

STOCK CAR

The journal of **FORMULA II**
stock car racing

SEPTEMBER
21
monthly

**CHAMPIONSHIP
OF THE
WORLD**

HONOURS LIST

1961 - Jan Scott (95)
1962 - Stan Ingle (2)
1963 - Tony Maidment (17)
1964 - Eddie James (210)
1965 . . . ? ?

COUNTRIES COMPETING:

| | |
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for SEPTEMBER and OCTOBER

SEPTEMBER FIXTURES

Thurs. 2 — Aldershot 8 p.m.
Fri. 3 — New Cross 8 p.m.
Marcello Verianos—High Wire Act
Fri. 3 — Yarmouth 8 p.m.
Sun. 5 — Eastbourne 3.30 p.m. *Miss Evans Trophy*
The Amazing Dericos—High Wire Act
Thurs. 9 — Aldershot 8 p.m.
G.M. Bodywork Trophy
Fri. 10 — Yarmouth 8 p.m.
Sun. 12 — Ipswich 3.30 p.m.
Marcello Verianos—High Wire Act
Thurs. 16 — No meeting at Aldershot
Fri. 17 — No meeting at Yarmouth

Sat. 18 — Wimbledon Stadium 7.30 p.m.
'Championship of the World'
The Band of the Scots' Guards
and Firework Display by Messrs Pains

Sun. 19 — Eastbourne 3.30 p.m.
'Presenting the New World Champ'
Marcello Verianos—High Wire Act

Thurs. 23 — Aldershot 8 p.m.
Fri. 24 — Yarmouth 8 p.m.
Sun. 26 — Ipswich 3.30 p.m.
Thurs. 30 — Aldershot 8 p.m.

OCTOBER FIXTURES

Fri. 1 — New Cross 8 p.m.
Sun. 3 — Eastbourne 3.30 p.m.
Thurs. 7 — Aldershot 8 p.m.
Sun. 10 — Ipswich 3.30 p.m.
Thurs. 14 — Aldershot 8 p.m.

Sat. 16 — World International Meeting 8 p.m.

Sun. 17 — Eastbourne 3.30 p.m.
Thurs. 21 — Aldershot 8 p.m.
Fri. 22 — New Cross 8 p.m.
Sun. 24 — Ipswich 3.30 p.m.
Thurs. 28 — Aldershot 8 p.m.
Sat. 30 — Wimbledon 8 p.m.
Credit Traders Trophy

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Let's go!!

SPEDEWORTH
STOCK CAR RACING

WORLD FINAL

The Way Ahead

As I write these lines Les Eaton is touring Europe making the final arrangements and briefing the drivers who have qualified for the World Final on their impending visit to England and participation in the greatest race of the year. I can't help wondering if this is what Les envisaged when he inaugurated the Formula II Championship of The World event at Ipswich in 1961.

Actually I think it was. His main concern has always been the expansion of Formula II - even when his advisors have advocated a concentration of activities at selected tracks. Les will never listen to this type of argument, of course, and such is his faith in the sport that I'm sure the World Final will not for many years remain the 'property' of the U.K. A sad thought, perhaps, but progress we cannot stop. Come to think of it, a nice week-end in Brussels, Paris or Amsterdam incorporating a World Final night may not be such a hardship, eh?

Our various contributors this month have gone deeply into the prospects of the various qualifiers, so I will not add any more to confuse you. I would, however, on behalf of all 'Journal' readers, like to take this opportunity to welcome our Continental qualifiers and their guests to this country and I hope you will all help us make them feel at home. Most of them speak a little English, so don't be afraid to speak to them. If you speak slowly it helps, but there will be at least two interpreters in the party.

A NEW TREND?

I hear that a lady stock car driver has just signed up for Spedeworth and will be having her first outing over the Banl Holiday week-end. Has this started a new trend in our sport? Honestly! Nothing is sacred to us lads these days! Lady stock car drivers do in fact pop up from time to time, and many supporters will remember Mrs. O'Connor who raced regularly some three years ago. Whilst not terribly successful on the track, Mrs. O'Connor did beat the "What's My Line?" panel with her unusual occupation! I have great admiration for our brave new lady driver, but still consider it a man's sport... unless we can find enough ladies for a complete race. How about it, girls?

DAVE GAY

STOCK CAR journal

Editor: DAVE GAY
Advertisement Manager: HARRY BARNES

seventh edition SEPTEMBER 196

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Published by
Spedeworth Publishing Ltd.
at Aldershot Stadium, Tongham,
Farnham, Surrey
Tel: Aldershot 20182

Printed by Planet House Press, Brighton

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Personality

page

Spotlighting the Stars



He came, he saw, he conquered, that folks, just about sums up Stan Ingle. He is without doubt, the biggest name in Formula II Stock Car Racing. But what of the man himself, as a private individual I doubt if any one would guess that he is 'the' Stan Ingle.

He is not so short as he appears, due to his generous build he belies his normal height. His walk too, hasn't the sprightly step one would expect from one so agile on the raceways. Stan is a dairy manager in Huntingdon for one of the country's largest dairies. He is their most popular manager, right now they are giving Stan a big write up in the Staff Journal. Stan is happily married, his wife Ivy being his most critical fan, she has also raced for Spedeworth, in the days of 'Ladies Only' races, successful? Of course she was. They have two sons and one daughter, the eldest son will be taking up Stock Car driving next season, when he will be 15.

Since the formation of the Board of Control for Formula II, Stan has been a Red Top! He also has the very proud distinction of topping the National Points Chart for 5 years!! Even two years ago, when illness prevented him from racing for the last two months, his lead was so great, that no one could catch him!

He is the current British Champion and International Champion. He is the first driver ever to win back a lost title, he held the British Title in 1962, the same year he also won the World Title. Many think he will repeat June's performance on the 18th, to regain his old tag of World Champion, he so easily could, if he does, no one, but no one will be surprised. In spite of his busy business life, up at 4 every morning, he finds time to attend most

meetings. Sleep? Sure he has to, he usually sleeps to and from the raceways, his wife driving the late model, luxurious Princess, a very fitting style, for the 'king of the Raceways'.

Stan has a queer twist of judgement, when asked who he considers to be the greatest driver on the raceways, I expected him to pick on one with a similar style to his own. But no, he, without hesitation named Kinky Roy Woods! Kinky is without doubt a great driver, but I can't see how Stan singles out a driver so foreign to his own style.

Stan was the very first man to be elected to the Drivers Committee, he got more votes than any one else, since its formation he has held office, here he is joined by Tony Maidment and Jan Scott.

His position on the National Points Chart will vouch for this statement, he has won more Cups, Trophies and money, than any other driver! In fact, I will go further, and state that no two drivers combined, equal his record of cups, trophies and money!

At the age of 37, Stan can still command stacks of stamina, plus the will to win, to blend in with his so rich experience. In the pits the young White Tops stop as Stan's car rolls in, with the famous No.2 riding majestically on the trailer. He is one of the easiest of drivers to handle, never have I heard him argue back, he is not temperamental. Many times I have seen him getting lined up with one batch, then wind is sent down to put him in another race. Most drivers would want to know why, but not Stan, you always get the one answer, O.K.! If every driver was as easy to handle, then Les Eaton, Jumbo Allen and myself, would be very grateful indeed. He is a model of sincerity to the sport.

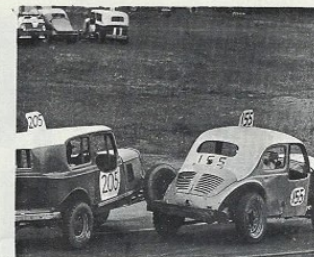
Columnist Arnold Leroy has 'crowned' various drivers as king of their respective raceways, Roy Woods as king of Reading, Tony Maidment as king of Aldershot, Roy Gladwyn as king of Ipswich, Eric Taylor as king of Eastbourne. May I, after perusing and probing the record book, nominate Stan Ingle as the 'king of the Raceways'?

FOXHALL HEATH



ROBIN DAY (281) tries running his stock car on steam at Foxhall Heath.

- Photo by R. HALLS, IPSWICH.



PAUL ROOKYARD (205), gets hooked up with (155) as they race along the water tower straight at Foxhall Heath.

- Photo by R. HALLS, IPSWICH.



SID ORFORD (254) sits tight, as NORMAN CROWE (387) and BOB HICKMAN (323) pass on either side of him, at Foxhall Heath.

- Photo by R. HALLS, IPSWICH.



NEWS HAWK

Sponsored races are the thing of the not so distant future, already at Aldershot, we have had Benson and Hedges on a give away night. Plans are being made for many firms to sponsor a meeting, by giving a trophy and prize money, they in return will get a first-class advertising medium for as little as £50, dependent upon the stadium. Our own Henry the Hot Dog Man, intends to get on the band wagon. By the time you have got this month's Journal, he will have already donated his trophy to Aldershot, where it will be raced for on September the ninth. Henry Cooper, to give him his full name, is a grand chap, he looks after our hunger at Aldershot, Reading and Ipswich. He is seen on most fair grounds, he and his people being well known members of the Showmans Guild. Now you business mongers, why not drop a line to Aldershot to enquire the cost etc. of a sponsored meeting, take my tip, the prestige is well worthwhile.

This month sees us with the biggest date on the Stockies Calendar, who will win? I will give my summing up on the night in question, that is September 18th at London's lush stadium, Wimbledon. I will, however, run through the previous holders just to brush up your memory. The Championship first started way back in 1961 the year Formula II came officially into being.

Jan Scott holds the distinction of being the first ever World Champion, he won his title at Ipswich on Foxhall Heath. The weather man opened the skies for the whole morning. I came through roads more like rivers, but the journey was well worthwhile. My predecessor Johnny O'Connor, tipped Jan to win, I was then a spectator, trying to get in the sport via the pen. Jan fought a good race, he was being pressed hard on the closing stages by Tony Maidment and Pete Godsmark. Jan looked a very proud man indeed when he was presented with his trophy by the marathan walker Dr. Barbara Moore.

Incidentally Jan is the only non Britisher to win the title. Also he is the only one to have won it not being a Red Top. He really holds several 'firsts' regarding the title. First Holder, First Non-Red Top, First to have a lady present the trophy, First to use a nick name (Yogi Bear).

Stan Ingle won the title in 1962, I will not go deeply into Stan's win, because he is the subject in 'Spotlighting the Stars'. He is the only Champion who did not defend his title! Why? Because he arrived too late, the race was already started when he arrived at Wimbledon. He holds however another distinction, during the racing that year, he not only got more points than any other Champion, he actually finished higher than any other driver! Even with the handicap of a Gold Roof!

Tony Maidment won the title in 1963, he was probably the most underrated Champion, he certainly went through a lean patch during the early part of his reign, but at no time did he look like losing his Star Status on the National Points Chart. He is a hard, tough driver, at no time can he be ignored, especially races with 'Tags' attached. No driver carries more respect of other drivers, he is the current Chairman of the drivers' committee, besides being an original member, so too are Stan Ingle and Jan Scott. If Tony wins, then no one will be surprised; at the time of going to press I have pencilled in Tony with 4 others as my short list; will I finalise on Tony? At this stage not even I know.

Eddy James the 1964 and at this time, the current World Champion. His racing as the World Champion has only been bettered by Stan Ingle, if you use the National Chart as your yardstick. Eddy fears no driver or reputation, to him every race is important, he is a quiet, unassuming chap, who is often taken for being shy, but he isn't. Only 23 years old, he has the edge on his predecessors by his youth. For an

incentive, he has to my mind, the prettiest wife of any driver, plus the fact that they, on 'Friday the Thirteenth' of August actually purchased a new house, proving that they don't fear superstition! In the first of 'Spotlighting the Stars' Eddy was the subject, as the World Champion. Summing up, Jack Holt wrote that they were welcome to his home, the talk in the pits was 'Oh yes, talk to Eddy, and look at Veronica!' On second thoughts, I agree, it's logic reasoning, so would I! Of the 4 Champions, most folk give Eddy the best chance of winning this seasons 1965 World Championship!

Still on the subject of the World Championship, this year will see many more

ARNOLD LEROY

foreigners competing, they are coming from most corners of the Western World, and one, so I am told from Russia! Good, very good indeed, that's how we like it, the more the merrier. I firmly believe that sport plays a big part in keeping some logic in this crazy world. I would like to see some coloured lads taking up the sport, I am sure that all would benefit, but unfortunately, we don't even see many as spectators, do we?

This month we have been showered with correspondence, suggestions, criticism, etc., please folk, no matter how unimportant you may think it is, if you have an idea, please let us know, it may well be the missing link, with ideas already in mind. Top marks go to David Allchin, of The Cottage, Fowlers Park, Hawkhurst, Kent. He must be a very ardent fan of Stock Car Racing. He has sent in a letter with 4 brilliant ideas. His ideas are constructive and competitive. When the Board of Control meet, his letter will be on the agenda. Thank you, David. You can be sure that some of your ideas will be incorporated next season. Regarding the technical data, please address your letters to the 'Scrutineer', at Aldershot, this will save time, plus the fact that some of the material is so much above me, that I get headaches. So folks, get out your pens, let's all write in our likes, dislikes, whether it's the actual racing or the layout of the programmes, etc. Each letter will be treated as though you were the only one writing.

The Honours List this month, Don Mason stands head and shoulders above all others. His record is just fabulous. He won the Sussex Championship at Eastbourne, Sunday 15th. He now currently holds 6 National Titles! No one has ever equalled this record before, possibly never will again. Then at Wimbledon he won the Foxy Dance Fan Club Trophy. His tally at the time of

going to press 23.8.65. reads: 5 Final Wins! 3 Heat Wins! Plus being placed 7 times!!! Yes siree, our Don has a cracking month yet, he still has to qualify; his last chance for entry to the World Stakes is at Aldershot on Saturday 28th. Close on his heels comes Trevor Frost, Pat Frost and Nev Whittaker. On to Non-Red Tops - top billing goes to Trevor Frost, who soon must be a Red Top, in this section he was pursued by another Blue Top, Nev Whittaker, who it seems has got over his nasty accident at Ipswich, that hospitalised him for some time. Other Non-Reds who won were Bill Horton, Sid Orford, Ken Etwell, Eric Taylor, Alan Taylor, Phill Bishop, Donald Ham, John Biddle, Pete Hirschfield, Roy Harper, Horace Croft, Steve Tanner, Chubby Chubbock, Dave Packham, George Telfer, Tony Bradford and Tony May. Here, special praise for Alan Taylor with 5 wins! Roy Harper with 3 wins! Whilst John Biddle and Chubby Chubbock had 2 wins each! To conclude on the Honours, top marks to Don Mason, a big hand for 2 Blue Tops, Trevor Frost joined by Nev Whittaker, then a strong, hearty pat on the back for Pat Frost.

Now for the sportsman of the month. Top marks to Trevor Frost who walked from the pits to the office after most had gone home, to apologize to the Steward, over a misunderstanding regarding his position. Next was Dennis Pearson's 'give away' at Aldershot, he could so easily have won, but he freed two stockies who were tangled up, getting himself a fourth place, one of the freed cars got third! Thank you Trevor and Dennis, in this competitive sport it's good to see such sportsmen competing!

The future? I am certain that we will be thrilled by 3 men next season, who according to my theory will run away with most points and prizes, Trevor Carpenter, will be just one year older, which can only be to his advantage, he will still be only 17 when the new season opens! Eddy James will still only be 23, with a wealth of experience to call upon, following his year as World Champion, then Trevor Frost will be sporting a Red Top. He is not so young as the previous two, but he has really mastered his Formula II racing. He will, I am sure, be a menace to Stan Ingle, Don Mason, Roy Gladwyn and company, not that any Star is going to give way. But some will have to, that I am certain. Trevor, once in the Red Tops will stay there, in a high position too!

We have had the North v the South, the North captained by Stan Ingle, won handsomely the score being South 23 Points, North 49 points! Trevor Frost won all his races including the Final! Nevertheless, the South's Captain, Eddy James asks that a special meeting be held on a Saturday night

continued on page 28



East Anglian Commentary

by John Earrey

Pride of place in this special edition must, of course, go to the World Championship Final. This is the event which drivers, officials and spectators alike build themselves up to throughout the season. The only event of its kind in the Stock Car World in this country with something like a dozen nationalities taking part. I have never known another sport where the road to the top can possibly be so arduous. The odds against any one man winning any one race anywhere are fantastic.

You can reckon that if a Star driver goes true to form he will finish within the first three or four positions in at least one of his races during a meeting. Even if he and his motor are 'spot on' there is often 25 to 30 other cars in front to contend with!

At Wimbledon on the 18th only one race will be held to determine the 1965 World Champion - an event which will be contested not only by 17 Star Grade drivers but also the reigning Champion Eddy James - not to mention other grades of English drivers and the Scottish and Continental contingents. And it's no use finishing second, third or fourth! Prize money for the winner has been considerably increased this year, a capacity crowd is a 'cert' judging by the way tickets have been selling in Anglia. Not only is there big prize money but the twelve months' glamour which follows for the new champion is not to be laughed at.

Despite all the 'ifs' and 'buts' and whatever Katrina, Arnold Leroy or any other columnist may predict I feel confident that 1965 World Champion will hail from East Anglia. The Crown has been down South for far too long and next season I fully expect to be introducing the current World Champ every week at Yarmouth and fortnightly at Foxhall Heath. Unfortunately, we go to Press before the result of the North v South meeting at Ipswich is known as this should give a very strong pointer to Wimbledon.

My short list of Anglian drivers contains two Star men and (believe it or not) two Blues - at the time of writing any way. Roy Gladwyn, Norman Crowe, Trevor Frost and Nev Whittaker.

I am only interested in selecting the outright winner at this stage and I believe that if an East Anglian wins he will be the only one in the first four! This is not

because I have no faith in the other three men (obviously the reverse is true) but with such a formidable field battling hell for leather, I dare not say anything else!

Roy Gladwyn has been nothing short of sensational this season in more ways than one. He has lost his Star status twice and regained it the following month. He is the only driver ever to be undefeated in three consecutive meetings at Ipswich and has already been crowned by Arnold Leroy 'King of Foxhall Heath'.

One of the most experienced Formula II drivers in Anglia is Norman Crowe. Apart from meetings in Holland and Germany this season he recently made a tour of Czechoslovakia with Jan Scott and whilst the Continental and Iron Curtain circuits are not replicas of Wimbledon the atmosphere at these meetings is paid to be second only to the show place of South London.

Trevor Frost, of course, is the 1964 Formula I Champ and this alone speaks for itself. Whilst the August National Roof Gradings show him in his 'true' position amongst the Blue Tops, we all know in Anglia that the purported 'truth' could not be further from the truth, so to speak. The fact is that he joined Spedeworth midway through the season and naturally had to start from scratch in the points chart. He has achieved in a few weeks what many other drivers have failed to do in years!

Nev Whittaker appears in my short list for one very good reason only. In recent Anglia meetings he has shown an unprecedented liking for the fabulous Spedeworth Golden trophies. He seems content to scrape through qualifying heats and save all his (and his motor's) energies to walk away with the Grand Final. This has happened recently at Yarmouth and you can imagine his disappointment when he learned of a slip in Spedeworth's administration and the trophy was still on the shelf at Aldershot!

One of these drivers, then, will win. Who? Will an outsider be paraded at Eastbourne the following day? This is difficult to say but I will repeat that he will hail from the East. To be more precise from Woodbridge eight miles from Ipswich - Trevor Frost. He has proved his ability to produce a fine motor and his temperament for BIG meetings by winning the Formula I

STAR of the month by Katrina



WORLD CHAMPION, EDDIE JAMES (210)

This month it is my privilege to chart out the solar horoscope of the present Stock Car World Champion - Edward James, popularly known as "Eddie", driver of Car No. 210.

Born on 12th October, Eddie is truly a Libra subject, having no less than 5 major planets in the Sign of the Balance, an influence which I am sure has contributed in no small measure to making him what he is today. This is mainly because Libra is a Sign that is renowned for imparting the quality of cool, level-headed judgment; a factor of some importance in a sport where split second decisions are so vital.

Eddie is due to defend his World Championship on 18th September, and I am therefore devoting the rest of this "Spotlight" in endeavouring to ascertain his chances by the planetary aspects which will be in force on that day. Of course, without the birth data of all the other contestants, a definite prediction as to the outcome of the Championship is not possible, but I can summarise the effects of the transits which will be in operation in Eddie's chart, which are as follows.

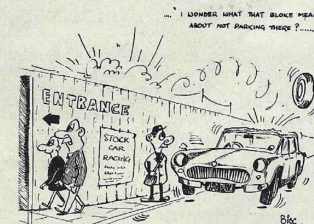
Noon will be in Gemini, "squaring" the Sun, but conjunct with Jupiter which is holding a 9th House position in Eddie's horoscope. These aspects are somewhat mixed, but the overall influence tends to be favourable rather than otherwise. I would, therefore, hesitate to say that it's going to be a walkover for the present World Champion, but I can say that his prospects are better than average and that, with the extra bit of "luck" that Jupiter is beaming his way, Eddie can look forward to the 18th of September with expectancy and a high degree of confidence.

crown last year. I believe that if he had been driving for Spedeworth the entire season he would be second only to Stan Ingle in the points chart.

The man I fear most of all to prove my first ever World Championship prediction wrong is Don Mason. It wouldn't surprise me at all to find two or more Spedeworth officials selecting him for honours. To go even further here are my first four home at Wimbledon:-

- 1st Trevor Frost
- 2nd Don Mason
- 3rd Stan Ingle
- 4th Eddy James

Next month this article will probably sound more like a post-mortem on what went wrong! I don't mind this so much - so long as I'm at Plough Lane, S.W.17. or more precisely in Wimbledon Stadium on the 18th.



NEWS FROM O'ER THE BORDER

Once again here we are with our small contribution to this grand Journal and both Gwen and I are very proud to have space to record some of the points of interest of our stock car racing here in Scotland, especially in this souvenir edition. The interest that is shown by drivers and public and their favourable comments, together with the ever-increasing demand, is proof enough. As I said in my programme at our opening meeting at Central Park, Cowdenbeath, of the August edition, 'it is full of a month's interesting news and information and fully lives up to the high standards the Editor sets himself'. This was agreed with by the many people I talked to after the meeting who had by then only had chance to read a small part of it.

We spent a very pleasant few days in England last month and both enjoyed our visits to Reading and Aldershot. I lost Gwen at Reading and when I eventually found her - in the commentator's box nattering to Mavis and looking thoroughly happy and at home, and passed some disparaging remark - she promptly retaliated with 'What about you and Les?'

Well, all thoughts and talk here among the boys is the Championship of The World Final at Wimbledon, and I think this year our boys stand a good chance, for since they have been racing under Spedworth rules they have learnt much. Gwen and I also try to give them that personal lift up and encouragement that was lacking previously. So until the 'Big Night' I will say cheerio, and our good luck wishes go both to our very old friends South of the Border and our new-found friends North of the Border on this the most coveted individual competition in the Stock Car Racing calendar. Whoever wins will be a worthy champion and a credit to the sport we all love so much. Best of luck to all.

Roy Cecil

CENTRAL PARK, COWDENBEATH

The sun shone for this the opening meeting at the above Stadium, incidentally the farthest north ever for stock car racing in Great Britain. In fact, Spedworth are fast becoming known here in Scotland as the 'pioneers' of the sport, and if it goes on at this rate Roy and I will be in The Outer Hebrides before we realize it! To get back to this very important meeting, it goes without saying that everyone was keyed up, right through the staff from Roy to the eager little programme sellers. The drivers were also on tenterhooks going out to examine every inch of this new track, trying in their minds to anticipate their

driving. Some of the boys who had raced down South compared it with the Norwich circuit . . . that was before the racing. After the meeting was over, to quote Peter Dent (9) and Tiger Thomson (1) 'Norwich was a fast track but this one is even faster!'

Heat One started with little or no incidents, one could sense the drivers were 'feeling' the track. Tennant Douglas (31) took the lead and held it for 7 laps, driving very well and cornering with perfection, but what was noticeable were the Red roofs of Peter Dent (9) and George MacMillan (5) who had by then decided to put their foot down and started to pass car after car at great speed. Peter took the lead in the 8th lap and sped away, but George could not get past Tennant until the 14th. Peter won with George second and Tennant grimly stove off attempts by Derek Gowan (37) to pass and held third position.

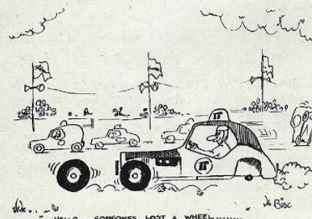
Heat two was certainly a thrill-packed exciting race. In the first lap Car 70, with new driver Andrew Hutchinson at the wheel, had a fine initiation into stock car racing by taking the second bend too fast and turning over on its roof to cause havoc to cars which were close behind him. The race then developed with two sets of cars - those who were ahead of the crash and those who were able to weave their way through the tangled mass of motor which had crashed into the overturned No. 70. D. McMurdo (124) and Willie Kilgour (13) were leading the remainder of the cars by half-a-lap but the tactics and speed of Tiger Thomson (1) and Walter Brown (6) were devastating. Walter was ahead of Tiger as they left car after car behind until the 7th lap, when Tiger, with a magnificent, daring and well-judged bit of cornering, passed No. 6 on the top bend. Such was the tense excitement of this thrilling race by this time, that supporters in the crowded stand could contain themselves no longer and rose to their feet and were yelling their heads off. The thunderous applause accorded Tiger as he took the chequered flag was deafening. Walter was a worthy second with D. McMurdo third.

Tiger Hurt

Heats three and four were no less exciting and when the cars started to line up for the final there was great speculation as to which of the finalists were going to win. Firm favourites were Peter Dent (9), Tiger Thomson (1), George MacMillan (5) and Walter Brown (6). The green flag was down and one and all were full of tense expectancy as to the outcome of the race. In the first lap at the top bend Tiger was speeding his way through, when a car was spun and tipped Tiger's back bumper which threw him into a

treble somersault and as he landed, spun like a top right in the centre of the track. As he was unconscious in his car and could not release himself the race had to be stopped, and he was taken off by stretcher suffering from concussion and an arm injury. It was a more subdued crowd that saw the restart of the race, but excitement grew by leaps and bounds as Ian McLelland (99), who had had a slight tangle with another car at the start, was 'flying' round that track and passing cars at unbelievable speed. Peter Dent was already up with the leaders and going well, but it did not trouble Ian, who sailed by him in grand style. Seeing this, Peter put on an extra spurt but could not make any impression on that really attractive looking car with the bold '99'. In fact the gap widened and Ian received his trophy to the appreciative applause of the crowd who had been quick to recognise the skill of this driver. Peter got his share, too, for he had also thrilled them with his racing. These two were certain of a place in the Championship of the World Final at Wimbledon. Along with them will go George MacMillan (5) and Leslie Clark (39) the other two who qualified. On these four drivers rests Scotland's hopes. Good luck to them all.

Gwen Cecil



"....but I wanna go the other way!"
- Photo: E. STUTHELL, READING.

SPOTLIGHTING DRIVERS

Peter 'Pepso' Dent (9)

This handsome bachelor from Champany who boasts a true Scot for a mother and is proud of his English father is a great favourite with Stock Car fans - especially the fair sex. It is always noticeable that he has more of them round him than most, clamouring for his autograph and trying to shake his hand, he certainly is Scotland's heart-throb driver, as many a pretty lassie will tell you. Nevertheless he takes it all in his stride.

Peter is the current West of Scotland Champion, a title he carries with distinction for he is a clear-headed, clever driver. He has previously represented Scotland in team racing events and the World Championship, and has done much for stock car racing in Scotland. At present he is chairman of the Scottish Drivers' Committee.

Gwen Cecil

Ian Graham (92)

Ian, though Glasgow born, has lived in Mollinsburn-By-Kilsyth for many years. He is a quiet boy but has a ready smile which lightens his whole face and radiates a contented happiness. By profession he is an excavator driver and handles these big machines with real skill, likewise that very neat little stockie of his. Ian can always be relied upon to be up with the leaders in most races. At the moment he is undergoing a lot of leg pulling, as do all happily married men who are expecting to become a father for the first time. This happy event is due to take place sometime in November, so who knows there may be a future Champion driver for us.

Gwen Cecil

THE AUBREY DANCE F O X Y F O X Y OFFICIAL FAN CLUB

It seems that as soon as one important date has gone, up goes another in this go-getting sport of ours. To the club this is true. No sooner is our own trophy race finished, we are almost to the meeting of meetings, the World Championship.

Firstly though let us look back to August 7th at Wimbledon to the "Aubrey Dance Fan Club Trophy". Oh! boy what a meeting! A host of cars booked in to give us the best meeting I have seen at Wimbledon this season. The winner of course was Don Mason (34). To Don we say "Well done", and to all other drivers a big "Thank you" for a great evening. Next we would like to thank Mr. Les Eaton and all his officials and, lastly, the people who made it possible - Aubrey's fans. Thank you all.

Aubrey himself did not qualify for this race which was a great disappointment not only to himself but all his fans present. Still it was not through not trying. This Foxy of ours is a tryer in all he does, his luck was not with him this night and has



THOSE "POINTS" EXPLAINED

Many new supporters are asking about the system of awarding points and grading drivers each month. So perhaps those of you familiar with the system will excuse me if I briefly outline the system for the benefit of all our new friends. Drivers are awarded 8 points for a win in a heat, 7 for second and so on down to 1 point for eighth place. In the final the winner is awarded 15 points, second 12; third 10; fourth 8; fifth 6; and sixth 4 points (only the first six places in final awarded points). This is done at each meeting but would obviously be

eluded him most of the season, but still he comes back for more to prove that there is a lot of guts and determination in our Foxy. We, his fans stand by him, that is why we support him. Katrina's view of the future in June's Stock Car Journal, to remind you I quote Katrina's words: "From September to November there is good fortune and a feeling of optimism and well being of which the laurels of success will crown his every effort" which leads up to my view of the World Championship.

This is the next big date in the stock car world at Wimbledon on September 18th. Who is going to win? This of course in Stock Car Racing is one thing no one can predict. To us of course only one person we are concerned about, Aubrey "Foxy" Dance himself. What of his chances? Last year he was second. To some people he will not even stand a chance this year. But to us and his supporters his chances are as good as any other driver. Katrina, predicts changes in his luck starting in September, so you all sit back and watch that old "Foxy" of ours, driving skilfully with determination to prove that when the time comes, he can drive and race better than any other around the tracks to-day.

Good luck on this day Aubrey. Remember, your fans are behind you and will always remain so.

K. I. Ransome, Chairman

Hon. Secretary, Miss Diane Burton; Hon. Chairman, Mr. K. I. Ransome; Treasurer, Mr. M. Anderson.
All correspondence to club address:-
88, Elm-Crescent, Clare Park Estate, East Malling, Nr. Maidstone, Kent.

FOXY NIGHT



DON MASON receiving the AUBREY (FOXY) DANCE FAN CLUB TROPHY AT WIMBLEDON on AUGUST 7th, presented by FAN CLUB Secretary Miss DIANE BURTON.

- Photo by E. Setchell, Reading.



TRACK CHAT

The meeting at Reading on August 17th, may well be the last to be held there. Spedeworth are appealing against a decision not to allow stock car racing in future on this fast Berkshire raceway. At the Aldershot H.Q., Dave Gay has been receiving a tremendous amount of letters from supporters who wish to add their names to a petition in support of the appeal, and now we must await the courts' decision before we can make plans for further meetings at this track.

The racing on the 17th, produced few surprises in the final placings, apart from the first heat when Roy Harper took the chequered flag after a battle with Bernie Turner that lasted for 14 laps. Trevor Carpenter and Johnny Grainger could do no more than finish in third and eighth places respectively. Fourth place went to John Asilley, with Tony May fifth, Roger Barnes sixth and Bramley Dix seventh.

The stars did much better in the second race, when Don Mason took the lead in the twelfth lap, and held it to the end. Eddy James and Steve Tanner challenged strongly during the closing stages, but had to be content with second and third places. Fourth place went to Tony Mellish, with Harold Holloway fifth, Tony Curtis, a man we don't see nearly as often as we should, sixth, Phil Ridd seventh and Donny Pearson eighth.

Trevor Carpenter was more successful in his second outing, taking first place, somewhat luckily, when Bernie Turner came to grief when striking an oil patch two laps from home. Bernie finished up on the fence, and Pete Barratt followed Trevor home to take the second place with Tony May third, Ron Allen fourth, Bob Chippling fifth, Bramley Dix sixth, Phil May seventh and Roger Barnes eighth.

Eddy James took the fourth race after beating Harold Holloway into second place in the eighteenth lap. Other places to Steve Tanner, Tony Curtis, Tony Mellish, Tony Bleach, Mike Read and Phil Ridd.

Trevor Carpenter pulled off the main event after a hard tussle with Roy Harper whom he passed on the twentieth lap. Eddy James was getting very close in the last two or three laps, but Roy hung on well to finish second to Trevor with Eddy James third. Other places to Steve Tanner, Tony Curtis and John Asilley.

The Yarmouth meeting on the 20th August, was not marked by the number of turnovers that we are used to seeing on this raceway. The racing was just as thrilling however,

and Trevor Frost finally went home with three wins under his belt.

In the first race, it was brother Pat Frost who came home the winner, after taking the lead in the sixteenth lap. John Biddle, who had led up to this point, took the second place followed by Nev Whittaker, Robin Lay, Eric Taylor, Skid Parish, Horace Croft and Roger Barnes.

The second race saw the first of Trevor Frost's victories. Taking the lead as early on as the fifth lap, he had almost lapped the field by the time he took the chequered flag. Main excitement was served up by Roy Gladwin and Bill Horton in their battle for second place. White Top Bill Horton, up from the South and taking his first look at the Yarmouth raceway, did well to take the third position behind the star man, and he was followed home by Bob Steward, Ron Moore, Derek Piske, Happy Hudson and Eric Kinnard.

Race three was won by Alan Taylor, a White Top who is going extremely well these days. After having lost the lead to Nev Whittaker, he was helped back into first position when Nev had to be disqualified in the interest of safety. Real laugh luck on Nev this, as he was driving a well judged race, and was only one lap from home when he was excluded. Other places went to Pat Frost, Derek Payne, Chris Studd, Horace Croft, John Biddle, John Woulston and Pete Bishop.

Race four was almost a repeat of race two. Trevor Frost took the lead in the early stages, and remained there throughout. Roy Gladwin was again second followed by Trevor Blyth, George Dann, Bob Steward, Shubby Chubbock, Happy Hudson and Dave Packham.

The Final was the race of the night. In the early stages, the safety fence suffered when an upright was snapped off after receiving the attention of an inconsiderate stocky. The race was allowed to continue however, as the spectators were effectively shielded from danger by the offending car on one side of the gap, and another abandoned car on the other. Again the real interest was centred on the battle for second place, as Trevor Frost had built up too big a lead to be caught. Nev Whittaker figured in the skirmish for the second position, and finally filched the place from Chris Studd in the nineteenth lap, and stayed to finish second to Trevor Frost. Other places to Chris Studd, Eric Taylor, Horace Croft and Trevor Blyth.

THE EDITOR

Kerbs for all tracks?

Gorleston,
Great Yarmouth.

Dear Sir,

I have just read the August edition and notice that two of the letters to the editor referred to drivers grass-cutting. Might I suggest that these stadiums where the incidents happened adopt the idea of Yarmouth Stadium and build a kerb approximately 6" high around the bends. This prevents any drivers grass-cutting unless the track is blocked. It also makes the driving more exciting to watch.

As I have just recently taken an interest in watching this great sport, I find that the stock cars get their grades through points gained. Could you please enlighten me as to how these points are given?

Yours sincerely,
R. Howes.

The matter of points is explained this month for the benefit of our new friends and appears under the heading "Those Points Explained". As to the kerbs, any comments drivers? - Editor]

"Bouquet" for Gwen and Roy

Glenview Garage,
Armadale, West Lothian.
August 18th, 1965.

Dear Dave,

Having read your "Stock Car Journal" from cover to cover, with all its interesting items - including the news about our own drivers in Scotland and various items which supporters have written in - I must say that this is an excellent Journal. Having not seen any comments or compliments about actual officials of Spedeworth, I must, on behalf of the drivers and spectators in Scotland, thank Mr. & Mrs. Roy Cecil for bringing Spedeworth to Scotland. With obstacles such as were encountered at Coatbridge, I am quite sure most people would have given up. But the energy and drive of Mr. Cecil showed that with boundless enthusiasm he saw it through.

We are now in the happy position of having two stadiums, the latter being Cowdenbeath, which the drivers and myself wholeheartedly agree is the fastest track in Great Britain. I am quite sure that if any Sassenach ever crossed the Border to race at Cowdenbeath he will get his Bannockburn again. Having two stadiums with Mr. Cecil promoting, we know he is not resting on his laurels but busy at the moment negotiating on another two venues in Scotland.

With boundless enthusiasm and general interest in stock car racing, drivers and spectators alike, we again say a big "thank you" to Mr. & Mrs. Cecil for the great effort they have put into stock car racing in Scotland.

Yours in sport,
TIGER THOMSON (S1).

FORMULA II - WORLD - CHAMPIONSHIP WIMBLEDON

Saturday 18th September 1965

at 7.30 p.m.

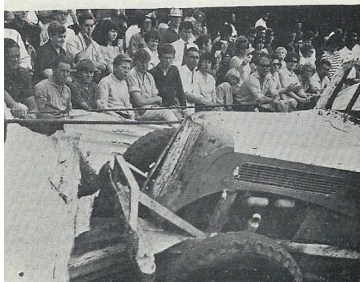
SEATS 15/- & 10/- BOOKABLE

Popular Enclosure (Standing) 7/6

ALL UNDER COVER

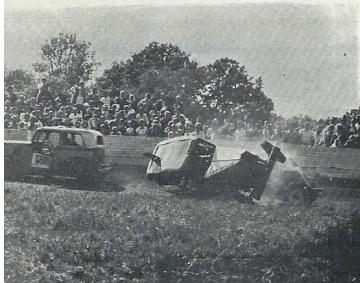
Carlington Spills

Photos by F.G. BUSS.

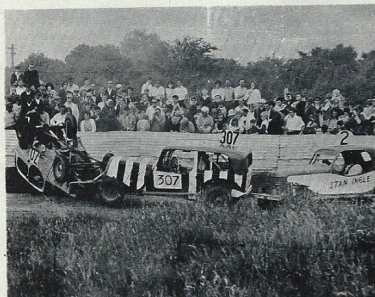


AUBREY IS DEFINITELY GOING TO PUT WHEELS ON HIS ROOF NEXT SEASON!

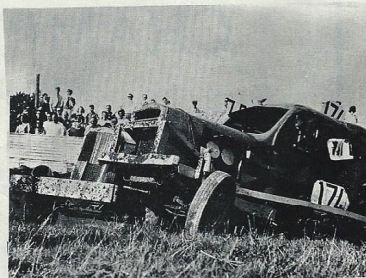
YET ANOTHER "ESCAPE" FOILED BY THE FENCE.
- Photos by F.G. Buss, CROWBOROUGH.



ERIC TAYLOR "BITES THE DUST"



NOT ENJOYING A TERRIBLY GOOD SEASON, TONY MELLISH LEAVES HIS BATTERED AND TANGLED MOTOR FOR THE SAFETY OF THE CENTRE GREEN.



KATRINA AND THE STARS

| | |
|--|--|
| <p>ARIES - 22nd March to 20th April. Renewal of old associations and rewards for past efforts will now begin to make life easier for the majority of Ariesians. During September, important and interesting developments are likely in any scheme that have been pursued since the middle of 1965. Money is due to come in fairly plentifully from undertakings that have been slowly maturing, as well as from those previous associations. Best days - 4th, 10th, 19th and 26th.</p> | <p>LIBRA - 24th September to 23rd October. A month of many fluctuations in your personal life that can cause you to feel at times and nervous. Try to have your plans laid well in advance plus a few alternatives on the side in case of sudden alterations. Avoid taking on financial obligations after the first week has gone by, and don't sign any long term agreements. Saturn rules your life this month, warning you against extravagance in any shape or form. Favourable days - 2nd, 3rd, 5th and 22nd.</p> |
| <p>SAGITTARIUS - 21st April to 21st May. Whatever business you pursue in September will probably be profitable, it is as well to remember that new schemes and anything that gives you a chance to get ahead will be the best to follow up. With regard to personal problems, there is not much to be done about them at the moment, except to go your own way and be as understanding as possible. Financially, there is a lucky period and some good fortune seems likely around the 7th week. Best days - 1st, 5th, 13th and 23rd.</p> | <p>SCORPIO - 24th October to 22nd November. Jupiterian aspects promise you luck in plenty during September, and this is an excellent time for Scorpio folk to take their usual holidays. Socialising, securing the pleasant side of life and being positive, for by so doing you will be playing your part towards the manifestation of the happy breeze mentioned above. Don't allow anyone to put a dampener on your spirits. Try and convert time to your use of thinking instead! Exceptional days - 5th, 7th, 18th, 27th and 29th.</p> |
| <p>GEMINI - 22nd May to 21st June. This promises to be another delightful month for Gemini folk, and financially you will continue to "be in luck". However, since your good fortune is likely to be offset by heavy family expenses, and you may find that you are spending more time and money than you can afford in working out the difficulties of your own family. From a business angle, this is a progressive time, and after the 12th should be able to "cash in" on any goodwill you have built up during the summer. Best days - 7th, 11th, 15th, 19th and 29th.</p> | <p>SAGITTARIUS - 23rd November to 22nd December. There is an underlying tone of aggression about this month, which will behave you to keep your personal feelings to yourself. Someone will not run smoothly and you may be subject to some criticism or even to jealousy. Beed sensitivity to your "nerves" here! during September, and it will be too easy for there to place the shell. Try to build up some form of resistance to this weakness and thus save yourself from unnecessary upsets and quarrels. Best days - 10th, 15th and 23rd.</p> |
| <p>CANCER - 22nd June to 22nd July. Emotional disturbances now suggest this month, and some far reaching changes are likely to take place. Cancerian folk are aware of disruption of routine, but you will have to accept that this is bound to happen during September. Try to guard against showing emotional reactions to trying conditions and take things as they come. In this way, you can make this month more to your own liking. Favourable days - 8th, 14th, 17th and 29th.</p> | <p>CAPRICORN - 23rd December to 20th January. Without a doubt, this is your best month of 1965 with major gains in financial matters and exceptional luck in personal affairs. A terrific sense of security will keep you in sparkling form, and there is no limit to what you can achieve during this "Golden Period". Past problems will be solved easily and without any fuss, and plans that have hitherto been held up or delayed will now come to fruition. All the days are favourable.</p> |
| <p>LEO - 24th July to 23rd August. A splendid time for personal progress. You will possess more than your share of courage, faith in what you do, and ability to conquer limitations. This is one of the best months of 1965 for Leo folk, especially in a business sense. You will stand up for yourself and be ready to press for added income if you think it is deserved. Favourable days - 10th, 15th, 20th and 25th.</p> | <p>AQUARIUS - 21st January to 19th February. On the whole, your personal luck is good during September, and this means free and independent action, decisions and efforts by which you can greatly improve your life and prospects, and even finances. To do this, you must push ahead for all you are worth, and not rely on either the advice or promise of friends. Travel indications are high, and there will be few Aquarians who will not be taking some journey, and with benefit. Lucky days - 5th, 12th, 17th and 19th.</p> |
| <p>VIRGO - 24th August to 23rd September. Your ruling planet holds the prominent position in your solar chart for September, and as Mercury is the speediest member of our solar system, you can expect a great deal of activity with not much chance of relaxation. Business affairs will go with a swing and you can attain many of your goals. If you get stuck in a difficulty, it is not a too helpful period, but favourable changes are now on their way. Lucky days - 7th, 10th, 16th, 21st and 27th.</p> | <p>PISCES - 20th February to 21st March. During the next 6 weeks, you will need to keep your emotions well under control, and to remember to think before you speak or act, for this is one of those tricky phases. Nothing is as it seems on the surface, and you may get the feeling that events are out of control. Happily, however, things will take a turn for the better before the month's end and the last week could bring gratification of a secret wish or ambition. Best days - 2nd, 5th, 12th, 19th and 21st.</p> |

FREE READER SERVICE
KATRINA has prepared special Star Readings for readers of Stock Car Racing Journal. Write (in block letters, please), your name, address and birthdate on a postcard to: Katrina, Stock Car Racing Journal, Aldershot Stadium, Tongham, Farnham, Surrey. (Offer applies only to those over 18.)

STAR PERSONALITIES
KATRINA will feature every month an astrological article on a well-known personality in the Stock Car Racing world. If you would like to be included in this, please drop a line to the Editor.

Personality Page

27 PETE BISHOP

BY DAVE HUNT

As I was sorting through a list of East Anglian drivers the other day, to determine who my next Personality would be, I thought it would be a change to have a driver who was not having Lady Luck riding as his passenger, and the one who, to my mind is a perfect example is poor old Pete Bishop.

Now in his second season of racing for Spedeworth, Pete has had enough misfortunes to make a less dedicated driver than himself retire ten times over.

Time and again he has been in the lead in a race, and has either had to retire due to engine failure, or has been caught up with some back markers and has finished in the very undignified position of having his wheels spinning around above him, in other words on his roof.

He claims to have turned over more times than any other driver and I quite believe him, having seen him go over about ten times already this season, the last time being at Yarmouth last week, when he did a spectacular triple roll.

After only one month from joining Spedeworth, Pete had shot up from a White to a Blue top, which he held for the next two months.

Then began his misfortunes, first of all some kind and helpful person decided that his engine didn't run sweet enough, so they thought that they would cure this by emptying about two pounds of sugar into his petrol tank, and of course, instead of sounding sweeter the engine clapped out altogether and had to be scrapped.

Whether this could have been the start of all his bad luck I don't know, but from that moment onwards Pete began his "trial of woe" which took him down to the Yellows and finally back to the White Tops, where he has been a constant member all of this season.

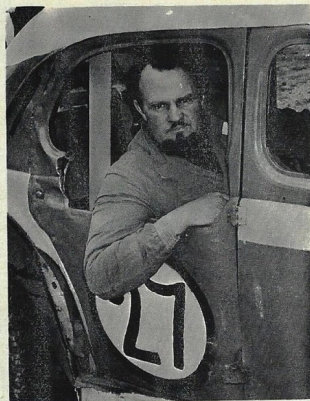


Photo by R.W.Halls, Ipswich.

He has raced the same motor ever since the latter part of last season, this being a Renault body with the usual Ford Ten engine. I think that if I were in the same position as he is, I would seriously consider changing my car to see if it changed my luck at all, so how about it Pete? Are we going to see a new 27 on the raceway?

Before his venture into stock car racing, Pete had a go at driving Formula III cars around Snetterton circuit with the Jim Russell racing school, but found out that if you didn't have the right face you would never get anywhere, so he decided to pack it up.

He then had a go at Formula I stock car racing, but he just could not seem to get himself interested enough to take it up seriously.

Age 33 years, Pete is married to a very attractive and very likeable young lady, who is all for his stock car racing. He has three young children, two boys aged eight and ten and a daughter of five.

His home town is Crimplesham, which is near Downham Market in Norfolk from where he carries on his business as an Agricultural Contractor.

Besides his stock car, he has one other hobby which is badminton, of which he is a very keen and good player.

He is another of our drivers who is hoping for a chance to visit the Continent some time this season.

So don't forget that next time you see No.27 come onto your raceway give him a big hand, he deserves it, maybe you could help him to get his self confidence back again and once more be a proud driver with a blue or even a red roof.



With Michael Andrews

Now that the last qualifying round is over, there is nothing left for us, but to wait for the arrival of the big night. Nothing that is, but a number of first class meetings, many of which are backed by top line entertainments from other fields. When you come to think of it, should all the extra acts that Les Eaton engages throughout the season be put together, to form one show, the result would be fit for a command performance. We have already seen, or will be seeing around the tracks, various bands etc., and not just any old band either. From the London Irish Girl Pipers, to the Band of the Scots Guards, to mention only two, they have been the very best available. Add to these the astounding feats of such performers as the Amazing Pericos and the Marcello Verlanos, the Paulos and the Limbo dancers engaged for the last social evening at the club room at Aldershot, and you have the makings of what would be one of the finest shows to be staged anywhere. On top of all this, the Spedeworth supporters also have the satisfaction of witnessing the finest exponents of their favourite sport. And you all know now that Spedeworth promote more meetings, at more tracks in a season, than all the other promoters in Europe put together. I had to smile tonight, when I heard an announcer on the radio mention that the cricket season was drawing to a close. Well, this year, I've hardly noticed that any one was playing cricket, in spite of the terrific boost this sport gets from the National Press year in and year out. I wonder how spectator figures compare between cricket and our own brand of sport? We may never know, but surely, stock car racing must deserve at least the odd line or two in our national dailies.

One of our supporters walked in to Aldershot the other week, he was Mr. G. Thumwood, of Mytchett, who as you may remember, wrote criticising some drivers at the last Reading meeting but one. His

complaint was that too many drivers pulled onto the centre green, when there seemed nothing to prevent them from racing on. He brought with him a letter from Brian Webb (413), who seems to have sat right down and wrote it without any loss of time. Due to its length the Editor cannot find space to reproduce the letter in this edition of the Journal. Mr. Thumwood said that no doubt he may have been a little harsh in his criticisms, but still thinks that there was some justification for what he said. He points out that at the following meeting at Reading, after his letter had been published, and also after the cartoon on the subject by Frank Howlett, there was hardly a car pulled onto the centre green all night.

In Les Eaton's article in last month's Journal, he wound up by describing his duties as the resident tea maker. Well, this is not quite all that Mr. Stock Car does, and you may be interested to know a little of what takes up his time in a typical working week. After his many and various duties on Thursday week at Aldershot for the meeting there, he drove through the night to Yarmouth where he supervised the arrangements for the weekly meeting on the Friday. Leaving Yarmouth after midnight, he made his way to Ipswich, and finalised the preparations for the North v South team event on the Sunday. After the meeting, he again took the road to his home in Alton, Hampshire, and on the following day, flew to Holland to conclude arrangements for bringing over the Continental qualifiers for the World Championship. Arriving back in England on Thursday in time to carry out his duties at Aldershot again. During the holiday week-end he was present at all meetings, that is Yarmouth on Friday, Aldershot again on Saturday, Eastbourne on Sunday, Ipswich on Monday afternoon and at Wimbledon for the Scotland v England International on Monday night. Some going!

Supporters who also like to visit the road racing circuits around the country, may be interested to hear that Messrs. Chater & Scott Ltd. who have bookstalls at all the major circuits under the title of 'The Bookman', are now taking supplies of the Stock Car Journal. This company specialise in the distribution of all books and periodicals on every aspect of motor sport and motoring. They have in stock a book which could well be of value and interest to every stock driver and mechanic. It is 'The Ford Ten Competition Engine' by Philip H. Smith. The author describes in easy to follow stages all the work that can be done on the 'Ten', and also the more recent 100E, both within the limits of the 1172 formula. This includes all modifications and refinements of tuning; proprietary fitments and accessories for power. Copies can be obtained from Chater & Scott Ltd., 524 High Road, Chiswick, London, W.4. Price 18/6 plus 1/6 for postage and packing.



HAVE PEN !!!!!

Les Eton Will write !!

No! No! No! Dave Gay, don't take my pen away (see Letters to the Editor). Every month I really look forward to these little pen get-togethers with the lads and gals.

Seems I was in the 'dog-house' last month for my 'Meet Spedworth' article. Yet I thought most supporters would be very interested in who was in the background and how they got their Newsletters, etc. With all entertainments there must be backroom boys who never get any glory, yet in many cases they are more important individuals than the artistes themselves. Please don't run away with the idea that the drivers are the beginning and end of stock car racing, because they are not. They are the stars, I grant you, and stock car racing would not exist without them. Equally, it would not exist without the backroom boys. One letter states that Aldershot and its staff only minutely contribute to the sport. My! How wrong you are, Miss Saunders. My staff and I live, sleep and eat stock car racing twenty-four hours a day. I have just left Aldershot and my staff . . . the time? 3 a.m.! We have been trying to catch up on necessary evils such as drivers' bookings, World Final bookings and programme compilation for the hectic August Bank Holiday week-end. Believe me, what you see on the track is not all that is attached to stock car racing, at least the way we do it at Spedworth!

Formula I 'World' Final

I have this week read the current edition of 'Stock Car Racing News', very kindly sent me by Mr. Peter Arnold, the Editor. As most of you will know, the 'News' reports on stock car raceways not covered by the 'Journal'. It has been my policy to steer clear of any criticism of an opposition promotion, but after reading the 'S.C.R.N.' I feel I cannot allow Peter's leading article to pass without comment. He states that the Continental prospects for the Final looks glum, and their Board of Control are allowing Barry van den Oetelaar to be 'seeded' into the final because he holds a Dutch passport!! A car is also being built by an American Serviceman to drive in the same event - which will be his first time out! Words fail me to express my disgust at these tactics.

Spedworth, by contrast, are at the moment preparing eight cars specially con-

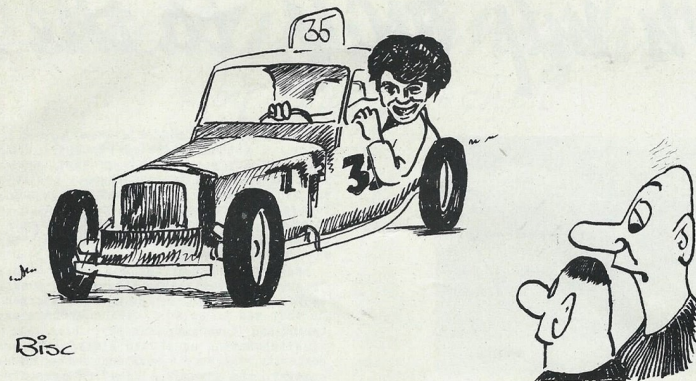
structed to accommodate the International drivers being brought over for the Formula II World Final in September. Two drivers from Holland, two from Germany, two from Belgium, one from Denmark and one from Russia. These drivers will be flown to London on the 14th September and will travel to Ipswich, where they will stay until the 18th. At Ipswich they will have mechanics and practice facilities at their disposal. On the 17th the Press, public and friends will be invited to a 'pit dance' at the stadium to meet the International drivers. I can well imagine what Mr. Jac van Claes will say when he reads that Barry van den Oetelaar is representing Holland at what will be advertised as an International meeting, indeed, a 'World Final'. If these other promoters have to stoop so low to entice the public to their meetings (when Continental drivers are available) it is surely time they gave up the whole business, not retard our sport ten years. I can imagine the embarrassment of British Formula One boys who have been so well received on the Continent!

'Journal' Spreading Its Wings

'Stock Car Journal' is now being sold at all motor racing circuits and will be on sale at the Racing Car Show next year. A great step forward this, for the 'Journal' and the sport. I recently tried to book a stand at the next Racing Car Show but unfortunately all space has already been taken. We understand that subsequent shows will be staged in the Main Hall at Olympia, when we hope to see our own stock car stand there as well.

New Formula

At the past three A.G.M.s I have been greatly opposed to a new formula. This was because of the increasing number of paying customers being attracted and the increasing number of drivers coming in. Why change a winning combination? Now the position has changed somewhat, we are losing good drivers because the limits on motors are outdated. We are unable to compete on the Continent with our present formula. And generally the Press and other racing bodies find little interest in the present E93A engine. Spedworth, therefore, will allow 100E engines to be used as the Formula II power



"..... HE'S BEEN LIKE THAT SINCE HE HAD HIS PICTURE
IN THE WEEKEND...."

F.I.I FEATURED IN 'WEEKEND'

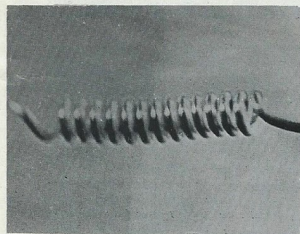
Another boost to stock car racing prestige was a feature in the 'Weekend' magazine in August - yet another sign that at last the National Press are becoming increasingly interested in the sport. Appropriately, young Trevor Carpenter was feted in the article as second in the National Points Chart. Congratulations to Trevor and my apologies for our cartoonist's sense of humour this month. He couldn't resist a crack at Trevor!

unit after September 18th - and these may compete alongside the present formula. It is my hope that the Board of Control at their forthcoming meeting (report in Stop Press if possible) will also allow any type of gearbox, back axle and front axle to be used with the new power unit. If this is passed I am sure the formula is then 'safe' for many years to come and many of the old names in stock car racing will return.

If Dave Gay doesn't hide my pen, I will be writing for you next month my own impression of the greatest race of the year. Till then, bye now.

Les Eaton

What was it?



The August competition was obviously found much easier and resulted in many entries being correct, though the majority chose "springs" of one kind or another as their considered opinion of the photograph. Our two World Final tickets were won by the first correct entry, which was Mr. A. Kunz, of 2 Clockhouse Cottages, Capel, Dorking, Surrey. Congratulations, Mr. Kunz.

The picture depicted a car bulb filament.

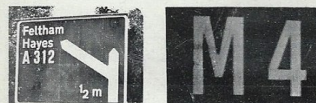
On my way to the



"Ah! you're in good time", cried a cheery voice. I commented that I thought I was late, but Roy Wood and his mechanic were just putting the finishing touches to "it" and we'll be away. Kinky Wood - my chauffeur for my first visit to New Cross Stadium - grinned at me from behind the Stockie already on its trailer, and I took one just to keep my shutter finger fit!

Having parked my car and gathered my "props" - and missed my tea - I was ready to go, and within minutes we had embarked on what was to be an exciting evening of racing and (to me) photography.

With amazing or should I say alarming dexterity, the Wood's equipment was pointed eastward and given the "gun". Signposts were soon slipping by and, inspired by the opportunity to take photographs whilst someone else did the driving, I "took" (photographically speaking) a couple of signposts, and a licence plate which would have you guessing after the third pint, and waiting for a left-hander, I caught a nice shot of the stockie in the driving mirror. A light van then went *ruddian* by - at least it looked Russian to me. For some time we could see in the distance a huge smoke screen, which eventually appeared to be an oil refinery. However, it was all smoke and no flames and my picture is not quite as spectacular as the "Cottenham" fire at Wimbledon recently. We passed some fantastically-shaped buildings and blocks of offices and flats. Apparently the Yanks haven't got them all.



Stadium tonight...

by Eric Setchell

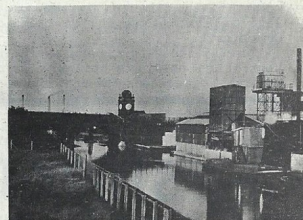
Unexpectedly the engine of our transporter then gave forth that "noise" we hear so often on the track, and after a brief inspection Roy says: "The head gasket's gone." I'm not sure where they go, but there must be a darn great pile of them somewhere! However, "Kinky" did a good job of filling the radiator and within minutes we were away once more, albeit more slowly and a little more noisily. Soon we were chuffing along the Embankment. I hadn't anticipated "taking" boats - not on stock car night, but they weren't to be resisted.

Roy said: "Wilson works over there", so I took a couple of "shots" but I do feel it's been done before.

Eventually, many puffs and bangs later, the awaited sign looms up... "New Cross Stadium". After the parade I tried to take a few pictures of action but it is amazing how it all seemed to happen "behind" me - or was it that I was always looking the wrong way?

During the interval I wandered out to the pits and was surprised to find a canal with barges plying their loads for another pictorial subject.

My old pal "Kinky" was a bit unlucky when he came unstuck after being well placed, but I was pleased to get a snap of him with the chequered flag in the final after a terrific battle.



"News Hawk" continued from Page 5

at Aldershot, for a return! May I suggest that if such a meeting is held, to make it on a Saturday preceding an Eastbourne meeting, then the lads from Anglia could do both stadiums, and earn!! Oh yes, full marks to the North, who were lucky inasmuch that they drew the inside for the second race. Our arch enemy, 'Rain' came to their assistance, as the raceway resembled an over-boiled treacle pudding. Still, no excuses came from the Southern drivers! They just want a return at Aldershot!

Next big date on the Stockies Calendar is the 'Champion of Champions' race to be held at Wimbledon. This is a must, for any of you thrill-seekers, the title is held now by Don Mason, he has never yet lost a title! He just goes on collecting them! Will 1965 see him lose the first of his 6? For the answer watch the forthcoming events column. Every driver on the raceways would like to have the tag of 'The Champion of Champions'!

Tuesday the 24th August, the Board of Control are holding a special meeting at Aldershot to discuss the pros and cons of

bringing in 100 E's in place of the current 93 A's. Will more be discussed regarding the future? I hope so, this sport cannot be allowed to stagnate, yet it must be kept within the pockets of every lad who fancies himself as another Stan Ingle. I read in 'Weekend' that for £50 you can build a Formula II Stocky. Sure you can, but you wouldn't get much success, get nearer the ton, then you are in the tops regarding a go getting, points grabbing stockie. Compared to most sports it's still very cheap, also no matter how you fare on the raceway every driver booked in, gets start money. Thank you, Mr. Editor of 'Weekend' for giving us a shot in the arm, with a very good description article on our sport, complete with photos, we could do with more plugs by the press. Soon we could be recognised as a sport, by the giants of Fleet Street.

To the new World Champion, every good wish, from us all on the terraces. You will certainly need it, next season is going to be even tougher than this one. I will make just one prediction regarding 'the' championship, he will be one of our lads that's for sure, one that is known on the 'Home' raceways.

Now folk enjoy the sport all the more by following us around. All the best, keep smiling and have fun.

Arnold Leroy

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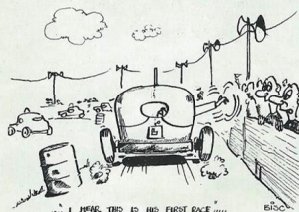
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STOP PRESS The New Formula

(see Les Eaton's Article, page 25)
The 100E engine will definitely be allowed as Formula II power unit after September 18th. 1965. Normal conversions will be allowed as before such as twin carbs, etc. Further information on this first step towards a new Formula will be announced next month.

Continental Fixtures

SEPT. 12th: BRUSSELS, BELGIUM.
OCT. 3rd: BAARLO, HOLLAND.
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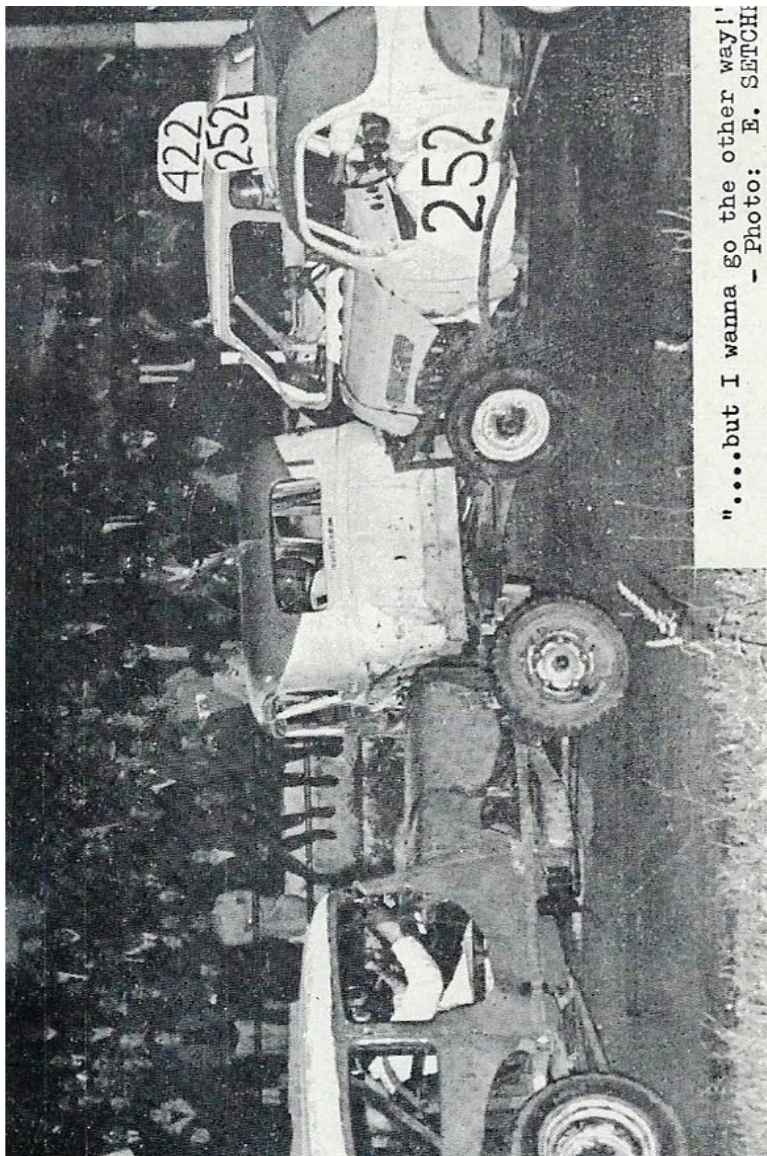
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| 280 | 195 | 337 | 109 | 294 | 75 | 144 | 66 |
| 217 | 193 | 417 | 107 | 441 | 73 | 121 | 61 |
| 364 | 176 | 115 | 102 | 30 | 73 | 55 | 59 |
| 174 | 161 | 127 | 97 | 141 | 72 | 252 | 57 |
| 41 | 145 | 254 | 97 | 269 | 71 | 23 | 56 |
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| 243 | 142 | 474 | 92 | 290 | 68 | 315 | 56 |
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| | | | | | | 299 | 53 |

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| 478 | 49 | 164 | 38 | 198 | 23 | 27 | 17 |
| 216 | 48 | 201 | 37 | 400 | 23 | 54 | 17 |
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| 281 | 45 | 463 | 37 | 411 | 22 | 205 | 16 |
| 43 | 44 | 12 | 36 | 509 | 22 | 293 | 16 |
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| 92 | 43 | 451 | 30 | 146 | 19 | | 18- |

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"....but I wanna go the other way!"
 - Photo: E. SETCHELL



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Photo by E. Setchell, Reading

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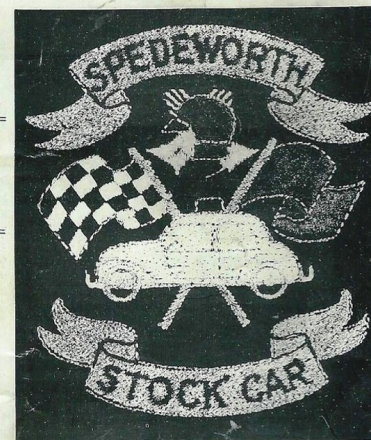
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