

BRANDS HATCH

Brandsmaster Trophy
Stock Car Races

Sunday May 22 1966

Programme 1s.

Organised by the Rochester & Chatham District Motor Club for
Brands Hatch Circuit Ltd.



FOLLOW

'STOCK CAR RUMBLINGS'

BY — PETER ARNOLD

Every week Auto News, the new tuned-up motoring paper brings you this and other action-packed features, plus all the racing news.

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RESTRICTED STOCK CAR RACE MEETING

SUNDAY 22nd MAY 1966

Brands Hatch

*This meeting is governed by R.A.C. General Competition Rules
and Additional Supplementary Regulations*

R.A.C. PERMIT No. RS.2233

PERMANENT COURSE LICENCE No. 1

Organised by Rochester, Chatham and District Motor Club

RACING COMMENCES 2.30 p.m.

OFFICIALS

Stewards of the Meeting :

Appointed by the R.A.C.

R. G. Playford, Esq.

Appointed by the Club—

V. Ferriday, Esq.

R. W. S. Thomas, Esq.

Secretary of the Meeting:

P. Ingram-Monk

Clerk of the Course :

R. T. Woodroffe

Chief Marshal :

G. Griggs

Scrutineers :

F. Harrison (R.A.C.)

G. Stannard

Starter :

A. Henderson

Timekeepers :

R.S.G. Cawse

M. Micklewright

Commentator :

Peter Arnold

Lap Scorer :

Mrs. P. Arnold

Press Officer :

D. Nye

Medical Services :

Members of St. John
Ambulance Brigade

BRANDS HATCH CIRCUIT LTD.—

General Manager :

C. J. D. Lowe

For the Attention of Spectators

Please do not leave litter about the grounds — take it with you.

The Rochester, Chatham and District Motor Club wish to acknowledge with thanks the valuable assistance given by the individual marshals and supporting Clubs in conducting this event.

If an accident occurs, leave it to the marshals, the doctors and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public — *dogs are not admitted unless kept on a leash. This is most important.*

PROHIBITED AREA NOTICES — The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

Flag Signals

NATIONAL FLAG	Start.
RED FLAG	Stop all Competitors.
BLACK, WITH DRIVER'S NUMBER	That Driver to Stop.
YELLOW FLAG	Danger — Drive Slowly.
		Keep Station.
BLACK & WHITE CHEQUERED		Finish.

Condition of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting.

'DOWN THE HATCH' with Peter Arnold

Well, the first meeting is over and done with and now but a memory. But what a memory. I'm sure that all those of you who were here wouldn't have missed it — *wo-'d*. It had that 'occasion' feeling about it right from the moment spectators started to arrive — and some were as early as 9 a.m.

There are great moments in all sports. Don't ask me what makes a 'great moment', for its difficult to define. Its like trying to explain sex-appeal, or personality. You either have it — or you haven't. I feel its true to say that our opening meeting 'had it', and as such, will be a cherished memory by those who were here.

There were problems, agreed. Not great — certainly nothing unsurmountable, and we sincerely hope we've got over them for today's offering. But the main success of the opening meeting was the effect it had on those seeing the sport for the first time, and those 'purists' who came to jeer, and stayed to cheer. The cars and the drivers created quite an impression; firstly by their appearance, and then, secondly, by their ability, and, perhaps most of all, by the speed at which they dived. The overall effect was in itself, a great credit to this under-rated sport.

The 'link' road cut up rather badly. The wet weather, and then the heat of the day, combined to 'lift' the tarmac. Agreed the unpredictable surface added to the incident rate on that bend — including the spectacular roll over of Melvyn Dillow which got so much publicity — but speeds will be greater, and thrills just as exciting, when it is all smooth.

Average lap speeds of almost 60 m.p.h. may not, on paper, and by comparison with the Jim Clark's of the road racing world, sound very high. But you have only to watch to appreciate that it IS fast for the kind of circuit on which they are racing. I'm sure that once the drivers have found the right 'gear', we'll be up to 65 m.p.h. before the season is out.

This afternoon you will see that we have brought the pits back to the originally intended position on South Bank. This will have the effect of keeping everyone much closer. It will mean less foot-work for the hard-worked officials of the first meeting; it will also mean that we can see the pits work. Drivers will be able to watch from their own compound and in general everything will be much more intimate.

The drivers all told me (with reservations about the loose tarmac on the bend) that

they thoroughly liked the track, although they found it very hard work, for there is little time to relax or rest. With no straights, the almost circular circuit keeps hand and arms working overtime, for ever correcting and aligning the steering. It is tiring and exhausting — as road race driver Keith St. John was the first to admit — and this aspect in itself makes the race speeds all the more creditable. On a smooth and consistent surface, I feel they will shoot up over 50 m.p.h. before the end of the year.

To regular Stock Car Racing Fans who are used to the racing programme being presented continuously, with no set time interval between races — although, of course, there are essential delays whilst cars are towed back to the pits and others lifted off the safety fence, may I explain our theories for timing everything.

In actual fact, the stated time intervals were just about enough to allow the break-downs to clear the course before the next event, and if they care to check, they will find that our intervals are little more than many other stadiums — it is simply that we have no wire safety fence problems. But the reason for stating specific times for each race is simply this : knowing the start time of the next event, you can leave your stand seat or banking viewpoint to buy coffee, an ice, or make other essential calls. You know how long you've got before the next race, and can plan your 'exits', without worrying about missing anything. Its as simple as that — and, we feel, good enough reason for stating times — and sticking to them.

This afternoon we have the 'Brands-master Trophy' as the main feature of the programme, which again includes one lap dashes, and the match race championship, we have renamed the 'Silver Sash' — the holder to retain the Sash until defeated. With no other meeting scheduled for today, just about every one of the leading contenders wanted to be included in the programme. We have had to be 'choosy' — for we aim to maintain our original object, and book only the best drivers in each of the four grades. This we have again done.

So the scene is set for the second Brands Hatch meeting. The eager officials of the Rochester and Chatham Club, backed by well known Stock Car officials, are anxious to retain the slickness so many complimented them for at the first meeting, and I'm just as anxious to keep you in the picture. And so from my little box opposite the starting line, as usual

I'll be talking to you.

Around the Pits . . .

Unscheduled 'star' of our opening meeting was young **MELVYN DILLOW** (233) of Finchley. Making his first appearance on any track, in his first ever race, he flipped over on the third lap of the first heat. But he cunningly did it right in front of the national press cameramen, and the Pathe News cine camera. The result was that he 'hogged' the press on the following morning, and his escapade was seen in ABC cinemas the length and breadth of this country — and as far away as Australia and New Zealand, from where we have had comments from old friends who saw the film.

The first thing Mel wanted when he clambered out from his safety harness was a cigarette. To let him try and do justice, we have booked him in again . . . for a repeat performance?

Final winner **ALLEN BRIGGS** (138) makes something of a habit of 'firsts'. Back in 1954 he won the first-ever race at West Ham stadium in London. He's a canny campaigner, having considerable experience of motor cycle sports — he's excelled at grass track, speedway and trials riding — he has only recently given up the latter.

He runs a very successful car sales business in Chingford.

Those in the sport have always maintained that Stock Car Racing is essentially a 'family sport'. Take a look down the list of competitors today, and you'll see that this is equally applicable, not only to watching, but to competing.

Brothers :

Pat (81) and Dennis (274) Driscoll from Plaistow ;

Les (197) and Roger (198) Taylor the butchers from Iselworth ;

Jack (101) and Roy (111) Wilson from Ilford ;

Ray (171) and Dave (231) Peters from Hatfield;

Father and sons :

Doug (5) and Alan (245) Wardropper from Ipswich ;

Fred (38) and Les (238) Mitchell from Oxford ;

Alan (266) and Ron (267) Cayzer from Saffron Walden.

That's not bad for one meeting.

One driver who burst into the lime-light at our first meeting was the American **TED JANES** (66). Not only because this was his first British outing — and win; but because of his 'ten gallon' stetson hat, his typical cigar — and his unusual, slightly old-fashioned looking car.

The car, a Ford coupe, retained its original look, the rather extensive mudguards being cut back a little, but otherwise looking very 'stock'. This is the style of cars that were first used on the beach circuit at Daytona back in 1946, when the sport first started in America; and is similar to the cars the American team used when they came to England in 1955. It is much like the coupes some of our more successful drivers used in the early days, before the 'specials'. But Ted's car is also a 'special'. It has more modern axles, with hydraulic brakes fitted, and the engine is the very potent Chevrolet 'Impala' V8.

The car stuck out like a sore thumb among the low specials — but it went well, Ted drove it well, and deserved his moment of glory in the consolation. Incidentally, his real name is Theodore, and he comes from Hannibal in Missouri — the home of the famous American humourist, Mark Twain.

Its always good to see a comparative 'outsider' win a major trophy — and this happened recently at West Ham, London, when **JOHNNY PRATT** (394) from Dorchester on Thames won the Metropolitan Grand Prix. This was John's first major win in over seven years of racing.

His car is the one with the square-shouldered Rolls-Royce radiator shell. The engine is a Ford ohv V8. The two Henry's would be far from happy about that 'marriage'!

BRANDS HATCH FIXTURES 1966

Date	EVENT	Races	Charges
29 May	BRSCC £500 Leston Cup Car Races	F3/S/GT/T	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
30 May	*"EVENING NEWS" INTERNATIONAL MOTOR CYCLE RACES	All Classes	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
5 June	National Kart Racing	1 Sport, all 4s.	7/6A, CF, PF, SF
11 June	Clubmans Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
12 June	Thames Estuary C.C. & Mid-Surrey A.C. Clubmans Car Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
19 June	London Motor Club Radio London Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
26 June	*INTERNATIONAL GRAND PRIX D'ENDURANCE 500-MILE PRODUCTION MOTOR CYCLE RACE		10s.A, CF, 2/6d.Pr, Rovers
3 July	BRSCC Clubmans Car Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
10 July	MG Car Club Clubmans Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
16 July	*RAC BRITISH GRAND PRIX sponsored by the "Daily Mail"	FL/SR/T	20s.A, 5s.C, S: 40s., 30s., 20s., 20s.P, PF
17 July	National Kart Races Jaguar Drivers Club & BP Auto Club Sprint	1 Sport, all 4s. S/GT/T	7/6d.A, CF, SF, PF 3/6d.A, CF, Rovers
24 July	Stars of Tomorrow Novices Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
31 July	World Championships Stock Car Races BARC S.E. Centre Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
7 Aug.	BRSCC St. John Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
14 Aug.	*"EVENING NEWS" INTERNATIONAL "HUTCHINSON 100" MOTOR CYCLE RACES	All Classes	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
21 Aug.	BARC Clubmans Race Meeting	S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
28 Aug.	Race of Stars Stock Car Races Surrey Sporting Motor Club/OAC Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
29 Aug.	*BRSCC GUARDS INTERNATIONAL RACES	SR/F3/S/T/Hist.	15s.A, 5s.C, 20s.S, 10s.P, 2/6d.Pr
3 Sept. 4 Sept.	} British Kart Championships	All Classes	7/6d.A, CF, SF, 5s.P, 2/6d.Pr
11 Sept.	INTERNATIONAL 250 cc TROPHEE DES NATIONS sponsored by the "Daily Sketch"	All Classes	10s.A, 2/6d.C, 2/6d.Pr, Rovers
17 Sept.	Stars of Tomorrow Clubmans Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
18 Sept.	Sevenoaks & DMC Clubmans Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
25 Sept.	King of the Stocks Car Races Herts A.A.C. Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
2 Oct.	*INTERNATIONAL RAC F.3 EUROPEAN CUP RACES	F3 Int (S/GT/T-Club)	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
9 Oct.	*"EVENING NEWS" INTERNATIONAL MOTOR CYCLE RACE OF THE SOUTH	All Classes	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
16 Oct.	Maldstone & MKMC Dartford Cup Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
23 Oct.	MG Car Club Sprint	S/GT/T	3/6d.A, CF, Rovers
29 Oct.	Clubmans Motor Cycle Races	All Classes	7/6d.A, CF, 2/6d.Pr, Rovers
30 Oct.	BARC Motor Show Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
6 Nov.	East Surrey M.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
13 Nov.	National Kart Races	1 Sport, all 4s.	7/6d.A, CF, SF, PF
20 Nov.	INTERNATIONAL SCRAMBLE OF THE YEAR	All Classes	10s.A, 2/6d.C, 2/6d.Pr, Rovers
27 Nov.	London Motor Club November Cup Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 2/6d.Pr, Rovers
4 Dec.	Surrey Sporting M.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
11 Dec.	Volkswagen O.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
18 Dec.	Lambretta O.C. Economy Run	Scoters	No Charge
26 Dec.	BRSCC Boxing Day Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr

* On the 2.65 Grand Prix Circuit

KEY: A — Adults; C — Children; CF — Children Free; S — Stands; P — Paddock; Pr — Programme;
SF — Stands Free; PF — Programme Free.
Rovers — Inclusive of entry to stands and paddock.

PARKING FREE AT ALL MEETINGS

All the above information is given in good faith at the time of publication

ROCHESTER CHATHAM & DISTRICT MOTOR CLUB

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MOTOR CYCLE RACING

MOTOR CYCLE TRIALS

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BRANDS HATCH STOCK CAR CIRCUIT LAP SPEED TABLE 533 Yards

TIME	SPEED	TIME	SPEED	TIME	SPEED	TIME	SPEED	TIME	SPEED
Secs.	m. p. h.	Secs.	m. p. h.	Secs.	m. p. h.	Secs.	m. p. h.	Secs.	m. p. h.
17.0	64.13	19.0	57.38	21.0	51.92	23.0	47.40	25.0	43.61
.2	63.39	.2	56.78	.2	51.43	.2	46.99	.2	43.26
.4	62.66	.4	56.20	.4	50.95	.4	46.59	.4	42.92
.6	61.94	.6	55.62	.6	50.47	.6	46.20	.6	42.59
.8	61.25	.8	55.06	.8	50.01	.8	45.81	.8	42.26
18.0	60.57	20.0	54.51	22.0	49.56	24.0	45.43	26.0	41.93
.2	59.90	.2	53.97	.2	49.11	.2	45.05	.2	41.61
.4	59.25	.4	53.44	.4	48.67	.4	44.68	.4	41.30
.6	58.61	.6	52.92	.6	48.24	.6	44.32	.6	40.99
.8	57.99	.8	52.41	.8	47.82	.8	43.96	.8	40.68

EVENT ONE

START: 2.30 p.m.

GRAND INTRODUCTORY PARADE OF ALL COMPETITORS

EVENT TWO

RECORD SETTING ATTEMPTS

START: 2.45 p.m. FLYING START 1 LAP

Cars : No. 5..... No. 25..... No. 38.....
 No. 131..... No. 133..... No. 152.....
 Fastest Time : Car No..... Time.....

FASTEST TIME TO DATE 20.2 seconds

EVENT THREE

BRANDS MATCH RACE CHAMPIONSHIP

START: 2.55 p.m. 'GOLDEN SASH' 3 LAPS

Holder — 'First Ever Trophy' Winner
 Car No. 245 Alan Wardropper v. Car No. 138 Allen Briggs

RESULTS : _____

Winners Car No..... Time.....

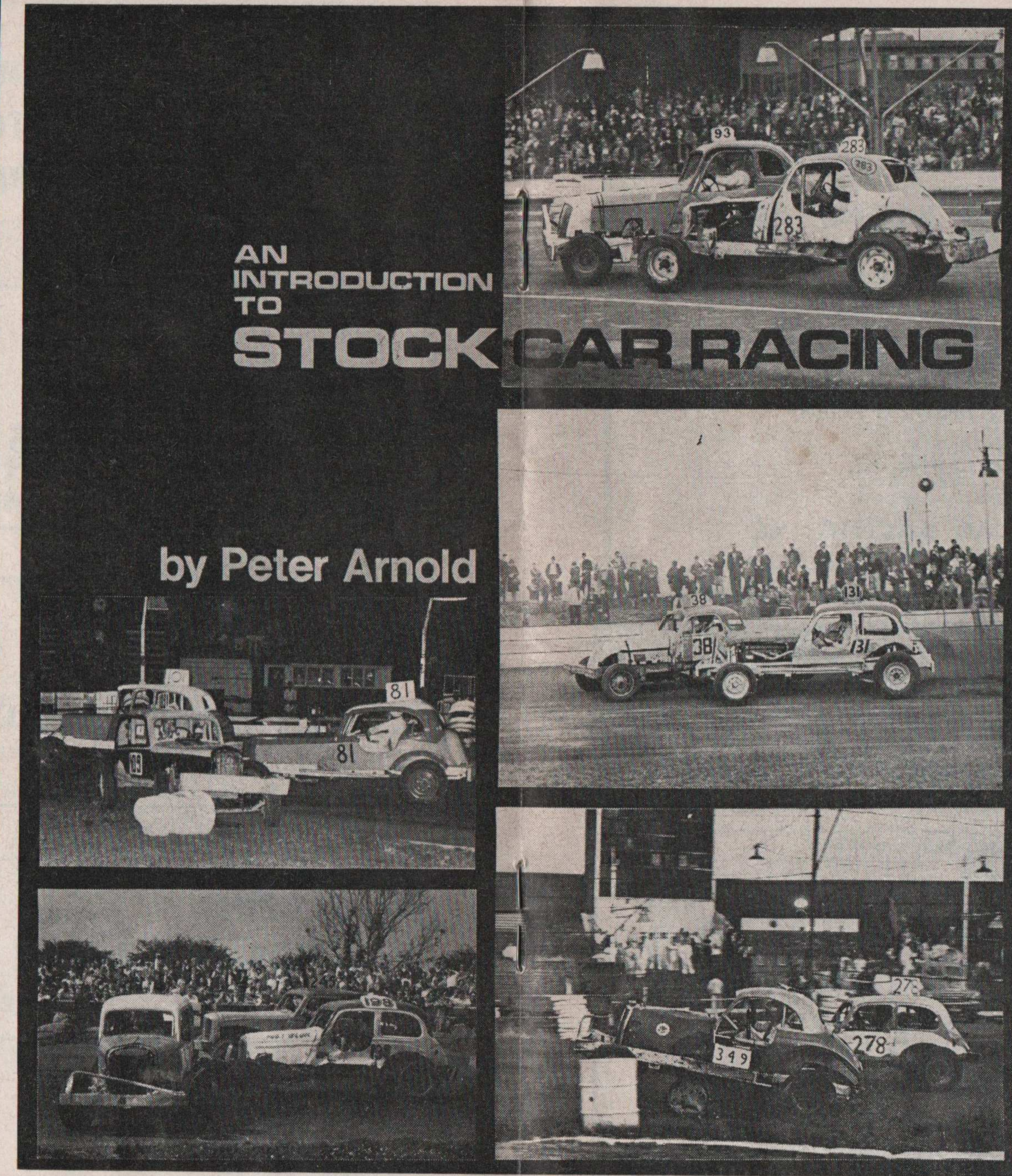
LIKE so many things, Stock Car Racing in this country is an American export. It is the product of post-war 'jalopy' events in the States, when 'hotted up' pre-war road cars were raced, first on short road strips and then on the short 'dirt tracks' of the West Coast, and on the famous Beach at Daytona, in Florida. The sport reached this country, in a blaze of publicity, on Good Friday, April 19, 1954, when the first meeting was held at the New Cross stadium in South-East London.

The cars used then were, basically, the same as in America — the old Model 'B' Ford saloons and coupes, some of the other American V8-engined cars of the 1934-39 era, and some not-always-so-suitable British cars. Rules were somewhat sketchy and in the main the emphasis seemed to be on adding heavy protective bumping akin to a snow plough, for the purpose of pushing rivals out of the way — or into the fence.

The smarter boys realised that a lightweight, nippy car could dodge a lot of the lumbering heavyweights and win the money — and so began the inevitable 'sport' instinct. The weight limit for a car came tumbling down, from 2 tons (in 1954) to 35 cwt., 30 cwt., and now 25 cwt. With the advent of the Board of Control (formed in 1958), and a closer liaison between promoters, rules were formulated, legislating officials appointed to help enforce them.

It was in 1956 that the present trend was evolved whereby the cars raced are not strictly 'stock,' but more 'specialised.' Whereas a car was once raced as it was built and modified only in suspension and by tuning the engine, the present day Stock Car is a well-prepared, individually-built special designed for the express purpose of short circuit racing.

The chassis is usually a 30 cwt. van base, on to which are 'hung' axles that in the main have transverse leaf springing at the front and elongated elliptics at the rear, aided, on many cars, by Mercedes-type coil springs that act as dampers. The engine unit will most certainly be one of the late American V8's (Oldsmobile, Pontiac, Buick, Packard, Ford or Chevrolet) often fitted with all the 'goodies' for extra perform-



AN INTRODUCTION TO STOCK CAR RACING

by Peter Arnold

ance, though a good number of Jaguar units are also used. The gearbox will as often as not be a Jaguar 4-speed, central steering,

operated by universal knuckle joints and chain and sprocket is now almost a 'must'; and the final neat appearance will be

effected by the fitting of that much maligned Fiat 500 'mouse' body, or perhaps a Ford Popular or a Standard 9. Few others are used and I'm sure you'll agree that the workmanlike finish is not only pleasing, but neat and practical, and reflects great credit on its driver-builder.

Certainly it is felt by those in the sport that modern day car manufacturers can learn a lot by the enforced safety factors of a present-day Stock Car. All must have internal roll bars (tubular) fitted in the form of a cage around the driver; the driving seat must be welded and bolted to the chassis; and safety harness must be worn — the anchor points again being on the chassis. Fuel tanks are fitted internally, and must have a shut-off tap within reach of the driver. The batteries, too, are inboard and covered in rubber as a protection in case of inversion. Bumping, once offensive, is now defensive only, and of limited dimensions.

The technique of racing remains basically the same as ever — to win. Slower rivals may still be pushed or spun out of the way — though not deliberately into a fence. The pace is now quick — speeds of up to 75 mph down the short straights on the quarter-mile shale surfaced stadium circuits and average lap speeds of 50 mph are the order of the day. This, with 20 other cars on a short track!

Grading, introduced in 1958, adds interest. The less experienced, less successful drivers start from the front, the 'stars' at the back, ensuring an interest as they dart through the pack. Roof colours denote the grade: White — C; Yellow — B; Blue — A; and Red — Star, with the reigning World Champion wearing a 'Gold Top.'

Once regarded by many as something of a circus act, Stock Car Racing has grown up over the past 12 seasons. It is now a fast, skilful and exciting sport with an ardent following and a number of driver-fan clubs. It is staged at over 20 tracks in this country, the majority of which are less than 440 yards per lap and bounded by three-strand wire fences with hard steel railway line type posts and oil drum inside markers, which add to the hazards. But it is a real sport, and a very exciting one, too.

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" " " " circuit tie clips	10s. 0d.
Black and white circuit map book matches, 2d. each or box of 50	8s. 4d.
Self-adhesive coloured cloth badges of circuit emblem ...	3s. 6d.

**Available
TODAY**

**Motor Racing Shop
or the Club house**

EVENT FOUR

'BRANDSMASTER TROPHY'

START: 3.05 p.m.

HEAT ONE

15 LAPS

Car	Grade	Driver	Town	Grid Order
3	*	Ellis Ford	Birmingham	6
6	C	Derek Green	London	31
31	C	Peter Mayes	Ely	101
37	A	Don Evans	Cowley	151
38	*	Fred Mitchell	Oxford	208
81	B	Patrick Driscoll	East Ham	278
101	C	John Wilson	London	397
127	A	Geoff Harrison	Cheltenham	81
131	*	Jock Lloyd	Ashford	257
132	A	Les Suckling	Plaistow	289
151	C	Ken Sheridan	Enfield	347
197	A	Leslie Taylor	Isleworth	37
208	C	Maurice Nicholas	Ely	127
238	A	Les Mitchell	Oxford	132
244	A	Jim Esau	Heston	197
257	B	Don Stacey	Guildford	238
266	A	Alan Cayzer	Saffron Walden	244
278	C	Harry Linney	London	266
289	B	Karl Crossmann	Oxford	38
347	B	Barry Johnson	Kegworth	131
375	*	George Ansell	Knebworth	375
397	C	Barrie Cooper	Uttoxeter	3

RESULTS:

1st. <u>3</u>	2nd. <u>375</u>	3rd. <u>151</u>
4th. <u>81</u>	5th. <u>132 131</u>	6th.
	7th. <u>244</u>	

(Transfer first seven to Grand Final)

5 MIN 27.2 SEC.

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(TWENTY-FOUR HOUR SERVICE)

EVENT FIVE

'BRANDSMASTER TROPHY'

START: 3.30 p.m. HEAT TWO 15 LAPS

Car	Grade	Driver	Town	Grid Order
5	*	Doug Wardropper	Ipswich	60
25	*	Pat Willis	Egham	66
60	C	Johnny Rogers	Leicester	107
66	C	Ted Janes	Alconbury	207
93	A	Tony Wicks	Wisbech	231
107	C	Martin Hanna	Coventry	274
133	*	Terry Coell	Plaistow	357
138	A	Allen Briggs	Chingford	190
163	A	Roy Goodman	Rugby	191
190	B	Ed Duckett	Coventry	225
191	B	Michael Lewis	Coventry	234
207	C	Dennis Dequincey	Walton-on-Thames	299
225	B	Russell Bates	Stoke-on-Trent	351
231	C	Dave Peters	Hatfield	93
234	B	Raymond Pearce	Walworth	138
253	A	Eddie Asling	Dulwich	163
267	A	Ron Cayzer	Saffron Walden	253
274	C	Dennis Driscoll	Plaistow	267
299	B	John Ayling	Walton-on-Thames	379
304	*	Willie Wanklyn	Baldock	5
351	B	Haley Calvert	Wisbech	25
357	C	Michael Screatton	Diseworth	133
379	A	Alan Charman	Long Ditton	304

RESULTS:

1st.....	283	2nd.....	66	3rd.....	351
4th.....	274	5th.....	253	6th.....	267
		7th.....	225		

5 MIN 20.4

(Transfer first seven to Grand Final)

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All Conversions

STUDEBAKER CONCESSIONAIRES

PANHARD DISTRIBUTORS

ASHFORD 53290 (Day)
ASHFORD 58061

Kingston Road, Ashford, Middlesex STAINES 54755 (Night)

EVENT SIX

'BRANDSMASTER TROPHY'

START: 3.55 p.m. HEAT THREE 15 LAPS

Car	Grade	Driver	Town	Grid Order
7	*	Darkie Wright	Kennington	61
24	A	Alan England	Harringay	109
61	C	Johnny Goodhall	Leicester	158
104	*	Ted Pankhurst	Slough	186
109	C	Reg Pryor	Plaistow	233
146	A	Jim Potter	Coventry	324
152	*	Ron Rogers	Leek	339
158	C	Stretch Senescall	Leicester	171
159	A	Mick Robinson	Aylesbury	179
171	B	Ray Peters	Hatfield	226
179	B	G. Tustin	Cheltenham	258
186	C	Albert Chignell	Chelmsford	394
198	A	Roger Taylor	Isleworth	24
226	B	Brian Maynard	Ongar	146
233	C	Melvyn Dillow	Finchley	159
245	*	Alan Wardropper	Ipswich	198
258	B	Peter Guinchard	Edgeware	386
324	C	John Symondson	Edgeware	7
339	C	Arthur Townsend	Loughborough	104
366	*	William Judd	Reading	152
386	A	Barry van de Oetelaar	Reading	245
394	B	John Pratt	Dorchester - on - Thames	336
349				

RESULTS:

1st.....	324	2nd.....		3rd.....	
4th.....		5th.....		6th.....	
		7th.....			

(Transfer first seven to Grand Final)

INTERVAL

GO
STOCK CAR RACING
AT
Harringay Stadium

Green Lanes, London, N.4
Saturday, June 11th at 7.45 p.m.

“R. K. TROPHY” meeting
all the stars
on the all TARMAC TRACK

WEST HAM STADIUM

Prince Regent Lane, London, E.16. Tel. ALBert Dock 2441

A Great London Classic !
SATURDAY 28th MAY at 7.45 p.m.

TRACKMASTER TROPHY

Thrilling All-Senior Car Programme

★ Power & Slide combined
in an exciting speed journey

See you there!