

Baldock garageman **WILLIE WANKLYN** (304) becomes airborne as he tangles with fellow Hertfordshire driver **GEORGE ANSELL** (475) — who looks quite surprised! **RON PEARS** (331) comes on the inside — unconcerned.

STOCK CAR RACING NEWS

MONTHLY JOURNAL DEVOTED TO CLOSED-CIRCUIT RACING

2/-



VOL. 4, No. 4

APRIL, 1964

TANYA SMILES

IN THIS ISSUE :

- ★ MARCH MEETING REPORTS
- ★ NEW POINTS SYSTEM
- ★ THE COVENTRY 'WEIGH-IN'
- ★ GRADING PROBLEMS
- ★ SCOTLAND—THE FREE

Pioneer stock car driver **TANYA CROUCH** was a very welcome visitor to the opening meeting at Haringay—scene of many of her triumphs. Tanya—who has a rose named after her—presented the Elster Trophy to final winner **BARRY van den OETELAAR** (386).

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APRIL, 1964

STOCK CAR RACING NEWS

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VOL. 4, No. 4

APRIL, 1964

EDITOR: PETER ARNOLD

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Commentary

WE'LL the 1964 season is now under way; off to a good start over Easter, despite non-favourable weather conditions. Attendances were generally good, if not outstanding. The racing at all tracks seems to have been worthy of the occasion and it seems we are set for another good season—if only the weatherman will be kind.

Three items have been talking points: shortage of Senior drivers and the car-weighting business at Coventry. Both topics are mentioned elsewhere in this issue. The third point was the outstanding presentation of the drivers. Their cars—Senior and Juniors—were a credit to them and the sport, and no words of mine can be too generous in their appraisal. Good show, fellas.

I have given much space in this issue to a matter of principle and procedure at a Hot Rod meeting. As a paper devoted to Stock Car Racing—and any closed circuit racing of a similar nature, we have always tried to help this new sport of Hot Rod racing. Because of the issue raised, and to show the advantages of a rigid set of Rules and strictly enforced Control, we give this matter prominence.

Such an incident—or similar—could happen in S.C.R. but for such control and the essential procedure for dealing with disputes—but it must be taken as a warning.

Have fun stock car viewing—where I'll be talking to you . . .

Peter Arnold

JIMMY EDWARDS' MEMORIAL TROPHY

A NEW SCORING SYSTEM TO GIVE A RACE AVERAGE

THE Jimmy Edwards' Memorial Trophy was originally put up to stock car racing by former driver Norman Benson, a great friend of the late journalist who lost his life acting as starter at the Lydden Hill circuit back in October, 1955. Norman offered the trophy to perpetuate the name of his friend, and left the designation of the event to me, when I was Assistant Editor of "Speedway and Stock Car World".

For that first season, 1956, I chose the National Team Championship — an event I know Jimmy Edwards supported, and which I personally felt would help to eventually create further national press interest for our sport. Unfortunately the scheme failed, and the trophy, awarded to the champions, Staines 'Bulls', was, in 1957 put up for the National Points Championship — a scheme I instituted through the 'Speedway and Stock Car World' at the beginning of 1956 and for which a London business man offered sponsorship to the tune of a trophy and £25. This was won by Johnny Brise.

Since 1957 the Jimmy Edwards' Memorial Trophy has been awarded to the man who tops the National Points table, and, apart from a revision of the points basis in 1959, has remained unchanged in its concept since 1957. But with the changing tempo of the sport, and the introduction of grading together with the increased 'travelling circus' of drivers, I feel that it is time for a change again.

The champion has always been a driver who travels and competes as often as he can, and, because he gains most points, he has been declared the champion. But there has always been a feeling that this system is slightly unfair on the driver who does not and cannot travel so far; thus a purely local driver with a track only operating once a month has little chance of appearing in the chart. Likewise, the local driver who competes at weekly staged meetings has an advantage over those who only manage say two meetings a month.

This was true in the old weekly Staines days; it was apparent last

year in the weekly Plymouth meetings — local drivers who seldom were seen elsewhere, featured in the top ten. And, let's face it, local opposition at such weekly meetings is never as strong as at the more competitive, less frequent more important classic meetings. Yet it could always be argued that a driver who gained a mammoth total of points because he travelled and kept the sport going and created interest was deserving of the title. It would equally be unfair for a driver who competes at only one or even two tracks, to become the National Points champion. At the best he only deserves to be the local champion.

What has been needed, it was felt, is a system whereby the best of the two worlds are combined. To do this I feel I have devised a system which will not only provide us with the highest points scorer as before, but will also give us the men who are most consistent. Let me explain.

It may well be that at the end of the season one driver notches up 300 points and finished third in the table, having competed in 60 races at say 40 meetings. Yet another driver could notch say 200 points and be placed tenth in the list — yet be a better driver, because he collect his points in only 30 races at 20 meetings. By the new system the points would remain the same, but the new figure would be shown, giving the latter driver a better average.

Driver A	60 races (40 meetings)	300 pts.	Average per race 5
Driver B	30 races (20 meetings)	200 pts.	Average per race 6.6

This proves that driver B is more consistent per outing than driver A. This system would make grading more accurately possible,

and provide a yardstick, which as mentioned elsewhere, has never really been possible previously. I have always steadfastly maintained that the positions in the existing National Points table were not true indications of a drivers' ability because of the above mentioned inconsistencies. But, if all races entered are tallied, together with all points, and an average is struck then a true assessment of a drivers potential is possible.

The new system will take more working to maintain, and relies for its accuracy on the programmes sent in by the promoter. They must list every starter, and non-starter, together with the placings, of course.

A new system of points has also been devised to enable an optimum to be established. The best a driver can do at any meeting, competing in normal heat and final is to win both. This gives him maximum points and obviously a maximum average. To bring this to round figures, and thus also to be worked out as percentage as well, I have increased the heat win points value to 7 and the final win points value to 13, making a total of 20. Divide this by the number of races (2) and the result is: 10 — maximum.

As previously, drivers points will be scored from the heat placing that takes them to the final, or the equivalent consolation event that does likewise, and the final placing will also be added. Should a driver not score in his heat and appear in the consolation and then in the final, he has thus competed in three races and his final meeting total is divisible by three to find his average. Likewise, if a driver

qualifies for points in the heat and also comes out in the consolation, as some do when invited (see separate story) the points scored in

JIMMY EDWARDS' MEMORIAL TROPHY

ALAN WARDROPPER TOP — ON POINTS

Nev Hughes has best race average

TO show how your favourite driver has started the season, the points table and race average tally is listed below after the first seven Easter meetings have been held. The new race average arrangement shows that whilst Alan Wardropper and Aubrey Leighton—who started out in front this time last year—have most points, the driver who has the best points average per race computed in is Nottingham star Nev Hughes. Likewise, Tony Wicks moves up two places when the race average is considered. It is too early yet to make any predictions, but it would seem that again, with few exceptions, the acknowledged top men are the same as last year. There are seven non-Star rankers.

Driver	No. Grade	No. Races	No. Mts.	No. Hts.	No. Cons.	Points Final	Total	Race Avg.
1 Alan Wardropper (245)	★	6	3	19	0	26	45	7.5
2 Aubrey Leighton (42)	★	6	3	19	0	20	39	6.5
3 Nev Hughes (69)	★	4	2	12	0	23	35	8.75
4 Ted Pankhurst (104)	★	6	3	18	0	10	28	4.66
5 Trevor Frost (68)	★	6	3	14	0	13	27	4.5
6 Tony Wicks (93)	B	5	3	11	0	16	27	5.4
7 Barry v. d. Oetelaar (386)	A	5	3	7	0	19	26	5.2
8 Rod Dore (35)	★	7	3	9	5	10	24	3.42
9 Fred Mitchell (38)	★	6	3	11	0	12	23	3.83
10 Barry Hebborn (282)	A	6	2	4	2	13	19	3.16
11 Ellis Ford (3)	★	4	2	12	0	6	18	4.5
12 John Pratt (494)	B	8	3	4	4	10	18	2.25
13 Terry Coell (133)	★	4	2	5	0	12	17	4.25
14 Ray Watkins (362)	A	4	2	11	0	6	17	4.25
15 Ken Freeman (61)	★	4	2	6	0	10	16	4.00
16 Ron Rogers (152)	★	4	2	7	0	8	15	3.75
17 Doug Wardropper (5)	★	7	3	0	3	10	13	1.85
18 Chick Woodroffe (1)	★	6	3	6	0	6	12	2.00
19 George Ansell (475)	A	6	3	4	0	8	12	2.00
20 Terry Haywood (154)	A	5	2	0	3	8	11	2.2

Points Allocation: Heats: 7—1st; 5—2nd; 4—3rd; 3—4th; 2—5th; 1—6th
Consolation: 5—1st; 4—2nd; 3—3rd; 2—4th; 1—5th; 1—6th
Final: 13—1st; 10—2nd; 8—3rd; 6—4th; 4—5th; 2—6th

Note: Minimum number of races for inclusion in above table — 4.

the consolation will not be counted, nor will the fact that he has driven — so in other words, he will be competing in that race only for the money and not for points in this competition. No Helter Skelter type events held after the final and from which the final winner is debarr'd, will be counted. This follows the pattern set in previous years. To be fair, everyone must have the same chances, and whilst this may be so in the heats, consolation and final, it is not so in the after-the-final events.

The new scale of points awarded

is also extended to take in the first six placings, as it now seems common practice that the first six from the heats go forward to the final, and thus all qualifiers are entitled to points.

The heat points will be 7, 5, 4, 3, 2, 1; the consolation points will be 5, 4, 3, 2, 1, 1; and the final will be 13, 10, 8, 6, 4, 2. Thus it is again an advantage for all drivers to qualify for the final at the first outing, for, apart from the lower point scale, the number of races figure which is to be divided

DIARY DATES

THIS MONTH..

FRIDAY, 3rd	
Walthamstow (M)	7.4
SATURDAY, 4th	
Coventry (S)	7.3
SATURDAY, 11th	
Long Eaton (S)	7.3
Swindon (M)	7.4
SUNDAY, 12th	
Cadwell Park (S)	2.3
SATURDAY, 18th	
Harrigay (M)	7.4
SUNDAY, 19th	
Brafield (M)	3.0
SATURDAY, 25th	
Belle Vue (S)	7.0
Long Eaton (S)	7.3
West Ham (S)	7.4

★ ★ ★ NEXT MONTH.

FRIDAY, 1st	
Plymouth (J)	8.0
Walthamstow (M)	7.4
SATURDAY, 2nd	
Coventry (S)	7.3
SUNDAY, 3rd	
Brafield (M)	3.0
SATURDAY, 9th	
Harrigay (S)	7.4
Long Eaton (S)	7.3
FRIDAY, 8th	
Plymouth (J)	8.0

into the points total is increased thus lowering the average.

So during the season we will be able to see not only who has scored the most points but who is the most consistent driver, and whilst I don't envisage the new system will have much effect upon the likes of the top ten who usually qualify for the final first time out, it will make a difference on the 'B' and 'A' grade men who often have two bites of the cherry.

I feel it will add interest to spectating.

WITH DOUG IN S.A.

DELAYED ON WAY HOME AND SEES SOCCER MATCH

AS you all now know, World Champion Doug Wardropper is back in this country again after his recently successful trip to the Republic of South Africa. But he didn't arrive as scheduled at 3 p.m. on Wednesday, March 19th. He came a day late—and caused his pal, Chick Woodroffe a lot of headache! Chick had arranged to go to Gatwick to meet the champion, and waited for quite some time at reception before being told that the plane was going to be late having struck trouble after take-off.

In actual fact the plane landed at Lisbon and the occupants spent the night in the exciting war-time espionage city. And Doug and his travelling companion, speedway rider Howdy Byford, wasted little time getting organised. Despite the fact that tickets were from £5 each, and despite the fact that the stadium was fully booked anyway, they managed to get stand seats for the soccer match between the Sporting Club and Manchester United. This was the match in which the Lancashire side went to pieces and lost 5-0.

The boys then went on a tour of the city, seeing a few of the night spots and generally doing a lot of rubber-necking. They eventually arrived at Gatwick the next day — and Chick was there to meet them, having gone home and rushed out again the following afternoon.

We left the Wardropper South Africa story when Doug was about to compete in the World Championship labelled Match Race championship. He watched the eliminators — Doug was second to the final as champion. His rival was Speedy Kamelos, who, strangely enough, is also Pretoria's number 5 driver. So the best of three — three lap events was between two cars numbered five!

Doug wasted no time in establishing a lead in each of the first two clashes, recording a time of 4 seconds for the three laps — three seconds outside his own previous set record. The track was very wet — so wet in fact that

during the interval of the meeting spectators were invited to drive their cars around the circuit in an effort to dry it out before the major event of the night. The track became crowded with 'amateurs', and two cars actually collided when one stopped rather suddenly on a corner!

NO PICNIC

But Doug's major achievement of the night, and perhaps of his whole trip was his performance in the notorious 'Butcher's Picnic' which rounded off the meeting — and his trip. This is the event in which drivers try to annihilate each other in a general free for all. There were side stakes on foot.

He was the first person to roll Frank Grobbelaar and for others if they rolled Piet de Klerk the 'terrible teenager' and his monster 3-tonner. It was felt that Doug was sticking his neck out if he took

his lightly armoured car in the event, and was warned not to — but he took a chance. Joining the grid at the back of the pack, I quickly worked his way through side stepping any attempts to spin or roll him. He pressed on to the front and continued to keep out of trouble to win this event on a round off a wonderfully successful tour that earned from co-promoters John Bunton and Butch Mather congratulations and an invitation to visit them again at the end of our racing season.

A sidelight on the previous staged World Final event was that a new system of tape recording was instituted. The commentator and the lap scoring being recorded so that a play-back check could be made in case of any disputes. Seems that in Johannesburg Johnny King had protested against the announced result of the Hot Rod championship — which he was eventually accorded as having won.

Like Johnny King before him, Doug was overwhelmed by the hospitality he received, and the calm, easy, leisurely pace of living which, together with the comparatively short working hours and

(continued on page 7)



A look into the past? Not really—but a picture of the FRIKKIE de BEER car left on the Pretoria infield after a hectic 'Butcher's Picnic' event.

B.S.C.D.A. reply to Scotland

CLOSE on the dead-line for this current issue, and after all other copy had been set and printed, we received a letter from the recently appointed British Stock Car Drivers' Association Press Officer, Rod Dore. This was the answer to the Scottish Stock Car Drivers' Association secretary's letter printed in our last issue. In order that this BSCDA letter could be known to all, and to answer the further comments which we had already made and which was printed on page 19, we left out some other incidental story to make room for this Official comment from the BSCDA. This is reproduced in full, and without comment.

Dear Peter,

Having read 'Tiger' Thomson's letter in last month's issue of Stock Car Racing News giving the Scottish drivers view-point on the breakaway from the BSCDA, I feel I must reply to this on behalf of the BSCDA Committee, some of whom have spent a lot of time and money in the effort to keep Scotland in the Association.

Three Committee men, Chick Woodroffe, Johnny Piper and Tom Lloyd attended a meeting with the Scottish drivers on January 26 in Glasgow to put the proposition that if our Association could ne-

gotiate the agreed prize and start money schedule with the promoter, Mr. Hoskins, then the majority of Scottish drivers would join the BSCDA. By a vote taken, this was agreed.

Mr. Hoskins agreed to the full schedule being paid at a later meeting in London, but in the meantime the leaders of the 'rebel' group in Glasgow had seemingly convinced the Scottish drivers that it would be in their best interest to break away. This seems a great pity, as much of the hard work has been done. Subscriptions in Scotland were left at the old rate, as it

was realised that few White City drivers drove South of the border.

Not only is it against the Scottish drivers interests to form their own Association, but the driver must suffer financially, as the promotion if it does not become licensed, will only pay prize money to the value of £200—it is easy to see that this will be won by the top six or seven drivers, making it impossible for the lower grade drivers to keep going because there will be no 'appearance' money.

The fact is that the Scottish breakaway movement, by racing under schedule, are undermining the good work of the BSCDA, who have fought hard and long to get the present standard of payment enforced. I would also point out that the BSCDA does not expect to gain financially from the Scottish drivers becoming fully paid-up members. Past experience has shown us that the cost of running the Scottish contingent does not cover itself. This does not alter the view of our Committee, which believes that this is the British Stock Car Drivers Association and is in existence to further the sport and not to encourage affiliation and other outside branches of stock car racing.

Yours sincerely,

ROD DORE

Press Officer BSCDA

75, Grants Close,
Mill Hill,
London, N.W.7.

WALTHAMSTOW STADIUM

Another

★ ALL-STAR ★

MEETING

Formula I and Formula II

W. LARKIN
TROPHY

on the

NEW TARMAK SURFACE

Its faster—more exciting

FRIDAY, MAY 1st at 7.45 p.m.

STARTING at their next meeting on Friday, May 1st, the new Plymouth promotion, with Bil Frost at the helm, are instituting an all-season competition for a perpetual trophy, the winner to receive a replica and a prize of £100. This should help to maintain regular attendance from all the local men who will naturally be anxious to add that award and accolade.

The race will be held after the meeting final and points will be awarded for finishing order.

BRIAN ELEY thinks out loud about...

THE GRADINGS

DO we all really know where we are with the gradings? I think not. Programme 'Y' lists Joe Bloggs as a Star grade driver, whilst programme 'Z' puts him among the 'A' grade men. Cast your eyes over Joe Bloggs's car and it has a red roof; or has it? Stand above it and you will find that where the sunshine roof might have been there is a blue square. This was Joe's acknowledgement of the last Board of Control grading list. So who can blame the poor promoter if the driver's name appears in the wrong grade?

Under the present system the board of Control issue a grading list at the start of the season and subsequently revises it, dependent upon the results of previous meetings. All of which leaves a lot of people in the dark, and this is a sad thing. Couldn't the whole thing be put on a football league basis with top and bottom groups of each grade being up or down graded on given dates, points being scored as in the National Points table.

I would suggest that the first three 'C' graders and the first two 'B' grades be promoted, whilst the last three 'B' grade and the last two 'A' grade and Star grades be demoted. As to the dates when the changes should take place: I think the last days of May, August and October would be ideal.

Surely this system would be much more ideal, cutting out those times when a driver wins a final by luck, knowing full well that he is not likely to do so again, but is being penalised by up-grading for doing so. Also we would know where we are with drivers, mechanics, promoters and fans knowing how, when and where a driver aimed his new grading.

EDITOR COMMENTS: As the person originally responsible for the introduction of grading to stock car racing back in 1959 and, with the exception of a period between June, 1962 and September 1963, responsible for the changes and segregation, I feel I am well able to comment on Brian's ideas.

With regard to the roof colours

I fully agree with Brian that there are drivers who have, in the past, made their grade difficult to perceive, simply because they try to camouflage their roof by using two grade colours in their overall colour-scheme. Thus when they move up or down they claim that their roof is correctly coloured. The new, revised 1964 Regulations now state that the roof colour denoting the official grade shall extend down to the waist line of the car. And this point is to be enforced by the Scrutineers and Stewards at meetings. Offenders are liable to be put out of races — or at the back of the grid — or fined. This should answer Brian's remarks on this point — although he may have been basing his observations on cars that he saw at meetings over the Easter holidays. If he was, then there are still some offenders about that need calling to order.

On Brian's idea of football league promotion and demotion, I feel it is essential to comment that there are not yet any specific number of drivers in any given grade — except the Star ranking, which is restricted to 15, for obvious reasons. Thus it would not be possible to car-mark say three and move three up and bring three down. The object of the exercise right from the start was to give the newcomers a genuine chance to learn by being put at the front of the grid, and to handicap the more experienced performers by putting them at the back. Thus after a time a 'C' grade driver is moved up into the 'B' grade not always so much on his ability as

a driver but by the experience and confidence he should and must have gained by competing in a number of meetings. There are no set figures for this — and this judgement is based as much on observation and knowledge of the game and its competitors as by specific principles. It is not intended that any driver, having once moved up into 'B' grade, is ever demoted to 'C' grade again. This class is really and truly only for first-year beginners and raw, inexperienced novices still learning what it is all about.

Promotion and demotion in the other three grades has always been based on a driver's performances and heat, consolation and final places gained, tempered by on-the-spot observations as to his actual ability. In other words it is not always sufficient to say that such a driver won a race(s); one has to ask — and who was behind him? This is as important as looking at and working from cold, hard, figures — which can be made to prove anything, depending on how you want to angle it. So broadly speaking, gradings have been worked on a driver's natural ability, allied to his experience, success — and the type of car he may be driving. And the number of tracks on which he competes is also assessed — for a driver who races at only one track can be a good man there — but if he makes a rare appearance elsewhere, he might be all at sea. There is a lot to consider when deciding gradings — and I maintain that it can not be based purely on the points gained in the National Points table type of calculation. This, in the past, has always counted all the meetings attended and has never made any concessions to the driver who does not travel. A national Points table should be won by a driver who travels and competes at many

• DOUG

continued from page 4

excellent living conditions, makes it a place worth considering if one has thoughts about emigration.

Doug brought back many colour transparencies and cine films on his visit to the Republic, including some of Johnny King and the family, with whom he spent much time in the early stages of his tour. Johnny having met him on arrival at the airport. Through Doug, Johnny sends good wishes to all his old friends and rivals back here for the coming season.

Doug, with Howdy as guide — he's been previously on three speedway tours — saw the famous Kruger Park where wild animals abound in free-captivity. He met many emigrants from this country including many speedway riders he knew from the old Ipswich days post-war; and he made many new friends. "We had to turn down many of the invitations we received" he told us.



Beauty and the "Beasts". The Pretoria Stock Car Beauty Queen congratulates World Champion DOUG WARDROP (5) after he had beaten 'SPEEDY' KEMOLOS — also No. 5, in the Match Race Championship. Speedy is second from the right. Note the young enthusiasts.

• GRADINGS (cont.)

tracks and helps to keep the sport alive everywhere.

The structure of the sport, with some drivers in the 'travelling circus', and others relying on local fortnightly or monthly meetings, makes it difficult for a hard and fast yardstick to be applied. There has to be some give and take — and as such there are bound to be a few slip-ups and a few complaints. There have been a few this past month — yet surprisingly enough, most of the complaints have not been because a driver feels that he shouldn't have been up-graded, but that he feels he should and hasn't! There are bound to be some who feel that others have as much experience as them and should be promoted — but, taking it by and large and remembering the number of drivers involved — some 400 Senior and 250 Juniors — the percentage of disagreements over the past five years has been very small.

There are always problems facing anyone who tries to grade anything or anyone. It happens in

others sports, but, and this is the point, someone has to do it, and the swing of the pendulum will eventually sort out the odd 'mistakes'. The grading is to my way of thinking, best done by someone who has no axe to grind and is not actively concerned in the sport he is grading. Sometimes a panel of experts make the re-gradings (in other sports, I mean), often it is left to one person — providing someone can be found who is prepared to stick their neck out and make decisive allocations without fear or favour. As one who sees as many, if not more, stock car meetings than most, and is in a position to assess the ability of each and every driver without favouritism, I have always felt the present system works quite well — give or take the odd 'dissatisfactions' which you will always get, whoever & however the grading is done.

The grading will be revised monthly during the current season and the official Board of Control lists published in our columns as they are approved.

The call of the sun has made a hit with Doug — and he hopes to go back again at the end of this season. And to all his friends in S.A. he sends via this magazine all good wishes and many, many thanks for a wonderful time.

★ ★ ★

IT'S a long time since we have seen a traditional stock car on the track in the Senior section. The last, I believe, was the Pet Tucker (85) car of two seasons ago. The latest version was in action over Easter at West Ham and Harringay and driven by North London newcomer TED VINCELLE (284). It is 'stock' in all respects and retains the original side valve V8 engine.

Whilst 'not with it' for speed by comparison with the present day speedy old units, the car is an ideal 'learner' vehicle for new boys Ted — and offers us an opportunity to take on backwards look at our sport as it began 11 years ago.

PETER ARNOLD looks at...

THE ELEVENTH OPENING

THE second decade of stock car racing in this country got under way with the traditional opening at Le don's West Ham stadium on Good Friday, and over the holiday week-end there were seven meetings the others at Plymouth, Harringay, Long Eaton, Ringwood, Brafield and Belle Vue. I saw three of them and from reports received from the other four the major problem seems to be the old one — shortage of drivers. And all meetings recorded good attendances, proving that the support is still there. But did they see help to maintain or increase their interest to come again?

At West Ham a total of 49 Senior cars competed in the programme, which had to be revised to make it two full scale, normal heats, and two consolation-type events in order to build up to an intended 24 car final. At Harringay 42 Senior cars competed, but the promoters saved the situation by booking in Formula II Juniors—27 of them. And they helped to make the meeting a great success with their incident packed excursions.

At the normal mixed meetings of Ringwood and Brafield the little 'uns predominated. There were 32 of the smaller cars at Matchams Park, and only 10 Seniors. At Long Eaton 52 Senior cars were booked in — 36 competed. Things were better at Belle Vue where 53 helped to almost meet the original schedule.

At the start of the season it has become almost traditional that many cars are not ready for the first meeting. But their absence from the line-up does not — whatever the reason — help the promoter, who presumably has done all he can in booking in his required quota. Yet at some circuits this could not be assured and so more of the Formula II cars were introduced to keep the show rolling. But, and this is the important point, the paying public — many perhaps seeing the sport for the first time at these Easter opening ventures — notice the omissions. And so often it shows in the racing. These, of all the meetings we stage during the year, are the ones that should be at full-strength in all departments.

We have been up against this problem of driver shortage for a number of years now. The successful, top of the mill, travelling drivers are still with us. Few of them did not turn out as committed. But many of the others — lesser lights, but nevertheless important performers — didn't arrive. Maybe Graham Guthrie of Brafield has part of the answer when he states in his programme notes that

the shedding of 4 cwt of weight may not seem much to those who can afford to build a new car every year and have plenty of facilities to do so, but the lower-grade 'beginners' are faced with a more serious task. They hope to get at least two years 'wear' out of their car with only slight running welding repairs, but the new weight limit, implemented to satisfy the whims of the hot-rod types is taking a diabolical liberty in expecting everyone to rebuild their car! Graham comments that the lighter cars are now very near the safety limit. He has a couple of points there — the first one might well be the reason for our shortage of competitors at the start of this eleventh season.

In fairness, it seems that all meetings did provide their quota of thrills and incidents, though where the little 'uns were in the programme, it was they that started. Yet we are led to believe that these cars are not popular, and have, in most cases, only been used by the promoters as a 'face-saver.' They may not be so fast, but they do provide the incidents. The bigger cars, on the other hand still retain that magic 'ultimate' and some of the dices I saw were of the highest race-order.

IMMACULATE

May I also pay tribute here to every driver of every car I saw at my three meetings, and also take in those witnessed by our correspondents elsewhere, and give them FULL MARKS for the immaculate appearance. Without excep-

tion it seemed that every car I seen re-painted, if not completely then over any scratches and dirt. They looked a picture under arc lights, and the neatness them all — Formula II included, is a credit to them and sport.

What else do I feel worthy mention? What about the start I feel that the Formula II drivers need a lecture over their approach to the starting flag. They ways seem to be completely out of control and racing actually begins as they approach the third or fourth bend, and by the time the first has actually crossed the starting line, the pack is already broken up and backmarker grinders are through into leader positions. This is 'cheating' whatever way you look at it. Call 'gamesmanship' if you wish, I its taking an unfair advantage the less experienced at the front — and many of the worst offenders are those who also drive Seniors. Yet it also seems that the starters are not doing their job by reminding the front grinders to keep together and to maintain a steady and consistent pace until the flag has dropped. Many of the front men are racing away and the others naturally follow suit. But it needs checking before someone gets hurt — for it seemingly impossible to control cars and drivers who are intent going mad before the race I started. And it seems they always assume that the race WILL start on that first rolling lap. It could well be that there are reasons why the whole pack will have to round again — it might be someone stopped and out of his car but the drivers intent on getting away fast would not see any flag shown at this stage. And lat might be too late. So let's have

some control over all the starts — and let's have a reasonable pace.

TO RULES

Another problem which can cause much dissatisfaction, as it has in the past, is when promoters do not adhere to the printed regulations. I refer to the inclusion in some consolation and finals of men who should not rightly be there. If the programme and regulations say that the first six from a heat go into the final, then there should be no excuse for any of these six subsequently appearing in the consolation event. It has happened at two meetings already — and the men concerned gained further prize money — apart from obviously reducing the number of scheduled qualifiers for the final.

The other point is allowing non-qualifiers to compete in the final. This can, and has in the past, led to serious discontent... especially if one of those drivers actually wins the final, the trophy and the bumper prize money.

I fully appreciate that the Clerk of the Course and the promoter (often the same person) reserve the right to augment the final line-up in special circumstances — and this usually means when a final is short of cars. But to include non-qualifiers is asking for trouble — especially if they happen to be lower grade men who start at the front and could, because of incidents behind them, pull off a win. I would suggest that if any non-qualifiers of any grade are invited to line-up in the final, they should then start at the back of the grid and behind the men who have a right to be in the major event of the meeting by virtue of their positions in the qualifying heats.

I understand that such a situation arose at the Hot Rod meeting at Hednesford on Easter Monday, when a non-qualifier was invited to compete; placed at the front of the grid because, as per printed Regulations, he had not scored any qualifying points and was thus the lowest point scorer — he then went on to win the £50 first

prize final. Objections after the race from other rightful qualifiers resulted in the official finishing order being 'revised' — and the actual winner was placed 11th. This is obviously not satisfactory — for it was no fault of the driver. He had done as he was asked in competing and starting where he did. It was the officials' interpretation of the Rules that was wrong — but it was the driver who eventually suffered to the tune of £50. We don't want that kind of thing happening in stock car racing. It is best to beat the problem before it materialises, by sticking to the printed and established race qualification regulations.

INDICATOR

What of the stadiums? Harringay has instituted a lap indicator board which shows the number of laps completed and the first three placemen. This information being picked up from the actual commentary based on the official lap charts. After a few initial teething operational troubles, I gather it worked quite satisfactorily.

The Plymouth circuit has been extensively improved, and long distance competitor Freddie Funnell was full of praise for the obvious efforts the local Supporters had made in effecting a clean-up at Pennycross.

The West Ham track surface, being prepared for the speedway revival this month, was looser than usual, and began to cut up after the first three races. The same applies to Long Eaton, which had also been resurfaced.

What of the programme covers? Its 'as you were' at West Ham, Belle Vue and Ringwood — where the original '1954' picture still holds pride of place. West Ham and Belle Vue have last year's line drawings and both show cars that are obviously of 1954 vintage stock car, and bear no resemblance to the modern fabricated specials.

Brafield have introduced a new frontispiece — a sketchy cartoon of Aubrey Leighton's 42 and the

starter showing the chequered flag. The printing is now the neat, clear-cut litho process, and is easy to read — though I'd obviously disagree with comments made by G. G. on long-serving commentators!

The Harringay programme now sports a tracing taken from a photo of the Ted Pankhurst car atop another which has rolled over. This actually happened last year. But the impression doesn't really convey the true characteristics of our present day stock car racing. The new Plymouth programme was, I thought, a credit. Full of information and with a new lay-out — plenty of adverts, it creates the 'new look' they are trying to put over. Long Eaton have changed their cover, and feature a picture on the front. This can be attractive if the right action pictures come along. The inside comments, written by SCRN's man on the spot, are, as would be expected, up to the minute and informative.

For actual information, it is hard to beat the word-packed Harringay, West Ham and Belle Vue programmes. I'm sure this is what the public want from a programme though pictures, if good, are equally acceptable.

The meeting order retained the old traditional heats, consolation and final, though Brafield did stage 'C' grade only events for both sections. Big prize money of the weekend was won by Nev Hughes at Belle Vue when he scooped the £100 prize put up by Messrs W. D. & H. O. Wills, makers of Embassy cigarettes.

All in all, not a bad start to the season. Crowds good; racing good; presentations good; the one problem remaining is how to ensure that promoters can expect their full quota of drivers at every meeting. And, to our way of thinking, the answer to this lies in a new look style of programme make-up, using drivers more often in each meeting, and ensuring more races for the beginner driver of both sections anxious to see if he can make a go off.

BEING completely overwhelmed by the many letters, cards and words of congratulation, FRIDA and I would like to take this opportunity of saying "Thank you" to all our numerous friends who inundated us in a crowded season-opening session. We are keeping them all to show PAUL what a stir his arrival caused!

I'd like also to mention the special, beautifully executed 'Stock Pram' model (red roof—of course!) complete with driver, bumpers and roll bars, that was presented to us at West Ham by that ace modeller, Peter Hunter.

To all friends, known and unknown, again, our very sincere thanks for your kind interest.

"I Don't mind being turned over on the track during a race, but I object strongly to having my stock car rolled over on the road — when I'm not even in it!" Such were the comments of KEN FREEMAN (61) when he told me of the mishap in the pits at Ringwood.

Seems that on the way back home to Sunbury-on-Thames from the Harringay meeting on Easter Saturday, Ken's Austin Sheerline — no lightweight under 26 cwt vehicle this — with the stock car on the trailer, was hit at great speed by a Triumph 'Spitfire' sports car as it motored along the Great West Road near the Chiswick flyover. The sports car came out of a side joining road, hit the trailer, rolled it over and then hit the side of the Sheerline, before spinning four times down the road and coming to a halt.

Ken's Sheerline suffered great damage and was a 'write-off' according to Ken, who affirmed that this is not the easiest of road cars to damage. The trailer attachment was broken, the trailer itself damaged and the stock car also slightly damaged.

The sports car driver — who must still be thanking his lucky stars — climbed out of his Triumph unhurt except for a couple of bruises and shock. Ken missed his Easter Monday meeting, though he travelled down to watch after his old-mate. 'JOCK' LLOYD (131) had helped him collect the bits earlier that morning.

ONE of the unluckiest drivers at the start of the season must surely be Birmingham based ELLIS FORD (3). Everything on car No. 3 was ready; all the tools and wheels were loaded on the transporter and the car itself was winched into position and the crew climbed aboard intent on setting off from West Ham. But they never made the 100 mile trip . . . the transporter gave trouble. No one could get it into gear! A jammed clutch was finally diagnosed, but it was two hours before this was cured . . . much too late to go to West Ham.

Looking ahead to the 1964 winter months already are the active, go-ahead group of committee men of the Long Eaton Supporters' Club. They are planning their first social and have decided upon a new venue — the Pavilion Hotel Station Road, Long Eaton. Situated as it is at the back of the stadium, it is felt that it is an ideal spot with plenty of car parking facilities to hand and should present no problem in location for long-distance visitors. Mine host of the Pavilion, late of Bristol, has offered every service, even to opening his party room for rainied-off meetings during the current season! This would provide drivers, mechanics and fans an ideal place for a noggin and a natter when racing is not possible. A hastily organised film show could easily be arranged.



The Much heralded ALBERT GRIFFIN (178) car made its debut at the Long Eaton meeting on Easter Saturday, and although not achieving outstanding results, Albert proved that once he gets used to the handling of this new device, he should then again be a great thrill provider.

The chassis of the car is basically an Austin 3 tonner, left in its open 'U' section, no boxing, being done, only plating at the necessary joints. Both axles are of Morris Commercial origin mounting Trojan wheels all round, the rear axle of course being locked. Rear suspension is similar to that on the Ellis Ford car, but is elaborated by the use of an anti-sway, anti-roll control.

Driving through a Bedford 5 ton gearbox, Albert estimates his top speed is about 95 m.p.h. and has built the car specially for the Belle Vue and Hednesford Hills circuits. Power is once again derived from that fantastic 64 litre Chevrolet 'Impala' engine, re-tuned complete with new equipment flown in specially from the United States. In its present form the engine will deliver around 385 b.h.p.

Turning the scales at a dry weight of 25½ cwt., the car, completed by a composite body with a fabricated bonnet, looks very smart in its grey, yellow and blue colours. Approached after the meeting in the pits by SCRNS's man on the spot, Albert gave his comments and impressions after his first outing. "The lightness of the car, coupled with the immense power of the engine . . . it's like sitting on a keg of dynamite!"

Last Minute panic seemed to be the order of the day in the North as zero hour for the opening at Belle Vue drew nearer. Many cars, it seems, were not ready and quite a few were still completed on the morning of the day of the meeting on Easter Monday!

One such car was the beautifully prepared Mark VII Jaguar engine Mini of FRED WALKER (48) of Ashton-under-Lyne. This was finally finished at 4.30 p.m. — and the meeting started at 7 p.m. Finished on Sunday night, and looking as if it were ready for the old-fashioned, traditional Sunday afternoon drive with the family was the neat looking Allard-bodied, Ford side-valve V8 engine car of RON PEARSON (248) of Huddersfield.

Late Sunday night was also the finishing time of the beautifully prepared IAN GILBERTSON (53) motor. With a cut-down Austin body, Armstrong Siddley bonnet and XK120 engine it was a credit to the driver. And the paint was still wet at the meeting on Monday night!

THE space-frame specials mentioned in these columns recently were the outstanding attraction of the line-up at the Belle Vue Easter Monday meeting—all being beautifully named out.

The new HARRY HOLT (84) car was a perfect example. This features a Firestrak ohv V8 engine with twin four-barrel carburetors and power assisted steering. The KEN GRIFFITHS (57) car was another. Fitted with a Rocket 98 engine with Ford Pilot gearbox and Morris rear axle and rack and pinion steering, it is said to be around 50 h.p. PETE FARMER (51) and KEN O'NEILL (4) are both using the last year's cars, modified and lightened. ALF GLENDINNING (14) hadn't quite finished his car which is Jaguar based.

IF the winter has seemed long to you, spare a thought for veteran driver DARKIE WRIGHT (7). He runs a very successful garage business in East London Walthamstow area, and is well known for his high standard of workmanship. He was commissioned by Slough garage director TED PANKHURST (104) to build him a new car for this season; he also prepared and tuned the engine used by RAY PEARCE (234); he did work on his own car and also built a fibreglass bodied Ford engine sports car for his daughter CAROL — apart from earning a living by attending to his many customers needs.

The Pankhurst car is based on the popular Morris Commercial chassis and is powered by a Packard 'Clipper' ohv V8 engine unit. The body, like many other specials is a Fiat '500'.

The Pearce car, with the Wright-tuned Ford 'Thunderbird' ohv V8 engine, is also based on the Morris chassis and also sports a Fiat body. Darkie's own car has been tidied up and fitted with a new 1954 Ford 'Popular' body. The old 'Clipper' ohv V8 engine unit. SU carbs which gave trouble at West Ham when the slides started to stick.

Darbie is also very proud of the trailer he has built to tow his car behind his own road car. With in-board wheels and easy ramp-up ramps, the piece de resistance is the winch. It is made out of a Bedford OL steering box fitted with a handle. Loading is child's play and the locking ratchet is made out of a first gear dog out of a Ford V8 gearbox.

When it comes ingenuity it takes a lot to beat a stock car driver-mechanic-garage man!

NEW cars, both identical twins of their last years models, are now being used by star ranking men KEN FREEMAN (61) and TREVOR FROST (68). Both have Morris chassis and Standard 9 bodies, but Ken's car is powered by a Cadillac ohv V8 while Trev remains faithful to the Oldsmobile 98.

Last Year's cast-off are often acceptable pieces of property, and, in the case of at least two drivers, cars no longer wanted by their builders are now doing sterling work for their new owners. Newcomer BRYAN MAYNARD (226) of Ongar in Essex made his track debut at West Ham in the ex-Brian Frost (old 144) car in which promising Brian made his highly impressive debut at the identical meeting last year. The long, low, snout-nosed special that looks more like a 'dragster' than a stock car with its sling-back styling, it powered by a Rocket engine. Bryan got involved in the hectic pace of the eager, race starved experts, but enjoyed his outing and looks forward to more.

Formula 11 World Champion ROY GOODMAN (163) made a last minute purchase — the 1963 RON PEARSON (331). Powered by a Rocket too, this East Anglian built model in the tradition of many specials sports a Standard body. Roy seemed pleased with his two London outings over the Easter week-end, where he gained money-earning placings.

COMPETING in the Hot Rod meeting at Hednesford on Easter Monday was pioneer stock car driver JOHN GOODY, who has always had a leaning toward light, fast, production type circuit racing. Many will last remember John appearing at Harringay two years ago with his fibreglass bodied car with the Jaguar engine. Among the other competitors were stock car drivers DOUG WARNER (313), — who won the final, but was subsequently adjudged 11th, MARTIN MORRIS (577) and the former promoters of Stadium Promotions at Norwich and Plymouth, RON WRENN and RON AMAS. The commentary for the meeting was done by W. J. HOLLOWAY, the former BSCDA and Board of Control secretary, who has, we understand, been barred from acting in any official capacity in Board of Control licensed stock car race meetings.

REPORTS FROM EVERY MEETING

West Ham

MARCH 27th : Despite the coldness of the night and the continued day-long threat of rain, the eleventh season of the sport got under way in traditional style at the Custom House circuit before well packed terraces. Freshly painted cars glistened under the arc lights of the track to emphasise the 'band box' look; all were a credit to their drivers. But this did not prevent them from quickly getting to grips with the opposition once the flag had dropped and for the record the first man to be spun and the first man to turn over during the 1964 season were one and the same—Coventry's Alf Hows, who performed both these feats within two laps of the first heat.

Man of the night was unquestionably 20 year old Alan Wardropper who followed up his 1962 and '63 West Ham Track Season Championship successes by notching maximum points in his quest for a hat-trick of wins. He romped away with his heat—the second—and took the lead at the half-way stage in the final to ward off the challenge from the man who followed him home in the heat—Aubrey Leighton. But if Alan was the man of the night by virtue of his success, then 'lock' Lloyd was a close second for his spirited display of cheek and daring.

Jack's contribution towards brighter stock car racing started in the second heat. From thirteenth position on the grid he had sped his way into second place on lap three behind Alan Charman, but in trying to sweep inside on the pit bend, Lloyd hitched with the leader and lost ground whilst trying to separate. He came back to take seventh place. Out again in the third heat—a combined heat and consolation event—he again quickly worked his way through to become fourth on lap three and then, three laps later he tangled with Ray Pearce, losing ground again while he unhitched himself. Then began a great drive. Doug Wardropper, also in trouble on that sixth lap, came in with Lloyd in twelfth and thirteenth place. Together they tore through the opposition, with the Scot always slightly ahead, and with two laps to go they both headed Arthur Townsend to gain second and third berths, but too far behind leader Rod Dore to catch him at this late stage.

Then came the final, and Lloyd's third outing. Again his crisp Jaguar engined car shot to the front, taking the lead from Arthur Townsend on lap three. With incidents happening behind him, his lead was quite a useful one still when, on lap thirteen, he overspun on the pit bend, letting through Alan Wardropper—who went on to win. Undeterred Lloyd came back again in fourth spot, only to slide out to the pit fence on lap nineteen when a wheel hub broke to end his crowd-pleasing escapades.

New seasons always throw up drivers who shape as if they are destined for better things and in this meeting the driver who I feel is car-marked in this way is Arthur Townsend of Loughborough. He led heat one until he tangled with a barrel; he led the third event and was headed at the end only by Dore, Lloyd and Wardropper; and led the final for two laps before tangling with Vic Ferriday. He showed

a tenacity beyond his learner 'C' grade ranking.

It was an unlucky night for Trevor Frost, who twice retired with dirt choking the carburetors on his new Rocket engined creation; it was a disappointing night for Dutchman Barry van den Oetelaar who, after gaining a third spot in the opening heat failed to appear for the final because of a con-rod through the sump which had slowed him in the closing stages. The enthusiastic Taylor brothers continued their struggles against the elements. Les came out in three of the first four races trying to reach the final, and then, when he'd finally succeeded at the third attempt, couldn't do so because of clutch slip.

To Ted Pankhurst went the honour of winning the first race of 1964, and even after tangling with Chick Woodroffe in the final, seemed happy with his new car. Woodroffe too, although not his usual self, was content with his new car's performance.

It was a night of high speed dicing on a track deeper and softer than of yore (due to resurfacing for speedway revival). There were incidents of a kind we expect and there were some anxious moments during the first, third and fifth races, and at the end of the exciting Thunderbird Trophy Final young Alan Wardropper received his trophy from visiting Dutch promoter Jack Klaus of Nimegen, who also offered him a trip to compete in Holland during the Whit week-end holidays.

Heat One 1 T. Pankhurst, 2 T. Coell, 3 B. v d Oetelaar, 4 K. Freeman, 5 C. Woodroffe, 6 C. Weston.
Heat Two 1 A. Wardropper, 2 A. Leighton, 3 R. Goodman, 4 G. Ansell, 5 F. Mitchell, 6 V. Ferriday.
Consolation 1 R. Dore, 2 J. Lloyd, 3 D. Wardropper, 4 A. Townsend, 5 D. Wright, 6 J. Tusin.
Consolation 1 K. Pears, 2 R. Pearce, 3 J. Pratt, 4 W. Wanklyn, 5 L. Taylor, 6 P. Driscoll.
Final—Thunderbird Trophy 1 A. Wardropper, 2 A. Leighton, 3 T. Coell, 4 G. Ansell, 5 F. Mitchell, 6 D. Wardropper. P.A.

Plymouth

MARCH 27th : Over ten thousand people jammed the approach roads to the Pennycross stadium for this well advertised first presentation by the combined local businessmen organised Stock Car Association. Traffic jams caused chaos in this biggest attendance at this stadium for over ten years.

The completely re-laid bends—finished only on the previous day because of inclement weather conditions really paid dividends. The racing was much faster and more exciting and the newly fixed safety barrier stood up to a sound battering without complaint or damage.

Outstanding man of the meeting was Launceston driver John Taskis driving a car that outpaced visiting Star ranker Freddie Funnell in an exciting final. Other men to shine in this hectic opener were Johnny Marquand, Roy White, Fersny Fiddick and John Blackler.

The crowd had full value for money in a well presented meeting that should set a good pattern of things to come when the season gets under way on May 1st.

Heat One 1 J. Marquand, 2 R. White, 3 D. Bowen, 4 H. Collins, 5 M. Hilborn, 6 E. Asling.

Heat Two 1 F. Fiddick, 2 F. Funnell, 3 I. Harding, 4 J. Blackler, 5 C. Bennett, 6 N. Rowland.

Consolation 1 J. Taskis, 2 H. White, 3 J. Langston, 4 D. Marshall, 5 P. Hilborn, 6 R. Wood.

Final 1 J. Taskis, 2 F. Funnell, 3 J. Marquand, 4 I. Harding, 5 R. White, 6 R. Wood.

Fastest Four 1 J. Taskis, 2 F. Funnell, 3 F. Fiddick.

Helter Skelter 1 F. Funnell, 2 C. Bennett, 3 R. Wood, 4 I. Harding, 5 P. Hilborn, 6 R. Knight.

TOM BROMLEY

Harringay

MARCH 28th : Few, if any, of the spectators on the packed terraces at this opening meeting noticed the coldness of the night, so pulsating and stirring were the races. And the mixture served up by this happy promotion contrived to meet the oft repeated demands for excitement of the old order—and to see it, and to present the Easter Trophy to a thoroughly happy winner, was Tanya Crouch, herself a true stock car pioneer and one who could dish it out as well as take it in the 'good old days'. This meeting had that old time flavour—even if it did, at times, appear to drag a little.

Whatever may be the true feelings of the promoters in general towards the Formula II cars (and it has been said that they say that the crowds do not really want to see them, favouring the bigger Senior cars) there was no doubt in the minds of those watching this Easter Saturday—the Juniors provided the most heart-stopping incidents of the night in their two special races, one of which had to be stopped whilst a trapped driver was freed. But not to be outdone in this hurly-burly affair, the Seniors contributed much, including a rare-enough turnover performed adroitly by Willie Wanklyn in the heat of the hectic final.

After his disappointment of the previous night, success was all the more creditable for Dutchman Barry van, who took full advantage of early incidents to consolidate his lead established on lap six and romp home a comfortable final winner from Ken Freeman and Doug Wardropper. The twenty-four starters got knocked out of their routine when Johnny Piper overshot the Green Lane bend and hit the fence on the exit line. The close following pack got quickly involved and unlucky Jock Lloyd was left facing the oncoming traffic, being hit only, after the race was over, by Burdet-Coutts.

It was on this bend, some three laps later that Wanklyn did his loop-the-loop act, and in avoiding the fracas Freddie Mitchell, who was then well placed spun on the infield and stayed put. Peter Guinchar was spun on the pit bend by fellow C-grader Don Evett and Alan Wardropper surprisingly hit the safety fence during a hectic pushing and shoving session. Back of the grid starter Doug Wardropper was able to avoid much of the early trouble and with Ken Freeman followed the Dutchman home for most of the way after Ron Pears had spun himself. In a

no-holds-barred closing struggle Ted Pankhurst headed Terry Coell over the line behind the leaders.

The first Senior heat provided Alan Wardropper with his third win in three races this season, taking the lead on lap ten. New boy John Esau was quickly in trouble on new ground, but came back after jumping barrels to finish.

In the second heat Alan England did not last long, crashing the Green Lane fence posts on the first lap. Roger Taylor tried hard—too hard—and spun three times and Roy Goodman, after quickly gaining third place by lap four, was afflicted with the same malady. Man of this heat was Don Evett who gamely held on to fourth place after being passed only by three star men after holding the lead for thirteen laps.

In the consolation event Ian Ireland was a spectacular barrel jumper and Roger Taylor carried on spinning where he left off in the previous heat. He later tangled heavily with Haley Calvert and they needed breakdown intervention to separate them at the end. Willie Wanklyn held off a Darkie Wright challenge to win a rather hectic event in which only eight of the original nineteen starters finished—Doug Wardropper, re-joining the race near the end after early retirement to the centre grass. Unlucky was Peter Guinchar who hit the stationary Taylor/Calvert twosome on his last lap when in fifth place.

The Helter Skelter, with sixteen starters, started hectically enough, John Pratt spinning on the Green Lane bend and sorting out the middle markers. George Ansell and Rod Dore dominated the running in the closing stages and in a last lap bid Aubrey Leighton and Ted Pankhurst dead-heated for third place after Pankhurst and Ansell had tangled on the pit bend on the run in to the flag.

STOCK CAR RACING HARRINGAY STADIUM

SATURDAY, 18 APRIL

"Empire Trophy"

SATURDAY, 9 MAY

"Stadium Trophy"

SATURDAY, 23 MAY

Champagne Derby

ALL VINTAGE STUFF
AT HARRINGAY

The twenty-seven Juniors on the grid for the first race started as if they intended to destroy each other as quickly as possible and enthusiasm was not tempered with restraint; the result was a big melee on the first bend, and a hectic traffic jam and pile-up on the pit bend—all on the first lap. With one car inverted—the Fiat of Fred Harfield—and others on their side, the race was stopped on lap three. Fortunately no-one was injured and with the track cleared, twenty-two started in the second attempt to settle their differences.

This time the start was not a very creditable one, many back-marker grade men jumping the flag and passing the B and C graders before they reached the starting line so that within one lap they were in virtually unassailable positions. Ed Trowell led for the first four laps but was then passed by speedy Don Roomes and Jock Lloyd and then by Chick Woodroffe, Lloyd later slowing with a slipping clutch and dropping to seventh place. Freddie Funnell after being in a big schemozzle on the Green Lane bend dived in front of Ray Hinton a bit too sharply and clipped his bumper, almost turning himself over before regaining control, and then, two laps later Hinton rolled over on the pit bend—and thereabouts at the same time was Fearless Fred!—and Don Roomes

The second Junior race was a more orderly affair—at the start!—but grading into the Green Lane bend much too quickly Lou Lambert turned himself over with sheer exuberance, but his car, after he had vacated the seat, was put back on its wheels by the oncoming traffic one lap later! Fred Funnell was again in the thick of things and after digging long and hard with Chick Woodroffe the latter spun on the pit bend to drop from his sixth spot. With only three quarters of a lap to go Roy Goodman spun himself on the first bend when in second place behind the Don Evans car who had taken over from quick starting Jack Hewlett, who drove well for third spot at the end.

It was a crackerjack opening gambol.

Heat One: J. A. Wandroppe, 2 R. Pean, 3 R. Dore, 4 K. Freeman, 5 C. Woodroffe, 6 G. Ansell.
Heat Two: 1 A. Leighton, 2 F. Mitchell, 3 T. Pankhurst, 4 D. Evans, 5 J. Lloyd, 6 J. Piper.
Consolation: 1 W. Wanklyn, 2 D. Wright, 3 H. Linnes, 4 B. Hebborn, 5 J. Pratt, 6 J. Aylton.
Final—Foster Trophy: 1 B. v. d. Oecelaar, 2 K. Freeman, 3 D. Wandroppe, 4 T. Pankhurst, 5 T. Coth, 6 C. Woodroffe.
Helter Skelter: 1 R. Dore, 2 G. Ansell, 3 A. Leighton/T. Pankhurst, 5 D. Wright, 6 C. Woodroffe.

FORMULA II

Heat One: 1 C. Woodroffe, 2 D. Roomes, 3 E. Trowell, 4 D. Evans, 5 R. Goodman, 6 J. Hewlett.
Heat Two: 1 D. Evans, 2 D. Roomes, 3 J. Hewlett, 4 R. Goodman, 5 F. Funnell, 6 D. Bowen.

P.A.

Long Eaton

MARCH 28th: In a meeting rather spoilt by a shortage of cars no doubt due to the clashing fixture at Harringay, Trevor Frost showed all and sundry that the winter lay-off has not affected his skill or judgement by romping away from all the opposition to win both heat and final in the first meeting of the Long Eaton season.

The first race of the evening saw Frost streak into the lead on lap four and never be challenged from thereon. Willie Harrison's race was very short-lived: some fifteen yards after getting the starting flag he dived on the inside of a couple of cars, went over the barrels and came to rest on the green for the rest of the race. Jimmy Young, in avoiding Harri-

son's car, hit the fence and could not restart his engine. John Twynham, although going well, seemed to be having steering difficulties as his progress was marked by great sweeps and slides. He later locked together with Tom Toon, the two cars going over the barrels but pressing on. Arthur Townsend, driving the ex-Bob Heaney car, nearly provided the biggest upset of the race when, after spinning off at the pit bend, he missed leader Frost as he returned to the track.

Charlie Finnikin took the lead in the second race but it was Terry Haywood and Albert Griffin who were making the pace. Bumper to bumper they passed car after car until Griffin spun Haywood going into the pit bend. This cost the Birmingham driver a lap but he drove superbly to get back into the result sheet. Hal Curry spun on the pit bend and remained stationary, providing a hazard for all drivers, and it was when Finnikin went wide here that Nev Hughes saw his chance and forged into the lead. Behind him, with Finnikin a comfortable second, a battle royal raged between Ray Watkins and Griffin only being settled when Watkins crossed the line in third place with Griffin a close fourth.

Mickey Harrison led off the first rank of the grid at the start of the third race, but there was no doubt who would be the eventual winner. Ellis Ford moving up rapidly. He was third on lap three and led after another two laps. Fred Ball and Jeff Blackwell took up the challenge and caught Ford on lap fifteen. Now the first three cars were running nose to tail when, on lap seven, Ball saw a chance and moved up alongside Ford to challenge him but was balked by

Will Hargreaves at the next bend and had to be content with second place. Throughout the race Jim Potter seemed to spend more time motoring round the centre green than on the track.

The consolation event saw three 'C' grade drivers fighting for the lead for a long time. Mickey Harrison was spun by Terry Haywood on the first lap whilst Arthur Townsend, Ron Doughty and John Twynham fought it out. Doughty was the first to go, spinning on the tote bend on lap ten. John Twynham hit the fence on lap thirteen and stayed there. Townsend still pushed on but was being chased hard by Chippie Weston and Willie Harrison. Weston took the lead on lap seventeen and next time round Harrison tried to pass Townsend, but the two cars locked together and stayed on the pit bend for the rest of the race.

Only sixteen cars came out for the final, but what a final it was. The whole pack stayed together, roaring round and round at a fantastic pace for ten laps before the first casualty, Mickey Harrison, hit the fence. Trevor Frost took the lead at this point, followed two laps later by Nev Hughes. By this time the track was cutting up badly on both corners and all cars were bouncing their way through. Tony Wicks drove excellently to finish in third place ahead of Ray Watkins.

Heat One: 1 T. Frost, 2 R. Rogers, 3 T. Wicks, 4 M. O'Hara, 5 T. Toon, 6 R. Johnson.
Heat Two: 1 N. Hughes, 2 C. Finnikin, 3 R. Watkins, 4 A. Griffin, 5 J. Toon, 6 J. Toon.
Heat Three: 1 E. Ford, 2 F. M. Ball, 3 J. Blackwell, 4 R. Faldutis, 5 B. Johnson, 6 C. Weston.
Consolation: 1 C. Weston, 2 R. Johnson, 3 T. Haywood, 4 R. Doughty, 5 M. Harrison.
Final: T. Frost, 2 N. Hughes, 3 T. Wicks, 4 R. Watkins, 5 E. Ford, 6 C. Weston.

BRIAN ELEY

Ringwood

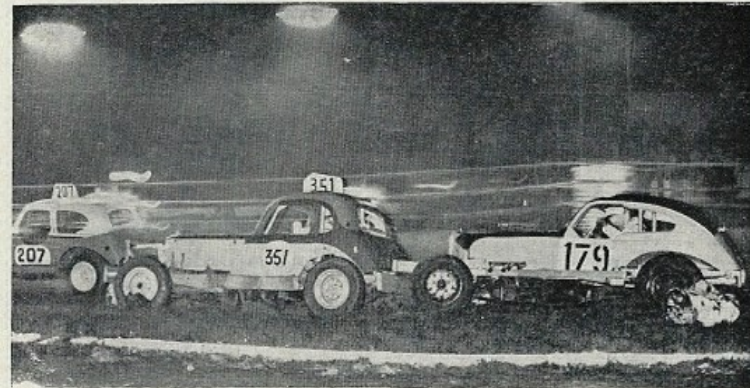
MARCH 30th: Acclaimed by many regular habitués of this track among the heather as one of the best-ever meetings held at Matchams Park, this pot-pourrie of big 'uns, little 'uns and stunts held the

attention of a good-natured, cold but happy holiday crowd for almost three hours and sent them away happy and thrilled. If this was one of the best meetings, ever held here, the attendance was also to match — which might prove something.

Yet on the face of it, the sum total of ten Senior cars on the grid for the heats and the final would not inspire thoughts of thrills and excitement. But, in their own way, they did provide just that. The wide open spaces available to the ten contestants allowed them freedom to race — and they did. Bill Judd set the pace in the first heat after Barry van den Oetelaar had overcooked it on the pit bend and Dennis De Quincey had tangled with the barrels on the same bend — all on the second lap. Four laps later and Judd himself got over-anxious and over-spun, tangling with the barrels and passing over the lead to Ted Pankhurst. Never one to look a gift horse in the mouth, Ted pressed on to take the chequered flag. Graham Rackley spun himself through sheer over-exuberance and colleague Barry Hebborn, out in his new imported Ford Galaxy engined car, tangled with Geoff Harrison — out for the first time this season. Rod Dore and Freddie Mitchell duelled for most of the race, with the Mill Hill man always having the edge by superb cornering ability in his leech-like gripping car.

Judd again took the lead in the second Senior race, only to lose it when the Dutchman took over on the second lap. Barry held on until three laps from the end, but again the Dore car, running as if on tramlines, took over for the last three laps. Again Harrison was in trouble, hitting the fence after spinning, and — rare indeed, Freddie Mitchell spun himself on the pit bend to lose second place on lap six and relegate himself to fourth spot.

The final was an Oxford affair right from the off. Graham Rackley led for four laps and then handed over to partner Barry Hebborn, who was never seriously challenged until the end, when Rod Dore,



Under the glare of the West Ham track lights three drivers try to sort out their problems. The bumpers of all three cars hitched together, and, running like a train they take to the grass in an effort to free them. Involved are DENNIS DE QUINCEY (207), HALEY CALVERT (351), and JUMBO TUSTIN (179).

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25 APRIL : 30 MAY : 27 JUNE
15 AUGUST : 19 SEPTEMBER

after taking his time to get through the pack, closed the gap. But it was too late — and a new 'Star' was born. Harrison again was in trouble on the pit bend — his favourite spot — and in reversing to turn back into the race, he jumped over a barrel and stayed put, rear wheels pawing the air. Dore was held up for some time trying to outwit the Dutchman on the bends, and by the time he had done so he was some way behind second man Mitchell, but by brilliant track craft he narrowed the gap and took Mitchell on the last lap in an all-out, round the outside dash that had the fans cheering like mad. So much for the fast stuff. Now for the thrill providers.

Eighteen cars in the first Junior heat and quickly Roy Hinton was in trouble, hitching with another; the same applied to Freddie Funnell and George Matthews when they were both second and third — and Freddie didn't look too pleased! Bunny Webb was also in trouble with the barrels, retiring after seven laps. Local lad John Holley, who also performed the stunts, led from start to finish, with Dave Packham second most of the time and Johnny Marquand coming through well to take third spot.

Thirty-two cars packed the grid for the second heat and on lap one Fisher didn't help matters by spinning in front of the pack, causing havoc. Johnny Sparks, Ken Lambert and Con Lambert tangled in a group and Jack Hewlett turned over on the pit bend on lap two, to cause quite a chicanee on that exit line. Freddie Funnell, still out of luck turned over smartly on the start line, and Gordon Oliver tangled with him. Bunny Webb and George Kingsbury later joining this group and then, in the closing stages of the race Bert Haywood went over on his roof, delaying his exit when he trapped his foot, and to show they could do it too, George Matthews and new boy Barry Smith flipped over nearby, to cause another bottleneck.

Through it all Ed Trowell led for all but two of the fifteen laps — and these were the two that mattered — when Don Rookes took over, closely followed by Jock Lloyd and Bob Plowman. Trowell retired. Only fourteen cars finished.

If that heat sounded hectic, listen to the final sory. Twenty-six lined up for battle over the twenty laps and on the first lap John Holley spun on the pit bend, trapping the majority of the close following pack. Johnny Marquand tangled with Bob Plowman and Gordon Oliver at this point and in a wild effort to take the corner too fast, Bryan Glynn skidded on his side to a halt. Don Rookes spun himself, Webb and Colin Bennett tangled over the barrels and Fisher rolled over on the pit bend.

Stunt man Tommy Pitcher, out for his first meeting led from start to finish, chased hard at the end by Mac McLean, whose immaculate car had come through from the back marker position in great style. Packham was again featured well, and again, Webb lost his leaderboard position near the end when going well.

Three stunts — the slide of fire, a two-car ramp jump and a leap through the two sides of a stationary pantehnicion helped to bridge any gaps — and despite the coldness of the day the packed sand-dune terraces retained a happy holiday mood.

Heat One: 1 T. Frinkins, 2 R. Dore, 3 F. Mitchell, 4 B. v d Oetelaar, 5 G. Ruckley, 6 G. Harrison.
Heat Two: 1 R. Dore, 2 B. v d Oetelaar, 3 B. Hebborn, 4 F. Mitchell, 5 G. Ruckley, 6 B. Judd.
Final: 1 B. Hebborn, 2 R. Dore, 3 F. Mitchell, 4 B. v d Oetelaar, 5 T. Frinkins, 6 B. Judd.

FORMULA II
Heat One: 1 J. Holley, 2 D. Packham, 3 J. Marquand, 4 B. Jeffcoat, 5 F. Wooster, 6 G. Koeller.
Heat Two: 1 D. Rookes, 2 J. Lloyd, 3 B. Plowman, 4 T. Pitcher, 5 M. McLean, 6 R. Hinton.
Final: 1 T. Pitcher, 2 M. McLean, 3 D. Packham, 4 R. Hinton, 5 J. Marquand, 6 G. Koeller.

P.A.

Brafield

MARCH 30th: Despite the very bad conditions, a large crowd turned out at Brafield on the (muddy) Green for the opening meeting on a bleak Easter Monday afternoon. It was mud, mud, glorious mud — everywhere. The pits a quagmire; car parks the same — and the track was not much better. Despite all these set-backs some interesting racing was seen and enjoyed by all.

The first event of the day was a match race eliminator between Chick Woodroffe and George Ansell — the winner to meet Midlands Match Race Champion Doug Wardropper at the next meeting. At the drop of the flag the new Woodroffe car surged into the lead and after two laps had a quarter of a lap lead over Ansell. However, things then began to happen. Next time round Chick slid towards the fence on the top bend, letting Ansell past. All was not lost, however, for on the next lap the cars touched momentarily, both drivers fighting to retain control. Side by side they raced until Chick slid wide at the pit bend, giving George a slight lead down the back straight. But he too slid wide and before he could recover Chick had dived through on the inside to take the chequered flag.

The first Senior event brought only eight 'C' graders and one 'B' grader to the line. Bill Gilmour and John

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Whit Monday May 18th

at 3.00 p.m.

Bailey spun together on lap two boxing in John Twynham, whilst on the next lap Taylor spun by the pit gate and was hit by a passing car forcing his retirement minus a rear tyre. The stationary Gilmour car was then hit by John Twynham and Doug Mason in quick succession and then on the next lap these two cars locked together on the top bend, much to the consternation of the following drivers. Whilst all this was going on Vic Wright had passed everyone to take the lead, followed by Bill Willmott and Peter Guinchard, both motoring surprisingly steadily under the conditions. Willmott then hit the Gilmour car and knocked a rear wheel off, letting Guinchard past, but on the last lap Willmott part-spun Guinchard and slipped inside to retain second place and hold it to the end.

The second event brought out the 'heavy' brigade, in the form of the Wardroppers and Chick Woodroffe. Mick Lewis spun on the top bend and hit the fence together with John Bailey, causing a big hold up. Doug Wardropper retired alongside the fence with undiagnosed maladies whilst Les Taylor's bonnet flew open so that he couldn't see and he pulled off. Junior Wardropper now made the running, passing first Darkie Wright and then John Pratt. Behind these two fun and games still went on. Roy Goodman spun, then Willie Wanklyn hit the parked Mick Lewis car. All this time the leader had been overlooked, and it was Tony Wicks who took the flag followed by Wardropper, Pratt and Wright. Terry Heywood did well to take seventh place after spinning no less than four times.

The Senior final was supplemented by none qualifying cars who started at the back of the grid. Once again track conditions played a big part in the race. Roy Goodman went over the barrels on the opening lap and Terry Heywood spun by the pit gates. Tony Wicks again shot to the front, followed by John Pratt. Gerry Sheldrick retired by the fence on lap three and at the same time Goodman spun and was hit by passing traffic, receiving a punctured front tyre. Trying to continue he was seen to spin like a top on all the corners! Vic Wright also received a punctured front tyre but managed to keep the car more or less pointing in the race direction. Wicks and Pratt still led the field but then Junior Wardropper was chasing hard in third spot, backed up by Terry Heywood, who was going great guns back in fourth spot. After his spinning interludes, Pratt managed to hold back Wardropper for two more laps but then Alan shot inside to grab second place. Next time round Pratt tried to spin Alan W. but climbed up his back wheel instead. Luckily the cars parted with no change of positions. Bill Willmott tried to spin leader Wicks on the pit bend and the two cars locked together. This let Pratt through only to be passed by Alan W. Wicks got away again just in front of Heywood, positions they held to the end. Towards the end of the race the Woodroffe car seemed to be getting everywhere but where the driver wanted it, getting into all sorts of troubles at the bends.

The Formula II contributions to this programme were interlaced with the big 'uns, and in the first event Des Clarke spun on the opening lap while Peter Ross leant on the fence all the way round the top bend, trying to get back on four wheels. Eddie Asling, driving the ex-Danny Bassett car, was setting a cracking pace followed by Tony Southam. These two pulled out half a lap lead over the rest of the

field. Fred Harfield had to call it a day when he was turned over by a pack of cars opposite the pit gate. Des Clarke, in avoiding this, tangled briefly with the leader Asling but did not affect the positions in the race. Clarke spun again on the next lap and was hit by Jack Orton, both retiring. Amidst all this schemozzle a very happy Asling took the flag, followed still by Southam.

The second Junior event brought out World Champion Roy Goodman, and it was he who streaked away at the drop of the flag, going down the back straight on the first lap he was up to fourth spot and on the third lap he took the lead from Gordon Fisher. Chick Woodroffe was also moving up well with Don Evans and Willie Wanklyn having a good old scrap. Evans finally getting the better of it passing Wanklyn leaving the pit bend. Johnny Gray moved up to challenge Wanklyn, passed him and was almost immediately the object of the Wanklyn front bumper, both cars careering across the grass and regaining the track without incident. Both were later robbed of certain places when they were held up by a tangle involving Gordon Aucott and Mike Witney. Woodroffe managed to hold his car after it skidded avoiding this little lot.

The final saw another flying start by Goodman who was third behind Eddie Asling and Tony Southam on the first lap. However, Goodman overcooked it next time round, hitting the fence alongside the already stationary Slick Slater car. Gray was moving up well and on lap six passed Southam to take second place. Fisher retired with a flat front tyre. Could anyone catch 'C' grader Asling? Aucott spun and hit the fence — needing attention from the ambulance men. Evans edged passed Woodroffe, only to be re-passed, repeating the performance for a couple of laps before Woodroffe settled it, pulling away. Chick then tackled Gray, pushing him wide on the pit bend two laps from home, snatching second place in the process — but could not catch Asling, who then went on to beat Alan Wardropper in the handicap challenge event between the two section final winners.

Heat One—(C-Grade only): 1 V. Wright, 2 W. Willmott, 3 P. Guinchard, 4 A. Chignell, 5 D. Mason, 6 J. Tysenham.

Heat Two: 1 T. Wicks, 2 A. Wardropper, 3 J. Pratt, 4 T. Wright, 5 C. Woodroffe, 6 R. Goodman.

Final—Easter Express: 1 A. Wardropper, 2 J. Pratt, 3 T. Wicks, 4 T. Haywood, 5 C. Woodroffe, 6 G. Ansell.

FORMULA II

Heat One—(C-Grade only): 1 E. Asling, 2 T. Southam, 3 A. Webb, 4 F. Harfield, 5 M. Payne, 6 S. Slater.

Heat Two: 1 R. Goodman, 2 C. Woodroffe, 3 D. Chibbald, 4 D. Evans, 5 G. Fisher, 6 J. Gray.

Final: 1 E. Asling, 2 C. Woodroffe, 3 J. Gray, 4 D. Evans, 5 A. Webb, 6 T. Southam.

Match Race Eliminator: C. Woodroffe beat G. Ansell.
Junior v. Senior: E. Asling beat A. Wardropper.

BRIAN ELEY.

Belle Vue

MARCH 30th: A huge crowd packed the Belle Vue stadium on a cold, dry night to see New Hughes gain the £100 award and trophy for the British Open Championship sponsored by W.D. & H.O. Wills in a hectic first final of the season.

The first heat saw sixteen cars on the grid and after the usual opening schemozzle Alan Heap took the lead on lap three. Trevor Frost was coming through well but got barreled by Jumbo Tustin, and Will Blundell moved up to challenge Heap. Popular driver Albert Griffin rammed the fence in front of the grandstands, demolishing a couple of posts —

and couldn't get going again. Two laps later Jumbo Tustin rammed the fence at full chat on the Hyde Road straight and didn't look happy about it afterwards! In the meantime Blundell passed Heap, then Trevor Frost came up to dispute the leadership. After trying to pass Blundell for a lap and a half, Frost got impatient and spun Blundell clean off. Heap slowed badly letting in Vic Ferriday and Ken Griffiths, who had always been in the offing. Feature of this heat were two turnovers, both on the funfair bend—first Ron Slack and then 'wild man' Bob Heaney.

Heat two had nineteen cars for the off, and there was never much doubt of the winner—Leighton was third by lap four and took the lead from Brian Wignall on lap six. After that no-one ever looked like catching him, and the other star driver, Nev Hughes, and the A-grade drivers in the race—Messrs. Ball, Holt and Weston—took over the other placings. There was a most destructive piece of fence bashing in this race by Stockport driver John Brown, who fetched the fence down, shattering two posts.

Eighteen cars emerged to battle for heat three, and a much improved Charlie Finnikin took the lead on lap five. By lap six Ray Watkins was in second spot, being challenged by Ron Rogers. A battle royal developed between these two, Watkins being passed and then re-passing. Lead man Finnikin then tussled with new boy Michael Holt and went in to the fence as a result, leaving Holt to baulk Ellis Ford, who was now in third spot, all over the track. Ray Watkins just managed to pip Ron Rogers at the flag and on the next straight, after the flag had fallen, Rogers spun off as a result of which he was officially placed fifth in the race! Unfortunate and unusual, to say the least.

Nineteen cars came out for the consolation event, including champion 'thou shalt not pass' merchants, Bob Heaney and Michael Holt. These two soon sorted each other out on lap one, the inexperienced Holt finishing in the fence. The Accrington Jaguar of Ian Gilbraith led for nearly half the race with Arthur Townsend second. The Albert Griffin arrived on the scene and locked in mortal combat with Gilbraith. The cars were baulked by a slow-coach and Gilbraith shot off onto the centre green at full chat, but Griffin managed to keep on the track and in the race—which he won. Rodney Flading passed Townsend for second spot with but two laps to go and Jumbo Tustin emerged as fourth placeman on the very last lap.

The twenty-two car final started at a great rate of knots, all bunched together. Nothing much happened till lap three, when Tustin catapulted out from the middle of the pack and Ellis Ford took to shining barrels. Lead man Ken Griffiths hit the fence and the hot spot holder was then Rodney Falding. Falding, however, had a little 'train' in line astern of him, consisting of Ferriday, Hughes, Frost and Blundell. Trevor Frost soon took over the lead and looked all set for the chequered flag. However white top Fred Walker spun in front of Frost and Frost hit the fence, giving the race to Nev Hughes. Second man was now Aubrey Leighton, who was a long while coming through from the back, and Rodney Falding still hung on grimly to third spot, with Ron Rogers trying hard to pass. Unfortunately, just three laps from home, the bonnet on the Falding car opened and he

subsequently pulled off.

The last race of the night, the Helter Skelter, was quite a tussle for the sixteen competitors. Brian Wignall led from the off, as usual, and Ken Chapman performed a magnificently fast roll-over on the funfair bend. Wilf Blundell who was in second spot, got spun off, then Heaney and Tustin departed from the raceway at full speed, locked together, and rammed the stationary Sean Groves car on the centre green. Aubrey Leighton took over the lead at about the halfway stage, chased by Ellis Ford, and a superb tussle for third spot between Frost, Holt (Harry) and Griffin finally resolved itself when Holt overcooked momentarily baulking Griffin.

A good curtain-raiser to what looks like being an even better season than last—the standard of car turnout was the highest I have ever seen.

Heat One: 1 T. Frost, 2 V. Ferriday, 3 K. Griffith, 4 W. Blundell, 5 A. Heap, 6 R. Falding.
Heat Two: 1 A. Leighton, 2 N. Hughes, 3 F. M. Ball, 4 H. Holt, 5 B. Wignall, 6 C. Weston.
Heat Three: 1 R. Watkins, 2 E. Ford, 3 K. Chapman, 4 T. Gil, 5 R. Rogers, 6 M. O'Hara.
Consolation: 1 A. Griffiths, 2 R. Falding, 3 A. Townsend, 4 I. Tustin, 5 P. Farmer, 6 J. O'Brienshaw.
Final—British Open Championship: 1 N. Hughes, 2 A. Leighton, 3 R. Rogers, 4 H. Holt, 5 W. Blundell, 6 E. Ford.
Helter Skelter: 1 A. Leighton, 2 E. Ford, 3 T. Frost, 4 A. Griffin, 5 H. Holt, 6 R. Rogers.

ROGER FORD.

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2nd MAY : 6 JUNE : 4 JULY
1st AUG. : 5th SEPT. : 3rd OCT.

* 1st Saturday in Each Month *

SCOTLAND GO AHEAD

STILL smarting under the alleged non-co-operative treatment they have been dealt by the British Stock Car Drivers' Association, the Scottish Stock Car Drivers' Association announce that they have reached complete amicable agreement with the promoter Ian Hoskins with regard to the forthcoming season at the White City Stadium, Glasgow.

for May 15th, and further meetings are planned for June 8 and 26; July 15; August 7 and 28; September 18 and October 9 and 23. If the crowds are maintained at this period, it is possible that meetings may be held in November.

An item that helped tremendously to put the sport on the map in Scotland during the winter months was the stand featured in the Open Air Show at Waverly Market in Edinburgh during February. Organised jointly by the Scottish Drivers' Association and the promoter, Ian Hoskins, the stand featured a stock car and attractive posters. SCRN was also on sale, and many old back numbers were given away. The show attracted huge crowds during the fortnight and drivers took it in turn to man the stand and to answer the many questions posed by the general public.

It seems possible that news of Scottish stock car racing will now be featured in the 'Scottish Clubman'—a motoring magazine monthly that covers all motorcycle and motor car sports in Scotland. This will be a great help.

The Scottish Stock Car Drivers' Association application to the Board of Control to be affiliated, and to be allowed to run their own affairs North of the Border, did not meet with success, chiefly because the BSCDA would not, it is alleged, back them in their endeavours to look after themselves and yet remain associated, through the Control Board, when open-type meetings were staged. The BSCDA did not, it is said, agree with the prize money arrangements being made with the promoter, alleging that they fell below the agreed minimum standard scale enforced on all English licensed tracks.

The Scottish circuit is promot-

ed by Ian Hoskins and père Johnnie, who occasionally makes the long flight north to be on hand for major events.

In a chat we have had recently with the Scottish Association Chairman, we are given to understand that following recent talks between the promoter and the Committee of the SSCDA the prize money payment schedule will be above the minimum laid down in the Control Board Regulations. But should the crowds be poor for the first few meetings, the SSCDA reserve the right to re-open negotiations and to settle for a more realistic agreed figure.

HOME RULE

The SSCDA feel that as their circuit is over 200 miles from the nearest English track—at Manchester, and is even further from London, the centre of the general administration of the BSCDA, they would be much better advised to administer their own affairs: collect their own membership fees and discipline their own errant drivers—they point to the lengthy delay by the BSCDA in dealing with one of their drivers, Ian McClelland, whose car was 'suspect' last year. They would, they maintain, still want to get their licence and number from the Control Board, and adhere to the Regulations laid down by the Control Board, and to conform to the existing Formula II Regulations approved by the Board and set up by the BSCDA.

They feel that the distance and time lag between settlement of items that are, in the main, purely localised, make for discontent, and that by forming their own Association, they can cut down expenses and administration difficulties. Their reasons seem sound enough and to many, logical enough. The

vide variety to the Glasgow meetings.

There has got to be some give and take in most problems of this nature, and we honestly feel that a dog in the manger attitude is not creditable to either side. Each needs the other for the net of controlled stadiums is closing and in the interests of a national sport such as ours can be, we need every track, however far flung from the home base it may be. Plymouth presented a similar problem—and their affiliation with the BSCDA went through easily enough, as did their licence application. And Plymouth is about as remote at Glasgow.

backed by the Board of Control. For, as they say, the existing body does not have any authority over them since it has refused their affiliation request.

Many Scottish drivers are anxious to remain under the wing of the Control Board for they realise that they will also be barred from competing on English tracks and in open competitions with BSCDA drivers. In the past two years they have provided quite a few attractive figures in the way of team events at Formula II stadiums, and Scots came down to compete in the World Final at Swindon, bringing down a coach load of supporters with them. Likewise, English drivers have travelled north and helped to produce BSCDA would obviously lose the revenue from however many drivers there are in Scotland now—perhaps 120—but on the other hand, they wouldn't have the worry nor the expense, as they had recently, of making trips north to try and settle any existing problems. Now that the main problem of prize money schedule has been settled, it would seem that their case bears consideration. We can ill afford to have another split, as we mentioned in our previous issue.

MISNOMER

And the Scottish 'nationalists' rightly maintain that the word 'British' is a misnomer now in the title of the BSCDA, and they feel that the word 'Scotland' should be deleted from the existing Rule Books issued by the BSCDA and

THE COVENTRY WEIGH-IN CAUSES QUITE A FEW SURPRISES

THERE was something of the big-fight atmosphere in the pits at the Brandon opening meeting on April 3rd, as interested fans crowded round to see their favourites on the scales. And if the weight limit of 26 cwt. had been enforced for that night, there would not have been enough cars on the track to make up one heat! Most were under the old 1959-63 limit of 30-cwt.; although a few topped even that!

The weighing operation, asked for by the Drivers' Association who wanted to check on their latest weight limit, was performed by Messrs. George Salter and Co., whose rather impressive, lofty instrument—a Crane Weigher, can record accurately within 3 lbs. on weights up to two ton, and can scoop up and set down an object in eight seconds.

This weight operation caused great attention in the pits at Brandon, and everyone was anxious to watch the huge graduated dial and see how much their favourite drivers' car weighed. The drivers themselves were just as anxious! What some saw caused many surprises and proves that the reduction from 30-cwt. to the new 26-cwt. limit is going to cause a lot more headaches before the season is much older and the Scrutineer is going to be hard pushed keeping pace with the operation.

Making a few quick recordings, we observed the new 'Chick' Woodroffe car to be 27-cwt.; Wilf Blundell, who brought in the new limit at the Drivers' A.G.M. was tinted pink with his recorded 25-cwt.; Albert Griffin's new light-weight special really was 'spot on' 26-cwt. as was Doug Wardropper's. Ron Pears complained bitterly that he couldn't cut any more weight off and would retire rather than try to do so, stating that with his engine and gearbox it is virtually impossible to cut down any more. His recorded weight was 31½-cwt. Cecil Laurie ran him close as the heaviest, turning the scales at 31-cwt. Chippie Weston was cock-a-hoop with his new car—25½-cwt. Terry Coell, with his light Jaguar engined car, turned the scales at

27-cwt.; Darkie Wright's was 26½-cwt. John Pratt, with his square shouldered Rolls radiator special recorded 27-cwt. Another well-under-the-limit man was Geoff Elliott, whose special weighed only 25-cwt. This proves it can be done.

But the operation as a whole poses one or two very important tricky questions. Firstly, because the machine was known to be in attendance at the Coventry meeting, many drivers, including some Stars, did not honour their bookings. This MAY be coincidental, but by not going they have kept their car-weight a secret, and given themselves breathing space for another month, for, so far as is known no other track is contemplating using this weighing machine. And the machine may not even be at the next Brandon affair.

There were only 52 drivers competing in the Coventry meeting. That leaves a lot more who don't compete at this Midland's venue. Their cars haven't been weighed—nor are they likely to be as things are at present. The drivers whose cars were weighed have, presumably, all been given a 'ticket' by the Official Scrutineer, which obligates them to correct the offending breach of Regulations in seven days, and before competing again. Other items such as bumper bar offences, insecure battery fastenings; no-fire wall fitted—these can be checked at the next meeting. But who is going to be able to check that a driver has pruned his car to the extent required?

Introducing a new, lower weight limit is one thing; enforcing it is another. Unless every track has a weighing machine such as the Sal-

ter device at every meeting for the next two months, we feel it is unfair to the drivers who presented their car to the scales. They know—and so do the many fans who watched the operation—how much their car weighs. If it is over the weight limit mentioned in the Regulations, every time that car competes again in its present state, the driver is committing a breach. Cars have been banned before for not complying with Regulations after being warned. How can this Weight Limit rule be enforced?

There are now some 30 or so drivers with a weight problem on their minds. There are many others whose cars are as heavy—if not heavier, but who have a clear, if somewhat murky conscience. Unless they are "sent to Coventry" for a 'weigh-in', they could continue to race their 'monsters'.

Until every track has the scales in the pits for every meeting until the end of May, the question of weight might just as well be dropped—for let's face it honestly, no-one is capable of saying a car is over-weight by just looking at it—for the evidence of the Coventry pits shows how confusing this could be.

P.S. — As we went to press we learned that the B.S.C.D.A. Committee are to recommend to the Board of Control that the weight limit now be modified to 28-cwt.

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A QUEER DECISION

Dear Peter,

As an enthusiastic Hot Rod Competitor and Founder-Member of the Midland Hot Rod Club—of which I have had the honour and privilege of being Chairman, I write to outline the unusual facts surrounding the staging of the recent 30 Lap/£50 First Prize Hot Rod race presented at Hednesford Hill Raceway on Easter Monday. At the end of the Final I was announced the winner to the public and given the chequered flag to take round on a victory lap, being accorded an enthusiastic reception. But less than an hour later, when I went along to the office to collect my winnings, I was not so politely told that not only was I not the winner but that I had finished 11th of the 12 finishers, and as such would receive £6. I question this situation and wish to bring it to general attention in order to prevent any similar re-occurrence.

The Regulations for the meeting stated quite clearly that points would be awarded to all finishers in the heats—to be made up of 15 cars, with 30 points for the winner and decreasing down to 2 points for the 15th placeman. These also stated that the top 5 or 6 point scorers would be transferred to the final and the remainder would compete again in the so-called 'Sub-Final', to be made up of up to 20 starters. No mention was made of the points scored for this event in the regulations, although the programme showed the same system to be operative as for the two heats, starting 30 down, to 2 points for the 15th placeman.

The Regulations also stated that the Promoter reserves the right to vary the composition of the Grand Final. I respect the reason for this (shortage of cars).

I competed in the first heat but suffered mechanical trouble two laps from home and retired. I raced again in the sub-final and had similar troubles, retiring again. When the qualifiers for the final—the first three from each heat were announced as being the only qualifiers for this—lined up on the grid I was approached by the Pit Marshal—and asked to compete in the final, even though I had not qualified. Other non-qualifiers were also approached.

According to the Regulations of the meeting, issued to all competitor/drivers, the highest point scorers from the heats and sub-final started at the back and the lowest scorers at the front. Together with others who had not scored any points, I was placed at the front

of the grid (in accordance with the printed system).

As previously stated, I won the race, also another driver who had not officially qualified and had started at the front with me. Subsequently the official race order was revised and we who had finished first and second were placed 11th and 12th—the man who was thus paid £50 first prize and officially declared winner—was actually announced as having finished 4th. I might add that this driver is the son of the promoter! I would also add that the 6th-7th-8th-9th men placed in the final were also non-qualifiers but their positions have not been changed. These cars by the way are owned by the promoter who received a Percentage (75%) of the winnings from the invited drivers of these cars.

I am given to understand that the decision to invite non-qualifiers to compete in the final was made by 'Race-Control'—who I'm lead to believe was composed of the Steward (Mr. T. Porter), the Lap-Scorer/Timekeeper (Mr. J. Hicks—an R.A.C. Official Time-Keeper of some repute), and the Commentator (Mr. W. J. Holloway). This decision was relayed to the Pit-Marshal who thus approached me—and the others. The interpretation of the Regulations in that as non-point scorers we started at the front was also that of 'Race-Control'. We simply did as we were asked.

As a result of complaints after the race from drivers that as non-qualifiers we shouldn't have competed in the final and certainly

shouldn't have started at the front—the race order was changed and revised—again presumably, by the 'Race Control' members.

I maintain that as we have done as we were asked at all times and helped the promotion by helping to swell the ranks of the number of starters in the final, we did all that we could. That I and another non-finished first and second was our good fortune—which we accept, and we cannot be blamed in any way for doing so—nor can we be penalised for any mis-interpretation and implementation of the Rules and Regulations administered by the Officials—officially appointed to be responsible for the sole purpose of making such decisions.

On behalf of the second placeman and myself, I accept that we were lucky to be in the final and luckier to be so successful, and can appreciate fully the feelings of the others, drivers who may have felt we 'cheated', but I maintain that it is the Officials who 'cheated' by changing their minds—and the declared race order result. If they can do this once, they can do it again, and this makes a mockery of any Regulations and Control—and as a new sport striving to make its mark, Hot Rod Racing can well do without such glaring miscarriages of Justice.—

Yours sincerely,

DOUG WARNER (313)

Fairwood Panels,
Oaklands Road,
Handsworth,
Birmingham.

★★★

Since we had received the letter from Doug Warner, and had made our comments and observations, we received a letter from Mr. Morris, handed to me at Coventry on April 3rd, which he asked me to consider in conjunction with the Warner letter. To be fair, we have done this, although I feel we have previously got our facts right and have made observations that are not altered after reading Mr. Morris's comments in the News Letter.

If anything, the changed decision is proved even worse—for it is a

each one, based on pleasing the majority at the expense of the one. It is admitted that a mistake was made. To make two doesn't help or confidence in any future driver of any kind, for depending on who has the greater 'voice', so will the decision favour.

I still contend that no-one has the power or the right to alter the undisputed result of a race. In this instance, any rectifying should have been done before the race started; once it had, the ending, which might not please all must be accepted. This way you make no mistake—and prevent it ever happening again. As it is, two mistakes have been made.

Dear Sir,

When you are in possession of the above letter, then the attached Club Newsletter will give you the true facts as they appeared after the racing programme on Easter Monday. A programme of which is enclosed.

One can understand why Mr. Warner was upset about the decisions made after consultation, but cannot understand why he has written to you. To my mind it is surely a domestic matter, and is not your concern.

However, should you be thinking of making it known publicly, then please bear in mind the true facts before you express your own unbiased opinion.

Yours faithfully,

p.p. Hednesford Hills Raceway
W. J. MORRIS,
(Managing Director)

The Midland Hot Rod Club News Letter is sent out by Secretary Larry Wheaton, who signs it at the end, although a sub-heading states that this is a message from the promoter. I quote:

"Due to our Race Control misinterpreting the composition of the meeting meant that the Grand Final was run off differently than laid down in black and white." (Then follows the Composition of the meeting and the Prize Money schedule, which do not affect the issue, as much of it has already been explained in the above notes).

"But due to the shortage of Hot

EDITOR COMMENTS: This letter raises a problem that all organisers, promoters and officials have to face up to once they have decided to let non-qualifiers enter a race as important as a final—and especially one that carries with it a first prize of £50. We've had it happen in stock car racing whereby a non-qualifier has won the final. It happened to Aubrey Leighton at West Ham a couple of years ago. He was invited to compete—and won. But though there were a few moans from other competitors who felt he shouldn't have been allowed to compete, he DID receive the prize money as race winner. And the result was not changed because of protests. How could it be? He won the race on the track fair and square—whatever justifiable complaint there may have been about his right to have started in the event.

This Hot Rod affair has some direct bearing on our major sport of stock car racing. It happened at a track run by a stock car promoter; the Steward of the meeting was a stock car licensed official (Steward), the lap-scorer was also licensed as a stock car lap scorer—apart from being an RAC timekeeper, and it happened to a stock car driver.

There is no dispute over the actual race placings as shown by the lap-charts (which is the more usual type of complaint that results in race finishing positions being changed after consultation). Race order has been changed as a result of complaints by other competitors, and I am given to understand that drivers were asked what position they thought they finished in the final, and then, if that suited the occasion, that was the position they were paid out.

What puzzles me about the affair is how any positions can be changed and revised when, in fact, the official lap charts—not in dispute—showed the true placings. Not only were the first and second put to the back marker placings, but the man who was announced as being third was eventually placed second, and the man who was fourth awarded the race! Such seemingly illogical reasoning is surely not in the best interests of a sport just trying to get off the ground. (Nor expected from reputable officials).

That the officials made an error in their original interpretation of the Regulations in first of all allowing Warner and the others to join the actual qualifiers, there seems little doubt. It was THEIR decision that placed them at the front of the grid as the lowest point scorers. The drivers did as they were instructed and should not, when the race is over, be penalised by the same officials, who seemingly did not accept their responsibility and stick to their guns. Had they done so they would have evoked more respect not only from me, but from the drivers. They have now set a precedent by changing officially recorded race positions when they were not in question. What are they going to do when the race finishing order is questioned? They might as well tell the lads the order of the result before the race is run—and then let everyone 'have a ball'.

I have seen the report of the meeting in a Wolverhampton paper, which made the full story around Warner's bad luck in the two heats and then his success in the final. This report also accredited the second placeman as being the other non-qualifier, who was subsequently penalised.

Incidents like this happen in all sports in their infancy when promoters, officials and drivers are feeling their way. But here we have men with some experience of stock car racing, and with precedent to refer to, who allowed competitors to sway them and to change the officially announced, undisputed finishing order for one that seemed to pander to opinion rather than fact. And they changed their minds—and made competitors carry the can for their mistake.

No-one would really have blamed them too much had they been courageous enough to admit that they had made a mistake, explain the situation, but firmly confirmed the officially announced result as being the true and only result of the race seen by 5,000 or so fans, who knew who won on the track—but not in the office!

Rods qualifying for the Final. Race Control invited non-qualifiers to take part in this race and start-order was then compiled putting the lowest points scorers to the front and the highest to the rear.

The mistake was made by classing 131 Warner and 18 Kay as low point scorers from their heats and putting them on the front of the grid. These two drivers should (continued page 23)

• A Queer Decision continued

have started at the rear, because they were non-qualifiers and did not have any points. The race was started and won by 131 Warner, but protests were lodged immediately after the race with the Steward. I then asked for a meeting with the Steward, Announcer and Lap Scorer. It was then agreed that a wrong had been done, and so as to satisfy as many drivers as possible it was decided to remove the two drivers that did not qualify from the first and second positions and place them to the rear of the prizes and move everyone else up two places, as these two competitors should have started at the rear of all the others. We then asked all drivers into the office that had been complaining, all came except 18 Kay, that was not available. We put it to them and all thought that was the fairest way, except Warner, who promptly removed himself from the office in sheer disapproval. We looked at it from the other angle and if we had left it as it stood several drivers classed themselves as having been wronged, but

by making the change that we did, we only had one driver that claimed that he had been wronged, and that was 131 Warner, as 18 Kay admitted that he should not have been given second place, and was satisfied with going to the rear of the prizes and having 12th place £5. Doug Warner was then awarded 11th prize £6."

Promising London driver BARRY BREW (238) sold his 1963 car to Isleworth butcher ROGER TAYLOR (198), younger of the two racing brothers, so had to build himself another for this season. Based on the Morris chassis it is powered by a Thunderbird engine and has a Standard 9 body.

Barry, anxious to help a pal, REG PRYOR (109), who had announced he was too busy to build a new car for this season, set too and built him one. The Morris chassis was again the basis, the Standard body was again the covering medium, but the engine was a 4" bore Buick V8—and the whole looks like providing Reg with a chance to make that oft-promised improvement in his status.

THANKS

Mrs. 'Babs' Bassett has asked us to say, on her behalf, a very big and heartfelt 'thank you' to all the many people of stock car racing who sent flowers and wreaths to the funeral of her husband Danny. As we are sure all will appreciate, there were too many for Mrs. Bassett to answer personally—and in any case many did not enclose an address, but she wishes us to assure everyone that all the wonderful tributes were greatly appreciated and accepted as some indication of the popularity of her late husband with his fellow drivers, friends and unknown fans.

Mrs. Bassett and the children say 'thank you' again.

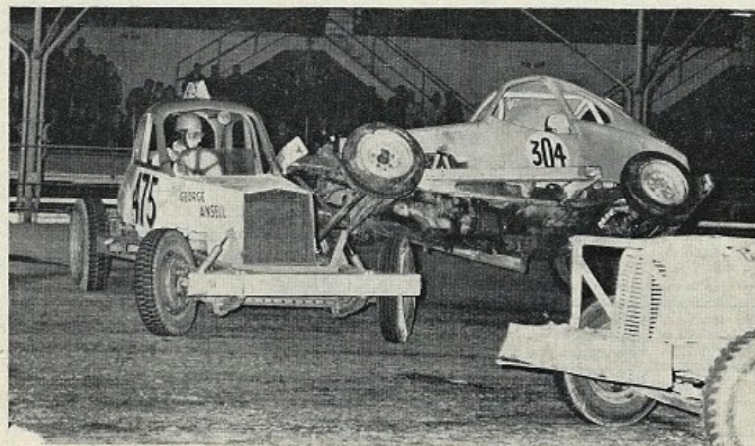
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Baldock garageman WILLIE WANKLYN (304) becomes airborne as he tangles with fellow Hertfordshire driver GEORGE ANSELL (475) — who looks quite surprised! RON PEARS (331) comes on the inside — unconcerned.

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At £170 Anglia 105E fitted Classic 1340c.c.

engine with new Corina 'GT' Carburettor, 4 branch inlet manifold, 'GT' Camshaft and 4 branch exhaust.
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MISCELLANEOUS

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FIXTURE LIST FOR 1964

Subject to Modification

APRIL

- Walthamstow
- Coventry
- Long Eaton Swindon
- Cadwell Park
- Harringay
- Brafield
- Belle Vue Long Eaton West Ham

JUNE

- Walthamstow Plymouth Coventry*
- Brafield Plymouth
- Harringay Hednesford
- Plymouth Swindon Long Eaton*
- Plymouth Belle Vue West Ham
- Brafield*

Walthamstow

- Plymouth
- Hednesford Harringay B.S.C.D.A.
- Walthamstow Plymouth
- Long Eaton West Ham (S-Final)
- Harringay
- Brafield
- Plymouth
- Long Eaton Swindon
- Bell Vue (S-Final)

MAY

- Walthamstow Plymouth
- Coventry Long Eaton
- Plymouth
- Harringay Long Eaton
- Plymouth
- Swindon
- Brafield
- Belle Vue Hednesford Ringwood* Plymouth
- Harringay Long Eaton
- Plymouth West Ham
- Cadwell Park*

JULY

- Walthamstow* Plymouth
- Coventry Long Eaton
- Plymouth
- Harringay Hednesford*
- Brafield
- Plymouth
- Belle Vue* Long Eaton
- Plymouth
- Swindon*
- Plymouth

SEPTEMBER

- Walthamstow Plymouth
- Coventry (W-Final)
- Harringay Long Eaton
- Brafield
- West Ham Belle Vue Swindon
- Harringay Long Eaton

OCTOBER

- Walthamstow
- Coventry
- Brafield
- Belle Vue Swindon
- Coventry
- Belle Vue
- Brafield

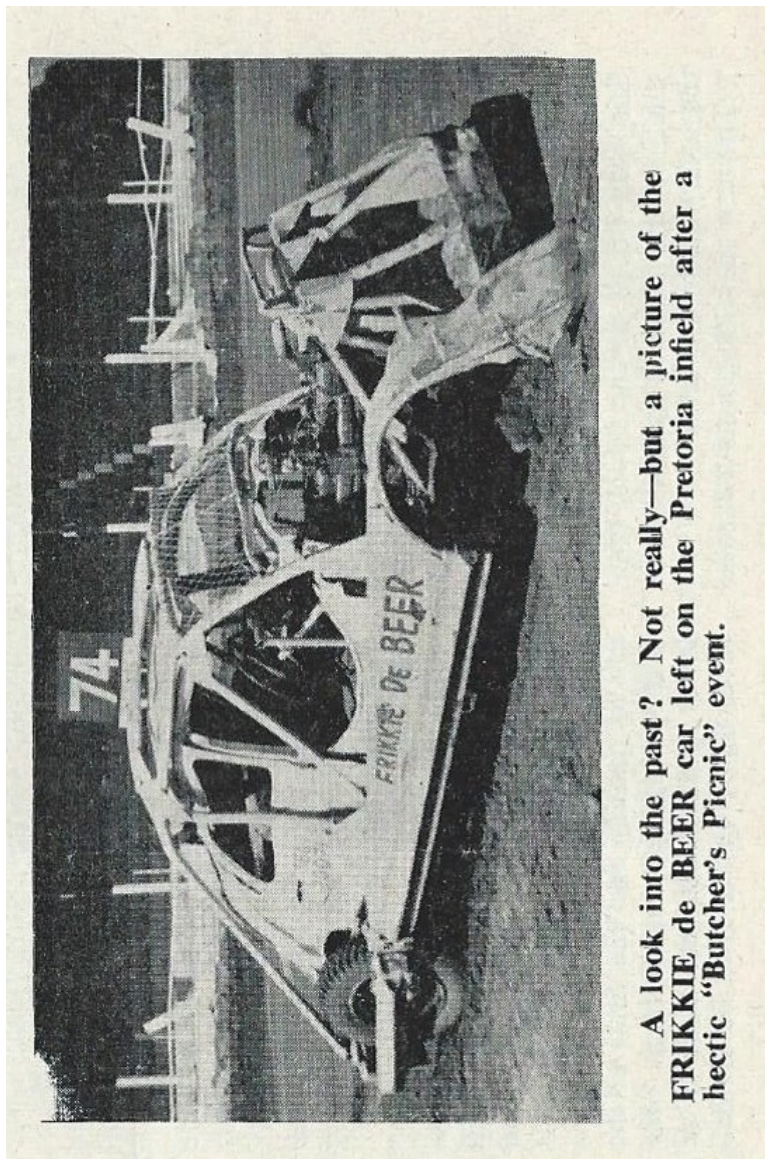
AUGUST

- Coventry Long Eaton
- Brafield
- Belle Vue Ringwood

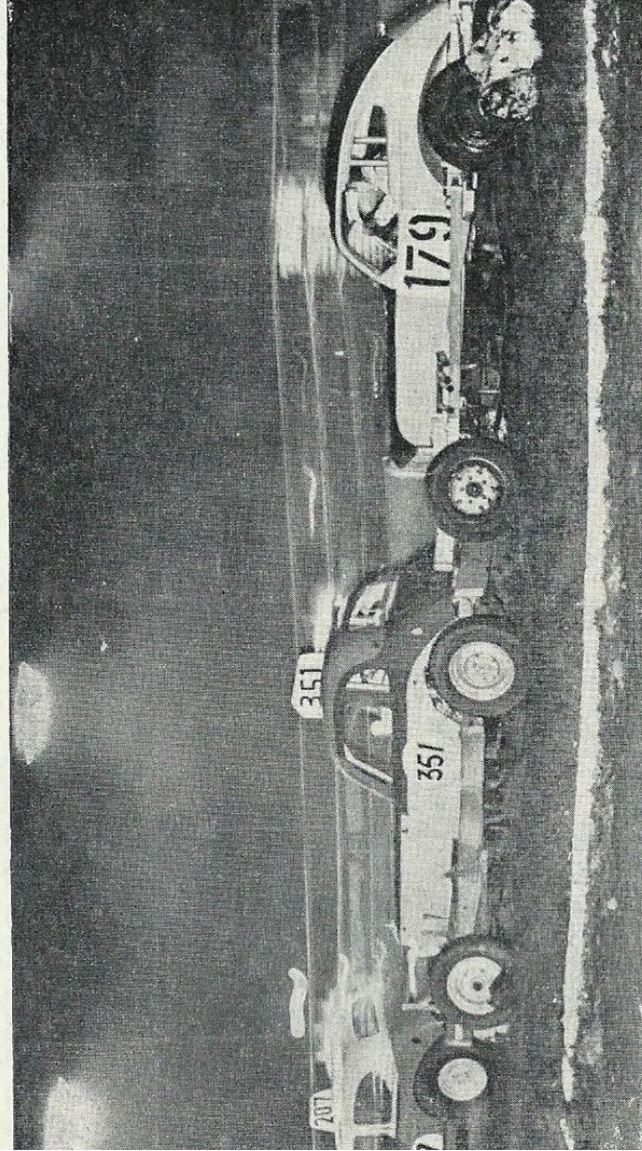
* World Championship Qualifying Rounds



B.S.C.D.A. Secretary Johnny Piper (10) looks serious as he prepares to leave the pits in his Mini-bodied special, while VIC WRIGHT (453) of Harrow finds time to smile as he comes out for the first time as a 'B' grader.



A look into the past? Not really—but a picture of the FRIKKIE de BEER car left on the Pretoria infield after a hectic "Butcher's Picnic" event.



Under the glare of the West Ham track lights three drivers try to sort out their problems. The bumpers of all three cars hitched together, and, running like a train they take to the grass in an effort to free them. Involved are DENNIS DE QUINCEY (207), HALEY CALVERT (351), and JUMBO TUSTIN (179).