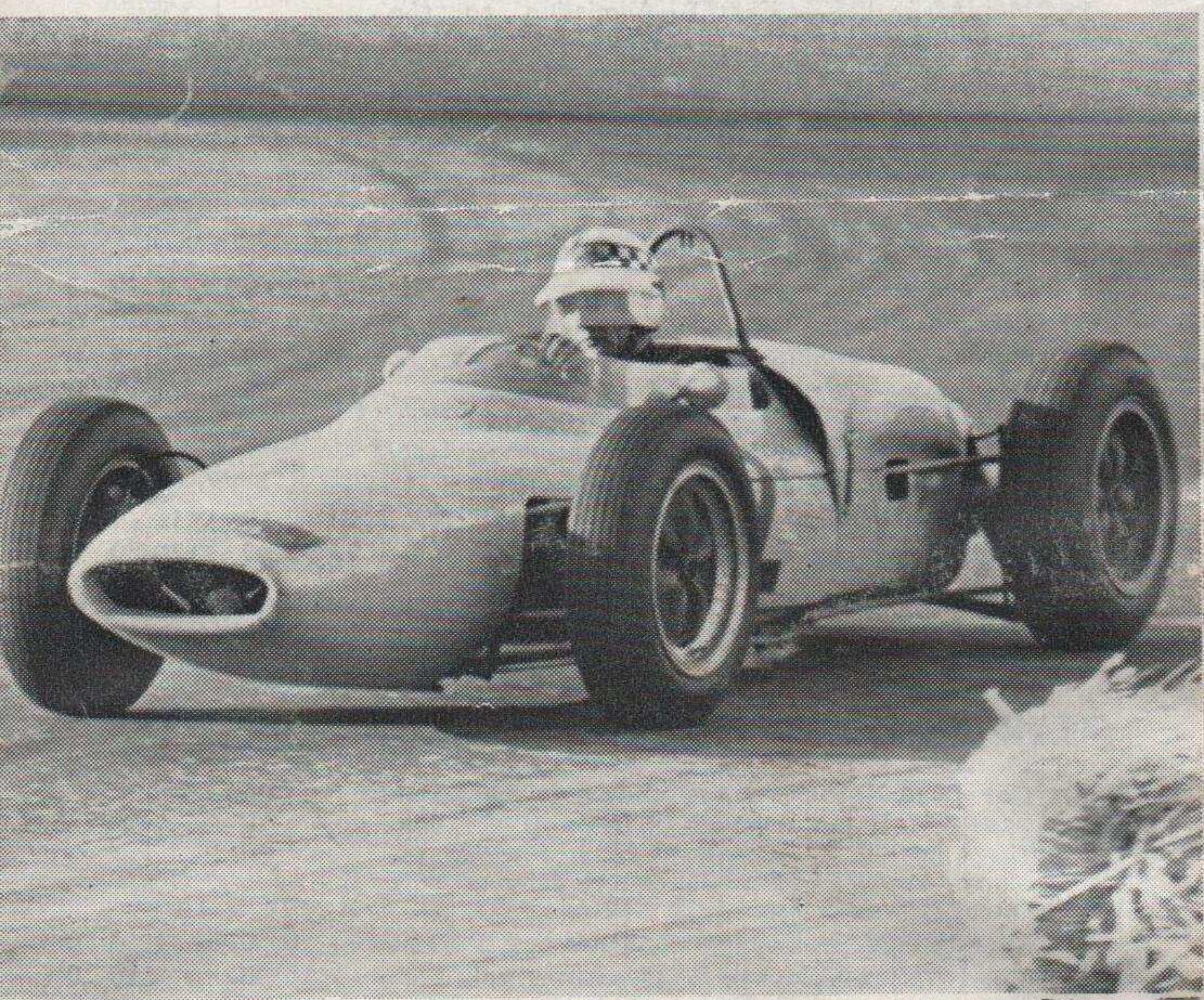


AINTREE

15th R.A.C.

British Grand Prix

SPONSORED BY THE DAILY MIRROR

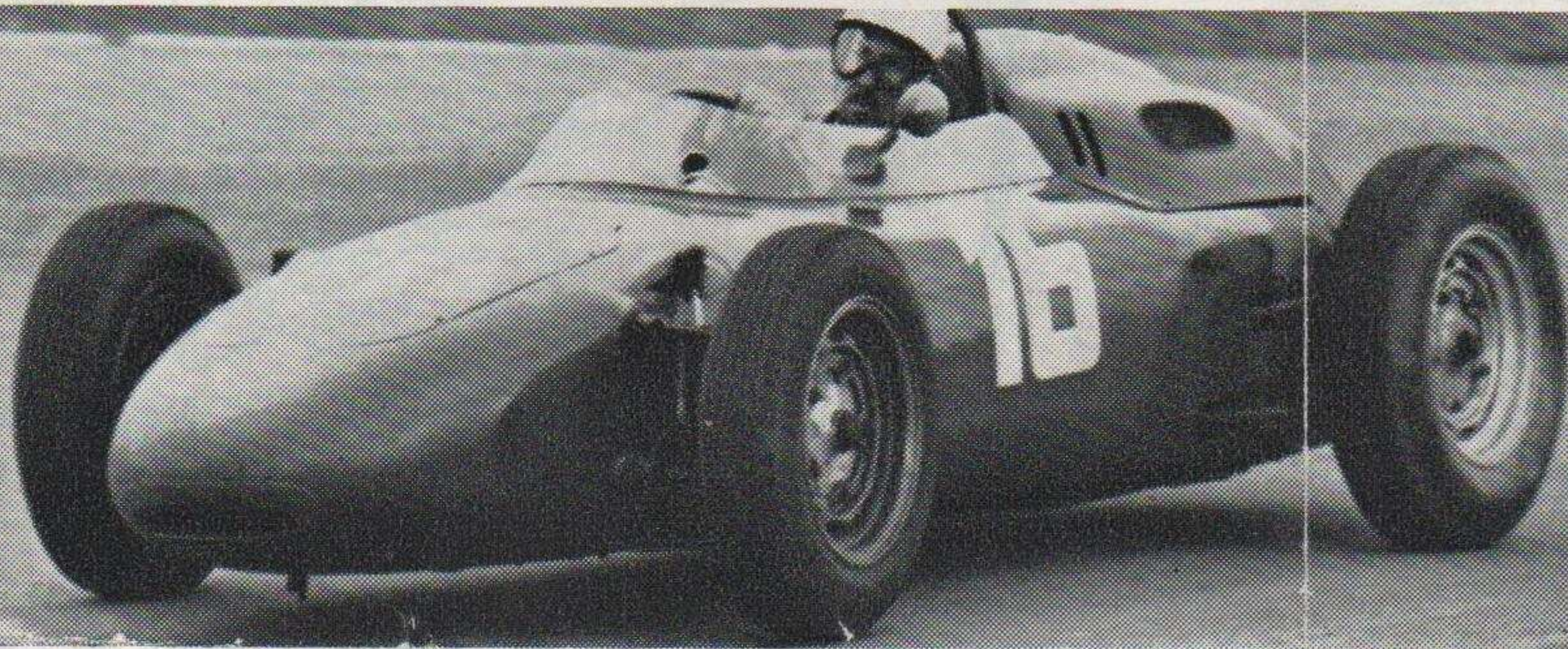


(Photo: Autocar)

SATURDAY, 21st JULY, 1962

Racing organized by the
BRITISH AUTOMOBILE RACING CLUB

BP IS THE KEY



▲ At the moment this picture was taken at Snetterton this year, Innes Ireland, in his U.D.T.-Laystall Lotus, is just leading a Team Lotus-Climax driven by Trevor Taylor.

◀ Bonnier takes a left-hander in this year's Brussels Grand Prix. He brought his 1961 4-cylinder Porsche, entered by Scuderia Republica Venezia, into second place.

(Photos: Autocar and Autosport)

AINTREE British Grand Prix

THE BRITISH GRAND PRIX once again comes to Aintree, and with it comes the world of motor racing at its most spectacular. Scene of some of the most exciting races of the past eight years, Aintree can again be expected to attract the finest possible field of Formula 1 racing cars driven by the world's fastest men on four wheels.

Reigning world champion Phil Hill leads the attack for the blood-red cars of Ferrari and will be out to repeat the Italian victory at Aintree in 1961. He is backed up by the phenomenal Giancarlo Baghetti, history maker by winning a world championship Grand Prix (the 1961 French G.P.) at his first attempt, and another Italian, Lorenzo Bandini, considered by many of his own countrymen to be even better. The Ferraris will be the latest versions of their V-6 "fire engines" - exceptionally powerful cars which have also been developed to corner impressively.

Against the previously dominant Ferraris in this year-old 1½-litre Grand Prix formula are ranged the combined challenges of a number of British cars, using V-8 engines of either Coventry-Climax or B.R.M. manufacture, and the Porsches of Germany with flat-eight engines.

Leading British driver (and many consider him by far the best in the world today) is Stirling Moss, with a tremendous record at Aintree and the background of having won two of the previous British Grand Prix races (1955 and 1957) there. Providing he is fit after his Goodwood crash, he will probably drive a Lotus and must always be regarded as a likely winner.

Works Lotus cars have the two brilliant young drivers Jimmy Clark and Trevor Taylor at their wheels, while the U.D.T.-Laystall Lotus

cars have Innes Ireland (who won the final Grand Prix of 1961) and the American Masten Gregory as their drivers.

Former works championship runner-up Bruce McLaren is No. 1 Cooper driver and by July his old team-mate, 1959 and 1960 world champion Jack Brabham should be going well in his own Formula 1 Brabham car and will be out to repeat his 1959 British Grand Prix win at Aintree.

Richie Ginther, the American runner-up to Phil Hill in the 1961 world championship, has now left the Ferrari ranks to join Graham Hill in the B.R.M. team and these two must form one of the strongest challenges of all in the race.

A new name to Grand Prix racing is that of Lola and these cars are entered by the strong Bowmaker-Yeoman team with former motor cycle champion John Surtees and Aintree favourite Roy Salvadori in the cockpits.

The Porsche could be the dark horse of this race, these silver cars from Germany having behind them a design team of enormous experience with a multitude of successes in sports and racing car events. The drivers, American Dan Gurney and Joakim Bonnier from Sweden, are both very fast.

With such a magnificent potential entry, the 1962 British Grand Prix at Aintree cannot fail to be one of the most exciting races of the year. The supporting race will be for Touring (saloon) cars, always a decided contrast to single seater racing cars and guaranteed to produce highly entertaining racing of a spectacular nature in the sort of cars seen in their millions on British and Continental roads.

AINTREE

BRITISH GRAND PRIX

SATURDAY, 21st JULY, 1962

PROGRAMME

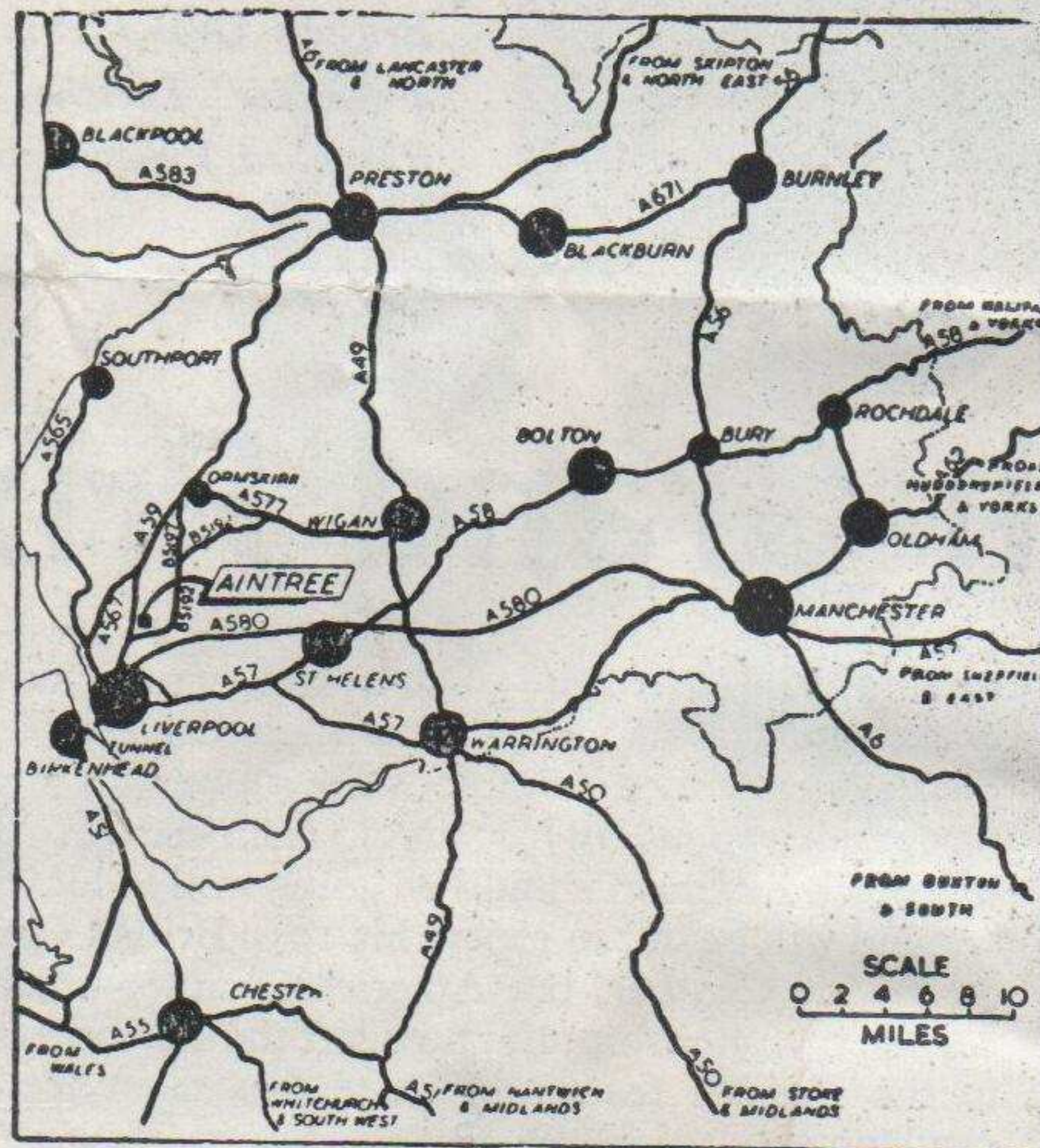
12 noon Touring (Saloon) Car Race

LUNCH INTERVAL

2.30—4.50 (approx.) British Grand Prix

For Formula 1 racing cars

Racing Organised by the
BRITISH AUTOMOBILE RACING CLUB

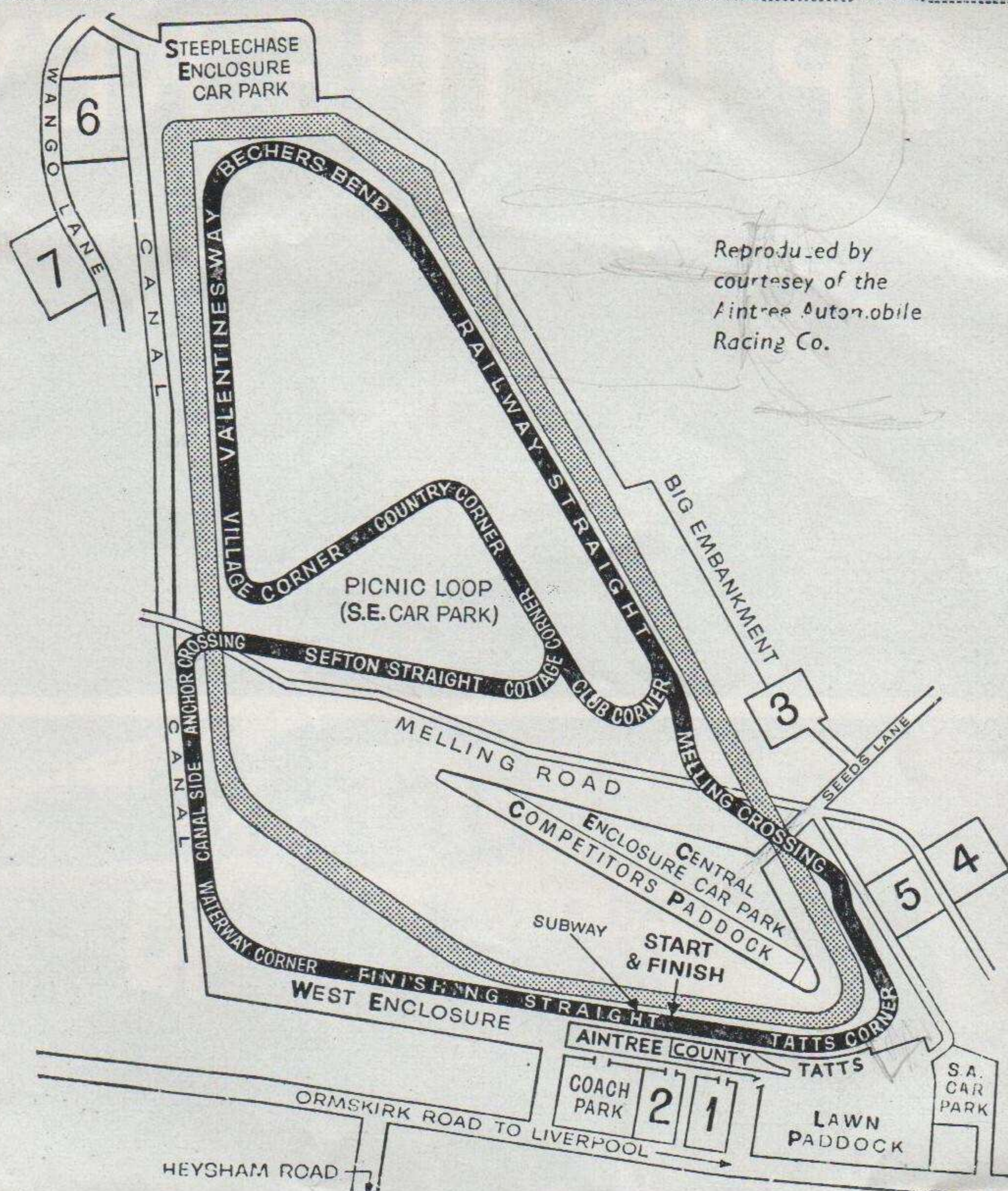


HOW TO GET THERE

Aintree is on the north side of Liverpool some five miles from the city centre. The approach from the North is via Ormskirk, from the East via the East Lancashire road and from the South via the city or through Bootle.

On 21st July all approach routes will be sign posted. Spectators travelling by road need not fear the inconvenience often associated with car parking at international sporting events. Apart from facilities for on-the-course parking, there are no fewer than seven parks near the course with accommodation for many thousands of vehicles.

For those not travelling by road there are frequent electric trains from Liverpool Exchange Station to Aintree Station which is a few hundred yards from the stands.



Reproduced by courtesy of the Aintree Automobile Racing Co.

AINTREE CIRCUIT

1954 saw the first use of the Circuit which is 3 miles in length and runs alongside the famous Grand National Racecourse. It was the scene of the 1955, 1959 and 1961 British Grands Prix and the 1957 Grand Prix d'Europe.

It is within easy reach of Liverpool and 200 miles from London.

There are exceptionally fine general facilities and it is a good spectators' course.

Racing programmes are organised by the British Automobile Racing Club of 55 Park Lane, London.

From the reserved seats in the County, Aintree and Tatts stands it is possible to follow the racing over almost the entire circuit. A "Promenade" ticket (22/6 if booked in advance) offers admission to the Aintree and/or Tatts enclosures with access to the partly covered terraces in front of the stands. There is an excellent view of the Pits and of the starts and finishes; all these enclosures embrace admission to the Competitors' Paddock

Combined admission and on-the-course parking is available in the Steeplechase Enclosure (which includes the Big Embankment and the Picnic Loop) and in the West Enclosure. There is also room in these enclosures for many thousands of spectators at 10/- (not bookable in advance).

The car parks are conveniently sited in and around the circuit. Advance reservation may be made in all and is strongly recommended to ensure accommodation.

There are good refreshment facilities everywhere.

Admission details

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 years			Adults		
	£	s.	d.	£	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 bookings at the reduced rate will close at 5 p.m. on Wednesday, 18th July.

	In advance			On the day		
	£	s.	d.	£	s.	d.
COUNTY STAND						
Reserved Balcony Seat (covered) ...	2	5	0	2	10	0
Reserved Roof Seat(s) (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 in the plan opposite. 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
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Apply to: AINTREE AUTOMOBILE RACING CO. LTD.
 AINTREE, LIVERPOOL, 9 TELEPHONE 3500 and 3550 Aintree

Advance Booking Order Form

To: THE AINTREE AUTOMOBILE RACING CO., LTD.,
 AINTREE, LIVERPOOL, 9.

Date.....

R.A.C. BRITISH GRAND PRIX SATURDAY, 21st JULY, 1962

Please forward tickets as indicated.

	£	s.	d.
COUNTY STAND			
.....Reserved Balcony Seat(s) (covered) at £2 5s. 0d.			
.....Reserved Roof Seat(s) (uncovered) at £2 0s. 0d.			
AINTREE STAND			
.....Reserved Roof Seat(s) (uncovered) at £1 10s. 0d.			
TATTS STAND			
.....Reserved Roof Seat(s) (uncovered) at £1 10s. 0d. Should all seats in a stand be sold, tickets for the next best seats available will be sent unless instructions to the contrary are given.			
PROMENADE ENCLOSURES			
.....at £1 2s. 6d.			
COMBINED ADMISSION AND ON-THE-COURSE PARKING IN STEEPLECHASE OR WEST ENCLOSURES			
*Delete enclosure NOT required.			
.....Car and two occupants at £1 8s. 0d.			
.....Car and all occupants at £2 6s. 0d.			
.....Motor-cycle combination and all passengers at £1 17s. 0d.			
.....Solo motor-cycle driver and one passenger at £1 3s. 0d.			
Coaches (West Enclosure only)			
.....Single-deck and all occupants at £14 10s. 0d.			
.....Double-deck and all occupants at £23 10s. 0d.			
CAR PARKS			
Lawn Paddock (County Stand patrons only)at £1 0s. 0d. per car			
No. 1 Yellow (County Stand patrons only)at 10s. 0d. per car			
Central (Stand and Promenade patrons only)at 10s. 0d. per car			
.....No. 3 Red at 10s. 0d. per car			
.....Nos. 4 or 5 Red at 5s. 0d. per car			
.....Nos. 6 or 7 Green at 5s. 0d. per car			
Motor-cycles: Combinations at car rate			
Solos at half car rate			
Coaches			
.....Ormskirk Road Coach Park at £1 0s. 0d. per coach			
TOTAL			

Please enclose a stamped and addressed envelope.
 Cheques should be made payable to the Aintree Automobile Racing Company Ltd., and crossed "and Co." No refund can be made on tickets once sold.

NAME
 BLOCK CAPITALS PLEASE
 ADDRESS

Entries are accepted in good faith, but the appearance of any car or nominated driver cannot be guaranteed.
 The organisers reserve the right to vary the race programme if necessary.

BP IS THE KEY

At every BP Garage, this you will find.
The responsive petrol – BP Super-Plus.
The most advanced motor oil in the world
– BP 'Visco-static'. These two are the key.
These and BP. The key to a whole new world
of motoring – for you and your car.



Things go better with

