



# **STOCK-CAR RACING**

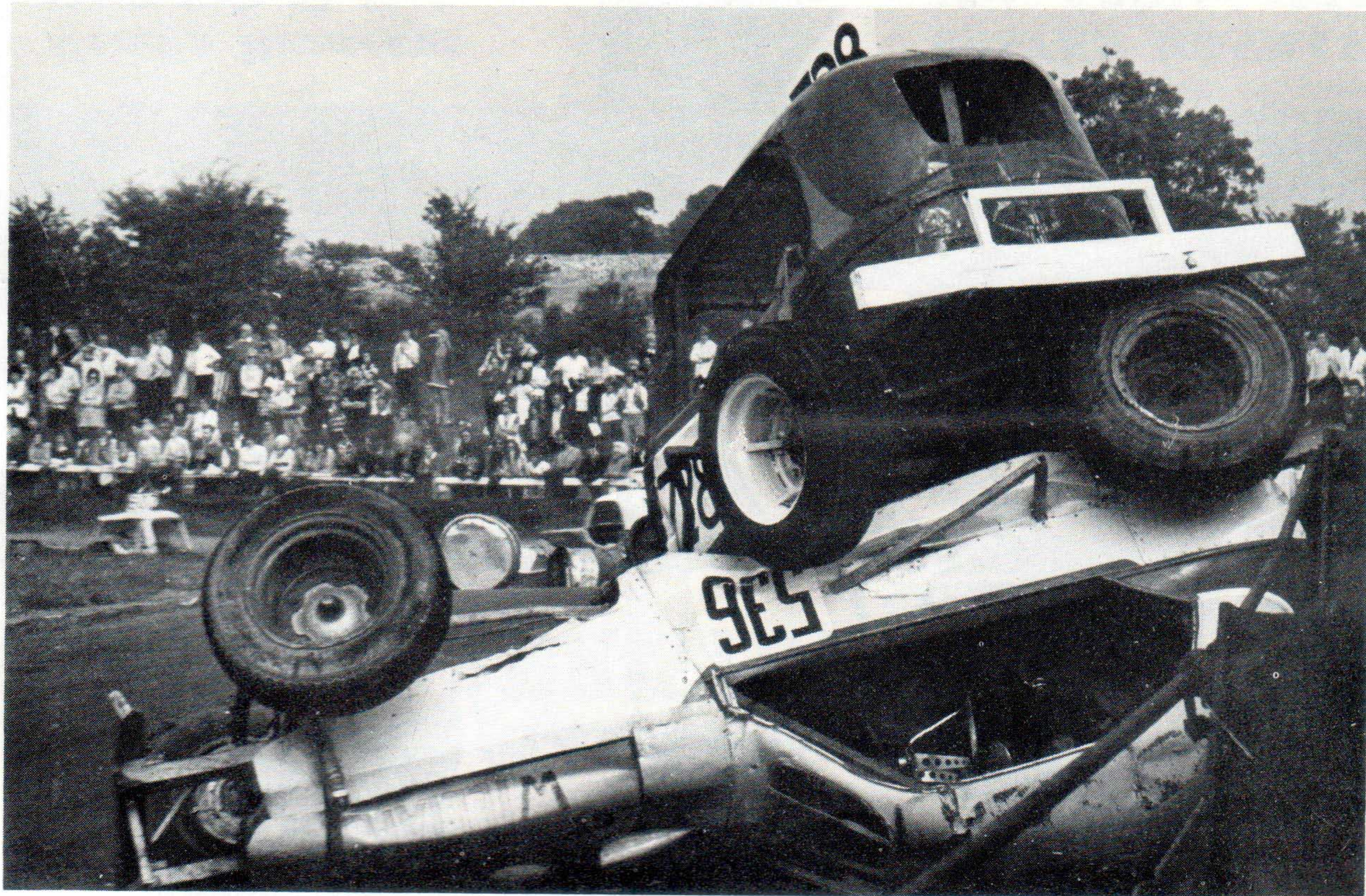
**BRITISH STOCK CAR ASSOCIATION**

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

***Mendip Raceways***  
**BRISTOL**

***EASTER MONDAY***  
**15th APRIL, 1974**





Nos. 728 and 536 giving the crowds a spectacular thrill on August Bank Holiday Sunday at Mendip Raceways.

*Photograph by A. C. Drewitt, Bath*

## Welcome to one and all . . .

to the second day of our Easter speed spectacular featuring the biggest, if not the best, in stock-car racing in the country today. We refer, of course, to the BRISCA Formula I stox, with engines of up to nine litres, and drivers quite willing, and able, to put 500 horse power onto the Mendip tarmac. These cars, as many of you know, are the roots of all the short circuit racing today; having evolved from the original heavily armoured pre-war American saloons that started our sport 20 years ago this year. We still have some of those original drivers, too; the master car builder, Darkie Wright, professional driver, this year turned promotor, Roy Goodman, and consistent placemen over the years, Allen Briggs and Don Evans. The present day Formula I stock car is a very expensive and technical piece of racing machinery, but you'd never think so the way the drivers hurtle round, regardless of who or what gets in the way. Of course, the safety regulations are strict, and more than one driver has arrived at a stadium ready to race and been refused by the scrutineer for a breach of these vital rules. After all, the great thing about all stock-car racing is that however hair-raising the escapades of these brave lads are for your entertainment, seldom do we have to call on our good friends in the St. John Ambulance Brigade.

As this has to be written well in advance due to paper shortages and short-time working in the printing industry, we cannot be sure exactly who is performing today, but, as usual with Gerry Dommett Promotions, invitations have gone out far and wide to secure the best drivers available. Due to damage sustained at yesterday's crop of meetings, some of the drivers in the programme may not appear, and we have no doubt that some of those who do may have had very little sleep last night, what with travelling and running repairs. You will notice, if you have a look around the pits before the meeting, and you're very welcome to, that many of the lads use converted coaches for transporters, and in some are literally everything, including the kitchen sink! BRISCA stock

car racing covers the whole country, from Cornwall to Co. Durham, and it's rather nice to just pull over to the side of the road on a long trip and put the kettle on, or even have a half-hour sleep! Senior stock cars are very often repaired in the coach on the road between meetings!

As can be seen from our Mendip top twenty, Tony Allen managed to hold his lead after a strong challenge from Londoner George Ansell, who had second in his heat and Final behind newly-crowned World Champion Dave Chisholm, at our last meeting in '73.

Dave, in turn, rocketed up the chart from 14th to 4th place, and Jaguar men, Dave Taylor and Les Suckling share third. Pete Webb dropped a couple of places through absence, but for the new season, he has acquired the ex-Darkie Wright special, complete with Musitapes sponsorship (wonder if he's got a tape player in there?). Rod Smith has also had a new Darkie Wright special built, and it is almost a twin to Darkie's own, with A40 bodywork covering the big V8 powerhouse.

We are also giving the track over to an enthusiastic group of Hot Rod pilots for a couple of races this afternoon. These are all local lads, from the newly-formed Weymouth Hot Rod Club, and they are out to thrill us with their highly-tuned short circuit saloons. Some of these boys have been racing in this formula for two or three years, and as interest grows, we are presenting them for you to form your own opinion.

To finish off, of course, we shall have those kami-kazi cavaliers, the Bangers! Love 'em or hate 'em, there is always a full list of drivers in this formula, just waiting to get out there and wreak vengeance on our over crowded road system in their own inimitable way. If you feel that way, don't forget, you can always come along to the Office and collect an entry form . . . !

That's all till the 28th of April, when the Formula II cars will be back, so come early and have a picnic.



# MENDIP TOP TWENTY FORMULA I

Book These Dates!

No.	Driver	H	F	Total
348	Tony Allen	38	30	68
375	George Ansell	30	34	64
132	Les Suckling	19	34	53
30	Dave Taylor	30	26	53
252	Dave Chisholm	16	32	48
238	Les Mitchell	27	20	47
7	Darkie Wright	22	20	42
244	Jim Esau	16	24	40
228	Fred Skinner	25	12	37
8	Pete Webb	18	14	32
295	Jim Tomson	12	18	30
37	Don Evans	22	8	30
283	Cyril Knowles	14	12	26
391	Stuart Smith	8	16	24
266	Gordon Perrij	10	12	22
163	Roy Goodman	7	14	21
6	Rod Smith	20	—	20
365	Graham Spring	16	4	20
208	Martin Fernihough	12	4	16
121	Dave Saunders	4	10	14

Meeting Results—21st October, 1973:

Heat One—252, 375, 1, 30, 37, 227, 17, 211.  
Heat Two—348, 327, 228, 24, 132, 138, 96, —.  
Consolation—51, 170, 238, 7, 6, 196, 295, —.  
Final—252, 375, 138, 238, 132, 228, 24, 348.

SUNDAY, APRIL 28th—Formula II

TWO-DAY FESTIVAL

SUNDAY, MAY 26th—Formula II,

Q/R World Championship

Bk. Hol. MONDAY, MAY 27th—Formula I,

Q/R World Championship

SUNDAY, JUNE 30th—Formula II

SUNDAY, JULY 21st—Formula I,

World Championship Semi-Final

TWO-DAY FESTIVAL

SUNDAY, AUGUST 25th—Formula II

Bk. Hol. MONDAY, AUGUST 26th

Formula I S.W. Drivers' Championship

SUNDAY, SEPTEMBER 29th—Formula I

## PROGRAMME OF EVENTS—FORMULA I

EASTER MONDAY, 15th APRIL, 1974 at 3 p.m.



1

FORMULA I STOCK CARS

Heat 1

20 Laps

Listed in Drawn Grid Position

No.	Driver	Town	Grade
388	D. GUINCHARD	Markyate	C
308	F. HANDYSIDE	London	C
269	J. ROGERS	Northants	C
240	P. O'SULLIVAN	Ware	C
183	B. TRIGGER	Kent	C
149	M. MASTERS	Drayton	C
110	R. SCRIVEN	Fairford	C
42	J. LICKLEY	Sutton Coldfield	C
232	D. DEWIS	Coventry	C
230	N. SEABROOK	Hinckley	C
178	R. McLESTER	Northants	C
68	E. LOVE	Monmouthshire	C
327	H. DAVIS	Cheltenham	B
53	I. BARKER	Notts.	B
197	D. HUDSON	Harrogate	B
258	P. GUINCHARD	Edgware	B
304	R. SHERGOLD	Welwyn Garden City	B
6	R. SMITH	London	A
24	A. ENGLAND	London	A
228	F. SKINNER	Studley	A
283	C. KNOWLES	Upminster	A
132	L. SUCKLING	London	Star
252	D. CHISHOLM	Herts.	Gold

(First Eight to Final)

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



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# 2

## FORMULA I STOCK CARS

Heat 2

20 Laps

### Listed in Drawn Grid Position

No.	Driver	Town	Grade
329	B. BURNS	Barking	C
302	M. ROONEY	London	C
259	D. FARRINGTON	Nuneaton	C
203	D. CLARKE	Kettering	C
170	K. HARRISON	Kidderminster	C
137	A. HOLMES	Oxford	C
104	A. CASSERLEY	Stevenage	C
38	I. RUSSELL	Northants	C
338	J. FARRELLY	London	C
211	J. ALDRIDGE	Oxford	C
141	B. HOPKINSON	Derby	C
62	B. ROGERS	Kidderminster	C
267	I. IRELAND	Nazeing	B
90	J. WILDE	Welwyn Garden City	B
208	M. FERNIHOUGH	Inkberrow	B
261	J. GOODHALL	Leics.	B
387	C. CROSS	Bury	B
7	D. WRIGHT	London	A
37	D. EVANS	Oxford	A
238	L. MITCHELL	Oxford	A
365	G. SPRING	Worcs.	A
375	G. ANSELL	Knebworth	Star

(First Eight to Final)

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



# 3

## FORMULA I STOCK CARS

Heat 3

20 Laps

### Listed in Drawn Grid Position

No.	Driver	Town	Grade
316	R. SKINNER	Pershire	C
296	C. DEWHURST	Clitheroe	C
243	D. LUCAS	Pontypool	C
193	B. BENNETT	London	C
159	K. LONGMORE	London	C
135	C. TAYLOR	Warrington	C
65	J. STIRK	Halifax	C
17	M. BASSEY	London	C
310	B. GIBBS	Warwick	C
209	B. BEDFORD	Hemel Hempstead	C
123	L. KNAPTON	Birkenshaw	C
45	A. SCOTHERN	Derby	C
51	M. SMITH	Aveley	B
121	K. SANDERS	Ely	B
227	D. SAUNDERS	Wendover	B
295	J. TOMSON	Barford	B
270	B. ROGERS	Finedon	B
8	P. WEBB	Slough	A
134	B. MAYNARD	Ongar	A
266	G. PERRIN	Welwyn	A
30	D. TAYLOR	Nazeing	Star
348	T. ALLEN	Luton	Star

(First Eight to Final)

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

751

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4

## HOT RODS

Driver		Car			Town
BOB BICKERS	-	Mini	-	-	Weymouth
TAFF JOHN	-	Mini	-	-	Bournemouth
BUTCH HOUNSELL	-	Mini	-	-	Weymouth
TERRY MACEY	-	Mini	-	-	Weymouth
DAVE HOLLAND	-	Mini	-	-	Dorchester
KEITH HOUNSELL	-	Ford	-	-	Weymouth
MARSHALL MAGGS	-	Mini	-	-	Yeovilton
PHIL SEALEY	-	Ford/Imp	-	-	Yeovil
CHRIS REED	-	Ford	-	-	Briantspuddle
ALFIE FRAMPTON	-	Mini	-	-	Dorchester
MICK HANSFORD	-	Mini	-	-	Dorchester
DAVE ABBOTT	-	Mini	-	-	Dorchester
BARRY WATTS	-	Ford	-	-	Blandford

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



5

## FORMULA 1 STOCK CARS

Consolation

20 Laps


(First Eight to Final)

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



6

## HOT RODS

Driver		Car			Town
BOB BICKERS	-	Mini	-	-	Weymouth
TAFF JOHN	-	Mini	-	-	Bournemouth
BUTCH HOUNSELL	-	Mini	-	-	Weymouth
TERRY MACEY	-	Mini	-	-	Weymouth
DAVE HOLLAND	-	Mini	-	-	Dorchester
KEITH HOUNSELL	-	Ford	-	-	Weymouth
MARSHALL MAGGS	-	Mini	-	-	Yeovilton
PHIL SEALEY	-	Ford/Imp	-	-	Yeovil
CHRIS REED	-	Ford	-	-	Briantspuddle
ALFIE FRAMPTON	-	Mini	-	-	Dorchester
MICK HANSFORD	-	Mini	-	-	Dorchester
DAVE ABBOTT	-	Mini	-	-	Dorchester
BARRY WATTS	-	Ford	-	-	Blandford

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

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# Event 7

FORMULA I STOCK CARS

Grand Final

25 Laps


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

# Event 8

BANGERS CLUB

Team Race

WINNING TEAM from v. WHACKY RACERS  
Event 4 on Sun., April 14th

No. Driver

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No. Driver

36 O. COPE, Weston-s.-Mare  
 43 R. GODDARD, Highbridge  
 44 T. MEARS, Highbridge  
 48 F. FOUNTAIN, Cheddar  
 67 E. COGGER, Highbridge  
 94 R. BULL, Cheddar  
 113 M. JOPLING, Highbridge  
 115 P. COX, Nailsea  
 Reserve :  
 — J. GATEHOUSE, Cheddar

# Event 9

BANGERS CLUB

FIGURE OF 8

The first 15 from each Events 6 and 7 of Easter Sunday, April 14th.

No. Driver

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No. Driver

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



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**Staff of the St. John Ambulance Brigade are in attendance**

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## 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.

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