



Registered Office: High St., Fordingbridge. Tel. 3030

STOCK-CAR RACING

BRITISH STOCK CAR ASSOCIATION

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

Mendip Raceways
BRISTOL

SUNDAY
12th September 1971



The ever-ready St. John Ambulance team come to the aid of 535 R. Williams at Mendip Raceways on August 29th.

Photograph by A. C. Drewitt, Bath, Somerset.

A Formula One Farewell . . .

1971 has been a great year for Stock Car Racing, and a great year for the Mendips Raceway. Our regular F.II offerings here have been augmented by Formula One meetings—and this, our fourth Senior meeting of the season, promises to be the best of the lot. Today, our guest of honour is none other than the new World Champion himself—fresh from his tremendous victory at Coventry Stadium last weekend, and it's fitting that he should be here to help say goodbye to the big cars until 1972.

That doesn't mean that our racing for 1971 is over—far from it. In three weeks' time—Sunday at 3 p.m.—we've got yet another Junior meeting, and on that occasion the new Junior World Champion will be in attendance. What it all boils down to is that this—and the next meeting—are guaranteed to be something out of the ordinary, and we sincerely hope that you'll be glad you came.

Very few people will question the supremacy of the great Jim Esau on southern circuits over the last few years. True, there was a period when George Ansell regularly got the better of him on the hard tracks, but since Jim abandoned his limited-slip differential and went back to the traditional solid axle, he's been almost unbeatable. Yes, almost!

Competition, however, is now coming from two other drivers, both of them still young and, presumably, not yet at their peak ability. One of these youngsters—Peter Webb—was superb at our first two meetings this year, but trouble early in our last meeting left him with a “pointless” day, and robbed him of the lead in our track championship table.

The other aspiring newcomer first raced F.II cars here in 1969, and made the switch to F.I in the middle of last season. Since then he has steadily improved to his present exalted position, and is certain of a great year ahead. We speak, of course, of Banbury-based Ian Durham—and if you think you

recognise the car he's driving—you do; it's the car originally raced here at our first ever F.I meeting in 1969 by the now-retired Gerry Weir of Ipswich.

One of the “old-timers” currently making his third or fourth “come-back” is Oxford veteran Don Evans, and his present spectacular run of successes is allegedly due to a magnificent new engine, said to be bigger than anything else in the sport. Power, allied to Don's tremendous track-craft, is a winning combination that is guaranteed to take Don back up to the upper grades where he rightfully belongs.

Another F.II driver of days gone by—in fact the 1967 World Champion—is another man who has made the switch to big-time racing. The name to watch out for is Andy Webb; he didn't have a very successful time here at our last meeting, but he is beginning to win races at other circuits, and is likely to be one of the stars of 1972. Andy's car—as well as Ian Durham's—have been decorated at the hands of ex-driver (now artist and journalist) Keith Barber, and I think you'll agree that they add a delightful touch of colour to the stock car scene.

We can't let this programme out of our hands without some sort of reference to that great performer Ron “Skid” Skinner. Ron is probably the longest-serving white-top in the sport, but his recent efforts here are seriously in danger of losing him that title. His fourth place in his heat last time out here, and his subsequent eighth place in the meeting grand final were achievements worthy of some sort of recognition, and along with the odd point or two that Ron has picked up at other venues, we wouldn't be at all surprised to see him upgraded before the end of the season.

The northern competitors, absent from our Bank Holiday sessions, are with us once again today, and the contrasting styles of driving which have for so long been a sure sign of origin, would seem to be on the way out. This is certainly true of the higher grade lads from "up-country", although the rugged character of some of the less successful northerners will take years to disappear. Perhaps it will be a pity when it finally happens, for there is no doubt that the popularity of this sport owes much to the fact that under the same title you can see such varied types of racing. Skill, as well as brute force, has a part to play in this sport, and a lot of the appeal would go if either of these ingredients became extinct.

Our next meeting here in just three weeks' time features the 1200cc formula, with Tommy Pitcher and John Holley again trying to upset the appellation of St. Albans track-leader Howard White. White is well established here—and on other tracks—as the most difficult man to beat, and had it not been for a mechanical failure in the semi-final, he could well have been favourite to win the Junior World Championship next weekend. As it is, he will start from the back of the grid, and will be lucky to finish in the first six.

Our next Formula One meeting here is likely to be on Easter Monday 1972, but watch the local press for details. Today, salute the new F.I World Champion, even if he isn't your particular favourite—and when the new season starts, make sure you don't miss a minute of the racing here at the Mendips Raceway—the tightest of all the Senior tracks. DON'T FORGET our next meeting — Junior cars — and BANGERS, of course, Sunday, October 3rd—first race at 3 p.m.

FORMULA ONE

THE MENDIPS TOP TWENTY — 1971

Car No.	Driver	H.	F.	Total
244	Jim Esau	22	38	60
8	Pete Webb	16	28	44
311	Ian Durham	15	28	43
375	George Ansell	20	10	30
132	Les Suckling	11	14	25
348	Tony Allen	14	10	24
391	Stuart Smith	8	16	24
37	Don Evans	8	14	22
238	Les Mitchell	15	6	21
56	Ron Webb	11	8	19
231	Dave Peters	11	6	17
193	Brian Bennett	3	12	15
396	Doug Cronshaw	7	8	15
338	Frankie Wooster	7	6	13
53	Ian Barker	12	-	12
144	Pete Shepherd	7	4	11
228	Fred Skinner	9	-	9
323	Ken Keyte	9	-	9
261	John Goodhall	8	-	8
1	Chick Woodroffe	7	-	7
316	Ron Skinner	5	2	7

PROGRAMME OF EVENTS—SENIOR

SUNDAY, 12th SEPTEMBER, 1971 at 3 p.m.

EVENT ONE—Heat 1—SENIOR STOCK CARS 20 Laps

Listed in Drawn Grid Position

No.	Driver	Town	Grade
79	M. CRAWLEY	Harpenden	C
167	C. HAYWARD	Markyate	C
227	D. SAUNDERS	Wendover	C
289	K. GROSSMAN	Oxford	C
305	T. SALTER	Great Comberton	C
320	S. GAVIN	Evesham	C
342	R. TUSTIN	Cheltenham	C
382	S. SHAW	Markyate	C
30	D. TAYLOR	Nazeing	B
90	J. WILDE	Welwyn Garden City	B
121	K. SANDERS	Ely	B
261	J. GOODHALL	Leics.	B
394	J. PRATT	Oxford	B
53	I. BARKER	Beeston	A
150	R. SWORDER	Stevenage	A
266	G. PERRIN	Welwyn Garden City	A
365	G. SPRING	Evesham	A
132	L. SUCKLING	London	Star
244	J. ESAU	Heston	Gold
375	G. ANSELL	Knebworth	Star

(First Eight to Final)

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



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

MAIDMENTS PUBLICITY

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EVENT TWO—Heat 2—SENIOR STOCK CARS

20 Laps

Listed in Drawn Grid Position

No.	Driver	Town	Grade
72	J. ROBINSON	Worcester	C
157	J. FARRELLY	Watford	C
222	D. WARD	Hinckley	C
277	W. JONES	Bidford on Avon	C
295	J. TOMSON	Warwick	C
316	R. SKINNER	Pershore	C
323	K. KEYTE	Redditch	C
370	A. ROEBUCK	Notts.	C
6	R. SMITH	London	B
37	D. EVANS	Cowley	B
115	R. SMITH	Newcastle	B
144	P. SHEPHERD	Welwyn Garden City	B
313	J. PRATT	Oxford	B
238	L. MITCHELL	Oxford	A
348	T. ALLEN	Luton	A
8	P. WEBB	Slough	Star
228	T. SKINNER	Studley	Star
311	I. DURHAM	Banbury	Star
391	S. SMITH	Rochdale	Star

(First Eight to Final)

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

EVENT THREE—Consolation—SENIOR STOCK CARS

20 Laps

(First Eight to Final)

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



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(although the drivers are)

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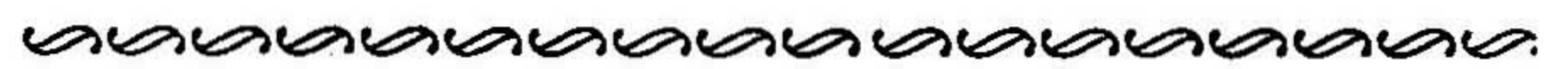
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EVENT FOUR—Grand Final—SENIOR STOCK CARS

25 Laps

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

EVENT FIVE—BANGERS CLUB TEAM RACE

WHACKY RACERS v. BATH GO-GO TEAM

(Eight drivers and two reserves per team)

Whacky Racers

No.	Driver	Town
9	D. MITCHELL	Bristol
10	M. WRIGHT	Bristol
24	M. HANCOCK	Bristol
51	A. PORT	Bristol
123	K. OGBORNE	Bristol
124	S. TEMPLE	Weston-super-Mare
133	A. WAIT	Bristol
134	P. SHAPCOTT	Bristol
306	K. SMITH	Bristol

(Name of 10th driver to be announced)

Bath Go-Go Team

No.	Driver	Town
15	MRS. JUNE CAINE	Bath
87	R. BLAKE	Bridgwater
100	R. GILL	Calne
125	G. CAINE	Bath
152	C. DIX	Bath
198	K. KNOTT	Bath
227	J. COX	Templecombe
281	R. MIDDLETON	Bath
Reserves:		
60	S. JONES	Gillingham
62	R. HIGGINS	Bath

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

W. J. HOLLEY

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Somerset

★ Dining, Dancing and Caribaret nightly
Bed and Breakfast

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EVENT SIX—BANGERS CLUB—Figure of Eight

No.	Driver	Town
2	M. WEAVER - -	Bristol
3	C. SMITH - -	Bristol
4	E. GRANT - -	Bristol
11	P. STRANSON - -	Bristol
19	B. WOODWARD - -	Bristol
20	D. WILTON - -	Street
22	D. MORTIMER - -	Taunton
25	B. SMITH - -	Bristol
30	T. MEARS - -	Burnham-on-Sea
39	P. NEWMAN - -	Bristol
44	M. ARCHER - -	Bristol
52	B. COLES - -	Shepton Mallet
57	R. CROSS - -	Bristol
58	R. WEBB - -	Glastonbury
63	M. GLEED - -	Bristol
64	M. MEARS - -	Bridgwater
65	K. HAYWARD - -	Bristol
66	R. CALVEY - -	Bristol
67	D. WEBB - -	Bristol
71	R. DAVIES - -	Bristol
73	O. COPE - -	Weston-super-Mare

(Continued below)

76	J. JOHNSON - -	Weston-super-Mare
77	— PRICE - -	Bath
79	G. GAY - -	Bristol
80	J. ASHTON - -	Bristol
81	H. RUSBRIDGE - -	Frome
83	H. CROKER - -	Bridgwater
84	P. BROWN - -	Bristol
86	N. BLAKE - -	Bridgwater
89	K. LAIRD - -	Melksham
91	G. BRIGHT - -	Glastonbury
92	P. RICHMAN - -	Cheddar
93	B. WHITCOMBE - -	Glastonbury
94	R. BULL - -	Cheddar
95	K. WALKER - -	Bristol
105	P. HERBERT - -	Bristol
113	M. JOPLING - -	Highbridge
218	C. BINNING - -	Axbridge
290	P. GOODENOUGH - -	Bristol
295	R. GODDARD - -	Highbridge
302	G. COOK - -	Highbridge

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



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NEXT STOCK CAR MEETING

at

St. Austell	Sept. 14	Hednesford	Sept. 26
Crayford	„ 17	Boston	Oct. 2
Rochdale	„ 17	Coventry	„ 2
Belle Vue	„ 18	BRISTOL	„ 3
Aycliffe	„ 19	Kings Lynn	„ 3
Brafield	„ 19	Harringay	„ 9
Nelson	„ 25	Long Eaton	„ 9
Rayleigh	„ 25	Boston	„ 23



After the Event visit . . .

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Pit Marshal	D. TURNER
Starter	J. HOLLEY
Flag Marshal	A. MISSEN
Chief Lap Scorer	K. MASON
Steward	G. DOMMETT
Commentator & Announcer	L. PORTER

Betting is absolutely prohibited at all Meetings held on this track

Staff of the St. John Ambulance Brigade are in attendance

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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NEXT MEETING AT

BRISTOL

(Mendip Raceways, Shipham)

SUNDAY, OCT. 3rd

(JUNIOR)

at 3 p.m.