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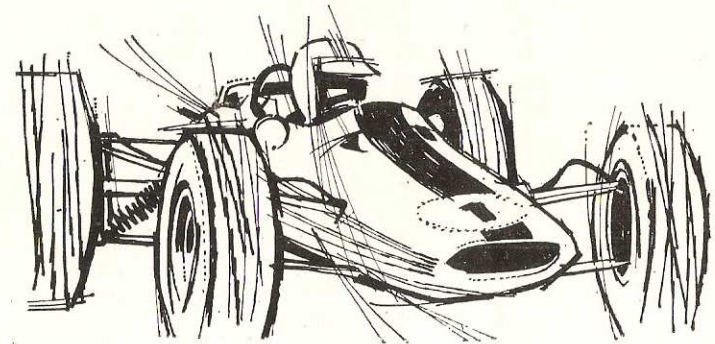
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INTERNATIONAL

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CUP

Saturday, 17th September, 1966

FIRST RACE 12 NOON

Racing organised by MID-CHESHIRE MOTOR RACING CLUB LTD.

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DAILY EXPRESS

Do you know *why* you mustn't mix radial and cross-ply tyres?

By DAVID HARTLEY*

(READING TIME 3½ MINUTES)



Most of you will be at this meeting because you are keen on motoring and motor sport, but it is possible that this radial and cross-ply tyre business is still a little obscure, even to you.

There's no real need to understand the mechanics of oversteer, understeer, slip angle and so on. All you need to visualise is a pair of soft or soggy tyres at one end of the car and a pair of hard, tight, well-inflated ones at the other end. If the softer ones are at the front then on going into a bend you will have to work hard at the steering wheel to get them to turn, and all the time the car will want to straighten up *out* of the bend.

Most car suspensions and inflation pressures are set up so that the car will behave this way and so it feels inherently stable and safe on corners. On the other hand if you have the soggy tyres at the back and the hard, tight ones at the front, then the steering wheel will turn lightly and easily, and when the car begins to go into the bend the back end will tend to come round and the car will head *further* into the corner.

This is unusual for the average car and gives a feeling of insecurity. Moreover, it could easily be dangerous and lethal to the inexperienced.

Now there are three ways in which you can have tyres *relatively* hard at

one end and *relatively* soggy at the other.

(1) You can blow them up or let them down and produce the difference you wish that way.

(2) You can put another 10 cwt over say, the back axle and the tyres will be *relatively* softer than the front. (This is why you should put in another 4/6 lbs. when going on holiday with family and luggage).

(3) You can put stiff radials on the front and soft cross-ply tyres on the rear.

Hey!—hold on a minute, you say, surely radials are the soft ones with bulges at the bottom? True, they are soft and flexible in an up and down direction but the tread is braced so that in a *sideways* direction it is stiff—much stiffer than a cross-ply tread.

So where does all this get us? Clearly, that if you have *relatively* soggy tyres on the back and *relatively* hard ones at the front, you may soon be in trouble on corners. So—if you fit radials try to afford them all round. Never mix radials and cross-ply on the same axle and if you can only have two, put them on the rear irrespective of whether the car is f.w.d. or r.w.d.

If in doubt remember RADIALS ON THE REAR and in any case always ask for AVON.

*Tyre Development Manager, Avon Rubber Co. Ltd.

PROGRAMME



12.00 noon—A 15 lap race for
SPECIAL GRAND TOURING CARS

2.00 p.m.—A 19 lap race for
SALOON CARS up to 1,300 c.c.

3.10 p.m.—A 40 lap race for
FORMULA 1 RACING CARS

4.45 p.m.—A 19 lap race for
SALOON CARS over 1,300 c.c.

ACKNOWLEDGMENTS

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

Members of the British Motor Racing Marshals Club, The British Racing and Sports Car Club, Lancs. and Cheshire Car Club, and all who have attended the meeting as honorary Officials and Marshals, Dr. S. B. Foulds and professional colleagues.

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

Messrs. H. & J. Quick Ltd., Knutsford Motors Ltd., Arden & Bull Ltd., Tyretreads Ltd., Middlewich Motors Ltd., for the loan of Breakdown Vehicles and crews.

Messrs. Wilmslow Garages Ltd., Station Road, Wilmslow, for the loan of the course car.

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

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1954 — STIRLING MOSS

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1958 — ROY SALVADORI

1959 — STIRLING MOSS

1960 — STIRLING MOSS

1961 — STIRLING MOSS

1962 — JIM CLARK

1963 — JIM CLARK

1964 — JACK BRABHAM

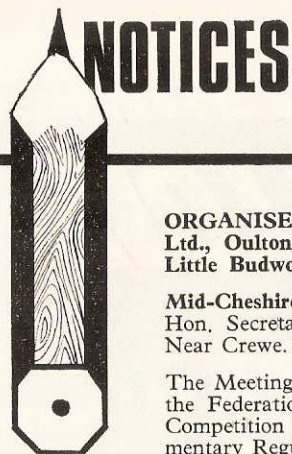
1965 — JOHN SURTEES

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

The Meeting is governed by the International Sporting Code of the Federation International de l' Automobile and the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the R.A.C. and the M.C.M.R.C. R.A.C. Permit Nos. RS/2590, RS/2643.

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 matters 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.

FOLLOW

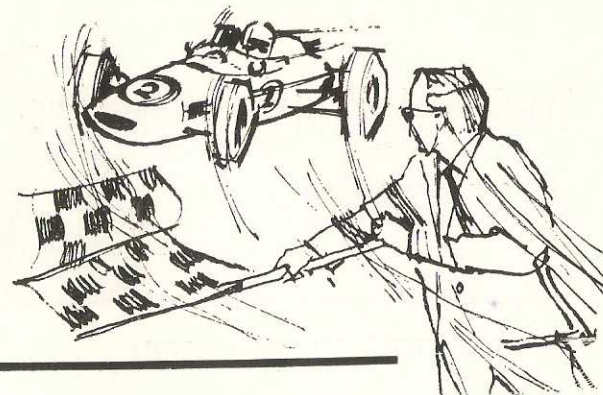
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EVERY THURSDAY-NINEPENCE

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R.A.C. Scrutineers (eligibility)—S. R. Proctor, F. A. Wadsworth.

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Chief Marshal—A. S. Atkinson

Assistant Chief Marshal—E. C. Hubert.

Chief Observer—J. W. Dale.

Chief Flag Marshal—R. J. Moore.

Chief Medical Officer—Dr. S. B. Foulds.

Chief Course Marshal—H. Williamson.

Assistant Chief Course Marshal—B. Dearden.

Chief Fire Marshal—J. R. Fowles.

Chief Race Control Officer—E. K. Brittin.

Race Information—T. K. Dooley.

Starter—G. R. Hall.

Chief Start Area Marshal—T. J. Padden.

Chief Pit Marshal—R. Cairns, M.B.E.

Chief Track Marshal—H. Williamson.

Chief Paddock Marshal—W. E. V. Hayes.

Chief Scoreboard Operator—R. H. Loveitt.

Course Commentators—Anthony Marsh, Dennis J. Cox, Peter Hamilton-Smith.

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The Oulton Park International Gold Cup Awards



GRAND TOURING CAR RACE :

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Sixth	—	£40
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SALOON CAR RACES :

In each race, to the outright winner, the ReDEX TROPHY and £35, plus the class award. In each class :

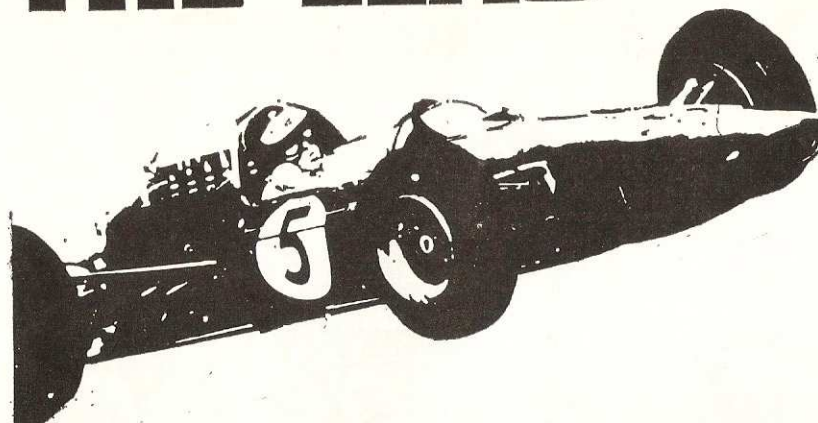
First	—	£25
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Third	—	£15
Fourth	—	£10

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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.

Lucky Programme Number

This programme could win YOU a free entry for two to all enclosures, two grandstand seats and luncheon for two at an Oulton Park Car Race meeting of your choice next season. If the winning programme is purchased from a Barker & Dobson kiosk there is the additional prize of a hamper of sweets. The draw for three winning numbers will take place at 4.0 p.m. and will be announced over the public address.

TO-DAY'S



RACE

BY

DAVID PRITCHARD

The 15-lap race which opens to-day's programme is the fifth of six races which together form the series for this year's AUTOSPORT Championship. As you will see from the programme, this race is open to what have been called "Special G.T." cars, and the significance of this is that machines like the Lotus Elan and the E-type Jaguar can be opposed by exciting cars such as the Ginetta, the Diva, and the Chevron GT which have not been built in sufficient numbers to comply with current International regulations.

The AUTOSPORT Championship of 1966 caters for cars in two classes according to engine capacity, and the

dividing line occurs at 2-litres, the field for to-day's race is similarly divided. The first six finishers in each class will score points on the same basis as that used in the major Grands Prix for the World Championship of Drivers, namely 9-6-4-3-2-1. At the end of the series, the declared Champion will be the driver who has amassed the greatest total of points, regardless of class, when the results of all six races have been taken into account.

Throughout the season, the struggle for Championship honours has lain between John Miles in the Willment-entered Lotus Elan, who currently leads Class A with 33 points, and Bernard Unett in the Sunbeam Tiger prepared and entered by Alan Fraser, Bernard has a commanding lead in Class B, but is six points behind his rival with a total of 27. Miles has had a highly successful season, and in fact won the first three races of the series outright. Although there was always a possibility of his being beaten by a Diva or a Ginetta, drivers of these cars such as Mike Walton and Chris Meek have not had the best of fortune, and his toughest opposition came from Trevor Taylor in another Elan until the fourth race at Crystal Palace last month when, as he himself predicted, he was defeated by Digby Martland at the wheel of the beautiful Chevron GT. This car uses the same engine as the Elan—the 1600 cc Ford-based unit with the Lotus twin-cam cylinder head—but, thanks to its advanced design, it is potentially quicker off the starting line and it corners superbly. Particularly if the track is wet, a well-driven Chev-

ron is a serious threat to the best Elan, even when the Lotus is piloted by someone of the calibre of John Miles. One must not forget that the Porsches are also in the under-2-litre class, and a Porsche is always a potential race winner, Martin Hone, who has driven the 4-cylinder model of Mefco Racing, is actually runner-up in the class at present, although he has scored only 11 points.

Bernard Unett has to fight hard for every point he has scored, and he has won only once in the four races staged so far. However, in the other three he has managed to coax his sometimes ailing Tiger into second place in his class, and his nearest rivals among the over-2-litre brigade are the

three drivers who have beaten him, Charles Bridges with the Jaguar and Ron Fry and David Piper with Ferraris, who have 9 points each.

Whatever the eventual outcome in the Championship, to-day's opening race should provide a great spectacle. The previous races in the series have been fast and furious, and it seems likely that the competition among these Special GT cars will now be even more intense than it was earlier in the season. Given reasonable weather, we should be treated to a thrilling contest from which any one of a number of drivers could emerge as the victor, and there is every possibility that lap records may be handsomely beaten.

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THE 1966 BRITISH SALOON CAR CHAMPIONSHIP

Following the sixth qualifying round at the B.R.S.C. Guards International Trophy Meeting at Brands Hatch on 29th August, positions in the 1966 British Saloon Car Championship and the Lombank Saloon Entrants Championship are as follows :—

		Points
1.	J. Rhodes	Morris Mini-Cooper 'S' 1300 38
2.	J. Fitzpatrick	Ford Anglia 1000 34
3.	P. J. Arundell	Ford-Lotus Cortina 26
4.	M. Young	Ford Anglia 1300 24
5.—	B. Muir	Ford Galaxie 22
	J. Clark	Ford-Lotus Cortina 22
	R. Calcutt	Hillman Imp 22
8.—	J. Brabham	Ford Mustang 20
	Sir Gawaine Baillie	Ford Falcon 20
	J. Ickx	Ford-Lotus Cortina 20
11.	Miss A. Taylor	Ford Anglia 1000 18
12.—	R. F. Pierpoint	Ford Falcon 16
	C. Craft	Ford Anglia 1300 16
	N. Brittan	Hillman Imp 16
15.	J. Oliver	Ford Mustang 14
16.	G. Spice	Morris Mini-Cooper 'S' 1300 12
17.—	M. Salmon	Ford Mustang 10
	A. G. Dean	Ford-Lotus Cortina 10
19.—	Sir John Whitmore	Ford Falcon 8
	B. Newton	Ford-Lotus Cortina 8
	A. Lanfranchi	Morris Mini-Cooper 'S' 1300 8
	J. Handley	Morris Mini-Cooper 'S' 1300 8
23.—	W. Bradley	Triumph 2000 6
	P. Hawkins	Ford-Lotus Cortina 6
	P. Webb	Ford Anglia 1000 6
	W. McGovern	Hillman Imp 6
	B. Unett	Hillman Imp 6
28.—	K. A. Greene	B.M.W. TI 4
	J. Hine	Ford-Lotus Cortina 4
	H. W. Ratcliffe	Morris Mini-Cooper 'S' 1300 4
	J. D. Lewis	Austin Mini-Cooper 'S' 1300 4
	P. Hopkirk	Morris Mini-Cooper 'S' 1300 4
	A. Mylius	Fiat Abarth 1000 TC 4
	R. Nathan	Hillman Imp 4
35.—	G. A. J. Amato	Ford-Lotus Cortina 2
	M. R. B. Clarke	Morris Mini-Cooper 'S' 1000 2
	T. Taylor	Ford Anglia 1000 2

THE LOMBANK SALOON CAR ENTRANTS CHAMPIONSHIP

	Points
1.	Team Lotus Limited 48
2.	Team Broadspeed 46
3.	Superspeed Conversions Limited 40
4.	The Cooper Car Company Limited 38
5.	Alan Fraser Racing Team 36
6.	Race Proved by Willment 22
7.—	Alan Brown 20
	Sir Gawaine Baillie 20
9.	R. F. Pierpoint 16
10.	D. R. Racing Division 14
11.	G. Spice 12
12.—	Alan Mann 8
	Autocadia Racing 8
	Alexander Engineering Company Limited 8
	Vitafoam Developments Limited 8
16.—	Viscount Downe 6
	W. Bradley 6
	P. Emery 6
19.—	P. S. McNally 4
	A. T. Foster 4
	V. Woodman 4
	J. D. Lewis 4
	Radbourn Racing Limited 4
	Roger Nathan Racing Limited 4
25.—	C. B. Mynott 2
	G. A. J. Amato 2

The final qualifying round in this years Championship will be at the International Meeting to be organised by the B.A.R.C. at Brands Hatch on October 30th. This is the meeting which was postponed due to bad weather at Oulton Park on its original date, April 2nd.

FIRST

in the German Grand Prix



JACK BRABHAM

(REPCO-BRABHAM)

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SOME OF



TODAY'S PERSONALITIES

By **JAMES SCOTT DOUGLAS** of the *DAILY EXPRESS*

For the first time in three years, the International Gold Cup is being run as a Formula 1 race, and what a race it promises to be with a card-full of works entries as well as the cream of the private entrants.

It was at the snowy April Saturday earlier this year, when there should have been an exciting day's racing instead of a snowstorm, that Rex Foster quietly announced over a glass (taken amongst sympathetic friends in the practically deserted circuit office) that he was going flat out to get all the top 3-litre Formula 1 cars to this meeting.

There were cries of enthusiasm all round, somewhat tempered by one or two surly grunts of "It'll probably snow again" and "You'll be lucky".

But one look at the galaxie of talent here today puts the doubting Thomas' in their place firmly and finally, the whole programme combines to make this surely the most exciting day's motor racing in Gt. Britain this year, and it's certainly being held on the most attractive and skill-requiring circuit in the country.

Just look at who we shall be seeing at the wheels of some of the most advanced racing machinery in the world.

Heading the list, of course, is Jolly Jack Brabham with his own fabulously successful 3-litre Brabham-Repco . . . I used to call him Jolly Old Jack but he's getting a bit bored of the 'veteran 40 year old driver bit' and who can blame him?

After all, he's not only clinched his third world championship as a driver, he's also the first one to make it in a car of his own construction in the history of the championship . . . hardly the action of a man who, according

to some pundits, is practically old enough for the pipe and carpet slippers routine.

With him, in a similar car, is his redoubtable New Zealander team-mate, Denny Hulme, who needs no introduction to spectators at this circuit. He's walked away with the Tourist Trophy very comfortably for the last couple of years.

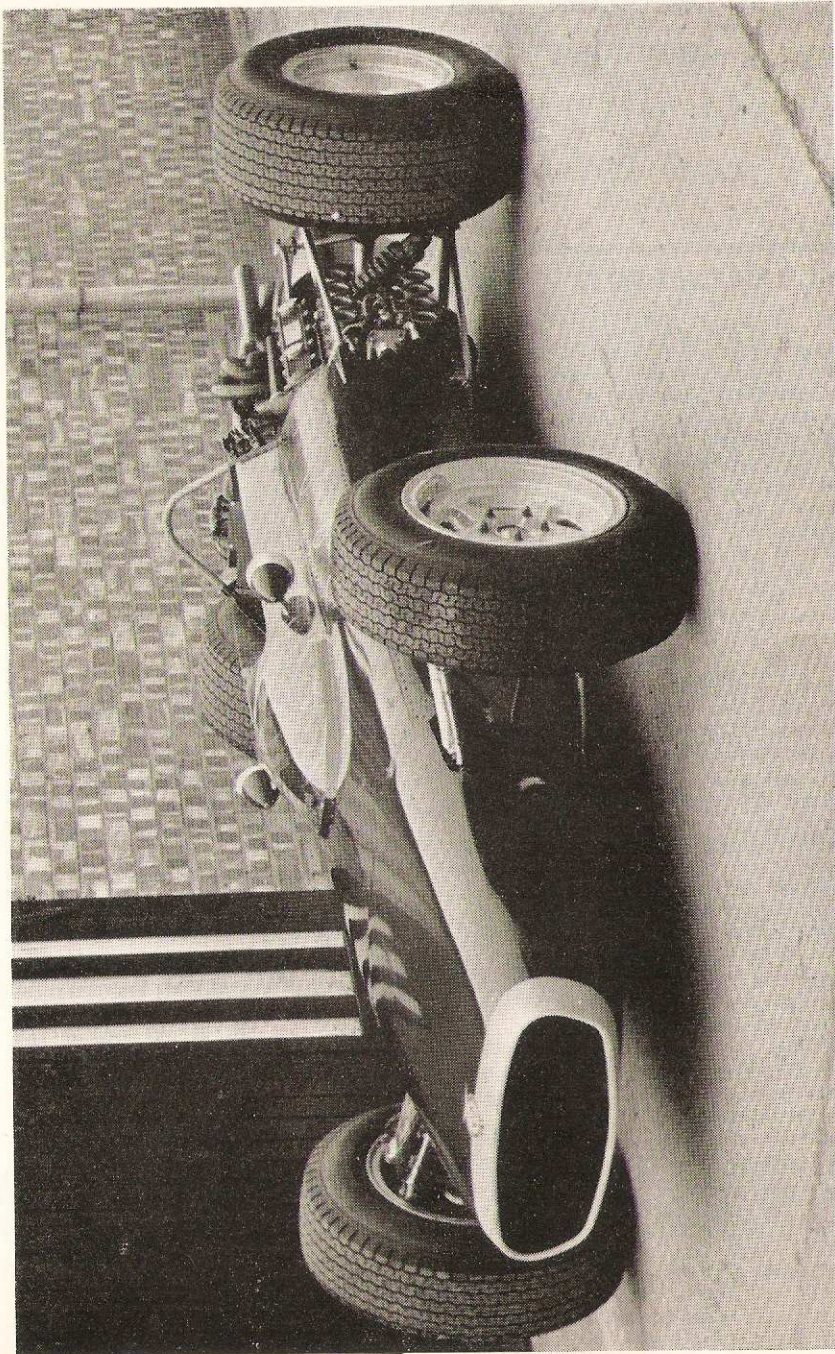
Despite a couple of minor misfortunes at this year's Italian Grand Prix and nearly a season spent getting their cars just right, I'm looking forward to seeing former world champion, Graham Hill and his very promising young Scottish number two, Jackie Stewart really put up the lap speeds with their H.16 engined BRM's.

The original 16 cylinder BRM paid the penalty of being miles ahead of it's time . . . and the present day H.16 is once again a great advance on anything else in the field.

The midnight oil has been burning at Bourne in generous quantities and I'm told that they've really got it well 'tweaked' now.

They're certainly fast and I wouldn't be surprised to see Jackie Stewart, fully recovered from his Spa incident, giving some, if not all, of our four world champions expected here today, a view of the back of his tartan-decorated crash-hat. He did it at the Monaco Grand Prix convincingly enough.

That 'Flying Scot' who first brought world championship honours north of the border, Jim Clark, and his very experienced team-mate Peter Arundell, are entered to drive Colin Chapman's H.16 engined Loti (I can't spell the plural of Lotus any other way) and it's certain that they're bored of seeing Jack Brabham getting all the silverware this year.



H.16 3 LITRE B.R.M.

Jimmy is a canny Scot (and twice world champion) and will be trying his utmost to collect today's handsome golden trophy.

English born but Modena based Mike Parkes kept ahead of Denny Hulme in a battle that had the Italian crowd at Monza on tiptoe recently and he'll be representing the Scuderia Ferrari in a specially built scarlet 3-litre with the famous 'prancing horse' badge.

Like his brilliant predecessor Mike Hawthorne, Mike Parkes is long in the leg and the Commendatore had to add several inches to his car's chassis.

John Surtees has been world champion on two wheels many times as well as getting the four-wheeled title in 1964.

And if all goes well at Modena where, at the time of writing, ex-racing driver turned team manager Roy Salvadori is involved in negotiations for new engines, John and Austrian ace, Jochen Rindt, will be mixing it well up with the leaders in their three-litre Cooper-Maseratis.

Although this engine was first designed by Ing. Alfieri in 1957 as a 2½-litre, it's shown itself to have lots of punch in 3-litre form and in such capable hands could easily lead the field.

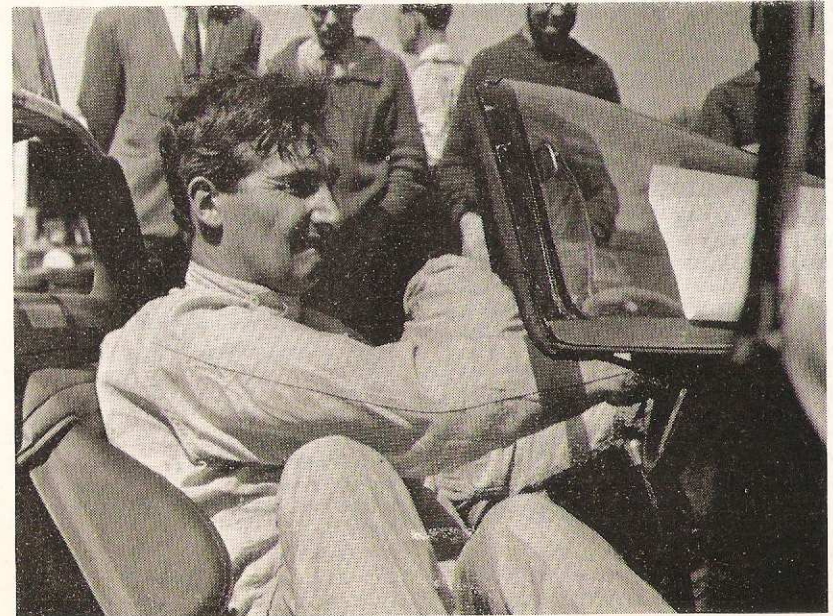
Grand Prix motor racing is probably the most expensive sport in the world and it helps a lot to have a 'works' drive but there are still many independents who manage to put up a good showing.

Men like ex-motorcyclist Bob Anderson who has built up an enviable reputation for reliability and good driving throughout the circuits of the world with his 2.7-litre Brabham Climax which he transports to and from meetings himself on a Volkswagen truck with only one mechanic.

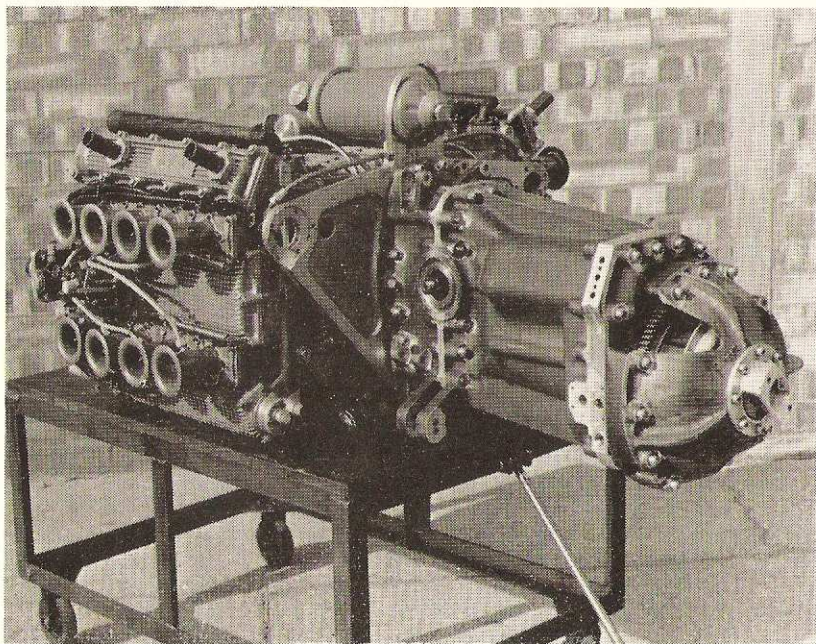
And Tim Parnell who keeps the famous racing name alive. He's giving Jonathan Williams, a fantastically successful Formula 3 driver, his first chance amongst the 'big boys' today, along with Mike Spence, in his BRM's

Jo Siffert drives Rob Walker's 3-litre Cooper-Maserati and Chris Lawrence will drive the Pearce Engineering Cooper-Ferrari.

And that's not all. There's a great chance that we may have the first sight in England of the very fast Honda Formula 1 car. Despite Richie Ginther's high speed crash at Monza, negotiations have been going on at full speed and if it doesn't appear it certainly won't be for want of trying on both sides.



AN ANXIOUS MIKE PARKES CHECKS HIS FERRARI SPORTS CAR



THE H.16 B.R.M. ENGINE

Don't think the Gold Cup is the only race at the meeting. Far from it. There's a couple of great battles brewing besides.

Two Championships within one race. That's the British Saloon Car Championships and the Lombank Saloon Car Entrants Championships and both have reached a dramatic position.

John Rhodes in his works BMC Mini-Cooper S leads with 38 points and John Fitzpatrick in his Broadspeed Anglia is now second with 34. Peter Arundell, Lotus Cortina, is third with 26 and Mike Young (Super-speed 1293 Anglia Super) fourth with 24. But down amongst the entrants, the picture is very different with Lotus ahead by two points at 48 from Broad-speed with 46, Super-speed 40, Cooper 38, and the Alan Fraser Imps, driven by Ray Calcutt and Bernard Unett, with 36.

So today's final round for both championships should really get the sparks flying.

And the first race of the day is the fifth of the 1966 series of six races for the 'Autosport' Championship for Special G.T. Cars.

At the moment John Miles is ahead of Bernard Unett and his Sunbeam Tiger.

A dark horse is here today in the form of Brian Muir in the Willment entered Cobra. If he beats Unett's Tiger, this will leave John Miles in the similarly 'race proved by Willment' prepared Lotus Elan even further ahead for the final at Snetterton on October 16th.

But do not fear, brave Bernard, the dastardly doings of the daring duo may yet come to naught. Batcar driver David Piper is there with his 275 LM Ferrari which could easily upset any amount of diabolical planning.

Have a good day's racing, please keep your fingers crossed that April's freak snowstorm doesn't pay a return visit, and try not to be a 'Jack Brabham' on the way home.

Jack doesn't take any risks beating up the traffic on the way back after a meeting . . . actually he usually flies home in his own plane.

But seriously, please don't have a shunt and become a statistic . . . we need your patronage for our next Daily Express sponsored motor race meeting.

STARTING GRID POSITIONS

SPECIAL G.T. CARS

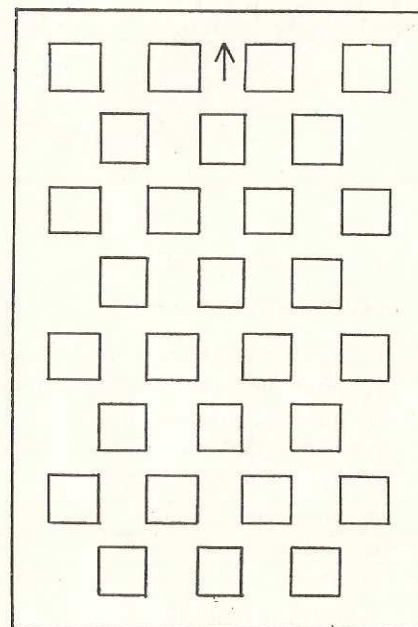
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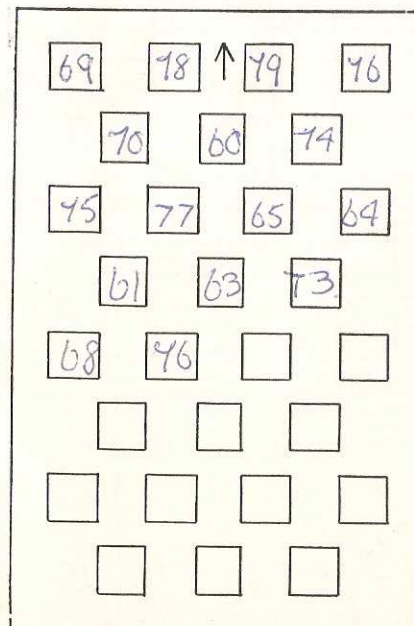
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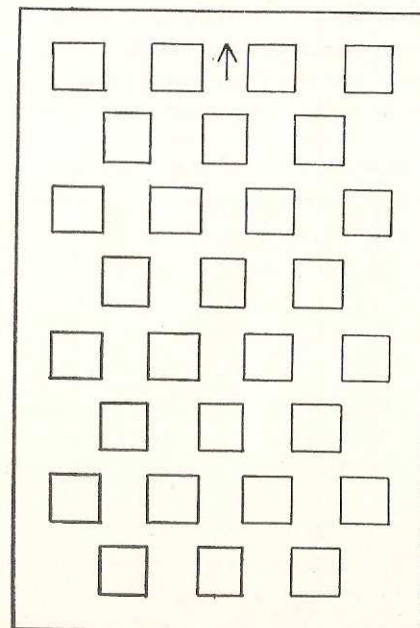
CHESHIRE Tel. Wilmslow 4041



SALOON CARS up to 1,300 c.c.

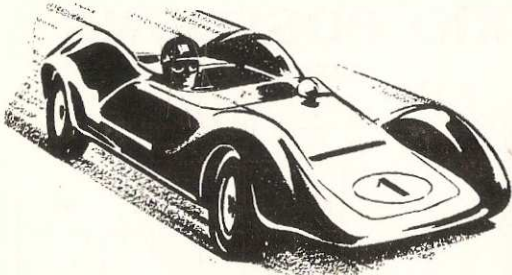


SALOON CARS over 1,300 c.c.



L98 1887

EVENT 1 START 12 NOON



SPECIAL GRAND TOURING CARS

15 LAPS 41 MILES

No. Driver and Entrant Car Capacity

CLASS (a) up to 2,000 c.c.

30	BRIAN REDMAN (Red Rose Motors (Chester) Ltd.)	Diva G.T.	1500
31	JOHN MILES (Race Proved by Willment)	Lotus Elan	1594
32	CHRIS ST. QUINTIN (Driver)	Lotus Elan	1594
33	IAN TURNBULL (Driver)	Lotus Elan	1598
34	ARNOLD MILBURN (Driver)	Lotus Elan	1598
35	JOHN LEPP (Driver)	Chevron G.T.	1598
36	A. G. MOORE (Driver)	Lotus Elan	1598
37	DAVID JACOB or DAVID WRAGG (H. M. Griffiths)	Marcos G.T.	1650
38	PETER JACKSON (Driver)	M.C. 'B'	1840
39	MIKE WALTON (Driver)	Diva G.T.	1860
40	CHRIS MEEK (Ginetta Cars Ltd.)	Ginetta G. 12	1865
41	DIGBY MARTLAND (Robert Ashcroft Racing Ltd.)	Chevron G.T.	1598
42	DEREK BENNETT (Robert Ashcroft Racing Ltd.)	Chevron G.T.	1991
43	PETER MOULD or MARTIN HONE (Mefco Racing)	Lotus Elan	1598
44	MARTIN HONE (Mefco Racing)	Porsche 904	1966
45	MIKE de'UDY (Porsche Cars (G.B.) Ltd.)	Porsche Carrera 6	1996

CLASS (b) Over 2,000 c.c.

46	E. A. WORSWICK (Driver)	Austin-Healey	2912
47	JEFF EDMONDS (Driver)	Ferrari 250 L.M.	3285
48	DAVID PIPER (David Piper Autoracing)	Ferrari 275 L.M.	3285
49	J. K. LUMSDON-TAYLOR (Driver)	Jaguar E	3781
50	GEORGE MALCOLM FLEMING HUMBLE (Driver)	Jaguar E	3781
51	H. SYNOWIEC (Driver)	Jaguar E	3781
52	CHARLES BRIDGES (Red Rose Motors (Chester) Ltd.)	Jaguar E	3781
53	ROBERT VINCENT (Driver)	Jaguar E	3781
54	W. B. UNETT (Alan Fraser Racing Team)	Sunbeam Tiger	4727
55	G. D. R. MARSHALL (Barnet Motor Co. Ltd.)	T.V.R.	4727
56	NICK CUSSONS (Driver)	Ford G.T. 40	4727
57	BRIAN MUIR (Race Proved by Willment)	Cobra Daytona Coupe	4727

EVENT 1

SPECIAL G.T. CAR RACE

LAP SCORE CHART

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15



A certain 'first' at Oulton Park to-day

At this meeting, the fire marshals are wearing protective suits of aluminised asbestos cloth, developed and manufactured by Turner Brothers Asbestos Co. Ltd.—*the material's first appearance at any motor racing track in Europe.*

TBA Aluminised Asbestos Cloth is absolutely ideal for the job. It has a shiny, highly heat-reflective surface . . . it is light, flexible, durable, waterproof, resistant to oil, petrol and molten metal splashes—and it is readily tailored.

Oulton Park to-day — racing circuits throughout the world tomorrow . . . and airports, docks, oil installations, chemical plants, ships, gasworks, mines. In fact, wherever there is fire risk, TBA Aluminised Asbestos Clothing will be protecting the men who face the flames.

TBA

ALUMINISED ASBESTOS CLOTH

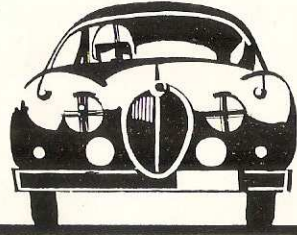
Turner Brothers Asbestos
Co. Ltd. Rochdale England



A Turner & Newall Company

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

19 LAPS 50 MILES

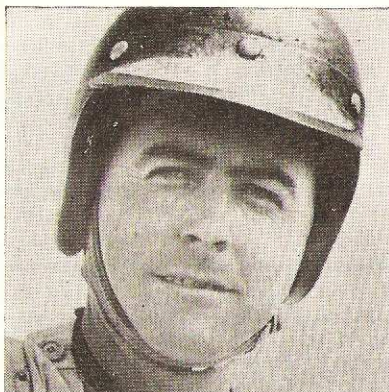


No.	Driver and Entrant	Car	Capacity
CLASS (a) Up to 1,000 c.c.			
60	JOHN FITZPATRICK (Team Broadspeed)	Ford Anglia	997
61	ANITA TAYLOR (Team Broadspeed)	Ford Anglia	997
*62	TREVOR TAYLOR (Team Broadspeed)	Ford Anglia	997
63	R. F. CALCUTT (Alan Fraser Racing Team)	Hillman Imp	998
64	N. BRITTAN (Alan Fraser Racing Team)	Hillman Imp	998
65	W. B. UNETT (Alan Fraser Racing Team)	Hillman Imp	998
66	W. McGOVERN (Paul Emery)	Hillman Imp	998
*67	ROGER NATHAN (Roger Nathan Racing Ltd.)	Hillman Imp	998
 CLASS (b) 1,001 to 1,300 c.c.			
68	JOHN DEREK LEWIS (Driver)	Austin Mini Cooper 'S'	1275
69	JOHN RHODES (Cooper Car Company Limited)	BMC Mini Cooper 'S'	1275
70	JOHN HANDLEY (Cooper Car Company Limited)	BMC Mini Cooper 'S'	1275
*71	DAVID BUCKETT (Driver)	Austin Cooper 'S'	1275
*72	TONY LANFRANCHI (Alexander Engineering Co. Ltd.)	Morris Cooper 'S'	1293
73	<i>T. ULTON.</i> K. COSTELLO (Higham Advertising)	Austin Cooper 'S'	1293
74	<i>BOB SMITH.</i> H. W. RATCLIFFE (Vitafoam Developments)	Morris Cooper 'S'	1293
*75	To be nominated (Vitafoam Developments)	Morris Cooper 'S' s/c	925
76	STEVE NEAL (Equipe Arden)	Austin Cooper 'S'	1293
77	GORDON SPICE (Driver)	Morris Cooper 'S'	1293
78	MIKE YOUNG (SuperSpeed Conversions Ltd.)	Ford Anglia Super	1293
79	CHRIS CRAFT (SuperSpeed Conversions Ltd.)	Ford Anglia Super	1293

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

LAP SCORE CHART

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

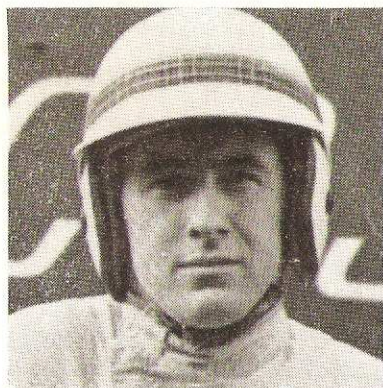


JACK BRABHAM



JIM CLARK

Drivers in the Gold Cup Race



JACKIE STEWART



GRAHAM HILL

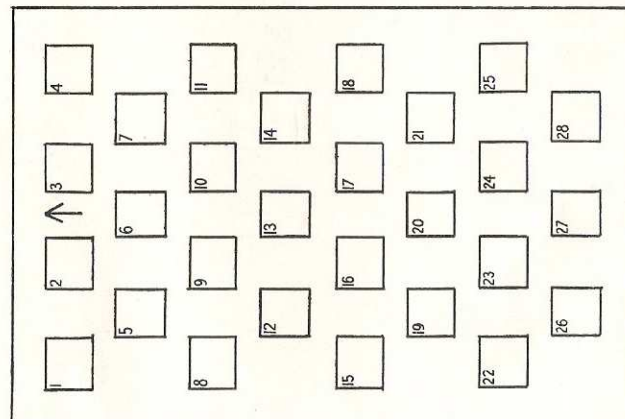


PETER ARUNDELL



DENIS HULME

GOLD CUP RACE STARTING GRID POSITIONS

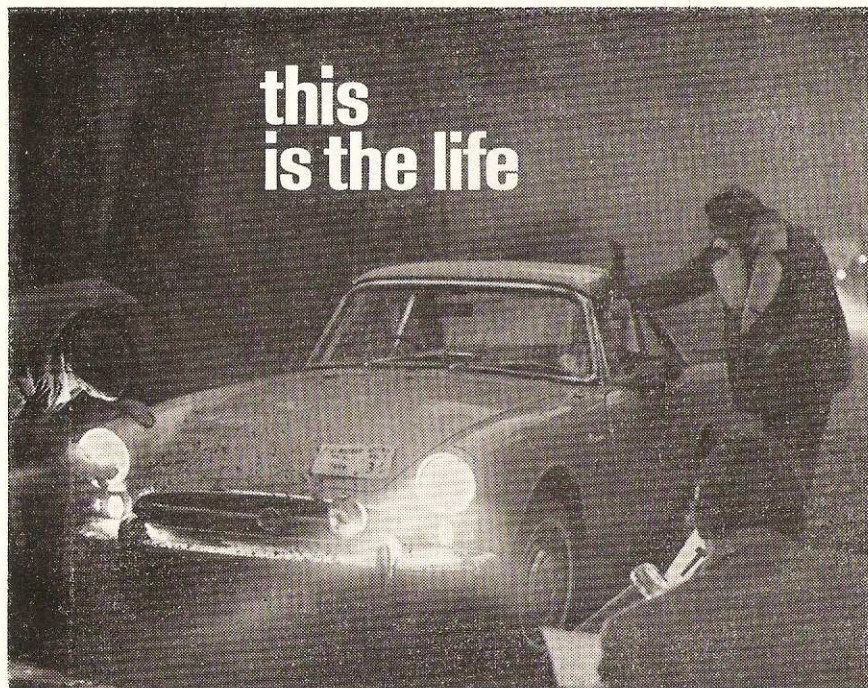


The starting positions will be announced over the public address system before the start of the race.

RACE POSITIONS DURING THE GOLD CUP RACE

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

Race positions will be announced at regular intervals during the race.



**this
is the life**

3 controls to go ; 60 seconds in hand and one more high speed section through the forest—that's where the rally's won or lost—then the untimed run-in to the finish . . . this is the life for the Alpine type.

The new Sunbeam Alpine brings out the best driving in people who drive for the joy of handling a fast, responsive car. Yet the Alpine defies, the sports car legend of sparseness by giving you a roomy full-luxury interior, wide doors with wind-up windows and a cavernous boot. Recommended prices: **Sports Tourer £892. 17. 4 inc. p.t.** **G.T. Hardtop £954 6. 6 inc. p.t.**

Completely new 1725 cc engine with 5-bearing crankshaft, aluminium inlet manifold and cylinder head and twin carbs. Power unit develops 100 B.H.P. at 5,500 R.P.M. New highcharge alternator. Oil cooler. Servo assisted brakes with discs at the front. No greasing. Full instrumentation. Laycock de-Normanville overdrive on top and third gears, spot lamp and whitewall tyres available as optional extras.

SUNBEAM ALPINE



Drive a Sunbeam Alpine for that good-to-be-alive feeling. See your Rootes Dealer.
LONDON SHOWROOM AND OVERSEAS DIVISION, DEVONSHIRE HOUSE, LONDON W1



EVENT 3

START 3.10 p.m.

The Oulton Park International Gold Cup Race

Formula 1 RACING CARS

40 LAPS

110 MILES

No.	Driver and Entrant	Car	Engine	Capacity
1	JIM CLARK Team Lotus Ltd.	Lotus B.R.M.	B.R.M.	3 litre
2	PETER ARUNDELL Team Lotus Ltd.	Lotus B.R.M.	B.R.M.	3 litre
3	JACK BRABHAM Brabham Racing Organisation Ltd.	Repcó Brabham	Repcó Brabham	2996
4	DENIS HULME Brabham Racing Organisation Ltd.	Repcó Brabham	Repcó Brabham	2996
5	BOB ANDERSON D. W. Racing Enterprises Ltd.	Brabham	Coventry Climax	2750
6	JOSEPH SIFFERT R. R. C. Walker and J. S. Durlacher	Cooper Maserati	Maserati	2997
7	GRAHAM HILL Owen Racing Organisation	B.R.M.	B.R.M.	2998
8	JACKIE STEWART Owen Racing Organisation	B.R.M.	B.R.M.	2998
9	INNES IRELAND or A. N. OTHER Race Proved by Willment	B.R.P.	Climax	2998
10	C. J. LAWRENCE J. A. Pearce Engineering Ltd.	Pearce-Cooper-Ferrari	Ferrari	2935
11	MIKE SPENCE R. H. H. Parnell	Lotus	B.R.M.	2 litre
12	JONATHAN WILLIAMS R. H. H. Parnell	Lotus	B.R.M.	2 litre
14	CHRIS IRWIN Brabham Racing Organisation Ltd.	Repcó Brabham	Repcó Brabham	2996
15	To be nominated Bernard White Racing	B.R.M.	B.R.M.	2 litre
16	TREVOR TAYLOR Shannon Racing Cars	Shannon	Emery	3 litre

EVENT 3

Formula 1 Gold Cup Race

LAP SCORE CHART

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
															7	7	7	7	3
															3	3	3	3	7
															4	4	4	4	
															10	11	11	11	
															11	10	10	10	
															5	5	5	1	
															1	1	1	5	
															13	15	15		

6 SP1.

21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

Ever done a lap at Brands
in a Formula 1 car?

In a fascinating chapter of the
'Graham Hill Grand Prix Racing Book'
the maestro takes you round.
2/- from Shell garages, newsagents, or

SurrIDGE Dawson, 136-149 New Kent Road, London, S.E.1.
(Please enclose a 2/6 postal order to cover postage and packing).



1st 2nd 3rd 4th RESULTS

International Gold Cup Race Formula 1

1st..... Driver..... Speed.....mph
2nd..... Speed.....mph 3rd..... Speed.....mph
4th..... Speed.....mph 5th..... Speed.....mph
Fastest Lap: Car No..... Time..... Speed.....mph

Special Grand Touring Cars

Over 2,000 c.c. 48 95 47 42.
1st..... 2nd..... 3rd..... 4th.....
Winner's Speed 92.92 mph Fastest Lap: Car No. 48 at 1:44.95.57 mph
26.44

Up to 2,000 c.c.
1st..... 2nd..... 3rd..... 4th.....
Winner's Speed.....mph Fastest Lap: Car No..... atmph

Saloon Cars

Over 2,000 c.c.
1st..... 2nd..... 3rd..... 4th.....
Winner's Speed.....mph Fastest Lap: Car No..... atmph

1,301 to 2,000 c.c.
1st..... 2nd..... 3rd..... 4th.....
Winner's Speed.....mph Fastest Lap: Car No..... atmph

1,001 to 1,300 c.c.
1st..... 2nd..... 3rd..... 4th.....
Winner's Speed.....mph Fastest Lap: Car No..... atmph

Up to 1,000 c.c.
1st..... 2nd..... 3rd..... 4th.....
Winner's Speed.....mph Fastest Lap: Car No..... atmph



EVENT 4 START 4.45 p.m.

OVER 1,300 c.c.

Saloon Car Race

GILBURN
FJA 3147 19 LAPS - 50 MILES

No. Driver and Entrant Car Capacity

CLASS (c) 1,301 to 2,000 c.c.

80	KEN COFFEY (Molyneux, West & Co. Ltd.)	Ford Lotus Cortina	1594
81	CYRIL WILLIAMS (Molyneux, West & Co. Ltd.)	Ford Lotus Cortina	1594
82	BRIAN REDMAN (Red Rose Motors (Chester) Ltd.)	Alfa Romeo	1570
83	R. GRAVELEY (Goodwin Racing)	Ford Lotus Cortina	1594
84	ROBIN SMITH (Curtis Speed Racing Team)	Ford Lotus Cortina	1594
85	BRIAN NEWTON (Driver)	Ford Lotus Cortina	1594
86	TONY DEAN (Race Proved by Willment)	Ford Lotus Cortina	1598
87	JIM CLARK (Team Lotus Limited)	Lotus Cortina	1600
88	PETER ARUNDELL (Team Lotus Limited)	Lotus Cortina	1600
89	To be nominated (Team Lotus Limited)	Lotus Cortina	1600
90	ALAN FOSTER (Driver)	B.M.W.	1997
91	BILL BRADLEY (Driver)	Triumph	1998

CLASS (d) Over 2,000 c.c.

92	JACK OLIVER (D.R. Racing Division)	Mustang Ford	4727
93	EDWARD A. SAVORY (Rackham Motors Ltd.)	Ford Mustang	4727
94	RICHARD BOND (Driver)	Ford Mustang	4727
95	SIR GAWAINE BAILLIE (Driver)	Ford Falcon	4727
96	BASIL VAN ROOYEN (Superformance Racing Team)	Ford Mustang	4727
97	BRIAN MUIR (Race Proved by Willment)	Ford Galaxie	7000

3520 KW

EVENT 4

OVER 1,300 c.c. SALOON CAR RACE

LAP SCORE CHART

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
89	89	89	94	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97	97
	94	89	89	89	89	89	89	89	89	89	89	89	89	89	89	95	88		



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COCKSHOOTS**


THE LARGEST DISTRIBUTORS AND RETAIL DEALERS OF MORRIS AND M.G.
CARS IN SOUTH EAST LANCASHIRE AND NORTH EAST CHESHIRE

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Stockport
Marple
Ashton Hyde
Wilmslow

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At this meeting the quality of Hepolite products is being proved to you as it has been over and over again in events throughout the world. Competitors put their confidence in Hepolite pistons, pins, rings and liners. Why don't you? Specify Hepolite and get the very best performance and economy your engine can give.

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added to our mail list
details of all events in
1967 will be posted to
you with our priority
pre-booking forms for
all the major meetings**

Complete this form and post to :

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Oulton Park, Little Budworth,
Tarporely, Cheshire

Please add my name to your mailing list

Name

Address

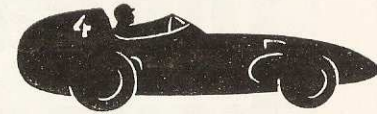
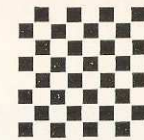
BLOCK LETTERS PLEASE

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



MID-CHESHIRE MOTOR

RACING CLUB LIMITED



THE CLUB BEHIND TODAY'S MEETING

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

The Club has been closely associated with Oulton Park since the idea of building a racing circuit here was first proposed and staged the first meeting to be held on the circuit, in August, 1953. This year we have again organised Club Racing, in the form of two restricted race meetings, to give the Gold Cup stars of the future the chance to gain experience. Mid-Cheshire is very active in the organisation of all other forms of motor sport and, through the co-promotion of events (usual practice these days), and invitations to take part in restricted events, members have the opportunity of competing in Race Meetings, Production Car Trials and Sporting Trials, Autocross, Autopoint and Sandocross, Driving Tests, Sprints and Hill-Climbs this year. The Club organises an annual event for the R.A.C. Trials Championship, the Wilshire Trophy Trial, won this year by former champion Rex Chappell.

The Social Side is well cared-for, with regular programmes of Film Shows, Industrial Visits and Dances. All members receive a substantial monthly Bulletin designed to keep them in touch with all aspects of Club activities and to provide a forum for discussion. Club "Headquarter Nights" are held informally at the H.Q., the Boddington Arms, Wilmslow, on the first and third Tuesday of every month, when members foregather for a chat and a noggin in a motoring atmosphere.

Our competitions programme this year is both vast and varied. Events open to our members and so far completed in 1966 have included 21 Race Meetings. (at Oulton Park, Silverstone, Croft, Rufforth, etc.), 16 Autocross Meetings 2 Sandocross, 3 Sprints, 7 Production Car Trials, an Autopoint Meeting and a Hill-Climb. We now have regular access to our own Autocross field and, as the Club owns its own timing and public address equipment, these events are becoming more frequent and even more popular. In the next few weeks the events planned to be organised by the Club include Driving Tests (on 25th September at Sandbach), an Autocross (9th October at Nether Alderley), and our first New Brighton Sprint. This last event is to be held on a public road specially closed for the occasion, a rare opportunity for members to experience this form of motoring! The date is 22nd October. Our own Production Car Trial will be held, as usual, in November. Members are also invited to take part in an Autocross (tomorrow) an Autocross on 2nd October, and a restricted Sprint on 16th October, as well as in the annual 5 Hour Relay Race here at Oulton on 24th September, and a Sandocross in October.

The Social Programme for the Autumn includes a Guest Night at the Boddington, when the Cheshire Constabulary will be our guests, (25th October), Bonfire Night, (5th November), the annual Dinner Dance, when the guest of honour will be an internationally-known motor-sporting figure, (25th November), and our Christmas Party for members' children in December. These events will be followed in the New Year by further Film Shows, Scalex evenings and visits.

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

APPLICATION FOR MEMBERSHIP

To Mid-Cheshire Motor Racing Club Limited :—

Full Name
(Mr., Mrs., or Miss)

Home Address 'Phone No.

Occupation

Business Address 'Phone No.

Membership of other Motor Clubs

Particulars of Vehicle(s) owned

Dated this day of 19

Signature

Proposed by

Seconded by
(Or name and address of a person to whom reference may be made)

Date of Birth if under 21 years of age

I enclose cheque, money order, postal order or cash to cover:—

Entrance Fee (10/6)

Entrance Fee - Member's Wife (10/6)

Annual Subscription - Full Member £1/10/0

Annual Subscription - Member's Wife 15/0

Car Badge £1/0/0

Lapel Badge 5/0

Tie 15/6

Blazer Badges (Silver Wire) £2/0/0

Blazer Badges (Nylon) 7/6

TOTAL

This application and remittance should be forwarded to the Hon. Secretary :—

A. S. ATKINSON, 12 CREWE ROAD, SHAVINGTON, NEAR CREWE, CHESHIRE. Tel. 67759.

Annual Subscriptions due on January 1st.

Cheques payable to Mid-Cheshire Motor Racing Club Limited.

Do you wish to pay your subscription by Banker's Order? YES/NO.

top rally drivers have proved that Dunlop radials take first place

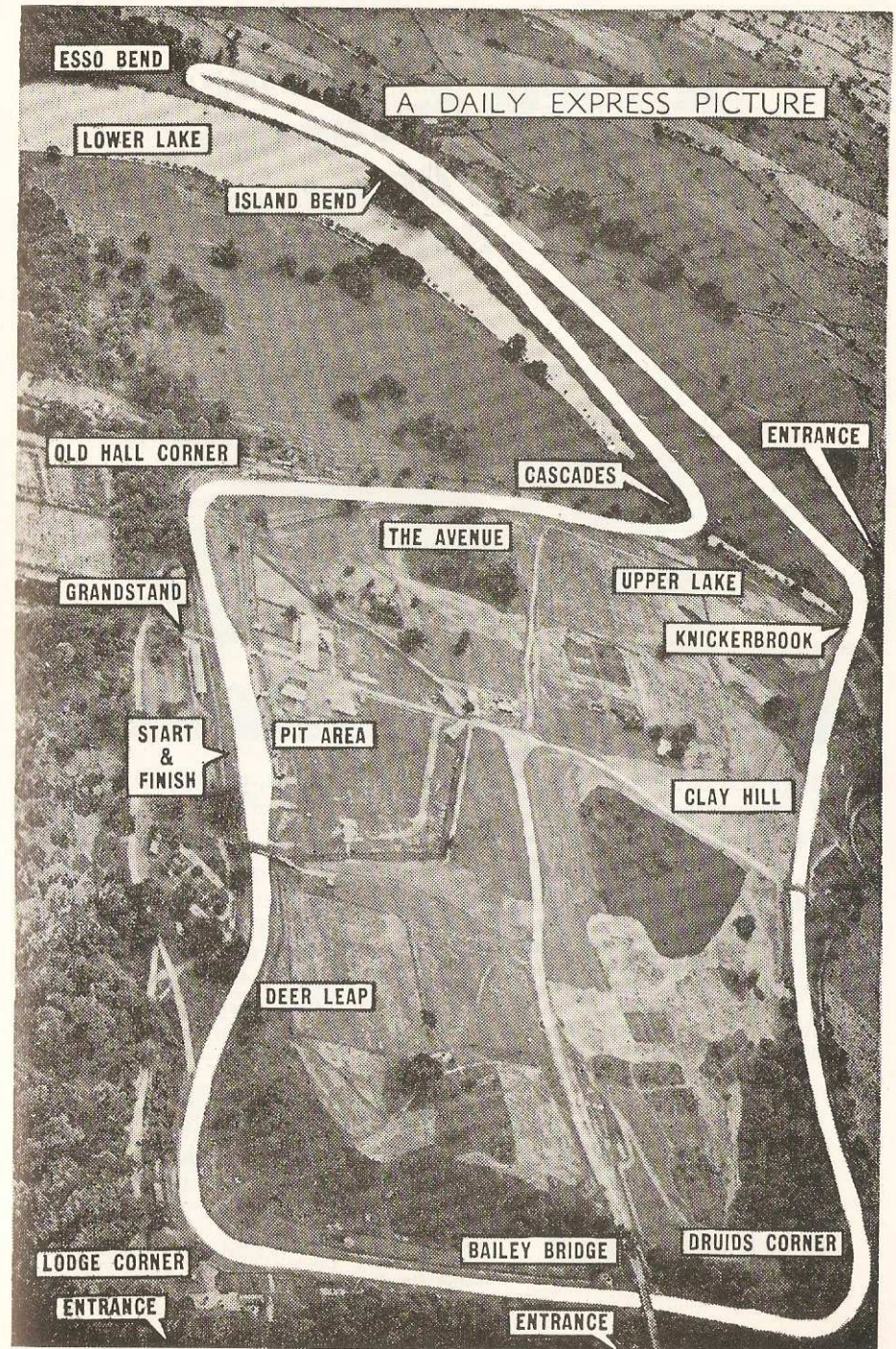
-they must be your choice, too!

International rally teams have proved the supremacy of Dunlop radial-ply construction. These are the radials they prefer—the ones they win on.

Dunlop make a range of radials covering every motoring need: SP41, the modern all-purpose radial which no experienced driver should be without; SP41HR, for high-performance cars capable of 125 mph and over; SP44, for a new standard of safety in the worst of winter weather. And SP3 for those who prefer a particularly rugged radial for rallying.



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When you buy your Austin sporting car from King's, you buy a feeling of security that inspires even greater confidence than a Mini Cooper's roadholding.

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Service Depots, staffed by highly trained mechanics to give your car the very best attention.

See the range of Austin Healey and Austin Mini Cooper sporting cars, and all the other Austin models too.

AUSTIN



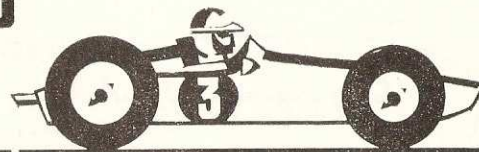
KING'S NORTHERN OLYMPIA

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**KING'S
MANCHESTER**

LAP RECORDS



Records applicable to today's meeting

Outright Circuit Record :

DENIS HULME

(Lola T70-Chev. 5900); 1 min. 37.4s. 102.05 mph. 30/4/66.

Formula 1 Cars (1961-5) :

JIM CLARK

(Lotus 25-Climax 1500); 1 min. 39.2s. 100.20 mph. 21/9/63.

Grand Touring Cars

up to 2000 c.c. :

DIGBY MARTLAND

(Chevron GT 1598); 1 min. 50.8s. 89.71 mph. 20/8/66.

over 2000 c.c. :

JACK SEARS

(Daytona Cobra 4727); 1 min. 47.2s. 92.72 mph. 1/5/65.

Saloon Cars to Appendix "J", Group 5

up to 1000 c.c. :

BILL NEEDHAM

(Mini S 999); 2 min. 0.4s. 82.55 mph. 2/7/66.

1001 to 1300 c.c. :

BOB SMITH

(Austin Cooper S 1293); 1 min. 56.0s. 85.69 mph. 29/5/65.

1301 to 2000 c.c. :

PETER HAWTHORNE

(Ford Anglia 1594); 1 min. 55.4s. 86.13 mph. 2/7/66.

2001 c.c. and over :

DEREK MERFIELD

(Ford Cortina 4727); 1 min. 53.2s. 87.80 mph. 7/5/66.

Comparative records

Saloon Cars to Appendix "J", Group 2 (i.e. current 'International' records)

up to 1000 c.c. :

WARWICK BANKS

(Morris Cooper S 1000); 2 min. 5.0s. 79.52 mph. 3/4/65.

1001 to 1300 c.c. :

JOHN FITZPATRICK

(Austin Cooper S 1293); 1 min. 59.0s. 83.53 mph. 3/4/65.

1301 to 2000 c.c. :

JIM CLARK

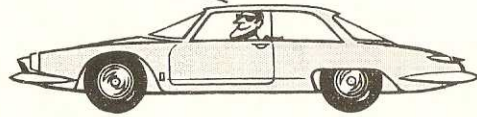
(Cortina Lotus 1596); 1 min. 56.8s. 85.10 mph. 18/9/65.

2001 c.c. and over :

DAN GURNEY

(Ford Galaxie 7000); 1 min. 53.2s. 87.80 mph. 21/9/63.

i Ferrrodo!



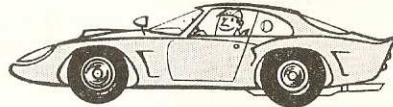
74
FERODO



FERODO



FERODO

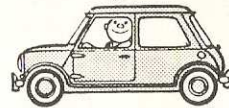


F E R O D O



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FERODO



whatever makes it go...

Ferodo makes it STOP!

Ferodo Limited, Chapel-en-le-Frith, Derbyshire, England

A Turner & Newall company



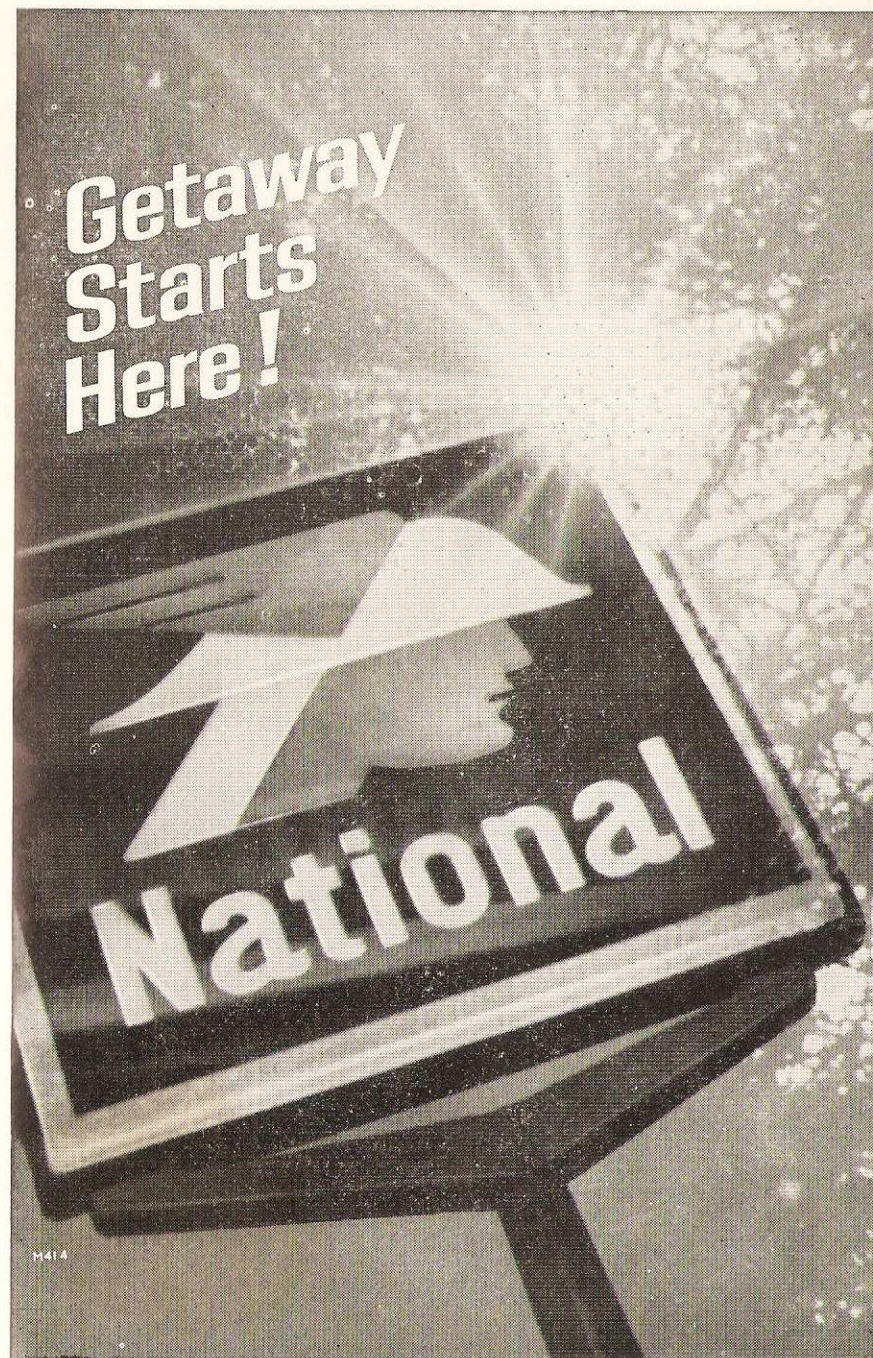
Oulton Park Speed Table

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	94.48	.2	87.04	.2	80.68
.4	103.11	.4	94.30	.4	86.88	.4	80.55
.6	102.89	.6	94.13	.6	86.73	.6	80.42
.8	102.68	.8	93.95	.8	86.58	.8	80.29
1 37	102.47	1 46	93.77	1 55	86.43	2 04	80.16
.2	102.26	.2	93.59	.2	86.28	.2	80.03
.4	102.05	.4	93.42	.4	86.13	.4	79.90
.6	101.84	.6	93.24	.6	85.98	.6	79.77
.8	101.63	.8	93.06	.8	85.83	.8	79.64
1 38	101.42	1 47	92.89	1 56	85.69	2 05	79.52
.2	101.22	.2	92.72	.2	85.54	.2	79.39
.4	101.01	.4	92.55	.4	85.39	.4	79.26
.6	100.81	.6	92.38	.6	85.25	.6	79.14
.8	100.60	.8	92.20	.8	85.10	.8	79.01
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	71.20	.6	66.89	.6	63.07
.8	75.99	.8	71.10	.8	66.80	.8	62.99
2 11	75.88	2 20	71.00	2 29	66.71	2 38	62.91
.2	75.76	.2	70.90	.2	66.62	.2	62.83
.4	75.64	.4	70.79	.4	66.53	.4	62.75
.6	75.53	.6	70.69	.6	66.44	.6	62.67
.8	75.41	.8	70.59	.8	66.35	.8	62.59
2 12	75.30	2 21	70.49	2 30	66.26	2 39	62.51
.2	75.19	.2	70.39	.2	66.18	.2	62.43
.4	75.07	.4	70.29	.4	66.09	.4	62.36
.6	74.96	.6	70.19	.6	66.00	.6	62.28
.8	74.85	.8	70.10	.8	65.91	.8	62.20
2 13	74.73	2 22	70.00	2 31	65.83	2 40	62.12
.2	74.62	.2	69.90	.2	65.74	.2	62.04
.4	74.51	.4	69.80	.4	65.65	.4	61.97
.6	74.40	.6	69.70	.6	65.56	.6	61.89
.8	74.29	.8	69.61	.8	65.48	.8	61.81
2 14	74.18	2 23	69.51	2 32	65.39	2 41	61.74
.2	74.07	.2	69.41	.2	65.31	.2	61.66
.4	73.96	.4	69.31	.4	65.22	.4	61.58
.6	73.85	.6	69.22	.6	65.13	.6	61.51
.8	73.73	.8	69.12	.8	65.05	.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



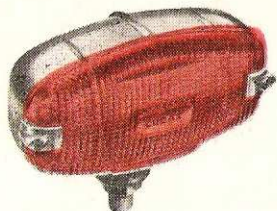


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