World Champions 1963-77.

1963 · ROY GOODMAN · SWINDON

1964 · RON GASKIN · SWINDON

1965 · JOHN MARQUAND · SWINDON

1966 · STEVE BATEMAN · BRAFIELD

1967 · ANDY WEBB · SWINDON

1969 · RON INNOCENT · BRAFIELD

1970 · DAVE CHISHOLM · HARRINGAY

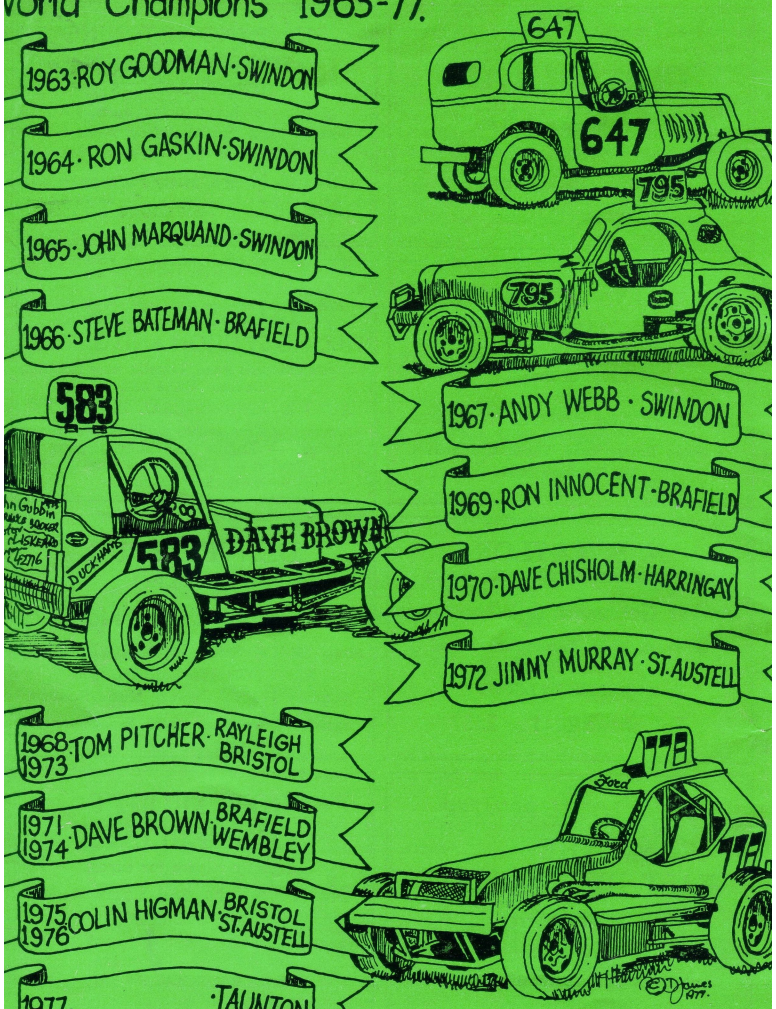
1972 JIMMY MURRAY · ST. AUSTELL

1968 1973 TOM PITCHER · RAYLEIGH BRISTOL

1971 1974 DAVE BROWN · BRAFIELD WEMBLEY

1975 1976 COLIN HIGMAN · BRISTOL ST. AUSTELL

1977 · · TAUNTON



Printed by East Devon Press, Honiton.

IVE STAR PROMOTION

Presents

FII STOCK CAR RACING



1977 WORLD CHAMPIONSHIP FINAL

Smeatharpe Stadium

Sunday, 4th. September. 3pm.

Official Souvenir Programme

35p

Smeatharpe Stadium, Taunton

Presented by FIVE STAR PROMOTION

Meeting Officials

Steward :	Mr. W. Pitcher
Clerk of the Course :	Mr. I. Vaughan
Scrutineer :	Mr. B. Blackmore
Announcer :	Mr. B. Greenhalf
Lap Scorers :	Mr. M. Venn, Mr. K. Mason
Starter :	Mr. B. Blackmore
Chief Pit Marshal :	Mr. A. Searle
Chief Course Marshal :	Mr. R. Cooper
Track Maintenance :	Mr. G. Reed
Medical Officer :	In Attendance

St. John Ambulance, Honiton Division, in attendance

NOTICE

Motor 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 damage 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 re-run meeting; under no circumstances will any money be refunded.

BETTING IS ABSOLUTELY PROHIBITED AT ALL RACE MEETINGS AT THIS STADIUM

SIGNALS IN USE AT THIS MEETING

The Green Flag will be used to start the race.
The Yellow Flag will be used to order caution in event of accident or track blockage, cars must remain in single file.
The Black Flag will be used to order a driver to retire.
The Chequered Flag to signify the race finish.
The Red Flag to order all cars to stop.

STOCK CAR POINTS. HEATS : Consolation 8, 7, 6, 5, 4, 3, 2, 1.
FINAL 16, 14, 12, 10, 8, 6, 4, 2. World FINAL : 1st 32; 2nd 30; 3rd 28.

ACKNOWLEDGEMENTS

The Yeovil Town Silver Band for their musical entertainment during this afternoon's meeting;
The Taunton Majorettes for their entertainment and display during the meeting;
Breakdown vehicles supplied by Jack's House Filling Station & Garage, Luppitt Common Road, Luppitt, Nr. Honiton. Tel. Luppitt 226;
Mr. Brian Grist, 41 Keble Avenue. Withywood, Bristol. Tel. 642261;
Mr. G. Reed, (tractor driver), Smeatharpe Stadium, Smeatharpe, Nr. Honiton, Devon;
To Ray Roberts and staff of the FII Review for their help with information and photographs for this magazine.

Welcome to Smeatharpe Stadium

Good afternoon, ladies and gentlemen, and welcome to Smeatharpe Stadium. This stadium, brainchild of Roy Goodman, the man we all respectfully call "sir" was opened on the 7th April, 1974, then we fielded a full entry of cars, to a capacity crowd, and provided everyone with some of the best action possible, a pattern that has remained ever since. Good entries of cars and lots of action. The site for the stadium was hastily built during the Second World War as a United States air base, and such is the surface of the track that adhesion is an almost unbelievable factor, indeed going back to that first meeting I can remember one driver in practice, going round so fast that his car did not slide on the corner, it rolled over.

Having been privileged to present the Semi-Finals for the World Finals in 1974 and in 1975, we are today both privileged and pleased to have been selected to present the supreme accolade in Formula II stock car racing—the Championship of the World Final. Having been chosen to present this event during the Silver Jubilee Year of Our Sovereign Lady, Her Majesty The Queen, makes it for us a double privilege, and one that regular patrons will know we are capable of living up to. Newcomers to the delights of this tight, exciting circuit, are especially welcome, for you the delights are about to begin, and to all our regular supporters you, we hope, already know how welcome you are.

Apart from the Championship of the World Final, we have in store for you this afternoon a gigantic feast of motorised sport. Of course, there is a full meeting for the Formula II Stock Cars, and in addition we have the highly tuned production cars, known as hot rods, and the bangers. Today the Smeatharpe Stadium team take on the Taunton Tigers, in what promises to be the team race of the year, and to round off the day a banger destruction event just for the fun of it all.

To the contestants appearing in the Championship of the World Final, we extend warmest wishes of good fortune; may it be a good, clean, exciting race, and may the best man win.

Welcome Also

To those people that have made a long journey and great effort to ensure today's meeting goes according to plan. Like guest commentator, today officiating on his third Formula II World Final, aptly enough in the month of his tenth anniversary as a race commentator. That's Northampton Stadium manager, Bev Greenhalf. Bev, like our visiting laps genius Ken Mason, has worked at almost all the stock car stadiums there are. Not a visitor but just as welcome is Steward Bill Pitcher, whose eye will be upon the whole afternoon, and who will not hesitate to act upon any infringement of the rule book. Down there trackside will be Barry Blackmore, waving flags with greater experience than most starters, a non-stop job requiring instant judgement and action. To all these we express our thanks. Also special thanks to all those who have done so much to make this meeting possible and are just too numerous to name.

CAMERAS — Bought — Sold — Exchanged
STOCKS and BANGERS
at
LONDON CAMERA EXCHANGE
High Street Arcade, Exeter. Tel. 79024
10 Frankfort Gate, Plymouth. Tel. 64894
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Very large STOCKS of Cameras, Lenses, Projectors, etc.
BANGERS—Large selection of quality Secondhand Equipment
CAMERAS — Bought — Sold — Exchanged

FORMULA 2 REVIEW
The magazine for all Formula 2 Stock Car enthusiasts. Available at this and every meeting —
NATIONWIDE.
GOT YOURS YET?

Meet the Finalists



667 Billy Batten, 29-year-old self-employed carpenter from Pensilva, near Liskeard, in Cornwall. Known to stock fans the country wide for his regular appearances and tremendous ability. Winner of virtually every title in the sport since he started racing in 1969 apart from the one he contests for today. Married, with one daughter.



775 Wilf Blundell, a real veteran of stock car racing, has been at it since stock was stock. Aggressive, determined driver whose liking for this tight Taunton circuit could make him a real challenge to the younger boys. Coming from the Isle of Man for each meeting means we do not see him as often as we would like but the result could change all that.



583 Dave Brown, driving the Bill Batten 1976 car, won the St. Austell semi-final in a style that fans may not have seen for a while, but is ever-present. Dave, of course, is no stranger to world championships—he has held the title twice before, at Brafield in 1971 and Wembley in 1974. His front row grid position today gives him an excellent chance.



595 David Bunt, in just his first season has made a big impression into stock cars, from Plymouth in Devon, and only just old enough to hold a licence. Will be in there fighting, and maybe if not this year, then at some future final, will be a force to reckon with.



728 Graham Bunter, motor engineer from Milborne Port near Sherborne. Without doubt one of the hardest working men in the sport today, serving on the formula two drivers committee, board of control director, and the principal of the only magazine devoted to the sport—Formula 2 Review—which is available at all meetings.



516 Norman Butcher, from Westbury in Wiltshire, really taking a useful lift in the points table since the competition of his new and very tidy racer. Starts from the tail end of today's final but on current form could well change all that before too many laps are past.

Meet the Finalists



656 Sid Collins, the all-time smiler. Either breed chickens or stock cars—no one has ever foun out for Sid always retains a good stock of both. Take all the knocks and bumps and always seems to com up smiling, and when the feathers are up can displa some great driving ability.



532 Roy Dyke, motor mechanic from the Wincar ton area of Somerset. The reason for his nick name of Colonel Dyke has yet to be worked out, bu with the humour in that area it must be amusing Started racing in 1973. Roy was married during 197 and spent the second day of his honeymoon—where Racing, here at Smeatharpe, of course.



542 Brian Holmes, a 39-year-old motor mechani from Dunstable in Bedfordshire, has raced i many classes like mini rods, bangers and formula one now a regular at formula 2 tracks. Campaigns a nea and tidy car and always gives a good performance.



727 John Honeyfield, motor engineer from Presto Deanery near Northampton. Admits to bein over 21 and has raced stock cars with some degree o success. A former Midlands area cycle champion John now has a rather unusual hobby of breedin pedigree sheep. Favours Skegness for racing, an enjoys the St. Day circuit, but regrets it is such long way to travel very often.



556 Frank Horner, a haulage contractor from Wes Hartlepool, could well be termed an all-roun oval circuit racer, having been around the ovals sinc 1964 in formula one or midgets as well as a spel racing for Spedeworth. Rejoined the Brisca banne last season, and drives a Des Niholl built car, alway puts up a good performance. His favourite track i Aycliffe.



784 Ian Illman, a traffic light service engineer from Heathfield in Devon, near neighbour t Barry Moore and has been racing since 1966. Marrie with one daughter, a very determined trier not per haps enjoying his best season, which was probabl last year when he accomplished the seemingly im possible. Ian took part in EVERY available meetin in the country, a record that not many can equal.

Meet the Finalists



573 Tony Kirby in his second season of racing stock cars, although he has raced many different kind of machinery in the past. He finds stock car racing among the most satisfying he has done, but holds some interesting views on the administration of the sport. Married with two children, he hails from Exeter in Devon, where he runs a motor tuning business.



589 Robin Lockwood, a very happy young man from Melksham in Wiltshire. Robin always seems to turn up smiling, despite the problems he seems to get into such as a rather frightening roll at Mendips earlier this year, or the sight of a wheel overtaking his tow car, one of his trailer wheels that is. Taking his place today in the championship at the rear of the line up, but will not give up until it is all over.



582 Barry Moore, village postmaster from Ipplepen near Newton Abbot in Devon. Has been racing stock cars since 1965 and his favourite track is Newton Abbot not too far up the road from his home.



560 John Moore, a body shop proprietor from Darlington in County Durham. A man of infectious good humour, the prospect of a 1,000-mile round trip for the St. Austell semi to blow an engine in practice isn't enough to stop big John smiling—especially when he borrows a car and qualifies for today's final.



553 Mike Nancekivell, bachelor, of some seven years racing experience. Consistent, trier and the tallest man on the track—all six and a half feet of him. His style and natural ability have brought him many fans. Mike confesses to being over 21 and we suspect some years over. Employed in Devonport Dockyard.



528 Les Palmer, caused some minor sensations last season when he changed from hot rods to stock cars, becoming perhaps a little unpopular in some areas. This season though Les has settled to a neater, very tidy driving style and on more than one occasion has showed everyone the way to the flag. Now driving the car previously raced by Colin Higman, which his sponsors have had very tastefully painted, and it goes as good as it looks.

Meet the Finalists



630 Richard Parker, or in stock language, Paddy Parker, has been racing since 1973, for Brisca, then after a spell with Trackstar rejoined Brisca where he has many fans. His car bearing much resemblance to the Howard Cole era and is really quite a mover. Reckons Skegness as his bogey track and the only moment in racing he does not care to remember is an accident at Kings Lynn.



777 Harvey Raggett, a ladies' hairdresser by vocation. Being a fan of some years standing it was during last season the urge became too great and Harvey tried the sport from the hot seat. This season, driving the ex553 Mike Nancekivell car, he has progressed well. Always a good ambassador and dedicated trier.



662 Robin Randell, or as he is known to stock enthusiasts everywhere "Rockin' Robbie", former king of the Boston shaleway, and now racing Brisca style. Although if you get the chance to watch Robbie in full swing the earlier shale style of driving is quite apparent, whether this tight tarmac oval will suit him remains to be seen, but will be making every effort to pull it off. Living near Spalding in Lincolnshire.



607 Neil Sillifant, a haulage contractor from Launceston in Cornwall, first took to the oval raceways in 1974, and has been with us ever since. Normally hiding under a blue roof but often able to gain the few extra points to have a red paint job, but is always—Oh!—so very close to the race winners.



628 Kevin Stack, a young man who has really accomplished a great deal in this, his first season of stock car racing. Competing previously in every other form of short circuit oval racing he really took to stock cars like a duck to water. Others have taken a few seasons to reach a world final, but he has done it in one and who knows, he could upset the form books and get amongst it today.



547 Brian Taylor, another who rode into a path of glory last season driving an ex-Ivor Greenwood mobile. A driver of some real verve and determination. 32 years old, married with a family. A supplier of foods to the catering industry, from Ottery St. Mary.

Programme of Events

EVENT 1

Parade of Cars and Drivers

EVENT 2
RACE 1—HEAT 1 — 16 Laps

4.25.4 secs

Formula 2 Stock Cars

THE 547 TAYLOR FAMILY TROPHY

STAR

530	J. DEEBLE	Liskeard	527	T. HOOPER	Langport

BLUE

688	A. EASTMAN	Bruton	685	D. NICHOLL	Plymouth
572	T. BEADLE	Co. Durham			

YELLOW

558	E. RICE	Newton Abbot	545	G. SAMBELLS	Wells
679	P. GOLDSMITH	Bridgwater	523	S. STREET	Barnstaple
691	R. PEARCE	Sherborne	700	R. WOOD	Templecombe
503	B. BAKER	Walsall	520	J. BUSH	Raglan
576	N. CURRIE	Chudleigh Knighton			

WHITE

557	F. HORNER, Jnr.	West Auckland	729	W. BIRD	South Petherton
610	B. VOWLES	Bridgwater	508	D. RODGERS	Bath

RESULT — First 8 to Final — Balance to Race 6

1	2	3	4	5	6	7	8
685	529	523	688	520	545	520	729

EVENT 3
RACE 2—HEAT 2 — 16 Lap

4.36.2

Formula 2 Stock Cars

HOME ENGINE TUNING SERVICE (Plymouth) TROPHY

STAR

686	G. HOOPER	Exmouth	704	G. BUCK	Ashton-Under-Lyn

BLUE

640	G. JUDE	Plymouth	652	G. PINDER	Taunto
753	A. MORRIS	Doncaster			

YELLOW

710	B. TOWNSEND	Oxford	504	D. GOVIER	Stree
518	A. VOWLES	Trowbridge	587	P. WEEKS	Newton Abbo
624	R. HILL	Taunton	509	R. ARCHER	Blandfor
567	D. YOUNG	Dunstable	566	E. BROWN	Cornfort

WHITE

548	D. ELPHICK	Langport	644	J. BIRD	Char
546	B. CROSS	Wincanton	I.O.M. 8	R. CLEGG	I.O.M
008	C. GAMM	London			

RESULT — First 8 to Final — Balance to Race 6

1	2	3	4	5	6	7	8
652	753	710	524	644	640	008	624

EVENT 4
RACE 3 — 15 Lap

5.28.

Five Star Promotion Hot Rods

LONDON CAMERA EXCHANGE (Exeter) TROPHY

9	N. CLAPP	Culmhead	9a	M. SCOTT	Londo
85	M. SAYWELL	Weymouth	46	R. HANSFORD	Dorcheste
6	D. ABBOTT	Dorchester	63	M. BURGESS	Gulminste
8	N. CHEESEMAN	Yeovil	48	T. CHEESEMAN	Yeov
23	L. REED	Honiton	24	R. BURT	Axminste
16	A. BARRATT	Wellington	51	S. CREW	Dorse
12	P. SYDENHAM	Wellington			

STARS

49	P. PODBURY	Honiton	222	M. LOADER	Sherborr
47	P. FOXWELL	Churchinford	7	A. MUIR	Cullompto
5	C. RYCHELEWSKI	Taunton	128	K. STACK	Cullompto
75	B. BICKERS	Weymouth	122	F. RADFORD	Cullompto

Result: 1 122 2 75 3 7 4 222 5 9 — 47.16

EVENT 5 **Introduction to the Finali**

EVENT 6
RACE 4

The 1977 Formul Championship

GRID ORDER

1	775	WILF BLUNDELL	Port Erin, I.O.M.
3	667	BILL BATTEN	Liskeard, Cornwall
5	628	KEVIN STACK	Cullompton, Devon
7	13	GEORGE McGIVERN	I.O.M.
9	582	BARRY MOORE	Newton Abbot, Devon
11	547	BRIAN TAYLOR	Ottery St. Mary, Devon
13	630	RICHARD PARKER	Spalding, Lincs.
15	A1	ROGER SMITH	Perth Australia
17	662	ROBIN RANDELL	Spalding, Lincs.
19	532	ROY DYKE	Wincanton, Somerset
21	777	HARVEY RAGGETT	Looe, Cornwall
23	H2	JOSS SOUREN	Brunssum, Holland
25	784	IAN ILLMAN	Heathfield, Devon
27	694	P. WRIGHT	Aycliffe
29	560	JOHN MOORE	Darlington, Durham
31	516	NORMAN BUTCHER	Westbury, Wilts

Reserves

1st	508	RICHARD RODGERS	Bath, Avon
2nd	652	GEORGE PINDER	Taunton, Somerset
3rd	753	ANDY MORRIS	Doncaster
4th	566	ERIC BROWN	West Carnforth, Durham

FANS AND PHOTOGRAPHS

We appreciate that on this special day many of you wish to take photographs. We have set aside times before and after the World Final for you to do so. We would ask that you enter and leave the circuit as directed by the announcer.

nd Presentation of Trophies

Stock Car Racing he World Final

30 Laps

GRID ORDER

2	583	DAVID BROWN	Liskeard, Cornwall
4	553	MIKE NANCEKIVELL	Saltash, Cornwall
6	728	GRAHAM BUNTER	Sherborne, Dorset
8	SA1	MICHAEL SCOTT	Durban, S. Africa
10	556	FRANK HORNER	Hartlepool, Durham
12	607	NEILE SILLIFANT	Camelford, Cornwall
14	573	TONY KIRBY	Exeter, Devon
16	H1	MARIUS LUBBERSEN	Heerlen, Holland
18	542	BRIAN HOLMES	Dunstable, Bedfordshire
20	595	DAVID BUNT	Plymouth, Devon
22	528	LES PALMER	Plymouth, Devon
24	75	JOHN McGLINCHEY	Aghadowey, Ireland
26	656	SID COLLINGS	Callington, Cornwall
28	727	JOHN HONEYFIELD	Northampton
30	589	ROBIN LOCKWOOD	Melksham, Wilts

1977 World Champion 664

2	3	4	5	6	7	8	9	10	11
628	553	630	728	583	547	784	573	656	595

First 8 to Final

TROPHY PRESENTATION

1st—Custom Car Magazine. 2nd—Smeatharpe Stadium Supporters' Club.

3rd—Raysons Radiators (Taunton)

INTERVAL

EVENT 7
RACE 5

15 Laps

Five Star Promotion Hot Rods

EAST DEVON PRESS TROPHY

9	N. CLAPP	Culmhead	9a	M. SCOTT	Londo
85	M. SAYWELL	Weymouth	46	R. HANSFORD	Dorcheste
6	D. ABBOTT	Dorchester	63	M. BURGESS	Gulminste
8	N. CHEESEMAN	Yeovil	48	T. CHEESEMAN	Yeovi
23	L. REED	Honiton	24	R. BURT	Axminste
16	A. BARRATT	Wellington	51	S. CREW	Dorse
12	P. SYDENHAM	Wellington			

STARS

49	P. PODBURY	Honiton	222	M. LOADER	Sherborn
47	P. FOXWELL	Churchinford	7	A. MUIR	Cullompto
5	C. RYCHELEWSKI	Taunton	128	K. STACK	Cullompto
75	B. BICKERS	Weymouth	122	F. RADFORD	Cullompto

Result: 1. 13 2. 24 3. 51 4. 63 5. 16

EVENT 8
RACE 6

16 Laps

Stock Car Consolation

JACKS HOUSE FILLING STATION TROPHY

RESULT

1	2	3	4	5	6	7	8
528	694	656	704	573	777	686	595

First 8 to Final

EVENT 9
RACE 7

25 Laps

Grand Final Formula 2 Stock Cars

1 Place
2 Places
528
640

RESULT

1	2	3	4	5	6	7	8
784	652	728	528	573	640	524	704

TROPHY PRESENTATION

1st—The Formula 2 Review Trophy. 2nd—Smeatharpe Stadium Supporters Club Trophy.

3rd—Raysons Radiators Trophy.

BRISCA STOCK CAR RACING

BRITISH STOCK CAR ASSOCIATION

BRISCA CALENDAR

Aycliffe, 18 Sept. F.I
Belle Vue, 24 Sept. F.I
Bradford, 23 Sept. F.I
Brands Hatch 1978
Bristol, 25 Sept. F.II
Coventry, 1 Oct. F.I
Hartlepool, 11 Sept. F.II
Leicester, 17 Sept. F.I
Long Eaton, 10 Sept. F.I, F.II
Nelson, 17 Sept. F.I
Newton Abbot, 7 Sept. F.II
Northampton, 11 Sept. F.I
Oxford, 9th Oct. F.I
Rochdale, 11 Sept. F.II
Sheffield, 19 Sept. F.I
Skegness, 6 Sept. F.I
St. Austell, 6 Sept. F.II
St. Day, 1978
White City M/C, 10 Sept. F.I

EVENT 10

RACE 8

15 Laps



Banger Team Race

DENVER SPUR TEAM CHALLENGE TROPHY



COLIN GAMM
Editor, Custom Car Magazine

TERRY GRIMWOOD
Guest Driver

40 32

SMEATHARPE SMASHERS **v.** **TAUNTON TIGERS**

28a	C. GAMM (Hon. Capt.) Custom Car	London	7a	T. GRIMWOOD (Hon. Capt.) Custom Car	London
28	J. GOVIER (Capt.)	Blagdon	7	J. ENGLAND (Capt.)	Taunton
9	R. TROUTT (Vice-Capt.)	Wellington	38	J. MOORE (Vice-Captain)	Taunton
111	G. EDMOND	Culmstock	39	T. DAVEY	Taunton
41	R. EDMOND	Culmstock	23	A. AISH	Taunton
122	F. RADFORD	Culmstock	14	G. GARRATT	Taunton
4	B. LOVELL	Ilminster	8	M. ENGLAND	Taunton
6	D. COSSEY	Tiverton	142	G. HAGUE	Taunton
143	M. HARTNELL	Wellington	35	D. LAWRENCE	Taunton
1	J. REED	Honiton	40	D. MERRIOTT	Taunton
18	K. REED	Honiton	43	B. ENGLAND	Taunton
13	M. BECK	Taunton	20	L. WARREN	Taunton
19	R. BORKOWSKI	Honiton	77	B. SHORE	Langport
Reserves			*Reserves*		
11	W. BRISTOW	Taunton	60	K. HAZELDEN	Taunton
63	M. BURGESS	Gulminster	10	L. HARRIS	Taunton

Points 1st 16; 2nd 14; 3rd 12; 4th 10; 5th 8; 6th 6; 7th 4; 8th 2. Winning Team .....

143 39 6 7 35 41 1 25

EVENT 11

Banger Destruction

RON TROUTT COMMERCIAL TROPHY

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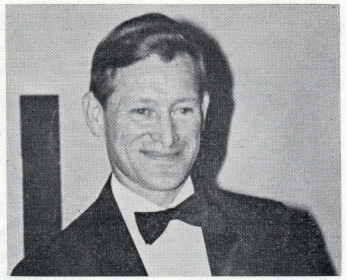
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Winner .....

Your Promoter

Roy Goodman



There is litle doubt that if you had told Roy Arthur Goodman that one day he would be promoting the Formula Two Stock Car Championship of the World, on the 1st of September, 1954, he would not have believed you. It was on that day the Promoter of Smeatharpe Stadium first set a wheel on a stock car track: the stadium was Leicester, and the car was a Hillman 21 h.p.

So what has happened in the past twenty-three years, and how did it come to be? Roy Goodman has set a number of 'firsts' in his racing career, being the first ever World Champion in the newly formed Formula Two class in 1963 by winning both legs of the Southampton Semi-Final meeting and then the Final at Swindon, but has never managed it a second time. He was the first man to win the National Points Championship twice, three times, four times and so on, because in the years before Roy cut his racing to take care of his promoting interests, it was not who won the National Points, but who was second to Roy. To put it another way, which years did he not win it! Although Roy raced extensively in Formula One until he went exclusively Formula Two three or four years ago, he never achieved the success that he has in Formula Two. Racing up to 100 meetings a season from his Lutterworth (Rugby) home, during the sixties and early seventies, Roy was the man to beat wherever in the country he turned up. We have all seen that the skill is still there, and when the car is willing, Roy can take on any of the stars in the sport today.

Many years were spent in service of the British Stock Car Drivers' Association, and his name was top of the poll on many occasions, and Roy remains a behind the scenes worker still by his membership of the Formula Two Governing Committee and his monthly compilation of the drivers' grading list. Since moving to Somerset and opening this stadium, Roy, and indeed Muriel, have made many good friends around these parts, and the coming of Smeatharpe Stadium has been welcomed. As we write this Roy is in the middle of a most appalling run of bad luck, with engines blowing up and cars being damaged but, although he keeps threatening to give up, I do not think there is anyone who really believes that the sport would go on without Mr. 800 Roy Goodman.

IVOR VAUGHAN

On behalf of everyone here today, I have the greatest of pleasure in welcoming their Worships the Mayor and Mayoress of Taunton, who have kindly agreed to be with us on this special occasion to present our New World Champion, also second and third placemen, with their trophies. May he and his wife enjoy themselves as much as we hope you all will today. **R. GOODMAN.**

Smeatharpe Stadium wishes to extend special thanks to the APPLE COUNTY CRUISERS who have supplied us here today with a selection of their immaculate machinery, for use as track cars.

Acting as pace car is the beautiful VW of Paul and Sue James from Street. To chauffeur the World Final winners and their entourage around the track, Paul's VW will be joined by two superb Model T replica Hot Rods. Examine closely, if you get the opportunity, the amazing paint job on AZTEC, which represents three years' hard work for Chris Powell. It took almost as long to bring the glistening finish to ODDASHELL—proud owner/builder Stuart Thomas. On display with them in the paddock, is the APPLE COUNTY CANON, middle comp. altered dragster, owned and built by Lee Johnstone who arranged for the appearance of the club's members. For further information, visit the club's display during the meeting.

Meet the Finalists from Overseas



1 HOLLAND. Marius Lubbersen, Heerlen, Holland.

2 HOLLAND. Joss Souren, Brunssum, Holland.



Both drivers are regular competitors in their own country. They are delighted to be offered a chance to race in the Brisca Formula Two World Final. We would like you to welcome them as we do all other overseas competitors and visitors.



AUS 1 Roger Smith, a motor body panel beater from Perth in Western Australia. Races regularly at Claremont Park, a large shale raceway, not too far from his home.



SA 1 Michael Scott, aged 30 years, from Durban, South Africa. Married (no children), motoring journalist in S.A., on an extended visit to Britain. Roy Hesketh circuit in Pietermaritzburg—sometimes driving cars or bikes, but more often reporting. Also enjoys hill-climbs on motor cycles.



IOM 13 George McGivern, who is 26 years old, married, and a factory maintenance fitter by trade. He has been racing stock cars for three years, is current I.O.M. Allcomers Champion, and is leading the 1977 I.O.M. points charts.

75 IRISH. John McGlinchey, Aghadowey, Ireland. 33 years old, married with four children, has been racing for three years. He raced yesterday in the Irish championship in Ireland, and flew straight here to compete with us this afternoon in the World Championship.



SAD TO SAY. — There is no doubt that many will regret that twice World Champion and indeed the only man to successfully defend the title cannot be racing today owing to injury. We will never now know if Colin Higman could have made it three in a row. Our good wishes for a speedy recovery are extended.

Memories Revived

1977, and the fifteenth BRISCA F.II World Championship. Looking through a list of previou such meetings certainly brings to mind a few memories, not only because of the men who hav done the winning, but also because of the tracks at which this big event has been held.

The most obvious fact concerns today's offering. One cannot help but wonder if Promote Roy Goodman gave any thought to the chances of actually staging the World Championship as Promoter when he won the very first official title way back in 1963. It is odds on that he did no and it is doubtful if he ever expected to be so much involved in stock car racing all those yea hence. However, he is very much with us today, and since taking the title for the first time has er hanced his reputation far and wide with some superb displays at the wheel of both F.I and F.I stock cars.

That first World Championship was held at Swindon, as indeed it was in 1964, 1965 and 196 What a super little circuit that was. No shortage of cars in those days at mid-week meetings. Mo often than not the format was of the mixed variety, F.I and F.II, and very popular it was. Late race day moved to a Saturday night, but still the stadium provided some real entertaining racin Going back to that 1963 World Championship, the man who came in second was none other tha Chick Woodroffe who, like Roy, raced both formulas and made an earlier entry into the world promoting.

In 1965 the title was won by Johnny Marquand from Knotter Bridge. I did not have th pleasure of seeing Johnny race a great deal, but I do remember his somewhat fleeting passage int the F.I ranks. His car (the F.I) first appeared at the opening of the Brands Hatch circuit. It was long, lean looking machine, much more reminiscent of a dragster than the current trend in F. cars. However, it went quite well, but Johnny did not take to the big-uns' and left the F.I scer as quickly as he arrived.

The Championship moved to Brafield (now known as Northampton Stadium) in 1966, and i true Brafield tradition it was a great meeting. Again, the winner was a man who is still racing t day. His name is Steve Bateman. Steve remained with the F.II cars for many years after h Championship win, but then left to have a crack at bigger things. Later he returned to the sho ovals by way of hot rod racing, and then surprised everyone by selling his rod along with all th tackle, and announcing his intention to have a go at F.I stocks racing. This he did with a self-bui car powered by a Chevvy engine. He can be seen most week-ends, particularly at the Midlan venues. The 1966 meeting also brought into the limelight one Eddie Asling who on that occasio was in third place. Eddie was a way out character. He raced both formulas, but in the closir stages of his career remained with the F.II side. There is no doubt he was a crowd puller, and his local stadium, Crayford, really used to play to the terraces. He was invincible down there, b unfortunately he became involved in a series of incidents which led to his being banned, moved Spedeworth for a time and then quietly departed from the scene altogether. Back to Swindon f 1967 and at the top of the list yet another man who has since tried his hand at F.I racing, and even now threatening another return. This time it was Andy Webb who took the crown. Andy d his best to retain the title the following year at Rayleigh, but a fierce argument with a fence po put paid to his chances. He appeared to lose interest after that, but kept in touch by watchir from the safe side on a regular basis. (he still does). A couple of seasons ago he had an outing or tw in a F.I car, began to build his own, but somehowthe job has never been finished. Rayleigh is, course, no longer with us, having disappeared under the bulldozers. It is a circuit that has hapr memories for many, not the least the unforgettable Tommy Pitcher, who won the World Title the in 1968. Tommy has made his mark on the sport in more ways than one. He regained his title 1973, but prior to that, and after, he tended to come and go. His type of cars have also tended set a trend, and are more than responsible for the 'new-look' type F.II racing, which some of think is not the right one. Ultra sophistication, and with it the emphasis on racing rather tha stock car racing.

On to 1970 and Harringay, yet another Stadium which has become a part of history as far Stocks are concerned. Again the Stadium is famous for its memories of some excellent mixed mee ings presented with flair in the days of the legendary Johnny Hoskins. It was in 1970 that the nan Dave Chisholm first became famous when he climbed the victor's rostrum as F.II World Char pion. Since then he has put his name in the record books by winning the F.I World title thr times in succession. Back to Brafield in 1971 and Dave Brown emerged as the victor. Dave was

repeat his victory a few years later at Wembley, and could well do it again today. Dave has been a regular for some time among the followers of F.II racing, that is until the last season or two when his racing has tended to be infrequent. However, it makes little difference to his obvious skills. Watch him very closely today. 1972 and a nasty shock for the F.II fraternity. The Championship was held at St. Austell, there were some Irish entrants who few took seriously until one of them, Jim Murray, took the chequered flag and the silverware back to the Emerald Isle. That woke 'em all up for a while and Tommy Pitcher was determined to regain the silverware at Bristol in 1973. He did, but not before a fright or two from the Irish contingent, one of whom finished in third place.

Trevor Redmond has been called a lot of things in his lifetime, but only praise was heaped upon him in 1974 when he master-minded the introduction of Stocks racing to Wembley Stadium. Two meetings were held there in 1974, one of them being the World Championship which Dave Brown won. Not the ideal circuit perhaps for a major meeting, but what a way to get Stocks racing into the eye of the masses. 1975 at Bristol, 1976 at St. Austell, and both times Colin Higman took the title. What a cruel twist of fate that an injury, a broken arm, should prevent him from doing the triple. No doubt many will be thinking of him today. So it is Taunton in 1977. The first time that the Championship has been held at the circuit, a more recent addition to the BRISCA organisation. The first big meeting too, for Promoter Roy Goodman, but his many years' experience will be invaluable in ensuring that today's 'biggy" will be among the best. A winner? Only an idiot would be so unwise as to predict one, so contrary to opinions in some quarters I shall refrain from so doing!

Have a nice day,

BEV GREENHALF

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