

OFFICIAL PROGRAMME 2s

OULTON PARK

NATIONAL **SPRING** MEETING FOR SPORTS CARS
AND SUPPORTING EVENTS

Saturday 6th April 1963

ORGANIZED BY BRITISH AUTOMOBILE RACING CLUB



Autocar

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This National Open Car Race Meeting is governed by the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, and the additional Supplementary Regulations and Instructions issued by the organisers, the British Automobile Racing Club, R.A.C. Permit No. R/979

NATIONAL SPRING MEETING



OULTON PARK

CHESHIRE

Saturday, April 6th, 1963

PROGRAMME

1.30 p.m.	Saloon Car Race	- -	50 miles
2.30 p.m.	Spring Cup Race	- -	50 miles
3.25 p.m.	Oulton Park Trophy Race		100 miles
5.05 p.m.	Grand Touring Car Race		50 miles



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AWARDS

OULTON PARK TROPHY RACE

FIRST, irrespective of class A Trophy and £75
In each class

FIRST £40 SECOND £30 THIRD £20

SALOON CAR RACE

FIRST, irrespective of class £25
In each class

FIRST £25 SECOND £15 THIRD £10

SPRING CUP RACE

FIRST A Trophy and £50

SECOND £30 THIRD £20 FOURTH £10

GRAND TOURING CAR RACE

FIRST, irrespective of class £25
In each class

FIRST £25 SECOND £15 THIRD £10

International Flag Signals

Red : Signal for complete and immediate stop.

Yellow (waved) : Great danger, be prepared to stop.

Yellow (steady) : Take care, danger.

Yellow with Vertical Red Stripes : Take care, oil has been spilled somewhere on the road.

Blue (waved) : Another competitor is trying to overtake.

Blue (steady) : Another competitor is following very closely.

White : An ambulance or service car is on the circuit.

Black (with Competitor's Number) : Signal for the competitor to stop next time round.

Black and White Chequered : Signal for the winner and end of the race.

The Union Jack will be used for starting the races.

Officials of the Meeting

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M. D. Cookson	H. Massey	J. Wroe

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D. Brown	R. N. Rushton	A. Woodcock
P. E. Bull	P. Schofield	
S. C. Butterworth	I. Weeks	

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G. D. White

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E. N. Bloor

FIRE PRECAUTIONS

Cheshire County Council

FIRST AID SERVICES

British Red Cross Society

BREAKDOWN EQUIPMENT

Chester Engineering Co. Ltd., H. & J. Quick (Manchester) Ltd.,
Quicks (Chester) Ltd.

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K. W. Yeates

CLERK OF THE COURSE

G. H. Macbeth



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Helped Graham Hill to sweep the board.
To world acclaim, he sweetly thundered
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NOTICES—IMPORTANT

ORGANISERS OF THE MEETING

Cheshire Car Circuit Ltd.,
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Managing Director - R. M. Foster

All enquiries regarding admission arrangements, advance bookings for future meetings and lost property should be sent to Cheshire Car Circuit Limited.

British Automobile Racing Club,
55 Park Lane, London W.1.

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Hon. General Treasurer:
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MOTOR RACING IS DANGEROUS

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

DOGS

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

MESSAGES

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

ANTI-LITTER

Please help keep Oulton Park tidy.

PROGRAMME COPYRIGHT

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

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

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

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

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

Entries - Reference List

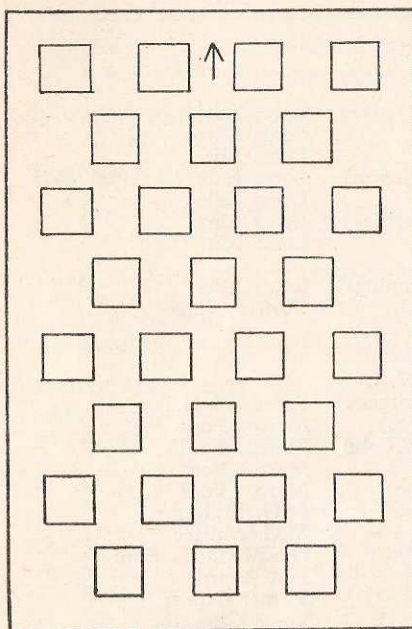
Race No.	Entrant and Driver	Car
OULTON PARK TROPHY RACE (Sports Cars over 2,000 c.c.; 1,151 - 2,000 c.c.; up to 1,150 c.c.)		
Over 2,000 c.c.		
1	British Racing Partnership (Dvr: I. Ireland)	Lotus Climax
2	J. O. Coundley (Dvr: Entrant or R. W. de Selincourt)	Lotus Climax
3	C. T. Atkins (Dvr: R. Salvadori)	Cooper Monaco Climax
4	Ansty Garage (Dvr: C. Summers)	Cooper Monaco Chevrolet
5	P. H. Sutcliffe	Jaguar D
6	Alan Andrews Racing Ltd. (Dvr: J. Blumer)	Special
1,151 - 2,000 c.c.		
9	G. Wood	Cooper Monaco Climax
10	Racing Developments North London (Dvr: R. F. Pierpoint)	Atilla Climax
11	K. A. Greene	Lotus Ford
12	Roy Winkleman (Racing) Ltd. (Dvr: A. R. Rees)	Lotus Ford
14	Sports Motors (Manchester) Ltd. (Dvr: R. J. Bloor)	Lotus Ford
15	Normand Ltd. (Dvr: M. Beckwith)	Lotus Ford
16	Normand Ltd. (Dvr: J. Clark or A. V. Hegbourne)	Lotus Ford
17	R. C. Fawdington & Son (Dvr: J. Sutton)	Lotus Ford
18	Ian Walker Racing (Dvr: F. Gardner)	Brabham Ford
19	Elva Cars (1961) Ltd. (Dvr: W. F. Moss)	Elva Ford
Up to 1.150 c.c.		
22	D. Graham	Elva Ford
23	Scottish Racing Drivers' Club (Dvr: B. Stein)	Lotus Ford
24	M. P. Renny	Lotus Ford
25	Chris Williams Ltd. (Dvr: C. M. M. Williams)	Lotus Ford
26	McArthur Weston Racing (Dvr: R. McArthur)	Lotus Ford
27	N. Garbett	Lotus Ford
28	R. K. Parsons (Dvr: P. Arundell)	Lotus Ford
29	Ian Walker Racing (Dvr: P. Hawkins)	Brabham Ford
30	Neal Davis Racing (Dvr: S. A. Fox)	Lola Climax
31	R. C. Kerrison	Lola Climax
32	Venture Garage Ltd. (Dvr: P. R. Dickinson)	Lola Climax
33	Equipe Elva (London) (Dvr: R. Benson)	Elva Climax
34	Equipe Elva (London) (Dvr: S. J. C. Minoprio)	Elva Climax
35	E. H. M. Paul	Elva Climax
GRAND TOURING CAR RACE (1,601 - 2,500 c.c.; 1,151 - 1,600 c.c.; up to 1,150 c.c.)		
1,601 - 2,500 c.c.		
38	T. Entwistle	T.V.R. Grantura
39	A. S. Hutcheson	M.G.B.
40	J. F. Sach	Morgan +4 S.S.
41	R. E. Meredith	Morgan +4
42	C. Dormand Stewart	Morgan +4
43	Lawrence Tune Engines Ltd. (Dvr: C. J. Lawrence)	Morgan +4
44	Lawrence Tune Engines Ltd. (Dvr: P. Arnold)	Morgan +4
45	Lawrence Tune Engines Ltd. (Dvr: W. Blydenstein)	Morgan +4

ENTRIES—REFERENCE LIST—continued

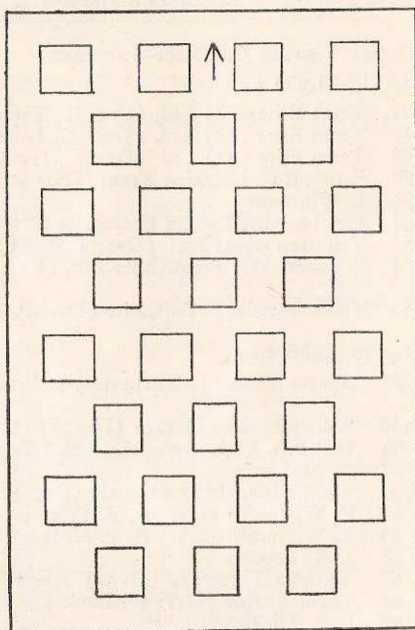
Race No.	Entrant and Driver	Car
Grand Touring Car Race—continued		
1,151 - 1,600 c.c.		
47	Team Elite (62) Ltd. (Dvr: T. Taylor)	Lotus Elite
48	Team Elite (62) Ltd. (Dvr: D. Hobbs)	Lotus Elite
49	Team Elite (62) Ltd. (Dvr: C. Hunt)	Lotus Elite
50	Ecurie R.C.S. Racing Team (Dvr: D. C. Alderson)	Lotus Elite
51	J. Whitmore	Lotus Elite
52	Farnborough Racing Enterprise (Dvr: J. Derisley)	Lotus Elite
53	Venture Garage Ltd. (Dvr: J. Payne)	Lotus Elite
54	Salisbury and Friedlander Ltd. (Dvr: R. D. Jennings)	Lotus Elite
55	Team Speedwell Yorkshire (Dvr: P. J. Smith)	Turner Climax
Up to 1,150 c.c.		
58	Sports Motors (Manchester) Ltd. (Dvr: W. J. Morgans)	Speedwell G.T.
60	Ashley Smithy Garage (Dvr: D. A. T. Rees)	Marcos Ford
61	U.R.F.A. Light Industries Ltd. (Dvr: G. W. John)	Marcos Ford
62	C. McLaren	Marcos Ford
63	Equipe Elan Internationale (Dvr: J. Greene)	Marcos Ford
64	R. W. Jacobs (Dvr: A. T. Foster)	M.G. Midget
65	R. W. Jacobs (Dvr: A. P. Hedges)	M.G. Midget
66	J. S. Gamble	G.S.M. Delta Ford
67	Squadra Tartaruga (Dvr: J. Aley)	Fiat Abarth
68	Team Turner (Dvr: W. Banks)	Turner Climax
69	J. F. Dickinson	Lotus Climax
SPRING CUP RACE (Formula Junior and 1964 Formula 2 Cars)		
72	Midland Racing Partnership (Dvr: R. Attwood)	Lola Ford
73	Midland Racing Partnership (Dvr: W. Bradley)	Lola Ford
74	Midland Racing Partnership (Dvr: D. Baker)	Lola Ford
75	Roy Winkleman (Racing) Ltd. (Dvr: A. Rees)	Lola Ford
76	B. Berrow-Johnson	Lola Ford
77	G. A. Henrotte-Team Gemini (Dvr: J. Hine)	Gemini Ford
79	Jim Russell Racing Drivers' School (Dvr: J. Maglia)	Lotus Ford
80	Jim Russell Racing Drivers' School (Dvr: J. Mastin)	Lotus Ford
81	Jim Russell Racing Drivers' School (Dvr: M. De-Udy)	Lotus Ford
82	D. E. Fletcher	Lotus Ford
83	Neal Davis Racing (Dvr: L. Brooke)	Lotus Ford
84	Ron-Harris-Team Lotus (Dvr: P. Arundell)	Lotus Ford
85	Ron-Harris-Team Lotus (Dvr: M. Spence)	Lotus Ford
86	Ron-Harris Team Lotus (Dvr: J. Fenning)	Lotus Ford
87	A. Pilette	Merlyn Ford
88	Brabham Racing Developments (Dvr: D. Hulme)	Brabham Ford
89	Green Man Garage (Ealing) Ltd. (Dvr: J. S. Dunn)	Brabham Ford
90	D. Prophet	Brabham Ford
91	Ian Walker Racing (Dvr: F. Gardner)	Brabham Ford
92	Ian Walker Racing (Dvr: P. Hawkins)	Brabham Ford
93	R. Olthoff	Brabham Ford
94	A. Rollinson	Cooper Ford
95	Equipe Elan Internationale (Dvr: D. J. Cole)	Cooper B.M.C.
96	H. Conradsen	Cooper B.M.C.
97	Tyrrell Racing Organisation (Dvr: P. Proctor)	Cooper B.M.C.

GRID POSITIONS

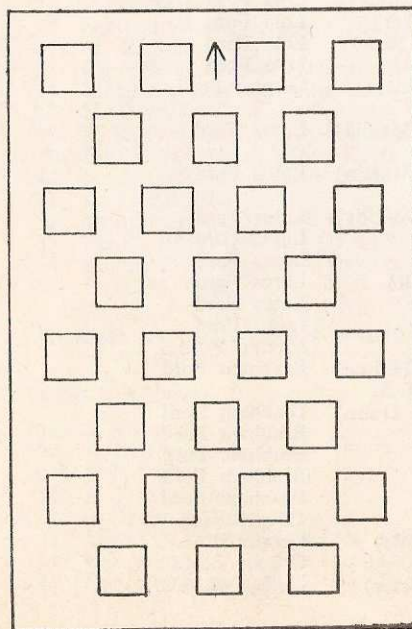
SALOON CAR RACE



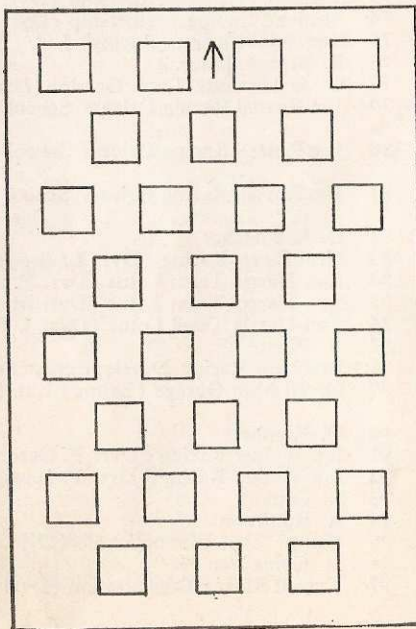
SPRING CUP RACE



OULTON PARK TROPHY RACE



GRAND TOURING CAR RACE



ENTRIES—REFERENCE LIST—continued

Race No.	Entrant and Driver	Car
TOURING (SALOON) CAR RACE (Over 2,000 c.c.; 1,301 - 2,000 c.c.; up to 1,300 c.c.)		
Over 2,000 c.c.		
101	John Coombs (Dvr: G. Hill)	Jaguar 3.8
102	Team Tourist Trophy (Dvr: B. Aston)	Jaguar 3.8
103	M. Pendleton	Jaguar 3.8
104	C. T. Atkins (Dvr: R. Salvadori)	Jaguar 3.8
105	C. McLaren	Jaguar 3.8
106	Atherstone Engineering Ltd. (Dvr: M. Salmon)	Jaguar 3.8
109	D. Margulies	Lancia Flaminia
1,301 - 2,000 c.c.		
113	John Willment Automobiles Ltd. (Dvr: J. Uren)	Ford Cortina
114	John Willment Automobiles Ltd. (Dvr: J. Sears)	Ford Cortina
115	John Willment Automobiles Ltd. (Dvr: To be nominated)	Ford Cortina
116	Alan Andrews Racing Ltd. (Dvr: J. Blumer)	Ford Cortina
117	Alan Fraser Racing Team (Dvr: L. Leston)	Sunbeam Rapier
118	Alan Fraser Racing Team (Dvr: P. Jopp)	Sunbeam Rapier
119	Sunbeam Talbot Ltd. (Dvr: P. Harper)	Sunbeam Rapier
120	Sunbeam Talbot Ltd. (Dvr: P. Proctor)	Sunbeam Rapier
121	Lawrence Tune Engines Ltd. (Dvr: W. B. Blydenstein)	Vauxhall VX4/90
122	Team Tourist Trophy (Dvr: D. Addicott)	Vauxhall VX4/90
123	A. Hutcheson	Riley 1.5
Up to 1,300 c.c.		
126	Team Turner (Dvr: R. J. Seabrook)	D.K.W.
127	Cooper Car Company Ltd. (Dvr: J. Whitmore)	Austin Cooper
128	Cooper Car Company Ltd. (Dvr: P. Hopkirk)	Morris Cooper
129	Cooper Car Company Ltd. (Dvr: J. Love or J. Rhodes)	Austin Cooper
130	Scottish Racing Drivers' Club (Dvr: B. Borrowman)	Austin Cooper
131	Grosvenor Racing (Dvr: A. D. Rutt)	Austin Cooper
132	Don Moore (Dvr: Miss C. Carlisle)	Morris Cooper
133	T. S. Shepherd	Morris Cooper
134	Westover Racing (Dvr: E. Lewis)	Morris Cooper
135	G. C. Burrows	Austin Cooper
136	Wigtown Eng. Works (Dvr: R. D. McCutcheon)	Austin Cooper
137	Team Speedwell Yorkshire (Dvr: F. P. Kaye)	Austin Cooper
138	Miss M. B. Burns-Greig	Austin Cooper
139	S. J. Scrimgeour	Austin Cooper

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HEADFORT PLACE HOTEL

(Off HALKIN STREET), LONDON, S.W.1. BELgravia 2607/8.
(Associated with the Steering Wheel Club).

IRELAND v. THE REST

Sports Car Racing is on Trial this Afternoon.

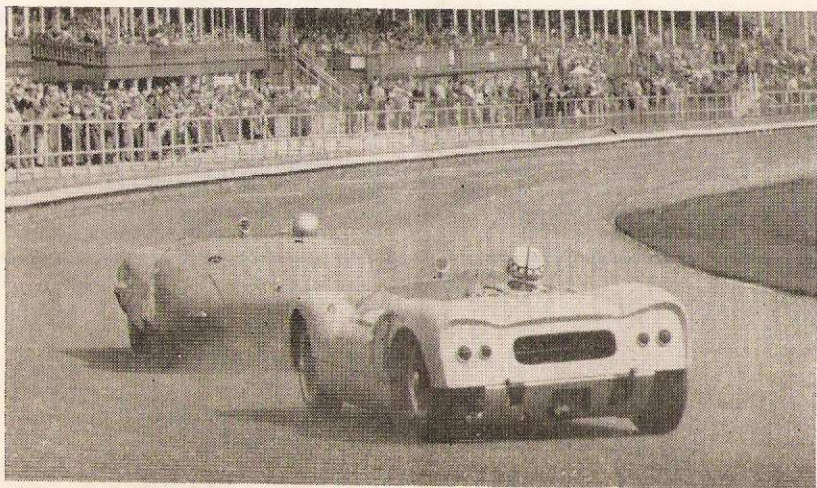
THIS afternoon, watch Innes Ireland! For more than two years now the car he is driving has been virtually unbeatable in British sports car races and today we shall see if it is to be a repeat performance of the Ireland/Lotus Monte Carlo invincibility or if sports car racing is right back on the map as one of the best forms of motor racing.

At the beginning of 1961, when Colin Chapman produced a series of Lotus Nineteen cars (called "Monte Carlo"—probably because the successful Cooper sports racing car of the previous season was called "Monaco"), he virtually killed sports car racing in this country. At Oulton Park, in the first big meeting of the year, we saw the U.D.T.-Laystall team of three Lotus cars winning one-two-three. It was the same at every other British circuit. Sometimes it was Moss who won, other times it was Graham Hill, occasionally it was another driver, but

always the three light green cars were first past the chequered flag. John Cooper made another, slightly better Cooper Monaco which Roy Salvadori raced occasionally, but it was just not good enough to beat the Lotus cars.

The disease spread abroad. Lotus Monte Carlo cars were sold to the U.S.A. (where sports car racing has been the main attraction for years in the absence of Grand Prix cars) and here, too, they proved eminently successful. The success was not continuous, however, for at some of the longer races, both in North America and in Europe, the cars proved somewhat fragile and, having usually led easily when in the hands of top drivers, they retired or were put back by pit stops.

In 1962, two of the U.D.T.-Laystall cars were sold abroad but still the single model went on its winning way in British events, Ireland heading the



Ireland in the Lotus Nineteen about to lap a front-engined Lister. This tail-end view is the one most sports car drivers have had of the Lotus for more than two seasons.

Photo: John Holroyd



Formula III (500 c.c. racing cars) at Goodwood. The early Coopers were the direct ancestors of all current rear-engined sports cars.

Photo: The Motor

field with almost monotonous regularity. Usually he broke the sports car lap record in the process and generally the strongest opposition came from Jimmy Blumer in an ageing but still fairly fast Cooper Monaco with 2-litre Coventry Climax engine, which mostly finished second, well behind the much more efficient Lotus with its 2½-litre engine.

Organisers tired of sports car races. There were no good new cars capable of winning races other than this fabulous Lotus. Attention turned to Grand Touring cars, or saloons, or Formula Junior racing cars—anything but sports cars.

In the U.S.A. it was different. First of all there were several really good Lotus Nineteens and there were some modern Cooper Monaco models, too, driven by top-line drivers either American or (like Brabham, McLaren and Ireland) from Great Britain or the Commonwealth. And there were some new, non-British, cars as well. Fast and rugged Ferraris and Maseratis lasted well in the longer events and the Americans themselves began to build top grade machinery. There were the Scarabs from Lance Reventlow and Jim Hall's Chaparral among others. Sports car racing went from strength to strength, attracting the best drivers in the world.

A similar resurgence of interest has come about in England this year. Here for the first major sports car race of 1963, we see cars of unlimited power and varied design in a race of 100 miles which should sort out the best from the rest.

Once again the Lotus Nineteen is here with Innes Ireland in it, this time entered by the British Racing Partnership, substantially the same organisation as that which ran the U.D.T.-Laystall team for the past two seasons. Now, however, there are some definite challengers.

There are two fully competitive Cooper Monacos. One is a brand-new car built by C. T. ("Tommy") Atkins with full co-operation from the Cooper factory which incorporates all the lessons learned from Cooper experience in Grand Prix racing in the past two or three seasons. To be driven today by Roy Salvadori, it has the latest 2.7-litre Coventry Climax four-cylinder engine, considerably more powerful than the 2.5-litre unit in Ireland's car.

The other big Cooper Monaco is the Chris Summers entry, with a vast American Chevrolet V8 engine of the type he used last year in a single-seater Cooper to shatter lap records all over the country. If he can



Jimmy Blumer's Cooper Monaco with 2-litre engine was the nearest thing to a rival for Ireland's Lotus throughout last season. Photo: John Whitmore, Castrol

get the car round corners at a speed comparable with what he will undoubtedly do along the straights, he will certainly be a strong challenger to Ireland.

Undoubtedly, the most exciting entry of all is the Rolls-Royce-engined special, entered by Alan Andrews Racing and to be driven by Jimmy Blumer. This car is similar in construction to the Cooper Monaco and uses the new Grand Prix type Cooper suspension units, but the engine is the promising V-8 unit used in current Rolls-Royce and Bentley cars and, being of aluminum construction and having a capacity of 6½ litres, must have enormous potential. This car is very new and an immense amount of work will have to be done to make sure that it is fully competitive today and it may be that, disappointingly, insufficient development work will have taken place to prepare it for the meeting, but even if it does not appear at Oulton Park, or if it is not as rapid as is hoped, there is no doubt that before the season is much older this car will have made a big impression in motor racing circles.

Despite the size of their engines the cars over 2,000 c.c. may not necessarily provide the outright winner today. Already some extremely fast laps have been achieved at circuits other than Oulton Park by the latest cars with the new 1,600 c.c. twin-overhead camshaft engine developed by Lotus and Cosworth from the basic Ford unit which started life as the Ford Anglia engine.

Regular followers of the sport at Oulton Park will recall that at last year's Gold Cup meeting, Jimmy Clark in the prototype car with a 1,500 c.c. unit was only fractions of a second behind Innes Ireland's time in practice. It follows that a top line driver in the latest Lotus 23 with a fully developed 1,600 c.c. engine can be fully competitive with the biggest cars. This afternoon there are plenty of good drivers in the Lotus 23 cars, while the Lotus models themselves cannot expect to have it all their own way. Frank Gardner drives the Ian Walker (Racing) Brabham, which has been developed from the successful Formula Junior car, while Bill Moss drives the works Elva, again with the 1.6 litre Ford unit and known to have achieved some startling times on several circuits during practice.

The fact that front-engined cars are something of a rarity in this race shows how far motor racing has developed over the past few years. The trend started shortly after the war when 500 c.c. racing became popular, and the Cooper with its single cylinder engine at the back of the car driving the rear wheels by means of a motor cycle gearbox and chain, became the most successful type. Although Coopers subsequently made some front-engined sports and racing cars, they continued to develop the 500 c.c. model which subsequently received twin cylinder 1,100 c.c. engines, still with chain drive, and so eventually developed into a rear engined sports car with a Coventry Climax 1,100 c.c. unit. In this car the driver sat in the middle

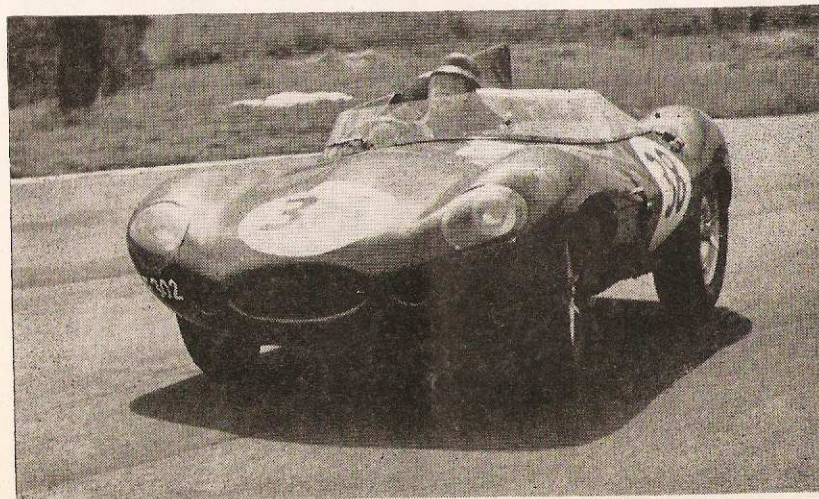
with a passenger space on one side, separated from the driver by the chassis tubes and a vacant space on the other side of the driver, both spaces being covered in, so that although officially a sports car the model was virtually a single-seater.

This Cooper was a successful design but was in direct contrast to the front-engined Lotus being produced at the same time. The Mark 9 Lotus used the same engine as the Manx-tailed Cooper and was a conventional design in that the engine was in front, driving through a gearbox and propeller shaft with a De Dion rear axle, but was unconventional at the time in that it employed a full-width space frame of small tubes. For a time Cooper ignored sports car racing and concentrated on single seater racing cars and with the advent of the 1,500 c.c. Formula II in 1957, produced a most successful design with the twin overhead camshaft 1½ litre Coventry Climax FPF unit which is still to be seen today in greatly improved form in several of the cars in the sports car race. Colin Chapman's answer to the Formula II problem was a front-engined car dogged by transmission trouble throughout its history and the design was developed into a further, equally unsuccessful, Formula I design. By this time the Cooper had been developed into a tremendously successful car which won the World Championship in both 1959 and 1960

and the influence of that model was so great that there is not one single front-engined Grand Prix design at the present time. It was not long before Colin Chapman forsook his leanings towards front-engined cars and produced the Lotus 18 which made its debut at the Oulton Park Spring Meeting of 1960 when it won in the hands of Innes Ireland. Following a comparatively successful season with this Grand Prix Car, Chapman then followed it up with the Lotus Nineteen sports car for 1961.

Other designers followed the lead of Cooper and Chapman and in today's field for the Oulton Park Trophy Race we see rear-engined Elva and Brabham as well as Lotus and Cooper cars which are in remarkable contrast with the D-type Jaguar which was once the most successful British sports car.

Sports car racing is rapidly emerging as one of the most testing forms of motor sport because, unlike Formula I and Formula Junior racing where the engine capacity is limited by the regulations, there is no restriction on the engine size so that the 6½ litres of the Rolls-Royce engined Andrews car is only the beginning of what may well be the drift towards bigger and more powerful engines, for production V.8 engines can be bought quite economically on the other side of the Atlantic, with capacities as high as 7-litres and with a safely maintained power output in excess of 400 b.h.p.



The D-type Jaguar was once the most successful British sports car. Now it looks vast and unwieldy. This is Mike Salmon in the ex-Ecurie Ecosse car which is now raced by Peter Sutcliffe. Photo: John Holroyd

Weighing less than 15 cwt., these cars have immense performance potential and only the finest drivers can extract the best from them. Such cars have so much power available that they are right back in the class of the Grand Prix models of a few years ago in that a top-line driver not only uses the power to make the car go quickly

in a straight line but deliberately wastes it on a corner to obtain maximum control and therefore safety. It is this technique which can make sports car racing the tremendously exciting spectacle which we hope will be seen in the Oulton Park Trophy Race this afternoon.

G.M.

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at the entrance to the Paddock during today's meeting where our staff will be on duty to answer your questions and supply your speed equipment.



JIM CLARK

AT Oulton Park all races are run in a clockwise direction round the course and the Continental rule of the road (overtake on the left) applies. The circuit measures just over $2\frac{3}{4}$ miles.

Cars are sent to the line 15 minutes before the start of each race. Sound warnings are given at five minutes, three, two and one minute intervals before the drop of the flag.

Starting positions are determined by the best times in practice. The cars which achieve the best practice times are at the front of the grid, with the fastest of all in each race on the left-hand side (outside) of the track, as this gives the car a slight advantage at the first corner

The Lotus Climax entered by the British Racing Partnership for Innes Ireland is the car in which he proved invincible on British circuits during last season. It has, of course, been completely rebuilt and brought up to date during the Winter.

The main race in today's programme is for Sports Cars, emphasising the return of this type of car to popularity after a number of years in which the Grand Touring car was the main type of two-seater racing vehicle. This is the first occasion in which sports cars have provided the main race of the day at the Spring Meeting.



TREVOR TAYLOR



MIKE BECKWITH



INNES IRELAND

RACE INFORMATION

To be eligible for the sports car race at this meeting, cars must conform to International regulations, which govern, among other things, the dimensions of the seats and the cockpit, the size of the windscreen, which must be of full-width type, and which stipulate that there must be a covered space within the body capable of containing a trunk about 24ins. x 16ins. x 8ins.

Rodney Bloor is a Manchester motor trader who has recently founded a Racing Drivers School based on Oulton Park. He will be driving a Lotus 23 with a 1,600 c.c. Ford engine which uses the Lotus twin overhead camshaft cylinder head. He has had quite a few wins with this car already this season.

The Grand Touring car race is restricted at this meeting to the smaller classes, up to 2,500 c.c. and should see some very close racing. The three Morgan +4 entries of Lawrenctune Engines Ltd., have been very highly developed and should be very fast. Tom Entwistle knows Oulton Park well, and with an entirely new T.V.R. he has an excellent chance.

The middle (1,151 - 1,600 c.c.) class for G.T. cars is something of a benefit for Lotus Elites, but the class will be by no means dull, for it contains most of the fastest Elites in the country. One of the Team Elite entries is to be driven by works Grand Prix driver Trevor Taylor, but David Hobbs, John Whitmore, and Jon Derisley will surely be pressing him pretty closely.



JIM BLUMER



ROY SALVADORI



PETER ARUNDELL



TONY HEGBOURNE

One of the most formidable entries in the Spring Cup race must be the Ron Harris cars, which are to all intents and purposes Lotus works entries. Peter Arundell has been one of the most consistently successful Junior drivers, and has driven for Team Lotus since 1960.

John Fenning is a young man who is definitely going places in this Motor Racing game. At 24 years of age, he holds the John Davy Formula Junior Championship, with a most impressive list of wins to his credit. He is also greatly respected as a driver of small saloon cars.

The Jim Russell Racing Drivers School have entered three of their most promising pupils, all in Lotus 22s, and all of whom will be striving to satisfy a very exacting Headmaster.

Frank Gardner is an ex-pupil of the Jim Russell School. An Australian by birth, last year he drove Jack Brabham's own works entries, and he is currently appearing at the wheel of the Brabham-supported Ian Walker Racing Team.

The entry list for the saloon car race shows that there are more Jaguars than ever racing this season. Several are cars which raced in other hands last year, that of Mike Salmon, for instance, being the same car in which Roy Salvadori went into the lake at Cascades at last September's Gold Cup meeting at Oulton Park! Others are brand new models, including Roy Salvadori's new car, entered by "Tommy" Atkins.

* * *

The Lancia Flaminia to be driven by Dan Margulies is a Farina-bodied car with a well-developed engine including a row of double-choke carburettors. Margulies is waiting for more cars in the 2,000 - 3,000 c.c. category to enter for saloon car races, in which case he will be running in a separate class and

not having to compete against the much larger-engined Jaguars.

* * *

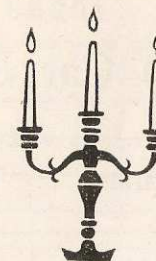
The 1,151 - 2,000 c.c. class is one of the most interesting sections of today's racing, having four different makes of closely comparable performance. The Ford Cortinas are not the Lotus-developed models which are not yet eligible for racing in major events. Today's Ford all have double-choke Weber carburettors and engine tune similar to that of the recently announced Capri G.T. cars.

* * *

Jack Sears was one of last year's leading saloon car drivers in a Jaguar. Now he races one of the Cortinas which are notable for their very light weight. With two team mates, he is up against Jimmy Blumer in another Cortina as well as the Rapiers, Vauxhall VX 4/90s and the Riley 1.5 of Alan Hutcheson, one of the most regular supporters of saloon car racing in recent years.

In the "Mini race" (the up to 1,300 c.c. saloon car class) John Seabrook is the only driver not in a B.M.C. Cooper model. Last season he was well known for his performances in a Turner-B.M.C., competing regularly in G.T. races. His D.K.W. is a German car with a three-cylinder two-stroke engine.

In this race we have two of Great Britain's leading women drivers, Christabel Carlisle and Michaela Burns-Grieg. Miss Carlisle is well known as the girl who consistently shattered the male ranks of Mini-Cooper drivers last year and has since put up excellent performances in the Monte Carlo rally and the Sebring 12-hours sports car race. Miss Burns-Grieg is a comparative new-comer to racing, being a regular competitor in "club" events last year.



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Spring Cup Race

(For Formula Junior and 1964 Formula II cars)

(19 LAPS—52.5 MILES)

No.	Entrant and Driver	Car	c.c.	Colour
72	MIDLAND RACING PARTNERSHIP (Driver: R. Attwood)	Lola Ford	1097	Blue
73	MIDLAND RACING PARTNERSHIP (Driver: W. Bradley)	Lola Ford	1097	Blue
74	MIDLAND RACING PARTNERSHIP (Driver: D. Hobbs)	Lola Ford	1097	Blue
75	ROY WINKELMANN RACING LTD. (Driver: A. B. Rees)	Lola Ford	1097	Silver
76	B. BERROW-JOHNSON	Lola Ford	1098	White
77	G. A. HENROTTE/TEAM GEMINI (Driver: J. Hine)	Gemini Ford	1098	White/Green
79	JIM RUSSELL RACING DRIVERS' SCHOOL (Driver: J. Maglia)	Lotus Ford	1097	Red
80	JIM RUSSELL RACING DRIVERS' SCHOOL (Driver: J. Mastin)	Lotus Ford	1097	Green
81	JIM RUSSELL RACING DRIVERS' SCHOOL (Driver: M. De-Udy)	Lotus Ford	1097	Green
82	D. E. FLETCHER	Lotus Ford	1097	Green
83	NEAL DAVIS RACING (Driver: L. Brooke)	Lotus Ford	1098	Blue
84	RON HARRIS-TEAM LOTUS (Driver: P. Arundell)	Lotus Ford	1098	Green
85	RON HARRIS-TEAM LOTUS (Driver: M. Spence)	Lotus Ford	1098	Green
86	RON HARRIS-TEAM LOTUS (Driver: J. Fenning)	Lotus Ford	1098	Green
87	A. PILETTE	Merlyn Ford	1100	Yellow
88	BRABHAM RACING DEVELOPMENTS (Driver: D. Hulme)	Repco Brabham Ford	1098	Green
89	GREEN MAN GARAGE (EALING) LTD. (Driver: J. S. Dunn)	Brabham Ford	1098	Blue
90	D. PROPHET	Brabham Ford	1100	Green
91	IAN WALKER RACING (Driver: F. Gardner)	Brabham Ford	1098	Yellow/Green
92	IAN WALKER RACING (Driver: P. Hawkins)	Brabham Ford	1098	Yellow/Green
93	R. OLTHOFF	Brabham Ford	1098	White/Orange
94	ANGLO SCOTTISH RACING (Driver: A. Rollinson)	Cooper Ford	1097	Blue
95	EQUIPE ELAN INTERNATIONALE (Driver: D. J. Cole)	Cooper B.M.C.	1098	Green
96	H. CONRADSEN	Cooper B.M.C.	1100	White
97	TYRRELL RACING ORGANISATION (Driver: P. Procter)	Cooper B.M.C.	1098	Green
98	TYRRELL RACING ORGANISATION (Driver: J. Love or J. Rhodes)	Cooper B.M.C.	1098	Green
99	J. SHARPS	Gwyniad Ford	1097	Yellow/White

LAP SCORE CHART

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

RESULTS 1st 84 2nd 74 3rd 92 4th

Winner's Speed 92.02 mph Fastest lap: Car No. at mph

EVENT 3

3.25 p.m.

Oulton Park Trophy Race

(For Sports Cars over 2,000 c.c.; 1,151 - 2,000 c.c.; up to 1,151 c.c.)

(37 LAPS—101.75 MILES)

No.	Entrant and Driver	Car	c.c.	Colour
Over 2,000 c.c.				
1	BRITISH RACING PARTNERSHIP (Driver: I. Ireland)	Lotus Climax	1496	Green
3	C. T. ATKINS (Driver: R. Salvadori)	Cooper Monaco Climax	2680	Green
4	ANSTY GARAGE (Driver: C. Summers)	Cooper Chevrolet Monaco	5350	Blue
5	ALAN ANDREWS RACING LTD. (Driver: J. Blumer)	Andrews Special	6230	Gold
6	P. H. SUTCLIFFE	Jaguar D	3800	Green
1,151 - 2,000 c.c.				
9	G. WOOD	Cooper Monaco Climax	1963	Blue/White
11	K. A. GREENE	Lotus Ford	1594	Green
12	ROY WINKELMANN (RACING) LTD. (Driver: A. B. Rees)	Lotus Ford	1594	Silver
14	SPORTS MOTORS (MANCHESTER) Ltd. (Driver: R. J. Bloor)	Lotus Ford	1594	Blue
15	NORMAND LTD. (Driver: M. Beckwith)	Lotus Ford	1594	White
16	NORMAND LTD. (Driver: J. Clark)	Lotus Ford	1594	White
17	R. C. FAWDINGTON & SON (Driver: J. Sutton)	Lotus Ford	1594	Blue
18	IAN WALKER RACING (Driver: F. Gardner)	Brabham Ford	1594	Yellow/Green
19	ELVA CARS (1961) LTD. (Driver: W. F. Moss)	Elva Ford	1600	Silver
22	D. GRAHAM	Lotus Climax	1488	Blue
Up to 1,151 c.c.				
23	SCOTTISH RACING DRIVERS' CLUB (Driver: B. Stein)	Lotus Ford	1100	Blue/Silver
24	M. P. RENNY	Lotus Ford	1098	Blue
25	CHRIS WILLIAMS LTD. (Driver: C. M. M. Williams)	Lotus Ford	1098	Blue
26	McARTHUR WESTON RACING (Driver: R. McArthur)	Lotus Ford	1097	Red
27	N. GARBETT	Lotus Ford	1098	Blue
28	R. K. PARSONS (Driver: P. Arundell)	Lotus Ford	1098	Green
29	IAN WALKER RACING (Driver: P. Hawkins)	Brabham Ford	1098	Yellow/Green
30	NEAL DAVIS RACING (Driver: S. A. Fox)	Lola Climax	1098	Blue
31	R. C. KERRISON	Lola Climax	1098	Green
32	VENTURE GARAGE (Driver: P. Dickinson)	Lola Climax	1098	Red/Green
33	EQUIPE ELVA (LONDON) (Driver: R. Benson)	Elva Climax	1098	Green
34	EQUIPE ELVA (LONDON) (Driver: S. J. C. Minoprio)	Elva Climax	1098	Green

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Over 2,000 c.c.	1st.....	2nd.....	3rd.....	4th.....
Winner's Speed.....	mph	Fastest lap: Car No.....	at	mph
1,151 - 2,000 c.c.	1st...16.....	2nd...15.....	3rd...14.....	4th.....
Winner's Speed...92.17.....	mph	Fastest lap: Car No.....	at	mph
Up to 1,151 c.c.	1st.....	2nd.....	3rd.....	4th.....
Winner's Speed.....	mph	Fastest lap: Car No.....	at	mph

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Grand Touring Car Race

1,601 - 2,500 c.c.; 1,151 - 1,600 c.c.; up to 1,150 c.c.

(19 LAPS—52.5 MILES)

No.	Entrant and Driver	Car	c.c.	Colour
1,601 - 2,500 c.c.				
38	T. ENTWISTLE	T.V.R. Grantura	1622	White/Green
39	A. S. HUTCHESON	M.C.B.	1790	Red
40	J. F. SACH	Morgan +4 S.S.	1991	Red
41	R. E. MEREDITH	Morgan +4	1991	Red
42	C. DORMAND STEWART	Morgan +4	2138	Green
43	LAWRENCE TUNE ENGINES LTD. (Driver: C. J. Lawrence)	Morgan +4	2138	Green/White
44	LAWRENCE TUNE ENGINES LTD. (Driver: P. Arnold)	Morgan +4	2138	Green/White
45	LAWRENCE TUNE ENGINES LTD. (Driver: W. Blydenstein)	Morgan +4	2138	Green/White
1,151 - 1,600				
I 47	TEAM ELITE (62) LTD. (Driver: T. Taylor)	Lotus Elite	1216	White/Green
48	TEAM ELITE (62) LTD. (Driver: D. Hobbs)	Lotus Elite	1216	Red/Blue
49	TEAM ELITE (62) LTD. (Driver: C. Hunt)	Lotus Elite	1216	White/Green
II 50	ECURIE R.C.S. RACING TEAM (Driver: D. C. Alderson)	Lotus Elite	1220	Silver
51	J. WHITMORE	Lotus Elite	1216	Green
52	FARNBOROUGH RACING ENTERPRISE (Driver: J. A. Derisley)	Lotus Elite	1216	Green
53	VENTURE GARAGE LTD. (Driver: J. Payne)	Lotus Elite	1220	Red
54	SALISBURY and FRIEDLANDER (Driver: R. D. Jennings)	Lotus Elite	1216	Mauve
55	TEAM SPEEDWELL YORKSHIRE (Driver: P. J. Smith) (Reserve)	Turner Climax	1220	Yellow
Up to 1,150				
58	SPORTS MOTORS (MANCHESTER) LTD. (Driver: W. J. Morgans)	Speedwell G.T.	996	Red
60	ASHLEY SMITHY GARAGE (Driver: D. A. T. Rees)	Marcos Ford	997	Orange
61	U.R.F.A. LIGHT INDUSTRIES LTD. (Driver: G. W. John)	Marcos Ford	997	Red
62	C. McLAREN	Marcos Ford	997	Red
63	EQUIPE ELAN INTERNATIONALE (Driver: J. Greene)	Marcos Ford	997	Blue
64	R. W. JACOBS (Driver: A. T. Foster)	M.G. Midget	1139	Green
65	R. W. JACOBS (Driver: A. P. Hedges)	M.G. Midget	1139	Green
66	J. S. GAMBLE	G.S.M. Delta Ford	997	Blue/Black
67	SQUADRA TARTARUGA (Driver: J. R. Aley)	Fiat Abarth	982	Silver
68	TEAM TURNER (Driver: W. Banks)	Turner Climax	1098	Green
69	J. F. DICKINSON	Lotus Climax	1098	Red

Oulton Park Lap Record

OUTRIGHT COURSE RECORD

JIM CLARK—Lotus-Climax, Time 1m. 40s. or 99.40 mph

FORMULA I

JIM CLARK—Lotus-Climax, Time 1m. 40s. or 99.40 mph

SPORTS CARS

INNES IRELAND—Lotus 19 Monte Carlo, Time 1m. 44.2s or 95.39 mph

GRAND TOURING CARS

A. D. BENNETT—Lotus Elite, Time 1m. 59.4 or 83.25 mph

T. TAYLOR Lotus Elite 82.02

SALOON CARS

MICHAEL PARKES—Jaguar, Time 1m. 59.8s. or 82.97 mph

G-HILL Jaguar 83.53 mph.

FORMULA JUNIOR

K. M. FRANCIS—Lotus-Ford, Time 1m. 46.4s. or 93.42 mph

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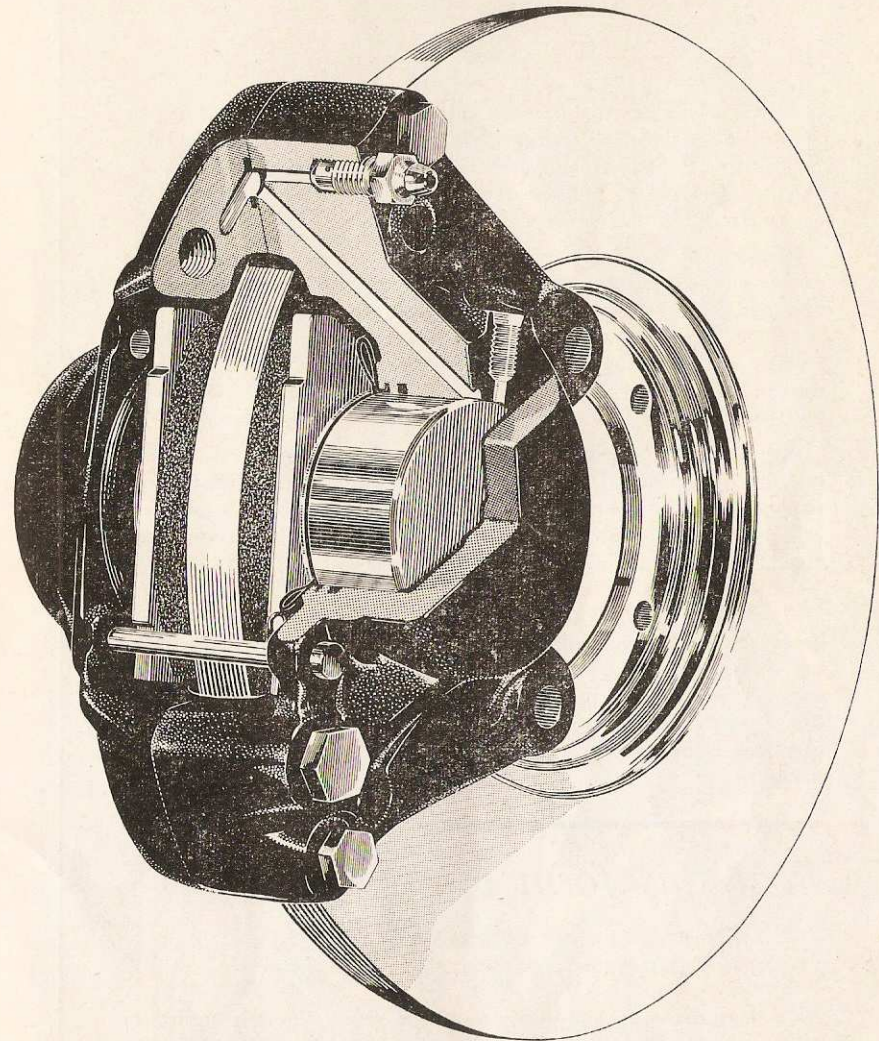
LAP SCORE CHART

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

Class a (1601 - 2500 c.c.) 1st..... 2nd..... 3rd.....
 Winner's Speed.....mph Fastest lap: Car No..... atmph

Class b (1151 - 1600c.c.) 1st. 47..... 2nd. 50..... 3rd. 62.....
 Winner's Speed. 82.02 mph Fastest lap: Car No..... atmph

Class c (Up to 1150 c.c.) 1st..... 2nd..... 3rd.....
 Winner's Speed.....mph Fastest lap: Car No..... atmph



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Members of the B.A.R.C. receive special facilities and concessions as spectators at the five circuits all over the country at which B.A.R.C. meetings are organised, while as competitors B.A.R.C. members have the widest possible range of race meetings in which to take part. In 1962 more than 650 individual members competed at B.A.R.C. race meetings and there are signs that even more will take part in the 1963 events.

The B.A.R.C. is most active in this part of the country. Today's meeting is the second of eight to be held at either Oulton Park or Aintree during the season, the Club will also be organising an event at Mallory Park, while B.A.R.C. events are by no means confined to motor racing alone. The Club has extremely active Centres in the North West (based on Liverpool) and in Yorkshire (with headquarters at Leeds) and each year these two Centres organise fifty or more events of all types, including rallies, sprints, autocross meetings, sporting trials, gymkhanas, treasure hunts and go-kart racing, while social occasions are a big feature of their programmes, with dinner dances, film shows and many other types of gathering to provide suitable occasions for members of the Club to meet their friends and discuss motor sport.

Post this form to—

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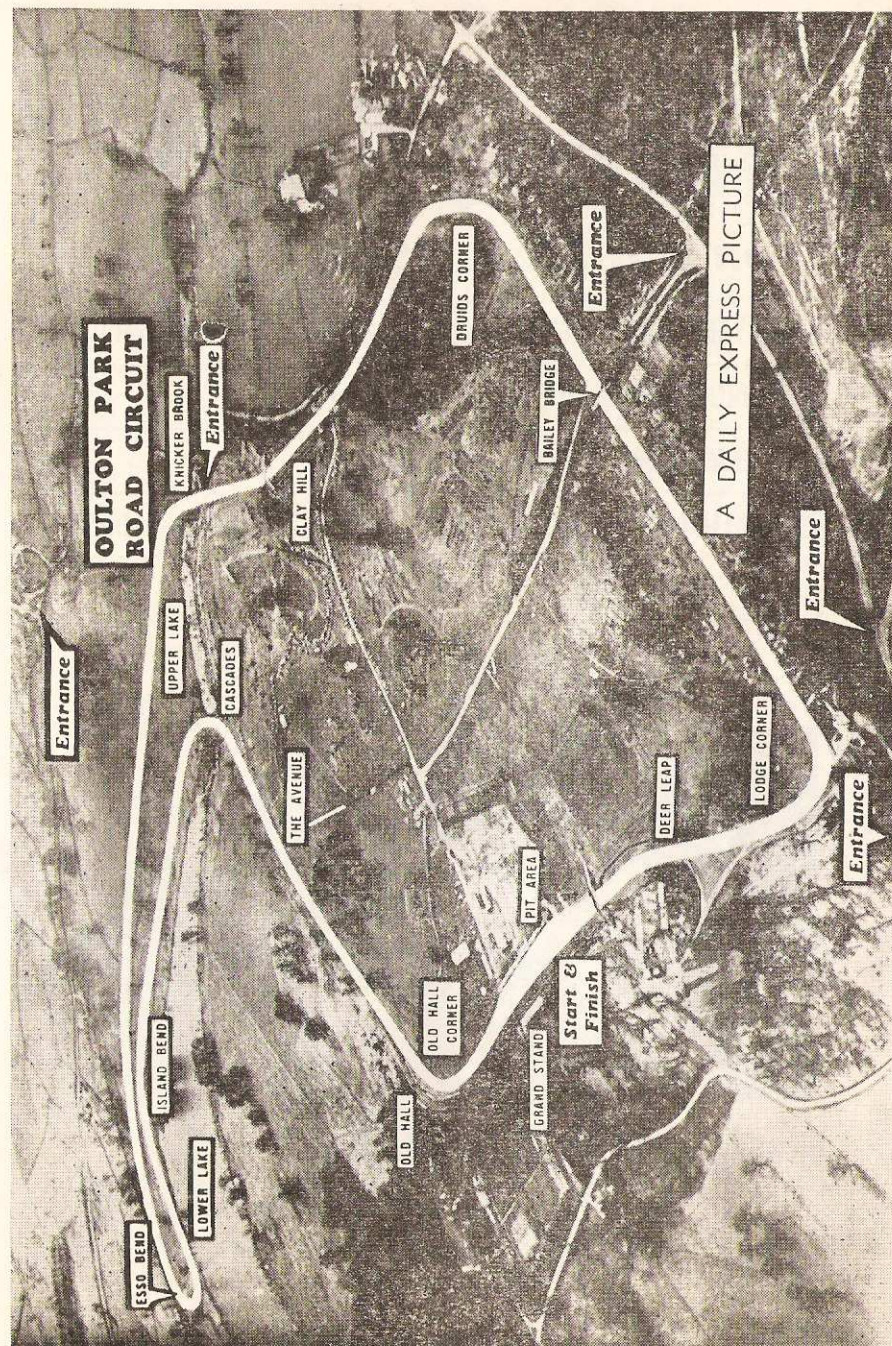
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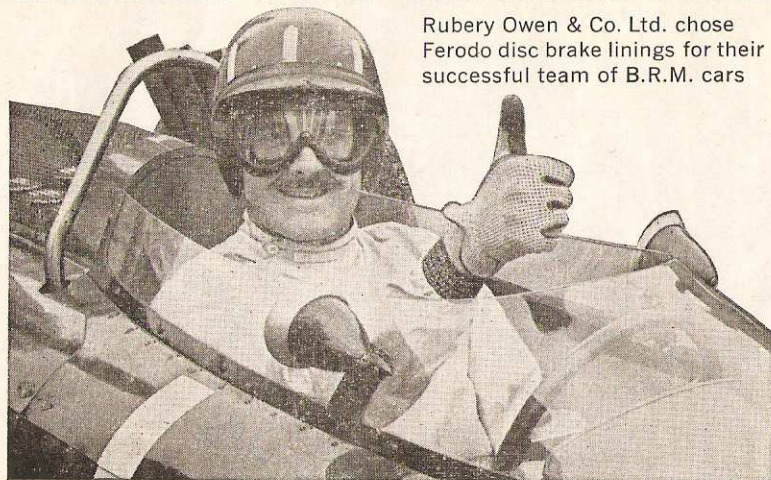
INTERNATIONAL TROPHY, SILVERSTONE, 1st Graham Hill

EUROPEAN GRAND PRIX, 1st Graham Hill

GERMAN GRAND PRIX, 1st Graham Hill

ITALIAN GRAND PRIX, 1st Graham Hill, 2nd Richie Ginther

S.A. GRAND PRIX, 1st Graham Hill



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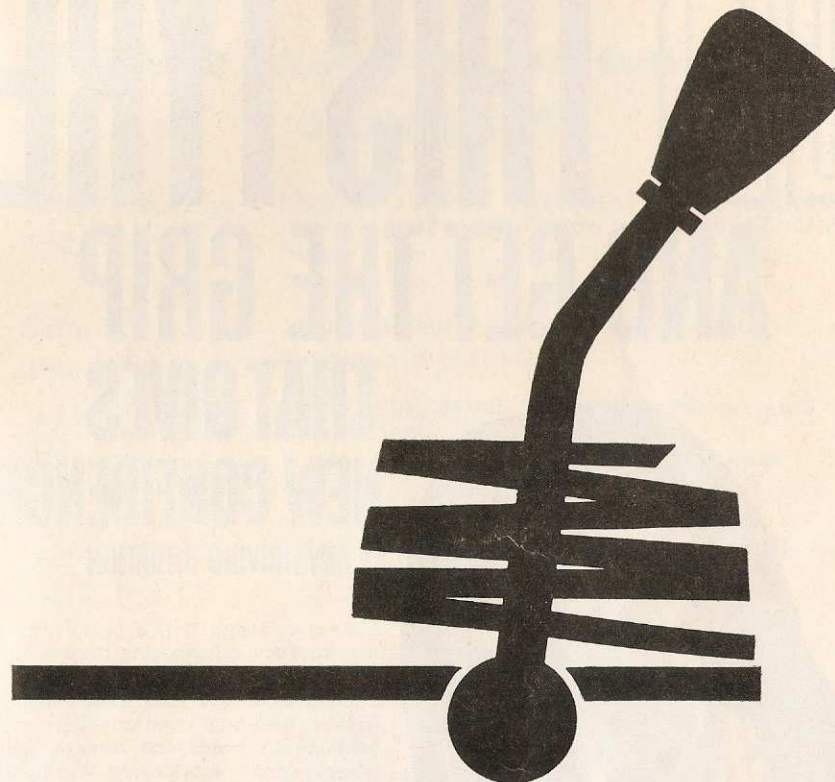
Oulton Park Speed Table

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 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	94.88	.2	87.04	.2	80.68
.4	103.11	.4	94.30	.4	86.88	.4	80.55
.6	102.89	.6	94.13	.6	86.73	.6	80.42
.8	102.68	.8	93.95	.8	86.58	.8	80.29
1 37	102.47	1 46	93.77	1 55	86.43	2 04	80.16
.2	102.26	.2	93.59	.2	86.28	.2	80.03
.4	102.05	.4	93.42	.4	86.13	.4	79.90
.6	101.84	.6	93.24	.6	85.98	.6	79.77
.8	101.63	.8	93.06	.8	85.83	.8	79.64
1 38	101.42	1 47	92.89	1 56	85.69	2 05	79.52
.2	101.22	.2	92.72	.2	85.54	.2	79.39
.4	101.01	.4	92.55	.4	85.39	.4	79.26
.6	100.81	.6	92.38	.6	85.25	.6	79.14
.8	100.60	.8	92.20	.8	85.10	.8	79.01
1 39	100.40	1 48	92.03	1 57	84.95	2 06	78.89
.2	100.20	.2	91.86	.2	84.81	.2	78.76
.4	100.00	.4	91.69	.4	84.66	.4	78.64
.6	99.80	.6	91.52	.6	84.52	.6	78.51
.8	99.60	.8	91.36	.8	84.38	.8	78.39
1 40	99.40	1 49	91.19	1 58	84.23	2 07	78.26
.2	99.20	.2	91.02	.2	84.09	.2	78.14
.4	99.00	.4	90.86	.4	83.95	.4	78.02
.6	98.80	.6	90.69	.6	83.81	.6	77.90
.8	98.61	.8	90.52	.8	83.67	.8	77.77
1 41	98.41	1 50	90.36	1 59	83.53	2 08	77.65
.2	98.22	.2	90.20	.2	83.39	.2	77.53
.4	98.02	.4	90.03	.4	83.25	.4	77.41
.6	97.83	.6	89.87	.6	83.11	.6	77.29
.8	97.64	.8	89.71	.8	82.97	.8	77.17
1 42	97.45	1 51	89.55	2 00	82.83	2 09	77.05
.2	97.26	.2	89.38	.2	82.69	.2	76.93
.4	97.07	.4	89.22	.4	82.55	.4	76.81
.6	96.88	.6	89.06	.6	82.42	.6	76.69
.8	96.69	.8	88.91	.8	82.28	.8	76.58

OULTON PARK SPEED TABLE—cont.

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
2 10	76.46	2 19	71.51	2 28	67.16	2 37	63.31
.2	76.34	.2	71.41	.2	67.07	.2	63.23
.4	76.22	.4	71.30	.4	66.98	.4	63.15
.6	76.11	.6	72.10	.6	66.89	.6	63.07
.8	75.99	.8	71.10	.8	66.80	.8	62.99
2 11	75.88	2 20	71.00	2 29	66.71	2 38	62.91
.2	75.76	.2	70.90	.2	66.62	.2	62.83
.4	75.64	.4	70.79	.4	66.53	.4	62.75
.6	75.53	.6	70.69	.6	66.44	.6	62.67
.8	75.41	.8	70.59	.8	66.35	.8	62.59
2 12	75.30	2 21	70.49	2 30	66.26	2 39	62.51
.2	75.19	.2	70.39	.2	66.18	.2	62.43
.4	75.07	.4	70.29	.4	66.09	.4	62.36
.6	74.96	.6	70.19	.6	66.00	.6	62.28
.8	74.85	.8	70.10	.8	65.91	.8	62.20
2 13	74.73	2 22	70.00	2 31	65.83	2 40	62.12
.2	74.62	.2	69.90	.2	65.74	.2	62.04
.4	74.51	.4	69.80	.4	65.65	.4	61.97
.6	74.40	.6	69.70	.6	65.56	.6	61.89
.8	74.29	.8	69.61	.8	65.48	.8	61.81
2 14	74.18	2 23	69.51	2 32	65.39	2 41	61.74
.2	74.07	.2	69.41	.2	65.31	.2	61.66
.4	73.96	.4	69.31	.4	65.22	.4	61.58
.6	73.85	.6	69.22	.6	65.13	.6	61.51
.8	73.73	.8	69.12	.8	65.05	.7	61.43
2 15	73.63	2 24	69.03	2 33	64.96	2 42	61.36
.2	73.52	.2	68.93	.2	64.88	.2	61.28
.4	73.41	.4	68.83	.4	64.80	.4	61.20
.6	73.30	.6	68.74	.6	64.71	.6	61.13
.8	73.19	.8	68.64	.8	64.63	.8	61.05
2 16	73.09	2 25	68.55	2 34	64.54	2 43	60.98
.2	72.98	.2	68.45	.2	64.46	.2	60.90
.4	72.87	.4	68.36	.4	64.38	.4	60.83
.6	72.76	.6	68.27	.6	64.29	.6	60.76
.8	72.66	.8	68.17	.8	64.21	.8	60.68
2 17	72.55	2 26	68.08	2 35	64.13	2 44	60.61
.2	72.45	.2	67.99	.2	64.04	.2	60.53
.4	72.34	.4	67.89	.4	63.96	.4	60.47
.6	72.24	.6	67.80	.6	63.88	.6	60.39
.8	72.13	.8	67.71	.8	63.80	.8	60.31
2 18	72.03	2 27	67.62	2 36	63.72	2 45	60.24
.2	71.92	.2	67.52	.2	63.63	.2	60.17
.4	71.82	.4	67.43	.4	63.55	.4	60.09
.6	71.71	.6	67.34	.6	63.47	.6	60.02
.8	71.61	.8	67.25	.8	63.39	.8	59.95



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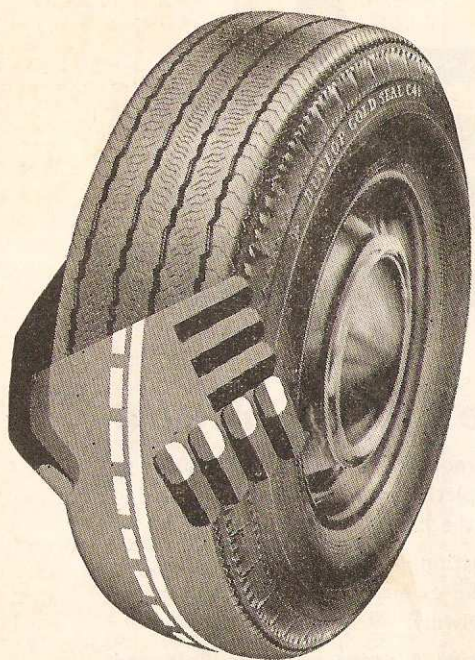
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Future Events at Oulton Park during 1963

Easter Monday
15th April

EASTER TROPHY INTERNATIONAL MEETING sponsored by the **Daily Express**, organised by Wirral 100 Practice 8 a.m. to 12 noon. First race 1.30 p.m. 6 Events

Saturday
18th May

1,000 KILOMETRE PRODUCTION RACE organised by B.M.C.R.C.

Whit Monday
3rd June

A.C.U. CLUBMANS ROAD RACES organised by Cheshire Centre A.C.U. Practice 8 a.m. to 12 noon. First race 1.30 p.m. 8 Events

Saturday
22nd June

VINTAGE SPORTS CAR MEETING organised by Vintage Sports C.C. First race 1.30 p.m.

August Monday
5th August

A.C.U. INTERNATIONAL ROAD RACE CHAMPIONSHIPS organised by Cheshire Centre A.C.U. Practice 3 p.m. Saturday 3rd August. First race 11 a.m. Interval 12 noon to 1.30 p.m. Racing 1.30 to 6 p.m. 6 Championship Events

Saturday
21st September

INTERNATIONAL GOLD CUP MEETING sponsored by the **Daily Express**, organised by Mid-Cheshire M.C. Practice Friday, 20th September. First race 1.30 p.m. Saturday, 21st September

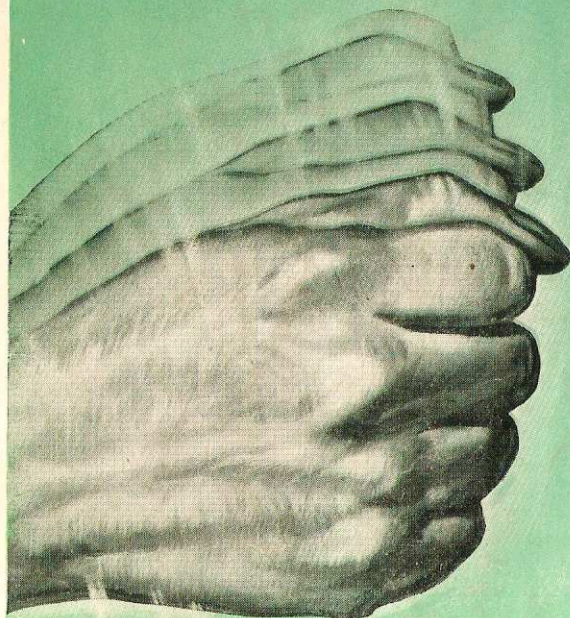
Saturday
5th October

NATIONAL AUTOMN MEETING organised by Chester M.C. First race 1 p.m. 10 Events

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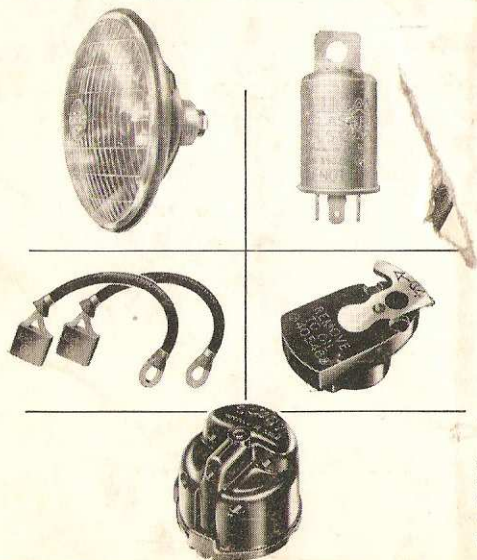


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