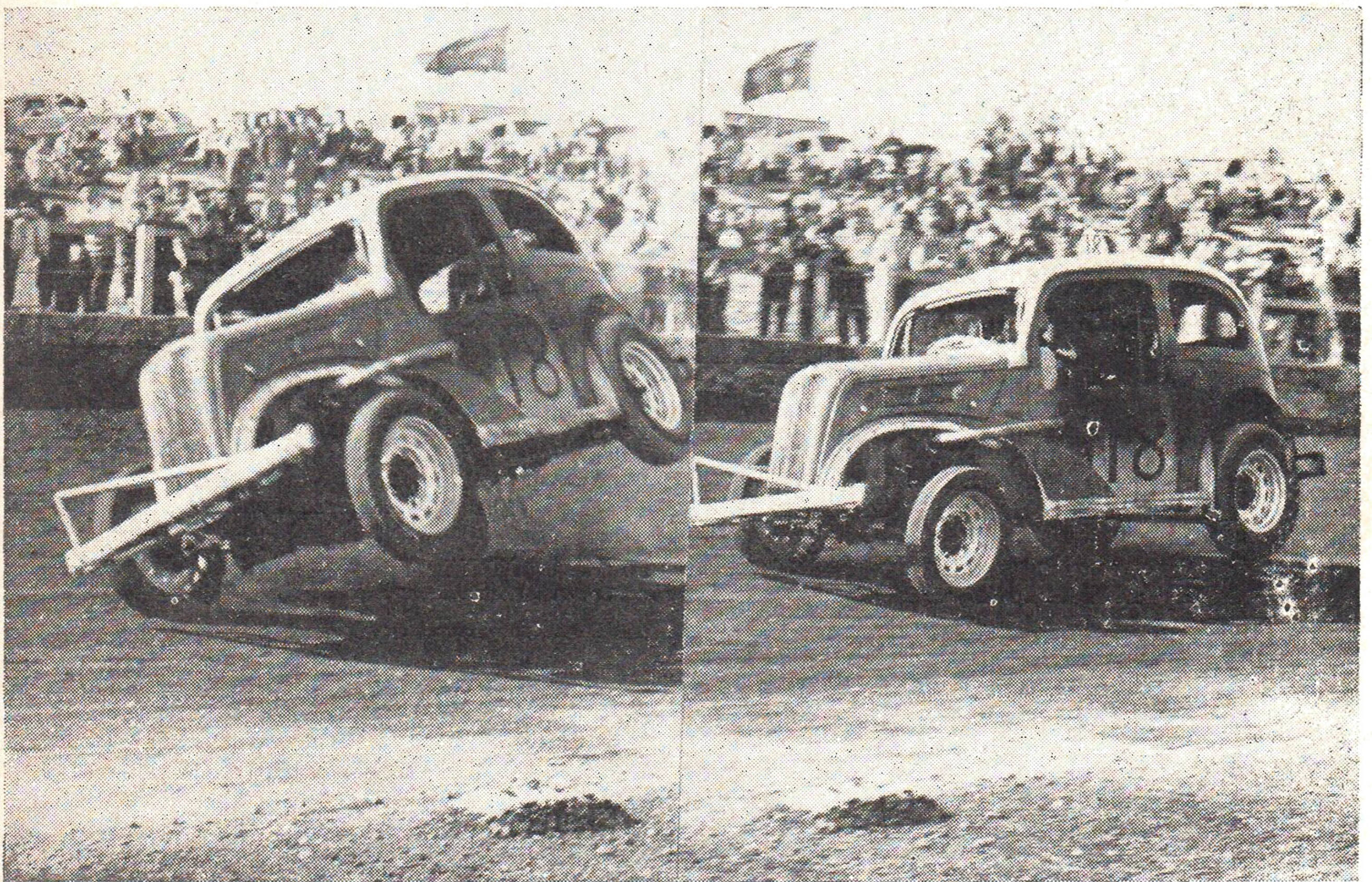


HOT ROD CAVALCADE &  
**STOCK-CAR**

***RACING***



**AT**  
**HEDNESFORD HILLS RACEWAY**  
**NEAR BROWNHILLS AND CANNOCK**

**Saturday August 24th at 6.0p.m.**

**OFFICIAL PROGRAMME 1/-**



# HEDNESFORD HILLS RACEWAY

## AND COMPETITION SCHOOL LIMITED

near Brownhills and Cannock, Staffs.

Birmingham Office: 163 BORDESLEY GREEN ROAD,  
BIRMINGHAM, 9.

Tel.: VIC 4933

Hednesford 324 on Race Days

Promoter: W. J. (BILL) MORRIS

MEETING No. 9

SATURDAY, AUGUST 24th, 1963

### OFFICIALS FOR THE MEETING

B.S.C.B.C. Steward ..... T. Porter  
Clerk of Course ..... C. Squires  
Asst. Clerk of Course ... Bill Morris  
Scrutineer ..... W. Jones

Commentator...GEOFF BARNETT  
Lap Scorer ..... LEN PORTER  
Starter ..... Al Henderson  
Medical Officer ... To be appointed  
Timekeeper ..... JOHN HICKS

Meeting conducted under Stock Car Racing Regulations of the  
British Stock Car Board of Control Ltd. Licence No. 13.

### FLAG AND LIGHT SIGNALS

STEADY RED: All Competitors come to stop—Race over.

FLASHING RED: Imminent danger—all Competitors come to stop.

STEADY AMBER: Competitors race with caution and do not change race positions.

FLASHING AMBER: Competitors to race with extreme caution and do not change race positions.

RED FLAG: Denotes that the Race has been stopped.

YELLOW FLAG: Drivers must use caution and must not change positions.

BLACK FLAG: Denotes driver has been disqualified and must withdraw from race immediately.

CHEQUERED FLAG: Denotes driver has completed the required number of laps.

CHEQUERED & RED FLAGS TOGETHER: Denotes that race is completed.

### NOTICE TO PUBLIC

BETTING is strictly forbidden at Stock Car Meetings.

The Management reserve the right to alter the Programme.

RIGHTS OF ADMISSION RESERVED ALL RIGHTS RESERVED

If for any reason a race meeting is announced by us as being abandoned after ½-hour racing has taken place from the advertised starting time, then no re-admission will be available or money refunded.

No money will be refunded in any circumstances other than the condition regarding abandonment of meetings.

### WARNING

Stock Car Racing is dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and the owners and drivers of the vehicles and passengers in the vehicles and the owners of the land are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

### ACKNOWLEDGMENTS

Breakdown Vehicles at this Meeting kindly supplied by:—

BROADWAY SERVICE STATION (THOMPSON'S) LTD., Broadway, Walsall.  
Tel.: WA 28852.

WALSTELL GARAGE & FILLING STATION, Wolverhampton Road, Cannock.  
Tel.: Cannock 3318.

MEADWAY SPARES LTD., 163 Bordesley Green Rd., B'ham, 9. Tel.: VIC 4933  
HILL TOP GARAGE, Hill Top, Hednesford.

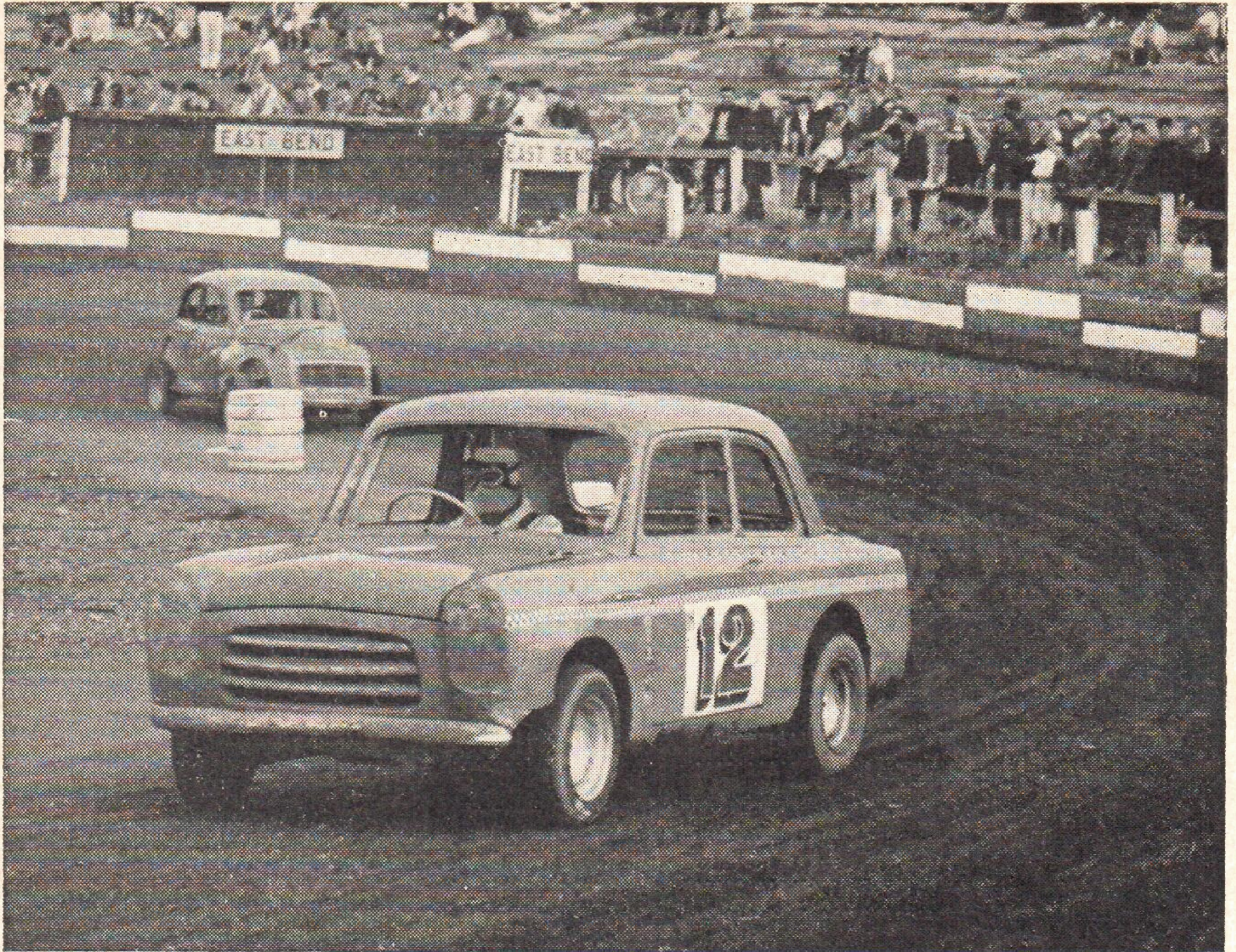
THE FARM GARAGE, Hednesford Road, Heath Hayes. Tel.: 276.

Official Pace Car kindly supplied by:—

MEADWAY SPARES LTD., Bordesley Green Road, B'ham, 9. Tel.: VIC 4933.



# TO-DAYS MENU!



A wolf in sheep's clothing—that's about the best way I can describe the Hot Rod—an entirely new power unit that is fast making its mark on Britain's motor racing scene.

Certainly from a distance it's hard to distinguish a Hot Rod from a normal production car. Closer inspection reveals unusual safety precautions—no glass, sturdy roll bars, aircraft-type safety harnesses. But for a real surprise look under the bonnet, see just how to house a powerful engine such as an M.G. 1600 or a Cortina 'G.T.' engine in a Minor or Ford 8 body.

Hot Rods, like the one above driven by Raceway track manager Larry Wetton, look despairingly innocent as they glide on to the track, but when the racing starts look out for speed and skill.

Already Hot Rods are causing excited comment in motoring circles, and all the drivers here tonight are members of the recently-formed Midland Hot Rod Club. The beauty of this type of motor sport is that it's within the reach of almost everyone's pocket—the fantastic 00 (Double Zero), driven by 17-year-old Martin Morris, cost only £130 to build and that includes a £70 engine—and it combines safety with speed.

Also on tonight's bill of fare are leaping lightweight stock cars—and mustard motor cycle sidecar men!

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## PICTURES FOR SALE

Our "Official" photographer, Mr. Bob Nix, has quite a good collection of pictures from this season's Raceway meetings, spectacular ones as well as pin-up shots of your favourite Stox Stars. Copies of these very good photographs can be purchased from the snap happy Mr. Nix in the left hand end of the Raceway Office at reasonable prices with sizes ranging from Post Card at 1/6 to Full Plate at 2/6. Pay him a visit—pay him your money and take your pick.



## Event 1

Car No.  
"C" Grade

Winner's Time.....

## FOUR LAP SCRATCH HEATS AND FINAL FOR SPEEDWAY SIDECAR OUTFITS

## EVENT 2

## HEAT 1

Winner's Time.....

## HEAT 2

Winner's Time.....

## SCRATCH FINAL

Winner's Time.....

1st..... 2nd..... 3rd.....



# EIGHT LAP RACE FOR HOT RODS

## EVENT 3

## HEAT 1

00	Martin Morris, Ford/B.M.C.	1600 c.c.	Birmingham
01	Minor/B.M.C.	1500 c.c.	Birmingham
02	Austin/B.M.C.	1500 c.c.	Birmingham
03	Ford/100E	1172	Birmingham
11	R. L. Sanders, Austin/A40	1200 c.c.	Birmingham
12	Larry Whetton, Ford/Cortina	1500 c.c.	Birmingham
17	Farmer Mear, Minor/B.M.C.	1500 c.c.	Craven Arms
23	Brian Turvey, Minor/B.M.C.	1500 c.c.	Wednesbury
111	Ken Deakin, Minor/B.M.C.	1500 c.c.	Wednesfield
222	Bill Edwards, Minor/B.M.C.	1500 c.c.	Wolverhampton
131	Doug Warner, Fiat/B.M.C. Spl.	1500 c.c.	Birmingham

Winner's Time.....

1st (8pts.).....	2nd (7pts.) .....	3rd (6pts.).....
4th (5pts.).....	5th (4pts.).....	6th (3pts.).....
7th (2pts.).....	8th (1pt.).....	

# FIFTEEN LAP RACE FOR TWENTY-FIVE LIGHTWEIGHT STOCK CARS

## Event 1

## HEAT 2

### "C" Grade

Car No.	Driver	Town	Substitute
J235	Eric Gunn	Oxford, Oxon.	.....
J500	Con Lambert	London	.....
J522	Bob Jeffcote	Earlwood, Warks.	.....
J555	Nobby Lambert	London	.....
J559	Jack Orton	Carlton, Warks.	.....
J610	Ken Lambert	London	.....
J632	Pete Evans	Solihull, Warks.	.....
J644	Len Field	Solihull, Warks.	.....
J651	Harry Andrews	Lewisham, London	.....
J657	Gordon Aucott	Tamworth, Staffs.	.....
J660	Roger Hollinshead	Groby, Leics.	.....
J664	Joe Poole (U.S.A.)	RAF Chel'ton, N'ants.	.....
J695	Bill Morgan	Derby	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....

### "B" Grade

J504	Brian White	Birmingham, Warks.	.....
J645	Eddie Asling	Dulwich, London	.....
.....	.....	.....	.....
.....	.....	.....	.....

### "A" Grade

J526	Arty Lewis	Lapworth, Warks.	.....
J577	Martin Morris	Birmingham, Warks.	.....
.....	.....	.....	.....
.....	.....	.....	.....

### Star Grade

.....	.....	.....	.....
.....	.....	.....	.....

Winner's Time.....

1st (£8).....	2nd (£5).....	3rd (£3).....
4th (£2).....	5th (£1).....	6th (£1).....



## HEAT 1

Winner's Time.....

## HEAT 2

Winner's Time.....

## SCRATCH FINAL

## EIGHT LAP RACE FOR HOT RODS

## HEAT 2

Winner's Time.....

## SIX LAP GRAND-SLAM HANDICAP RACE FOR SPEEDWAY SIDECAR OUTFITS

## TEN LAP HANDICAP FINAL FOR HOT RODS

# THE SPECTATOR'S COLUMN

The first two letters arrived the day after the programmes for August 5th and 10th had gone to the printers and were from a "Local Spectator" of Cannock Wood who feels more local advertising would increase the attendances and W. Day, of Chesterfield, who thinks the way the Twilight Derby is run is a farce. Since then we have received more from W. G. Heath, of Lichfield, who refers to Commentator Geoff Barnett as wicked; Mrs. Yvonne Brooks, of Chaderton, in Lancs., for the Manchester Midget Car Club, would like to see a "speed limit" imposed on officials' and competitors' vehicles outside the track;



Dave Earp and mates, of Wolverhampton, favour Stox and Hot Rods but deplore Motor Cycle outfits and Midgets; Mr. and Mrs. Arrowsmith, of Sharnal in Salop, advocate flag marshalls because of the accidents on August Monday (they were particularly concerned about the injured first aid man—who wasn't?) but they are still keen enough to consider organising a coach trip from their home town; B. de Bell, of Northampton, made his first visit on August 10th and showers us with praise and promises to come as often as possible next season; Mr. and Mrs. Bourne, of Wednebury, in Staffs., have the same feelings as B. de Bell and suggests an all-in admission charge including car parking and perhaps the programme; and finally Mr. Nigel Bill offers his Company's help with regard to printing the programmes and car stickers. Obviously to all the above mentioned people we are very grateful for their efforts, but due to lack of space I cannot go into detail on their comments. However, Mr. Morris and myself have replied to the above personally. The most important point from all the letters received is that everyone enjoyed what they saw at Hednesford Hills Raceway except that one or two of you dislike the "bitsy" set up at Hot Rod Cavalcades.

Senior Stox are definately the favourite presentation it appears, but I must point out that the "Seniors" have taken 10 years to reach the standard we see today.

Unfortunately the number of Hot Rods race-ready is way below the number anticipated and so to put on a show for us, Mr. Morris has had to include the Midgets (also in the process of building up their sport); Motor Cycle Chairs who are always in short supply, due to so many other A.C.U. meetings, and Junior Stock Car "Stars" and "A Graders" are snapped up by promoters who have been established for a number of seasons. As far as staging a full Senior or Junior meeting on Bank Holidays is concerned, at the moment Mr. Morris is tail-end-Charlie in the eyes of these Long Established Tracks and the Board of Control. Even on Saturday nights (the most popular race time) at least one or two other tracks have fixtures and the fact of the matter is that there are just not enough drivers to meet the demand.

The answer of course would be Sunday afternoon meetings as there is only Brafield with fortnightly meetings at the moment and so the drivers would welcome another Sunday track. The Stox Board of Control would also be very pleased as it would ease their congested Saturday fixture list.

Tonight, for instance, there are meetings at Belle Vue, West Ham and Norwich, but nevertheless we shall see a couple of Junior Stox Heats in addition to the Cavalcade of Hot Rods (at least 12 this time) and Motor Cycle Chairs which if nothing else provide "Blood" for those people so inclined—and believe me some of you feel that way (I have letters to prove it). I have actually spoken to some of these M/C lads who risk THEIR necks to entertain US and my comments to them were—"rather you than me, mates."

I would like to now place another couple of feathers in Mr. Morris' cap: (a) for putting on a pretty good show with the H.R. Cavalcade on August Monday in spite of difficulties, and for achieving a presentation of trophies by "Senior Service" cigarettes—a break through indeed; (b) for organising such a fabulous "Senior" Stox Meeting on August 10th (only five days later) for the H.H.R. "Driver of the Year" Trophy. Although this was the "latest" meeting, it was also the "fastest." Ellis (3) and Jumbo Tustin (179) both broke the 1 lap record at a speed of 54.26 m.p.h. and Al Griffin (178) the 25 lap record at an average of 43.95 m.p.h. Talking of feathers! "How tickled I am" myself because through this column I have forecast Senior Stox speeds of nearly 55 m.p.h. and also devil-may-care Al Griffin would be on the verge of a Red Roof—by winning his heat and final on the 10th he now progresses to a Blue Top. I hear Freddie Mitchell, the world champion, was there too—did you see him? . . . Sorry, folks, he came in 5th.

Whilst on the subject of records, it is interesting to note that at August Monday's Hot Rod Cavalcade, Martin Morris in "Double Zero" broke his own 1 lap record with a speed of 44.55 m.p.h. and also of course he and the other Hot Rod boys now have an 8 lap record to attack tonight which stands at 41.67 m.p.h. average compared with the fastest Junior Stox records of 44.12 m.p.h. for 1 lap and 38.79 m.p.h. average for 10 laps.

Incidentally the long awaited No. H.131 of Senior Stox driver Doug Warners built in Co. with ex-racing driver Bert Field, will be battling it out with "Double Zero" tonight—this I would like to see but your "Happy Spectator" will be on his "Hols.," however I HOPE TO BE BACK in time for the Production Car Meeting on September 7th.

For details of Stox Meetings elsewhere to the end of October, I would suggest you order *Stock Car Racing News* from Mr. Peter Arnold, Gaywood Cottage, Pipewell, Nr. Kettering, Northants.

Finally, don't forget to keep sending in those comments, opinions and suggestions to yours truly at—

6 BRANDWOOD ROAD, KINGS HEATH, BIRMINGHAM, 14.



# HOT ROD CAVALCADE

SATURDAY, 7th SEPTEMBER, 5.30 p.m.

EVENTS FOR

★ PRODUCTION SALOON CARS ★

★ HOT RODS AND KARTS ★

(Organised by Shenstone D.C.C. under R.A.C. Permit No. R.S. 472)

Admission 4/- Children, 5-14, 2/-  
AMPLE CAR PARKING REFRESHMENTS AVAILABLE

## TOP TEN TRACK TIMES

As supplied by JOHN HICKS, R.A.C./B.S.C.B.C. Timekeeper.

OUTRIGHT HOLDERS (Senior Stock Cars):

1 Lap Ellis Ford/Jumbo Tustin, 16.6 secs., 10/8/63 ..... 54.26 m.p.h.

JUNIOR STOCK CARS:

1 Lap Fred Funnell, 20.4 secs., 3/6/63 ..... 44.12 m.p.h.

10 Laps Bob Jeffcoat, 3 min. 52 secs., 5/8/63 ..... 38.79 m.p.h.

15 Laps John Aucott, 5 min. 21 secs., 5/8/63 ..... 38.46 m.p.h.

HOT RODS

1 Lap Martin Morris (1600 c.c.), 20.2 secs., 5/8/63 ..... 44.55 m.p.h.

1 Lap Ken Deakin (1200 c.c.), 23.7 secs., 15/4/63 ..... 37.97 m.p.h.

8 Laps Martin Morris (1600 c.c.), 2 min. 53 secs., 5/8/63 ..... 41.67 m.p.h.

SIDECARS

1 Lap Ray Woodhouse, 19.00 secs., 5/8/63 ..... 47.37 m.p.h.

4 Laps Ray Woodhouse, 1 min. 25 secs., 5/8/63 ..... 42.26 m.p.h.

5 Laps Mick Adams, 1 min. 45 secs., 5/8/63 ..... 41.08 m.p.h.

## Motor Insurance

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33a High Street, Saltley - - - - - EAS 3930

21 Lordwood Road, Harborne - - - - - HAR 3274

106 Cape Hill, Smethwick - - - - - SME 1505

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