CIRCUIT SCENE . . . . with Observer

Welcome to Mallory Park and may I extend a hearty welcome to everyone here this afternoon whether you are new to this sport or one of the many supporters who travel this land to follow the fortunes of your favourite driver. Today's meeting has been looked forward to by fans and competitors alike ever since it was announced, and the fact that Promotaspot, the big stock car track experts are presenting the action this afternoon should ensure that all goes smoothly. No doubt, in about three hours from now the verdict will be passed by many of you and it will then be up to you whether you want to see more of the Stox here at Mallory.

Len Porter will have given you a briefing of the history of Stock Cars so I will endeavour to explain to our new friends the set-up of today's event. Stock Car racing and lager may not seem to relate to each other in any way to you, only in fact that many of the drivers probably like a long, cool lager after their racing. But Skol international lager have agreed to sponsor the whole series of Formula 1 stock car World Championship events; the qualifying rounds, semi-finals and the final itself at Harringay Stadium in London on September 26th and today, for our first meeting, we are proud to present one such qualifying round. Each one of the fifteen senior stock car tracks is allocated a qualifier, and points are awarded at each as follows:— Six for first place in the heats and consolation race; Five for second; Four for third and so on until sixth place. Then in the grand final, twelve points go to the winner, followed by ten for second; eight to third, diminishing by two until sixth place. When all the qualifying rounds are completed, the points from all races are totted up and the top forty drivers go through to one of two semi-finals at either Coventry or Nelson. Only half of these forty will be lucky enough to qualify for a place on the grid at Harringay, ten top drivers coming from each semi, plus two reserves. This format for the world series has been in use since 1962 and so far has proved the best and most popular way of deciding the title. So don't forget that next time you visit your local, take the trouble to ask for Skol Lager by name, for it's Skol who have been progressive in sponsoring our sport.

Now! On to today's meeting. The applications to race here have simply been pouring in, and it is only the fact that another meeting is taking place at Braffield today that has ensured that all applicants get a race. One wonders what would happen for our next meeting when the nearest fixture is over a hundred miles away; should be a real cracker, as surely today's event must be. Drivers from every corner of the country are converging on this new and exciting track, from East Anglia comes Gerry Weir; from Oxford comes Fred Mitchell with buddies Don Evans and Karl Grossman. Paul Pringle has made the journey from Yorkshire, whereas Brian Wignall has journeyed from Clitheroe in Lancashire. Add these to the large number of drivers from London and the Midlands and what do you know? We've got a meeting.

Today we have the reigning World Champion Stuart Smith, 391, with us, also we have three ex-champs present: Jock Lloyd 1961; Fred Mitchell 1962 and 1966, plus the incredible 1967 winner George Ansell who revels on these jumbo sized tracks and is pretty well unbeatable at Brands Hatch and Silverstone, so it will be interesting to see if this slightly smaller circuit suits our George. Interesting cars here today are those of Tony Allen, reckoned to be the lightest stocker around; Ian Barker's motor certainly uses a lot of space frame construction and the engine in Harry Linney's car is quite some power pack, possibly the most expensive machinery here today. Dennis Irving's body shell is built almost entirely of copper and brass and was purchased last year from another of our competitors, Jim Potter from nearby Coventry.

All that remains for me to say now is that I hope you enjoy our meeting today and trust that you will come back for more on Sunday June 21st when we guarantee another all star line-up of Senior stock cars. Incidentally, you can catch up on all the Stox news by buying a copy of Stock Car Magazine on sale here today for only two bob. So until June 21st when I look forward to seeing you again, thanks for coming, and Cheers.

Poter, Printers, Rayleigh
For the Attention of Spectators

Please do not leave litter about the grounds — take it with you.
The Rochester Motor Club wish to acknowledge with thanks the valuable assistance given by individual marshals in conducting this meeting. 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 Mallory Park Circuit Ltd.

Condition of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that Promotaspot Ltd., Mallory Park Circuit Ltd., 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 whatever 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.

Flag Signals

SIGNS IN USE AT THIS MEETING

The Green Flag is dropped at the starting line when the race is on. During the race it signifies that the course is clear. The Yellow Flag warns drivers to use caution but not to change positions. It is used when "wide open" driving is not permitted. The Union Jack denotes the race has passed the halfway stage. 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.

Lights: GREEN — GO; AMBER — CAUTION; RED — STOP.

In 1970 Go "Brisca" STOCK CAR RACING

WITH

PROMOTASPOT

Mallory Park, Brands Hatch, Snetterton, Rayleigh & Kings Lynn

SUNDAY, 17th MAY, 1970

Mallory Park

This meeting is held under the R.A.C. General Competition Rules and Additional Supplementary Regulations

All Drivers participating are Members of B.S.C.D.A.

R.A.C. PERMIT No. Applied For.

Organised by Rochester Motor Club on behalf of

PROMOTASPOT

(Motorised Sport Division)

Racing Commences 3.00 p.m.

OFFICIALS

Stewards of the Meeting:
Appointed by the R.A.C. —
To be appointed
Appointed by the Club —
L. J. Marchant, Esq;
R. W. S. Thomas, Esq.
Secretary of the Meeting:
P. Ingram-Monk.
Clerk of the Course:
"Chick" Woodroffe.
Asst. Clerk of the Course:
Ian Braid
Chief Pit Marshal:
M. Cox
Chief Marshal:
Leigh Geer
Scrutineers:
N. C. Croucher (R.A.C.)
G. Risebrow
Starter:
A. Henderson

Commentators:
Morry Jardine
Len Porter
Lap Scorer:
Mrs. B. Stevens
Chief Medical Officer:
Dr. D. W. Atherlee
Medical Services:
St. John Ambulance Brigade
Promoted by:
PROMOTASPOT LTD.
Managing Director:
"Chick" Woodroffe.
Regd. Office:
'Linsteads', Orsett Road, Horndon-on-the-Hill, Essex.
on behalf of:
MOTOR CIRCUIT DEVELOPMENTS LTD.
Managing Director: John Webb, Esq.
For
MALLORY PARK CIRCUIT LTD.
General Manager: C. J. D. Lowe Esq.
BEHIND THE SCENES . . . by Len Porter

Many of the spectators here today have followed Stock Car Racing for several years; they've travelled many thousands of miles every season and soon it grows from a very unruly circus act into a sophisticated high speed sport — they know what it's all about. However, if you're seeing Stock for the first time, it may all be a bit bewildering to you, so here we go with a potted history of the sport that will at least give you the general picture.

It all began in 1954, when heavily-armoured American saloon cars took the country by storm in a rough, tough, no-holds-barred type of racing that just cried out for organisation. The novelty wore off at about the same time as the supply of suitable cars ran out, and a few bright boys — many of them from the Midlands — began to build light, fast specials that could win races by keeping out of trouble. It was this handful of drivers that kept the sport going in the lean years of 1956 and 57.

From there the sport has gradually developed on clean sporting lines with the accent on racing. Inevitably the cost of putting a race-winning car on the track has become progressively higher, and a considerable number of the cars you're seeing this afternoon have cost well over £1,000 to build — and some are even valued at almost twice this figure.

One of the things you ought to know about is the numbering system. You'll notice that each car bears a number between 1 and 400, and that corresponds roughly with the number of registered Formula One drivers in the country today. These numbers are issued to drivers when they apply for a Stock Car licence, and are then retained throughout their racing career.

You will also see that the roof of each car is painted in one of four distinctive colours, and this denotes, the demonstrated ability of the driver, and regulates his starting position on the grid for all events. A car with a white roof — “C” grade — denotes a driver of novice status without any record of success.

He will always start at the front of the grid until he starts to gain a few places, at which time he will be promoted to “B” grade and be identified by a yellow roof. As a “B” grade driver he will always start behind the white tops.

Places achieved in heats and finals all score points in the National Points Championship, and grades are determined as a direct result of the number of points scored. The “B” grade boys come third, with the “A” grade drivers with blue roofs — these are men of considerable experience, and are therefore handicapped accordingly.

Always bringing up the rear of the field, the experts or “Star” grade drivers are recognised by their red roof. They are the elite, consistently successful drivers who have to pass twenty or thirty cars every time they win a race. The fact that they can go on winning races under this severe handicap is some indication of their outstanding ability.

Stock Car Racing today is a highly organised sport, the drivers have their own union which negotiates schedules and rates of Prize Money with the Promoters, while a strict Control Board maintains law and order. Drivers receive Prize and Appearance money on a regularly reviewed scale, and this year 22 circuits have been licensed to promote under the British Stock Car Association banner. Between them they will stage nearly 200 meetings during the season on track lengths which vary from 300 to over 1,000 yards, but wherever you go, you can usually find a good vantage point to see all the racing all the time.

Today's event has been designated a World Championship Qualifying Round, and we are indebted to Allied Breweries, the makers of SKOL lager, for the 1970 sponsorship of this annual International competition. Points scored by drivers today will help to qualify them for a good grid position in the semi-finals, which one of which is to be held this year at Brandon Stadium, near Coventry.

In next month's programme we'll be telling you a little about the drivers, and particularly their progress in other World Qualifying Rounds. The sketchy details above don't pretend to be all the story, but they do give you some idea of what it's all about, and if you want to know more don't hesitate to talk to the drivers afterwards in the Pits. Next month, bring your friends, and you can explain it all to them.

We'll look forward to seeing you.

PROMOTASPORT

Presents

"SKOL" WORLD CHAMPIONSHIP QUALIFYING ROUND

“CHICK” WOODRUFFE

Good Afternoon,

Welcome to 'BRISCA' Stock Car Racing at Mallory Park, many of you will be familiar with Senior Stock Cars, many more will be seeing this kind of sport for the first time. For those who are new to the sport Len Porter describes it in his article on the opposite page.

The circuit on which we race today is the sister track to Brands Hatch and Snetterton, the stock car circuit here is 600 yards on the Hairpin.

We have a great line-up of drivers for today's event including 391 Stuart Smith our present World Champion, ex-World Champions 100 Tony Neal, 131 Jock Lloyd, 38 Fred Mitchell, and 375 George Ansell.

We hope 111 Roy Wilson will be with us today. Only a fortnight ago he raced at Snetterton and on the first lap travelling very fast, Roy and his brother Jackie, just touched and Roy went spinning in the air and rolled over at least four times leaving his car very badly damaged, and I am very glad to say that although Roy was detained in Norwich hospital it was only for observation. He suffered concussion and very bad bruising.

53 Ian Barker is a Local driver to Mallory Park and has been a spectator here for many years and has now got the chance to be the other side of the fence.

195 Fred Thompson raced at this circuit eight years ago but on two wheels with the very popular motorcycles. The Stock Car he race today is fitted with an E. Type engine and so Fred should know his way round the track very well.

We extend our grateful thanks to Allied Breweries who are sponsoring this year's World Championship series under their 'SKOL LAGER' banner.

Today we hope to have with us their Sales Manager Mr. R. Eccles and their District Sales Manager Mr. Trevor Williams, who will present today's Grand Final winner with the 'SKOL' trophy.

Well, we hope the 'Clerk to the weather' is good to us this afternoon, and we shall see some grand racing.

As Ever In Sport,

"Chick" Woodroffe
**We trust you have enjoyed today’s presentation**

WHY NOT VISIT THE OTHER ‘BRISCA’ STOCK CAR CIRCUITS IN THIS AREA!

BRAFIELD Stadium, Northampton … 31st MAY, 2.30 p.m.
COVENTRY Stadium, Coventry …… 6th JUNE, 7.30 p.m.
HEDNESFORD Raceway, nr. Bmg’ham, 7th JUNE, 3 p.m.
KINGS LYNN Stadium, Kings Lynn ….. 27th MAY, 3 p.m.
LONG EATON Stadium, nr. Notts. 13th JUNE, 7.30 p.m.

AND HERE AT MALLORY PARK OUR NEXT MEETING WILL BE ON SUNDAY, 21st JUNE, AT 3.00 p.m. Practice Starts 1.30 p.m.

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**“SKOL” WORLD CHAMPIONSHIP QUALIFYING ROUND STOCK CAR FINAL**

Track order to be drawn

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“SKOL” GRAND FINAL TROPHY TO WINNER PLUS £25 AND “SKOL” £10 BONUS

EVENT SEVEN — HELTER SKELTER 12 LAPS

Drivers placed in Final, start at back of grid

THIS RACE IS OPEN TO ALL DRIVERS EXCEPT FINAL WINNER AND CAR

Rolling Start

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TROPHY TO WINNER

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**ROLL OF INTERNATIONAL FAME ★ PREVIOUS WORLD CHAMPIONS**

1955 Jerzy Wójtowicz 1963 Doug Wardropper
1956 Johnnie Brise 1964 Trevor Frost
1957 Aubrey Leighton 1965 Ellis Ford
1958 Bob Reeve 1966 Fred Mitchell
1959 Johnnie Brise 1967 George Ainsell
1960 Johnnie Brise 1968 Tony Neal
1961 Jock Lloyd 1969 Stuart Smith
1962 Fred Mitchell 1970 ?? ?? ??

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**SKOL — The International Lager**
GO 'BRISCA' STOCK CAR RACING WITH

PROMOTASPORT

— AT —

Formula I
SNETTERTON
on the A.11, Thetford,
NORFOLK
Sunday, 5th July 3 p.m.

Formula I
MALLORY PARK
Off the A.47
Hinckley-Leicester Road
Sun., 21st June, 3 p.m.

Formula I
BRANDS HATCH
On the A.20, Farningham,
KENT
Sun., 19th July, 3 p.m.

Formula II
KINGS LYNN
Saddlebow Road, Kings Lynn,
NORFOLK
Sunday, 24th May, 3 p.m.

Formula II
RAYLEIGH
On the A.127, Rayleigh,
ESSEX
Saturday, 13th June, 7.30 p.m.

AT ALL TRACKS
Covered Grandstands — Large Car Parks — Refreshments

All Enquiries to:
"Chick" Woodroffe, "Linsteads" Orsett Road, Horndon-on-the-Hill, Essex.
Telephone: Orsett 777

We trust you have enjoyed our presentation today and hope
you will come again

KINGS LYNN STADIUM is not far to travel
Why not come and see F.II stock cars race on shale!

★ FOR NEXT STOCK CAR DATE — SEE ABOVE ★

STOCK 1970 CARS
HARRINGAY STADIUM
present both
WORLD CHAMPIONSHIP FINALS
FORMULA II ON SATURDAY, 12th SEPTEMBER, 7.45 p.m.
FORMULA I ON SATURDAY, 26th SEPTEMBER, 7.45 p.m.

Advance Bookings From:
Green Lanes, Harringay, Nr. Manor House Tube Station
GRANDSTANDS ★ RESTAURANTS ★ BARS
— A Brisca Circuit —