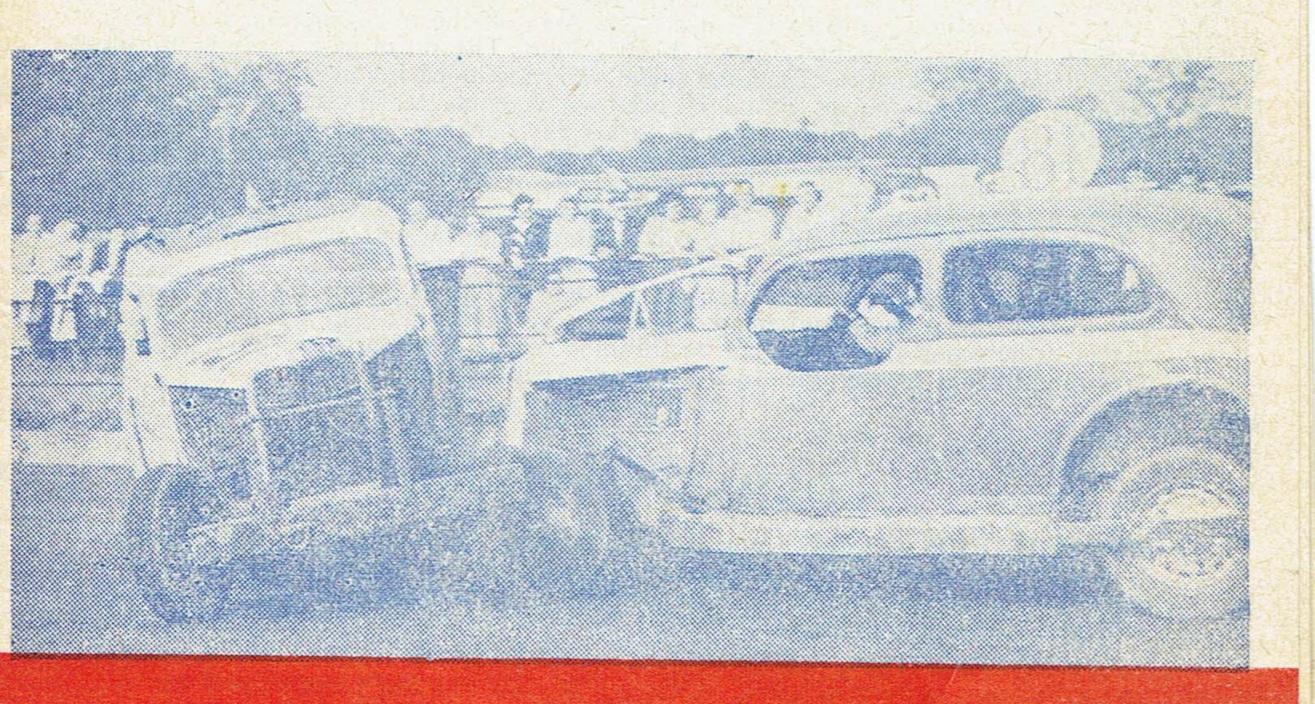
GERRY DOMMETT PROMOTIONS

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present

STOCK CAR RAGING



THURSDAY, 9th OCTOBER, 1958

Second Meeting, 1938 Season.

7.45 p.m.

COWLEY STADIUM, OXFORD

PROGRAMME ONE SHILLING

WHAT A SMASHER!

WERE you lucky enough to see our meeting last week? If you were, there is no need for us to remind you what a 'smashing' meeting it really was—one of the best ever seen at Oxford was the popular verdict. We are proud of that fact and hope to justify those claims again tonight—and maybe improve on them.

It was stock car racing at its best—and that is saying something. With so many stars of the sport present things were bound to happen as the men fought it out tooth and nail for the premier placings in the heats—and then the grand slam final—when everything happened.

Tonight we have booked in all the thrill-makers-in-chief—plus some of the other top men in the game—and we anticipate another thrilling instalment of the

stock car saga at Oxford.

Drivers are in there, belted, helmeted, and ready to roar. Their motors are snarling at each other and getting all heated up. Soon they will be let loose like so many furies and the reckless, ruthless race will be on.

This racing is a disease. It gets under the skin into the circulatory system of these hell-drivers, these death dodgers, who indulge in this crazy brain rattling

stunt stuff.

When the flag drops and they're in there charging the field, when they're doing a four-wheel slide on the corners, or taking their man on the straights when someone's trying to twist 'em or spin them off the track, drivers get boiling, fuming, raging mad—and can you blame them. The noise, the pressure of too many cars in too small a space, the speed and muscle-tearing efforts of wrenching 30 cwts. of steel monster round corners which come tearing at you every ten seconds or so makes you feel you're a very busy man.

You come off after a race feeling as tangled as a bucketful of worms, and someone's yelling at you to get that crate off the track, or on the track, movement,

hurry, no time to get your helmet off before you're in there again.

We specially thank the public for help and support and we hope to see you

all with us again next week.

So now tonight when the last car has left the arena, when the drivers have put their helmets away and the track lights are all turned off, when the public disperses here and there we shall be thinking of the great races we have had and dreaming of still greater ones to follow next week.

GERRY DOMMETT.

PERSONALITIES

JENNY HARRIS, the only woman driver in stock car racing, is an added attraction to this evening's meeting. She will be driving the notorious Jumbo Tustin car No. 179. Jenny, who is 20, is an art student and we are sure that our patrons will give her a big welcome.

MUBREY LEIGHTON, besides being a stock car driver, owns a very successful motor business at Northampton. Although his last meeting performance was not spectacular, he is without doubt one of the top drivers in the country. He proved this point at Coventry on Saturday night by winning the final and was third in the world championship at Belle Vue, Manchester, recently.

Ipswich driver **TREVOR FROST** (68) is getting around these days, in more ways than one. He recently won final placings at Aldershot, Staines, West Ham and Bradfield and has jumped up into the top fifteen drivers in the national points ranking list.

Like many other drivers, when he is competing at meetings away from home he sleeps in the specially prepared transporter van—often staying in the pits overnight! Only recently he stayed at Staines and spent the next day, waiting for racing, fishing in the nearby river—actually caught a fish, too!

GIL COX has found that his business commitments have stopped him being able to travel as much as he would have liked, and is now racing only occasionally this season. Gil, one of the stars of the sport, misses his trips, but everyone will agree that his living and business must come first. We are fortunate that he is competing here. His long, low Packard takes some catching when it is going well.



Charlie New, Gil Cox, Derek Crutcher, Gerry Dommett. These are some of the drivers who have taken part in our past meetings.

Copies of photographs used in these programmes may be obtained from: "Speedway and Stock Car World"

AFTER THE MEETING we suggest a visit to . . .

RED ROSE RESTAURANT

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SECOND MEETING - 1958 Season

COWLEY STADIUM

Heat, Consolation and Helter-Skelter:— Winners £10 Seconds £5 Thirds £3 Fourths £2

Heats, Consolation and Helter-Skelter — 20 laps.

Final — 25 laps

Telephone Oxford 77873

Right of Admission Reserved

(Transfer first eight to Final, remainder to Consolation Race)

The Management reserves the right to make alterations to the programme

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EAT 1		Since 1954: The Stoxnet Archive		
Car No.	Driver	Town		CONSOLATION RACE
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80		Rugby	NT	
787	DUCH TYPE	Loughborough	No	
160	VENTUATION	Kettering	No	
328	TAFEY IONES	Oxford	110	
136	D'ADCEY MIALI	Leicester	No	
	LEC DECMOND	Dunstew	N	
108	LES DESMOND	Leamington	No	
361	JOHNNY DORE	North Aston	No	
235	JOHN GUNN	Banbury		
139	KEN DYKES	Oxford	No	
317	GEORGE PASSEY	Newbury	No	
280	TICH EDWARDS	Oxford	No	
377	MERVIN KIRBY	Bicester	No	
33	VIC WEBB	Bristol		
183	ELLIS FORD	Stratford-on-Avon	No	
376	PETE WATERS	Oxford	No	
326	MIKE BOLTER	Benson	100	
179	JENNY HARRIS	Cheltenham	No	
32	ELLIS DAW	Plymouth , (**	
	ELLIS DAW		No	
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Telephones: Newbury 327; Benson 268

GRAND FINAL

Winner £25 Second £12 Third £5 Fourth £3 Fifth £2 (First eight from each Heat and Consolation Race)

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1st.4.2 2nd.6					

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.

HELTER-SKELTER

OPEN TO ALL WINNERS

This race is run in the reverse direction

No	
No	
No	
No	
No	
No	
No	
No	
5 , 8	5,38

Next Meeting . . .

THRILL-PACKED, STAR-STUDDED PROGRAMME

NEXT THURSDAY, OCTOBER 16th

7.45 p.m.

RULES OF RACING

- 1. All drivers must wear crash helmets and have their safety belts securely fastened.
- 2. No driver may drive with his arm or other part of his body outside the car.
- 3. There may not be more than one occupant of the car.
- 4. All cars must start under their own power.
- 5. Cars must line up as directed by the Starting Marshal in the order in which they have been drawn.
- 6. Cars will move off to a rolling start together and must not change position until the Starter drops the Green Flag.
- 3. Cars may drive where they like in any direction on the track or on the green, but a lap only counts as completed when a left-hand circuit has been made, going outside both posts at the end of the green and finishing at the line or a projection thereof to the centre.
- 9. If the Yellow ("Caution") Flag is waved, drivers must proceed with care without changing positions until the "All Clear" is given by the waving of the Green Flag.
- 10. If the Red ("Danger") Flag is waved or the Red danger lights are switched on, all drivers must stop immediately.
- 11. The Chequered Flag will denote the end of the race.

COWLEY STADIUM, OXFORD

GERRY DOMMETT PROMOTIONS

Tel.: Fordingbridge 3030

OFFICIALS

OI LICILIEU	
Clerk of the Course	TED FLANAGHAN
B.S.C.B.C. Steward	T. BIRCH
B.S.C.B.C. Scrutineers	D. RANGER, J. WILSON
Pit Marshal	
Commentator and Announcer	PETER ARNOLD
Chief Lap Scorer	Mrs. FRIEDA ARNOLD
Betting is absolutely prohibited at all Stock Ca	r Meetings held on this track
The Stoff of the St. John Ambulance Dri	anda ara in attandance

RIGHT OF ADMISSION RESERVED

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, management or conduct of this meeting, including the owners and drivers of the cars, are absolved from any liability for accidents causing damage or injury.

In no circumstances will any money be refunded.

The management reserves the right to alter this programme.

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