

HEAT 1 20 LAPS

Car No.	Driver and Town	Car No.	Driver and Town
F 140	Steve Tanner (Herts.)	F 112	Peter Godsmark (Sussex)
F 142	Stan Eulson (Herts.)	F 158	Fred Funnell (Kent)
F 42	Ron Chapman (Sussex)	F 159	Peter Funnell (Kent)
F 100	L. G. Heads (Middx.)	F 52	R. E. Salsbury (Sussex)
F 121	G. Pinnells (Surrey)	F 40	R. L. Barton (Sussex)
F 124	K. Pont (Surrey)	F 57	T. Jones (Surrey)
F 123	Don Miles (Hants.)	F 90	D. O'Brien (Surrey)
F	Pat Cross (Birmingham)	F 72	Charles Gardner (Surrey)
F 6	Reg Spragg (Surrey)	.....	.....
F 29	B. Williams (Surrey)	.....	.....
F 51	E. Hynes (Sussex)	.....	.....
F 102	Ron Ross (Sussex)	.....	.....
F 11	R. G. Williams (Surrey)	.....	.....
F 119	Ricky Wooderson (Surrey)	.....	.....
F 56	W. Harris (Sussex)	.....	.....

RESULTS: 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....
 Transfer first six to Final, remainder to Consolation.
 First Prize: Spedworth Trophy.

HEAT 2 20 LAPS

Car No.	Driver and Town	Car No.	Driver and Town
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RESULTS: 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....
 Transfer first six to Final, remainder to Consolation.
 First Prize: Moly Slip Trophy.

DON'T FORGET
SPEEDWAY FINAL MEETING for 1961

THURSDAY 21st at 7.45

FIREWORKS ★ SIDECARS ★ 20 STAR RIDERS

ANGLIA T.V. TROPHY and SUPPORTERS CUP

(Presented by BOB WELLINGS)

Biggest collection of Star Riders ever to appear at one meeting, Ove Fundin, Ronnie Moore, Barry Briggs, Jack Young, Bjorn Knutsson, Peter Craven, Ken McKinlay, Ron How, Bob Andrews, Nigel Boocock, Ron Mountford, Cyril Maidment and all the Ipswich Riders.

FORMULA II

STOCK CAR RACING

ALDERSHOT

Every Thursday Night, first race 8 p.m.

EASTBOURNE

Sunday, 24th September 1961

ALL NATIONAL CHAMPIONSHIP First Race 3 p.m.

ACE PROMOTIONS BY
FORMULA II STOCK CAR COMPANY LIMITED

FORMULA II
STOCK CAR
CHAMPIONSHIP OF THE WORLD

GRAND FINAL

Grid Positions to be drawn for

1st PRIZE £50.0.0 — WORLD TROPHY

2nd PRIZE £30.0.0 — SILVER TROPHY

3rd PRIZE £20.0.0 — SILVER TROPHY

F 2	STAN INGLE	Godmanster
F 3	TONY NEWMAN	Shackelford
F 12	MIKE TURNER	Basingstoke
F 14	DAVE COBB	Woking
F 15	CHARLES WELER	Channel Islands
F 16	MORRIS EGAN	Isle of Man
F 17	TONY MAIDMENT	Camberley
F 19	JOHNNY MILES	Newbury
F 21	FRED SWANBOROUGH	Headley
F 22	JIM CRANE	Farnborough
F 23	BOB CHIPPLING	Woking
F 34	DON MASON	Selsey
F 32	PETE TRIGG	Cranleigh
F 37	MIKE SMITH	Wokingham
F 68	TOMMY TUCKER	Peacehaven
F 39	ARCH HAZEL	Brighton
F 41	ERIC TAYLOR	Hailsham
F 113	GEO. CHAPMAN	Brighton
F 46	TONY DYMOTT	South Africa
F 50	DUSTY MILLER	Hailsham
F 109	JOHNNY BUCK	Bexhill
F 56	RON COATES	Theale
F 65	PETE LINFIELD	Chichester
F 95	JAN SCOTT	Czechoslovakia

RESULTS: 1st..... 2nd..... 3rd.....

INTRODUCTION

By LES EATON

Stock Cars come, Stock Cars go, but Formula II will go on for ever.

I personally owe a tremendous amount to these wonder cars; in the past years I have had the fortune or misfortune to promote practically every type of entertainment known, but believe me, when I say I have never had so much pleasure, amidst such enthusiasm, and such a grand bunch of lads as our Formula II drivers.

Today is the First World Championship in this country. We trust that our presentation will do justice to this great event.

To you, the Public, who make all this possible, our sincere thanks and hope your visit today will be a memorable one.



FROM THE COMMENTATORS BOX

By JOHNNY O'CONNOR

THE 'BABY BASHERS' COME TO FOXHALL HEATH

I SUPPOSE EVERY MOTORIST IN THE WORLD HAS A LITTLE BLACK DEVIL HIDDEN SOMEWHERE DEEP WITHIN HIM.

The urge to "nudge" the bloke in front; the chance of hurtling INSIDE a fellow driver on a sharp, dusty turn; the odd thrill of actually piling up in a hotch-potch of dented wings and battered carriage-work.

This year that little black devil has really come out into the open. He's wagged his tail, waved a magic wand and produced... Formula II Stock Car Racing. And this kid-brother of the rocket-powered biff 'n' bang brigade has really captured the imagination of thrill-punchy crowds up and down the country.

IT COULD BE YOU

Because these cars — and drivers — COULD be Mr. Average Motorist. You can easily imagine it's yourself. Out on a glorious spree.

They are only little cars — nothing more than 1200 cc. — but, brother, do they put on a spectacular show. The emphasis is on speed, and spills and patrons at Ipswich can expect both these ingredients in large dollops.

These "Baby Basher" Boys are real keen. So are their wives! Pretty well everywhere they go, you find the mechanically minded Missus sitting in the pits, swift with criticism

and a helping hand.

This afternoon we will no doubt be forced to the edge of our seats as the drivers battle for the FINAL OF THE WORLD CHAMPIONSHIP. Drivers from all over the country have set their eyes on this title for many months... but there's a whole lot of battling and bangs before the title is actually claimed.

WATCH YOGI

My tip? Watch Jan Scott, driver of car F.95, the man they call "Yogi Bear." Hailing from Yugoslavia, he's the Barry Briggs of Formula II Stocks... fearless, foot down, flat out and hold on to your hats-type merchant.

The winner and WORLD CHAMPION will receive his trophy from the fabulous Dr. Barbara Moore, the famous female foot-slogger and former motor-cycle champion of Russia. Watch out for another beauty here this afternoon — Miss Lesley Briggs, newly elected Formula II Stock Car Queen of 1961.

AND WATCH FOR MORE OF THIS THRILLING NEW SPACE-AGE SPORT FORMULA II STOCK CAR RACING HERE AT FOXHALL HEATH.

Now — up with the tapes — the best of luck to all the finalists, and **MAY THE BEST MAN WIN.**

**FORMULA II STOCK CAR RACING
BY FORMULA II STOCK CAR COMPANY**

INTRODUCTION

14th September, 1961.

All over the world the word Sport has always typified the British as somewhat original in their style and character. In football, cricket and other games developed by the people of this island, and their many counterparts dispersed throughout the world, there has always been a retention of the purpose of sport as opposed to sport for principally financial gain.

We feel that we have hit a distinctly happy medium in that Formula II Cars remain semi-professional. Our drivers obviously need expenses to finance their cars and the prize money is, in the main, the means to this end. Therefore Sport overrides the hard business head, and the winners and the losers retain the art of sport in a very happy union and atmosphere.

Upon perusing history, Nuffield, Renault, Austin, Rolls, Bentley and so many others achieved their ends from very small beginnings, always researching, and not always in the light of public glamour or the gaily coloured end product. Many hours of arduous work, failures, hardships and setbacks go unprinted.

The Formula II cars gain no prestige from any style of facial make-up, but this makes positive the intention and enthusiasm prevailing in this field.

Who can foresee what the future may bring forth from this delightful sport and entertainment? Will it be a future schooling for pre road driving with greater skill?

Some may argue that this type of driver, his personality and ego are far from this.

But today we have paratroopers of great daring also.

The material needed here is not showmanship, but considerable courage with a very cool and alert reaction.

As has been proved of all our noted Test Pilots in the field of aviation (and for whom our destiny owes a considerable debt) the material from which they arise is far from showmanship. What greater application could the youth of today give with their spare hours than Formula II racing. The skill and modifications by their own personal ingenuity may well give to us the perfect motor vehicle of the future: skidproof, unrollable and almost accident proof.

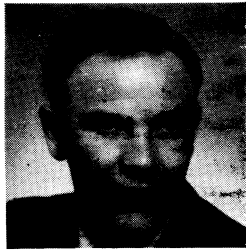
To take a standard type of motor car into the tracks and subject them to the tests one sees, with less injuries than those recorded by football, is testimony in itself.

Most important of all — this Sport is a Healthy One which must ultimately reflect in the personal character of all those taking part.

“CRIMOND.”



Tony Maidment, in his late 20s, married, with a new Maidment quite recently, comes from Camberley, Surrey. Here is a man who says the word "impossible" when included in the alphabet misled the world. This tall dark driver has moved through the colours to rest his laurels upon the gates of the World Final with the rest of the crack drivers of the world. A driver with a very good record. **F17**



Jan Scott, 43 years of age, born in Brno, Czechoslovakia, flew Spitfires with the R.A.F. during the war as a Pilot of 310 Squadron. Stayed with us after the war, substituting the name of Svoboda for Scott. Married, with baby daughter who must be pleased with "Yogi Bear" as her father's emblem. Jan has the type of smile which, coupled with courage, attracts many supporters. **F95**



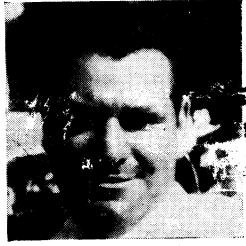
Arch Hazell, age 34, of Hazell Autos, Brighton, married, with many supporters. Likeable Arch with a ready-made grin for everyone, makes all those who have failed to defeat him feel pleased about it—afterwards. What better than a licking with pleasure, or a loser with a grin? Arch, schooled in "Big Un's," finds Formula IIs something that pleases all his family. **F39**



Don Mason, age 34, married, motor engineer of Selsey, Sussex, previously a speedway rider, and rider of Scrambles, and once a Stock Car Driver of the "Big Un's." Veteran of Speed, and renowned for his partiality to the sport of Formula IIs; very keen and set to the game. His policy is Win, and he carries out this intention in every race. Very good to watch indeed. **F34**



Fred Swansborough, age 21, a bachelor, comes from Headley, in Hampshire, where he is a Plant Engineer. Fred, who resembles a certain T.V. announcer, says he started racing immediately after watching his first race, and actually built his car in a matter of days and nights. He is another driver that really loves the thrills. **F21**



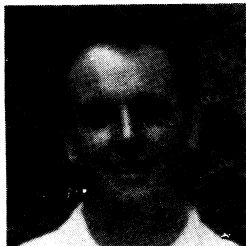
Peter Linfield, 30, married, of Chichester, Sussex. Ex-R.A.S.C. (Army). When not racing in Stock Cars is concerned with horses. Has written off three stock cars in seven races and carries determination with humour. Hopes that his two children will continue to carry on the Linfield tradition. **F65**



Tony Dymott, South African, age 19 years, now of Caversham, Berks, experienced in Agricultural Engineering under the auspices of his father—quiet nature with the methodical touch needed in tight corners—a most persistent lad with a set mind: The Championship. **F46**



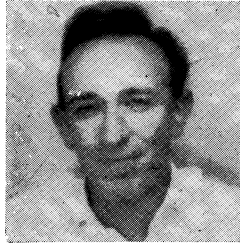
Eric Taylor, married, age 39, of Hindhead, Sussex, Garage Proprietor. The label of "iron man Eric" is no myth. Jujitsu expert, Airborne Glider Pilot in the last war, Trick Motor Cyclist. States: "I have tried many sports, but Stock Car Racing in Formula II gives me enjoyment and thrills." **F41**



Stan Ingle of Godmanchester, Cambs. Age 31, married, with three children. Veteran of Stock Car Racing, Top Scorer with Trophies. Never been overturned. Keen blue eyes that look straight and determined—a pocket-sized Fangio. **F2**



Gordon Chapman of Brighton, Sussex. Age 27, a bachelor, once well known Wall of Death Rider. Ex-Army. Stock Car Driver. Likes the Challenge. **F113**



Tony Newman, of Godalming, Surrey, needs no introduction to most of our followers, a very good "young un" indeed, and a veteran driver at that. Always dependable as a hard worker. **F3**



Morris Egan (Eager Morris!) you may well be left with this impression as they roar away. Morris, who comes from Egham, in Surrey, is a very scientific driver indeed, and we are glad to see him in the Championship. **F11**

BREAKDOWN: FORTY-ONE MEN, EIGHT WOMEN