

GERRY DOMMETT PROMOTIONS

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present

STOCK CAR RACING



THURSDAY, 9th OCTOBER, 1958

Second Meeting, 1958 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 cwt. 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

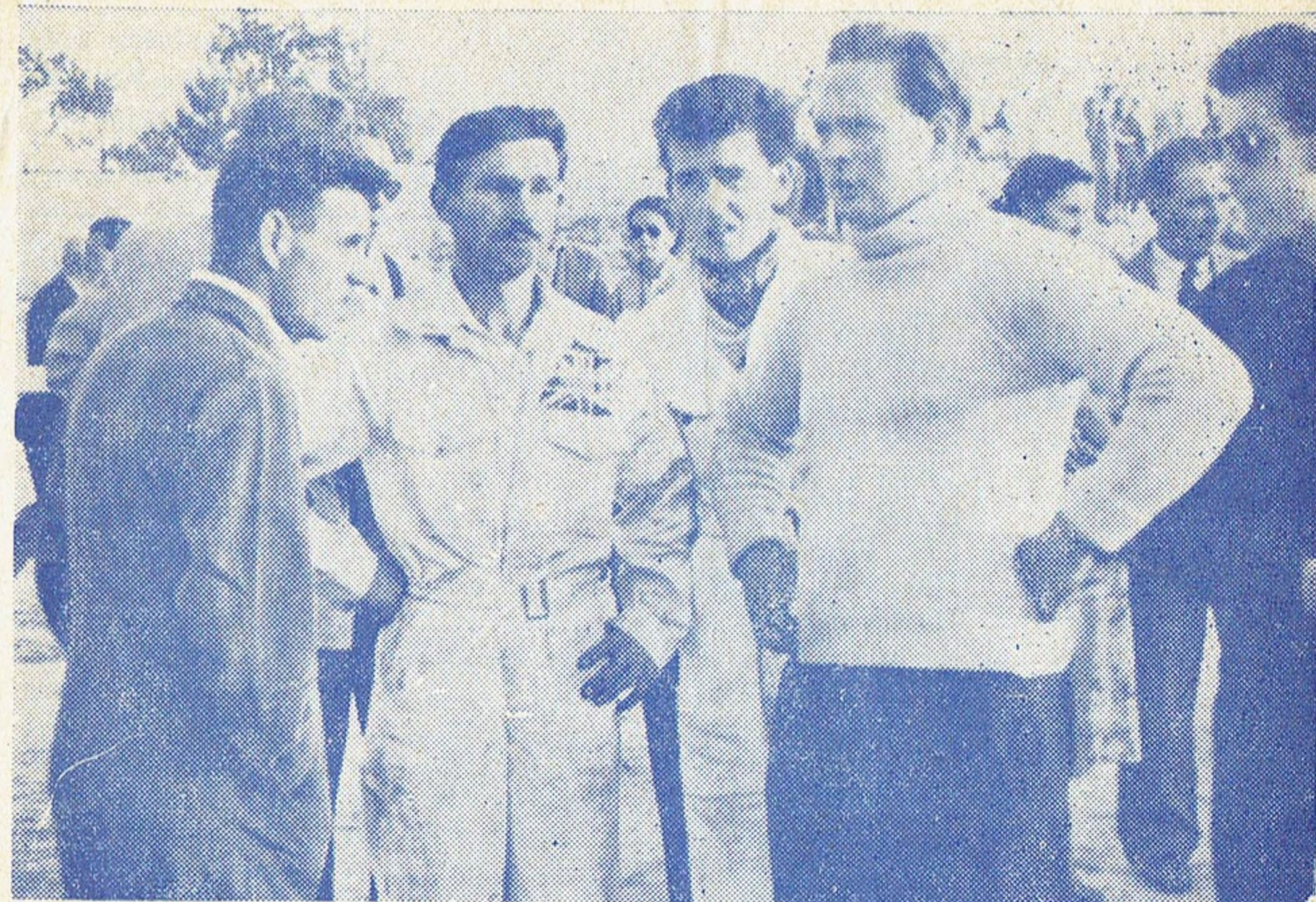
JENNY HARRIS, the only woman driver in stock car racing, is an added attraction to this evening's meeting. She will be driving the notorious Jumbo Tustin car No. 179. Jenny, who is 20, is an art student and we are sure that our patrons will give her a big welcome.

AUBREY 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, 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"

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AFTER THE MEETING we suggest a visit to . . .

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GRAND FINAL

Winner £25 Second £12 Third £5 Fourth £3 Fifth £2

(First eight from each Heat and Consolation Race)

No. 787
 No. 32
 No. 160
 No. 317
 No. 29
 No.
 No.
 No.
 No. 61
 No. 68
 No. 52
 No. 5
 No. 85
 No. 30
 No. 159
 No. 91
 No. 42

159

38

33

328

591

127

1st. 42 2nd. 61 3rd. 68 4th. 85 5th. 38 6th. 159 7th. 32

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.
 No.
 No.
 No.
 No.
 No.
 No.
 No.
 No.
 No.
 No.

5, 85, 38

Next Meeting . . .

THRILL-PACKED, STAR-STUDED 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.
7. 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.
8. 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.
9. If the Red ("Danger") Flag is waved or the Red danger lights are switched on, all drivers must stop immediately.
10. The Chequered Flag will denote the end of the race.

COWLEY STADIUM, OXFORD

GERRY DOMMETT PROMOTIONS

Tel.: Fordingbridge 3030

OFFICIALS

| | |
|--------------------------------|----------------------|
| 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..... | R. DOMMETT |
| Commentator and Announcer..... | PETER ARNOLD |
| Chief Lap Scorer..... | Mrs. FRIEDA ARNOLD |

Betting is absolutely prohibited at all Stock Car Meetings held on this track

The Staff of the St. John Ambulance Brigade are in attendance

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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