A NEW SCORING SYSTEM
TO GIVE A RACE AVERAGE

JIMMY EDWARDS' MEMORIAL TROPHY

THE Jimmy Edwards Memorial Trophy was originally just up to stock car racing by former driver Vernon Edwards, a great friend of the late Jimmy Edwards who lost his life in a stock car accident at the Luton Hill circuit in October 1956. Thereafter offered trophy to perpetuate the name of his friend, and left the desigation of the event, when in 1997 it was awarded again to Speedway and Stock Car World. For that first season, 1956, it was named the National Points Championship — a series I included through the Speedway and Stock Car World at the beginning of 1956, and for which a London business men's eastern sponsorship to this tune of a trophy of £25. This was won by Johnny Bryce.

From 1957 the Jimmy Edwards Memorial Trophy has been awarded to the man who tops the National Points Championship. Since 1938, and remains unchanged, in its inception since 1957. But with the changing times, the system of grading to the fanciest scorer, has been changed. However, since 1949, there has always been a feeling the system is slightly unfair on the driver who does not do much and fails to travel far, but who has been drawn on the other hand.

In 1959, the trend is divided into two sections: one for those over 30, and one for those under 30. This will give the old stock car drivers a chance to shine, and the younger drivers a chance to develop.

A new system of points has also been devised to enable the scoring of races to be reduced. The best driver can do the maximum, but the worst driver can do the minimum. This will allow for the maximum points to be awarded in normal points, and the minimum to be awarded in the championship. To bring this into effect, the system will be worked out as it is now. We have increased the points for points to 7 and the final points value to 4.

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The new system of points is also extended to include points for the first six places, as now seems common for the first six places for the first six places, and not for the first six places for the second six places. No more,
WITH DOUG IN S.A.

DELAYED ON WAY HOME
AND SEES SOCCER MATCH

As you all now know, World Champion Doug Woodroffe is back in this country after his recently successful trip to the Republic of South Africa. The good news is that he didn't arrive as scheduled at 3 p.m. on Wednesday, 20th March. Doug had arranged to go to Gwakwic to meet his sister, but the plane was delayed due to bad weather conditions. When he finally arrived, Doug's sister was already waiting for him at the airport. She had been told that Doug would arrive at 3 p.m. and she had been waiting for him since then.

In actual fact, the planes landed at Gwakwic and the occupants spent a long period outside due to the bad weather. A couple of hours later, Doug and his travelling companion, speedway rider Howdy Byfield, had arrived at the airport. Despite the fact that tickets were from £5 to £3, and the fact that the weather had been so bad, the couple managed to catch a taxi and go to the soccer match between the Sporting Club and Manchester United. This was the match in which the Manchester side were to lose to 5-4.

The boys then went on a tour of the city, seeing as many of the sights as possible and enjoying the local food and drink. They eventually arrived at Gwakwic at the next day, where they had arranged to meet their friends, having gone home and caught up on the following afternoon.

We left the Woodroffe South Africa story when Doug was about to compete in the World Championship, followed by the Manchester derby championship. His chance of elimination — Doug was sent to the final as champion. His goal was a steady start, run and time enough, to allow Potter's number 5 driver. So the best of two horses were between the cars numbered five and nine. Doug started in the outside, running at 10 seconds ahead of the first man, recording a time of 1.5 seconds for the three laps. He then continued to slice seconds outside his own own record. The track was very wet — as we had no rain earlier.}

B.S.C.D.A. reply to Scotland

(Close-up on the deadline for this current issue, and all other copies had been set and printed, we received a letter from the recently appointed Scottish Stock Car Drivers Association Press Officer, Rod Doug. The letter was typewritten and asked if we could print the letter in our next issue. In order to get this B.S.C.D.A. letter to you is to be known to all, and that we feel the Scottish drivers should be aware of the situation. We have signed off on this and is now being circulated to the Scottish drivers and the Scottish Stock Car Drivers Association.

Dear Sirs,

Having read Tigers' Thomson's letter in last month's issue of Stock Car Racing News giving the Scottish drivers viewpoint on the current situation, I feel I must reply to this as a representative of the B.S.C.D.A. Committee, some of whom have spent a lot of time and money in the effort to keep Scotland on the circuit.

The Committee feel that this situation can only continue with the Scottish drivers joined by the B.S.C.D.A. By a vote taken, this is what was agreed:

Mr. Thomson asked if the full schedule being paid at a later meeting in London, in the meantime the leaders of the 'group' in Glasgow had seemingly convinced the Scottish drivers that it would be in their best interest to break down. This seems a great pity, as much of the hard work has been done. Subscriptions in Scotland were left at the old rate, as it is)

WALTHAMSTOW STADIUM

** Another
** ALL-STAR
** MEETING
**

Formula I and Formula II

W. LARKIN
TROPHY

ON THE
NEW TARMAC SURFACE

Its faster — more exciting

FRI, THUR MAY 1st at 7.45 p.m.

ROD DORE
Press Officer B.S.C.D.A.

75, Granada Close, MIB HIL, London, N.W.1
BRIAN ELEY thinks out loud about...

THE GRADING SYSTEM

DO we all really know where we are with the gradings? I think not.

Programmes "Y" lists Joe Bloke as a Star grade driver, whilst programme "Z" puts him among the "A" grade men. Can your eye over Joe Bloke's car and say that it has no red roof; or has it? Stand below it and you'll find that where the sunshine roof might have been there is a blue square. This was Joe's acknowledgment of the last Board of Control grading list to prove that he was the price promoter if the drivers' salaries appear in the wrong grade.

Under the present system the grading committee is grading list at the start of the season and subsequently revises it, dependent upon the results of previous meetings. All of which leaves a lot of people in the dark, and this is a sad thing.Couldn't the whole thing be put on a football league with top and bottom groups in each grade being up or down graded on given dates, points being scored as in the National Football league?

I would suggest that the first three C, grades and the first two B grades be promoted, whilst the last three B grade and the last two A grades be demoted. As far as the Fords go the choices should take place, I think its best that they get left until May, next and December would be ideal.

Surely this system would be much fairer to the individual, cutting out the times when a driver was a star of luck, knowing full well that he had to go on his own, but is penalised by up-grading for others. Also we would know where we are with drivers, mechanics, promoters and fans knowing how and when where a driver sided his new grading.

EDITORIAL COMMENTS: As the crown originally responsible for re-introduction of grading to the car racing world in 1959 and, with the exception of a period between June, 1962 and September, 1963, responsible for the changes for which I am deprecated, I feel I am well entitled to comment on Brian's views.

With regard to the roof colours I fully agree with Brian that there are drivers who have, in the past, made their grade difficult to perceive, simply because they try to camouflage their roof by using two grade colours in their overall colour scheme. Thus when they move up or down they claim that their roof is correctly coloured. The new, revised 1964 Regulations now state that the roof colour denoting the grade shall extend down to the main line of the car. And this is to be enforced by the scrutineers and stewards at meetings. Owners are liable to be put out of races or at the back of the grid — or fined. This should answer Brian's remarks on this point — although he may have been biased by his observations on cars that he saw at meetings over the Easter holidays. If he was, then there are other reasons for the fuss about that particular example about that calling to order.

On Brian's idea of football league promotion and determination, I feel it is essential to continue to grade to ascertain if there are not any set number of drivers in any given grade, except the floor ranking, which is restricted to 15. For obvious reasons. Thus it would not be possible to car-mark any three and move up and up and up to the three drivers. The object of the system is to give the driver a chance to be promoted at the front of the grade, and not to handicap the more experienced performers by putting them at the back of the grid. Thus we have a "C" grade driver moved up into the "B" grade and no such thing on his ability as a driver but by the experience and confidence he should and must have gained by competing. In a number of meetings, there are no set figure for this — and this judgement is based as much on observation and knowledge of the teams and its competitors as by specific principles. It is not intended that any driver, having once moved up into "B" grade, is ever forced back into "C" grade again. This class is really only for very fair-weather drivers and few. In experienced drivers will learning what it is all about.

Promotion and demotion in the other three grades has always been based on a driver's performances and best, consolation and final and consolation. In that sense it is being transferred on the team sheet to the box of the event. This is as important as book-ending and working on team costs and hard, figures — which can be made to prove anything depending on how you want to angle it. So broadly speaking, grading has been tested and tried on the field, and the grading system is natural ability, allied to his experience in the success of his car and the type of car he may be driving. And the grading system. There have been a few this past month — yet surprising enough, most of the complaints have not been because a driver feels he should have been upgraded, but that he feels he lacks, or hasn't! There are bored to be some who feel that colours have as much experience as them and should be promoted — but, taking it by and large and remembering the number of drivers involved — some 400 Seniors and 250 Juniors — the percentage of disappointments over the past five years has been very small.

There are always problems facing anyone who tries to grade anything or anyone. It happens in other sports, but this is the point, someone to do it, and the swing of the pendulum will eventually sort out the odd "ineligible". The grading is to my way of thinking, not done by someone who has no axe to grind and is not actively concerned in the sport he is grading. Sometimes a panel of experts makes the regulations and decides them. In other sports, I mean, of course it is left to one person — providing there can be found who is prepared to check their neck out and make hard decisions without fear or favour. As one who uses as many, if not more, star car drivers than most, I feel that the grading is done. This grading will be revised monthly during the current season and the official Ready to Comply lists published in our columns as they are approved.
The second decade of stock car racing in this country got under way with the traditional opening at West Ham, on Saturday night. This event was well attended, and the atmosphere was electric. The field included a mix of established racers and newer comers, adding to the excitement of the occasion.

**TO RULES**

Another problem which has been cropping up recently is the issue of rule-making. This has been a contentious topic for quite some time, but it appears that a solution may be on the horizon. The rules governing the sport are being revised to address some of the major issues. This is a positive development, as it will help to ensure that the sport remains competitive and fair for all participants.

**INDICATOR**

What of the future? The trend towards electrification of the sport has been evident for some time. With increasing concerns about climate change, it is likely that more and more racers will consider switching to electric power. This will bring about a new era of racing, with different skills and strategies required. It will be fascinating to see how this evolution unfolds.

The opening event was a success, setting the stage for a exciting season. With new rules in place and a promising future, stock car racing looks set to continue to grow in popularity. The next race will be eagerly anticipated by fans and racers alike.

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Page 8, April 1964

**STOCK CAR RACING NEWS**

**THE ELEVENTH OPENING**

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Page 9, April 1964

**STOCK CAR RACING NEWS**

**AUGUST 1964**

The 1964 season has been a successful one for stock car racing. The season started with a bang, and the excitement has continued throughout the year. The field has been packed with talented drivers, and the races have been competitive and thrilling.

**NEWS**

The upcoming event at West Ham will be eagerly anticipated by fans and racers alike. With new rules in place and a promising future, stock car racing looks set to continue to grow in popularity. The next race will be eagerly anticipated by fans and racers alike.
BRING completely overwhelmed by the many letters of appreciation, whetted our appetites for more, and made the time of our little reunion smile at us. One of our readers commented: “I think it’s great.” We think so, too. We’ve enjoyed this little reunion, and we look forward to doing it again next year. Thank you for your support and encouragement!

P.S. We’d like to mention the special, hand-crafted edition of “Spice World” (red roost-of-concept) complete with driver, laps and laps, etc., that was presented to us at West Ham by the car modellers, Ferris, and Porsche.

To all friends, family and associates, again, our sincere thanks for your kind interest.

“Don’t mind being turned over on the track during a race, but I object strongly to having my stock car rolled over on the road when I’m not even in it!” Such was the comment of KEN FREEMAN (61) when he told me of the mishap in the pits at Blakenham.

I have one bit of good news. The racing experience I’ve had at Blakenham has convinced me that a stock car is not only capable of being turned over on the track during a race, but it can also be turned over on the road when I’m not even in it!

The Much heralded ALBERT GRIFEN (178) car made its debut at the Long Eaton meeting on Easter Saturday, and although it did not perform up to expectations, Albert proved that when he used the handling of his car, he could certainly make it go fast.

Looking ahead to the 1984 season, which starts in January, there are several changes on the horizon. The team will consist of five drivers, all of whom have been selected by the chief designer of the Long Eaton Sports Club. They are planning their first social and have decided on a venue — the Pavilion Hotel at Barnet. Long Eaton. Situated in the heart of the town, it is ideal for social activities due to its location.

The opening night saw a good turnout, with plenty of our regulars and new faces. In addition to the usual socials, there will be a number of special events, including a dinner dance and a charity evening.

The car driver, who insists on being known as “the best in the business,” claimed to have broken several world records during his first season, and is determined to maintain this success in the future. His next goal is to break the 200mph barrier in his car, which he feels is capable of achieving speeds of up to 250mph.

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West Ham

MARCH 27th: Despite the coldness of the night and the continued day-long threat of rain, the eleven minutes of the sun go up and down in a small stadium where thousands of fans are gathered. The game is a brutal match between West Ham United and Arsenal FC. The weather is a factor, as the pitch is wet, but the players continue to battle for victory.

Harrington

MARCH 28th: Today was the most exciting day for Harrington fans as the team played against a strong opponent. The match was intense, with both teams putting in their best efforts. The final score was 1-1, with Harrington securing a point in a game they had to fight for.

Plymouth

MARCH 27th: Over two thousand people jammed the stadium to watch the Plymouth Argyle vs. Exeter City match. The attendance was the highest in the stadium's history. The game was tightly contested, with both teams putting in a great effort. The final score was 2-2, with Exeter City earning a valuable point.

APRIL, 1964 STOCK CAR RACING NEWS

APRIL 13, 1964

HARRINGAY STADIUM

STOCK CAR RACING

SATURDAY, 18 APRIL

"Empire Trophy"

SATURDAY, 9 MAY

"Stadium Trophy"

SATURDAY, 23 MAY

Champagne Derby

ALL VINTAGE STUFF

AT HARRINGAY
The twenty-two Juniors on the grid for the first race were as if they intended to drive each other as quickly as possible and enthusiasm was not tempered with caution. The result was a ragged melee on the first bend, and a hectic traffic jam and pile-up on the wrong side of the flag. With one car inverted—the Flat of Fred Hordley—and others on their backsides, the race was stopped on lap three, then hurriedly re-started and the next two starts were stopped to settle their differences.

This time the start was not so very creditable a race, many back-starter grade cars jumping the flag and passing the red flag before they reached the starting line. This is why on the one lap they were in their usual place of positions, i.e. yourself on the first four laps! But then, by the way, you passed by yourself and Jack Lloyd and then by Chick Woodruff. Lloyd later showed with a sublime clutch and overpowering seventh place. Frimley passed himself down the right side of the course, followed by being in a big shambles on the Green Lane. Lloyd was on the hill three deep on the long hill and jumped the banger, almost turning himself over before regaining control and then, two laps later, Hindman rolled over on the pit bend and was taken to hospital at the same time was President Fred and Dennis Ramsay's car.

The second Juniors was a more orderly affair at the start! But pushing into the Green Lane bend too quickly again, Larry Lattimer turned himself over with score advantage—his head, but also the car, was put back on the wheels by the amusing traffic one lap later! Fred Funnell was again in the back of the scene and after losing the lead and bending with Chick Woodruff the latter spun on the pit bend and was taken from the scene. With only three minutes to go the junior was up and Sound went up the hill and crashed by the banger, the second place car wrapped in the banger and Ed Watts crossed the line in third place with Chick a close fourth.

Mickey Harrington led the first rank of the juniors at the start of the third race, but there was no doubt that the second man, little Bob, could almost repeat his previous performance and, after having lost one lap, baby Bob moving up rapidly. He was third on lap three and fourth after another two laps. Fred left and left back the two juniors in the first place behind the Done Bros car who had taken over from quick starting Fred Hindman, who was behind for third until the finish.

West Ham Stadium
London E.16. Albert Dock 2441

ANNOUNCING!
METROPOLITAN GRAND PRIX
The London Classic Grand Prix
SATURDAY
25th APRIL - 7.45

Diary Dates:
25 APRIL - 30 MAY : 27 JUNE
15 AUGUST - 19 SEPTEMBER

MARCH 16th
A meeting rather spoiled by a shortening of the course due to the closing of one end due to the cleaning of the track, Tufnell Fred Potter stood all the race and was not affected by his brakes or judge by bumping away from all the opposition to take the lead and start and in the first meeting of the Long Eaton season.

The first race of the evening saw Fred Potter (London) lead on the second lap and four and six or seven were chased by Stanley, Willoughby's car was very short-lived and suffered from overheating and getting the starting flag he was third in the final place of a couple of cars, meant over the finish line. Then came to the last race on the green for the race of the race, Johnny Young, in avoiding Harrington's car, hit the fence and could not return his engine, John Tufnell, although going well, soon to be having steering difficulties and his progress was marked by a great speed and distance. He later bashed together with Tom Tiffin, the two cars going over the fence in the last corner. At the beginning of the ex-lishbury Bentley car, nearly the third of the race, after spinning off on the pit bend, he missed Fred Potter to return to the track.

CHARLIE FRIMLEY took the lead in the second race last year, it was Terry Haywood and Albert Griffin who were making the pace. Banger to bumper they passed other cars and Griffin spun Haywood going into the pit bend. This was the main problem of the race as a big problem was caused by the pit bend. MRL-111 was damaged heavily by Chippenham's car. The temperature in the car was too high and the car was taken back to the pit bend for the rest of the race.

Only sixteen cars came out for the final, but what a finish it was. The whole pack stayed together, running round and round the last race for ten laps before the finality. Mickey Harrington, hit the fence, Tufnell Fred Potter took the lead at the start, followed two laps later by Terry Haywood. This time the track was cutting up badly on both corners and all cars were re-modeling their way through. Terry Wad was doing well in his 200cc, second in third place with Chick a close fourth.

Ringo Sandow
MARCH 16th. Acclaimed by many regular habitués of this track during the meeting to see one of the best meets held at Waltham Park, this programme of big race, little race and sports held the attention of a good-natured, cool but happy holiday crowd for almost three hours and sent them away happy and thrilled. This was one of the best meetings ever held here, the attendance was also in fact—which might prove something.

Yet on the face of it, the total sum of all those cars on the grid for the final and the final was certainly not expected and excitement. But in their way, they did provide just that. The wide laps of the circuit allowed the cars to have freedom to run and they did. Bill Hold set the pace in the first lap after the rear of the cars. Olle Olofsson had overhauled the pit bend and Dennis Delaney had the banger on the same—also on the second lap. Four laps later and Tuffnall had got out of the way and was struggling to the front on the grid for the rest of the race.

The final was an Oxford affair right from the off, Graham Rackett led the way and was held at the start on the grid for the race to the finish. Both drivers had been in the pits before the race and had been held at the start on the grid for the race to the finish. Graham Rackett led the way and was held at the start on the grid for the race to the finish.
STOCK CAR RACING NEWS APRIL 1964

Brafield

MARCH 14th: Despite the very bad conditions, a large crowd turned out at Brafield on the (unofficial) Green for the opening meeting on a Friday. Easter Monday afternoon. It was wet, wind, slush and gale everywhere. The pit was quite a crowd, but the track was not much better. Despite all these setbacks, some interesting racing was seen and enjoyed by all.

The first event of the day was a match race for ILLUSTRIOUS drivers. It was started by John Willcock and George Woodcock who then went second and third...

Gerry Dommett Promotions

BRITISH TROPHY Thruxton, Mixed, E.F. and F.D.

STOCK CAR MEETINGS at SWINDON

Whit Saturday May 16th at 7.30 p.m.

Matchmases Park

RINWOOD

Whit Monday May 18th at 3.00 p.m.

APRIL 1964 STOCK CAR RACING NEWS

Brafield

Salthouse won on the new lap by John Whittington, whilst on the next lap Taylor spun by the pit gate and was collected by several cars after chasing the pit barrier. This meant a new race.

The stationary car was then hit by John Bonehill, who jumped onto his car and spent the next lap, then he crashed into the wall by the pit gate, where he was hit by John Bonehill, but he managed to take the lead, followed by Bill Willcock and Peter Goddard, both running surprisingly fast under the conditions. At the start, John Bonehill hit the pit guard and knocked a rear wheel off, letting Goddard past, but on the last lap Willcock put back in front of Goddard and shipped inside to take second place and hold it to the end.

The second event brought out the heavy machine, in the form of the Worden winners and the Woodcock. Jack Lees won on the top row and hit the fence together with Jack Lees, causing a big hold up. Woodcock retired along alongside the fence with a broken wheel whilst Tim Taylor's horse was broken down so that he couldn't get up and pull off. Tenor Woodcock was not the running, making first Jack Lees and then John Bonehill. These two were fine and went very well. Roy Goddard open up, then Willcock hit the parked McCullough car. All the time, the leader had been overeating, and it was Tony Whittington who took the flag followed by Woodcock. With Taylor and Watt, they went into second place after spinning without four times.

The Senior final was supplemented by some quality entries from the other parts of the grid. Among track conditions played a big part in the race, and the drivers on the top row of the grid were the ones who came out on top. This was aided by the fact that the Woodcock car was leading in the first place.

STOCK CAR RACING NEWS

Brafield

FEBRUARY 6th: With the fall of the first snow, the Junior stock car scene quietened down after a hard winter. The annual meeting of the Junior stock car club was held in Brafield, attended by a large crowd and John Mason Musgrove, who had won the Junior stock car championship in 1963, was present. The meeting was opened by John Mason, who then read out the rules and regulations for the forthcoming season.

Formulas II


Formulas I

and couldn’t get going again. Two days later Jackie Stewart again took the lead at the start of the race on the inside, and then the same thing happened. Triptek was sent on a lap of the track and couldn’t make any headway. This time the American was out of the race with a blown engine.

The race continued, with Bruce McLaren, Dan Gurney, and the other drivers struggling to stay on the lead. The race was looking as if it might be decided by the weather, rather than any overtaking or pitstop drama.

The race ended with Dan Gurney winning, followed by Bruce McLaren and the other drivers. The race was a great test of the drivers’ skills and the cars’ performance, with the Weatherall FLR being a dominant force once again.
THE COVENTRY WEIGH-IN CAUSES QUITE A FEW SURPRISES

There was something of the high-flight atmosphere in the pits at the Coventry Motor Show last week, where considerable excitement surrounded the presentation of the latest models of sports cars and motorcycles. The crowd of enthusiasts was eager to see what new models would be on show, and many of them were disappointed when they found that the usual suspects were back with more of the same.

The weight of the cars, however, was the most significant feature of the day. The Weigh-in was a popular event, attracting a large crowd of spectators who were eager to see how much weight each car had gained since the last time they were weighed. The results were not surprising, with most cars gaining weight due to the increase in fuel prices and the general increase in the cost of living. However, there were a few notable exceptions, such as the electric car that gained no weight at all.

Despite the lack of excitement, there were still some highlights of the day. One of the more interesting cars was the new electric car that was displayed by a local manufacturer. The car was powered by a small battery that could be recharged at home, and it was claimed to be able to travel up to 50 miles on a single charge. The car was well-received by the crowd, who were fascinated by its unique design and innovative features.

Another highlight of the day was the presentation of the latest models of motorcycles. The crowd was eager to see what the new models would look like, and they were not disappointed. The motorcycles were眼-catching, with sleek lines and aggressive designs. The manufacturers were confident that their new models would be popular among young riders, who were drawn to the idea of riding a powerful machine that was both stylish and fun.

Overall, the Weigh-in was a success, with the crowd enjoying the atmosphere and the variety of cars on display. It was a reminder that the car industry is always evolving, and that there is always something new and exciting to discover.
A Quicker Decision

have started at the rear, because they were non-qualifiers and did not have any points. This race was started and won by J J Warner, but protests were lodged immediately afterwards by the race with the Stoppard. Then it was asked for a meeting with the Stoppard, Arronow and Lay Sper.

It was then agreed that a wrong had been done, and so it was necessary to have two extra places to the race and every man was given two places. It was decided to remove the two engines that did not qualify from the first and second positions and put them to the rear of the grid, or move every man up two places. It was decided that two of the engines should have started at the rear of all the other engines. We then asked all drivers into the office that had been complaining; all came except 18 K, that was not available. But it is them and all that thought the fastest way, except Warner, who promptly removed himself from the office in fear of disqualification.

We looked at it from the other angle and we left it as it was. The Morrison chassis was again the same, the Standard body was again the covering mechanism, but the engine was now a 4.0 litre V8, and the whole thing looked like providing Reg with a car that could not disqualify itself in the engine.
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**FIXTURE LIST FOR 1964**

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* World Championship Qualifying Rounds
A look into the past? Not really—but a picture of the FRIKKIE de BEER car left on the Pretoria infield after a hectic “Butcher’s Picnic” event.
Under the glare of the West Ham track lights three drivers try to sort out their problems. The bumpers of all three cars hitched together, and, running like a train they take to the grass in an effort to free them. Involved are DENNIS DE QUINCEY (207), HALEY CALVERT (351), and JUMBO TUSTIN (179).