

B R A F I E L D

S T A D I U M L T D.

presents

R E A L

S T O C K C A R R A C I N G

R E P E A T P E R F O R M A N C E



We make no apology for again using this grand Peter Hunter shot of the Team Race incident of June 27th featuring "CHIPPIE" WESTON and "SWEENEY" TODD. We think it's a great picture.

AT

***BRITAIN'S FRIENDLIEST TRACK
OF COURSE !***

Programme – One Shilling

BRAFIELD STADIUM LTD.

Hart Hill - Charing - Kent

WARNING — STOCK CAR RACING IS DANGEROUS — and all persons attending this Stadium 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 are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

ST. JOHN AMBULANCE IN ATTENDANCE

The Management reserves the right to alter the Programme.

RIGHTS OF ADMISSION RESERVED.

ALL RIGHTS RESERVED.

The playing of TRANSISTOR, or other RADIOS is strictly prohibited while commentary and/or racing is in progress.

BETTING IS STRICTLY PROHIBITED at all Stock Car Race Meetings.

There will be no RE-ADMISSION and no money refunded.

STADIUM OFFICIALS

Commentator	-	-	GRAHAM GUTHRIE
Starter	-	-	JACK BARRICK
Chief Pit Marshal	-	-	GEORGE F. GRIGGS
Lap Scorer	-	-	FRIDA ARNOLD
Maintenance	-	-	DENNIS COWELL
Steward	-	-	Specially Appointed
Scrutineer	-	-	GEORGE STANNARD
Director	-	-	JOHN LA TROBE

BREAKDOWN SERVICE

SMITH BROS., WILSTEAD.

WESLEY OF STOKE GOLDINGTON.

Spectators' Jackpot Competition

A PRIZE OF £2

will be awarded to the first person to correctly name the first 3 cars in their order of finishing in the Grand Final. Entries must be made on the official form below and must be given in at the Commentator's Box before the start of the race in question.

1st Car No..... 2nd Car No..... 3rd Car No.....

Name

Address

MEETING DATES FOR THE 1966 SEASON

MARCH	27th	JULY	17th
APRIL	11th (Easter Monday)	AUGUST	7th
MAY	1st	„	28th
„	15th	SEPTEMBER	18th
„	29th (Whit Sunday)	OCTOBER	2nd
JUNE	12th	„	16th
„	26th	„	30th

BYFIELD STOCK CAR SUPPORTERS

present a

PARTY DANCE

at the

VILLAGE HALL - BYFIELD

on the Daventry-Banbury road

SATURDAY, 4th DECEMBER — 8 p.m. to midnight

DANCING TO THE RONNIE RAY COMBO

REFRESHMENTS.

LICENSED BAR APPLIED FOR.

TICKETS 5/- EACH FROM:

MRS. D. PERCHINEC,
12 FESSEY ROAD,
BYFIELD, RUGBY, WARCS.

“ STOCK CAR RACING NEWS ”

presents a

New Year's Day Party

at the

WINDSOR CASTLE HOTEL

on

SATURDAY, 1st JANUARY, 1966

DETAILS AND TICKETS FROM:

PETER ARNOLD,
GAYWOOD COTTAGE,
PIPEWELL, KETTERING, NORTHANTS.

PARADE OF DRIVERS

EVENT ONE—HEAT ONE.

14 Laps Handicap—Rolling Start.

THE SHERINGTON SHIVER

(Open to all 'C' Grade and selected 'B' Grade drivers)

Grade	No.	Name	Town	
'C'	34	DAVE FRANCIS	Leighton Buzzard	
	370	DICK LAURIE	Byfield	
	376	MORRIS GABRIEL	Enfield	
	581	BRY. ELLARD	Byfield	
	627	HOWARD WHITE	St. Albans	
	628	SAM BARTRAM	Keysoe	
	679	JOHN HUCKLE	Wilstead	
	693	ALAN YOUNG	Cranfield	
	712	RON. INNOCENT	Hatfield	
	733	CHRIS. BULKELEY	Shefford	
	739	TONY MORRISS	Everden	
	'B'	215	CHRIS. GEORGE	Keysoe
		553	WILLIE COWPER	Boddington
564		FRED HARFIELD	Bramfield	
772		DEN. ROTHWELL	Withybrook	
773		MICK WHITNEY	Haddenham	
780		JOHNNY GUNN	Hook Norton	
	798	GLENN MARSHALL	Somerton	

Result : 1 2 3 4 5 6 7

(First seven to Event 5 — Rest to Event 4)

EVENT TWO—HEAT TWO.

18 Laps Handicap—Rolling Start.

THE WINTER WARMER

Grade	No.	Name	Town	
'B'	350	JOHNNY HARFIELD	Hertford	
	501	MALCOLM MASTIN	Wilstead	
	523	RAY PERRYMAN	Tamworth	
	529	DAVID WYCHERLEY	Crowland	
	616	ROY CLARKE	Virginia Water	
	660	ROGER HOLLINGSHEAD	Groby	
	664	GRANT FORD	Corinth, N.Y.	
	666	"SLICK" SLATER	Sherington	
	686	KEITH BARBER	Peterborough	
	'A'	1	"CHICK" WOODROFFE	Grays
		625	JOHN GRAY	Oundle
		657	GORDON AUCOTT	Tamworth
	★	738	FRANK WOOSTER	London
5		DOUG. WARDROPPER	Ipswich	
508		HARRY COLLINS	Launceston	
606		BRYAN HINCKLEY	Tottenham	
658		IAN DURHAM	Banbury	
676		STEVE BATEMAN	Great Bourton	
689		JOHNNY MARQUAND	Saltash	
	763	ANDY WEBB	Woodford Halse	

Result : 1 2 3 4 5 6 7

(First seven to Event 5 — Rest to Event 4)

E HANDICAP

28th NOVEMBER, 1965.

EVENT THREE—TEAM RACE.

15 Laps—Rolling Start.

BRAFIELD versus RINGWOOD

BRAFIELD

163 ROY GOODMAN Capt.)
58 FRED FUNNELL
214 EDDIE CUNNEW
514 GORDON FISHER
517 BRUCE LAURIE
552 DAVE CHISHOLM
756 TED CHISHOLM

RINGWOOD

33 GERRY DOMMETT (Capt.)
37 DON. EVANS
38 FREDDIE MITCHELL
114 "BUNNY" WEBB
131 "JOCK" LLOYD
519 TONY WEBB
665 ROY HINTON

Result : 1..... 2..... 3..... 4..... 5..... 6.....
(8 pts.) (6 pts.) (4 pts.) (3 pts.) (2 pts.) (1 pt.)

BRAFIELD.....pts. RINGWOOD.....pts.

WINNING TEAM.....

Rules of Racing : No deliberate "fencing".
No ramming of stationary cars.
No ramming or spinning on centre green.
No throwing of any object at opposing cars.

ANY CAR BLACK-FLAGGED FOR ANY OFFENCE SHALL LOSE
3 POINTS FOR ITS TEAM.

(Winning Team to Event 5 — Losing Team to Event 4)

FOR YOUR WINTER LISTENING,

YOU CAN'T DO BETTER

THAN TUNE

RADIO 390

THE ADULT COMMERCIAL STATION.

EVENT FOUR—CONSOLATION RACE. 18 Laps Handicap—Rolling Start.

THE NOVEMBER NEEDLER

(Open to all cars not qualified for Event 5)

No.	Name	No.	Name	No.	Name
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Result : 1..... 2..... 3..... 4..... 5..... 6..... 7.....
(First seven to Event 5)

EVENT FIVE—FINAL.

20 Laps Handicap—Rolling Start.

THE WINTER HANDICAP

FROM EVENT 1

FROM EVENT 2

FROM EVENT 3

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FROM EVENT 4

Result : 1..... 2..... 3..... 4..... 5..... 6..... 7.....

THAT'S ALL, UNTIL...

27th MARCH, 1966

THE "KING OF THE MIDLAND" CLASSIC

OH MR. ARNOLD, WHAT DID I DO ?

The current issue of the Stock Car Racing News contains quite a lot of interesting things, and I am sure that by now you will have bought your copy. If you haven't, then rush to do so, and then you will know what the next paragraph or two are about.

Apparently I put my foot in it well and truly by a chance remark, made purely person to person, to the effect that Stock Car Racing is basically a show. This is true; people come to a track to be entertained, whether by high-speed clever racing or by high-speed racing of the other sort. These days, there is no low-speed racing. Before it was taken off, those patrons would have paid entertainment tax, which shows that the Government agrees with this view.

Unfortunately, Mr. Arnold's article takes a whole page to evade the issue raised by the opening statement. This is journalism, though, so I cannot blame Peter for that. More to the point is that the remark made by this "figurehead" whom he did not, in the event, at any stage, name, was made privately, which means that we must all watch what we say, doesn't it. I don't worry about anything like that, though, because I and a few thousand other people by now know my views. I want racing to be entertaining, I want to see real characters out there, knowing that the public has to be pleased, and I want to hear the patrons showing either approval or disapproval of what they see. There is nothing worse than racing in front of some of the crowds at stadiums elsewhere, who show no enthusiasm except for a desultory flap of applause.

There are only two sports, as such, that I think of today, which are played for the sheer love of the game. These are Rugby football and lacrosse, and the games are played irrespective of whether there are two or two-thousand people watching. Most other sporting entertainments, including our own sport, have had injected into them myriad diversions, such as the profit motive, loyalty to the union, and the nagging worry of what will the journalists say.

Poor naïf Peter Arnold! After those efforts which he details in his first column (and every achievement that Peter claims for himself is true, I might add) to find that people go to a track to be entertained, and that promoters present the racing with the dishonourable intention of making a profit, what dire disappointment must be burning in his bosom! Take heart, though, Peter, there is one promoter who is on your side. In 1962 and 1963, John La Trobe ran Brafield at an overall loss, and I don't think Bill Morris made much out of his opening season at Hednesford.

It seems that the ingenuous Peter believes all he reads in the Sunday papers, too, to judge by his reference to wrestling. Of course, wrestlers try to please or displease the public. Showmanship is the keystone of the professional athlete, and not just in wrestling. Was not Sir Stanley Matthews a great showman? And what about Denis Compton, Victor Seixas, Jean Borotra, Alex James, Tommy Price, Gus Kuhn, Split Waterman and a host of others.

Come off it, Peter; if it wasn't for the showmen in the sport, you would have nothing to write about, and I'd be back to work as a school secretary.

And now a confession. I love stock car racing too, the speed, the roar of the crowd at Brafield, the smell of those hot motors, and all those keen young lads to whom we have given a start, some of them achieving greatness, like Andy Webb, Steve Bateman and Dave Chisholm, and some still starting and still grand lads, full of hope. It's a wonderful game to be in, but I'm in it for the money as well. Aren't you, Peter?

A BYFIELD PARTY

Next Saturday, December 4th, at the Village Hall, Byfield, there is to be a party-dance given by the Byfield Stock Car Supporters. It starts at 8 p.m., and goes on until midnight, with music by the Ronnie Ray Combo, who play twist and ballroom music; a licence has been applied for and there are refreshments as well, and I am going, because it sounds as though it will be a good "do". Tickets are on sale here this afternoon, but if you miss getting one, you can send, quickly as they are going fast, to Mrs. Doris Perchinec, 12 Fessey Road, Byfield, Rugby, Warks. It would be nice if you were to send a stamped addressed envelope if you are ordering tickets by post, although Mrs. Perchinec didn't actually say so. I'm sure you would, anyway.

And the price for this four-hour frolic? Only five bob a head, and they don't come any more reasonable than that, do they?

The party is also by way of being a farewell to ANDY WEBB, so roll up and give the lad a good send-off.

Byfield is on the Daventry-Banbury road, and easily accessible from all parts of the Midlands and Home Counties.

IN RETURN

GERRY DOMMETT, promoter at Ringwood and driver of stunt cars and stock-cars, brings his team of South Coast gentry to visit us this afternoon. After the manner in which three teams combined to encompass the downfall of the Brafield team at Ringwood on October 24th, to the disgust of Mr. Arnold and a handful of regular correspondents, we hope to show them, in a civilised manner, just what it is all about. We note that Mr. Dommatt's team is not very local, and has been strengthened by exiled Scots, gents from Oxford and a Londoner. Apparently, Mr. Dommatt has had a hard persuading his local lads to take on Brafield without the support of two other teams.

Unfortunately, Texan Dick Hawkins is out of the country, and I have put GORDON FISHER in his place in the Brafield team. Captain ROY GOODMAN is hoping to lead a victorious team today, and with support from DAVE CHISHOLM, FRED FUNNELL and EDDIE CUNNEW, we should do quite nicely.

You will see that I have stiffened up the rules a bit; one learns from observation and anyone who says he has no more to learn is a twit.

Team racing is as good a sport as any, including lacrosse and rugby, because, let's face it, it is a sort of safety valve. Having a safety valve means that the boiler does not burst, and I refer to incidents of a nasty nature which had nothing to do with either team racing, Brafield or the Cunnew stable. Perhaps, or is it a vain hope, the misdeeds of other parties will one day be reported with the loving care and attention which we know so well.

A HAPPY CHRISTMAS TO YOU ALL

With only four weeks to go until Christmas, and just four months to the start of the next season, may I wish you all, on behalf of Brafield Stadium and all those whose names appear on the inside front cover, a very Happy Christmas, Prosperity for the New Year and a 1966 bursting with thrills, spills and all that goes to make a wonderful season. We thank you all for your support and trust that we have deserved it. Bye-bye for now,

GRAHAM GUTHRIE.