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INTERNATIONAL



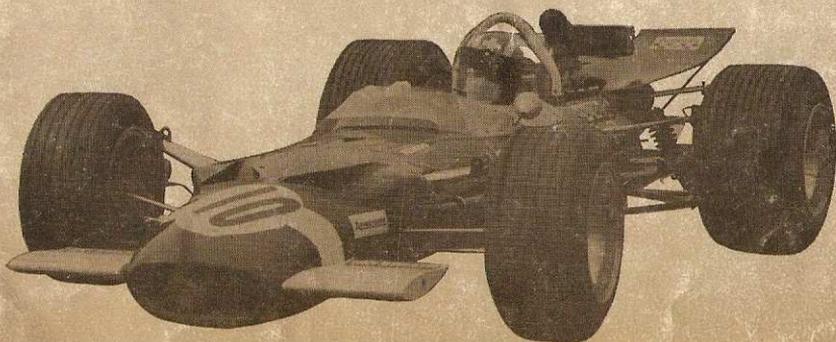
GOLD CUP

RACE MEETING

OULTON PARK



Saturday
16th August '69



Autocar

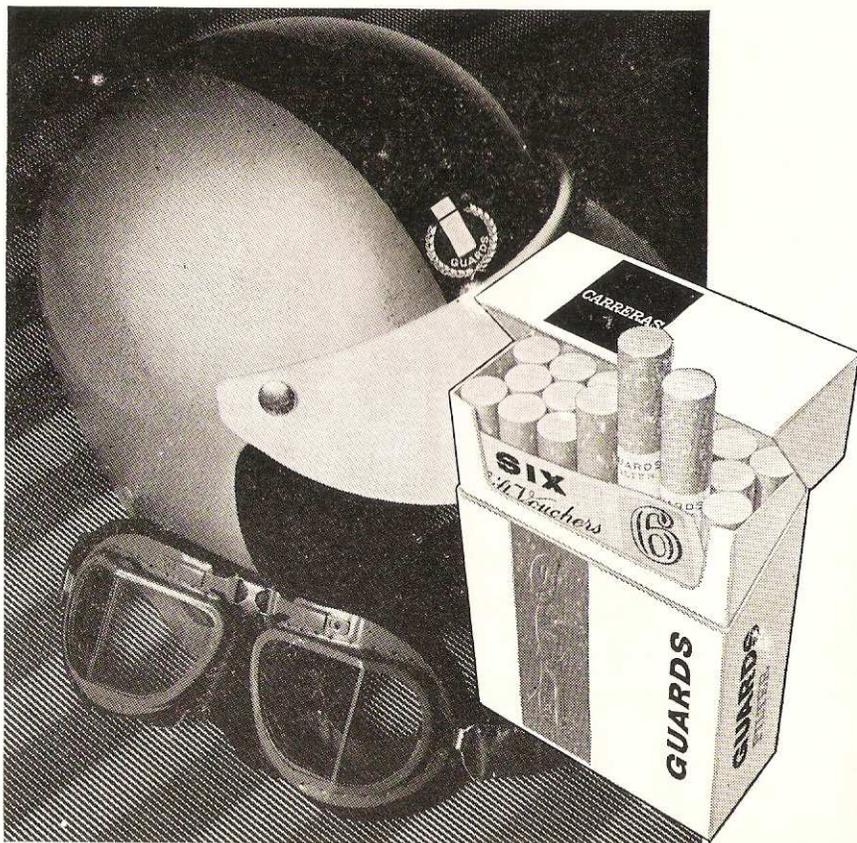
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DAILY EXPRESS

INTERNATIONAL GOLD CUP

RACE MEETING *including*



THE GUARDS FORMULA 1 GOLD CUP RACE

*and up to 8 invited leading
FORMULA 5000 CARS*

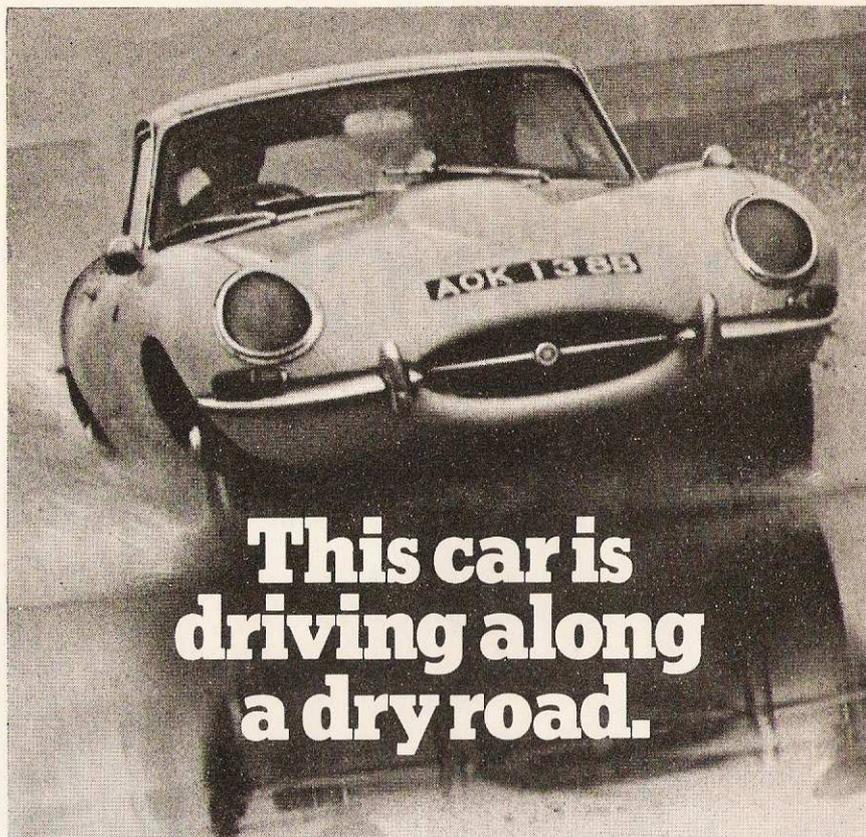
*Organised by the
MID-CHESHIRE MOTOR RACING CLUB*

**OULTON PARK
SATURDAY, 16 AUGUST, 1969**



Programme of Events :

2.30 p.m.	19 laps	SPORTS CAR RACE
3.30 p.m.	40 laps	GOLD CUP RACE
5.00 p.m.	19 laps	SALOON CAR RACE



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driving along
a dry road.**

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NOTICES

ORGANISERS OF THE MEETING—

Promoted by **Motor Circuit Developments Ltd.**, Managing Director—John Webb. For **Cheshire Car Circuit Ltd.**, Managing Director—R. M. Foster, Oulton Park, Little Budworth, Tarporley, Cheshire. Tel. Little Budworth 301.

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/5312.

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.

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

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OULTON PARK CIRCUIT (RACEDAYS ONLY)

Prospects for Today's Racing

With the sort of entry list which is to be found for each of this afternoon's three races, it would be a clever man who could forecast, with any accuracy, which will be the most closely-fought event, or even the most enjoyable one.

Starting with the Guards Gold Cup itself, the prospect of the scrap between Jackie Stewart, in the Matra Ford, and Jochen Rindt, in the Lotus Ford, is a mouth-watering one.

Stewart starts with one or two advantages. After all, he is favourite for world champion, having won five out of seven Grand Prix races held so far this season and he spent two whole days test driving the Matra Ford cars here last week. On the other hand, Rindt has nothing to lose and everything to gain. Few of us who were at the British Grand Prix last month will forget that fabulous battle between these two and, until his luck ran out (as it has a habit of doing when he is driving a Formula 1 car—but, strangely, not in Formula 2), it really looked as if Jochen Rindt would pull it off, for Stewart was looking distinctly ragged on the corners in his chase and he was going to have a heck of a job to get by. However, Rindt's luck did run out and he made two pit stops, so the issue between them is still open.

Then there is the intriguing question of how many Formula 5000 cars will finish in front of how many Formula 1 models. The last time we saw Formula 5000 here was on Good Friday at their very first public appearance en masse. They were rather unsorted then but still not so much slower than the outright (i.e., Formula 1) lap record.

Now, no-one imagines that the outright lap record will go unbroken today if it stays fine, particularly if that Stewart v. Rindt duel develops as expected, but it will be very interesting to see how much faster the F5000s go now than they did at the beginning of April.

Did you ever see such a list of Chevrons as will contest the up-to-2000 cc class of the sports car race which opens the meeting? It represents over half of the field and a very fast half, at that.

However, many of us have memories of the equivalent race last year, where there was a splendid dice between the Lolas of Jo Bonnier (who is back in today's entry list and Mike de'Udy (who isn't). If Bonnier, who was in lap-record breaking mood that afternoon, is without de'Udy as a sparring partner today, he has a couple more lively playmates in Frank Gardner and Chris Craft, also in Lolas. This should produce another memorable race.

Then there is the saloon car event. The RAC British Saloon Car Championship, towards which this counts, is still wide open, as is this race.

Bill Shaw's Chevrolet Camaro, which Roy Pierpoint drives so well, is now going quickly but it isn't really much faster than the best Ford Falcons and Terry Sanger is going to take some beating in one of these.

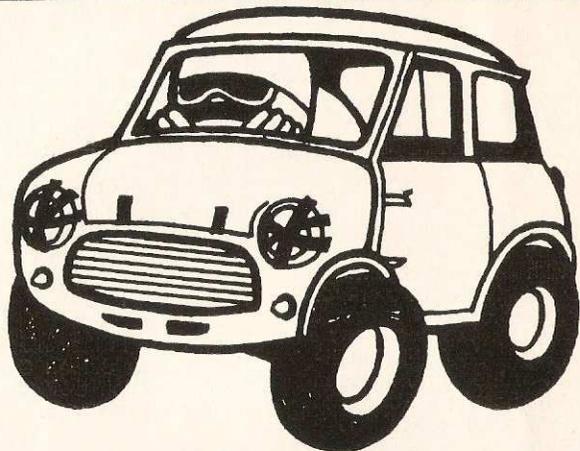
And its about time that Frank Gardner's supercharged Alan Mann Escort pulled one out of the bag. It could happen today.

In the other classes, Alec Poole, who could well run away with the RAC championship in the Equipe Arden 1000 cc Mini, is going to have some tough opposition from Rob Mason in Don Moore's Mini, which won the two-hour race qualifying for the European championship down at Brands Hatch, but one of the quickest that day was Laurie Hickman in a 1-litre Escort (funny thing—I've never seen a 1-litre Escort in a Ford showroom!).

Then there's that incredible race-by-race battle in the 1001-1300 cc class between the Team Broadspeed Escort GTs of Chris Craft (who won this class here last August) and John Fitzpatrick, the Britax-Cooper-Downton Minis of Steve Neal and Gordon Spice and the British Leyland ones of John Rhodes and John Handley.

And try picking a 1301-2000 cc class winner from Nick Faure's Porsche and the Escorts of John Hine, Barry Pearson and Brian Robinson.

H.G.



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Assistant Chief Marshal:
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R.A.C. Timekeepers: L. A. Cranshaw (in charge), S. del Banco, L. Braithwaite, R. S. Corfe, B. A. Weir

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ACKNOWLEDGMENTS

The Mid-Cheshire Motor Racing Club 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, Lancashire and Cheshire Car Club, and all who have attended the meeting as honorary Officials and Marshals, Dr. S. B. Foulds and professional colleagues.

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

Messrs. Arden & Bull Ltd., Charles Barber & Sons, Buckley Bros. (Motors) Ltd., Lookers Ltd., Pace Arclid Ltd., H. & J. Quick Ltd., Rootes Manchester, and Tyretreads Ltd. for the service of Breakdown vehicles and crews.

Messrs. A. E. Chatfield (Crewe) Ltd., Rootes Manchester and Wilmslow Garages for the loan of Course Cars.

Girling stop fast - to come first

Throughout the motor racing season Girling equipped cars are forging ahead, getting the chequered flag first with the extra confidence of Girling brakes



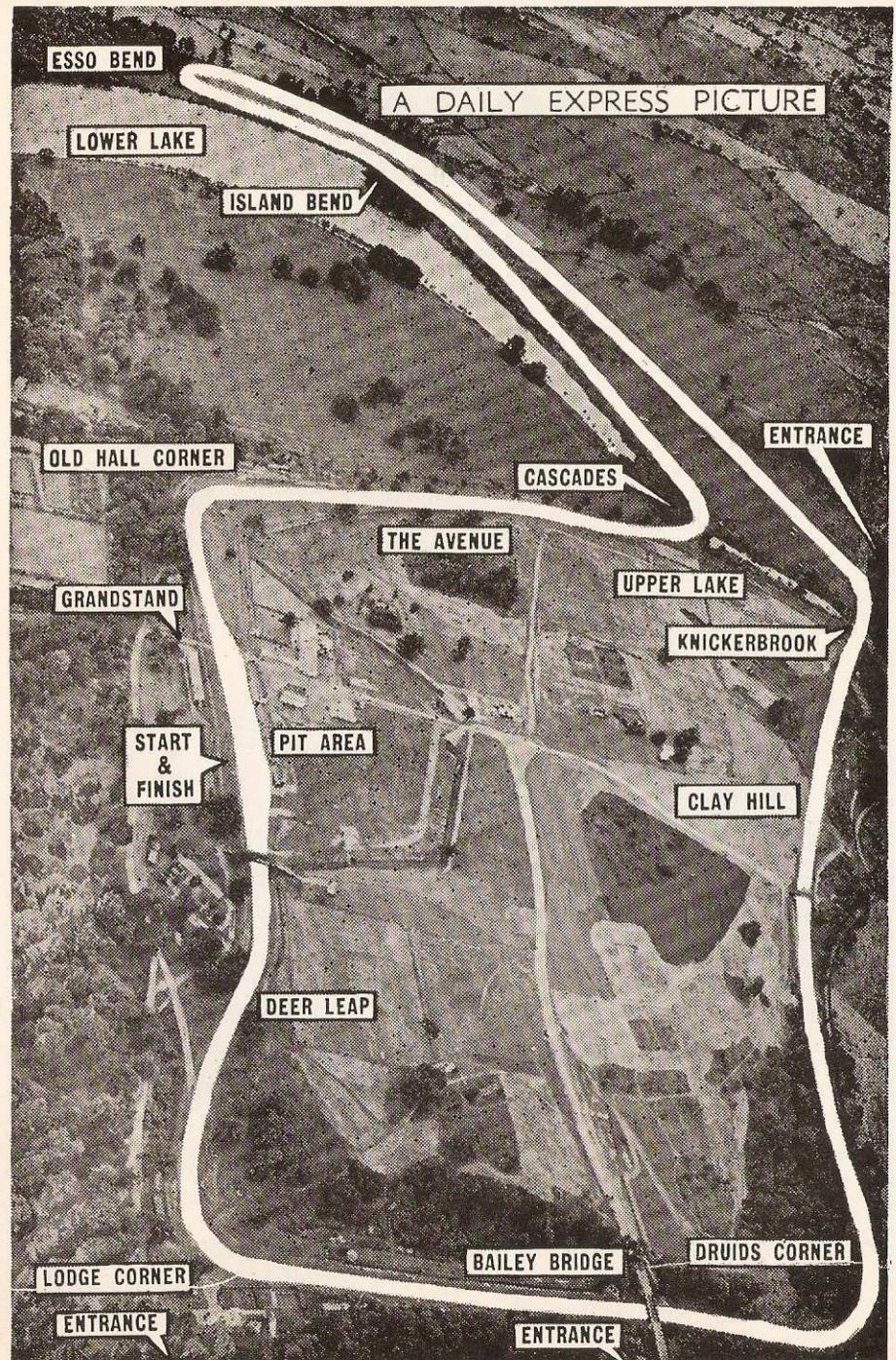
Competing or commuting Girling give you instant dependable response vital to Girling braking confidence. Through constant development and improvement of all systems all the time Girling brakes meet today's driving conditions — TODAY

GIRLING

THE BEST BRAKES
IN THE WORLD



Stay confident. Keep your Girling system checked and use only genuine Girling replacements



Your team needs our support.

Britax equipped cars walked away with the British Saloon Car Championship last year.

This year we're playing an even bigger part by sponsoring the official Cooper works team.

That means the works.

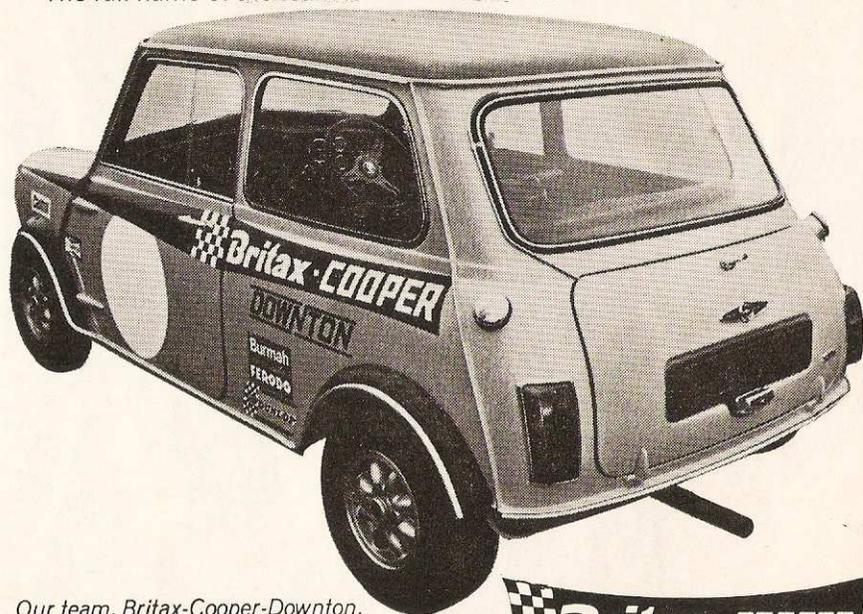
We enter the cars. We pay the drivers, Gordon Spice and Steve Neal. And we share top billing with the cars and the engineers.

The full name of the team is

Britax-Cooper-Downton. But what about your team? The wife, the kids, the family.

Britax don't only make harnesses for saloon car competitions. We make a whole range of seat belts and safety products for drivers and passengers of family cars.

According to sales figures, we've been doing a pretty good job beating the competition with that team too.



Our team. Britax-Cooper-Downton.



Britax (London) Ltd. Byfleet, Surrey.

AWARDS

SPORTS CAR RACE :

To the winner £250

2nd—£150, 3rd—£90, 4th—£80, 5th—£70, 6th—£60, 7th—£50, 8th—£45,
9th—£40, 10th—£35, 11th—£35, 12th—£30, 13th—£30, 14th—£25, 15th—£25

16th, 17th, 18th, 19th—£20 each

20th, 21st, 22nd, 23rd, 24th, 25th—£15 each

In each Class, except the overall winner :

1st—£30, 2nd—£20, 3rd—£15, 4th—£10

GOLD CUP RACE

Overall Race Awards :

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

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

SALOON CAR RACE :

To the winner £175

2nd—£125, 3rd—£90, 4th—£80, 5th—£70, 6th—£60, 7th—£50, 8th—£40,
9th—£35, 10th—£30

11th, 12th, 13th, 14th, 15th—£25 each

16th, 17th, 18th, 19th, 20th—£20 each

21st, 22nd, 23rd, 24th, 25th—£15 each

26th, 27th, 28th, 29th, 30th—£10 each

In each Class except the overall winner :

1st—£25, 2nd—£15, 3rd—£10

GOLD CUP WINNERS

1954 — STIRLING MOSS

1955 — STIRLING MOSS

1956 — ROY SALVADORI

1957 — JACK BRABHAM

1958 — ROY SALVADORI

1959 — STIRLING MOSS

1960 — STIRLING MOSS

1961 — STIRLING MOSS

1962 — JIM CLARK

1963 — JIM CLARK

1964 — JACK BRABHAM

1965 — JOHN SURTEES

1966 — JACK BRABHAM

1967 — JACK BRABHAM

1968 — JACKIE STEWART

Vernon Cooper

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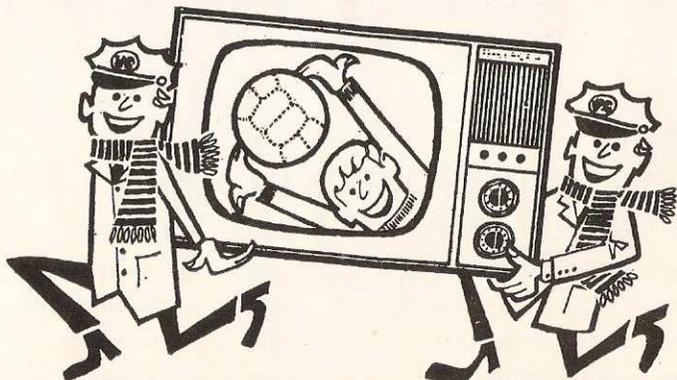
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**BRANCHES THROUGHOUT THE NORTH WEST
AND MIDLANDS AT YOUR SERVICE**

Top-Line Motor Racing - What Next?

*A personal (and not altogether
dismal) view*

by **GRAHAM MACBETH**

Photographs by Autocar

Today's Guards Gold Cup entry list is unusual, to say the least. There is as much power as you, the thrill-hungry spectator, could desire but it isn't always in precisely the cars which you might have expected, because the Gold Cup has been traditionally a Formula 1 race from the very beginning.

So make the best of your view of the Formula 1 cars this afternoon. For who knows how many times they will be seen on British tracks next year?

Take a good look, too, at the Formula 5000 cars which are such an important part of today's Guards Gold Cup grid, because they could be a leading part of the major motor racing picture of the very near future.

The pressure is on in Formula 1. Costs go up but income does not seem to keep pace. Circuit owners are reluctant to ask for any more money from you, the spectator, so from where else can it come? Petrol companies are not paying out as much (indeed, both Esso and BP have withdrawn completely and newcomers Gulf and Elf are not spreading their assistance widely).

We have just seen Cooper disappear from Grand Prix racing, entirely through lack of sponsorship. And Coopers were world champions as recently as 1960. One reason for Cooper's exit was that no tyre company would offer 100 per cent. support and, without the latest thing in tyres, no Grand Prix team can hope for success.

Honda and Dan Gurney's Eagle are two more F1 contenders missing this year, while Matra Sports, the French "works" team, withdrew from Formula 1, leaving it to Ken Tyrrell's efficient and compact Matra International team using the Ford V8 engine and with Jackie Stewart as the driver, to win nearly everything in sight.

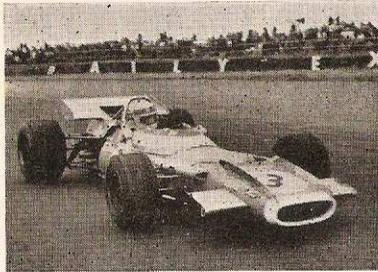
So, for a variety of reasons, the 1969 Grand Prix scene differs radically from last year in being without Cooper, Honda, Eagle and Matra Sports entries.

We have had the remarkable experience of hailing last month's British Grand Prix at Silverstone as having the biggest Grand Prix field of the year, with only 17 runners! This compares with a deliberately selective 20 for the 1968 Grand Prix (at Brands Hatch) and no fewer than 30 at the first British Grand Prix after the introduction of the "unpopular" 1½-litre formula (at Aintree in 1961).

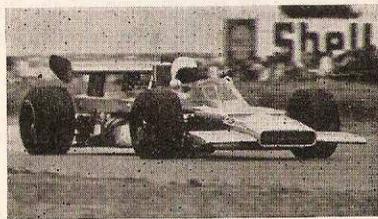
What happens next? If the petrol companies are not able to extend their aid further, and if the tyre companies are more selective than in the past as to whom they can afford to support, from where else can the money come? There are certainly not many sponsors around like Players, who make Gold Leaf Team Lotus a financial fact.



Fastest thing in British saloon car racing at the present time is this Chevrolet Camaro, entered by Bill Shaw and driven by ex-saloon champion Roy Pierpoint.



World champion elect - Jackie Stewart and the Matra Ford are virtually home and dry as champion driver and car for 1969.



Shape of things to come? John Miles with the latest Lotus Ford four-wheel drive car. It has been competing quite successfully so far as the transmission is concerned but has been dogged by other troubles.

Jack Brabham is searching somewhat desperately for a major sponsor and Bruce McLaren says that he can only afford to stay in Formula 1 racing because of his financial success in America's sports car races.

But this is a menace to Grand Prix racing in itself! For where do you think that McLaren and Denny Hulme, John Surtees and Jo Siffert are this weekend? They are all in the USA, contesting a Can-Am race. And for several years now, we have seen Graham Hill and Jochen Rindt, Denny Hulme and Jackie Stewart, and the late Jim Clark, all rushing to and fro across the Atlantic in hectic bids to participate successfully in both the Indianapolis 500 and the Monaco Grand Prix.

Is the situation all that bad? There are persistent rumours that Serenissima of Italy, Porsche of Germany and Honda of Japan are all returning to Grand Prix racing. But even if all three do come back, and nobody drops out, it does not mean that all in the Formula 1 garden will be rosy.

With the costs going upwards, there is a possibility that Formula 1 cars may be priced into a situation whereby World Championship Grand Prix races will be their only appearances.

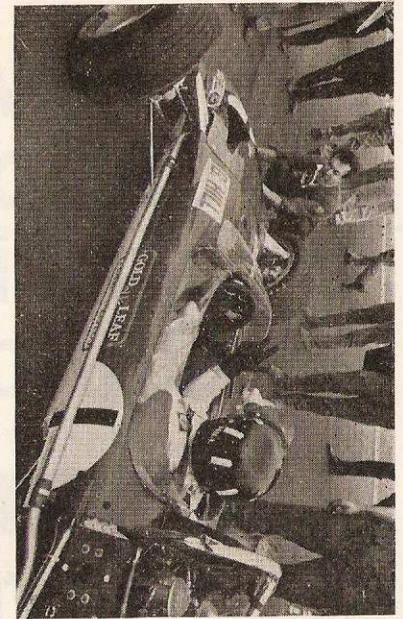
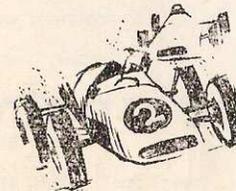
Some observers do not regard this as altogether a bad thing. It would give Formula 1 a scarcity value which would make each country's Grand Prix the race of the year, even when they were as processional as many GP races are (remember that the last two British GPs have been notable exceptions to the general rule, in that both were exciting races with the lead in dispute for the majority of the time).

But it would bring a radical change to the British racing scene, for gone would be those non-championship Formula 1 races, including the Gold Cup. This situation would be encouraged by the fact that teams no longer need the early season "shake down" races of the past, because there is now no "close season" of Grand Prix racing. New cars appear at any time during the 12 months

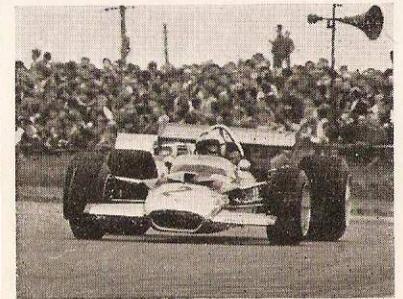
All this makes today's Guards Gold Cup a significant event. Here we see the mighty Formula 5000s racing alongside Formula 1 cars. It could well be that Formula 5000 will take over from Formula 1 as the main motor racing attraction apart from the annual Grand Prix. With their big, relatively inexpensive production 5-litre engines, they are much cheaper than Formula 1 cars, yet they are very little slower. Indeed, with more development that has been possible during one short season, and with more experience on the part of the drivers, they could become at least as quick.

We have already seen Formula 2, with a European championship for which "graded" drivers are not eligible (but that does not stop them from competing in the actual races when they want to). How much better if big, hairy Formula 5000 fulfilled its promise and took the place of Formula 1 as the major form of racing apart from Grands Prix.

It could happen, and there are even those who regard Formula 5000 as the obvious choice for the next Formula 1.

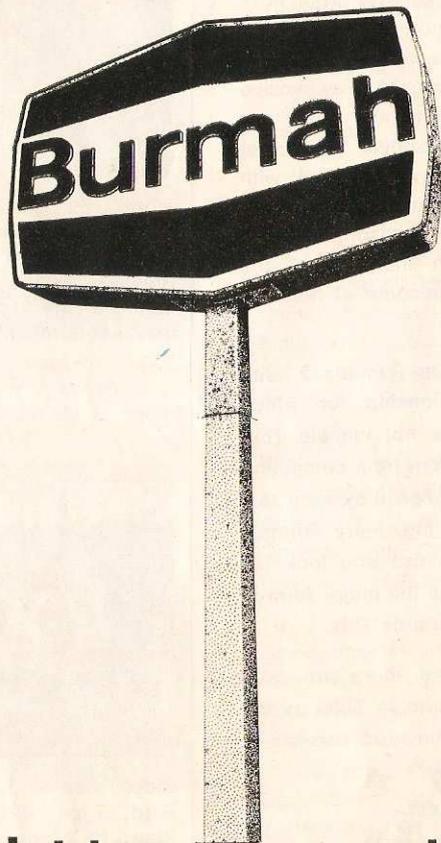


World champion Graham Hill has been out of luck this year and has spent a lot of time visiting the pits. However, he is still very much in the hunt for the runner-up position in the drivers' championship.



Close stuff - Jochen Rindt (Lotus Ford Type 49B) leading Jackie Stewart's Matra Ford MS 80 in the British Grand Prix at Silverstone. They were as close as this (and usually in this order) for more than 50 of the 84 laps.

Powerful support for racing at Oulton Park



Britain's big new name in petrol

EVENT 1

START 2.30 p.m.

SPORTS CAR RACE

19 LAPS — 50 MILES

No.	Driver and Entrant	Car	c.c.	Colour
Class A—up to 2,000 c.c.				
21	G. P. DARYN (Molash Racing Partnership)	Lotus Europa	1558	White/Red
22	JOHN S. CALVERT	Lotus Europa 47	1598	Blue/White
23	CHARLES LUCAS	Porsche 910	1991	Grey
24	JOHN SPERO (Hever Time Ltd.)	Porsche 906	1991	Red/White
25	NICK GOLD	Porsche 910	1991	White
26	IAN SKAILES	Chevron BMW B8	1991	Green
27	TREVOR TWAITES	Chevron BMW B8	1991	Red
28	RICHARD SHARDLOW (Worcestershire Racing Association)	Porsche 906	1991	Blue
29	PETER CREASEY (Worcestershire Racing Association)	Chevron BMW B6	1991	Orange
30	PAUL RIDGWAY (Worcestershire Racing Association)	Chevron BMW B8	1991	Orange
31	JOHN LEPP (Lepp's The Jewellers)	Chevron BMW B8	1991	Red/White
32	PETER LAWSON	Chevron BMW B8	1991	Purple/White
33	WILLIE GREEN (The Paul Watson Race Organisation)	Chevron BMW B8	1991	Yellow
34	DAVID FARNELL (The Paul Watson Race Organisation)	Chevron BMW B8	1991	Blue/White
35	PETER TAGGART (Dr. S. A. Goodwin)	Chevron BMW B8	1991	
36	CHRIS SKEAPING	Chevron BMW B6/8	1991	Blue
37	PHIL SILVERSTON	Chevron BMW B8	1991	Green/Black
38	ARTHUR MOORE	Chevron BMW B6	1998	Orange
39	PETER BROWN (J.C.B. (Excavators) Ltd.)	Chevron BMW B8	1991	Yellow
Class B—over 2,000 c.c.				
40	JOAKIM BONNIER (Scuderia Filipinetti-Ecurie Bonnier)	Lola T72 111B	5000	Red
41	FRANK GARDNER (Grand Bahama Racing Co. Ltd.)	Lola T70 111B	4965	Green
42	ROBERT VINCENT	Ford GT40	4736	Red
43	IAN WILLIAMS (Malaya Garage)	Ford GT40	4736	Yellow
44	PETER SADLER	Ford GT40	4727	Blue
45	CHRIS CRAFT (Tech Speed)	Lola Mk. 111	4880	Orange

48

Lola

BLUE

LAP SCORE CHART

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
41	41	41																
31	33	33																
36	36	36																
		27																

RESULT—SPORTS CAR RACE

Up to 2,000 cc

Overall

1st. 41 2nd. 48 3rd. 4th.

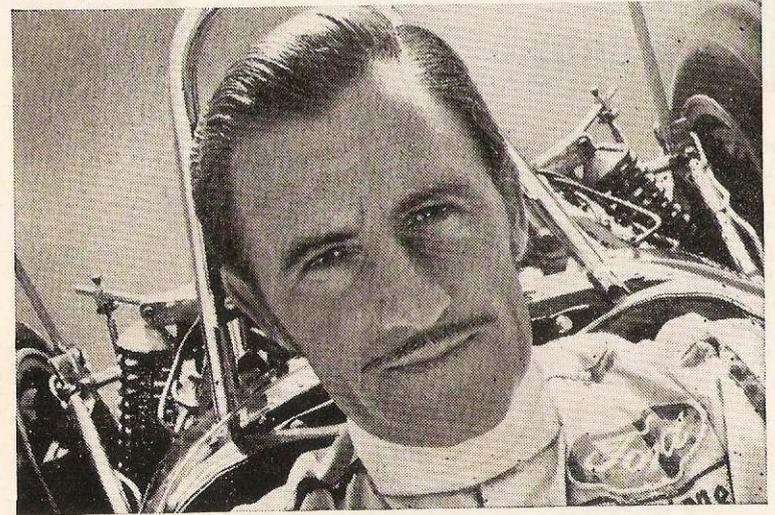
Over 2,000 cc

1st. 41 2nd. 3rd. 4th.

Winner's Speed 102.12 mph Fastest Lap: Car No. 41 at 103.35 mph

WORLD CHAMPION

Graham Hill says:



'Fast and smooth!
That's New Palmolive...
the shave for me.'

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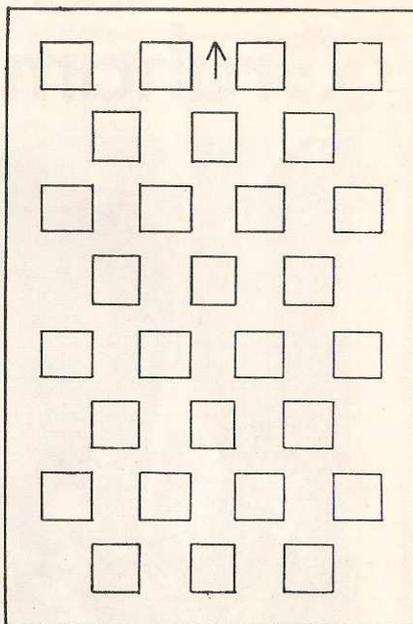
At one extreme of complexity, Mills designed and erected the unique 'swaying scaffold' for the Mancunian Way. At the other, Mills designed and erected the Oulton Park grandstands.

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20 VICTORIA ROAD,
HALE, CHESHIRE

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.

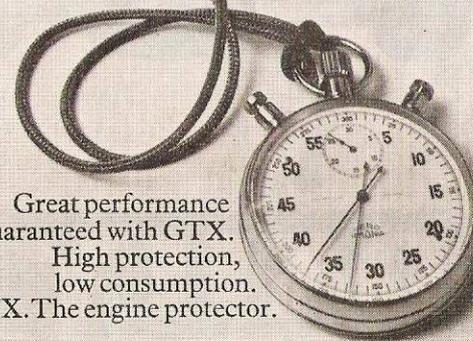
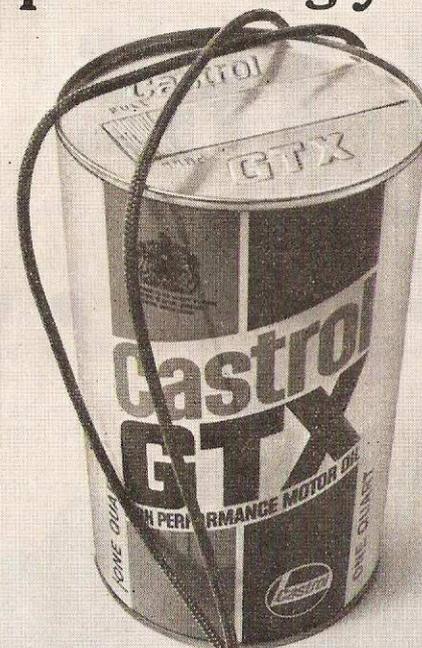
Waved Flag : Immediate proximity of danger.

Doubling the Flags : Very serious emergency.

Blue (Motionless) : A car follows you closely.

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

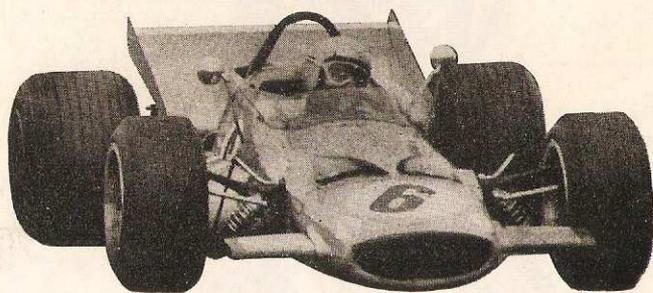
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ALWAYS IN THE LEAD...



DAILY EXPRESS

EVENT 2

START 3.30 p.m.

GUARDS INTERNATIONAL
GOLD CUP RACE
FOR
FORMULA 1 RACING CARS

and 8 invited leading

40 LAPS

FORMULA 5000 CARS

110 MILES

No.	Driver and Entrant	Car	c.c.	Colour
1	GRAHAM HILL (Gold Leaf Team Lotus)	Lotus Ford 63 Winkelman FR.	2993	Red/White/Gold
2	JOCHEN RINDT (Gold Leaf Team Lotus)	Lotus Ford 63	2993	Red/White/Gold
3	TO BE NOMINATED (Gold Leaf Team Lotus)	Lotus Ford T49/63	2993	Red/White/Gold
4	JACKIE STEWART or T.B.N. (Matra International)	Matra Ford MS80	2993	Blue
5	JACKIE STEWART or T.B.N. (Matra International)	Matra Ford MS84	2993	Blue
6	JACKIE ICKX (Motor Racing Developments)	Brabham Ford	2993	
7	JOHN SURTEES (Owen Racing Organisation)	B.R.M.	2998	Green/Orange
8	JACKIE OLIVER (Owen Racing Organisation)	B.R.M.	2998	Green/Orange
9	JOAKIM BONNIER (Scuderia Filipinetti-Ecurie Bonnier)	Lotus 49B	3000	Yellow
10	CHARLES LUCAS (B. A. Moore)	B.R.M.	3000	Green
11	SILVIO MOSER (Silvio Moser Racing Team)	Brabham Ford Cosworth BT24-3	3000	
12	WILLIAM FORBES	Lola T.142	4995	Yellow
14	TO BE NOMINATED (Ulf Norinder Racing)	Lola T.142	4991	Blue/Gold
15	MIKE WALKER (Alan McKechnie Racing)	Lola T.142	5000	Blue
16	MIKE HAILWOOD (Epstein-Cuthbert Racing)	Lola T.142	4991	Red
17	TO BE NOMINATED (T.S. Research & Development Ltd.)	T.S. 5	4957	Red/White
18	TO BE NOMINATED (T.S. Research & Development Ltd.)	T.S. 5	4957	Red/White
19	KEITH HOLLAND (Alan B. Fraser)	Lola T.142	5000	Blue/White
20	ALAN ROLLINSON (D. C. Hardwick)	Lola T.142	5000	Green

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	6	4	2	17		
5	4	6	2	17		
10	4	6	2	17	11	16
15	4	6	17	16		
20						
25						
30						
35						
FINISH 40						

Race positions will be announced at regular intervals during the race

RESULTS

1st... 6 Driver... JACKIE ICKX Speed... 109.57 mph

2nd... 2 Speed..... mph 3rd... 17 Speed..... mph

4th... 18 Speed..... mph 5th... 16 Speed..... mph

Fastest Lap: Car No. 4 Time... 1m 28.6 Speed... 112.19 mph

BARBER for Service

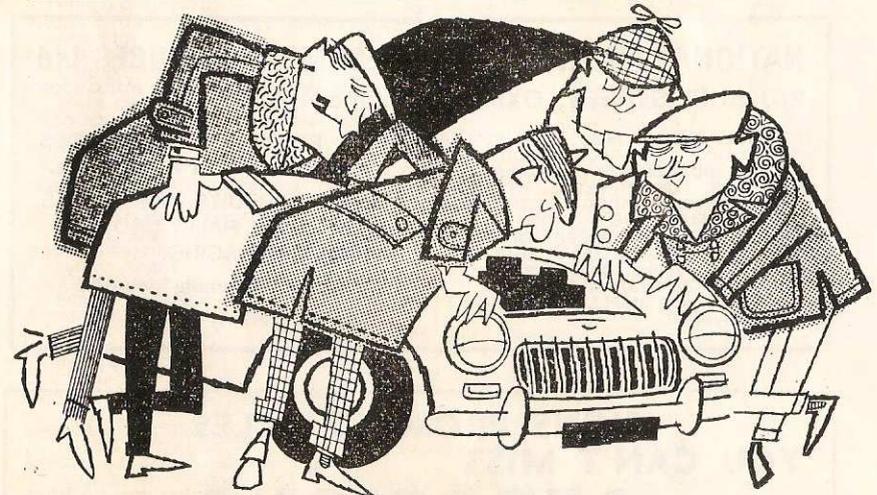
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HOMES STOCK CAR RACES TRAC-
TION ENGINE RALLIES FETES
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OULTON PARK LAP RECORDS

Driver	cc	Car	Time	Speed (mph)
OUTRIGHT & FORMULA 1				
JACKIE STEWART	2993	Matra-Ford MS10	1m 30.0s	110.44
CHRIS AMON	2989	Ferrari	1m 30.0s	110.44
FORMULA 5000				
PETER GETHIN	5000	McLaren-Chev. M10A	1m 31.2s	108.99
FORMULA 2				
JACKIE STEWART	1594	Matra-Ford MS7	1m 32.8s	107.11
FORMULA 3				
BEV BOND	997	Brabham-Ford BT21	1m 39.2s	100.20
FORMULA FORD				
CLAUDE BOURGOIGNIE	1600	Lotus-Ford 51A	1m 47.2s	92.72
FORMULE LIBRE				
BRIAN REDMAN	5967	Lola-Chev. T70 Mk 2	1m 38.2s	101.22
HISTORIC RACING CARS: PRE-WAR				
M. H. MORRIS	1991	1936 S/c E.R.A.	1m 59.6s	83.11
HISTORIC RACING CARS: POST-WAR				
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				
DENIS HULME	5967	Lola-Chev. T70 Mk 2	1m 37.4s	102.05
GROUP 6 PROTOTYPES: Up to 2000 cc				
J. MILES	1996	Lotus-Ford 62 LV220	1m 39.8s	99.60
GROUP 6 PROTOTYPES: Over 2000 cc				
BRIAN REDMAN	5000	Lola-Chev. T70 Mk 3	1m 36.2s	103.54
GROUP 4 SPORTS CARS: Up to 1150 cc				
CHRIS McLAREN	997	Marcos-Ford GT	2m 01.2s	82.01
GROUP 4 SPORTS CARS: 1151-1600 cc				
JACKIE OLIVER	1594	Lotus-Ford 47 Europa	1m 42.4s	97.07
GROUP 4 SPORTS CARS: 1601-2500 cc				
TONY DEAN	1991	Porsche Carrera 6	1m 41.2s	98.22
GROUP 4 SPORTS CARS: Over 2500 cc				
HERBERT MULLER	4991	Lola-Chev T70 Mk. 3B	1m 34.4s	105.29
SPECIAL GRAND TOURING CARS: Up to 1150 cc				
ROGER NATHAN	998	Nathan-Imp GT	1m 51.8s	88.91
SPECIAL GRAND TOURING CARS: 1151-1600 cc				
JOHN BRIDGES	1594	Chevron-Ford B8	1m 40.8s	98.61
SPECIAL GRAND TOURING CARS: 1601-2500 cc				
WILLIE GREEN	2000	Chevron-BRM B5	1m 41.8s	97.64
SPECIAL GRAND TOURING CARS: Over 2500 cc				
WILLIAM GREEN	4727	Ford GT40	1m 42.0s	97.45
PRODUCTION SPORTS CARS: Up to 1150 cc				
RICHARD LLOYD	1147	Triumph Spitfire	1m 56.2s	85.54
PRODUCTION SPORTS CARS: 1151-2000 cc				
GABRIEL KONIG	1350	M.G. Midget	1m 54.8s	86.58
PRODUCTION SPORTS CARS: 2001-3000 cc				
JOHN CHATHAM	2912	Austin-Healey 3000	1m 56.2s	85.54
PRODUCTION SPORTS CARS: Over 3000 cc				
JOHN QUICK	3781	Jaguar E	1m 49.2s	91.02
CLUBMEN'S SPORTS CARS: Up to 1000 cc				
DEREK WALKER	997	Ladybird-Ford Mk 7	1m 54.0s	87.19
CLUBMEN'S SPORTS CARS: 1001-1500 cc				
HOWARD HEEREY	1498	Chevron-Ford B2	1m 48.4s	91.69
GROUP 5 SALOON CARS: Up to 1000 cc				
LESLIE NASH	997	Ford Anglia	1m 57.6s	84.52
GROUP 5 SALOON CARS: 1001-1300 cc				
CHRIS CRAFT	1297	Ford Escort	1m 55.6s	85.98
GROUP 5 SALOON CARS: 1301-2000 cc				
FRANK GARDNER	1594	Ford Escort 1/c	1m 50.6s	89.87
GROUP 5 SALOON CARS: Over 2000 cc				
FRANK GARDNER	4986	Ford Falcon Sprint	1m 47.4s	92.55
SPECIAL SALOON CARS: Up to 850 cc				
STEPHEN MARSHALL	848	Mini	2m 05.0s	79.52
BOB FOX	848	Mini	2m 05.0s	79.52
SPECIAL SALOON CARS: 851-1000 cc				
JOHN CHAPPEL	999	Mini-Cooper S	1m 56.0s	85.69
SPECIAL SALOON CARS: 1001-1300 cc				
HARRY RATCLIFFE	1293	Mini-Cooper S	1m 52.6s	88.27
SPECIAL SALOON CARS: Over 1300 cc				
GEORGE WHITEHEAD	1860	Ford Anglia	1m 51.6s	89.06
SPORTS CARS: 750 FORMULA				
JIM YARDLEY	747	Complexity-Austin	2m 11.6s	75.53
SPORTS CARS: FORMULA 1200				
JOHN BISHOP	1198	Dison-Ford 64	1m 58.2s	84.09
SPORTS CARS: GRIFFITHS				
NEIL CORNER	3781	Jaguar D	2m 00.6s	82.42
RACING CARS: FORMULA 4				
DEREK MINTER	247	JW4-Villiers Mk 2	2m 16.2s	72.98
MONOPOSTO FORMULA: Up to 1000 cc/1172				
DERRICK COLVIN	997	Lotus-Ford 18	1m 55.2s	86.28
MONOPOSTO FORMULA: 1001-1500 cc				
JIM YARDLEY	1498	Beagle Ford	1m 48.0s	92.03
FORMULA VEE				
STEVE MATCHETT	1300	Austro Vee	1m 59.2s	83.39

Important Notice

OULTON PARK PROGRAMME

from to-day to end of Season

23 AUGUST	No Meeting
30 AUGUST (Saturday)	B.R.S.C.C. SUMMER CUP CAR RACES Start 14.00 hrs.
1 SEPTEMBER (Monday)	INTERNATIONAL MOTOR CYCLE MEETING Start 14.00 hrs.
6 SEPTEMBER	No Meeting
13 SEPTEMBER	No Meeting
20 SEPTEMBER (Saturday)	THE GUARDS OULTON 5000 NATIONAL CAR RACE MEETING Start 14.00 hrs. Races for Formula 5000, Formula Ford, G.T. and Saloon cars
27 SEPTEMBER	No Meeting
4 OCTOBER (Saturday)	B.A.R.C. AUTUMN CUP MEETING Start 14.00 hrs.

FOR CLASSIFIED ADVERTISEMENT RATES for RACING, VINTAGE or VETERAN CARS in these programmes, contact—

D. S. MacLAREN, Kent House, Bexton Lane, Knutsford, Cheshire.
Tel Knutsford 4207.

FOR DISPLAY ADVERTISEMENT RATES in these programmes, contact—

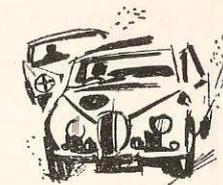
D. S. MacLAREN, Kent House, Bexton Lane, Knutsford, Cheshire.
Tel Knutsford 4207.

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 1,000 c.c.				
61	TERRY WATTS (Norman & Birch (Hanley) Racing)	Hillman Fraser Imp	998	Green/White
62	LAWRIE HICKMAN (Leonard Ward Racing)	Ford Escort	997	White/Gold/Blue
63	MICHAEL FREEMAN (Andrew Mylius Graphics)	Hillman Imp	998	Red
64	ALEC POOLE (Equipe Arden)	Austin Cooper 'S'	999	Blue/Silver
65	ROB MASON (Don Moore)	Morris Cooper 'S'	999	Green
66	BARRIE R. WILLIAMS	Austin Cooper 'S'	999	Blue/White
67	JEREMY HIGHTINGALE	Hillman Imp	998	White
68	COLIN YOULE (John Stanton)	Morris Cooper 'S'	999	Blue
Class B—1,001 c.c. to 1,300 c.c.				
69	JOHN FITZPATRICK (Team Broadspeed)	Ford Escort GT	1297	Red/Silver
70	CHRIS CRAFT (Team Broadspeed)	Ford Escort GT	1297	Red/Silver
71	GORDON SPICE (Britax-Cooper-Downton)	Morris Cooper 'S'	1293	Yellow/Black
72	STEVE NEAL (Britax-Cooper-Downton)	Morris Cooper 'S'	1293	Yellow/Black
73	MARTIN RAYMOND (The Alexander-Hillyer Co.)	Morris Cooper 'S'	1293	Blue/White
74	JOHN HANDLEY (British Leyland Motor Corporation)	BMC Cooper 'S'	1293	Red/White
75	JOHN RHODES (British Leyland Motor Corporation)	BMC Cooper 'S'	1293	Red/White
76	VINCE WOODMAN (VMW Motors (Racing Division))	Ford Escort GT	1297	White/Blue
77	JONATHAN BUNCOMBE	Morris Cooper 'S'	1293	White/Black
Class C—1,301 c.c. to 2,000 c.c.				
78	M. J. CRABTREE (John Willment Group Ford Main Dealers)	Ford Escort	1594	White/Red
79	ROD MANSFIELD (Team Diamond)	Ford Escort	1594	Red/White
80	JOHN HINE (Duncan Hamilton Racing)	Ford Escort T/C	1594	Green
81	BARRY PEARSON (Melton Racing)	Ford Escort T/C	1558	Marigold/Blue
82	WILLY KAY	Ford Escort T/C	1596	Red
83	BRIAN ROBINSON (Byker Hill Garage)	Ford Escort	1558	Yellow
84	NICK FAURE	Porsche 911	1991	Red
85	PAT MANNION	Ford Escort	1594	White/Blue
Class D—over 2,000 c.c.				
86	FRANK GARDNER (Alan Mann Racing Ltd.)	Ford Escort T/C (s/c)	1594	Red/Gold
87	MARTIN BIRrane	Ford Falcon	4727	Red/Silver
88	ROY PIERPOINT (W. J. Shaw)	Chevrolet Camaro	4956	Red/Yellow
89	DENNIS LEECH	Ford Falcon Sprint V8	4727	Blue/Yellow
90	TERRY SANGER	Ford Falcon	4727	White/Blue

Reserves to be brought forward in the following order :

91	L. F. V. NASH	Ford Anglia 105E	997	Purple
92	ROGER ENEVER (J.C.B. (Excavators) Ltd.)	Morris Cooper 'S'	1203	Yellow
93	MIKE P. H. KEARON	Chevrolet Camaro	4956	Maroon/White
94	JOHN MYERSCOUGH (John B. Allerton)	Vauxhall Viva	1975	White
95	TONY NEEDHAM	Morris Cooper	998	Black/Yellow
96	GERRY EDMONDS (Ian McDougall)	Ford Anglia 105E	997	Maroon/Silver



Mid-Cheshire Motor Racing Club

THE CLUB BEHIND TODAY'S MEETING

The Mid-Cheshire Motor Racing Club, which is the only amateur club to hold a permit for an International Race Meeting, 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 Oulton Park circuit originated when, soon after its foundation, the Club was looking for a suitable venue for a sprint, and discovered that the perimeter roads of the American Army camp at Oulton would form a suitable basis, not only for a sprint course, but also for a full International Racing Circuit.

The Club has been closely associated with Oulton Park ever since it promoted the first race meeting here in August, 1953. In addition to the Gold Cup, the Club also organises restricted race meetings both here and at Mallory Park, and is responsible for the Wilshire Trophy Trial, which is an annual qualifying event for the R.A.C. Trials championship. Club members have the opportunity to participate in these events both as competitors and marshals, and in the Club's Production Car Trials, Sprints, Hill Climbs, Driving Tests and numerous Auto-crosses, one of which is a qualifying round of the B.T. and R.D.A. championship.

A comprehensive, well-produced monthly Bulletin gives all members information on Club activities and provides a forum for discussion. Meetings for members are held at the Royal George Hotel at Knutsford, where on the first Tuesday in each month a cumulative Scalex championship is being run, and where Film Shows are held on the third Tuesdays. Other social activities include evening runs, industrial visits, parties and dances. For further information and application forms for membership, call at the caravan outside the paddock or send off 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)

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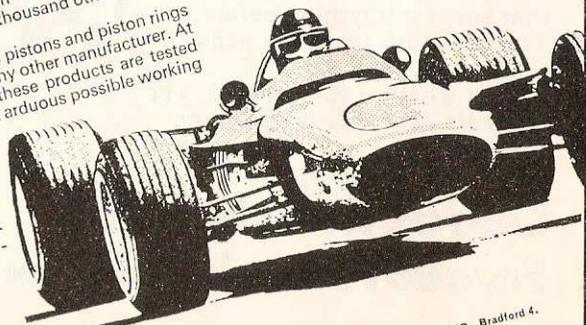
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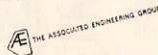
TEST BED!

The chances are that those who win races here today will owe part of their success to the superb quality of Hepolite pistons and piston rings. Like World champion Graham Hill and a thousand other winners over the years. Hepolite have supplied more pistons and piston rings to more race winners than any other manufacturer. At meetings such as today's these products are tested and proved under the most arduous possible working conditions and the knowledge gained in the development of racing pistons is built into the whole range of Hepolite piston assemblies for standard production engines.



HEPOLITE

HEPWORTH & GRANDAGE LTD., Bradford 4.



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 25	116.93	1 34	105.74	1 43	96.50	1 52	88.75
.2	116.66	.2	105.52	.2	96.31	.2	88.59
.4	116.39	.4	105.29	.4	96.13	.4	88.43
.6	116.12	.6	105.07	.6	95.94	.6	88.27
.8	115.85	.8	104.85	.8	95.76	.8	88.12
1 26	115.58	1 35	104.63	1 44	95.57	1 53	87.96
.2	115.31	.2	104.41	.2	95.39	.2	87.80
.4	115.04	.4	104.19	.4	95.21	.4	87.65
.6	114.78	.6	103.97	.6	95.02	.6	87.50
.8	114.51	.8	103.75	.8	94.84	.8	87.34
1 27	114.25	1 36	103.54	1 45	94.66	1 54	87.19
.2	113.99	.2	103.32	.2	94.48	.2	87.04
.4	113.73	.4	103.11	.4	94.30	.4	86.88
.6	113.47	.6	102.89	.6	94.13	.6	86.73
.8	113.21	.8	102.68	.8	93.95	.8	86.58
1 28	112.95	1 37	102.47	1 46	93.77	1 55	86.43
.2	112.69	.2	102.26	.2	93.59	.2	86.28
.4	112.44	.4	102.05	.4	93.42	.4	86.13
.6	112.19	.6	101.84	.6	93.24	.6	85.98
.8	111.93	.8	101.63	.8	93.06	.8	85.83
1 29	111.68	1 38	101.42	1 47	92.89	1 56	85.69
.2	111.43	.2	101.22	.2	92.72	.2	85.54
.4	111.18	.4	101.01	.4	92.55	.4	85.39
.6	110.93	.6	100.81	.6	92.38	.6	85.25
.8	110.69	.8	100.60	.8	92.20	.8	85.10
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

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 01	82.15	2 10	76.46	2 19	71.51	2 28	67.16
.2	82.01	.2	76.34	.2	71.41	.2	67.07
.4	81.87	.4	76.22	.4	71.30	.4	66.98
.6	81.74	.6	76.11	.6	71.20	.6	66.89
.8	81.61	.8	75.99	.8	71.10	.8	66.80
2 02	81.47	2 11	75.88	2 20	71.00	2 29	66.71
.2	81.34	.2	75.76	.2	70.90	.2	66.62
.4	81.21	.4	75.64	.4	70.79	.4	66.53
.6	81.07	.6	75.53	.6	70.69	.6	66.44
.8	80.94	.8	75.41	.8	70.59	.8	66.35
2 03	80.81	2 12	75.30	2 21	70.49	2 30	66.26
.2	80.68	.2	75.19	.2	70.39	.2	66.18
.4	80.55	.4	75.07	.4	70.29	.4	66.09
.6	80.42	.6	74.96	.6	70.19	.6	66.00
.8	80.29	.8	74.85	.8	70.10	.8	65.91
2 04	80.16	2 13	74.73	2 22	70.00	2 31	65.83
.2	80.03	.2	74.62	.2	69.90	.2	65.74
.4	79.90	.4	74.51	.4	69.80	.4	65.65
.6	79.77	.6	74.40	.6	69.70	.6	65.56
.8	79.64	.8	74.29	.8	69.61	.8	65.48
2 05	79.52	2 14	74.18	2 23	69.51	2 32	65.39
.2	79.39	.2	74.07	.2	69.41	.2	65.31
.4	79.26	.4	73.96	.4	69.31	.4	65.22
.6	79.14	.6	73.85	.6	69.22	.6	65.13
.8	79.01	.8	73.73	.8	69.12	.8	65.05
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



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