

OFFICIAL
RACE CARD

1/-

STOCK CAR RACING



*The Thrill
of the Century!*

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HARRINGAY STADIUM

FRIDAY, 2nd JULY, 1954

STOCK CAR RACING COMPANY

Harringay Stadium, Green Lanes, N.4

STA 3474

General Manager	...	...	...	J. W. ("Digger") Pugh
Deputy General Manager	...	...	...	J. F. Wiggins
Commentator	...	...	...	James Tilling
Medical Officer	...	...	...	Dr. C. E. Nicholas

ST. JOHN AMBULANCE SECTION IN ATTENDANCE.

GREATER COMPETITION

Entries Increased to Sixty Each Meeting

COINCIDING with tonight's switch to Friday racing comes yet another increase in the number of competitors at each meeting. From now on, there will be twenty starters in each of the three heats with the first eight home in each going forward to a Twenty-four-car final!

If it is possible, we feel that the racing will be pepped up even more and certainly the thrills and incidents in each race should come thick and fast.

Increasing the number of entries each meeting will mean even more work in the pits and a thankless job for the lap-scorers! This lap scoring is probably the hardest task of all so don't be too harsh in criticisms of the error in last week's final. An objection to the original result was upheld after investigation and the officially amended result was. 1st. 113. J. F. Crawley; 2nd. 12. John Darrell; 3rd. 7. D. Tutt.

EXPANSION

As Stock Car Racing becomes increasingly popular at Harringay, so does the interest of provincial promotions. Belle Vue, Manchester stages a second meeting on July 14th and it is then opened at five new venues—July 15th. Plymouth, July 20th. White City, Glasgow, July 23rd. Stoke, July 24th. Brough Park, Newcastle, July 31st. Rayleigh.

With hundreds of drivers in all parts of the country, team racing will be introduced and plans are going ahead for the staging of an England v. France international as well as North v. South battles.

Just what form the racing will take and how the scoring will work has not been decided. One thing is evident however — that Stock Car Racing is making great strides in its first season in this country.

FULL STRENGTH RACERS

For Wednesday's Speedway Fixture

Harringay's speedway Racers will meet Wembley with a full strength team for the first time this season in the National League match here next Wednesday at 8 p.m.

Five times this season have Wembley beaten Harringay but not once have Racers been able to field their strongest side. This time it looks as though the tables might be turned especially if Danny Dunton can retain his brilliant form. After a season or two of not being able to command a regular place in a league team, Dunton was pressed into service when other team riders were injured. Now he is back in the top flight and last week was beaten by an opposing rider in only one of his eight races.

Whether or not Dunton can prove to be the man to swing the result to Harringay's favour remains to be seen but it certainly looks likely that this match will prove one of the outstanding of the season.

VISITOR—Interested spectator at one of our recent Stock Car Meetings was Harringay and England speedway captain Split Waterman. Split enjoyed every minute of it and would have liked to drive a car himself. But the Speedway Riders' Association ban prevents him doing so—unless the Association has second thoughts on the subject.

VISITING—A number of the drivers who race here regularly will be travelling down to Plymouth for the opening meet there on July 15th.

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.

Was This the Start of

STOCK CAR RACING?

IT has been generally accepted that Stock Car Racing started in America five or six years ago but now comes a claim that it really started in Wellington, Shropshire in June 1933. The originators, it is said, were Vic Ferriday, who drives car No. 73, and brother Don.

The proof put forward is the picture below which shows Vic then aged 13 at the "wheel," and Don, two years younger, as mechanic.

Their story, incidentally a true one, is amusing as well as interesting. After three weeks of pushing and still failing to get the engine started, Don made the startling discovery that it had been mounted in reverse. How much sooner that conclusion might have been reached had they tried pulling as well as pushing!

Anyway, there was extensive re-designing with the aid of shelf-brackets and at the next attempt the engine spluttered into life.

But now another big query presented itself to the young adventurers—how to explain away to their parents the very large hole which had been burned in the back of a small jacket, for they had overlooked the fact that the open exhaust was pressed against the driver's back.

How to stop became another major problem after hedgerow crashing had proved too painful. Then it was discovered that by tying a piece of string to a loose plug-lead the motor could be stopped and the contraption brought to a standstill.

Now to find a suitable Stock Car track—and what better than the village High Street? But after a few weeks the authorities kindly, but very firmly, put a stop to any further developments.

As happens to most of us sooner or later, Vic and Don grew up and, when they were demobbed after the war, set up business as motor engineers in Ledbury Road, W.11., where they are still operating.

Twenty-one years after their initial efforts came the re-birth of Stock Car Racing at New Cross Stadium and what more natural than that they should be among the first to register in this, their twenty-first anniversary of Stock Car Racing.

" TECHNICAL " DATA !

ENGINE: 500 c.c. J.A.P.

BORE: 3 to 4 inches.

STROKE: Up and down.

CHASSIS: Wooden bobsleigh.

SUSPENSION & ROADWHEELS:
Ex-twin perambulator.

STEERING: Sashcord.

BRAKES: Well-studded boots.

ENGINE MOUNTING: Optional.

CONTROL:
Carburettor wide open.

FUEL SUPPLY: No tank, full carb.

IGNITION:
String to loose plug lead.

TAPPET & PLUG CLEARANCES:
Unapproachable.



FRIDAY, 2nd

HARRINGAY STADIUM, N.4

**General Manager:
MAJOR R. F. A. DAVID**

MEETING STARTS

HEAT WINNERS £20 SEC

HEATS AND CONSOLATION RACE

HEAT I.

Car No.	Driver	Town
3.	G. WOOLCOTT	(Poplar)
14.	W. J. WHITE	(Harringay)
17.	C. MAY	(Barnes)
26.	F. R. FALCE	(Blackheath)
27.	P. M. O'SHEA	(Bromley)
30.	R. D. BROWN	(Wilmington)
33.	N. VERONIQUE	(Stoke Newington)
41.	D. R. POMEROY	(Hillingdon)
45.	H. R. BUTT	(Barnes)
59.	J. CRABB	(Bray)
70.	W. E. PARKIN	(Orpington)
82.	A. A. OXLAND	(Stratford)
93.	F. MINGO	(Wembley)
104.	J. F. RILEY	(Chelsea)
113.	J. F. CRAWLEY	(Seven Kings)
117.	P. DEAN	(Acton)
127.	S. BATES	(Harrow)
140.	P. ARNOLD	(Parkstone)
145.	L. EVANS	(Bexley Heath)
150.	A. A. KILFOYLE	(Molesey)

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
(Transfer First Eight to Final, Page 6—other finishers to Consolation Race, Page 6)

HEAT II

Car No.	Driver	Town
7.	D. TUTT	(U.S.A.)
16.	J. HAYDEN	(Hoddesdon)
25.	C. J. HAMILTON	(Selsey)
35.	F. G. McDONNELL	(Dartford)
38.	TANYA CROUCH	(Heathfield)
51.	WAGGA WAGGA	(Australia)
53.	A. L. McNAUGHTON	(Bromley)
55.	C. TEECE	(Hampstead)
67.	C. R. DEAL	(Kentish Town)
73.	V. FERRIDAY	(Bayswater)

1st..... 2nd..... 3rd..... 4th.....
(Transfer First Eight to Final, Page 6—other finishers to Consolation Race, Page 6)

**ANOTHER THRILLING
NEXT FRIDAY, 9th J**

Right of Admission Reserved.

The Management reserves the right to

Welding by JALLEN WELDING CO. of Chingford.

JULY, 1954

Telephone : STAmford Hill 3474

NG MONEY £10

ONDS £10 THIRDS £5

-20 LAPS

FINAL — 25 LAPS

HEAT II.

Car No.	Driver	Town
12.	JOHN DARRELL	(Hampstead)
15.	S. W. WOOLNOUGH	(Colchester)
18.	L. HAYFORD	(Muswell Hill)
20.	F. WELLS	(Ilford)
28.	J. W. GOODY	(Newington Butts)
31.	A. RALPH	(Grays)
36.	E. H. G. BRADLEY	(Trinity Col., Camb.)
44.	J. McLEAN	(Battersea)
47.	V. C. SAUNDERS	(Battersea)
57.	V. CATER	(Willesden)
83.	P. LEWIS	(Swiss Cottage)
86.	W. G. BUISSON	(Walthamstow)
105.	J. BATCHELOR	(Edgware)
106.	C. H. C. AINSWORTH	(Newbury)
123.	S. J. DEAL	(Kentish Town)
130.	J. BOWKIS	(Hainault)
142.	G. ATKINS	(Bayswater)
143.	D. E. TIMMS	(South Harrow)
149.	M. D. GLASSPOLE	(Regents Park)
151.	G. BELL	(Wraysbury)

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
 (Transfer First Eight to Final, Page 6—other finishers to Consolation Race, Page 6)

II.

Car No.	Driver	Town
75.	J. VOSS	(Catford)
90.	R. G. TUCKER	(Wembley)
96.	D. E. BELL	(Hounslow)
97.	V. CHANDLER	(Edgware)
103.	J. BRISE	(Dartford)
112.	K. F. J. SHERIDAN	(Bush Hill Park)
115.	G. L. PAICE	(Mitcham)
120.	L. J. NUTT	(Mitcham)
121.	D. R. HOSS	(Bromley)
141.	D. C. FARNHAM	(Mildreth)

th..... 6th..... 7th..... 8th.....
 finishers to Consolation Race, Page 6)

LING MEETING
JULY, 1954 at 8 p.m.

make alterations to the programme.

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Breakdown Trucks by **LEX GARAGES LTD.** and **RAYMOND WAY.**

CONSOLATION RACE
WINNER £20; SECOND £10; THIRD £5

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1st..... 2nd..... 3rd..... 4th.....

GRAND FINAL
WINNER £60; SECOND £25; THIRD £10; FOURTH £5
(First Eight from each Heat)

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No.....
1st..... 2nd..... 3rd..... 4th.....

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. 75	J. VOSS (Catford)
No. 3	G. WOOLCOTT (Poplar)	No. 76	L. OGBOURNE (Northampton)
No. 4	G. McINNES (Edgware)	No. 77	N. PEARSON (Carshalton)
No. 6	D. W. POWELL-RICHARDS (Bromley, Kent)	No. 78	D. KENDRICK (Sudbury)
No. 7	D. TUTT (U.S.A.)	No. 79	W. ALLEN (Lambeth)
No. 8	G. V. BAILEY (Camberwell)	No. 80	R. J. POINTER (Ickenham)
No. 9	F. WOODEND (Forest Hill)	No. 81	K. GANE (Grove Park)
No. 11	CLIFF DAVIS (Shepherds Bush)	No. 82	A. A. OXLAND (Stratford)
No. 12	JOHN DARRELL (Hampstead)	No. 83	P. LEWIS (Swiss Cottage)
No. 13	TONY RUMFITT (Seven Kings)	No. 84	C. W. WATSON (Blackheath)
No. 14	W. J. WHITE (Harringay)	No. 85	P. J. TUCKER (Wembley)
No. 15	S. W. WOOLNOUGH (Colchester)	No. 86	W. G. BUISSON (Walthamstow)
No. 16	J. HAYDEN (Hoddesdon)	No. 87	J. A. KAISER (Hayes, Mddx.)
No. 17	C. MAY (Barnes)	No. 88	D. BUSBY (Perivale)
No. 18	L. HAYFORD (Muswell Hill)	No. 89	H. ROME (Edgware)
No. 19	J. WRIGHT (U.S.A.)	No. 90	R. G. TUCKER (Wembley)
No. 20	F. WELLS (Ilford)	No. 91	R. REEVE (Ilford)
No. 21	A. P. JACOBS (Willesden Green)	No. 93	F. MINGO (Wembley)
No. 22	K. C. QUINN (East Sheen)	No. 94	K. HURTLEY (Leeds)
No. 23	R. J. BENABO (South Africa)	No. 95	D. COTTER (Westminster)
No. 24	A. BEAUMONT (Paddington)	No. 96	D. E. BELL (Hounslow)
No. 25	C. J. HAMILTON (Selsey)	No. 97	V. CHANDLER (Edgware)
No. 26	F. R. FALCE (Blackheath)	No. 98	R. COLEMAN (Twickenham)
No. 27	P. M. O'SHEA (Bromley, Kent)	No. 99	G. CRAIG (Lee Green)
No. 28	J. W. GOODY (Newington Butts)	No. 100	W. ALLEN (Lambeth)
No. 29	S. A. HISCOCK (Ruislip)	No. 101	G. ROSENTHAL (Worcester)
No. 30	R. D. BROWN (Wilmington)	No. 102	B. MURFITT (Balham)
No. 31	A. RALPH (Grays)	No. 103	J. BRISE (Dartford)
No. 32	C. MARSHALL (Wembley)	No. 104	J. F. RILEY (Chelsea)
No. 33	N. VERONIQUE (Stoke Newington)	No. 105	J. BATCHELOR (Edgware)
No. 34	R. WOOD (Wimbledon)	No. 106	C. H. C. AINSWORTH (Newbury)
No. 35	F. G. McDONNELL (Dartford)	No. 107	G. W. BARKER (Brentwood)
No. 36	E. H. G. BRADLEY (Trinity Col., Camb.)	No. 108	J. BOND (Tooting)
No. 37	R. CUSHING (Romford)	No. 109	W. E. KENNETT (Kentish Town)
No. 38	Mrs. TANYA CROUCH (Heathfield)	No. 110	A. J. JARMAN (Westcliff)
No. 39	J. STYLES (Chesterfield)	No. 111	M. GARDNER (Ilkley, Yorks.)
No. 40	R. A. WALLER (Godalming)	No. 112	K. F. J. SHERIDAN (Bush Hill Park)
No. 41	D. R. POMEROY (Hillingdon)	No. 113	J. F. CRAWLEY (Seven Kings)
No. 42	F. J. PARSONS (Peckham)	No. 114	B. WATERS (Dunstable)
No. 43	D. BASSETT (Plumstead)	No. 115	G. L. & G. A. F. PAICE (Mitcham)
No. 44	J. McLEAN (Battersea)	No. 116	G. READ (Battersea)
No. 45	H. R. BUTT (Barnes)	No. 117	P. DEAN (Acton)
No. 46	T. J. ROWE (Hillingdon)	No. 118	D. A. HEWITT (Twickenham)
No. 47	V. C. SAUNDERS (Battersea)	No. 119	J. STEWART (Leominster)
No. 48	K. HOOPER (Plymouth)	No. 120	L. J. NUTT (Mitcham)
No. 49	J. W. PUCKETT (Manor House)	No. 121	D. R. HOSS (Bromley, Kent)
No. 50	C. GRUNDY (Tottenham)	No. 122	T. RYDER (Stepney)
No. 51	WAGGA WAGGA (Australia)	No. 123	S. J. DEAL (Kentish Town)
No. 52	G. DOUST (Paddington)	No. 124	R. M. FULLER (Lee Green)
No. 53	A. L. McNAUGHTON (Bromley, Kent)	No. 125	A. G. WOPLING (Stratford)
No. 54	R. PARSONS (Bexley)	No. 126	W. M. SAVILLE (Ilford)
No. 55	C. TEECE (Hampstead)	No. 127	S. BATES (Harrow)
No. 56	T. ADDIS (Cornwall)	No. 128	P. J. REILLY (Welling)
No. 57	V. CATER (Willesden)	No. 129	W. A. RICHARDSON (Walworth)
No. 58	G. BAKER (Weston-super-Mare)	No. 130	J. BOWKIS (Hainault)
No. 59	J. CRABB (Bray)	No. 131	J. S. WHITELEY (Beckenham)
No. 60	S. C. LEACH (Walworth)	No. 132	W. CHESON (Sittingbourne)
No. 61	D. NORTHORPE (Coventry)	No. 133	L. S. POLLARD (Highgate)
No. 62	J. BRENNER (Austria)	No. 134	S. STEPENOVIC (Yugoslavia)
No. 63	G. FORD (Hampton-in-Arden)	No. 135	F. L. SAYER (Wimbledon)
No. 64	R. E'TERE (Bradford)	No. 136	E. BACON (Plumstead)
No. 65	D. P. KEEN (Manor House)	No. 137	I. NORTHOVER (West Hampstead)
No. 66	A. B. KEEN (Hornsey)	No. 138	A. BRIGGS (Chingford)
No. 67	C. R. DEAL (Kentish Town)	No. 139	Mrs. BETTY CHESON (Sittingbourne)
No. 68	R. J. CROSS (Walthamstow)	No. 140	P. ARNOLD (Parkstone)
No. 70	W. E. PARKIN (Orpington)	No. 141	D. C. FARNHAM (Mildreth)
No. 71	A. WADDELL (Peckham)	No. 142	G. ATKINS (Bayswater)
No. 72	N. J. PEARCE (Canvey Island)	No. 143	D. E. TIMMS (South Harrow)
No. 73	V. FERRIDAY (Bayswater)	No. 144	P. DALE (Kensington)
No. 74	"Hell Cat" BRINE (Cricklewood)	No. 145	L. EVANS (Bexley Heath)
		No. 146	E. FAULKNER (Slade Green)
		No. 147	Miss JUNE HAYWARD (Hammersmith)
		No. 148	G. HAGGIS (Wallington)
		No. 149	M. D. GLASSPOLE (Regents Park)
		No. 150	A. A. KILFOYLE (Molesey)
		No. 151	G. BELL (Wraysbury)

"HOTTED UP"



Boiling radiators which provide a ready-made smoke-screen still will not deter a Stock Car driver even though it so often results in a pile up as the picture below shows.

