

MARTINI TROPHY MEETING SILVERSTONE GRAND PRIX CIRCUIT SATURDAY JULY 4TH 1964

OFFICIAL PROGRAMME 2/-

Organised by the  in association with the Martini International Club

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MARTINI

THE ASTON MARTIN OWNERS CLUB



President:

THE MARQUESS CAMDEN, J.P.

Chairman: DUDLEY CORAM

Honorary Secretary: R. J. STOKES

The Club was formed in 1935 to develop interest in the Aston Martin Car, and is the world organisation which caters for the Owners and admirers of Aston Martin cars—Vintage, Venerable and Modern. It is divided into Owner Members and Associate Members with special facilities for Family Members.

Owners of Aston Martin cars may apply for election by filling up a form of application. Enthusiasts who have owned Aston Martins, whose ambition is to do so, or for some other reason are interested in the *marque*, may also apply for election. Their application must be supported by a recommendation from one or more Members of A.M.O.C.

Entrance Fee: Fifty Shillings

(This sum includes the hire of one car badge)

Annual Subscriptions (payable before 1st April):

OWNER MEMBER	.. .. .	Forty Shillings
ASSOCIATE MEMBER	.. .. .	Forty Shillings
FAMILY MEMBER	.. .. .	Fifty Shillings

Members elected on or after January 1st in any one year having paid entrance fees and subscription are exempt from subscription for the following club year. Application form for Membership will be found overleaf.

A.M.O.C. Secretariat

The Secretariat has an Information Office at this Meeting. It is to be found in the the Paddock, near Race Control.

At this Office, Mr. J. L. Burchell will be pleased to answer all questions regarding the Club, both from existing Members and prospective Members from any country. Members wishing to volunteer as officials for future events may be put into touch with the A.M.O.C. Race Organisation here today.

Application Forms for Membership are available. Club Books, Ties, Literature, Badges, Cuff Links are on sale. Outstanding Subscriptions from Members will also be accepted!

If unable to attend the Information Office and you are anxious to become a Member or Associate, please complete the Form below and send to the Secretariat. An Application Form will be despatched by return.

To A.M.O.C. Secretariat, c/o JAMES L. BURCHELL,

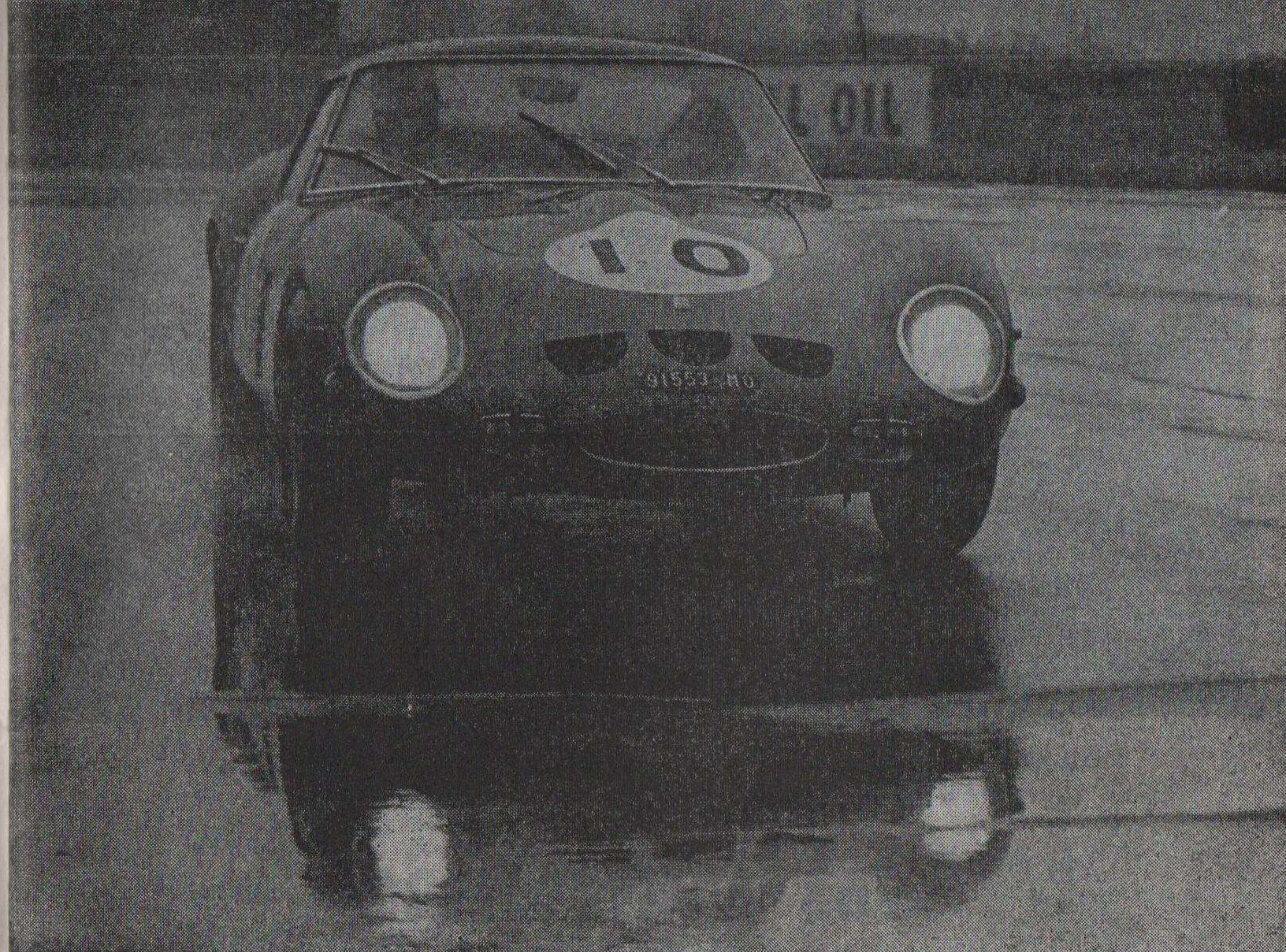
13 Langton Avenue, Ewell, Surrey.

Please send me an Application Form for Membership.

Name

Address

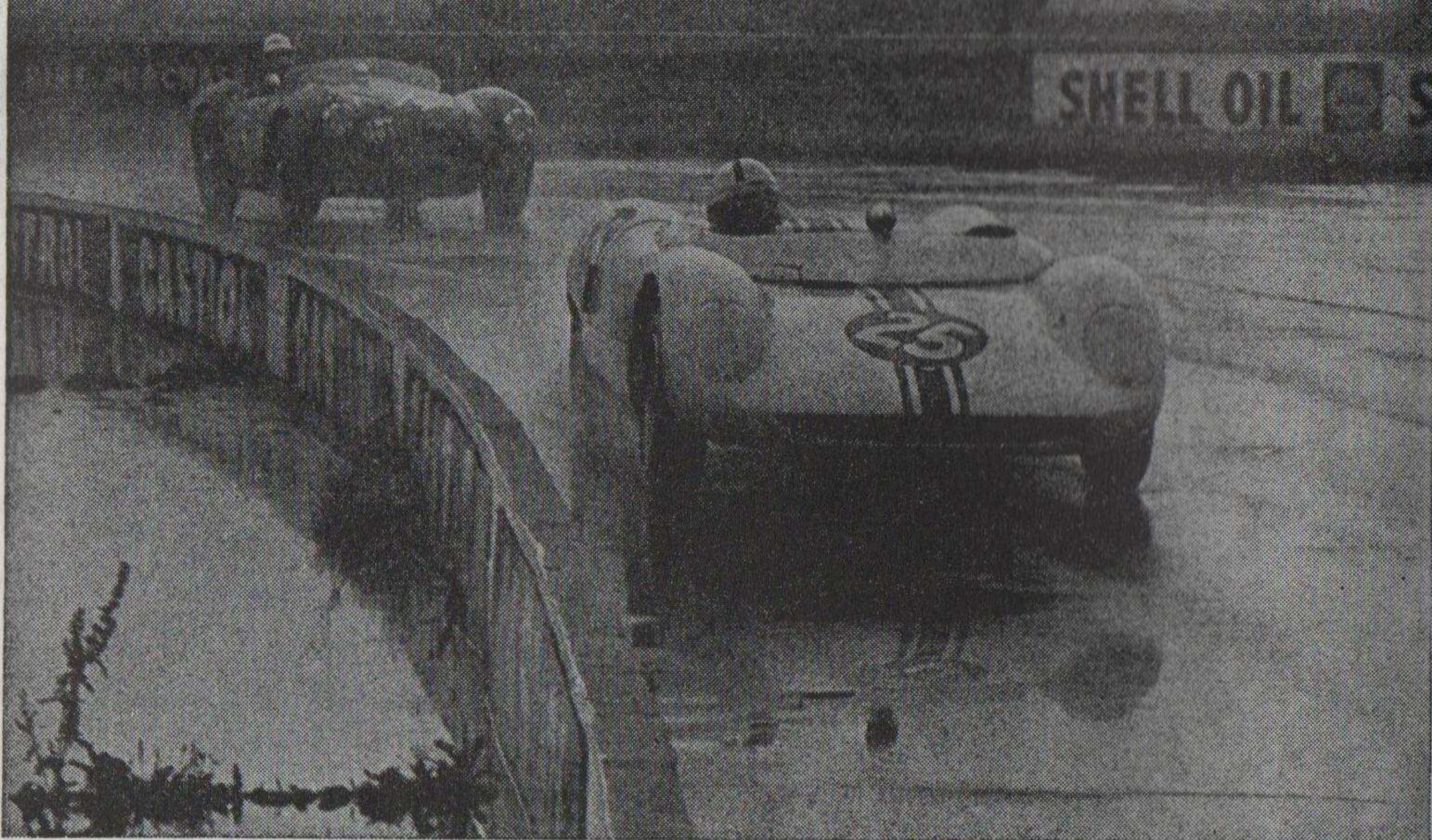
PLEASE USE BLOCK LETTERS



LAST YEAR'S WINNER of the 'MARTINI INTERNATIONAL' TROPHY Mike Parkes—Ferrari GTO



Receiving the trophy from Count Vittorio Rossi



Frank Gardener with Class-winning Brabham (25) at 68.06 m.p.h. took the Sports/Racing Car Class (B) in the Martini International Trophy Race.

1963 WINNERS

Bill Aston with Jaguar (135) took the over 3,001 c.c. and Chris Craft, Ford Anglia (87) the 851 c.c. to 3,000 c.c. Class in the 10 Lap Touring Car Race



NATIONAL OPEN MARTINI TROPHY RACE MEETING

2.927 MILES CLOCKWISE GRAND PRIX CIRCUIT
SILVERSTONE, SATURDAY JULY 4th, 1964

Held under the General Competition Rules of the F.I.A., the Royal Automobile Club, their Supplementary Regulations, and those of the promoters
THE ASTON MARTIN OWNERS CLUB LTD.

R.A.C. National Open Permit No. RS843 and Restricted Permit No. RS844

OFFICIALS

STEWARDS: Cmdr. R. Whitcroft (R.A.C.), The Viscount Curzon, C.B.E., D.L., J.P., J. B. Emmott, Esq., J.P., Nigel H. Price, Esq., John Eason Gibson, Esq.

JUDGES: Chief: N. Janion, Major C. W. Lambton, B. E. Ledger, G. Sudworth, J. McLaren, G. Sitch, J. L. Hicks.

CHIEF MARSHAL: Mike Bond.

DEPUTY CHIEF MARSHAL: Brian H. Morgans.

CHIEF OBSERVER: The Hon. E. H. B. Portman.

Deputy Chief Observer: Hugh Sutcliffe.

(Chief North Area) D. Elwell Smith. (Chief South Area) P. Fulke-Greville.

CHIEF COURSE MARSHAL: John F. P. Tate.

CHIEF TIMEKEEPER: C. F. Rowland (R.A.C.).

CHIEF SCRUTINEER: Maj. L. F. H. Woolston (R.A.C.).

CHIEF START LINE MARSHAL: F. Barnes.

CHIEF START AREA MARSHAL: W. A. S. Knox-Gore.

CHIEF PADDOCK MARSHAL: A. J. K. Smith.

CHIEF FIRE OFFICER: Div. Offr. C. A. R. Howard.

CHIEF HON. MEDICAL OFFICER: Dr. D. J. F. Munro.

CONTROLLER: John Classey.

CHIEF SERVICE MARSHAL: Ray Eve.

COMMENTATORS: Barry Simons, Tom Leake, Bob Leggett. **Lap Scorers:** Norman Butterworth, Mrs. R. M. V. Leggett.

AREA OBSERVERS: A. Newton, J. L. Hicks, J. P. Ashton, A. Dart, A. Greasley, G. Hall, N. S. Manser, A. G. Palmer, R. M. E. Smith, D. A. Sheppard, E. A. Brittain, A. O. Morris, A. J. Hunter, A. G. Palmer.

SCRUTINEERS: (R.A.C.) P. G. Engelbach, A. R. Natriss, J. P. Wrench, P. Jowitt, N. C. Croucher.

CHIEF MARSHAL'S OFFICE: Cecil Malt (in charge), Mrs. B. Morgans, A. A. Walker, Miss D. Morgans, Miss Edwards, G. D. Hancock.

FLAG MARSHALS: T. S. Johnson, L. B. Wooster, M. Joy, C. Palmer, D. E. Chandler, V. B. Hartman, B. W. Ferris, B. Irons, W. Bellis, A. C. H. Barnes, A. Morton, P. Thompsett, W. G. Wright, B. Rowell, E. Penrose, W. Spackman, I. Crabbe, K. Money, C. Holdom, E. T. Turner, A. Trugeon-Smith, R. Brazier, M. Phillips, H. R. Hatton, A. J. Ketley, F. C. Thomasson, M. J. Cartwright, J. P. Ashton.

PADDOCK MARSHALS: The following members of Bentley D.C., P. B. Corney, M. Drinkwater, J. Forster, R. S. Johnson, C. L. Nicolson, J. H. Faulkner, K. B. D. Dunbar, Mr. and Mrs. S. Gibson, W. Mixer, E. J. Wooddin, A. M. R. Turner.

START AREA MARSHALS: Members of Grange Motor Club, G. Adcocks, H. Allen, D. Beynon, J. Bowman, D. Burrows, D. Broad, R. Franks, G. Gibb, D. Gilroy, R. Harris, J. Kinsley, C. Kenny, R. Lobb, J. Forman, P. Poll, H. Parsons, D. Kerridge, R. Richardson, F. Simmond, T. Stephenson, J. Walmsley, H. Woods, F. White, H. Comfort.

START LINE MARSHALS: D. Broadhurst, M. Clayton, R. O'Shea, P. J. Skegg, D. Morgans, T. F. Bailey.

FIRE MARSHALS: G. Hart, D. Spooner, S. W. Payne, M. Blakey, M. Hadland, G. Byford, K. Amos, M. Poulton, M. Sherwen, D. Waring, D. Houldridge, D. Redington and members of the Northants Fire Brigade.

COURSE MARSHALS: R. Bailey, J. Howard, W. Chave, G. Bailey, G. Castle, B. Pither, P. Lamb, I. Winn, Mrs. Castle, P. Sefcick, I. Kennardy, F. Thomas, R. Evans, Miss V. Barter, R. Norton, Miss P. Treacher, J. Dickins, R. Edwards, P. Newsom, N. Stokes, D. Davies, F. Scholtaka, Mr. and Mrs. Lathy, M. Stanford, B. Griffin, J. Griffin, R. Bellis, H. Brown, R. Bangert, M. Bilsland, G. Barnacle, Miss N. Beaugie, P. Butcher, J. B. Canning, G. T. Clements, B. Choppen, J. Caddell, W. Cheape.

HON. MEDICAL OFFICERS: Drs. M. K. Zutshi, J. N. O'Hanlon, R. Benson, C. E. Friskney, K. W. Oldham, C. L. W. Webb, J. R. Page, A. B. Lodge, P. Armstrong, A. Curren.

SERVICE MARSHALS: Gate: Ray J. Stokes. Crossing: Douglas L. Dixon. Bridge and Paddock: Mrs. W. Knox-Gore. Programme Sellers: Mrs. Ray Stokes, Mrs. Ray Eve, Mrs. Alan Archer, Mrs. Mary Patrick, Mrs. Pam Gray, Miss Christine Cooling, Mrs. Ray Earle, Mrs. D. Jones, Mrs. R. Hale, Mrs. John Wynn, Miss J. Nicholas, Miss J. Young, Mrs. M. J. Austin, Mrs. Mike Burke, Miss Jane Sharpin, Miss Pat Baikie, Miss Frankie McGowan, Miss Jane Reed, Miss Diana Anker, Miss Dorothy Ellison, Miss Katherine Haber, Miss N. Hampson, Miss E. Hopkins, Miss Margaret Goodman, Miss Jaqueline Caro, Mrs. C. Currie, Miss D. Llewellyn, Miss D. Postlethwaite. Service Marshals: D. L. Dixon, Jack Patrick, Ray Stokes, Robert McLaren, Ray Earle, D. Jones, R. Hale, John Wynn, David M. Hancocks, P. J. Knight, E. Harris, Ian Hunt, John Foden, G. L. Langrish-Smith, P. B. Parsons, M. J. Austin, L. G. Payne, A. S. Macdonald, Nigel Rowe, Patrick Dolling, Mike Burke, A. J. Patterson, A. J. R. Herbert, M. F. Hillier, Martin Arnold, E. Phelpe, E. Hopkins, Ian Hunter, J. B. O'Leary, K. P. O'Leary, Bill Wharton, P. J. Solari, Clive Currie, Don Gilburn, T. Mason, Richard Hill.

CLUB SECRETARIAT AND KIOSK: J. Burchell, Mrs. Burchell.

CROSSING MARSHALS: P. Beaugie and members of the East Surrey Motor Club, N. B. Lee, J. Power, J. Giles, P. Piper, D. Talbot, R. Miles, T. Howes, B. Choppen, R. Duxbury, J. R. Paine, Miss M. Down.

TIMEKEEPERS: S. A. Nicholls, V. C. Anstice, F. A. Lowe, T. C. E. Clapp, W. A. Stone, M. Ford, Mrs. K. Douglas.

RACE TELEPHONES: Mrs. Zettle.

SCORE BOARD MARSHALS: P. L. Barraclough and members of the Porsche Club (G.B.).

CONTROL OFFICE: Miss D. Burrell, B. P. Harris, W. E. Davis, Miss P. J. Rose, R. Copeland, H. Koster, J. Young, D. James.

HON. TREASURER: Wilfred Lloyd. Asst. W. McIntosh.

PRESS OFFICERS: Gordon Procter, John Linforth.

CLERK OF THE COURSE: Dudley Coram. Deputy: Ralph V. Perry. Asst. Graham Bond.

SECRETARY OF THE MEETING: Neil Eason-Gibson. Asst. Sec.: J. Townsend-Green.

RACE ORGANISATION COMMITTEE: Dudley Coram, Harry Wallace, Ralph V. Perry, Derrick Edwards, Ray Eve, M. Bond, W. Lloyd and Neil Eason Gibson.

TRACK MANAGER: James Brown.

Club Marshalling Areas

North: Nos. 12, 1, 2, 3 and 4 South: Nos. 5, 6, 7, 8, 9, 10 and 11

Area		
1	Start Area	Grange M.C.
	Start Line	B.M.R.M.C.
	Paddock	Bentley D.C.
	Score Board	Porsche M.C.
	Woodcote Corner	A.M.O.C.
	Race Control	A.M.O.C.
	Chief Marshal's Office	A.M.O.C.
2 & 3	Pits and Bridge	Grange M.C.
	Copse Corner	Peterborough M.C.
4	Maggotts Corner	Peterborough M.C.
5	Becketts Corner	M.G. Car Club
6 & 7	Hangar Straight	Northants M.C.
8	Stowe Corner	Northants M.C.
9 & 10	Club Corner	B.M.R.M.C. (South)
11	Abbey Corner and Farm Crossing	B.M.R.M.C. (Midland)
12	Crossing, Entrance and Exit	East Surrey M.C.

Course Marshals around Course, except Club and Abbey Corners, provided by E.M.I.M.C.

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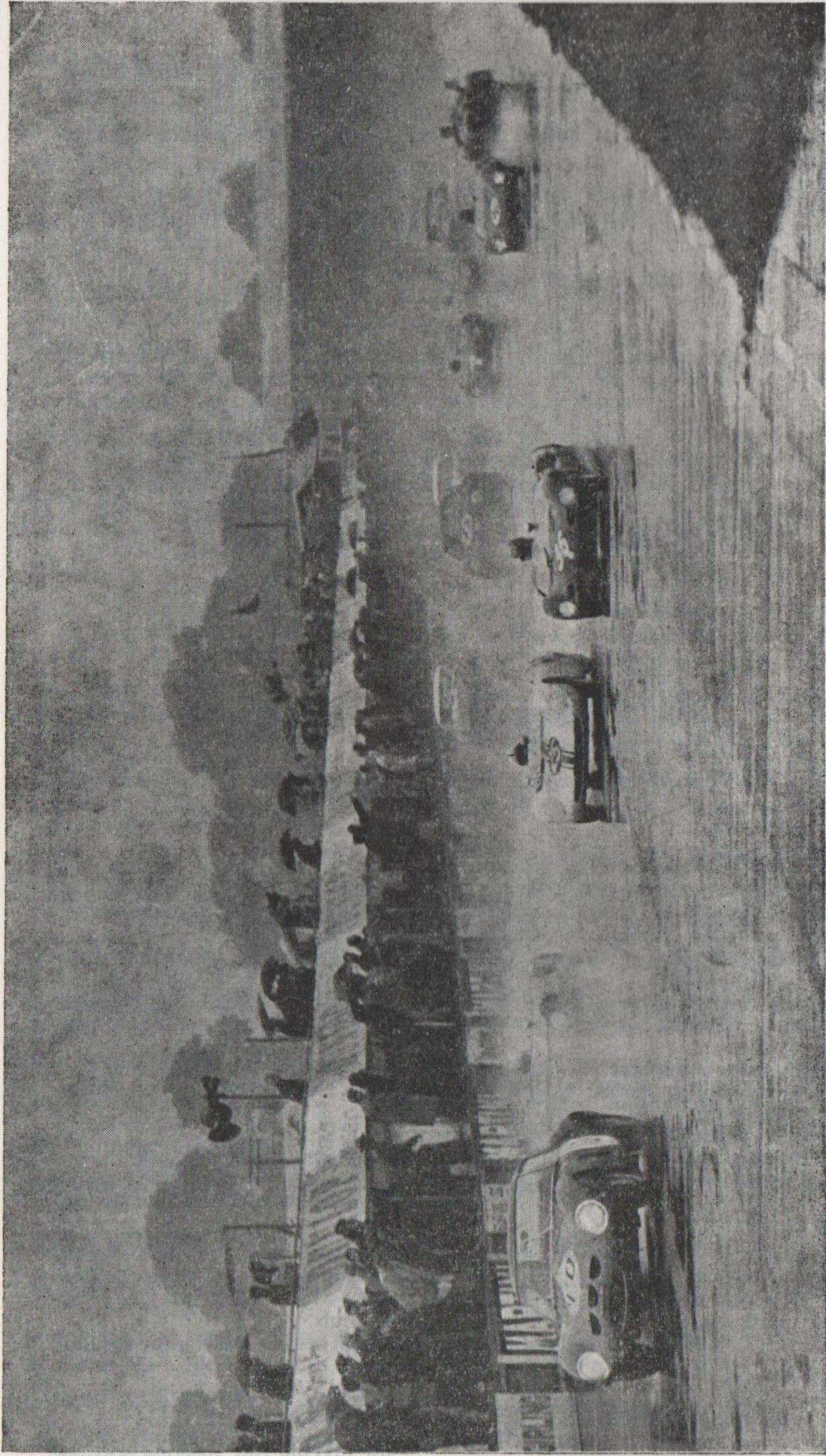
Members of the British Racing Drivers Club, British Motor Racing Marshals Club, Northants Motor Club, Bentley Drivers Club, Grange Motoring Club, M.G. Car Club, East Surrey Motor Club, Porsche Club, Peterborough Motor Club, E.M.I. Motor Club

and many others for their help in staffing the Meeting

and, of course, to

THE MARTINI INTERNATIONAL CLUB

for making this meeting possible.



The start of the All-Wet "Martini International" with Mike Parkes, Ferrari, leading

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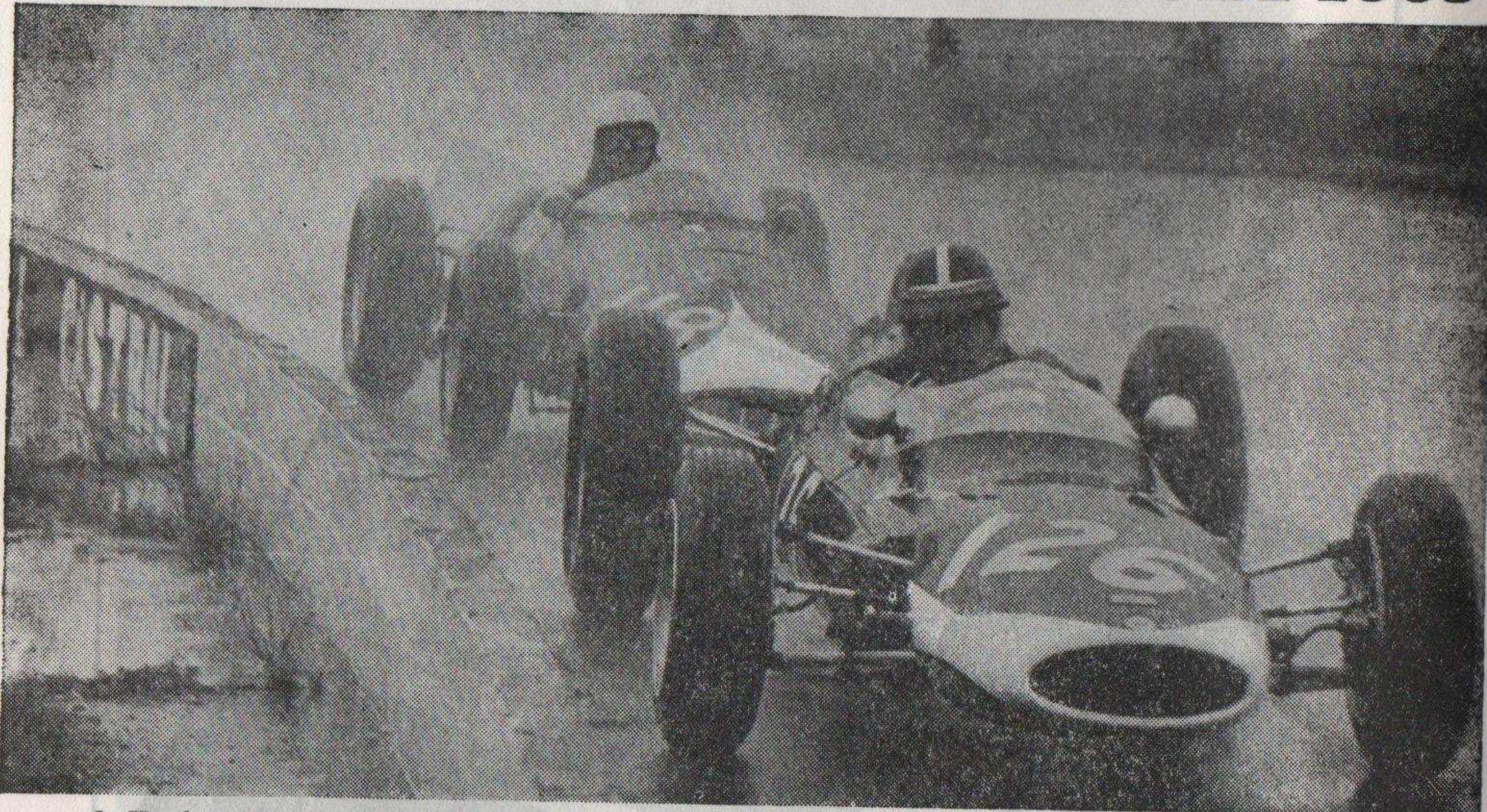
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SENIOR SERVICE
FINE VIRGINIA

BRITAIN'S
OUTSTANDING
CIGARETTE

The RACE of the SOUND and the FURY 1963



J. Taylor (Cooper Mk III No. 126) who won the 1963 "Eig Banger" 10 lapper had Tony Marsh (BRM 2½ litre No. 118) for close company until the latter spun



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1001 WaxWash, the new car shampoo that takes the hard work out of car cleaning.

Now you can give your car that Grand Prix sparkle without even trying.

Just empty a 1001 WaxWash sachet into a bucket, fill it with water, sponge the shampoo over your car, rinse well and leather. Within minutes you'll

have a car that shines with real protection because as 1001 WaxWash dries it forms a hard wax film. Next

time you've got a car to clean, get 1001 WaxWash and give it the shine it deserves, the shine that means all-weather protection.

Recommended for use with the FLEXY Bucket Brush

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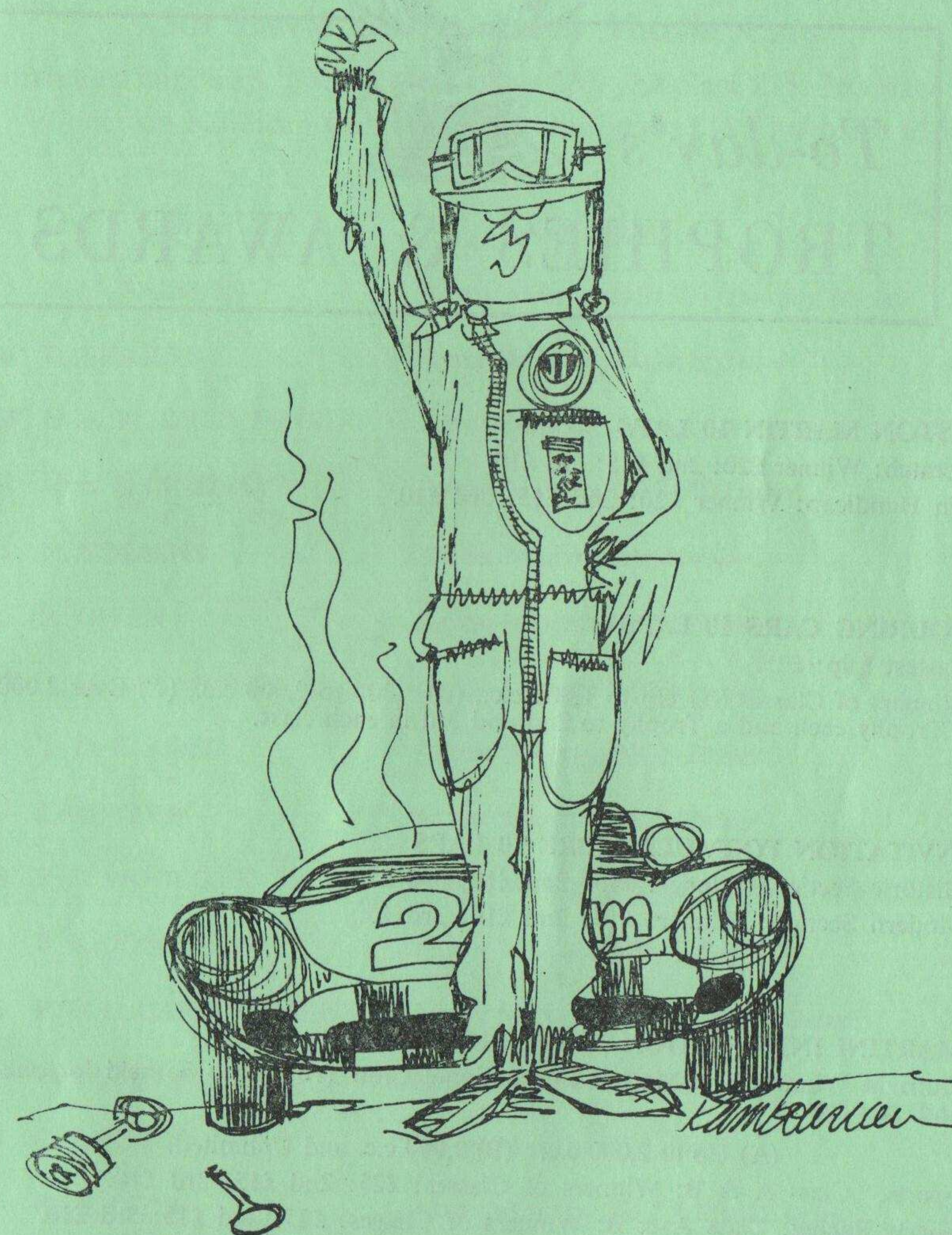
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Extract from International Regulations for Motor Racing

“Rule 34: Any driver in position on the grid but unable to take part in the start shall indicate his predicament by raising one arm vertically.”

Courtesy S.C.C.A.



To-day's
TROPHIES & AWARDS

ASTON MARTIN 10 LAPS

Scratch: Winner £20: 2nd £15: 3rd £10.
On Handicap: Winner £20: 2nd £15: 3rd £10.

TOURING CARS 10 LAPS

Fastest Lap: £25.
Winners of Classes (A) Up to 1,300 c.c., (B) 1,300 to 2,000 c.c., (C) Over 2,000 c.c., a Trophy each and a Trophy to 2nd and 3rd in each class.

INVITATION FORMULE LIBRE 10 LAPS

Historic Section: Winner: £15: 2nd £10: 3rd £5.
Modern Section: Winner: £15: 2nd £10: 3rd £5.

MARTINI INTERNATIONAL TROPHY 52 LAPS

Outright Winner: The Martini International Club Trophy (to be held for one year) and Replica.

(A) Up to 2,000 c.c. (B) 2,000 c.c. and Unlimited.

Sports. Class A & B: Winners of Classes: £25: 2nd £15: 3rd £10.
Sports Racing: Class A & B: Winners of Classes: £25: 2nd £15: 3rd £10.
G.T. Class A & B: Winners of Classes: £25: 2nd £15: 3rd £10.

CLUB TROPHY FOR FORMULA III—17 LAPS

Winner to hold "The Club" Trophy for one year and to receive Replica and £30: 2nd £20: 3rd £15: 4th £10.

Race 1

Start 12.00 Noon

**A 10 LAP SCRATCH RACE
for David Brown Aston Martin Cars**

with sealed handicap. Winner to receive £20; 2nd place £15; 3rd place £10.
Winner on handicap to receive £20; 2nd place £15; 3rd place £10.

No.	Driver	Car/Entrant	Capacity c.c.
35	P. M. SALMON	ASTON MARTIN DB4 GT/Dawnay Racing	3996
30	D. SKAILES	ASTON MARTIN ZAGATO/Driver	3670
3	G. A. H. DRUMMOND	ASTON MARTIN ZAGATO/Driver	3670
4	Hon. P. LINDSAY	ASTON MARTIN DB4 GT/Driver	3670
5	N. COUSINS	ASTON MARTIN DB5/Driver	3996
6	R. OWEN	ASTON MARTIN DB3S/Driver	2922
7	A. G. OLDWORTH	ASTON MARTIN DB3S/Driver	2922
8	T. D. L. ROSE	ASTON MARTIN DB3S/Driver	2922
9	J. RUTTER	ASTON MARTIN DB3S/Driver	2992
28	P. T. WOOLGAR	ASTON MARTIN DB3S/Equipe Vertrouge	2992
11	B. K. JOSCELYNE	ASTON MARTIN DB3/Driver	2922
12	P. E. L. CARMICHAEL	ASTON MARTIN DB 2/4 MkIII/Driver	2922
14	C. CAMPBELL	ASTON MARTIN DB2/Driver	2590
15	C. ANGELL	ASTON MARTIN DB1/Driver	1950
16	R. N. BOND	ASTON MARTIN DB 2/4 MkIII/Driver	2992
17	J. DAWNAY	ASTON MARTIN DB4 GT(P)/Driver	4184

Reserve Driver

28 K. W. YEATES

1st..... Speed..... 2nd..... 3rd.....

Handwritten notes: 8 30 35 +, 6 4 11, 9 12 17 16, 15 5 14, 35, 101.03, 17.23.0, 95.21, 30 (18.26.8), FL 35, 1.42.8, 102.5, 15

22 17 26 18 1.52.22

Race 2

Start 12.45 p.m.

PRODUCTION TOURING CAR RACE

10 Laps

30 miles approx.

(Group 2. Appendix J)

No.	Driver	Car/Entrant	Capacity c.c.
Class A up to 1,300 c.c.			
1	I. CAMPBELL-GRANT	MORRIS COOPER/W. L. Clifton	997
2	P. A. LAYZELL	AUSTIN COOPER/Westmount Garage	999
3	J. D. LEWIS	AUSTIN COOPER/Driver	1071
4	MICHAELLE BURNS-GREIG	AUSTIN COOPER/Driver	1071
5	A. J. GOODWIN	AUSTIN COOPER/Somerset House Garage (B'ham) Ltd.	1071
6	A. D. RUTT	MORRIS COOPER/Grosvenor Racing	1071
7	S. TAYLOR	AUSTIN COOPER/Driver	1071
8	L. GOODWIN	FORD/Driver	1198
9	R. N. CLULEY	AUSTIN COOPER/Driver	1275
10	ELIZABETH JONES	MORRIS COOPER/Alexander Engineering	1275
11	J. THURSTON	MORRIS COOPER/Squadra Tartaruga	1275
12	H. W. RATCLIFFE	MORRIS COOPER/Vitafoam Developments	1275
14	M. MERRICK	MORRIS COOPER/Driver	1275
15	W. L. CLIFTON	MORRIS COOPER/Driver	1275
16	ANITA TAYLOR	MORRIS COOPER/Aurora Gear Racing	1275
17	T. TAYLOR	MORRIS COOPER/Aurora Gear Racing	1275
Class B 1,300 to 2,000 c.c.			
18	Sir J. WHITMORE	FORD LOTUS/Team Lotus	1594
19	J. NICHOLSON	FORD LOTUS/Farnborough Racing Ent.	1594
20	PATRICIA COUNDLEY	FORD LOTUS/J. Coundley Racing Part.	1594
21	A. BALDET	FORD LOTUS/Moto Baldet Racing Team	1594
22	JACQUIE BOND-SMITH	FORD LOTUS/J. E. Bond-Smith	1594
23	M. P. RENNY	VOLVO/Sussex Racing Partnership	1778
Class C over 2,000 c.c.			
24	D. SMITH	JAGUAR/Birmingham Motor Tyres Ltd.	3781
Reserve Drivers			
6	A. STUBBS		
11	J. ALEY		
23	A. B. TRACEY		

18 1st
21 2nd
5 L
15 L
19 3rd
17 4th
1
24
22
3
12
14
10

1 20 21 30 4
14 18

Race 5

Start 5.30 p.m.

FORMULE LIBRE

Invitation Scratch Race for Racing Cars— Historic and Modern
10 laps 30 miles approx.

No.	Driver	Car/Entrant	Capacity c.c.
1	P. L. STONE	SALMSON/Driver	1087
2	D. EDWARDS	ASTON MARTIN/Driver	1495
3	W. FOWLER	ASTON MARTIN/Driver	1495
4	A. ELLIS	DERBY MASERATI/Driver	1496(S)
5	Hon. P. LINDSAY	E.R.A./Driver	1488(S)
6	P. WALLER	E.R.A./Driver	1488(S)
7	H. S. CLIFFORD	ALTA/Driver	1488(S)
8	R. E. SALVAGE	CONNAUGHT/Driver	1500
9	D. MARGULIES	CONNAUGHT/Driver	1960
10	J. FREEMAN	ASTON MARTIN/Driver	1970
11	R. BERGEL	BUGATTI	2261
12	R. W. ASHLEY	H.W.M./J. M. G. Michelson	2483
14	W. F. MOSS	MASERATI/H. C. Spero	2499
15	G. H. G. BURTON	BENTLEY/Driver	5618
16	F. P. MORLEY	BENTLEY/Driver	7996
17	R. KING	LOTUS/Racing Preparations	1475
18	A. ROLLINSON	LOTUS/A. R. Wyllie	1495
19	A. HODGE	LOTUS/Driver	1475
20	J. J. BOUCKLEY	COOPER/Driver	1594
21	J. PEARCE	LOTUS/Auto Racing Service	1594
22	D. ROMANO	BRABHAM/Driver	1598
23	D. O'SULLIVAN	BRABHAM/Driver	1598
24	A. A. STUBBS	BRABHAM/Driver	1650
25	J. AXON	COOPER/Widney Racing Team	1650
26	J. EWER	COOPER/Driver	1650
27	R. W. BOOTE	MERLYN/Driver	1996
28	P. J. HAWTIN	COOPER DAIMLER/Driver	2460
29	M. RIGG	LOTUS MASERATI/W. Rigg	2700
30	C. SUMMERS	LOTUS CHEVROLET/Ansty Garage	5360
31	E. C. BOOTH	FRAZER NASH/Driver	1971

21
20

5 2 3

The Proud Parade—V,V,V.

Start 2.30 p.m.

This parade has been arranged to demonstrate the progress of the motor car, especially those of a sporting aspect, up to 1939. Taking part are Veteran, Vintage and Venerable (i.e. those that continued the "vintage" tradition after 1930) machines, most of which have taken part in Concours d'Elegance in recent years, of which their owners can be justly proud.

This event has been made possible by the co-operation of the Veteran Car Club, the Vintage Sports Car Club, the Lagonda Club, the Bentley Drivers' Club and other "one-make" clubs. It is hoped that there will be several more cars than are listed below; if so, they will run with "A", "B," "C," etc. numbers.

Parade No.	Make and Model	Year	Owner/Driver
1	Deauville Voiturette	1899	A. Tyler
2	Daimler Wagonette	1900	A. James
3	Vauxhall 16 h.p.	1909	Vauxhall Motors/J. Barrow
4	Renault AX Two-seater	1909	R. P. Startup
5	Motobloc Open Two-seater	1912	H. R. Wilkins/C. Lynam
6	Rolls-Royce Silver Ghost 40/50	1913	A. J. M. Brownridge
7	Hupmobile Tourer	1914	T. E. Johnson
8	Aston Martin "Razor Blade"	1923	F. E. Ellis
9	Aston Martin GP	1925	D. Coram/D. Edwards
10	Bentley 3/4½ litre	1925/30	Elizabeth Nagle
11	Bugatti 35T	1926	R. Bergel
12	Bentley 4½ litre	1928	T. D. L. Rose
13	Bentley Speed Six	1929	J. Holden
14	Lagonda 2 litre tourer	1929	C. Long
15	Lagonda 2 litre tourer	1930	T. J. Peerless
16	Aston Martin International	1931	K. G. Legg
17	Bentley 4½ litre	1931	D. Brewster
18	Aston Martin Le Mans	1932	I. Rendall
19	Salmson	1932	P. L. Stone
20	Aston Martin Mk. II 2/4	1934	C. B. Lee
21	Aston Martin Mk. II DHC	1934	J. B. Bruce/P. A. Martin
22	Lagonda 3 litre tourer	1935	J. C. White
23	Aston Martin Ulster	1935	D. Edwards
24	Lagonda LG45R	1936	R. Michaels/M. H. Wilby
25	Aston Martin 2 litre 2/4	1939	R. Nathan

Parade organised by A. A. Archer; Marshalled by V. B. Hartman and J. E. Patrick.

Race 4

"MARTINI" TROPHY RACE

Start 3.00 p.m.

52 laps

150 miles approx.

No.	Driver	Car/Entrant	c.c.	Section
Class A up to 2,000 c.c.				
1	J. MORTIMER	MARCOS/Rochester Racing	997	G/T
2	J. PEARCE	LOTUS/Staffs Racing Partnership	1098	S/R
3	S. A. FOX	LOTUS/Neal Davis Racing	1098	S/R
4	J. S. PATERSON	LOLA/Driver	1150	S/R
5	R. REDGRAVE	MERLYN/Racing Preparations Ltd.	1475	S/R
6	R. BURNARD	ABARTH SIMCA/Everest Racing	1496	G/T
7	J. SUTTON	LOTUS/Mill Garage (Sun'ld) Ltd.	1544	S/R
8	E. P. SADLER	ALFA ROMEO/Staffs Racing Part.	1570	G/T
9	Sir J. WHITMORE	LOTUS/Ian Walker-Team Lotus	1594	G/T
10	G. WARNER	LOTUS/Chequered Flag Ltd.	1594	G/T
11	C. M. M. WILLIAMS	LOTUS/Chris Williams Ltd.	1594	S/R
12	M. NUNN	LOTUS/Team Walpres	1594	S/R
14	P. SIMPSON	T.V.R./Driver	1622	G/T
15	W. NICHOLSON	M.G./Moto Baldet Racing Team	1798	G/T
16	J. MORRIS	PORSCHE/Driver	1966	G/T
17	Hon. B. FIELDING	MORGAN/Driver	1991	G/T
18	N. J. MESSERVY	MORGAN/Driver	1991	G/T
19	R. NATHAN	BRABHAM/Driver	1991	S/R
20	R. H. ANDERSON	BRABHAM/Team Elite (62) Ltd.	1991	S/R
21	T. LANFRANCHI	ELVA-B.M.W./Elva Cars (61) Ltd.	1991	S/R

Class B over 2,000 c.c.				
22	N. H. DANGERFIELD	TRIUMPH/Sprinzell Lawrencetune Rac.	2138	G/T
23	H. P. K. DIBLEY	BRABHAM/S.M.A.R.T.	2496	S/R
24	G. PITT	LOTUS/Entwistle & Walker Ltd.	2751	S/R
25	J. COUNDLEY	LOTUS/J. Coundley Racing Part.	2751	S/R
26	R. C. KERRISON	FERRARI/Driver	2955	G/T
27	P. J. C. CLARKE	FERRARI/Driver	2955	G/T
28	K. YEATES	ASTON MARTIN/Equipe Vertrouge	2992	S/R
29	R. W. WATERS	COOPER/Driver	3600	S/R
30	D. SKAILES	ASTON MARTIN/Driver	3670	G/T
31	P. SKIDMORE	JAGUAR/Kims Racing Autos	3781	S/R
32	W. RIGG	JAGUAR/Driver	3781	S/R
33	R. S. MAC	JAGUAR/Driver	3781	G/T
34	D. CUNNINGHAM	JAGUAR/Driver	3781	G/T
35	P. M. SALMON	ASTON MARTIN/Dawnay Racing	3996	G/T
36	T. TAYLOR	LOTUS/Ian Walker-Team Lotus	4727	S/R
37	R. SALVADORI	COOPER MASERATI/C. R. Atkins	4986	S/R

No.	Driver	Car/Entrant	c.c.	Section
Reserves				
38	M. REID	GINETTA/Driver	997	G/T
39	M. P. RENNY	LOTUS/Sussex Racing Part.	1098	S/R
40	G. OLIVER	LOTUS/Driver	1098	S/R
41	A. P. COLVILL	ELVA/Driver	1798	G/T
42	Viscount FEILDING	LOTUS/The Earl of Denbigh	1496	G/T
43	C. HUNT	LOTUS/Team Elite (62) Ltd.	1594	G/T
44	R. DUBSKY	TRIUMPH/Driver	1991	G/T
45	J. SUTTON	MARCOS/Driver	1650	G/T
46	P. DICKINSON	ELVA/Team Venture	1150	S/R
47	M. WARNER	LOTUS/Plough Motors Ltd.	1594	S/R

Reserve Drivers—1 J. MARSH 16 C. SUMMERS 17 A. DENCE 24 G. BARTON
31 P. SKIDMORE 28 P. WOOLGAR 32 M. RIGG 46 B. DICKINSON

CLASSES AND AWARDS—a correction to the listed awards.

Classes now A and B, Sports-Racing and G.T. only.

Awards £45, £35, £25, £20, £15, £10 in each class.

Race 3

Start 1.40 p.m.

'THE CLUB' TROPHY RACE for FORMULA III

A 17 Lap Scratch Race for Racing Cars conforming to Formula III Specification. Winner to hold "The Club" Trophy for one year and to receive Replica and £30; 2nd Place £20; 3rd Place £15; 4th Place £10

17 laps

51 miles approx.

Table with columns: No., Driver, Car/Entrant, Capacity c.c. Includes entries for J. Andrews, R. S. Mac, J. F. Cardwell, etc.

Reserve Driver

20 J. E. O'BRIEN

1st..... Speed..... 2nd..... 3rd..... 4th.....

31.6.8 75.96

22

FL 23

1.48.0 97.57



EXTRACTS from the SUPPLEMENTARY REGULATIONS

GENERAL REGULATIONS.—Competitors are responsible for ensuring that their cars carry, clearly displayed on either side, their allotted number, printed in figures at least 10 ins. high and 1 1/2 ins. thickness and in front not less than 8 ins. high and 1 1/2 ins. thickness.

All cars must be fitted with a fireproof bulkhead between engine and cockpit and must have an efficient four-wheel braking system. All drivers in open cockpit cars must wear goggles or vizor. All drivers will wear crash helmets.

★ ★ ★

FLAG SIGNALS.—The following flag signals will be used as necessary to signal to the driver of a car: National—Start. Red—Complete and immediate stop. Yellow (waved)—Great danger—be prepared to stop.

The driver of a car which does not stop after a black or red signal flag has been displayed to her/him will be excluded from the race.

FUEL (For all races save Formule Libre event)—Standard pump fuels only. No additives except U.C.L. are allowed. Placed cars may have samples of their fuel taken for analysis.

★ ★ ★

RIGHTS OF ORGANISERS, OFFICIALS AND COMPETITORS.—The right to protest lies only with an Entrant or Driver, or an Official acting in his official capacity.

In the case of a protest by a Competitor or Driver, such protest shall be in writing and accompanied by a fee of £1 1s. 0d., which fee shall only be returned if the protest shall be deemed to have been well founded, or if so directed by the Stewards of the Meeting or the R.A.C.

The Organisers reserve the right to substitute any car or driver in any event for those printed in the official programme.

The right is reserved to exclude any Entrant or Driver for breach or non-performance of any one of the Rules and Regulations although exclusion is not expressly mentioned as the penalty in such Rules and Regulations.

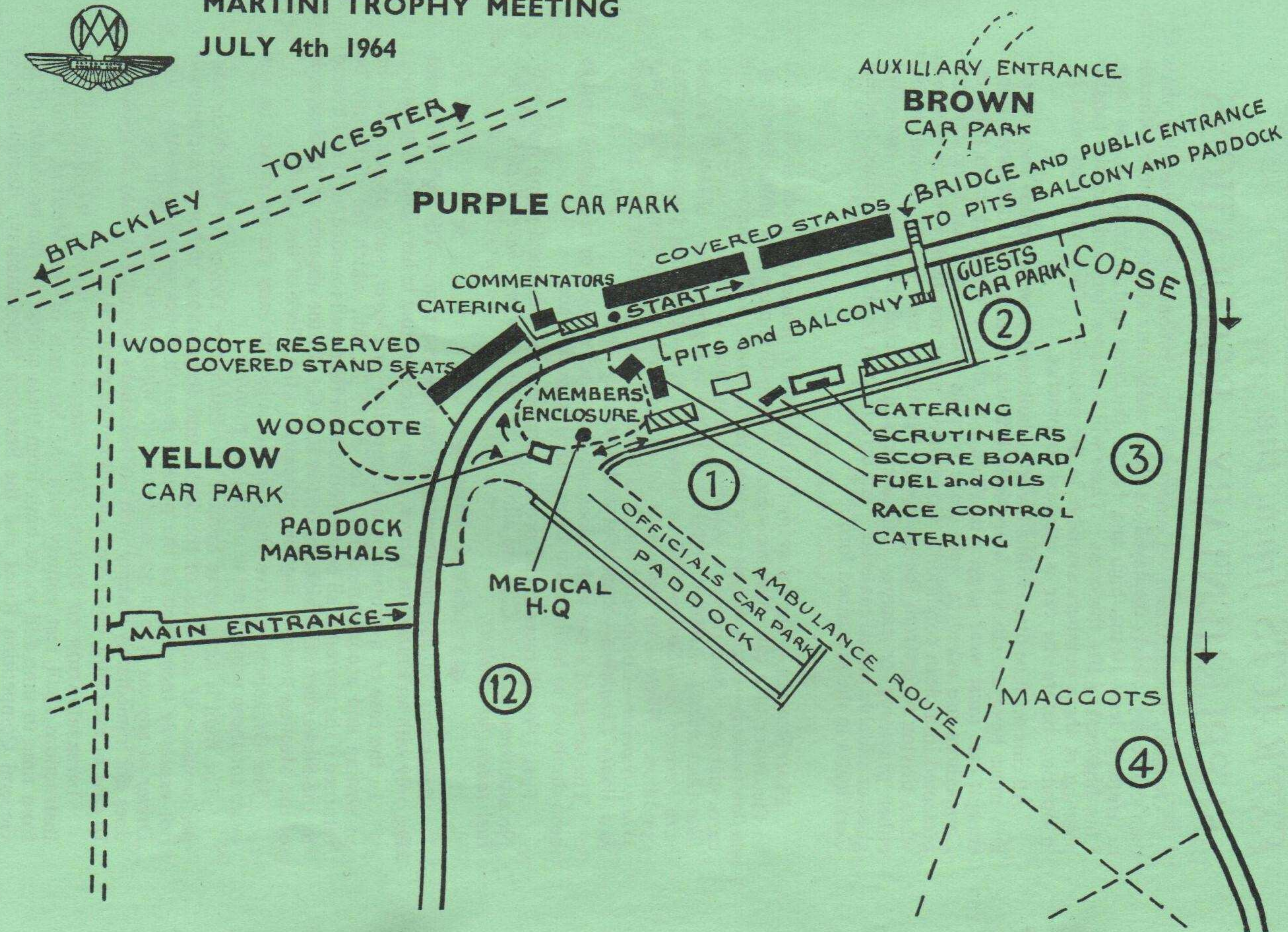
INTERPRETATION OF RULES.—The interpretation of the Regulations and Instructions shall rest entirely with the Stewards of the Meeting, who may from time to time add to, or omit from them subject to the provisions of the General Competition Rules and the Standing Supplementary Regulations of the Royal Automobile Club.



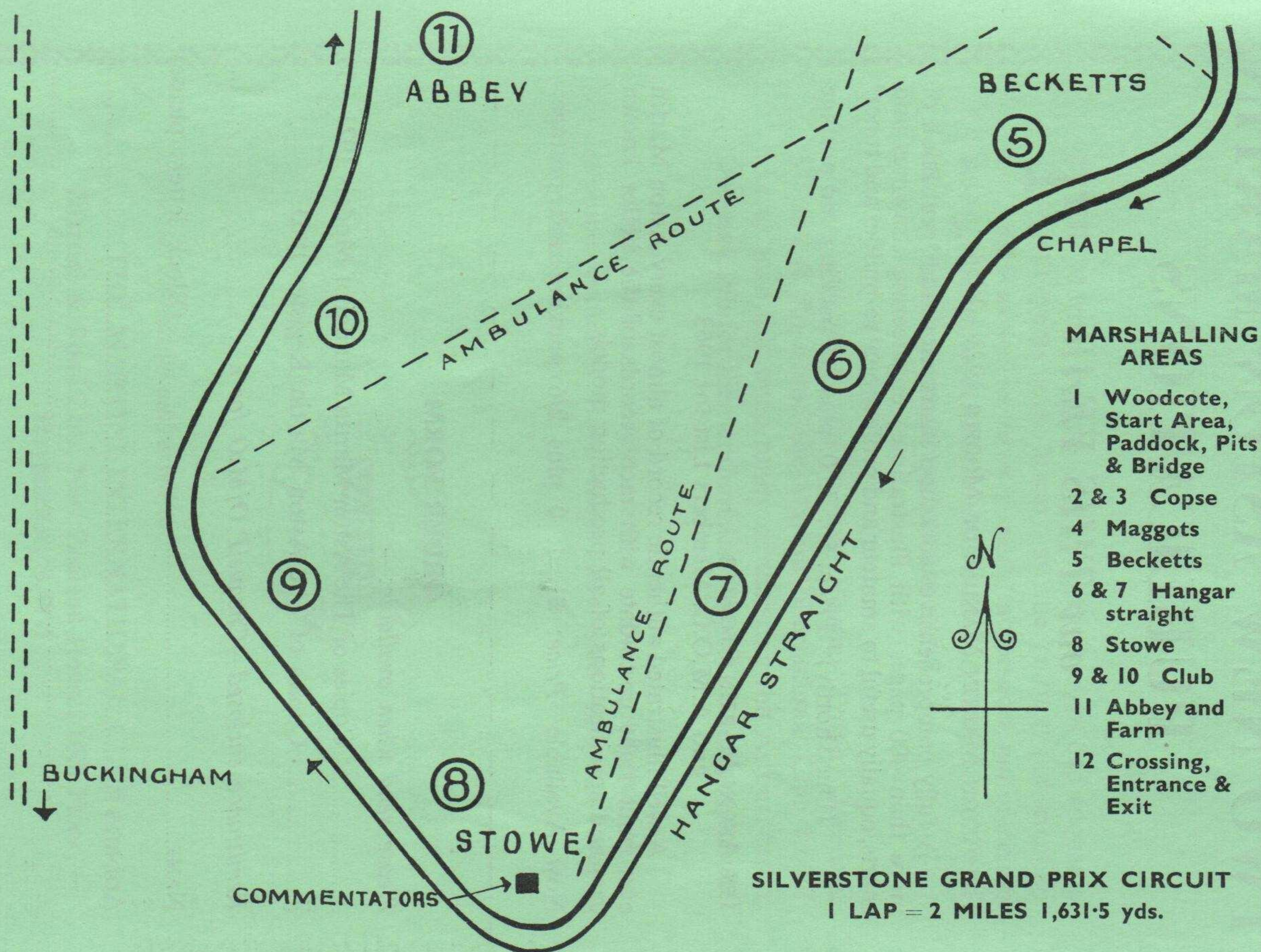
MARTINI TROPHY MEETING

JULY 4th 1964

24



25



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THE ASTON MARTIN REGISTER and A.M.O.C. Members List for 1963

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ADDRESS.....

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The Secretariat, A.M.O.C. Ltd., 13 Langton Avenue, Ewell, Surrey.

THE Martini International Club encourages and sponsors both events in the literary, artistic, cultural and scientific fields as well as those in sport (motorsport, golf, fencing, ski-ing, sailing, equestrian events etc.) and are in touch with leading organisations throughout the world.

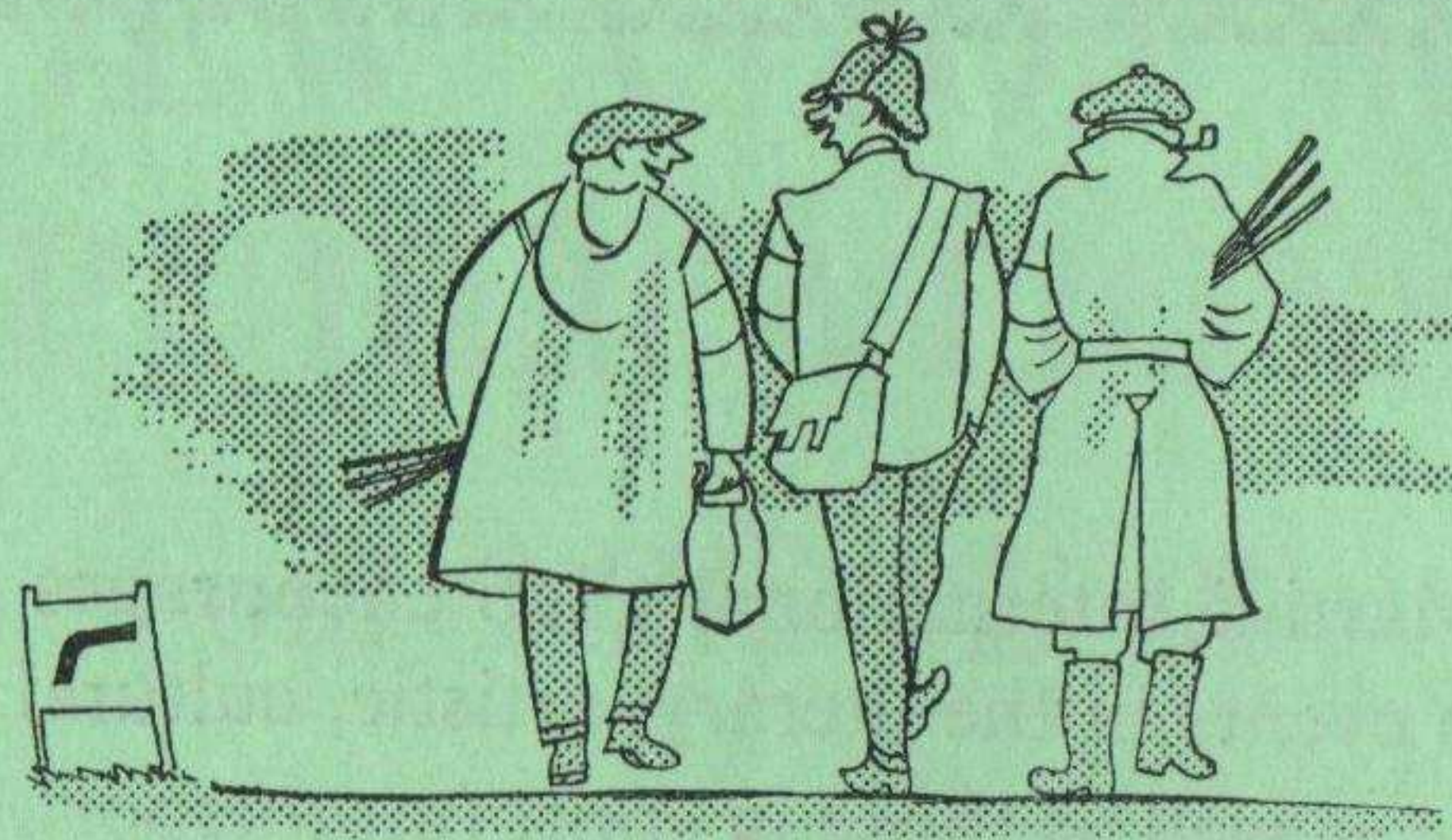
In welcoming you to this Martini Trophy Meeting, Martini & Rossi and the Martini International Club would like to take this opportunity of thanking the Aston Martin Owners Club for their enthusiastic support and arrangements.

The Club are always pleased to obtain information on genuine enquiries from those interested in such events anywhere in the world.



Enquiries should be addressed to:

THE MARTINI INTERNATIONAL CLUB
Martini & Rossi Ltd., New Zealand House, 16th Floor,
Haymarket, S.W.1



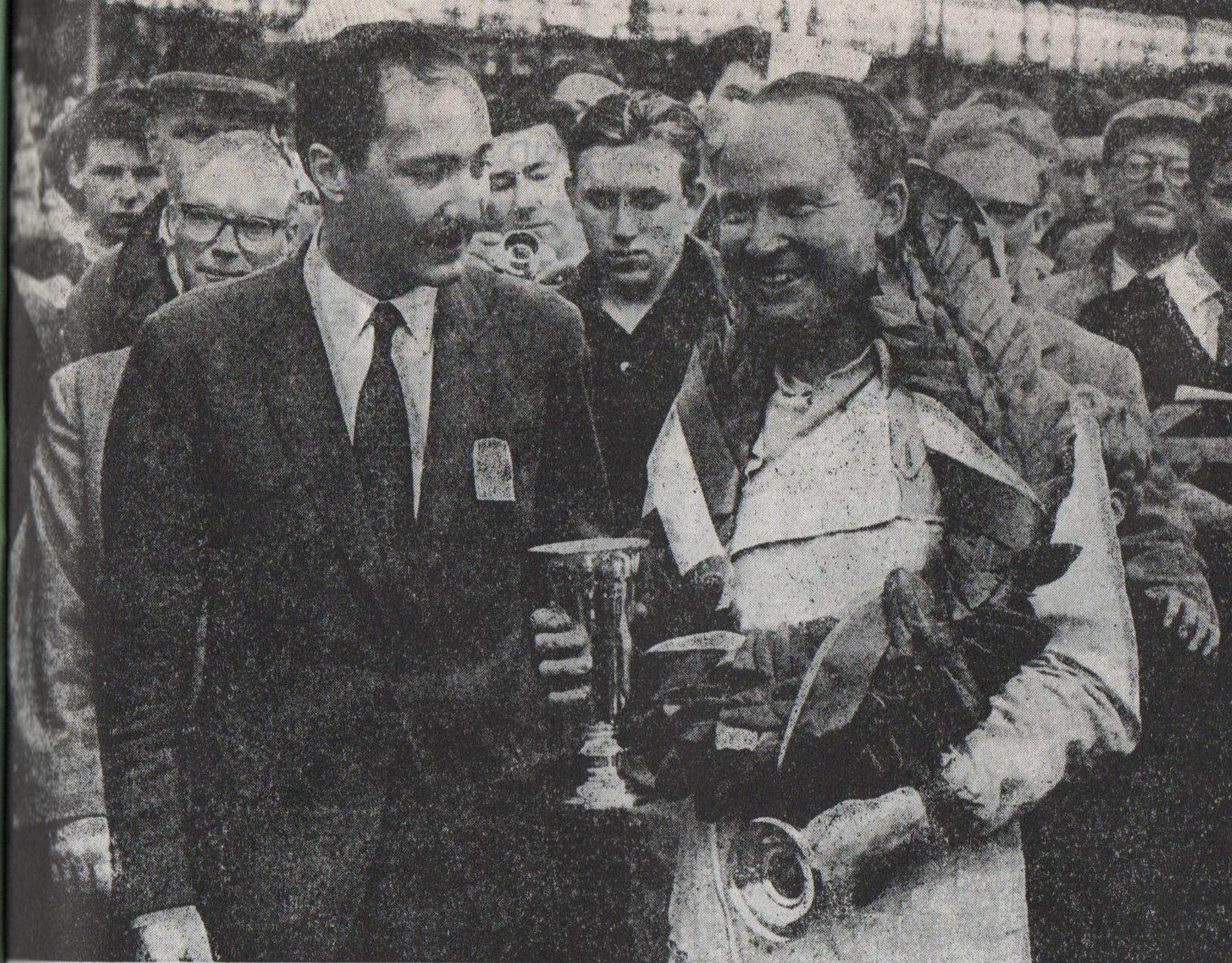
Something you should know about

MOTOR RACING

On this Circuit to-day there are over three hundred officials doing a number of essential jobs in order that the drivers and you, the public, may enjoy a good day of motor sport. Many of these ladies and gentlemen were working here yesterday during the official practice and very many more were here at an early hour this morning. The great majority of this army of officials give their services and pay all their own expenses.

Those working with the A.M.O.C. to-day come from the British Racing Drivers Club, Bentley Drivers Club, Grange Motoring Club, M.G. Car Club, East Surrey Motor Club, E.M.I. Motor Club, Peterborough Motor Club, Porsche Club, Northants Motor Club, and principally from the various branches of the **BRITISH MOTOR RACING MARSHALS CLUB**—the efficient and most excellent organisation formed for the express purpose of providing experienced and expert officials for motor racing events all over the country.

In addition we have with us to-day many doctors giving their professional services as Honorary Medical Officers, The St. John Ambulance Brigade in force, units of the Northamptonshire Fire Brigade and The Rover Motor Car Company's Fire Brigade, and officers and constables from the Northamptonshire and Buckinghamshire Constabularies.



Receiving Trophy from Count Vittorio Rossi

The 1962 Winner
of
The 'Martini International'
Club Trophy

JOHN COUNDLEY

(Lister-Jaguar)

*Receiving
chequered flag
from George Taylor*



THE SECOND
“MARTINI INTERNATIONAL”
 AT SILVERSTONE



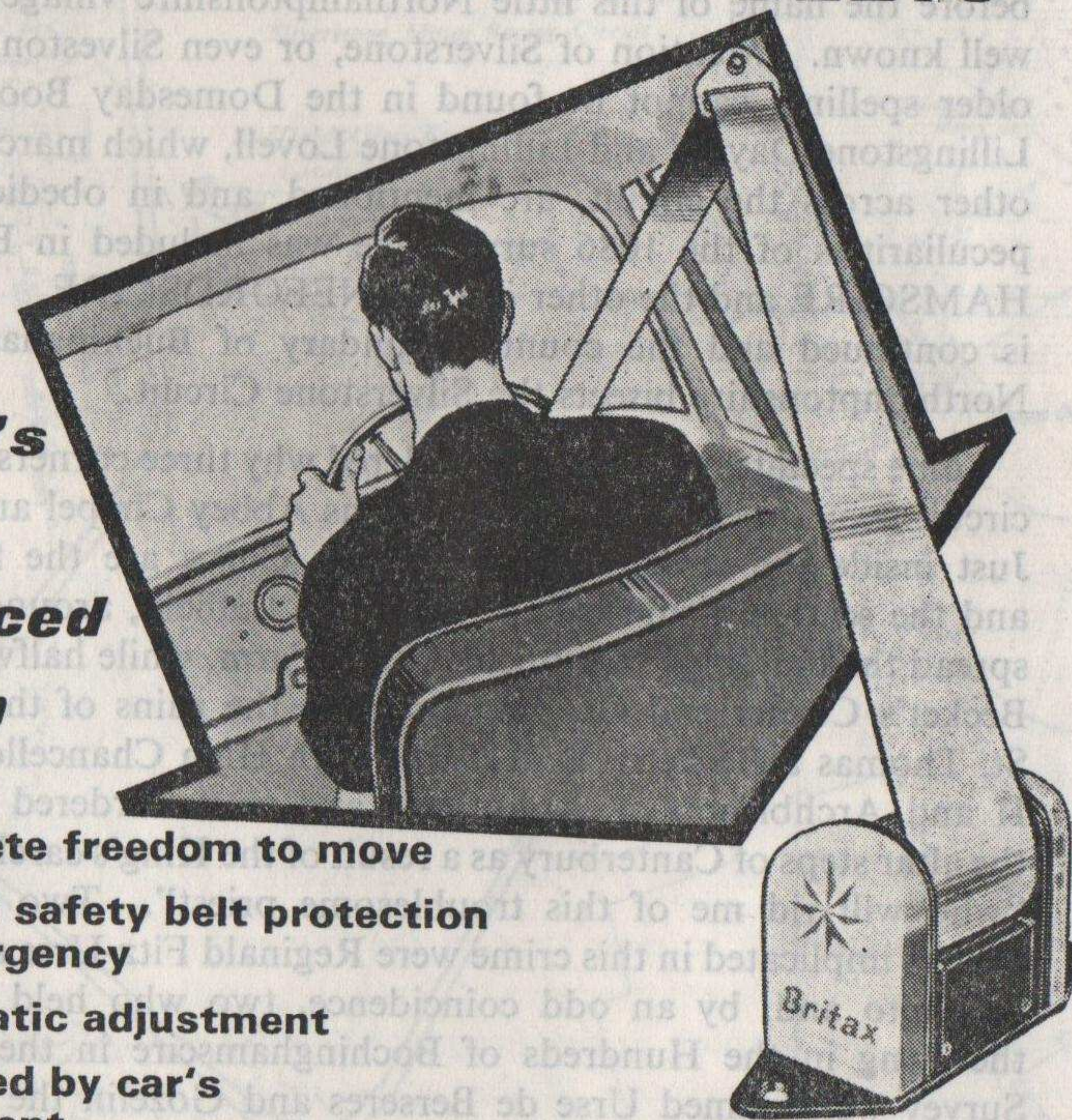
Mike Salmon, winner of the 1961 'Martini International' Trophy Race, receives the cup from Mrs. J. Covernton; driving an "E" Type Jaguar he won at an average speed of 79.32 m.p.h.

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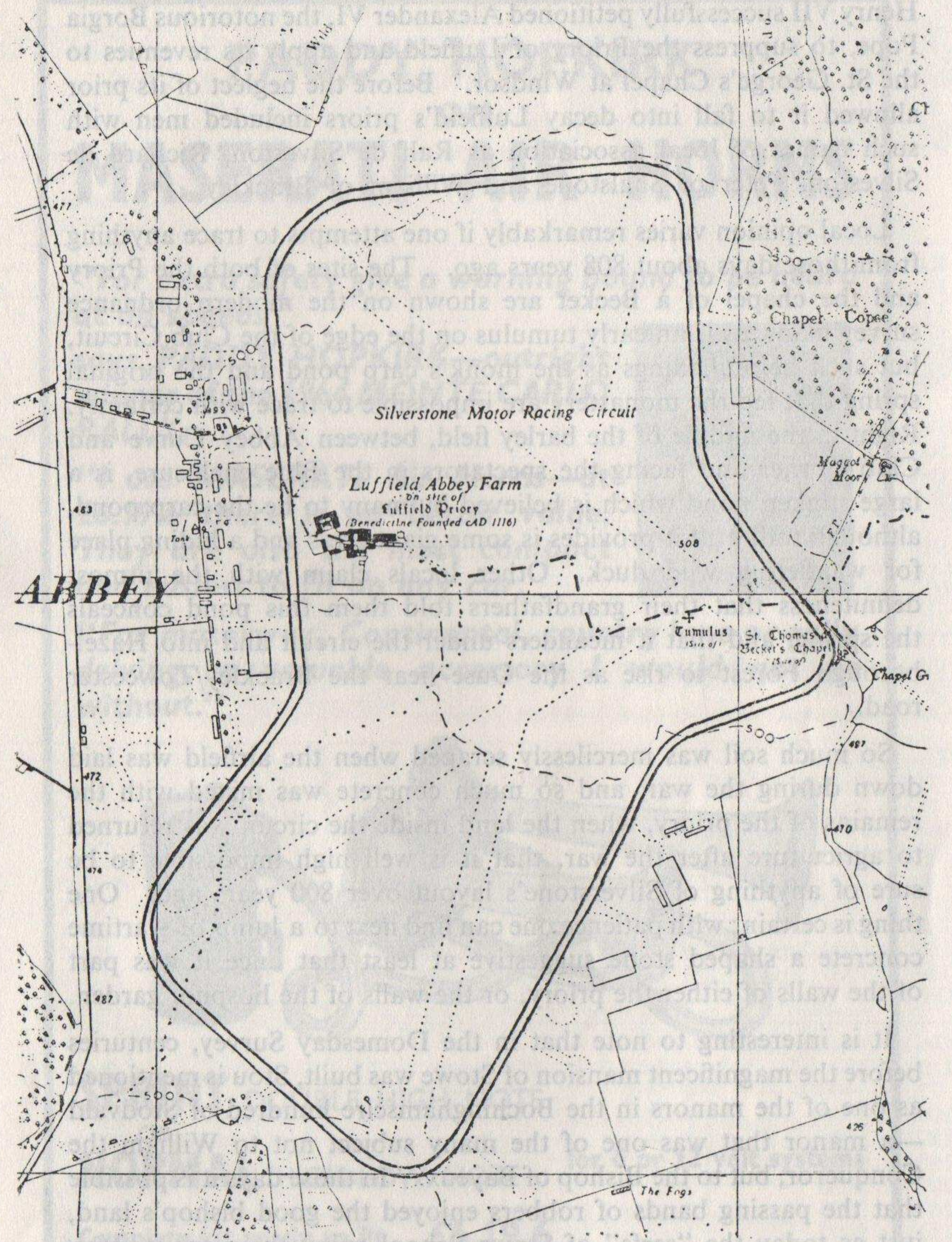
MANUFACTURED BY BRITAX (LONDON) LTD. PROCTOR WORKS, BYFLEET, SURREY.

The Other Silverstone

WHILE Silverstone is now a household word, so far as motor racing is concerned, there must be many followers of the sport who have wondered what, if anything, happened here before the name of this little Northamptonshire village became so well known. Mention of Silverstone, or even Silveston, to use the older spelling, cannot be found in the Domesday Book but both Lillingstone Dayrell and Lillingstone Lovell, which march with each other across the circuit, are mentioned, and in obedience to the peculiarities of the 1086 survey one was included in BOCHINGHAMSCIRE and the other in OXENEFORDSCIRE. This oddity is continued and the county boundary of Buckinghamshire and Northamptonshire bisects the Silverstone Circuit.

Some spectators may have wondered why three corners on a racing circuit should bear such odd names as Abbey Chapel and Becket's. Just inside the circuit near to Abbey Curve are the foundations and the scattered ruins of the Priory of Luffield, around which are spread the buildings of Luffield Abbey Farm, while halfway between Becket's Corner and Chapel Curve are the ruins of the Chapel of St. Thomas à Becket. Becket was both High Chancellor to Henry II and Archbishop of Canterbury and was murdered in 1170 on the altar steps of Canterbury as a result of the King's careless question "who will rid me of this troublesome priest". Two of the four barons implicated in this crime were Reginald Fitz-Urse and Richard de Breton, and, by an odd coincidence, two who held land under the King in the Hundreds of Bochinghamscire in the Domesday Survey were named Urse de Berseres and Gozelin the Breton. It needs, perhaps, only a slight stretch of the imagination to assume that the knights who murdered Becket were descendants of those who held land close to that on which a chapel was later built to the Saint's memory.

The priory of Luffield was founded by Robert de Bossu, Earl of Leicester, and gifts of land were given to support the monastery by both Henry I and the Empress Maud. Two well-known names amongst its benefactors are those of Popes Eugenius III and Alexander III. Some time before the Act of Suppression in 1534



Crown Copyright Reserved

Silverstone

Henry VII successfully petitioned Alexander VI, the notorious Borgia Pope, to suppress the Priory of Luffield and apply its revenues to the St. George's Chapel at Windsor. Before the neglect of its prior allowed it to fall into decay Luffield's priors included men with such names of local association as Ralf de Silveston, Richard de Silveston, Peter of Shalstone and William of Brackley.

Local opinion varies remarkably if one attempts to trace anything from those days about 808 years ago. The sites of both the Priory and the chapel of à Becket are shown on the modern ordnance survey maps, as is an early tumulus on the edge of the Club Circuit, but such helpful things as the monk's carp pond and the original spring that fed the monastery are impossible to trace with certainty. Right in the middle of the barley field, between Abbey Curve and Club Corner and facing the spectators in the Blue enclosure, is a large sunken pond which is believed by many to be the carp pond, although today all it provides is some giant cress and a hiding place for wandering wild duck. Other locals claim with the utmost definiteness that their grandfathers told them this pond conceals the spring, and that it meanders under the circuit and into Hazelborough Forest to rise as the Ouse near the Brackley/Towcester road.

So much soil was mercilessly scraped when the airfield was laid down during the war, and so much concrete was mixed with the remains of the priory, when the land inside the circuit was returned to agriculture after the war, that it is well nigh impossible to be sure of anything of Silverstone's layout over 800 years ago. One thing is certain; with patience one can find next to a lump of wartime concrete a shaped stone suggestive at least that once it was part of the walls of either the priory, or the walls of the hospital garden.

It is interesting to note that in the Domesday Survey, centuries before the magnificent mansion of Stowe was built, Stou is mentioned as one of the manors in the Bochingamscire hundred of Stodvald—a manor that was one of the many subject not to William the Conqueror, but to the Bishop of Bayeux. In those days it is possible that the passing bands of robbers enjoyed the good bishop's land, just as today the "serfs" of Stowe School enjoy their private way into Silverstone in spite of the serious interference of their masters and the slight interference of circuit officials.

When Henry VII annexed the priory to finance St. George's Chapel at Windsor, its value was stated in the Papal Bull to be 200 golden florins. No matter how one attempts to translate this into what passes for currency nowadays the answer is very depressing.

PADDY HOPKIRK ON MASERATI AIR HORNS

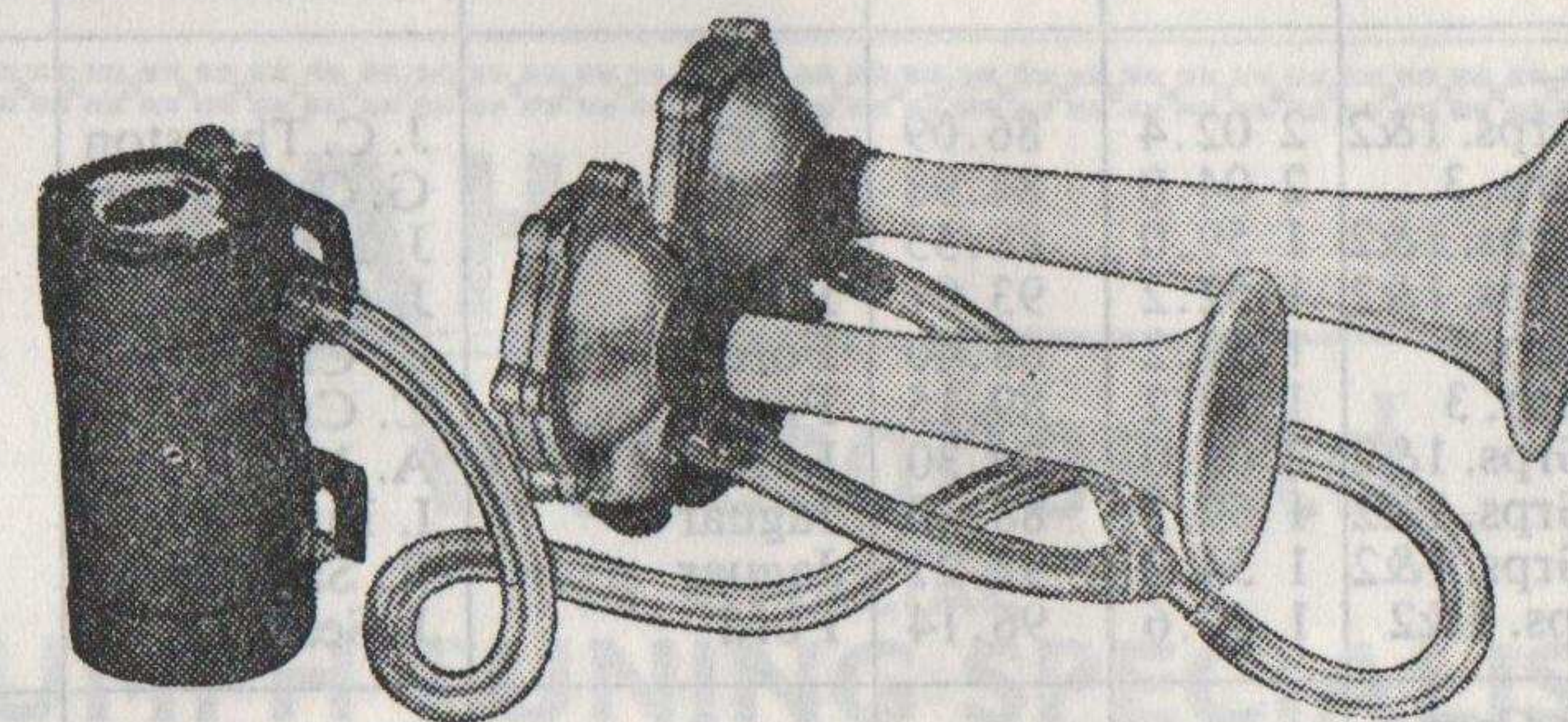
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**SILVERSTONE GRAND PRIX CIRCUIT
EXISTING LAP RECORDS—4th JULY 1964**

Category	Time	Speed	Car	Driver	When established
Racing Cars—	<i>m. s.</i>	<i>m.p.h.</i>			
Formula 1 (1946/53)	1 45.5	100.16	Thinwall Spec.	G. Farina	18/7/53
Formula 2 (1951/53)	1 50.0	97.79	Ferrari	A. Ascari	19/7/52
			Maserati	F. Gonzales	19/7/52
Formula 1 (1954/60)	1 34.2	111.86	Lotus	I. Ireland	14/5/60
Formula 2 (1954/60)	1 43.4	101.91	Lotus	C. Allison	3/5/58
			Cooper	J. Russell	2/5/59
Formula 3 (1952/63)	1 54.0	92.43	Cooper	S. Lewis-Evans	3/5/58
Formula 1 (1961/65)	1 33.6	112.56	Brabham	J. Brabham	2/5/64
Formula Junior	1 39.4	108.01	Lotus	P. Arundell	20/7/63
Formula 3 (1964/65)	1 46.0	99.41	Brabham	J. Cardwell	2/5/64
	1 46.0	99.41	Cooper	J. Steward	2/5/64
Historic Racing	1 54.6	92.11	E.R.A.	S. Day	6/10/62
Sports Cars—					
1100	1 44.8	100.55	Lotus	M. Beckwith	6/10/62
1100 to 1500	1 46.0	99.41	Lotus	C. Allison	19/7/60
1500 to 2000	1 42.0	103.31	Lotus	M. Beckwith	11/5/63
2000 to 3000	1 37.6	107.96	Cooper	R. Salvadori	11/5/63
Over 3000	1 41.6	103.71	Ferrari	M. Parkes	20/7/63
Touring Cars—					
750 to 1000 Grps. 1&2	2 02.4	86.09	Morris	J. C. Thurston	2/5/64
750 to 1000 Grp. 3	2 04.0	84.98	Austin	G. C. Shepherd	1/10/60
1000 to 1300 Grps. 1&2	1 59.0	88.55	Morris	J. Fitzpatrick	2/5/64
1300 to 1600 Grps. 1&2	1 52.2	93.91	Ford	J. Clark	2/5/64
1300 to 1600 Grp. 3	1 59.2	88.40	Ford	C. Craft	6/10/62
1600 to 2000 Grp. 3	1 58.2	89.15	Ford	C. Craft	6/7/63
2000 to 2600 Grps. 1&2	2 05.0	84.30	Ford	A. Mann	20/7/63
2600 to 3500 Grps. 1&2	1 59.2	88.40	Jaguar	I. Bueb	2/5/59
3500 to 5000 Grps. 1&2	1 54.2	92.27	Jaguar	R. Salvadori	11/5/63
Over 5000 Grps. 1&2	1 49.6	96.14	Ford	J. Sears	2/5/64
Grand Touring Cars—					
Up to 750	2 24.4	72.97	Saab	S. Hurrell	2/5/59
750 to 1000	1 59.2	88.40	Marcos	T. Weber	20/7/63
1000 to 1300	1 47.8	97.75	Lotus	T. Taylor	12/5/62
1300 to 1600	1 49.8	95.97	Lotus	Sir J. Whitmore	20/7/63
1600 to 2000	1 55.2	91.47	Porsche	I. Ireland	2/5/64
2000 to 2600	2 00.0	87.81	Morgan	A. Dence	11/5/63
2600 to 3500	1 42.8	102.50	Ferrari	M. Parkes	11/5/63
3500 to 5000	1 42.4	102.90	Jaguar	R. Salvadori	11/5/63
Motor Cycles—					
125 c.c.	2 00.8	87.22	Ducati	S. M. B. Hailwood	28/5/60
250 c.c.	1 52.6	93.59	Honda	J. Redman	6/4/62
350 c.c.	1 47.0	98.48	Norton	D. W. Minter	28/5/60
500 c.c.	1 44.6	100.51	Norton	J. Hartle	8/4/61
			Norton	D. W. Minter	8/4/61
Sidecars	1 58.0	89.10	B.M.W./Wats	P. V. Harris	8/4/61

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Illustration shows the new and versatile THORLITE soft-faced Hammer Set for most hammering needs. It comprises an aluminium-alloy head, four 2" diam. interchangeable screw-on rubber faces of flat, dome, cone and wedge shapes, and 12" ash handle. Wt. 1 1/2 lbs. with any two faces. Ref. 616. Price 19/6 set.

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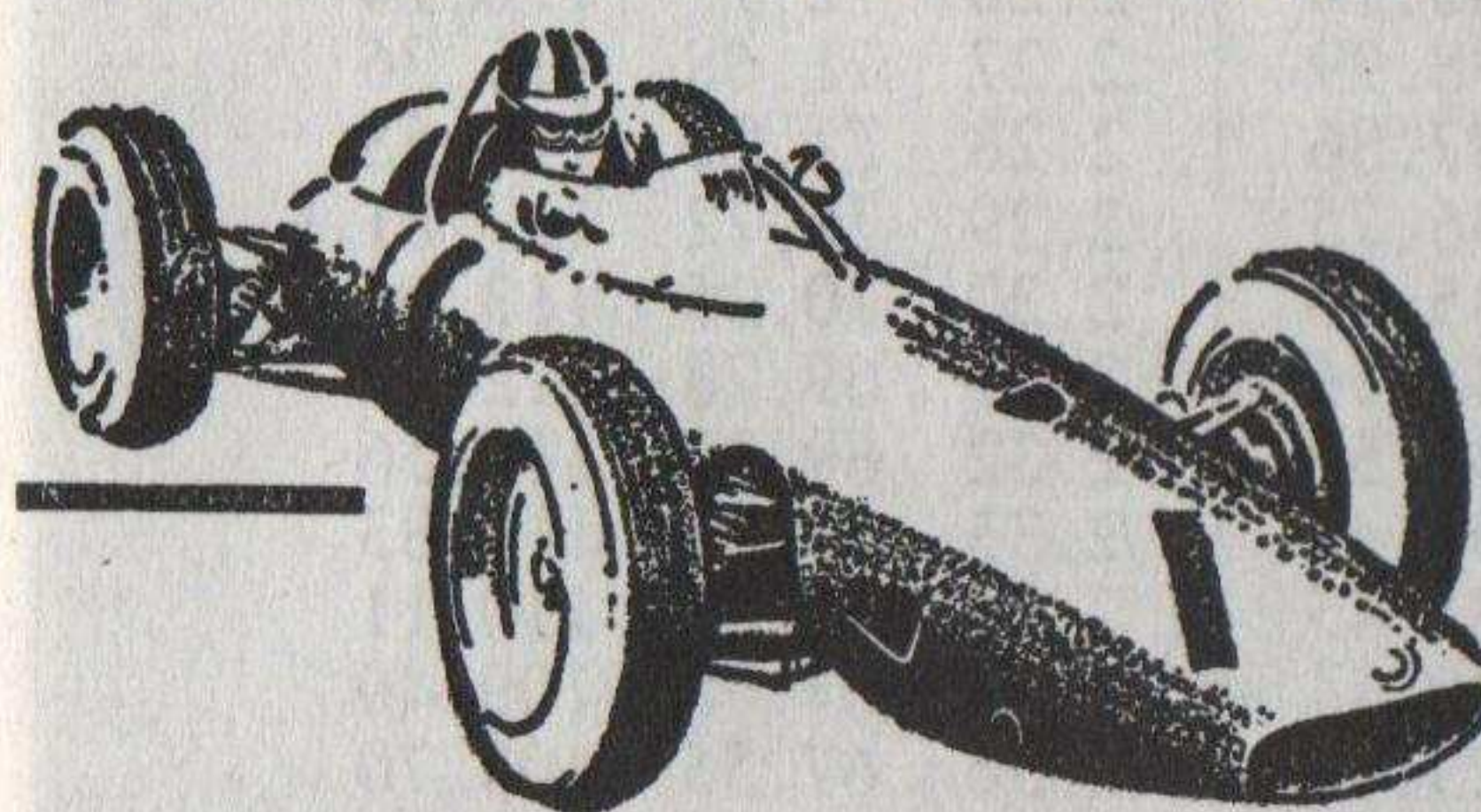
THOR Copper and Rawhide Hammer, 1 1/2" diam. x 24 1/2 lbs. for knock-off wheel nuts. Price 14/6.

THOR Copper Hammer, 1" x 1 lb. A useful addition to every tool kit. Price 7/6.

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THOR HAMMER COMPANY have over 25 years of experience in manufacturing soft-faced hammers for the automobile, aircraft, engineering and metal-working industries. The types mentioned above have been produced for motorists and motor cyclists TO PREVENT DAMAGE and PROTECT THE FINISH.

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LAP SPEED TABLES

SILVERSTONE GRAND PRIX CIRCUIT

One lap of Silverstone Circuit equals 2 miles 1,631½ yards (4.71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME			SPEED			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.	m.s.	m.p.h.	k.p.h.
1.30	117.08	188.42	1.55	91.63	147.46	2.20	75.27	121.12			
1.31	115.79	186.35	1.56	90.84	146.18	2.21	74.73	120.26			
1.32	114.53	184.33	1.57	90.06	144.93	2.22	74.21	119.42			
1.33	113.30	182.34	1.58	89.30	143.71	2.23	73.69	118.58			
1.34	112.10	180.40	1.59	88.55	142.50	2.24	73.17	117.76			
1.35	110.91	178.50	2.00	87.81	141.31	2.25	72.67	116.95			
1.36	109.76	176.64	2.01	87.08	140.14	2.26	72.17	116.14			
1.37	108.63	174.82	2.02	86.37	138.99	2.27	71.68	115.36			
1.38	107.52	173.05	2.03	85.67	137.86	2.28	71.20	114.58			
1.39	106.43	171.29	2.04	84.98	136.75	2.29	70.72	113.81			
1.40	105.37	169.58	2.05	84.30	135.66	2.30	70.25	113.05			
1.41	104.33	167.90	2.06	83.63	134.56	2.31	69.78	112.30			
1.42	103.31	166.25	2.07	82.97	133.52	2.32	69.32	111.56			
1.43	102.30	164.64	2.08	82.32	132.48	2.33	68.87	110.83			
1.44	101.32	163.05	2.09	81.68	131.45	2.34	68.42	110.11			
1.45	100.35	161.50	2.10	81.06	130.44	2.35	67.98	109.40			
1.46	99.41	159.98	2.11	80.44	129.44	2.36	67.55	108.70			
1.47	98.48	158.48	2.12	79.83	128.49	2.37	67.12	108.01			
1.48	97.57	157.01	2.13	79.23	127.50	2.38	66.69	107.32			
1.49	96.67	155.57	2.14	78.64	126.55	2.39	66.27	106.65			
1.50	95.79	154.16	2.15	78.05	125.61	2.40	65.86	105.98			
1.51	94.93	152.77	2.16	77.48	124.69	2.41	65.45	105.32			
1.52	94.08	151.41	2.17	76.91	123.78	2.42	65.04	104.67			
1.53	93.25	150.06	2.18	76.36	122.88	2.43	64.65	104.03			
1.54	92.43	148.75	2.19	75.81	122.00	2.44	64.25	103.40			

MOTOR RACING IS DANGEROUS

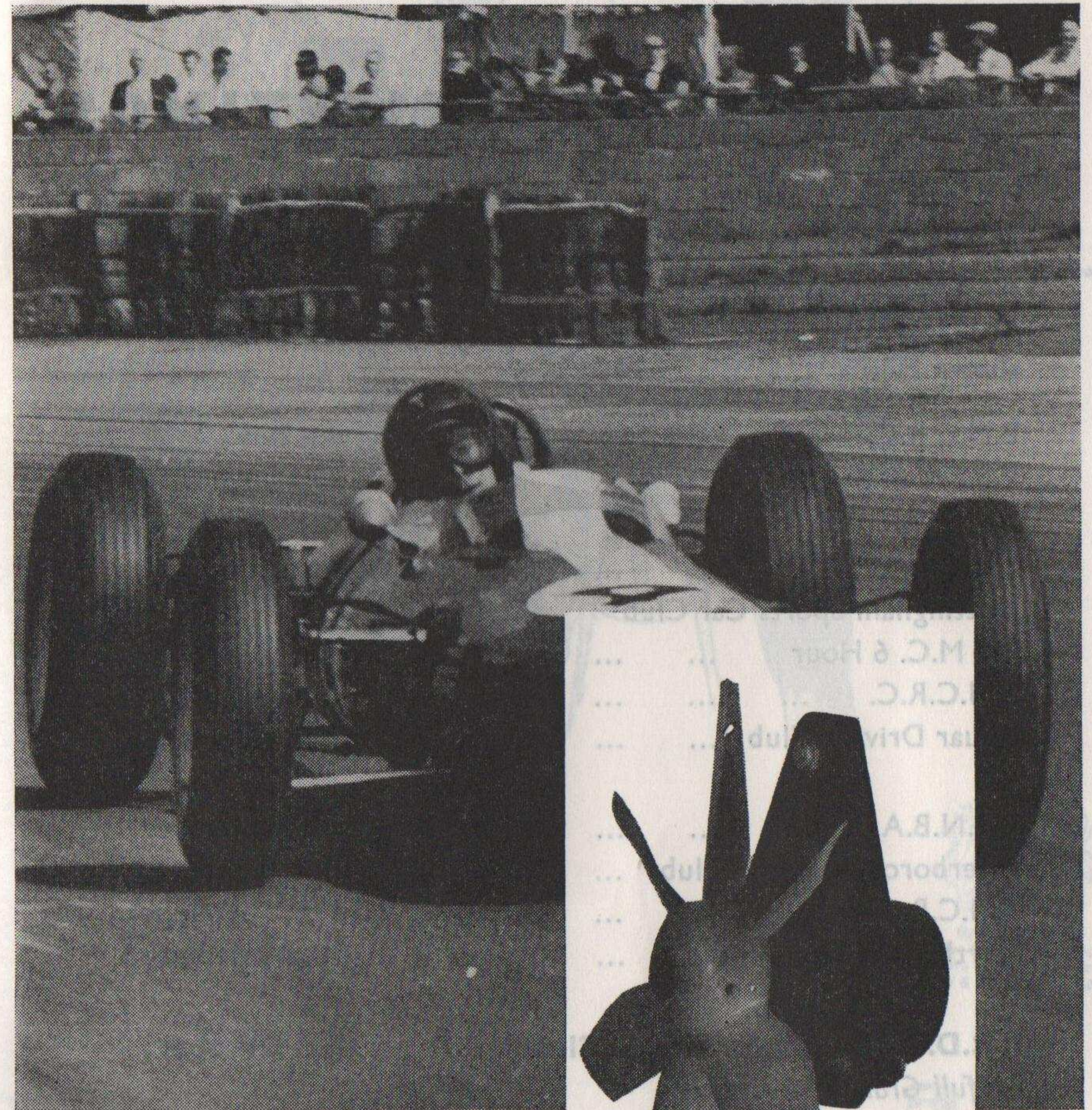
and spectators attending this track do so
ENTIRELY AT THEIR OWN RISK

"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 arising out of accidents causing damage or personal injury to spectators or ticket holders".

NO DOGS ADMITTED

In the interest of safety of human lives, spectators and competitors, Dogs are NOT permitted within the area of the Silverstone Circuit.

Vehicles are taken into the Car Park on condition that the Club shall not be liable for loss of or damage to the vehicle, or of or to any part or accessory thereof, or of or to any animal or thing left in or about or with the vehicle, in whatever way or by whatever means such loss or damage may be caused.



This is no place for a fan . . .

You won't find a cooling fan fitted to the highly-tuned machines taking part in today's meeting. But take a look at the thousands of cars queuing up, bumper to bumper, on their way home at the end of the day's sport. Every one of these cars should be fitted with a "Thermomatic" Engine Fan. This fan eliminates unnecessary power loss wasted by driving a conventional fan, reduces fuel consumption and noise. It is fully automatic and is easily fitted.

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1964 SILVERSTONE MEETINGS

Not all spectators are aware that during the season there are no less than twenty-three meetings at Silverstone. To assist enthusiasts to enjoy many happy days Motor, and Motor Cycle racing, the remaining meetings in the 1964 Silverstone Calendar are shown below.

B.M.C.R.C.	...	...	...	...	8th July
V.S.C.C.	...	...	...	...	25th July
B.D.C./J.D.C.	...	...	...	...	1st August
Nottingham Sports Car Club	...	...	...	...	3rd August
750 M.C. 6 Hour	...	...	...	...	8th August
B.M.C.R.C.	...	...	...	...	15th August
Jaguar Drivers Club	...	...	...	...	29th August
S.U.N.B.A.C.	...	...	...	...	5th September
Peterborough Motor Club	...	...	...	...	12th September
B.M.C.R.C.	...	...	...	...	19th September
North Staffs Motor Club	...	...	...	...	26th September
★B.R.D.C. (Championship of Clubs)	...	...	...	...	3rd October
<i>On full Grand Prix Circuit</i>					

Aston Martin Owners Club particularly asks you to

RESPECT CULTIVATED LAND

while at Silverstone
and to

**PLEASE DRIVE HOME
CAREFULLY and SAFELY**



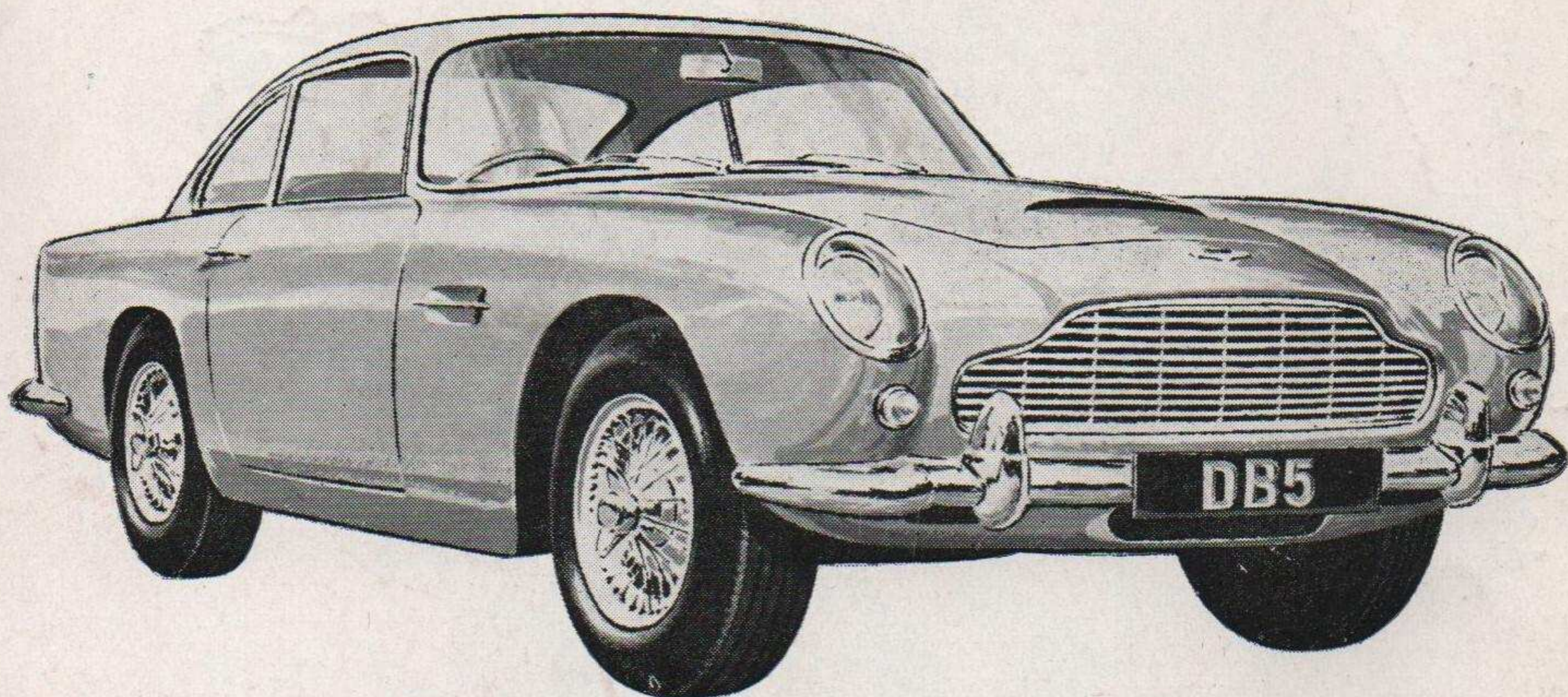
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(and prejudice)

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