EVENT SIX—BANGERS CLUB TEAM RACE

KEYNSHAM KRUNCHERS v. BATH GO-GO

No.	Driver	No.	Driver
25	B. SMITH, Saltford	15	JUNE CAINE (Capt), Bath
66	R. CALVEY, Keynsham	125	G. CAINE, Bath
7	M. GLEED, Keynsham	198	K. KNOTT, Bath
	M. BARNES		J. COX
57	R. CROSS, Bristol		R. GILL
	N. OLLIS, Keynsham	62	BOB HIGGINS, Bath
19	A. WILLIAMS, Bristol	152	C. DIX, Bath
34	M. DREW, Upton Cheyney		P. CARTER
RESERVES			
27	K. HEMMINGS, Upton Cheyney	RESERVES	
33	D. DREW, Upton Cheyney	6	G. HIGGINS, Bath
	C. BEES, Keynsham	18	M. BARNES, Bath

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

BRISCA STOCK 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

Crayford	June 1	Belle Vue	June 23
Coventry	„ 2	BRISTOL	„ 24
Doncaster	„ 3	Brafield	„ 24
Stoke	„ 3	Brands Hatch	July 1
St. Day	„ 3	Newton Abbot	„ 4
Long Eaton	„ 9	Weymouth	„ 5
White City	„ 9	Harringay	„ 21
Aycliffe	„ 10	Rayleigh	Aug. 11
Lydden	„ 10	Cadwell Park	„ 11
St. Austell	„ 12	Snetterton	„ 19
Nelson	„ 16		

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

EVENT SEVEN—BANGERS CLUB FIGURE OF 8

No.	Driver
2	D. COCKWELL, Bristol
3	A. HOWE, Bridgwater
5	F. FOUNTAIN, Cheddar
8	D. HALL, Bath
17	A. WILLIAMS, Clevedon
22	M. BAYLIS, Bath
24	M. BENNETT, Bath
26	R. HILL, Bath
29	S. BAVERSTOCK, Bath
35	A. RICHARDS, Bristol
39	G. HIGGINS, Bridgwater
46	G. HARDWICK, Bristol
48	S. MARWOOD, Bridgwater
54	E. HEMMINGS, Bristol
60	D. PIMM, Bridgwater
61	M. PIMM, Taunton
63	A. DIX, Bristol
74	P. CARTER, Bristol
87	J. SAVAGE, Marshfield
81	A. MAXTED, Bristol
84	P. BROWN, Bristol
87	J. SAVAGE, Marshfield
90	B. WHITE, Bath
91	J. WHITE, Bath
99	M. FANCY, Donhead St. Mary
157	D. NICHOLS, Clevedon
210	W. MIDDLETON, Bristol
211	K. MEACHIN, Bristol
218	V. MARTIN, Bristol

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

IT'S HERE !

STOCK CAR RACING

AGAIN

BRISTOL

(Mendip Raceways, Shipham)

SUNDAY, JUNE 24th

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Lap Scorers ..... MRS. D. NEVETT, K. MASON
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The management reserves the right to alter this programme.

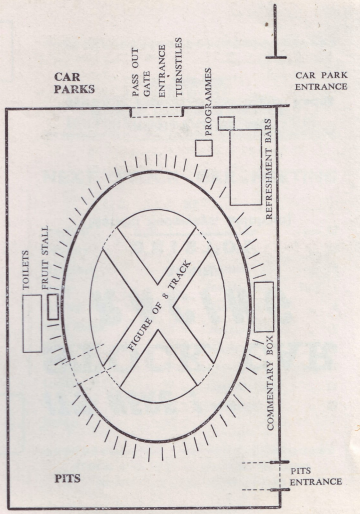
SIGNALS IN USE AT THIS MEETING

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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BRISTOL

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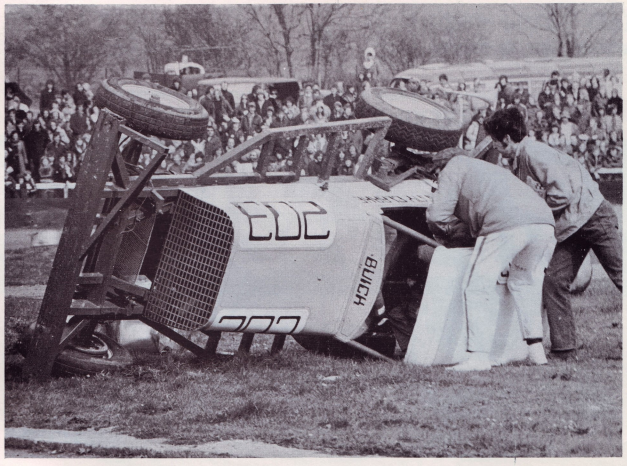
BRITISH STOCK CAR ASSOCIATION

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

Mendip Raceways
BRISTOL

●

SPRING BK. HOL. MONDAY
28th MAY, 1973



Help was soon at hand for D. Clarke when he turned over during the Consolation race at Mendips Raceway on Easter Monday.
Photograph by A. C. Drewitt, Bath

Sunshine and Flames . . .

THEY say the run shines on the righteous, but perhaps that isn't fair to our smaller car colleagues, who raced on Easter Sunday, and by the time you read this programme will have raced again yesterday. Their Easter Sunday meeting was very, very, very wet—as could been seen on Easter Monday by the dried-up puddle on the back straight bend! When we say "dried-up puddle" those of you who were with us for our second half of the Festival of Speed will know exactly what I mean—for those of you who were not—if it rained yesterday—you soon will! It all makes for excellent Mendips style Festival of Speed racing—water splash one day —dust dry the next—indeed, just as unpredictable as the racing itself.

And what racing we were to enjoy on that finale to our Easter Holidays. The first heat of the mighty Formula One stox left nine of the fifteen starters by the wayside, and the sixth man home was so many laps down it was only by virtue of keeping going that he gained for himself 3 points to start him up the ladder of success. This time, John (211), keep going again, but just a little bit faster, and you'll really make it!

"B" grader Ken Sanders showed how it should be done from the beginning of that first heat by taking second place at the end of the first lap, and first place from the second to ninth lap, only to be overtaken by much more experienced drivers Les Suckling (132) and George Ansell (375), leaving Ken to take third place. The other star grade starters were amongst those encountering Mendips mishaps and were forced to reappear for the Consolation event.

The hard luck story of Heat Two must go to Martin Fernihough (208) (a novice who has previously done great things in the jalopy racing field), for when he was half a lap in the lead by lap four, the race had to be stopped because the Ray Scriven (110) car caught fire, and just refused to be put out. Eventually after several attempts to extinguish the flickering flames, the race just *had* to be stopped, and as it had only gone four laps, was restarted again in graded order. In the restart Fernihough was again in the lead, but unable to create such an advantage again, and eventually came in fourth. Tony Allen (348) had a great race this time, and left it to Les Mitchell (238) and Pete Webb (8) to duel for second place.

Danny Clarke (203) decided to change his angle of view in the Consolation, and managed to roll his smart new motor all on his own in lap four. This car has been seen at a Midland track since to do exactly the same thing—if he is here today watch out for that one—he appears to be a bit top heavy. Wonder if he's learnt to put his hands down before undoing the straps yet!

How often do we see Jim Esau qualify for the final via the Consolation? Not often, but even more so, how often do we see him have to fight for first place in the Consolation? Graham Spring (365) was the cause of Jim's difficulty, and did very well to take second place, having held Jim off until the 17th lap.

Martin Fernihough (208) again showed that he is destined to go places in the final by creating a good lead all the way to lap 17. His inexperienced showed, however, when he mistook Fred Skinner for a challenger. In fact Fred was a lap down, but because he couldn't get through he had to use a little gentle force, and Ferny (as commentator Len Porter has decided to christen him) spun. His amount of lead can be seen by the fact that he still managed fourth place.

The supreme moment of triumph, however, was Dave Taylor's (30) in his first ever final win—well done, Dave—we look forward to the double today. Dave, despite winning that final, returns with a blue roof today. But is knocking on the door of the reds. Mendips history seems to favour the "A" graders, so another eye should be kept firmly on Dave.

All this and still more was the order as ever at Mendips with a full run of events from the Midget Auto Racing Club of Great Britain and Banger Team Race and to finish off the Mendips mixture our own brand of banger figure of eight.

The mixture will be "as before" as far as the banger side is concerned, and we shall see two teams battling it out to take top honours for the season, we shall also see many drivers battling it out knowing full well that they will not even have their cars to take home with them. These, after the figure of eight, will be left to the mercies of the scrap dealers who pounce on these humps of metal.

We do hop you enjoy this finale to the Spring Bank Holiday, and suggest you make a note in your diary of the next Mendips presentation, which is Sunday, 24th June, for Formula Two stock cars, or Sunday, 29th July, for the Formula One South West Drivers' Championship—we say or —why not say both—see you here—come early, avoid the jams, and bring your friends!

Results from April 23rd

Heat One: 132, 375, 121, 327, 6, 211

Heat Two: 348, 238, 8, 258, 208, 9, 24, 30.

Consolation: 244, 365, 228, 7, 167, 42, 53, 144

Final: 30, 244, 7, 208, 238, 375, 121, 132

MENDIPS FORMULA ONE TOP TWENTY

Number	*Driver*	*H*	*F*	*Total*
244	Jim Esau	8	14	22
30	Dave Taylor	1	16	17
7	Darkie Wright	7	12	19
238	Les Mitchell	7	8	15
208	Martin Fernihough ...	4	10	14
375	George Ansell	7	6	13
121	Ken Sanders	6	4	10
132	Les Suckling	8	2	10
348	Tony Allen	8	–	8
365	Graham Spring	7	–	7
8	Pete Webb	6	–	6
228	Fred Skinner	6	–	6
327	Howard Davis	5	–	5
258	Pete Guinchard	5	–	5
6	Rod Smith	4	–	4
167	Colin Hayward ...	4	–	4
211	John Aldridge	3	–	3
9	John Lewis	3	–	3
42	John Lickley	3	–	3
24	Alan England	2	–	2

PROGRAMME OF EVENTS—FORMULA I

WORLD CHAMPIONSHIP QUALIFYING ROUND

SPRING BK. HOL. MONDAY, 28th MAY, 1973 at 3 p.m.

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

Listed in Drawn Grid Position

No.	*Driver*	*Town*	*Grade*
122	M. SHARMAN	Stapleford	C
141	E. WILCOX	Oxford	C
183	B. TRIGGER	Kent	C
211	J. ALDRIDGE	Oxford	C
258	P. GUINCHARD	London	C
295	J. TOMSON	Warwick	C
304	R. SHERGOLD	Welwyn Garden City	C
320	S. GALVIN	Evesham	C
376	D. McCRUDDEN	Oxford	C
121	K. SANDERS	Ely	B
167	C. HAYWARD	St. Albans	B
227	D. SAUNDERS	Wendover	B
347	B. JOHNSON	Derby	B
228	F. SKINNER	Studley	A
238	L. MITCHELL	Oxford	Star
348	A. ALLEN	Luton	Star

(First Eight to Final)

1st	348	2nd	304	3rd	121	4th	149
5th	167	6th	238	7th	227	8th	295

J. Crosshall 261

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EVENT TWO—Heat 2—FORMULA I STOCK CARS 20 Laps

Listed in Drawn Grid Position

No.	Driver	Town	Grade
110	R. SCRIVEN	Fairford	C
128	H. MOODY	Carterton	C
159	R. LONGMORE	London	C
203	D. CLARKE	Kettering	C
243	D. LUCAS	Pontypool	C
266	G. PERRIN	Welwyn	C
308	F. HANDYSIDE	London	C
327	H. DAVIS	Cheltenham	C
99	I. BRADDOCK	Bollington	B
144	P. SHEPHERD	Welwyn Garden City	B
208	M. FERNIHOUGH	Inkkerrow	B
283	C. KNOWLES	Upminster	B
30	D. TAYLOR	Nazeing	A
365	G. SPRING	Evesham	A
244	J. ESAU	Bideford	Star
~~375~~	~~G. ANSELL~~	~~Knebworth~~	~~Star~~

(First Eight to Final)

1st	244	2nd	144	3rd	30	4th	365
5th	13	6th	327	7th	266	8th	99

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EVENT THREE—Heat 3—FORMULA I STOCK CARS

Listed in Drawn Grid Position — **20 Laps**

No.	Driver	Town	Grade
9	M. LEWIS	Coventry	C
37	D. EVANS	Oxford	C
42	J. LICKLEY	Sutton Coldfield	C
89	D. VINCELLI	Edgware	C
6	R. SMITH	London	C
17	M. BASSEY	London	C
38	E. CUNNEW	Beds.	C
68	E. LOVE	Monmouthshire	C
45	A. SCOTHERN	Mickleover	B
53	I. BARKER	Notts.	B
1	C. WOODROFFE	Horndon on the Hill	B
51	M. SMITH	Aveley	B
24	A. ENGLAND	London	A
8	P. WEBB	Slough	A
7	D. WRIGHT	London	Star
132	L. SUCKLING	London	Star

(First Eight to Final)

1st	1	2nd	8	3rd	132	4th	7
5th	37	6th	53	7th	6	8th	51

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EVENT FOUR—Consolation—FORMULA I STOCK CARS

20 Laps

C GRADE		B GRADE		A GRADE	
17	308	208		228	
42		261			
68		283			
211		347			
296					

(First Eight to Final)

1st	228	2nd	296	3rd	42	4th	283
5th	261	6th	347	7th	308	8th	17

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EVENT FIVE—Grand Final—FORMULA I STOCK CARS

25 Laps

C GRADE		B GRADE				A GRADE	★ GRADE
17	296	1	53	144	283	8	7
42	304	6	37	167	327	30	132
149	308	13	99	227	347	228	235
295		51	121	266		365	244
							348

1st	348	2nd	8	3rd	30	4th	244
5th	37	6th	132	7th	7	8th	365

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