AINTREE INTERNATIONAL

200 FOR FORMULA 1 RACING CARS

and three supporting events

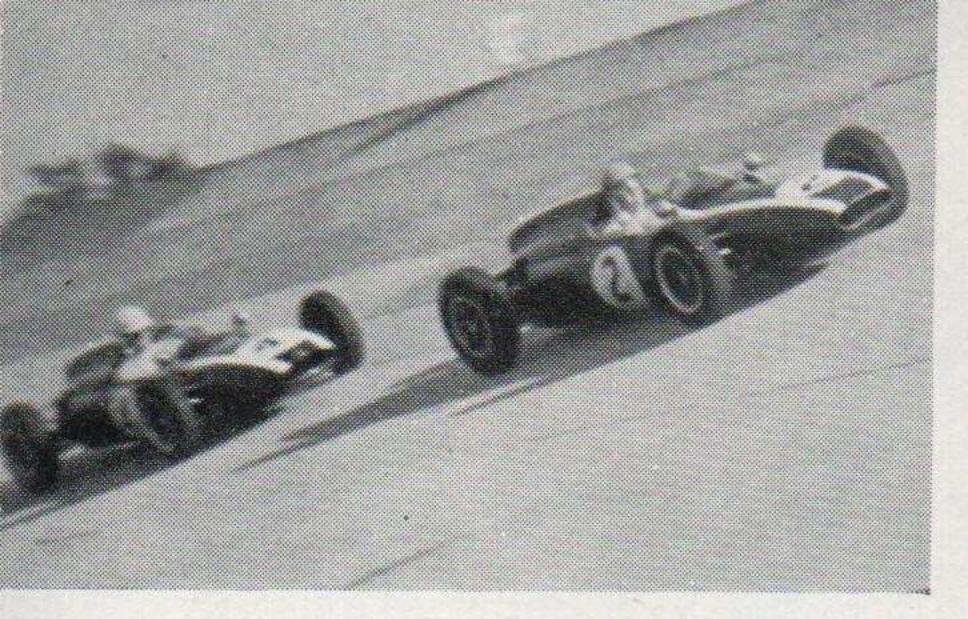


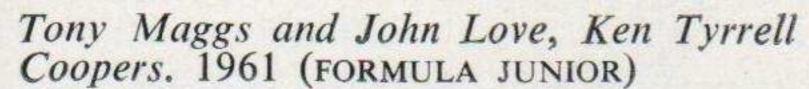
The pits, Aintree '200' 1961

All photographs by courtesy of Autosport.

SATURDAY 28th APRIL

Racing organised by the
BRITISH AUTOMOBILE RACING CLUB







Ritchie Ginther, Ferrari. 1961 (SPORTS CARS)



Peter Harper, Sunbeam Rapier. 1961 (SALOON CARS)

AINTREE INTERNATIONAL 200 - 28th APRIL

THE AINTREE '200' has established itself in recent years as one of the classic British motor races, for it is usually the first British Formula 1 race of major length during the season and thus acts as the annual dress rehearsal for the subsequent season's World Championship Grand Prix events. By tradition, too, it produces highly exciting motor racing with great wins by some of the world's fastest drivers. Stirling Moss has been the most successful of the post-war winners of the '200', a pre-war series which re-commenced when the Aintree track was opened in 1954, when Moss was the first holder of the fine trophy which is awarded for the race.

The next '200' was in 1956 when Moss again won in the same Maserati. The car was then two years old and outdated but the driver's brilliance overcame this handicap. The subsequent '200' in 1958 produced an even more richly deserved success for Moss, who beat Brabham by a car's length after a fabulous duel. The late Jean Behra, driving for Ferrari, won the event in 1959 and Moss was again

the winner in 1960, this time in a Porsche, when the race was a decisive round in the Formula 2 Constructors' World Championship, eventually won by Porsche. Last year Jack Brabham, then reigning Drivers' World Champion, was the winner in a Cooper. The 1962 event promises to be one of the best '200' races ever, and this classic has a history dating back to Brooklands in 1921 when it was Britain's first long-distance race, organised by the Junior Car Club, as the B.A.R.C. was then called.

For the current season the manufacturers of Great Britain,

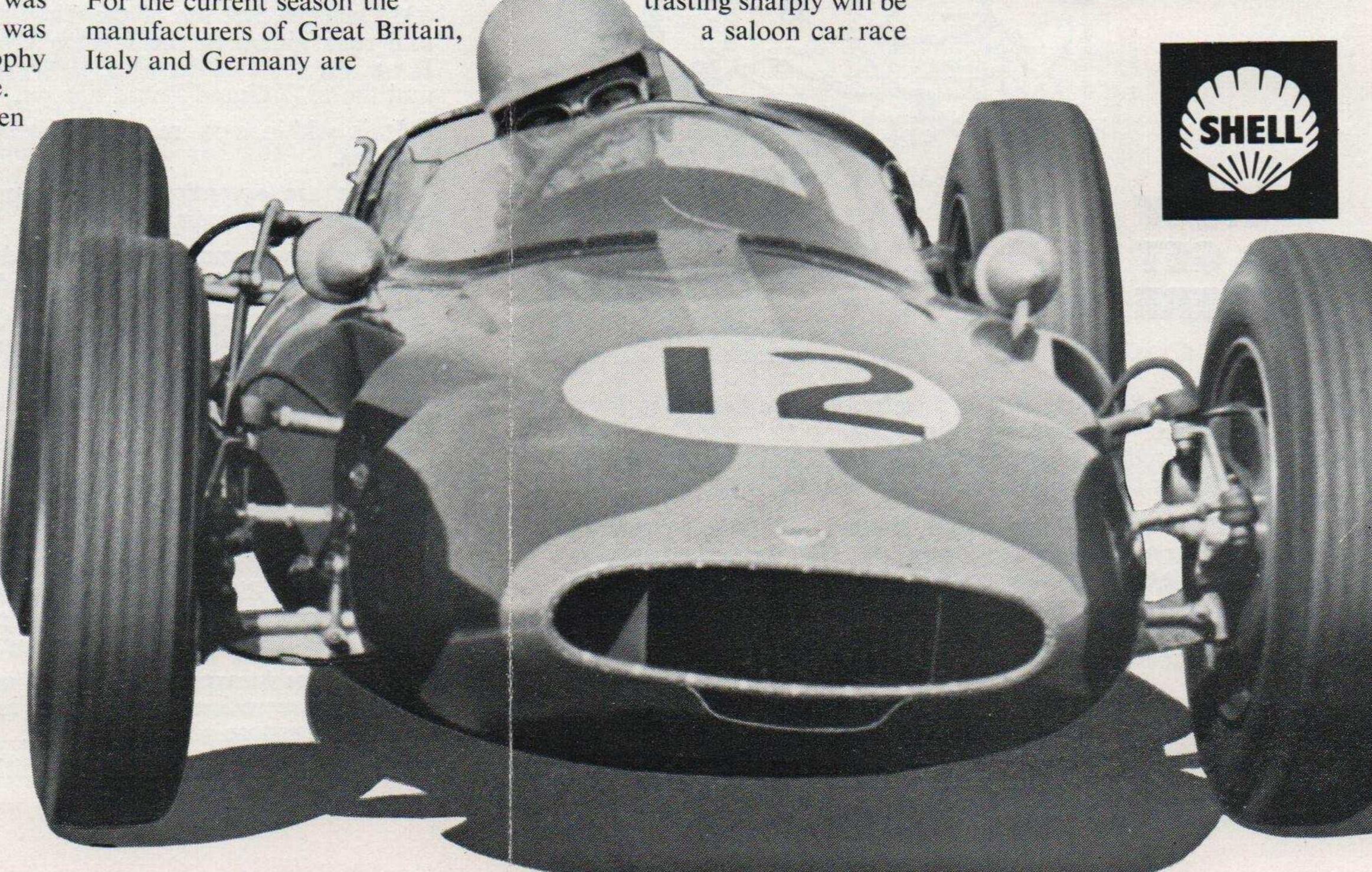
making unprecedented efforts to produce championship winning cars and there are signs that more Grand Prix makes than ever will contest the races, using engines with V-6, V-8 or even 12cylinder designs which promise sounds as well as sights to bring joy to the hearts of enthusiasts. Supporting events to the '200' on 28th April will be three shorter races for widely varied cars, a sports car event bringing the latest and sleekest in streamlined two-seaters to the home of the

Grand National. Contrasting sharply will be

with its spectacular struggle between family models driven with all the verve of the single-seater racers. The Formula Junior racing cars will demonstrate the most recent models in this group which has produced some of the most promising prospects in both cars and drivers in recent years.

Aintree's International '200' meeting of Saturday, 28th April, will certainly produce an unforgetable day's motor racing, so book your seats now!

GO WELL GO SHELL



John Surtees, Yeoman Credit Cooper. 1961 (FORMULA 1)

AINTREE INTERNATIONAL '200'

Sponsored by

THE DAILY MIRROR SATURDAY, 28th APRIL, 1962

PROGRAMME

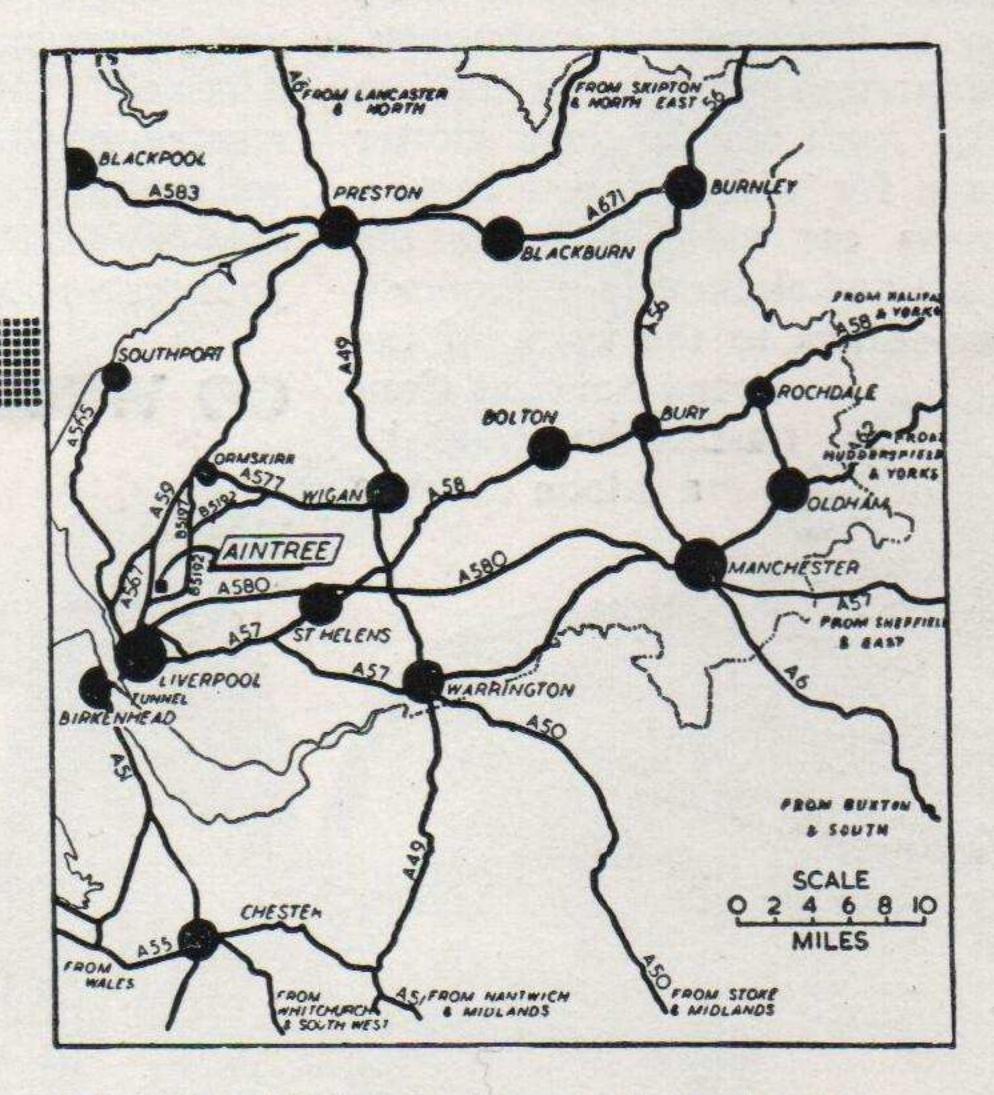
11.00 Sports Car Race 12.10 Formula Junior Race

LUNCH INTERVAL

2.15 Saloon Car Race 3.30 Aintree International '200'

For Formula 1 racing cars

Racing Organised by the BRITISH AUTOMOBILE RACING CLUB

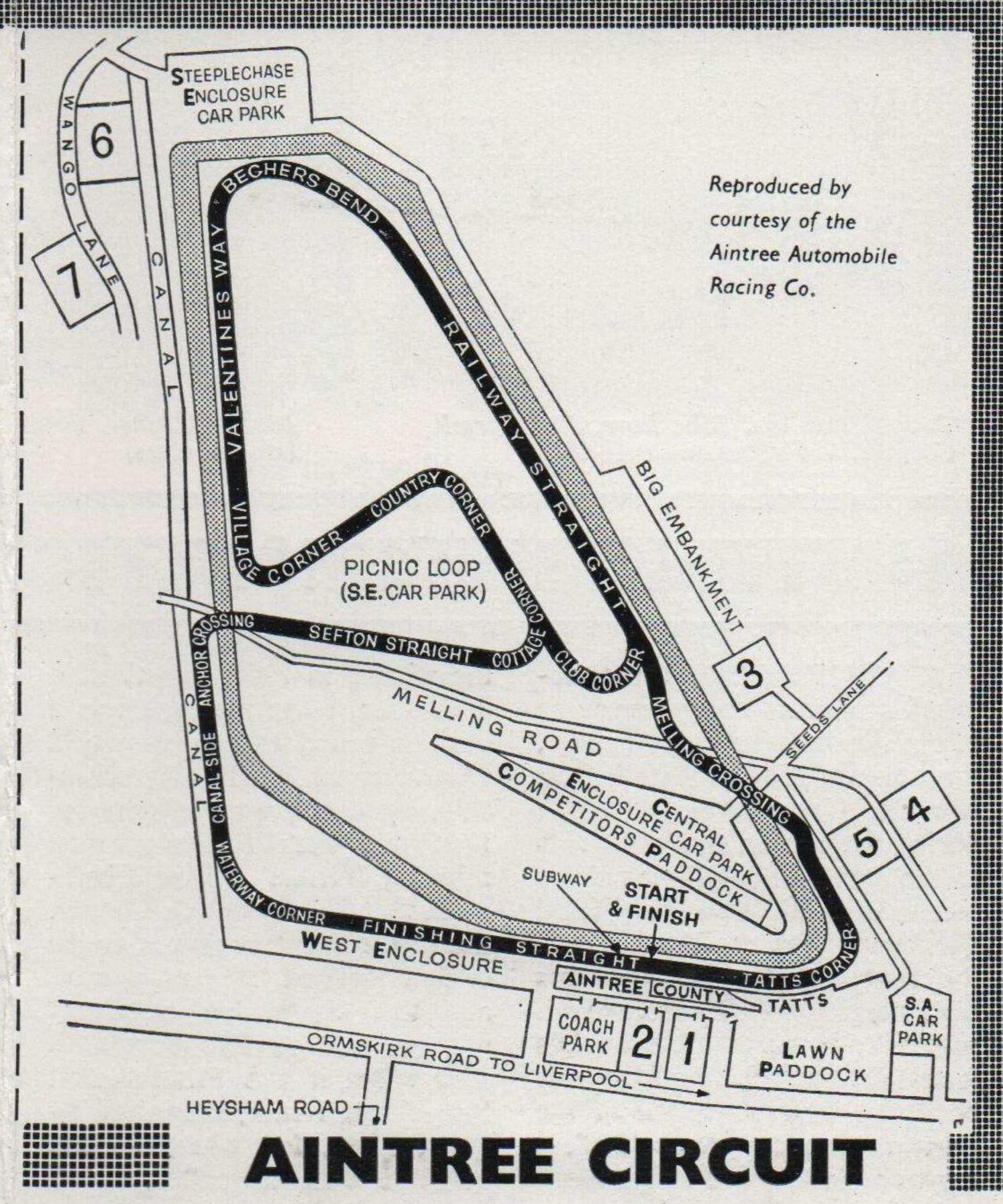


HOW TO GET THERE

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 28th April 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.



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 6/- (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

	Child Under I	THE RESERVE AND ADDRESS OF THE PARTY OF THE		
STEEPLECHASE ENCLOSURE including the Big Embankment and the Picnic Loop Limited unreserved accommodation in the Canal Stand will be available at an additional 2s. 6d.		0	6	
WEST ENCLOSURE	4	0	6	0
WATERWAY STAND—Limited unreserved accom- modation will be available at an additional 6s. 6d.				

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

Advance booking at the reduced rates will close at 5 p.m. on Wednesday, 25th April.

at 5 p.m. on Wednesday, 25th April.						
	In a	dvar	nce.	On th	ne d	ay.
COUNTY STAND Reserved Balcony Seat (covered) Recommended Car Parks—No. I Yellow or Central (situated within the Course).	£	s. 0	d. 0	£	5.	d. 0
AINTREE AND TATTS STANDS Reserved Roof Seat (uncovered) Recommended Car Park—Central (situated within the course).	1	10	0	1	15	0
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
All Stand and Promenade tickets include admission to the PADDOCK.						
COMBINED ADMISSION and on-the-course parking in the STEEPLECHASE or WEST ENCLOSURES.						
Car and all occupants	1	10 3 15	000	1	14 6 17	000
N.B. Patrons visiting the STEEPLECHASE EN- CLOSURE may park their cars in the Picnic Loop.						
Coaches (WEST ENCLOSURE only): Single-deck and all occupants Double-deck and all occupants	9 14	5 15	00	10	00	00

NO EXTRA CHARGE IS MADE FOR COMPETITORS' 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.

Α.	WN PADDOCK—County Stand patrons only No. I Yellow—County Stand patrons only Central—Stand and Promenade patrons only	•••	1	0 10 10		- 1	0 10 10	000
	Pass-out checks will NOT be available the following car parks:	for		10	Ü		10	U
	No. 3 Red			10 5	0		the state of the s	00
	COACHES Ormskirk Road Coach Park		1	0	0	1	0	0

Apply to: AINTREE AUTOMOBILE RACING CO. LTD.
AINTREE, LIVERPOOL, 9. TELEPHONE 3500 and 3550 Aintree

Advance Booking Order Form

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

Date	 	 	 	

AINTREE INTERNATIONAL '200' SATURDAY, 28th APRIL, 1962

Please forward tickets as indicated.	
COUNTY STAND	£ s. d.
Reserved Balcony Seat(s) (covered) 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 all occupants at £1 10s. 0d	••••••
Solo motor-cycle driver and one passenger	
Coaches (West Enclosure only)	
Single-deck and all occupants at £9 5s. 0d	
Double-deck and all occupants at £14 15s. 0d	
CAR PARKS	
Lawn Paddock (County Stand patrons only)	
No. I Yellow (County Stand patrons only)	••••••
Central (Stand and Promenade patrons only)at 10s. 0d. per car	••••••
No. 3 Red at 10s Od per car	•••••••••••
Nos 4 or 5 Red at 5s Od per car	
Nos 6 or 7 Green at 5s Od per car	••••••
Motor-cycles: Combinations at car rate	
Solos at half car rate	
CoachesOrmskirk 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 Automobil Ltd., and crossed "and Co." No refund can be made on NAME. BLOCK CAPITALS PLEASE	le Racing Company tickets once sold.
ADDRESS	
Entries are accepted in good faith, but the appear	ance of any car

or nominated driver cannot be guaranteed.

necessary.

The organisers reserve the right to vary the race programme if



USING SUPER SHELL WITH I.C.A.



AND SHELL X-100 MOTOR OIL

