

SPEDEWORTH LTD.
(RACING CONTROL)

**FORMULA II
STOCK CAR RACING**

An illustration of a Formula II Stock Car race. The scene is viewed from a high angle looking down the track. Several open-wheel cars are racing towards the viewer. The car in the center has the number 23 on its front. To its right, another car has the number 5. In the foreground, a large, low-profile car with the number 13 is visible. The track is flanked by grandstands filled with spectators. The overall color scheme is a monochromatic purple and pink.

READING
Tuesday, 3rd July 1962
Gala Opening Meeting
Souvenir Programme 1/-

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Introduction by **LES EATON**

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 meeting of Formula II Stock Car Racing at this stadium. We trust 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 will be a memorable one.

All over the world 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.

In Formula II Stock Car Racing the drivers are graded on past results, and start accordingly from graded positions on the starting grid.

At the front of the starting grid you have the White Roof cars. This white roof is for new-comers to the sport. Then you have the more experienced drivers who have the roofs of their cars painted Yellow. The near star drivers, who have their car roofs painted Blue come next, and finally, starting from the rear of the grid come the stars of the sport. Star drivers have their car roofs painted Red. THERE ARE NEVER MORE THAN 12 STAR DRIVERS IN THE SPORT AT ANY ONE TIME.

A FEW OF THE DRIVERS COMPETING TO-NIGHT



JIM FIELD (186)—A quiet, family man who has been racing Stock Cars now for two seasons. Last year, several papers ran Field as a ready strength mechanical trouble. This year Jim has got a lot of race and money into his car and is just reaping his rewards. Could surprise many of the top boys to-night.



STEVE TANNER (140)—On the track Steve is very much the "business man about town." On the track Steve Tanner has to fear. One speed only have set down, here I hope, Steve will do one of those things to-night. Win the trophy—Bless his motor as in the streamer or LEASH.



GEORGE TELFER (106)—One driver who could really pull a surprise this evening. Unconsciously one of favorites in Stock Car Racing, George Telfer has made his presence felt in the sport when he spun through the Wilcox starting at Fairbourn, sweeping the track, and taking a good looking job with him, currently has the best eye clearing for him.



MICKY PAUL (5)—A great big bunch of a man with a heart of gold—Micky Paul. Always ready to help a fellow driver in the pit, and on the track he has earned the title of "The cleanest driver in the sport." Micky Paul was once—lots of nearly—called brilliant driving.



STAN VERBAL (86)—Came into Fairbourn in Stock Car Racing last season and showed star potential right from his first race. A big favorite at Adirondack stadium where he has built a reputation for his driving last six weeks.



MICKY SMITH (27)—Age 26, married with two children, business man in the world of Pine Mire in Washington, Berks. Renowned amongst his admirers as the "Lag Puller" by virtue of his extreme bumper. This character in no way belittles his position as Star Driver.

From the Commentators Box by Johnny O'Connor

Is League Racing a Good Thing?

A lot of people ask me: Why isn't there more competitive stock car racing? Certainly most of the national newspapers only entertain sports with leagues and regular race days.

I think the present setup for Stock Car Racing is almost perfect. Fairly regular race-nights at good venues, always good racing with none of the cut-throat business that always gets attached to league sport.

That is stock car racing's biggest asset, I feel. There's a lot of happiness about it. Formula if Stock Car racing is primarily a carefree sport. The lads go out and have a go mainly because they love a bump and a bash and a tyre old session.

Once you start introducing league racing then things get serious. A driver would have to contain his natural inhibitions for "the good of the team". I mean, you wouldn't score many points for your outfit lying upside down on the track.

And I know plenty of stock car lads who get plenty kicks from simply turning over a motor car.

AMERICAN STOCKS

Yes, Stock Car Racing is fun. In America, birthplace of this thrilling brand of motor racing, things got very much out of hand when big business stepped in and took all the fun out of stock car racing.

I think most stock car fans go along mainly for a chuckle. . . They couldn't really care less who wins. They want action—and they get it.

So please let's continue with individual stock car events. Every man jock for himself and the devil take the hindmost.

For me, it spells better racing.

To-night's meeting should produce some fast and exciting racing. With all the top drivers in the sport competing thrills and spills will come fast and furious.

MY TIP

My tip to lift the trophy? Watch Steve Tanner, driver of car No. 140. Not a star driver yet—but a lad who is rapidly climbing to the top. Fearless, foot hard down, make-way I'm coming through type of driver.

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

8.00 p.m. HEAT TWO. 30 laps.

Car No.	Driver	Town
95	Jan Scott	Czechoslovakia
1	Stan Ingle	Godmanchester
33	Ran Chipping	Woking
112	Pete Godsmark	Brighton
15	Charlie Waller	Staines
55	Fred Cox	Woking
154	Darkele Gardner	Sussex
204	Geo. Triller	London
82	Ray Woods	Dublin
81	George Parrin	London
123	David Miles	Hampshire
38	Keith Cardery	Reading
164	Dave Packham	Newkhurst
214	Michael Hitchcock	Woking
210	Eddie James	Normandy
31	Beryl Turner	Farnborough
59	Brian Woods	Surrey
4	Chris Davidson	Glasgow
114	Hike Wilson	Surrey
151	David Welland	Surrey
280	Johnny Mills	Southend-on-Sea



JAN SCOTT
World and British Champion

8.15 p.m. HEAT THREE. 30 laps.

Car No.	Driver	Town
19	John Miles	Berks.
12	Mike Turner	Hampshire
140	Steve Tanner	Letchworth
100	Colin Meads	Middlesex
101	Len Meads	Middlesex
80	Stan Yerrall	Cove
87	Ken Gardner	Wokingham
88	Tony Gardner	Wokingham
180	Jim Field	Wokingham
41	Eric Taylor	Hatfield
32	Jim Crane	Farnborough
17	Tony Maidment	Camberly
37	Micky Smith	Wokingham
5	Micky Paul	Eversly
48	Tommy Tucker	Brighton
108	Pete Meadows	London
29	Bill Williams	Milford
39	Arh Hazel	Sussex
104	Brian Chandler	Middlesex
105	Ran Retailick	Middlesex
106	Dave Crittall	Sussex

Reserves (1) _____ (2) _____
 (3) _____ (4) _____
 1st 2. 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th LAP OF HONOUR

Transfer first six to Final.

Reserves (1) _____ (2) _____
 (3) _____ (4) _____
 1st 2. 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th LAP OF HONOUR

Transfer first six to Final.

NEXT MERRY MEETING AT THIS STADIUM
★ WORLD CHAMPIONSHIP QUALIFYING ROUND ★

TUESDAY, 10th JULY, 1962 — 8.0 p.m.

Plus !!! Reading Heat of MISS STOCK CAR 1962 COMPETITION
Plus !!! Special Interval Attraction

8.30 a.m. CONSOLATION HEAT. 20 laps

Car No.	Driver	Car No.	Driver
10	W	22	W
11	W	13	W
12	W		
13	W		
14	W		
15	W		
16	W		
17	W		
18	W		
19	W		
20	W		

20 - Split between drivers in 2nd heat

1st 2nd 3rd 4th 5th 6th LAP OF HONOUR

Transfer first six to Final

15 minute INTERVAL

9.00 a.m. GRAND FINAL. 25 laps. READING STANDARD TROPHY.

Car No.	Driver	Car No.	Driver
10	W	22	W
11	W	13	W
12	W		
13	W		
14	W		
15	W		
16	W		
17	W		
18	W		
19	W		
20	W		

1st 2nd 3rd 4th 5th 6th 3.99

PRESENTATION OF TROPHY BY THE READING STANDARD



Pit Gossip
by
JUMBO ALLEN

NEW TRACK

By the time you have bought this programme and read my article you will be witnessing another landmark which will eventually go down in the history of Formula II Stock Car Racing. As Pit Marshal for Spedeworth Ltd., the promoters of all fabulous Formula II racing, it gives me further scope and opportunity for 'GOSSIP'. It is another PIT AREA in which the tales of disappointment and the tales of joy may be told. The very fact that Reading Stadium is opening its gates tonight to present Formula II Stock Car Racing is once again proof that Spedeworth Ltd., are promoting the type of event that you the general public like to support. Without the money that you pay for entrance fees, programmes etc., the 'SHOW' could not go on.

THE DRIVERS

The drivers have asked me to express through my columns their sincere thanks for the appreciative way that you receive our sport. Believe me those 'lads' (some are nearer 40 years old) try very hard to please and always give of their best. Unfortunately some of them have plenty of luck. ALL BAD, but they still keep coming back for more. The spirit (not liquor of course) that exists between our drivers is the greatest and I can assure you that you will not find any better comradeship in any other Motor Racing fraternity. Mind you on the track itself is a different story, because they are all out to win, but should any driver 'blot his copy book' whilst racing the bad feelings are forgotten over a cup of tea in one of the Transporters out in the pits. By the way, if you want to meet any particular driver, please find me in the pits at any time, and a personal introduction will be arranged. You should be able to recognise me as a photograph of the sort that you talk to in this programme. Similarly drivers autographs can be obtained. Why not walk around the 'PITS' after the meeting and see the other 'SHOW' that goes on off the track. Be careful to bring your blue dictionary with you as drivers sometimes speak a language that makes it difficult to understand them. The best time to hear this verbal onslaught is when a car falls off the skids whilst being loaded. Bernard Shaw's Pygmalion is polite by comparison. (See you later).

NEW FORMULA (Formula II Monoposto)

Secretly, behind locked doors, the prototype of the new Formula II Monoposto Racing Car is being manufactured. Secretly you say, then how can I possibly know what's happening? You will find the answer to that later on. Apparently it is hoped that the car will be light enough and low enough to transport on an oversize roof rack on top of any large make of car that is capable of towing a caravan weighing about a ton. If it can be (continued overleaf.)

that on roads like this going around from track to track should certainly look very impressive and with the cushion of seats very comfortable for the driver, mechanic and respective families. This type of racing with this type of transport will be a real family man's sport. Formula II Monoposto Racing, of necessity, will have to be straight racing as seen on 'GRAND PRIX' circuits all over the world. The big differences are that you won't have to travel all over the world to see it. You can see and have all the thrills and spectacle of 'GRAND PRIX' racing on the closed circuit at this stadium. The designer and manufacturer of these cars (to be known as SUPACARS) is one of the greatest and wisest guys in the sport (identity revealed later on). Not only can he build racing cars and make them 'TICK', he can get out on to the track and race them against the most skillful drivers of our time with very successful results. He knows what he is talking about and can prove it. With his enthusiasm behind the new Formula II it is bound to be extremely popular with you the general public.

Well folks that's your lot for now, as I have 50 cars to organize for the 'GRAND PARADE', which should start any minute now. More 'FIT GOSIP' in following programmes. Cheers until after the meeting.



*As I see it
from Car No. 2
by
STAN INGLE*

In my opinion "Formula II" Stock Car Racing is the finest sport in the country today—nothing is "fixed" in any way and you never know what may happen next, and at almost every meeting the unexpected does happen! The grading of the cars through a points system, ensures that every driver beginner or otherwise has an equal chance. The rich man has no advantage as all cars must be pre 1948 and no more than 1200 c.c.—sales, gearboxes and steering etc. must be standard. The most popular car is the Ford, usually raced in second gear and sometimes reaching the speed of 80 m.p.h. on the straight which is quite something for cars of that age!

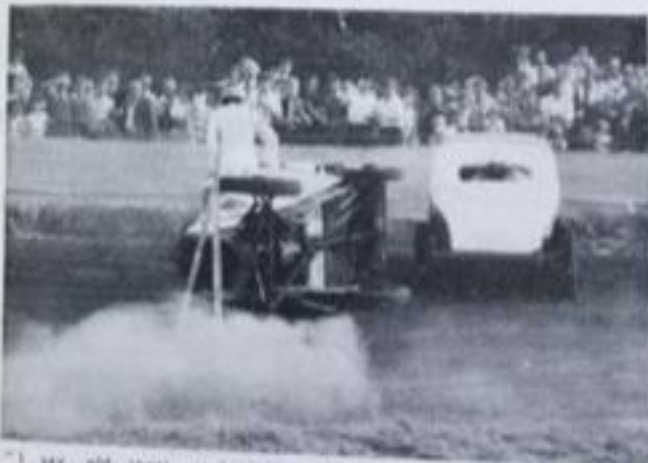
Safety is the keynote of the sport and cars must be built to rule. I would like to say how grateful we all are to the scrutineers for seeing that every car is as it should be. Most of us have at some time or other been handed a ticket just before a meeting stating that in the scrutineer's opinion a certain bolt is not quite secure or the welding on the "roll bars" is not quite right, and if a driver has travelled some 100 miles or so in race, some hurried operations have to be made to meet the necessary requirements!! For unless this is done he is definitely not allowed to go out on the track!

Ask any driver how he feels just before the race and if he says he's not nervous he must be joking, because I know from past experience that no matter what race it is there are always "butterflies" until the Starting Marshal drops the flag for the "off", then you forget about them and concentrate on how you can get by the cars in front. If you don't decide quickly you might find you are being "helped" by a push from the blake behind which could have disastrous results!! You could be "spun out" or even turned over, but it's all part of the sport and you must take it as such! Remember all drivers are friends in the pits but out on the track it's everyone for himself!

STAN INGLE.



Very much a family man is star driver Stan Chipping, seen here discussing racing tactics with his 5-year-old son, Mark.



"I say, old sport, you've taken the wrong turning!" That is what Eddie Hynes (57) appears to be saying to a fellow driver as he climbs from his overturned car at a recent meeting.

ADMINISTRATION STAFF

Les Eaton (MR. STOCK CAR)	Racing Manager
Mavis Eaton	Secretary
Jack Hunt	Racing Steward
Gwen Cecil	Lap Scorer
Ray Cecil	Track Accountant
Frank Howlett	Advertising Manager and Starter
Jumbo Allen	Pit Marshal
Johnny O'Connor	Commentator and Press Officer
Ervinsons	at Drivers' Committee's Direction
Eric Taylor	Chairman Drivers' Committee

The DIRECTORS of SPEDEWORTH wish to express their sincere appreciation to the following people:

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Mr. F. Payne, Secretary—Clapton Stadium Ltd.

Mr. J. Ficker, General Manager—Reading Stadium

SPLIT WATERMAN—GUEST CELEBRITY

ST. JOHN AMBULANCE BRIGADE

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BETTING STRICTLY PROHIBITED

SPEDEWORTH LIMITED, ALDERSHOT STADIUM,

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Some interesting FACTS about SPEDEWORTH—The 1962 feature, the greatest ever undertaken by any organisation. Double the amount of Meetings, undertaken by all the other promoters, put together, in this country. Some 449,000 people will watch Formula II Stock Cars. Some £20,000 will be paid to Drivers, by way of Prize and Start Monies.

NO WONDER EVERYBODY IS SAYING LET'S GO STOCK CAR RACING.

SPEDEWORTH LTD.

present

FORMULA II STOCK CAR RACING

' FOLLOW US ROUND THE RACEWAYS '

EVERY TUESDAY, 7.30 p.m. READING STADIUM

EVERY THURSDAY, 8.00 p.m. ALDERSHOT STADIUM

ALTERNATE SATURDAYS—

7.30 p.m. NORWICH STADIUM

ALTERNATE SUNDAYS—

3.30 p.m. IPSWICH STADIUM

ALTERNATE SUNDAYS—

3.30 p.m. EASTBOURNE STADIUM

THIS SUNDAY—IPSWICH
ARRIVE EARLY AND AVOID
THE TRAFFIC CONGESTION

BARGAINS! BARGAINS! BARGAINS!

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860 OXFORD ROAD, READING

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Watch our car No. 299, built and entered by
BRYAN PRYNN and driven by English Go
Cart Champion REX WARWICK of Reading

OFFICIALS FOR TO-NIGHT'S MEETING



Mrs. GWEN CECIL
OFFICIAL LAP SCORER

The only member of the farrier sea officiating at Stock Car Meetings and the person with the most difficult job of all. Gwen has to shut out of her mind completely all the excitement of racing and concentrate on the position of the cars lap by lap. And she is accepted as the 'best in the business'.

JACK HOLT

OFFICIATING RACE STEWARD

Jack Holt has travelled the world officiating at every type of motor sport. Respected by drivers and public alike for his sound judgement. Once the race has started the steward is in complete control of the meeting. On his shoulders rests the responsibility of stopping a race if a driver appears to be injured or trapped in his car after a crash.



FRANK HOWLETT

STARTER AND FLAG MARSHAL

One of the greatest personalities in the sport is bearded Frank Howlett. Former Speedway Rider, Dance Band leader, and Racing Motorcyclist. Frank turned to Stock Cars as a driver way back in 1952 at the first meeting in this country, and has been around ever since.



Programme of Events

SPEDEWORTH LIMITED presents

FORMULA II STOCK CAR RACING

TUESDAY, 3rd JULY, 1962

7.30 p.m. GOD SAVE THE QUEEN.

OFFICIAL OPENING OF TRACK BY:

SPLUT WATERMAN — ENGLAND AND IPSWICH SPEEDWAY

7.40 p.m. GRAND PARADE

7.45 p.m. HEAT ONE, 20 laps.

Car No.	Driver	Town
291	Ted Foster	Basingstoke
200	John Pincock	Farnborough
181	Den Fitzmaurice	Farnborough
33	Tony Hartley	Aldershot
173	Bob Elton	Hartley Wistey
149	Pat Cross	Ireland
266	Norman Hicks	Basingstoke
238	John Carter	Maidenhead
265	Bernard Fordike	Suffolk
188	Ray Roberts	London
299	Rex Warwick	Reading
272	Johnny Welch	Reading
214	Bill Sibley	Portsmouth
263	Digger Meades	Middlesex
219	Tony Harris	Wokingham
163	John Hunt	Reading
94	Tony Weston	Newbury
128	Dick Job	Heathfield
152	Johnny Grainger	Camberly
159	Errol Graham	Norfolk

Reserves (1)

(2)

1st. 152 2nd 219 3rd 173 4th 160 5th 299 6th 162 LAP OF HONOUR

Transfer first six to Final.