

BRANDS HATCH

WORLD CHAMPIONSHIP

Stock Car Races

Sunday July 31 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 31st JULY 1966

Brands Hatch

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

R.A.C. PERMIT No. R.S.2396

PERMANENT COURSE LICENCE No. 1

Organised by ROCHESTER, CHATHAM & DISTRICT MOTOR CLUB

RACING COMMENCES 2.30 p.m.

OFFICIALS

Stewards of the Meeting :

Appointed by the R.A.C.
J. Mallet, Esq.

Appointed by the Club
V. Ferriday, Esq.
R. W. S. Thomas, Esq.

Secretary of the Meeting :

P. Ingram-Monk

Clerk of the Course :

I. Braid

Chief Marshal :

G. Griggs

Scrutineers .

N. C. Croucher (R.A.C.)
G. Stannard

Starter :

A. Henderson

Timekeeper :

M. Micklewright

Commentator :

Peter Arnold

Lap Scorer :

Mrs. Frida Arnold

Press :

D. Nye

Medical Services :

Member of St. John Ambulance
Brigade

BRANDS HATCH CIRCUIT LIMITED :

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.

BRANDS HATCH FIXTURES 1966

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
3/4 Sept.	British Kart Championships	All Classes	7/6d.A, CF, SF, 5s.P, 2/6d.Pr
11 Sept.	INTERNATIONAL 250 cc TROPHÉE 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.	Maidstone & 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, PF, SF
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	Scooters	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-mile 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.

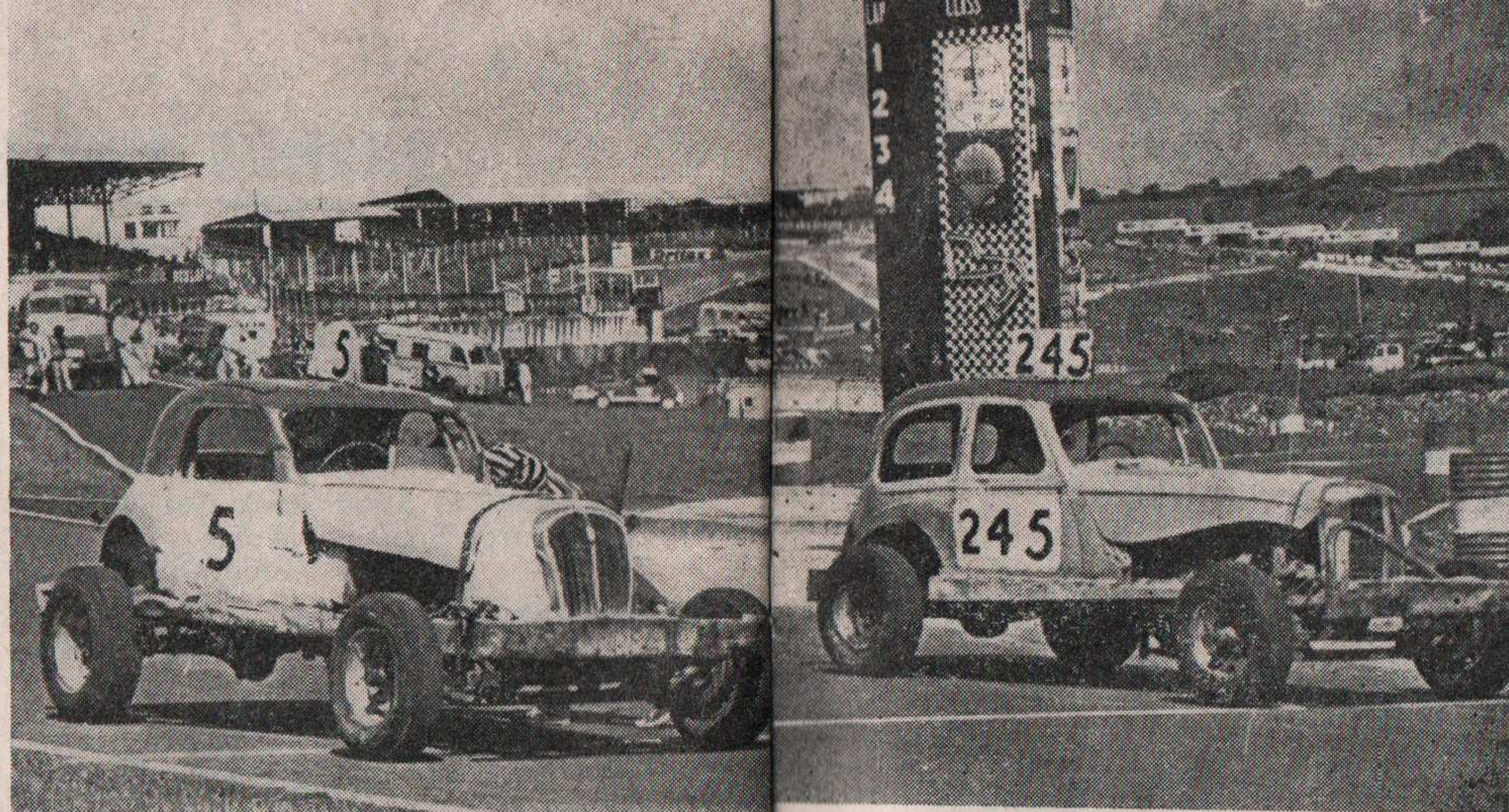
It seems an awful long time since we all last met 'down the Hatch', and in fact it is — nine weeks. Thankfully we haven't so long to wait for our next meetings — four weeks to the next, and then only a seven day wait before the next. That should help to make up for lost time in June and July. But despite the nine week interim period, I'm sure the memory of our second meeting is still with those of you who were here.

With the link road thankfully standing up to its task, racing was faster than ever, though surprisingly, the one lap record wasn't beaten. But the 20 lap final produced an overall average speed of over 50 m.p.h., and the 15 lap record saw an over 51 m.p.h. average recorded. With more experience of our rather demanding, all-corners circuit, speeds of 55 for the one lap will be reached and 52-3 for the heats and final.

And the incidents at the start of the final, when John Symondson, Dennis Driscoll, Darkie Wright and American Ted Janes got involved going uphill past the start-finish line, were as spectacular as involuntary crashes at speed can be — and without any personal injury.

During the past two months I've had many comments passed to me about the advent of Stock Car Racing at Brands Hatch, and about its presentation. Most, I'm pleased to say, complimentary; and those that were critical, were of points that we have today remedied. Many felt that the races were too short — especially the 12 lap consolation event. I agree, but when we planned our first meeting, we did so not knowing how cars - and drivers - would stand up to the rather punishing circuit. Drivers themselves were rather sceptical about race duration, so we opted for short distances. The circuit break-up on the link-road didn't give us a fair indication, so we kept the distances the same for the second meeting. With everything going according to plan, we now realise that both cars and drivers are happy about the uphill downhill, accelerate brake type of circuit we have, and so accordingly, we have lengthened the race distances. This will cut down fractionally, the gaps between races, for we have kept to our original time schedule.

Since our explanation of our reasons for presenting our meeting to a time schedule, we have had comments about its worth. And our experience of irregular time gaps between races at other circuits only further strengthens our belief that this IS the best way of doing things. For both drivers (and mechanics) and spectators know where they stand.



DOWN THE HATCH with Peter Arnold

Today is another vital step forward towards the 1966 World Championship final, which this year is being held at the Belle Vue Gardens circuit, Manchester, on Saturday, September 17th. Rounds such as ours are held at all licensed circuits presenting Formula 1 cars, and drivers can compete in as many as they like, but only their best five rounds scores count. Points are awarded for places in the heats, consolation, and in the final, the eventual total decreeing their starting grid position in one of the two semi-finals (Harringay, August 20; Coventry September 3). The top 48 go into the two semis, the top 12 at each semi go into the final, together with opposition from the Continent, the Americas and the Antipodes.

Grid positions, pre-drawn in the heats, and drawn in the pits for the consolation and final, are vital, as you can imagine. And for this reason, points gained today are too, for they decree the best positions in the most important semis and final. So if you have any particular favourite - give him a friendly wave of your programme as he passes on the slow rolling-start lap. It will help to cheer and encourage him.

Today we see the first British appearance of the season of the French champion, Guy Curval. Guy, from Paris, has prepared himself a special car for this year's World Championship. It took him 600

Before the start of their first-ever man-to-man track clash, father DOUG (5) and son ALAN (245) WARDROPPER get their final instructions from starter AL HENDERSON. Doug went on to win and today defends his "Silver Sash" Match Race title against "Brandmaster Trophy" winner, George Ansell.

hours to build, and is fitted with a 7 litre Lincoln engine. His previous visits to this country have proved him to be more than a useful driver, and his performances in the wet at West Ham last year are still remembered by those who saw it. He has been having a successful season on the Continent, where he has played host to some of our drivers who have been invited to compete in the various 'test' matches, which have been staged. Our track should suit him, and he could well cause a surprise or two.

Looking ahead to our next two meetings, I can promise you more innovations, more thrills and more excitement. On August 28th. we are presenting a new style of programme formula, with a progressive incentive scheme which includes six races, plus, of course, our lap record and Match Race event.

And then, on the following Sunday, we stage, for the first time ever in this country, a 100-lap Stock Car race. This represents a racing distance of just over 30 miles, and limited to 40 invited, top ranking drivers, it is sure to be an event to remember. There'll be special bonus awards for race leaders at various progressive stages, as well as for every finisher. This meeting will also include other varied short, additional races.

So far we've been blessed with fine weather. Let's hope our luck holds out for this afternoon, for our third presentation, when, once again . . .

I'll be talking to you.

Around the Pits . . . with the mechanic

Stock Car Racing, as most of you know, is an American 'export', and is still much dominated by the use of American o.h.v. V.8. engines. But during the last few years there has been an increasing number of Jaguar engines used by drivers looking for a less costly, cheaper to run, less temperamental unit.

The seal was put on their suitability when Scot 'JOCK' LLOYD (131) won the World title back in 1961. Although he was not the first to use such an engine, he was the first to gain any outstanding degree of success with one, since when his example has been followed by many others.

Looking down our list of entries for today's meeting, let's see who is using a Jaguar engine: 'red tops' TERRY COELL (133) and EDDIE ASLING (253); 'blue tops' 'JOCK' LLOYD (131) - of course; 'yellow tops' WILLIE WANKLYN (304), LES SUCKLING (132), BRYAN MAYNARD (226), German KARL GROSSMANN (289), and DAVE PETERS (231). 'White tops' users include BILL ROBINSON (139), TONY SOUTHAM (204) and JOHN SYMONDSON (324).

There are now almost enough to have a special 'Jaguar' race — and we might do just that one day this season!

* * *

Down for the first time to Brands is Loughborough greengrocer ARTHUR TOWNSEND (339). Notice anything special about him on the grand parade? . . . you should, for he is using the car that you've seen Willie Wanklyn (304) drive here. In fact, it was Willie who won the first ever stock car race held at our circuit.

Willie, who runs a garage in Baldock, on the main A.1., knows he has to vacate his garage premises before the end of the year, maybe before the end of October, and he sold his Oldsmobile Rocket engine, Jowett-bodied car because he felt he ought to concentrate on finding new premises. He is still looking for them, but the 'call of the track' proved too much, and the offer of a car, minus the engine, from St. Albans friend, driver Dennis Burdett-Coutts (301) was too good to miss. Willie has transformed the car, and fitted a Jaguar engine — so he'll be with us again.

Arthur, a former kart driver, is a rugged type who thrives on trouble. Keep an eye on him!

ROCHESTER CHATHAM & DISTRICT MOTOR CLUB

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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. 7... ^{50.95.} 21.4..	No. 25...20.6	No. 37...21.8..
	No. F100...26.9	No.152...20.8..	No.266...20.1
Fastest Time :	Car No.....	Time.....	

FASTEST TIME TO DATE 20.2 seconds (Ellis Ford)

EVENT THREE

BRANDS MATCH RACE CHAMPIONSHIP

START : 2.55 p.m.

'SILVER SASH'

3 LAPS

Holder	—	'Brandsmaster Trophy' Winner
Car No. 5 Doug Wardropper	v	Car No. 375 George Ansell

RESULTS :

Winners Car No. 5..... 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.

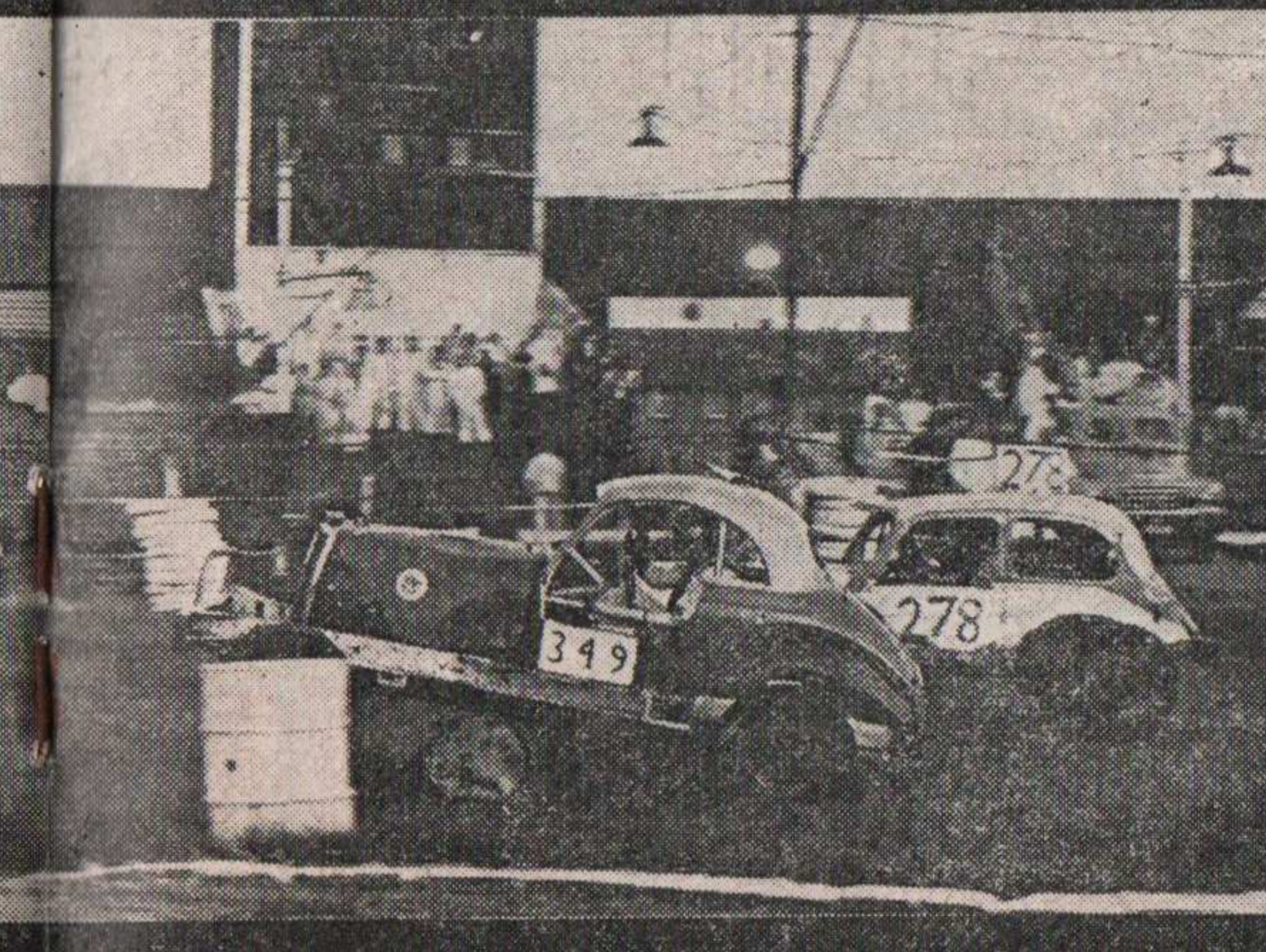
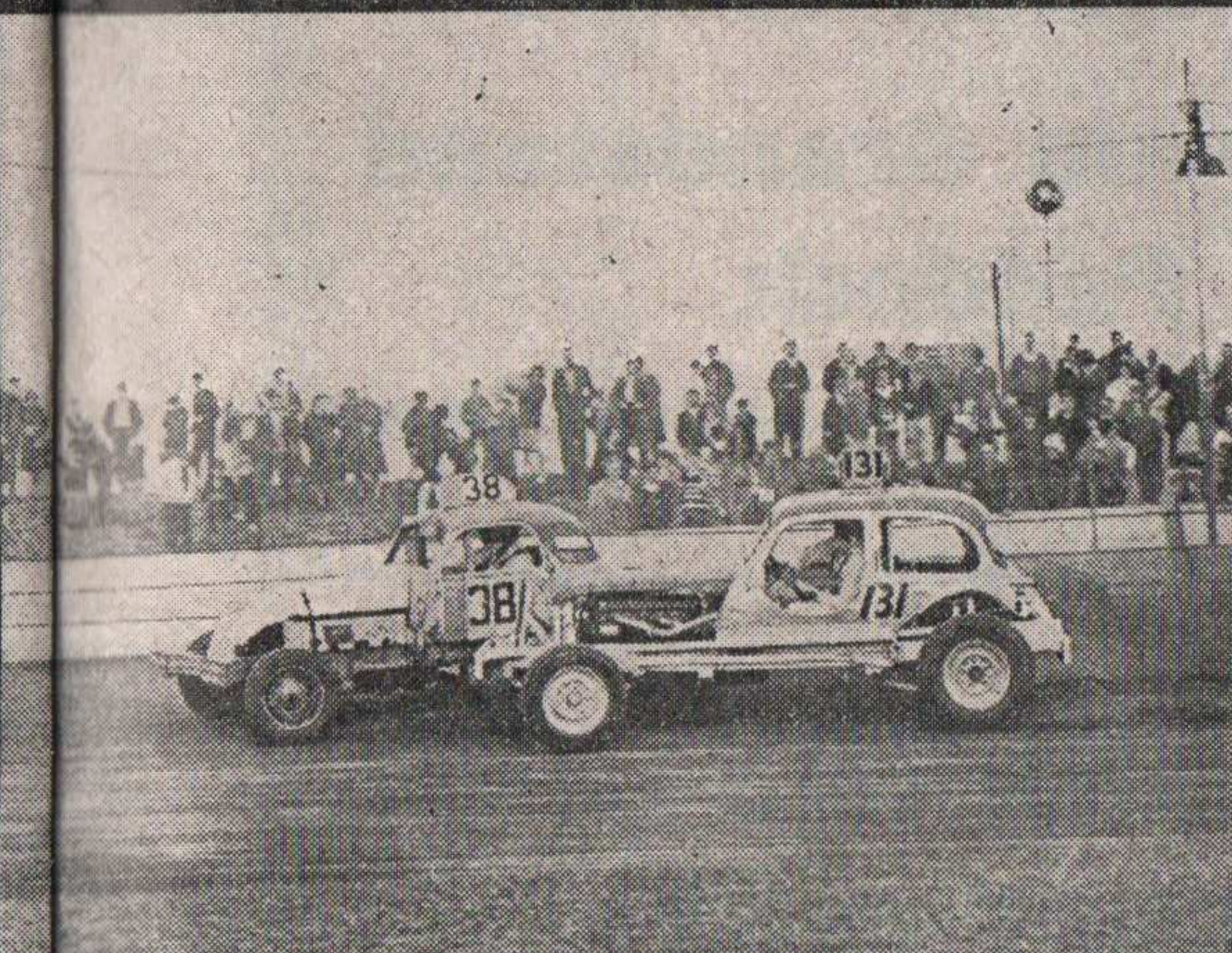
It was in 1956 that the present trend was evolved whereby the cars raced are not strictly 'stock,' but more 'specialised.' Whereas a car was once raced as it was built and modified only in suspension and by tuning the engine, the present day Stock Car is a well-prepared, individually-built special designed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

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,

AN INTRODUCTION TO STOCK CAR RACING

by Peter Arnold



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.

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

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1.) Advance grandstand bookings will, to facilitate better control, only be accepted in the Paddock Hill and Main Startline stands, for Cars and Motor Cycle meetings and in Clearways Stand for Stock Car meetings.

2.) It will not be possible to book isolated seats in various parts of the stands concerned. Instead all advance bookings will be individually booked in a single reserved area offering particularly good viewing.

3.) Each reserved area will be supervised by an attendant who will ensure that you enjoy the use of your numbered and reserved seat at all times.

* Where Applicable.

EVENT FOUR

WORLD CHAMPIONSHIP

(QUALIFYING ROUND)

START : 3.05 p.m.

HEAT ONE

18 LAPS

Car No	Grade	Driver	Town	Grid Order
93	A	Tony Wicks	Wisbech	245
104	A	Ted Pankhurst	Slough	253
107	C	Martin Hanna	Coventry	1
1	*	'Chick' Woodroffe	Grays	133
133	A	Terry Coell	Plaistow	93
151	C	Ken Sheridan	Enfield	104
159	C	Mike Robinson	Aylesbury	225
163	B	Roy Goodman	Pailton	379
204	C	Tony Southam	Haddenham	163
225	A	Russell Bates	Stoke-on-Trent	257
226	C	Brian Maynard	Ongar	339
231	B	Dave Peters	Hatfield	394
245	*	Alan Wardropper	Ipswich	231
253	*	Eddie Asling	Dulwich	314
257	B	Don Stacey	Guildford	159
289	C	Karl Grossmann	Oxford	226
314	B	Ian Ireland	Roydon	289
339	B	Arthur Townsend	Loughborough	151
379	A	Alan Charman	Long Ditton	204
394	B	Johnny Pratt	Dorchester on Thames	107

RESULTS :

1st.....289..... 2nd..... 3rd.....
4th..... 5th..... 6th.....
7th.....

(Transfer first seven to Grand Final)

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EVENT FIVE

WORLD CHAMPIONSHIP

(QUALIFYING ROUND)

START : 3.30 p.m.

HEAT TWO

18 LAPS

Car No	Grade	Driver	Town	Grid Order
5	*	Doug Wardropper	Ipswich	5
24	A	Alan England	Harringay	37
37	*	Don Evans	Cowley	152
66	B	Ted Janes	Alconbury	375
375	*	George Ansell	Woolmer Green	F100
F100	*	Guy Curval	Paris	24
109	A	Reg Pryor	Plaistow	109
128	C	Lenney Taylor	Walworth	179
152	*	Ron Rogers	Leek	304
171	C	Raymond Peters	Hatfield	238
179	A	'Jumbo' Tustin	Cheltenham	351
198	B	Roger Taylor	Isleworth	66
207	B	Dennis de Quincey	Walton-on-Thames	198
234	B	Ray Pearce	Walworth	234
238	A	Les Mitchell	Oxford	267
267	B	Ron Cayzer	Saffron Walden	207
304	A	Willie Wanklyn	Baldock	324
312	C	Ben Spiers	Evesham	128
324	B	John Symondson	Edgware	171
351	A	Haley Calvert	Wisbech	312

RESULTS :

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

(Transfer first seven to Grand Final)

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EVENT SIX

WORLD CHAMPIONSHIP

(QUALIFYING ROUND)

START : 3.55 p.m.

HEAT THREE

18 LAPS

Car No	Grade	Driver	Town	Grid Order
6	B	Derek Green	Brixton	7
7	*	'Darkie' Wright	London	38
25	B	Pat Willis	Egham	266
30	C	John Challis	London	131
38	*	Fred Mitchell	Oxford	138
139	C	Bill Robinson	London	244
111	C	Roy Wilson	Hornchurch	25
131	A	'Jock' Lloyd	Ashford	6
132	B	Les Suckling	Plaistow	132
138	A	Allen Briggs	Chingford	197
148	C	Pete Ross	Evesham	278
158	C	'Stretch' Senescall	Leicester	365
172	C	Gerald Peters	Hatfield	111
197	B	Les Taylor	Isleworth	299
244	A	Jim Esau	Heston	30
266	A	Alan Cayzer	Saffron Walden	172
278	B	Harry Linney	London	139
284	C	Ted Vincelli	Harringay	148
299	C	John Ayling	Walton-on-Thames	284
365	B	Graham Spring	Evesham	158

RESULTS :

1st..... ³¹⁴..... 2nd..... 3rd.....
 4th..... 5th..... 6th.....
 7th.....

(Transfer first seven to Grand Final)

INTERVAL

Walthamstow Stadium

Chingford Road, London, E,17.

WORLD CHAMPIONSHIP

(Qualifying Round)

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.. .. " circuit fob brooches	10s. 0d.
.. .. " 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 SEVEN

CONSOLATION RACE FOR NON-QUALIFIERS

15 LAPS

START : 4.30 p.m.

RESULTS :

1st.....66.....	2nd.....	3rd.....
4th.....	5th.....	6th.....
	7th.....	

(Transfer first seven to Grand Final)

SOUTH BANK PARKING

For 57 of this years 65 Brands Hatch meetings you can, without extra charge, park your car on the South Bank slope. For the R.A.C. British Grand Prix, all scrambles and Meetings at Easter and August Monday this area will be for pedestrians only. This will assist your speedy entry and exit to and from the circuit.

GO
STOCK CAR RACING

AT
Harringay Stadium

Green Lanes, London, N.4
Saturday, August 20th at 7.45 p.m.

WORLD CHAMPIONSHIP (SEMI FINALS)

*Seniors and Formula Two
Six Star Studded Races*

KINGS - LYNN STADIUM

SADDLEBOW ROAD

STOCK

CAR

RACING

FORMULA II

PRESENTED BY

W. W. PROMOTIONS

AUGUST 7th SUNDAY 3.00 p.m.

AUGUST 21st SUNDAY 3.00 p.m.