

OFFICIAL  
RACE CARD 1/-

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# STOCK CAR RACING



*The Thrill  
of the Century!*

## NEW CROSS STADIUM

FRIDAY, 14th MAY, 1954



# STOCK CAR RACING COMPANY

New Cross Stadium, Hornshay Street, S.E.15

NEW 0322/3

General Manager	...	...	...	...	J. W. Pugh
Deputy General Manager	...	...	...	...	J. F. Wiggins
Starter/Judge	...	Chas. Dudley	Chief Lap Scorer	...	S. Sedgewick
Commentator	...	John Bolster	Medical Officer	...	Dr. W. Mitchell, M.D.

ST. JOHN AMBULANCE SECTION IN ATTENDANCE.

## THE SPORT EXPANDS

### Stock Car Racing to Move to Harringay

**O**UR next meeting, on **FRIDAY WEEK, MAY 28th**, will be the last Stock Car event to be staged at this Stadium—at least for the time being.

We make no secret of the fact that Stock Car Racing at New Cross was in the nature of an experiment. We needed a Stadium where a track was already in existence although not in use so that the drivers could practice regularly. Tests had to be made to find the right type of safety fence and the ideal racing surface.

New Cross was the one Stadium which could supply all our requirements. We learned a great deal during practice, a lot more during the first meeting. The second meeting showed that we had found the answers to almost all our problems. Now it is only a question of time before our English drivers are every bit as good, if not better, than the rest of the world in this new sport.

#### BIGGER TRACK

And so, with the experiments completed, it is proposed to move to a larger stadium where there is a longer track. And in this respect we are fortunate in having completed arrangements to race regularly at Harringay Stadium which has a 350 yards circuit and long straights.

First meeting at Harringay has been fixed for **SATURDAY, JUNE 5th**, at 8 p.m.

Test runs have already been made and in a timed trial the average speed was up to 37 m.p.h. It is safe to assume, therefore, that peak speed on the straights was around the 50 m.p.h. mark. This, of course, is far greater than anything which could be reached at New Cross and so the racing should be even more spectacular with thrills coming faster than ever.

#### REDUCTIONS!

As a farewell gesture to our New Cross friends, prices of admission to

the cheaper enclosures at our final meeting here on May 28th will be reduced. The reserved enclosures remain at 25/- and 20/- but the unreserved are down to 5/- and 3/6d. with children admitted for half price in each of the two unreserved enclosures.

The special enclosure set aside for coach parties will be reduced to 3/6d. but bookings, of course, must be made in advance with the coach companies.

## TANYA TALKS

Quite a few members of the fair sex, we imagine, have wanted to ask Tanya Crouch what it feels like to



take part in a Stock Car Race. Well, the question has been popped and the answer recorded and, if you feel like it, you can hear it for yourself if you happen to listen to Radio Luxembourg on Wednesday between 8 and 8.30 p.m.

The recording is included in the "People Are Funny" programme sponsored by Pye Radio of Cambridge which includes the adventures of two boys and a girl who were handcuffed together for a week.

Among the places they visited during that time was last Friday week's Stock Car meeting and despite the handcuffs they managed to have a really first class evening.

**WARNING:** Stock Car Racing is Dangerous and all Persons attending this Stadium 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.

No camera or cine camera is allowed to be taken into the Stadium. There will be **NO RE-ADMISSION** and **NO MONEY REFUNDED**.

**BETTING IS ABSOLUTELY PROHIBITED AT STOCK CAR MEETINGS**



# ENGLISH DRIVERS HAVE LEARNED

## *Look for New Tactics Tonight*

**J**UST to prove that his success in the opening meeting was no flash in the pan, French ace Chevalier d'Orgeix again carried off the top prize at our second meeting. And in so doing he proved that experience is a great asset in this rough-and-tumble sport.

But the English drivers, with two meetings under their belts, have learned a lot. Those who did not reach the final were able to study the technique of these Frenchmen. They saw them sit on the tail of the driver in front, then force their car into any opening which appears.

Our British stars are learning—and learning fast. Watch, therefore, for the introduction of new tactics by our own men tonight.

Unfortunately, the French are unable to be with us this evening to give our own drivers an opportunity of showing how much they have improved with experience. They have a prior engagement at a continental meeting but nevertheless we should like to say how much we appreciate the great shows they have provided.

But it is not only the drivers who are learning. So is the management.

The track cut up pretty badly on the turns in the opening meeting and so tarmac was put down for the second. Naturally, our men took a little time to settle down but they got the hang of things by the end of the evening.

So tonight's meeting will be an all-English affair and nobody, we feel sure, would care to hazard a guess at the winner.

It is not the driver with the best car who will necessarily come out on top — unless it is to emerge from wreckage—but the one who can best escape the inevitable baulking and crashes which so often upset the well-fancied and favourably placed.

But we know that you'll enjoy the racing and that you will thrill to the never-ending risks which the drivers take, lap after lap, in an endeavour to force their way first across the winning line.



Hey, what's cooking? Tony Rumfitt (in cap) explains to C. J. Hamilton how his car came to lose some of its gleaming polish.



NEW CROSS STADIUM, S.E.15

General Manager:  
BRIGADIER E. H. L. WHITE

FRIDAY, 14th

MEETING STARTS 7.15  
HEAT WINNERS £15 SE

EACH HEAT

HEAT I.

Car No.	Driver	Town
1.	D. G. WALKER	(Old Kent Road)
14.	W. J. WHITE	(Harringay)
25.	C. J. HAMILTON	(Selsey)
38.	Mrs. TANYA CROUCH	(Heathfield) 3
43.	D. BASSETT	(Plumstead)
62.	J. BRENNER	(Tooting) 2
66.	A. B. KEEN	(Hornsey)
73.	V. FERRIDAY	(Bayswater)
75.	J. VOSS	(Catford)
86.	W. G. BISSEN	(Walthamstow)
89.	H. ROME	(Edgware)
98.	D. A. HEWITT	(Twickenham) 1

1st.....98..... 2nd.....73..... 3rd.....38..... 4th.....66..... 5th.....89.....  
(Transfer First Five to Final, Page 6)

HEAT II.

Car No.	Driver	Town
3.	G. WOOLCOTT	(Poplar)
6.	D. W. POWELL-RICHARDS	(Bromley, Kent)
15.	S. W. WOOLNOUGH	(Colchester)
28.	J. W. GOODY	(Newington Butts)
41.	D. R. POMEROY	(Hillingdon)
44.	J. McLEAN	(Battersea)
80.	R. J. POINTER	(Ickenham)
84.	C. W. WATSON	(Blackheath)
92.	C. SIMPSON	(Cricklewood)
95.	D. COTTER	(Westminster)
96.	D. E. BELL	(Hounslow)
100.	W. ALLEN	(Lambeth)

71  
1st.....28..... 2nd.....51..... 3rd.....3..... 4th.....100..... 5th.....15.....  
(Transfer First Five to Final, Page 6)

Meeting Reserves: 23 R. J. BENABO (Maidenhead)

Right of Admission Reserved.

The Management reserves the right to

Fire Equipment by INDUSTRIAL FIRE PROTECTION CO. of Ilford. Breakdown Tr



**h MAY, 1954**

**TING MONEY £15**

**ECONDS £10      THIRDS £5**

**T — 20 LAPS**

Telephone: NEW CROSS { 0322'3  
0213

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**HEAT III.**

Car No.	Driver	Town
11.	CLIFF DAVIS	(Shepherds Bush)
19.	D. A. CHAFFEE	(U.S.A.)
24.	A. BEAUMONT	(Paddington)
33.	N. VERONIQUE	(Stamford Hill)
37.	R. CUSHING	(Romford)
42.	F. J. PARSONS	(Peckham)
47.	V. C. SAUNDERS	(Battersea)
77.	N. PEARSON	(Carlshalton)
81.	K. GANE	(Greenford)
90.	R. G. TUCKER	(Wembley)
91.	R. REEVE	(Ilford)
94.	K. HURTLEY	(Leeds)

1st.....42..... 2nd.....33..... 3rd.....24..... 4th.....38..... 5th.....14.....  
(Transfer First Five to Final, Page 6)

**HEAT IV.**

Car No.	Driver	Town
12.	JOHN DARRELL	(Hampstead)
13.	TONY RUMFITT	(Seven Kings)
20.	F. WELLS	(Ilford)
21.	A. P. JACOBS	(Willesden Green)
30.	R. D. BROWN	(Wilmington)
31.	A. RALPH	(Grays)
32.	P. J. TUCKER	(Wembley)
36.	E. H. G. BRADLEY	(Trinity Coll., Camb.)
85 46.	T. J. ROWE	(Hillingdon)
76.	L. OGBOURNE	(Northampton)
78.	D. KENDRICK	(Sudbury)
93.	F. MINGO	(Wembley)

1st.....12..... 2nd.....20..... 3rd.....21..... 4th.....36..... 5th.....78.....  
(Transfer First Five to Final, Page 6)

aida Vale), 35 F. G. McDONNELL(Dartford)

to make alterations to the programme.

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Trucks by LEX GARAGES LTD. and RAYMOND WAY.

Tuning Service by REDEX.



# GRAND FINAL

WINNER £50      SECOND £20      THIRD £10

(First Five from each Heat)

No. 28	.....
No. 73	.....
No. 38	.....
No. 66	.....
No. 82	.....
No. 28	.....
No. 51	.....
No. 3	.....
No. 100	.....
No. 15	.....
No. 42	.....
No. 33	.....
No. 24	.....
No. 35	.....
No. 11	.....
No. 12	.....
No. 2068	.....
No. 21	.....
No. 36	.....
No. 28	.....
1st. 28	2nd. 38      3rd. 15      4th.      5th. ....

## Picadors' Horses

That delightfully amusing newspaper columnist Patrick Campbell came along to see his first Stock Car meeting last Friday week and this is part of what he had to say in his column in the "Sunday Dispatch" last Sunday:—

"An enormous red-and-white saloon band-box fresh as though it had just come off the assembly line, had been trailing the battered home-painted pack. It was decorated all over with the name of a car dealer, his telephone number, the address of head office and all the branches inscribed in poster-neat lettering. This mobile brochure now put on speed to pass some puce-and-lemon scrap iron in front. The puce-and-lemon at once pulled out, to tear a long rent in the glittering red-and-white side. A roar of satisfaction went up from the crowd.

"'It makes me think,' I said, 'of picadors' horses. Faithful old retainers, dressed in gaudy finery, shoved out with their last dying breath to be done in for the entertainment of the crowd.'

"A horn was blowing imperatively signalling the end of the race, although half a dozen competitors were still clattering round. My companion sat back, surfeited with excitement. 'What were you saying?' he asked, showing a lack of interest."



# STOCK CAR DRIVERS

(Registered to Date)

The complete list of drivers registered at the time of going to press is:—

No. 1	D. G. WALKER (Old Kent Road)	No. 57	V. CATER (Willesden)
No. 3	G. WOOLCOTT (Poplar)	No. 58	G. BAKER (Weston-Super-Mare)
No. 6	D. W. POWELL-RICHARDS (Bromley, Kent)	No. 59	J. CRABB (Bray)
No. 9	F. WOODEND (Forest Hill)	No. 60	S. C. LEACH (Walworth)
No. 11	CLIFF DAVIS (Shepherds Bush)	No. 61	D. NORTHORPE (Coventry)
No. 12	JOHN DARRELL (Hampstead)	No. 62	J. BRENNER (Tooting)
No. 13	TONY RUMFITT (Seven Kings)	No. 63	G. FORD (Malvern)
No. 14	W. J. WHITE (Harringay)	No. 64	R. E'TERE (Bradford)
No. 15	S. W. WOOLNOUGH (Colchester)	No. 65	D. P. KEEN (Manor House)
No. 16	J. HAYDEN (Hoddesdon)	No. 66	A. B. KEEN (Hornsey)
No. 17	J. HAYDEN (Hoddesdon)	No. 67	C. R. DEAL (Kentish Town)
No. 18	J. HAYDEN (Hoddesdon)	No. 68	N. J. FIRMIN (Walthamstow)
No. 19	D. A. CHAFFEE (U.S.A.)	No. 69	R. C. REYNOLDS (Enfield)
No. 20	F. WELLS (Ilford)	No. 70	A. MORSE (Wembley)
No. 21	A. P. JACOBS (Willesden Green)	No. 71	A. WADDELL (Peckham)
No. 22	P. COMPTON (Leicester)	No. 72	N. J. PEARCE (Canvey Island)
No. 23	R. J. BENABO (Maida Vale)	No. 73	V. FERRIDAY (Bayswater)
No. 24	A. BEAUMONT (Paddington)	No. 74	"Hell Cat" BRINE (Cricklewood)
No. 25	C. J. HAMILTON (Selsey)	No. 75	J. VOSS (Catford)
No. 26	D. J. CULLING (Dewsbury)	No. 76	L. OGBOURNE (Northampton)
No. 27	E. A. ROLLINSON (Dewsbury)	No. 77	N. PEARSON (Carshalton)
No. 28	J. W. GOODY (Newington Butts)	No. 78	D. KENDRICK (Sudbury)
No. 29	S. A. HISCOCK (Ruislip)	No. 79	W. ALLEN (Lambeth)
No. 30	R. D. BROWN (Wilmington)	No. 80	R. J. POINTER (Ickenham)
No. 31	A. RALPH (Grays)	No. 81	K. GANE (Greenford)
No. 32	P. J. TUCKER (Wembley)	No. 82	K. GANE (Greenford)
No. 33	N. VERONIQUE (Stamford Hill)	No. 83	K. GANE (Greenford)
No. 34	R. WOOD (Wimbledon)	No. 84	C. W. WATSON (Blackheath)
No. 35	F. G. McDONNELL (Dartford)	No. 85	P. J. TUCKER (Wembley)
No. 36	E. H. G. BRADLEY (Trinity Col., Camb.)	No. 86	W. G. BUISSON (Walthamstow)
No. 37	R. CUSHING (Romford)	No. 87	J. A. KAISER (Hayes, Mddx.)
No. 38	Mrs. TANYA CROUCH (Heathfield)	No. 88	D. BUSBY (Perivale)
No. 39	J. STYLES (Chesterfield)	No. 89	H. ROME (Edgware)
No. 40	R. A. WALLER (Godalming)	No. 90	R. G. TUCKER (Wembley)
No. 41	D. R. POMEROY (Hillingdon)	No. 91	B. REEVE (Ilford)
No. 42	F. J. PARSONS (Peckham)	No. 92	C. SIMPSON (Cricklewood)
No. 43	D. BASSETT (Plumstead)	No. 93	F. MINGO (Wembley)
No. 44	J. McLEAN (Battersea)	No. 94	K. HURTLEY (Leeds)
No. 45	H. R. BUTT (Barnes)	No. 95	D. COTTER (Westminster)
No. 46	T. J. ROWE (Hillingdon)	No. 96	D. E. BELL (Hounslow)
No. 47	V. C. SAUNDERS (Battersea)	No. 97	V. CHANDLER
No. 48	K. HOOPER (Plymouth)	No. 98	D. A. HEWITT (Twickenham)
No. 49	C. WEBBER (Aldershot)	No. 99	G. CRAIG (Lee Green)
No. 50	A. A. KILFOYLE (Molesey)	No. 100	W. ALLEN (Lambeth)
No. 51	WAGGA WAGGA (Australia)	No. 101	G. ROSENTHAL (Worcester)
No. 52	GEOFF MILLER (Australia)	No. 102	B. MURFITT (Balham)
No. 53	MULGA BILL (Australia)	No. 103	J. BRISE (Dartford)
No. 54	R. PARSONS (Bexley)	No. 104	J. F. RILEY (Chelsea)
No. 55	L. G. THOMPSON (Birmingham)	No. 105	J. BATCHELOR (Edgware)
No. 56	T. ADDIS (Cornwall)	No. 106	C. H. C. AINSWORTH (Newbury)
		No. 107	G. W. BARKER (Brentwood)
		No. 108	J. BOND (Tooting)
		No. 109	W. E. KENNETT (Kentish Town)
		No. 110	A. J. JARMAN (Westcliff)
		No. 111	M. GARDNER (Ilkley, Yorks.)
		No. 112	J. SPADE (Huddersfield)

**YOU MUST NOT MISS . . . .**

**OUR NEXT MEETING**

**Friday, 28th May at 7.45 p.m.**

Reserved Enclosure: 25/- and 20/- (Bookable in Advance)

Unreserved Enclosure Reduced to 5/- and 3/6 (Children half price)

Coach Party Enclosure 3/6



## ***THE END OF THE ROAD***



It's the end of the road for Cambridge undergrad E. H. G. Bradley (above) as he climbs out of his overturned car. The striking picture (below) shows a front wheel proceeding merrily on its way down the straight but minus the car. Unlucky driver was N. J. Firmin from Walthamstow.

