

World

OFFICIAL
RACE CARD

1/-

Stock Car

Championship

Final

SPONSORED BY
W. D. & H. O. WILLS



WEST HAM STADIUM

SATURDAY, 25th SEPTEMBER, 1965

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 Stock Car Racing Board of Control
Track Licence No. 54*

OFFICIALS:

Clerk of the Course:
ALF GROVES

Control Board Steward:
VIC FERRIDAY

Starter:
GEOFF BULL

Lap Recorder:
FRIDA ARNOLD

Commentator:
PETER ARNOLD

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.

FORMULA 1 TRACK RECORDS

Official Track Measurement 420 yds. — All times are for rolling starts

One lap.	20.2 sec.	Alan Wardropper (245)	27. 6. 64
15 laps.	5 mins. 29 secs.	Ron Pears (331)	27. 6. 64
20 laps.	7 mins. 08 secs.	Alan Wardropper (245)	24. 8. 63
25 laps.	8 mins. 48 secs.	Chick Woodroffe (1)	27. 6. 64
30 laps.	11 mins. 06 secs.	Jack Lloyd (131)	16. 9. 61

At your Service — Note the Names

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

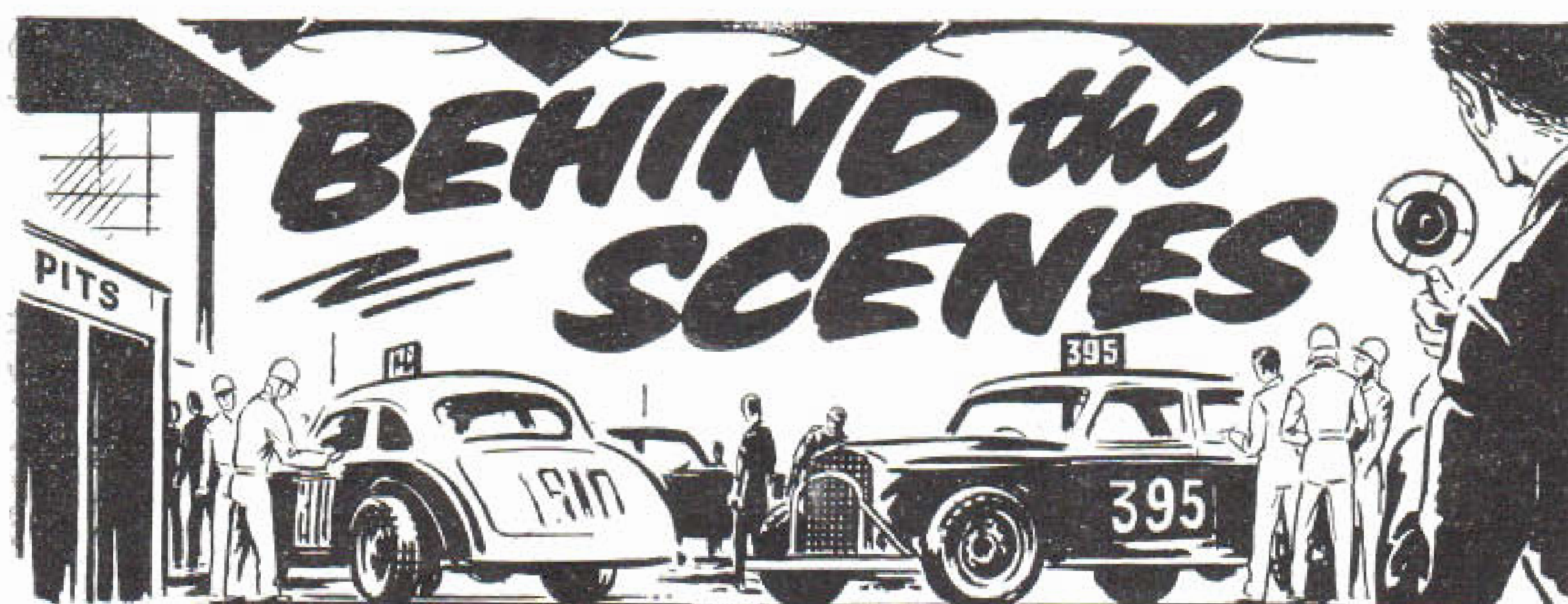
Park Garage, 387 Beckton Road, Canning Town, E.16

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

Tiger Service Station, Ripple Road, Barking, Essex

Starter Car :

Bray Motors Ltd., West Hampstead, N.W.6



People's conceptions of a journalist are varied: many are inclined to think of us all as trench-coat wearing, slouch-hatted, incessant cigarette-smoking, beer-drinking characters who talk out of the sides of our mouth into telephones that are always ringing. This is an Americanised film version. More recently television has shown us in a somewhat more acceptable light, as men with a job to do, who work hard when they have to, who have a duty to their editors and their public—but who, in general are normal, decent, hard-working family types doing a job they like.

But whatever is the general impression of a typical journalist, there is one thing the majority have in common—they share the privilege of being able to meet and talk with those usually unapproachable. A parliamentary journalist will be on a "How's the wife"? type chatting level with the Prime Minister; a theatre critic will doubtless know Sir Laurence Olivier as 'Larry'; a record critic will surely know almost intimately the Beatles and the 'Stones'; a film critic would be well accustomed to dining out with Sophia Loren (remind me to change my sport!); and a society columnist gets invited out to all the best places to meet the right people—all on Christian name basis.

Moving in his own sphere, a journalist gets used to mixing with such hierarchy—and really thinks nothing of it. To him it is his (or her) job, and it's all in a day's work to pass the time of day with outstanding personalities.

In the sporting sphere the same thing applies. Fans made idols out of people like Mary Rand, Judy Grinham, Ted Dexter, Stanley Matthews, Jim Clark, Mike Hailwood—and many, many others, without much hope of ever really meeting them, let alone speaking to them or having a snack and a drink. But, their own performances apart, it is the journalists who write thousands of words of 'copy' who put these personalities on a pinnacle and feed the fans with readable anecdotes and com-

ments about their favourites. And it is because they are obviously so 'well in' with the people who matter, in whatever sport you care to mention, that by and large the bulk of the news reading public envy the journalist his job.

It is much the same in a sport like Stock Car Racing. As the only national journalist who covers this sport, and has done for twelve years, I receive many requests from fans too shy to ask themselves, seeking information about their own favourite driver, or simply stating "As you know him so well, I wonder if you'd mind getting —'s autograph for me on this picture". Other requests are for an introduction, others want to know intimate details like birthdays, what cigarette he smokes, does he drink.....is he married. All are normal fans with hero-worshipping tendencies, but who lack the facilities—or the courage—to meet their idol themselves. This kind of thing is not confined to Stock Car Racingcolleagues who regularly meet the Beatles are inundated with all kinds of requests.

Behind the scenes at a time like this—World Championship time—is a little more hectic than normal. During the past week, since they last raced, drivers concerned in the 'big race' have been spending every available second of their spare time in the garage, brooding over their stock car. Checking, double-checking and triple-checking vital items.

Fred Mitchell, with his own and his son's car (his old one) available to him, has been worrying about which one to use. Both are going well. When I last spoke to him he hadn't decided which one it was to be. Jock Lloyd, who won the title last time the event was here at West Ham, was, when I last spoke to him, a little worried about his gear ratios. The Jaguar engine loves to rev, and the question was, to under-gear, and let it rev, and hope it stands the 30-lap journey, or gear-up, and chance losing a little acceleration.

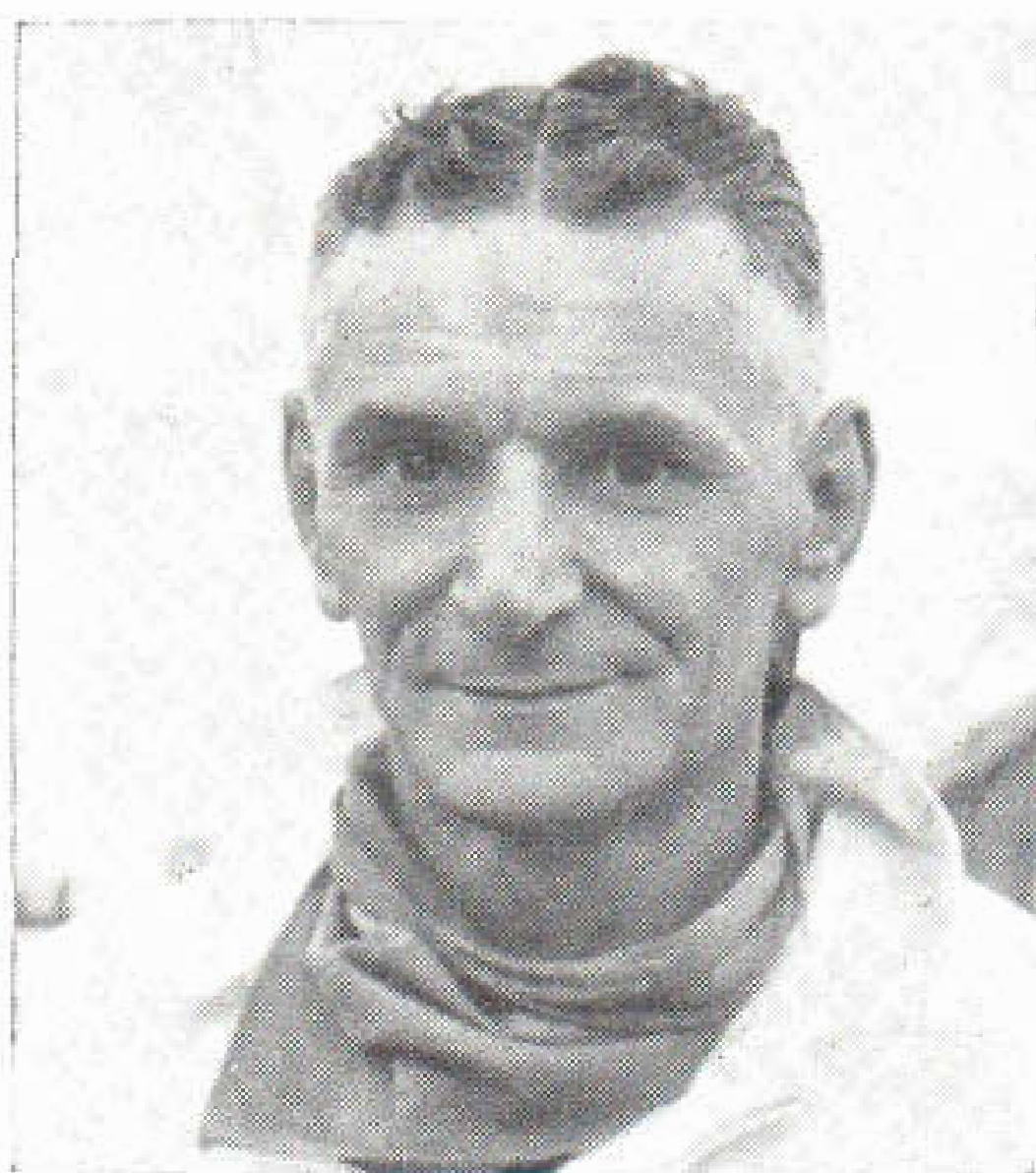
(Cont. on page 14)



Ellis Ford (3)

CHICK WOODROFFE (1):

At present Chairman of the B.S.C.D.A. Pioneer Kart driver, captained British team in Continental meetings. Tried motorcycle speedway and scrambling when in the Army. Began stock car racing in 1959 season. Claims largest organised Fan Club. Drives in Formula I and II sections—was 7th in FII World Final last week, 2nd in 1963. Appearing in his fourth final. Owns garage in Grays. Not having his best season—injuries have kept him out of 'saddle' for over a month. Qualified via Harringay semi-final in 7th place. Now sponsored by 'Veedol' oils.



Darkie Wright (7)

★ CHAMPIONSHIP

ELLIS FORD (3):

The sensation of the 1965 season. Reaches final tonight with an unprecedented maximum points.....winning five heats and finals in the rounds, and winning the Belle Vue semi-final. Drives a Ford 'Interceptor' engined car of unusual shape and style. Has won more finals than any other driver this year.....must be favourite for title tonight. Owns steak bar in Birmingham. This is only his second World Final (last appearance 1961—17th. Also at West Ham). War-time leg injury disability worries him not.....has, in recent years, tempered his original rugged inclinations—with good results. Front of grid starter—great chance. Has own Fan Club to support him tonight.



Doug Wardropper (5)

DOUG WARDROPPER (5):

Originator of the 'special' trend (back in 1955/6) and one of the sport's outstandingly consistent performers. Began racing at Yarmouth 1954. Has won every title in the sport. World Championship record outstanding since first in 1957: 2nd, 1957, 3rd 1959, 3rd 1960, 4th 1961, 1st 1963. Has been National Points champion 1958, 2nd in 1956/7/9. Current Midlands Match Race champion. Recently opened first-ever Stock Car Driving School. Runs own garage in Ipswich. Toured South Africa in winter 1963/4. Has recently raced with British team in France; also raced in Ireland. Son Alan also in race. Rugged veteran quite capable of winning again from good grid position. Age 44. Qualified in fourth place at Harringay semi-final. This is his ninth successive World Final.

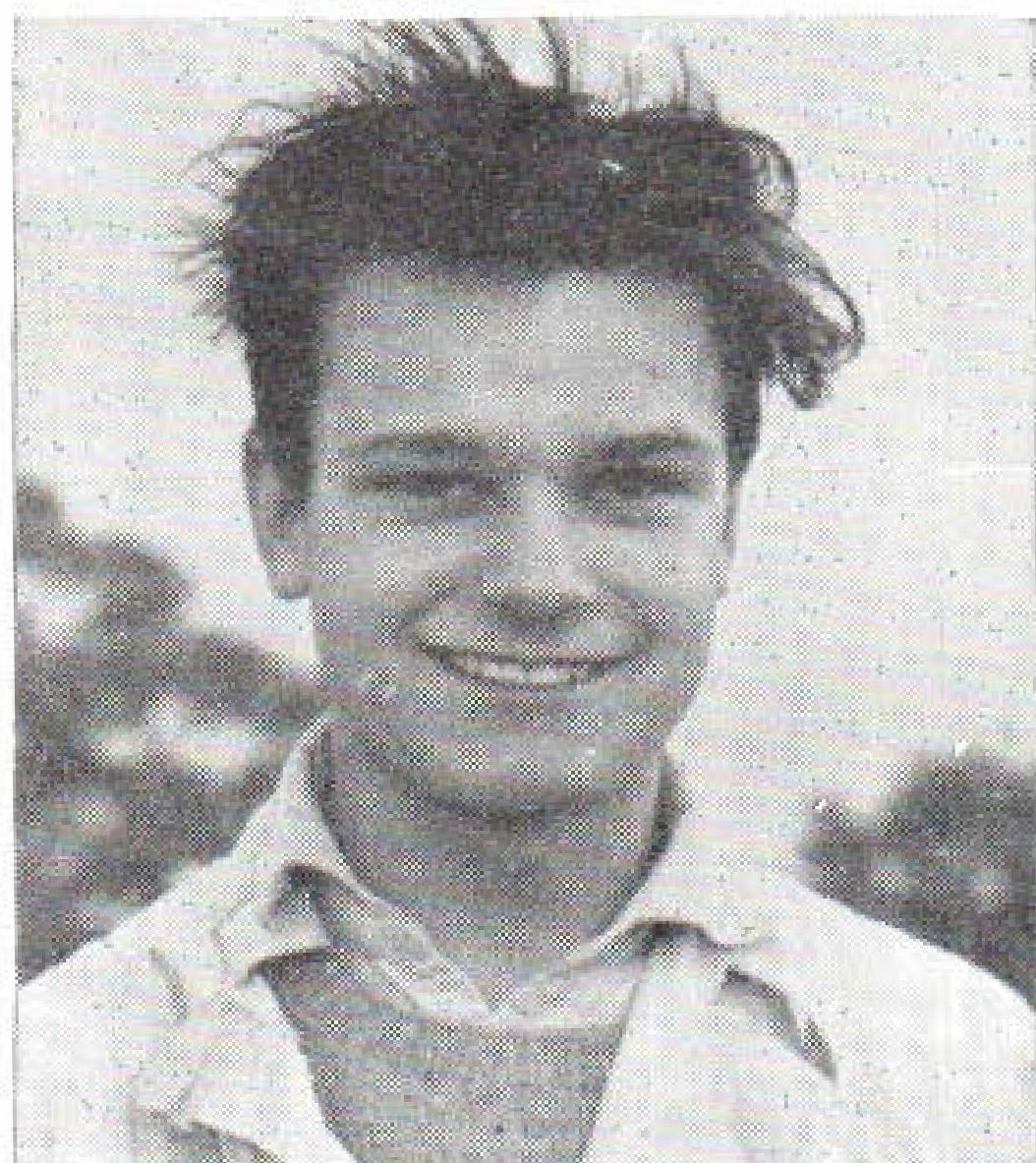
GALLERY ★

DARKIE WRIGHT (7):

Christened William. The oldest competitor in the line-up, but as one of the sport's pioneers, still a very capable, and 'dark horse' contender. Runs his own garage business in Walworth, but also builds many cars for other drivers. Long serving BSCDA Committeeman. Has very neat car—and quick. Appeared in Finals in 1955/59/60/63. May cause a shock tonight—as he did with second place in the 'Stock Car Race of the Year' at Cadwell Park recently. Married, with one teenage daughter. Qualified in 12th place at Harringay.



Fred Mitchell (38)



Alan Wardropper (245)

FREDDIE MITCHELL (38):

One of the most popular all-time-greats in the sport. Along with Doug Wardropper, his pal and rival, started racing at Yarmouth in 1954. Since when these two have almost dominated the National Points table, and each have won World Title (Fred, 1962). Was also 2nd 1969/60 and 7th in 1961/3. Points champion in 1957/59/60. Voted 'Personality of the Year' by readers of 'Stock Car Racing News' in 1960 and 1961. Was second in 1963. Toured South Africa in 1962, has also raced in France with British team (1958/9 and '65). Married, aged 38, son now also drives. Making his 8th final appearance (a broken arm prevented his 1958 appearance). Now hitting top form after early season motor troubles. Rugged, cheerful, burly, likeable.

ROD DORE (35):

Alfa Romeo racing technician who is emigrating to New Zealand next month. Races very neat, well constructed (now for sale) Oldsmobile Rocket engine car set in Fiat '600' body. Driving tonight in his sixth final.....was third in 1963. Is a tarmac track specialist — likes Harringay, where he was third—and qualified in the semi-final for tonight. Raced in New Zealand in 1959 when acting for Vanwall Racing. Has two children. BSCDA Press Officer. Has own fan club—won the first Fan Club Derby in 1964. Age 39. Lives at Mill Hill.



Rod Dore (35)

PROGRAMME OF EVENTS

W. D. & H. O. WILLS' SPONSORED

WORLD CHAMPIONSHIP

1965 GRAND FINAL

— and —

STADIUM GOLD SASH

SATURDAY, 25th SEPTEMBER, 1965

EVENT 1. HEAT 1. GOLD SASH. Up to 20 Cars. 20 Laps.

<i>Car No.</i>	<i>Driver</i>	<i>Town</i>	<i>Draw No.</i>	<i>Substitute</i>	<i>Track Draw No.</i>
"C" GRADE					
22	John Baldwin	... Aylesbury, Bucks.	3	.....	190
72	Peter Barker	... Brentwood, Essex	2	.....	72
148	Pete Ross	... Evesham, Worcs.	4	.....	22
190	Ed Duckett	... Coventry	1	.....	148
207	Dennis De Quincey	Walton on Thames	6	.....	274
274	Dave Driscoll	... Plaistow, E.13	5	.....	207
"B" GRADE					
10	John Piper	... Thames Ditton, Surrey	9	.....	146
109	Reg Pryor	... Plaistow, E.13	11	.....	226
146	Jim Potter	... Coventry	7	.....	10
226	Brian Maynard	... Ongar, Essex	8	.....	244
234	Roy Pearce	... Walworth	12	.....	109
244	Jim Esau	... Heston, Middx.	10	.....	234
"A" GRADE					
24	Alan England	... Harringay, N.4	15	.....	132
37	Don Evans	... Eynsham, Oxford	16	.....	163
89	Chalky White	... Bradmore, Notts.	17	.....	24
132	Les Suckling	... Plaistow, E.13	13	.....	37
163	Roy Goodman	... Pailton, Rugby	14	.....	89
267	Ron Cayzer	... Saffron Walden	18	.....	267
"STAR" GRADE					
25	Pat Willis	... Egham, Surrey	19	.....	25
304	Willie Wanklyn	... Baldock, Herts.	20	.....	304
1st.....		2nd.....		3rd.....	
4th.....		5th.....		6th.....	
First 6 to Final Event 5, others to Event 4					



STARTING IN RACES

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

Events 1 and 2 Starting Positions—
Draw was made by the Management.

Event 3 Positions Pre-determined.

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

Event 5 Positions will be determined by pre-race Draw, Grades being observed.

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**

EVENT 2. HEAT 2. GOLD SASH. Up to 20 Cars. 20 Laps.

<i>Car No.</i>	<i>Driver</i>	<i>Town</i>	<i>Draw No.</i>	<i>Substitute</i>	<i>Track Draw No.</i>
"C" GRADE					
60	John Rogers	... Leicester	6	.....	312
157	Brian Marks	... Leicester	2	.....	157
312	Ben Spiers ...	... Evesham, Worcs.	1	.....	343
343	Eddie Byron	... Basildon, Essex	3	.....	365
357	Mick Screaton	... Derby	5	.....	357
365	Geo. Spring	... Evesham, Worcs.	4	.....	60
"B" GRADE					
81	Pat Driscoll...	... East Ham, E.6	10	.....	191
191	Mick Lewis	... Crick, Rugby	7	.....	299
258	Pete Guinchard	... Edgware, Middx.	9	.....	258
278	H. Linney ...	... London, E.4	14	.....	81
289	Karl Grossman	... Oxford	15	.....	314
299	Johnny Ayling	... Walton on Thames	8	.....	394
314	Ian Ireland ...	... Roydon, Essex	11	.....	349
349	Don Evett ...	... Aylesbury, Bucks.	13	.....	278
394	Johnny Pratt	... Dorchester on Thames	12	.....	289
"A" GRADE					
179	Jumbo Tustin	... Cheltenham, Gos.	16	.....	179
198	Roger Taylor	... Isleworth, Middx.	19	.....	238
238	Les Mitchell	... Oxford	17	.....	266
266	Alan Cayzer	... Saffron Walden	18	.....	198
"STAR" GRADE					
104	Ted Pankhurst	... Cippenham, Bucks.	20	.....	104

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

4th..... 5th..... 6th.....

First 6 to Final Event 5, others to Event 4

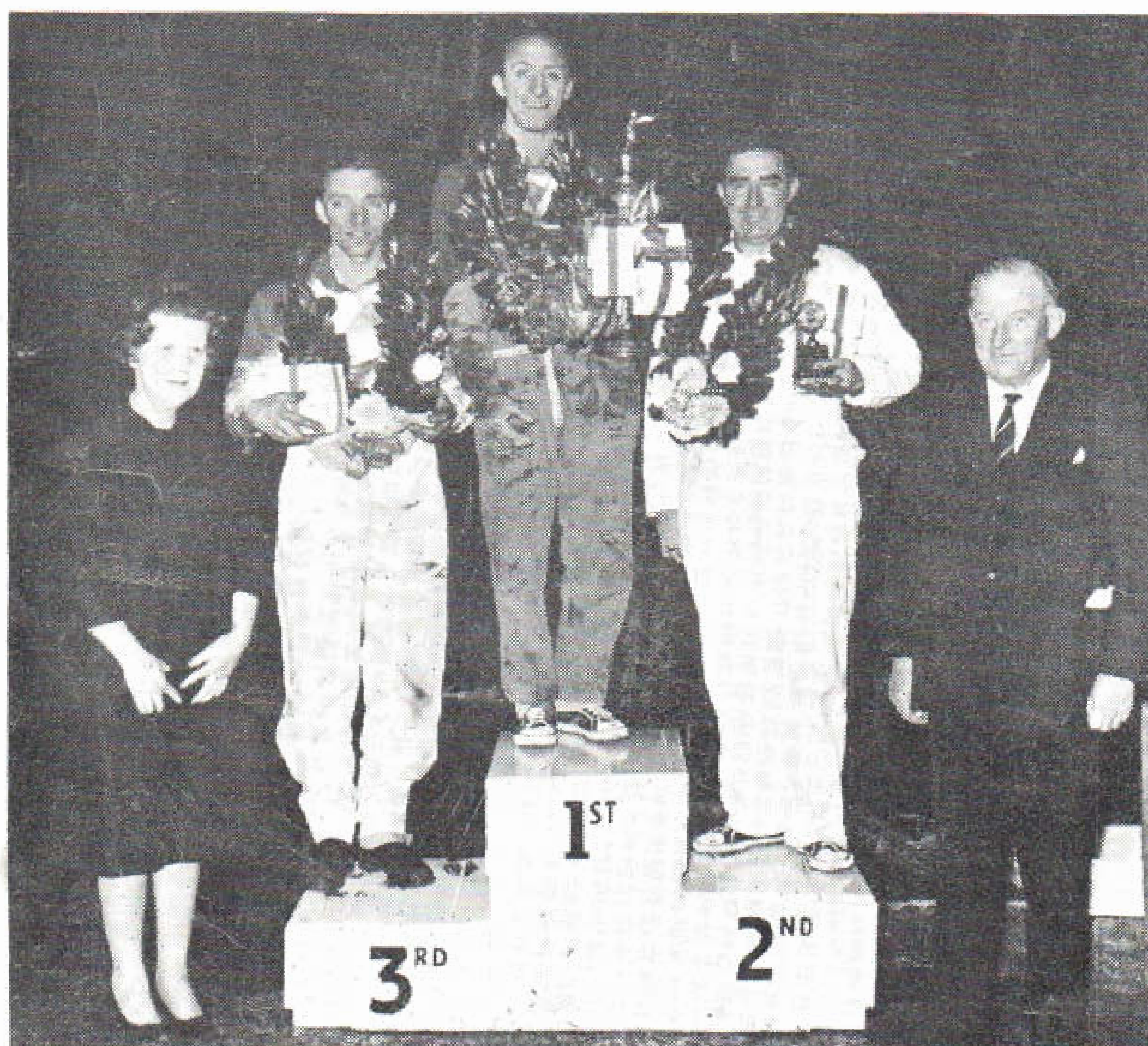


★ 1959 Belle Vue, Manchester
JOHNNY BRISE (103)
(Dartford, Kent)

★ 1960 Brandon, Coventry
JOHNNY BRISE (103)
(Dartford, Kent)

★ 1961 West Ham, London
JOCK LLOYD (131)
(Ashford, Middlesex)

★ **GRAND**
STOCK CA
CHAMPIONSHIP
— 19



The 1964 Coventry Victory Line-Up

★ **NEV HUGHES** ★ **TREVOR FROST** ★ **DON EVANS** ★
(W. Bridgeford, Notts.) (Woodbridge, Suffolk) (Eynsham, Oxford)
Third The Champion Runner-up

— With Special Guests Lord and Lady Braye —

— **THE "FINA**

WINNER: £200, WORLD TROPHY and 1,000 Cigarettes

SECOND: £100, MEDALLION TROPHY and 750 Cigarettes

THIRD: £50, MEDALLION TROPHY and 500 Cigarettes

FINAL ★ **RACING** **of the WORLD** **65 —**

★ 1962 Belle Vue, Manchester

FRED MITCHELL (35)

(Eynsham, Oxford)

★ 1963 Harringay, London

DOUG WARDROPPER (5)

(Ipswich, Suffolk)

★ 1964 Brandon, Coventry

TREVOR FROST (68)

(Woodbridge, Suffolk)

EVENT 3. WORLD FINAL. 30 Laps. In starting order.

<i>Car No.</i>	<i>Driver</i>	<i>Qualifying Points</i>	<i>Town</i>	<i>Grade</i>	<i>Make of Car</i>
3	Ellis Ford ...	48	Birmingham, 8	"Star"	Ford
245	Alan Wardropper ...	43	Ipswich	"Star"	Olds.
5	Doug Wardropper ...	32	Ipswich	"Star"	Pontiac
375	George Ansell ...	30	Knebworth, Herts.	"Star"	Ford
152	Ron Rogers ...	30	Leek, Staffs.	"Star"	Olds.
133	Terry Coell ...	29	Plaistow, E.13	"Star"	Jaguar
664	Grant Ford ...	Seed	U.S.A.	—	Olds.
197	Les Taylor ...	29	Isleworth, Middx.	"A"	Ford
138	Allen Briggs ...	27	London, E.4	"A"	Ford
282	Barry Hebborn ...	27	Oxford	"Star"	Ford
38	Fred Mitchell ...	26	Oxford	"Star"	Thunderbird
35	Rod Dore ...	24	Mill Hill, N.W.7	"Star"	Olds.
69	Nev Hughes... ..	24	Nottingham	"Star"	Ford/Buick
886	Guy Curval ...	Seed	France	—	Jaguar
159	Mick Robinson ...	23	Aylesbury, Bucks.	"A"	Rocket
1	Chick Woodroffe ...	22	Grays, Essex	"Star"	TipTop Spec.
131	Jock Lloyd ...	22	Ashford, Middx.	"Star"	Jaguar
127	Geoff Harrison ...	22	Cheltenham, Glos.	"A"	Ford
283	Graham Rackley ...	20	Oxford	"A"	Ford
865	Pierre Curval ...	Seed	France	—	Chevrolet
62	Chippie Weston ...	20	St. Kilworth, Rugby	"Star"	Thunderbird
7	Darkie Wright ...	20	London, S.E.11	"Star"	Pontiac
93	Tony Wicks... ..	19	Wisbech, Cambs.	"A"	Olds/Morris
77	Pete Farrington ...	18	Southport, Lancs.	"A"	Thunderbird
724	Dick Hawkins ...	Seed	U.S.A.	—	Chevrolet
379	Alan Charman ...	18	Long Ditton, Surrey	"A"	Offenhauser Spec.
386	Barry v.d. Oetelaar	Seed	Holland	"B"	Nash
253	Eddie Asling ...	16	Dulwich, S.E.22	"B"	Jaguar
55	Charlie Finnikin ...	15	Leek, Staffs.	"A"	Ford
RESERVES:					
89	Chalky White ...		Bradmore, Notts.	"A"	Olds
267	Ron Cayzer ...		Saffron Walden	"A"	Cadillac

1st..... 2nd..... 3rd..... 4th.....
5th..... 6th..... 7th..... 8th.....
9th..... 10th..... 11th.....
4th-10th to Event 5, 12th onwards to Event 4

L' PRIZES —

4th £25

5th £15

6th £12

7th £8

8th £4

9th £3

10th £2

11th £1

Each Competitor receives in addition a gift of Cigarettes from
Messrs. W. D. & H. O. Wills, makers of "Embassy"

Car
No.

Town

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	5
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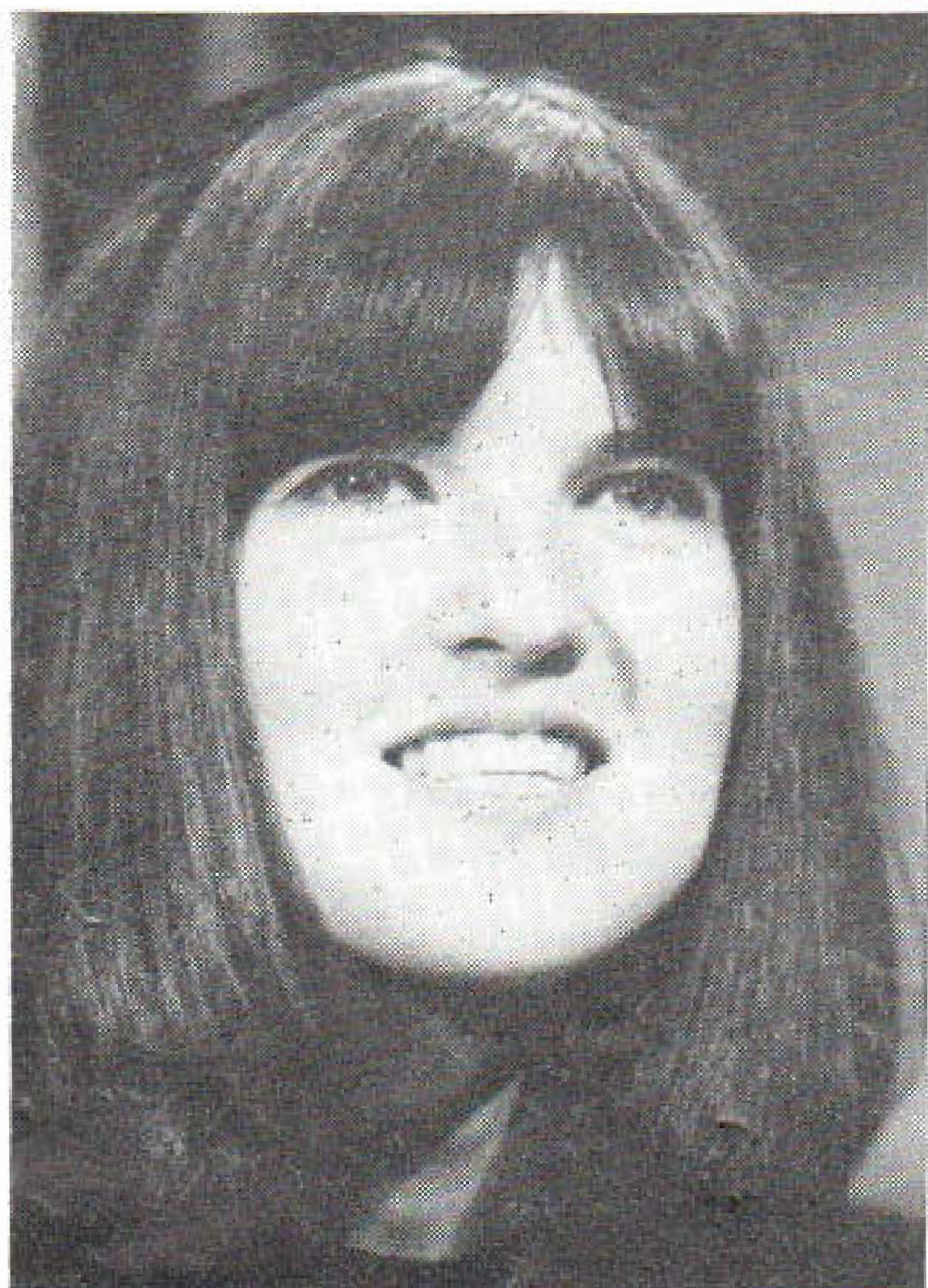
1st..... 2nd..... 3rd.....
4th..... 5th..... 6th.....

RACED OVER 25 LAP

(First Six from Events 1, 2, and 4)
(4th to 10th from Event 3)

[illegible]

1st.....2nd.....3rd.....4th.....
5th.....6th.....7th.....8th.....



Who *can* explain the magic of Miss Cathy McGowan, Mod Queen, pop show comere, TV female personality of 1965, and our guest at her first-ever Stock Car Racing meeting tonight?

Only two years ago, this slender, perky personality was scribbling shorthand for a living in her native Streatham, South London.

She was one of hundreds of applicants who wrote to Associated Rediffusion, answering an advertisement for an assistant for a new pop show called "Ready, Steady, Go!" But Cathy was special.

She got the job.

Since then, there hasn't been a backward glance. With her get-up-and-go attitude, intense inside 'feel' for the pop market, plus a highly authoritative eye for what was 'in' in teenage fashion, the enterprising Miss McGowan, now 22, has fairly rocketed to the top of show business.

Her before-the-cameras appearances at times may be slightly gauche; her accent certainly isn't Roedean; her clothes at times are little short of outrageous.

But Cathy has the most vital stardust ingredient of them all: personality. And underneath it all, when the bright lights of television studios and the dim lights of West End beat clubs fade away, she is still the lively secretary from Streatham, just having a ball.

Tonight she might think stock car racing is.....well.....slightly rockerish perhaps. One thing we know for sure. Cathy will enjoy herself. Just being herself. Because

she is a girl who makes the most of every moment of life.

And she's very, very welcome to West Ham Stadium and Stock Car Racing tonight.

We're immensely pleased to have with us executives of the great tobacco making giants, W. D. & H. O. Wills, producers of "Embassy" cigarettes.

The Wills organisation have for long been one of Stock Car Racing's most with-it friends. Their sponsorship is both sincere and generous, and all concerned with the Championship of the World are indebted to this old-established but most lively of cigarette making companies for their unstinted support of the event, right through from the very early qualifying rounds to the Crown winning stage tonight.

* * *

B.B.C. TV boys are here tonight, filming highlights of the great race for next Wednesday's "Sportsview" programme.

We'll hope the weather is for once, kind, because on two previous visits to West Ham this year for speedway events "Sportsview's" enthusiastic camera crews haven't had much luck.

* * *

Also here are the cameras of a specially commissioned crew recording events for Portuguese Television. Portugal is apparently very interested in all motor sport and requested Stock Car World Final coverage.

Shall we see Stock Car Racing extend to Portugal next summer? The French circuits are developing fast, aided by visits from British drivers.

* * *

Next London Meetings: Walthamstow, Friday 1st October; Harringay, Saturday 9th October. British Drivers Championship, Next Saturday, 2nd October at Brandon Stadium ("on the A428") Coventry.

* * *

Licensed Stock Car Racing operates under the British Stock Car Racing Board of Control at Belle Vue (Manchester), Brafield (Northampton), Cadwell Park (Lincs.), Coventry, Harringay, Hednesford Hills, Long Eaton (Derbys.), Ringwood (Hants.), Swindon, Walthamstow and West Ham.

Associate Membership has recently been granted Newcastle (on Tyne) and Aycliffe (Co. Durham).

* * *

Promoter Members of the Board are Stan Hinckley (Harringay), Charles Ochiltree (Coventry), Gerry Dommett (Swindon). Driver Members: Chick Woodroffe, Doug Wardropper, Jock Lloyd.

★ CHAMPIONSHIP



Peter Farrington (77)

CHARLIE FINNIKIN (55):

Regular Midlands driver who began in 1956 at Long Eaton. Runs garage in Leek (Staffs.) on main A5. Rugged type of driver who qualified for his third final at Belle Vue. Finished in 6th place last year in wet at Coventry. Family man. Finished 11th in Belle Vue semi-final. Has a strong following.

CHIPPIE WESTON (62):

Derek John—a carpenter from South Kilworth, near Rugby. Has been racing since 1954 at Leicester. Rode grass track while in Army—was also in Royal Signals team scrambles. Married, with two keen sons. Making fifth final appearance, having qualified at Belle Vue in 10th place. Avid experimenter who builds his own cars.



Nev Hughes (69)

NEV HUGHES (69):

This Nottingham garage owner drives rare Buick-engined car; one of sport's fastest. Began racing on Boxing Day, 1955. Has two young daughters. Consistent placeman who was second in National Points table last year—with best average per meeting. Never competed in consolation (1964). Finished 7th in Belle Vue semi-final. Having a good season again—was third in World Final last year, when he also won British Open Championship. Illness kept him away from racing for a month in June/July. Fast year, cool, calculating type of driver—good combination for rare West Ham visit. Will have brought many fans down from Midlands (has own Fan Club). Age 37.



Guy Curval

PETER FARRINGTON (77):

A company director from Wigan (age 33). Drives Jaguar engined car with great skill. Began racing in 1960.....qualified for 1961 World Final finishing 10th, was 5th in 1962. Business calls restrict his driving.....but polished style could be danger to fancied men. Was 9th in Belle Vue semi-final—where he does most of his racing now. Married, with one child. Likes big circuits. Rare West Ham visit—last for World Final (1961).

TONY WICKS (93):

An enthusiastic Wisbech coach builder, family man—making World Final debut. Age 37. Has neat car (naturally) with Daimler radiator shell. Rugged type who likes West Ham shape and size. Just qualified in 12th place at Belle Vue. Has own Fan Club.

GALLERY ★

GEOFF HARRISON (127):

The quiet, shy type (now with seafaring beard) from Cheltenham. Drives neat, low Fiat bodied Ford engined special. First Final appearance in 1962 (retired), 1963 (retired). Impetuous type who has fast car. Garage man from home town. Age 36. Single. Unpredictable.....but spectacular broadside stylist. Will need watching. Heavy-footed. Qualified in 8th place at Belle Vue semi-final.

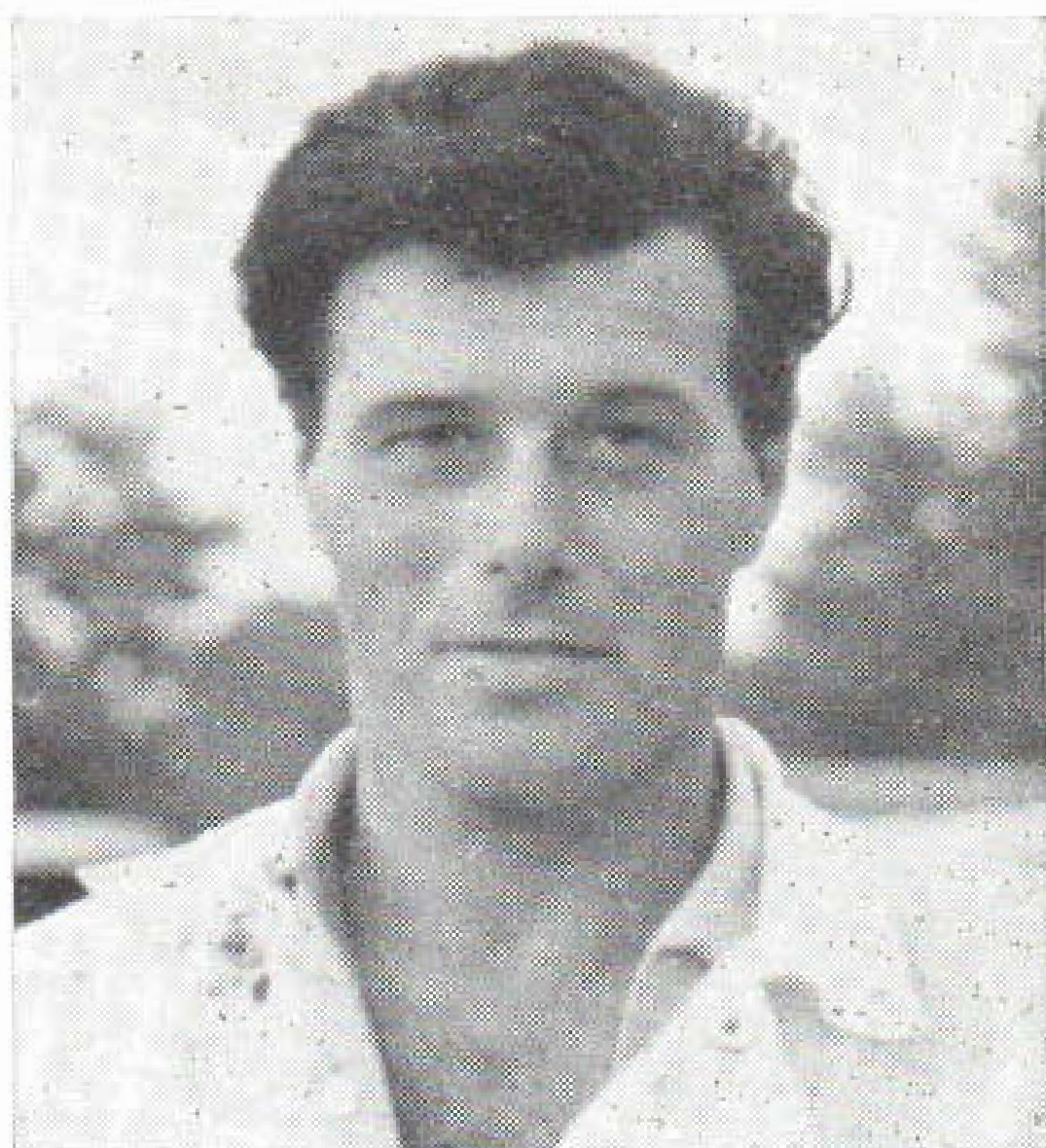
JOCK LLOYD (131):

Popular Scot now resident in Staines. Won title at last West Ham final (1961) when he caused quite a stir with his Jaguar-engined car. Has never driven anything else since. New car much modified 'C'



Jock Lloyd (131)

unit fitted triple twin-choke Weber carbs... just listen to it! One of sport's greatest ambassadors—recent visits to France have done much good..he also won French G.P. and skippered victorious British team. Has been successful Formula II driver—won British championship in 1962. Son of former Brooklands driver, now runs own garage near Staines. Christened Thomas Henry Pitt. Aged 38. Making only fourth final appearance.....retired in 1964. Immaculately turned out always.....an example to others. Likes big circuits..... could cause another surprise. Finished 8th in Harringay semi-final. Recently gained pilot's licence.



Barry v. d. Oetelaar (386)

TERRY COELL (133):

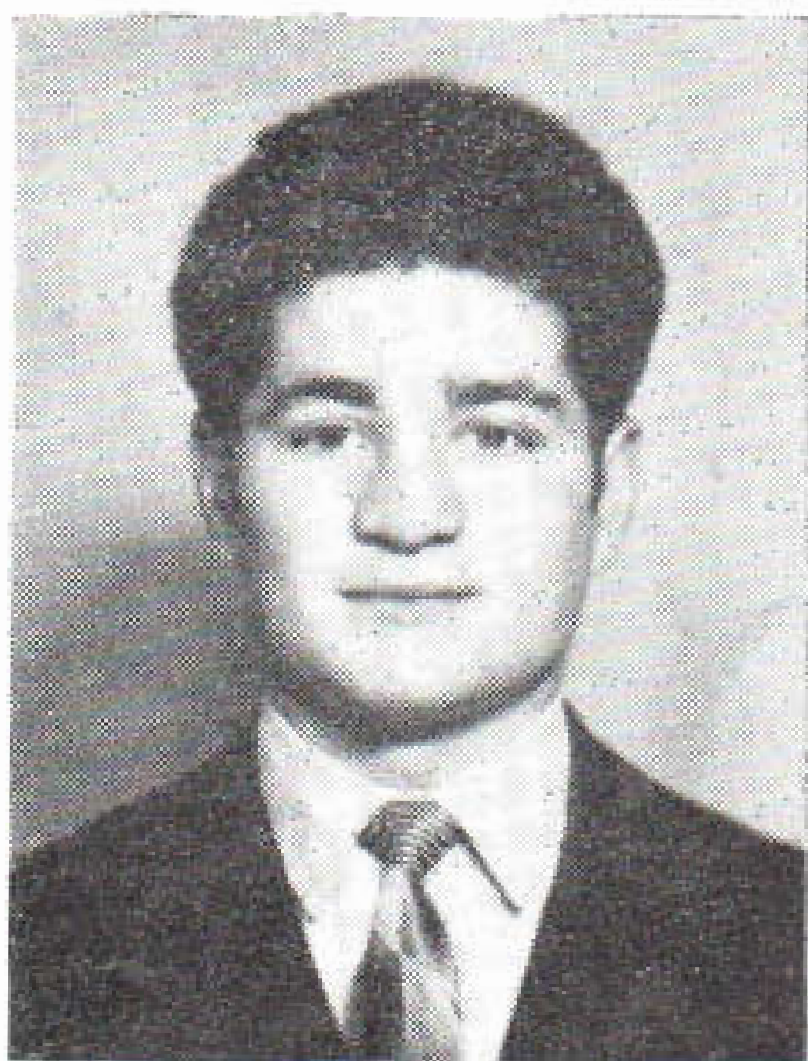
Making his fourth final appearance, this red-haired Plaistow driver is one of the sport's most consistent placemen in recent years—all with a standard 3.4 Jaguar enginetopped with the Mini body. Won final recently at Harringay—in good form. Was third at Belle Vue semi-final, so has good grid position. Seldom finds trouble—so might well finish in first six at least. Local lad with plenty of admirers. 10th in 1963 Final. Aged 34.

ALLEN BRIGGS (138):

In record books as the winner of the first-ever final here at West Ham in 1954. One of sport's longest serving drivers yet only in his third World Final, retiring in 1960, finishing 8th in 1963. Drives car that won
(Cont. on page 16)



Allen Briggs (138)



Pierre Curval

BEHIND THE SCENES—*cont.*

These are just two instances of the concern and anxiety felt by experienced drivers before a big event, on which so much depends.

Nor is all the nervous tension confined to them, the competitors. Their wives—or mothers—have this week been making a special effort washing these overalls. Not able to help in making the car go any quicker, they can, at least, help by ensuring that on the introductions and the Grand Parade, their man will look the smartest of all.

Mechanics and friends, who are always on hand to help load and unload, and just love to be asked to fill up the petrol tank, have, this week, been seen around the garage more than ever. They have been anxious to do their little bit—with a paint brush in their hand they've been happy to be allowed to repaint the car, ready for the big night. This is their contribution to what amounts to a united effort of which the driver is the pilot and the skipper.

Such is the tension behind the scenes at the home garages during the past week. But tonight starts another kind of tension.....the realisation that the race IS tonight, and that nothing not now done will have to remain undone. The sense of realisation that it is tonight—or never—until next year.

Not many of the lads will admit it in so many words, but there isn't a man-jack of them out there tonight in the World Final who isn't keyed up, just a little. Their reactions to the occasion vary. Some are obvious.....others try to cover up—yet this in itself, is their way of preparing themselves for THE race.

Not all of them will enjoy the introductions....to so many it is an extension of the nervous-tension period. They want to get

into their car—and race—to get it over with. But whilst the introductions may reveal a little of the tension, this is nothing to what the shrewd observer will notice as the drivers climb into their cars and wait for the signal to move forward on the rolling start.

Many will fidget with their safety harness time and time again—although there's nothing wrong with it; others will decide that their goggles need another clean (that's the fifty-fourth time!). There will also be quite a few who will light a cigarette—at least three times! Few will remain outwardly calm.....though the calmest, I'll guarantee, will be Alan Wardropper, who I have never seen in a flap, never lose his temper, nor betray any emotion before or after a race. As a non-smoker, he'll probably chew gum for the few minutes before the race.....but that's all.

The happiest moment in their waking life today, September 25th, will be, for all drivers, when the green flag is dropped, and the race is on. From then on they are on their own.....this is the race they've keyed themselves up for; the race they have raced a thousand times in their mind. What happens here after is in the lap of the gods.....or is it? I've always held the view that how a driver reacts in those vital last few minutes before the race starts decrees just how well he goes in the race. Temperaments are funny things.....and the ability to relax, and treat the race on its merits, meeting each incident as it arises will win for the driver concerned. May it be YOUR favourite.

I've written these notes ahead of tonight (obviously), but before the race I'll have been round the pits and met all the contestants again, and will, I hope, have found out a little more of their problems and reactions about tonight. And when I'm on the air I'll be able to put you up to date with the latest 'behind the scenes' gen.....yes, we journalists *are* lucky types!

And so, for the most important Race of The Year, and for the last time here at West Ham this season,

I'll be talking to you.....

PETER ARNOLD

The Organisers of the Stock Car Racing Championship of the World wish to acknowledge the interest and generous support of W. D. & H. O. Wills in sponsoring the Championship and providing the Trophies and Cigarettes for all meetings throughout the Competition.

W.D. & H.O. WILLS

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CHAMPIONSHIP GALLERY—cont.

title last year when owned by Trevor Frost. All round motor-sport contender, ex-speedway, trials and scrambles and grass track rider. Now runs own very successful car sales business in Chingford. Married with one daughter. Qualified in 6th place at Belle Vue semi-final. Could be a danger-man tonight—another 'dark horse'.

RON ROGERS (152):

Another shy, quiet Northerner with a rugged style of driving. Agricultural engineer from Leek. Great pal of Charlie Finnikin. Began racing in 1954 at Wigan. Age 36, married with one son. Was 13th in first final (1963) and retired last year. Deceptively quick on track, unobtrusive stylist. Regular contender at Northern circuits.....but skilful handler. Likes big circuits. Was second in Belle Vue semi-final, which will give him good grid positionand a chance to cause surprise.

MICK ROBINSON (159):

Began racing in 1963 season.....has made good strides. Drives Oldsmobile 'Rocket' engined car. Competing in second final (was 16th in 1963). Comes from Aylesbury. Age 28. Married. Was 10th at Harringay semi-final. Determined type.....who could cause upsets.....difficult to pass.

LES TAYLOR (197):

Elder of the two racing, butchering brothers from Isleworth. Age 29, single. Making World Final debut. After long tradition of 'being in trouble' career. Enthusiastic type, delighted to have qualified (was second at Harringay's semi) and with good position on grid will need watching. Inclined to be impetuous under pressure. Began racing at Staines back in 1958/9 seasons. Dapper, small fearless.

ALAN WARDROPPER (245):

Second favourite for tonight's title.....one that he hasn't yet won in meteoric career that began just before his 16th birthday in July, 1959.....winning the first of hundreds of trophies on his 16th birthday. Track champion here at West Ham for past three years, so likes course. Was British champion points scorer in 1962, was second in 1963, won again in 1964. Was third in World Final in 1962, fourth in 1964. Modest, retiring, with uncanny sense of anticipation—he remains cool in worst situations. Won Harringay semi-final, was second highest qualifier. Front row grid position should give him best yet chance of emulating father. Is to tour South Africa this winter. This is his fifth final. Age 22. Single.

EDDIE ASLING (253):

First year Senior driver who has progressed from Formula II section, where he is a Star.....was 9th in FII World Final last week. Age 25, married with one son. Van driver from Dulwich making World Final debut. Drives Jaguar-engined car

built by Darkie Wright.

BARRY HEBBORN (282):

Another driver making his World Final debut, (fourth in Belle Vue semi-final), this 30 year old car dismantler from Yarnton, near Oxford, has quick, Ford Galaxie-engined car that could be in the first five at the end. Can be a little impetuous in emergencies.....but car suited to big West Ham circuit. Began racing four years ago at Staines.

GRAHAM RACKLEY (283):

Stable-mate of driver 282, now in fourth season of racing, and in second final. Retired last year. 15 lap record holder at Coventry.....garageman and employee of 282. Age 32, married, comes from Blackbird Leys, near Oxford. Hard driver who finished 6th in Harringay semi-finals.

GEORGE ANSELL (375):

Rugged Knebworth garageman making his second Final appearance—retired on first lap in 1963. Having good season—and although impetuous, could be problem man for many others. Was 5th at Belle Vue semi-final. Likes West Ham circuit. Age 33. Married with one daughter.

ALAN CHARMAN (379):

A keen, enthusiastic Thames Ditton bachelor (aged 22) who has come up from 'C' grade section in little over a year. Drives very potent car and was 9th in Harringay semi-final. Making his first World Final appearance. Has won number of heats and gained final placings this season—his best yet. Happy to be on grid—could do well.

GUY CURVAL:

Reigning French champion and a veteran of the sport. Has raced in England before. Competed in 1961 and '62 World Finals. Captained French team on visits in 1961/2, and against visiting English side last month. Rugged type. Married. Age 33. Will be driving borrowed car.

BARRY van den OETELAAR (386):

Dutchman now resident in this country. Seeded to final. Known to fans (has own club) as 'Flying Dutchman'. Has appeared in finals before (11th in 1959, retired in 1960, 8th in 1961, retired in 1962 and was 14th in 1963. Ex RAF flyer. Aged 38. Married, with three sons.

GRANT FORD:

American now based at Alconbury with USAAF. Has driven Formula II cars with great success in this, his first year of racing. Making FI debut. Invited to compete by Control Board. Will be using borrowed car. Wife is reigning Beauty Queen of Brafield Stock Car circuit.

DICK HAWKINS:

Another American airman based in this country (Northolt). Flies own plane from Elstree. Has raced with success in Formula II section. Tall, Texan with dry sense of humour. Has raced back home.