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**BRSCC
GUARDS
5000 GUINEAS
CAR RACES**

OULTON PARK

Friday 27th March 1970

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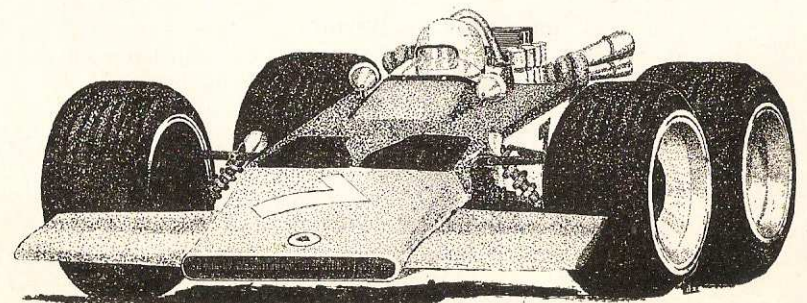
Guards *5000 Guineas* *National Car Races*

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GOOD FRIDAY 27 MARCH
OULTON PARK

- Event 1. Guards Championship Race for Formula 5000 Cars (Part 1)
20 Laps 2.00 p.m.
- Event 2. S.T.P. Championship Race for Modified Sports Cars
10 Laps 2.50 p.m.
- Event 3. S.K.F. Championship Race for Grand Touring Cars
10 Laps 3.35 p.m.
- Event 4. Guards Championship Race for Formula 5000 Cars (Part 2)
20 Laps 4.20 p.m.
- Event 5. Hepolite-Glacier Championship Race for Saloon Cars
10 Laps 5.10 p.m.



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.

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 B.R.S.C.C. Ltd. R.A.C. Permit Nos. RS 5844 RS 5845.

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MESSAGES

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

DOGS

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

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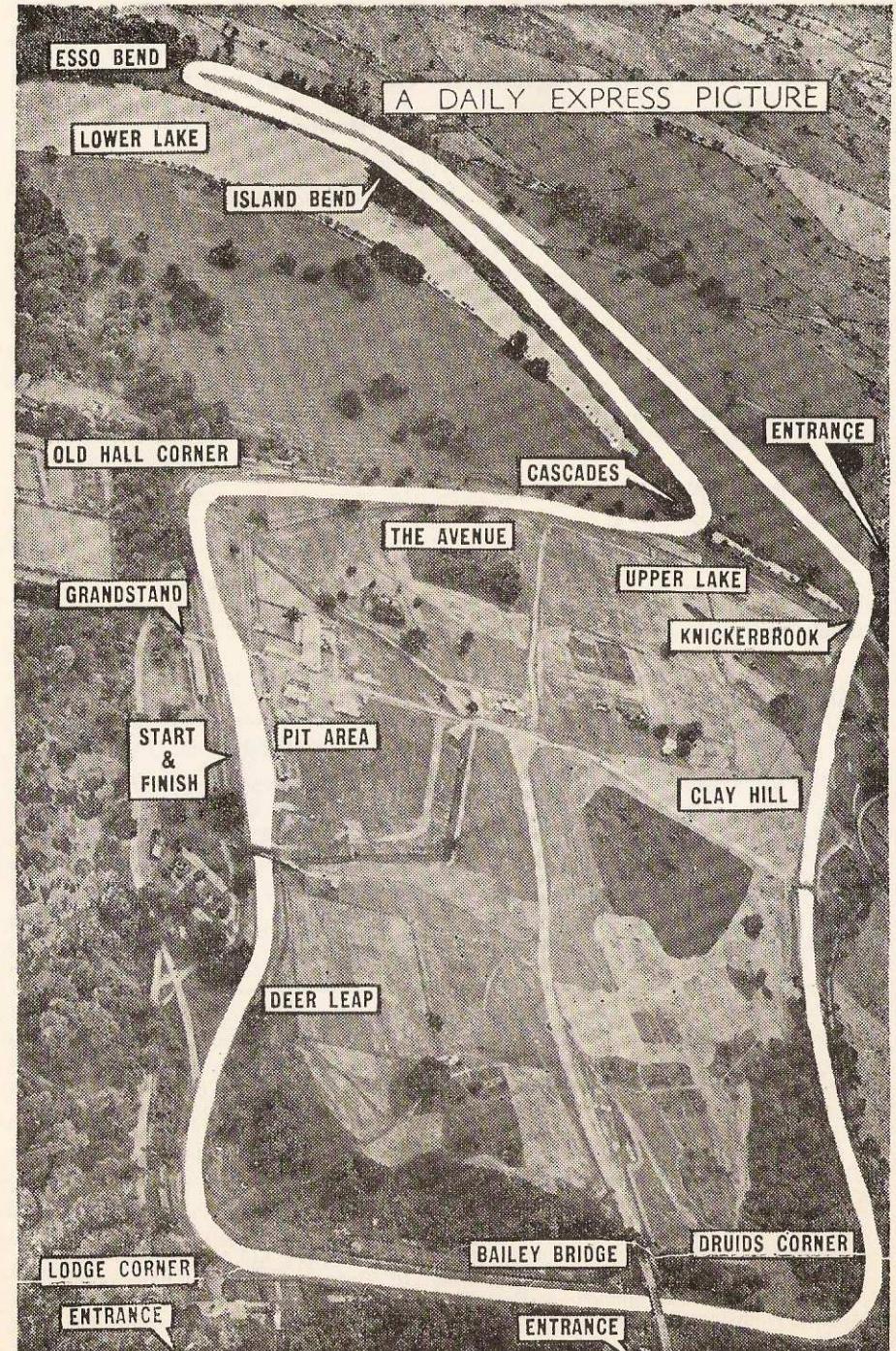
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Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

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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ACKNOWLEDGMENTS

The British Racing and Sports Car Club Ltd., North-Western Centre wish to thank the following for their kind and valuable help:

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The Chief Medical Officer and Colleagues

The British Red Cross Society.

The Cheshire County Fire Brigade.

The Cheshire County Police.

Messrs. Joseph Cockshoot Ltd., Lookers (Northwich) Ltd., Tyretreads Ltd., Buckley Bros. (Motors) Ltd., Charles Barber Ltd., Pace Arclid Ltd., all have kindly provided Breakdown Vehicles and Crews.

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GUARDS

European Formula 5000 Championship

The second season of the powerful and thrilling Formula 5000 offers prize money and bonuses worth well in excess of £100,000 to drivers and entrants.

The Formula 5000 drivers' and entrants' championships for 1970, promoted by Motor Circuit Developments in association with the British Racing & Sports Car Club and again sponsored by Carreras, the makers of Guards cigarettes, consists of 21 qualifying rounds in nine different countries. Of these, 13 are to be run over a distance exceeding 100 miles with a purse of £5000 for each event and the remaining eight over a distance of about 60 miles with a £2500 prize fund.

Points for the Guards European Formula 5000 Championship are allocated on the basis of 9-6-4-3-2-1 to the drivers finishing in the first six places. A competitor's performance in 10 of the long races and four of the shorter events is taken into account in deciding the championship placings.

All the races are to be run on a two-part basis with the results calculated on a competitor's aggregate times. The prize money in each event is equally divided between the two parts but the Guards Championship points are only allocated on the overall aggregate results.

The prize fund for the shorter races is on the same scale as for last year's Formula 5000 races, but the £5000 prize fund, in operation today, is allocated on the following scale in each heat:

1st—£375, 2nd—£250, 3rd—£225, 4th—£200, 5th—£175, 6th—£150, 7th—£125,
8th—£112 10s., 9th—£100, 10th—£95, 11th—£90, 12th—£85, 13th—£80, 14th—£75,
15th—£70, 16th—£65, 17th—£60, 18th—£55, 19th—£52 10s., 20th—£50.

Based on a minimum of 20 qualifying rounds the Drivers' Championship winner receives £1000, with £500 for the runner-up. The £2500 fund extends down to £25 for eighth place. There is also an Entrants' Championship with identical rewards. These funds are to be reduced by 5% per round if fewer than 20 rounds are held.

The total purse for the 21 rounds is £85,000 and this is brought up to a figure of £90,000 with the championship awards. Since Formula 5000 has trade support for 1970, with generous bonuses (one company is offering more than £13,000) the whole series is thus worth well over £100,000.

1970 calendar:

March 27	Oulton Park	£5000	June 28	Anderstorp (S)	£5000
March 30	Brands Hatch	£5000	July 5	Hämeenlinna (SF)	£5000
April 5	Zolder (B)	£5000	July 12	Salzburgring (A)	£5000
April 19	Zandvoort (NL)	£5000	August 9	Thruxton	£2500
April 26	Silverstone	£5000	August 15	Silverstone	£2500
May 3	Brands Hatch	£2500	August 22	Oulton Park	£5000
May 9	Castle Combe	£2500	August 31	Snetterton	£2500
May 25	Mallory Park	£2500	September 13	Hockenheim (D)	£5000
June 1	Mondello P. (IRL)	£5000	September 19	Oulton Park	£2500
June 6	Silverstone	£5000	September 27	Brands Hatch	£2500
June 21	Monza (I)	£5000			

FULFILMENT OF THE PROMISE

by GRAHAM MACBETH

It was a year ago, on Good Friday of 1969, that Formula 5000 arrived and it was here that it happened. The opening laps of that first Guards European Championship race gave promise of a fabulous future for Formula 5000. Peter Gethin in the McLaren, David Hobbs in the Surtees TS5 and Mike Hailwood in the Lola began a hammer-and-tongs battle but all too soon it petered out. But the promise had been made and today we should see it fulfilled.

A year ago it was expected that fields would be thin and so "make-weight" entries of cars under 2-litres were accepted to keep up the numbers. Admittedly, the fields still did not reach the 20-strong standard upon which the prize scale of Formula 5000 is based.

This year, things show every sign of being different. In choosing their entry for today's meeting, the B.R.S.C.C. have left out one or two entries which did not seem to be quite up to scratch and have assembled a magnificent field of hairy monsters. Quite apart from the fact that only genuine big V8-engined cars are now acceptable in F5000, there is already very little room in the formula for anything but current, purpose-built

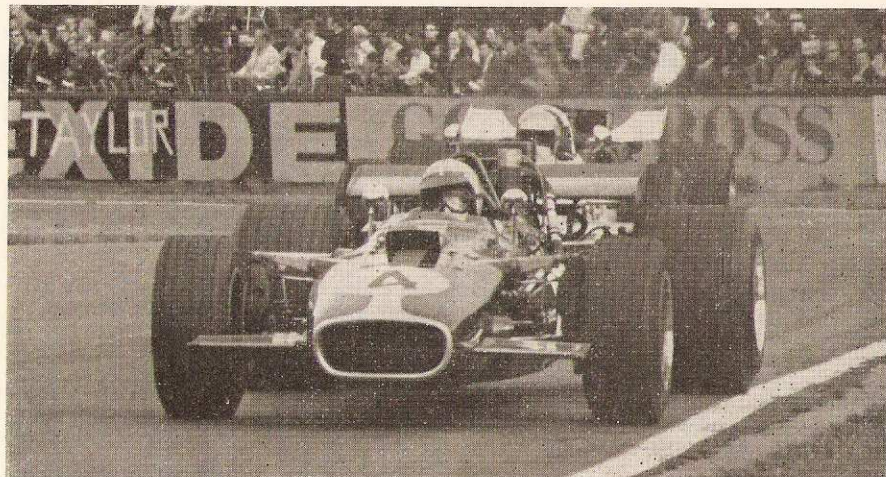
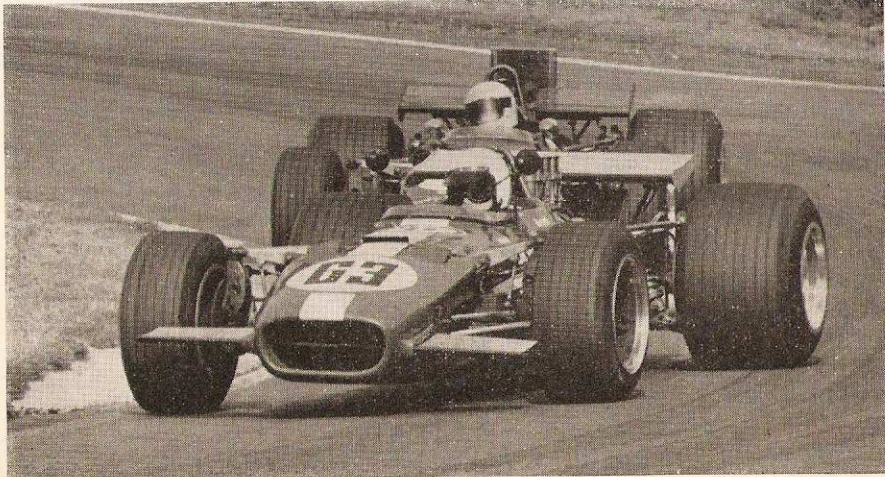
machinery. While not all the cars are yet ready, more than 40 competitors have already registered their intention of competing in Guards European Championship races this season.

Champion Peter Gethin has a new McLaren M10B, this time under the banner of Sid Taylor (surely the most successful entrant of all time at Oulton Park's major meetings?) and it is a revised version of the car in which he was almost unbeatable in the early part of last year, before the overheating troubles which dogged many of the competitors using Chevrolet engines last season caught up with him, too.

Yorkshireman Trevor Taylor ended last season as the man to beat in Formula 5000. He entered the contest at a fairly late stage but from then on he was just about as hard to catch as Gethin had been earlier on. With the Surtees TS5 he made the fastest lap of all in the formula during the 1969 season (at Hockenheim in Germany at over 132 m.p.h.) and he was actually in front - just - when he and Gethin were both forced off the track at Brands Hatch as they were about to lap a back marker while dicing for the lead in the final round.

If Gethin was the man to beat at the beginning of last season, and Taylor at the end of it, the man who was usually nearest to beating either of them was Mike Hailwood. Best known as winner of more motor cycle world championships than any other man, Mike is no newcomer to single seater cars, having been in Grand Prix racing in the days of the 1½-litre formula. Frankly, he need hardly

Keith Holland - Lola T142 finished 3rd in the BARC Guards 5000 Race at Oulton, held 20 Sept. last year.



Joined by a piece of string - two Formula 5000 take Old Hall, Oulton at speed, Mike Walker in the leading car went on to win the race.

have bothered. He seldom had a competitive car and didn't really enjoy himself. For a while he was glad to stick with the two-wheelers. Since that time he has blossomed out into one of the most able long-distance international sports car drivers and when he heard about F5000 he just had to have a go. It was generally agreed that last year's Lola T142 was not the easiest car to drive but goodness how he tried! Reports indicate that the new T190 model will be far less difficult to control at the limit than the 142 and as equal holder of the lap records for both Oulton Park and Brands Hatch, there is no doubting Hailwood's potential.

Keith Holland is the only one of the first 6 drivers of last year's championship who will be using the same car. He drives for Alan Fraser Racing in a Lola T142. Like most drivers, he found it quite a handful to drive really fast but he persisted and by the end of the season was really motoring despite the fact that, by that time, the engine was getting somewhat tired. Even so, Keith Holland actually managed to win more Guards championship prize money than any other single driver in the series. It was merely the rule which restricted each driver to counting only his best eight performances for championship points which kept him out of a higher championship placing.

Alan Rollinson was another to come into the series late last year. His first appearance was a resounding one, for he had Sid Taylor's Lola blow up on him during practice and produced a brand-new hitherto unraced Brabham Formula 2 car with which he proceeded to take second place to Mike Walker in the Silverstone round of the championship. Later, he was invited to drive Doug Hardwick's Lola, which he did most competently, enjoying some very fine dices with Mike Hailwood and Keith Holland. Now he is giving the new Lotus 70 its debut today and, bearing in mind that Colin Chapman's organisation produces very few non-competitive cars, he would seem to have a good chance in the season ahead.

So far as the rules go, this year's cars differ little from last year. Of course, they must comply with the latest "wings" regulations (as they did at the end of last season) and no longer are the cars with racing engines under 2-litres eligible. The really major change is the banning of fuel injection, an alteration in the interests of keeping down the cost of racing. Since only a handful of competitors were using injection last year, nobody minds and it is unlikely to prevent speeds rising dramatically.

So, fasten your safety belts! Here we go for a new season of fabulous Formula 5000.

HEPOLITE GLACIER Saloon Car Championship

A.E. Auto Parts Ltd., of Bradford, the marketing company responsible for sales throughout the world of Hepolite and Glacier replacement engine components, are sponsoring a championship for saloon cars at six circuits this year. The winner receives £100 and the winners of the other two classes get £50 each. Second in each class is worth £20, with £10 for third in each class.

The Hepolite-Glacier Saloon Car Championship comprises 20 races at six circuits on the following dates: Oulton Park: March 27, May 2, August 29 and September 19; Brands Hatch: March 30, May 3, June 7, August 2, September 27 and November 29; Castle Combe: May 9, May 25 and July 25; Mallory Park: April 19 and August 31; Mondello Park: March 17; Snetterton: June 28 and October 11. Points are allocated to the drivers on the basis of 9 points for a class win, 6 points for second in class and 4 points for third and prize money is paid at the rate of £2 per point. A competitor's best 14 results count towards the championship.

Points position to date:

Up to 1000 cc	3	Farroth Jooyakdeh	...	6 pts.		
1 Roger Williamson	...	18 pts.	...	6 pts.		
2 Ken Walker	...	6 pts.	5	P. Newport	...	4 pts.
A. Moore	...	6 pts.	Over 1300 cc			
4 Stuart Baird	...	4 pts.	1	Tony Sugden	...	9 pts.
Barry Swann	...	4 pts.	...	Vinny Moy	...	9 pts.
1001-1300 cc	3	Denis Welch	...	6 pts.		
1 Mike Bradley	...	9 pts.	...	T. Stafford	...	6 pts.
Stee Griffin	...	9 pts.	5	Roy Highcock	...	4 pts.
			...	V. Donnelly	...	4 pts.

S.K.F. Grand Touring Car Championship

Skefco Ball Bearing Co. Ltd., of Luton, are sponsoring a championship for Grand Touring cars at six circuits in 1970. The overall winner receives £100 plus a trophy which is being specially designed in Sweden. The winners of the other three classes get £50 each.

The S.K.F. Grand Touring Car Championship comprises 21 rounds at six circuits on the following dates: Oulton Park: March 27, June 6, August 29, September 19 and October 17; Brands Hatch: March 30, June 7, July 5, August 2, September 27, November 15, November 29 and December 27; Castle Combe: May 9; Mallory Park: April 19, May 25, June 28 and September 13; Mondello Park: October 18; Snetterton: April 26. Points are awarded to the drivers on the basis of 12 points for a class win, 9 points for second in class and 6 points for third and prize money is paid at the rate of £1 per point. A competitor's best 15 results count towards the championship.

Points position to date:

Up to 1150 cc	1601-2500 cc					
1 Ken Le Riche	...	12 pts.	1	George Pitt	...	12 pts.
2 David Macray	...	9 pts.	2	Ed Negus	...	9 pts.
			3	Peter Humble	...	6 pts.
1151-1600 cc	Over 2500 cc					
1 Mike Gribben	...	12 pts.	1	Tom Leake	...	12 pts.
2 Bob Gibson	...	9 pts.				

S.T.P. Modified Sports Car Championship

The British branch of S.T.P., the American motor lubricant company who entered the car which won the 1969 Indianapolis 500 and sponsor the March Formula 1 team, are sponsoring a championship for Modified Sports Cars at six circuits in 1970. The overall winner receives £100, with the winners in the other three classes getting £50 each.

The S.T.P. Modified Sports Car Championship comprises 20 rounds at six circuits on the following dates: Oulton Park: March 27, June 6 and October 17; Brands Hatch: July 5, August 16, September 27 and November 29; Castle Combe: July 25 and August 31; Mallory Park: March 30, May 3, May 25, June 28 and September 13; Mondello Park: May 10; Snetterton: April 26, August 9 and September 20. Points are allocated to the drivers on the basis of 12 points for a class win, 9 points for second in class and 6 points for third and prize money is paid at the rate of £1 per point. A competitor's best 15 results count towards the championship.

Points position to date:

Up to 1150 cc	2001-3000 cc							
1 Andy Chatburn	...	12 pts.	1	John Gott	...	12 pts.		
2 Keith Billows	...	9 pts.	2	Rod Longton	...	9 pts.		
3 A. G. F. Arnott	...	6 pts.	Over 3000 ccc					
			1	Alan Minshaw	...	12 pts.		
1151-2000 cc	1	Jon Fletcher	...	12 pts.	2	Tom Leake	...	9 pts.
1	Andy Belcher	...	9 pts.	3	Ted Worswick	...	6 pts.	
2	Tony Thorpe	...	6 pts.					

AWARDS

- Event 2. S.T.P. Championship Race for Modified Sports Cars
In each Class: 1st—£50, 2nd—£30, 3rd—£20, 4th—£10.
- Event 3. S.K.F. Championship Race for Grand Touring Cars
In each Class: 1st—£50, 2nd—£30, 3rd—£20, 4th—£10.
- Event 5. Hepolite-Glacier Championship Race for Saloon Cars
In each Class: 1st—£50, 2nd—£30, 3rd—£20, 4th—£10.

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No. 1 in the list

by
GRAHAM MACBETH

Formula 5000 competitors have permanent numbers for the season, listed according to whim or by arbitrary decision. The system was introduced last year and is a popular arrangement being continued for 1970. But one particular number - No. 1 - was not allocated in 1969, because it was reserved for the driver winning the season-long Guards European Formula 5000 Championship. That driver was Peter Gethin and throughout this season his Formula 5000 car will bear that proud but simplest-of-all figure.

What does it take to come out top of the fastest-growing and most promising motor racing formula? In Peter's case eight years of dedication and a hard-won triumph over frequent adversity. It meant survival in the rat-race through seasons when he was in danger of collecting one of those "always unlucky driver" reputations. The trouble with that sort of background is that the people who matter (the entrants of cars who are looking out for good drivers) begin to wonder if it is just hard luck or if some other reason prevents the driver from achieving success, such as lack of

concentration or even shortage of real ability.

Peter would seem to have most basic ingredients for a successful racing driver. He has the right build (a wiry 5ft. 7ins.), an attractive personality, a sympathy for cars born from an apprenticeship in the motor trade and an air of cheerful sincerity which should encourage any sponsor to believe that this man Gethin is right for the job.

Gethin had a background of competitive speed. His father was one of the leading jockeys of the early post-war era and, as far back as he can remember, Peter had the idea that being a racing driver would be one of the better ways of spending his time.

In fact, he did not take up car racing until he was 22, when he began with the sort of car in which many a promising young driver has first tasted the delights of the sport, a Lotus Seven. Then came a Lotus 23 and it was with this that he soon attracted attention.

At first the Lotus 23 didn't handle but Peter's friend, the late Tony Hegbourne, soon sorted it out for him, changing round the wheels (the car had been running with a front wheel on the back and a back wheel on the front!).

Peter has good cause to be thankful for the support which Carreras, the makers of Guards cigarettes, have given to motor racing over the years, because it was as 1964 Guards Sports Car Champion in the Lotus 23 that he earned his first recognition.

Since then, Peter has concentrated on single-seaters. First it was with Charles Lucas in a team of Formula 3 cars 'Luke' was not the high-powered boss-man of a well-organised outfit in those days and things were often a bit chaotic. Peter and a rather tired Lotus 22 were not among the more notably successful drivers and it was something of a relief for him to join up with Rodney Bloor to drive a Formula 3 Brabham for Sports Motors (Manchester) Ltd.

Even with modern machinery you get nowhere unless you finish and too often Peter's races in the 1966 and '67 seasons ended at the trackside with a non-running car.

Even so, he moved up a grade in 1968 to Formula 2 with another entrant well-known in the North-West, Frank Lythgoe. First with a Chevron and then with a Brabham, they carried on with Peter's gremlins which seemed to have been



Peter Gethin in the McLaren M10A Chevrolet taking Lodge Corner in the 1969 Easter Meeting.

given a free transfer from the Rodney Bloor equipe and it was not until the end of the season that the Gethin luck changed and some fine Continental performances against top opposition confirmed his talent, with a second to Henri Pescarolo's Matra at Albi and third behind two works Ferraris at Monza as evidence of his worth.

Last season showed enormous opportunity, with both Formula 2 and Formula 5000 drives for Church Farm Racing (from which Derek Bell had graduated direct to the Ferrari F1 team). In fact, the F2 drive never materialised but F5000 and Gethin seemed made for each other. Church Farm Racing were running the works-supported McLaren Chevrolet M10A and this was the most-sorted car of the new formula and here, on Good Friday last year, he began his *tour de force*.

He seemed unbeatable. Hobbs and Hailwood might chase him hard in their Surtees TS5 and Lola T142 cars, but Gethin won the races and established the lap records here, at Brands Hatch on Easter Monday, at Brands again on the Club circuit in May and at Mallory Park on Whit Monday. It seemed that nothing could stop him.

But after untroubled runs when most of the opposition had fallen by the wayside, he succumbed to the gremlins again at Silverstone in June and then

left F5000 for a while to have a crack at winning some big money in its Trans-Atlantic equivalent, Formula A. Strangely there in the heart of the Chevy V8 country, he was dogged by more mechanical bothers and was glad enough to return to Europe to take up the cudgels of F5000 just before Trevor Taylor could exceed his Guards Championship points total. But still mechanical troubles held him back, slowing him to fourth place at Hockenheim and causing his retirement here last September.

The stage was set for the grand finale at Brands Hatch when either Gethin and Taylor could win the championship by taking the final race in the series. They were actually dicing for the lead when both were put off the track when a back marker did the unpredictable as they were about to lap him.

The Gethin gremlins had struck again but this time they could not rob him of his Guards Championship honours, as he had already amassed sufficient points to secure the championship from anyone other than Trevor Taylor.

Peter Gethin's prowess did not go unnoticed. On Sunday he achieved the ambition of virtually all racing drivers - a place in a works Formula 1 team. He was No. 3 in the McLaren team to Bruce McLaren and Denny Hulme in the Race of Champions at Brands Hatch.

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EVENT 2

10 LAP SCRATCH RACE

Start 2.50 p.m.

THE S.T.P. MODIFIED SPORTS CAR RACE

A Qualifying round of the S.T.P. Modified Sports Car Championship

No.	Entrant and Driver	Car	Capacity
Class A—over 3000 cc			
121	ALAN MINSHAW	Jaguar "E" Type	3781
122	JOHN QUICK	Jaguar "E" Type	3781
123	RICHARD THOMAS TAFT	A.C. Cobra	4700
124	TED WORSWICK	Jaguar "E"	3800
Class B—2001 to 3000 cc...			
125	JOHN CHATHAM	M.G.C.	2912
100	TOM LEAKE	Aston Martin DB4 GT Zagato	2892
126	JOHN GOTT	Austin Healey 3000	2982
127	LOCKHART SPORTS CARS (Driver: Rod Longton)	T.V.R. Tuscan V.6	2994
128	STUART McINNES	Daimler Dart SP250	2549
Class C—1151 to 2000 cc			
133	CROYDON CENTRE GARAGE/S.A.H. (Driver: Rob Cox)	Triumph G.T. 6	1998
134	OPPOSITE LOCK CLUB (BIRMINGHAM) (Driver: Mike Coombe)	Lotus Elan	1850
135	NICHOLAS MARIS	Lotus Elan S.4	1598
136	ROGER ANDREASON	Marcos 1500 G.T.	1500
137	ANDY BELCHER	Austin Healey Sprite Mk. 4	1293
138	JOHN QUICK (Driver: David James)	Marcos 1600 G.T.	1998
139	JOHN NORTHCROFT	Marcos Volvo	1960
140	JON B. FLETCHER	Lotus Elan	1598
141	JOHN SABOURIN	Lotus Elan	1594
142	DAVID R. PIPER	Porsche 911	1991
143	JOHN CARDEN	Lotus Elan	1800
Class D—up to 1150 cc			
147	PAT BRYANT	M.G. Midget	1143
148	KEITH BILLOWS	M.G. Midget	1147
149	DAVID MacRACE	Austin Healey Sprite	1070
150	ANDREW CHATBURN	Austin Healey Sprite	1132
151	DAVID CHARLES WELPTON	Austin Healey Sprite Mk. 3	1144
152	GOLD SEAL CAR COMPANY (Driver: Peter Long)	Triumph Spitfire	1296
116	R. D. SUTHERLAND	Ginetta G.4	1098

RESULTS

Class A			
1st.....	2nd.....	3rd.....	Winner's Time.....
Winner's Speed..... mph Fastest Lap: Car No. at mph			
Class B			
1st.....	2nd.....	3rd.....	Winner's Time.....
Winner's Speed..... mph Fastest Lap: Car No. at mph			
Class C			
1st.....	2nd.....	3rd.....	Winner's Time.....
Winner's Speed..... mph Fastest Lap: Car No. at mph			
Class D			
1st.....	2nd.....	3rd.....	Winner's Time.....
Winner's Speed..... mph Fastest Lap: Car No. at mph			

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White: A service car is on the circuit.

Yellow: Danger—No Overtaking.

Yellow with Vertical Red Stripes: Oil spilled 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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Every sweet a treat to eat!

EVENT 3

10 LAP SCRATCH RACE

Start 3.35 p.m.

THE S.K.F. GRAND TOURING CAR RACE

A Qualifying round of the S.K.F. Grand Touring Car Championship

No.	Entrant and Driver	Car	Capacity
Class A—over 2500 cc			
100	TOM LEAKE	Aston Martin DB4 GT Zagato	2992
Class B—1601 to 2500 cc			
103	BRIAN D. MARTIN	Martin GT BM7/1	1991
Class C—1151 to 1600 cc			
107	ROBERT G. GIBSON	Camco Lotus	1594
108	P. & M. RACING PREPARATIONS LTD. (Driver: Jenny Dimsdale)	Ginetta G.12	1600
109	MICHAEL GRIBBEN	Chevron B..8	1594
110	GLYN JONES	Chevron B.3	1594
Class D—up to 1150 cc			
114	BERIC EWIN	W.R.A. Mk. III	1098
115	BRIAN C. BAKER	Ginetta G.12	1098
116	R. D. SUTHERLAND (Driver: Tom Jones)	Ginetta G.4	1100
117	MARTIN RAYMOND	Daren G.T.	1150
118	BARRY WHITE	Lotus 23B G.T.	1098
119	T. ERNEST BLACKADDER	Nathan Gp. 6 G.T.	998

RESULTS

Class A

1st..... 2nd..... 3rd..... Winner's Time.....

Winner's Speed.....mph Fastest Lap: Car No. atmph

Class B

1st..... 2nd..... 3rd..... Winner's Time.....

Winner's Speed.....mph Fastest Lap: Car No. atmph

Class C

1st..... 2nd..... 3rd..... Winner's Time.....

Winner's Speed.....mph Fastest Lap: Car No. atmph

Class D

1st..... 2nd..... 3rd..... Winner's Time.....

Winner's Speed.....mph Fastest Lap: Car No. atmph

OULTON PARK LAP RECORDS

Driver	cc	Car	Time	Speed (mph)
OUTRIGHT & FORMULA 1				
JACKIE STEWART	2993	Matra-Ford MS80	1m 28.6s	112.19
FORMULA 5000				
PETER GETHIN	5000	McLaren-Chev. M10A	1m 31.2s	108.99
MIKE HAILWOOD	4990	Lola-Chevrolet/Lola T142		
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
FORMULA VEE				
STEVE MATCHETT	1300	Austro Vee	1m 59.2s	83.39
HISTORIC RACING CARS: PRE-WAR				
M. H. MORRIS	1488	S/c. 1936 E.R.A. R11B	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 5 SPORTS CARS: Up to 1150 cc				
CHRIS McLAREN	997	Marcos-Ford GT	2m 01.2s	82.01
GROUP 5 SPORTS CARS: 1151-1600 cc				
JACKIE OLIVER	1594	Lotus-Ford 47 Europa	1m 42.4s	97.07
GROUP 5 SPORTS CARS: 1601-2500 cc				
TONY DEAN	1991	Porsche Carrera 6	1m 41.2s	98.22
GROUP 5 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	97.84
SPECIAL GRAND TOURING CARS: Over 2500 cc				
WILLIAM GREEN	4727	Ford GT40	1m 42.0s	97.45
MODIFIED SPORTS CARS: Up to 1150 cc				
RICHARD LLOYD	1147	Triumph Spitfire	1m 56.2s	85.54
MODIFIED SPORTS CARS: 1151-2000 cc				
GABRIEL KONIG	1350	M.G. Midget	1m 54.8s	86.58
MODIFIED SPORTS CARS: 2001-3000 cc				
JOHN CHATHAM	2912	Austin-Healey 3000	1m 56.2s	85.54
MODIFIED SPORTS CARS: Over 3000 cc				
MIKE FRANEY	3781	Jaguar E	1m 48.6s	91.52
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 2 SALOON CARS: Up to 1000 cc				
LESLIE NASH	997	Ford Anglia	1m 57.6s	84.52
GROUP 2 SALOON CARS: 1001-1300 cc				
CHRIS CRAFT	1298	Ford Escort GT	1m 54.4s	86.88
JOHN FITZPATRICK	1298	Ford Escort GT		
GROUP 2 SALOON CARS: 1301-2000 cc				
FRANK GARDNER	1594	Ford Escort 1/c	1m 50.6s	89.87
GROUP 2 SALOON CARS: Over 2000 cc				
FRANK GARDNER	4986	Ford Falcon Sprint	1m 47.4s	92.55
SPECIAL SALOON CARS: Up to 850 cc				
GINGER MARSHALL	848	BLMC Mini	2m 02.0s	81.47
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: HISTORIC				
NEIL CORNER	3781	Jaguar D	2m 00.6s	82.42
MONOPOSTO FORMULA: Up to 1000 cc				
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

EVENT 4

Start 4.20 p.m.

20 LAP SCRATCH RACE

THE 1970 GUARDS FORMULA 5000 RACE (SECOND PART)

A Qualifying round of the 1970 Guards Formula 5000 Championship

No.	Entrant and Driver	Car	Make of Engine	Capacity
1	SIDNEY TAYLOR (Driver: Peter Gethin)	McLaren M10B	Chevrolet	5000
2	GRAHAM McRAE	McLaren M10B	Chevrolet	4992
3	EPSTEIN-CUTHBERT/TEAM LOLA (Driver: Mike Hailwood)	Lo'a T.190	Lola Chevrolet	4991
4	ALAN McKECHNIE RACING (Driver: Mike Walker)	McLaren M10B	Bartz Chevrolet	4992
7	ULF NORINDER RACING (Driver: Ulf Norinder)	Lo'a T.190	Traco/Chevrolet	4991
9	WILLIAM J. FORBES	Lo'a T.142	Chevrolet	5000
10	KAYE GRIFFITHS	Lo'a T.142	Chevrolet	5000
11	MALAYA GARAGE RACING DIVISION (Driver: M. E. Daghorn)	Leda Type 20/1	Chevrolet	4997
12	HOWDEN GANLEY	McLaren M10B	Chevrolet	4996
14	TEAM SURTEES LTD. (Driver: Trevor Taylor)	Surtees T.S. 5-A	Chevrolet	4957
21	DAVID PROPHET	McLaren M10B	Chevrolet	4968
23	JOHN BUTTERWORTH (Driver: John Myerscough)	Brabham BT 11/19	Oldsmobile	4500
33	DEREK WILLIAMS	Lo'a T.190	Chevrolet	4992
63	ALAN B. FRASER (Driver: Keith Holland)	Lo'a T.142	Chevrolet	5000
66	MERMAID RACING (Driver: Fred Saunders)	Crossle 15F	McLaren Traco	4500
70	ALAN ROLLINSON	Lotus Vegantune	Chevrolet	4997
77	DOUG HARDWICK (Driver: Morris Nunn)	Lo'a T.190	Chevrolet	5000
78	DOUG HARDWICK (Driver: Davey Powell)	Lo'a T.142	Vegantune	5000
79	ULF NORINDER RACING (Driver: Ian Ashley)	Lo'a T.142	Chevrolet	5000
99	TONY KITCHINER (Driver: Gordon Spice)	Kitchiner K3A	Ford	4700
RESERVES will be brought forward in the following order:				
83	JOHN CAMPBELL	BRM P.83	Ford	4727
28	DAVID BERRY	Brabham BT 21B-23	Oldsmobile	4500
98	R. H. MILLER	Dulon LD8	Ford	4727

RESULTS

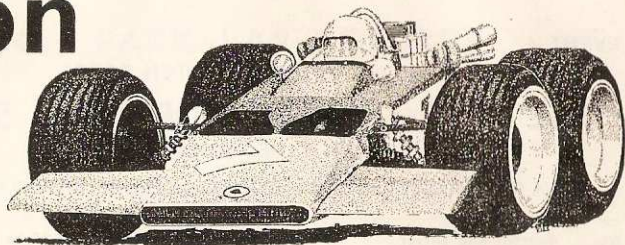
1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Winner's Time Winner's Speedmph

Fastest Lap: Car No. atmph

Overall Winner..... Winner's Speed.....mph

Oulton Park 1970

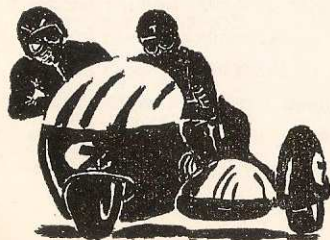


30 March	★INTERNATIONAL MOTOR CYCLE RACES
18 April	LANCS. & CHESHIRE CHAMPIONSHIP CAR RACES
25 April	CHESHIRE CENTRE MOTOR CYCLE CLUB RACES
2 May	B.A.R.C. CHAMPIONSHIP CAR RACES
23 May	CHESHIRE CENTRE CLUBMANS T.T.
25 May	★BRITISH EMPIRE TROPHY FORMULA 3
30 May	CHESHIRE CENTRE A.C.U. MOTOR CYCLE RACES
6 June	B.R.S.C.C. CHAMPIONSHIP CAR RACES

20 June	★VINTAGE SPORTS CAR RICHARD SEAMAN TROPHY RACES
4 July	MID-CHESHIRE CHAMPIONSHIP CAR RACES
22 August	★MID-CHESHIRE GUARDS GOLD CUP MEETING
29 August	B.R.S.C.C. CHAMPIONSHIP CAR RACES
31 August	★A.C.U. INTERNATIONAL MOTOR CYCLE RACES
19 September	★B.A.R.C. FORMULA 5000 CHAMPIONSHIP CAR RACES
26 September	B.R.S.C.C. CHAMPIONSHIP CAR RACES
17 October	B.A.R.C. CHAMPIONSHIP CAR RACES

★denotes Meeting sponsored by the

DAILY EXPRESS



SEND FOR 1970 FIXTURE LIST

This Fixture List also gives the programme of associated circuits and full details of MONEY SAVING SEASON TICKETS.

Please enclose 6d. to cover postage and apply to—

Cheshire Car Circuit Ltd., Dept. A.F., Oulton Park, Little Budworth, Near Tarporley, Cheshire.

All information shown hereon is published in good faith at the start of the season but may involve alterations to cater for unforeseen circumstances.

EVENT 5

10 LAP SCRATCH RACE

Start 5.10 p.m

THE HEPOLITE-GLACIER SALOON CAR RACE

A Qualifying round of the Hepolite-Glacier Saloon Car Championship

No.	Entrant and Driver	Car	Capacity
Class A—over 1300 cc			
161	ROY HIGHCOCK	Ford Anglia	1650
162	TONY SUGDEN	Ford Escort Twin Cam	1594
163	WESTUNE LTD. (Driver: John Myerscough)	Ford Anglia Twin Cam	1799
164	ERIC CHAPPELL	Ford Escort Twin Cam	2100
165	JOHN MORRIS	Ford Escort Twin Cam	1865
166	PRESTAGE LTD. (VAUXHALL MAIN DEALERS) (Driver: Robert Ryan)	Vauxhall Viva GT	1975
167	M. CHITTENDEN	Morris Minor 1000/Ford	1650
168	J. R. BLOOMFIELD	Ford Escort Twin Cam	1594
169	C.S.M.A. RACING TEAM (Driver: Mick Hill)	Jaguar Anglia	3800
Class B—1001 cc to 1300 cc			
170	J. M. JONES	Austin Cooper S	1293
171	MIKE BUNDY	Austin Mini	1275
172	POGSON-T.M.S.-RACING (Driver: David Williams)	Wolseley Hornet	1293
173	ROBIN FARQUHAR	Morris Cooper S	1293
174	BRIAN CHATFIELD	Morris Cooper S	1275
175	HUGH DENTON	Austin Cooper S	1293
176	DON MOORE (Driver: Rob Mason)	Morris Cooper S	1275
177	NICK COLES	Cooper S	1300
Class C—up to 1000 cc			
178	BOB PARKINSON	Cooper S	970
179	TREVOR MOORE	Mini Cooper S	999
180	AUTOMEX MOTOR CO. (SUTTON) LTD (Driver: Simon Ridge)	Automex Mini Minor	992
181	HARRY HOLLAND	Austin Mini	850
182	DAVID EDGE	Austin Mini	1000
183	SPORTS-TUNE/MOIR & BAXTER LTD (Driver: Bill Borrowman)	Austin Mini Cooper S	1000
184	RHODDY HARVEY-BAILEY	BMC Mini	999
185	BARRIE SWAN	Ford Anglia	997
186	PATRICK MOTORS GROUP (Driver: Mike Evans)	British Leyland Mini	1000
187	ROGER WILLIAMSON	Ford Anglia	997
188	C.S.M.A. RACING TEAM (Driver: Terry McNally)	Ford Anglia	997
189	MIKE KEARON (RACING) LTD. (Driver: M. P. H. Kearon)	Austin Cooper S	999
190	HOWLEY RACING (WARRINGTON) (Driver: John Chappel)	Austin Cooper S	999
RESERVES to be brought forward in the following order:			
191	BERNARD G. FARTHING	Austin Cooper S	1293 (B)
192	GRAHAM LLOYD (Driver: Entrant or John Hipkiss)	BMC Clubman G1	999 (C)
193	ROY SEDDON	Morris Cooper S	999 (C)
194	STUART BAIRD	Morris Mini	999 (C)
195	STUART TURNER	Ford Escort Twin Cam	1860 (A)
196	KEN COFFEY	Ford Escort Twin Cam	1594 (A)

RESULTS

Class A	
1st.....	2nd..... 3rd..... Winner's Time.....
Winner's Speed.....	mph Fastest Lap Car No..... at..... mph
Class B	
1st.....	2nd..... 3rd..... Winner's Time.....
Winner's Speed.....	mph Fastest Lap Car No..... at..... mph
Class C	
1st.....	2nd..... 3rd..... Winner's Time.....
Winner's Speed.....	mph Fastest Lap Car No..... at..... mph

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**DO SEVEN LAPS OF OULTON PARK
CIRCUIT**

Sunday 3rd May - 10 a.m. to 6 p.m.

Cheshire Car Circuit Ltd. has opened the track on this day and is promoting this non-competitive event. We must warn you - you'll have to do it ON FOOT!

Hundreds of young people (and 'oldies' too) will be walking round (20 miles) to raise money for the work of the United Nations Children's Fund (UNICEF). They will all have found people to sponsor them at so much per mile, and we invite you to join the walkers. Or perhaps you would like to come along and sponsor one of the walkers. Maybe you'd like to help out in some other way on the day. Or just come for the day out, and support the event. There will be no charge, and refreshments will be available.

Stars from the world of racing and entertainment are being invited to come along.

WHY NOT JOIN THEM

— — — — — clip and post today — — — — —

To: Mrs. Jane Robertshaw, 71 Wellington Road, Timperley, Altrincham, Cheshire. Tel. 061-928 5076.

I wish to help on Sunday 3 May:—

*a) by walking

*b) by sponsoring a walker

*c) by assisting in organisation of the event

*Please delete as necessary

Please send me further details—

Name.....

Address.....

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 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	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 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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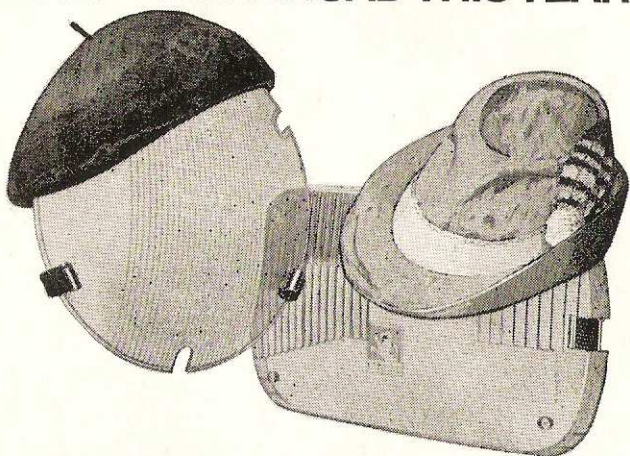
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