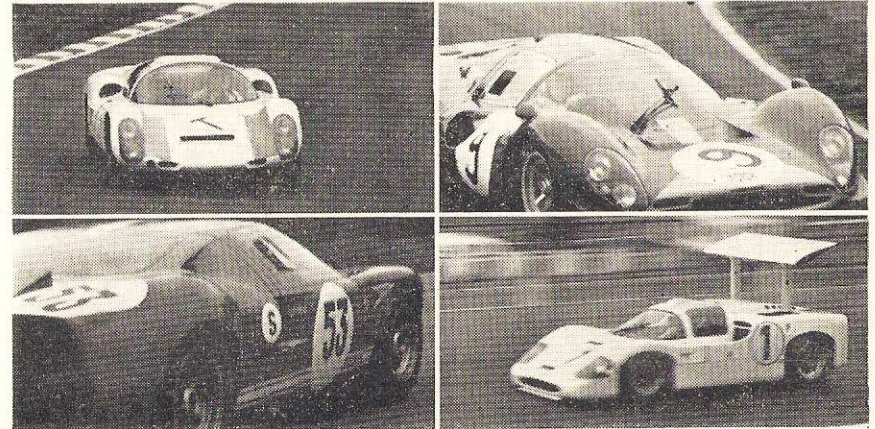
SALOON CAR RACE

SPORTS CAR RACE



22

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BRITISH SALOON CAR CHAMPIONSHIP

Perhaps because it concerns itself with the sort of cars which have brought most of us here today (at least, that is what they look like from the outside!), the saloon car championship has been one which has captured the public imagination for years and has always been very closely contested.

More than most, it is a championship which attracts the attention of the car makers who, because of the publicity it brings, are prepared to spend quite a lot of money in support of the "balloon dicers". In fact, there are plenty of people around who are criticising the state of the championship today because of the effort put into it by manufacturers' teams, who have thus made it particularly difficult for private entrants to enjoy very much success.

With the withdrawal of Chrysler's British department, Rootes, from the fray (previously they supported the Alan Fraser team of Hillman Imps) it has become a virtually straight fight between Ford and B.M.C., although that is, perhaps, an over-simplification of the situation. It is something of a four-part struggle between the Ford Falcons in the over 1600 cc class, all scrapping among themselves, as well as trying to hold off the Ford Motor Company-sponsored Alan Mann Racing Ltd. Ford Escort which dominates the 1301-1600 cc class and in the 1001-1300 cc class there is another struggle between the B.M.C. Mini-Cooper "S" cars and the Ford factory-supported Escort GTs of Bristol Street Group/Team Broadspeed. There is a lesser scrap between the Mini-Coopers and the now-obsolete Ford Anglias in the up-to-1000 cc class.

Primarily a driver's contest, the saloon car championship still has some way to go and it will not be until the Motor Show period that it comes to an end with Motor Show "2000" meeting at Brands Hatch in October. It has certainly been well worth watching up until now because nobody has had an easy life in the competition.

Frank Gardner, the reigning champion, started off at a disadvantage since, at the beginning of the racing season, he could not use the Escort Twin-Cam which was destined to be his mount for the bulk of the year. In March, when the scrap began, the Escort Twin-Cam was not "homologated" (internationally recognised with sufficient numbers having come off the production line), although the smaller capacity Escort GT was already made in large enough numbers.

So Alan Mann's team began the season with one of last year's Cortina Lotus models and suffered some mechanical trouble with that, too. Broadspeed's 1300 GT Escort's were not properly "sorted" at the beginning of the season while John Rhodes in the latest Mini-Cooper with special cylinder head and fuel injection was going faster than ever.

Thus, at the start of the season, yet another of those fast-driving Australians, Brian "Yogi" Muir, in Bill Shaw's Ford Falcon, looked like running away with the championship if Rhodes did not do it, as he did a few seasons ago.

Muir had to work hard for his points, however, as David Hobbs in Mike Gartlan's Falcon hounded him for race after race. Then the Alan Mann Escort, taking advantage of the championship rule which permits a special cylinder head and puts no restriction on the number of valves (a Formula 2 Cosworth FVA head is used), started to go really quickly. At Mallory Park in June, Gardner in the Escort chased Muir's Falcon all the way after a bad start and finished right on its tail.

At the British Grand Prix meeting in mid-July, Gardner won after leading for several laps, being passed by Muir and then going in front again when the Falcon went into a bank. A week later at Silverstone it was Hobbs who won in the other Falcon with Muir second, complete with punctured tyre so he lost points while Gardner was content with fourth overall and a class win.

It is, of course, a class struggle and the overall positions do not enter into the points position, but it is the battle for the place up front which the spectators enjoy most.

The classes are: A—over 1600 cc; B—1301-1600 cc; C—1001-1300 cc; D—up to 1000 cc. Points are awarded on the basis of 8 for a class win, 6 for second place, 4 for third and 2 for fourth.

Positions to date:

F. Gardner (B) 60 pts., B. Muir (A) 46 pts., J. Rhodes (C) 40 pts., J. Fitzpatrick (C) 38 pts., B. Robinson (B) 34 pts., R. Pierpoint (A) 30 pts., S. Neal (C) 22 pts., D. Hobbs (A) 20 pts., V. Elford (B) 18 pts., G. Spice (D) 18 pts., B. Pearson (B) 18 pts., L. Nash (D) 16 pts., C. Craft (D) 16 pts., I. Bax (D) 14 pts., M. Walker (D) 14 pts., A. Dean (B) 14 pts., J. Ewer (A) 12 pts., A. Youlten (C) 10 pts., G. Jansen (C) 10 pts., A. Peer (C) 10 pts., R. Calcutt (D) 8 pts., H. Hahne (A) 8 pts., T. Lanfranchi (D) 8 pts., T. Watts (D) 8 pts., R. Taylor (B) 6 pts., J. Handley (C & D) 6 pts., J. Bischoff (C) 6 pts., A. Stubbs (A) 6 pts., A. Goedemans (D) 6 pts., P. Lague (C) 6 pts., M. Wayne (A) 4 pts., K. Costello (D) 4 pts., P. Harper (D) 4 pts., P. Arundell (A) 4 pts., G. Edmonds (D) 4 pts., S. Fox (A) 4 pts., T. Hezemans (D) 4 pts., A. Jones (D) 2 pts., W. Kay (B) 2 pts., D. Buckett (C) 2 pts.

EVENT 1

START 2.30 p.m.

SPEEDWORLD INTERNATIONAL TROPHY RACE



19 LAPS — 50 MILES

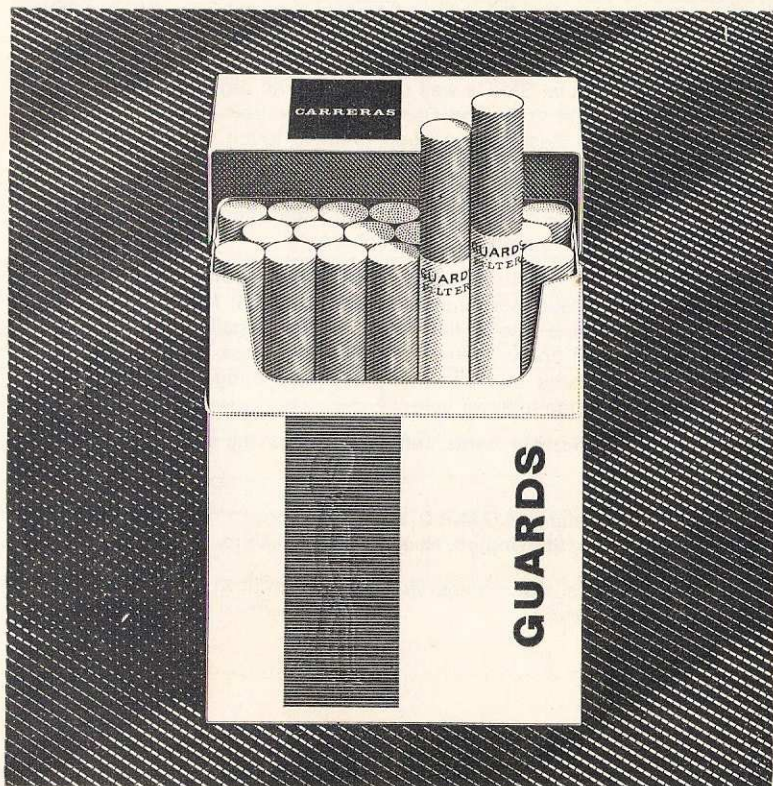
No.	Driver and Entrant	Car	c.c.	Colour
Class (a) Up to 1600 c.c.				
21	JACKIE OLIVER (Gold Leaf Team Lotus) <i>1/4.2</i>	Lotus 47	1594	Red/White/Gold
22	JOHN MILES (Gold Leaf Team Lotus)	Lotus 47	1594	Red/White/Gold
NS 23	J. K. LUMSDEN-TAYLOR (Sunderland Racing Developments)	Lotus 47 Europa	1594	White
NS 24	JOHN HINE (Polydour Chris Barber Racing)	Lotus 47 Europa	1594	Green
NS 25	PETER JACKSON (Julian Hasler)	Lotus Ford 47 Europa	1594	Green/Orange/Maroon/Grey
Class (b) Over 1600 c.c.				
26	JOHN MORRIS or MARTIN HONE (Opposite Lock Club Birmingham)	Porsche Carrera 6	1991	White
27	DIGBY MANTLAND (Driver)	Chevron BMW	1991	White
28	JOHN LEPP (Lepp's The Jewellers)	Chevron BMW	1991	Blue/White
29	PHIL SILVERSTON (Driver)	Chevron BMW	1991	Blue
30	HUGH DIBLEY (Michael De'Udy) <i>T. Hunter</i>	Porsche 906	1991	Green
NS 31	JEFF EDMONDS or CHRIS ASHMORE (J. Edmonds)	Porsche 906 Carrera	1991	Yellow
NS 32	TONY DEAN (A. G. Dean (Racing) Ltd.)	Porsche Carrera 6	1991	Red
NS 33	PETER MOULD (Driver)	Porsche 906	1991	White
34	BILL BRADLEY (Driver)	Porsche 906	1991	White
NS 35	CHRIS SKEAPING (Barnet Motor Co. Ltd.)	Chevron BMW	1991	Blue
36	CHRIS CRAFT (Tech-Speed Racing)	Chevron BMW	1998	Green/Orange
37	ARTHUR MOORE (Driver)	Chevron BMW	1998	Orange
38	TIM SCHENKEN (Chevron Cars)	Chevron BMW	1998	White
39	JEFF EDMONDS or CHRIS ASHMORE (J. Edmonds)	Ferrari 275LM	3285	White/Cream
NS 40	BOB VINCENT (Driver)	Ford GT40	4700	Red
NS 41	ROBIN DARLINGTON (Driver)	Ford GT40	4727	Purple
NS 42	PETER SADLER (Driver)	Ford GT40	4727	Blue
NS 43	DAVID PROPHET (Driver)	Ford GT40	4727	Silver
44	EDWARD NELSON (Edward Nelson Racing)	Ford GT40	4737	Green
NS 45	JOHN WOOLFE (Paul Hawkins)	Ford GT40	4736	Blue
46	PAUL HAWKINS (John Woolfe Racing)	Lola T70	4965	Blue/Yellow
47	MICHAEL DE'UDY (Driver)	Lola T70	4965	Green
NS 48	FRANK GARNER (Steering Wheel Club West Bromwich)	Lola T70	4930	White/Green
NS 49	JOAKIM BONNIER (Ecurie Bonnier) <i>1/3.2</i>	Lola T70	4930	Yellow
NS 50	ROBIN WIDDOWS (Sportscars Unlimited)	Lola T70	4980	
Reserves to be brought forward in the following order:				
52	MAURICE CHARLES (Driver)	Ford GT40	4735	Blue
NS 53	JOHN NICHOLSON (Driver)	Lotus 47	1594	White/Blue
NS 54	J. S. CALVERT (Sunderland Racing Developments)	Lotus 47	1594	Red
55	MICHAEL WALTON (Driver)	Fiat-Abarth 1000SP	999	Red
55	D. C. HARDWICK (Driver)	Lotus 47	1598	Green
ST	T. THWAITES	CHEVRON BMW	2000	Red

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EVENT 2

START 3.30 p.m.

Guards International GOLD CUP RACE

FOR

FORMULA 1

RACING CARS

40 LAPS — 110 MILES

No.	Driver and Entrant	Car	c.c.	Colour
NS 1	DENIS HULME or BRUCE McLAREN (Bruce McLaren Motor Racing Ltd.)	McLaren Ford	2993	Orange
7 2	GRAHAM HILL (Gold Leaf Team Lotus)	Lotus Ford	2994	Red, White, Gold
3	JACKIE OLIVER (Gold Leaf Team Lotus)	Lotus Ford	2994	Red, White, Gold
NS 4	JOHN SURTEES (Honda Racing)	Honda	2992	White/Red
5	JACKIE STEWART (Matra International)	Matra	2993	Blue
7 6	JACK BRABHAM (Brabham Racing Organisation Ltd.)	Repco Brabham	2996	Green/Yellow
7 7	JOCHEN RINDT (Brabham Racing Organisation Ltd.)	Repco Brabham	2996	Green/Yellow
8	CHRIS AMON (Ferrari S.p.A. SEFAC)	Ferrari Formula 1		Red
9	JACKY ICKX (Ferrari S.p.A. SEFAC)	Ferrari Formula 1		Red
6 10	JOAKIM BONNIER (Ecurie Bonnier)	McLaren B.R.M.		Yellow
R9 11	PIERS COURAGE (Reg. Parnell (Racing) Ltd.)	B.R.M.	2998	Green/Red
12	PEDRO RODRIGUEZ (Reg. Parnell (Racing) Ltd.)	B.R.M.	2998	Green
R 14	TONY LANFRANCHI (Motor Racing Stables Ltd.)	B.R.M.	2060	Green
15	DAVID HOBBS (Bernard White Racing)	B.R.M.	3000	Green
NS 16	SILVIO MOSER (Charles Voegelé Team)	Repco Brabham	2996	Red/White/Yellow
17	DEREK BELL (Ferrari S.p.A. SEFAC)	Ferrari Formula 1		Red

RACE POSITIONS DURING THE GOLD CUP RACE

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

Race positions will be announced at regular intervals during the race

RESULTS-FORMULA 1 RACE

1st.....5..... Driver...JACKIE STUART..... Speed.....mph

2nd.....8..... Speed.....mph 3rd.....3..... Speed.....mph

4th.....12..... Speed.....mph 5th.....11..... Speed.....mph
31 laps 31 laps

6th.....15.....

Fastest Lap: Car No. 5+3..... Time...1m 30.0..... Speed...110.41 mph
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EVENT 3

START 5.00 p.m

SALOON CAR RACE

19 LAPS — 50 MILES



No	Driver and Entrant	Car	c.c.	Colour
Class (a) Up to 1000 c.c.				
61	IAN BAX or PETER LAGUE (Ian R. Bax)	BMC Cooper 'S'	970	Blue/White
62	IAN McDOUGALL or GERRY EDMONDS (Ian McDougall)	Ford Anglia	997	Maroon/Silver
63	L. F. V. NASH (Driver)	Ford Anglia	997	Purple
64	GORDON SPICE (Equipe Arden) <i>LTV Wash</i>	Austin Cooper 'S'	999	Blue/Silver
65	LAWRENCE HICKMAN (Leonard Ward Racing)	Ford Anglia	999	Red/Silver
66	TERRY WATTS (Harlton Racing Intercontinental)	Hillman Imp	998	Green/White
67	ALAN JONES (Driver)	Hillman Imp	998	Red
Class (b) 1001 c.c. to 1300 c.c.				
68	STEVE NEAL (The Cooper Car Co. Ltd.)	Morris Cooper 'S'	1293	Green/White
69	JOHN RHODES (The Cooper Car Co. Ltd.)	Morris Cooper 'S'	1293	Green/White
70	CHRIS MONTAGUE (Alexander Engineering Co. Ltd.)	Morris Cooper 'S'	1293	Turquoise/White
71	R. J. PARKINSON (Driver)	BMC Cooper 'S'	1293	Blue/White
72	KEN COSTELLO (Driver)	Austin Cooper 'S'	1293	Blue/White
73	TONY YOULTEN (Cars and Car Conversions)	Austin Cooper 'S'	1293	Yellow
74	DAVID BUCKETT (Driver)	Austin Cooper 'S'	1293	Grey/White
75	IAN BAX or PETER LAGUE (Ian R. Bax)	BMC Cooper 'S'	1293	Blue/White
76	GRAHAM JANZEN (Driver)	Austin Cooper 'S'	1293	Red/Black
77	JOHN FITZPATRICK (Team Broadspeed)	Ford Escort	1297	Red/Silver
78	CHRIS CRAFT (Team Broadspeed)	Ford Escort	1297	Red/Silver
Class (c) 1301 c.c. to 2000 c.c.				
79	BRIAN ROBINSON (A. G. Dean (Racing) Ltd.)	Ford Lotus Cortina	1558	White
80	TONY DEAN (A. G. Dean (Racing) Ltd.)	Ford Lotus Cortina	1558	White
81	BARRY PEARSON (A. G. Dean (Racing) Ltd.)	Ford Lotus Cortina	1558	White
82	FRANK GARDNER (Alan Mann Racing Ltd.)	Ford Escort	1594	Red/Gold
83	M. J. CRABTREE (John Willment Group of Ford)	Ford Escort	1594	White/Red
84	KEN COFFEY (Driver)	Ford Escort	1594	White
85	GEOFF BREAKELL (T. R. Clapham)	Alfa-Romeo GTA	1596	Red
86	PETER KOEPCHEN (Schnitzer-Keepchen-BMW Tuning)	BMW 2002	1990	Silver
Class (d) Over 2000 c.c.				
87	A. N. OTHER (Alan Mann Racing Ltd.)	Ford Escort	2231	Red/Gold
88	ROY PIERPOINT (Driver)	Ford Falcon	4700	Blue
89	BRIAN MUIR (W. J. Shaw)	Ford Falcon	4700	Blue
90	TERRY SANGER (Driver)	Ford Falcon	4727	White/Blue

Reserves to be brought forward in the following order :

91	CHARLES LUCAS (Slot Stereo Systems)	Porsche 911T		Silver
92	DAVID HOBBS (Malcolm Gartlan)	Ford Falcon	4700	Blue
93	ALAN PEER (Dagenham Motors)	Ford Escort	1297	Light/Dark Blue

OULTON PARK LAP RECORDS

GOLD CUP MEETING — AUGUST 17th, 1968

Event 1—Group 4 Sports Cars		Driver	Car and cc	Time	Speed
Up to 1150 cc		CHRIS McLAREN	997 Marcos-Ford GT	2m 01.2s	82.01
1151-1600 cc		JOHN MILES	1594 Lotus Europa 47	1m 44.0s	95.52
1601-2500 cc		TONY DEAN	1991 Porsche Carrera 6	1m 41.2s	98.22
Over 2500 cc		JO BONNIER	4975 Lola Chev. T.70 Mk. 111	1m 37.4s	102.05
Event 2—Formula 1 Guards Gold Cup Race					
Outright Circuit Record and Formula 1					
		JACK BRABHAM	2996 Repco-Brabham BT24	1m 31.6s	108.51
Event 3—Group 5 Saloon Cars					
Up to 1000 cc		JOHN FITZPATRICK	997 Ford Anglia	1m 59.0s	83.53
1001-1300 cc		STEVE NEAL	1293 Mini Cooper 'S'	1m 57.0s	84.95
1301-2000 cc		GRAHAM HILL	1594 Ford Lotus Cortina	1m 51.4s	89.22
Over 2000 cc		FRANK GARDNER	4986 Ford Falcon Sprint	1m 47.4s	92.55

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 a 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.

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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 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

OULTON PARK SPEED TABLE—continued

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 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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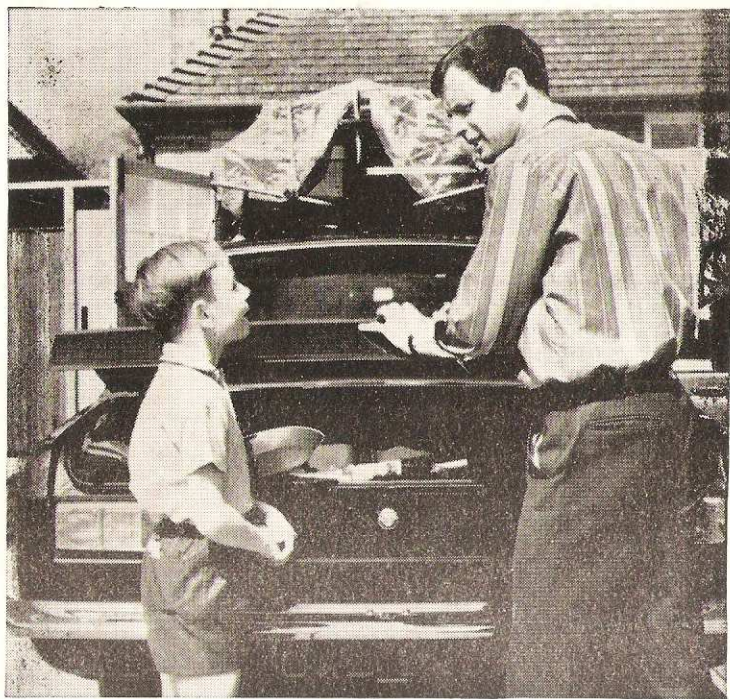
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