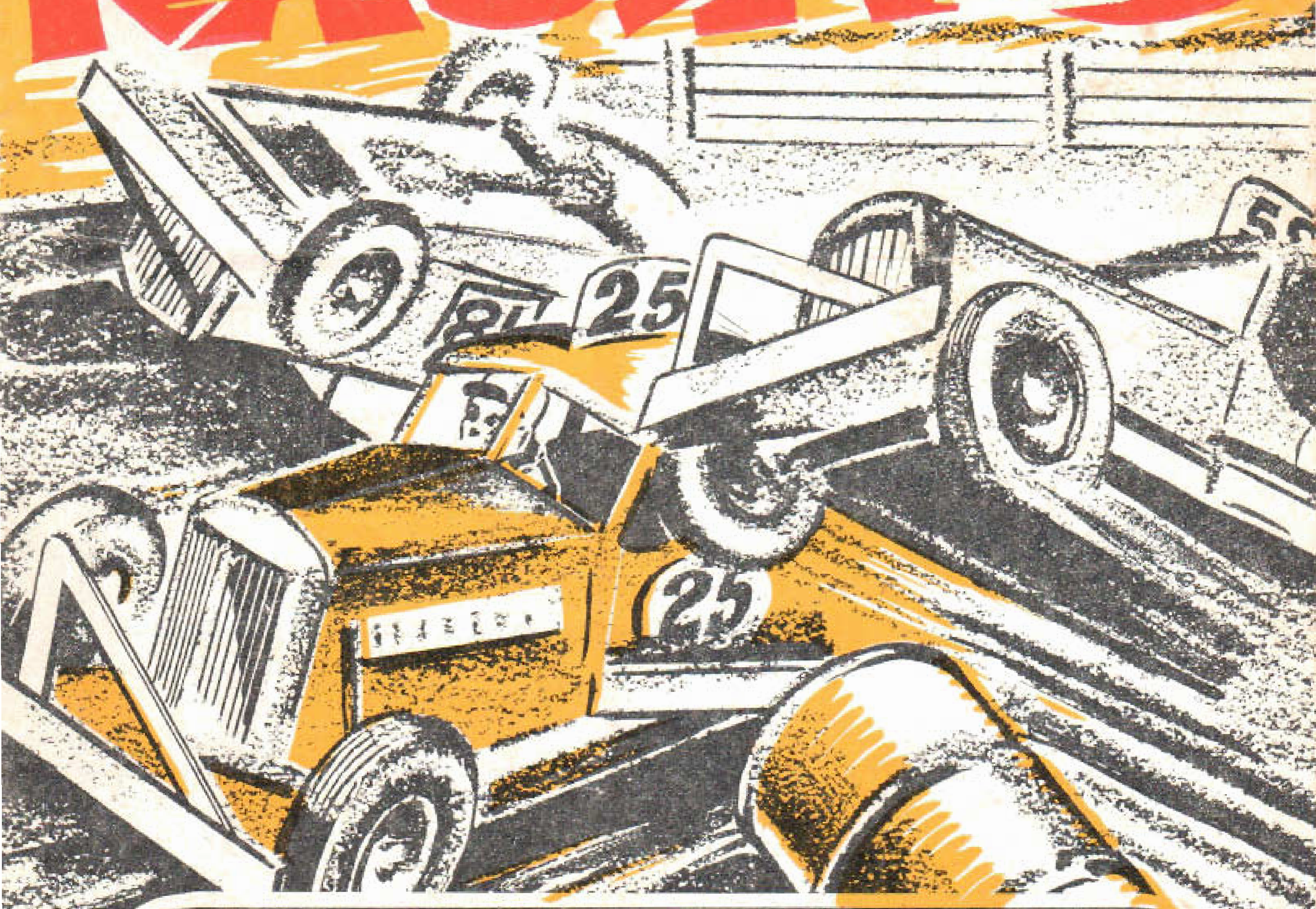


STOCK CAR RACING

PICTORIAL
PROGRAMME & RACE CARD 1/-



3rd Meeting

WEST HAM STADIUM

1963 Season

Trackmaster Trophy

25th MAY

.

at 7.45 p.m.

STOCK CAR RACING

- An A. D. SANDERSON PRESENTATION -

WEST HAM STADIUM, London, E.16

Telephone: Albert Dock 2441

*Meetings held under the Regulations of the British Stock Car Board of Control
Track Licence No. 4.*

OFFICIALS :

Clerk of the Course:
RAY UNDERHILL

Control Board Steward :
A. GROVES

Starter:
GEOFF BULL

Lap Recorder :
FRIDA ARNOLD

Commentator :
PETER ARNOLD

Timekeeper:
LEN PORTER

Chief Pit Marshal:
ALF CARTER

Chief Car Scrutineer:
GEORGE STANNARD

Medical Officer:
Dr. WHITE

**St. John's Ambulance Brigade
in Attendance**

NOTICE

"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/or conduct of the meeting including the owners and lessees of the Stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. Should this meeting be abandoned before two races have been completed a re-admission ticket will re-admit you to the re-run meeting. In no circumstances will any money be refunded.

Betting is absolutely prohibited at "Stock" Car Meetings. The Management reserves the right to make alterations or additions to the programme.

At your Service — Note the Names



Service and Breakdown Vehicles Kindly Supplied for this Meeting by:

R. C. Pryor, 1, Tabernacle Avenue, Plaistow, E.13.

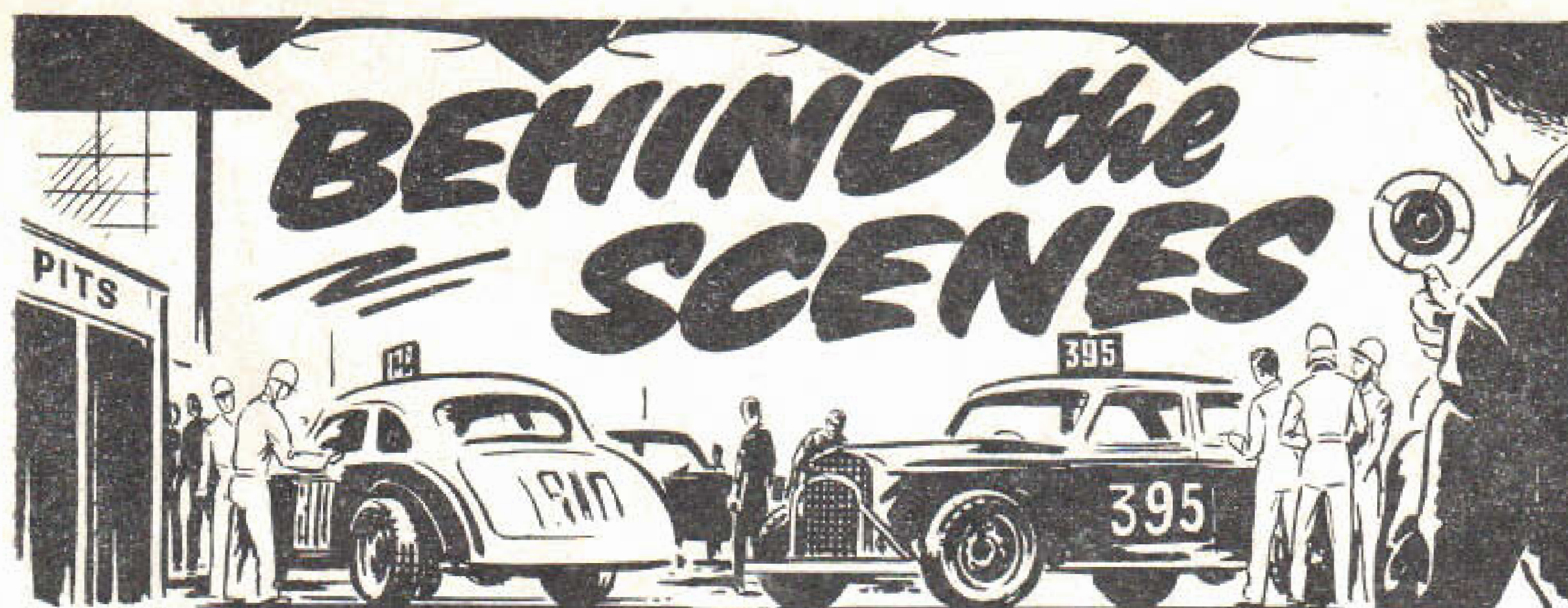
"Towcars Ltd.," 480, High Street, Manor Park, E.12.

Park Garage, 387 Beckton Road, Canning Town, E.16

Henry Randall (Motors) Ltd., Thornwood, Epping.

Salisbury Garage, 1/15 Blanche Street, E.16

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"How can I hope to do any good against drivers like Freddie Mitchell, Aubrey Leighton or the Wardropers"? Thus spoke a 'C' grade driver to me recently. He has been driving little less than a year and although he has shown some progress in ability and technique, he realises only too well that he has a long way to go before he can hope to match the eight, nine and ten-year-experienced top rankers in track-craft and car-build know-how.

This, actually, is a problem that is facing stock car racing today — and is something that has got to be faced up to by the men in control — promoters, drivers' committeemen and representatives on the Control Board.

Now that stock car racing has settled itself into a sport, with speed and driving ability as its success-rule, it is the drivers who have been around for a number of years who are at the top. They have grown up with the sport and have been active during its formative years. They too have changed with it—and their experience and technique cannot be bought overnight. My 'C' grade driver conversationalist realises this only too well.

He is one who can afford not to win too much prize money yet still stay in the sport he is treating as a hobby. He has a good business and this is his form of relaxation. But he is lucky. There are other 'begin-

ners' and 'novices' who are not so 'well breached', but who enjoy the opportunity to race that stock car racing offers.

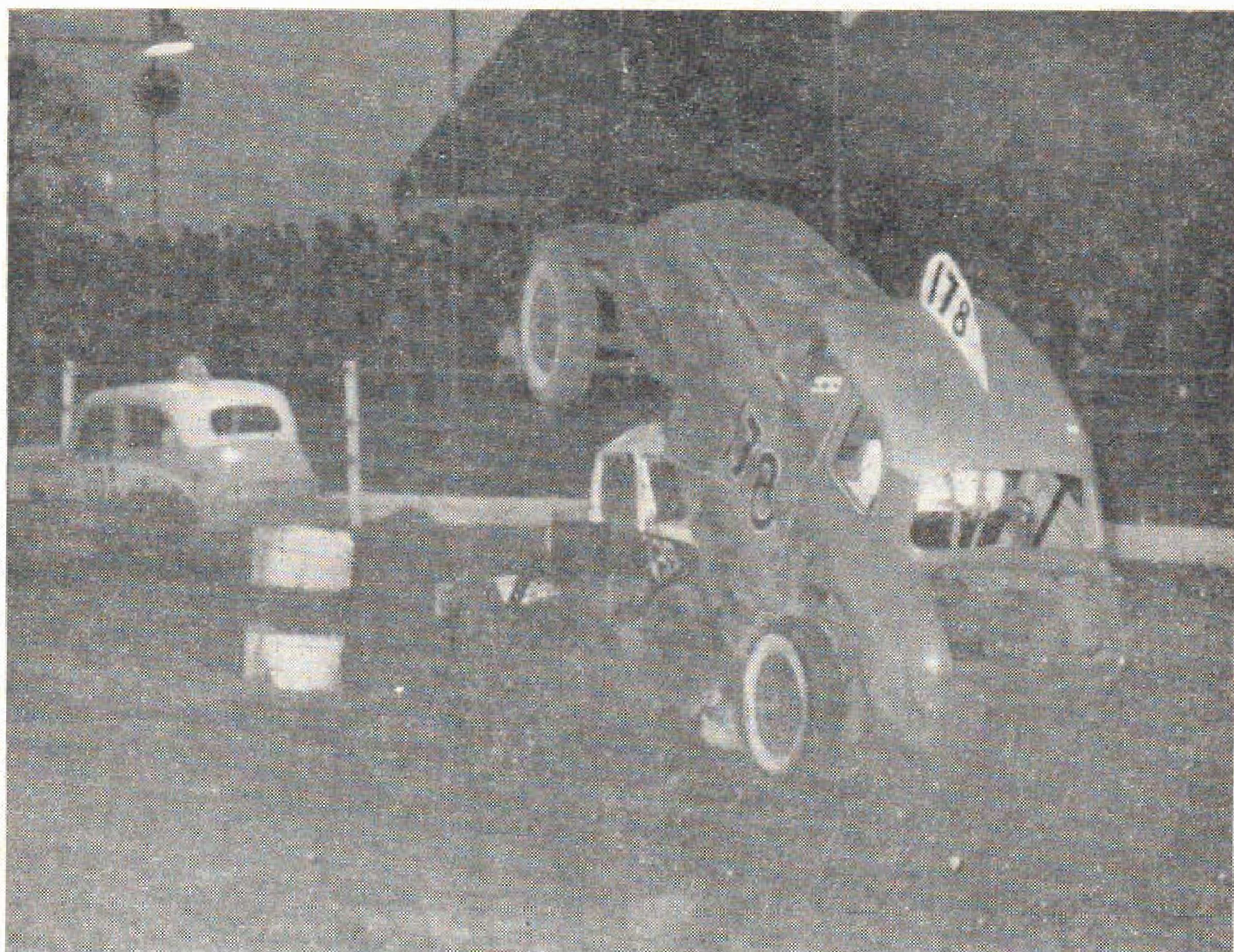
The difference between the top grade men and the raw novice-beginner is wider now than ever it has been in the past. This will become wider as time passes and the 'veterans' stay in the sport. The grading was introduced in 1958 to help bridge the gap that even at that period was beginning to show. Since then there has been little change in the top rankers. They have been there since 1955 or so—and are likely to remain. You find this in

(Cont. on next page)

Former World Champ.



JOCK LLOYD (131)



Mr. Albert Griffin (178) . . heading for orbit.

BEHIND THE SCENES—*cont.*

most individual sports where the keynote of success is experience, plus ability.

But the problem in stock car racing is now getting acute. Some newcomers who try the sport realise that things are not as easy as they first envisaged and are dropping out. They are losing heart; they find that the sport costs them hard earned money with, as novices, little opportunity of winning any back.

Stock car racing is not, in the accepted sense, a profession, but it is a hobby-sport that can be expensive if all the money is going the one way—out. It is no use the 'star' men saying that they had to go through this period themselves. When they did—everyone was new to the game—and it was case of survival of those who found the answers to the stock car racing problems quickest. In those days, competition was not so

fierce, nor were the costs involved in producing a car as high as they are now. The sport has progressed, and with it has risen the cost of competition. This is typical of all motor sports.

To stand a chance of winning it is essential to have good equipment. Money can buy this—to a small extent, if you purchase a car that has been built by a man of experience. But you cannot buy the know-how to build your own car with the result-of-years of experience in suspension and chassis lay-out. This takes some practical experience on the track to find out what suits your style of driving best.

At one time the grading proved itself. Drivers moved up and down with a frequency that held the interest. Now they remain pretty static. There are few new faces emerging to prove themselves worthy of progress into even 'B' grade. Few 'B' graders

move up into 'A' category, and only among the 'A' and 'Star' graders is there any movement—and this is usually in the upward direction. The sport is becoming top-heavy.

I feel, in sympathy with my 'C' grade friend—and others like him, that the time is near at hand when the sport should make another bold move and introduce two sections. One for the top rankers, the other for the beginners and second year men.

To do this would mean a revision of the whole system of payment in appearance and prize money. This could be done without much extra cost to the promoters, but it would mean that the 'star' men are recognised as such and paid accordingly. They would be 'billed' on posters as special attractions—and special races between them would be a featured item.

The sport has changed in its conception. Racing is more sporting, more competitive—less hit-and-miss. It is more technical; more precise in its character; more thrilling in its speed spectacle. It is this element that now needs building up to attract fans who thrive on speed.

The newcomer novice drivers would compete against their own. Eventually some would emerge as 'better' drivers and naturally, move up. But I feel it is going to take some time to develop this talent. Now is the time to start thinking about it, before the sport stagnates, with its present top-rankers dominating the sport until they retire of old age—leaving stock car racing with no comparable top rankers to take over. And no sport.

Formula II was introduced three years ago to provide a cheap introduction to stock car racing. In many ways it has provided a stage on which new boys can learn the subtle arts of stock car racing. But it has, in many ways robbed the Senior section of competitors, who find in this 'junior' section an easy chance

to shine—for again, most of the top rankers are men who were weaned in stock car racing back in 1954-55.

Stock car racing must not become a sport for the chosen few at the top—in either section. It must realise that to survive it needs many more newcomers—who themselves must be encouraged and given an opportunity to improve. After that—the rest is up to them.

I'll be talking to you . . .

PETER ARNOLD

STOCK CAR NEWS ON SALE TO-NIGHT

1/-

— :: —

From Sellers around the Stadium

WEST HAM TRACK CHAMPIONSHIP Points Table to Date

Car No.	Driver	H	C	F	Tot
42	Aubrey Leighton	12	—	20	32
245	Alan Wardropper	12	—	20	32
61	Ken Freeman	4	4	6	14
5	Doug Wardropper	8	—	4	12
133	Terry Coell	8	—	2	10
409	Chick Woodroffe	3	1	6	10
138	Allen Briggs	—	5	4	9
6	Johnnie King	9	—	—	9
386	Barry van den Oetelaar	4	—	2	6
131	Jock Lloyd	5	—	—	5
104	Ted Pankhurst	5	—	—	5
282	Barry Hebborn	4	—	—	4
238	Barry Brew	4	—	—	4
179	Jumbo Tustin	3	—	—	3
68	Trevor Frost	3	—	—	3
198	Roger Taylor	1	2	—	3
3	Ellis Ford	2	—	—	2
38	Fred Mitchell	—	2	—	2
35	Rod Dore	2	—	—	2
37	Don Evans	2	—	—	2

PROGRAMME OF EVENTS

Trackmaster Trophy

SATURDAY, 25th MAY, 1963

STARTING IN RACES

All events in this programme will be Started on the Graded principle, from Rolling Starts.

Events 1, 4 and 6 Starting Positions—Draw was made by the Management.

Event 4 Starting Positions are determined on the "first out, first on" principle.

Event 6 Positions are determined by Event 2, 3 and 5 finishing positions.

RACE SIGNALS

Repeated Flashing of Red Lights:
DANGER, SLOW DOWN.

Red Lights and Red Flag: STOP.

Yellow Flag: CAUTION.

Black Flag: EXCLUSION.

Chequered Flag: FINISH.

Appearance Payment per Car £3. 10. 0.

EVENT 1. HEAT 1. FORMULA 2 SCURRY. Up to 28 Cars. 20 Laps.

Car No.	Driver	Town	Draw No.	Substitute	Cars Track Order
"C" GRADE					
83	Tommy Keep	... London, E.4	13	.....	500
304	Willie Wanklyn	... Baldock, Herts.	5	.....	310
310	Bill Trosper	... Raunds, Northants.	2	.....	578
500	Gon Lambert	... London, S.E.13	1	.....	514
511	Dave Packham	... Hawkhurst, Kent	7	.....	304
514	Gordon Fisher	... Shefford, Beds.	4	.....	610
578	H. Costin ...	... London, S.E.2	3	.....	511
582	Stan Campling	... London, E.15	10	.....	608
608	E. D. Trowell	... London, S.E.4	8	.....	615
610	Ken Lambert	... London, S.E.13	6	.....	582
615	J. Richards ...	... London, S.E.15	9	.....	663
629	Don Roomes	... Sunbury-on-Th., Middx.	15	.....	768
663	Jack Hewlett	... Northolt, Middx.	11	.....	83
718	Joe Brennan	... London, N.W.2	14	.....	718
768	Brian Chidley	... London, N.W.2	12	.....	629
"B" GRADE					
627	Eddie Cunnew	... Keysoe, Beds.	18	.....	675
646	Eddie Asling	... London, S.E.22	17	.....	646
675	Bert Haywood	... London, S.E.4	16	.....	627
"A" GRADE					
5	Doug Wardropper	... Ipswich, Suffolk	20	.....	681
616	Roy Clarke ...	... Datchet, Bucks.	21	.....	5
643	Alf Trower	... Pinner, Middx.	22	.....	616
681	D. Barker ...	... London, S.E.10	19	.....	643
"STAR" GRADE					
58	F. J. Funnell	... Cranbrook, Kent	24	.....	738
85	Pete Tucker	... Wembley, Middx.	27	.....	58
131	Jock Lloyd ...	... Ashford, Middx.	26	.....	409
230	J. S. Allen	... London, S.E.14	28	.....	131
409	Chick Woodroffe	... West Thurrock, Essex	25	.....	85
738	F. Wooster	... London, S.E.5	23	.....	230

1st (£12)..... 2nd (£6)..... 3rd (£4).....
 4th (£2)..... 5th (£1)..... 6th (£1).....
 7th (£1)..... 8th (£1).....

EVENT 2. HEAT 1. TRACKMASTER TROPHY. Up to 22 Cars. 20 Laps.

<i>Car No.</i>	<i>Driver</i>	<i>Town</i>	<i>Draw No.</i>	<i>Substitute</i>	<i>Track Order</i>
"C" GRADE					
81	Pat Driscoll	... London, E.6	9	.....	349
144	Bryan Frost	... Chelmsford, Essex	4	.....	189
189	Reg Pryor	... London, E.13	2	.....	207
207	Dennis De Quincey	Walton-on-Thames, Surrey	3	.....	144
217	Malcolm Cowlin	... Horsham, Sussex	11	.....	379
250	Doug Mason	... Garsington, Oxford	8	.....	477
283	Graham Rackley	... Oxford	7	.....	283
349	Don Evett	... Aylesbury, Bucks.	1	.....	250
379	Alan Charman	... Long Ditton, Surrey	5	.....	81
439	Les Taylor	... Isleworth, Middx.	10	.....	439
477	Chick Henson	... Kempston, Beds.	6	.....	217
"B" GRADE					
93	Tony Wicks	... Wisbech, Cambs.	13	.....	135
135	Geoff Elliott	... Iver Heath, Bucks.	12	.....	93
"A" GRADE					
133	Terry Coell	... London, E.13	16	.....	179
179	Jumbo Tustin	... Cheltenham, Glos.	14	.....	475
475	George Ansell	... Knebworth, Herts.	15	.....	133
"STAR" GRADE					
5	Doug Wardropper	... Ipswich, Suffolk	20	.....	35
35	Rod Dore	... London, N.W.7	17	.....	61
61	Ken Freeman	... Sunbury, Middx.	18	.....	409
104	Ted Pankhurst	... Slough, Bucks.	21	.....	5
409	Chick Woodruffe	... West Thurrock, Essex	19	.....	104
386	Barry Van Den Oetelaar	... Reading, Berks.	22	.....	386
1st (£15).....2nd (£8).....3rd (£4).....4th (£3).....					
5th (£2).....6th (£1).....7th (£1).....8th (£1).....					
(Transfer First 8 to Event 6, others to Event 4 as nominated)					

EVENT 3. HEAT 2. TRACKMASTER TROPHY. Up to 22 Cars. 20 Laps.

<i>Car No.</i>	<i>Driver</i>	<i>Town</i>	<i>Draw No.</i>	<i>Substitute</i>	<i>Track Order</i>
"C" GRADE					
125	Les Wesley	... Bletchley, Bucks.	11	.....	238
129	George Winslett	... Reading, Berks.	2	.....	129
159	Mick Robinson	... Aylesbury, Bucks.	8	.....	198
198	Rog Taylor	... Isleworth, Middx.	3	.....	268
216	Fred Shadbolt	... Codicote, Herts.	7	.....	371
238	Barry Brew	... London, S.E.8	1	.....	494
268	Norman Wheeler	... London, N.5	4	.....	216
290	Ginger Savory	... Oxford, Oxon.	9	.....	159
366	Bill Judd	... Reading, Berks.	10	.....	290
371	Don Leatherdale	... Hitchin, Herts.	5	.....	366
494	Johnny Pratt	... Dorchester-on-Th., Oxon.	6	.....	125
"B" GRADE					
178	Albert Griffin	... Redditch, Worcs.	12	.....	178
299	John Ayling	... Walton-on-Th., Surrey	13	.....	299
"A" GRADE					
37	Don Evans	... Oxford, Oxon.	16	.....	304
138	Allen Briggs	... London, E.4	15	.....	138
282	Barry Hebborn	... Oxford, Oxon.	17	.....	37
304	Willie Wanklyn	... Baldock, Herts.	14	.....	282
"STAR" GRADE					
6	Johnnie King	... London, W.12	20	.....	131
42	Aubrey Leighton	... Earls Barton, Northants.	19	.....	42
73	Vic Ferriday	... London, W.11	22	.....	6
131	Jock Lloyd	... Ashford, Middx.	18	.....	245
245	Alan Wardropper	... Ipswich, Suffolk	21	.....	73
1st (£15).....2nd (£8).....3rd (£4).....4th (£3).....					
5th (£2).....6th (£1).....7th (£1).....8th (£1).....					
(Transfer First 8 to Event 6, others to Event 4 as nominated)					

EVENT 4. HEAT 2. FORMULA 2 SCURRY. Up to 28 Cars. 20 Laps.

Car No.	Driver	Town	Draw No.	Substitute	Cars Track Order
"C" GRADE					
83	Tommy Keep	... London, E.4	3	.....	629
304	Willie Wanklyn	... Baldock, Herts.	11	.....	718
310	Bill Trosper	... Raunds, Northants.	14	.....	83
500	Gon Lambert	... London, S.E.13	15	.....	768
511	Dave Packham	... Hawkhurst, Kent	9	.....	663
514	Gordon Fisher	... Shefford, Beds.	12	.....	582
578	H. Costin ...	... London, S.E.2	13	.....	615
582	Stan Campling	... London, E.15	6	.....	608
608	E. D. Trowell	... London, S.E.4	8	.....	511
610	Ken Lambert	... London, S.E.13	10	.....	610
615	J. Richards	... London, S.E.15	7	.....	304
629	Don Roomes	... Sunbury-on-Th., Middx.	1	.....	514
663	Jack Hewlett	... Northolt, Middx.	5	.....	578
718	Joe Brennan	... London, N.W.2	2	.....	310
768	Brian Chidley	... London, N.W.2	4	.....	500
"B" GRADE					
627	Eddie Cunnew	... Keysoe, Beds.	16	.....	627
646	Eddie Asling	... London, S.E.22	17	.....	646
675	Bert Haywood	... London, S.E.4	18	.....	645
"A" GRADE					
5	Doug Wardropper	... Ipswich, Suffolk	21	.....	643
616	Roy Clarke	... Datchet, Bucks.	20	.....	616
643	Alf Trower	... Pinner, Middx.	19	.....	5
681	D. Barker ...	... London, S.E.10	22	.....	681
"STAR" GRADE					
58	F. J. Funnell	... Cranbrook, Kent	27	.....	230
85	Pete Tucker	... Wembley, Middx.	24	.....	85
131	Jock Lloyd ...	... Ashford, Middx.	25	.....	131
230	J. S. Allen	... London, S.E.14	23	.....	409
409	Chick Woodroffe	... West Thurrock, Essex	26	.....	58
738	F. Wooster	... London, S.E.5	28	.....	738

1st (£12)..... 2nd (£6)..... 3rd (£4).....
4th (£2)..... 5th (£1)..... 6th (£1).....
7th (£1)..... 8th (£1).....

EVENT 5. CONSOLATION HEAT. TRACKMASTER TROPHY. 25 Laps.

Car No.	Driver	Town	Substitute	Track Order
314	Ian Ireland	... Harlow, Essex
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1st (£15)..... 2nd (£8)..... 3rd (£4)..... 4th (£3).....
5th (£2)..... 6th (£1)..... 7th (£1)..... 8th (£1).....
Transfer First 8 to Event 6

AROUND
and ABOUT

In early programmes of the sport one car is featured more than any other. It was either upside down, over a barrel or hitting the fence. It always seemed to be where the cameras were—and it always seemed to be in trouble! It's number was 43. The driver was a pioneer of the first-ever meeting, **DANNY DASSETT** of Woolwich.

Tonight, driving a Formula II car numbered 643 is the same man, a little older; a little heavier; certainly

more experienced. He no longer hits fences and rolls over barrels for a living. He has learned sense. He keeps away from the fence—and wins. Danny is one of the most spectacular of 'Junior' drivers, and his two-wheeled cornering in the very potent Model 'Y' Ford is a technique that he has got weighed up to a very fine art. He puts his bonnet in gaps that don't exist and nearly always emerges at the other end—having gained a few places in the process.

A tough guy—he has tried wrestling with moderate success—he has been known to pick his upturned car up and put it back on its wheels. Well known strong-man Sandow used to do the same thing for a living. Danny does it for laughs.

❖ ❖ ❖

I hope veteran driver VIC FER-

EVENT SIX

RACED OVER 25 LAPS

TRACKMASTER TROPHY

GRAND FINAL

(First Eight from Events 1, 2 and 4).

[illegible]

AROUND & ABOUT—*cont.*

RIDAY (73) gets here tonight. Recently he seems to have been having trouble sorting his bookings out. A fortnight ago last night (Friday) there was a meeting at Plymouth. Vic was due to compete. He got there alright—he should know his way, for he pioneered that circuit back in 1954—but he was also early, which for him is slightly unusual. It seems that he looked in at Southampton on the previous night—he thought there was a meeting on!

Vic has not been having the best of luck this season with his new Chrysler engine unit and it has suffered from carburation troubles. When he and his lanky brother, Don, have cured these snags, the car should fly, for the engine is one of the biggest in the sport.

* * *

It is always good to see a persevering driver succeed and one who has been trying, on and off, for a few years, is PAT DRISCOLL (81) of Plaistow. Pat seems to have finally managed to get a car going quickly enough and lasting out long enough to gain placings in his heats.

Within recent weeks he has qualified for three finals—and this, for Pat, is quite a feat. Now, full of confidence, he is disappointed if he doesn't qualify. A local lad who began his driving career at this circuit, Pat is helped in the pits by his brothers—two of them.

* * *

Two brothers competing against each other these days are the TAYLOR lads from Isleworth, ROGER (198) and LES (439). Les, the elder, has been a consistent trier for the past four seasons, but it is only this year that Roger has taken to the sport after being a mechanic for his brother.

Surprisingly, Roger has had an amazing run of success for a new boy

—he has only failed to qualify for the final at two meetings—and has been on the grid for the big race in five meetings. Not bad for a 'novice'—and so far is doing better than his brother, who has much more experience, and has a more powerful car. Roger uses a Jaguar XK120 engined car, Les drives a very potent Oldsmobile Rocket unit that has been much modified. Must be a moral here, somewhere! Incidentally, both are in the family butchering business.

* * *

Watch any stock car race meeting back in 1954 and one of the characters of those times was a grizzled, weather-beaten, carefree, cheery personality from Cranbrook in Kent. His number then was 58—it is still the same today, ten seasons on. Because of his press-on-regardless type of driving he became known as 'Fearless'—and he was turned over—or turned others over—more times than most. His name?—FREDDIE FUNNELL.

Because of business—he then ran a large fleet of haulage lorries—he dropped out of the sport for a season, driving very infrequently. Then the new Formula II section was introduced, and he was back like a rocket—showing a new generation how it was in the old days.

His happy-go-lucky approach to the sport is typical of the man who earned a great reputation on the motorcycle grass tracks of South East England in the immediate post-war years. He is still a regular spectator at the famous Isle of Man TT races.

A 'Star' ranker in the new formula, he drives a Model 'Y' type Ford with a little-modified engine unit.

* * *

Two men with cars for both sections—and 'Stars' in each—are DOUG WARDROPPER (5) and 'CHICK' WOODROFFE (409). Doug is such a well known person—

(*Cont. on page 11*)

Tables & Times

The undoubted master of the Custom House track in 1961 was Aubrey Leighton (42) and in 1962 he was superseded by that speedy teenager Alan Wardropper (245). But that's all history, and here we are in 1963 looking for a new champion. What do we find? Aubrey and Alan are at it again—after two meetings they are joint leaders of the West Ham Track Championship and tonight "something's gotta give".

The West Ham Top Ten as we start tonight's meeting are as shown on page 5.

Third placeman Ken Freeman needs a heat and Final victory to get on terms with the leaders, and on his recent performances this month he has a great chance. At Coventry on May 4th this Sunbury-on-Thames garage proprietor became the first of the 1963 record-breakers. In a fabulous 25-lap drive, he lowered the track record held by Alan Wardropper since July last year and at the same time recorded the second fastest Stock Car Race ever seen at Brandon, with Aubrey Leighton a close second and Alan Wardropper well down the field in sixth place.

Two unfamiliar names in the West Ham Top Ten are Terry Coell (133) and Chick Woodroffe (409). Terry has a heat win and two minor placings to his credit and Chick has so far notched three third places this season, one in a Final behind our two leaders.

Most improved 'C' grader at our last meeting was Barry Brew (238) whose best lap time of the evening, 22.2 secs., equalled that of Stars Fred Mitchell (38) and Ken Freeman

(61). Barry has already won heats this season and is a certain candidate for upgrading at the next meeting of the Joint Management Board.

Tonight's meeting for the Trackmaster Trophy will certainly be a cracker and the present joint leaders will really have to fly if they intend to retain their current handsome lead.

Fastest lap at our last meeting was 21.6 secs. by the father and son Wardropper combination, so when you're looking for a winner for tonight's Final don't overlook the old masters, for Doug Wardropper (5), when the stakes are high, is the most tenacious driver of all time.

LEN PORTER.

AROUND & ABOUT—cont.

ality within the sport that few who have watched during the past ten seasons have not read all about his amazingly consistent success-story. His championship wins have filled a huge showcase with trophies at his Ipswich home. He drives a Fiat 1,100 ohv in the Junior classification.

'Chick' is one of the few Star men who did not start racing in 1954. He came into the sport in 1959—but his previous experience with motorcycles and midget cars stood him in good stead—and his will to do everything well—if at all—ensured that he would eventually reach the top. His cars are always immaculate and a byword in stock car 'con-cours' talks. He drives a Ford 10 that matches his senior car in colour and meticulous preparation.

STOCK CAR NEWS

*Be sure to get
Your Copy*

1/- : only : 1/-



**Next Meeting!
Just A Month Away**

SATURDAY, 29th JUNE at 7.45 p.m.

— Great Qualifying Round Meeting —

WORLD CHAMPIONSHIP



OTHER WEST HAM MEETINGS:

Both Saturdays at 7.45 p.m.

— 24th August - 21st September —

- OTHER LONDON MEETINGS -

**Harringay Stadium
Green Lanes, N.4.**

**—
Saturday,
8th JUNE - 7.45 p.m.**

**Walthamstow Stadium
Chingford Road, E.4.**

**—
Friday,
14th JUNE - 7.45 p.m.**

- MIDLAND MEETINGS -

**Leicester Stadium
Blackbird Road.**

**—
Friday,
21st JUNE - 7.45 p.m.**

**Qualifying Round
World Championship**

**Brandon Stadium
"A 428" Coventry.**

**—
Saturday,
1st JUNE - 7.30 p.m.**

**Qualifying Round
World Championship**