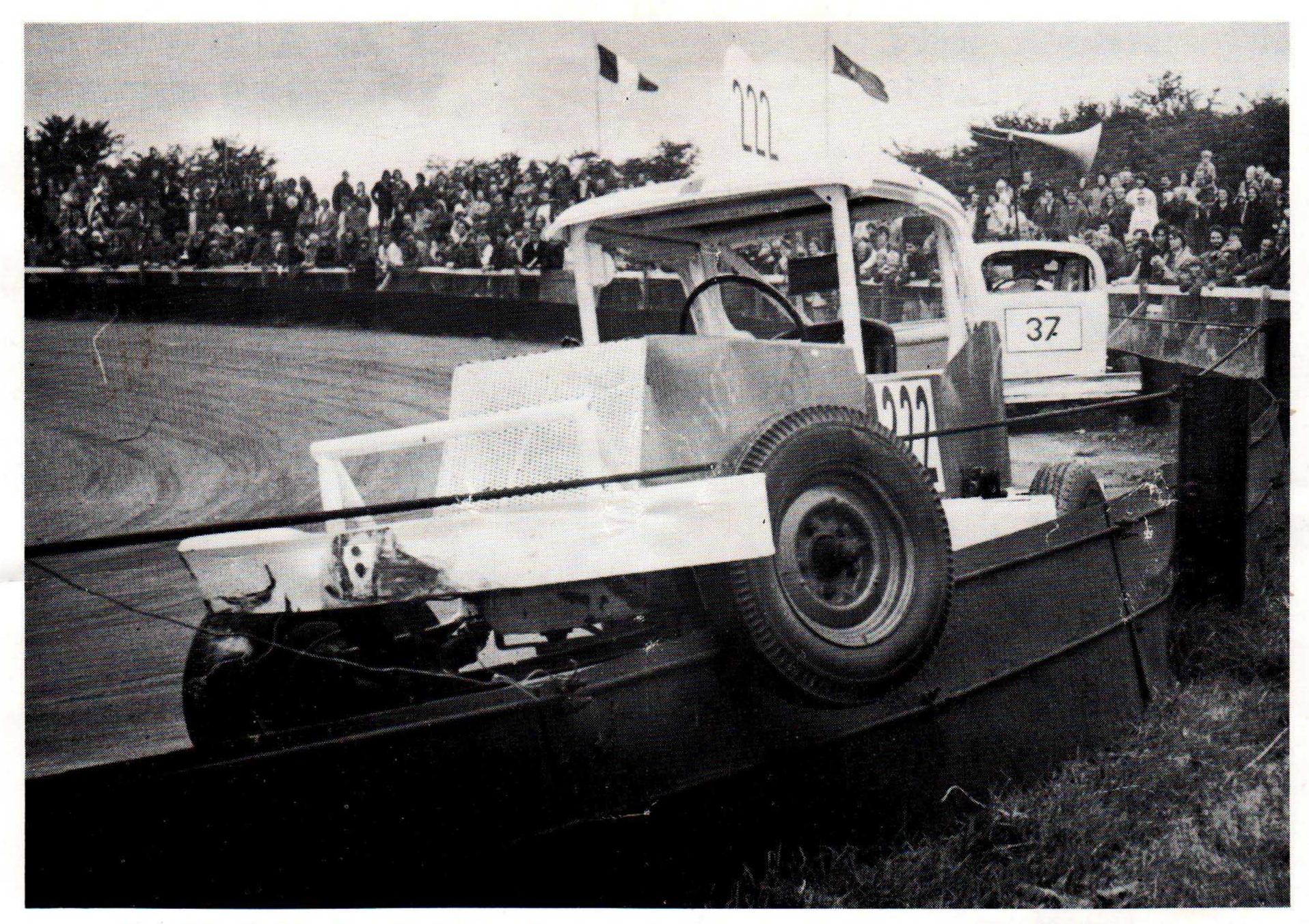


BRITISH STOCK CAR ASSOCIATION

The Association of Promoters Licensed by the Stock Car Racing Board of Control Limited

Mendip Raceways
BRISTOL

EASTER MONDAY 23rd APRIL, 1973



No. 222, D. Ward, trying to get back to the pits the short way at Mendip Raceways.

Photograph by A. C. Drewitt, Bath

Fallen by the Wayside . . .

WELCOME to the second meeting of our two-day Festival of Speed and if you are with us for the first time this Easter we hope that your stay will be enjoyable, for we have a very mixed bag of motor racing to provide action-packed entertainment for a couple of hours or so.

One of the problems that faces a promoter is in presenting a mixed and varied programme of racing and this is particularly so when there are meetings on two consecutive days. Yesterday we featured Formula II Stock Cars and the World Championship Qualifying Round, together with the Australian-style banking sidecars, a banger team race and ever popular till-destruction-to-determine-the-winner fantastic figure of eight. This afternoon to provide you with the variation in presentation we move into the big league for Stock Cars with the unlimited horsepower of the BRISCA Formula I class.

Also on this afternoon's programme we welcome for the first time this year members of the Midget Auto Racing Club of Great Britain with their incredible miniature grand prix circuit cars. On their previous outings these very fast, slick and stylish cars have provided some tremendous racing with a lot of spectacular interest. Since we saw them last they have travelled abroad complete with their cars, racing at many circuits, but undoubtedly the highlight of their season was the trip to the West Indies just before last Christmas. So if one of your favourite drivers is not here this afternoon it could well be that he decided to stay in the sunshine of the sugar isles!

The BRISCA Formula I Stock Cars proved so popular here in 1972 that promoter Gerry Dommett has this year increased the number of meetings for this class of car. This afternoon is the first of five fixtures featuring these cars.

Since 1954: The Stoxnet Archive

One of the biggest problems associated with having a Stock Car race meeting on a long public holiday weekend such as Easter may not be so obvious to the casual visitors at our circuit. Several of the cars you see here this afternoon could well have raced on Good Friday, Saturday evening and Sunday afternoon before completing their weekend on the Mendips Raceway. It is possible that some of the drivers programmed may not appear and that other drivers will replace them, for with such a heavy schedule of racing there are bound to be those who have fallen by the wayside. Indeed it is surprising how these tough, rugged men of the world of Stock Car racing manage to keep their cars in running order. The Mendips Motoring Mayhem has in the past taken a heavy toll of Stock Cars, and drivers have been working flat out between heats and consolation in order to get out on the track for yet another race; this will to drive is certainly to be admired amongst these men.

To be admired too is the finish of the cars.

At the start of the 1972 season Stock Car artist Keith Barber had decked out several cars from white top to star grade with some highly professional artwork and interesting colour schemes. There is little doubt that efforts of this nature have contributed towards the amount of publicity that Stock Car racing has gained during the past 12 months, and from the meetings held so far this year it would appear that the scruffy Stock Car image is now on the way out. And so this far this year the cars seen racing on the BRISCA circuits have been presenting highly professional standards of paintwork that has done much to add real colour to an already incredibly exciting sport—but if you find some paintwork a little scratched and battered this weekend it could well be that the previous three days racing has more than a little to do with it!

We mentioned earlier the dedication of drivers to repairing their cars and we cannot but help remember when Pete Webb (8) lost his entire front axle, suspension and steering linkage in an incident in the first heat of one of our meetings here last year. Such is the spirit of friendship amongst drivers and mechanics that many willing hands, nuts, bolts and welding gear were produced as Pete's car was towed off the track and it was within five minutes of being ready for the consolation event that same afternoon. We wish Pete better luck this afternoon.

And whilst we are talking about damage, a reminder to all of you, and parents in particular. We reckon we have one of the strongest fences in Stock Car racing, with wire ropes and sheets of steel just for your protection. As a further safety precaution we like to keep a no-man's land between this fence and the spectator, and your end of the no-man's land is marked by the white rail. Please, please, please, we ask you to co-operate in keeping the enthusiastic youngsters out of this no-man's land and we would ask you to ensure that small children are not seated on the white rail with their feet dangling on the no-man's land side. Stock Car racing was, is, and always will be dangerous.

We welcome this afternoon to the microphone as commentator, Len Porter, the man who was responsible for introducing our regular man to the Bristol circuit. It is now 18 months since the silver tones of Len were last heard over our p.a. system but we are sure he will still be familiar to those of you who are regular visitors to the Mendips Motoring Mayhem!

The next occasion for a Mendips meet will again be a two-day festival of speed when on Sunday, 27th May, and Monday, 28th May, we will once again be presenting a full and varied programme of short circuit motor racing. Start time as usual is 3 p.m., with the gates opening at noon. If you come early and bring your friends you can all watch the practice sessions.

Basle, Switzerland, Air Disaster

The organisers would like to express their deepest sympathy to the bereaved relatives in their sad loss caused by this air crash, and a one minute's silence will precede the meeting.

HOW THEY FINISHED 1972

FORMULA I — 1972 MENDIPS TOP TEN

Number	Driver			H	\boldsymbol{F}	Total
348	Tony Allen		•••	22	30	52
238	Les Mitchell		•••	19	30	49
375	George Ansell			16	28	44
132	Les Suckling	•••		21	14	35
167	Colin Hayward	•••	•••	16	12	28
121	Ken Sanders		•••	13	14	27
8	Pete Webb	•••	• • •	14	12	26
231	Dave Peters	• • •		16	8	24
244	Jim Esau	• • •	•••	6	16	22
6	Rod Smith	•••	•••	17	4	21

PROGRAMME OF EVENTS-FORMULA I

EASTER MONDAY, 23rd APRIL, 1973 at 3 p.m.

EVENT ONE—Heat 1—FORMULA I STOCK CARS 20 Laps

Listed in Drawn Grid Position

No.	Driver			Town				Grade
9	M. LEWIS	-	-	Coventry	••	-	-	\mathbf{C}
38	E. CUNNEW	NO.	-	Beds	(-)	-	-	\mathbf{C}
90	J. WILDE	-		Welwyn Gard	en City	•	-	\mathbf{C}
104	A. CASSERLEY	•	-	Stevenage	-	-	-	C
128	H. MOODY	-	-	Carterton	=	=	-	\mathbf{C}
203	D. CLARKE	-		Kettering	-1	-	-	C
211	J. ALDRIDGE	-	-	Oxford	-		-	\mathbf{C}
284	D. GIBSON	-	-	Beds	-	-	-	C
289	K. GROSSMAN	Ī		Oxford	-	-	-	\mathbf{C}
304	R. SHERGOLD	-	=	Welwyn Garde	en City	-	-	\mathbf{C}
376	D. McCRUDDE	N	-	Oxford	-	y. = 1:	-	C
53	I. BARKER	•	•	Notts.	-		-	В
121	K. SANDERS	100	-	Ely -	-	-	-	В
227	D. SAUNDERS	,	7 🖚 7	Wendover	-	-	-	В
316	R. SKINNER		**	Pershore		-	=	В
6	R. SMITH	-	-	London	-	-	•	A
266	G. PERRIN			Welwyn Garde	en City	•	-	A
7	W. WRIGHT	-	*	London	-	•	-	Star
132	L. SUCKLING	-	-	London	-	-	-	Star
375	G. ANSELL	-	-	Knebworth	-	-	-	Star
			(First Eigl	nt to Final)				

 1st
 2nd
 3rd
 4th

 5th
 5th
 7th
 8th

* All Poster Publicity for this event was produced by . . .

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BEST RATES

BEST SERVICE

EVENT TWO—Heat 1—GRAND PRIX MIDGET CARS

Drivers for Events 2, 4, 6 and 8 will be announced from the following:

No.	Driver	Car	Grade
1	PAUL EMERY	\mathbf{D}/\mathbf{I}	Chequered
6	TONY STUBBS	Experimental 3.8 V-8	
		engined car	Red
16	MARTIN ROBERTSON	\mathbf{D}/\mathbf{I}	Red
9	JOHN HOLTHAM	$\mathbf{D}^{\prime}\mathbf{F}$	Red
7	DAVID UNDERHILL	\mathbf{D}/\mathbf{F}	Red
12	CLIFF DAVIS	D/BLMC	Red
29	BRIAN SPICER	\mathbf{D}/\mathbf{F}	Red
41	PETER SMITH	\mathbf{D}/\mathbf{F}	Blue
26	JO THERSTAPPEN	\mathbf{D}/\mathbf{F}	Blue
4	JOHN SMITH	FB/BLMC	Blue
14	DAVID NIVEN	\mathbf{D}/\mathbf{F}	Blue
25	JOHN GRAHAM	M/I	Blue
69	PETER JOPP	DF	Yellow
45	DON BRAY	M/BLMC	Yellow
2	ERIC FRETTEN	FL/F	Yellow
17	PAUL DALY	MB/F	Yellow
101	GEOFF DIVEY	D/BLMC	White
68	STEVE ELLIOT	\mathbf{M}/\mathbf{F}	White
306	JOHN LOWE	\mathbf{D}/\mathbf{F}	White
24	JOHN NICHOLS	\mathbf{D}/\mathbf{F}	White
124	ED NICHOLS	\mathbf{D}/\mathbf{F}	White
44	PHIL BOYT	\mathbf{D}/\mathbf{F}	White
19	DAN HORNBY	\mathbf{D}/\mathbf{F}	White
30	TERRY TEDEN	\mathbf{D}/\mathbf{F}	White
50	JOHN NIXON	\mathbf{D}/\mathbf{F}	White

TYPE OF CAR/MAKE OF ENGINE

D-	-Dastle
FB-	-Fireball
M-	–Mamba
MB	-Moonbeam
FL-	-Falcon

I—Chrysler Imp (up to 1100 cc) OH cam F—Ford (up to 1300 cc) pushrod

BLMC (up to 1300 cc) pushrod

		:	
1st	2nd	3rd	4th
			:

EVENT THREE—Heat 2—FORMULA I STOCK CARS

Listed in Drav	vn Grid	Position				20	Laps
17 M. BASSE	Y -	-	London	~	-	-	C
42 J. LICKLE	Υ -	-	Sutton Coldfi	eld	•	-	\mathbf{C}
99 I. BRADDO	OCK -	_	Macclesfield		•	-	\mathbf{C}
122 M. SHARN	IAN -	**	Stapleford	-	-	-	\mathbf{C}
159 K. LONGN		-	London	•	•	-	\mathbf{C}
208 M. FERNI	HOUGH	-	Worcs.	-	-	-	\mathbf{C}
280 C. BADGE		~	Lancs.	_	-		\mathbf{C}
295 J. TOMSO		-	Warwick	-	_	-	\mathbf{C}
320 S. GALVIN	4 -	-	Evesham	-	-	-	C
45 A. SCOTH	ERN -	-	Derby	-	-	-	\mathbf{B}
110 R. SCRIVE		•	Fairford		=	=	\mathbf{B}
167 C. HAYWA	ARD -	-	Markyate	(15	17.00	-	${f B}$
261 J. GOODH	ALL -	-	Leicester	, -		-	B
365 G. SPRING	3 -	-	Evesham	-	()	-	\mathbf{B}
144 P. SHEPHI	ERD -	-	Welwyn Gard	len City	((-))	-	\mathbf{A}
338 F. WOOST	ER -	-	London	-	22-22	-	Α
30 D. TAYLO)R -	-	Nazeing	-	-	-	Star
238 L. MITCH	ELL -	-	Oxford		120	-	Star
244 J. ESAU -	-	•	Devon	-	(-	-	Star
		(First Eigh	ht to Final)				

1st	2nd	3rd	4th
5th	6th ·	7th	8th

EVENT FOUR—Heat 2—GRAND PRIX MIDGET CARS Drivers for Events 2, 4, 6 and 8 will be announced

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1st	er	and 8 will be an	mounced Town	The and and 6 Mile Som	Webbing Country Cheddar (turn of erset	gton Hot Club A 28 at Cross) Cabaret night

EVENT NINE—BANGERS CLUB TEAM RACE

KEYNSHAM KRUNCHERS v. CRAZY ANGELS

No.	Driver	No.	Driver
25	B. SMITH, Saltford	107	C. READ, Chippenham
66	R. CALVEY, Keynsham	171	K. HARROLD, Melksham
7	M. GLEED, Keynsham M. BARNES	177	R. RODGERS, Bath
57	R. CROSS, Bristol	138	K. BLACKEY, Melksham
0.,	N. OLLIS, Keynsham	169	T. PAINTER, Melksham
19	A. WILLIAMS, Bristol	168	J. JONES, Trowbridge
34	M. DREW, Upton Cheyney	139	G. PAINTER, Melksham
Rese	rves:	45	P. SHERRAT, Bristol
27	K. HEMMINGS, Upton Cheyney		
33	D. DREW, Upton Cheyney		
	C. BEES, Keynsham		

1st .	2nd	3rd	4th	
5th	6th	7th	8th	

BRISCA SIDCK CAR RACING BRITISH STOCK CAR ASSOCIATION The Association of Promoters Licensed by the Stock Car Racing Board of Control Limited

NEXT STOCK CAR MEETING

at

	25.	Miles	
White City	Apr. 28	BRISTOL	
Cadwell Park	,, 29	Speed Weekend	
Stoke	" 29	May 27/28	
Coventry	May 5	Crayford June 1	
Nelson	" 5	Lydden Hill " 10	
Aycliffe	,, 6	St. Austell " 12	
Doncaster	" 6	Brands Hatch July 1	
Belle Vue	,, 12	Newton Abbot 4	
Brafield	" 13	Newton Addot ,, 4	
Long Eaton	,, 19	Weymouth ,, 5	
Harringay	" 26	Snetterton Aug. 19	
St. Day	,, 27	Rayleigh Sept. 29	

STOCK CAR—The Magazine for the Sport on sale in all parts of the Stadium

EVENT TEN-BANGERS CLUB FIGURE OF 8

No. Driver

- 3 M. HOWE, Bridgwater
- 5 F. FOUNTAIN, Cheddar
- 8 D. HALL, Bath
- 10 T. MARNOCK, Bristol
- 17 A. WILLIAMS, Clevedon
- 21 J. ANSTIS, Warminster
- 24 M. BENNETT, Bath
- 28 G. RICHARDS, Bristol
- 30 N. SHEARS, Yatton
- 36 T. MEARS, Highbridge
- 39 G. HIGGINS, Bridgwater
- 48 S. MARWOOD, Bridgwater
- 55 P. WILKINS, Bristol
- 63 A. DIX, Bristol
- 74 P. CARTER, Bristol
- 84 P. BROWN, Bristol
- 89 K. LAIRD, Melksham
- 103 J. BRATTON, Bristol
- 105 S. MORAN, Bristol
- 170 A. HASKINS, Bristol
- 174 A. DENT, Melksham
- 218 V. MARTIN, Bristol

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lst	ZIIU		
5th	6th	7th	8th

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Commentator & Announcer D. NEVETT/L. PORTER

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RIGHT OF ADMISSION RESERVED

NOTICE

Racing is dangerous and all persons attending this meeting do so at their own risk. It is a condition of admission that all persons having any connection with the promotion, management or conduct of this meeting including the owners and drivers of the cars, are absolved from any liability for accidents causing damage or injury.

In no circumstances will any money be refunded.

The management reserves the right to alter this programme.

SIGNALS IN USE AT THIS MEETING

Racing is controlled from the Official Mobile Start Car the rear of which has been fitted with a control tower and flashing lights. When the Red and Amber beacons are flashing the cars are under starters orders and commence a rolling lap. The race is started when the flashing Green beacon is operated. 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.

ACKNOWLEDGEMENTS

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