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**PRICE 6d.**

# STOCK CAR RACING



*The Greatest  
Thrill on Earth!*

**NORWICH SPEEDWAY**

**SATURDAY, OCTOBER 30th, 1954**



Officials :

General Manager ..... E. J. S. Twite

Track Manager : Ramon E'Tere

Pit Marshall : S. Taylor.

Track Marshall : Geo. Lovedaye.

Starter : Geoff. Bull.

Jeep loaned by Boundary Garage.

Announcers : E. J. S. Twite, S. A. V. Buxton. Medical Officer : Dr. B. Rose.

The St. John Ambulance will be in attendance.

Tel. : Norwich 26002.

NOTICE.

"Stock" Car Racing is dangerous and all persons attending this meeting do so 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 the passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket-holders. There is no re-admission and no money refunded.

HOW STOCK CAR RACING OPERATES.

In Stock Car Racing there are no fixed rules for driving. Drivers are requested to obey the following signals; apart from this no holds are barred and driving is "catch as catch can".

1. In the event of a bad blockage of track the Yellow Flag will be exhibited as a caution to drivers. If it is necessary to stop a race due to bad blockage or possible injury the red lights are put on, red flags are exhibited, klaxon sounded and drivers will automatically pull up.
2. Cars are given a rolling start led by a Jeep containing the starter. He will lead competitors once round the track, and provided safety fence is screwed up and tightened he will drop his flag.
3. From the time the cars enter the track until the Pit Marshall has satisfied himself that the safety fence is locked, the Red Lights will remain on.
4. Lots are drawn for places in each heat and according to the number of cars, the method of line-up is as follows: 3 - 2, 3 - 2, 3 - 2 and so on. These places must be maintained until the Flag is dropped. At the conclusion of a race the Chequered Flag is hoisted as first, second and third cars pass the lap checkers.
5. Break-down crews will then immediately proceed to pick up wrecks or breakdowns.



Once again the Crash Happy Wreckers are back for your entertainment. This time with another thrilling Team Race between Norwich and The North. The two captains, Ted Bravery for Norwich and Wilf Jay for The North, have carefully picked the teams and we are in for some really thrilling racing.

The Team Race this time is Heat 1 at the request of the two captains, as they say it is unfair to stage a Team Race when most of the cars have suffered a good deal of banging about and towards the end of the Meeting are not at their best. In Stock Car Racing engines very easily over-heat and those that might compete in the third heat and then are asked to take part in the Team Race which follows, very definitely start off under a serious handicap, that is an over-heated engine. It is common practice, where time permits in Stock Car Racing, to drain off and fill with water at a lower temperature in order to give the engine a greater efficiency.

Last Saturday we raced at Tamworth and recruited a lot of new drivers around the Birmingham, Coventry, Walsall district, so that if we race in Norwich again this Autumn we may bring you new blood with vast experience at staging such as Coventry, Leicester, Long Eaton, Perry Bar, Birmingham.

The result of the competition at our last meeting here has proved very interesting, but most of the spectators who took the trouble to fill in their forms were miles out in their reckoning. There are only five estimated speeds that are worthy of a prize.

The most popular driver of the evening without doubt was JACK TIPPING, Cal Wills was second, Ted Bravery for third place.

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### RESULT OF COMPETITION THE MOST POPULAR DRIVER

1st.....JACK TIPPING                      2nd.....CAL WILLS  
3rd.....TED BRAVERY

Actual average speed at which cars lapped during the evening  
was.....36.734 miles per hour.

The nearest to this estimate:—

1st—Myrtle Mathewson, Church Lane Farm, Hevingham,  
Norwich ..... 55 C. V. R. Codling, 37 m.p.h.  
2nd—Michael Ives, 107, Crostwick Lane, Spixworth,  
Norwich ..... 53, Sid Hipperson, 37.189 m.p.h.  
3rd—Trevor Tooley, 34, Backton Road, Drayton Estate,  
Norwich ..... 110 and 32, Jack Tipping, 38.2 m.p.h.



# SuperFINA



PETROL

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## STOCK

PRODUCTION RACING CAR

NORWICH STADIUM.

### SATURDAY, OCTOBER 10, 1954

Heat Winners, 1st, £12; 2nd, £6

EACH HEAT 15 LAPS

#### TEAM RACE.

##### NORWICH

- 23. TED BRAVERY (Capt.)
- 53. SID HIPPERSON
- 55. V. C. R. CODLING
- 60. SPENCER MORTON
- 62. B. C. HOOK
- 80. JACK WHITE
- 29. GEORGE FOULGER
- 333. S. MITCHELL

Reserve:

- 54. R. GREGORY

##### THE NORTH

- 120. WILF JAY (Capt.)
- 17. LES MUNCASTER
- 50. CAL WILLS
- 119. H. SANDS
- 45. B. WILSON-COLLEY
- 14. PETER CLARKE
- 34. DAVE SUMMERS
- 33. E. M. WRIGHT

Reserve:

(How to score—Win 10 points; 2nd 8; 3rd 6; 4th 4; 5th 2).

1st..... 50..... 2nd..... 33..... 3rd..... 13..... 4th..... 45..... 5th.....

Winners..... 29..... 4.....

The first five in each heat compete in the Final.

No other drivers may compete.

#### HEAT 1 Car No.

- 66. P. C. JACKSON
- 333. S. MITCHELL
- 55. C. V. R. CODLING
- 17. LES MUNCASTER
- 34. DAVE SUMMERS
- 26. P. H. WREN
- 10. Mrs. DRENE WHITE
- 29. GEORGE FOULGER
- 23. TED BRAVERY
- 50. CAL WILLS
- 79. GRAHAM WARREN
- 120. WILF JAY
- 119. H. SANDS

1st..... 54..... 2nd..... 17..... 3rd..... 19..... 4th..... 79..... 5th..... 29.....

(Transfer first five to Final)

The Management reserves the right to make alterations to the Programme

Right of Admission Reserved

#### FINAL

1st, £30; 2nd, £15; 3rd, £7.50

# SuperFINA



PETROL

For road  
or

## RACING

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CTOBER 30th, 1954

, £8; 3rd, £5; 4th, £3; 5th, £2.

FINAL 20 LAPS

The first five in each heat compete in the Final.

No other drivers may compete.

HEAT 2 Car No.

- 16. E. W. HOWE
- 63. BILL FRANKS
- 73. RON PEARS
- 74. A. G. BROOKES
- 407a. BRIAN PRIOR
- 54. R. A. GREGORY
- 67. H. T. MARSHALL
- 15. R. HARWIN
- 62. B. C. HOOK
- 20. BOB JERMY
- 25. W. SILLETT
- 33. E. M. WRIGHT

1st..... 2nd..... 3rd..... 4th..... 5th.....  
(Transfer first five to Final)

The first five in each heat compete in the Final.

No other drivers may compete.

HEAT 3 Car No.

- 64. P. C. JACKSON
- 59. J. E. WARDROPPER
- 45. B. WILSON-COLLEY
- 84. P. GEDNEY
- 11. J. L. WHITE
- 76. DENIS HAYNES
- 22. C. MCGREGOR
- 57. KEN GOODYEAR
- 58. BUNKY MILES
- 14. PETER CLARKE
- 60. SPENCER MORTON
- 28. BRIAN KIRBY
- 53. SID HIPPERSON

1st..... 2nd..... 3rd..... 4th..... 5th.....  
(Transfer first five to Final)

APS, First five from each Heat

d, £10; 4th, £6; 5th, £4.

Fire Equipment kindly loaned  
by Fina Petroleum

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**SuperFINA**  
PETROL



**A WINNER  
AT  
ALL EVENTS**



## A CHAT ABOUT THE CRASH HAPPY BOYS.

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**WILF JAY** one time speedway rider of some repute has been doing very well in stock cars, and we should see some fine racing from him tonight. He was a very happy man the other evening at Odsal Stadium where he collected the final prize money, and a very deserving win it was.

**TED BRAVERY** who appears to be following along similar lines when he pulled off the final at Norwich, seemingly without effort.

**SID HIPPERSON**, intrepid driver, ex Speedway driver, Professional who always gives a very good account of himself and was racing at Tamworth last Saturday.

**CAL WILLS** in his 4½ litre Lagonda deserves a keen eye throughout this meeting—just watch this boy sort 'em out—as he did at our last Norwich meeting when he put out of the race the previous reigning champion along with many others.

Overheard at a recent meeting by a driver on the starting line—"If I had ten shillings in my pocket to buy a seat in the stands instead of wanting ten pounds, I wouldn't be driving this stock car tonight." We suspect **B. V. WILSON-COLLEY** as the originator of this remark. After he had hit the safety fence the last time, shortening his car by about four feet, when approached on the subject said, "What's the use in having a fence if you don't use it."

**LES MUNCASTOR**—lucky number seventeen—so the fortune teller says, and it would appear so with the number of final prize monies.

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Should it be necessary owing to rain, mechanical or electrical defect or any other cause whatsoever, to abandon a Stock Car Meeting before the second heat (2 heats run constitute a meeting) tickets available for re-admission will be issued to the public on presentation of their admission tickets at the exit gates.

No money will be refunded under any circumstances whatsoever.



# RULES AND REGULATIONS OF STOCK CAR RACING

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1. Official Numbers will be painted on both sides of the Car and on the rear at least 14" high.
2. Heavy Steel Bumpers must be fitted front and rear.
3. All glass to be removed. If Windscreen is left, it must be of safety glass.
4. Silencers must be removed and Exhaust Pipes extended to outside of Car.
5. All Cars must have hard tops and support bars for roof fitted.
6. All Cars must be fitted with Self Starter and leave the pits under their own power.
7. Doors must be welded or strapped shut. All seating removed and a Steel Bucket type seat welded or bolted to the Chassis.
8. Drivers must wear a Crash Hat and be strapped to their seat.
9. Drivers should wear a pair of coloured overalls, preferably to match their car.
10. Any type of tyres allowed but should be in good condition.
11. Petrol Tanks must be fitted inside the car for safety purposes.
12. Brakes must be in good working order.
13. Wheelbase must be standard.
14. No Ballast must be carried.