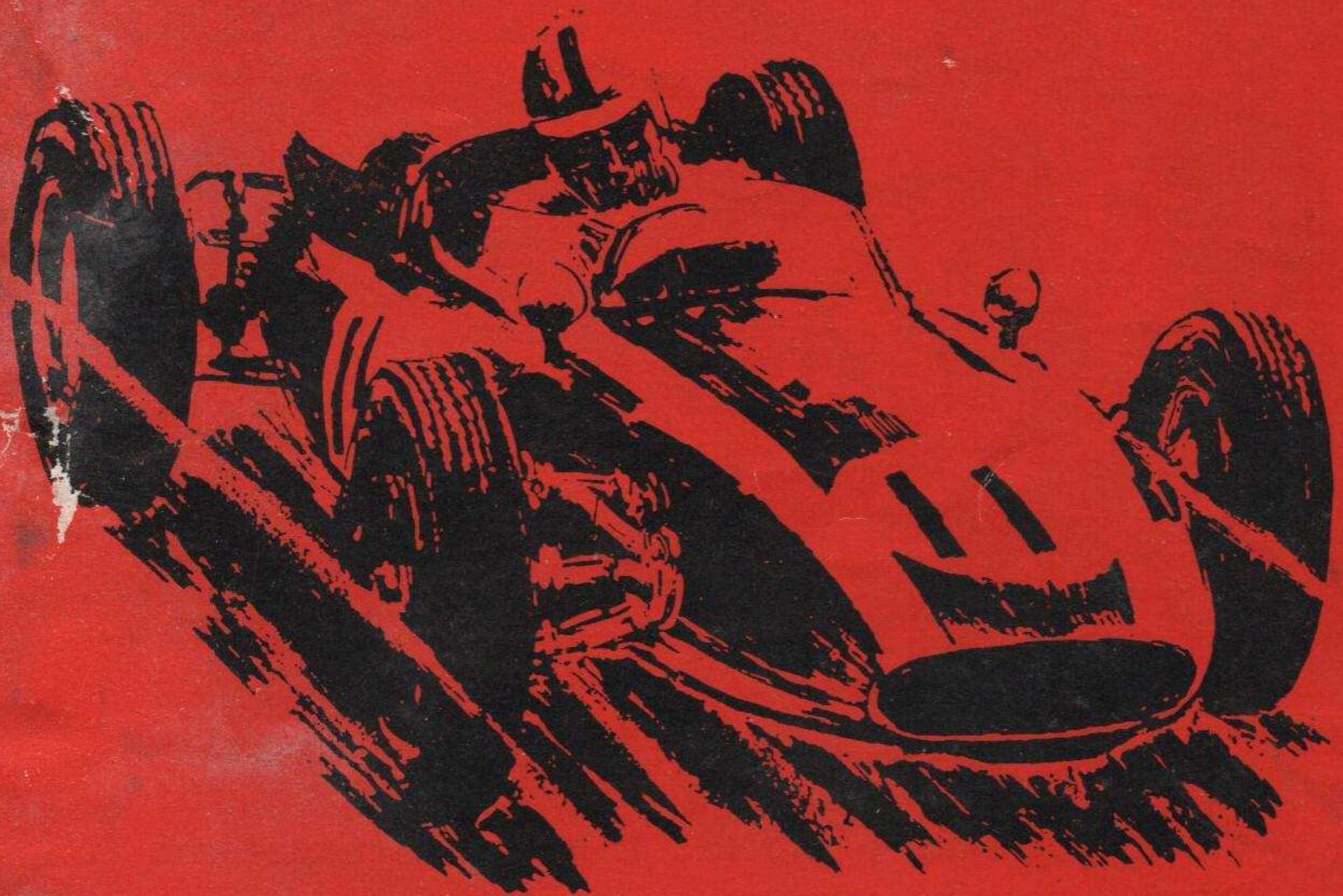


AINTREE INTERNATIONAL '200'

SATURDAY 28 APRIL 1962



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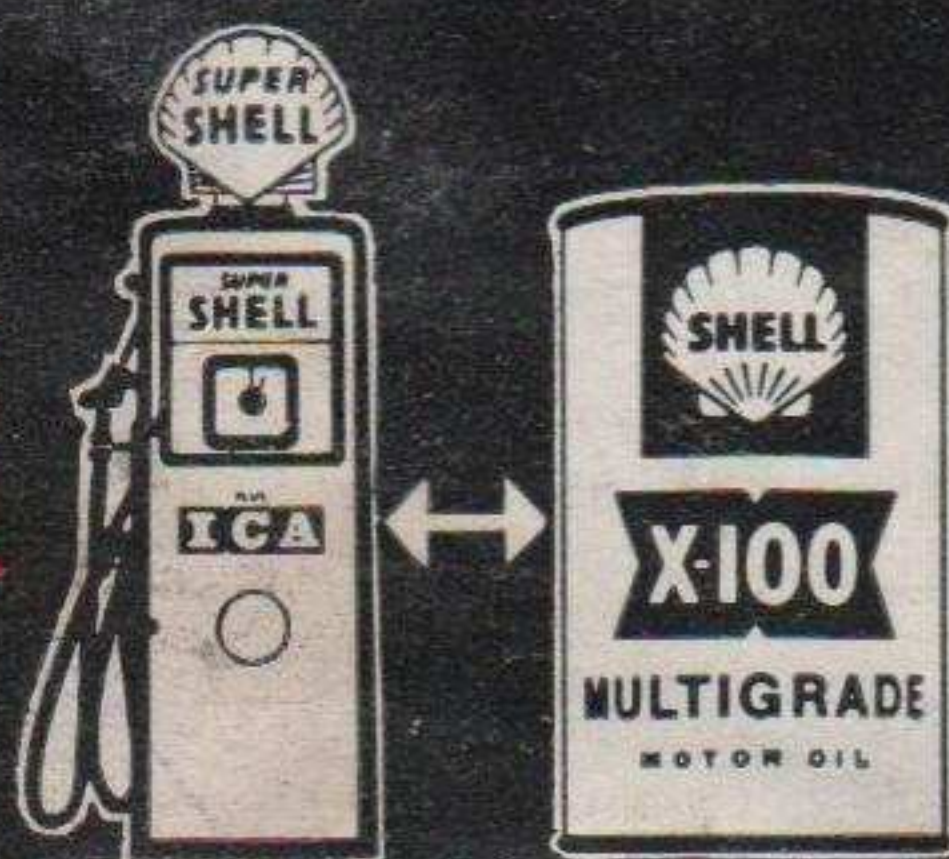
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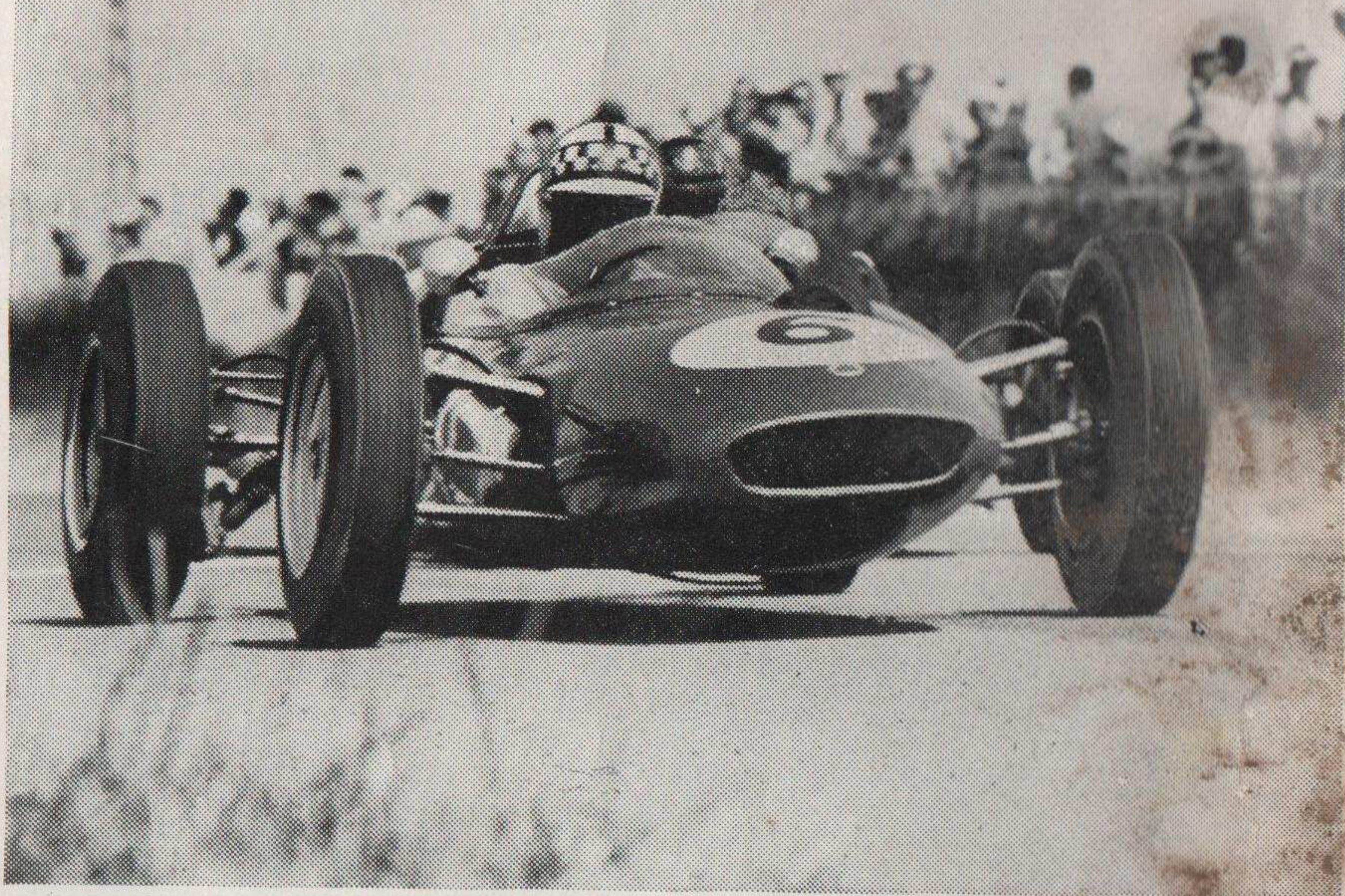
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AINTREE

International "200" Meeting

SATURDAY, 28th APRIL, 1962

PROGRAMME

- 11.00 a.m. Sports Car Race—17 Laps
12.10 p.m. Formula Junior Race—17 Laps

LUNCH INTERVAL

During which there will be a parade of Vintage cars (see page 39) and the Regimental Band of 102 (Cheshire) Transport Column R.A.S.C. (T.A.) The band will also play during the interval between the saloon car race and the Aintree "200".

- 2.15 p.m. Saloon Car Race—10 Laps
3.30 p.m. Aintree International "200"—50 Laps

PROMOTED BY THE AINTREE AUTOMOBILE RACING CO., LTD.

Racing organised by
BRITISH AUTOMOBILE RACING CLUB

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NOTICES-IMPORTANT

ORGANISERS OF THE MEETING

Aintree Automobile Racing Company
Liverpool 9.

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

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All enquiries regarding admission arrangements, advance bookings for future meetings and lost property should be sent to the Aintree Automobile Racing Company.

MOTOR RACING IS DANGEROUS

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

DOGS

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

PORTABLE STANDS PROHIBITED

The organizers emphasize that spectators with improvised or portable "stands" may be refused admission.

The Aintree Circuit, with large enclosures along practically its entire length, offers adequate views of the racing and spectators who bring improvised "stands" interfere with the comfort of others.

Spectators occupying grandstand seats must remain seated during racing.

MESSAGES

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

ANTI-LITTER

Please help to keep Aintree tidy.

* * *

PROGRAMME

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

* * *

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

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

* * *

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

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

Book Your Luncheon Table Early on arrival at the Circuit

County Stand	MAIN DINING ROOM.
Tatts	BALCONY ROOM.
Aintree	MAIN LUNCH ROOM.

Menu 11/-

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TATTS SPACE BAR.	WATERWAY CORNER.
AINTREE BAR.	PICNIC LOOP.
CENTRAL MID BAR.	CANAL STAND.
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Aintree

Patrons may like to know the following details—

County Stand Enclosure. This Badge entitles you to enter any or all Enclosures. The Public Telephone is situated by Entrance to Lawn Paddock from County Stand. The Hospital is situated in the Drive Entrance. The St. John First Aid Centre is situated in No. 5 Red Car Park (off Melling Road). The Racecourse Police Station is situated behind the Stands facing the Car Parks. The Enquiry Office is situated by the Main Paddock Gate (Lawn).

The Promenade Enclosure embraces both Tatts and Aintree Stands. There are excellent Refreshment Bars on first and ground floors in the former and three large ones under the Stands in the latter.

Four (Ladies) Toilets, one situated behind Tatts Stand and one by corner of Parade Ring (Lawn Paddock), both having Cloakrooms attached. The others are behind Aintree Stand, one being at the far end. Five (Gentlemen) Toilets, one situated under Tatts Stand and one near Parade Ring. One behind Aintree Stand and two at the far end of Aintree Stand, one with Cloakroom attached.

The Public Telephones are behind Tatts Stand (near Tatts Corner) and behind Aintree Stand.

Enquiry Office is situated on corner near Lawn Paddock Entrance Gate.

Central Car Park Enclosure. This embraces the Competitors Paddock and enables Patrons to cross to and from Promenade Enclosures to their cars via the Subway. Toilets are available in this Car Park.

The West Enclosure. Has a graded raised standing portion, also stands to accommodate several thousands, at the back of which will be found Refreshment Bars, Toilet Rooms (Ladies), also (Gents). Toilet Rooms will also be found near the Entrance.

Transfer Turnstile (to Promenade Enclosure) is situated near the Semaphore.

Steeplechase Enclosure. Runs right round the Track (embracing Picnic Loop) from Anchor Bridge to Melling Crossing, with a Natural Grand Stand accommodating many thousands by the Railway Straight. This has a Refreshment Bar at one end on top of the Bank and various Kiosks elsewhere. Toilet amenities for both Ladies and Gentlemen are also situated at each end of the Bank, one next to Entrance Gates and the other behind Number Board. Further amenities are to be found at Canal Turn where the Stand has Refreshment Bars and Toilets both inside its own Enclosure and around the back of its Building. Crossing towards Anchor Bridge, toilet arrangements will be found at either end of this side of the Course, while a large Refreshment Bar is situated about midway. Near here Patrons may cross the Horse Racecourse and enter the loop enabling them to see both Cottage and Country Corners. Transfer Office (to Promenade Enclosure if available) is next to the Entrance Gate by Big Embankment.



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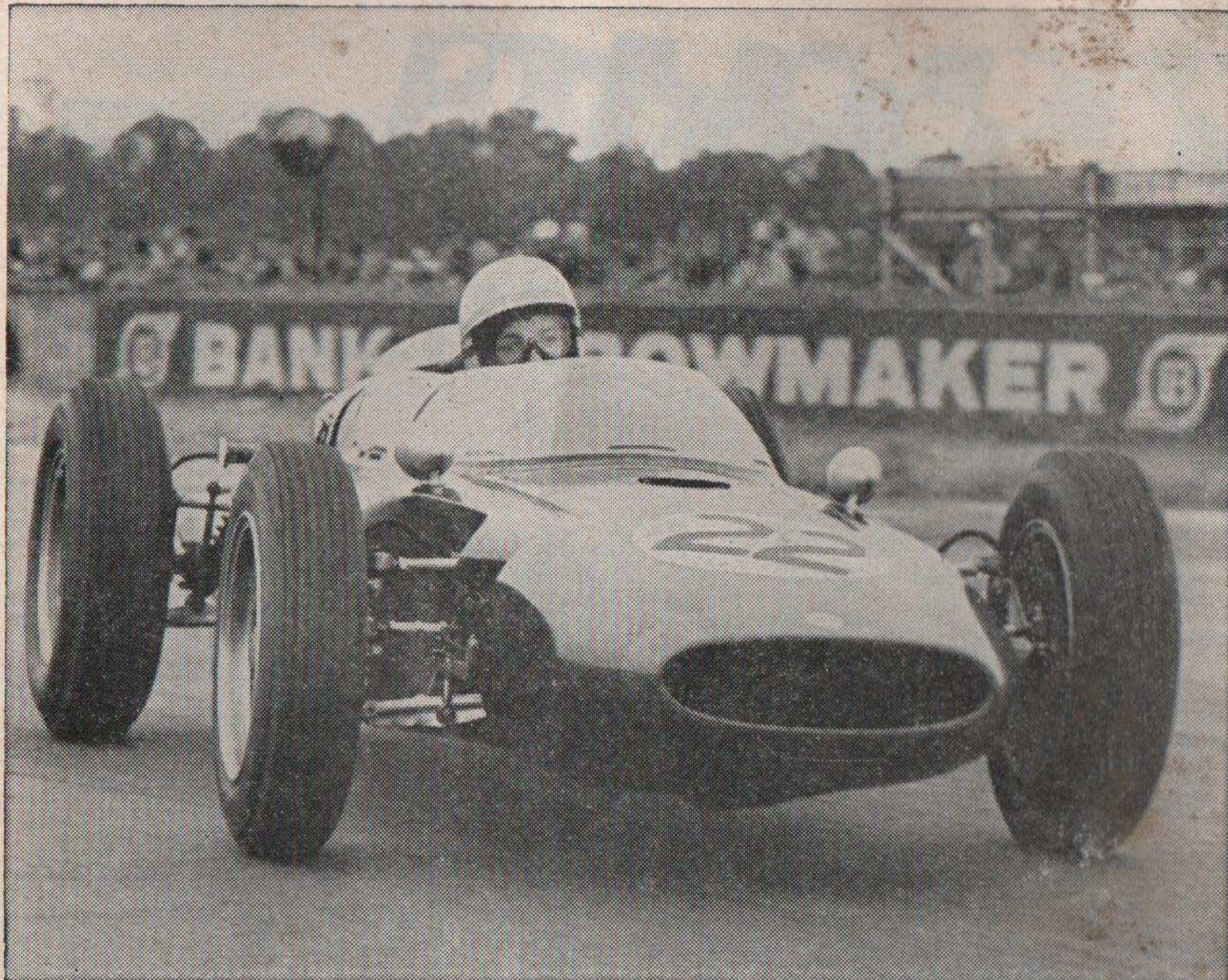
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Some Reflections on

THE AINTREE "200"

By Ian Gordon

ALTHOUGH the "200" has been firmly established as a major test of motor racing speed and endurance at Aintree over the last seven years, its roots and rightful claims to being a classic event on the international calendar go back more than 40 years. The three-mile Liverpool circuit is its second distinguished home, for in pre-war days the race belonged to Brooklands.

The "200" was inaugurated in 1921 by the Junior Car Club (now the British Automobile Racing Club) as a spectacular Saturday afternoon's sport. The entries were required to be pure racing cars stripped of every semblance to road vehicles, and with streamlined bodies concealing their 1,500 c.c. engines and blatant outside exhaust pipes that gave full-throat to the strident noise of their power. The medium distance of 200 miles was selected with great deliberation: sufficient to be an exacting test of the stamina of these cars and their drivers, yet too short to allow a potential winner to make any lengthy call at his pit for repairs, change of wheels or refuelling.

In the 'Twenties and 'Thirties every great driver of these two exciting decades attempted to add the Brooklands "200" to his list of laurels, and this history has repeated itself in recent years in the battle for the Aintree "200".

The first Aintree "200" was in May, 1954, and a greatly different race to that being staged today. It was, in fact, the opening meeting of the new Liverpool circuit with its severely testing roadway set round the world famous Grand National Steeplechase course. Entries were accepted under the *Formula Libre*, a wide open classification of all current racing machines no matter what their engine power, and they competed in two 51-mile heats with the highest placed finishers going forward to a 105-mile final. The other great difference from today was that the race was a "left-hander", the cars moving off the grid in front of the stands in an anti-clockwise direction through Tatts Corner and Melling Crossing before racing up the Railway Straight.



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It is of interest to have a quick look at the 1954 field. The first heat was won by Reg Parnell, now a little more rotund but race-wise as ever in his job as manager to the Bowmaker-Yeoman Racing Team. Parnell, who had raced in the old Brooklands "200", was perched up behind the wheel of a Grand Prix Ferrari and led Peter Collins (Thin Wall Special) and Stirling Moss (Maserati) over the line. Ron Flockhart, so tragically killed in an air crash in Australia earlier this month, won the second leg in a B.R.M. ahead of Roy Salvadori (Maserati) and Bob Gerard (Cooper Bristol). In the final, Moss made his first claim to being "the Master of Aintree" by beating Parnell and Flockhart at an average race speed of 77.70 m.p.h.

Moss took the "200" title again in 1956 (his average race speed in the Maserati being 84.24 m.p.h.) and made it three in a row in a Cooper Climax (average race speed 85.66 m.p.h.) in 1958.

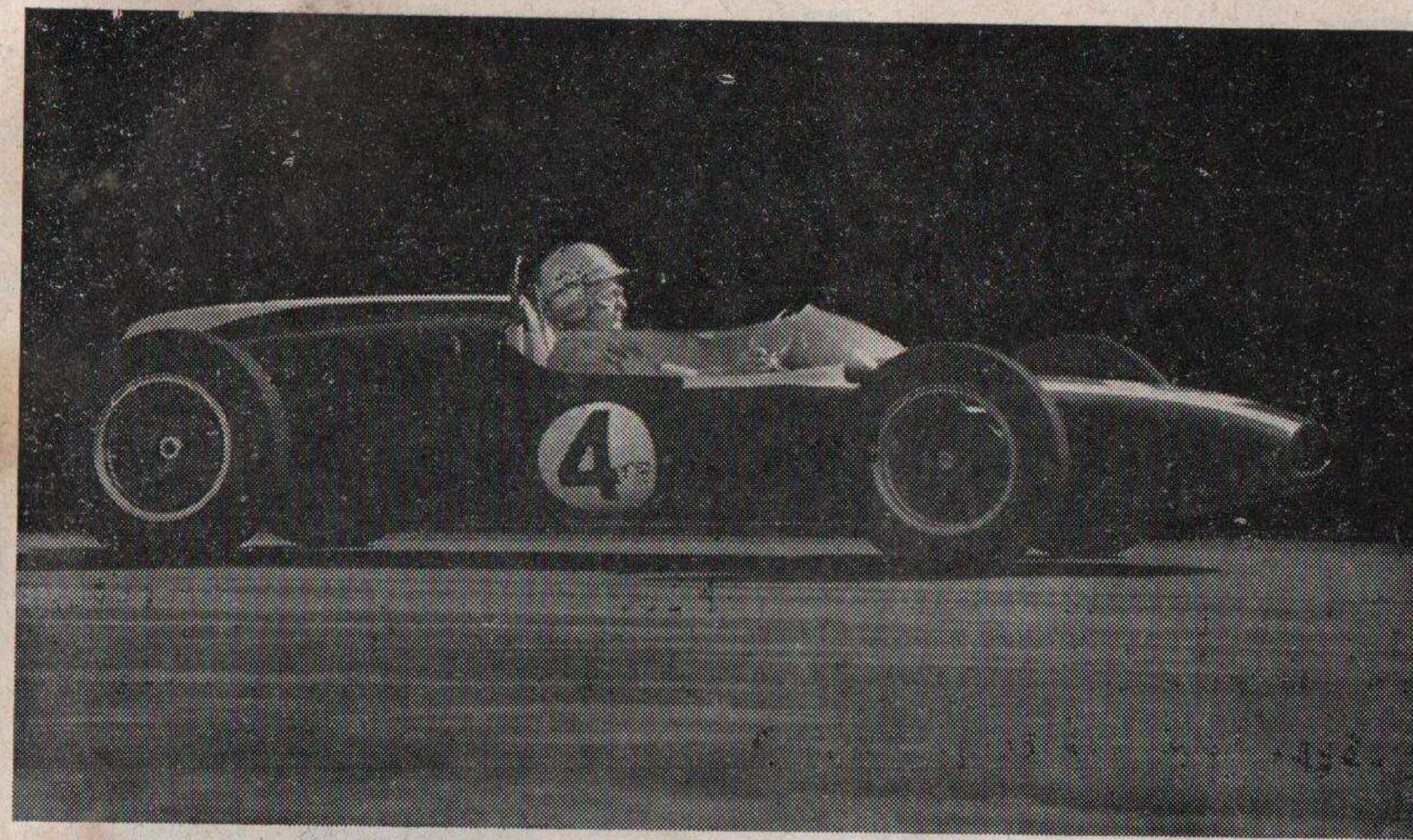
This 1958 race was typical of the high-speed duelling and terrific spectator excitement that has given the event so important a place in the chronicles of motor racing. It was over the traditional 200 miles and with a field of 29 Formula 1 (2½-litre) and Formula 2 (1½-litre) racing cars—the biggest field of its kind ever regimented on to the starting grid in Great Britain. French ace Jean Behra, driving a B.R.M., was the fastest man in practice, but the actual race soon developed into a three-cornered fight between three of the Coopers from Surbiton, Surrey, handled by Moss, Brabham and Salvadori.

For 2 hours and 20 minutes these three snarled at each others exhausts, Moss in the Rob Walker car just keeping ahead of the two "works" entries. In a storming grandstand finish on the last lap it was Brabham in the lead, however, and victory looked within his grasp until the very last drift round Tatts Corner. Then the incredible Moss, using every little fraction of his superb driving skill, edged inside his Australian rival and screamed over the line to claim the chequered flag by the shortest of short heads. So close were these two after their all-out 200-mile scrap that the timekeepers could not separate them with their stopwatches. Both were credited with the same official race time: 2 hours, 40 minutes and 47 seconds!

It was this result and the obvious importance of the "200" as a pointer to form in world championship races that decided Enzo Ferrari to enter his team cars the following year. Normally, he ignored such preliminary events in the British Isles, but with British teams and drivers rapidly climbing to racing supremacy on Continental circuits he deemed it wise to get an April measure of their strength on their home ground.

Jean Behra and Tony Brooks handled the blood-red cars of Italy in a field of 29 starters on Saturday, April 18th, 1959, a field that included the team entries of Cooper, Lotus and B.R.M. In the early stages of the race—yes, it was again over 200 miles—the Ferrari drivers were content to sit back a bit, watch the performance of others, and get the feel of the race. The pace in these early stages was being set at around 89 m.p.h. by Moss (Cooper B.R.M.) and Masten Gregory (Cooper Climax). Some said it was a car-killing pace, and soon they were proved right. The leaders retired with mechanical trouble: Behra and Brooks moved up to take command, and eventually ran out comfortable winners. Enzo Ferrari was satisfied that he had the measure of things but, at the British Grand Prix, Jack Brabham, the quiet Australian, snuggled into the cockpit of a "works" Cooper and took the honours to establish himself as being well on the way to his first world championship title.

In 1960, the Aintree international meeting in April had two changes of character. The first of these was that it should be run over 150 miles, and, secondly, that it should be disputed by 1½-litre racing machines of the then Formula 2 category. It was already known at that time that the Grand Prix formula was to change to 1½-litre engine capacity in 1961. With this in mind, the race organisers decided that the famous "200" should be a guinea-pig race for manufacturers: that they could parade the best of their 1,500 c.c. machines with a long eye to the future. Italy declined any part in this challenging event, possibly because it had no car to match the British team entries powered with the potent Coventry-Climax unit, but Germany—in the name of Porsche—



The Aintree "200", 1961. A striking Michael Cooper camera study of the New Zealand ace Bruce McLaren at full speed in the Cooper Climax when holding second place to the winner, Jack Brabham. This year McLaren leads the official Cooper team cars.

was only too keen to mix it on the testing corners "out in the country" and along the fast Railway Straight. There were two Porsche factory entries with Joachim Bonnier and Graham Hill the nominated drivers, while Stirling Moss had command of a third car entered from the Rob Walker stable in Surrey.

As to the race itself, for half the distance it looked like Cooper, Cooper all the way—Jack Brabham in the lead and Roy Salvadori his constant shadow. The silver cars of Germany were certainly in the running, but making no appreciable impression. Then on lap 26, the start of the second half of the distance, the luck of racing came into full play: Brabham was forced out with a broken fuel pump drive and Salvadori with valve trouble. From then on it was Moss, Bonnier and Hill in line ahead formation to chalk up a triple victory for Porsche. John Surtees, newly taken to four wheels after amassing the world titles on two, came fourth with a fastest lap of 90 m.p.h. to his credit.

With the 1½-litre Formula 1 ratified by the international controlling body, it was natural enough to stage the "200" as a Grand Prix curtain-raiser last year. But a clash of dates kept foreign competition away from Aintree, and the British teams and "independents" were left to fight it out between themselves—and in none too good conditions of wind and rain. That meteorological hazard can happen in any part of the world, however, and the strong field of drivers—especially those equipped with the new Dunlop "wet" racing tyres—were not unduly perturbed. To recapitulate briefly, reigning world champion Brabham made it his day. He whipped the "works" Cooper round in spanking style followed by team-mate Bruce McLaren who jealously guarded second place despite the challenges of Graham Hill (B.R.M.) and John Surtees (Cooper).

And so to today's gathering of the international high-speed "circus", and, on the face of it, an entry that promises to make the Aintree "200" of 1962 memorable. Ferrari is back in the fray with his two top drivers, American world champion Phil Hill and Giancarlo Baghetti, the new "golden boy" of Italy. Our national teams and top-ranking drivers, with more power from V-8 engines tucked behind their cockpits, are armed and ready to show that British racing green is bent on claiming precedence again.

The honour and glory and not inconsiderable financial rewards of the 1962 world title series lie ahead—targets to spur every entrant to the limit of endeavour. And for that reason alone, today should add considerable lustre to the already distinguished history of the "200".

Ferodo First

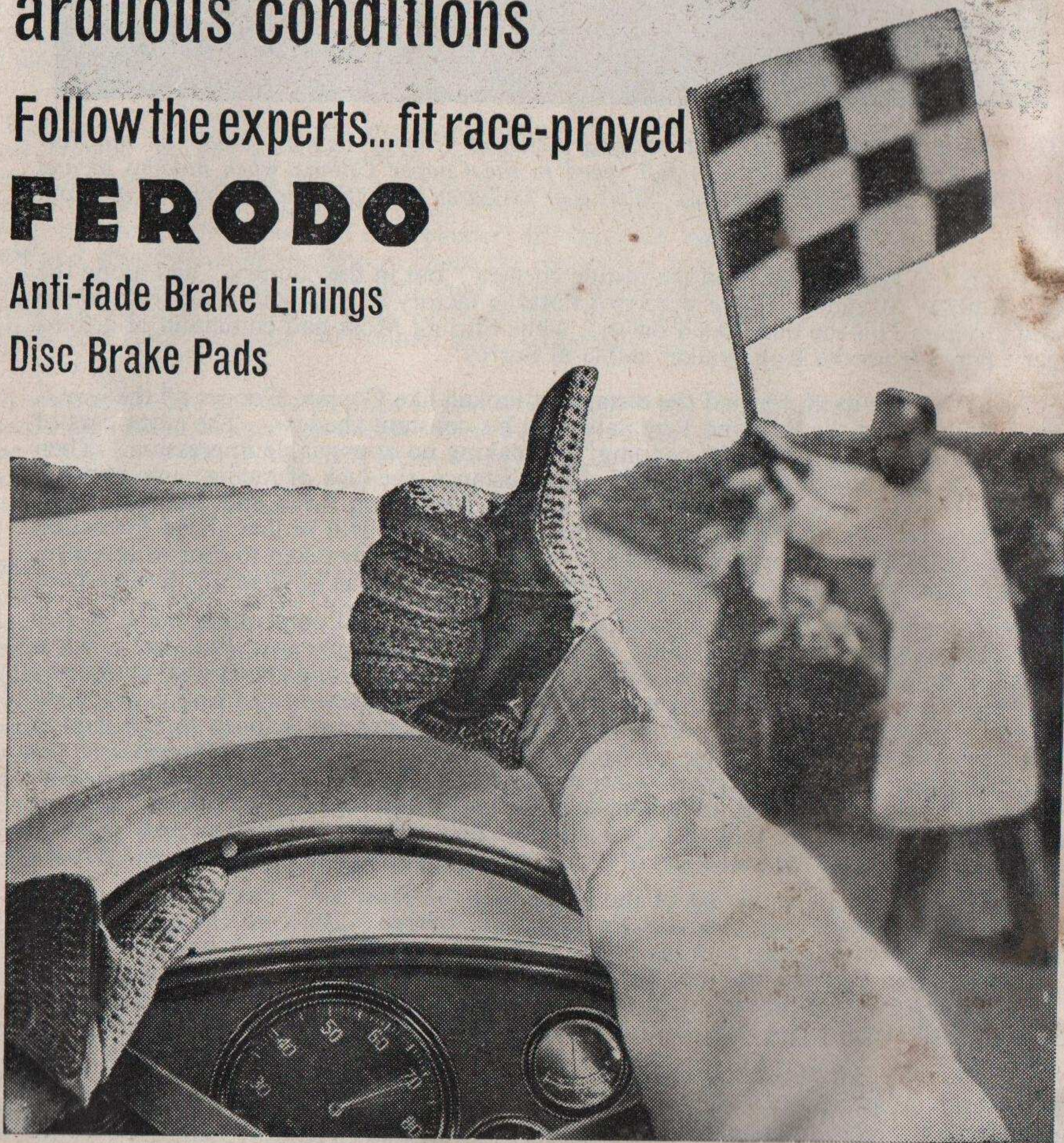
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14

Patrick Mennem
motoring correspondent
to the
DAILY MIRROR

Has a Word to Say on Engine Power and the Aintree 200

MOTOR racing enthusiasts here for today's programme are very lucky people.

The difference between this year's Aintree "200" and a full blown Grand Prix will be very slight indeed as far as drivers and cars are concerned.

We got off to a bad start in with the new 1½-litre Formula last year. While the Italians were using a V6 engine, which produced much more power than most "cooking" engines twice their size, we in Britain had to rely on the ageing four-cylinder Coventry Climax.

It was not particularly bewildering, therefore, that the scarlet Ferraris won quite comfortably on most circuits, and it was only at Monte Carlo and Nurburgring in Germany, where the driver's skill counts so much, that Stirling Moss was able to mark up a couple of wins in a four-cylinder Lotus.

This year the story could be quite different. And the exciting thing about today's meeting is that when it is over we should know more or less how different it is going to be.

The Italian Ferrari team can change its engines quicker than many people can change their shirt, and this year their contenders for top racing honours will be powered by a six-cylinder engine reputed to be producing about 200 b.h.p.

Ferrari have a habit of encouraging people to accept astronomical figures of power output—the opposition begin to believe that it is true if they hear it repeated often enough—yet nevertheless, if the new cars are not producing 200 b.h.p. they will not be far short.

The British cars are relying on one of two engines; either the B.R.M. V8 or the

Coventry Climax V8. Neither concerns are pressing on the public details of the power they are producing, but both should be giving well over 180 b.h.p. and I know that Coventry Climax claim that it gives its power in the right places.

In other words, the engine does not need to be running at near maximum revolutions before it is producing any appreciable amount of power.

Naturally, the B.R.M.'s that are racing today are fitted with their own V8 power unit. So far this season these engines have been quite reliable, but they don't seem to have been producing the power one hoped for. Perhaps they will have put this right for today's meeting.

American Richie Ginther, who was test driver and team driver for Ferrari last season, will be at the wheel of one of the B.R.M.'s. The other car will be driven by that long serving B.R.M. driver



The "Daily Mirror" Trophy to be awarded to the winner of today's Aintree International "200" Race for Formula I racing cars.

Graham Hill. Last year B.R.M. overcame their reliability troubles and they handled better than any other car. But they were too big and too heavy. This year they have a real chance of success, and I hope they take advantage of it.

The new Coventry Climax engines will be powering the Team Lotus cars, which are smaller and lower than last year's, and with such drivers as Jim Clarke at the wheel—I think he will do particularly well this season—they are always a team to be reckoned with.

The U.D.T. Laystall team will be running Lotus cars powered by the new Coventry Climax V8 engine.

15

There is no doubt that the V8 is very fast, and, fitted in the new Lotus, is a potential champion. But it will have to hold together if our drivers are to blow dust into the faces of Ferrari.

When this was being written, Bowmaker-Yeoman were to appear with one V8-engined Lola to be driven by John Surtees. Designer of the Lola, Eric Broadley, has shown himself to be a remarkable man with a flair for the unusual. Drivers are measured for the new Lola, it is so small, but very little testing and only one race will have been done with the V8 version before it arrives here at Aintree, so don't be disappointed if it doesn't shine as brightly as you hoped.

Team managers have been queuing up for the new Coventry Climax engines, and as soon as they get one they bang it in the new chassis. Unfortunately some haven't had much time for development before today's meeting.

Not Fast, but Tricky

The three-mile Aintree circuit is not fast compared with some of the Continental circuits, but it has straights fast enough for the cars to show their mettle, and it also has sufficient corners for them to demonstrate their road holding and acceleration.

Thus it is a first-class arena for the opening of the season's battles, and it will give many of our northern road racing

enthusiasts an opportunity to make their forecasts after watching today's racing, and then to see how true they are by the time the British Grand Prix is staged here in July.

But in making those forecasts do not forget that the Porsche racing here today is last year's model. There is a new flat 8-cylinder version on the way. Just when it is going to appear is a secret that Porsche are keeping very much to themselves for the moment, but they have been experimenting with it and testing it for so long now that when it finally does appear it should be right.

Watch the Juniors

I hope you enjoy the other racing here today: the saloon car and sports car racing and the Formula Junior race. Formula Junior is the proving ground for tomorrow's Grand Prix drivers, and it is always interesting to speculate whether any of the men you see today might make a future World Champion.

And try and be around at 1.15 p.m. when they produce the vintage sports cars. Anyone interested enough to visit a race meeting must be sufficiently interested in cars to be delighted at the sight of these well preserved veterans. Frankly, I don't think I'm wearing as well as many of them.

Enjoy the day's racing, and I'll be back, like you, I hope, for the R.A.C. British Grand Prix on Saturday, July 21st.

THE SCOREBOARD

On the right is a diagram of the giant scoreboard built on the Railway Embankment. Below is a key to the information which will be displayed throughout the racing programme.

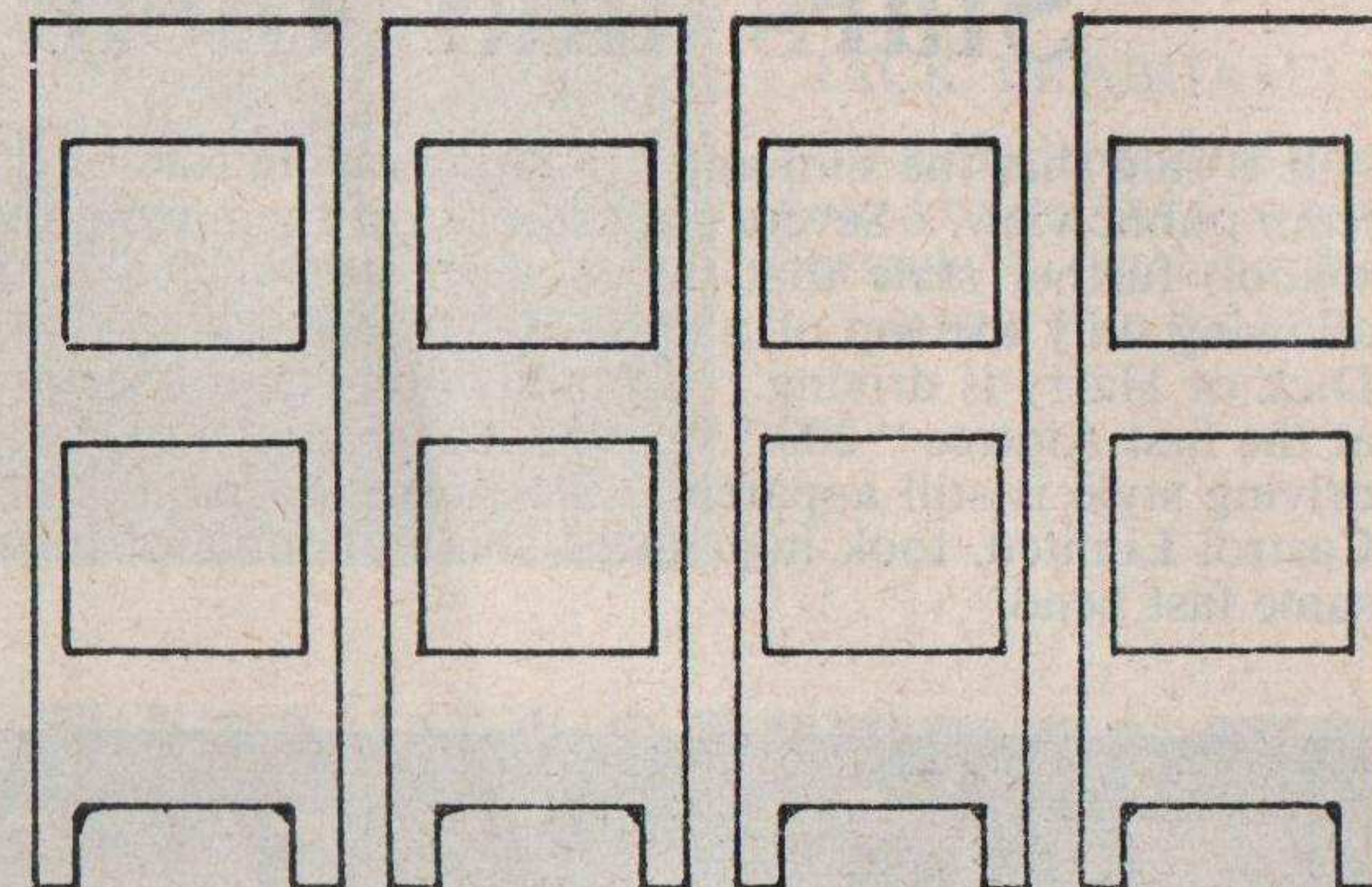
The first four positions in each race will be given, together with the total number of laps completed by the leader.

It should be noted that the numbers of the cars in the first four positions will be shown on the completion of each lap. Changes of position are not shown until the end of the lap on which they take place.

Generally speaking, therefore, the "laps completed" number is changed as the first four cars cross the line at the end of each lap, but where there is a considerable distance between the leader and the following three cars the lap number is changed as the leader crosses the line and changes, if any, in second, third and fourth positions are not shown until the cars concerned complete the lap by crossing the line.

Finally, although every effort is naturally made to maintain the accuracy of the board, this information is not necessarily official.

Official results are read out at intervals over the loudspeaker system.



RACE POSITIONS			
1 ^{ST.}	2 ^{ND.}	3 ^{RD.}	4 ^{TH.}
No.	No.	No.	No.
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
LAPS COMPLETED	LAPS BEHIND LEADER		
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

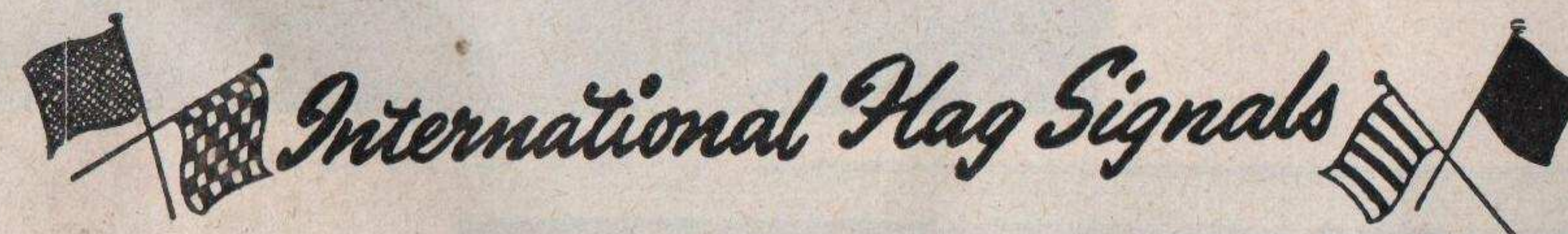
Post this form to —

THE GENERAL SECRETARY, B.A.R.C.
55 PARK LANE, LONDON, W.1.

As a keen motorist, and follower of the sport, I am interested in joining the British Automobile Racing Club. Please send full details. I understand the fees are: Subscription £2 2s. 0d., Entrance fee £1 1s. 0d.

NAME AND ADDRESS (*Block Caps*).....

CAR



Red: Signal for complete and immediate stop.

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

Yellow (Steady): Take care, danger.

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

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

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

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

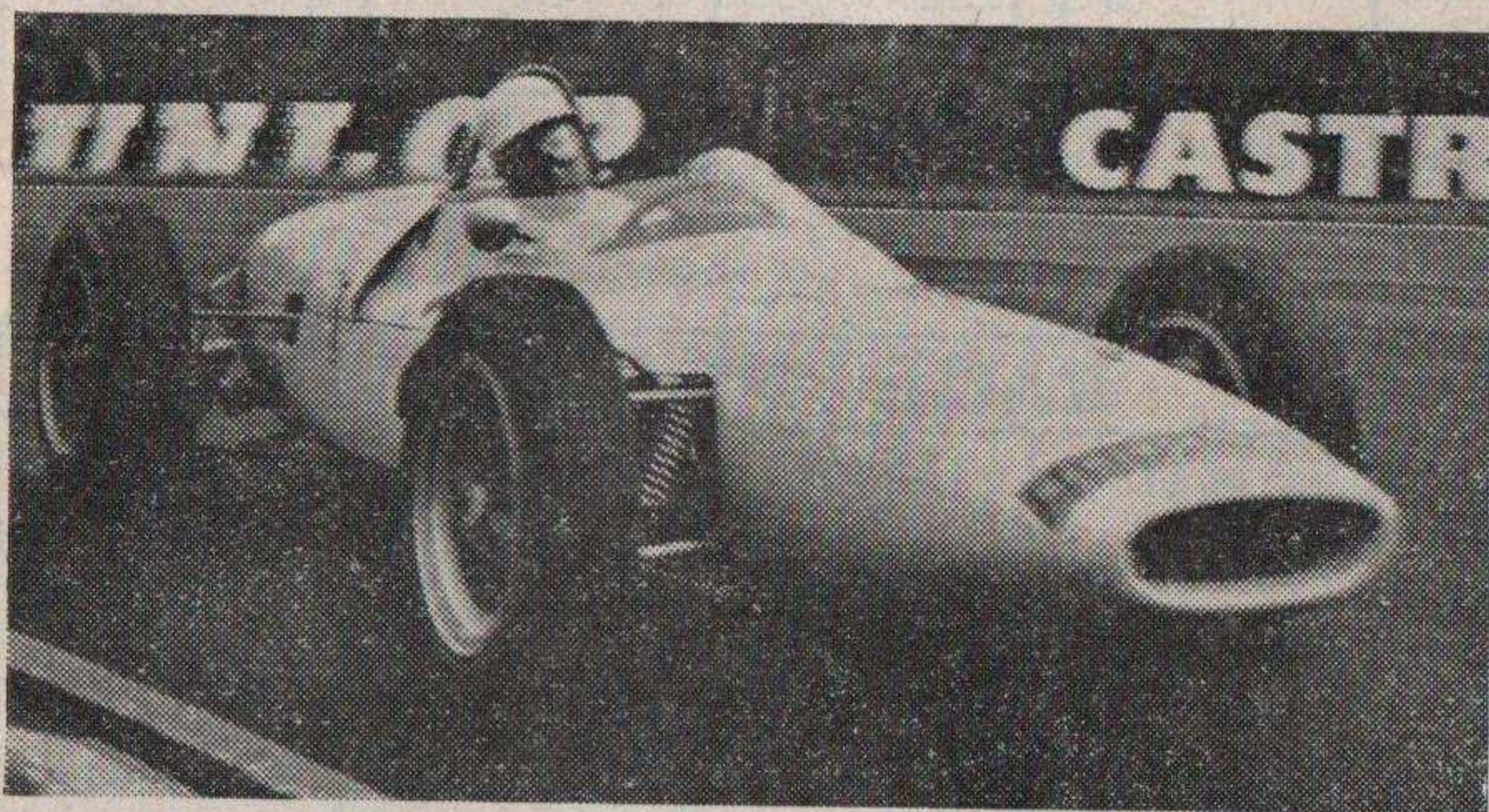
Black (with Competitor's Number): Signal for the competitor to stop on the next lap.

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

The Union Jack will be used for starting the races.

John Whitmore's Gallery of Stars and their Styles

It is said that the slim and low-slung racing cars of the 1960's all but hide the driver from public view. Severe critics (most of them from the good-old-days-at-Brooklands school) further state that the modern streamlined body is an all-enveloping cocoon allowing only the top of a crash hat to be seen so that you cannot tell whether Tom, Dick or Harry is driving. Certainly you cannot see as much of the man as, perhaps, at the first Aintree "200" in 1954, but watch closely on any corner and the individual driving style is still apparent. To prove the point, John Whitmore, photographer to Castrol Limited, took high-speed shots of some of today's top drivers negotiating the same fast bend.



STIRLING MOSS :

Should have been one of our stars today. We wish him a speedy recovery from his crash on Easter Monday.



JACK BRABHAM :

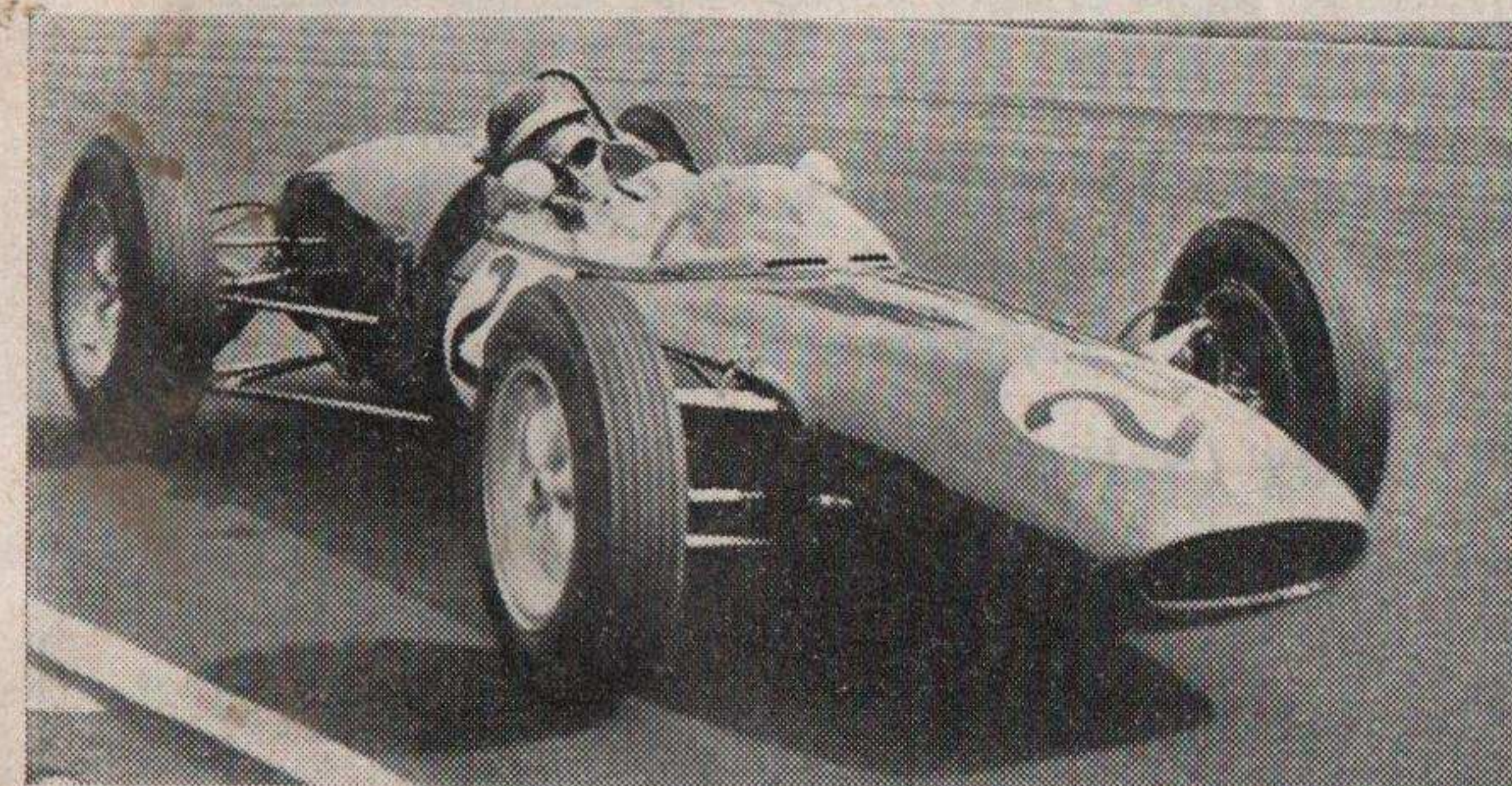
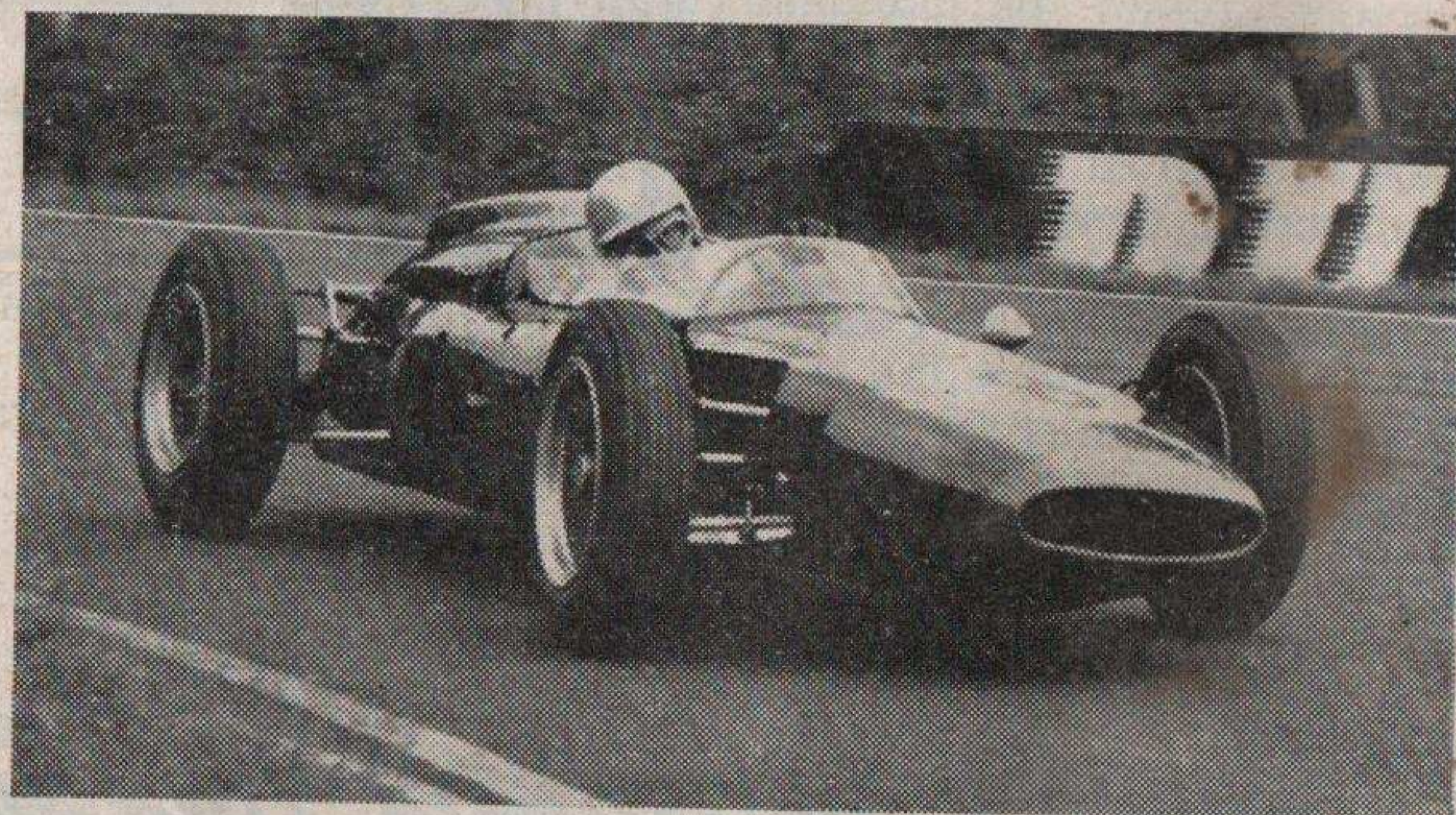
Now an independent and designing his own Formula 1 machine for a new title bid.



BRUCE McLAREN :

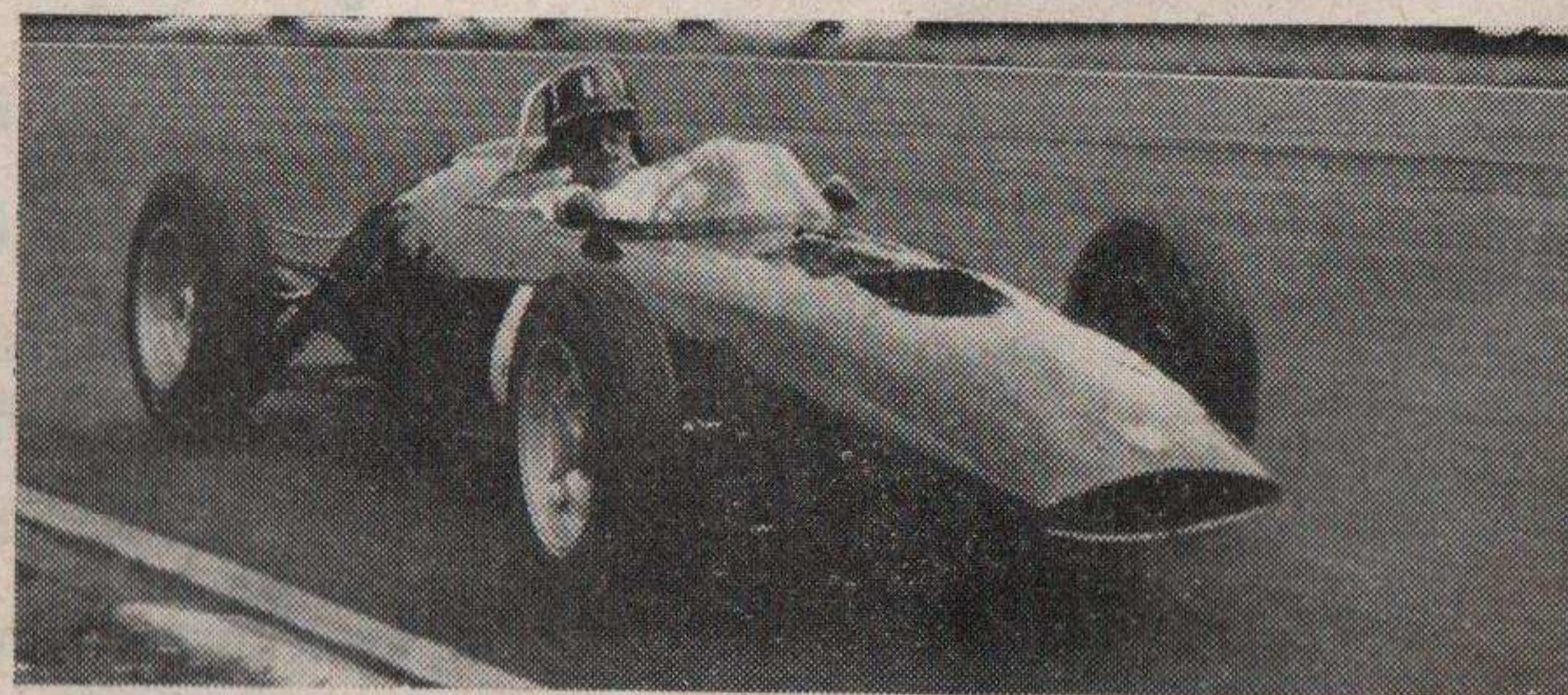
Leader of the works entries of the Cooper Car Co.—a delight to watch in any racing company.

JOHN SURTEES :
Bowmaker-Yeoman Team and rated the most improved of last season's drivers.



JIM CLARK :

First driver for Team Lotus with a winning style that combines thrust with a cool judgment.

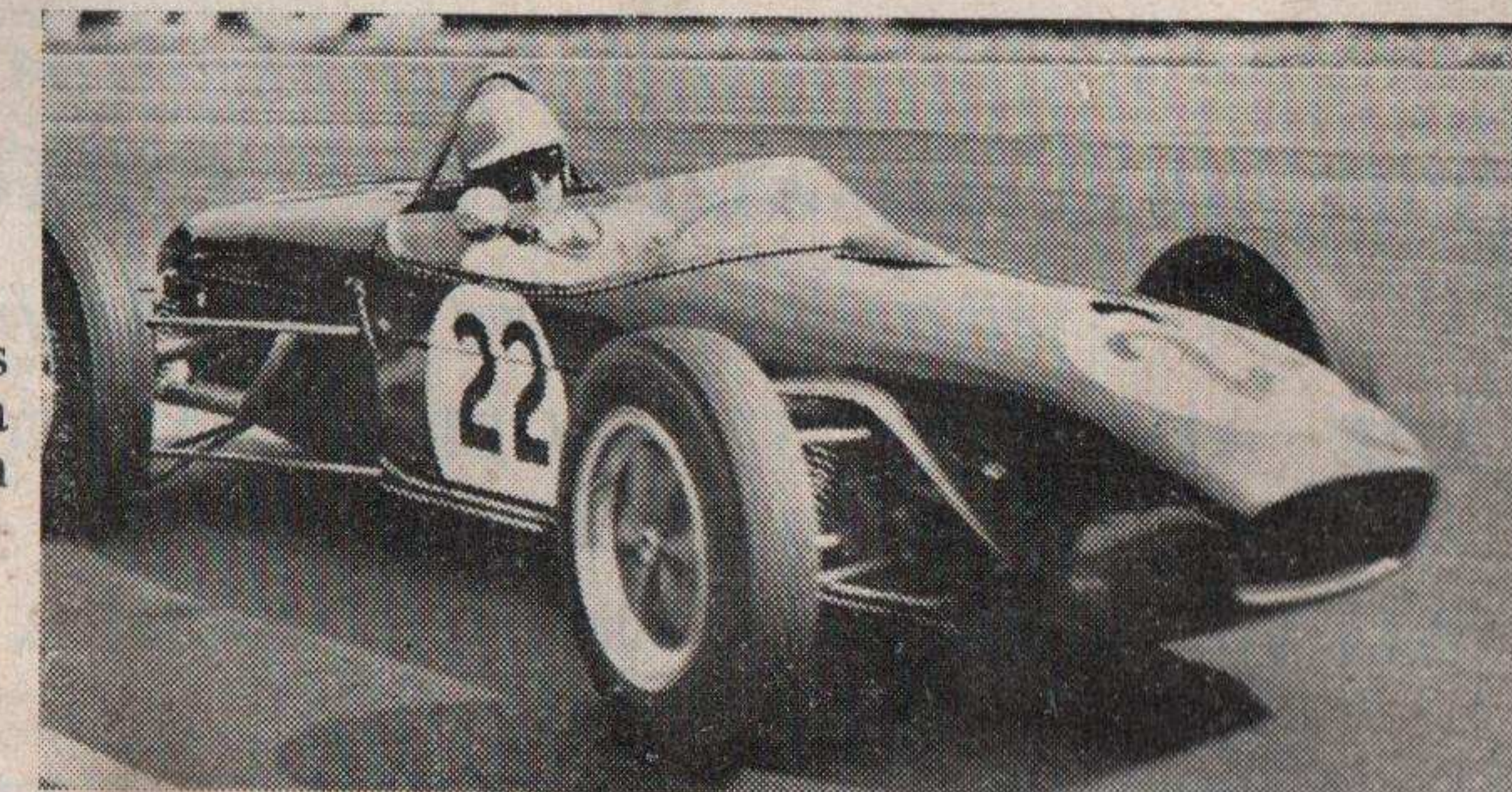


GRAHAM HILL :

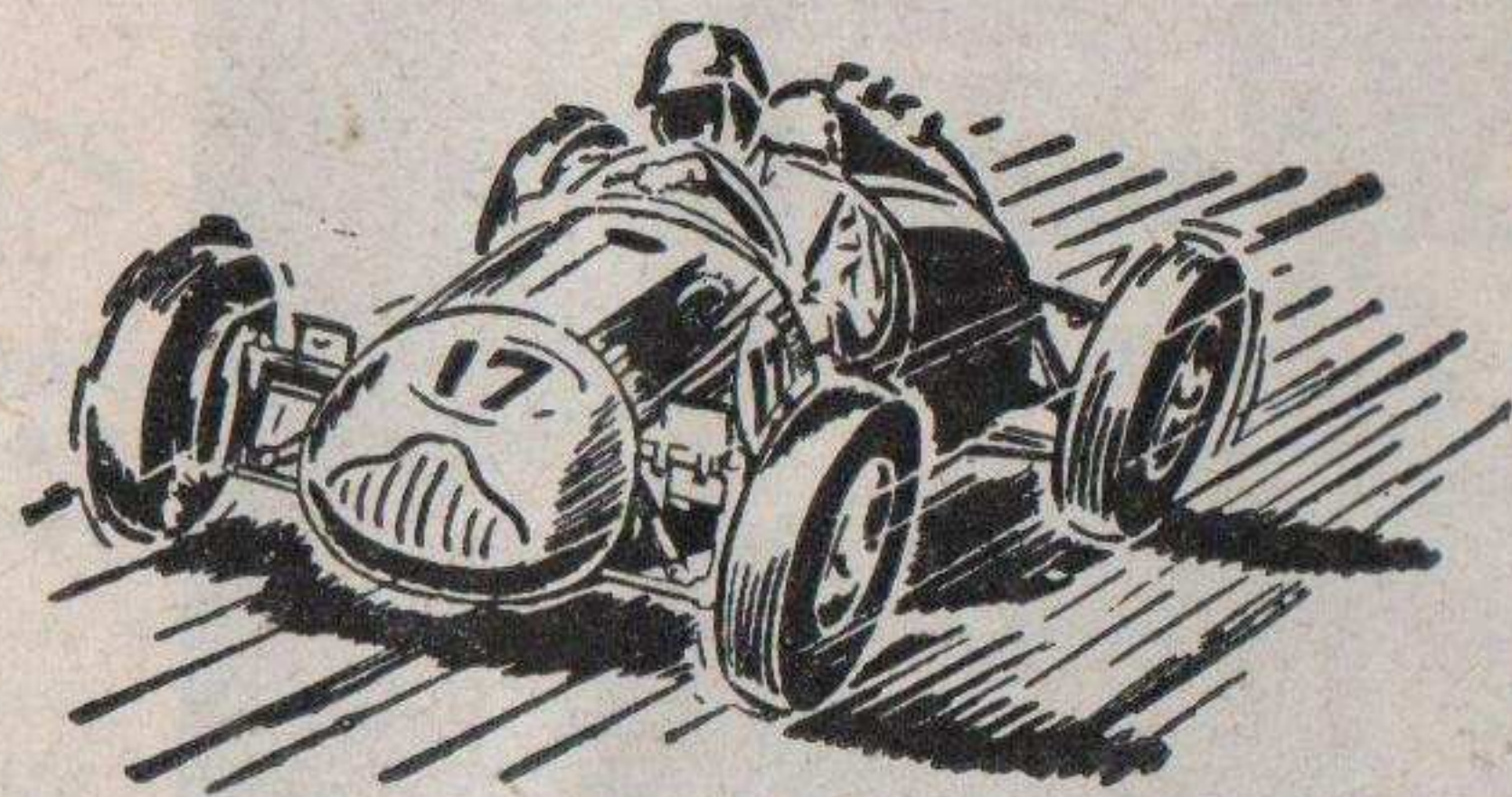
Owen Racing Organisation, master of the new V-8 B.R.M., and tipped for G.P. glory.

TREVOR TAYLOR :

Another Team Lotus man who has shown a marked improvement in track craft and style.



THE



R.A.C.

BRITISH GRAND PRIX

SATURDAY

21st JULY, 1962

AT

AINTREE

International Motor Racing at its best
with all the top line cars and Drivers
competing in the World Championship

PROGRAMME

12.00 Touring (Saloon) Car Race

LUNCH INTERVAL

2.30 British Grand Prix

World Championship Event

Racing organised by

THE BRITISH AUTOMOBILE RACING CLUB

Advance bookings and all particulars from

THE AINTREE AUTOMOBILE RACING CO., LTD.

RACECOURSE OFFICES

Tel.: AINTree 3500 and 3550.

AINTREE, LIVERPOOL, 9

ADMISSION DETAILS FOR THE R.A.C.

BRITISH GRAND PRIX

Saturday 21st July, 1962.

Off course car parks open from 7 a.m.

On " " " " " 8 a.m.

Stand and Turnstiles " " 9 a.m.

NOT BOOKABLE IN ADVANCE

	Children under 14 yrs. £ s. d.	Adults £ s. d.
STEEPLECHASE ENCLOSURE including the Big Embankment and the Picnic Loop	5 0	10 0
Limited unreserved accommodation in the Canal Stand will be available at an additional 2s. 6d.		
WEST ENCLOSURE	5 0	10 0
WATERWAY STAND—Limited unreserved accommodation will be available at an additional 7s. 6d.		

BOOKABLE IN ADVANCE (or on the day, if available)

Advance booking at the reduced rates will close at 5 p.m. 3 days prior to a meeting.

	In Advance £ s. d.	On the Day £ s. d.
COUNTY STAND		
Reserved Balcony Seat (covered)	2 5 0	2 10 0
Reserved Roof seat (uncovered)	2 0 0	2 5 0
Recommended Car Parks—No. 1 Yellow or Central (situated within the Course).		
AINTREE AND TATTS STANDS		
Reserved Roof Seat (uncovered)	1 10 0	1 15 0
Recommended Car Park—Central (situated within the course). All Stand tickets include admission to the Promenade Enclosures.		
PROMENADE ENCLOSURES—Admission to the partly covered terraces in front of Aintree and/or Tatts Stands	1 2 6	1 5 0
Recommended Car Park—Central (situated within the course). All Stand and Promenade tickets include admission to the PADDOCK.		
COMBINED ADMISSION and on-the-course parking in the STEEPLECHASE or WEST ENCLOSURES.		
Car and two occupants	1 8 0	1 10 0
Car and all occupants	2 6 0	2 10 0
Motor-cycle combination and all passengers	1 17 0	2 0 0
Solo motor-cycle, driver and one passenger	1 3 0	1 5 0
N.B. Patrons visiting the STEEPLECHASE ENCLOSURE may park their cars in the Picnic Loop.		
Coaches (WEST ENCLOSURE only):		
Single-deck and all occupants	14 10 0	16 0 0
Double-deck and all occupants	23 10 0	26 0 0

NO EXTRA CHARGE IS MADE FOR COMPETITOR'S PADDOCK TO AINTREE, TATTS, PROMENADE OR COUNTY STAND PATRONS.

CAR PARKS

Car Park locations are shown on the plan on pages 26-27. It is advisable to book in advance.

The CENTRAL CAR PARK is situated within the course—vehicles will not be able to enter or leave except between races.

LAWN PADDOCK—County Stand patrons only	1 0 0	1 0 0
No. 1 Yellow—County Stand patrons only	10 0	10 0
Central—Stand and Promenade patrons only	10 0	10 0
Pass-out checks will NOT be available for the following car parks:		
No. 3 Red	10 0	10 0
Nos. 4 and 5 Red : 6 and 7 Green :	5 0	5 0
Motor-cycles : Combinations at car rate ; Solos at half car rate.		
COACHES		
Ormskirk Road Coach Park	1 0 0	1 0 0

Apply to:

AINTREE AUTOMOBILE RACING CO. LTD.

AINTREE, LIVERPOOL 9

Telephone: 3500 and 3550 Aintree



Paddock Jottings



While they may not have the sheer speed of single seater racing machines, saloon cars are guaranteed to provide hair-raising thrills in their dicing. Here two Jaguars fight it out round a corner at last year's April meeting. (Photo: John Holroyd)

If this should be your first visit to Aintree, there are one or two general rules about racing on the circuit that you should know. First, all races are run in clockwise direction, and the Continental rule of the road to "keep right and overtake on the left" applies. The position and order of cars on the starting grid is determined by best times in official practice. If two, or more, drivers record the same time in practice, the man who first sets the time has priority on the grid.

Cars are sent on their "warming up" lap round the circuit well before the start of each race. Sound warnings are given at five minutes, three, two and one minute intervals before the drop of the starter's flag.



Today's Aintree "200" is the first full-scale clash this year between the cars and drivers of the leading British Grand Prix teams and the official team cars of S.E.F.A.C. Ferrari. Both World Champions Phil Hill and Giancarlo Baghetti know the circuit well, for they raced in the R.A.C. British Grand Prix here last July. Hill was placed second to his team-mate Wolfgang von Trips, but Baghetti had to retire after his car crashed at Waterway Corner.



Apart from running the Bowmaker-Yeoman team entries in the "200", Reg Parnell finds himself with extra responsibilities as a father and unofficial godfather today. His son, R. H. "Tim" Parnell drives an independent Lotus in the big

race, and the other entrant he has promised to keep an eye on is Tony Shelly.

This 25-year-old New Zealander from Wellington is on his first European season having established himself as the New Zealand hill-climb champion and shown considerable promise in Formula I racing on his home circuits. Shelly says of himself: "I'm over here to learn from the masters," and Reg Parnell has promised Tony's father, who is sponsoring the trip, that he will give all the help and tuition he can.



A warm welcome, please, for Jay Chamberlain, a new name in the Aintree entry lists. Chamberlain hails from America where he has an impressive record in sports car racing. This record goes back to 1955 when he had 19 races and 19 first places! In the following five seasons he scored another 75 wins, which is no mean achievement by anyone's reckoning, including the U.S.A. Formula Junior championship and the 2,000 c.c. Sports Car championship in 1960. Now Jay Chamberlain aims to break into big-time racing on the European circuits.



There is a special welcome, too, for Keith Greene in the beautifully engineered F.1. Gilby Climax. Keith handled this car well in the appalling conditions of the British Grand Prix last year to finish 15th in overall placings. He did much better in the miserable cold of the recent Brussels Grand Prix—and finished fourth.

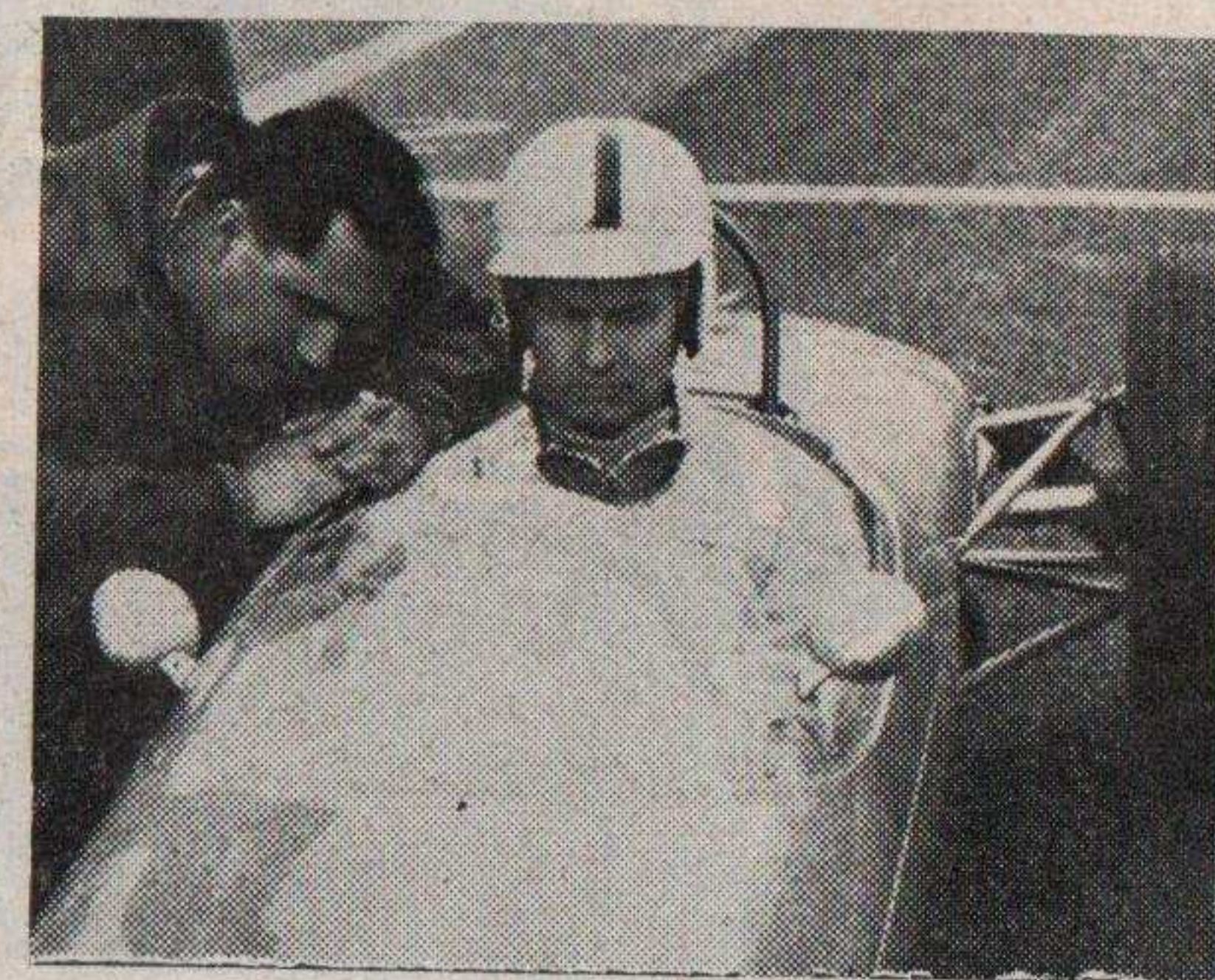
Anglo American Equipe, another of the independent entries for the "200" has as its patron Mrs. Louis Beryden-Brown, of America. Last season she sponsored a Lotus Climax driven by fellow-American Dan Gurney. This season the team car is a Cooper Climax and the driver Ian Burgess.



Today's meeting, with its entry of well over 100 racing, sports and saloon cars, writes another interesting chapter in the annals of the British Automobile Racing Club. This is the Jubilee Year of the Club, and the full story of its influence and assistance to the sport from 1912 to 1962 is told by Rodney Walkerley in "Brooklands to Goodwood" published by G. T. Foulis & Company Ltd., price 25s.



The entry for the Formula Junior race includes a car forecasting "the shape of things to come". It is the Brabham, the new "baby" from the drawing-board and workshops of Jack Brabham's stable in Surrey, and it is believed that the Brabham Formula I racing car with V-8 Coventry-Climax engine will follow closely the general lines of Jack's Junior. Frank Gardner, who drives, is a fellow-countryman of the former world champion. He came from "Down Under" two years back; joined Jim Russell as a mechanic; and graduated to the driver's cockpit with marked success. He has already proved the Brabham Junior to be an extremely fast and manageable machine.



The Brabham Junior and the men who make it tick. Frank Gardner sits ready in the cockpit while Jack Brabham seemingly says a prayer for success. In point of fact, the engine is being revved and the former world champion is listening intently to its sweet note. (Photo: John Whitmore)

Another eye-catcher in the Junior field is the new Ausper Ford entered by Competition Cars of Australia Ltd. and driven by John Rhodes, well-known last year for his races with the Midland Racing Partnership. The Ausper has some unusual design features tucked underneath its striking body. The Cosworth Ford engine is mounted at 15 degrees to the horizontal, and there is a five-speed Colotti-Renault gearbox. Disc brakes are mounted inboard at the rear.



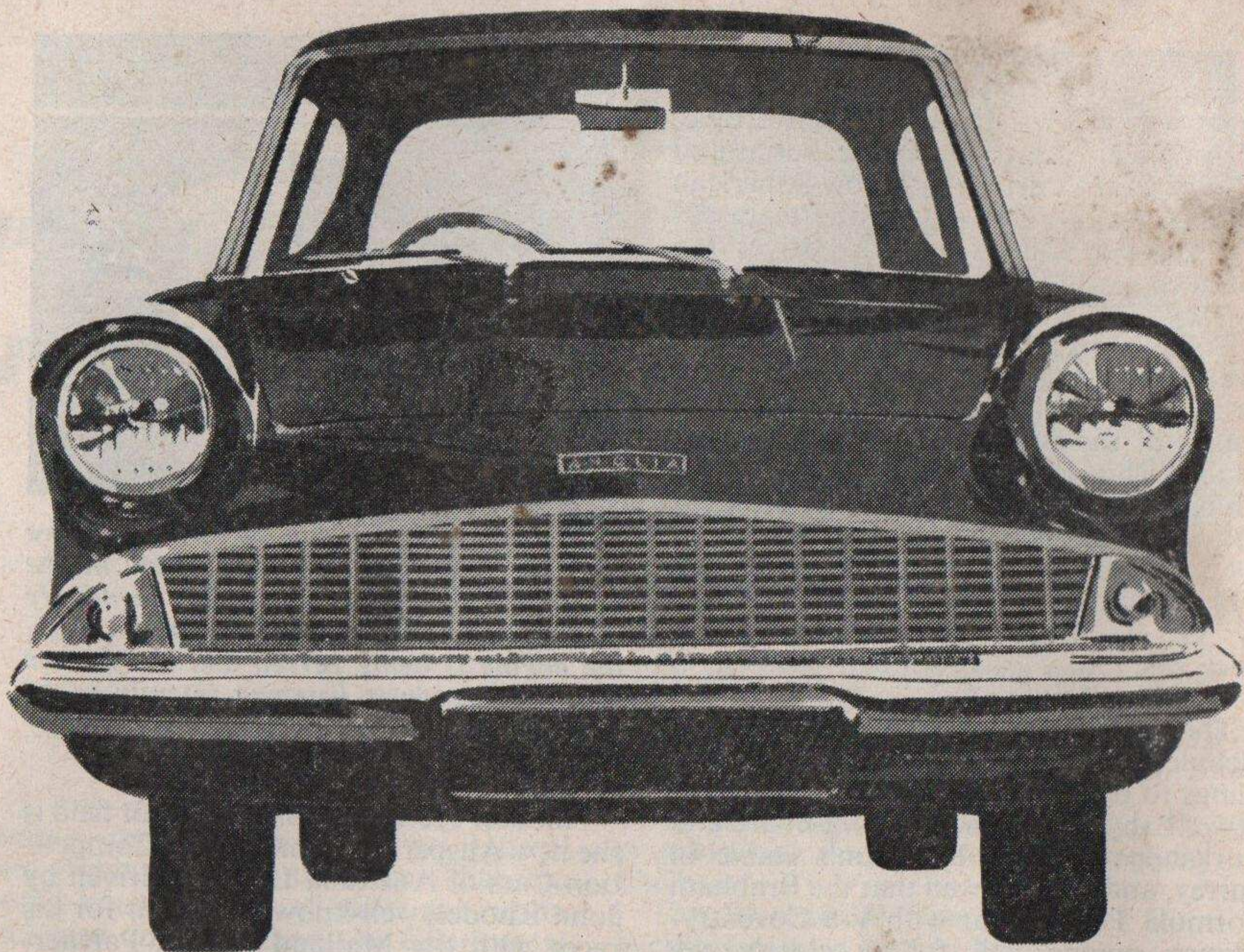
If you wonder how some racing cars get their name, we can at least explain the Gemini Ford of the Chequered Flag Ltd. Graham Warner, managing director of the concern, was born under the Gemini sign of the zodiac. For the record, both Jimmy Clark and Tony Maggs had their first "single seater" drives in Geminis of the Chequered Flag.



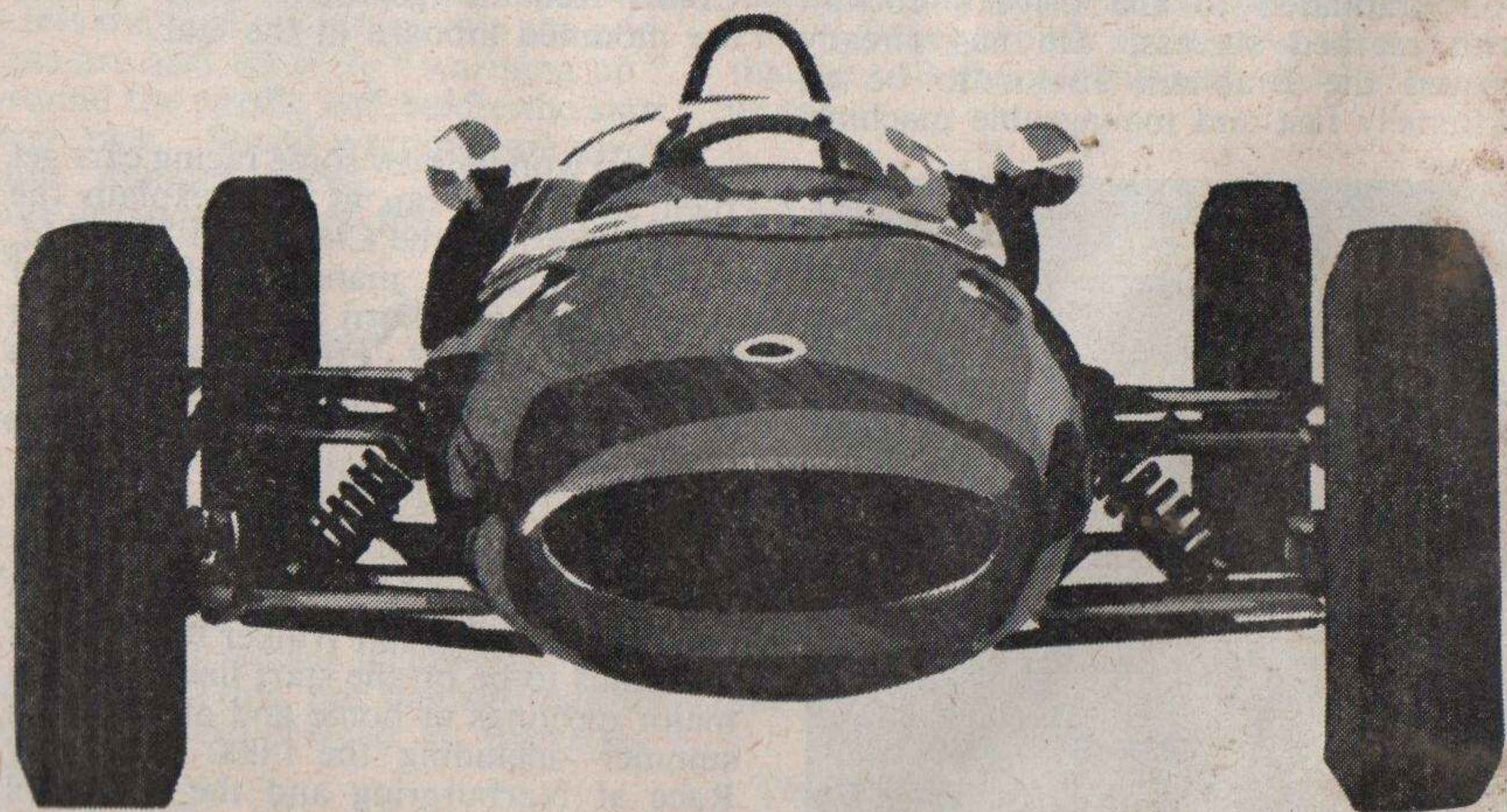
One of the new teams to come on to the entry lists today is Ian Walker Racing. It has plans to be on the start line at all the major meetings at home and abroad this summer—including the 1,000 Kilometer Race at Nurburgring and the 24-Hours Le Mans classic. Australian Paul Dawkins, one of the team drivers this afternoon, is also in charge of the preparation of the sports cars. The other driver is David Hobbs, who made a considerable impact in the world of sports car racing in 1961.



Giancarlo Baghetti, new Italian star of the Grand Prix "circus" and driving a works Ferrari today, in somewhat pensive mood before the start of the British Grand Prix at Aintree in 1961. (Photo: Ted Lewis)



SISTERS UNDER THE SKIN



On top, ANGLIA—most exciting light car on the roads.
Below, LOTUS 20—potential world-beater on the tracks.

BOTH POWERED BY FORD'S FAMOUS 105E ENGINE



THE AINTREE INTERNATIONAL "200" TROPHY RACE

First	The "200" Challenge Trophy and 200 guineas	Second	.. .. 150 guineas
Third	.. .. 75 guineas	Third	.. .. 100 guineas
Fourth	.. .. 25 guineas	Fifth	.. .. 50 guineas
Sixth	.. .. 25 guineas		

Race for Sports Cars (to each class of up to 1,150 c.c. and over 1,150 c.c.)

First	.. .. 30 guineas	Second	.. .. 20 guineas
Third	.. .. 10 guineas		
For the first finisher, irrespective of class 25 guineas			

Race for Formula Junior Cars

First	.. .. 50 guineas	Second	.. .. 35 guineas
Third	.. .. 25 guineas	Fourth	.. .. 15 guineas
Fifth	.. .. 5 guineas		

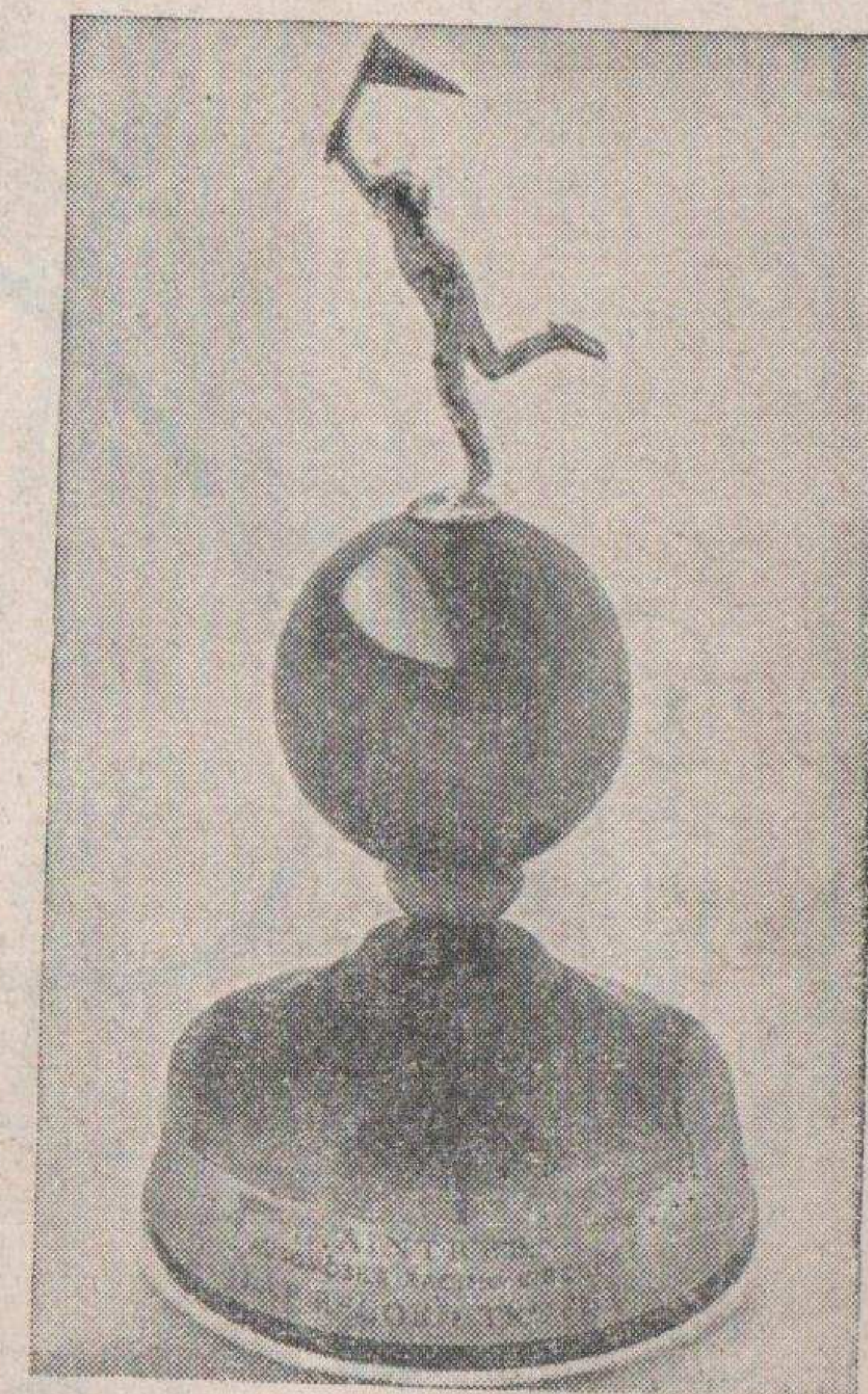
Race for Saloon Cars

(to each class of up to 1,000 c.c., 1,001-3,000 c.c. and over 3,000 c.c.)

First	.. .. 15 guineas	Second	.. .. 10 guineas
Third	.. .. 5 guineas		

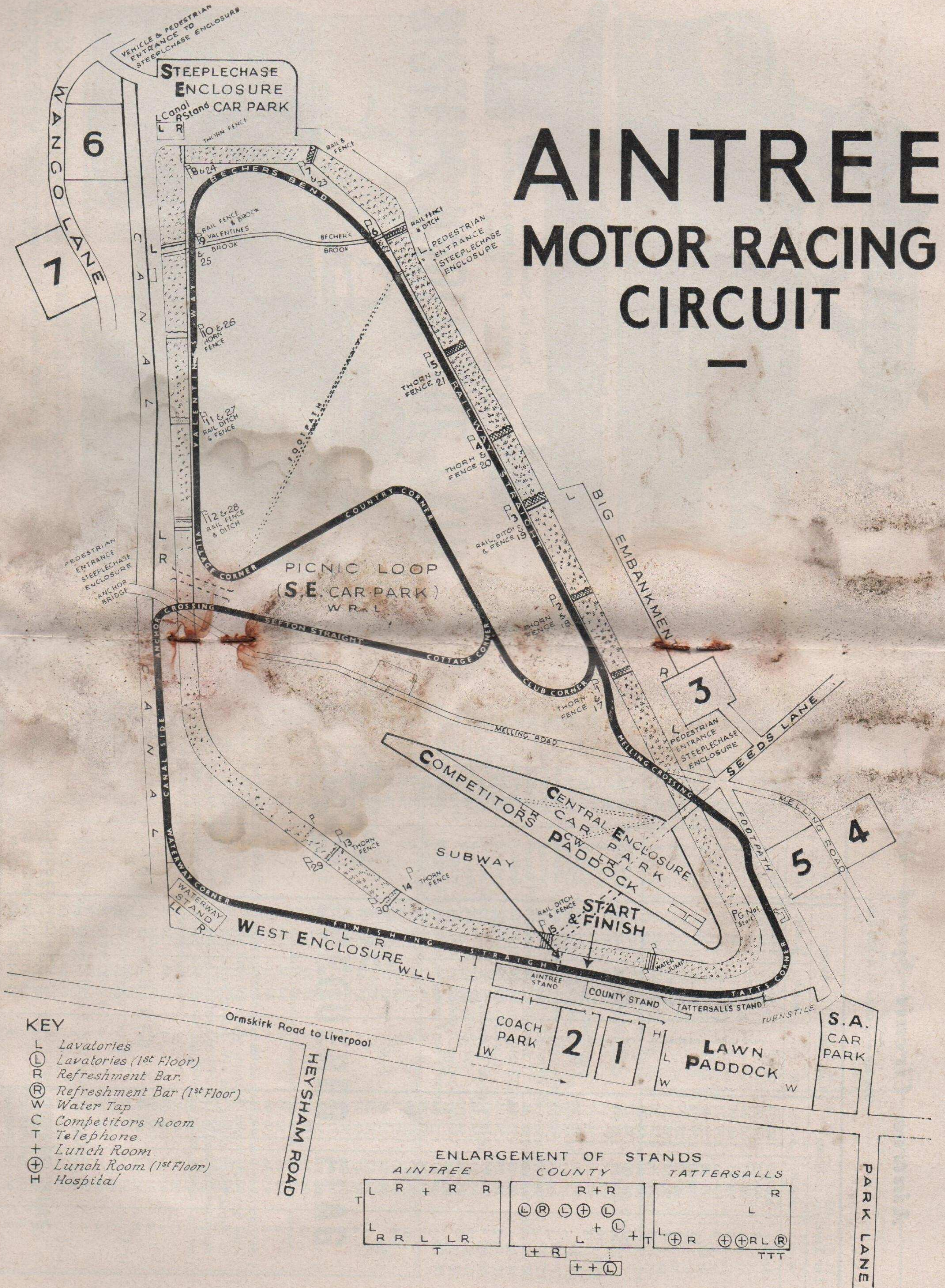


The Aintree "200" International Challenge Trophy will be presented to the entrant of the first car to cross the finishing line in today's big race for Formula 1 cars. The holder is Jack Brabham (Cooper-Climax) who won the last "200" in April, 1961.



The Aintree Lap Record Trophy is presented by the Aintree Automobile Racing Co. Ltd. It is at present held by Stirling Moss (B.R.M.) and Bruce McLaren (Cooper-Climax) who in the British Grand Prix, 18th July, 1959, achieved a speed of 92.31 m.p.h. (1 min. 57 sec.).

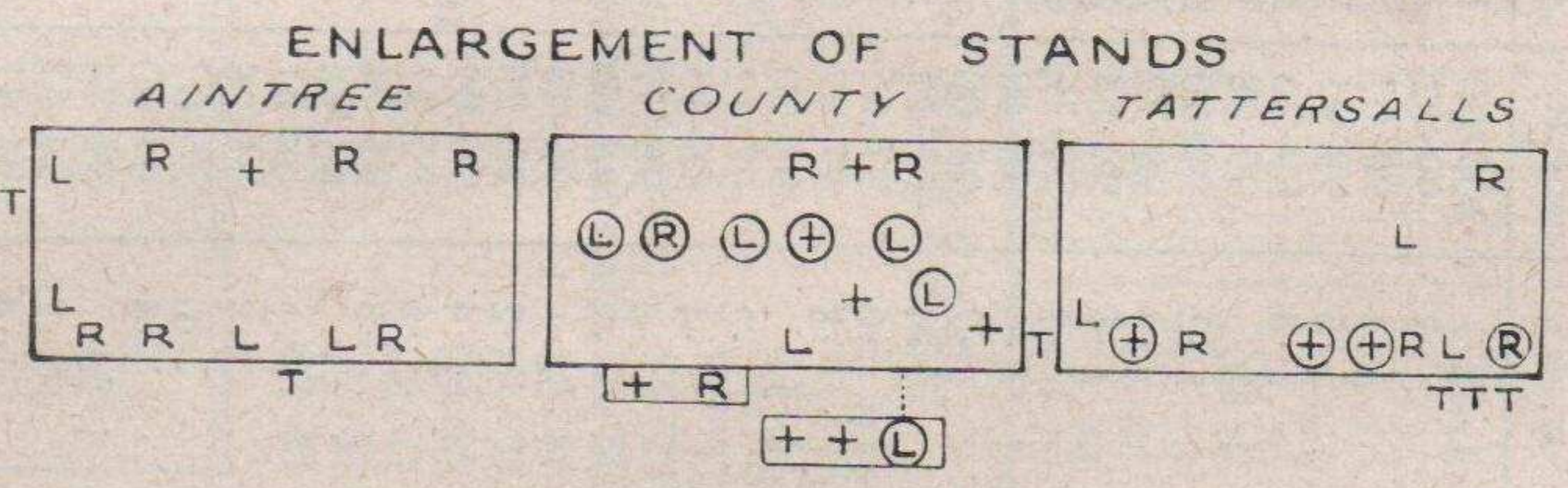
AINTREE MOTOR RACING CIRCUIT



For economical reasons, certain of the Refreshment Bars and Lunch Rooms shown on the Plan may not be open at this meeting, but, patrons are assured that ample facilities are available in every enclosure.

NOTICE

- KEY**
- L Lavatories
 - Ⓛ Lavatories (1st Floor)
 - Ⓜ Refreshment Bar
 - Ⓜ Refreshment Bar (1st Floor)
 - W Water Tap
 - C Competitors Room
 - T Telephone
 - ⊕ Lunch Room
 - ⊕ Lunch Room (1st Floor)
 - H Hospital



Aintree Circuit Speed Table

One lap = 3 miles = 4.828 kms.

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED		
M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.	
1.48			100.00	160.93		2.00			90.00	144.84		2.12			81.82	131.67	
.2			99.82	160.64		.2			89.85	144.60		.2			81.69	131.47	
.4			99.63	160.34		.4			89.70	144.36		.4			81.57	131.27	
.6			99.45	160.00		.6			89.55	144.12		.6			81.45	131.08	
.8			99.26	159.75		.8			89.40	143.88		.8			81.33	130.88	
1.49			99.08	159.46		2.01			89.26	143.64		2.13			81.20	130.68	
.2			98.90	159.16		.2			89.11	143.41		.2			81.08	130.49	
.4			98.72	158.87		.4			88.96	143.17		.4			80.96	130.29	
.6			98.54	158.58		.6			88.82	142.93		.6			80.84	130.10	
.8			98.36	158.30		.8			88.67	142.70		.8			80.72	129.90	
1.50			98.18	158.01		2.02			88.52	142.47		2.14			80.60	129.71	
.2			98.00	157.72		.2			88.37	142.23		.2			80.48	129.51	
.4			97.83	157.43		.4			88.24	142.00		.4			80.36	129.32	
.6			97.65	157.15		.6			88.09	141.77		.6			80.24	129.13	
.8			97.47	156.87		.8			87.95	141.54		.8			80.12	128.94	
1.51			97.30	156.58		2.03			87.80	141.31		2.15			80.00	128.75	
.2			97.12	156.30		.2			87.66	141.08		.2			79.88	128.56	
.4			96.95	156.02		.4			87.52	140.85		.4			79.76	128.37	
.6			96.77	155.74		.6			87.38	140.62		.6			79.65	128.18	
.8			96.60	155.46		.8			87.24	140.39		.8			79.53	127.99	
1.52			96.43	155.18		2.04			87.10	140.17		2.16			79.41	127.80	
.2			96.26	154.91		.2			86.96	139.94		.2			79.30	127.61	
.4			96.09	154.63		.4			86.82	139.72		.4			79.18	127.43	
.6			95.91	154.36		.6			86.68	139.49		.6			79.06	127.24	
.8			95.74	154.09		.8			86.54	139.27		.8			78.95	127.05	
1.53			95.58	153.81		2.05			86.40	139.04		2.17			78.83	126.87	
.2			95.41	153.54		.2			86.26	138.82		.2			78.72	126.68	
.4			95.26	153.27		.4			86.12	138.60		.4			78.60	126.50	
.6			95.07	153.00		.6			85.99	138.38		.6			78.49	126.31	
.8			94.90	152.73		.8			85.85	138.16		.8			78.37	126.13	
1.54			94.74	152.46		2.06			85.71	137.94		2.18			78.26	125.95	
.2			94.57	152.20		.2			85.58	137.72		.2			78.15	125.77	
.4			94.41	151.93		.4			85.44	137.51		.4			78.03	125.58	
.6			94.24	151.66		.6			85.31	137.29		.6			77.92	125.40	
.8			94.08	151.40		.8			85.17	137.07		.8			77.81	125.22	
1.55			93.91	151.14		2.07			85.04	136.86		2.19			77.70	125.04	
.2			93.75	150.88		.2			84.91	136.64		.2			77.59	124.86	
.4			93.59	150.61		.4			84.77	136.43		.4			77.47	124.68	
.6			93.43	150.35		.6			84.64	136.21		.6			77.36	124.50	
.8			93.26	150.09		.8			84.51	136.00		.8			77.25	124.33	
1.56			93.10	149.83		2.08			84.38	135.79		2.20			77.14	124.15	
.2			92.94	149.58		.2			84.24	135.58		.2			77.03	123.97	
.4			92.78	149.32		.4			84.11	135.36		.4			76.92	123.79	
.6			92.62	149.06		.6			83.98	135.15		.6			76.81	123.62	
.8			92.47	148.81		.8			83.85	134.94		.8			76.70	123.44	
1.57			92.31	148.55		2.09			83.72	134.73		2.21			76.60	123.27	
.2			92.15	148.30		.2			83.59	134.53		.2			76.49	123.09	
.4			91.99	148.05		.4			83.46	134.32		.4			76.38	122.92	
.6			91.84	147.80		.6			83.33	134.11		.6			76.27	122.75	
.8			91.68	147.54		.8			83.20	133.90		.8			76.16	122.57	
1.58			91.53	147.29		2.10			83.08	133.70		2.22			76.06	122.40	
.2			91.37	147.05		.2			82.95	133.49		.2			75.95	122.23	
.4			91.22	146.80		.4			82.82	133.29		.4			75.84	122.06	
.6			91.06	146.55		.6			82.70	133.08		.6			75.74	121.88	
.8			90.91	146.30		.8			82.57	132.88		.8			75.63	121.71	
1.59			90.76	146.06		2.11			82.44	132.68		2.23			75.52	121.54	
.2			90.60	145.81		.2			82.32	132.48		.2			75.42	121.37	
.4			90.45	145.57		.4			82.19	132.27		.4			75.31	121.21	
.6			90.30	145.32		.6			82.07	132.07		.6			75.21	121.04	
.8			90.15	145.08		.8			81.94	131.87		.8			75.10	120.87	

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED		
M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.	
2.24			75.00	120.70		2.27			73.47	118.24		2.30			72.00	115.87	
.2			74.90	120.53		.2			73.37	118.08		.2			71.90	115.72	
.4			74.79	120.37		.4			73.27	117.92		.4			71.81	115.56	
.6			74.69	120.20		.6			73.17	117.76		.6			71.71	115.41	
.8			74.59	120.03		.8			73.07	117.60		.8			71.62	115.26	
2.25			74.48	119.87		2.28			72.97	117.44		2.31			71.52	115.10	
.2			74.38	119.70		.2			72.87	117.28		.2			71.43	114.95	
.4			74.28	119.54		.4			72.78	117.12		.4			71.33	114.80	
.6			74.18	119.37		.6			72.68	116.96		.6			71.24	114.65	
.8			74.07	119.21		.8			72.58	116.81		.8			71.15	114.50	
2.26			73.97	119.05		2.29			72.48	116.65		2.32			71.05	114.35	
.2			73.87	118.88		.2			72.39	116.49		.2			70.96	114.20	
.4			73.77	118.72		.4			72.29	116.34		.4			70.87	114.05	
.6			73.67	118.56		.6			72.19	116.18		.6			70.77	113.90	
.8			73.57	118.40		.8			72.10	116.03		.8			70.68	113.75	

SOME PREVIOUS WINNERS AT AINTREE

Year	Date	Winning Car	m.p.h.
1954	29th May,	Aintree "200", S. Moss (Maserati)	77.70
1954	2nd Oct.,	"Daily Telegraph" Trophy, S. Moss (Maserati)	85.43
1955	16th July,	British Grand Prix, S. Moss (Mercedes-Benz)	86.47
1956	21st April,	Aintree "200" International Trophy, S. Moss (Maserati)	84.24
1957	20th July,	Grand Prix d'Europe, S. Moss & C. A. S. Brooks (Vanwall)	86.80
1958	19th April,	Aintree "200", S. Moss (Cooper-Climax)	85.66
1959	18th April,	Aintree "200", J. Behra (Ferrari)	88.76
1959	18th July,	British Grand Prix, J. Brabham (Cooper-Climax)	89.88
1960	30th April,	Aintree "200", S. Moss (Porsche)	88.41
1961	22nd April,	Aintree "200", J. Brabham (Cooper-Climax)	78.06
1961	15th July,	British Grand Prix, W. von Trips (Ferrari)	83.91



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LAP RECORDS FOR THE AINTREE CIRCUIT

Absolute Course Record (2500 c.c. racing car record) : Stirling Moss (B.R.M.) ; Bruce McLaren (Cooper Climax), 18th July, 1959 (British Grand Prix), 1 min., 57 sec., 92.31 m.p.h.

1500 c.c. Racing Car Record : C. A. S. Brooks (B.R.M.) July, 1961, 1 min. 57.8 sec. 91.68 m.p.h.

Sports Car Record (2000-3000 c.c. class record) : S. Moss (Lotus 19 Climax), April, 1961, 2 min. 00.0 sec., 90.00 m.p.h.

Other Class Records :

Up to 1100 c.c. : J. K. Hall (Lotus Climax), 2 min. 09.2 sec., 83.59 m.p.h.

1100-1500 c.c. : I. Ireland (Lotus Climax), 2 min. 09 sec., 83.72 m.p.h.

1500-2000 c.c. : J. Brabham (Cooper Climax), 2 min. 04 sec., 87.10 m.p.h.

3000-5000 c.c. : R. Salvadori (Aston Martin DBR2), 2 min. 03.6 sec., 87.38 m.p.h.

Formula Junior Record :

J. Love (Cooper Austin), 2 min. 05.4 sec., 86.12 m.p.h.

Saloon Cars :

Up to 1000 c.c. : G. C. Shepherd (Austin Seven), 2 min. 38.6 sec., 68.10 m.p.h.

1001-1600 c.c. : W. B. Blydenstein (Borgward), 2 min. 35.6 sec., 69.41 m.p.h.

1600-3000 c.c. : R. C. Kerrison (Jaguar 2.4), 2 min. 37.4 sec., 68.61 m.p.h.

Over 3000 c.c. : M. Parkes (Jaguar 3.8), 2 min. 19.4 sec., 77.47 m.p.h.

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ENTRIES: REFERENCE LIST

Race No.	Entrant and Driver	Car	Paddock Bay No.
AINTREE "200" RACE			
1	S.E.F.A.C. Ferrari (Dvr.: P. Hill)	Ferrari	10
2	S.E.F.A.C. Ferrari (Dvr.: G. Baghetti)	Ferrari	11
3	Bowmaker Yeoman Racing Team (Dvr.: J. Surtees)	Lola Climax	14
4	Bowmaker Yeoman Racing Team (Dvr.: R. Salvadori)	Lola Climax	15
5	Team Lotus Ltd. (Dvr.: J. Clark)	Lotus Climax	21
6	Team Lotus Ltd. (Dvr.: T. Taylor)	Lotus Climax	22
8	U.D.T.-Laystall Racing Team (Dvr.: I. Ireland)	Lotus Climax	28
9	U.D.T.-Laystall Racing Team (Dvr.: M. Gregory)	Lotus Climax	29
10	Brabham Racing Organisation Ltd. (Dvr.: J. Brabham)	Lotus Climax	32
11	Owen Racing Organisation (Dvr.: G. Hill)	B.R.M.	34
12	Owen Racing Organisation (Dvr.: R. Ginther)	B.R.M.	35
14	Ecurie Galloise (Dvr.: J. Lewis)	B.R.M.	36
15	T. Marsh	B.R.M.	37
16	Cooper Car Co. (Dvr. B. McLaren)	Cooper Climax	45
17	Anglo American Equipe (Dvr.: I. Burgess)	Cooper Climax	50
18	R. Greenville	Cooper Climax	19
19	John Dalton (Dvr.: T. Shelly)	Lotus Climax	20
20	J. Chamberlain	Lotus Climax	51
21	R. H. Parnell	Lotus Climax	18
22	Speed Sport (Dvr.: B. Collomb)	Lotus Climax	52
23	Gilby Engineering Co. Ltd. (Dvr.: K. A. Greene)	Gilby Climax	55
24	Emeryson Cars Ltd. (Dvr.: A. Settember)	Emeryson Climax	56
25	Emeryson Cars Ltd. (Dvr.: J. Campbell-Jones)	Emeryson Climax	57
26	Autosport Team Wolfgang Seidel (Dvr.: W. Seidel)	Porsche	59
27	Autosport Team Wolfgang Seidel (Dvr.: G. Seifert)	Lotus Climax	60

FORMULA JUNIOR RACE

32	Team Lotus Ltd. (Dvr.: P. Arundell)	Lotus Ford	22
33	Team Lotus Ltd. (Dvr.: R. Anderson)	Lotus Ford	23
34	Lola Equipe (Dvr.: R. N. Prior)	Lola Ford	63
35	Lola Equipe (Dvr.: E. L. Hine)	Lola Ford	64
36	D. Taylor	Lola Ford	65
37	The Chequered Flag Ltd. (Dvr.: W. F. Moss)	Gemini Ford	66
38	The Chequered Flag Ltd. (Dvr.: P. Procter)	Gemini Ford	67
39	Brabham Racing Developments Ltd. (Dvr.: F. Gardner)	Brabham Ford	33
40	Competition Cars of Australia Ltd. (Dvr.: J. Rhodes)	Ausper Ford	68
41	Tyrrell Racing Organisation (Dvr.: T. Maggs)	Cooper Austin	69
42	Tyrrell Racing Organisation (Dvr.: J. Love)	Cooper Morris	70
43	Scuderia Light Blue (Dvr.: W. McCowen)	Cooper Ford	71
44	Team Midland (Dvr.: J. Cottrell)	Cooper B.M.C.	72

Race No.	Entrant and Driver	Car	Paddock Bay No.
45	Team Midland (Dvr.: D. Baker)	Cooper B.M.C.	73
46	Midland Racing Partnership (Dvr.: R. Attwood)	Cooper Ford	74
47	Midland Racing Partnership (Dvr.: W. Bradley)	Cooper B.M.C.	75
48	New Zealand Racing Partnership (Dvr.: D. Hulme)	Cooper Ford	76
49	Team Alexis (Dvr.: D. Prophet)	Alexis Ford	77
50	Team Alexis (Dvr.: E. Harris)	Alexis Ford	78
51	Ian Raby (Racing) Ltd. (Dvr.: I. E. Raby)	Merlyn Ford	79
52	Speed Sport (Dvr.: C. Ashmore)	Elva Ford	53
53	Sports Motors (Manchester) Ltd. (Dvr.: T. Shepherd) (3rd Reserve)	Lotus Ford	96
54	Ian Walker Racing Ltd. (Dvr.: M. Spence)	Lotus Ford	82
55	B. Hart	Lotus Ford	85
56	R. Harris (Dvr.: J. Fenning)	Lotus Ford	86
57	G. A. Henrotte (Dvr.: B. Whitehouse)	Lotus Ford	87
58	J. L. Romanes	Lotus Ford	88
59	D. R. Piper	Lotus Ford	89
60	K. M. Francis	Lotus Ford	90
61	G. H. Breakell	Lotus Ford	91
62	Auto Racing Service (Dvr.: J. R. Pearce)	Lotus Ford	92
63	New Platt Motors (Dvr.: A. Moore) (1st Reserve)	Lotus Ford	94
64	Jim Russell Racing Drivers School (Dvr.: M. Gould) (2nd Reserve)	Lotus Ford	95

SPORTS CAR RACE

Over 1,150 c.c.

66	J. O. Coundley	Lister Jaguar	99
67	G. Baird	Lister Jaguar	100
68	P. H. Sutcliffe	Jaguar D	101
69	M. Charles	Jaguar D	102
70	Equipe Vertrouge (Dvr.: K. W. Yeates)	Aston Martin DB3S	103
71	P. Barak	Cooper Ferrari	104
72	Roseberry Service Station (Dvr.: J. Blumer)	Cooper Climax	105
73	O.O. Racing Team (Dvr.: To be nominated)	Cooper Climax	106
74	New Garage (Wallasey) (Dvr.: B. J. Hough)	Cooper Bristol	107
75	D. G. Addicott	Lotus Buick	108
76	D. Graham	Lotus Climax	109
77	U.D.T.-Laystall Racing Team (Dvr.: I. Ireland)	Lotus Climax	30
78	Ian Walker Racing Ltd. (Dvr.: D. Hobbs)	Lotus Ford	83

Up to 1,500 c.c.

81	Ian Walker Racing Ltd. (Dvr.: P. Hawkins)	Lotus Ford	84
82	L. W. Keens	Lotus Ford	126
83	Sports Motors (Manchester) Ltd. (Dvr.: R. J. Bloor)	Lotus Ford	97
84	J. D. Robertshaw	Lotus Ford	98
85	Normand Ltd. (Dvr.: M. G. Beckwith)	Lotus Ford	127
86	N. Garbett	Lotus Ford	128

Race No.	Entrant and Driver	Car	Paddock Bay No.
87	Blue Angel Racing Team (Dvr.: J. Scott-Davies)	Lotus Climax	129
88	Elva Cars (1961) Ltd. (Dvr.: J. H. Gaston)	Elva Climax	130
89	H. E. O'Brien	Elva Climax	131
90	Speed Sport (Dvr.: C. Ashmore)	Elva Climax	54
91	Blease Auto Engineering (Dvr.: G. D. Hill)	Elva Climax	132
92	Performance Equipment Co. Ltd. (Dvr.: P. S. Borthwick)	Lola Climax	133
93	Farnborough Racing Enterprise (Dvr.: J. Nicholson)	Lola Climax	134
94	T. Hayden	Lola Climax	135
95	Ian Raby (Racing) Ltd. (Dvr.: I. E. Raby)	Merlyn Ford	80

SALOON CAR RACE

Over 3,000 c.c.

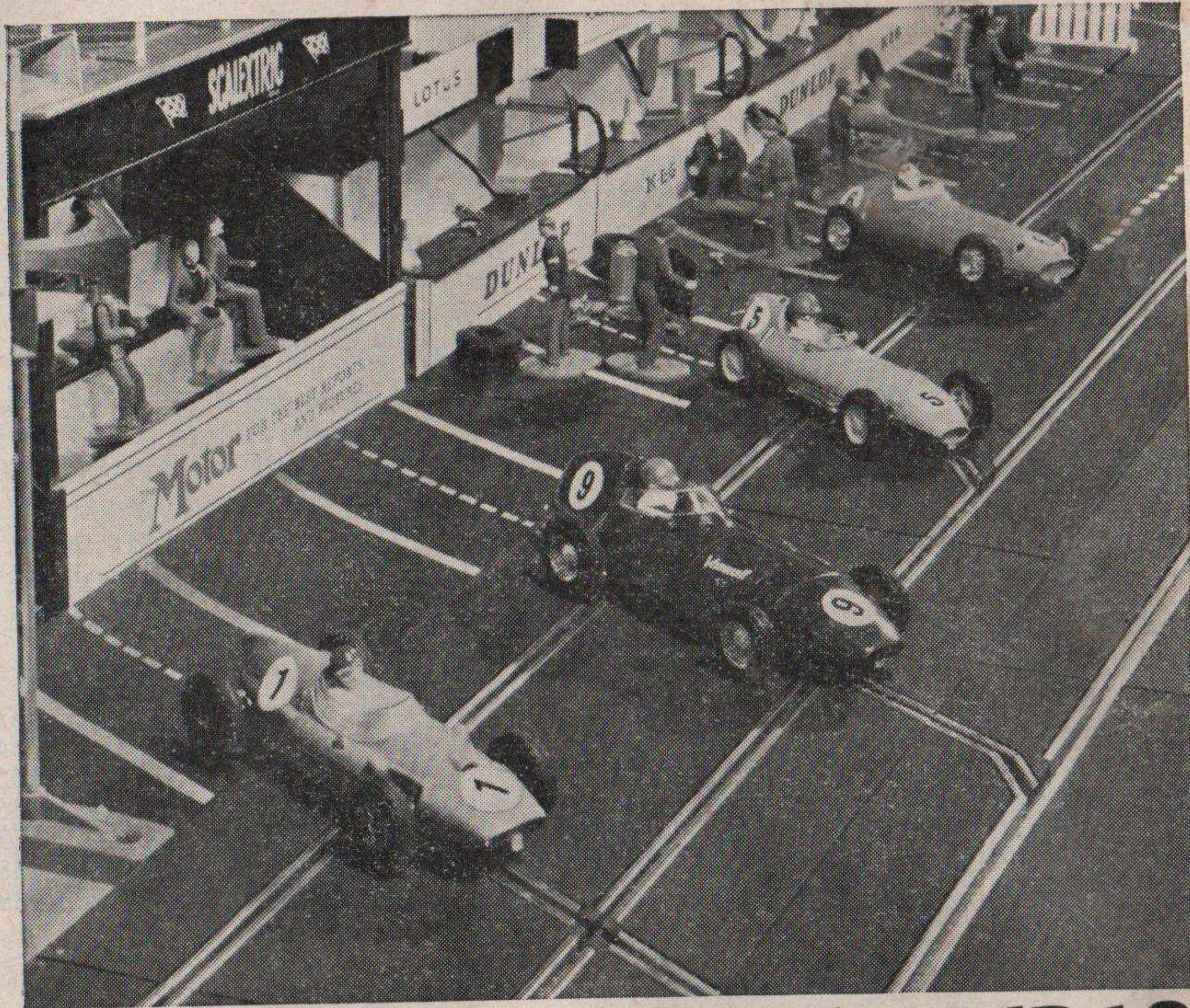
97	J. Coombs (Dvr.: R. Salvadori)	Jaguar 3.8	162
98	J. Coombs (Dvr.: G. Hill)	Jaguar 3.8	163
99	Equipe Endeavour (Dvr.: M. Parkes)	Jaguar 3.8	164
100	Equipe Endeavour (Dvr.: J. Sears)	Jaguar 3.8	165
101	Sir Gawaine Baillie	Jaguar 3.8	136
102	Peter Berry (Racing) Ltd. (Dvr.: D. Hobbs)	Jaguar 3.8	137
103	Bracknell Motors Ltd. (Dvr.: P. Dodd)	Jaguar 3.8	138
104	P. G. Sachs	Chevrolet Chevy II	139

1,001-3,000 c.c.

106	Gryphon Stable (Dvr.: J. Sutton)	Vauxhall Velox	142
107	Squadra Blez International (Dvr.: F. Hamlin)	Vauxhall VX4/90	143
108	Murkett Bros. Ltd. (Dvr.: J. R. Pearce or R. B. Brown)	Vauxhall VX4/90	93
109	Equipe Rouge (Dvr.: D. A. N. Byrne)	Mercedes Benz 220SEb	145
110	Sunbeam Talbot Ltd. (Dvr.: P. Harper)	Sunbeam Rapier	146
111	A. B. Fraser (Dvr.: P. Jopp)	Sunbeam Rapier	148
112	Barwell Motors Ltd. (Dvr.: A. Hutcheson)	Riley 1.5	149
113	Westover Racing (Dvr.: E. Lewis)	Riley 1.5	150
114	P. Pilsworth	Riley 1.5	151
115	A. B. Fraser (Reserve)	Sunbeam Rapier	147

Up to 1,000 c.c.

117	Squadra Blez International (Dvr.: J. R. Aley or D. G. Addicott)	D.K.W. Junior	144
118	Cooper Car Co. (Dvr.: T. Maggs)	Austin Mini-Cooper	46
119	Cooper Car Co. (Dvr.: J. Love)	Austin Mini-Cooper	47
120	Cooper Car Co. (Dvr.: J. Whitmore)	Austin Mini-Cooper	48
121	D. L. Nurse	Austin Mini-Cooper	152
122	C. M. M. Williams	Austin Mini-Cooper	153
123	D. Moore (Dvr.: Miss C. Carlisle)	Austin Mini-Cooper	154
124	D. Moore (Dvr.: G. C. Shepherd)	Austin Mini-Cooper	155
125	J. D. Lewis	Morris Mini-Cooper	156
127	W. Griffiths Engineering Ltd. (Dvr.: A. D. Rutt)	Morris Mini-Cooper	158
128	P. Clarke	Morris Mini-Cooper	159
129	M. H. Clare	Morris Mini-Cooper	160
130	Longbacon Engineering Ltd. (Dvr.: P. Sherman-Kelly)	Morris Mini-Cooper	161



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Event I SPORTS CAR RACE 11 a.m.

(17 LAPS—51 MILES)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour	Pit No.
Class 1—Cars exceeding 1150 c.c.						
66	J. O. Coundley	Lister Jaguar	6	3781	Blue	(1) 86
67	G. Baird	Lister Jaguar	6	3988	Green	(2) 72
68	P. H. Sutcliffe	Jaguar D	6	3781	Green	(3) 66
69	M. Charles	Jaguar D	6	3442	Blue	(4) 68
70	Equipe Vertrouge (Dvr.: K. W. Yeates)	Aston Martin DB3S	6	2922	Green/Red	(5) 76
71	P. Barak	Cooper Monaco Ferrari	4	2999	Blue/White	(6) 88
72	Roseberry Service Station (Dvr.: J. Blumer)	Cooper Monaco Climax	4	1960	Green/Red	(7) 93
73	O.O. Racing Team (Dvr.: J. Woolfe)	Cooper Monaco Climax	4	1960	Maroon	(8) 91
74	New Garage (Wallasey) (Dvr.: B. J. Hough)	Cooper Bristol	6	1971	Green/White	(9) 92
75	D. G. Addicott	Lotus 15 Buick	8	3524	Black	(10)
76	D. Graham	Lotus 15 Climax	4	1960	Blue/Yellow	(11)
77	U.D.T.—Laystall Racing Team (Dvr.: I. Ireland)	Lotus 19 Climax	4	2496	Green	(12)
78	Ian Walker Racing Ltd. (Dvr.: D. Hobbs)	Lotus 23 Ford	4	1477	Yellow/Green	(14)
Class 2—Cars up to 1150 c.c. non s/c						
81	Ian Walker Racing Ltd. (Dvr.: P. Hawkins)	Lotus 23 Ford	4	1098	Yellow/Green	(15)
82	L. W. Keens	Lotus 23 Ford	4	1100	Green	(16)
83	Sports Motors (Manchester) Ltd. (Dvr.: R. J. Bloor)	Lotus 23 Ford	4	1100	Blue	(17)
84	J. D. Robertshaw	Lotus 23 Ford	4	1100	Green	(18)
85	Normand Ltd. (Dvr.: M. Beckwith)	Lotus 23 Ford	4	1100	Blue	(19)
86	N. Garbett	Lotus 23 Ford	4	1097	Blue	(20)
87	Blue Angel Racing Team (Dvr.: J. Scott-Davies)	Lotus 17 Climax	4	1098	Red/Cream	(21)
88	Elva Cars (1961) Ltd. (Dvr.: J. H. Gaston)	Elva Mk. VI Climax	4	1098	Green	(22)
89	H. E. O'Brien	Elva Mk. VI Climax	4	1097	Yellow	(23)
90	Speed Sport (Dvr.: C. Ashmore)	Elva Mk. VI Climax	4	1098	Green	(24)
91	Blease Auto Engineering (Dvr.: G. D. Gill)	Elva Mk. VI Climax	4	1098	Blue	(25)
92	Performance Equipment Co. Ltd. (Dvr.: P. S. Borthwick)	Lola Climax	4	1098	Red	(26)
93	Farnborough Racing Enterprise (Dvr.: J. Nicholson)	Lola Climax	4	1098	White	(27)
94	T. Hayden	Lola Climax	4	1098	White	(28)
95	Ian Raby (Racing) Ltd. (Dvr.: I. E. Raby)	Merlyn Ford	4	1098	Red/White	(29)

RESULTS

1st Overall *77 Ireland* 2nd *72 Blumer* 3rd *66 Coundley*
 Winner's Speed *89:48* m.p.h. Fastest Lap: Car No. *77* at *91:68* m.p.h.
 Class 1 (Over 1150 c.c.)
 1st *77* 2nd *72* 3rd *66* 4th *68*
 Winner's Speed *89:48* m.p.h. Fastest Lap: Car No. *77* at *91:68* m.p.h.
 Class 2 (Up to 1150 c.c.)
 1st *80* 2nd *93 Nicholson* 3rd *70 Garbett* 4th *91*
 Winner's Speed *81:59* m.p.h. Fastest Lap: Car No. *83* at *84:24* m.p.h.



STRAIGHT THROUGH

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Event 2 FORMULA JUNIOR RACE 12-10 p.m. (17 LAPS—51 MILES)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour	Pit No.
32	Team Lotus Ltd. (Dvr.: P. Arundell)	Lotus Ford	4	1097	Green	(1)
33	Team Lotus Ltd. (Dvr.: R. Anderson)	Lotus Ford	4	1097	Green	(2)
34	Lola Equipe (Dvr.: R. N. Prior)	Lola Ford	4	1097	Green	(3)
35	Lola Equipe (Dvr.: E. L. Hine)	Lola Ford	4	1097	Green	(4)
36	D. Taylor	Lola Ford	4	1098	Green	(5)
37	The Chequered Flag Ltd. (Dvr.: W. Moss)	Gemini Ford	4	1100	Black/White	(6)
38	The Chequered Flag Ltd. (Dvr.: P. Procter)	Gemini Ford	4	1100	Black/White	(7)
39	Brabham Racing Developments Ltd. (Dvr.: F. Gardner)	Brabham Ford	4	1098	Blue	(8)
40	Competition Cars of Australia Ltd. (Dvr.: J. Rhodes)	Ausper Ford	4	1098	Green/Gold	(9)
41	Tyrrell Racing Organization (Dvr.: T. Maggs)	Cooper Austin	4	1098	Green	(10)
42	Tyrrell Racing Organisation (Dvr.: J. Love)	Cooper Morris	4	1098	Green	(11)
43	Scuderia Light Blue (Dvr.: W. McCowen)	Cooper Ford	4	1087	Green/Blue	(12)
44	Team Midland (Dvr.: J. Cottrell)	Cooper B.M.C.	4	994	Green	(14)
45	Team Midland (Dvr.: D. Baker)	Cooper B.M.C.	4	1098	Green	(15)
46	Midland Racing Partnership (Dvr.: R. Attwood)	Cooper Ford	4	1097	Blue	(16)
47	Midland Racing Partnership (Dvr.: W. Bradley)	Cooper B.M.C.	4	1098	Blue	(17)
48	New Zealand Racing Partnership (Dvr.: D. Hulme)	Cooper Ford	4	1098	Black/Silver	(18)
49	Team Alexis (Dvr.: D. Prophet)	Alexis Ford	4	997	Orange	(19)
50	Team Alexis (Dvr.: E. Harris)	Alexis Ford	4	997	Orange	(20)
51	Ian Raby (Racing) Ltd. (Dvr.: I. E. Raby)	Merlyn Ford	4	1098	Red/White	(21)
52	Speed Sport (Dvr.: C. Ashmore)	Elva Ford	4	1100	Green	(22)
53	Sports Motors (Manchester) Ltd. (Dvr.: T. Shepherd) (3rd Reserve)	Lotus Ford	4	1100	Blue	(—)
54	Ian Walker Racing Ltd. (Dvr.: M. Spence)	Lotus Ford	4	1098	Yellow/Green	(23)
55	B. Hart	Lotus Ford	4	1098	Red	(24)
56	R. Harris (Dvr.: J. Fenning)	Lotus Ford	4	1096	Red	(25)
57	G. A. Henrotte (Dvr.: B. Whitehouse)	Lotus Ford	4	1095	Red	(26)
58	J. L. Romanes	Lotus Ford	4	1097	Green	(27)
59	D. R. Piper	Lotus Ford	4	1098	Green	(28)
60	K. M. Francis	Lotus Ford	4	1100	Green	(29)
61	G. H. Breakell	Lotus Ford	4	1100	Silver/Green	(30)
62	Auto Racing Service (Dvr.: J. R. Pearce)	Lotus Ford	4	1100	Green	(31)
63	New Platt Motors (Dvr.: A. Moore) (1st Reserve)	Lotus Ford	4	997	Blue	(—)
64	Jim Russell Racing Drivers School (Dvr.: M. Gould) (2nd Reserve)	Lotus Ford	4	1100	Green	(—)

RESULT

1st. 32 2nd. 41 3rd. 12
 4th. 54 5th. 46 6th. 56
 Winner's Speed 88.12 m.p.h. Fastest Lap: Car No. 39/42/47 at 89.11 m.p.h.

GEMS from SLIP No.1 'WHO'LL BUY MY SWEET MOLYSLIP?'

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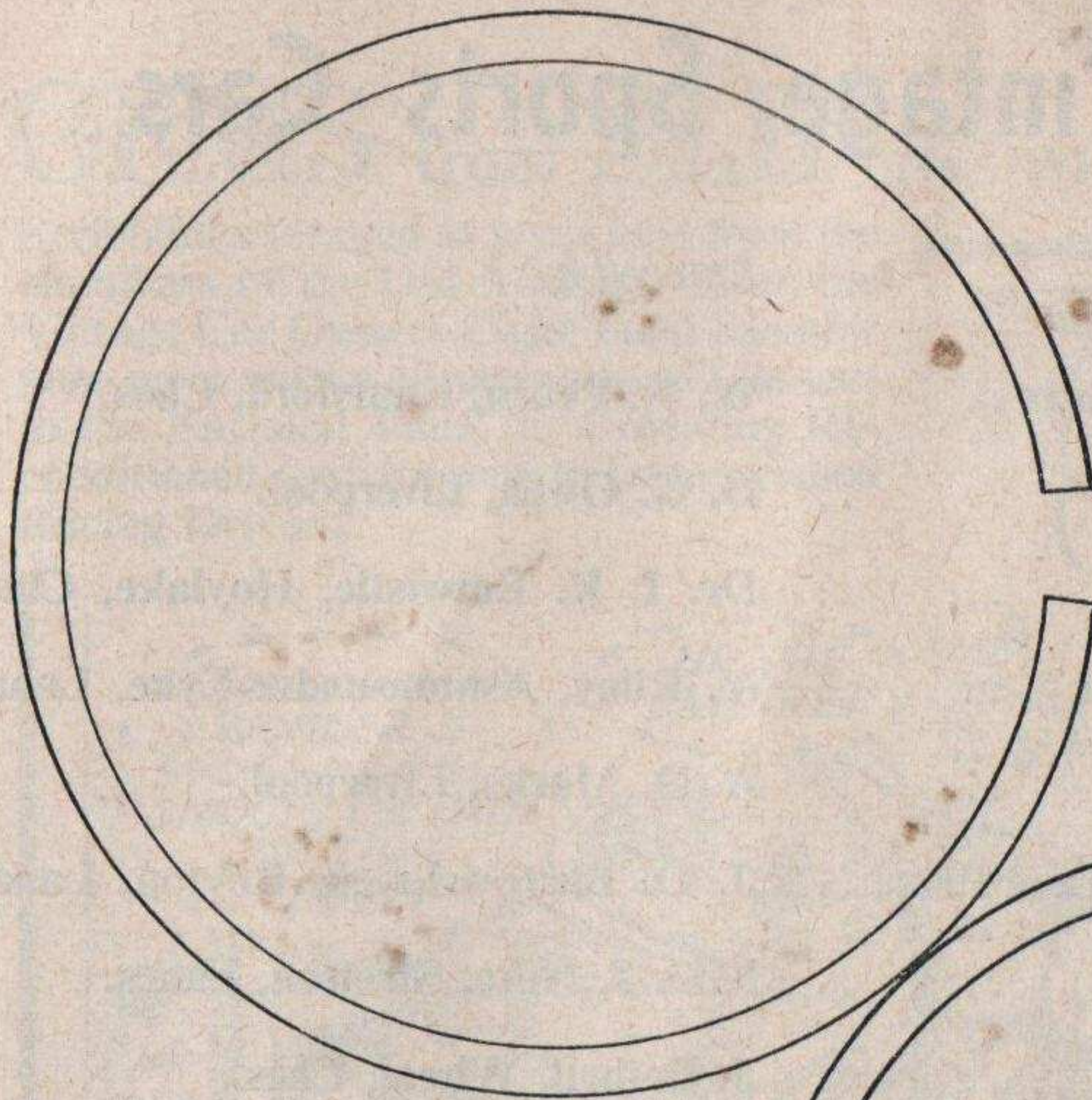
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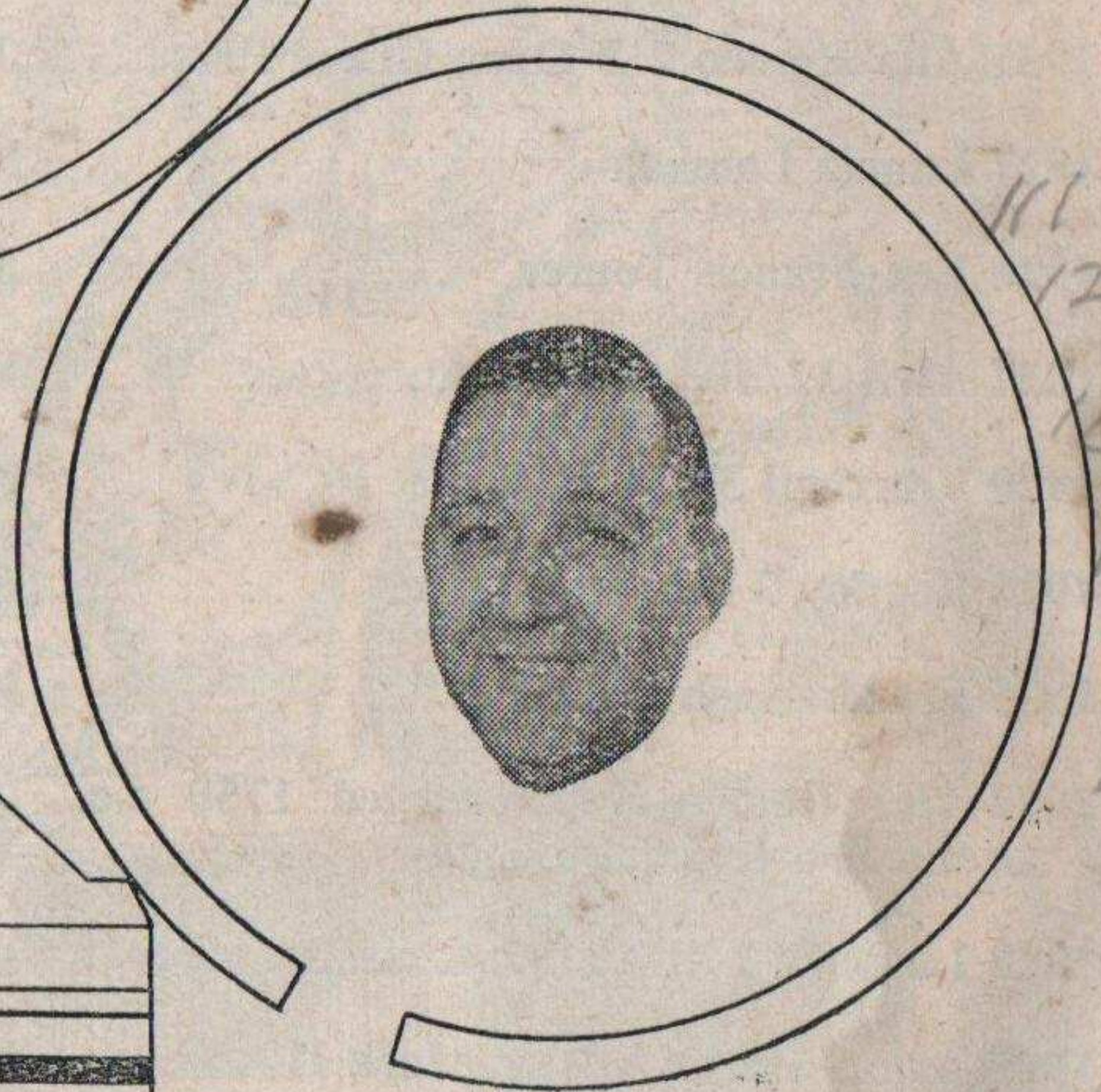
Parade of Vintage Sports Cars

Car No.	Year and Make	Entered by
1	1925 Vauxhall 30/98 Open Sports	W. N. Pearn, Knutsford, Ches.
2	1929 Bentley 4½ litre	D. G. Owen, Liverpool.
3	1927 Bugatti T.37 Grand Prix	Dr. I. R. Entwistle, Hoylake, Ches.
4	1933 Frazer-Nash T.T. Replica	V. Riley, Ashton-under-Lyne, Lancs
5	1928 Chrysler (Canadian)	A. D. Marks, Liverpool.
6	1931 Alfa Romeo 2.3 Open Grand Prix ..	J. D. Barrowclough, Royton, Lancs.
7	1927 Lancia Lambda	Miss J. Neve, Stretton, Lancs.
8	1928 Lea-Francis Tourer	J. Bethell, Wirral, Ches.
9	1927 Alvis 12/50	W. A. Biddle, Hoylake, Ches.
10	1920 Vauxhall 30/98 E. Type	J. B. Barker, Bowdon, Ches.
11	1925 Bentley 3 litre Red Label	C. Allen, Disley, Ches.
12	1935 Frazer-Nash 'Shelsley'	K. Moore, Birkenhead.
14	1932 Alfa Romeo Supercharged 1750 c.c. Grand Sport, Zagato body	W. D. A. Black, Middleton, Lancs.
15	1928 Lagonda 2 litre High Chassis Tourer ..	D. G. Bullock, Liverpool.
16	1935 Aston Martin Ulster Mark II	W. Burton, Haigh, Lancs.
17	1936 Riley Lynx 1½ litre	K. B. Priestman, Liverpool.
18	1934 Bentley 3½ litre	E. S. Berry, Southport.
19	1933 Riley Kestrel 12/6 Sports Saloon ..	A. Hopkinson, Liverpool.
20	1928 Bugatti 1½ litre Type 40 Grand Sport Tourer	J. M. Chatterton, Mellor, Ches.
21	1924 Vauxhall 30/98	J. C. Broadhead, Bollington, Ches.
22	1913 Darracq.	M. Brooking, Frodsham, Ches.

Music in the luncheon interval of the programme is provided by the Regimental Band of the 102 (Cheshire) Transport Column R.A.S.C. (T.A.) by kind permission of the Commanding Officer, Lt. Col. N. C. Ware, T.D., R.A.S.C. (T.A.), under the direction of W.O. I. J. Bell, Bandmaster.



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Event 3

SALOON CAR RACE

2-15 p.m.

(10 LAPS—30 MILES)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour	Pit No.
Class 1—Over 3000 c.c.						
97	J. Coombs (Dvr.: R. Salvadori)	Jaguar 3·8	6	3781	Grey	(1)
98	J. Coombs (Dvr.: G. Hill)	Jaguar 3·8	6	3781	Grey	(2)
99	Equipe Endeavour (Dvr.: M. Parkes)	Jaguar 3·8	6	3781	Blue	(3)
100	Equipe Endeavour (Dvr.: J. Sears)	Jaguar 3·8	6	3781	Blue	(4)
101	Sir Gawaine Baillie	Jaguar 3·8	6	3781	Green	(5)
102	Peter Berry (Racing) Ltd. (Dvr.: D. Hobbs)	Jaguar 3·8	6	3781	Green	(6)
103	Bracknell Motors Ltd. (Dvr.: P. Dodd)	Jaguar 3·8	6	3781	Grey	(7)
104	P. G. Sachs	Chevrolet Chevy II	8	5359	White	(8)
Class 2—1001-3000 c.c.						
106	Gryphon Stable (Dvr.: J. Sutton)	Vauxhall Velox	6	2651	Cream	(9)
107	Squadra Blez International (Dvr.: F. Hamlin)	Vauxhall VX4/90	4	1508	Yellow	(10)
108	Murkett Bros. Ltd. (Dvr.: R. B. Brown or J. R. Pearce)	Vauxhall VX4/90	4	1508	White	(11)
109	Equipe Rouge (Dvr.: D. A. N. Byrne)	Mercedes Benz 220SEb	6	2195	Red	(12)
110	Sunbeam Talbot Ltd. (Dvr.: P. Harper)	Sunbeam Rapier	4	1592	Green	(14)
111	A. B. Fraser (Dvr.: P. Jopp)	Sunbeam Rapier	4	1592	Grey/Red	(15)
112	Barwell Motors Ltd. (Dvr.: A. Hutcheson)	Riley 1·5	4	1532	Blue	(16)
113	Westover Racing (Dvr.: E. Lewis)	Riley 1·5	4	1497	Grey	(17)
114	P. Pilsworth	Riley 1·5	4	1500	Red	(18)
115	A. B. Fraser (Reserve)	Sunbeam Rapier	4	1592	Green	(—)
Class 3—Up to 1000 c.c.						
117	Squadra Blez International (Dvr.: J. Aley or D. G. Addicott)	D.K.W. Junior	3	795	White	(19)
118	Cooper Car Co. (Dvr.: T. Maggs)	Austin Mini-Cooper	4	997	Green	(20)
119	Cooper Car Co. (Dvr.: J. Love)	Austin Mini-Cooper	4	997	Green	(21)
120	Cooper Car Co. (Dvr.: J. Whitmore)	Austin Mini-Cooper	4	997	Green	(22)
121	D. L. Nurse	Austin Mini-Cooper	4	997	Green/White	(23)
122	C. M. M. Williams	Austin Mini-Cooper	4	997	Blue	(24)
123	D. Moore (Dvr.: Miss C. Carlisle)	Austin Mini-Cooper	4	997	Red	(25)
124	D. Moore (Dvr.: G. C. Shepherd)	Austin Mini-Cooper	4	997	Blue	(26)
125	J. D. Lewis	Morris Mini-Cooper	4	997	Grey	(27)
127	W. Griffiths Engineering Ltd. (Dvr.: A. D. Rutt)	Morris Mini-Cooper	4	997	Grey/White	(28)
128	P. Clarke	Morris Mini-Cooper	4	997	Green/White	(29)
129	M. H. Clare	Morris Mini-Cooper	4	997	Red/Black	(30)
130	Longbacon Engineering Ltd. (Dvr.: P. Sherman-Kelly)	Morris Mini-Cooper	4	997	Black	(31)

RESULTS

1st Overall	97	2nd	99	
Winner's Speed	78.05	Fastest Lap: Car No.	99	
Class 1 (Over 3000 c.c.)	1st	2nd	3rd	4th
Winner's Speed	78.05	Fastest Lap: Car No.	99	2.14
Class 2 (1001-3000 c.c.)	1st	2nd	3rd	4th
Winner's Speed	110	Fastest Lap: Car No.	111	1.09
Class 3 (Up to 1000 c.c.)	1st	2nd	3rd	4th
Winner's Speed	70.84	Fastest Lap: Car No.	120	2.27.0

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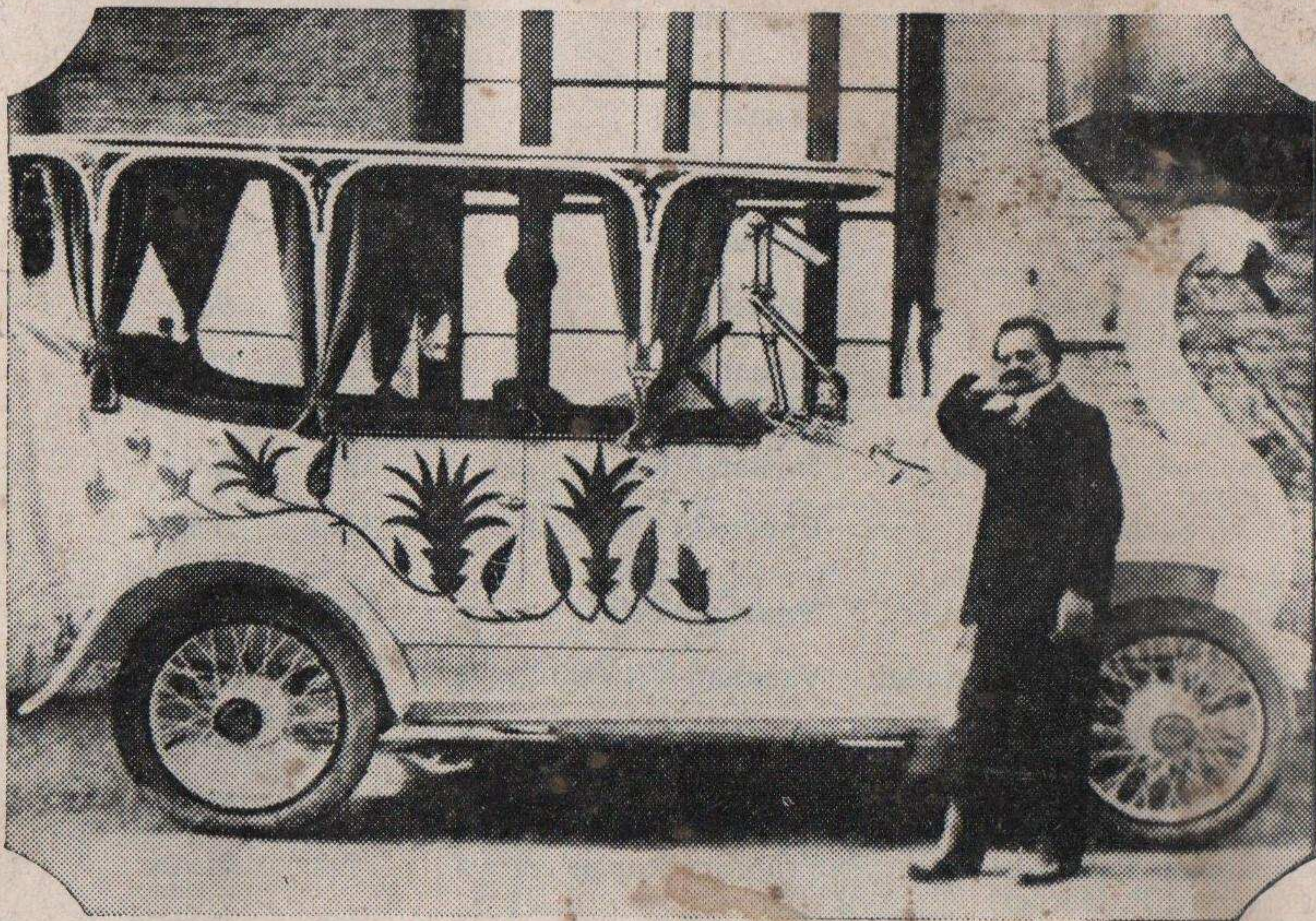
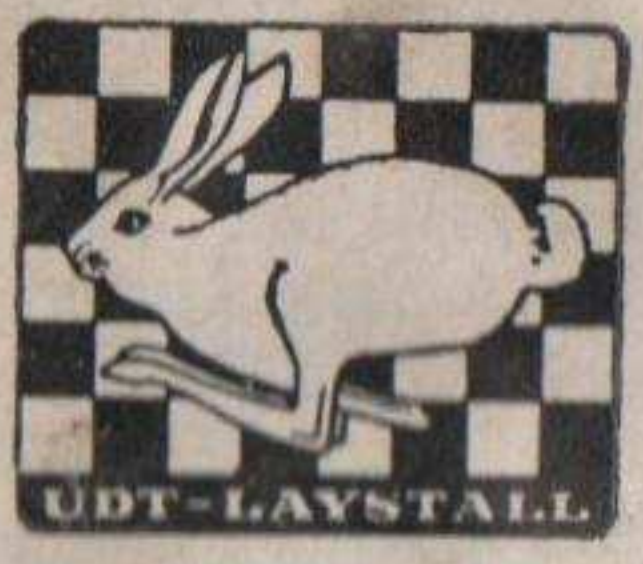


Photo by courtesy of The Car Illustrated

This exotic attempt to imitate nature aroused considerable interest when it was built in 1910. For obvious reasons it was named "The Swan Car". Great effort seems to have been made to create as realistic an effect as possible, with the inclusion of such details as electrically lit eyes. Its most ingenious arrangement however was the exhaust system, which was led from the silencer to pass out through the beak, producing a hissing sound which observers reported was, "remarkably like the live bird". The Swan Car was constructed in England on a Brooke chassis and was ordered for use in India, but as swans are common to that country, we assume that it was not counted as an addition to the fauna. However, anyone trying to trace its present whereabouts might well consider Delhi Zoo the ideal starting point.

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Look for the UDT/LAYSTALL Racing Team on the Circuit today



Event 4 THE AINTREE 3-30 p.m. INTERNATIONAL "200" RACE (FORMULA 1 CARS—50 LAPS—241 KILOMETRES—150 MILES)

Table with columns: No., Entrant and Driver, Car, Cyls., c.c., Colour. Lists 27 entries for the race, including drivers like P. Hill, G. Baghetti, J. Surtees, etc.

Handwritten notes on the right side of the race table, including numbers like 21/20, 6/11, 25/20, 22/20, 27/20, 16, 1, 2, 19/12, 17/20, 24/20, 24, 8, 24.

RESULT

1st. 5 Clark 2nd. 16 Parnell 3rd. 1 Hill 4th. 2 Baghetti 5th. 6 Taylor 6th. 25 Campbell Jones 7th. ...

Winner's Speed... 92.5 m.p.h. Fastest Lap: Car No. 5 at 94.74 m.p.h.

Vertical handwritten notes on the left margin: End, C, 6H, Ginther, Mc, PH, I.I., Swales, Gregory, Baghetti, 15, 4, 19, 10, 6, 25, 23, 21, 24, 20, 26, 22, 27.

STARTING GRIDS

Starting positions (which are based on best practice times) will be announced over the loudspeakers. There is space on pages 44 & 45 for spectators who wish to keep lap scores or make notes.

Event 1			Event 2		
177	22	81	139	41	32
	4	5	36	33	
6	7	8	46	42	8
	9	10		9	10
11	12	13	35	35	48
	14	15	37	43	
16	17	18	16	34	8
	19	20	49	47	
21	22	23	52	61	44
	24	25	53	44	
26	27	28	62	45	63
	29	30		29	30

Event 3			Event 4		
97	99	100	5	11	3
	97	102	8	12	
101	103	120	16	9	1
	110	118	2	15	
Dev.	118	114	25	23	19
	14	15	26	4	
16	123	18	21	22	20
	19	20	24	6	
21	22	23	17	27	10
	24	25	24	25	
26	27	28	26	27	28
	29	30	29	30	

Record 1:57.0
1:57.8
1.0

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BAHIA BLANCA - MONTEVIDEO - ANTOFAGASTA - CARACAS

Racing Emergencies

ACCIDENTS at a motor circuit when they do occur are always a cause of great anxiety. Spectators are not normally aware of the preparations taken to deal with them and a brief sketch of the arrangements at Aintree may be of interest.

There is an "Emergency Service" combining four sections—Observation, Medical, Fire and Service (Breakdown) Vehicles. Below is a diagram of the Aintree circuit and at each of the points lettered 'A'-'M' inclusive there is a Club "Observer". From B to L the observers are installed in specially designed posts a feature of which is the raised platform. Each observer's post is in sight of the following one so that the complete circuit is under survey at all times.

Each observer is in direct telephone communication with the Chief Observer at Race Control who, on receiving advice of an incident, immediately puts such emergency services into motion as may be necessary.

The communications system at Aintree is particularly good and is duplicated by the police short-wave radio system. The moment an incident of any sort occurs, it

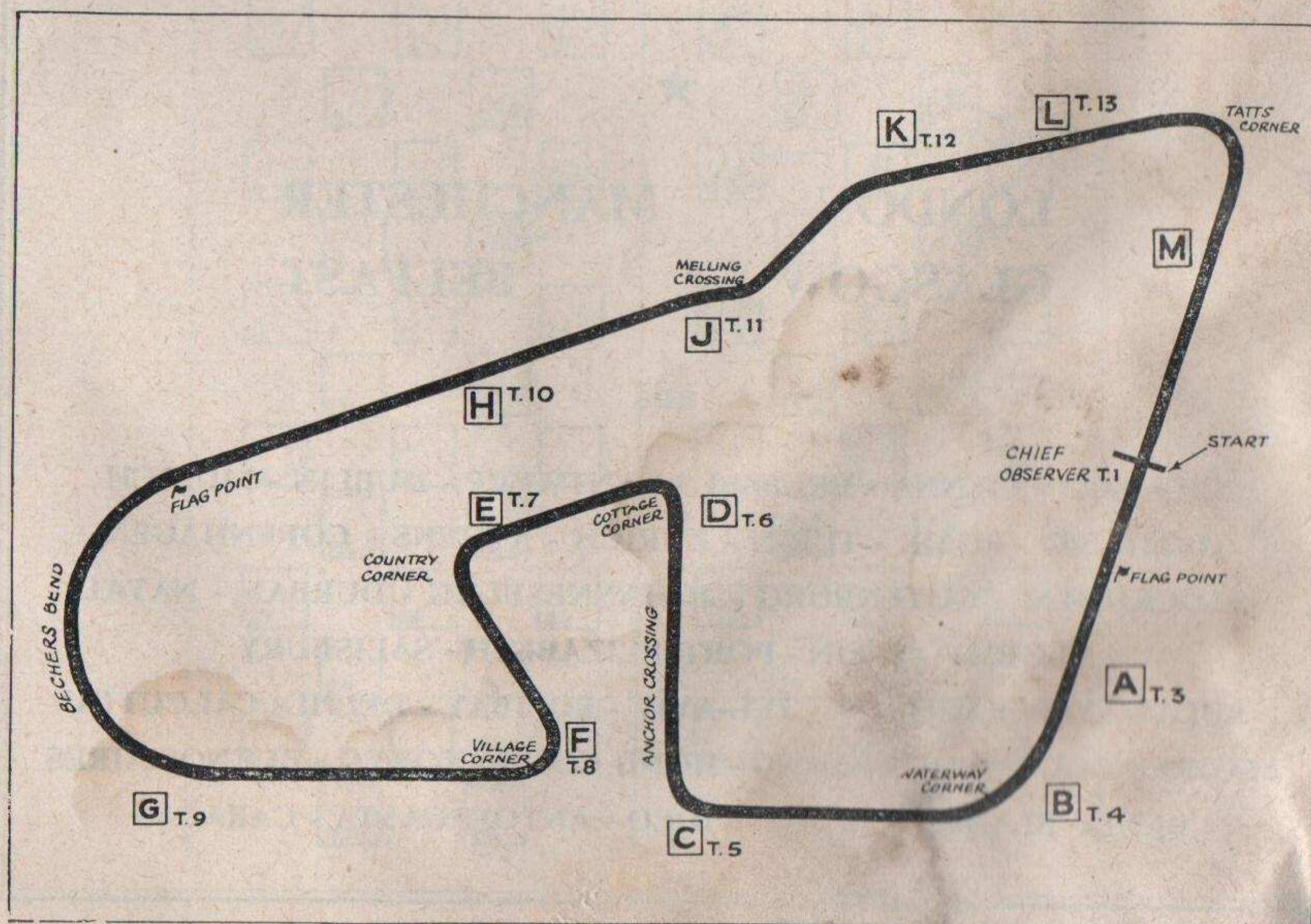
is known about almost immediately at Race Control.

There are at least nine doctors on duty, the Chief Medical Officer being Dr. M. G. Garry. Doctors are stationed at selected observers' posts ('B'-'M') and at each post there is also a fireman with extinguishing apparatus, a Club Marshal to assist the observer and, wherever possible, a first aid man. Firemen and First Aid personnel are also stationed at certain points other than observers' posts.

Whenever an incident occurs a doctor from the nearest observers' post can normally be on the spot within a matter of seconds. All doctors are provided with the emergency equipment specified by Royal Automobile Club regulations and in the case of injury can give emergency treatment on the spot.

Fully equipped ambulances are situated at Anchor Crossing, Melling Crossing and at Race Control (near the tower at the end of the pit row). These ambulances are parked well out of the way, in a safe place. Aintree has the advantage of its own private hospital, and as a precaution, hospitals in the vicinity of the track are notified when a race meeting is being held.

(continued overleaf)



At the Tatts end of the pit road there is a fast fire fighting vehicle. Civic fire services are also at hand. Fire extinguishing apparatus is available in the Pits. Service vehicles are also stationed at the control area and can be sent to deal with the removal of any damaged cars causing obstruction.

When an incident occurs there may sometimes seem to be a delay before the ambulance arrives. This is not due to any tardiness in operating the emergency service. As we say, the first person to reach the driver is normally the medical officer from the nearest observer's post and depending upon the condition of any victim of the incident he calls for or dispenses with an ambulance.

Obviously it would not be in the interests of competitors for ambulances to rush to the scene of every "incident", irrespective of whether or not they had been summoned by a doctor. If this happened, the result could easily be that an ambulance would not be available when required urgently, because it might be already attending an unimportant incident.

When undelayed attendance of an ambulance is imperative one is sent from the nearest ambulance station and marshals display a white flag signal, as a warning to drivers, during such times that

the ambulance vehicle is on the actual circuit.

Referring to flag signals for a moment, the most important of these are the yellow, indicating danger and the yellow with red stripes, indicating oil on the course. The normal procedure is for a marshal at the point of an incident requiring a flag signal to exhibit his appropriate flag. The flag marshal next along the circuit (in the direction from which cars are approaching) picks up the signal and warns approaching competitors. This procedure is easily followed at Aintree because of the open nature of the circuit and as we have said before the various observers posts are within sight of one another.

Most of the incidents so far experienced at Aintree have happened after going through the Melling Crossing so here the flag scheme is supplemented by a special sound warning. The observer at 'K', if anything happens in this area, can instantly warn the observer at 'J' and flag signals go out promptly and well in advance. There is a code covering the various flag signals required.

The Melling Crossing, approached by a long straight, is the trickiest section of the circuit from the drivers point of view. He cannot "see round the corner".

WHIT MONDAY MOTOR CYCLE AND SIDECAR RACING

at

AINTREE ON THE CLUB CIRCUIT 11th JUNE, 1962

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Racing organised by N.W. Centre A.C.U.

MORNING PRACTICE
RACING FROM 1 P.M.

THE RED ROSE TROPHY MEETING

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GRAND NATIONAL WINNERS

1837-1896

Year	Owner	Winner	Wts. st. lbs.	Time min. sec.	Rider	No. of Strs.
1837	Mr. Sirdefield	THE DUKE	12 0		Mr. Potts	4
1838	Mr. Thompson	SIR HENRY			Oliver	10
(These two races were run over a course at Maghull)						
1839	Mr. Elmore	LOTTERY	12 0		J. Mason	17
1840	Mr. Elmore	JERRY	12 0		B. Bretherton	13
1841	Lord Craven	CHARITY	12 0		Powell	10
1842	Mr. Elmore	GAY LAD	12 0		T. Oliver	15

In 1843 became a Handicap.

1843	Lord Chesterfield	VANGUARD	11 10		T. Oliver	16
1844	Mr. Quartermaine	DISCOUNT	10 12		Crickmere	16
1845	Mr. Crawford	CUREALL	11 5		Loft	15
1846	Mr. Adams	PIONEER	11 12		Taylor	22
1847	Mr. Courtney	MATTHEW	10 6	10 39	Wynne	28
1848	Capt. Little	CHANDLER	11 12	11 21	Capt. Little	29
1849	Mr. Mason, Junr.	PETER SIMPLE	11 0	10 37	T. Cunningham	23
1850	Mr. Osborne	ABD EL KADER	9 12	9 57½	C. Green	32
1851	Mr. Osborne	ABD EL KADER	10 4	9 59	T. Abbot	21
1852	Mr. Mason, Junr.	MISS MOWBRAY	10 4	9 58½	Mr. Goodman	24
1853	Capt. Little	PETER SIMPLE	10 10	10 37½	T. Oliver	21
1854	Mr. Moseley	BOURTON	11 12	9 59	Tasker	20
1855	Mr. Sargent	WANDERER	9 8	10 25	J. Hanlon	20
1856	Mr. W. Barnett	FREE TRADER	9 6	10 9½	G. Stevens	21
1857	Mr. G. Hodgman	EMIGRANT	9 10	10 6	C. Boyce	28
1858	Mr. C. Capel	LITTLE CHARLIE	10 7	11 5	W. Archer	16
1859	Mr. Willoughby	HALF CASTE	9 7	10 2	C. Green	16
1860	Mr. C. Capel	ANATIS	9 10	9 53	Mr. Thomas	19
1861	Mr. J. Bennett	JEALOUSY	9 12	10 14	J. Kendall	24
1862	Vis De Namurs	HUNTSMAN	11 0	9 30	H. Lamplugh	13
1863	Lord Coventry	EMBLEM	10 10	11 20	G. Stevens	16
1864	Lord Coventry	EMBLEMATIC	10 6	11 50	G. Stevens	25
1865	Mr. B. J. Angell	ALCIBIADE	11 4	11 16	Capt. Coventry	23
1866	Mr. Studd	SALAMANDER	10 7	11 5	Mr. A. Goodman	30
1867	Duke of Hamilton	CORTOLVIN	11 13	10 42	J. Page	23
1868	Lord Poulett	THE LAMB	10 7	10 30	Mr. Edwards	21
1869	Mr. Weyman	THE COLONEL	10 7	10 59	G. Stevens	22
1870	Mr. Evans	THE COLONEL	11 12	10 9½	G. Stevens	23
1871	Lord Poulett	THE LAMB	11 5	9 36	Mr. Thomas	25
1872	Mr. Brayley	CASSE TETE	10 0	10 14½	J. Page	25
1873	Capt. Machell	DISTURBANCE	11 11		Mr. J. M. Richardson	28
1874	Capt. Machell	REUGNY	10 12	10 4	Mr. J. M. Richardson	22
1875	Mr. H. Bird	PATHFINDER	10 11	10 22	Mr. Thomas	19
1876	Capt. Machell	REGAL	11 3	11 14	J. Cannon	19
1877	Mr. E. C. Hobson	AUSTERLITZ	10 8	10 16	Owner	16
1878	Mr. Nightingall	SHIFNAL	10 12	10 23	J. Jones	12
1879	Mr. G. Moore	LIBERATOR	11 4	10 12	Mr. G. Moore	18
1880	Mr. S. Ducrot	EMPRESS	10 7	10 29	Mr. T. Beasley	14
1881	Capt. Kirkwood	WOODBROOK	11 3	11 50	Mr. T. Beasley	13
1882	Lord Manners	SEAMAN	11 6	10 42 3-5	Owner	12
1883	Count C. Kinsky	ZOEDONE	11 0	11 39	Owner	10
1884	Mr. H. F. Boyd	VOLUPTUARY	10 5	10 5	Mr. E. P. Wilson	15
1885	Mr. A. Cooper	ROQUEFORT	11 0	10 10	Mr. E. P. Wilson	19
1886	Mr. A. J. Douglas	OLD JOE	10 9	10 14 3-5	T. Skelton	23
1887	Mr. Thornevell	GAMECOCK	11 0	10 10 1-5	W. Daniels	16
1888	Mr. E. W. Baird	PLAYFAIR	10 7	10 12	Mawson	20
1889	Mr. M. A. Maher	FRIGATE	11 4	10 1 1-5	Mr. T. Beasley	20
1890	Mr. Masterman	ILEX	10 5	10 41 4-5	A. Nightingall	16
1891	Mr. W. C. Jameson	COME AWAY	11 12	9 58	Mr. H. Beasley	21
1892	Mr. G. C. Wilson	FATHER O'FLYNN	10 5	9 48 1-5	Capt. E. R. Owen	25
1893	Mr. C. G. Duff	CLOISTER	12 7	9 42 2-5	Dollery	15
1894	Capt. Fenwick	WHY NOT	11 13	9 45 2-5	A. Nightingall	14
1895	Mr. J. Widger	WILD MAN				
		FROM BORNEO	10 11	10 32	Mr. Jos. Widger	19
1896	Mr. Walker	THE SOARER	9 13	10 11 1-5	Mr. D. G. M. Campbell	28

GRAND NATIONAL WINNERS

1897-1962

Year	Owner	Winner	Wts. st. lbs.	Time min. sec.	Rider	No. of Strs.
1897	Mr. H. W. Dyas	MANIFESTO	11 3	9 49	T. Kavanagh	28
1898	Mr. G. G. M. Adam	DROGHEDA	10 12	9 43 4-5	S. Gourley	25
1899	Mr. Bulteel	MANIFESTO	12 7	9 49 4-5	G. Williamson	19
1900	H.R.H. The Prince of Wales	AMBUSH II.	11 3	10 1	A. Anthony	16
1901	Mr. B. Bletsoe	GRUDON	10 0	9 47 4-5	A. Nightingall	24
1902	Mr. A. Gorham	SHANNON LASS	10 1	10 3	D. Read	21
1903	Mr. Morrison	DRUMCREE	11 3	10 0 2-5	P. Woodland	23
1904	Mr. S. Gollan	MOIFAA	10 7	9 59	A. Birch	26
1905	Mr. F. Bibby	KIRKLAND	11 5	9 48 1-5	F. Mason	25
1906	Mr. L. Phillips					
1907	Prince Hatzfeldt	ASCETIC'S SILVER	10 9	9 34 1-5	Mr. A. Hastings	23
1908	Mr. S. Howard	EREMON	10 1	9 47 1-5	Mr. A. Newey	23
1909	Major Pennant	RUBIO	10 5	10 3 3-5	H. B. Bletsoe	24
1910	Mr. J. Hennessy	LUTTEUR III.	10 11	9 53 4-5	G. Parfremont	32
1911	Mr. S. Howard	JENKINSTOWN	10 5	10 4 4-5	R. Chadwick	25
1912	Mr. F. Bibby	GLENSIDE	10 3	10 35	Mr. J. R. Anthony	26
1913	Sir G. G. A.-Smith	JERRY M.	12 7	10 13 2-5	E. Piggott	24
1914	Sir G. G. A.-Smith	COVERTCOAT	11 6	10 19	P. Woodland	22
1915	Mr. T. Tyler	SUNLOCH	9 7	9 58 4-5	W. J. Smith	20
1916	Lady Nelson	ALLY SLOPER	10 5	9 47 4-5	Mr. J. R. Anthony	20
1917, 1918	—No Race—Owing to the War					
1919	Mrs. H. Peel	POETHLYN	12 7	10 8 2-5	E. Piggott	22
1920	Major Gerrard	TROYTOWN	11 9	10 20 1-5	Mr. J. R. Anthony	24
1921	Mr. T. M. McApline	SHAUN SPADAH	11 7	10 26	F. Rees	35
1922	Mr. Hugh Kershaw	MUSIC HALL	11 8	9 55 4-5	L. B. Rees	32
1923	Mr. S. Sandford	SERG. MURPHY	11 3	9 36	Capt. G. H. Bennett	27
1924	Lord Airlie	MASTER ROBERT	10 5	9 40	R. Trudgill	31
	Major S. Green					
1925	Mr. D. Goold	DOUBLE CHANCE	10 9	9 42 2-5	Major J. P. Wilson	33
1926	Mr. F. Archer	JACK HORNER	10 5	9 36	W. Watkinson	30
1927	Mr. A. C. Schwartz					
1928	Mrs. M. Partridge	SPRIG	12 4	10 10 1-5	T. Leader	37
1929	Mr. H. S. Kenyon	TIPPERARY TIM	10 0	10 23 2-5	Mr. W. P. Dutton	42
1930	Mrs. M. A. Gemmell	GREGALACH	11 4	9 47 2-5	R. Everett	66
1931	Mr. W. H. Midwood	SHAUN GOILIN	11 7	9 40 3-5	T. Cullinan	41
1932	Mr. C. R. Taylor	GRAKLE	11 7	9 32 1-5	R. B. Lyall	43
1933	Mr. W. Parsonage	FORBRA	10 7	9 44 3-5	J. Hamey	36
1934	Mrs. F. A. Clark	KELLSBORO' JACK	11 9	9 28	D. Williams	34
1935	Miss Dorothy Paget	GOLDEN MILLER	12 2	9 20 2-5	G. Wilson	30
1936	Major N. Furlong	REYNOLDSTOWN	11 4	9 21	Mr. F. Furlong	27
1937	Major N. Furlong	REYNOLDSTOWN	12 2	9 37	Mr. F. Walwyn	35
1938	Mr. H. Lloyd Thomas	ROYAL MAIL	11 13	9 59½	E. Williams	33
1939	Mrs. Marion Scott	BATTLESHIP	11 6	9 29 4-5	B. Hobbs	36
1940	Sir A. Maguire	WORKMAN	10 6	9 42 1-5	T. Hyde	37
1941	Lord Stalbridge	BOGSKAR	10 4	9 20 3-5	M. A. Jones	30
1942 to 1945	—No Race—Owing to the War					
1946	Mr. J. Morant	LOVELY COTTAGE	10 8	9 38 1-5	Capt. R. Petrie	34
1947	Mr. J. J. McDowell	CAUGHOO	10 0	10 3 1-5	E. Dempsey	57
1948	Mr. J. Proctor	SHEILA'S COTTAGE	10 7	9 24 4-5	A. P. Thompson	43
1949	Mr. W. F. Williamson	RUSSIAN HERO	10 8	9 23 4-5	L. McMorrow	43
1950	Mrs. L. Brotherton	FREBOOTER	11 11	9 23 3-5	J. Power	49
1951	Mr. J. Royle	NICKEL COIN	10 1	9 47 2-5	J. A. Bullock	36
1952	Mr. H. Lane	TEAL	10 12	9 20 3-5	A. P. Thompson	47
1953	Mr. J. H. Griffin	EARLY MIST	11 2	9 21 2-5	B. Marshall	32
1954	Mr. J. H. Griffin	ROYAL TAN	11 7	9 32 4-5	B. Marshall	29
1955	Mrs. W. H. Welman	QUARE TIMES	11 0	10 20 3-5	P. Taaffe	30
1956	Mrs. L. Carver	E.S.B.	11 3	9 21	D. V. Dick	29
1957	Mrs. G. Kohn	SUNDEW	11 7	9 42 4-5	F. T. Winter	35
1958	Mr. D. J. Coughlan	MR. WHAT	10 0	10 1 1-5	A. Freeman	31
1959	Mr. J. E. Bigg	OXO	10 13	9 37 1-5	M. Scudamore	34
1960	Miss W. H. Wallace	MERRYMAN II	10 12	9 26 1-5	G. Scott	26
1961	Mr. C. Vaughan	NICOLAUS SILVER	10 11	9 22 2-3	H. Beasley	35
1962	Mr. N. Cohen	KILMORE	10 4	9 50	F. Winter	32

ADMISSION DETAILS FOR TODAY'S

MOTOR CAR RACING AT AINTREE

NOT BOOKABLE IN ADVANCE

	Children under 14 years			
	s.	d.	£	s. d.
STEEPLECHASE ENCLOSURE including the Big Embankment and the Picnic Loop	4	0	6	0
Limited unreserved accommodation in the Canal Stand will be available at an additional 2s. 6d.				
WEST ENCLOSURE	4	0	6	0
WATERWAY STAND—Limited unreserved accommodation will be available at an additional 6s. 6d.				

BOOKABLE IN ADVANCE (or on the day, if available)

Advance booking at the reduced rates will close at 5 p.m. 3 days prior to a meeting.

	In Advance		On the Day	
	£	s. d.	£	s. d.
COUNTY STAND				
Reserved Balcony Seat (covered)	2	0 0	2	5 0
Recommended Car Parks—No. 1 Yellow or Central (situated within the Course).				
AINTREE AND TATTS STANDS				
Reserved Roof Seat (uncovered)	1	10 0	1	15 0
Recommended Car Park—Central (situated within the course). All Stand tickets include admission to the Promenade Enclosures.				
PROMENADE ENCLOSURES—Admission to the partly covered terraces in front of Aintree and/or Tatts Stands	1	2 6	1	5 0
Recommended Car Park—Central (situated within the course). All Stand and Promenade tickets include admission to the PADDOCK.				
COMBINED ADMISSION and on-the-course parking in the STEEPLECHASE or WEST ENCLOSURES.				
Car and all occupants	1	10 0	1	14 0
Motor-cycle combination and all passengers	1	3 0	1	6 0
Solo motor-cycle, driver and one passenger		15 0		17 0
N.B. Patrons visiting the STEEPLECHASE ENCLOSURE may park their cars in the Picnic Loop.				
Coaches (WEST ENCLOSURE only) :				
Single-deck and all occupants	9	5 0	10	0 0
Double-deck and all occupants	14	15 0	16	0 0

NO EXTRA CHARGE IS MADE FOR COMPETITORS' PADDOCK TO AINTREE, TATTS, PROMENADE OR COUNTY STAND PATRONS

CAR PARKS

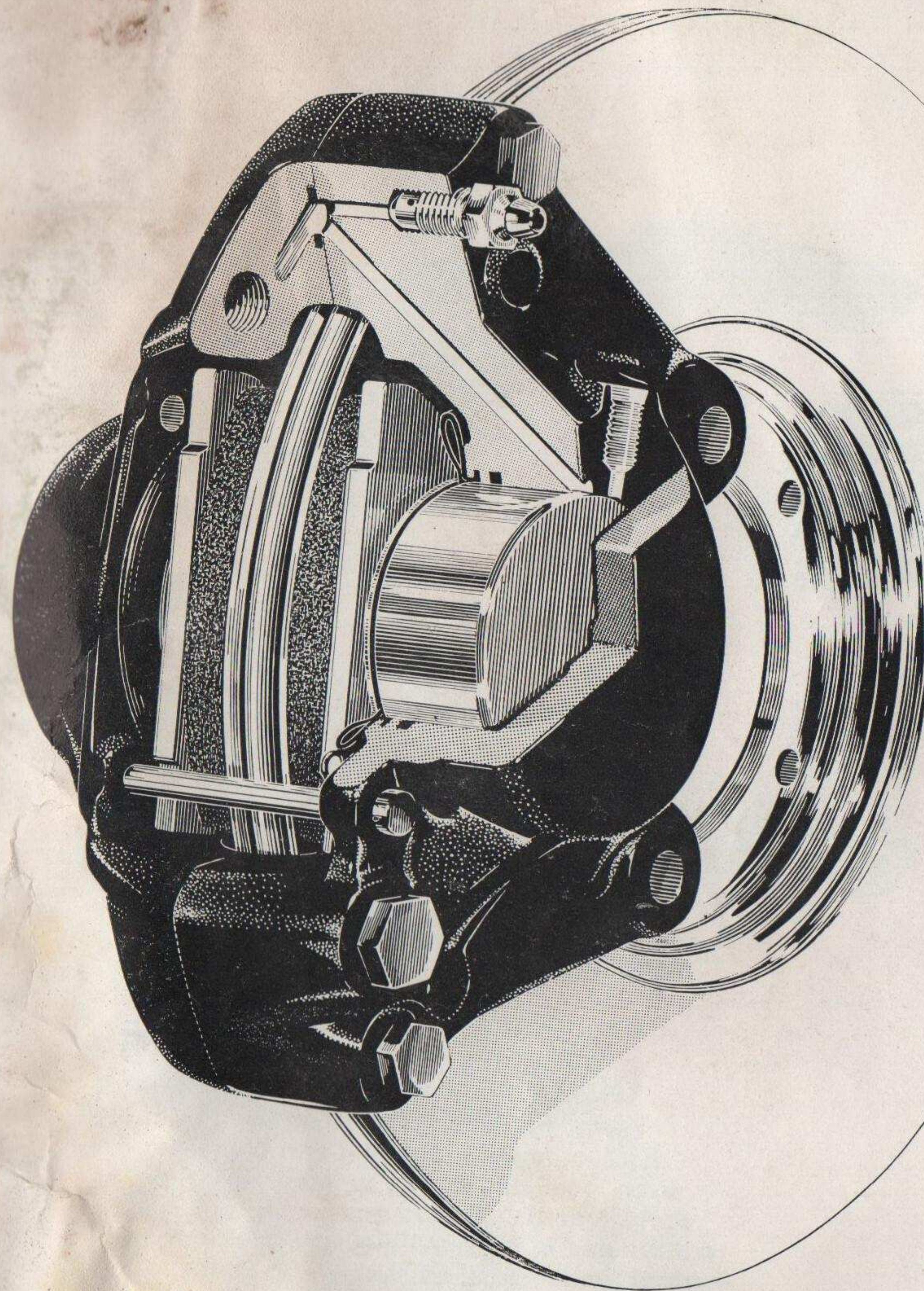
Car Park locations are shown on the plan on pages 26-27. It is advisable to book in advance.
The CENTRAL CAR PARK is situated within the course—vehicles will not be able to enter or leave except between races.

LAWN PADDOCK—County Stand patrons only	1	0 0	1	0 0
No. 1 Yellow—County Stand patrons only		10 0		10 0
Central—Stand and Promenade patrons only		10 0		10 0
Pass-out checks will NOT be available for the following car parks :				
No. 3 Red		10 0		10 0
Nos. 4 and 5 Red : 6 and 7 Green :		5 0		5 0
Motor-cycles : Combinations at car rate : Solos at half car rate.				
COACHES				
Ormskirk Road Coach Park	1	0 0	1	0 0

Apply to:

AINTREE AUTOMOBILE RACING CO. LTD.
AINTREE, LIVERPOOL 9

Telephone : 3500 and 3550 Aintree



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