

STOCK CAR RACING

PICTORIAL
PROGRAMME
& RACE CARD 1/-



5th Meeting 1957 Season
West Ham Stadium
14th SEPTEMBER - - - at 7.45 p.m.

STOCK CAR RACING

WEST HAM STADIUM, London, E.16

Telephone: Albert Dock 2441

— AN A. D. SANDERSON PRESENTATION —

OFFICIALS :

Clerk of the Course:
NORMAN VERONIQUE

Starter:
GEOFF BULL

Lap Recording:
Under B.S.C.D.A. Arrangements

Announcer:
PETER ARNOLD

Chief Pit Marshal:
CHIPS CHIPPING

Car Scrutineers:
JACK VOSS REG REYNOLDS

Medical Officer:
DR. EUGENE KELLY

St. John's Ambulance Brigade
in attendance

NOTICE

"Stock" Car Racing is dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the Stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. Should this meeting be abandoned before two races have been completed a re-admission ticket will re-admit you to the following meeting. In no circumstances will any money be refunded.

Betting is absolutely prohibited at "Stock" Car Meetings. The Management reserves the right to make alterations or additions to the programme.

You Bend 'em — We Mend 'em

Service and Breakdown Vehicles Kindly Supplied for this Meeting by:

Cooks Cars, Gallows Corner, Gidea Park

Porter Bros. Ltd., Transport Contractors, 3 Eastern Rd., Plaistow, E.13

Boleyn Service Station, Movers Lane, Barking

Barking Garage & Engineering Co. Ltd., Wakering Road, Barking

W. J. Reynolds (Motors) Ltd., Ford House, New Road, Dagenham

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

Wilson Motors, Dealers and Dismantlers, Fresh Wharf Estate,
Highbridge Road, Barking

Freemasons Garage, 1/39 Mortlake Road, Custom House, E.16

STARTER CAR BY:

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

BEHIND THE SCENES

with PETER ARNOLD

Tonight brings to a close the racing season here at West Ham Stadium and with it the 1957 British Stock Car Drivers Championship. A fitting climax to the season with just about every top class driver in the country competing for the honour and glory—and the increased winner's cheque. Competitors were carefully chosen by the Committee of the B.S.C.D.A. and the Press with co-operation of the promoters and believe me it was quite a job debating who to choose and who to leave out. Every driver only naturally wanted to be included among the lucky seventy, but with over 200 to pick from, someone had to be disappointed—not too much so I hope. The drivers in the programme tonight represent the best cross-section and among their lists figure names that are already household words among followers of the sport; men like Johnny Brise, Vic Ferriday, Allen Briggs, Doug Wardropper, Freddie Mitchell. All potential final winners at any track and consistent performers who seem to pull out that little bit extra for championship meetings.

Once again there is an invasion from North of the Border in the shape of 'Tiger' Thomson the Scottish Champion,

Peter "Pepso" Dent from Midlothian and Jock McCulloch. All were down here last year for the same meeting. With them this time will be Andy 'K.O.' Campbell.

Like the typical Scotsman, they will be anxious to put one across 'Us Sassenachs'. Wonder if they'll be wearing kilts and be preceded to the line up by a piper?

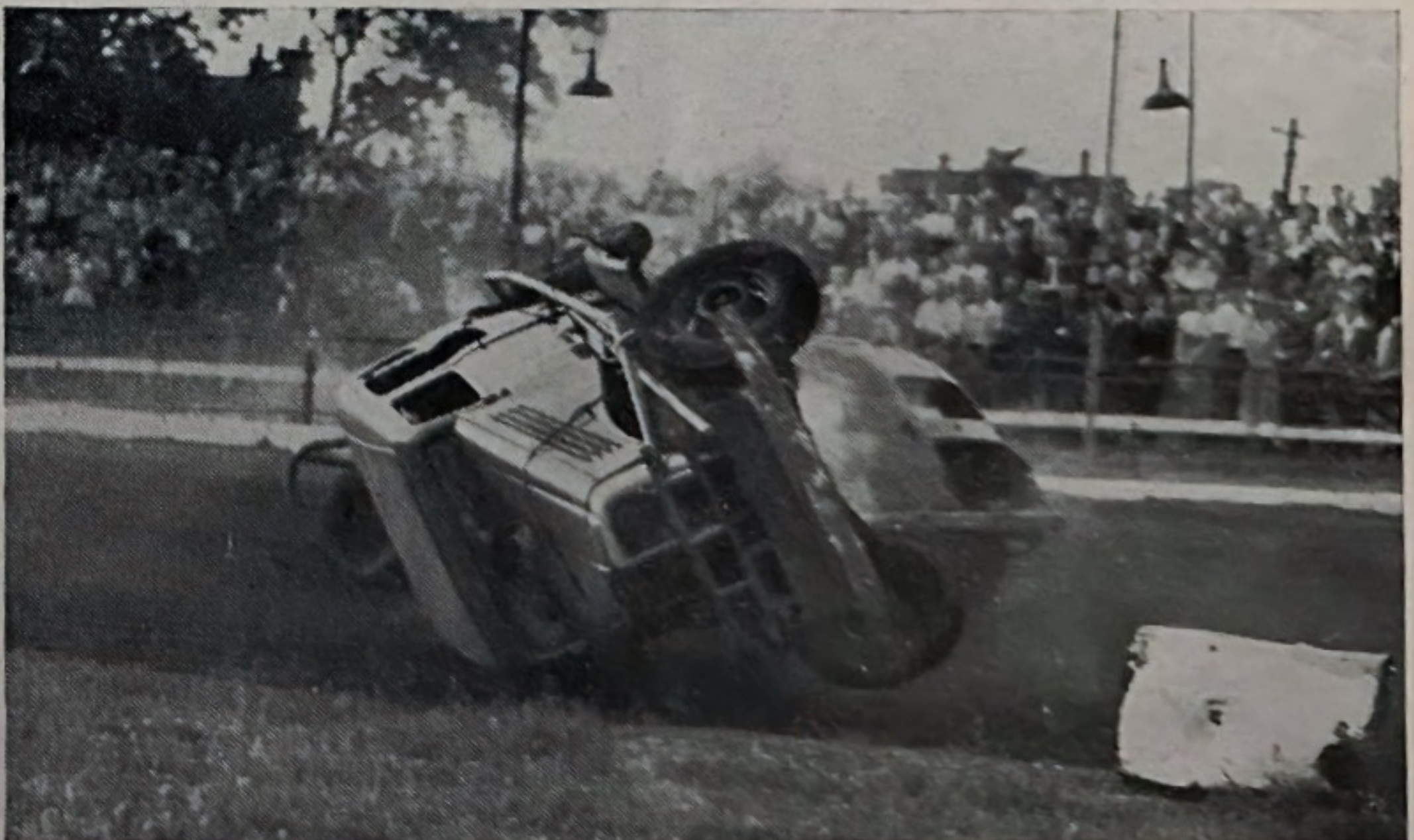
From as far afield as Belle Vue, Manchester, comes their champion, Wilf Blundell who drives a car powered by the engine used by American star 'Crawfish' Crider during his successful tour in 1955 and incorporates many special American modifications.

From the extreme South—Dorset—comes Owen Holland, from Gloucester come 'Jumbo' Tustin and constant companion Dick Sheppard—both familiar with the Custom House track.

Gil Cox from Bournemouth hopes to be here, while from Leek comes Ron Rogers who has a wonderful reputation at his home track of Long Eaton.

Take your pick from other men who have done well here in the past, drivers such as Gerry Weir, Pete Tucker, Stan

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... and the Devil took the hindmost!

BEHIND THE SCENES (cont)

Johnson—the Southend flyer who really illuminates the track with his electric dashes, Pat Willis and the familiar Packard; American stylist, Larry McDonnell, now living in this country.

What a problem with racing so unpredictable. I'll take a chance and stick my neck out by saying that the winner will be one of five men, Briggs, Wardropper, Ferriday, Mitchell or Brise. In about two hours time you'll maybe be able to tell me how wrong I was!

A quick reflection over the past season shows us that the sport has really settled down to become a thrill provider for the many fans who regularly follow the up and downs of their favourite drivers—the sport now boasts many ardent fans who will travel miles to see it.

Here at West Ham we have seen an attempt to stage American style 'hot-rod' racing, but found that there are insufficient cars of equal capabilities to warrant full scale presentation at the moment, though in the stock car events it becomes obvious to even the casual observer that speed plays an important part—that couldn't be said two and three years ago. Cars are almost twice as fast as in 1954, more reliable, and the drivers better experienced to cope with the many emergencies they are called upon to face during the course of a race.

We have seen that the speed has not taken away the thrills, they are provided unavoidably by cars doing unnatural things at the high speeds now reached.

Watching has now become an art. Fans appreciate clever, skilful driving that keeps a man out of trouble—or places a rival in trouble. Races are easier to follow—and so the interest is sustained.

I predict that the sport will become even more popular during the 1958 season, if plans to broaden the scope and increase the number of tracks operating materialise.

So in closing my last 'natter' for the present season may I take this opportunity of hoping that you have enjoyed reading them, thank the promoters for the privilege of being invited to write them and by so doing hope that they have helped to put you all in the 'stock car picture'. Looking forward to renewing our acquaintance in 1958—till then, happy spectating and—on with tonight's championship meeting.

TONIGHT'S SPECIAL GUEST



ANNE HEYWOOD

We are privileged to have with us tonight one of the most promising of the Rank Starlets, Miss Anne Heywood, known formerly as Violet Pretty, when she compered the Carroll Levis Show on stage, radio and T.V.

Winner of many beauty competitions and former holder of the title 'Miss Britain', Miss Heywood first appeared on the stage at the age of 18 in 1950, appeared on 'In Town Tonight' in 1952 and subsequently appeared all over the country in variety before being spotted whilst at the Chelsea Palace and offered a part in films.

Her first film was the motor racing epic 'Checkpoint' in which she appeared with Anthony Steele. This was followed by a part in 'Doctor at Large' and she has just completed roles in two British films for the Rank Organisation, 'Dangerous Exile' and 'Violent Playground' with Stanley Baker.

Tonight is her first visit to stock car racing and we hope that she enjoys the spills and thrills provided by the stars of the raceways. We are happy to record another close link with the film studios of the Rank Organisation, for whom the stock car drivers worked at this track in 'Who Done It?' in 1956, and who were kind enough to co-operate last season, when Paul Carpenter made the presentation.

We welcome Miss Heywood—a real pretty miss—and the thought of her carrying out the presentation is surely going to make the drivers even keener to win tonight!

Meet the Drivers . . .

SIDELIGHTS ON SOME OF TONIGHT'S COMPETITORS

REX MAY (8). Driver of the now well-known 'Mother-in-law' special with the driving seat in the rear of the car, Rex is consistent rather than spectacular. Has won heats at West Ham in the past and many placings at other tracks—his favourite being Canterbury. Hails from Leyton where he is in the garage business. Was once a variety theatre electrician.

GERRY WEIR (13). A timber merchant from Ipswich, Gerry is one of the younger stars. Has won finals at West Ham and many other tracks, tried the 'hot rod' racing and did well. Favours a Model 40 Ford coupe—as do so many others. A fast, skilful driver, Gerry—who uses a former Wardropper car—once turned over in practice—before breakfast! Could well be a dark horse—particularly if he once gets in front.

VIC MORROW (82). Irish-Canadian driver now living in Romford. Like all Irishmen, has a strong love of horses and enjoys participating in trotting events whenever possible, earning some success. Has come to the front this season in stock car racing with his Ford Model 40 saloon—orange coloured. Has been second in a heat at West Ham twice and gained major placings in the final—his best performance being in the last meeting when he led for almost three parts of the final. A good clean driver who will be keen to uphold the honour of his two parent-countries.

ALLEN BRIGGS (138). Former Army dispatch rider from Chingford, who turned to speedway racing on his 'demob'. Was once skipper of Ipswich and rode in turn for Rayleigh and Hastings. Still competes in trials and scrambles on a 197 c.c. James. Took to stock car racing from the start and has always been among the top ten drivers. His original Chrysler served him well for three hectic seasons and is now driven by Freddie Funnell. Allen now uses a former American team stock car, though nothing is left of the original engine, which blew up at Canterbury. A thoughtful driver, Allen had a memorable duel with Brise at the last meeting. Has won finals at practically every track on which he has driven—over twenty. Has now started to interest

himself in Cooper car racing at Brands Hatch—is competing there next week. Must be a favourite for tonight.

HARRY FOOT (14). Bosom pal of Rex May, Harry has found a new lease of life with the coupe he purchased from Vic Muggeridge two months ago. Won the South of England championship in August at Ringwood, Bournemouth. Came third in the Belle Vue final two weeks ago. A great enthusiast, he has reached peak form at the right time. Is a radio factory maintenance engineer and lives at Tottenham.

PAT WILLIS (25). On his day perhaps the biggest crowd pleaser in the sport, Pat has not had the best of luck this season. Will always be remembered at West Ham for his magnificent drive in the consolation race last year, when he won on two flat tyres and a steaming engine. Has failed to hit the jack-pot this season, suffering a lot of mechanical trouble when well placed. Has spent the last month preparing a new engine for tonight and means to have a go. He handles his Packard as though it were an Austin Seven. From Iver in Bucks, Pat is one of the most likeable lads in the sport.

ARTHUR OXLAND (72). Local boy who shot to the top this season after competing for three years without any success. Has this season won heats and been placed in finals at Rayleigh and West Ham. A big, bluff character, always smiling in spite of adversity, 'Oxo' broke an arm in a crash at Rayleigh. He broke the other arm just after that had healed, and last month fell down stairs and almost removed an ear! Will be in the thick of things tonight. A former speedway novice at Rye House, Arthur has just opened his own motorcycle repair business in Romford.

MAC McLEAN (44). From Staines, Mac competed in the first ever meeting in this country. An immaculate driver who somehow seems to leave the maintenance of his own car until last—he is so busy helping other drivers with theirs! On his day, a driver capable of winning, he was very successful in 1954-55. Has driven midged cars.

(contd. on page 11)

PROGRAMME OF EVENTS

SATURDAY, 14th SEPTEMBER, 1957

Official B.S.C.D.A. 1957 BRITISH DRIVERS' CHAMPIONSHIP

RACE RESULTS

Official Results will be declared only after the Lap Scorers have completed the Continuity Check. It is stressed that the Announcer's Opinion does not Constitute Official Placings.

Race Control Signals

Intermediate Flashing of Red Lights—DANGER, SLOW DOWN

Red Lights and Red Flag—STOP

Yellow Flag—CAUTION

Chequered Flag—FINISH

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

Car No.	Driver	Town	Draw No.	Substitute
5	Doug Wardropper	Ipswich	13	.....
7	Darkie Wright	Deptford	3	.....
8	Rex May	Leyton	12	.....
13	Gerry Weir	Ipswich	8	.....
19	A. E. Johnson	Custom House	14	.....
37	Alf Forster	Longton	1	.....
56	Tom Adlam	Peckham	9	.....
63	Bob Marshall	Putney	17	.....
79	Stan Johnson	Southend	6	.....
91	Gil Cox	Bournemouth	15	.....
102	Jack Wilson	Barking	20	.....
142	George Atkins	Sutton	16	.....
143	Arch Hazell	Brighton	4	.....
152	Ron Rogers	Leek	7	.....
155	Vic Muggeridge	Billinghamurst	11	.....
164	Johnnie Harrison	Ruislip	10	.....
192	Wolfie Spurling	Peckham	18	.....
202	Terry Neal	Barking	19	.....
S1	Tiger Thomson	Westlothian	2	.....
S21	Peter "Pepso" Dent	Midlothian	5	.....

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

(Transfer First Eight to Event 5, others to Event 4 as nominated)

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

Car No.	Driver	Town	Draw No.	Substitute
2	Johnnie Batchelor	West Hampstead	18	.....
31	Bernie Turney	Plaistow	9	.....
33	Vic Webb	Bristol	11	.....
38	Fred Mitchell	Oxford	14	.....
82	Vic Morrow	Seven Kings	2	.....
85	Pete Tucker	Wembley	3	.....
101	Roy Wilson	Barking	13	.....
104	Ted Pankhurst	Slough	17	.....
121	George Radwan	Bayswater	16	.....
133	Terry Coell	Plaistow	7	.....
135	Geoff Elliott	Iver	5	.....
138	Allen Briggs	Larkwood	8	.....
175	George Teece	Highbury	15	.....
176	Ron Amas	Uxbridge	10	.....
210	Owen Holland	Dorset	12	.....
214	Sorbo Salsbury	Brighton	1	.....
245	Larry McDonnell	Ipswich	19	.....
256	Stan Allen	Catford	4	.....
100S	Jock McCulloch	Edinburgh	6	.....
24S	K.O. Campbell	Ayr	20	.....

1st..... 2nd..... 3rd..... 4th.....
 5th..... 6th..... 7th..... 8th.....
 (Transfer First Eight to Event 5, others to Event 4 as nominated)

EVENT 3. HEAT 3. Up to 20 Cars. 20 Laps.

Car No.	Driver	Town	Draw No.	Substitute
1	Dave Isaacs	Plaistow	12	.....
6	Johnny King	Hammersmith	18	.....
14	Harry Foot	Tottenham	17	.....
15	Jankers Jones	Bromley	13	.....
23	George Tufnell	Colchester	9	.....
25	Pat Willis	Thorpe	6	.....
30	Dick Sheppard	Tuffley	16	.....
57	Vic Spalding	Plaistow	5	.....
72	Arthur Oxland	Manor Park	2	.....
73	Vic Ferriday	Bayswater	4	.....
93	Terry Geach	Southend	1	.....
97	Gerry Dommett	Fordingbridge	15	.....
98	Don Mason	Chichester	19	.....
100	Cliff Tindall	Durrington	11	.....
103	Johnny Brise	Dartford	8	.....
132	Chez Chesson	Sittingbourne	20	.....
179	Jumbo Tustin	Cheltenham	10	.....
213	Dick Angerstein	Canvey Island	3	.....
216	"Homicide" Hayden	Bishop's Stortford	14	.....
223	Ray Ambler	Dartford	7	.....

1st..... 2nd..... 3rd..... 4th..... **100**.....
 5th..... 6th..... 7th..... 8th.....
 (Transfer First Eight to Event 5, others to Event 4 as nominated)

Behind the Brigade

TO-NIGHT, IN THE MIDST OF STOCK CAR THRILLS we would ask you to spare a thought, and show your appreciation, for a fine, self-sacrificing group of individuals who have become part of our English way of life.

We refer naturally to the St. John's Ambulance Brigade, whose activities extend to every walk of life, ever ready to administer to the needs of the sick or injured—ever ready to take that prompt and skilled action which can make the difference between life and death.

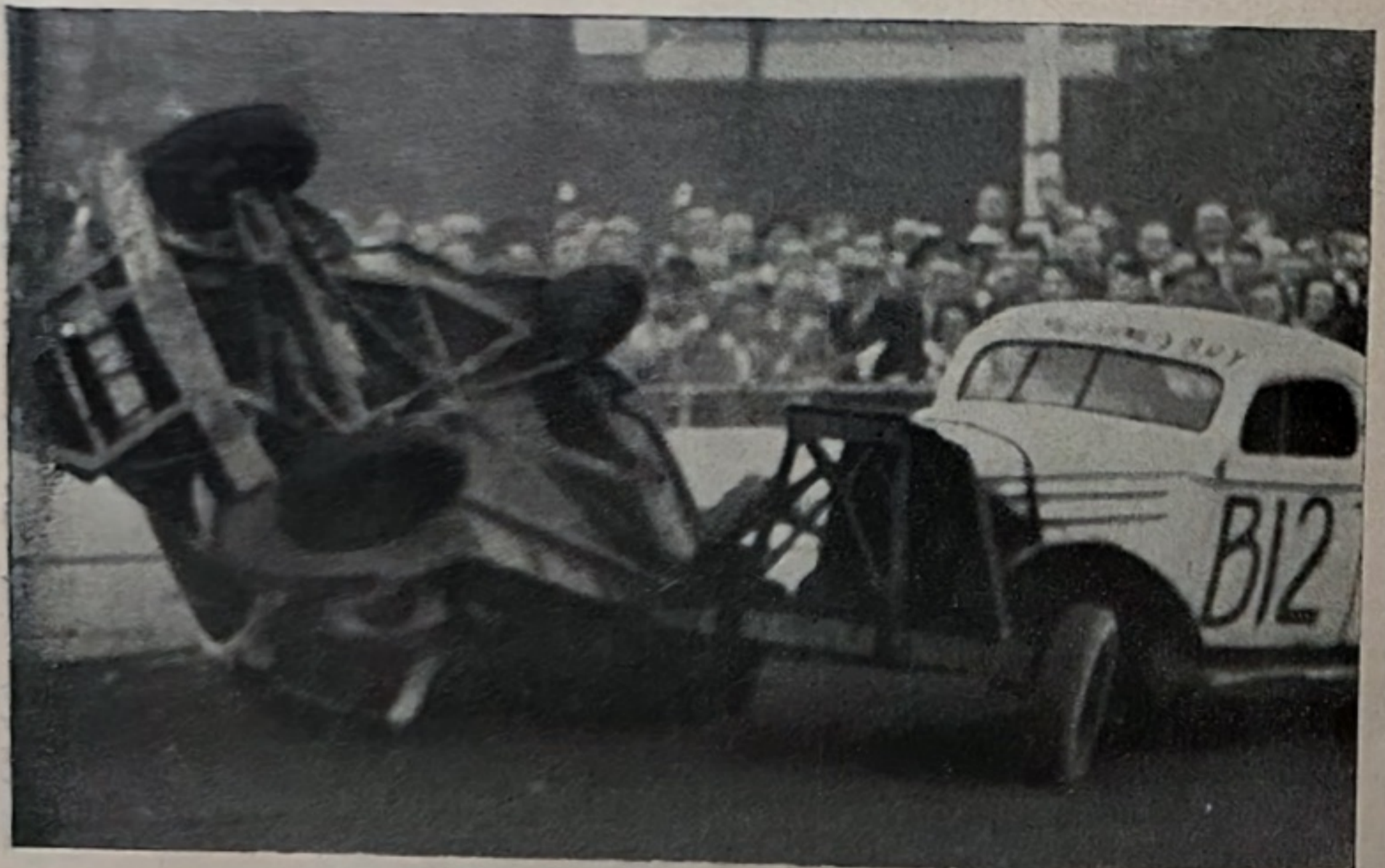
Perhaps we take them at times just a little too much for granted. If so we are doing them a great injustice, for their devotion to duty is something at which we should marvel.

Preliminary training, refresher courses, attendance regularly at sporting events, cinemas, theatres, and all places where the public gather, study, sacrifice of personal freedom to do these things—this is the price which they pay for the privilege of serving us all. All this is purely voluntary—an almost incredible example of personal sacrifice for the common good.

One thing they need above all is financial backing to maintain or even improve the great standard of their work. Naturally they cannot operate without money. The uniforms, supplies, training centres and a host of other expenses just expand continually as their services grow.

As we are the grateful recipients of these same services we are sure that you will agree that the least we can do is to try to maintain them for our good and the good of our fellow-men. For this reason we are very certain that the collection which we are holding for their funds tonight will result in a true reflection of our appreciation.

And if you still have any doubts about the value of the work of St. John's may we refer you to any of the Stock Car Daredevils who will be in action tonight. They know, and they'll be the very first to point out that without the Brigade's attendance many meetings of this nature would represent too great a risk to allow them to be staged at all!



A Sport for Men, not Boys!

Profile Parade—continued

DOUG WARDROPPER (5). Without doubt one of the best stock drivers in the country. Consistent, a first rate mechanic with well prepared cars, he is not quite so spectacular as some, but nevertheless, can mix it should the occasion demand. A thoughtful driver who is a good judge of a race.

* * *

FREDDIE MITCHELL (38). Oxford haulage contractor who has the reputation of being able to drive anything — and still win. Is current leader in the National Points tally, and has won seven finals this season, four in succession. Somehow manages to blow a siren 'horn' whilst driving. Cheerful and couldn't-care-lessish, Fred has been in the sport since early in 1954 and since then, driving at almost every track in the country, he has only come away from a meeting about twelve times without being placed in the prize money. Never knows when he is beaten, could well win tonight.

* * *

VIC FERRIDAY (73). One of the few pioneer drivers still in the sport, Vic was almost invincible in 1954 and 55 and was perhaps one of the first to realise that excess weight in the form of unnecessary armouring was a handicap. He drove his stock car on the road to nearly all the meetings in 1954. Imagine doing that now — and getting away with it! Has always favoured the Model 40 Ford and the coupe of that ilk has become known in the sport as a 'Ferriday Coupe'. He will be driving his latest edition tonight. Co-founder of the British Stock Car Drivers' Association and is still a committee member. Fourth at Belle Vue the other week and driving as well as ever. Rated by other drivers the most brilliant stylist of them all.

STAN JOHNSON (79). Southend haulage contractor. Admits to knowing very little about the internal workings of an engine — only how to keep his foot hard down all the time, sometimes with dire consequences, as those who saw the last meeting will testify. Once won three finals in succession at West Ham (1955). A cheerful type who loves to race for the sake of racing. Has been tempted to retire after each bad crash, but keeps coming back — and we're glad. Truly one of the showmen of stock car racing and a great crowd pleaser.

* * *

GERRY DOMMETT (97). From Fordingbridge in Hants, where he has a breakers yard — a good way to find spare parts cheap. His low sleek Ford special looks like an XK120 — and goes like one. Gerry hugs the white line and loves to clip the barrels as he goes around. A crowd pleaser, a likeable character and a good driver.

ORDER OF CARS ON TO TRACK

Event 1	Event 2	Event 3
50	214	93
S1	82	72
7	85	213
143	256	73
S21	135	57
79	—	25
152	133	239
13	138	103
56	31	23
164	176	179
155	33	100
8	210	1
5	101	15
19	38	216
91	175	97
142	121	30
63	104	14
221	2	6
241	245	107
102	—	132



“NOW LOOK WHAT YOU’VE DONE!”