NORTHAMPTON STADIUM

BRITISH STOCK CAR ASSOCIATION

The Management reserves the right to alter the Programme.

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

Betting is strictly prohibited at all Race Meetings.

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ST. JOHN AMBULANCE in attendance.

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Commentary: Barry Gravishall
General Office: Mr. F. Smith
Music/Reception: Miss 'Peggy'
Maintenance: Ken Mason

Starters: Richard Hall
Scouten: Pete White
Steward: George Stannard
Pit Marshall: Pete Freeman
Pit Office: Mrs. Field


Stadium Address: Northampton Stadium, Brafield Road, Horton, Northampton. NN7 5B7.

Telephone: Northampton 670206

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THE BRAFIELD SAGA

by Roger Ford

EPISODE 36

BACK TO THE LEAGUE

After the excitement of the World Championship Qualifying Round the second 1960 June meeting saw a return of the domestic league highlight being an encounter between Sid Earron’s Hunters and the Badgers who should have been captured by Nev Hughes, but in his absence were led by Willie Harrison.

The meeting also saw a brief return to the track by one of the old original Brafield Badgers, Blanchley driver Alf Forster. He brought with him quite the most remarkable machine I have ever seen raced on a Stock car track since the days of the Scaffolding Specials. It was a rear-engined Czechoslovak Tatra, of uncertain vintage, that had started life as a Nazi Staff car. This weird machine had the most complicated plumbing imaginable, screwed out on the floor around the driver and leading back to its air-cooled rear engine which Forster had added a sort of verandah onto the back to protect! The whole effect was nearly as ugly as Cortely Service Station. As if that wasn’t enough to get noticed by, he brought it in on an enormous low-loader, of the type that it is necessary to remove the entire rear-wheel assembly (comprising about a dozen wheels if my memory serves me right) to get the car off. You could have parked one of today’s transporters on it quite happily and still had room to spare. The racer suffered from clutch-slip.

However, two degrees – back to the league match (in which Forster didn’t appear) – other Badger replacement being John Pratt for Don Mason. The Hunters had strengthened their side by substituting star driver Johnny King for white-top Roy Davies, and it was King who took the lead at the starting flag fall. The Harrison car was barred for nearly a lap and when Willie came back into the fray he was just ahead of King, and Johnnie just couldn’t pass him. Some laps later, with Willie still holding back King, Tony Last popped through to the lead, and Ellis Ford followed in his wake to give premier places to the Badgers. Last survived the attentions of Benny Wastley, but not an overtake, which put Ford into the lead. Wanklyn was circulating steadily, and a real battle took place between the revived Last and Crasher Allen, which resulted in a victory for the experienced Six man, and Last ended up in the fence after losing control. Johnny Pratt fell victim to Allen’s wiles, though the immediate result of Crasher’s spinning of Pratt was that Pratt bounced Chippy Weston (Allen’s fellow Hunter) onto the barrales. Roy Goodman tried to help Chippy off the top of one barrel, but only succeeded in getting him more firmly on, and it was Sid Earron, Hunter captain, who finally helped Weston back to the track. Allen, meanwhile had gone off after Ellis Ford and finally spun him on the last lap. Wanklyn, having by now completed twenty laps without attracting attention was the individual winner. Ford recovered in time to grab second berth in front of one Hunter’s scorer, John King, whilst Willie Harrison and Len Flower completed the Badger total of twelve points. King’s third place netted the Hunter’s only three points – it was Willie’s great display of team-driving that made all the difference.

The rest of the afternoon’s racing saw a first heat win from Doug Warcropper after George Stanward had led for the first half of the race but overcooked. Heat two saw a very aggressive win by Fred Mitchell who disposed of a challenge from Ken Freeman by blasting Ellis Ford onto him, which held one of his rear tyres. Freeman made up for this by winning the consolation. Appearing as a reserve for the Final, Dennis Burdett-Coutts slid off onto the grass at the start, and in his anxiety to regain the racing line succeeded in hurting the entire stratum’s spread of barrales onto the track! Terry Coell led till the fence intervened. Mitchell and Leighton came through. Leighton spun Mitchell who prompted to turn into him, putting the Ears Barton man on his roof. Mitchell then tidied pushed the overturned racer to a nearer angle and continued on his way, but the incident put him out of the first three, eventual winner being Trevor Frost.

Next encounter on the league front was Badgers versus Cyclones, and the message was percolating through that fast cars were the thing to try and stay out of trouble. Again Willie Harrison captured the Badges — this time consisting of Wanklyn, Ellis Ford, Tony Last, Trevor Frost and Don Mason. They were opposed by Ken Freeman’s Cyclones — Funnel, Mitchell, Burdett-Coutts, Johnny Swift and Mike Waghorn. At the start, Freeman led Frost by only a few feet, then Frost passed and Harrison took third. Mitchell barged Harrison letting through Last and Burdett-Coutts, who then hit the fence. Frost increased his lead as Freeman was being harried by Ellis Ford, with brakes full on. Harrison then came up behind to make a sandwich of Freeman, then spun him. The thus-released Ford then spun Dennis Burdett-Coutts who promptly rolled over on the grass. Shortly after Mike Waghorn whacked Willie Wanklyn, causing him to invert also. Both these drivers promptly dismounted, heaved their steeds back onto their wheels, and rejoined. Don Mason and Fred
EVENT FIVE
25 LAPS, HANDICAP CLUTCH START

GRAND FINAL

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RESULTS
1 | 175 | 2 | 55 | 3 | 190 | 4 | 304 | 5 | 332 | 6 | 487 |
7 | 129 | 8 | 306 | 9 | 305 | 10 | 212 | 1 | 7-39 |

EVENT SIX
10/16 LAPS, ROLLING START

THE WHITE TOP RACE
(TIME, WEATHER & CARS PERMITTING)

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RESULTS
1 | 170 | 2 | 232 | 3 | 461 | 4 | 239 |
5 | 49 | 6 | 74 | 6 | 74 | 3-07 |

EVENT SEVEN
20 LAPS, HANDICAP ROLLING START

THE GRAND NATIONAL
(Qualifying Heat)

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RESULTS
1 | 190 | 2 | 304 | 3 | 55 | 4 | 203 | 5 | 229 | 6 | 345 |
7 | 204 | 8 | 915 | 9 | 175 | 10 | 175 | 1 | 5-55 |

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Funnel ended up on the centre green with their front bumpers locked, rear ing and charging as in a bullfight. In spite of all the aggro, it was Freeman who crossed the line first, from Frost, from Mitchell, to win for the Cyclones by eight points to seven.

The race of the meeting saw Knobworth "C" grade driver George Ainsit beginning to make his mark — he came sixth in the first heat after holding onto a dogged lead for the first nine laps till John King took the race by storm, overtaking the leading four drivers all at once, round the outside.

Heat two saw a rare stoppage caused when Norman Hanks hit the fence very hard and immediately collected John Pratt, trapping him in his car. Leading at the time of the stoppage was another promising "C" grader — Cheveley Airman Jim Berg, who however was unable to get going again at the restart. Ken Freeman soon took over in the re-run which saw Staines teenager Phil Griffin retire on the last lap when his entire cooling system blew up.

For the first half of the consolation race George Stannard led, with Ray Watkins second and Gerry Sheppard third — till Sheppard shed a wheel — for the sixth time in four meetings! Vic Muggeridge, driving the Johnny King car came up to challenge the leaders in company with Mike Ford, then Stannard and Muggeridge locked together and changed the fence (Johnny King was driving the borrowed British car which he eventually bought).

Ansell again led for six laps of the final, till Doug Wardrop went by to lead for the rest. Sid Farron in Aubrey Leighton's old car, covered most of the distance at high speed with a barrel wedged beneath, causing him to make sporadic visits to the fence. He eventually discarded it, but seemed to go much slower without it. It was a fast finish, the fitting climax to a very fast afternoon's racing.

SOUNDS TOPICAL

All being well, John Gray (24) better known perhaps as 'Just John' will be making a return to racing today. A telephone call a few days ago indicated that the outfit was ready to go again. It remains to be seen if it will still be in the pink as it was when last seen.

Well he did make it, but it was a pretty inglorious return to racing. Mick Sheppard (398) turned up with the ex-Fox Metcalfe motor a fortnight ago, but when on the grid it failed to start, and a disappointed Mick had to be content with watching the racing from the centre.

Ron Skinner (316) was going well on his last visit, but a bit of bumper work put paid to his chances of progressing further. Later Ron hit the fence hard over on the far side and when moving the car after the race was most surprised to find that he left his bumper behind. It was firmly caught in the fence.

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THE ANNUAL DINNER DANCE OF THE BRITISH STOCK CAR RACING SUPPORTERS ASSOCIATION WHICH INCLUDES THE PERSONAILITY OF THE YEAR AWARDS THIS YEAR THE EVENT MOVES TO A TERRIFIC NEW VENTUE, THE ST JOHNS HOTEL, SOLIHULL NR BIRMINGHAM, WEST MIDLANDS, IT'S EASY TO GET TO BY MOTORWAY, USING THE M42 SPUR FROM THE M6. SPECIAL RATES AVAILABLE

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Despite a request for strict controls to be put in place during the seven final presentations only one man appeared to make a really first class effort. He was a credit to himself and the Sport. In gleaming white overalls with just a dash of red here and there, Johnny Goodhall (281) stood out like a sore thumb among some of the 's' that surrounded him. Thanks to Johnny, for making the effort and to the contenders who didn’t bother, poor show chaps, particularly as you were all aware that there were representatives of T.V. present.

A nasty moment for Glyn Pursey (176) at the last Bradford meeting. He worked his way into all kinds of trouble on the home straight which eventually saw him climbing skywards. For one dreadful moment it looked as if the car was about to clear the fence, but it didn’t happen, and the car rolled back onto the track with wheels pointing the air.

Glyn was not the only man to perform a hair raising roll over during that meeting. Another Midlander made a contribution to the rolling by rolling his car on a bend, whereas it continued on its merry way amid a cloud of sparks on its roof. The driver was Johnny Goodhall (281) who emerged from the machine unscathed.

Young Mark Randell (407) believes in hitting fences hard when he does the misfortune to slide that way. He did it again a fortnight ago here and required help to get onto the safe side of the fence. However, he is a resilient young man, and was soon racing to go.

Another surprise guest today would be one Len Wolfendon (190) who has been making a name for himself in late with some powerful drives at the wheel of a F.11 car. Recently, he returned to F.11 racing in a borrowed Frankie Wainman (212) car and promptly lifted the chequered flag a couple of times without much trouble. A whisper has informed us that he might just decide to pay us a visit.

A newcomer recently made his debut at Coventry. His name was Stu Young (329) who drove a car previously raced by retired driver Bernard Hodgett, its powered by a 302 c.i. Ford engine and Stu has no previous oval racing experience.

Best wishes to Pete Doran (428) who had the misfortune to break an arm at the beginning of the month when racing at Coventry. The injury will certainly keep Pete off the raceways until next year, and he’s also already spent a couple of weeks in hospital. Further irony was that the Doran family returned a day early from holiday in order to race at the meeting.


Several new cars are expected to appear within the next few weeks. Could be that the, ‘Smelly’ car is due for replacement, Brian Powles is certainly contemplating a new mount, and even Willy Harrison is reputed to be adding to his stable of cars. There’s more too, so just keep your eyes peeled, the BRISCA raceways still have plenty in store for you.

Mel Morris (444) decided that a coach is a far better way of getting around the tracks than towing behind a car. As a result he’s purchased one from Brian Whorton. Brian has, in turn purchased Malc Neachells coach, and Malc is using an ex fire tender to get him around. As yet, the latter vehicle has not been converted to any extent, but there are plans to remedy that soon.

From Silden, West Yorks, comes Tony Bell (236) paying his first visit to Northampton Stadium. Tony, a regular driver on the Northern circuits is quite a ‘dab hand’ at the wheel of his powerful Stocker, and should soon settle down when out on the tarmac.

Two more southern faces have returned to BRISCA racing. Duncan Whitlock (236) retains his old number, but returns with a very smartly presented machine which handles well. The other man to come back is faddy Bobby Burns (471) who drives the ex Allan Barker (179) Isthmian special.

A rough night for Dave Ward (222) a week ago when he was involved in all sorts of trouble at Leicester which finally ended up with the car parting company with its front axle. At the same meeting Jim Sanders (268) decided that he had had enough of the bumper treatment from other competitors and thought it was time to get stuck in himself. The result was three or four laps of really hectic racing before Jim lost it on a bend and became sidelined.

Dave Taylor (30) was knocked about a little a few days ago, when his already ‘dead’ car was clobbered hard by passing traffic. Dave had to be removed from his car, and the race stopped, but fortunately it was nothing serious.

Not a good night at Leicester last week. Dave Hunt (371) who had the misfortune to have his car written off, after Brian Whorton (408) had climbed all over the back end of Richards car. This caused the roll cage to come forward, but so well fixed was it to the chassis of the car that that too, also bent. So much so that the gear box was actually scraping along the ground. Richard assures us that he will be back!!

And mention of Brian Whorton reminds us that he recently won his first ever final when, after a restart he held off a strong challenge from Ron Rogers (152) to take the Midland Drivers Championship at Leicester.

John Rodgers (270) had a problem when he took to the centre green at the same meeting whereupon his car suddenly burst into flames. Not a pleasant thing to happen, the only consolation being that matters could have been a lot worse.

While talking of John Rodgers, our thanks to him and to Barry for helping us out with our advertising for the Semi. They kindly agreed to parade their cars around the local town centre on the back of the transporter which was also suitably bedecked with the details of the meeting. It worked well, for several spectators admitted to coming along to watch as a result of seeing the Rodgers outfit, and those are the new faces that we and BRISCA need.

St. John Ambulance Brigade

Today is the Annual Collection by the St. John Ambulance. This being a Voluntary Organisation depend upon such collection to survive — they get no grants at all — so would you all show your appreciation of their work they do in helping the drivers of the Sport you follow by giving generously. Let's make this the best ever collection — at approx 2.40 you will be able to see a Practical Demonstration on the Centre Green, given by Cadets, to show just how they deal with everyday Accidents that they could be called upon to deal with at anytime.

Northampton Stadium Presents

BRISCA STOCK CAR RACING

Two Super September Meetings

Sunday, September 3rd 3 p.m.
60 Cars 3 Heats 7 Races

Sunday, September 17th 3 p.m.
60 Cars 3 Heats 7 Races

F.11 RACING AT ITS VERY BEST

F.11 RACING. FAST AND FURIOUS.