

AINTREE INTERNATIONAL '200'

MEETING

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SATURDAY

APRIL 18 1964

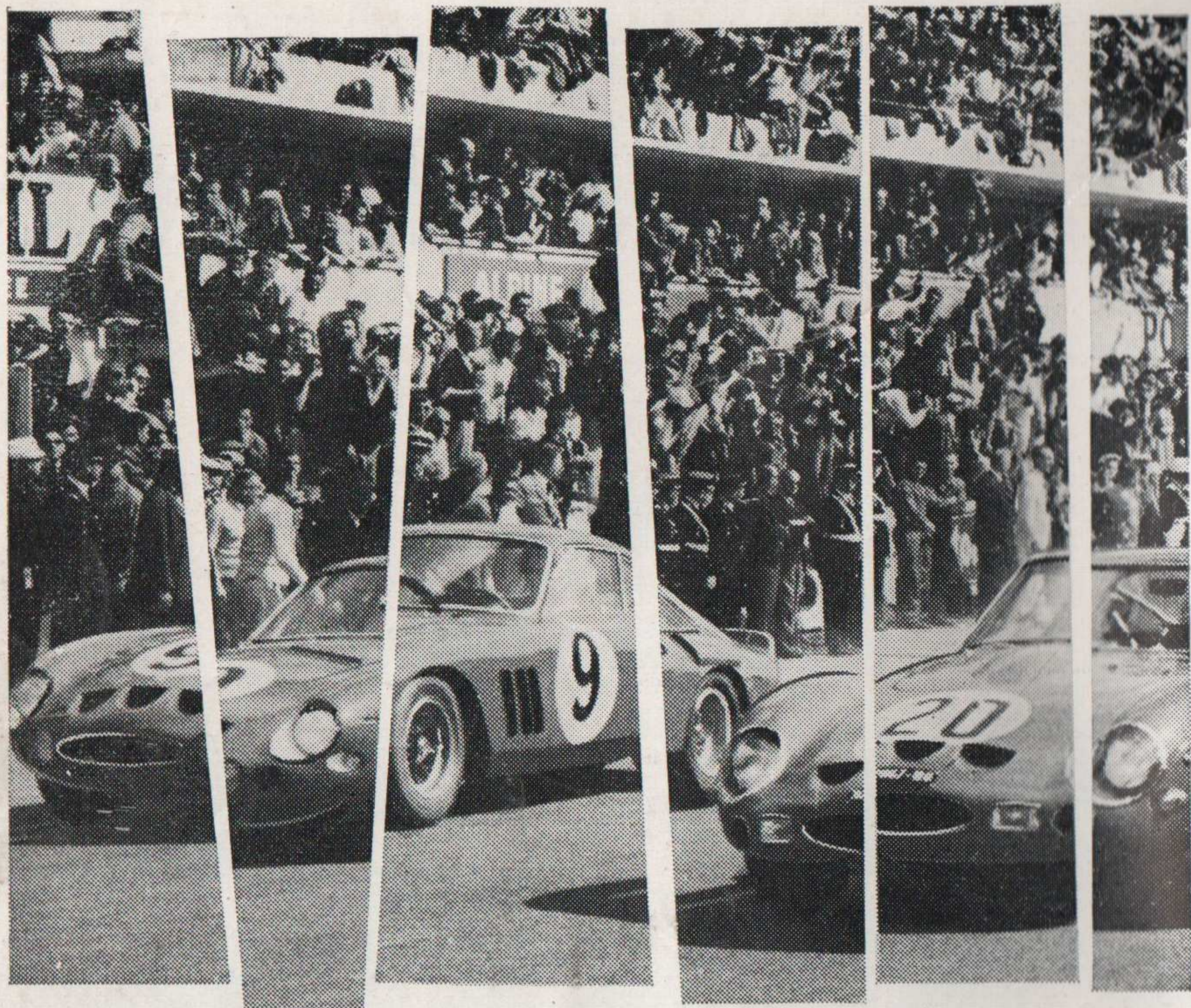
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PROMOTED BY THE AINTREE AUTOMOBILE RACING CO., LTD.

AINTREE

International "200" Meeting

SATURDAY, 18th APRIL, 1964

PROGRAMME

11.00 a.m. Sports Car Race—17 Laps

12.10 p.m. Formula 3 Race—17 Laps

LUNCH INTERVAL

During which there will be a parade of Veteran Cars dating from 1900. The parade will start at 1.05 p.m.

2.00 p.m. Saloon Car Race—10 Laps

3.05 p.m. Aintree International "200"—67 Laps

Racing organised by

BRITISH AUTOMOBILE RACING CLUB



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NOTICES-IMPORTANT

ORGANISERS OF THE MEETING

Aintree Automobile Racing Company
Liverpool 9.

Managing Directors and Secretaries:
Mrs. M. D. Topham
J. C. Bidwell-Topham

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

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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.

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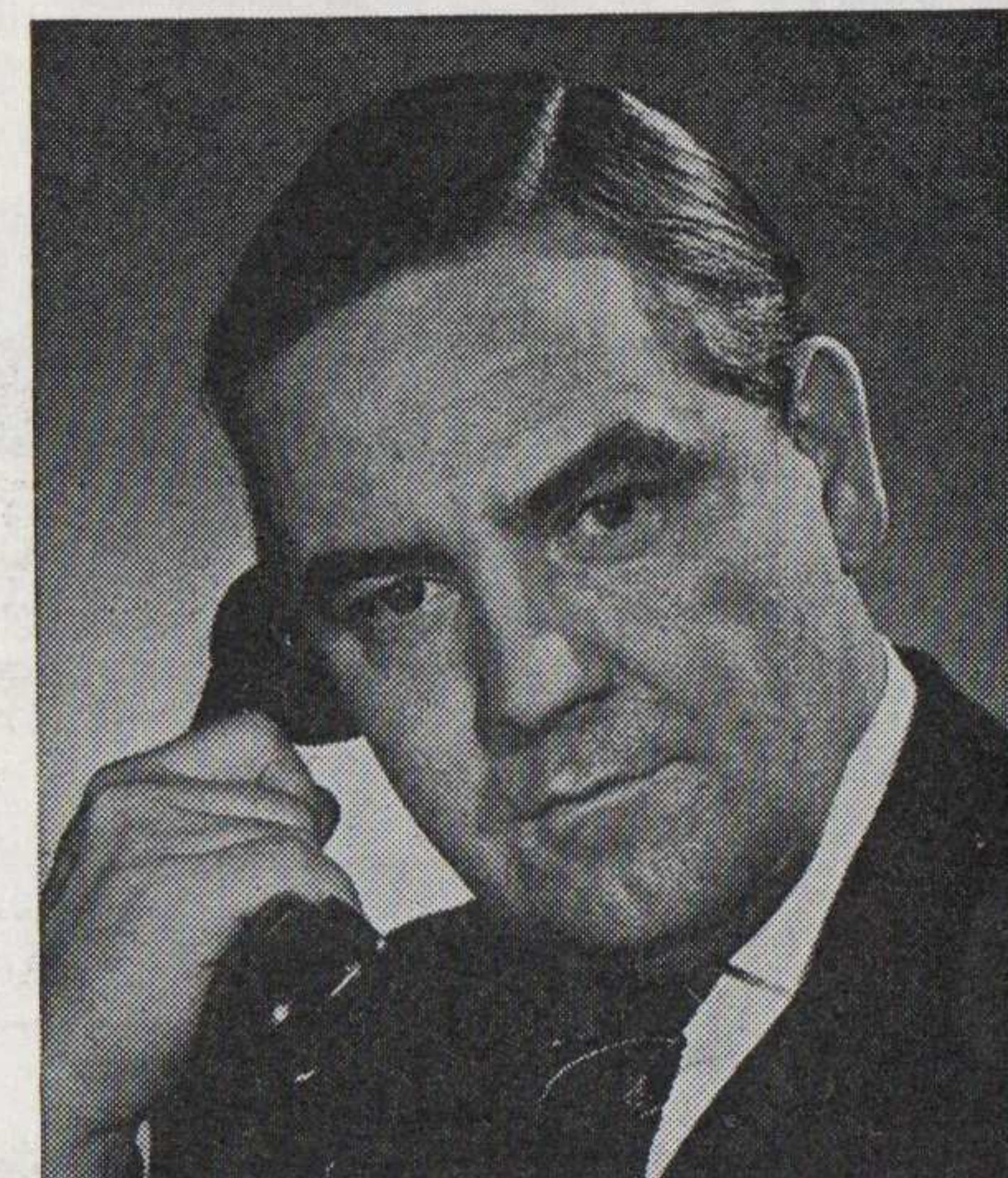
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THE SPORT OF THE AGE

*This will be a
great year for
Motor Racing*

Says
PATRICK MENNEM
Motoring
Correspondent
to the
DAILY MIRROR



THROUGHOUT the winter, I was told by a succession of prophets of doom that there would be little appeal in motor racing this season, and the crowds were bound to fall off in numbers.

On the face of it, the gloomy guys had some sound arguments to back up their foreboding.

For instance, they pointed out that the present Grand Prix cars presented little spectacle; that they would be very little different this year from last; and motor racing was short of colourful personalities.

Yet at the *Daily Mirror* Trophy Meeting at Snetterton in Norfolk last month a crowd of over 20,000 turned up at this rather remote circuit on what surely must have been the worst day on which a motor race has ever been staged.

Obviously no lack of interest there.

At Goodwood on Easter Monday—a bleak, freezingly cold day—the West Sussex circuit was packed.

No lack of interest there.

Gypsy Mennem now gazes hard at the tea leaves and makes the prophecy that motor racing this year will remain a tremendous attraction with more people watching it than ever before.

The crowds at individual meetings may not increase in staggering fashion, but the number of people who watch motor racing throughout the season will go on increasing.

It is easy to forget that only a few years

ago there were no more than two or three major meetings in Britain. Today there are more than a dozen, and several club meetings every weekend throughout the season. Motor racing is a sport of the age, and there are no signs that its popularity is waning in the slightest degree—the reverse, in fact, is true.

While the British cars this year may appear to be very little different from last season, changes have been made—to the B.R.M. for instance—which make a tremendous difference to their performance.

The cars from Bourne always had the power, but they were hauling more weight about than the Lotus, and they had a bigger frontal area. This has now been put right, and, judging from Graham Hill's performance at Goodwood at Easter, the Lotus team will have to pull out all the stops if they are to retain their world champion's title.

Our taciturn Australian friend, Jack Brabham, is frequently overlooked by many forecasters, but in my view this is a great mistake. His car is, it seems, at long last going well, and Jack has certainly never gone better. In Australasia this winter he was in cracking form, and from his two performances in England so far this year he is maintaining that form.

And to back Jack up, there will again be that tall Californian, Dan Gurney, making his first appearance this season at Aintree. I would rate Dan Gurney among the top three drivers in the world, and if

Famous 'SMALL CAR' subscribers



PAUL HAWKINS 26 year old Paul eased out of Aussie-land in 1960 because racing was too thin on the ground for his one-track mind. Soon won his class in a BMC Sprite at Aintree and then added vital experience in sports and junior racing, driving for Ian Walker. Paul's come a long way up from 'down under' but there's miles of track ahead. This year he's with John Willment for whom he plans to drive a Ford Galaxie, Falcon, an A.C. Cobra, Formula 2 Brabham and a Lotus 23 and later a V8-powered Brabham sports. That's not exactly kid's stuff, thinks SMALL CAR, and wishes him the best of British luck.

small car BRITAIN'S HIGH SPEED COLOUR MONTHLY **2/-**

his Brabham gives him half a chance, which it failed to do last year, he'll be a menace to everyone.

But what everyone is eager to know is: How will the new Ferrari go?

John Surtees is one of the most dedicated men in motor racing; he does not go motor racing just for fun—he is out to



The "Daily Mirror" Trophy to be awarded to the winner of today's Aintree International "200" Race for Formula 1 and Formula 2 racing cars.

win. If things are not going well it tends to show on John's face. I've never seen him looking quite so happy as he was recently before leaving for Italy and more testing of the new V8 Ferrari.

I gather the V6 model, which was raced last year, has been dropped completely. The original plan was to keep three cars—a V6, V8 and V12. At the end of last season, the V6 Ferrari was faster than the Lotus, but not as reliable. There is no doubt that the V8 will be producing more power—possibly around 220 b.h.p.—and Enzo Ferrari will have spared nothing this winter to ensure that he has built in the reliability and roadholding as well as power.

Being beaten by the British *boutiques* of motor racing hasn't exactly thrilled the emperor of Italian motor racing, and he has made a colossal effort to get his Ferraris back where he believes they belong—in front.

John Surtees particularly wanted to bring the Ferrari to Aintree. Apart from Syracuse, it is the only long race before

the Grand Prix season officially starts with the Monaco Grand Prix on May 10th. Syracuse is a very fast race, completely different from the round-the-houses race in Monaco.

The Aintree circuit puts a premium on roadholding, acceleration and braking, as does the race around the Principality, and John wants to try the car out in earnest, for all the testing in the world does not replace real racing conditions.

The Aintree "200" is the first full-length race of the season. It is the first time that all the new British cars have been out, and the first time that all these teams will turn up with two cars.

American Phil Hill will be supporting Bruce McLaren in the Cooper team for the first time, and another American, Richie Ginther, will be back in the second B.R.M. Innes Ireland and Trevor Taylor will be out in their new monocoque B.R.P. cars, and on this type of circuit Innes is the perpetual dark horse.

We have all the makings of a very exciting and informative day's racing—all we need now is the weather to go with it.

There is plenty of interest and excitement left in the present Grand Prix Formula, and with Honda hovering over everyone's head with the threat of a V12 car the drama is sure to increase.

No one will say at the Japanese factory when they intend to launch themselves on the Grand Prix field. The nearest to an authoritative answer that I have had was in conversation with one of Honda's sons. He "hoped" that they would make a start in the middle of the season.

The sooner the better, for the more the merrier. There is little that anyone can teach the Japanese about high-revving engines, but they are behind—at the moment—on body design and suspension. Tyres and disc brakes are being supplied by Dunlop, so they are up with the rest of the field in that department.

It would be unwise to expect miracles from them when they first start. I imagine their progress in motor racing will follow the pattern of their motor cycling exploits: a meticulous and modestly successful start followed by an all-out onslaught in 1965. I should not think the 3-litre formula in 1966 will interest them very much, but the 1½-litre supercharged might be right up their street!

There's no doubt about it in my mind. We are all going to have a very interesting time in the coming months,



BEAT THE DANGER OF THE 'FLOATING' TYRE

DUNLOP have always been concerned about accidents on wet roads: those, for example, where no other vehicle is involved or where, for no apparent reason, cars have gone out of control. 'Aquaplaning', or the 'floating' tyre, has been suspected. Now, for the first time ever, controlled tests have been staged which prove that this can indeed be the 'hidden danger'; and, moreover, that long before 'aquaplaning' begins, there can be substantial and dangerous reduction in tyre grip.

In designing the highly successful C41, Dunlop have gone farther than any in removing this hazard for the everyday motorist.

HOW 'AQUAPLANING' HAPPENS The 'patch' of an average car tyre in contact with the road at 50 mph is only the size of the sole of a size '9' shoe; and at this speed remains in contact for only 1/150th of a second! On wet roads, a 'wedge' of water tries to force its way into this already small contact area. Failure to prevent it results in the tyres riding only on the film of water between tyre and road. There is no actual road-grip left and, in an emergency, virtually no control for the driver. The car may be said to be 'aquaplaning'!

TESTS PROVE THAT THE C41 OFFERS MAXIMUM RESISTANCE TO THE 'WATER WEDGE'

Dunlop have demonstrated conclusively that the safety tread of the C41 channels back most of the invading water and helps to prevent it getting under the tyres, thus maintaining a larger tread contact with the road for a longer time. It fights off 'aquaplaning' and gives maximum grip on any road surface, in all conditions. It is, in fact, the safest all-the-year tyre for standard use.

THE SKID PAN TEST (illustrated) Normal tyres were fitted to the rear wheels, smooth tyres to the front. At 60 mph on water-logged tarmac, *brakes on*—front wheels locked. *Brakes off*—front wheels 'floated' on the water film and remained *motionless* as shown by the stationary white patch on the sidewall. The results were much the same with tyres of less advanced design. But with C41's on the front, grip was retained there was no 'aquaplaning', and the car pulled up within the required distance!

There is a moral in all this. Never tolerate a worn tyre, never delay another hundred miles or so before replacing; and, when you do replace, always ask for the Dunlop C41.

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THE MEN UNDER THE HELMETS

By Peter Miller

ALTHOUGH the first round in the 1964 world championship series will not be fought out until May 10th through the streets of Monaco, today's Aintree "200" has particular significance. It is the third of four British international Formula 1 races of non-championship status opening the current season, and over the very testing distance of 200 miles.

To date, victory has gone to Innes Ireland's B.R.P.-B.R.M. at Snetterton and to Jim Clark's 1964 Lotus-Climax at Goodwood on Easter Monday. This afternoon, the other leading teams will try to get on terms with these initial circuit successes, and from now until the end of the year, motor racing enthusiasts all over the world will thrill to the spectacle of watching these low, sleek projectiles lapping at incredible speeds and handled by virtually invisible men.

The contemporary practice of designing Formula 1 Grand Prix cars with a rear-mounted engine has allowed constructors to present a small frontal area and a slim-line look, resulting in far greater aerodynamic efficiency than ever before. Drivers sit in a semi-reclining position, with often only the top of their helmets showing out of the cockpit, and one tends to think of them anonymously, rather like the armoured knights of old.

Yet beneath those helmets there are no super-men—just very human beings indeed! Let's take a look at some of them: In pride of place comes the reigning

world champion and Berwickshire farmer, Jim Clark, who drove his monocoque Lotus-Climax 25 to victory in seven *grande epreuves* last year with almost nonchalant ease. At 28, Clark is ready to defend his coveted title against all comers, using every ounce of his natural driving ability and race-craft. At the wheel, he is a relentless adversary, yet without his peakless royal blue helmet, Clark is a shy and reticent person and poles apart from the public image of a champion driver.

He learned to play the violin as a boy, was a fine sprinter, a hockey player of repute, and worked as a shepherd on his father's farm. At the moment, he has little time for other interests, but one day, driver Clark will revert to farmer Clark and return to the gentle Border country, for that is the life he really loves.

Clark's partner in Team Lotus, Peter Arundell, is a 30-year-old Essex man, who during the past four seasons deservedly earned the unofficial title of "The Uncrowned King of Formula Junior". He has been driving for Colin Chapman since 1960, taking over the mantle as leader of the Lotus junior team in 1962 when Trevor Taylor was upgraded into Formula 1. Until today, Arundell has only driven in five F.1 races, but has already shown that he has the ability to reach the top. A married man with two young children, Peter Arundell and his vivid fluorescent vermilion helmet should soon be a familiar figure near the front of any starting grid.

Graham Hill, world champion in 1962 and runner-up last year, remains faithful to the B.R.M. team for the fifth consecutive year. He was born in Hampstead in February, 1929, the elder son of a stock-



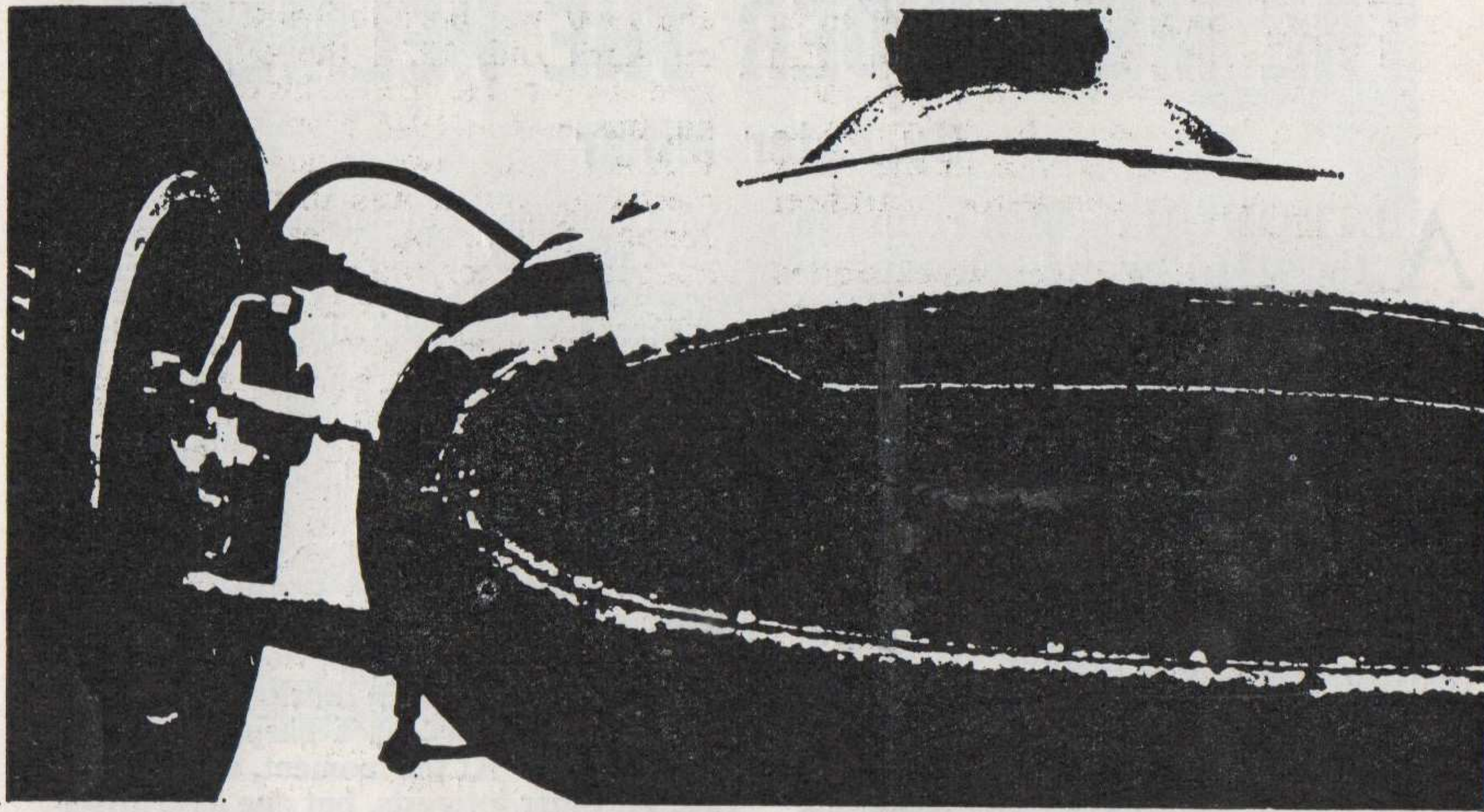
Jim Clark



Peter Arundell



Graham Hill



Pole position and seconds to go

Fast practice times have put him on the front rank of the grid. Before him: lap after lap of sweat-and-precision motoring. Now it's up to man and machine—to nerve, experience and engineering skill. And BP fuel and lubricants. Whether for Formula 1, rally, or family car, top drivers choose BP fuels and lubricants.



broker, and studied engineering for three years at Hendon Technical College. Hill then served a five-year apprenticeship with S. Smith and Sons Ltd., before doing two years National Service in the Navy and becoming an engine-room artificer Petty Officer.

His motor racing career, which started in 1954, is a shining example of grim determination and fortitude, for he began as a mechanic and lived on the dole. Hill's other metier was that of an oarsman, being an active member of the London Rowing Club and stroking its first eight to victory in the Grand Challenge Cup at Henley in 1953. His Oxford blue helmet, which bears eight white vertical lines representing oar blades, is painted in the colours worn for many years by members of the London Rowing Club.

Small in stature, but not in ability, Graham Hill's team mate for the third

and 1960, was born in Sydney, Australia, on April 2nd, 1926, the only son of a greengrocer. He opened his own engineering business in 1946 after serving in the R.A.A.F. for two years as a flight mechanic, and it was there that he met Johnny Schonberg, a leading American midget car racer, who asked Brabham to build him a car and become his mechanic. When Schonberg gave up racing, Jack took over the project, becoming Australian, South Australian and New South Wales champion in 1948 and 1949 and South Australian champion in 1950 and 1951.

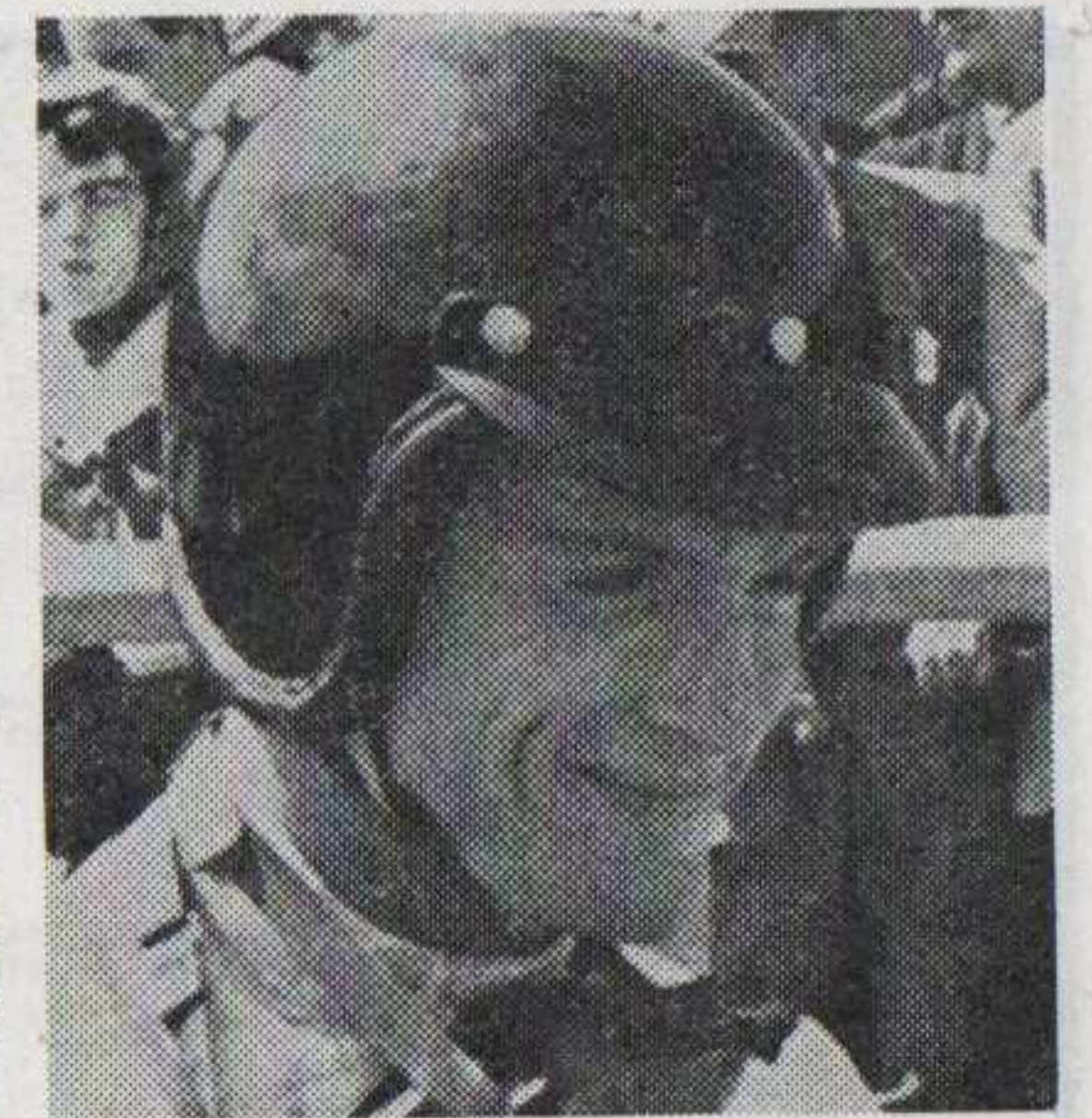
Brabham came over to England in 1955 and rapidly made a name for himself with his masterly handling of Coopers. He only left the Surbiton firm at the end of 1961 to design and build his own Formula 1 car and later, Formula Junior and sports cars, all of which were eminently successful. Of medium height, dark haired



Richie Ginther



Jack Brabham



Dan Gurney

year is Californian, Richie Ginther. After working in the jig and tool division of the mammoth Douglas Aircraft firm, Richie rebelled against the monotony and got a mechanic's job with a Californian motoring enthusiast, who loaned him an M.G. TC for his race debut in 1951. He went on to become the manager of the largest Ferrari distributorship on the West Coast and joined the Ferrari works team as a driver and chief tester in 1960, mainly through the insistence of Luigi Chinetti, who is Enzo Ferrari's right-hand man in the United States.

Freckle-faced and with his fair hair worn in a crew cut, Richie Ginther did much of the development work on the championship-winning rear-engined Ferrari in 1961 and then went to B.R.M. in 1962. Married, with a young son, Bret, Ginther is an expert on the American Indian and enjoys the unusual hobby of collecting guns.

Jack Brabham, world champion in 1959

and modest to the extreme, Brabham devotes his life to building cars and racing them, his wife Betty and their two sons, Geoffrey and Gary. He is a highly-experienced private pilot, and flies many hours each year between the various circuits.

Dan Gurney, Brabham's team-mate for the second-year, was born in Port Jefferson, Long Island, New York, 33 years ago, the son of an opera singer who spent nine years with the Metropolitan. When he was 17, the Gurney family moved to Riverside, outside Los Angeles, and young Dan Gurney immediately became fascinated with motor sport, which was all the rage on the West Coast. He volunteered for the United States Army, and was soon shipped to an anti-aircraft unit in Korea.

Gurney made his competition debut in a Triumph TR2 in 1955 and later drove a Porsche 1600 Super and a 4.9-litre Ferrari with considerable success. Less

YES! SAYS BMW CARBUROL SUPER

REALLY WORKS - REALLY SAVES MONEY!

TRANSLATION

'Both engines were dismantled after 50,000 kms. with the following results:

All surfaces subject to frictional contact were very satisfactory. The anti-friction properties claimed for CARBUROL SUPER are confirmed. Bearings, especially those under extreme frictional contact showed wear and tear below the standard laid down for such tests. Residue or sediment in combustion chambers and valves was normal.'

Add 25% Carburol Super to your regular engine and gear oils. Maintenance bills go down. Everything else goes up—engine life, m.p.g., mileage between oil changes. It's been proven!

For further facts and figures write to:

**BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT**

Bayerische Motoren Werke AG - 8 München 10 - 40460

Firma
Erwin Nimmrichter KG.

6206 Bruckmühl (Mangfall)

<small>Werk</small>	<small>Werk</small>	<small>Werk</small>	<small>Werk</small>
<small>Werk</small>	<small>Werk</small>	<small>Werk</small>	<small>Werk</small>
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<small>Werk</small>	<small>Werk</small>	<small>Werk</small>	<small>Werk</small>

Werk
3. 1. 1963

Sehr geehrte Herren!

Sie haben uns verschiedentlich gebeten, den von Ihnen als deutsche Vertriebsgesellschaft der Firma UNITED LUBRICANTS Ltd. LONDON vertretenen Schmierölzusatz

CARBUROL SUPER

in Rahmen unserer laufenden Versuche in Streckenfahrzeugen zu erproben.

Grundsätzlich stehen wir als Automobil- und Motorenhersteller Zusatzmitteln kritisch gegenüber, denn wir sind der Ansicht, daß es die Aufgabe der Mineralölindustrie ist, die Schmiermittel für Zusammenarbeit mit den Fahrzeugherstellern so auszuliegen und ständig zu verbessern, daß sie mit der Weiterentwicklung der Fahrzeugtechnik Schritt halten können werden, welche Erfahrungen wir mit Zusatzmitteln haben und inwieweit wir ihre Verwendung empfehlen können, lassen wir die Fahrzeuge unserer Testanstalt immer wieder dem Versuch aussetzen, welche Erfahrungen wir mit dem auch CARBUROL SUPER in 2 Fahrzeugen BMW 700 erprobt.

Die Motoren wurden nach einer Laufstrecke von 50000 km zerlegt und zeigten folgendes Ergebnis:


Alle Gleitflächen zeigten ein gutes Laufbild. Die dem CARBUROL SUPER nachgesagte reibungsmindernde Wirkung bestätigte sich darin, daß der Verschleiß gerade bei hochbeanspruchten Lagerstellen unter dem Normalwert lag. Die Rückstände in den Verbrennungsräumen und an den Ventilen waren normal.

Die durch die chemischen Zusätze erzeugte Gleitwischenschicht zeigte eine leicht braune Färbung und darüber hinaus keine Vortügllichkeit.

Sie werden Verständnis und Verständnis, daß das Ergebnis eines Einzelversuches nicht beweiskräftig sein kann und wir leider aus zeitlichen Gründen einen breiten Versuch auf der Straße und auf dem Prüffeld nicht durchführen können. Dieser Einzelversuch hat jedoch gezeigt, daß eine Verbesserung der Schmierung erzielt wurde und kein Nachteil zu erkennen war, so daß gegen die Verwendung von CARBUROL SUPER nichts einzuwenden ist.

Hochachtungsvoll
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than four years after his first race, he joined the works Ferrari team in 1959, went to B.R.M. in 1960 and to Porsche in 1961 and 1962.

Tall and fair haired, Gurney is recognised by his jet black helmet. He keeps fit by walking, playing handball and punching a bag; enjoys riding a motor-cycle, and is fascinated by space-travel. He studied psychology at college, and tries to apply its principles to his everyday problems.

Bruce McLaren, leader of the Cooper works team since 1962, was born in Auckland, New Zealand on August 30th, 1937, the only son of a garage proprietor, who was also a well-known racing motorcyclist. When he was 10, Bruce suffered a serious riding accident, being thrown heavily from a horse, and as a result, spent three years in hospital and still has a permanent limp.

Assisted financially by his father, who

his father became the postmaster at the Santa Monica depot. Hill was thoroughly unhappy at school and his parents both died when he was young, leaving him a lonely and introverted person. His competition debut dates back to 1948, when he worked as a mechanic to a car company in California in order to pay off his debt on a supercharger he had bought for his M.G. TC. He came over to England in 1949 to work in the service departments of various British car manufacturers, and has always had a keen mechanical sense.

On his return to America, Hill drove in numerous events in his own Jaguar XK 120 and for various independent entrants in a wide variety of cars. He was invited to join the Ferrari works team in 1956 and stayed with the Prancing Horse Scuderia until the end of 1962, when he was brusquely told his contract had expired.



Bruce McLaren



Phil Hill



Innes Ireland

bought him a well-worn Ulster Austin Seven to help compensate for his injury and to give him a new interest in life, McLaren took part in his first circuit race in 1954. He improved rapidly and was sent to England in 1958 as winner of the "Driver to Europe" scheme, nominated by the New Zealand Grand Prix Association.

He immediately contacted Charles and John Cooper of Cooper cars, and has driven for the Surbiton team ever since. A small, compact figure, McLaren is not really superstitious, but invariably carries a Maori 'Tiki' on his person as a good luck charm. Married since 1961, to a New Zealand girl named Patricia, Bruce enjoys photography, swimming and water-skiing in his spare time, and shooting wallabies in the bush when he is at home.

World champion in 1961, Phil Hill, who is McLaren's partner for 1964, was born in Miami, Florida, on April 20th, 1927. His family later moved to California, and

Although Phil Hill has an excellent reputation as a Formula 1 driver, he will go down in history as one of the best-ever long distance sports car drivers, with numerous wins in such arduous classics as the Argentine 1000-km, the Nurburgring 1000-km, the Sebring 12-hours and at Le Mans to his credit. After a disastrous season last year with the ill-fated Italian A.T.S. team, it will be good to see him back in a competitive machine again.

Wiry and tense, Phil Hill is a bachelor, who has a great love of classical music, hi-fi equipment and vintage motor cars, of which he has a superb collection in his Santa Monica home.

These are pen portraits of but a handful of today's drivers in the big race. Their colleagues and rivals are just as fascinating. For the men beneath the colourful crash helmets are all colourful personalities, and that makes the international circuit circus one of the most interesting in modern show business.

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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.

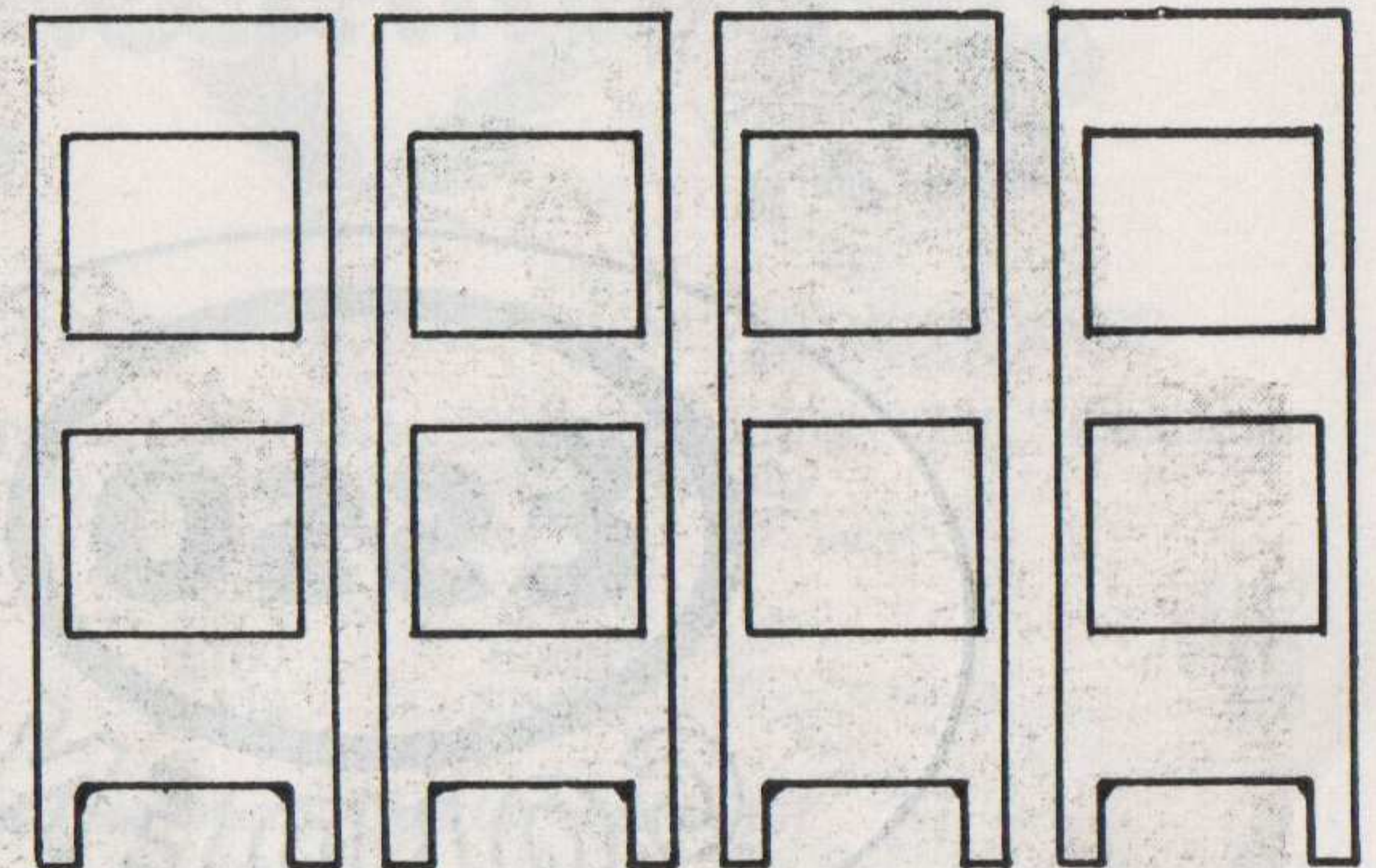
The first four positions in each race will be given, together with the total number of laps completed by the leader.

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"/>

International Flag Signals

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.

Green: Danger previously indicated by Yellow or Yellow/Red flags no longer exists.

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

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

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

Black (with Competitor's Number): Signal for the competitor to stop at his pit next time round and report to the Clerk of the Course.

Black and White Chequered: Signal for the winner and end of the race. All competitors to return to the pits next time round.

The Union Jack will be used for starting the races.



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RACES IS EXACTLY THE SAME AS YOU
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THE AINTREE INTERNATIONAL "200" TROPHY RACE

For the first finisher, irrespective of class, £200, the Aintree "200" Challenge Trophy and the Daily Mirror Trophy.

In each class:

First	.. .. .	£150	Second	.. .. .	£125
Third	.. .. .	£100	Fourth	.. .. .	£75
Fifth	.. .. .	£50	Sixth	.. .. .	£25

Race for Sports Cars (to each class)

First	.. .. .	£30	Second	.. .. .	£20
	.. .. .		Third	.. .. .	£10

For the first finisher, irrespective of class, £50

Race for Formula 3 Cars

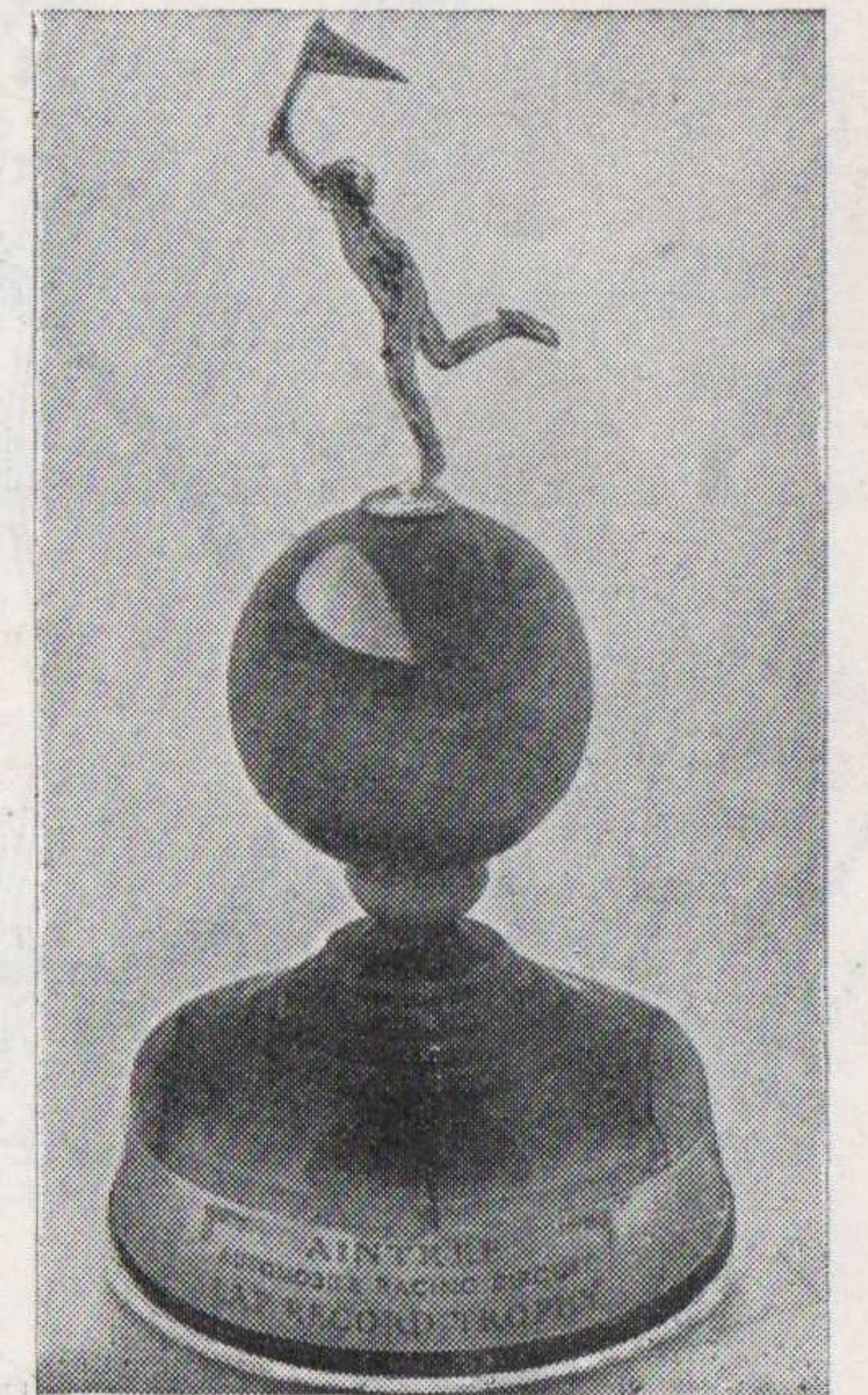
First	.. .. .	£50	Second	.. .. .	£30
Third	.. .. .	£20	Fourth	.. .. .	£10

Race for Saloon Cars (to each class)

First	.. .. .	£15	Second	.. .. .	£10
	.. .. .		Third	.. .. .	£5

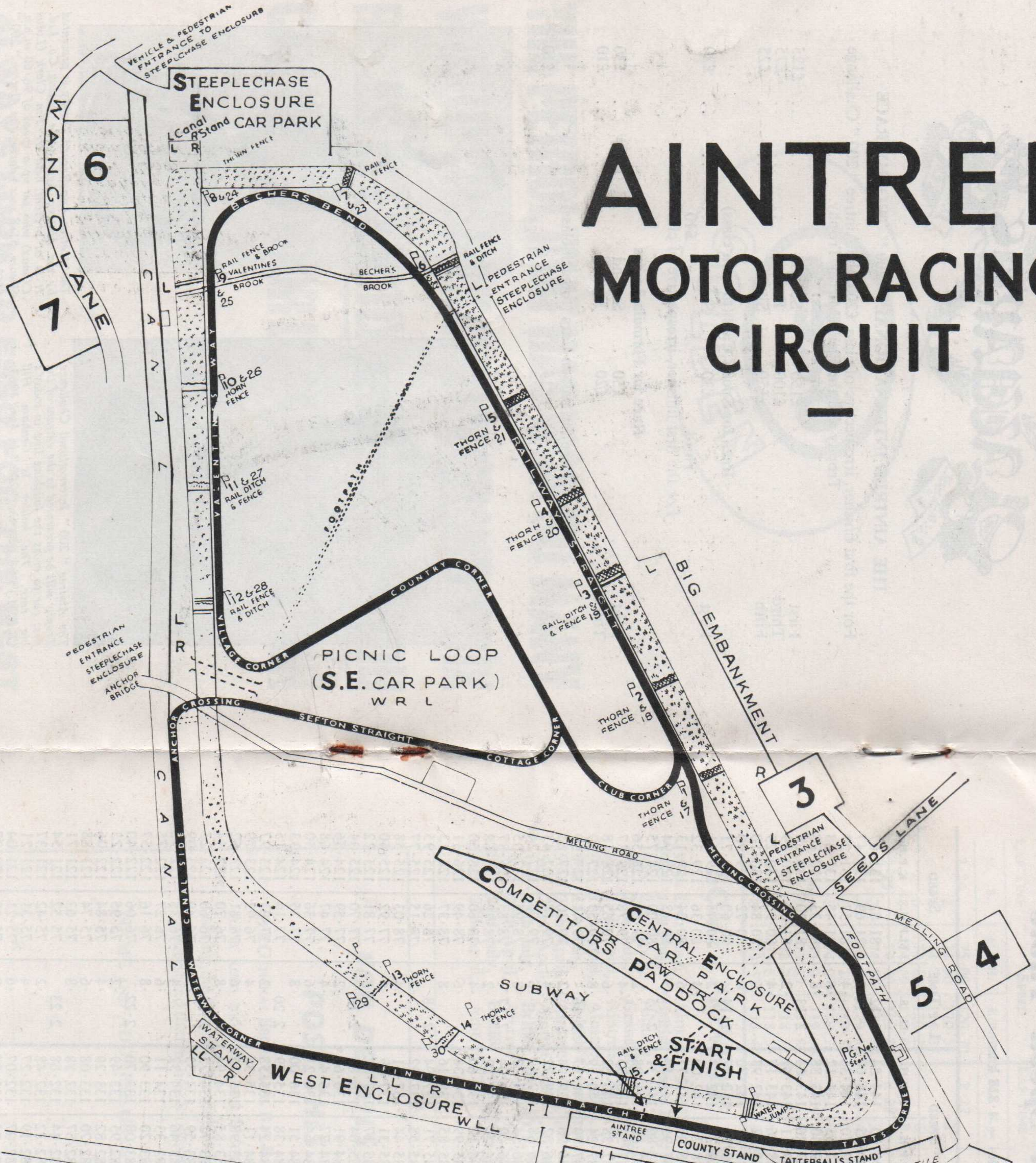


The Aintree "200" International Challenge Trophy will be presented to the entrant of the first car to cross the finishing line in today's big race. The holder is Graham Hill (B.R.M.) who won the "200" in April 1963.



The Aintree Lap Record Trophy is presented by the Aintree Automobile Racing Co. Ltd. It is at present held by Jim Clark (Lotus Climax) who set up a speed of 96.60 m.p.h. (1 min. 51.8 secs.) during the Aintree "200" race last year.

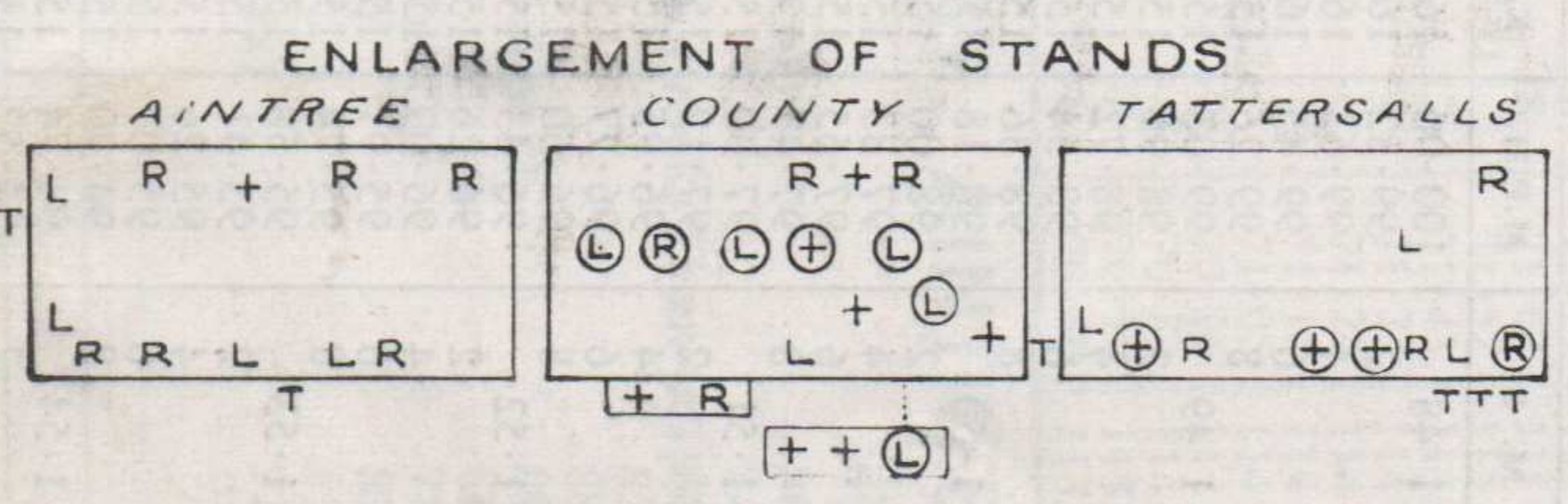
AINTREE MOTOR RACING CIRCUIT



NOTICE

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

- KEY**
- L Lavatories
 - (L) Lavatories (1st Floor)
 - R Refreshment Bar
 - (R) 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.	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.	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	Winner	m.p.h.
1954	29th May,	Aintree "200", S. Moss (Maserati)	77.70
1955	16th July,	British Grand Prix, S. Moss (Mercedes-Benz)	86.47
1956	21st April,	Aintree "200", 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
1962	28th April,	Aintree "200", J. Clark (Lotus-Climax)	92.65
1962	21st July,	British Grand Prix, J. Clark (Lotus-Climax)	92.25
1963	27th April,	Aintree "200", G. Hill (B.R.M.)	93.86

FOR DETAILS OF THE B.A.R.C. POST THIS FORM TO....

THE GENERAL SECRETARY, B.A.R.C. 5/6 ARGYLL STREET, 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

AINTREE GRAND PRIX CIRCUIT LAP RECORDS

Outright Lap Record: J. Clark (Lotus Coventry Climax) 1 min. 51.8 secs., 96.60 m.p.h.
(Aintree "200", 1963).

1,500 c.c. Racing Car Record: J. Clark (Lotus Coventry Climax) 1 min. 51.8 secs.,
96.60 m.p.h.

Outright Sports Car Record: I. Ireland (Lotus 19 Climax) 1 min. 57.8 secs., 91.68 m.p.h.

Sports Car Class Records: Up to 1,100 c.c., R. J. Bloor (Lotus 23 Ford) 2 min. 08.2 secs.,
84.24 m.p.h.; 1,101-1,500 c.c. I. Ireland (Lotus Climax) 2 min. 09.0 secs., 83.72
m.p.h.; 1,501-2,000 c.c. J. Brabham (Cooper Climax) 2 min. 04.0 secs., 87.10
m.p.h.; 2,001-3,000 c.c. I. Ireland (Lotus 19 Climax) 1 min. 57.8 secs., 91.68
m.p.h.; 3,001-5,000 c.c. R. Salvadori (Aston Martin DBR2) 2 min. 03.6 secs.,
87.38 m.p.h.

Formula Junior Lap Records: F. Gardner (Brabham Ford), J. Love (Cooper Morris),
W. Bradley (Cooper B.M.C.) 2 min. 01.2 secs., 89.11 m.p.h.

Saloon Car Class Records: Over 3,000 c.c., M. Parkes (Jaguar 3.8) 2 min. 14.0 secs.,
80.60 m.p.h.; 1,601-3,000 c.c., D. A. N. Byrne (Mercedes Benz 220 SEb) 2 min.
33.6 secs., 70.31 m.p.h.; 1,001-1,600 c.c., J. Blumer (Ford Cortina) 2 min. 23.0
secs., 75.52 m.p.h.; Up to 1,000 c.c. J. Whitmore (Austin Cooper) and J. Fenning
(Morris Cooper) 2 min. 25.6 secs., 74.18 m.p.h.

G.T. Lap Records: Exceeding 2,500 c.c., L. Davison (Aston Martin Zagato) 2 min.
09.8 secs., 83.20 m.p.h.; 1,301-2,500 c.c., F. Harml (Porsche Carrera) 2 min.
19.2 secs., 77.59 m.p.h.; 1,001-1,300 c.c., L. Leston (Lotus Elite) 2 min. 16.6 secs.,
79.06 m.p.h.; Up to 1,000 c.c., J. M. Uren (G.S.M. Delta) 2 min. 23.6 secs.,
75.21 m.p.h.

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LITTER IS A MENACE?**

Plenty of litter holders are provided. Please use them.

ALL NICE PEOPLE DO

ENTRIES: REFERENCE LIST

Race No.	Paddock Stall No.	Entrant and Driver	Car
AINTREE "200" RACE			
1—	(10)	Team Lotus Ltd. (Dvr.: J. Clark)	Lotus Coventry Climax
2—	(11)	Team Lotus Ltd. (Dvr.: P. Arundell)	Lotus Coventry Climax
3—	(19)	The Owen Racing Organisation (Dvr.: G. Hill)	B.R.M.
4—	(20)	The Owen Racing Organisation (Dvr.: R. Ginther)	B.R.M.
5—	(21)	Brabham Racing Organisation Ltd. (Dvr.: J. Brabham)	Brabham Coventry Climax
6—	(22)	Brabham Racing Organisation Ltd. (Dvr.: D. Gurney)	Brabham Coventry Climax
9—	(24)	The Cooper Car Company Ltd. (Dvr.: B. McLaren)	Cooper Coventry Climax
10—	(25)	The Cooper Car Company Ltd. (Dvr.: P. Hill)	Cooper Coventry Climax
11—	(32)	British Racing Partnership Ltd. (Dvr.: I. Ireland)	B.R.P./B.R.M.
12—	(33)	British Racing Partnership Ltd. (Dvr.: T. Taylor)	B.R.P./B.R.M.
14—	(36)	Reg Parnell (Racing) Ltd. (Dvr.: M. Hailwood)	Lotus B.R.M.
15—	(37)	Reg Parnell (Racing) Ltd. (Dvr.: C. Amon)	Lotus B.R.M.
17—	(45)	Scuderia Centro Sud (Dvr.: G. Baghetti) ..	B.R.M.
18—	(46)	Equipe Scirocco Belge (Dvr.: A. Pilette) ..	Scirocco Coventry Climax
19—	(47)	Ian Raby (Racing) Ltd. (Dvr.: I. E. Raby) ..	Brabham B.R.M.
20—	(48)	D.W. Racing Enterprises Ltd. (Dvr.: R. Anderson)	Brabham Coventry Climax
21—	(50)	R. R. C. Walker (Dvr.: J. Bonnier)	Cooper Coventry Climax
22—	(51)	M. Cabral	Cooper Climax
23—	(52)	Gerard Racing (Dvr.: J. Taylor)	Cooper Ford
25—	(17)	Ron Harris—Team Lotus (Dvr.: To be nominated)	Lotus Cosworth Ford
26—	(18)	Ron Harris—Team Lotus (Dvr.: To be nominated)	Lotus Cosworth Ford
27—	(23)	Brabham Racing Developments Ltd. (Dvr.: D. Hulme)	Brabham Cosworth Ford
28—	(53)	Roy Winkelmann Racing Ltd. (Dvr.: A. B. Rees)	Brabham Cosworth Ford
29—	(54)	Normand Ltd. (Dvr.: M. Beckwith)	Cooper Cosworth Ford
30—	(55)	Normand Ltd. (Dvr.: A. V. Hegbourne) ..	Cooper Cosworth Ford
31—	(56)	Cosworth Engineering Ltd. (Dvr.: B. Hart)	Lotus Cosworth Ford
32—	(57)	Midland Racing Partnership (Dvr.: T. Maggs)	Lola Cosworth Ford
33—	(58)	Midland Racing Partnership (Dvr.: To be nominated)	Lola Cosworth Ford
34—	(60)	Merlyn Racing (Dvr.: D. Hobbs)	Merlyn Cosworth Ford
FORMULA 3 RACE			
41—	(28)	Tyrrell Racing Organisation Ltd. (Dvr.: J. Y. Stewart)	Cooper Austin
42—	(29)	Tyrrell Racing Organisation Ltd. (Dvr.: W. Banks)	Cooper Morris
43—	(62)	Flairavia Racing Partnership (Dvr.: T. Shatwell)	Cooper B.M.C.
44—	(63)	John Selby Greene Ltd. (Dvr.: J. S. Greene)	Cooper B.M.C.
45—	(64)	Anglo-Scottish Racing Team (Dvr.: C. Crichton-Stuart)	Cooper B.M.C.

Race No.	Paddock Stall No.	Entrant and Driver	Car
46—	(65)	Team Speedwell (Dvr.: K. J. St. John)	Lotus B.M.C.
47—	(66)	A. R. Wyllie	Lotus B.M.C.
48—	(67)	Janspeed Engineering Ltd. (Dvr.: J. Fenning)	Lotus B.M.C.
49—	(69)	D. E. O'Sullivan	Lotus B.M.C.
50—	(70)	P. Vidal	Lotus B.M.C.
51—	(71)	R. Banting	Lotus B.M.C.
52—	(72)	M. Kaye	Lotus-Amato Ford
53—	(73)	Jim Russell Racing Drivers School (Dvr.: M. Long)	Lotus Ford
54—	(74)	Moto Baldet Racing Team (Dvr.: A. Baldet)	Lotus Ford
55—	(76)	S. C. de Lautour	Lotus Ford
56—	(77)	J. Pearce	Lotus Ford
57—	(79)	Sports Motors (Manchester) Ltd. (Dvr.: W. J. Morgans)	Lotus Ford
58—	(80)	Sports Motors (Manchester) Ltd. (Dvr.: R. J. Bloor)	Brabham Ford
59—	(81)	R. S. Mac	Brabham Ford
60—	(131)	D. Prophet	Brabham Ford
61—	(83)	H. C. Goodwin (Dvr.: J. F. Cardwell)	Brabham Ford
62—	(84)	J. T. Gaunt (Dvr.: G. Eden)	Brabham Ford
63—	(68)	Janspeed Engineering Ltd. (Dvr.: C. Baker)	Brabham B.M.C.
64—	(61)	Merlyn Racing (Dvr.: C. Irwin)	Merlyn Ford
65—	(85)	Totteridge Racing Partnership (Dvr.: R. C. Brash)	Merlyn Ford
66—	(86)	H. Bennett	Merlyn Ford
67—	(59)	D. Baker (Dvr.: W. Bradley)	Lola Ford
68—	(87)	L. E. Selby	Lola Ford
69—	(88)	Rochester Racing (Dvr.: Dr. S. A. Goodwin)	Lola B.M.C.
70—	(89)	J. Andrews	Alexis B.M.C.
71—	(90)	Robert Ashcroft Racing Ltd. (Dvr.: R. Ashcroft or A. D. Bennett)	Gemini Ford
72—	(91)	Saturn Car Company (Dvr.: A. Welch)	Saturn B.M.C.
73—	(92)	A. G. Horsley	Ausper Ford

SPORTS CAR RACE

Over 3,000 c.c.

82—	(15)	Ian Walker—Team Lotus (Dvr.: J. Clark or A. V. Hegbourne)	Lotus Ford
83—	(16)	Ian Walker—Team Lotus (Dvr.: P. Arundell or A. V. Hegbourne)	Lotus Ford
84—	(94)	John Willment Automobiles Ltd. (Dvr.: To be nominated)	A. C. Cobra
85—	(99)	Fletcher & Smyth Ltd. (Dvr.: T. Fletcher)	Lister Jaguar
86—	(100)	R. F. Pierpoint	Attila Ford

2,001—3,000 c.c.

87—	(101)	John Coundley Racing Partnership (Dvr.: J. O. Coundley)	Lotus Climax
88—	(103)	G. Pitt	Lotus Climax
89—	(30)	Bruce McLaren Motor Racing Ltd. (Dvr.: B. McLaren)	Cooper Monaco Climax
91—	(106)	Stirling Moss Automobile Racing Team (Dvr.: H. P. K. Dibley)	Repcobra Climax

1,151—2,000 c.c.

92—	(49)	Team Elite ('62) Ltd. (Dvr.: R. Anderson)	Repcobra Climax
93—	(107)	R. Nathan	Repcobra Climax
94—	(108)	Tornado Cars 1963 Ltd. (Dvr.: G. Edgerton)	Elfin Climax
95—	(109)	Equipe Elva (London) (Dvr.: T. Lanfranchi)	Elva B.M.W.

Race No.	Paddock Stall No.	Entrant and Driver	Car
97—	(126)	G. H. Breakell	Lotus Ford
98—	(127)	Team Walpres (Dvr.: M. Nunn)	Lotus Ford
99—	(128)	Wm. Stein & Coy. Ltd. (Dvr.: W. J. Stein)	Lotus Ford
100—	(129)	Mill Garages (Sunderland) Ltd. (Dvr.: J. Sutton)	Lotus Ford
101—	(130)	Chris Williams Ltd. (Dvr.: C. M. M. Williams)	Lotus Ford
Up to 1,150 c.c.			
102—	(110)	Equipe Elva (London) (Dvr.: E. Paul)	Elva Climax
103—	(132)	D. Prophet	Elva Ford
104—	(133)	Crown Garages (Egham) Ltd. (Dvr.: B. D. Smith)	Lotus Ford
105—	(134)	Sussex Racing Partnership (Dvr.: M. P. Renny)	Lotus Ford
106—	(78)	Staffs. Racing Partnership (Dvr.: J. Pearce)	Lotus Ford
107—	(135)	R. Lamplough	Lotus Ford
108—	(136)	John Hine Cars Ltd. (Dvr.: J. Hine)	Lotus Ford
109—	(137)	McArthur Weston Racing (Dvr.: R. McArthur)	Lotus Ford
110—	(138)	R. J. Thomas Engineering (Dvr.: R. G. Pike)	Lotus Ford
111—	(139)	P. Gethin	Lotus Ford
112—	(95)	John Willment Automobiles Ltd. (Dvr.: P. Hawkins)	Lotus Ford
113—	(141)	Aintree Racing Team (Dvr.: J. L. Charnock)	Lotus Ford
114—	(142)	Aintree Racing Team (Dvr.: J. Scott-Davies)	Lotus Ford
115—	(143)	R. C. Kerrison	Lola Climax
116—	(144)	J. S. Paterson	Lola Climax

SALOON CAR RACE

Over 5,000 c.c.

121—	(98)	John Willment Automobiles Ltd. (Dvr.: J. Sears)	Ford Galaxie
122—	(145)	Sir Gawaine Baillie	Ford Galaxie

2,001—5,000 c.c.

123—	(146)	N. McNab (Dvr.: S. Ouvaroff)	Jaguar 3.8
124—	(147)	Park Garage (Watford) Ltd. (Dvr.: C. McLaren)	Jaguar 3.8
125—	(148)	J. M. Sparrow	Jaguar 3.8

1,301—2,000 c.c.

126—	(12)	Team Lotus Ltd. (Dvr.: J. Clark)	Ford Lotus Cortina
127—	(14)	Team Lotus Ltd. (Dvr.: P. Arundell)	Ford Lotus Cortina
128—	(149)	C. Craft	Ford Lotus Cortina
129—	(75)	Moto Baldet Racing Team (Dvr.: A. Baldet)	Ford Lotus Cortina
130—	(150)	Farnborough Racing Enterprise (Dvr.: J. Nicholson)	Ford Lotus Cortina
131—	(151)	D. Haynes	Ford Lotus Cortina
132—	(152)	A. McKechnie (Dvr.: T. Fowler)	Ford Lotus Cortina
133—	(153)	Moonraker Racing (Dvr.: R. P. Swanton)	Ford Lotus Cortina
134—	(82)	R. S. Mac	Ford Lotus Cortina
135—	(96)	John Willment Automobiles Ltd. (Dvr.: F. Gardner)	Ford Lotus Cortina
136—	(97)	John Willment Automobiles Ltd. (Dvr.: R. Olthoff)	Ford Lotus Cortina
137—	(105)	Red Rose Motors (Chester) Ltd. (Dvr.: J. Y. Stewart)	Ford Lotus Cortina
138—	(102)	John Coundley Racing Partnership (Dvr.: J. O. Coundley or Mrs. P. E. Coundley)	Ford Lotus Cortina

Race No.	Paddock Stall No.	Entrant and Driver	Car
Up to 1,300 c.c.			
140—(155)	L. Goodwin .. .. .	.. .. .	Ford Anglia
141—(156)	Superspeed Conversions Ltd. (Dvr.: M. A. Young) .. .. .	.. .. .	Ford Anglia
142—(157)	Alexander Engineering Company Ltd. (Dvr.: Miss E. Jones) .. .. .	.. .. .	Morris Cooper 'S'
143—(158)	Alexander Engineering Company Ltd. (Dvr.: M. Clare) .. .. .	.. .. .	Morris Cooper 'S'
144—(159)	T. Weber .. .. .	.. .. .	Morris Cooper 'S'
145—(172)	Squadra Tartaruga International (Dvr.: J. C. Thurston) .. .. .	.. .. .	Morris Cooper 'S'
146— (34)	Aurora Gear Racing (Rotherham) (Dvr.: Miss A. Taylor or T. Taylor) .. .. .	.. .. .	Morris Cooper 'S'
147— (35)	Aurora Gear Racing (Rotherham) (Dvr.: T. Taylor or Miss A. Taylor) .. .. .	.. .. .	Morris Cooper 'S'
148—(160)	Team Broadspeed (Dvr.: R. D. Broad) .. .. .	.. .. .	Morris Cooper 'S'
149—(161)	Team Broadspeed (Dvr.: J. Handley) .. .. .	.. .. .	Morris Cooper 'S'
150—(162)	Don Moore (Dvr.: E. Lewis) .. .. .	.. .. .	Morris Cooper 'S'
151—(163)	Don Moore (Dvr.: P. Clarke) .. .. .	.. .. .	Morris Cooper 'S'
152— (26)	The Cooper Car Company Ltd. (Dvr.: J. Fitzpatrick) .. .. .	.. .. .	Morris Cooper 'S'
153— (27)	The Cooper Car Company Ltd. (Dvr.: P. Hopkirk or J. Rhodes) .. .. .	.. .. .	Austin Cooper 'S'
154—(164)	J. Middlehurst and Sons Ltd. (Dvr.: P. T. Middlehurst).. .. .	.. .. .	Austin Cooper 'S'
155—(165)	J. D. Lewis .. .. .	.. .. .	Austin Cooper 'S'
156—(166)	G. C. Burrows .. .. .	.. .. .	Austin Cooper 'S'
157—(167)	A. K. L. Fielding (Dvr.: P. H. Sutcliffe) .. .. .	.. .. .	Austin Cooper 'S'
158—(168)	Barwell Motors Ltd. (Dvr.: B. Maskell) .. .. .	.. .. .	Austin Cooper 'S'
159—(169)	Wigtown Engineering Works (Dvr.: R. D. McCutcheon) .. .. .	.. .. .	Austin Cooper 'S'
160—(170)	P. Raphael .. .. .	.. .. .	Austin Cooper 'S'
161—(171)	Miss M. B. Burns-Greig .. .. .	.. .. .	Austin Cooper 'S'

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



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Event I SPORTS CAR RACE II a.m.

(17 LAPS—51 MILES)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
Class (a)—Over 3,000 c.c.					
82—	Ian Walker—Team Lotus (Dvr.: J. Clark or A. V. Hegbourne)	Lotus Ford..	.. 8	4727	Green/Yellow
83—	Ian Walker—Team Lotus (Dvr.: P. Arundell or A. V. Hegbourne)	Lotus Ford..	.. 8	4727	Green/Yellow
84—	John Willment Automobiles Ltd. (Dvr.: To be nominated)	A.C. Cobra	.. 8	4700	Red/White
85—	Fletcher & Smyth Ltd. (Dvr.: T. Fletcher)	Lister Jaguar	.. 6	3781	Green
86—	R. F. Pierpoint	Attila Ford..	.. 8	4700	Blue
Class (b)—2,001—3,000 c.c.					
87—	John Coundley Racing Partnership (Dvr.: J. O. Coundley)	Lotus Climax	.. 4	2751	Green
88—	G. Pitt	Lotus Climax	.. 4	2500	Yellow
89—	Bruce McLaren Motor Racing Ltd. (Dvr.: B. McLaren)	Cooper Monaco Climax	4	2700	Green
91—	Stirling Moss Automobile Racing Team (Dvr.: H. P. K. Dibley)	Repcobra Brabham Climax	4	2500	Green
Class (c)—1,151—2,000 c.c.					
92—	Team Elite ('62) Ltd. (Dvr.: R. Anderson)	Repcobra Brabham Climax	4	1999	White/Green
93—	R. Nathan	Repcobra Brabham Climax	4	1999	Blue
94—	Tornado Cars 1963 Ltd. (Dvr.: G. Edgerton)	Elfin Climax	.. 4	1996	Gold
95—	Equipe Elva (London) (Dvr.: T. Lanfranchi)	Elva B.M.W.	.. 4	1991	Green
97—	G. H. Breakell	Lotus Ford..	.. 4	1594	Green
98—	Team Walpres (Dvr.: M. Nunn)	Lotus Ford..	.. 4	1594	Red/Yellow
99—	Wm. Stein & Coy. Ltd. (Dvr.: W. J. Stein)	Lotus Ford..	.. 4	1594	Blue/Silver
100—	Mill Garages (Sunderland) Ltd. (Dvr.: J. Sutton)	Lotus Ford..	.. 4	1594	Blue
101—	Chris Williams Ltd. (Dvr.: C. M. M. Williams)	Lotus Ford..	.. 4	1594	Yellow/Black
Class (d)—Up to 1,150 c.c.					
102—	Equipe Elva London (Dvr.: E. Paul)	Elva Climax	.. 4	1148	Blue
103—	D. Prophet	Elva Ford ..	.. 4	1100	Green
104—	Crown Garages (Egham) Ltd. (Dvr.: B. D. Smith)	Lotus Ford..	.. 4	1098	White
105—	Sussex Racing Partnership (Dvr.: M. P. Renny)	Lotus Ford..	.. 4	1098	Blue
106—	Staffs. Racing Partnership (Dvr.: J. Pearce)	Lotus Ford..	.. 4	1098	Red
107—	R. Lamplough (3rd Reserve)	Lotus Ford..	.. 4	1098	Green/Cream
108—	John Hine Cars Ltd. (Driver: J. Hine)	Lotus Ford..	.. 4	1098	Blue/White
109—	McArthur Weston Racing (Dvr.: R. McArthur)	Lotus Ford..	.. 4	1098	Red
110—	R. J. Thomas Engineering (Dvr.: R. G. Pike) (2nd Reserve)	Lotus Ford..	.. 4	1098	White
111—	P. Gethin	Lotus Ford..	.. 4	1098	Blue
112—	John Willment Automobiles Ltd. (Dvr.: P. Hawkins)	Lotus Ford..	.. 4	1100	White/Red
113—	Aintree Racing Team (Dvr.: J. L. Charnock)	Lotus Ford..	.. 4	1098	Red/Silver
114—	Aintree Racing Team (Dvr.: J. Scott-Davies) (1st Reserve)	Lotus Ford..	.. 4	1098	Green
115—	R. C. Kerrison	Lola Climax	.. 4	1098	Green
116—	J. S. Paterson	Lola Climax	.. 4	1098	Red

RESULTS CAN BE FILLED IN ON PAGE 45

NEXT



MEETING

SAT 16th MAY

On the Grand Prix Circuit

AINTREE "NATIONAL"

PROGRAMME

2-00 p.m. 25 Laps — 75 Miles
for Sports Racing Cars

3-20 p.m. 17 Laps — 51 Miles
for Formula 3

4-30 p.m. 34 Laps — 102 Miles
for Saloon Cars GP 2 and 4

5-45 p.m. Presentation of Awards

Racing organised by
THE AINTREE CIRCUIT CLUB

Admission from 6/-

Advance bookings and all particulars from
THE AINTREE AUTOMOBILE RACING CO., LTD.

RACECOURSE OFFICES

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AINTREE, LIVERPOOL, 9

Event 2

FORMULA 3 RACE

12-10 p.m.

(17 LAPS—51 MILES)

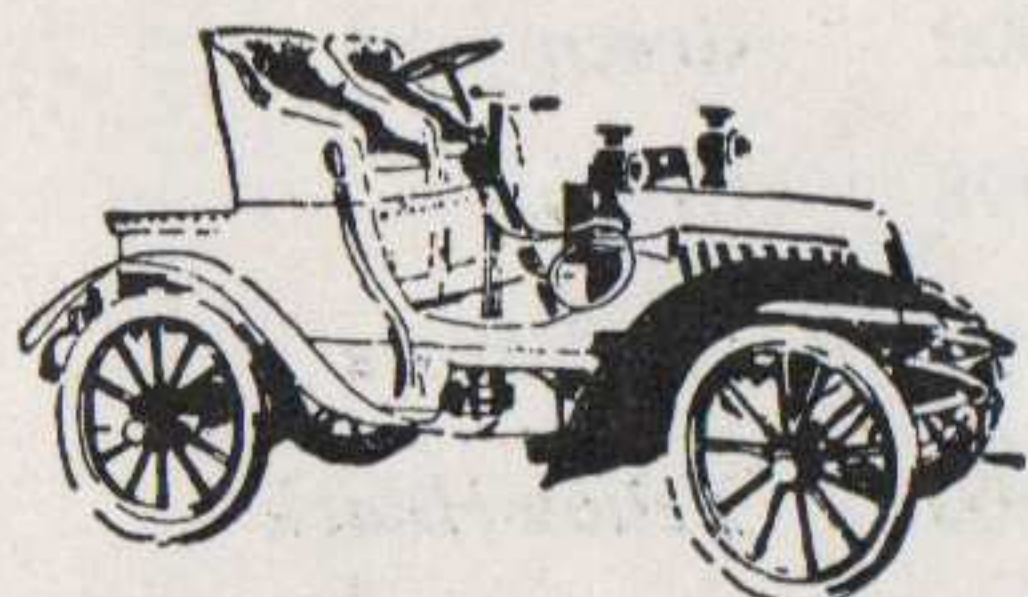
No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
41	Tyrrell Racing Organisation Ltd. (Dvr.: J. Y. Stewart)	Cooper Austin	.. 4	1000	Green
42	Tyrrell Racing Organisation Ltd. (Dvr.: W. Banks)	Cooper Morris	.. 4	1000	Green
43	Flairavia Racing Partnership (Dvr.: T. Shatwell)	Cooper B.M.C.	.. 4	1000	Green
44	John Selby Greene Ltd. (Dvr.: J. S. Greene)	Cooper B.M.C.	.. 4	998	Green
45	Anglo-Scottish Racing Team (Dvr.: C. Crichton-Stuart)	Cooper B.M.C.	.. 4	997	Blue/White
46	Team Speedwell (Dvr.: K. J. St. John)	Lotus B.M.C.	.. 4	1000	Yellow/Black
47	A. R. Wyllie	Lotus B.M.C.	.. 4	1000	Blue
48	Janspeed Engineering Ltd. (Dvr.: J. Fenning)	Lotus B.M.C.	.. 4	998	Red
49	D. E. O'Sullivan	Lotus B.M.C.	.. 4	998	Green
50	P. Vidal	Lotus B.M.C.	.. 4	997	Blue/Yellow
51	R. Banting	Lotus B.M.C.	.. 4	997	Red/White
52	M. Kaye	Lotus-Amato Ford	4	1000	White
53	Jim Russell Racing Drivers School (Dvr.: M. Long)	Lotus Ford	.. 4	997	Green
54	Moto Baldet Racing Team (Dvr.: A. Baldet)	Lotus Ford	.. 4	997	White/Gold
55	S. C. de Lautour	Lotus Ford	.. 4	997	Red
56	J. Pearce	Lotus Ford	.. 4	997	Red
57	Sports Motors (Manchester) Ltd. (Dvr.: W. J. Morgans)	Lotus Ford	.. 4	997	Blue
58	Sports Motors (Manchester) Ltd. (Dvr.: R. J. Bloor)	Brabham Ford	.. 4	997	Blue
59	R. S. Mac	Brabham Ford	.. 4	997	Turquoise
60	D. Prophet	Brabham Ford	.. 4	997	Green
61	H. C. Goodwin (Dvr.: J. F. Cardwell)	Brabham Ford	.. 4	997	Blue
62	J. T. Gaunt (Dvr.: G. Eden) (3rd Reserve)	Brabham Ford	.. 4	997	Green/White
63	Janspeed Engineering Ltd. (Dvr.: C. Baker)	Brabham B.M.C.	.. 4	998	Blue
64	Merlyn Racing (Dvr.: C. Irwin)	Merlyn Ford	.. 4	998	Red
65	Totteridge Racing Partnership (Dvr.: R. C. Brash)	Merlyn Ford	.. 4	997	Blue
66	H. Bennett	Merlyn Ford	.. 4	997	Red/White
67	D. Baker (Dvr.: W. Bradley)	Lola Ford	.. 4	1000	Blue
68	L. E. Selby	Lola Ford	.. 4	997	Green
69	Rochester Racing (Dvr.: Dr. S. A. Goodwin)	Lola B.M.C.	.. 4	997	Orange/Blue
70	J. Andrews (1st Reserve)	Alexis B.M.C.	.. 4	998	Red
71	Robert Ashcroft Racing Ltd. (Dvr.: R. Ashcroft or A. D. Bennett)	Gemini Ford	.. 4	997	Red
72	Saturn Car Co. (Dvr.: A. Welch)	Saturn B.M.C.	.. 4	997	Red
73	A. G. Horsley (2nd Reserve)	Ausper Ford	.. 4	997	Green/Yellow

RESULT

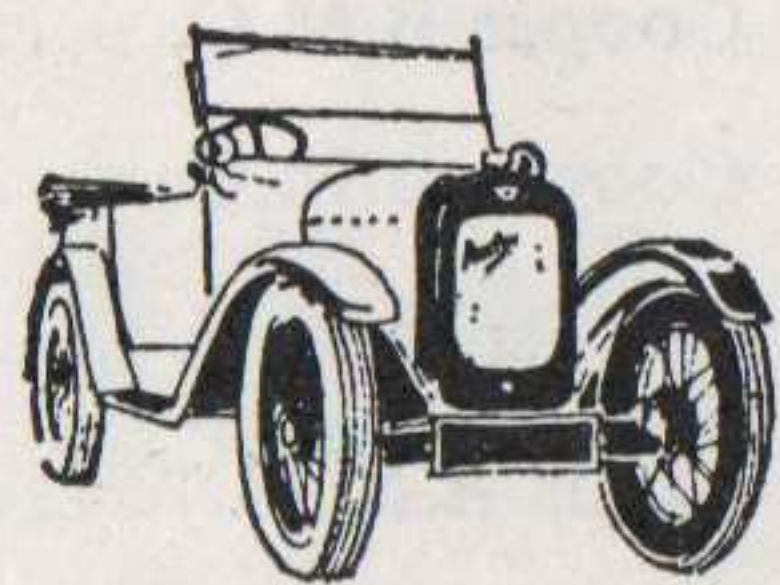
1st.....	41	2nd.....	61	3rd.....	59
4th.....	53	5th.....	71	6th.....	48
7th.....					

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at 85.12m.p.h.

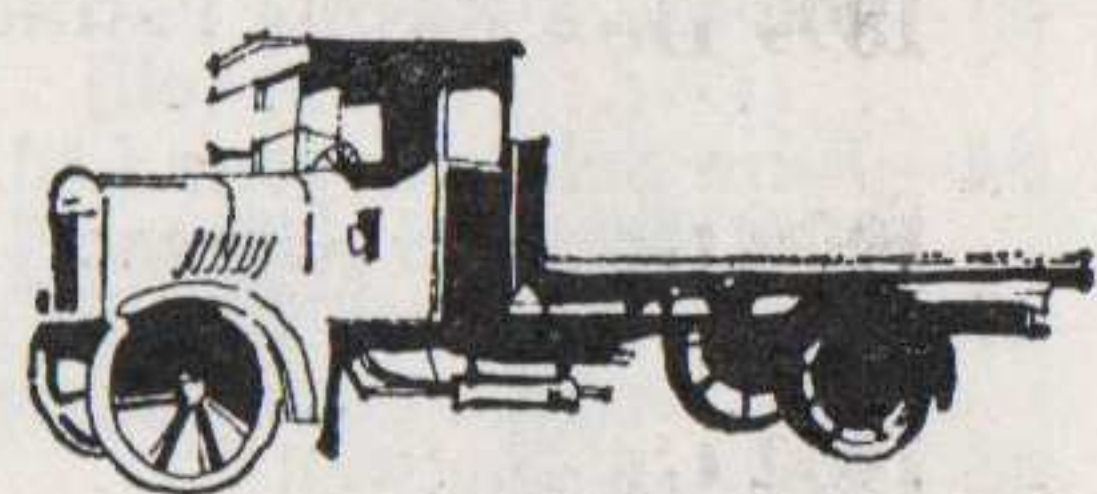
Over 60 years Some of the many FIRSTS for Ferodo



1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



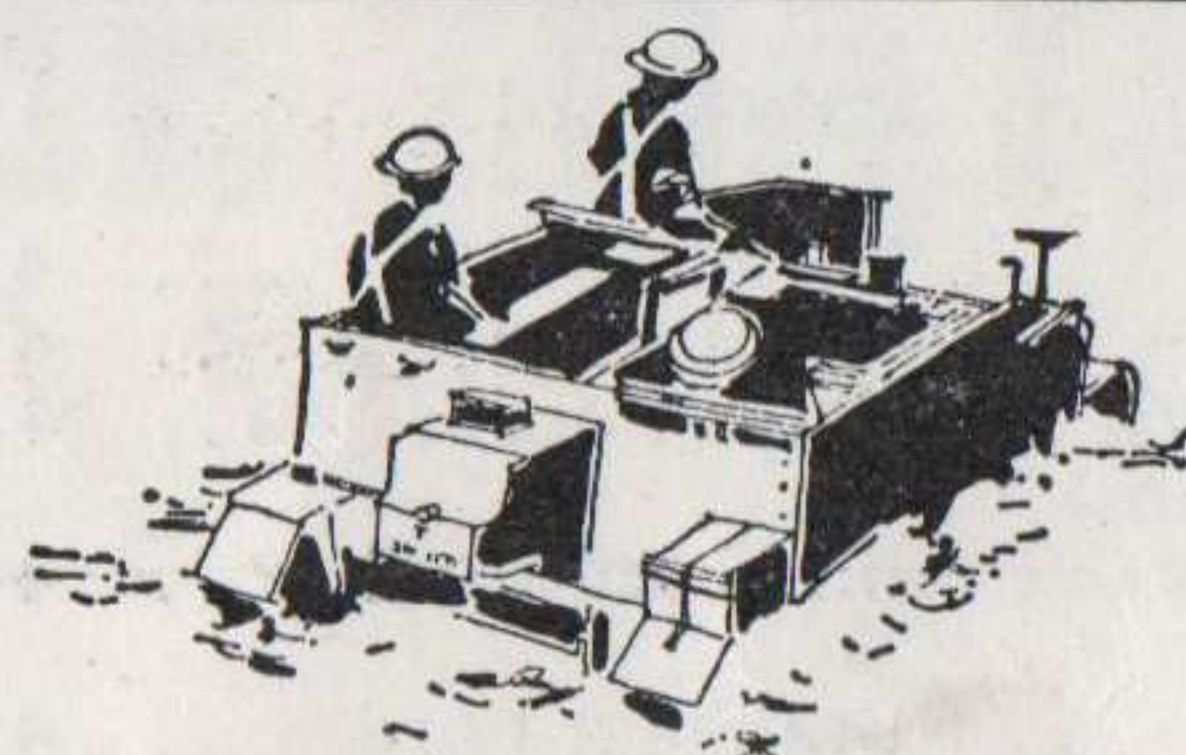
1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



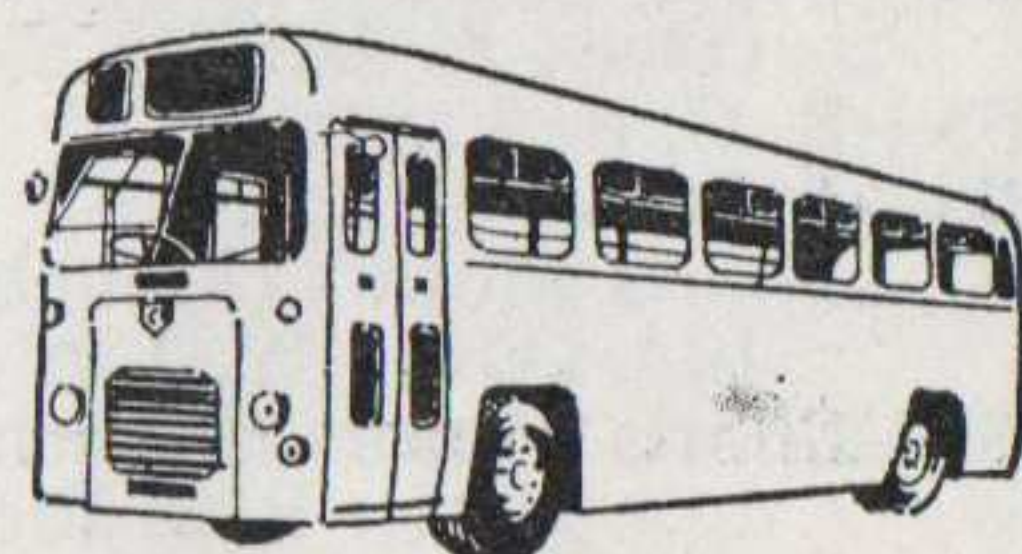
1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



1935 FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



1944 FERODO FIRST with *underwater* brake linings for Bren gun carriers



1955 FERODO FIRST on the first public service vehicles fitted with disc brakes



1957 FERODO FIRST on the Vanwall – first British racing car to win world championship honours



1957 FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap



1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

FERODO

Anti-Fade Linings for Drum or Disc Brakes

FERODO LIMITED · CHAPEL-EN-LE-FRITH · ENGLAND

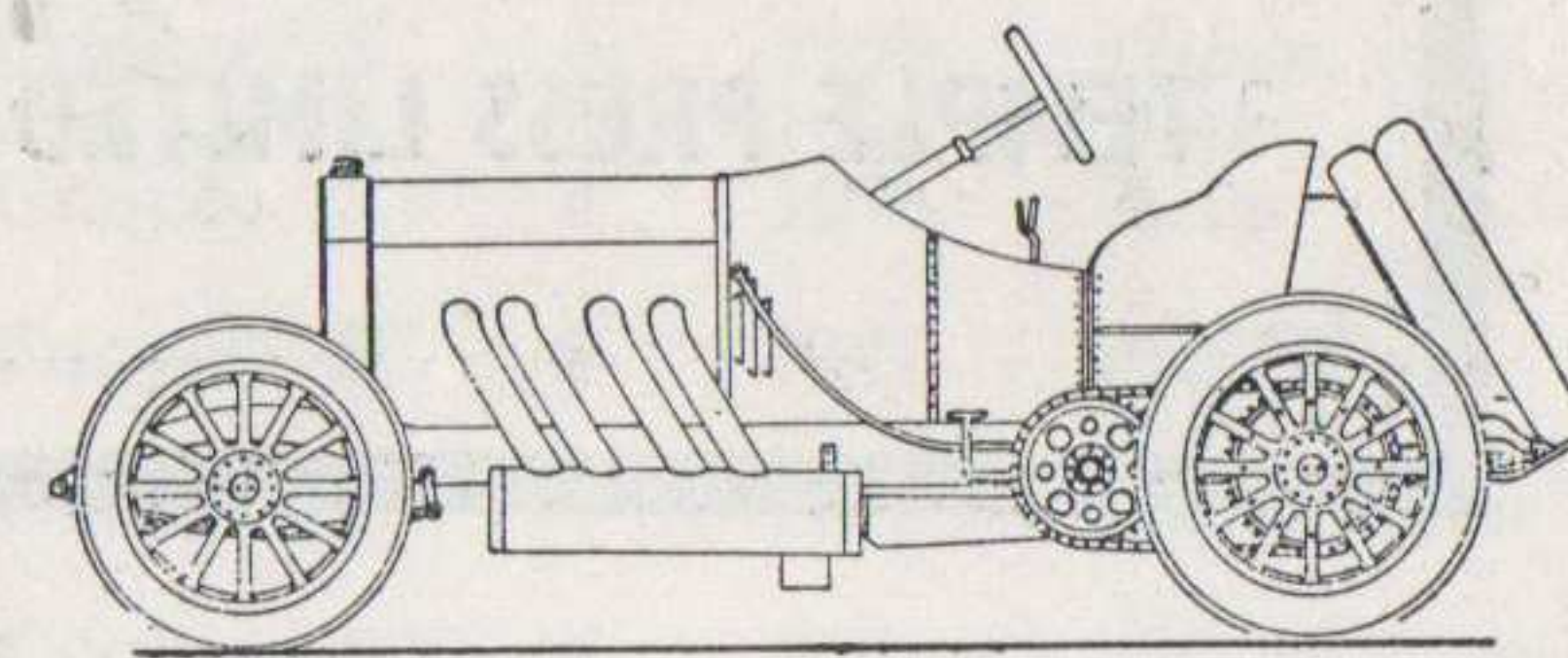
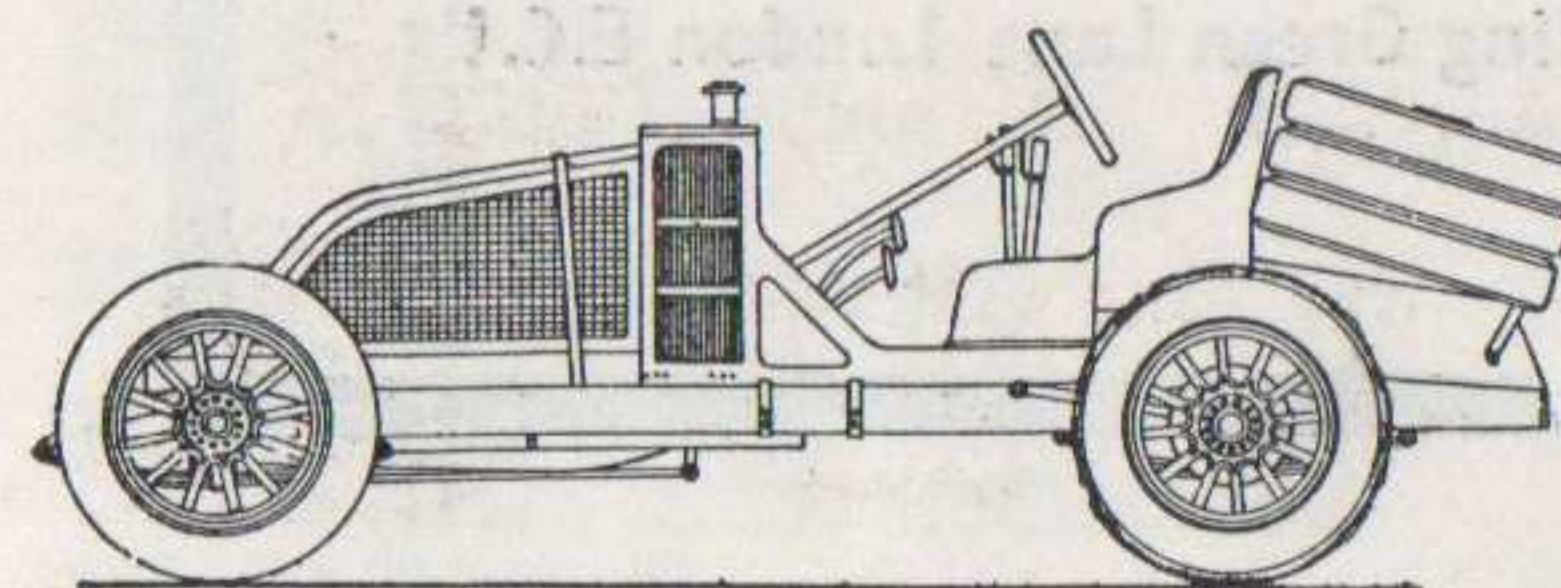
A Turner & Newall company



13/5c

Parade of Veteran Cars

Car No.	Year and Make	Entered by
1	1899 De Dion Bouton Quad Forecar	G. S. Fowler, Altrincham, Cheshire.
2	1900 Georges Richard Dogcart ..	J. E. Crossman, Whiston, Lancs.
3	1902 Gladiator	W. E. Offley, Ellesmere Port, Cheshire.
4	1906 Argyll 14/16 h.p.	E. Kirby, Romiley, Cheshire.
5	1906 Gladiator	W. E. Offley, Ellesmere Port, Cheshire.
6	1909 Renault	R. P. Startup, Knutsford, Cheshire.
7	1910 Humber	R. H. Stothert, Warrington, Lancs.
8	1910 Humber	M. H. Stothert, Culcheth, Lancs.
9	1911 Renault	N. Kingham, New Brighton, Cheshire.
10	1912 Bébé Peugeot	R. P. Startup, Knutsford, Cheshire.
11	1912 Rover	Mrs. A. Oakden, Lymm, Cheshire.
12	1913 Argyll Tourer	V. Berry, Widnes, Lancs.
14	1913 Calcott	G. F. Hodgkinson, Buxton, Derbyshire.
15	1914 Belsize	G. S. Fowler, Altrincham, Cheshire.
16	1914 Hupmobile Tourer	T. E. Johnson, Sutton Coldfield, Warwicks.
17	1914 Rolls Royce Silver Ghost ..	R. G. B. Thompson, Birkdale, Lancs.
18	1917 Speedway Ford	N. E. J. Bradshaw, St. Annes, Lancs.
19	1923 23/60 Vauxhall Tourer ..	M. E. Allsop, Littleover, Derbyshire.
20	1924 Frontenac Ford	P. C. Tulley, Hurstpierpoint, Sussex.



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Event 3

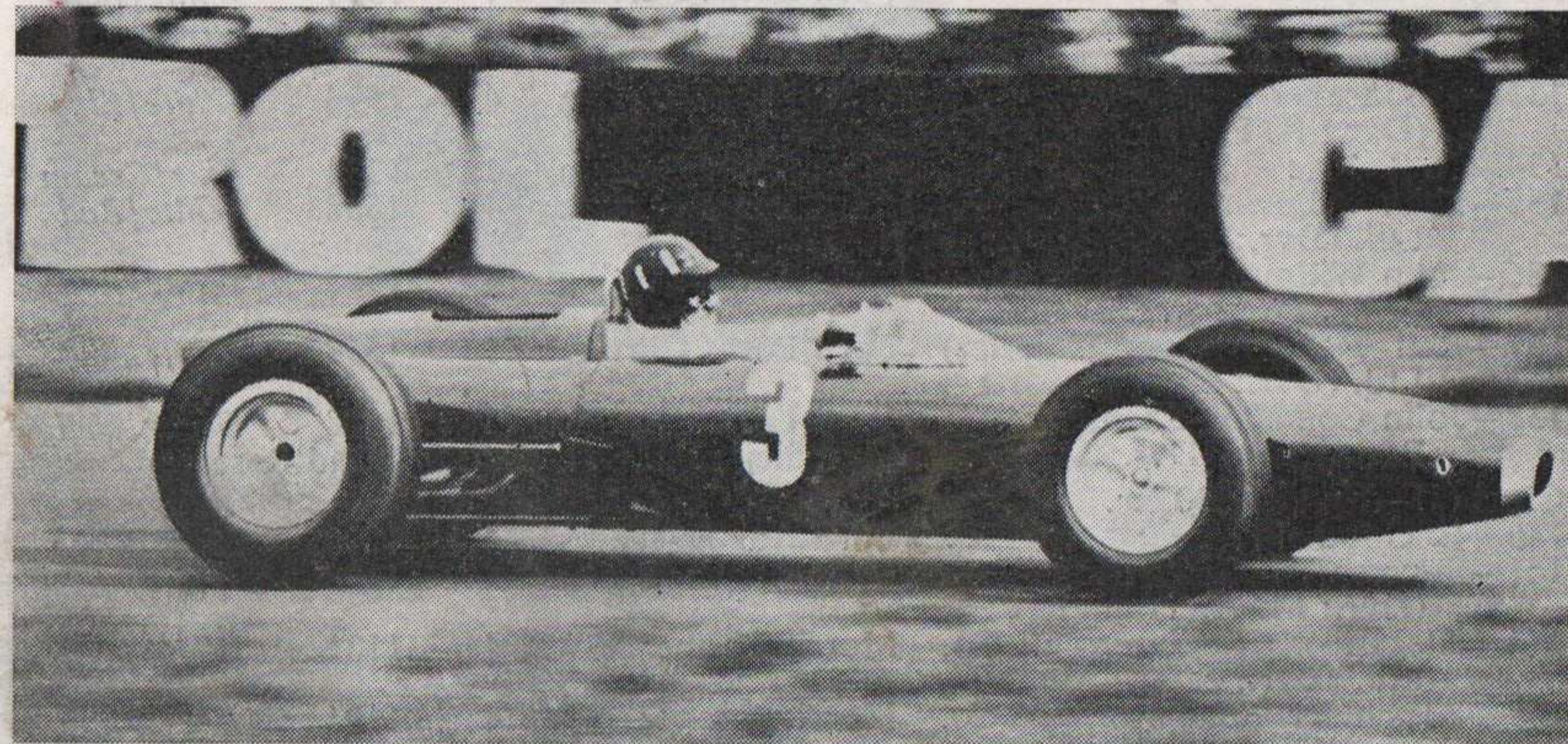
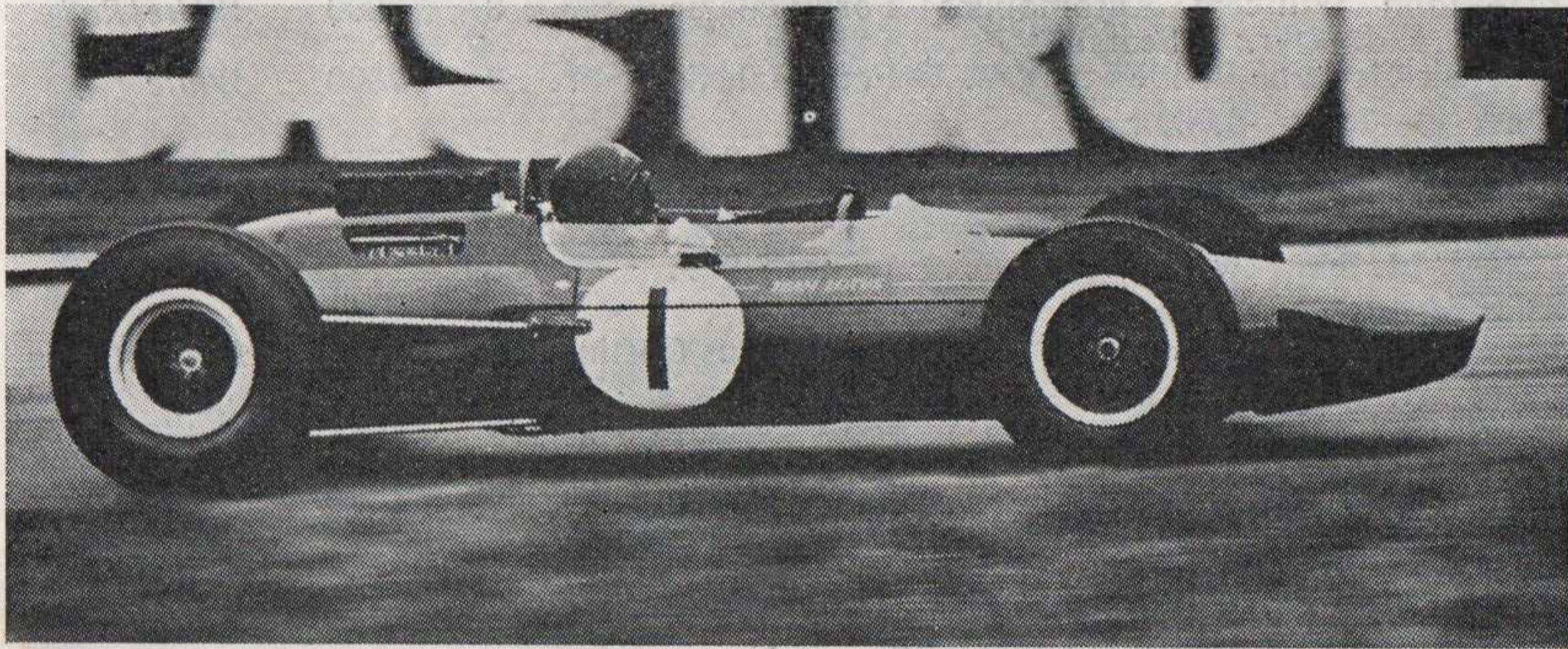
SALOON CAR RACE

2-00 p.m.

(10 LAPS—30 MILES)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
Class (a)—Over 5,000 c.c.					
121	John Willment Automobiles Ltd. (Dvr.: J. Sears)	Ford Galaxie	.. 8	7000	White/Red
122	Sir Gawaine Baillie	Ford Galaxie	.. 8	7000	White
Class (b)—2,001—5,000 c.c.					
123	N. McNab (Dvr.: S. Ouvaroff)	Jaguar 3.8	6	3781	Grey
124	Park Garage (Watford) Ltd. (Dvr.: C. McLaren)	Jaguar 3.8	6	3781	Blue
125	J. M. Sparrow	Jaguar 3.8	6	3781	Blue
Class (c)—1,301—2,000 c.c.					
126	Team Lotus Ltd. (Dvr.: J. Clark)	Ford Lotus Cortina	4	1594	White/Green
127	Team Lotus Ltd. (Dvr.: P. Arundell)	Ford Lotus Cortina	4	1594	White/Green
128	C. Craft	Ford Lotus Cortina	4	1594	Orange
129	Moto Baldet Racing Team (Dvr.: A. Baldet)	Ford Lotus Cortina	4	1594	White/Gold
130	Farnborough Racing Enterprise (Dvr.: J. Nicholson)	Ford Lotus Cortina	4	1595	White/Green
131	D. Haynes	Ford Lotus Cortina	4	1594	White/Black
132	A. McKechnie (Dvr.: T. Fowler) (4th Reserve)	Ford Lotus Cortina	4	1594	Silver/Blue
133	Moonraker Racing (Dvr.: R. P. Swanton) (3rd Reserve)	Ford Lotus Cortina	4	1594	White/Blue
134	R. S. Mac	Ford Lotus Cortina	4	1594	Blue/Cream
135	John Willment Automobiles Ltd. (Dvr.: F. Gardner)	Ford Lotus Cortina	4	1558	White/Red
136	John Willment Automobiles Ltd., (Dvr.: R. Olthoff)	Ford Lotus Cortina	4	1558	White/Red
137	Red Rose Motors (Chester) Ltd. (Dvr.: J. Y. Stewart)	Ford Lotus Cortina	4	1558	White/Red
138	John Coundley Racing Partnership (Dvr.: Mrs. P. E. Coundley or J. O. Coundley) (2nd Reserve)	Ford Lotus Cortina	4	1558	Green/Yellow
Class (d)—Up to 1,300 c.c.					
140	L. Goodwin	Ford Anglia	4	1220	Blue/White
141	Superspeed Conversions Ltd. (Dvr.: M. A. Young)	Ford Anglia	4	1198	White
142	Alexander Engineering Co. Ltd. (Dvr.: Miss E. Jones)	Morris Cooper 'S'	4	1101	White
143	Alexander Engineering Co. Ltd. (Dvr.: M. Clare)	Morris Cooper 'S'	4	1101	Red/White
144	T. Weber	Morris Cooper 'S'	4	1101	Green
145	Squadra Tartaruga International (Dvr.: J. C. Thurston)	Morris Cooper 'S'	4	1098	White
146	Aurora Gear Racing (Rotherham) (Dvr.: Miss A. Taylor or T. Taylor)	Morris Cooper 'S'	4	1071	Blue
147	Aurora Gear Racing (Rotherham) (Dvr.: T. Taylor or Miss A. Taylor) (1st Reserve)	Morris Cooper 'S'	4	1071	Green/Red
148	Team Broadspeed (Dvr.: R. D. Broad)	Morris Cooper 'S'	4	1100	Maroon/Silver
149	Team Broadspeed (Dvr.: J. Handley)	Morris Cooper 'S'	4	1100	Maroon/Silver
150	Don Moore (Dvr.: E. Lewis)	Morris Cooper 'S'	4	1100	Blue
151	Don Moore (Dvr.: P. Clarke)	Morris Cooper 'S'	4	1100	Blue
152	The Cooper Car Company Ltd. (Dvr.: J. Fitzpatrick)	Morris Cooper 'S'	4	1100	Green/White
153	The Cooper Car Company Ltd. (Dvr.: P. Hopkirk or J. Rhodes)	Austin Cooper 'S'	4	1100	Green/White
154	J. Middlehurst & Sons Ltd. (Dvr.: P. T. Middlehurst)	Austin Cooper 'S'	4	1100	Red/Yellow
155	J. D. Lewis	Austin Cooper 'S'	4	1100	Green
156	G. C. Burrows	Austin Cooper 'S'	4	1098	Blue
157	A. K. L. Fielding (Dvr.: P. H. Sutcliffe)	Austin Cooper 'S'	4	1073	Grey
158	Barwell Motors Ltd. (Dvr.: B. Maskell)	Austin Cooper 'S'	4	1071	Red/Black
159	Wigtown Engineering Works (Dvr.: R. D. McCutcheon)	Austin Cooper 'S'	4	1071	Blue/White
160	P. Raphael	Austin Cooper 'S'	4	1071	Green/White
161	Miss M. B. Burns-Greig (5th Reserve)	Austin Cooper 'S'	4	1071	White/Red

THREE "200" TITLE WINNERS



Photographed at high speed in their new 1964 Formula 1 Grand Prix cars are three of today's top rivals who are previous winners of the Aintree "200" International Challenge Trophy: Jim Clark (Lotus Coventry Climax), winner in 1962; Graham Hill (B.R.M.), winner in 1963; and Jack Brabham (Brabham Coventry Climax), winner in 1961. All are at the top of their form. Who will be the title holder today? (Photographs by Ted Lewis and Michael Gosling).

Event 4

THE AINTREE INTERNATIONAL "200" RACE

3-05 p.m.

(FORMULA 1 AND FORMULA 2 CARS—67 LAPS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
R 1	Team Lotus Ltd. (Dvr.: J. Clark)	Lotus Coventry Climax	8	1497	Green/Yellow
2	Team Lotus Ltd. (Dvr.: P. Arundell)	Lotus Coventry Climax	8	1497	Green/Yellow
3	The Owen Racing Organisation (Dvr.: G. Hill)	B.R.M.	8	1497	Green
N 4	The Owen Racing Organisation (Dvr.: R. Ginther)	B.R.M.	8	1497	Green
5	Brabham Racing Organisation Ltd. (Dvr.: J. Brabham)	Brabham Coventry Climax	8	1496	Green/Gold
R 6	Brabham Racing Organisation Ltd. (Dvr.: D. Gurney)	Brabham Coventry Climax	8	1496	Green/Gold
R 9	The Cooper Car Company Ltd. (Dvr.: B. McLaren)	Cooper Coventry Climax	8	1498	Green/White
R 10	The Cooper Car Company Ltd. (Dvr.: P. Hill)	Cooper Coventry Climax	8	1498	Green/White
R 11	British Racing Partnership Ltd. (Dvr.: I. Ireland)	B.R.P./B.R.M.	8	1498	Green
R 12	British Racing Partnership Ltd. (Dvr.: T. Taylor)	B.R.P./B.R.M.	8	1498	Green
R 14	Reg Parnell (Racing) Ltd. (Dvr.: M. Hailwood)	Lotus B.R.M.	8	1498	Green/Red
R 15	Reg Parnell (Racing) Ltd. (Dvr.: C. Amon)	Lotus B.R.M.	8	1498	Green/Red
17	Scuderia Centro Sud (Dvr.: G. Baghetti)	B.R.M.	8	1497	Red
18	Equipe Scirocco Belge (Dvr.: A. Pilette)	Scirocco Coventry Climax	8	1494	Yellow
N 19	Ian Raby (Racing) Ltd. (Dvr.: I. E. Raby)	Brabham B.R.M.	8	1498	Blue/White
N 20	D.W. Racing Enterprises Ltd. (Dvr.: R. Anderson)	Brabham Coventry Climax	8	1495	Green
21	R. R. C. Walker (Dvr.: J. Bonnier)	Cooper Coventry Climax	8	1498	Blue
R 22	M. Cabral	Cooper Coventry Climax	8	1498	Red/White
23	Gerard Racing (Dvr.: J. Taylor)	Cooper Ford	4	1498	Green
Formula 2 Cars					
25	Ron Harris—Team Lotus (Dvr.: To be nominated)	Lotus Cosworth Ford	4	1000	Green/Yellow
26	Ron Harris—Team Lotus (Dvr.: To be nominated)	Lotus Cosworth Ford	4	1000	Green/Yellow
27	Brabham Racing Developments Ltd. (Dvr.: D. Hulme)	Brabham Cosworth Ford	4	998	Green/Gold
28	Roy Winkelmann Racing Ltd. (Dvr.: A. B. Rees)	Brabham Cosworth Ford	4	998	Green
N 29	Normand Ltd. (Dvr.: M. Beckwith)	Cooper Cosworth-Ford	4	998	White/Blue
R 30	Normand Ltd. (Dvr.: A. V. Hegbourne)	Cooper Cosworth-Ford	4	998	White/Blue
31	Cosworth Engineering Ltd. (Dvr.: B. Hart)	Lotus Cosworth-Ford	4	998	Red
32	Midland Racing Partnership (Dvr.: T. Maggs)	Lola Cosworth Ford	4	1000	Blue
R 33	Midland Racing Partnership (Dvr.: To be nominated)	Lola Cosworth Ford	4	1000	Blue
R 34	Merlyn Racing (Dvr.: D. Hobbs)	Merlyn Cosworth Ford	4	998	Red

51
15
3
2
6
21
11

50

2nd F2

RESULTS CAN BE FILLED IN ON PAGE 45

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.

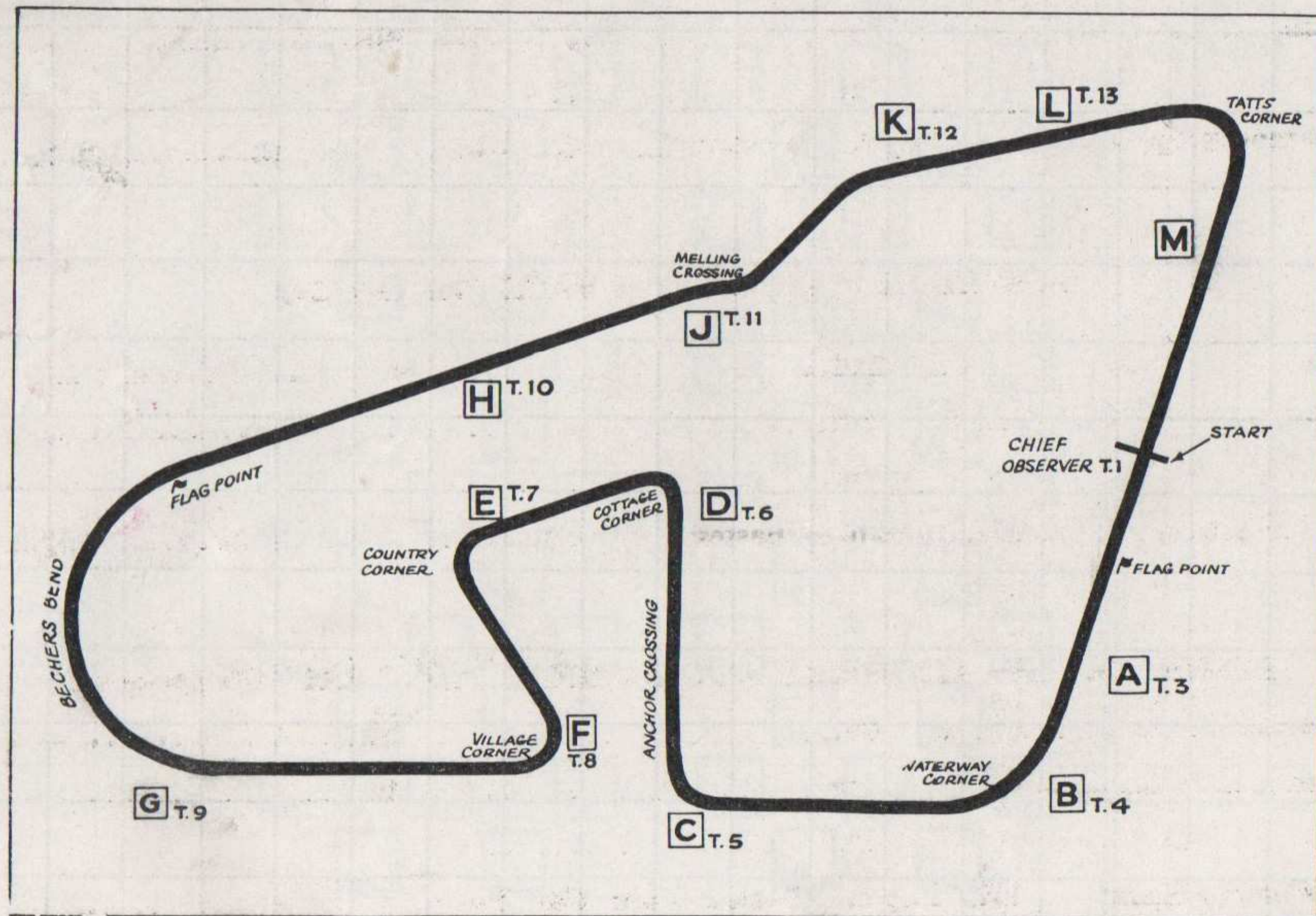
There are at least nine doctors on duty,

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 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.

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 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.

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 driver's point of view. He cannot "see round the corner".

RESULTS OF SPORTS CAR RACE (see page 33)

1st.....	2nd.....	3rd.....
4th.....	5th.....	6th.....
	7th.....	
Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.		

RESULT OF SALOON CAR RACE (See page 39)

1st.....	2nd.....	3rd.....
4th.....	5th.....	6th.....
	7th.....	
Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.		

RESULT OF THE AINTREE INTERNATIONAL "200" RACE (See page 41)

1st.....	2nd.....	3rd.....
4th.....	5th.....	6th.....
	7th.....	
Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.		

76.49
Young
Noddie
152
153
Cortinas
126
127
135
137

GRAND NATIONAL WINNERS

1837-1896

Year	Owner	Winner	Wts. st. lbs.	Time min. sec.	Rider	No. of Strs.
1837	Mr. Sirdefield	THE DUKE			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. Thornewell	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

1897-1964

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	ASCETIC'S SILVER	10 9	9 34 1-5	Mr. A. Hastings	23
1907	Prince Hatzfeldt	EREMON	10 1	9 47 1-5	Mr. A. Newey	23
1908	Mr. S. Howard	RUBIO	10 5	10 3 3-5	H. B. Bletsoe	24
1909	Major Pennant	LUTTEUR III	10 11	9 53 4-5	G. Parfremont	32
1910	Mr. J. Hennessy	JENKINSTOWN	10 5	10 4 4-5	R. Chadwick	25
1911	Mr. S. Howard	GLENSIDE	10 3	10 35	Mr. J. R. Anthony	26
1912	Mr. F. Bibby	JERRY M.	12 7	10 13 2-5	E. Piggott	24
1913	Sir G. G. A.-Smith	COVERTCOAT	11 6	10 19	P. Woodland	22
1914	Sir G. G. A.-Smith	SUNLOCH	9 7	9 58 4-5	W. J. Smith	20
1915	Mr. T. Tyler	ALLY SLOPER	10 5	9 47 4-5	Mr. J. R. Anthony	20
1916	Lady Nelson	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. McAlpine	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	SERGT. 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. Goid	DOUBLE CHANCE	10 9	9 42 2-5	Major J. P. Wilson	
	Mr. F. Archer					
1926	Mr. A. C. Schwartz	JACK HORNER	10 5	9 36	W. Watkinson	30
1927	Mrs. M. Partridge	SPRIG	12 4	10 10 1-5	T. Leader	37
1928	Mr. H. S. Kenyon	TIPPERARY TIM	10 0	10 23 2-5	Mr. W. P. Dutton	42
1929	Mrs. M. A. Gemmell	GREGALACH	11 4	9 47 2-5	R. Everett	66
1930	Mr. W. H. Midwood	SHAUN GOILIN	11 7	9 40 3-5	T. Cullinan	41
1931	Mr. C. R. Taylor	GRAKLE	11 7	9 32 1-5	R. B. Lyall	43
1932	Mr. W. Parsonage	FORBRA	10 7	9 44 3-5	J. Hamey	36
1933	Mrs. F. A. Clark	KELLSBORO JACK	11 9	9 28	D. Williams	34
1934	Miss Dorothy Paget	GOLDEN MILLER	12 2	9 20 2-5	G. Wilson	30
1935	Major N. Furlong	REYNOLDSTOWN	11 4	9 21	Mr. F. Furlong	27
1936	Major N. Furlong	REYNOLDSTOWN	12 2	9 37	Mr. F. Walwyn	35
1937	Mr. H. Lloyd Thomas	ROYAL MAIL	11 13	9 59½	E. Williams	33
1938	Mrs. Marion Scott	BATTLESHIP	11 6	9 29 4-5	B. Hobbs	36
1939	Sir A. Maguire	WORKMAN	10 6	9 42 1-5	T. Hyde	37
1940	Lord Stalbridge	BOGSKAR	10 4	9 20 3-5	M. A. Jones	30
1941	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	FREEBOOTER	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	SQUARE 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
1963	Mr. P. B. Raymond	AYALA	10 0	9 35 4-5	P. Buckley	47
1964	Mr. J. K. Goodman	TEAM SPIRIT	10 3	9 47	G. W. Robinson	33

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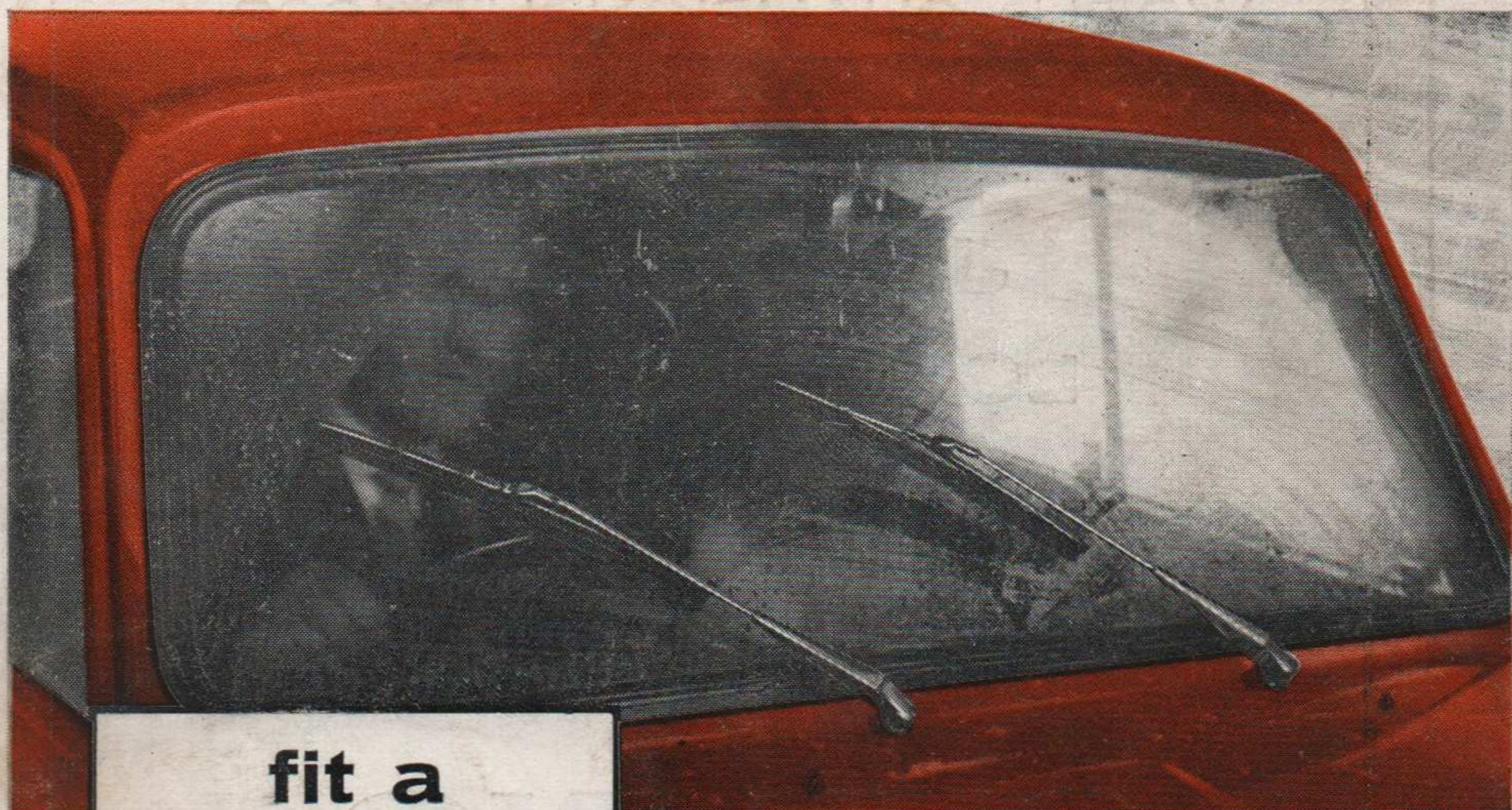
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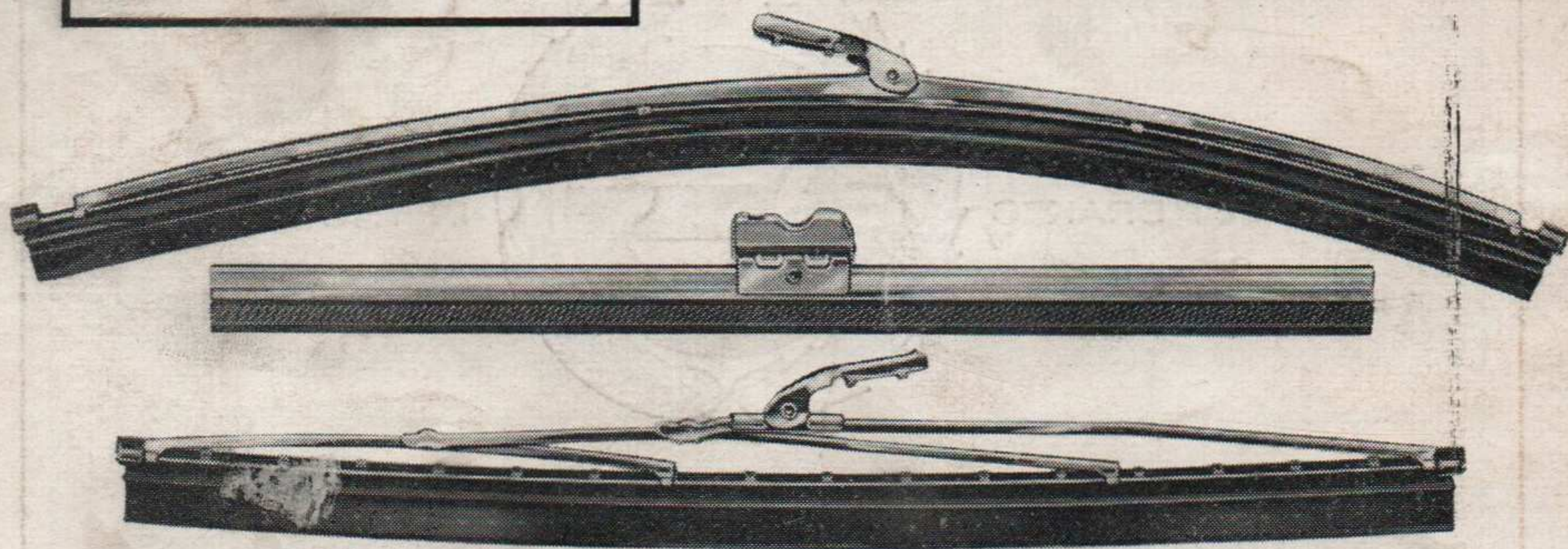
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