

Programme 3/- (15p)



INTERNATIONAL

DAILY EXPRESS

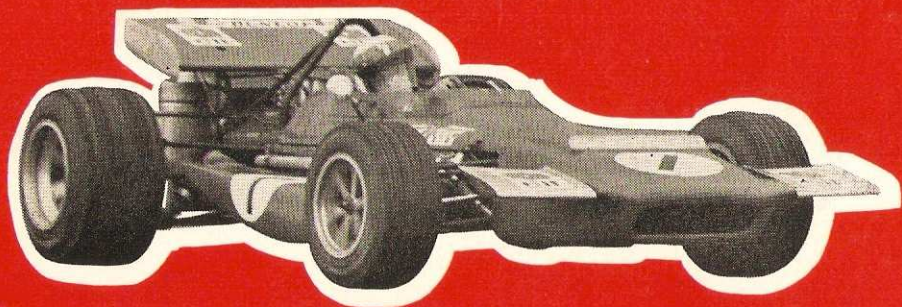
GOLD CUP

RACE MEETING



OULTON PARK

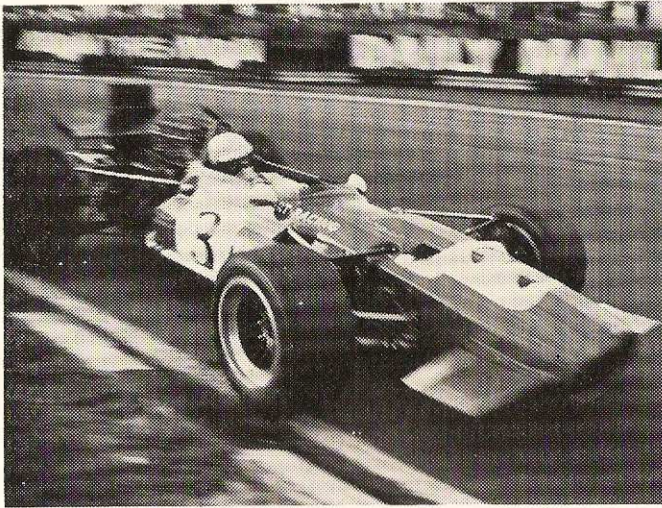
Saturday, 22nd August, 1970



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Motor Race Meeting

Saturday 22 August, 1970



INTERNATIONAL GOLD CUP RACES

Organised by the MID-CHESHIRE MOTOR RACING CLUB

Sponsored by the

DAILY EXPRESS

and including the

**GUARDS FORMULA 1 and FORMULA 5000
GOLD CUP RACE**

Programme of Events

- | | | |
|-----------|---------|---|
| 2.30 p.m. | 20 Laps | Part 1 of the INTERNATIONAL GOLD CUP RACE for FORMULA 1 and FORMULA 5000 CARS |
| 3.20 p.m. | 19 Laps | FORMULA 3 CARS |
| 4.20 p.m. | 20 Laps | Part 2 of the INTERNATIONAL GOLD CUP RACE for FORMULA 1 and FORMULA 5000 CARS |
| 5.15 p.m. | 19 Laps | SALOON CARS |

Cover photograph by Frank Hall

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ORGANISERS OF THE MEETING

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

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

The Meeting is governed by the International Sporting Code of the Federation International de l'Automobile and the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the R.A.C. and the M.C.M.R.C. R.A.C. Permit No. RS/6309.

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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.

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

DOGS

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

ANTI-LITTER

Please help to keep Oulton Park tidy.

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

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

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

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



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SUNDAY TELEGRAPH

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Stewards of the Meeting: J. Higham, for the R.A.C., J. H. Ashton, A. P. B. Birt, Hon. Gerald Lascelles, W. E. Ruck-Keene

Judges: E. K. Brittin, P. H. Crummack, R. B. Dawson, A. L. Gale, W. E. V. Hayes, J. P. Johnstone, A. J. Pinfold, P. E. Slicher

Clerk of the Course:
J. A. Ellison

Secretary of the Meeting:
A. S. Atkinson

Chief Marshal:
R. J. Moore

Assistant Chief Marshal:
C. N. Pickering

Chief Medical Officer:
Dr. S. B. Foulds

Chief Observer:
P. M. Beswick

Chief Flag Marshal:
E. C. Hubert

Chief Fire and Track Marshal:
J. R. Fowles

Assistant Chief Fire and Track Marshal:
C. Duncombe-Moore

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

R.A.C. Scrutineers: G. Hartley-Smith (in charge), M. A. Beresford, L. M. Jackson-Royle, S. Turner, J. H. S. Williams

R.A.C. Eligibility Scrutineers: S. Proctor, A. Wadsworth.

Chief Course Marshal:
D. E. Simpson

Assistant Chief Course Marshal:
C. A. Brough

Chief Paddock Marshal:
H. Wolfenden

Chief Start Line Marshal:
T. J. Padden

Chief Pit Marshal:
S. Smith

Chief Race Control Official:
H. Johnson

Chief Race Information Official:
N. A. Jones

Chief Scoreboard Marshal:
R. H. Loveitt

ACKNOWLEDGMENTS

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

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

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

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

Messrs. A. E. Chatfield (Crewe) Ltd. and Reliant Motor Co. Ltd. for the loan of Course Cars.

AWARDS

FORMULA 3 RACE: To the winner £250, 2nd—£150, 3rd—£90, 4th—£80, 5th—£70, 6th—£60, 7th—£50, 8th—£45, 9th—£40, 10th—£35, 11th—£35, 12th—£30, 13th—£30, 14th—£25, 15th—£25, 16th, 17th, 18th, 19th—£20 each, 20th, 21st, 22nd, 23rd, 24th, 25th—£15 each, 26th, 27th, 28th, 29th, 30th—£10 each.

GOLD CUP RACE: FORMULA 1 Cars: To the winner, the Gold Cup to be held for one year and £250, 2nd—£200, 3rd—£150, 4th—£100, 5th—£60, 6th—£40, 7th—£20.

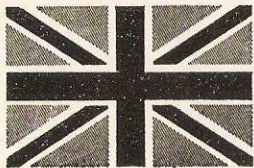
FORMULA 5000 Cars: To the winner the Sir James Scott-Douglas Memorial Trophy to be held for one year.

In each part: 1st—£375, 2nd—£250, 3rd—£225, 4th—£200, 5th—£175, 6th—£150, 7th—£125, 8th—£112.10s., 9th—£100, 10th—£95, 11th—£90, 12th—£85, 13th—£80, 14th—£75, 15th—£70, 16th—£65, 17th—£60, 18th—£55, 19th—£52.10, 20th—£50.

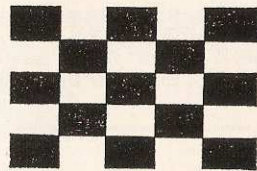
SALOON CAR RACE: To the winner, £175, 2nd—£125, 3rd—£90, 4th—£80, 5th—£70, 6th—£60, 7th—£50, 8th—£40, 9th—£35, 10th—£30, 11th, 12th, 13th, 14th, 15th—£25 each, 16th, 17th, 18th, 19th, 20th—£20 each, 21st, 22nd, 23rd, 24th, 25th—£15 each, 26th, 27th, 28th, 29th, 30th—£10 each. In each class except the overall winner: 1st—£25, 2nd—£15, 3rd—£10.

GOLD CUP WINNERS

| | | |
|----------------------|----------------------|-----------------------|
| 1954 - Stirling Moss | 1960 - Stirling Moss | 1965 - John Surtees |
| 1955 - Stirling Moss | 1961 - Stirling Moss | 1966 - Jack Brabham |
| 1956 - Roy Salvadori | 1962 - Jim Clark | 1967 - Jack Brabham |
| 1957 - Jack Brabham | 1963 - Jim Clark | 1968 - Jackie Stewart |
| 1958 - Roy Salvadori | 1964 - Jack Brabham | 1969 - Jackie Ickx |
| 1959 - Stirling Moss | | |



**International
Flag Signals**



National: Signal of race start.

Blue: Another competitor is following you very closely and may, or is about to overtake you.

White: A service car is on the circuit.

Yellow: Danger—No Overtaking.

Yellow with Vertical Red Stripes: Oil spilt on the road.

Red: (At the exclusive disposal of the Clerk of the Course) Complete and immediate stop for all cars.

Black with White Number: The car bearing the number indicated must stop at its refueling pit.

Black and White Chequered: Signal of end of race.

USE OF FLAGS

Flag shown motionless: Forewarning of a hazard on the course.

Waved Flag: Immediate proximity of danger.

Doubling the Flags: Very serious emergency.

Blue (Motionless): A car follows you closely.

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

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special tuning job**

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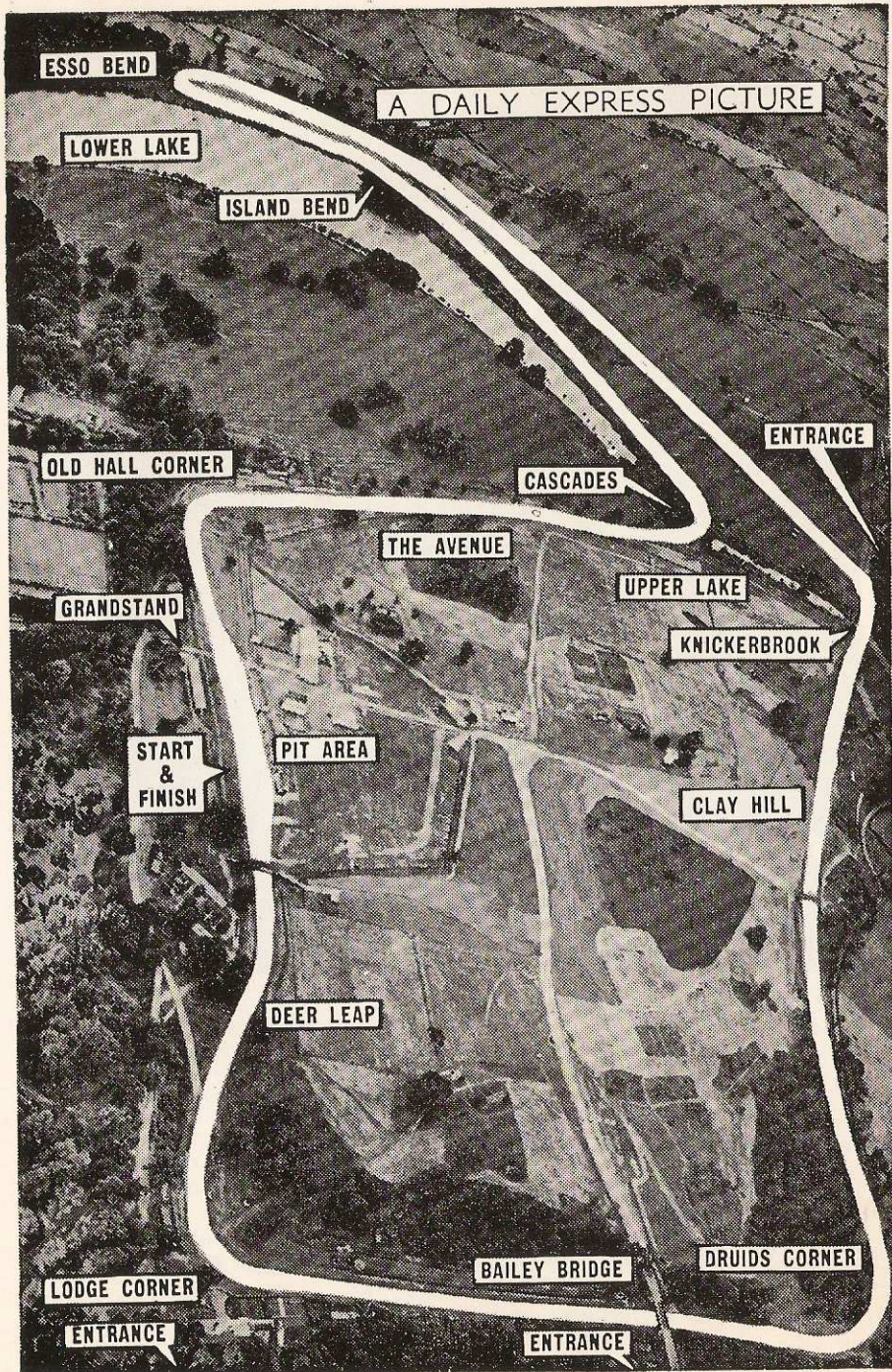
Our special customers can't afford to lose time in bad weather.

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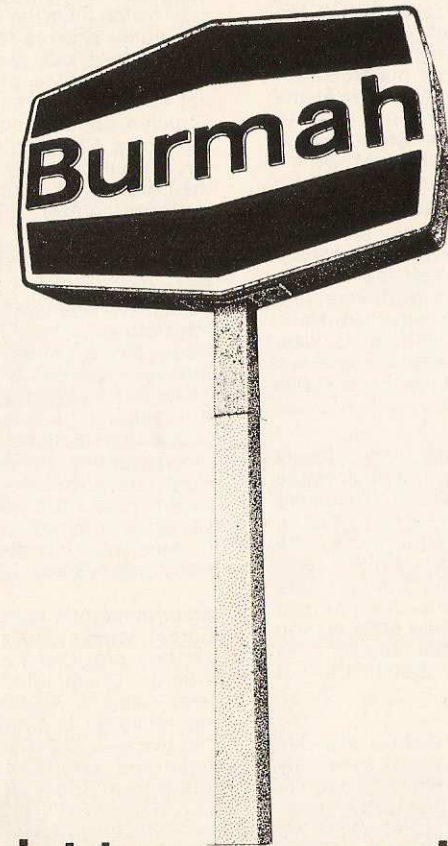
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Powerful support for racing at Oulton Park



Britain's big new name in petrol

Closely - Matched

Formula 1 and Formula 5000

by MIKE KETTLEWELL

The idea of mixing competitive Formula 1 and Formula 5000 cars is not new. It was pioneered at the Guards Gold Cup meeting last August and copied this April at Silverstone for the Daily Express Trophy meeting. On each occasion the Formula 1 cars proved superior to the Formula 5000 machines, although at Silverstone F5000 champion Peter Gethin did have the cheek to put his McLaren-Chevrolet M10B on the front row of the grid alongside the March-Ford 701s of Chris Amon and Jackie Stewart with Denny Hulme's McLaren-Ford M14A.

Today the obvious favourites must be the Formula 1 cars. After all, they are down to be driven by some of the world's finest racing drivers. Yet the F5000s won't be far behind, with drivers like Frank Gardner, Mike Walker, Mike Hailwood, Graham McRae, Howden Ganley, Trevor Taylor and Alan Rollinson anxious to prove that they can place their F5000s high on the starting grid.

On paper the cars are very closely matched. Both Formula 1 and Formula 5000 cars have engines producing around 430-450 bhp, while both types of car weigh approximately the same (the F1 minimum weight limit is 1168 lb. and F5000's is 1250 lb.). With Formula 1 cars using 3-litre engines and the Formula 5000 engine capacity being 5000 cc you might think that the latter should have an enormous advantage, but this is not the case.

Formula 1 Grand Prix engines are designed purely for racing, are extremely compact and kept as light as possible. On the other hand, Formula 5000 engines are basically modified production V8 engines (mostly Chevrolet). Drivers cannot rev them as high - a F1 Cosworth-Ford DFV engine used by the majority of Grand Prix cars revs to 10,000 rpm, while 7500 rpm is about the maximum

for a good F5000 Chevrolet engine. Then the engine is much bulkier, which means that a F5000 does not handle as precisely as a F1 car.

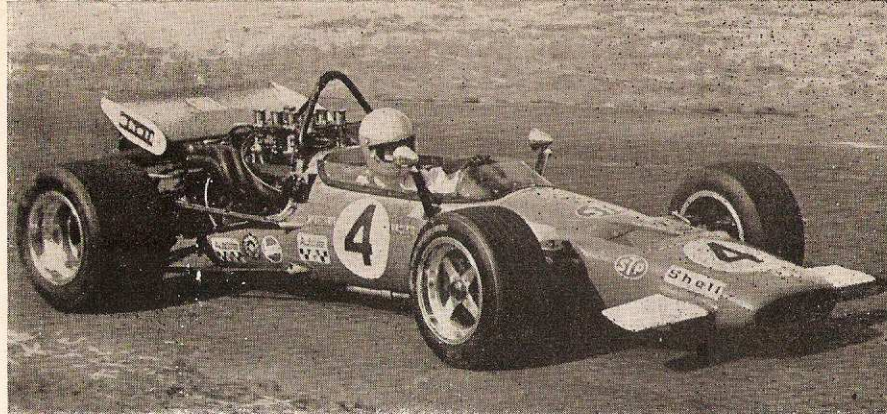
At the moment the Oulton Park Formula 1 lap record is 1m 28.6s, 112.19 mph, set up by Jackie Stewart in Ken Tyrrell's Matra-Ford MS80 at this meeting last year. The Formula 5000 record, established by Peter Gethin on Good Friday this year, is only 0.2s slower, which shows (a) how closely-matched the cars are and (b) why Gethin has been snapped-up by a Formula 1 team!

It appears that the Formula 5000s can use the tremendous torque of their beefy V8s to good effect round the 2.761 miles that comprise Oulton Park and can accelerate away from the corners probably faster than the Formula 1 cars. But it is under braking for corners where the F5000s lose out, for with all that extra weight of engine at the back they are not as stable as the F1s. An interesting situation could occur if a F5000 gets in front of a F1; it could possibly hold up the F1 successfully into a corner and then draw away under acceleration away from the corner!

THE FORMULA 5000 CAST

Britain's leading F5000 manufacturers should all be represented at Oulton Park today, namely McLaren, Lola, Surtees, Leda & Lotus. All are sophisticated monocoque designs & most use the 5-litre Chevrolet Camaro Z28 engine modified for racing purposes by Bartz or Traco in the United States or Alan Smith, Lola or Vegantune in Britain. Lotus favour Ford power, but the full potential of the 5-litre Ford Boss 302 engine has yet to be seen in Britain, although it has won in America. Only British-engined car is the Crosslé-Rover 15F of Fred Saunders.

Most numerous marque in F5000 is McLaren, whose 1970 M10B design has already provided Peter Gethin with the Guards Championship for the second year running. As Gethin is now driving for McLaren in Formula 1 and CanAm, his place in Sid Taylor's Atlantic Petroleum-sponsored semi-works car is likely to be taken today by Swedish Formula 3 star Reine Wisell. Mike Walker, who won on Good Friday here in atrocious weather conditions (beating even Peter Gethin), could well provide a major surprise, for his McKechnie Racing McLaren has recently been brought up to the latest specification.



Mike Walker, at 24, is one of the youngest drivers in F5000. He drives a McLaren-Chevrolet M10B of the McKechnie Racing team and won the Good Friday race here in cold, snowy conditions.

That rapid New Zealand pair, Graham McRae and Howden Ganley, are, at the time of writing, long overdue for a win in F5000, while another McLaren driver, David Prophet, hopes to avenge the bad luck he has suffered all season.

And what of Lola? Mike Hailwood, who drives the semi-works Lola-Chevrolet T190 entry of the Epstein-Cuthbert team, always performs well at Oulton Park, seeming to spend most of the time sideways and thoroughly enjoying himself into the bargain. But Frank Gardner has recently completely rebuilt his own Lola and at Thruxton recently beat none other than Peter Gethin (making his last F5000 appearance) in a fair fight. Could Gardner pull it off today as well?

Trevor Taylor used to drive for Team Surtees, but after a series of unfortunate accidents (none of which could be attributed to the drivers) the team have pulled out of racing for the remainder of the year. Taylor has now changed camps and is driving for Doug Hardwick's Lola

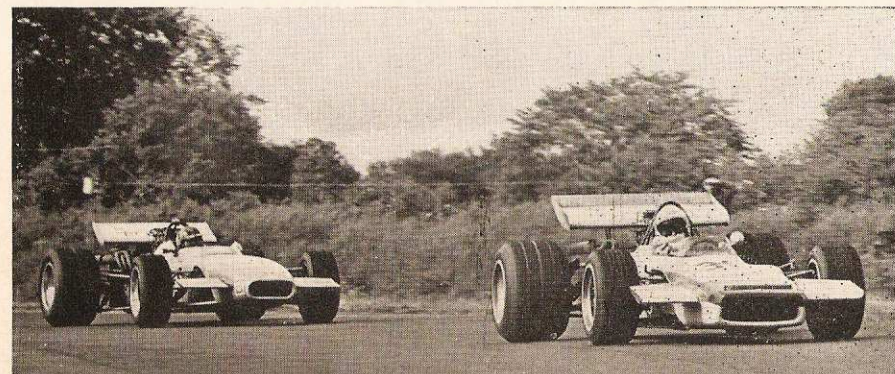
team, while Tony Lanfranchi, always a favourite, handles a Lola-Chevrolet T190 entered by Sweden's Ulf Norinder.

Alan Rollinson's privately-entered Surtees TS5A, with Vegantune-modified Chevrolet engine, is the only example of this marque. Alan lists Oulton Park as one of his favourite circuits and won't be far off the pace today.

Roy Pike is scheduled to drive the Malaya Garage Racing Division works Leda-Chevrolet LT20, a car designed by Len Terry who in the past produced cars for Lotus, BRM, BMW and Eagle. The Lotus 70 has recently scored successes in the United States, but so far has proved disappointing in European F5000 racing.

I am not normally a betting man, but, given good track conditions, I can foresee Jackie Stewart, Jochen Rindt, Graham Hill & Co. having to motor pretty hard to stay ahead of the fastest F5000s. The battle is going to be quite entertaining.

Frank Gardner, the wily Australian, races a Lola-Chevrolet T190. Here he leads the only British-engined F5000 car, the Crosslé-Rover 15F of Fred Saunders.



**The sign of Brooke Bond Oxo
racing for Britain with Rob Walker...**



...and of added value in food.

GUARDS European Formula 5000 Championship

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

The Formula 5000 drivers' and entrants' championships for 1970, promoted by Motor Circuit Developments in association with the British Racing & Sports Car Club and again sponsored by Carreras, the makers of Guards cigarettes, consisting of 20 qualifying rounds in nine different countries. Of these, 12 are to be run over a distance exceeding 100 miles with a purse of £5000 for each event and the remaining eight over a distance of about 60 miles with a £2500 prize fund.

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

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

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

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

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

The total purse for the 20 rounds is £80,000 and this is brought up to a figure of £85,000 with the championship awards. Since Formula 5000 has trade support for 1970, with generous bonuses (one company is offering more than £13,000) the whole series is thus worth well over £100,000.

1970 calendar:

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

Points position to date:

| Drivers | | | pts. | Entrants | | | pts. |
|---------|---------------|-----|------|----------|----------------------------|-----|------|
| 1 | Peter Gethin | ... | 90 | 1 | Sidney Taylor | ... | 96 |
| 2 | Howden Ganley | ... | 49 | 2 | Howden Ganley | ... | 49 |
| 3 | Mike Hailwood | ... | 40 | 3 | Epstein Cuthbert/Team Lola | ... | 40 |
| 4 | Mike Walker | ... | 38 | 4 | Alan McKechnie Racing | ... | 38 |
| 5 | Frank Gardner | ... | 36 | 5 | Motor Racing Research | ... | 36 |
| 6 | Graham McRae | ... | 25 | 6 | Graham McRae | ... | 25 |

STRONG SUPPORT

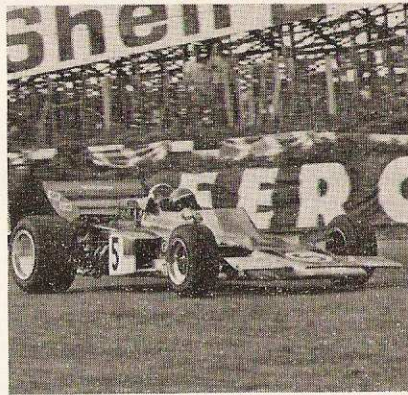
Today's supporting races should be thrillers, too

By GRAHAM MACBETH

Nothing is certain in motor racing until the chequered flag falls but even before the meeting begins it seems fairly certain that the supporting events to the Guards Gold Cup should be real crackers. Very little is in the balance in either of them. The Formula 3 race is part of no sort of championship while the R.A.C. British Saloon Car Championship has already been well and truly won for 1970 by Bill McGovern in the George Bevan Sunbeam Imp.

So the lads will be dicing for nothing more than the chance of a win (which, of course, brings with it some fairly substantial prize money - not that anyone in their right mind would set out in this sort of racing with the expectation of making any real money - if you do win, that's fine; if you lose, you spend more money repairing the car or making it more competitive).

Those among you spectators who checked on the race programme for today when it was first announced some time ago, will possibly be a little surprised to find a Formula 3 event in today's proceedings. This is because the 2-litre sports car race originally scheduled did not attract an entry of the sort which should grace an international meeting, due to clashes with other meet-



Jochen Rindt has won five of this year's World Championship Grand Prix races, the last four in this new Lotus Ford 72. (Photo: John Gaisford)

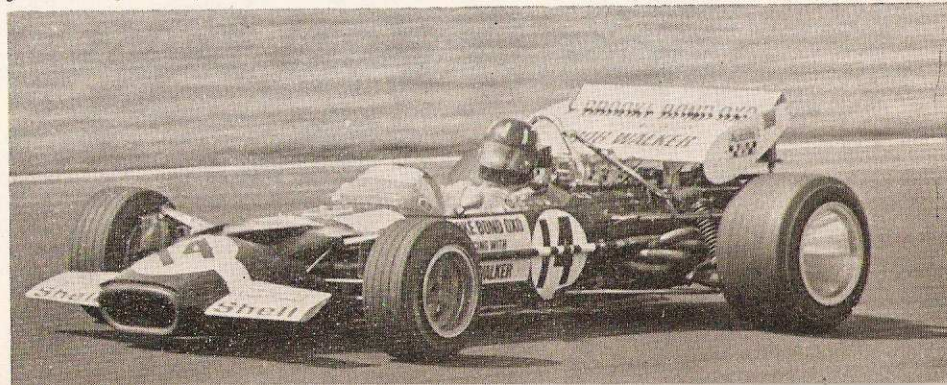
ings abroad, at the present time. So it was decided, at a very late stage, to run a Formula 3 race instead, with the magnificent result that you see in the entry list for Event 2.

It reads a bit like a "Who's Who" of Formula 3 racing, doesn't it? This is a class of competition in which you have to be very much in touch to forecast the likely winners. Almost every week someone new shoots to the forefront and joins that incredible bunch dicing for the lead, sometimes "only" six or so, sometimes a dozen or more. And once you're up with the leading bunch, you're there with a chance of a win, if you plan it right and don't get out-smarted by someone else in that last dash for the flag.

BRAZILIAN WINNERS

If you are a keen follower of Formula 3, you will no doubt have come to expect Carlos Pace from Brazil to be right up there among the leaders and potential winners. The way these Brazilians come

Graham Hill is now right back on form and is making the Brooke Bond/Rob Walker Lotus Ford 49C go fast enough to keep up with the latest machinery. (Photo: Colin Bicknell)



over here, graduate from a racing drivers' school and then start winning everything in sight is nothing short of amazing. It can't be all the coffee they drink!

The name Fittipaldi must ring a bell. That was Emerson who appeared last year, was soon running all over the Formula Ford opposition, then did the same thing with Formula 3 (winning the Lombank Championship after a mid-season start), began this season in Formula 2 and graduated to Formula 1 in July with an eighth place in the British Grand Prix and, only three weeks back, fourth place in the German Grand Prix. The name is here today, but this time it is older brother Wilson (looking just like young Emerson only taller) who came over at the beginning of this season to see what the lad was about, had a go at Formula Ford with fair success, transferred to Formula 3 and was also soon amongst the winners.

The coffee grinders should have no easy task this afternoon. Tony Trimmer (not always the luckiest of drivers) is here with a Brabham BT28, so is James Hunt, the Grovewood award winner now fielding a Lotus 59. There is Mike Beuttler, winner of the F3 race at the British Grand Prix meeting with a Brabham BT28, works-backed March 703 drivers Ian Ashley and Tom Walkinshaw, local hero Cyd Williams with a BT28, Gerry Birrell in the Sports Motors (Manchester)/Team Brabham-entered BT28, Paul Hanson with a Chevron B17, Alan Harvey with a BT28, Roger Keele with the promising Palliser WD3, David Morgan with the March 703, Richard Scott with a

BT28, Barrie Maskell with a Chevron B17, Andy Sutcliffe in a Lotus 59 and so it goes on. That lot alone should give you a good quid's-worth today.

CHAMPION MCGOVERN

The fact that McGovern is already 1970 British Saloon Champion isn't likely to affect today's saloon car race at all, except that some of the other 1-litre class runners might try to take him down a peg. Mind you, they'll be hard pushed to do anything about it. Of the nine rounds of the R.A.C. championship held so far this year, McGovern has won his class in seven, come second once and retired in the remaining one while leading! He would like a class win in one of the three remaining rounds just to give him a "full house".

This is a championship in which any competitor can score points from only his best eight performances in the 12 qualifying rounds. One event (the four-hour R.A.C. Tourist Trophy Race at Silverstone in June) carried double points and McGovern was a clear class winner in that (but not an easy winner, as a long pit stop put him well behind and he had to go like the devil to get back into the lead). However, other double-points winners at the T.T. were not well placed in the championships so Bill can have no challenger for maximum points this year. He had high hopes of clinching the championship with a class win at the British Grand Prix meeting (although he needed only a second-in-class to win the championship) and things looked good when he took front place in the class after a few laps despite being left

Quickest entry in this year's British saloon car races has been Frank Gardner in the Ford "Boss 302" Mustang.



on the line with a dodgy clutch which soon packed up altogether. However, the Imp collected a puncture but still managed to take second place and make sure of the championship.

The Imp is basically a 1969 car, although a crash last year resulted in a complete rebuild, using some parts from an older car. Entrant George Bevan is very much a home-tuner. Until recently, it was literally true that he prepared the engine in the kitchen of his home at St. Paul's Cray, Kent, a few miles up the road from Brands Hatch.

"Now we've expanded" he says. "We've got a shed at the bottom of the garden".

POLISHING IN THE LOUNGE

His wife, who actively encourages this hobby, is happy that he still does a lot of work in the house and will sit contentedly in the lounge, polishing a cylinder head while watching the television with one eye.

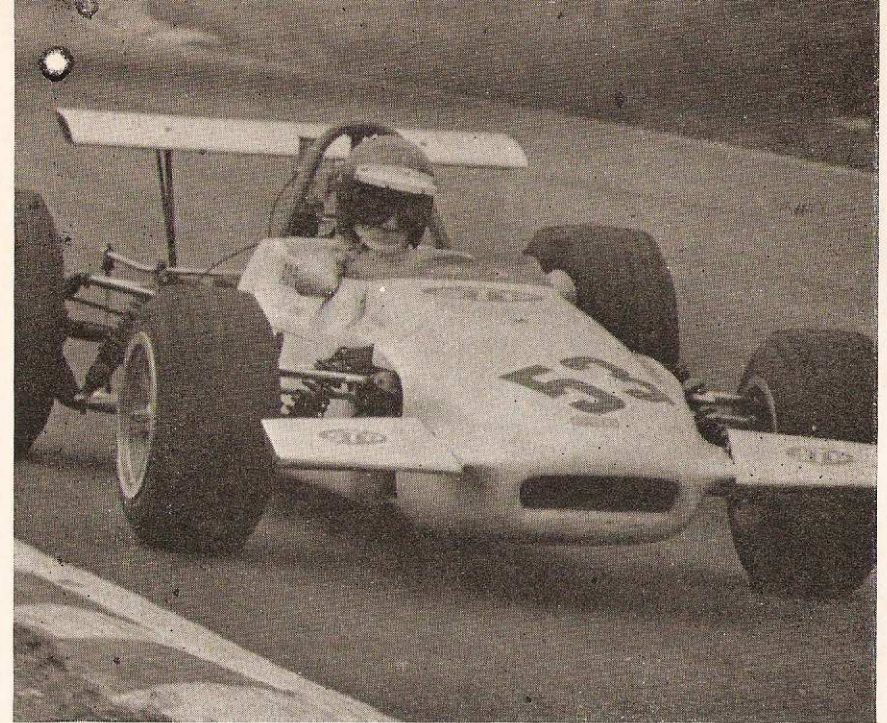
By profession, Bevan is a kitchen utensil manufacturer, making special kitchen equipment (boilers, etc.) for a large number of Chinese restaurants all over the country. He has been preparing and entering saloons in races for six years, the last three with Imps, but his connections with motor sport are much older, going back to 1935 when he was a

mechanic at motor cycle grass track meetings.

McGovern is 33, married with four daughters aged seven to twelve, and is a furniture retailer. He has been racing saloons for seven years, the last three of them being with the Bevan Imps. If McGovern has won the championship, Frank Gardner will have high hopes of winning today's saloon car race outright. His Ford "Boss 302" Mustang is undoubtedly the entry to beat in this season's saloon car races and he has the lap records to prove it. But beaten he has been (otherwise McGovern would not be champ!) with fellow-Australian Brian "Yogi" Muir in the Chevrolet Camaro entered by paper manufacturers Wiggins Teape, another ex-saloon champion Roy Pierpoint also in a Camaro, Dennis Leech in another "Boss" Mustang and Martin Birrane with an earlier but 7-litre Mustang all capable of proving that Gardner must work hard for first sight of the chequered flag.

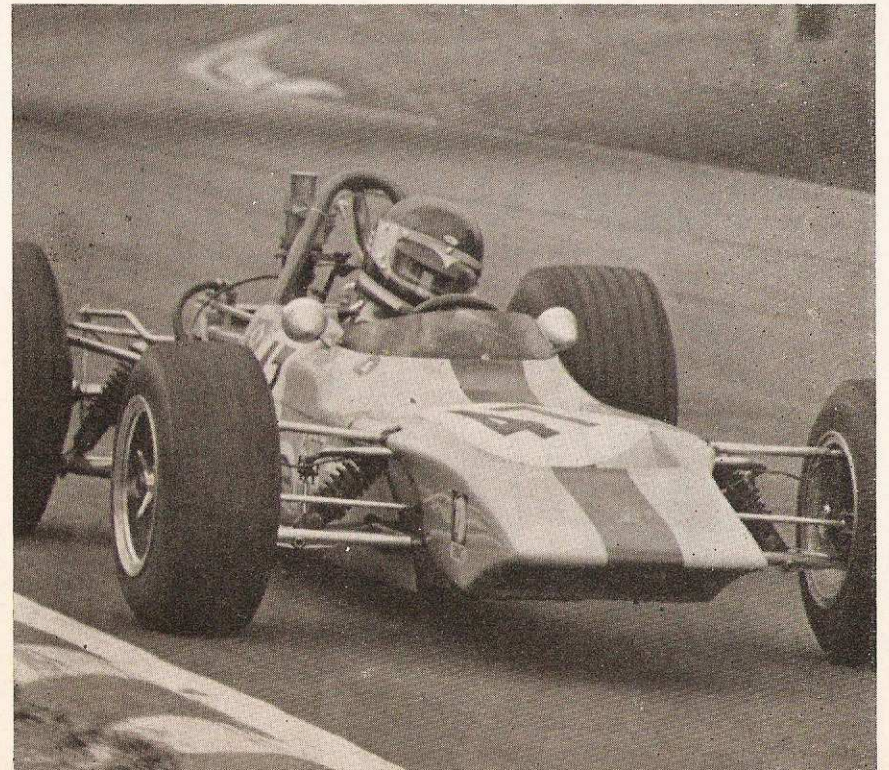
And in the smaller capacity classes, too, there should be some fine dicing, with Gerry ("Sideways") Marshall and Mike Davies in Vauxhall Viva GTs taking on an otherwise all-Ford Escort Twin-cam class, and an evenly balanced contest between Ford Escort GTs and British Leyland Mini-Coopers in the next batch down. What a way to end a day's racing!

New RAC British Saloon Car Champion is Bill McGovern in the George Bevan Sunbeam Imp.



One of the quickest F3 drivers around at the moment is David Morgan in one of the new March 703 cars

Brazilian with winning ways is Carlos Pace, with his Lotus 59 sporting the latest nose shape.





1st Part

GUARDS INTERNATIONAL GOLD CUP RACE

for FORMULA 1 and FORMULA 5000 CARS

| No. | Driver | Car and Entrant | c.c. | Colour |
|--------------------------|-------------------|--|------|----------------------|
| FORMULA 1 CARS | | | | |
| 1 | JACKIE STEWART | March Ford/Ken Tyrrell Racing Organisation | 2993 | |
| 2 | JOCHEN RINDT | Lotus Ford/Gold Leaf Team Lotus | 2993 | Red/White/Gold |
| 3 | GRAHAM HILL | Lotus 49C/Brooke-Bond Oxo Racing | 2998 | Dark Blue |
| 4 | JOHN SURTEES | Surtees T.S.7/Team Surtees Ltd. | 3000 | Red |
| 5 | JACKIE OLIVER | B.R.M. 153/British Racing Motors | 2998 | White/Black/Tan/Gold |
| 6 | ANDREA DE ADAMICH | McLaren Alfa Romeo/Bruce McLaren Motor Racing Ltd. | 2990 | Orange |
| 7 | TIM SCHENKEN | Tomaso/Frank Williams Racing Cars Ltd. | 3000 | Red |
| FORMULA 5000 CARS | | | | |
| 9 | WILLIAM FORBES | Lola T142/Driver | 5000 | Yellow |
| 11 | ROY PIKE | Leda Type 20/Malaya Garage Racing Division | 4994 | White |

| | | | | |
|----|------------------|--|------|--------------|
| 12 | HOWDEN GANLEY | McLaren M10B/Howden Ganley Racing Ltd. | 4996 | Green/Silver |
| 16 | "IPPOCASTANO" | Cooper-Traco-Chevrolet/P. J. Hawtin | 5000 | Green |
| 21 | DAVID PROPHET | McLaren/Driver | 5000 | Blue/White |
| 23 | JOHN MYERSCOUGH | Brabham BT11/19/John T. Butterworth | 4500 | Blue/Gold |
| 30 | FRANK GARDNER | Lola T.190/Motor Racing Research Ltd. | 4949 | Yellow |
| 31 | LINGARD GOULDING | Beattie P1100/B + 1 Motorway | 5000 | Silver/Black |
| 41 | TO BE NOMINATED | McLaren M10B/Sid Taylor | 5000 | White/Green |
| 42 | GRAHAM McRAE | McLaren M10B/Driver | 4992 | Black/Gold |
| 43 | MIKE HAILWOOD | Lola T.190/Epstein-Cuthbert Team Lola | 4993 | Yellow |
| 44 | MIKE WALKER | McLaren M10B/Alan McKechnie Racing | 5000 | Green |
| 45 | JOCK RUSSELL | Lotus 70/Driver | 5000 | Blue/White |
| 63 | RAY CALCUTT | Lola T.142/Alan Fraser | 5000 | Blue/White |
| 66 | FRED SAUNDERS | Crossle 15F/Mermaid Racing | 5000 | Blue |
| 70 | ALAN ROLLINSON | Surtees T.S.5A/Driver | 5000 | Red |
| 77 | TREVOR TAYLOR | Lola T.190/Doug. Hardwick | 5000 | Red/Yellow |
| 78 | DAVEY POWELL | Lola T.142/Doug. Hardwick | 5000 | Red/Yellow |
| 88 | CHRIS SUMMERS | Lola T.142/Driver | 5000 | White |
| 98 | ROBERT MILLER | Dulon LD8/Driver | 4700 | Green |

RESERVES to be brought forward in the following order:

| | | | | |
|----|------------------|--------------------------------|------|-------------|
| 47 | TONY LANFRANCHI | Lola T.190/Ulf Norinder Racing | 4991 | Blue/Yellow |
| 48 | ROBIN DARLINGTON | McLaren M10A/Driver | 4981 | Maroon |
| 10 | KAYE GRIFFITHS | Lola T.142/Ulf Norinder Racing | 5000 | |
| 49 | DAVID BERRY | Brabham BT21B/Driver | 4500 | Yellow/Blue |

LAP SCORE CHART

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|--|
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THE GUARDS GOLD CUP RACE RACE POSITIONS DURING PART 1

| Position at Lap | 1st Car No. | 2nd Car No. | 3rd Car No. | 4th Car No. | 5th Car No. |
|------------------|-------------|-------------|-------------|-------------|-------------|
| 1 | | | | | |
| 5 | | | | | |
| 10 | | | | | |
| 15 | | | | | |
| Finish | No 4 | 5 | 2 | 1 | |
| No 1. 114.73 mph | | | | | |

RACE POSITIONS DURING PART 2

| Position at Lap | 1st Car No. | 2nd Car No. | 3rd Car No. | 4th Car No. | 5th Car No. |
|-----------------|-------------|-------------|-------------|-------------|-------------|
| 1 | | | | | |
| 5 | | | | | |
| 10 | | | | | |
| 15 | | | | | |
| Finish | | | | | |

RESULTS

| Part 1 | | | Part 2 | | |
|--------------|------------|------------|--------------|------------|------------|
| Car No. | Laps | Time | Car No. | Laps | Time |
| Car No. | Laps | Time | Car No. | Laps | Time |
| Car No. | Laps | Time | Car No. | Laps | Time |
| Car No. | Laps | Time | Car No. | Laps | Time |
| Car No. | Laps | Time | Car No. | Laps | Time |

FINAL RESULTS (Total Parts 1 & 2)

| | | | | | | |
|--------------|---|--------------|------------|-------------|-------------|-----|
| 1st | 4 | Driver | Laps 54.98 | Time | Speed | mph |
| 2nd | 2 | Driver | Laps | Time | Speed | mph |
| 3rd | 5 | Driver | Laps | Time | Speed | mph |
| 4th | | Driver | Laps | Time | Speed | mph |
| 5th | | Driver | Laps | Time | Speed | mph |
| Fastest Lap: | | Car No. | Time | Speed | mph | |

Follow your
SPEEDSPORT
 in the
DAILY
EXPRESS



EVENT 2

START 3.20 p.m.

19 LAP (52 MILES) SCRATCH RACE FOR

Formula 3 Cars

| No. | Driver | Car and Entrant | c.c. | Colour |
|--|-------------------|--|------|----------------|
| 101 | KEN SEDGLEY | Chevron B17/Driver | 997 | Yellow |
| 102 | EDWARD REEVES | March 703/Driver | 997 | Blue |
| 103 | MIKE BEUTTLER | Brabham BT28/Clarke Mordaunt Racing | 997 | Yellow/White |
| 104 | JOHN GILLMEISTER | Brabham BT28/Lenham Hurst Racing | 997 | Maroon/Gold |
| 105 | PETER HANSON | Chevron B17/The Paul Watson Race Organisation | 997 | Red |
| 106 | ALAN HARVEY | Brabham BT28/The Paul Watson Race Organisation | 997 | Green |
| 107 | JAMES HUNT | Lotus 59/Molyslip Lotus Racing | 997 | Orange |
| 108 | ROGER KEELE | Palliser WD3/Paul Watson Race Organisation | 997 | Orange/White |
| 109 | BRENDAN McINERNEY | Nemo Mk. 1/Race Cars International | 997 | Purple |
| 110 | TONY TRIMMER | Brabham BT28/Race Cars International | 997 | White |
| 111 | DAVID MORGAN | March 703/Adelphi Staff Bureau | 997 | White |
| 112 | DAVID PURLEY | Brabham BT28/Lec Refrigeration Racing | 997 | Blue/Red/White |
| 113 | RICHARD SCOTT | Brabham BT28/The Paul Watson Race Organisation | 997 | Blue |
| 114 | KEITH WRIGHT | Brabham BT28/Driver | 997 | Red/Black |
| 115 | TOM WALKINSHAW | March 703/Petonyer-Team March | 997 | Red/White |
| 116 | IAN ASHLEY | March 703/Petonyer-Team March | 997 | Red/White |
| 117 | GEOFF BREMNER | March 703/Petonyer Air Navigation Ltd | 997 | Red/White |
| 118 | JOHN BUXTON | Brabham BT21/Driver | 997 | Black |
| 119 | CHRIS SKEAPING | Chevron B17/Driver | 997 | Blue |
| 120 | GERRY BIRRELL | Brabham BT28/Sports Motors/Team Brabham | 997 | Red |
| 121 | CYD WILLIAMS | Brabham BT28/Driver | 997 | Orange |
| 122 | BARRIE MASKELL | Chevron B17/N.E.R.O. | 997 | White/Red |
| 123 | TO BE NOMINATED | Chevron B17/N.E.R.O. | 997 | Red/White |
| 124 | ANDY SUTCLIFFE | Lotus 59/Driver | 997 | Green/Black |
| 125 | WILSON FITTIPALDI | Lotus/Team Bardahl | 997 | Yellow/Green |
| 126 | CARLOS PACE | Lotus 59/Driver | 997 | Yellow/Green |
| 127 | FRITZ JORDAN | Lotus 59/Driver | 997 | Orange |
| 128 | ALAN McCULLY | Brabham BT28/Driver | 997 | Red |
| 129 | MIKE WATKINS | Lotus 41C/Driver | 997 | Red/White |
| 130 | TONY NEEDHAM | Alexis Mk. 17/Driver | 997 | White/Red |
| RESERVES to be brought forward in the following order: | | | | |
| 131 | DICK BARKER | Brabham BT28.20/Driver | 997 | Yellow/Black |
| 132 | JOHN FINCH | Chevron B15/Driver | 997 | Blue/White |
| 133 | DAVID COLE | Lotus 59/Gomm Metal Developments Ltd | 997 | Red |
| 134 | STEVE MATCHETT | Chevron B15/Driver | 997 | Black |
| 135 | BERT HAWTHORNE | T.U.1/Driver | 997 | Blue |
| 136 | P. J. CARTER | Brabham BT28/Driver | 997 | Red |
| 137 | KEITH JUPP | Brabham BT28/Driver | 997 | Red/White |

1200 (10) 8

LAP SCORE CHART

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
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RESULTS—FORMULA 3 CAR RACE

1st. 126. 2nd. 105. 3rd. 122. 4th. 108. 5th. 120. 6th. 125.

Winner's Time 32.68. Winner's Speed 9 mph

Fastest Lap: Car No. 103 at 100 mph
in 39.4 s.

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B.L.M.C. CHRYSLER FORD LOTUS VAUXHALL B.M.W.

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LAP RECORDS

OULTON PARK

Circuit Length: 2.761 miles

| Class | Driver | cc | Car | Time (m/s) | Speed (mph) |
|-------|--------|----|-----|------------|-------------|
|-------|--------|----|-----|------------|-------------|

| | | | | | |
|------------------------|---------------------|------|----------------------|--------|--------|
| OUTRIGHT RECORD | Jackie Stewart..... | 2993 | Matra-Ford MS80..... | 1:28.6 | 112.19 |
|------------------------|---------------------|------|----------------------|--------|--------|

RACING CARS

| | | | | | |
|------------------------------|-------------------------|------|----------------------------|--------|--------|
| Formula 1..... | Jackie Stewart..... | 2993 | Matra-Ford MS80..... | 1:28.6 | 112.19 |
| Formula 2..... | Jackie Stewart..... | 1594 | Matra-Ford MS7..... | 1:32.8 | 107.11 |
| Formula 3..... | Bev Bond..... | 997 | Brabham-Holbay R68..... | 1:39.2 | 100.20 |
| Formula 5000..... | Peter Gethin..... | 5000 | McLaren-Chev. M10A..... | 1:28.8 | 111.93 |
| Formule Libre..... | Graham Eden..... | 1594 | Chevron-FVA B10/17..... | 1:36.6 | 102.89 |
| Formula Ford..... | Claude Bourgoignie..... | 1598 | Lotus-Ford 51A..... | 1:47.2 | 92.72 |
| Formula Vee..... | Steve Matchett..... | 1300 | Austro Vee..... | 1:59.2 | 83.39 |
| Historic pre-war..... | Martin Morris..... | 1488 | S/c. 1936 E.R.A. R11B..... | 1:59.6 | 83.11 |
| Historic post-war..... | Charles Lucas..... | 2493 | Maserati 250F..... | 1:53.4 | 87.65 |
| Monoposto up to 1000 cc..... | Derrick Colvin..... | 997 | Lotus-Ford 18..... | 1:55.2 | 86.28 |
| Monoposto 1001-1500 cc..... | Jim Yardley..... | 1498 | Beagle Ford..... | 1:48.0 | 92.03 |

SPORTS-RACING CARS

| | | | | | |
|--------------------|-------------------|------|---------------------------|--------|--------|
| Up to 1150 cc..... | Paul Hawkins..... | 1098 | Lotus-Ford 23..... | 1:48.8 | 91.36 |
| Over 1150 cc..... | Denis Hulme..... | 5967 | Lola-Chev. T70 Mk. 2..... | 1:37.4 | 102.05 |
| Formula F100..... | Nick Cole..... | 1293 | Porsche Carrera 6..... | 1:54.2 | 87.04 |
| Historic..... | Neil Corner..... | 3781 | Jaguar D..... | 2:00.6 | 82.42 |

GROUP 6 PROTOTYPES

| | | | | | |
|--------------------|-------------------|------|---------------------------|--------|--------|
| Up to 2000 cc..... | John Miles..... | 1996 | Lotus-Ford 62 LV220..... | 1:39.8 | 99.60 |
| Over 2000 cc..... | Brian Redman..... | 5000 | Lola-Chev. T70 Mk. 3..... | 1:36.2 | 103.54 |

GROUP 5 SPORTS CARS

| | | | | | |
|--------------------|---------------------|------|----------------------------|--------|--------|
| Up to 1150 cc..... | Chris McLaren..... | 997 | Marcos-Ford GT..... | 2:01.2 | 82.01 |
| 1151-1600 cc..... | Jackie Oliver..... | 1594 | Lotus-Ford 47 Europa..... | 1:42.4 | 97.07 |
| 1601-2500 cc..... | Tony Dean..... | 1991 | Porsche Carrera 6..... | 1:41.2 | 98.22 |
| Over 2500 cc..... | Herbert Muller..... | 4991 | Lola-Chev. T70 Mk. 3B..... | 1:34.4 | 105.29 |

SPECIAL GRAND TOURING CARS

| | | | | | |
|--------------------|-------------------------|------|----------------------|--------|-------|
| Up to 1150 cc..... | Grahame Macwilliam..... | 1098 | Mercury-SCA GT..... | 1:51.0 | 89.95 |
| 1151-1600 cc..... | John Bridges..... | 1594 | Chevron-Ford B8..... | 1:40.8 | 98.61 |
| 1601-2500 cc..... | Brian Martin..... | 1991 | Martin-BMW B7..... | 1:41.2 | 98.22 |
| Over 2500 cc..... | Willie Green..... | 4727 | Ford GT40..... | 1:42.0 | 97.45 |

MODIFIED SPORTS CARS

| | | | | | |
|--------------------|--------------------|------|-------------------------|--------|-------|
| Up to 1150 cc..... | Richard Lloyd..... | 1147 | Triumph Spitfire..... | 1:56.2 | 85.54 |
| 1151-2000 cc..... | John Sabourin..... | 1595 | Lotus Elan S4..... | 1:52.0 | 88.75 |
| 2001-3000 cc..... | John Chatham..... | 2912 | Austin-Healey 3000..... | 1:56.2 | 85.54 |
| Over 3000 cc..... | Mike Franey..... | 3781 | Jaguar E..... | 1:48.6 | 91.52 |

CLUBMAN'S SPORTS CARS

| | | | | | |
|--------------------|-------------------|------|--------------------------|--------|-------|
| Up to 1000 cc..... | Derek Walker..... | 997 | Ladybird-Ford Mk. 7..... | 1:54.0 | 87.19 |
| 1001-1600 cc..... | Tim Goss..... | 1600 | Lotus-Ford 7X..... | 1:45.6 | 94.13 |
| Formula 750..... | Jim Yardley..... | 747 | Complexity-Austin..... | 2:11.6 | 75.53 |
| Formula 1200..... | John Bishop..... | 1198 | Dison-Ford 64..... | 1:58.6 | 84.09 |

GROUP 2 SALOON CARS

| | | | | | |
|--------------------|-----------------------|------|-------------------------|--------|-------|
| Up to 1000 cc..... | Leslie Nash..... | 997 | Ford Anglia..... | 1:57.6 | 84.52 |
| 1001-1300 cc..... | Chris Craft..... | 1298 | Ford Escort GT..... | 1:54.4 | 86.88 |
| | John Fitzpatrick..... | 1298 | Ford Escort GT..... | 1:54.4 | 86.88 |
| 1301-2000 cc..... | Frank Gardner..... | 1594 | Ford Escort t/c..... | 1:50.6 | 89.87 |
| Over 2000 cc..... | Frank Gardner..... | 4986 | Ford Falcon Sprint..... | 1:47.4 | 92.55 |

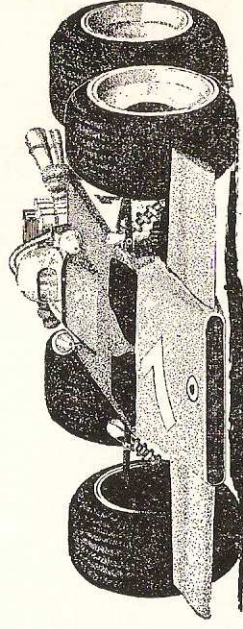
SPECIAL SALOON CARS

| | | | | | |
|-------------------|-----------------------|------|--------------------|--------|-------|
| Up to 850 cc..... | Ginger Marshall..... | 848 | BLMC Mini..... | 2:02.0 | 81.47 |
| 851-1000 cc..... | John Chappel..... | 999 | Mini-Cooper S..... | 1:56.0 | 85.69 |
| 1001-1300 cc..... | Harry Ratcliffe..... | 1293 | Mini-Cooper S..... | 1:52.6 | 88.27 |
| Over 1300 cc..... | George Whitehead..... | 1860 | Ford Anglia..... | 1:51.6 | 89.06 |

2nd Part

GUARDS INTERNATIONAL GOLD CUP RACE

for FORMULA 1 and FORMULA 5000 CARS



| No. | Driver | Car and Entrant | c.c. | Colour |
|--------------------------|-------------------|--|------|----------------------|
| FORMULA 1 CARS | | | | |
| 1 | JACKIE STEWART | March Ford/Ken Tyrrell Racing Organisation | 2993 | Red/White/Gold |
| 2 | JOCHEN RINDT | Lotus Ford/Gold Leaf Team Lotus | 2993 | Dark Blue |
| 3 | GRAHAM HILL | Lotus 49C/Brooke-Bond Oxo Racing | 2998 | Red |
| 4 | JOHN SURTEES | Surtees T.S.7/Team Surtees Ltd. | 3000 | White/Black/Tan/Gold |
| 5 | JACKIE OLIVER | B.R.M. 153/British Racing Motors | 2998 | Orange |
| 6 | ANDREA DE ADAMICH | McLaren Alfa Romeo/Bruce McLaren Motor Racing Ltd. | 2990 | Red |
| 7 | TIM SCHENKEN | Tomaso/Frank Williams Racing Cars Ltd. | 3000 | Yellow |
| FORMULA 5000 CARS | | | | |
| 9 | WILLIAM FORBES | Lola T142/Driver | 5000 | White |
| 11 | ROY PIKE | Leda Type 20/Malaya Garage Racing Division | 4994 | White |

| | | | | |
|----|------------------|--|------|--------------|
| 12 | HOWDEN GANLEY | McLaren M10B/Howden Ganley Racing Ltd. | 4996 | Green/Silver |
| 16 | "IPPOCASTANO" | Cooper-Traco-Chevrolet/P. J. Hawtin | 5000 | Green |
| 21 | DAVID PROPHET | McLaren/Driver | 5000 | Blue/White |
| 23 | JOHN MYERSCOUGH | Brabham BT11/19/John T. Butterworth | 4500 | Blue/Gold |
| 30 | FRANK GARDNER | Lola T.190/Motor Racing Research Ltd. | 4949 | Yellow |
| 31 | LINGARD GOULDING | Beattie P1100/B + 1 Motorway | 5000 | Silver/Black |
| 41 | TO BE NOMINATED | McLaren M10B/Sid Taylor | 5000 | White/Green |
| 42 | GRAHAM McRAE | McLaren M10B/Driver | 4992 | Black/Gold |
| 43 | MIKE HAILWOOD | Lola T.190/Epstein-Cuthbert Team Lola) | 4993 | Yellow |
| 44 | MIKE WALKER | McLaren M10B/Alan McKechnie Racing | 5000 | Green |
| 45 | JOCK RUSSELL | Lotus 70/Driver | 5000 | Blue/White |
| 63 | RAY CALCUTT | Lola T.142/Alan Fraser | 5000 | Blue/White |
| 66 | FRED SAUNDERS | Crossle 15F/Mermaid Racing | 5000 | Blue |
| 70 | ALAN ROLLINSON | Surtees T.S.5A/Driver | 5000 | Red |
| 77 | TREVOR TAYLOR | Lola T.190/Doug. Hardwick | 5000 | Red/Yellow |
| 78 | DAVEY POWELL | Lola T.142/Doug. Hardwick | 5000 | Red/Yellow |
| 88 | CHRIS SUMMERS | Lola T.142/Driver | 5000 | White |
| 98 | ROBERT MILLER | Dulon LD8/Driver | 4700 | Green |

RESERVES to be brought forward in the following order:

| | | | | |
|----|------------------|--------------------------------|------|-------------|
| 47 | TONY LANFRANCHI | Lola T.190/Ulf Norinder Racing | 4991 | Blue/Yellow |
| 48 | ROBIN DARLINGTON | McLaren M10A/Driver | 4981 | Maroon |
| 10 | KAYE GRIFFITHS | Lola T.142/Ulf Norinder Racing | 5000 | Yellow/Blue |
| 49 | DAVID BERRY | Brabham BT21B/Driver | 4500 | Yellow/Blue |

LAP SCORE CHART

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

1870-1970
1870-1970
1870-1970

A Century of Service

Detachments of the Cheshire Branch of the Society are on First Aid Duty at this meeting as usual. This is just ONE of the many voluntary activities carried out in this county.

The Red Cross is helping people. Will you help us by buying a flag today?

THANK YOU.

*The perfect
lover*



The oil with protective instincts.

Castrol GTX. The Engine Protector.

For a free lubrication chart or information sheet on your car, write to: Dept. MCM, Castrol Ltd, High Rd., Cowley, Nr. Uxbridge, Middlesex.

EVENT 4

START 5.15 p.m.

19 LAP (52 MILES) SCRATCH RACE FOR
Saloon Cars

| No. | Driver | Car and Entrant | c.c. | Colour |
|---|------------------|--|------|-----------------|
| Class A—over 2,000 c.c. | | | | |
| 151 | BRIAN MUIR | Chevrolet Camaro/Wiggins Teape Ltd. | 4956 | Blue |
| * 152 | MARTIN BIRrane | Ford Mustang/Driver | 6895 | Yellow/Black |
| 153 | FRANK GARDNER | Ford Boss 302 Mustang/Motor Racing Research Ltd. | 4995 | Red/Black/White |
| * 154 | ROY PIERPOINT | Chevrolet Camaro/W. J. Shaw | 4956 | Red/Yellow |
| 155 | DENNIS LEECH | Ford Boss 302 Mustang/Driver | 4955 | Blue/Red |
| 156 | MARTIN THOMAS | Ford Mustang/Ovaltine | 4995 | White/Orange |
| Class B—1,301 c.c. to 2,000 c.c. | | | | |
| 157 | CHRIS CRAFT | Ford Escort T/C/Team Broadspeed Ltd. | 1594 | Red/Silver |
| 158 | GERRY MARSHALL | Vauxhall Viva GT/Shaw & Kilburn Ltd. | 1994 | White |
| 159 | JOHN HINE | Ford Escort T/C/Duncan Hamilton Racing | 1598 | Green |
| 160 | D. J. GARRETT | Ford Escort T/C/Team Diamond | 1600 | Red/White |
| 161 | WILLY KAY | Ford Escort T/C/Driver | 1596 | Red |
| 162 | ROD MANSFIELD | Ford Escort T/C/Team Diamond | 1600 | Red/White |
| 163 | MIKE CRABTREE | Ford Escort T/C/John Willment Group Ford Main Dealers | 1594 | White/Red |
| 164 | GEORGE WHITEHEAD | Ford Escort T/C/Cars & Car Conversions Racing | 1594 | Red/White |
| 165 | MATTI KEMILAINEN | Ford Escort T/C/Ford Mobil Team | 1558 | Blue/White |
| 166 | KALLE LAMMINEN | Ford Escort T/C/Ford Mobil Team | 1558 | Red |
| 167 | MIKE DAVIES | Vauxhall Viva GT/Driver | 1975 | Blue/Black |
| 168 | KEN COFFEY | Ford Escort T/C/Driver | 1594 | White |
| Class C—1,001 c.c. to 1,300 c.c. | | | | |
| T 169 | TERRY HARMER | Morris Cooper 'S'/D. J. Bond | 1293 | Blue/White |
| 170 | JOHN FITZPATRICK | Ford 1300 GT/Team Broadspeed Ltd. | 1293 | Red/Silver |
| 171 | GORDON SPICE | Morris Cooper 'S'/Equipe Arden | 1293 | Blue/Silver |
| 172 | R. J. FOX | Austin Cooper 'S'/Driver | 1275 | Green/Orange |
| 173 | DAVID MATTHEWS | Ford Escort GT/Melton Racing | 1297 | Green/Yellow |
| 174 | VINCE WOODMAN | Ford Escort GT/V.M.W. Motors (Racing Division) | 1297 | White/Blue |
| 175 | IAN BAX | BLMC Cooper 'S'/Peter Vickers | 1293 | Beige/Sable |
| 176 | CHRIS MONTAGUE | Morris Cooper 'S'/Chris Montague Carburettor Co. | 1293 | White |
| Class D—up to 1,000 c.c. | | | | |
| 177 | W. McGOVERN | Sunbeam Imp/George Bevan | 998 | Blue |
| 178 | MIKE FREEMAN | Hillman Imp/A.M. Graphics | 998 | Blue |
| * 179 | R. HARGRAVE | Sunbeam Sport/Jean Mop Boutiques | 998 | Green/White |
| 180 | TO BE NOMINATED | Sunbeam Imp/J. Nightingale | 998 | White |
| RESERVES to be brought forward in the following order: | | | | |
| * 181 | DAVID BUCKETT | Austin Cooper 'S'/Driver | 1275 | Grey/White |
| 182 | GRAHAM BIRRELL | Ford Escort/Wyllies of Glasgow | 1600 | Blue/White |
| 183 | TERRY WATTS | Singer Chamois Sport/Norman & Birch (Hanley) Racing | 998 | Green |
| * 184 | JOHN BLOOMFIELD | Ford Escort T/C/Driver | 1594 | White/Blue |
| * 185 | W. N. A. DRYDEN | Vauxhall Viva GT/S.M.T. | 1994 | White/Red |
| * 186 | TONY ALGIERI | Ford Escort T/C/Driver | 1598 | Red/White/Green |

LAP SCORE CHART

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|
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RESULTS—SALOON CAR RACE

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

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

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

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

a new race of disc brake pads

Five years went into the development of Ferodo Formula Two-Four. Their manufacture calls for materials, processes and quality control procedures that surpass anything before. The result is disc brake pads that have no equal.



But whether you prefer 2, 3 or 4 wheels, Ferodo brake linings and disc brake pads are race and rally proved for your safety.

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 Ferodo Formula Two-Four**

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—big or small**

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OULTON PARK '70

MOTOR CAR RACES

SATURDAY, 29th AUGUST

B.R.S.C.C. CHAMPIONSHIP CAR RACES

SATURDAY, 19th SEPTEMBER,

B.A.R.C. GUARDS OULTON 5000 NATIONAL CAR RACES
sponsored by the DAILY EXPRESS—races for Formula 5000,
Formula 3 and G.T. cars

SATURDAY, 26th SEPTEMBER

B.R.S.C.C. CHAMPIONSHIP CAR RACES

SATURDAY, 17th OCTOBER

B.A.R.C. CHAMPIONSHIP CAR RACES

MOTOR CYCLE RACES

MONDAY, 31st AUGUST

A.C.U. INTERNATIONAL TROPHY MEETING

sponsored by the DAILY EXPRESS—races for all classes of
Solo and Sidecar machines

Full details on all meetings available from—
Cheshire Car Circuit Ltd., Oulton Park, Little Budworth Tarporley,
Cheshire



Mid-Cheshire Motor Racing Club

THE CLUB BEHIND TODAY'S MEETING

The Mid-Cheshire Motor Racing Club, which is the only amateur club to hold a permit for an International Race Meeting, organises yet another Gold Cup Meeting at Oulton Park today, the first having been held in August, 1954, when Stirling Moss won the Gold Cup, driving a Maserati 250F.

The Oulton Park circuit originated when, soon after its foundation, the Club was looking for a suitable venue for a sprint, and discovered that the perimeter roads of the American Army camp at Oulton would form a suitable basis, not only for a sprint course, but also for a full International Racing Circuit.

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

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

To—The Hon. Secretary, M.C.M.R.C.—A. S. Atkinson,
12 Crewe Road, Shavington, Near Crewe, Cheshire.

Please send me details of membership and form of Application for Membership of the M.C.M.R.C.

NAME.....
(BLOCK LETTERS PLEASE)

ADDRESS.....

OULTON PARK SPEED TABLE

1 lap = 2.761 miles

| Lap Time | Speed | Lap Time | Speed | Lap Time | Speed | Lap Time | Speed |
|----------|--------|----------|--------|----------|--------|----------|--------|
| M.S. | m.p.h. | M.S. | m.p.h. | M.S. | m.p.h. | M.S. | m.p.h. |
| 1 25 | 116.93 | 1 34 | 105.74 | 1 43 | 96.50 | 1 52 | 88.75 |
| .2 | 116.66 | .2 | 105.52 | .2 | 96.31 | .2 | 88.59 |
| .4 | 116.39 | .4 | 105.29 | .4 | 96.13 | .4 | 88.43 |
| .6 | 116.12 | .6 | 105.07 | .6 | 95.94 | .6 | 88.27 |
| .8 | 115.85 | .8 | 104.85 | .8 | 95.76 | .8 | 88.12 |
| 1 26 | 115.58 | 1 35 | 104.63 | 1 44 | 95.57 | 1 53 | 87.96 |
| .2 | 115.31 | .2 | 104.41 | .2 | 95.39 | .2 | 87.80 |
| .4 | 115.04 | .4 | 104.19 | .4 | 95.21 | .4 | 87.65 |
| .6 | 114.78 | .6 | 103.97 | .6 | 95.02 | .6 | 87.50 |
| .8 | 114.51 | .8 | 103.75 | .8 | 94.84 | .8 | 87.34 |
| 1 27 | 114.25 | 1 36 | 103.54 | 1 45 | 94.66 | 1 54 | 87.19 |
| .2 | 113.99 | .2 | 103.32 | .2 | 94.48 | .2 | 87.04 |
| .4 | 113.73 | .4 | 103.11 | .4 | 94.30 | .4 | 86.88 |
| .6 | 113.47 | .6 | 102.89 | .6 | 94.13 | .6 | 86.73 |
| .8 | 113.21 | .8 | 102.68 | .8 | 93.95 | .8 | 86.58 |
| 1 28 | 112.95 | 1 37 | 102.47 | 1 46 | 93.77 | 1 55 | 86.43 |
| .2 | 112.69 | .2 | 102.26 | .2 | 93.59 | .2 | 86.28 |
| .4 | 112.44 | .4 | 102.05 | .4 | 93.42 | .4 | 86.13 |
| .6 | 112.19 | .6 | 101.84 | .6 | 93.24 | .6 | 85.98 |
| .8 | 111.93 | .8 | 101.63 | .8 | 93.06 | .8 | 85.83 |
| 1 29 | 111.68 | 1 38 | 101.42 | 1 47 | 92.89 | 1 56 | 85.69 |
| .2 | 111.43 | .2 | 101.22 | .2 | 92.72 | .2 | 85.54 |
| .4 | 111.18 | .4 | 101.01 | .4 | 92.55 | .4 | 85.39 |
| .6 | 110.93 | .6 | 100.81 | .6 | 92.38 | .6 | 85.25 |
| .8 | 110.69 | .8 | 100.60 | .8 | 92.20 | .8 | 85.10 |
| 1 30 | 110.44 | 1 39 | 100.40 | 1 48 | 92.03 | 1 57 | 84.95 |
| .2 | 110.20 | .2 | 100.20 | .2 | 91.86 | .2 | 84.81 |
| .4 | 109.95 | .4 | 100.00 | .4 | 91.69 | .4 | 84.66 |
| .6 | 109.71 | .6 | 99.80 | .6 | 91.52 | .6 | 84.52 |
| .8 | 109.47 | .8 | 99.60 | .8 | 91.36 | .8 | 84.38 |
| 1 31 | 109.23 | 1 40 | 99.40 | 1 49 | 91.19 | 1 58 | 84.23 |
| .2 | 108.99 | .2 | 99.20 | .2 | 91.02 | .2 | 84.09 |
| .4 | 108.75 | .4 | 99.00 | .4 | 90.86 | .4 | 83.95 |
| .6 | 108.51 | .6 | 98.80 | .6 | 90.69 | .6 | 83.81 |
| .8 | 108.27 | .8 | 98.61 | .8 | 90.52 | .8 | 83.67 |
| 1 32 | 108.04 | 1 41 | 98.41 | 1 50 | 90.36 | 1 59 | 83.53 |
| .2 | 107.80 | .2 | 98.22 | .2 | 90.20 | .2 | 83.39 |
| .4 | 107.57 | .4 | 98.02 | .4 | 90.03 | .4 | 83.25 |
| .6 | 107.34 | .6 | 97.83 | .6 | 89.87 | .6 | 83.11 |
| .8 | 107.11 | .8 | 97.64 | .8 | 89.71 | .8 | 82.97 |
| 1 33 | 106.88 | 1 42 | 97.45 | 1 51 | 89.55 | 2 00 | 82.83 |
| .2 | 106.65 | .2 | 97.26 | .2 | 89.38 | .2 | 82.69 |
| .4 | 106.42 | .4 | 97.07 | .4 | 89.22 | .4 | 82.55 |
| .6 | 106.19 | .6 | 96.88 | .6 | 89.06 | .6 | 82.42 |
| .8 | 105.96 | .8 | 96.69 | .8 | 88.91 | .8 | 82.28 |

OULTON PARK SPEED TABLE—continued

| Lap Time | Speed | Lap Time | Speed | Lap Time | Speed | Lap Time | Speed |
|----------|--------|----------|--------|----------|--------|----------|--------|
| M.S. | m.p.h. | M.S. | m.p.h. | M.S. | m.p.h. | M.S. | m.p.h. |
| 2 01 | 82.15 | 2 10 | 76.46 | 2 19 | 71.51 | 2 28 | 67.16 |
| .2 | 82.01 | .2 | 76.34 | .2 | 71.41 | .2 | 67.07 |
| .4 | 81.87 | .4 | 76.22 | .4 | 71.30 | .4 | 66.98 |
| .6 | 81.74 | .6 | 76.11 | .6 | 71.20 | .6 | 66.89 |
| .8 | 81.61 | .8 | 75.99 | .8 | 71.10 | .8 | 66.80 |
| 2 02 | 81.47 | 2 11 | 75.88 | 2 20 | 71.00 | 2 29 | 66.71 |
| .2 | 81.34 | .2 | 75.76 | .2 | 70.90 | .2 | 66.62 |
| .4 | 81.21 | .4 | 75.64 | .4 | 70.79 | .4 | 66.53 |
| .6 | 81.07 | .6 | 75.53 | .6 | 70.69 | .6 | 66.44 |
| .8 | 80.94 | .8 | 75.41 | .8 | 70.59 | .8 | 66.35 |
| 2 03 | 80.81 | 2 12 | 75.30 | 2 21 | 70.49 | 2 30 | 66.26 |
| .2 | 80.68 | .2 | 75.19 | .2 | 70.39 | .2 | 66.18 |
| .4 | 80.55 | .4 | 75.07 | .4 | 70.29 | .4 | 66.09 |
| .6 | 80.42 | .6 | 74.96 | .6 | 70.19 | .6 | 66.00 |
| .8 | 80.29 | .8 | 74.85 | .8 | 70.10 | .8 | 65.91 |
| 2 04 | 80.16 | 2 13 | 74.73 | 2 22 | 70.00 | 2 31 | 65.83 |
| .2 | 80.03 | .2 | 74.62 | .2 | 69.90 | .2 | 65.74 |
| .4 | 79.90 | .4 | 74.51 | .4 | 69.80 | .4 | 65.65 |
| .6 | 79.77 | .6 | 74.40 | .6 | 69.70 | .6 | 65.56 |
| .8 | 79.64 | .8 | 74.29 | .8 | 69.61 | .8 | 65.48 |
| 2 05 | 79.52 | 2 14 | 74.18 | 2 23 | 69.51 | 2 32 | 65.39 |
| .2 | 79.39 | .2 | 74.07 | .2 | 69.41 | .2 | 65.31 |
| .4 | 79.26 | .4 | 73.96 | .4 | 69.31 | .4 | 65.22 |
| .6 | 79.14 | .6 | 73.85 | .6 | 69.22 | .6 | 65.13 |
| .8 | 79.01 | .8 | 73.73 | .8 | 69.12 | .8 | 65.05 |
| 2 06 | 78.89 | 2 15 | 73.63 | 2 24 | 69.03 | 2 33 | 64.96 |
| .2 | 78.76 | .2 | 73.52 | .2 | 68.93 | .2 | 64.88 |
| .4 | 78.64 | .4 | 73.41 | .4 | 68.83 | .4 | 64.80 |
| .6 | 78.51 | .6 | 73.30 | .6 | 68.74 | .6 | 64.71 |
| .8 | 78.39 | .8 | 73.19 | .8 | 68.64 | .8 | 64.63 |
| 2 07 | 78.26 | 2 16 | 73.09 | 2 25 | 68.55 | 2 34 | 64.54 |
| .2 | 78.14 | .2 | 72.98 | .2 | 68.45 | .2 | 64.46 |
| .4 | 78.02 | .4 | 72.87 | .4 | 68.36 | .4 | 64.38 |
| .6 | 77.90 | .6 | 72.76 | .6 | 68.27 | .6 | 64.29 |
| .8 | 77.77 | .8 | 72.66 | .8 | 68.17 | .8 | 64.21 |
| 2 08 | 77.65 | 2 17 | 72.55 | 2 26 | 68.08 | 2 35 | 64.13 |
| .2 | 77.53 | .2 | 72.45 | .2 | 67.99 | .2 | 64.04 |
| .4 | 77.41 | .4 | 72.34 | .4 | 67.89 | .4 | 63.96 |
| .6 | 77.29 | .6 | 72.24 | .6 | 67.80 | .6 | 63.88 |
| .8 | 77.17 | .8 | 72.13 | .8 | 67.71 | .8 | 63.80 |
| 2 09 | 77.05 | 2 18 | 72.03 | 2 27 | 67.62 | 2 36 | 63.72 |
| .2 | 76.93 | .2 | 71.92 | .2 | 67.52 | .2 | 63.63 |
| .4 | 76.81 | .4 | 71.82 | .4 | 67.43 | .4 | 63.55 |
| .6 | 76.69 | .6 | 71.71 | .6 | 67.34 | .6 | 63.47 |
| .8 | 76.58 | .8 | 71.61 | .8 | 67.25 | .8 | 63.39 |

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It won't be a 'straight swop', of course – we'll want a little money too. But you will be getting a guaran-

teed unit, ready to fit perfectly and work perfectly, plus a promise of thousands more miles of reliable motoring.

So (as with all the swops you made at school) you'll be getting the best of the bargain.

Won'cha?



Guaranteed for 12 months and obtainable from any garage in the British Isles.