

BRANDS HATCH

'First Ever' Stock Car Races

Sunday April 10 1966

Programme 1s

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



BRANDS HATCH FIXTURES 1966

Date	EVENT	Races	Charges
11 April	BRSCC Oxfam Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C, 10s.S, 10s.P, 2/6d.Pr
17 April	750 M.C. Clubmans Car Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
24 April	BARC Clubmans Car Races	FL/F3/S/GT/T	7/6d.A, CF, 2/6d.Pr, Rovers
1 May	Camathias Memorial National Motor Cycle Races	All Classes	10s.A, CF, 10s.S, 2/6d.Pr
8 May	*BRSCC ILFORD 500-MILE GT RACE	GT/T/F3	15s.A, CF, 2/6d.Pr, Rovers
15 May	INTERNATIONAL KART RACES	1 Sport, all 4s.	7/6d.A, CF, PF, SF
22 May	Brandmaster Trophy Stock Car Races A.C. Owners Club Sprint	All Classes S/GT/T	7/6d.A, 2/6d.C, 5s.S, 2/6d.Pr 3/6d.A, CF, Rovers
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.	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, 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

RESTRICTED STOCK CAR RACE MEETING

SUNDAY 10th APRIL 1966

Brands Hatch

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

R.A.C. PERMIT No. RS.2130

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.—

Basil Tye, 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

Timekeeper :

M. Mickelwright

Commentator :

Peter Arnold

Press Officer :

D. Nye

Medical Services :

Members of St. John Ambulance Brigade

BRANDS HATCH CIRCUIT LTD.—

Managing Director :

John Webb

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 acknowledge with thanks the valuable assistance given by the individual marshals 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.
CHEQUERED BLACK AND WHITE FLAG	...	...	...	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

THIS afternoon Stock Car Racing makes its debut at the world-famed circuit of Brands Hatch. It is an occasion that has already aroused tremendous interest and speculation. Some said it could never happen . . . others said it never would. We today know that both 'rumourist groups' were wrong. It is all happening, and before our very eyes.

In my 'Introduction to Stock Car Racing' item I feel I have pretty well covered the most likely points newcomers among you will be wanting to ask and have answered. Naturally there is much more that could be said about a sport now in its thirteenth season.

One item of general interest that many may not appreciate is the fact that many times during recent years, Stock Car drivers have been officially approached by Ministry of Transport, Government and Private Enterprise concerns for the express purpose of testing Motorway barriers. And, let me hasten to add, it was they who were approached simply because normal 'testers' would not tackle the bold venture of rushing deliberately into a 'solid' fence at speeds of up to 60 - 70 m.p.h. time and time again. And in many cases these 'tests' had to be done in normal, road going cars. Admittedly, many tests have been done using Stock Cars — and this in itself is a credit to a sport that prides itself in pioneering the use of safety harnesses, and roll-bars.

In a sport that admittedly encourages spinning and turning, and unavoidably sees many fence crashes, on more normal, speedway stadium type circuits, present-day car manufacturers could, it is felt, learn a lot from the safe construction of present-day Stock Cars. The safety factor of a full chassis, fitted with an internal roll 'cage' could teach 'accident' probers much thought as to how they could be minimised, and injuries lessened. Such items could be built into a 'family' car without spoiling the appearance one iota. It has got to come — eventually.

But we are straying from the introduction of Stock Car Racing at Brands Hatch, brought about after the directors had paid many visits to other stadiums and seen for themselves the new, 'sophisticated' (one of the directors' own words) sport which attracts more than a million and a half enthusiasts every six month

season. They were seemingly very impressed — and here we are.

A couple of weeks ago a special track testing session was held, to which members of the national press were asked to come along and see some of the invited drivers and their cars. The result was much publicity in the following day's issues, and further features in the motoring technical weeklies and monthlies. In all cases, so far as I can see, reporters were impressed, as indeed, I hope many first-timers here today will be.

The unique, wide, fast circuit is going to produce some 'new' kind of Stock Car Racing closely akin to the more modern sport staged at Florida's famous Daytona circuit — a banked, 3 mile track based along Brooklands lines, where modern, standard 'stock' cars average over 160 m.p.h., for 500 miles. At the practice, unofficial timing produced average speeds of 57 - 58 m.p.h. for one lap — and I'm sure that today we shall see speeds of over 60 m.p.h. recorded in the special timed sessions or in races themselves.

The entry includes just about all the top ranking drivers available, including the present World Champion, here today (I hope) after a rush flight back from South Africa, where he has been competing for three weeks.

The circuit, being new, and unusual in that it is not flat, not consistently shaped, and includes uphill and downhill slopes and bends, is going to produce some interesting racing. It will take a little time for some drivers to adjust their techniques to its shape and requirements; some will settle quicker than others — but the ones who master it quickest will be among the winners today in an event for the 'First Ever' Trophy, which the winner will be receiving from Mrs. John Webb, wife of the Managing Director of Brands Hatch Circuit Ltd., who will be among the curious, interested and enthusiastic spectators here today to see 'Power Unlimited' return to Brands Hatch.

May the weather be kind to us . . . and may the racing be excitingly different from any you've seen before. And, in my capacity as Commentator, at this and every Brands meeting,

I'll be talking to you . . .

Meet some of the Drivers . . .

ELLIS FORD (No. 3). The reigning British and World Champion who has just completed successful tours of America and South Africa, from where he flew in today to compete this afternoon. Dominated racing last season in his Ford 'Interceptor' engined Special. A former RAF bomber crewman, a deformed, injured leg doesn't handicap his storming driving. Was voted Personality of the Year by readers of 'Stock Car Racing News' in 1965. A family man, with two daughters, he owns a steak-bar in Birmingham.

DOUG WARDROPPER (No. 5). 'W the Elder' (his son also competes). Doug is credited with the introduction of the American ohv V8 engine units into the sport back in late 1955 — a move that helped, more than any other, to bring speed into the game. World Champion in 1963, and a winner of just about every National title and classic, he has competed since 1954. Runs a garage at Ipswich. Toured South Africa in 1964 — unbeaten in all his races, and raced in France. Drives a Pontiac engined car with skill. Has a collection of over 300 trophies.

BILL 'DARKIE' WRIGHT (No. 7). A Walworth garage owner, and something of a specialist 'stock car' builder, many competitors today using his designed and prepared cars. His own has Ford engine fitted. All have Mercedes radiator sheel as distinctive 'mark'. Has raced since 1954, and is one of the oldest competitors. Has broken his ankle and back during his career — back broken when a car slipped off a jack on to him in the pits! Steady, consistent placeman.

PAT WILLIS (No. 25). Garage owner from Egham. A great favourite for his blustering style. Drives a Facel-Vega engined car; has raced in France with British team (winning International Team Event).

FRED MITCHELL (No. 38). Like driver No. 5, his teenage son also drives. A pioneer and a top ranker right from the first year. Only driver never to lose his Star grading since system

introduced in 1958. A cheery type in the haulage and car dismantling business at Oxford. Won World Title in 1962, and was the first of our drivers to tour South Africa. Has also raced in France. National Points champion twice, and one of the sport's true 'personalities'.

TED PANKHURST (No. 104). A garage director from Slough. Is another veteran of 1954 days. Drives Oldsmobile 'Rocket' engined car. Former British Champion and ex-speedway rider. Greyhound owner. Steady, consistent, cigar-smoking grandfather.

TOM 'JOCK' LLOYD (No. 131). Tall, good looking Scot now resident in Staines, where he runs very successful garage business. World Champion in 1961. Is patriotic in that he has long used Jaguar engined cars. Present model has 'D' type unit fitted three twin-choke Weber carbs, and emits a wonderful crackle. Captained British team in French International Team contest. Very popular character.

TERRY COELL (No. 133). One of the two drivers who helped to make choice of stock car circuit when idea first mooted. Drives a 3.8 Jaguar engined car, fitted Mini body. Very consistent placeman from Plaistow, London. Red haired. Partly sponsored by Japanese plug concern.

RON ROGERS (No. 152). Was third in the 1965 World Championship. Drives a Buick engined car. Farm contractor from Leek, in Staffordshire. Won final in first Formula 1 meeting of the year at Cadwell Park two weeks ago.

ALAN WARDROPPER (No. 245). Son of driver No. 5. Age 21 and has been driving since month before 16th birthday, when he won his first trophy (of a collection of 200 now). Toured South Africa during December 1965, was very successful. Is to be married on Saturday next. Like father, one of sport's outstanding drivers. Was second in 1965 World Championship, third in 1964. National Points Champion twice. Ex-British champion too.

EVENT ONE

START: 2.30 p.m.

GRAND INTRODUCTORY PARADE OF ALL COMPETITORS

EVENT TWO

RECORD SETTING ATTEMPTS

START: 2.45 pm. (FLYING START) 1 LAP

Cars: No. 3.....	No. 5.....	No. 25.....
No. 38.....	No. 131.....	No. 245.....

Fastest Time: Car No. Time

EVENT THREE

BRANDS MATCH RACE CHAMPIONSHIP

START: 2.55 p.m. 3 LAPS

Car No. 3 Ellis Ford v. Car No. 245 Alan Wardropper

RESULTS : _____

Winner — Car No. Time.....

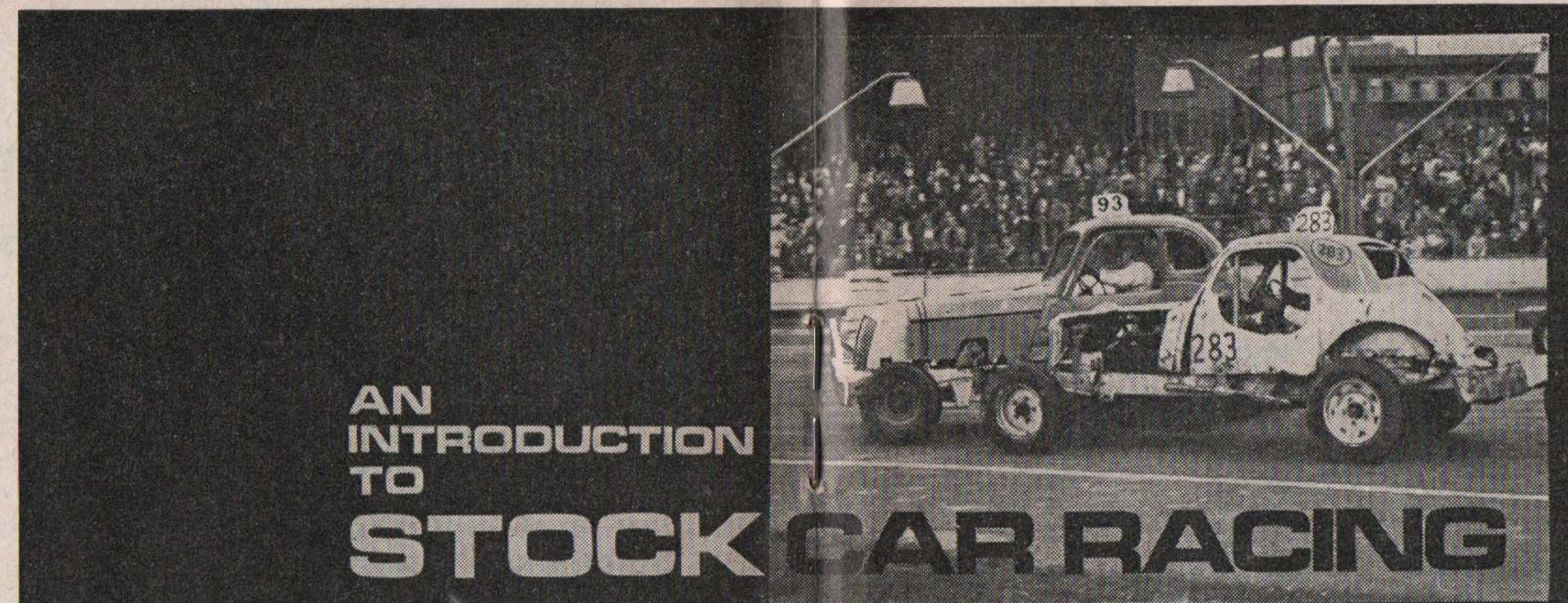
LIKE so many things, Stock Car Racing in this country is an American export. It is the product of post-war 'jalopy' events in the States, when 'hotted up' pre-war road cars were raced, first on short road strips and then on the short 'dirt tracks' of the West Coast, and on the famous Beach at Daytona, 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.

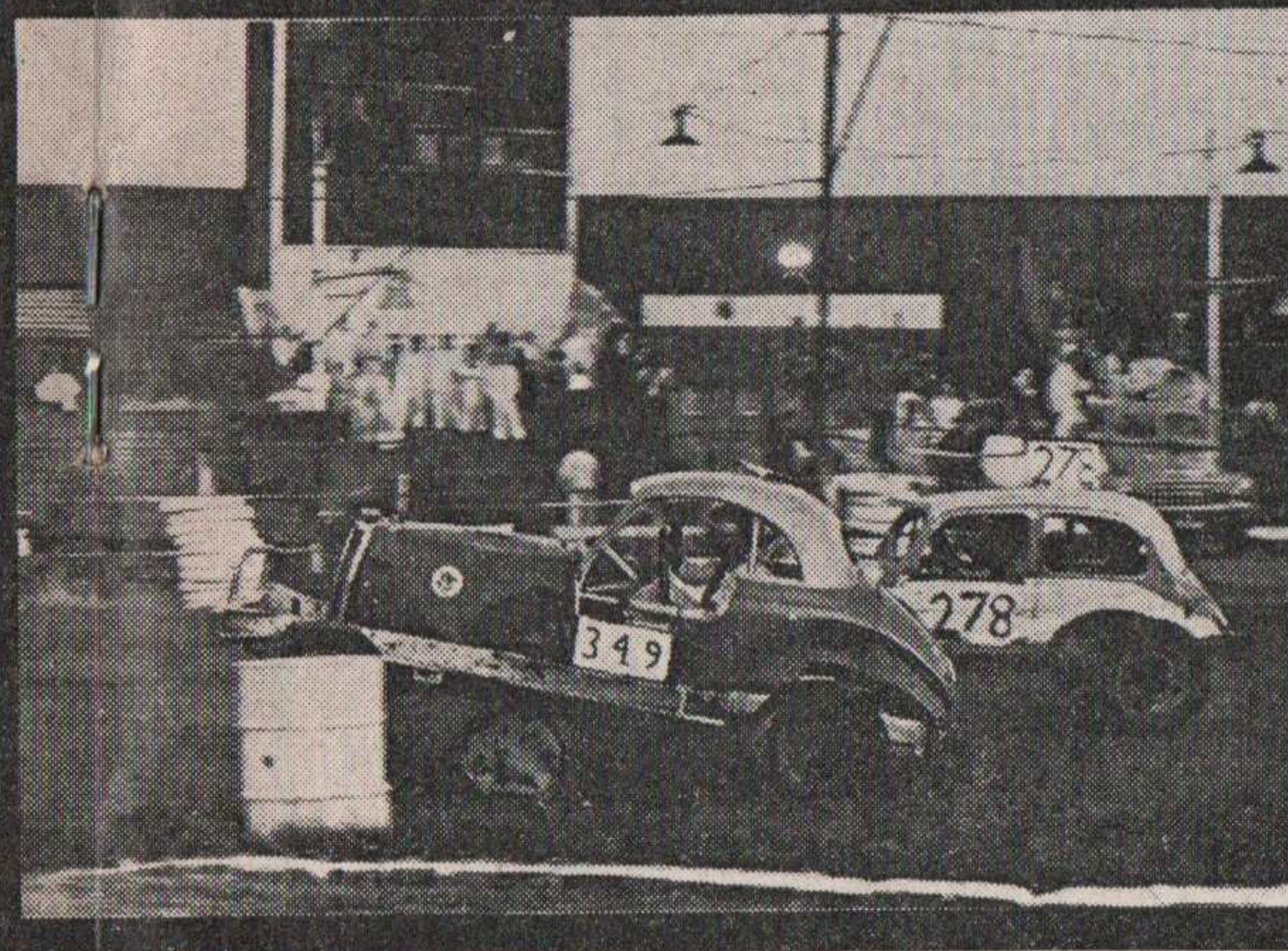
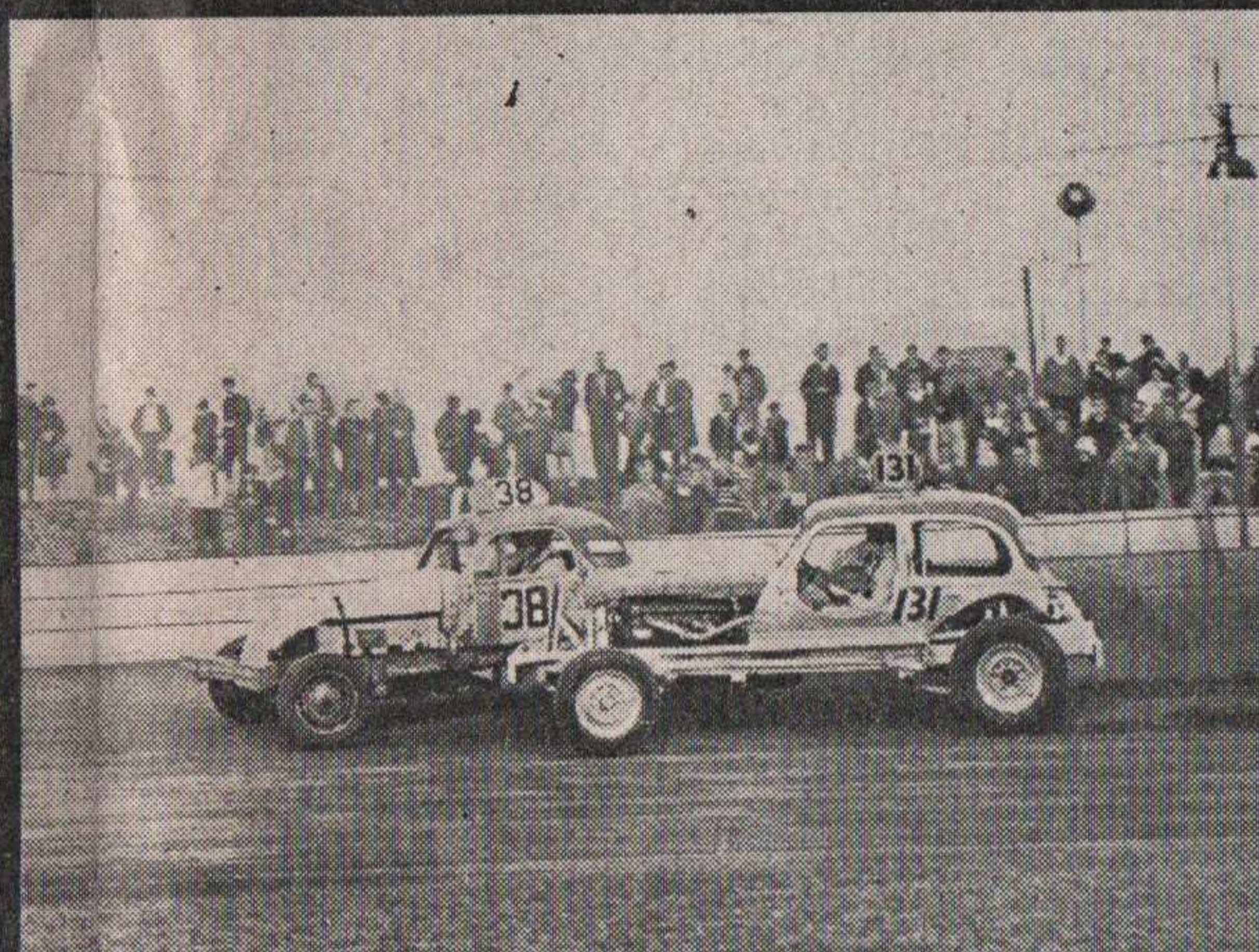
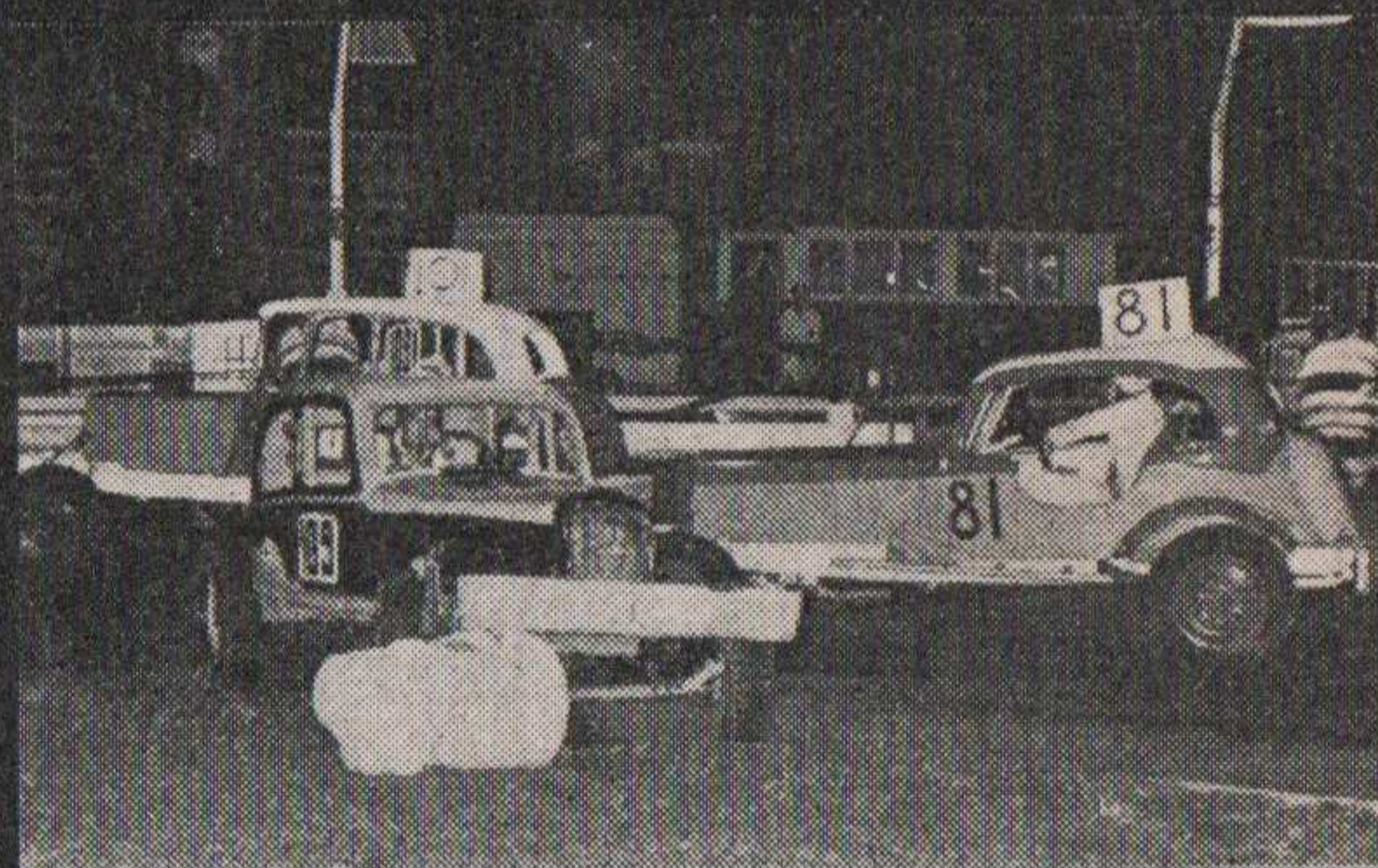
It was in 1956 that the present trend was evolved whereby the cars raced are not strictly 'stock,' but more 'specialised.' Whereas a car was once raced as it was built and modified only in suspension and by tuning the engine, the present day Stock Car is a well-prepared, individually-built special designed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

EVENT FOUR

'FIRST EVER TROPHY'

START: 3.05 pm.

HEAT ONE

15 LAPS

Car	Grade	Driver	Town	Grid Order
357	B	Mick Screton ...	Diseworthy ...	207
5	*	Doug Wardropper ...	Ipswich ...	6
6	C	Derek Green ...	Walworth ...	324
24	A	Alan England ...	Harringay ...	190
25	*	Pat Willis ...	Egham ...	109
109	C	Reg Pryor ...	Plaistow ...	226
127	A	Geoff Harrison ...	Cheltenham ...	258
133	*	Terry Coell ...	Plaistow ...	171
171	B	Ray Peters ...	Hatfield ...	357
197	A	Les Taylor ...	Isleworth ...	266
226	B	Brian Maynard ...	Ongar ...	197
258	B	Peter Guinchard ...	Edgware ...	24
266	A	Alan Cayzer ...	Saffron Walden ...	127
304	*	Willie Wanklyn ...	Baldock ...	386
324	C	John Symondson ...	Edgware ...	304
386	A	Barry van den Oetelaar ...	Reading ...	5
207	C	Dennis Dequincey ...	Walton ...	25
190	C	Ed. Duckett ...	Coventry ...	133

RESULTS:

1st..... 2nd..... 3rd..... 4th.....

5th..... 6th..... 7th.....

(Transfer the first seven to Grand Final)

For full details of advertising
in Brands Hatch programmes
write or telephone the

Advertisement Director: **Knightsbridge Publications,
(1962) Limited**

**3-4, St. Andrews Hill,
London, E.C.4.**

Tel : CITY 4288

EVENT FIVE

'FIRST EVER TROPHY'

START: 3.30 p.m.

HEAT TWO

15 LAPS

Car	Grade	Driver	Town	Grid Order
3	*	Ellis Ford ...	Birmingham ...	278
7	*	Darkie Wright ...	Walworth ...	31
29	B	Terry Gill ...	Buxton ...	66
31	C	Pete Mayes ...	Ely ...	186
37	A	Don Evans ...	Oxford ...	351
66	C	Ted Janes ...	Alconbury ...	29
104	*	Ted Pankhurst ...	Slough ...	191
132	A	Les Suckling ...	Plaistow ...	234
152	*	Ron Rogers ...	Leek ...	238
163	A	Roy Goodman ...	Pailton ...	37
186	C	Albert Chignell ...	Chelmsford ...	132
191	B	Mike Lewis ...	Rugby ...	267
198	A	Roger Taylor ...	Isleworth ...	198
234	B	Ray Pearce ...	Walworth ...	163
238	A	Les Mitchell ...	Oxford ...	7
267	A	Ron Cayzer ...	Saffron Walden ...	282
278	C	Harry Linney ...	Chingford ...	152
282	*	Barry Hebborn ...	Oxford ...	3
351	B	Haley Calvert ...	Wisbech ...	104

RESULTS:

1st..... 2nd..... 3rd..... 4th.....

5th..... 6th..... 7th.....

(Transfer the first seven to Grand Final)

GO
STOCK CAR RACING
AT
Harringay Stadium

Green Lanes, London, N.4
Saturday, April, 23rd at 7.45 p.m.

THE "CHAMPAGNE DERBY"

"CORKS a POPPIN' "

*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 30th APRIL at 7.45 p.m.

METROPOLITAN GRAND PRIX

Thrilling All-Senior Car Programme

★ Power & Slide combined
in an exciting speed journey

See you there!