

BRISCA

STOCK CAR RACING

MEETING No. 6

1969 SEASON

SUNDAY,

12th OCTOBER

69

PROGRAMME 1/6



A MOMENT OF REST BEFORE THE STORM

BRANDS HATCH

CIRCUIT

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 individual marshals in conducting this meeting. 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.

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.

Flag Signals

SIGNALS IN USE AT THIS MEETING

The **Green Flag** is dropped at the starting line when the race is on. During the race it signifies that the course is clear. The **Yellow Flag** warns drivers to use caution but not to change positions. It is used when "wide open" driving is not permitted. The **Union Jack** denotes the race has passed the halfway stage. The **Red Flag** is used to denote that the race has been stopped, and the **Black Flag** to order a car back to the pits. The **Chequered Flag** indicates the end of a race.

Lights: GREEN — GO; AMBER — CAUTION; RED — STOP.

"BRISCA"

STOCK CAR RACING

IS HELD REGULARLY AT:-

AYCLIFFE, BRANDS HATCH, BRAFIELD, BELLE VUE,
BRISTOL, DONCASTER, CADWELL PARK, COVENTRY,
CRAYFORD, HARRINGAY, HEDNESFORD, KINGS LYNN,
LONG EATON, PRESTATYN, NELSON, NEWTON ABBOT,
RAYLEIGH, RINGWOOD, ST. AUSTELL & SNETTERTON

'BRISCA' STOCK CAR RACE MEETING

SUNDAY, 12th OCTOBER, 1969

Brands Hatch

This meeting is held under the R.A.C. General Competition Rules
and Additional Supplementary Regulations

All Drivers participating are Members of B.S.C.D.A.

R.A.C. PERMIT No. RS 5679

COURSE LICENCE No. 161

CLEARWAYS CIRCUIT 533 Yds.

Organised by Rochester, Chatham and District Motor Club

on behalf of

PROMOTASPORT

(Motorised Sport Division)

Racing Commences 3.00 p.m.

OFFICIALS

Stewards of the Meeting:

Appointed by the R.A.C. —
P. Warren Esq.

Appointed by the Club —
L. J. Marchant, Esq.
R. W. S. Thomas, Esq.

Secretary of the Meeting:
P. Ingram-Monk.

Clerk of the Course:
"Chick" Woodroffe.

Chief Pit Marshal:
M. Cox

Scrutineers:
N. C. Croucher (R.A.C.)
D. Wright

Starter:
Al Henderson

Commentators:

Morry Jardine
Len Porter

Lap Scorer:

Mrs. B. Stevens

Chief Medical Officer:

To be appointed

Medical Services:

St. John Ambulance Brigade

Promoted by:

PROMOTASPORT
(Chick Woodroffe)
Regd. Office: 36 Southend Road,
Grays, Essex;
on behalf of:
MOTOR CIRCUIT
DEVELOPMENTS LTD.
Managing Director — John Webb
For
BRANDS HATCH CIRCUIT LTD.
General Manager — C. J. D. Lowe.

BEHIND THE SCENES . . . by Len Porter

The sixteenth season of British Stock Car Racing is almost at an end; we have a new young vigorous World Champion and more tracks than ever operating under the Brisca banner. Plans for 1970 include the possibility of five new circuits, currently in the negotiating stage, and the number of active drivers is greater than at any time since 1954. The future, then, seems decidedly healthy and we can look back on 1969 as a year of definite advance.

The introduction of two Jumbo-sized circuits — Paddock Hill and Snetterton — gave us an altogether new approach to Stock Car Racing, and many of the drivers who were apprehensive in the early stages are now firmly converted. The debate amongst spectators regarding circuit length will continue long into the winter, and it could well be several years before we can be sure which way public opinion will eventually go.

A number of drivers, particularly in the North of England, have been spending extremely large sums of money on high-powered V.8 engines, while in the South we again have ample proof that a well-prepared Jaguar unit CAN be reliable, and has more than enough poke for a hard track. Indeed, because of the large number of clashing meetings this year, we have had very few opportunities to see the Northern experts in action against the London-based drivers, and on the few occasions when Denis Driscoll and Stuart Smith have raced together, it has been the surface that determined the eventual winner.

The recent World Championship Final at Belle Vue, Manchester was a perfect illustration of this particular point. On the heavy shale, Smith was superb, while Driscoll and Ray Pearce found the going more than a little difficult and were completely unable to power their cars round the wide bends. Les Suckling, however — with perhaps more weight than Pearce, and less power than Driscoll — was slower on the straights and was able to go into the bends on a close tight line as if he was on rails. The powerful V.8's of Charlie Finnikin and Mick O'Hara could not make any impression on Suckling who was extremely pleased with his fourth place in his first Belle Vue race.

One of the latest advances in motor electrics has already been race-proved on a Stock Car. For some years now, a number of drivers have been fitting transistorized ignition systems, but the latest device evolved by the Autocar Electrical Equipment Company dispenses with the conventional contact breaker — the "points" — and replaces it with a shuttered light source and a photo-electric cell. Naturally the first car to be fitted was Alan England's Autocar Special, but it is anticipated that many others will rapidly realise the advantages.

Today we are proud to present the first ever staging of an event which is to become an annual classic. The Brisca Supreme Championship is an attractive title guaranteed to produce some needle-sharp racing, and from the galaxy of talent assembled here today, only one man can win. The form favourite for this event must be Denis Driscoll, but ours is an unpredictable sport and the big occasion — so close to the end of the season — frequently produces that little extra effort from an unexpected quarter, and we end up with a surprise result that delights us all. We'll see.

1969 BRANDS HATCH STOCK CAR TRACK CHAMPIONSHIP

Points awarded — Heats : 6, 5, 4, 3, 2, 1. Finals : 12, 10, 8, 6, 4, 2.

Car No.	Driver	H.	F.	Total
375	GEORGE ANSELL	29	38	67
234	RAY PEARCE	29	20	49
274	DENIS DRISCOLL	24	22	46
132	LES SUCKLING	11	28	39
7	DARKIE WRIGHT	17	16	33
244	JIM ESAU	16	14	30
56	RON WEBB	16	8	24
198	ROGER TAYLOR	14	10	24
267	IAN IRELAND	9	14	23
138	ALLEN BRIGGS	12	10	22

PROMOTASPORT

Presents

"BRISCA"

SUPREME

CHAMPIONSHIP



"CHICK" WOODROFFE

Good Afternoon All,

Welcome once again to Stock Car Racing at Brands Hatch. Today it is our privilege to stage one of Stock Cars top Classics, the BRISCA Supreme Championship, today's event is the first pre-

sentation of the Brisca Supreme which is to be an annual affair. It will be held at a different top class venue each season and we feel honoured that Brands has been chosen number one.

The winner of today's Final will receive a Wonderful Trophy (kindly donated to the sport by the British Stock Car "Promoters" Association) which he will hold for one year, also a replica trophy which he retains, of one thing I'm sure which ever Driver receives the winners Laurels today will be a worthy Champion, because the Clearways Oval at Brands is a very demanding and tiring circuit, so let us Cheer the Winner and spare a thought for all those who tried so hard and fell by the wayside.

As today is our last Stock Car Meeting at Brands this season, instead of the usual Helter Skelter we hold another top event to decide the 1969 Champion of Kent Another title for the Kings of Crash to try for.

Join us in giving a real Brands welcome to 00 Guy Curval from France, Guy is Champion of France and has been so, many times. He has raced Stocks at Brands before but so far, success has not come his way, perhaps today his luck will change, at the time of writing this editorial it is not known if 391 Stuart Smith the 1969 World Champion will be with us or not? We all hope so.

As today is our last Stock meeting of 1969 at Brands I would like to thank George Officer and his very able track staff for all their help and assistance this season at Brands. Also the Rochester, Chatham and District Club for their help, without which our presentation would suffer badly, and of course thanks to all the many others who give their help so willingly for Stock Car Racing.

A final thank you to our public, thanks for coming, I trust you have enjoyed the racing and look forward to seeing you all again in 1970 at the Hatch.

As Ever In Sport, C.W.

Stock Car Racing suffered a severe loss last month with the death of PETER ARNOLD. Peter was Stock Car's leading Commentator and Journalist for many years, closely involved with the development of Stock Car Racing since its inception in 1954. It was through Peter's efforts that stock-cars came to Brands Hatch in 1966.

Peter and his wife Frida (who died so tragically only three years ago) made a remarkable team, Peter as Commentator and Frida as Lap Scorer. They were known and loved wherever Stock Cars raced.

The death of Peter leaves his six year old son Paul an orphan, with no close relatives, as a result of collections on Paul's behalf at Stadiums throughout the country, a trust fund has been established.

Today, here at Brands Hatch, a similar collection will be made to help ensure that young Paul receives a future, similar to which Frida and Peter would have wished.

PROGRAMME OF EVENTS

Sunday, 12th October, 1969

Brisca Supreme Championship Meeting

Formula 1

ON THE 533 YARDS CLEARWAYS CIRCUIT

The management reserve the right to omit or amend any item in the programme

Starting Order in all Events: 1st C Grade, White; 2nd B Grade, Yellow; 3rd A Grade, Blue; 4th Star Grade Red.

PRE-MEETING EVENT — 1.30 p.m.

PRACTICE

Organised practise will be held starting at 1.30 p.m. and continuing until 2.30 p.m. Groups of six cars will complete four timed laps for which awards will be given for best time.

Fastest Practise Time Car No.

3.00 p.m. — GRAND PARADE OF ALL CARS AND DRIVERS

EVENT ONE — Heat One	Rolling Start	Track Order	18 Laps	
No. Name	Grade		Town	
341 DAVE ELOURY	White		London	
114 NIGEL SHAW	White		Stratford	
332 MIKE BACON	White		Leics	
323 JOHN ROONEY	White		London	
193 BRIAN BENNETT	White		Herts	
169 DAVE RAYNER	White		Chelsfield	
128 HARRY MOODY	White		Oxon	
110 RAY SCRIVEN	White		Glos	
32 BOB COTTRELL	White		Bucks	
238 LES MITCHELL	Yellow		Oxford	
216 ARNOLD BALL	Yellow		Cheshire	
127 JACKIE WILSON	Yellow		Essex	
138 ALLEN BRIGGS	Yellow		Essex	
56 RON WEBB	Yellow		Slough	
53 IAN BARKER	Yellow		Notts	
9 BARRY BREW	Yellow		Sevenoaks	
266 GORDON PERRIN	Blue		Herts	
198 ROGER TAYLOR	Blue		Middx	
394 JOHN PRATT	Blue		Oxford	
104 TED PANKHURST	Blue		Bucks	
24 ALAN ENGLAND	Blue		Harringay	
6 DEREK GREEN	Blue		Peckham	
348 TONY ALLEN	Red		Luton	
132 LES SUCKLING	Red		London	
244 JIM ESAU	Red		Middx	
7 DARKY WRIGHT	Red		London	
152 RON ROGERS	Red		Staffs	
38 FRED MITCHELL	Red		Oxford	
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1st.....	2nd.....	3rd.....	4th.....	5th.....
6th.....	7th.....	8th.....	9th.....	10th.....

FIRST NINE TO FINAL — TROPHY TO WINNER

Write us your ideas and comments.

All correspondence to:
PROMOTASPORT
36 SOUTHEND ROAD,
GRAYS, ESSEX.

PROGRAMMES 1/6 and STOCK-CAR MAGAZINES 2/
NEW TYPE PROMOTASPORT STOCK-CAR LAPEL BADGES 3/6
MAY BE OBTAINED FROM OUR
ROVING SELLERS

EVENT TWO — Heat Two	Rolling Start	Track Order	18 Laps	
No. Name	Grade		Town	
263 JIM KING	White		Leics	
326 MICKY ROONEY	White		London	
290 JIM BROOK	White		London	
175 TERRY ROONEY	White		Hendon	
149 GERRY HIGGINSON	White		London	
118 STEVEN JOHNSON	White		Barking	
90 JIM WILDE	White		Herts	
70 G. CARTER	White		Yorks	
289 CARL GROSSMAN	Yellow		Oxford	
231 DAVE PETERS	Yellow		Hatfield	
144 PETE SHEPHERD	Yellow		Herts	
121 KEN SAUNDERS	Yellow		Cambs	
111 ROY WILSON	Yellow		Essex	
37 DON EVANS	Yellow		Oxford	
267 IAN IRELAND	Yellow		Essex	
00 GUY CURVAL	Blue		France	
197 LES TAYLOR	Blue		Middx	
226 BRIAN MAYNARD	Blue		Essex	
131 JOCK LLOYD	Blue		Middx	
81 PAT DRISCOLL	Blue		East Ham	
8 PETER WEBB	Blue		Slough	
306 MICK NODEN	Red		Rugby	
375 GEORGE ANSELL	Red		Herts	
13 GERRY WEIR	Red		Ipswich	
234 RAY PEARCE	Red		London	
133 TERRY COELL	Red		London	
274 DENNIS DRISCOLL	Red		London	
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1st.....	2nd.....	3rd.....	4th.....	5th.....
6th.....	7th.....	8th.....	9th.....	10th.....

FIRST NINE TO FINAL — TROPHY TO WINNER

Next Stock Car Meeting at Brands

EASTER SUNDAY, MARCH 29th, 1970, at 3 p.m.

(subject to confirmation)

EVENT THREE — Consolation Race

Rolling Start 18 Laps

No.	Name	No.	Name
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1st..... 2nd..... 3rd..... 4th..... 5th.....
6th..... 7th..... 8th..... 9th..... 10.h.....

FIRST NINE TO FINAL — TROPHY TO WINNER

— 10 Minutes — INTERVAL — 10 Minutes —

EVENT FOUR — NON-QUALIFIERS RACE

Non-Qualifiers from Heats 1, 2 and Consolation Rolling Start 12 Laps

No.	Name	No.	Name
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1st..... 2nd..... 3rd..... 4th..... 5th.....
6th..... 7th..... 8th..... 9th..... 10th.....

TROPHY TO WINNER

NEXT WEDNESDAY, OCTOBER 15th 7.45 p.m.

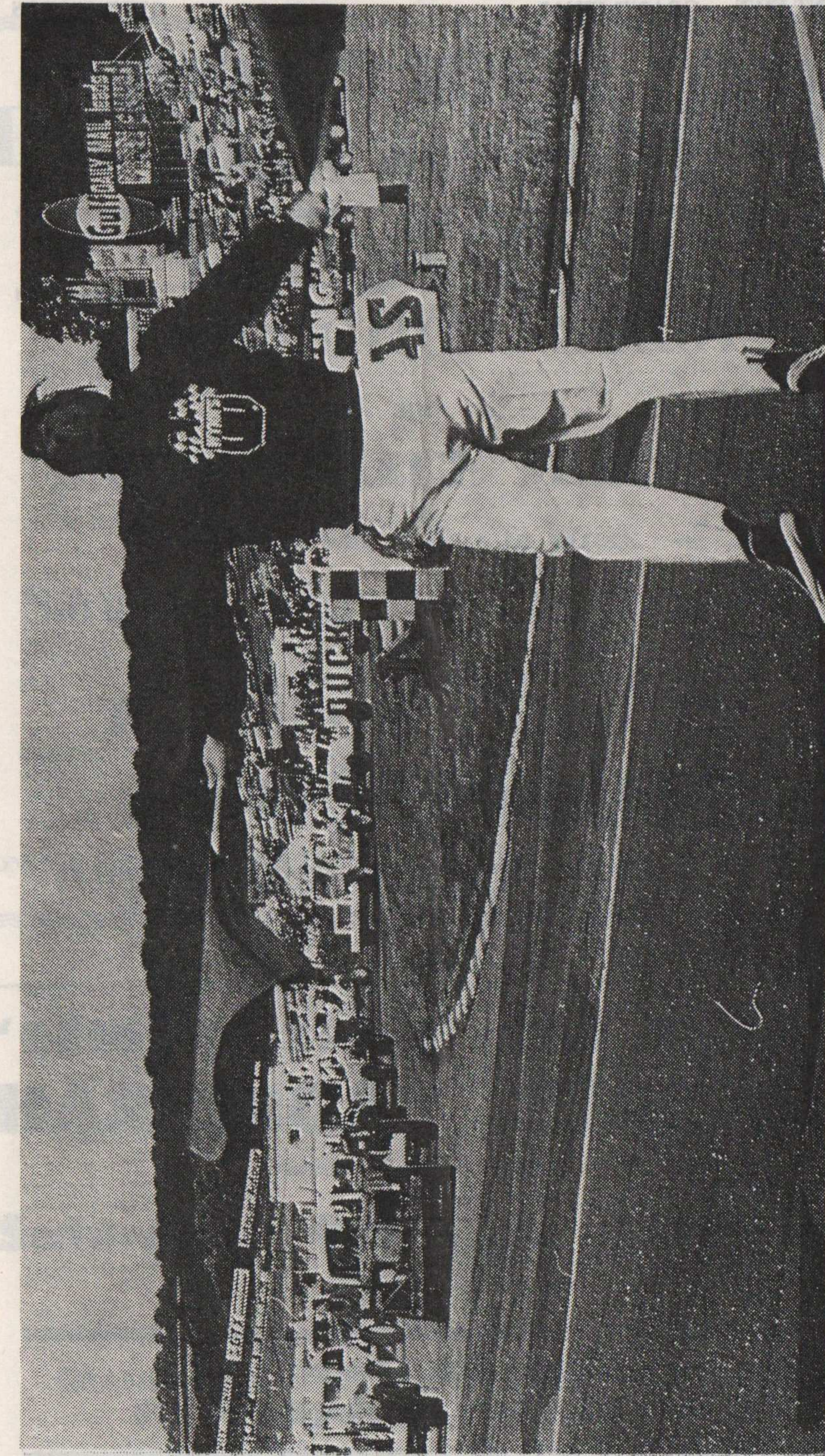
STOCK CAR RACING

at

CRAYFORD STADIUM

CRAYFORD, KENT

“Stock-Car Racing on Shale”



“UP, UP AND AWAY”

EVENT FIVE — GRAND FINAL

OVER 25 LAPS

"BRISCA" SUPREME CHAMPIONSHIP STOCK CAR FINAL

In the event of insufficient qualifiers for Final the Management reserves the right to use the next cars in line.

Track order to be drawn

First nine from Heats 1, 2 and Consolation

Rolling Start

No.	Name	No.	Name
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1st..... 2nd..... 3rd..... 4th..... 5th.....
 6th..... 7th..... 8th..... 9th..... 10th.....

TROPHY TO WINNER and 2nd and 3rd Placemen.

EVENT SIX

20 LAPS

CHAMPION of KENT

THIS RACE IS OPEN TO ALL DRIVERS EXCEPT FINAL WINNER AND CAR

Rolling Start

No.	Name	No.	Name
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1st..... 2nd..... 3rd..... 4th..... 5th.....
 6th..... 7th..... 8th..... 9th..... 10th.....

TROPHY TO WINNER

★ THANKS FOR COMING ★
 SEE YOU ALL AGAIN AT BRANDS IN 1970

SOMETHING NEW FROM

PROMOTASPORT

DEATH

DESTRUCTION DERBY

and

BANGER RACE MEETING

— Over 75 Saloon Cars to Wreck —

Saturday, 18th October, 7.30 p.m.

at

RAYLEIGH STADIUM

on the A127

Adults 6/- Children 3/- Large Grandstands & Car Parks

ONLY 8 MILES FROM SOUTHEND — 20 MILES FROM DARTFORD TUNNEL

★ FOR NEXT STOCK CAR DATE SEE BACK PAGE ★

'SENIOR' STOCK CAR RACING HARRINGAY STADIUM

London's Leading Stadium

Saturday, Oct. 18th, 7.45 p.m.

Situated at:

Green Lanes, Harringay, Nr. Manor House Tube Station

GRANDSTANDS ★ RESTAURANTS ★ BARS

— A Brisca Circuit —

SUPPORTERVIEW . . . with Observer

The conclusion of the 1969 Brisca Stock Car season is now in sight and in a few weeks time it will, for most drivers, be feet up on Saturdays and Sundays, watching the telly around the fire; until next season that is anyway, but before that happens all the lads are here today to contest what must surely be the second most important event on the Stox calendar, after the World Final, this being the Brisca Supreme Championship. This new innovation by the British Stock Car Association will become an annual event and the trophy will be competed for each year at a different Brisca circuit. We at Brands should feel justly proud that this venue should be chosen as the first to stage this important competition. That's not all, for the last event of the afternoon also carries a title and trophy when all comers are invited to race for the Champion of Kent title, so this afternoon promises to be the best seen to date at Brands.

We are all keeping our fingers crossed that the new World Champion from Rochdale, the young and dynamic Stuart Smith 391 is with us this afternoon. Many of you undoubtedly saw Stuart win his Gold Top at Belle Vue last month when he lapped everybody except second place man Jim Esau 244. 'Smithy' has won more finals this year than any other driver ever has in a single season in the entire history of British Stock Car racing. For those of you who have not seen him, you will be amazed at the speed this boy moves and 'dynamic' is the only word to describe his style of driving. Whether Brands suits him or not remains to be seen but he has recently been using racing tyres for tarmac and on what I've seen he should certainly set the track alight today.

Slough yellow top Ron Webb, 56 is a man who was in stock cars quite a few years ago and then dropped out of the sport and was almost forgotten. His younger brother Peter 8 started his racing early last season at Matchams Park, Ringwood and on his first outing made quite an impressive debut and after a few more meetings Pete started climbing the grades which gave Ron the bug to return to the racing scene but on returning this year all was not so rosy for him as he suffered several nasty fence crunches early in the season, one resulting in a damaged ankle, which kept him out of the driver's seat for a while. Soon after his return, he was triumphantly carrying the chequered flag around Paddock Hill circuit following a heat win and since then he has been going up and up and looks like joining brother Peter in the next grade pretty soon. Incidentally, Ron was placed third in all his three races last meeting here and also won his first final of the season at Hednesford two weeks ago.

Although Stuart Smith took the World Title, the southern flag flew proudly for second, third and fourth places with star men Jim Esau; Gerry Weir 13 and Les Suckling 132, carrying off money and trophies from the Northern shaleway, down here to the tarmac of the south. Of these three drivers, Jim Esau is the only one who would profess to be a shale expert so to Gerry and Les go special congratulations for holding off many of the more experienced shale men of the northern stock car jungle.

It's sad to think that this is our last get together at Brands for 1969 but these seasons come and go before one realises it and with Promotasport announcing that Stox are to be seen at Mallory Park next year, 1970 looks like being even more hectic than this one so until next season here, or Saturday, October 25th, at 7.30 for Formula II racing at Rayleigh Stadium, this is Observer saying for the last time in '69 at Brands, Cheers!

★ THE STOCK CAR CALENDAR — NEXT MEETINGS ★

Aycliffe Oct. 26
 Belle Vue ... Nov. 1
 Brafield Oct. 26
 Brands Hatch ... 1970
 Bristol Nov. 2
 Cadwell Park ... 1970
 Coventry Oct. 18
 Crayford Oct. 15

"BRISCA" CIRCUITS

Doncaster 1970
 Harringay Oct. 18
 Hednesford 1970
 Kings Lynn 1970
 Long Eaton 1970

Nelson 1970
 Newton Abbot ... 1970
 Prestatyn 1970
 Rayleigh Oct. 25
 Ringwood ... Oct. 19
 St. Austell 1970
 Snetterton 1970