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Twelfth Meeting

May 19th, 1955

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A NORTHERN STOCK CAR RACING CO. PROMOTION

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RON CLIFFE

says



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ERNEST APPLEBY

Judge:
PAUL BADLAND

Chief Lap Recorder:
ROY CONWAY

Pit Marshal:
GEORGE TAYLOR

Starter:
CLIFFORD ROURKE

Announcer:
JOHN NETHERWOOD

●
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SOUVENIR PROGRAMME**
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NOTICE

Stock Car 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 damages or personal injury to spectators or ticket-holders. There will be no money refunded.

Betting is absolutely prohibited at Stock Car Meetings. The Management reserves the right to make alterations or additions to the programme.

HAROLD BOSWORTH IS EAGER TO MAKE COME-BACK BID

HAROLD BOSWORTH, one of stock car racing's gamest and most successful drivers was hauled to hospital following his heat one crash at the last meeting here.

His car skidded on the rain-soaked circuit and was forced into the safety fence by two other motors. Unhappily, Bosworth's parachute harness, which should have secured him in the driving seat, snapped. He was thrown awkwardly sustaining severe facial injuries and bruises.

Bosworth signed himself out of hospital later that night. He was full of praise for the Owlerton First Aid men, who made, what he described as "a smashing patch and stitch job on my face."

Now the man from Misterton, whose 1954 race record was one of the best in Britain, cannot wait to make his track come-back.

Harold travels the country in a converted fire-tender. It has sleeping quarters for two, complete cooking equipment, and an elaborate mobile workshop with it's own electrical welding plant and break-down gear.

In fact just before the last meeting started, helpful Harold was using his crane to lift away some of the 1954 wrecks still littering the pits.

Bosworth averages four stock car meetings a week and lives in his private fire engine. After winning heat one at West Ham recently, his wife cooked him dinner in the tender. He ate it and then went out to win the final.

The Mercury-engined Ford battle wagon he drives, carries an up-to-date tally of his track record. Each heat and feature win is chalked up on the bonnet. At one time he used to mark the turn-overs, too, but they got so many he lost count.

One car up-ended at the last meeting by bustling Bosworth was Jack Blundell's Chrysler. Back-marker Bosworth caught Blundell on the sixth lap and politely spun him over. Now Jack did not think that at all funny especially as he was planning to drive the self-same Chrysler on an 85 mile journey back to his Southport home after racing finished.

Jack righted his dual purpose car, made a few mechanical changes and won the Consolation Scurry. He finished third in the Feature, too.

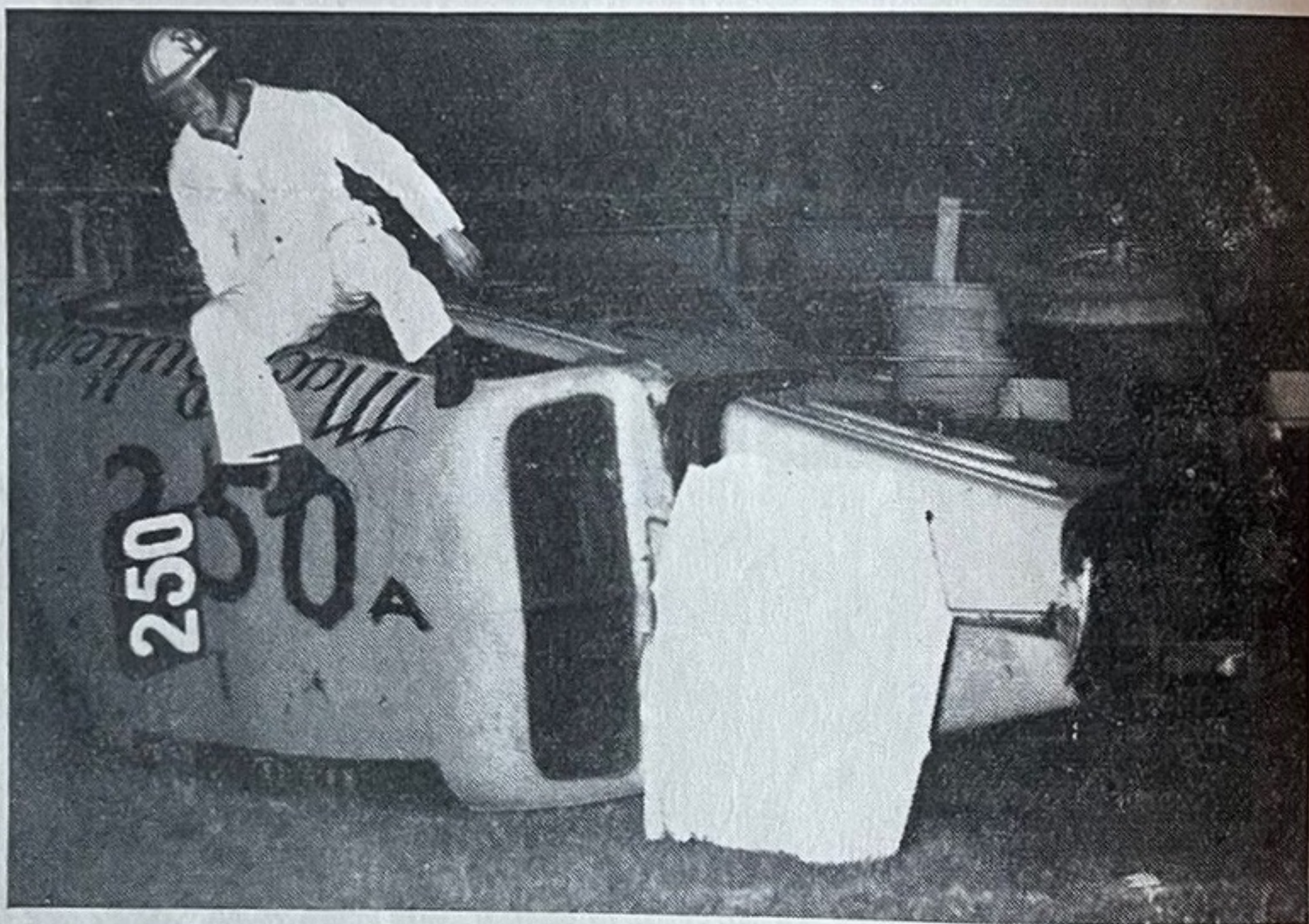
After a distinctly unsatisfactory start the Southport first timer returned to the sea-side with a £40 pay cheque. "I rather like Sheffield," he said.

And another racer who likes the steel city is local resident Jerzy Wojtowicz. Mr. Wojtowicz bettered Blundell's earnings by winning heat two and the Feature. For him the £70 first prize.

Neatly sandwiched in between the two, was runner-up Les Muncaster, with a £50 collection for a heat win and second place Feature finish.

Unfortunately a lap recorder's error resulted in the announcement that Muncaster had gained premier placing. Upon a subsequent check it was discovered that Jerzy had actually completed 21 laps.

Determined to complete only the requisite number tonight, the Wojtowicz warrior stands by his car as starter Rourke flags off the 12th Sheffield stock session.



Photograph:

Wright Wood.

Well, well, if it isn't turn-over specialist Mac Bullen. Here's Mr. Bullen clambering out of yet another crash-landed car.

STOCK CAR SEASON IS TRULY LAUNCHED

—says Roy Shepherd
Sheffield Star Sports Writer

SO the stock car season is well and truly launched. The crash and bash boys have settled down and have really got those waggons into tip-top shape.

Television has already taken advantage of the spectacle, but the first broadcasts from Harringay Stadium, London, did not show the sport to its best advantage.

Naturally it is very difficult for the cameras to catch everything of interest in this fast moving sport.

Our eyes have the same trouble.

Team racing is to return shortly, and after the success of the international match in London, and the Yorkshire v. Lancashire match in Sheffield; I for one, am looking forward to the change in the routine.

However, I must point out that we should have at least one individual event at these meetings, because this gives everyone a chance to shine.

Looking back over the three Sheffield meetings this season, I must say that they are amongst the best I have seen anywhere. They had speed, thrills, spills and provided everything expected in stock car racing.

The final features have been terrific—words could not do them justice—and they will not easily be forgotten.

A young enthusiast asked me recently what was required to make a start at this game. I would refer him to the British Stock Car Drivers' Association, under the chairmanship of Clifford Rourke.



But remember once the starting flag is up you are on your own. Skill and courage will then reap the reward.

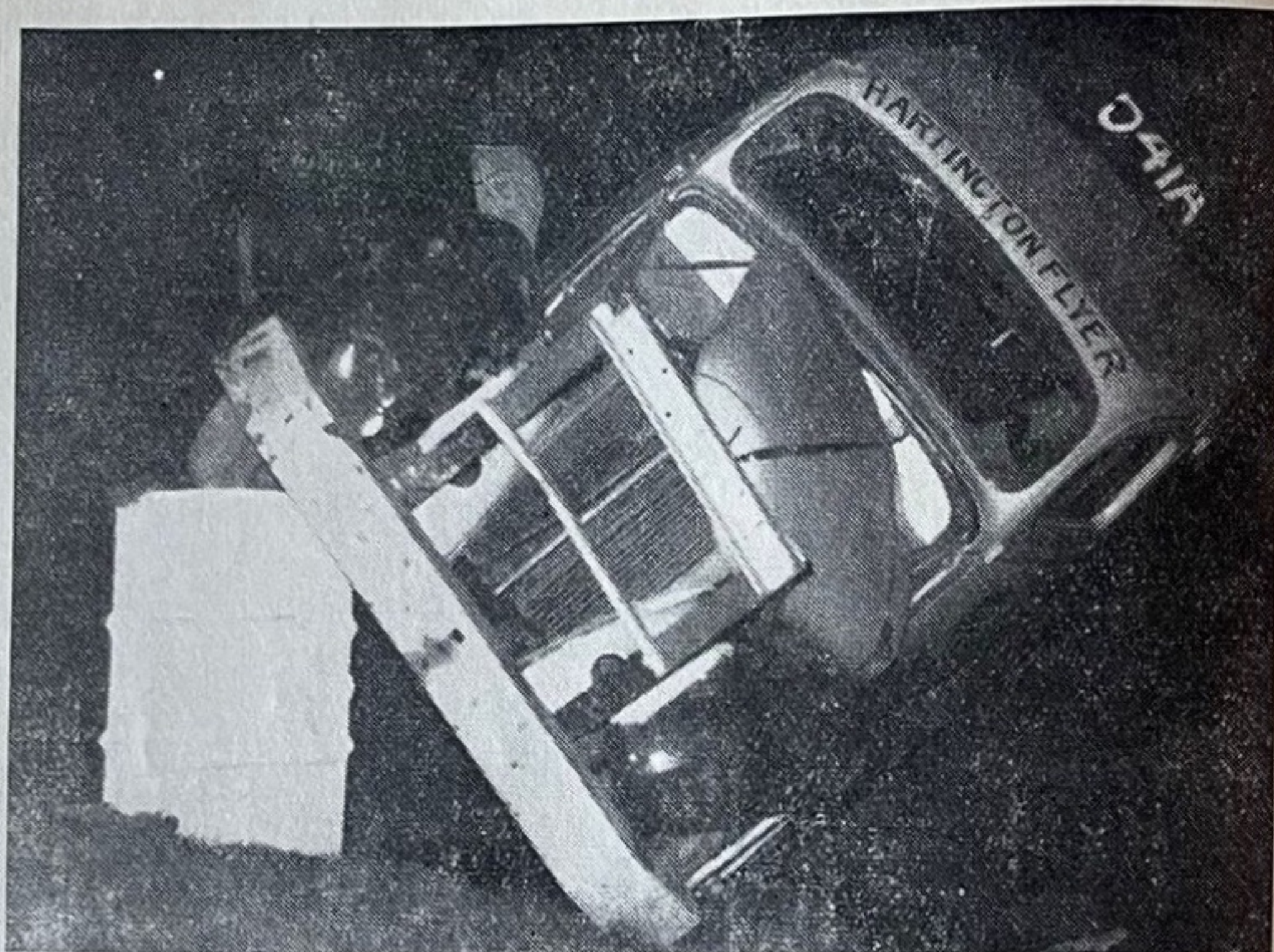
For further guidance watch Jerzy Wojtowicz whose great driving skill is becoming more and more apparent at every meeting.

I am sure that we in Sheffield could not do without this jovial Polish V.C. who has provided us with so much excitement.

Latest—and most pleasing—news from the stock car scene is that driver number 1A Miss Jean Forrest, of Bradford, is to continue in the sport, as soon as her artificial limb is ready.

It will be remembered that 21-year-old Jean lost her leg in a road accident last year.

Her great courage and determination have brought her through these tragic months. I am sure we all wish her every future success.



Photograph:

Wright Wood.

"Who put that oil drum track marker in the way?" asks R. A. Morton, whose Hartington Flyer defies the law of gravity.

PIECES FROM THE PRESS

THE "Speedway and Stock Car World" commented on the adverse weather conditions which prevailed at the last meeting. Here are some of their observations:

"Although the fans who braved a wet and windy evening had plenty to enthuse about when Sheffield's third stock car meeting of the new season was run off, only double award winner Jerzy Wojtowicz, who pocketed a £70 pay cheque, had much to be pleased about.

"The treacherous track took an extremely heavy toll of cars. Just eight of the 22 Feature event starters were still moving when Wojtowicz accepted the chequered flag. At one stage the raceway was completely blocked by a group of seven pancaked cars north of the pit turn.

"Trouble for the drivers started early. Harold Bosworth, heat one's back-marker had pushed six cars out of the way and was leading comfortably when he went into a speed skid on the rain soaked circuit.

"Les Jones of Buxton slammed round to avoid Bosworth's bus and found himself

battered against the crash wall by three other cars.

Wojtowicz started his victory run in heat two. Once in front he did not have much trouble. Cal Wills steered his Lagonda through to fourth spot despite the handicap of a flat tyre.

**REGULAR STOCK RACING
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"Behind Wojtowicz were Terry Gill of Buxton and R. H. Phillips (Sheffield). Again the breakdown boys had a field day.

"Oily Wells substituted for Jack Tipping in heat three, but although he provided most of the spectacle the prize money went to Les Muncaster (Doncaster) who led Harry Marshall (Manchester) and Scott Hastie (Ashton) home. Only five of the 15 starters finished."



For a comprehensive report on this meeting, and for
news about all Stock Car events ask your newsagent
to deliver the weekly . . .

SPEEDWAY AND STOCK CAR WORLD

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Motor Sport news for Sixpence*

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THIRD	—	£5

(Each Race over 15 Laps)

YO RACE

THURSDAY, M

HEAT ONE

Car No.	Driver	Make	Town
3A	ERIC MEE	Ford	Doncaster
5A	JAMES HADFIELD	Chrysler	Buxton
16A	CYPRLOT KID	Chrysler	Manchester
17A	LES MUNCASTER	Hudson	Doncaster
21A	SAM SKARRATT	Ford	Manchester
39A	HAROLD HILL	Lincoln	Rochdale
55A	STAN BRADBURY	Ford	Southport
76A	LEN OGBOURNE	Ford	Northampton
208A	P. L. HARTLAND	Buick	Sheffield
210A	RON WRIGLEY	Chrysler	Sheffield
429A	BRIAN THORPE	Dodge	Thurgoland
522A	Miss MARGARET ASQUITH	Ford	Doncaster
529A	IAN HASTIE	Ford	Ashton
609A	DENNIS SEDGELEY	Buick	Sheffield
622A	RIP KIRBY	Hudson	Denton
629A	WILF HARRISON, Snr.	Pontiac	Sheffield

1st.....**609**..... 2nd.....**529**..... 3rd.....**655**
4th.....**85**..... 5th.....**5**..... 6th.....**55**

Transfer First Six into Feature, Page 10.
All other Finishers to Consolation Race.

HEAT TWO

Car No.	Driver	Make	Town
4A	WILSON COLLEY	Pontiac	Barnsley
6A	MIKE GARNER	Ford	Ilkley
7A	LES JONES	Ford	Buxton
13A	DENNIS EUSTACE	Lincoln	Bradford
14A	ROY WATSON	Packard	Chesterfield
20A	"OILY" WELLS	Ford	London
29A	TERRY GILL	Chevrolet	Buxton
42A	"RED KNIGHT"	Humber	Northampton
64A	"RAF TYPE"	Oldsmobile	Ferry Bridge
65A	FRED BUTTERWORTH	Ford	Oldham
128A	IVOR RODIS	Buick	Sheffield
216A	HENRY HOGG	Studebaker	Edinburgh
250A	"MAC" BULLEN	Ford	Sheffield
264A	BOB DONALD	Buick	Sheffield
267A	LINCOLN STOTT	Ford	Bradford
430A	PETER THORPE	Ford	Thurgoland

1st.....**216**..... 2nd.....**29**..... 3rd.....**20**
4th.....**64**..... 5th.....**541**..... 6th.....**267**

Transfer First Six into Feature, Page 10.
All other Finishers to Consolation Race.

BREAKDOWN TRUCKS BY T. C.

UR CARD

A NORTHERN STOCK CAR RACING COMPANY PROMOTION at the SHEFFIELD SPORTS STADIUM, OWLERTON, SHEFFIELD.

AY 19th, 1955

HEAT THREE

Car No.	Driver	Make	Town	Add!
24A	RAY JOHNSON	Packard	Sheffield	
26A	"HOPALONG" HAYES	Ford	Manchester	602
35A	BARRY GOMERSAL	Hudson	Bradford	C. BANN
50A	CAL WILLS	Lagonda	Doncaster	
52A	JACK SCHOFIELD	Austin	Halifax	119
86A	W. W. TYRES	Cadillac	Preston	
110A	JACK TIPPING	Ford	Otley	
131A	JERZY WOJTOWICZ	Auburn	Sheffield	B.
251A	HAROLD BOSWORTH	Ford	Misterton	KERSHAW
335A	STEVE SULIMA	"Benghazi"	Southport	
374A	WILF HARRISON, Jnr.	Humber	Sheffield	
540A	LEON LEVY	Dodge	Sheffield	
601A	HARRY MARSHALL	Ford	Salford	
613A	R. H. PHILLIPS	Ford	Sheffield	
627A	TED PARKER	Ford	Sheffield	
639A	SCOTT HASTIE	Ford	Ashton	

1st.....374..... 2nd.....251..... 3rd.....540.....
4th.....50..... 5th.....602..... 6th.....

Transfer First Six into Feature, Page 10. All other Finishers to Consolation Race.

CONSOLATION HEAT (Over Ten Laps)

Car No.	Driver	Car No.	Driver
629	W. HARRISON	72	B. NATOR
534	E. SHAW	34	J. WHITE
635	N. SUTTON	35	G. OMERSAL
128	I. RODD	267	T. HUDSON
433	H. FIEGL	131	J. WOJTOWICZ
129	H. WOOD	39	H. HILL
23	B. HULL	64	B. SENGEL
208	P. HARTLAND		

1st.....35..... 2nd.....129..... 3rd.....23.....
4th.....534..... 5th.....64..... 6th.....

Transfer First Six into Feature, Page 10.

Reserves—HEAT ONE: 119A Brian Kershaw (Sheffield), 129A Ray Collins (Sheffield). HEAT TWO: 433A Harry Fiegl (Chesterfield), 541A R. A. Morton (Sheffield). HEAT THREE: 602A Colin Bann (Rotherham), 655A Doug McQueen (Sheffield).

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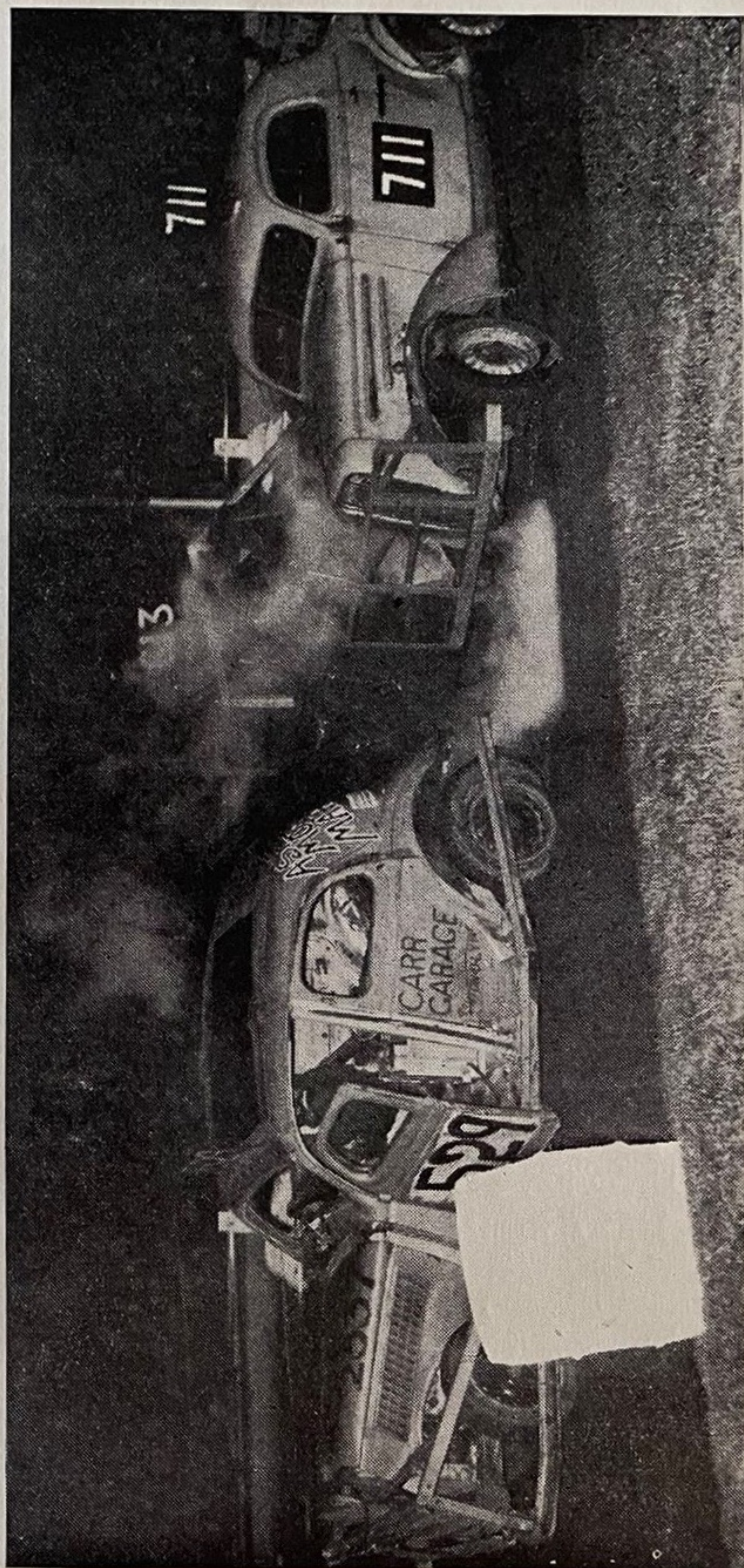
Car No.	Driver	Town
374	W. HARRISON	
85	A. HUGHES	
529	L. HASTIE	
55	S. BRADBURY	
131	J. WOJTONIOW	
29(B)	R. COLLINGE	
208	P. HARTLAND	
50	C. WILKS	
129	H. WOODS	
29(A)	T. GILL	
20	J. HUGHES	
251	H. BOSNORTH	
655	D. McQUEEN	
64	B. SEWELL	
540	L. LEVEY	
541	R. NORTON	
609	D. SEDGLEY	
602	C. BANN	
23	B. HULL	
35	B. GOMERSAL	
534	E. SHAW	
267	L. STOTT	(Friend befriended at wheel)

Since 1954: The Stoxnet Archive

1st. 529 2nd. 655 3rd. 55

Good night, Sheffield. The Northern Stock Car Racing Company hope you enjoyed the show and look forward to seeing you again in a fortnight's time—that is, Thursday, June 2nd.

464 374 5th 602 6th 541



Photograph:

Mr. IAN HASTIE MAY HAVE TO LEAVE IN A HURRY SO HE HAS LEFT HIS DOOR OPEN FOR A HASTIE
GETAWAY. GEOFF. SHEPPHERD'S NEAT CHEVROLET FOLLOWS CLOSE BEHIND.

Wright Wood.

PROFILE PARADE

MEET THE DRIVERS

WHEN Mr. Steve Sulima's front axle dropped off just in front of the commentary box, John Netherwood exclaimed: "Well, I have never seen that happen before.

Mind you, we had never seen anything like Steve's stock car before, either.

This war-time Polish Air Force pilot had collected a 45 h.p. tank engine and proceeded to build a chassis and body around it. Not quite the easiest thing to do, but after eight months work the Sulima special was ready. Hope he does not take another eight months to repair the damage.

"R.A.F. Type" drives for the sheer fun of it. A Ferrybridge haulage contractor, he has had plenty of experience and competed in the first provincial meeting of them all at Bradford just over a year ago.

Says Rip Kirby: "I had a hectic time at the last meeting, and in my hurry to get away I left a pair of Humber doors on the track. Don't anyone touch them. They are mine."

O.K. Rip. You are welcome to them.

Harry Marshall's car seized solid on the last lap of the Feature a short time ago. He has put in a new Mercury engine and really hopes to motor this evening.

B. V. Wilson-Colley comes from Barnsley, where he is in business as a motor trader. Last year he lapped the Norwich track in a two-ton truck almost as fast as the hot-rod racers. Wilson-Colley is married; has two children and a fine Pontiac fixed head coupe.

Eric "Mac" Bullen has heard that the bend near the Tote Board is being referred to as "Mac Bullen's Bend." Don't ask us why. But if he does not stop complaining about it we shall charge him ground rent.

Ron Wrigley is a most modest man. When we asked him if he had much trouble in one particular race, he answered: "A tyre dropped off; the con rod came through on the tenth lap, that's all."

Ron did not mention that he drove with his right foot in plaster and was nursing a broken toe.

Dennis Sedgley hasn't got much of a memory. After qualifying for the Feature last time he forgot to fill up and ran out of petrol eighth time round.

"I want my brains washing" he moaned. That Buick Coupe could do with a clean-up, too, Dennis.

Welcome to F. G. "Oily" Wells, who although a relative newcomer to Sheffield, is probably one of the best known figures in the game. Oily drove at the first New Cross meeting last April.

He has since appeared at all the London tracks as well as the ten major provincial raceways. An internationally-known hill climber and scrambles competitor, Oily sold his solo equipment to concentrate on the stock stakes.

Last year this 27-year-old Londoner had eleven cars put out of action. Chosen to represent England in the international with Ireland, his car was crippled on the eighth lap. Oily limped on to the grass verge and from there tried to harras the Irish drivers as they came round hugging the white line.

From Northampton comes master racer Len Ogbourne whose stylish yellow Packard recently put the Owlerton lights out.

At the last meeting we watched him sit comfortably in his car while two mechanics bustled round it; fastening doors, checking the oil, filling the fuel tank.

There would be nothing to report, if the action had taken place in the pits. But Len likes an audience so while his men worked he just sat back and let his car tick over in the second rank by the starting line. Fourteen other stock citizens had to wait until Mr. Ogbourne was quite ready.

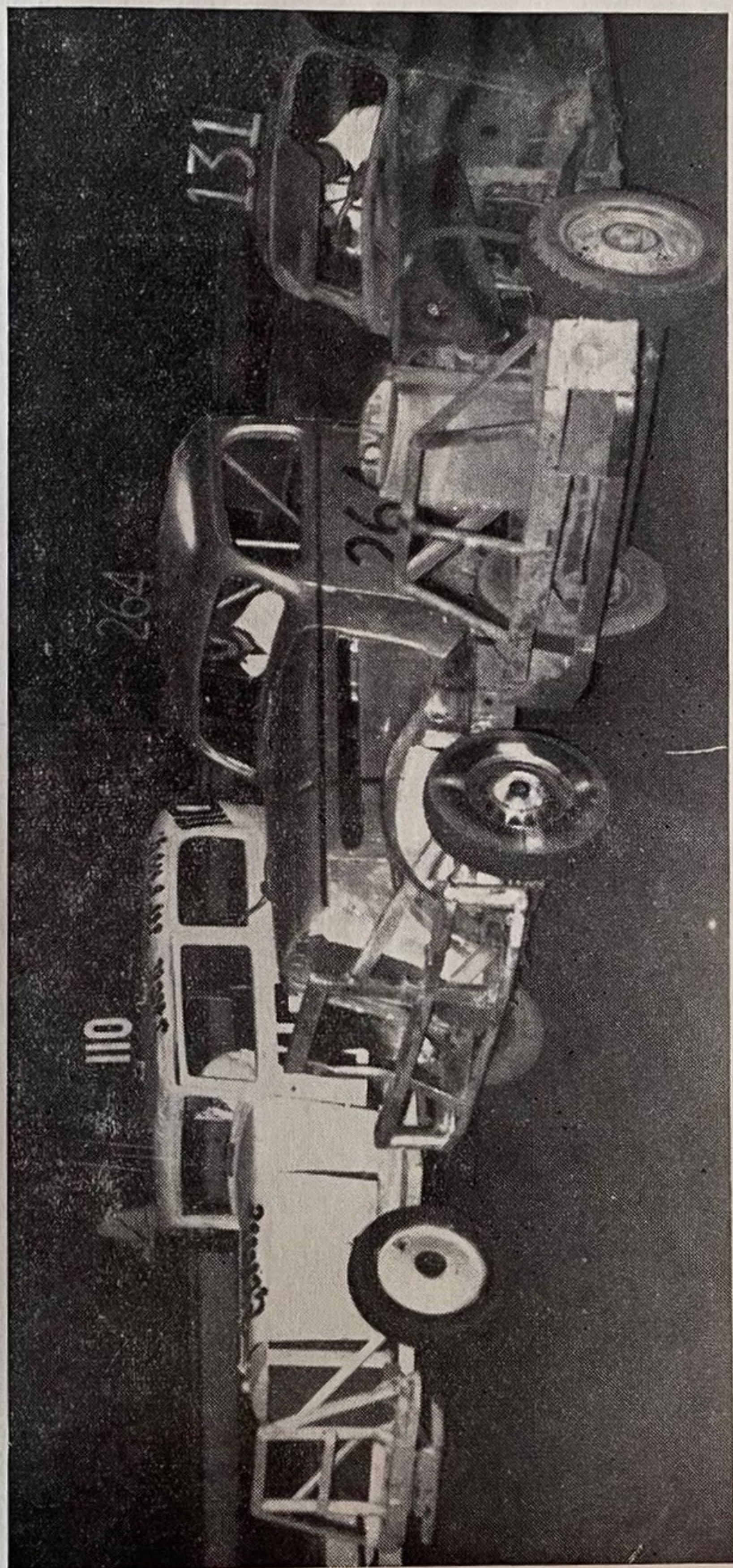
Bob Donald finished fifth in one heat after driving for 12 laps on three wheels and a brake drum.

In the final he lost a tyre but still claimed fourth place. This motor trader with the smart looking Buick is a slick driver who never knows when to quit.

Fred Hicks crashed at Odsal last year. He sold his Chrysler on the spot for £3. He also received a broken nose. Now that's what we call real value for money.

Likeable Leslie Jones was the Buxton boy who got caught up with Harold Bosworth last time. His injured leg appears to have responded to treatment and we wish him better luck this evening.

One of Leslie's pals from the spa city is Terry Gill. Terry sits on the local Rural District Council. His voters are coming to watch him in action tonight.



Photograph:

Wright: V/ood.

CONTRAST IN COACH WORK. MR. JACK TIPPING'S IMMACULATELY TURNED OUT FORD V.8 PURRS OVER BY THE CRASH WALL. CENTRE CAR IS BOB DONALD'S RAKISH-LOOKING BUICK, WHILE

JERZI WOJTOWICZ'S AUBURN IS LITTLE MORE THAN AN ENGINE ON WHEELS.

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JERZY WOJTOWICZ

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