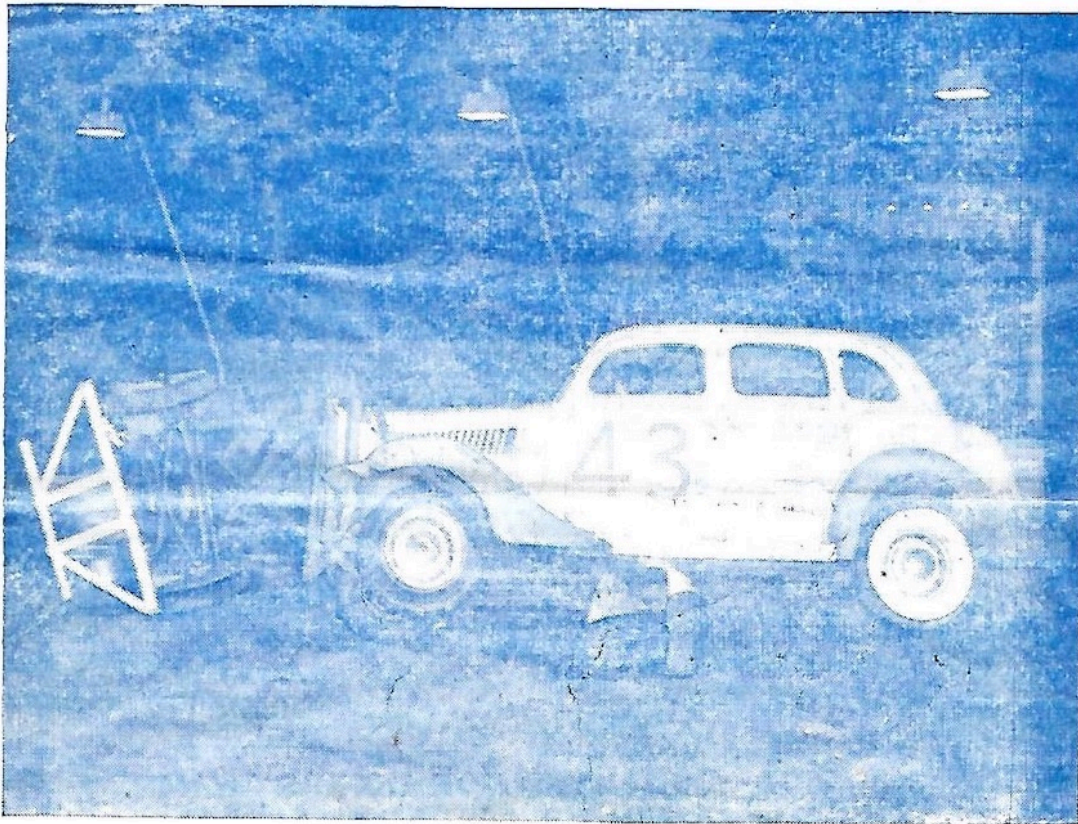


EASTBOURNE - Arlington STOCK CAR RACING

SUNDAY, 10th APRIL, 1955



WEATHER PERMITTING

Should it be necessary through any cause to abandon the meeting prior to the sixth race in the programme, tickets for a subsequent meeting will be issued at the exits. In no circumstances will any money be returned.

RIGHT OF ADMISSION RESERVED

BETTING STRICTLY PROHIBITED

1/-

OFFICIAL

PROGRAMME N^o 223

FIXTURE LIST 1955

<i>Date of Meeting</i>	<i>Opponents</i>	<i>Home or Away</i>	<i>Points</i>	
			<i>For</i>	<i>Against</i>
Sunday, April 17th	CALIFORNIA	Home		
Sunday, April 24th	CALIFORNIA	Away		
Sunday, May 1st	CHAMP. of SUSSEX	Home		
Sunday, May 8th	STOCK CARS	Home		
Sunday, May 15th	RYE HOUSE	Home		
Sunday, May 22nd	RINGWOOD	Away		
Sunday, May 29th	OPEN	Home		
Monday, May 30th	STOCK CARS	Home		
Sunday, June 5th	BRAFIELD	Away		
Sunday, June 12th	RINGWOOD	Home		
Sunday, June 19th	RYE HOUSE	Away		
Sunday, June 19th	STOCK CARS	Home		
Sunday, June 26th	CALIFORNIA	Home		
Sunday, July 3rd	CALIFORNIA	Away		
Sunday, July 10th	RYE HOUSE	Home		
Sunday, July 17th	RINGWOOD	Away		
Sunday, July 17th	STOCK CARS	Home		
Sunday, July 24th	RINGWOOD	Home		
Sunday, July 31st	STOCK CARS	Home		
Sunday, August 7th	RIDER CHAMPS.	Home		
Sunday, August 21st	OPEN	Home		
Sunday, August 28th	RYE HOUSE	Away		
Sunday, August 28th	STOCK CARS	Home		
Sunday, Sept. 4th	BRAFIELD	Home		
Sunday, Sept. 11th	BRAFIELD	Away		
Sunday, Sept. 11th	STOCK CARS	Home		
Sunday, Sept. 18th	BRAFIELD	Home		
Sunday, Sept. 25th	RESERVED FOR RIDERS CHAMP.			
Sunday, October 1st	OPEN	Home		

WARNING !

Motor Racing is Dangerous

You are present at this Meeting entirely at your own risk and admission is subject to the condition that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and drivers and owners of the vehicles, are absolved from liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

No money will be refunded under any circumstances whatsoever. The Club reserves the right to change, vary or omit any part of the programme without previous notice.

EASTBOURNE SPEEDWAY

TRACK OFFICE : DENMARK GARAGE

DENMARK VILLAS, HOVE

Phone : 3 2 4 7 1

OFFICIALS :

Steward : C. DUGARD

Announcer : C. LONG

Clerk of the Course : J. "Digger" PUGH

Machine Examiner : D. HALLIDAY

Judge-Timekeeper : R. WELLS

Medical Officer :

Chief Pit Marshall : W. THORNE

Dr. E. W. BEDFORD-TURNER

St. John Ambulance Brigade in attendance

SIGNALS IN USE AT THIS MEETING

The **Green Flag** is dropped at the starting line when the race is on. During the race it signifies that the course is clear. The **Yellow Flag** warns drivers to use caution but not to change positions. It is used when "wide open" driving is not permitted. The **Red Flag** is used to denote that the race has been stopped, and the **Black Flag** to order a car back to the pits. The **Chequered Flag** indicates the end of a race.

Track Topics

This is the day!! Here come the smash and bash boys not forgetting the occasional member of the fair sex. Very, very expensive the sport of turn over and bash, this together with the old bogy Entertainment Tax accounts for the fairly high admission charge, however the big point is that you are about to get your money's worth. The old track has assumed quite a new look with the increased safety precautions, we have not finished yet, nor will we finish all the final alterations till June, the general drive is for convenience to the spectator in every possible way.

Our spectators have long been noted for their sporting attitude to all competitors -- now the breezy lads from the States have only been in this country a few days, so let's make them feel at home with the old Arlington welcome.

Next week brings our first Speedway league match with most of the old familiar faces, we oppose California a very much strengthened side. Our team will be picked from Harry and Wally Willson, Jack Taylor, Norman Street, Bob Bunney, Tim Freddy, Bert Little, Dave Freeborn, George Smithson, Alan Brett, Reeve Turrell. Dan English, Bob Gladwin and Steve Bole are at present semi-retired, all for business reasons, John Gronow is still aboard ship, these are blows to team strength that may be met by a greatly improved George Smithson, Alan Brett, Reeve Turrell and Reg Davis, anyway bring your friends to see the new line-up,

Best regards

CHARLIE DUGARD.

FOR

Advertising Space

ON THIS PROGRAMME APPLY

VOGEL PUBLICATIONS

10 QUEEN STREET - LONDON E. C. 4

SPEEDWELL 9179

INTERNATIONAL MEETING No. 1

Commentator

HEAT WINNERS £12.

SECONDS £7

THIRDS £5

HEAT 1

Car No.	Driver	Town
38	Tanya Crouch	(Heathfield) <i>2</i>
43	Danny Barratt	(Plumstead)
66	A. B. Keene	(Manor House)
88	Don Busby	(Perry Vale)
129	W. Richardson	(London)
60	Sid Leach	(Walworth)
394	Ron Munday	(Richmond)
279	Bill Jarvis	(Holloway)
132	Bill Chesson	(Sittingbourne) <i>3</i>
121	Derek Hoss	(Bromley) <i>3</i>
	Crawfish Crider	(U.S.A.)
	Possum Jones	(U.S.A.)

1st..... 2nd..... 3rd..... 4th.....
(Transfer first seven to Final, Page 6, others to Consolation Race)

Since 1954 : The Stoxnet Archive

HEAT 2

Car No.	Driver	Town
23	John Goodie	(Newington Butts) <i>2</i>
35	S. Macdonnell	(Tooting)
130	Joe Bowkis	(Walthamstow)
387	Ron Lawrence	(Wilmington) <i>3</i>
87	John Kaiser	(Hayes) <i>3</i>
33	Norman Veronique	(Stoke Newington)
8	George Bailey	(Hounslow)
383	Dusty Millar	(Rickmansworth)
197	Sid Manning	(Balham)
50	Charlie Grundy	(Tottenham) <i>1</i>
	Bobby Myers	(U.S.A.) <i>6</i>
	Bill Irick	(U.S.A.) <i>6</i>

*2 supports
knock out
cake walk
for 7 out 4*

1st..... 2nd..... 3rd..... 4th.....
(Transfer first seven to Final, Page 6, others to Consolation Race)

RESERVES:—

395	Ron Amas	(Uxbridge)
E9	Peter Webb	(Hove)
E7	Johnny Scott	(Brighton)
E4	Phil Woolier	(Arlington)

Rights of Admission Reserved

All Rights Reserved

The Management reserves the right to make alterations to the Programme.

STOCK CARS

10TH APRIL 1955

: PETER ARNOLD

HEATS and CONSOLATION RACE—20 LAPS. FINAL—25 LAPS

HEAT 3

Handwritten notes:
 103
 137
 134
 149

Car No.	Driver	Town
103	John Brise (Dartford)	
E7	Johnny Raby (Brighton)	
E1	Jack Appleby (Eastbourne)	
30	Bobby Brown (Walworth)	
X112	Ken Sheridan (Enfield)	
137	Ivor Northover (Whitstable)	
232	Jack Munday (Bermondsey)	
134	Stephan Stepenovic (Yugoslavia)	
382	Dave Williams (Dartford)	
149	Max Glasspole (Canada)	
	Pete Folsie (U.S.A.)	
	Speedy Thompson (U.S.A.)	

1st... 103 2nd... 25 3rd... 134 4th.....
 (Transfer first seven to Final, Page 6, others to Consolation Race)

Since 1954 : The Stoxnet Archive

CONSOLATION RACE

Winner £12. Second £7. Third £5.

No.....	229	No.....	
No.....	112	No.....	
No.....	382	No.....	
No.....	88	No.....	
No.....	132	No.....	
No.....	170	No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	
No.....		No.....	

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

OENP WEEK-ENDS

The Terminus Cafe

H. V. TAYLOR, PROP.

1 STATION ROAD, HAILSHAM.

Breakfasts, Dinners, Teas and Suppers. Parties Catered for. Also outside catering. Fetes and Dances. Wedding cakes made to order.

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(MANAGER WILF HARRIS, - PHONE 1933)

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LAMBRETTA
MATCHLESS
ROYALENFIELD
NORMAN
PANTHER
TANDON

GRAND FINAL

Winner—£40 Second £20 Third—£10
First seven from each Heat

No. 712	→ 1	Clayton Under (A.S.A)
No. 103	→	John Price
No. 28		
No. 87		
No. 222		
No. 171		
No. 35		
No. 170	→ 2	Roby Gyles (A.S.A)
No. 256		
No. 132		
No.		
No.		
No.		
No.		
No.		
No.		
No.		
No.		
No.		
No.		
No.		
No.		

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

The Printers of this Programme

Aldrington Press

61/63 NORTH STREET, PORTSLADE

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What it's all about

STOCK CAR RACING has fewer rules and regulations than any other form of motoring; in fact, we would say that apart from a few safety provisions, there aren't any!

These safety regulations enforce the use of a crash helmet and the reinforcement of the cars so that the roof will not cave in if one should overturn, as does happen. Seating and upholstery must be removed and a bucket seat welded in and the driver must be secured by a quick release safety belt. But such safeguards are commonsense and strictly in the interests of the drivers themselves.

The type of car almost settles itself. Plenty of power is needed, although too light a vehicle would not stand up to the rough and tumble of crowded racing on an ultra-short circuit. On the other hand, a fairly short wheelbase is a great help on the corners. Expensive "tuning" is not called for, and the only worthwhile fitting, that everybody buys, is the biggest and heftiest set of bumpers that the local blacksmith can produce.

In driving flat-out, wheel-to-wheel, it is inevitable that the cars frequently touch, and a good driver may deliberately edge off a rival who is getting in his way. The object is to make the other chap skid wide and lose ground, while keeping your own car undamaged.

In the event of a pile-up, it is usually found that the other cars have room to pass, and only the yellow "caution" flag need be used. If the accident is more serious, however, the red flag can instantly be shown, and that brings all the drivers to a stop, to be restarted when the course is cleared.

SUNDAY NEXT

at 3.30 p.m.

EAGLES

V

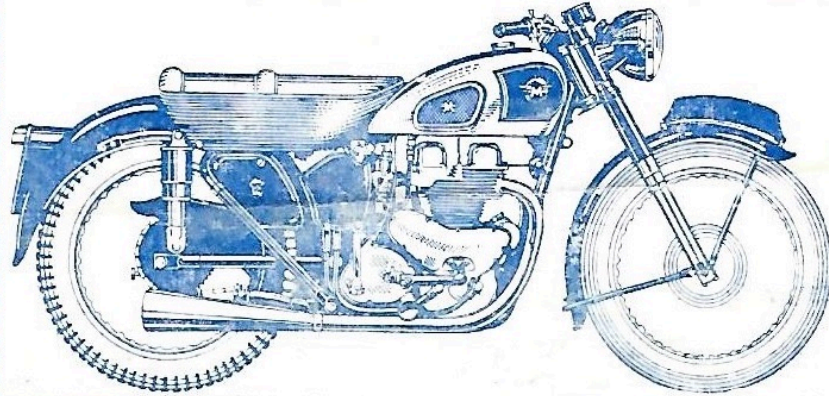
CALIFORNIA

LEAGUE MATCH

UCKFIELD MOTOR CYCLES LTD.

13 HIGH STREET, UCKFIELD. Telephone: UCKFIELD 386

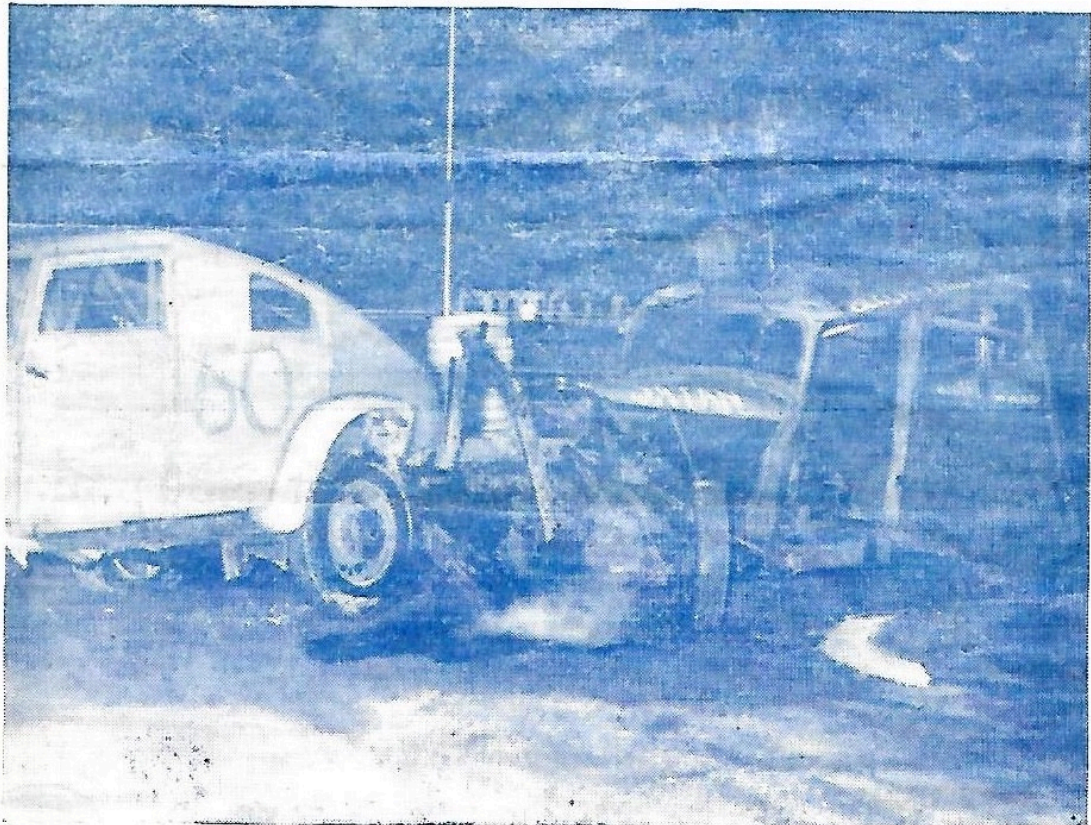
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