

# BRANDS HATCH

'King of the Stocks'  
Stock Car Races

Sunday 25 Sept 1966

Programme 1s.

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





**FOLLOW**

# 'STOCK CAR RUMBLINGS'

**BY — PETER ARNOLD**

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## **RESTRICTED STOCK CAR RACE MEETING**

**SUNDAY 25th SEPTEMBER 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. 2769

**Organised by ROCHESTER, CHATHAM & DISTRICT MOTOR CLUB**

**RACING COMMENCES — 2.30 p.m.**

### **OFFICIALS**

**Stewards of the Meeting :**

Appointed by the R.A.C. —  
To be nominated

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. Micklewright (R.A.C.)

**Commentator :**

Peter Arnold

**Lap Scorer :**

Mrs. Frida Arnold

**Press :**

D. Nye

**Medical Services :**

Members of  
St. John Ambulance Brigade

**Promoted by :**

Motor Circuit Developments Ltd.

**Managing Director :**

John Webb

**For 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 supportings Clubs in conducting this event.

If an accident occurs, leave it to the marshals, the doctor 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	... ..	Start
Red	... ..	Stop, all Drivers
Black, with Drivers number	... ..	That Driver to Stop
Yellow (Motionless)	... ..	Danger, drive slowly
Chequered Black and White	... ..	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

Whoops . . . we didn't quite make our little get-together three weeks ago, did we? Sorry about that. It's that weather-man again — and the local forecasters. It did rain very heavily from about 1 o'clock, and at times it was mighty hard — ask those brave kart lads who were battling it out in the middle of their R.A.C. Championships.

There were few people here at about 3 p.m., when some thought was given at top-level about the possibilities of cancellation. Personally I'm not one for calling a meeting off. This is based on much experience of such similar decisions in speedway and stock car racing, stadium sports that attract a somewhat similar enthusiastic following that differs an awful lot to those who support, say, motorcycling and car racing. They are a more 'personal' crowd (aren't you?)

But at such times it is inevitable that some decision has to be made — by someone — before it is too late. The management's decision was to call it off — with great reluctance, but based on the opinion gathered from the local met. boffins, that the rain would persist all afternoon into the early evening. On that score alone, the meeting was called off, over the speakers, by me, at about 3.15 p.m.

It didn't seem all that long before the rain had abated and the sun was coming through. So much for expert, professional weather forecasters. Personally I'll stick to my seaweed and my nose next time.

The cancellation of the meeting was also made because it was felt that the earth bankings would be too tricky, too muddy, for you to use — and certainly at the time of the decision, they were greasy — I know, I fell down walking to my box!

Well, let's hope that this afternoon, for our last meeting until Christmas time, that the weather is kinder. We've retained the formula of programme presentation we were to have tried last time (September 4th). Simply explained, it features

two groups of 25 drivers who meet each other twice in two distinct heats, from which points are gained, the top scorers meeting again in the final. Grid positions are reversed (within the grades) for the second heat, which should prove who are the better drivers in each goup.

We open our meeting with a match race that should revive memories of that great end-of-August clash in semi-final and final of Jock Lloyd, our tame, diabolical Scot, and the man with the ceegar and ten gallon hat, American Ted Janes from Missouri. They were pretty evenly matched on that occasion, since when fans have been talking about which is the quicker. Because Match Race title holder Piet de Klerk won't be with us this afternoon, we thought it would be exciting to see the first and second in our last completed final race it off. They rank as two of the most popular drivers we have here at Brands Hatch — or any where. Both drive distinctive cars — Jock with his Jaguar, Ted with his Chevy Impala housed in a Ford coupe. Both like this track — and the one lap time trials proved that they are evenly matched over one lap. Let's see today, what will happen over the three lap distance of the Silver Sash Match Race.

This afternoon, too, we are to have a number of Radio London 'pop' personalities aound the place. It should be fun — and we're sure you'll join in to make it an end-of-season party.

This first-ever season of stock car racing at Brands Hatch has been something of a bold venture. It has broken new ground, introduced new ideas, a new look and a new approach to the sport. The circuit itself is different, and is liked by all who have driven it..

Naturally, we don't sit on our laurels. We are planning new, bigger and better surprises for next season. We are not afraid to experiment, to try something new, and to change our formula. This, we feel, is the way to maintain high interest level, and to prevent staleness and sameness. We hope you agree.

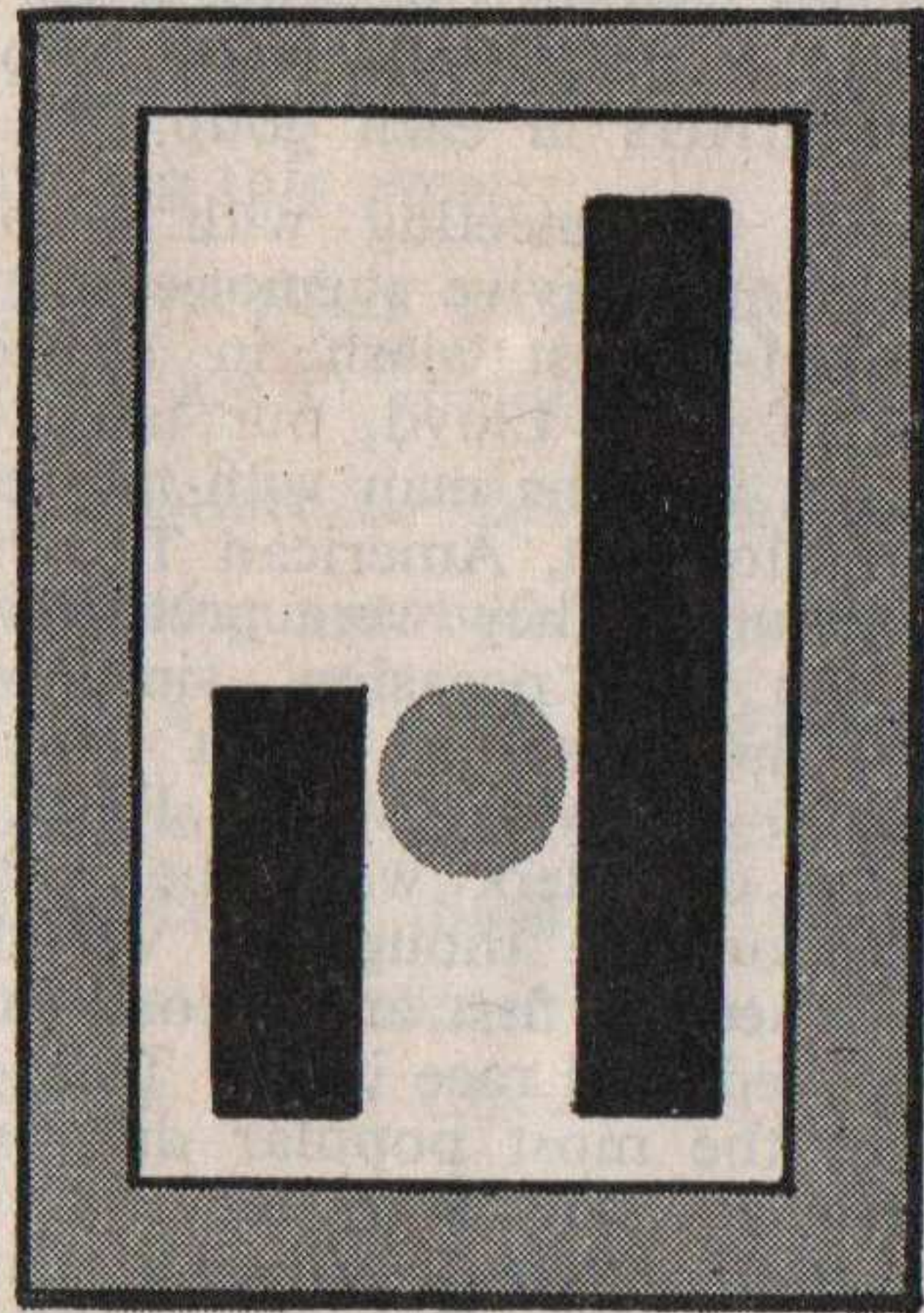
With this thought in mind, let's look forward to an interesting afternoon's sport today — and on Boxing Day (make a note in your diary now — December 26th) when we aim to stir you out of your Christmas dinner, fireside routine, and present a seasoned fare of stock car capers. Keep your ear tuned to Radio London for all the gen on this meeting.

This afternoon, and on Boxing Day, as usual . . .

I'll be talking to you.



## RADIO LONDON "POP" PROGRAMME



12.30 "Top of the Pops" Disc Jockey Parade

1.00 Bonzo Dog Doo Dah Band

1.30 Pop Star Raleigh Bicycle Race

5.30 LIVE SHOW: Cimmaro Brothers' approx Aerial Act from Billy Smart's Circus

Episode Six and the Symbols

During the afternoon children are invited to take part in pedal go-kart racing on the Raleigh miniature circuit in the Grovewood car park. Prizes every half an hour.

### Points Scoring System

Each driver is eligible to drive in two heats. The Final will comprise the best 14 drivers on aggregate from heats 1 and 3, and heats 2 and 4. Points will be awarded in heats as follows: 1st — 26, 2nd — 25, 3rd — 24, 4th — 23, 5th — 22, etc., down to one point if all competitors finish.

**PLEASE NOTE:** The following amendments to the Christmas race meetings.

**THE "BOXING DAY CAR RACES"**

**Are now to be held on Tuesday 27th December.**

**There will be a Stock Car Race Meeting on Monday 26th December.**

## EVENT ONE

START: 2.30 p.m.

# GRAND INTRODUCTORY PARADE OF ALL COMPETITORS

## EVENT TWO

### BRANDS MATCH RACE CHAMPIONSHIP

START: 2.45 p.m.

'SILVER SASH'

3 LAPS

'Race of Stars' Trophy Winner

Car No. 131 — 'Jock' Lloyd 19-4 V

Car No. 66 — Ted Janes

RESULT:

Winner — Car No. .... Time .....

48-01



# ROCHESTER CHATHAM & DISTRICT MOTOR CLUB

STOCK CAR RACING

MOTOR CYCLE RACING

MOTOR CYCLE TRIALS

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CAR RALLIES

AUTOCROSS

SOCIAL EVENTS

for details of membership, apply to:—

**P. Ingram-Monk, 186, Wayfield Road, Chatham, Kent.**

**Tel : Medway 41499**

## 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

## EVENTS THREE AND FIVE

EVENT THREE — Heat One START 2.55 p.m.

EVENT FIVE — Heat Three

START 3.45 p.m.

'KING OF THE STOCKS'

15 Laps

Car	Grade	Driver	Town	Points			Total	Grid Order
				Heat 1	Heat 3	Heat 3		
3	*	Ellis Ford	Birmingham	.....	.....	.....	229	15
6	B	Derek Green	Brixton	.....	.....	.....	186	216
15	C	James Gannon	Basildon	.....	.....	.....	172	204
25	A	Pat Willis	Egham	.....	.....	.....	111	275
111	C	Roy Wilson	Hornchurch	.....	.....	.....	312	312
132	B	Les Suckling	Plaistow	.....	.....	.....	275	111
138	A	Allen Briggs	London	.....	.....	.....	204	172
172	C	Gerald Peters	Hatfield	.....	.....	.....	216	186
179	C	Jumbo / Tustin	Cheltenham	.....	.....	.....	15	229
186	C	Albert Chignell	Chelmsford	.....	.....	.....	365	198
198	B	Roger Taylor	Isleworth	.....	.....	.....	257	132
204	C	Tony Southam	Haddenham	.....	.....	.....	274	6
216	C	Peter Hales	Romford	.....	.....	.....	234	234
229	C	Geoffrey Woods	Plumstead	.....	.....	.....	6	274
234	B	Ray Pearce	Walworth	.....	.....	.....	132	257
257	B	Don Stacey	Guildford	.....	.....	.....	198	365
258	*	Peter Guinchard	Edgware	.....	.....	.....	394	304
266	A	Alan Cayzer	Saffron Walden	.....	.....	.....	339	179
274	B	Denis Driscoll	Plaistow	.....	.....	.....	25	266
275	C	Eddie Jackson	London	.....	.....	.....	138	138
304	A	Willie Wanklyn	Baldock	.....	.....	.....	266	25
312	C	Benjamin Spiers	Evesham	.....	.....	.....	179	339
339	A	Arthur Townsend	Loughborough	.....	.....	.....	304	394
365	B	Graham Spring	Evesham	.....	.....	.....	258	375
375	*	George Ansell	Knebworth	.....	.....	.....	3	3
394	A	John Pratt	Dorchester-on-Thames	.....	.....	.....	375	258

RESULTS: 46-5-

Heat One	Heat Three
1st..... 234	1st..... 234
2nd..... 432	2nd..... 266
3rd..... 266	3rd..... 266
4th..... 3	4th..... 138
5th..... 138	5th..... 138
6th..... 257	6th..... 257
7th..... 258	7th..... 258

(Transfer Top 14 Point Scorers to Grand Final)



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.

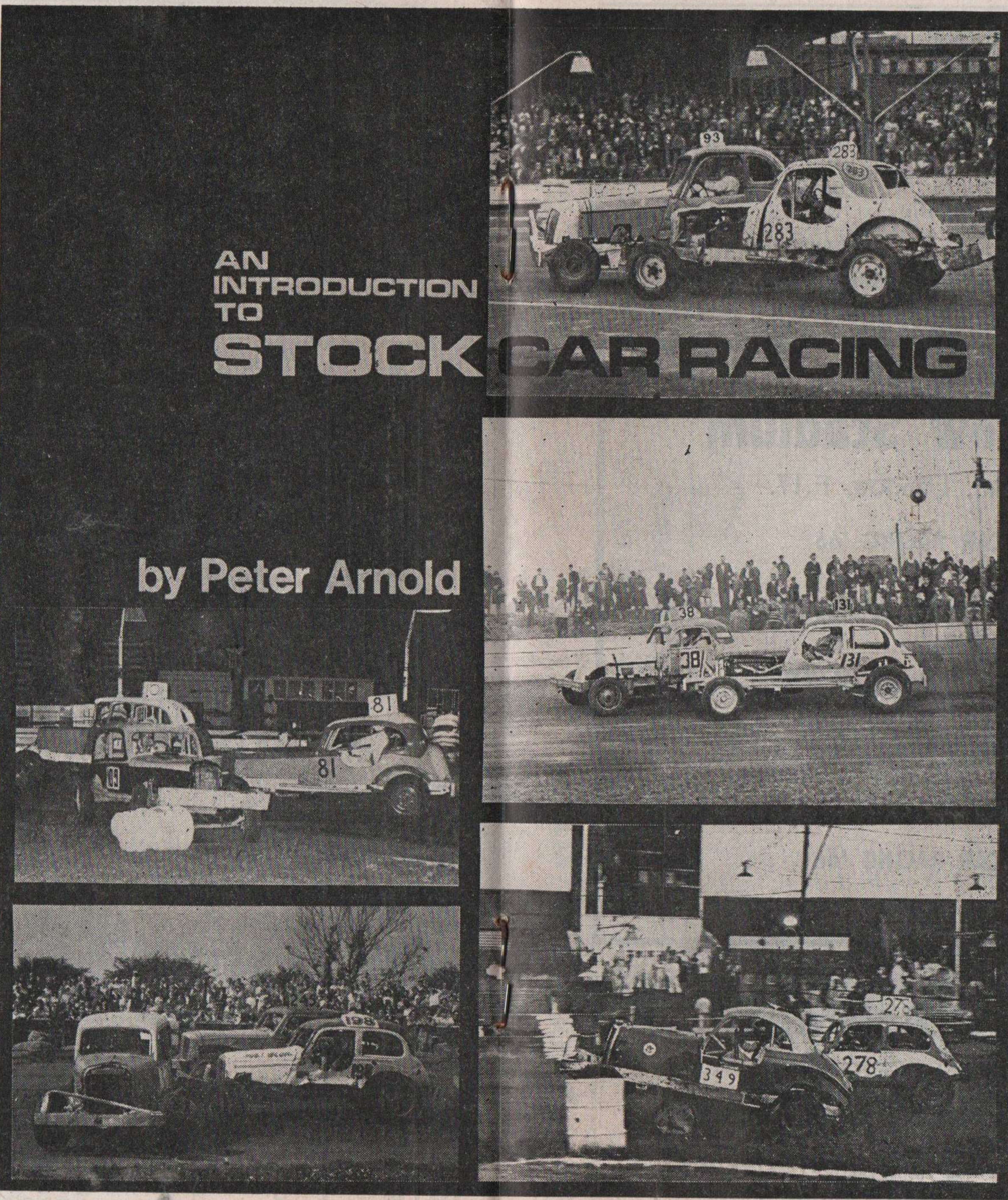
The chassis is usually a 30 cwt. van base, on to which are 'hung' axles that in the main have transverse leaf springing at the front and elongated elliptics at the rear, aided, on many cars, by Mercedes-type coil springs that act as dampers. The engine unit will most certainly be one of the late American 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,

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

## 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.



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## EVENTS FOUR AND SIX

EVENT FOUR — Heat Two

START 3.20 p.m

EVENT SIX — Heat Four

START 4.10 p.m.

'KING OF THE STOCKS'

15 Laps

Car	Grade	Driver	Town	Points		Total	Grid Order
				Heat 2	Heat 4		
7	* C	'Darkie' Wright	London	.....	.....	.....	284
8	A	George Bartley	Basildon	.....	.....	.....	181
24	C	Alan England	Harringay	.....	.....	.....	8
30	C	John Challis	London	.....	.....	.....	226
66	B	Ted Jones	Alconbury	.....	.....	.....	233
81	B	Pat Driscoll	East Ham	.....	.....	.....	30
104	A	Ted Pankhurst	Slough	.....	.....	.....	260
109	A	Reg Pryor	Plaistow	.....	.....	.....	208
128	A	Lenny Taylor	Walworth	.....	.....	.....	171
131	A	'Jock' Lloyd	Ashford	.....	.....	.....	208
133	A	Terry Coell	Plaistow	.....	.....	.....	149
149	* C	Gerald Higginson	St. Johns Wood	.....	.....	.....	260
151	B	Ken Sheridan	Enfield	.....	.....	.....	8
171	C	Ray Peters	Hatfield	.....	.....	.....	181
181	C	Alan Cox	Plaistow	.....	.....	.....	278
197	C	Les Taylor	Isleworth	.....	.....	.....	197
207	B	Dennis de Quincey	Walton on Thames	.....	.....	.....	66
208	B	Maurice Nicholas	Ely	.....	.....	.....	151
226	C	Brian Maynard	Fyfield	.....	.....	.....	207
233	C	Melvyn Dillow	Finchley	.....	.....	.....	151
260	C	Douglas Fisher	West Drayton	.....	.....	.....	66
267	A	Ron Cayzer	Saffron Walden	.....	.....	.....	197
278	A	Harry Linney	London	.....	.....	.....	81
284	B	Ted Vincelli	Harringay	.....	.....	.....	278
314	A	Ian Ireland	Roydon	.....	.....	.....	109
379	A	Alan Charman	Long Ditton	.....	.....	.....	379

### RESULTS:

Heat Two  
Heat Four

1st...197  
1st...66

2nd...66  
2nd...184

3rd...7  
3rd...131

4th...133  
4th...7

5th...379  
5th...267

6th...184  
6th...379

7th...208  
7th...133

*Darkie*

(Transfer Top 14 Point Scorers to Grand Final)



# BRANDS HATCH FIXTURES 1966

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 INTERNATIONAL MOTOR SHOW 200	F2/T	15s.A, 5s.C, 20s.S, 10s.P, 2/6d.Pr.
6 Nov.	East Surrey M.C. Sprint	S/GT/T	3/6d.A, CF, Rovers
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.	Stock Car Races	Seniors	7/6d.A, 2/6d.C, 5s.S, 1s.Pr
27 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.

## EVENT SEVEN

### 'KING OF THE STOCKS' GRAND FINAL

START : 4.45 p.m.

20 Laps

.....	111	.....	101
.....	234	.....	260
.....	257	.....	132
.....	127	.....	151
.....	260	.....	197
.....	266	.....	66
.....	131	.....	138
.....	8	.....	303
.....	104	.....	266
.....	7	.....	133
.....	171	.....	172
.....	267	.....	

### RESULTS :

1st.....	138	2nd.....		3rd.....	
4th.....		5th.....		6th.....	
7th.....		8th.....		9th.....	

### PRESENTATION OF TROPHY

# ADVANCE BOOKINGS

for future  
meetings

You can book and receive your tickets in advance for all future meetings at this circuit. Just write beforehand or call personally at the circuit administration office. A list of future events and prices can be found in this programme.

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When you join a circuit car club you will be sent three tickets each entitling you to 20 laps driving your own silenced road car round the Brands Hatch, Snetterton and Mallory Park race tracks. All three circuits are open for this purpose on Tuesday and Thursday evenings each week during the summer, and on certain weekend days throughout the year. Each track is properly supervised and now has permanent catering services. Members are covered automatically by legal liability insurance and low-cost personal accident insurance is available as an optional extra.

## A CIRCUIT CLUBHOUSE

Close to the paddock at Brands Hatch and Snetterton, and to the hairpin at Mallory Park, members have their own modern-style motoring pubs and clubhouse. They are open most evenings, weekdays, weekends, and on all practice and race days. Apart from their attractive bars, set against a background of motor badges and paintings, the clubhouses are also equipped with music and amusements. They are also the scene of film shows, dances and cocktail parties.

## YOUR OWN MAGAZINE

Through the post every month you will receive a copy of *Sportscar* (post-free value 30s. a year). It will come to you not as a mere club journal, but as a lively illustrated review, full of race reports, road-tests and motor sporting personalities—all in pictures. *Sportscar* is edited by John Blunsden and Darryl Reach, part of the team that produces its lively companion journal *Motor Racing*.

## HOW TO JOIN

Complete the application form below and send it, with your remittance to:  
**The Secretary: Brands Hatch Motor Club, c/o Brands Hatch Circuit Ltd., Fawkham, Dartford, Kent.** Tel.: West Ash 331  
**The Secretary: Mallory Park Motor Club, c/o Mallory Park Circuit Ltd., Kirkby Mallory, Leicester.** Tel.: Earl Shilton 3306  
**The Secretary: Snetterton Motor Racing Club, c/o Snetterton Circuit Ltd., Norwich, Norfolk.** NOR 10.X. Tel.: Quidenham 303  
 Your membership card and further details concerning track use and season brooches will be forwarded immediately.

## SKID ROAD KART TRACK

You also receive three more tickets, each entitling you to a weekend practice session on the Brands Hatch skid road, built specially for the High Performance Course of the British School of Motoring. In your own car you can spin safely on the special mastic surface through 360 degrees from only 20 m.p.h.

As a circuit car club member you will be able to use, at each circuit, on prior notice, a go-kart, a kart amusement track, and a crash helmet for only 7s. 6d. per 10-lap session instead of the normal charge of 10s. If you have your own kart you will be able to take part in races on the 1.24 mile motor race circuit at Brands.

## CONSIDER THESE BENEFITS

## CHEAPER SPECTATING

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brooches for yourself, one other male, and up to four ladies and children, at one or all of the three circuits involved. These admit your car to any public park and all brooch holders to the paddock and any normal viewing area. At Brands Hatch a season brooch costs 4 gns. for adult males, and 3 gns. only for ladies and children, compared with individual admission tickets totalling more than £16 in yearly cost. At Mallory Park and Snetterton the brooches cost 3 gns. for males and 2 gns. for ladies and children for over £9 normal value.

## MEMBER OF THREE

Membership of any one circuit car club allows you and up to three guests to use the clubhouses at Mallory Park, Snetterton and Brands Hatch. Similarly, members of any one circuit car club are also automatically members of the other two, and are entitled to exchange skid-road and race-track tickets (when applicable), to use the other facilities at concession rates, and to enjoy full clubhouse privileges.

## AGAIN AT 70 +

As a member of a circuit car club you can again extract the maximum in speed and roadholding from your car. At Brands, Mallory and Snetterton you can enjoy real performance on roadways designed to bring out the best in driving skill and engineering. And you can do so within safety barriers, wide run-offs, and without the risk of oncoming traffic. And afterwards—you can relax in the clubhouse with people with interests just like yours.

## JOIN TODAY

For 3 gns. a year (2 gns. if a B.R.S.C.C. member) you can enjoy all the advantages described. (Track membership.) For 2 gns. a year you can enjoy all the advantages described, except drive on the tracks and skid roads. (Social membership.) Each circuit car club has its own distinctive emblem which is reproduced on transfers, car and lapel badges, and on club ties.

## FULL MEMBERSHIP APPLICATION FORM

Dear Sir,  
 Please enrol me as a member of the: Brands Hatch Motor Club, The Snetterton Motor Racing Club, The Mallory Park Motor Club. Please also send me the following:

	£	s.	d.
..... ties (green, blue, maroon) at 17s. 6d. each .. ..			
..... lapel badges (pin) at 3s. 6d. each .. ..			
..... car badges at £1 5s. each .. ..			
..... 3 in. transfers at 1s. each .. ..			

I also enclose:  
 3 gns. for twelve months track membership .. ..  
 2 gns. for twelve months social membership .. ..

TOTAL £ \_\_\_\_\_

(Delete the inapplicable.)

Please make your cheque payable to the club of your choice.

NAME .....

ADDRESS .....

TELEPHONE NUMBER .....



# VISIT THE BRANDS HATCH SHOPS

- \* B.R.S.C.C. INFORMATION CENTRE
- \* MOTOR CYCLING CLOTHING \* ACCESSORIES
- \* BRANDS HATCH TRANSFERS, BADGES, PENCILS
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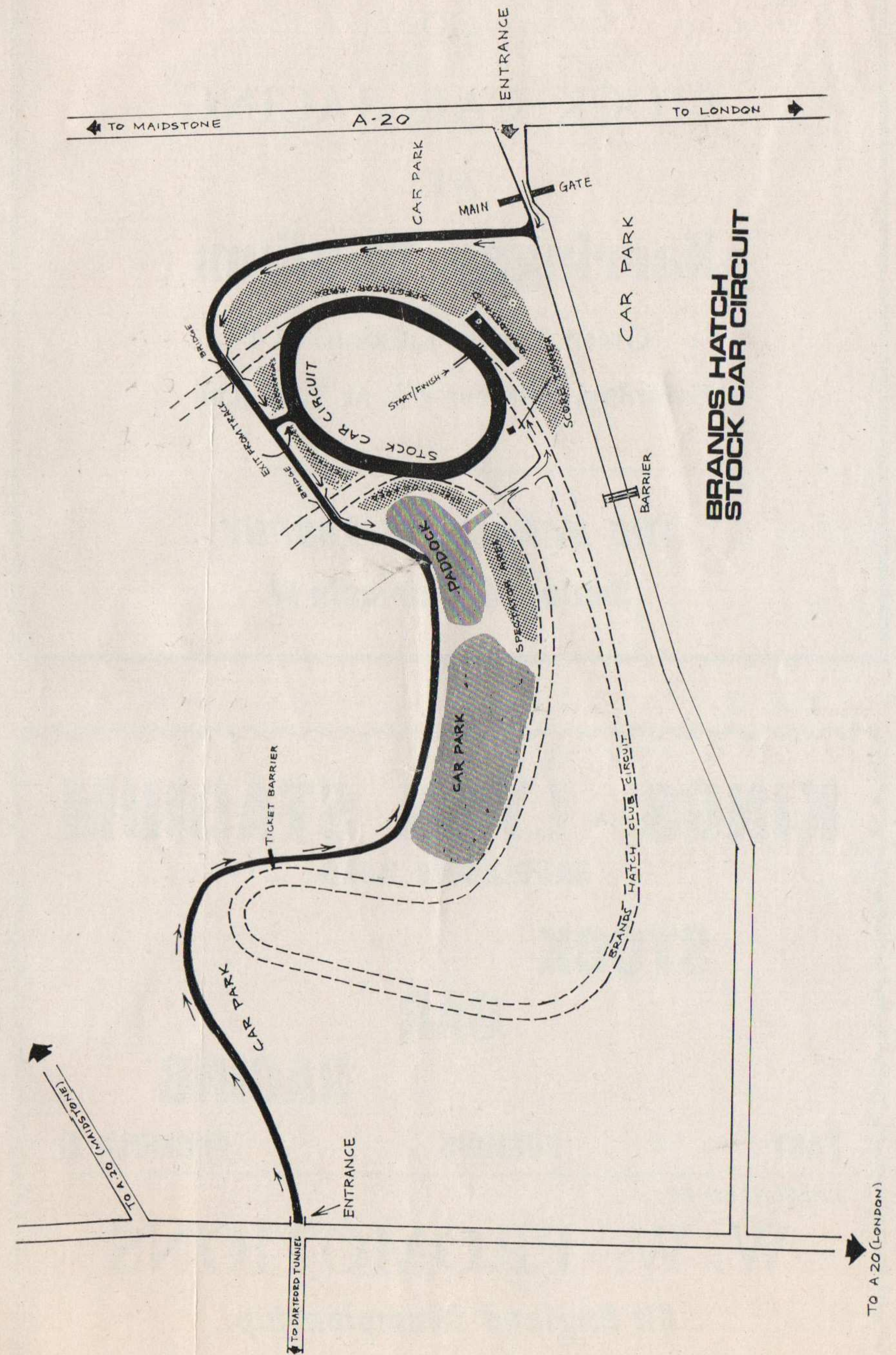
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Green Lanes, London, N.4

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