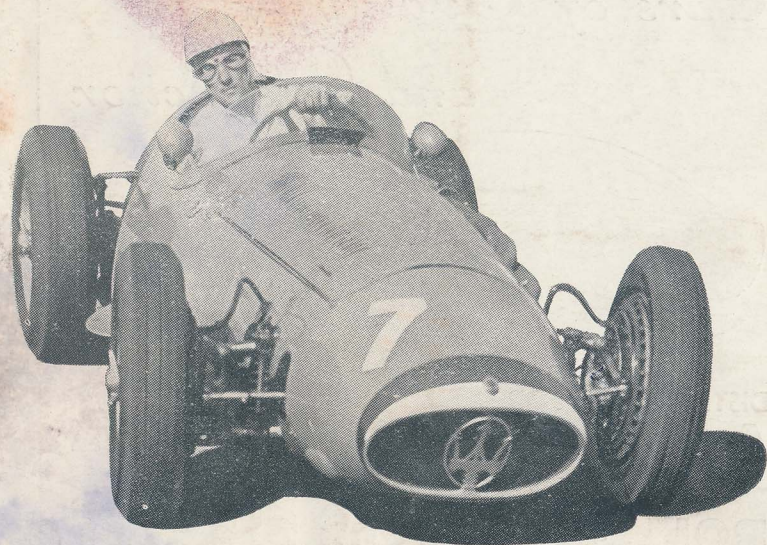


Right there!

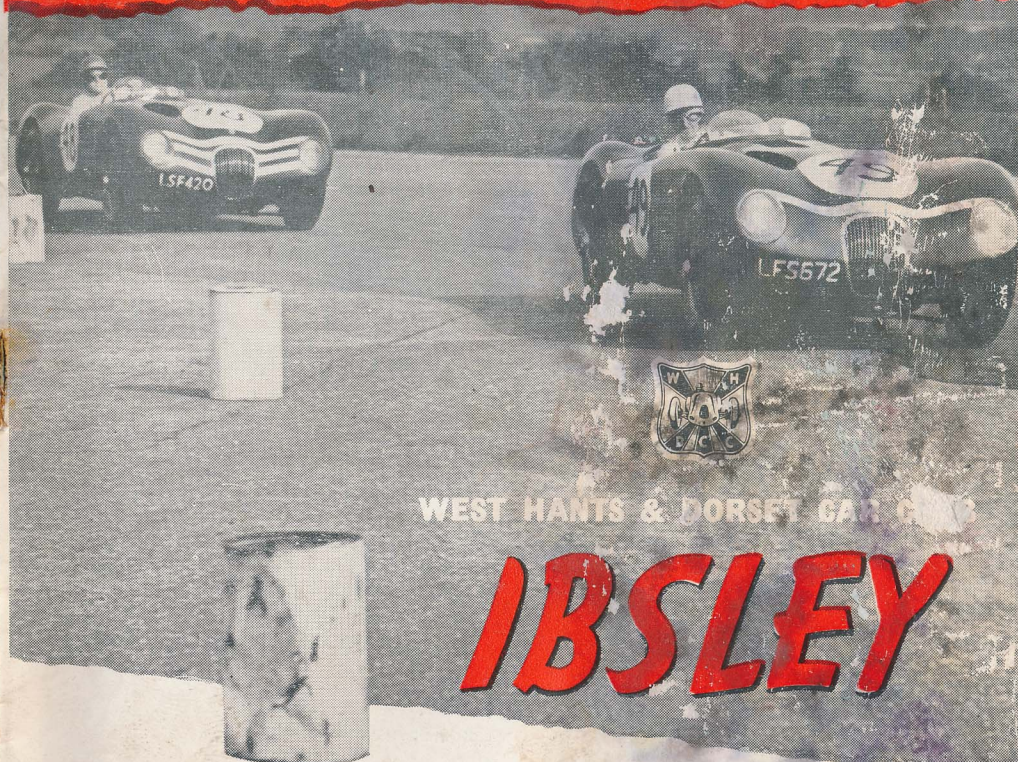


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SATURDAY, APRIL 1955

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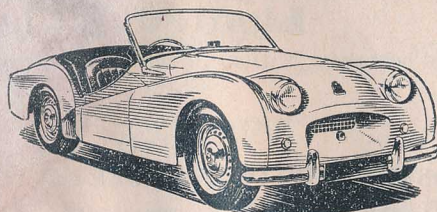
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Chief Circuit Marshal	O. L. Leighton
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THE MEADER CUP (presented by A. C. Meader, Esq.) awarded for the Final of the 500 c.c. Race (together with Replica for permanent retention).

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THE MARSHALL CUP (presented by Marshall & Co. (Bournemouth) Ltd.) awarded for the Sports Car Race which is won at the highest average speed (together with Replica for permanent retention).

There are suitable prizes for the other events.

CASH PRIZES

- EVENT 1. Each class : 1st—£3; 2nd—£2.
 EVENT 2. Each class : 1st—£5; 2nd—£3; 3rd—£1 10s. 0d.
 EVENT 3. 1st—£5; 2nd—£3; 3rd—£1 10s. 0d.
 EVENT 4. Main category : 1st—£8; 2nd—£5; 3rd—£2 10s. 0d.
 Up to 1300 c.c. (unsupercharged) : 1st—£2 10s. 0d.
 EVENT 5. 1st—£5; 2nd—£3; 3rd—£1 10s. 0d.
 In addition there will be £3 for the fastest finisher irrespective of handicap.
 EVENT 6. 1st—£50; 2nd—£35; 3rd—£20; 4th—£12; 5th—£7;
 6th—£4. An additional £30 will be added to any other

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EVENT 7. Each class: 1st—£10; 2nd—£6; 3rd—£3.

EVENT 8. 1st—£50; 2nd—£35; 3rd—£20; 4th—£12; 5th—£7;
6th—£4.

Total - - £398.

SPEED TABLE FOR ONE LAP

(Length of Circuit: 1.991 miles)

m. s.	m.p.h.	m. s.	m.p.h.	m. s.	m.p.h.	m. s.	m.p.h.
1.15 ...	95.55	1.27 ...	82.37	1.39 ...	72.38	1.51 ...	64.56
1.16 ...	94.29	1.28 ...	81.43	1.40 ...	71.66	1.52 ...	63.98
1.17 ...	93.06	1.29 ...	80.52	1.41 ...	70.95	1.53 ...	63.42
1.18 ...	91.87	1.30 ...	79.62	1.42 ...	70.25	1.54 ...	62.86
1.19 ...	90.71	1.31 ...	78.75	1.43 ...	69.57	1.55 ...	62.31
1.20 ...	89.57	1.32 ...	77.89	1.44 ...	68.90	1.56 ...	61.78
1.21 ...	88.47	1.33 ...	77.05	1.45 ...	68.25	1.57 ...	61.25
1.22 ...	87.39	1.34 ...	76.23	1.46 ...	67.60	1.58 ...	60.73
1.23 ...	86.34	1.35 ...	75.43	1.47 ...	66.97	1.59 ...	60.22
1.24 ...	85.31	1.36 ...	74.64	1.48 ...	66.35	2.00 ...	59.72
1.25 ...	84.30	1.37 ...	73.88	1.49 ...	65.74	2.01 ...	59.22
1.26 ...	83.32	1.38 ...	73.12	1.50 ...	65.14	2.02 ...	58.74

Prepared by MAJOR-GENERAL A. H. LOUGHBOROUGH, C.B., O.B.E.

Important Notice

WARNING TO THE PUBLIC MOTOR RACING IS DANGEROUS

Spectators and all others attending this track do so ENTIRELY AT THEIR OWN RISK. It is a condition of admission that all persons and/or firms having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the vehicles and the drivers and/or passengers in the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators and/or their property.

We do ask you to look after your children if you have brought them, as we hope you have. It is easy for them to get under the rope fences when Father (or Mother) happen to be looking the other way, and when this happens they can get into danger "in a flash."

A motor-racing circuit is no place for a dog, so we hope that you have left yours with friends for the day. If you have brought him PLEASE, repeat PLEASE, keep him on a strong leash, or better, locked in your car (with the window slightly open). The noise can so easily terrify him and accidents have been caused before now by frightened dogs running out in front of the cars.

And once again we ask:—

PLEASE DO NOT LEAVE BOTTLES ON THE GROUND. THEY CAN CAUSE GREAT DAMAGE TO TRACTOR TYRES . . . and do PLEASE LEAVE THIS CIRCUIT AS YOU WOULD WISH TO FIND IT. In other words, be good enough to put your litter back into your picnic basket and take it away.

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Guide to the Meeting

This is the fifth car race meeting to be held here at Ibsley, and for the first time it is being held under a National permit. The number of entries is much the same as it was last year, the quality is high, and there should be some very close finishes.

We always like to begin by explaining what Ibsley is all about. It is not Grand Prix racing, or a classic sports car race like Le Mans or the Tourist Trophy. It is a peculiarly British form of motor racing wherein a small number of enthusiastic (and unpaid!) officials go to a great deal of work to put on a meeting for no better reason than that they enjoy doing so, and because when things go well there is a pleasant feeling afterwards of having accomplished something. The competitors go to no less work, and some considerable expense, for much the same reason. There are some cash prizes—small in most cases—and some competitors are helped a little towards their expenses, but it is highly doubtful if anyone will be able to show a profit at the end of the day. This is primarily the sport, rather than the business, of motor racing. So far as this Club is concerned, not having any outside backing, there would not be any motor racing here if it were otherwise, and we should like to pay tribute to our entrants for coming here for what we can offer them, that often being nothing at all. There are compensation. This is a cheerful, friendly meeting intended to be enjoyed by competitors and officials alike, though that does not mean that it will be run in a slipshod manner: very much the reverse in fact. We hope that you enjoy it, too.

There has been a noticeable development in the pattern of racing these past two years and that is the increasing number of what are sports/racing cars, or, as they have been described "quote sports unquote" cars. These are machines that do comply with International sports car regulations, could be used on the public roads, but in practice are really intended for racing purposes only. They are often tremendously fast—and noisy!—and are as exciting to watch as their more glamorous cousins, the true racing cars. There are many of these entered for Ibsley, in fact there were so many sports cars that we have had to include an extra race in the programme. It was decided to divide the entry approximately into two groups, putting pre-war cars and the more normal types of sports car into a race of their own, and having the other two sports car races for the competition variety. No doubt we shall find afterwards that it might have been better had some cars run in the other category, but we make no claims to be infallible and immune to being "wise after the event."

Last year we had a saloon car race that was quite entertaining, though it did not attract a very large entry. This time we made it a handicap and were rewarded by a heavily over-subscribed entry list. This includes all sorts of family saloons, as well as more potent machinery, and promises to be so intriguing to watch that we promoted the race from being the curtain-raiser, to occupying the spot before the main race of the day. The handicapping will be something of a problem for, apart from assessing the probable performances of many cars that have never raced before, the intricate dealings of spy and counterspy written about

Goodwood...

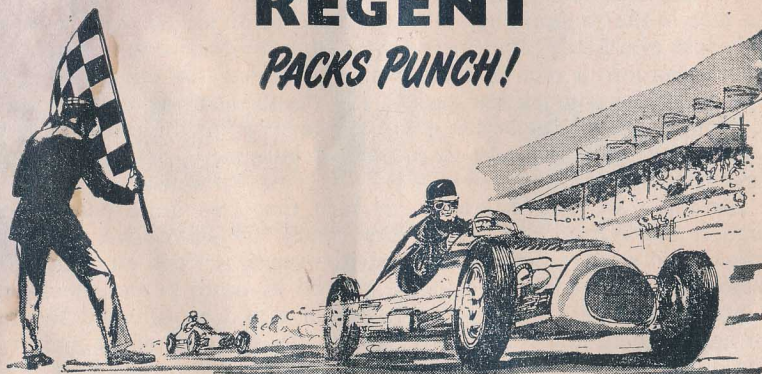
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REGENT PACKS PUNCH!



so faithfully by Mr. Bernard Newman have nothing on the craftiness of racing drivers and handicappers.

An innovation this year will be the Le Mans type of start used in the sports car races. In these the cars are lined up on one side of the road with engines stopped; the drivers on the other, and on the fall of the flag they sprint across the road, leap into the car, press the starter and (all being well) away. Some cars are more easy to get into than others, and there have been cases of the more generously-built drivers gradually building up such speed on foot that they have been quite unable to stop on reaching their cars and lost much time thereby.

The starting grid positions, except of course the handicaps, have been based on practice times yesterday, whilst those unable to practice then have balloted for positions behind them. In the case of the Formula III cars, the first practice session this morning also counted towards grid positions.

AMONGST THOSE (who should be) PRESENT . . . !

The interpolation is necessary, for non-starters there are bound to be. The programme is accurate up to April 22nd, but all sorts of things can happen and we shall be fortunate indeed if eighty per cent. of the entrants are able to come to the line. We hope that the cars that you particularly want to see will be amongst those present.

EVENT 1. This shows how sports cars have developed for it is not long since the normal Jaguar XK 120 and the J.2 Allard were taking the honours in major sports car races. The two A.C.s are highly interesting, for these new cars have impeccable road holding and a good performance, due to their low weight. Bob Standbridge is a local driver and Ken Rudd, who comes from Worthing, has already scored quite a number of competition successes with his car. The Rickman Brothers of New Milton are very well known to local motor-cycling enthusiasts for their performances on two wheels in scramble events. In the smallest class, the Riley of Halford, although a pre-war car, should put up a good performance. It is not so long ago that a chap called Hawthorn used to do rather well in the smaller meetings with just such a Riley . . .

EVENT 2. This is divided into two quite separate races, the first for the Austin Seven based cars, the second for those which use the Ford Ten engine. Originally, the idea of the Formula was to bring racing within the means of the impecunious and only the Austin Seven was allowed at first. Then the 750 M.C. decided to enlarge the scope of the Formula by allowing something a little more ambitious and this "1172" (from the cubic capacity of the basic Ford Ten engine) class has become highly popular and a number of quite well-known drivers are now taking part in this racing because it is satisfyingly fast and evenly matched. Berwyn Baxter is driving a rather unusual combination of cars at this meeting; an Austin Seven in this race and a 4.1 litre Ferrari later on. A. E. Marsh, who drives a Dellow in the other category, as well as a Cooper in the Formula III race, has already made a name for himself as a sprint driver and is regarded as one of the "up-and-coming" drivers in circuit events.

EVENT 3. This race for the Vintage cars is always popular with spectators although this year it has not drawn quite such a large entry as usual.

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The very newest car in this race is a quarter of a century old and three of them were built 33 years ago.

EVENT 4. This is where exciting noises are heard and you begin to see what manner of cars are these modern sports/racing machines. Mind you, not all of them come into this category because all the 1172 Formula drivers who entered for the general sports car race as well as their own have been included in this race. There is a special category for cars up to 1300 c.c.; they have already had their race, and it gives a better chance to those other up to 1300 c.c. cars which were only eligible for Event 1. As you will already have seen, some of these Formula cars are astonishingly fast and will not be outclassed by the strong opposition.

Perhaps Colin Chapman should be mentioned first, because as the designer of the Lotus chassis he virtually set the fashion for these small, light and remarkably stable sports cars. It was he, also, that started using the strange-looking tail fins now so popular. Another exponent of the tail boom fashion is the works entered Connaught of Ken MacAlpine, though Leston's similar car scorns them—at least it did when last seen. Another works entered car is the highly streamlined rear-engined Cooper which has an 1100 c.c. Coventry-Climax engine. A similar car is entered by Tommy Sopwith. The 1100 c.c. class has been neglected for twenty years, the Riley Nine and the K.3 M.G. Magnette being the last serious competition cars of this size in this country. Now it looks like coming back again. A local car of great speed and unusual design is the Revis 1500, designed and built by the Southampton partnership of Reg. Bicknell and John Habin. Its engine is a German Borgward and is mounted at the rear. In such company a Morris may seem a little out of place. Not Ashley Cleave's Morris, in some ways the most astonishing car in this race, for it is constructed from a variety of largely Morris components, and until it was given a new body for this season it still contrived to look like one. To expect the car to win this race is perhaps rather much, but it is not out of its class in Event 4. Unusual these days is the use of a supercharged engine in sports car racing, so that Piper's 746 c.c. Empire-Lotus will be watched with interest. It has performed well several times already this season, winning its class at Castle Combe on Easter Saturday.

EVENT 5—or, The Handicapper's Nightmare! Rarely can such a mixed bag of motor cars have come to the line in one race and we have no idea whether this will be a success or not. It will certainly be interesting and probably exciting, for a modern family saloon can be cornered surprisingly fast. Some of the cars are quite standard, others are not quite what they seem, having been modified in varying ways. Among the standard cars are: Shute's Simca, his brother's Sunbeam-Talbot, and Baxter's Ferrari, though it would seem as difficult to define a standard Ferrari as it was to define a standard chain-driven Frazer-Nash, such cars being built largely to the requirements of the customer. Be that as it may, this Ferrari is a normal 4.1 litre 1952 12-cylinder saloon, detuned for road work. Other standard models include Ellsworth-Laing's pre-war Frazer-Nash-B.M.W., Wadsworth's Healey, Colvin's Allard, Miss Burt's Aston-Martin—Kidston's Lancia (though if this is the car we think it is, it is a

THE 2-LITRE SPORTS CLASS . . .

is steadily becoming more popular with club members who use their cars for daily transport as well as amateur competition and there are those enthusiasts who believe that this size of vehicle is ideal for the congested English roads, having the virtues of rapid acceleration and small size coupled with reasonable petrol economy and long life.

One of the most interesting entries in this class is the A.C. "Ace" and one entered by K. N. Rudd is in Event 1 today.

Those of us who will remember the outstanding success of the A.C. in obtaining world speed and economy records between the wars will watch this four-wheel independently-sprung newcomer with particular interest and it will undoubtedly carry the good wishes of all those interested in supporting the small producer of quality hand-made vehicles for which A.C. have been justly famous for over forty years.

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high standard !), Walter's Aston-Martin, Clarkson's Morgan, River's venerable Alfa-Romeo, Smart's Bristol (will he again go motor racing in gent's natty trilby hat ?), Frazer's Sunbeam, the colourful Bonzo Bartlett's Minor, the Vauxhall Velox of Shillabeer, and the Fiat of Roger Biss.

A much modified saloon is the Armstrong-Siddeley Sapphire of Tommy Sopwith. This has raised compression ratio, three carburettors, modified camshaft, and twin exhaust system. Captain Woods has fitted a 2.9 litre DB3s engine in his DB2 since he previously raced here, and Jim Sparrowe has rebuilt his M.G. completely and its plastic body is not yet fully finished. Atyeo's Ford Prefect, one of the new ones, has both a low-pressure Ventnor-Wade supercharger and a raised compression ratio. McDonell's little Standard has no more than a modified exhaust system and a high voltage coil, but Graham's Austin A30 has twin S.U. carburettors and an 8.2 to 1 compression ratio. Frank Down's Sunbeam-Talbot is his well-known rally car and one that could be described as "hardly used." It has two carburettors, high compression and close ratio gears. Shutler's 22-year-old Invicta is another with an 8 to 1 compression ratio. This car has won a vast number of awards for its owner in all kinds of motoring sport, and though its ample proportions are not, perhaps, ideally suited to Ibsley's corners, it can be expected to give a good account of itself. Cuff-Miller's Ford Prefect, another of the current variety, will be interesting to compare with Atyeo's blown model, for this car is only non-standard in that an overdrive is fitted and this is unlikely to have much effect on sheer performance.

EVENT 6. One of the two main races of the day, and as the cars do battle they will not only be racing each other but the ghost of the lithe green B.R.M. whose shrill exhaust blast echoed back from the Forest hills last year. Will its lap record of 1 min. 22 sec. be broken ? If the course is wet it certainly will not be, but if it is dry there is little doubt that Roy Salvadori can improve on that in the Gilby Engineering 2½-litre Grand Prix Maserati. His handling of this car was excellent in 1954 : this year it has been brilliant. Already he has won at Snetterton, and had a day of triumph at Goodwood. Among the Connaught drivers are two who are regarded as being likely to reach the very top class soon. These are Don Beauman and John Riseley-Prichard. Digressing for a moment, although the Argentine has produced Fangip and Gonzalez, and Italy Ascari and Farina, no country in the world could show even half-a-dozen men of equal standard to the top twelve British drivers.

Tony Crook announced his retirement last year, since when he has been racing with redoubled energy. Energetic, too, are the hand signals he is apt to give in moments of stress and drama. His Cooper-Bristol is supercharged and is equipped as a sports car. Another supercharged car is the Ferrari of the 27-year-old Australian driver, R. Cobden. This car was originally built as a 1½-litre car for Peter Whitehead, and it may be remembered that in 1952 Whitehead had a magnificent drive in the French Grand Prix, causing British hopes to run high until gearbox trouble intervened.



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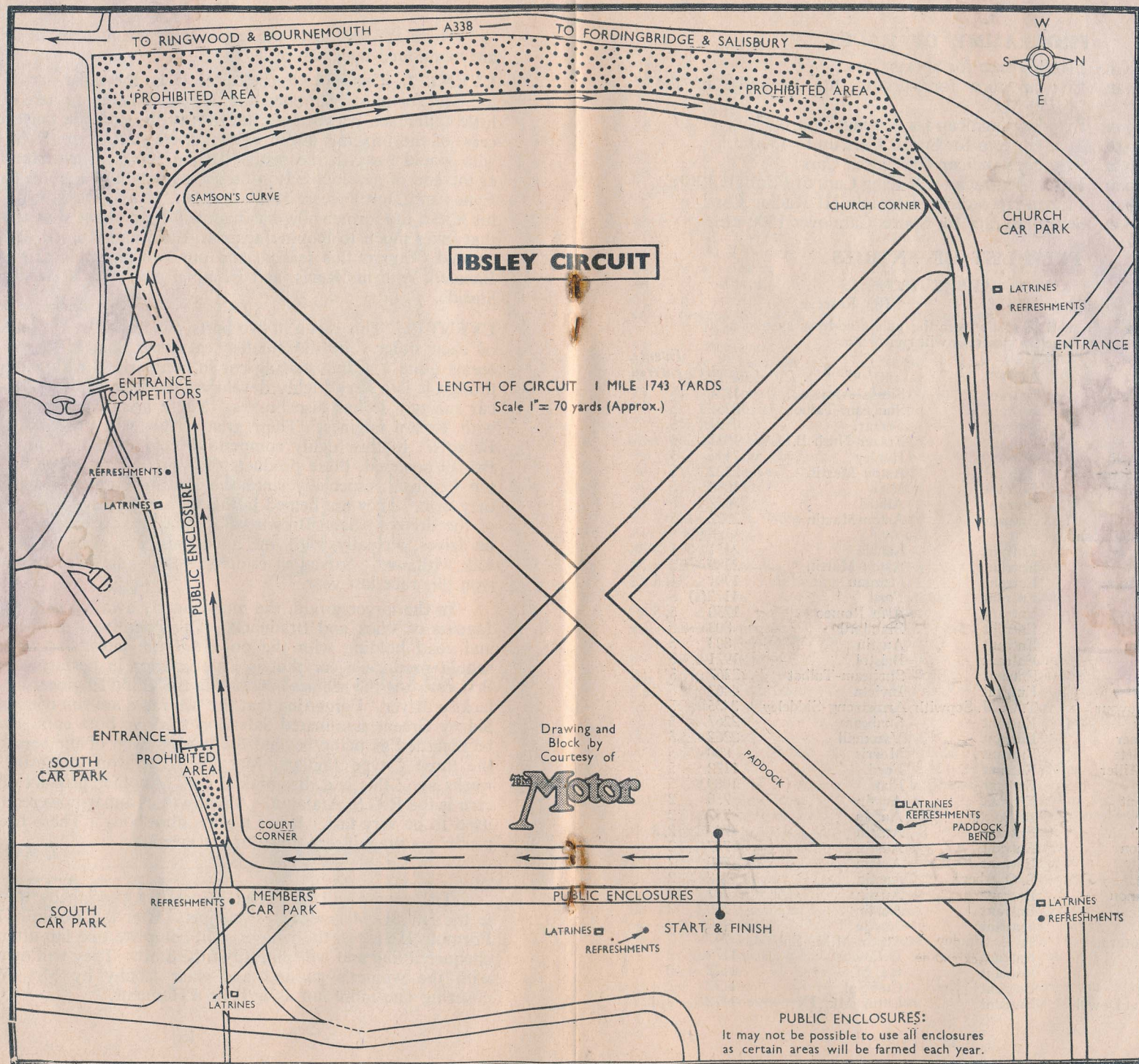
There are several of the larger sports/racing cars in this race : these are mentioned under Event 8.

EVENT 7. This will almost certainly be the most hard-fought race of the day, for most of the leading 500 c.c. drivers are here and there is so little difference between the driving skills, and the performance of the cars, of the top half dozen or so drivers that it would be a brave man who would forecast the result. In the 500 c.c. championship last year, at the end of a whole season there was only half a point between Lewis-Evans and Don Parker. The latter, No. 12 as always, remains faithful to his Kieft, the former now has his own Cooper but with a Norton engine that owes much to Robin Jackson. Bueb and Russell drive the work's-entered Coopers this season, and our two senior local drivers are Reg. Bicknell, with his Revis, and Fenning, who lives at Stockbridge, with a Staride.

EVENT 8. This is run in two parts, concurrently, but quite independent of each other. In the smaller category, Shale's Austin-Healey 100S seems quite a sedate touring car in comparison with some of its rivals, though it is a very highly developed machine built primarily for sports car racing. It has disc brakes. There are two more Lotus, this time with Bristol engines. Their great rivals will probably be the Lister-Bristols. In this highly competitive field of rather similar sports cars, Bristol powered, these products of a small Cambridge firm are right in the forefront, especially since the British Empire Trophy Race, which they won. They are helped in this by having Archie Scott-Brown as one of the drivers. Scott-Brown has practically no use in one arm, so that he drives, virtually, with one hand only, and does so better than many folk with two. Salvadori is driving the same Maserati with which he won this race last year.

In the larger group, the most eagerly awaited cars are the Cooper-Jaguars of Wick and Bradnack. This combination of Cooper lightness and road holding with the power of the latest Jaguar D-type engine should produce a car that is little inferior in performance to a Grand Prix car. At the moment of writing the Gilby Engineering Aston-Martin lacks a driver. Forgetting that the two races are run concurrently, patron Sidney Greene nominated Salvadori to drive both cars, a task that must be regarded as being beyond the powers even of the versatile Roy! Of the three C-type Jaguars, Margulie's car won at Castle Combe three weeks ago; this is a disc-braked car. Another product of a small concern is the R.G.S. Atalanta. Already this Jaguar-powered car has shown itself to be very fast. It has a glass fibre body. These two races should produce a magnificent finish to the meeting.

The course will be closed before the meeting by R. R. C. Walker in his 300 SL Mercedes-Benz coupe. After the Formula Libre and the Formula III races, the winners will complete one lap after receiving the chequered flag and will pull up at the Start. They will then be presented with the winner's garland and their trophy by Mrs. Walker before covering one more lap as a Tour d'Honneur.



PROGRAMME OF RACES

- Event 1.** 2.15 p.m. Five-lap race for Sports Cars.
Event 2. 2.40 p.m. Five-lap race for cars to the Formulae of the 750 M.C.
Event 3. 3.05 p.m. Five-lap handicap for Vintage Sports Cars.
Event 4. 3.30 p.m. Five-lap race for Sports Cars up to 1500 c.c.
Event 5. 3.55 p.m. Five-lap handicap for Closed Cars.
Event 6. 4.20 p.m. Fifteen-lap race for Racing Cars to Formule Libre.
Event 7. 5.00 p.m. Fifteen-lap race for Formula III Racing Cars.
Event 8. 5.40 p.m. Seven-lap race for Sports Cars over 1500 c.c.

FULL LIST OF ENTRIES

KEY TO ABBREVIATIONS

(s) Supercharged. (R) Reserve.

An announcement will be made over the public address system as to whether reserves will run or not

No.	Entrant	Driver	Car	Capacity	Events entered
1	D. Shute	Entrant	Simca Aronde	1221	5
2	M. Shute	Entrant	Sunbeam-Talbot	2267	5
3	B. Baxter	Entrant	Ferrari	4101	5
4	J. Ellsworth Laing	Entrant	Frazer-Nash B.M.W.	1911	5
5	E. B. Wadsworth	Entrant	Healey	2443	5
6	Capt. R. L. Woods	Entrant	Aston-Martin	2922	5
7	J. M. Sparrowe	Entrant	M.G.	1098	5
8	D. A. S. Colvin	Entrant	Allard	3622	5
9	Miss P. Burt	Entrant	Aston-Martin	2922	5
10	Lt.-Cmdr. H. Kidston,				
	R.N. (Retd.)	Entrant	Lancia	2451	5
11	G. M. Walters	Entrant	Aston-Martin	2580	5
12	R. K. N. Clarkson	Entrant	Morgan	1991	1, 5
14	L. I. Atyeo	Entrant	Ford	1172(s)	3, 5
15	C. Rivers	Entrant	Alfa Romeo	1750	5
16	A. D. McDonell	Entrant	Standard	803	5
17	N. W. Graham	Entrant	Austin	803	5
18	H. Smart	Entrant	Bristol	1971	5
19	F. Downs	Entrant	Sunbeam-Talbot	2267	5
20	J. A. Shutler	Entrant	Invicta	4467	5
21	Equipe Endeavour	T. O. M. Sopwith	Armstrong-Siddeley	3435	5
22(R)	A. B. Fraser	Entrant	Sunbeam	2267	5
23(R)	E. R. Shillabeer	Entrant	Vauxhall	2262	5
24(R)	L. J. O. Bartlett	Entrant	Morris	800	5
25(R)	E. W. Cuff-Miller	Entrant	Ford	1172	5
26(R)	R. D. Biss	Entrant	Fiat	1089	5
27	E. S. Marchant	Entrant	Austin	750	2
28	I. Hennell	B. Baxter	Austin	747	2
29	P. Taylor	Entrant	Austin	747	2, 3
30	G. D. Adamson	Entrant	Austin	747	2
31	J. H. Streets	Entrant	Austin	750	2
32	B. Vyse	S. O. Aberg	Austin	747	2
33	M. J. Concannon	Entrant	Austin	747	2
34	R. Salthouse	Entrant	Austin	750	2
35(R)	M. G. Pacey	Entrant	Austin	750	2
36	Melplash Motors	P. E. Stanley	Austin-M.M. Spl.	747	2
40	A. E. Marsh	Entrant	Dellow	1172	2
41	R. Lowe	Entrant	R.L.M.	1172	2
42	W. B. Croot	Entrant	Cuff Spl.	1172	2, 4
43	M. G. H. MacDowel	Entrant	Lotus Mk. IX	1172	2, 4

No.	Entrant	Driver	Car	Capacity	Events entered
44	A. J. Targett	Entrant	Buckler	1172	2
45	L. E. Ferry	Entrant	J.V.T.	1172	2, 4
46	J. J. Richards	Entrant	Lotus	1172	2, 4
47	D. R. Kelsey	Entrant	Lotus Mk. VIII	1097	2, 4
48	W. G. Marriot	Entrant or			
		F. C. W. Bradley	Buckler Mk. V.	1172	2
49	G. E. E. Tapp	Entrant	Buckler 90	1172	2, 4
50	K. D. Laverton	Entrant	Lotus	1190	2
51(R)	R. Blanshard	Entrant	Lotus	1098	2
55	P. J. E. Binns	Entrant	Riley	1087	1, 3
56	W. E. Ford	Entrant	Bugatti	2000	3
57	W. R. G. West	Entrant	Invicta	4467	3
58	G. H. G. Burton	Entrant	Bentley	4398	3
59	R. W. Ashley	Entrant	Frazer-Nash	1496	3
60	P. J. Morgan	Entrant	Bentley	4398	3
61	R. F. Hill	Entrant	Alvis	1496	3
63	Gordon White & Co. Ltd.	R. F. Bloxam and E. D. Farr	Riley	1098	1, 3
64	D. McKenzie	Entrant	Bentley	2996	3
65	J. A. Williamson	Entrant	Bentley	2996	3
66	G. Crowther	Entrant	Frazer-Nash	1496	3
75	Revis Motors	J. D. Habin	Revis	1493	4, 6(R)
76	G. E. Samson	Entrant	M.G.	1250	1
77	B. Halford	Entrant	Riley	1496	1
78	K. McAlpine	Entrant	Connaught	1484	4
79	Cooper Car Co. Ltd.	Ivor Bueb	Cooper	1100	4
80	W. A. Cleave	Entrant	Morris	1086	4
81	H. S. Ladds	Entrant	M.G.	1250	1
82	L. E. Gibbs	Entrant	Lotus	1096	4
83	Mrs. R. B. Gibbs	Entrant	H.R.G.	1496	1
84	T. Hodges	Entrant	Griffiths-M.G.	1467	4
85	A. L. Spencer	Entrant	M.G.	1250	1
86	B. W. Seaman	Entrant	Tojeiro	1467	4
87	The Peter Bell Racing Stable	Les Leston	Connaught	1484	4
88	J. A. Ball	Entrant	M.G.	1250	1
89	A. M. Cook or S. Westbrook	Entrant	Kieft	1467	4, 6(R)
90	R. W. Appelbee	Entrant	Leonard-M.G.	1467	4
92	The Augean Stable	H. B. Digby	Lotus-Consul	1498	4
93	The Augean Stable	D. R. Piper	Empire Lotus	746(s)	4
95	Equipe Endeavour	T. O. M. Sopwith	Cooper		
		Coventry Climax		1098	4
96	C. M. Lund	Entrant	R.W.G.	1088	1
97	Black Lion Stable	W. A. Liddell or Capt. P. Ravenshaw	Buckler	1100(s)	4
98	Team Lotus	A. C. B. Chapman	Lotus	1467	4
99(R)	C. H. Threlfall	Entrant	Turner-Lea Francis	1496	4
100	S. & W. Motors Ltd.	D. S. Shale	Austin-Healey 100S	2660	8
101	E. M. Rogers	Entrant	Morgan	1991	1
102	J. R. C. Greenwood	Entrant	Triumph	1991	1
103	D. J. Rickman	Entrant	Triumph	1991	1
104	D. E. Rickman	Entrant	Austin-Healey	2660	1
105	R. P. Standbridge	Entrant	A.C.	1991	1
106	C. M. Clairmonte	Entrant	Clairmonte	1960	8
107	A. M. Park	Entrant	Frazer-Nash	1971	8
108	J. M. Trimble	Entrant	Austin-Healey	2660	1
110	Gilby Engineer'g Co. Ltd.	R. F. Salvadori	Maserati	1988	8
111	Team Lotus	P. Jopp	Lotus	1971	8
112	R. J. Chase	M. J. C. Keen	Cooper-Aston-Martin	2640	8
114	A. D. Brookes	Entrant	Frazer-Nash	1971	6(R), 8

No.	Entrant	Driver	Car	Capacity	Events entered
115	I. T. Easdale	Entrant	Alfa-Romeo	1952(s)	1
116	K. N. Rudd	Entrant	A.C.	1991	1
117	Team Lotus	M. P. Anthony	Lotus	1971	6(R), 8
118	T. A. D. Crook	Entrant or R. Gibson	Cooper-Bristol	1971(s)	6, 8
119	J. V. Green	Entrant	Lister-Bristol	1971	8
120	Lister Engineering Ltd.	W. A. Scott-Brown	Lister-Bristol	1971	8
121	R. D. Biss	Entrant	Bristol Warrior	1971	8
122	O. Issard-Davies	A. Moore	Lister-Bristol	1971	6(R), 8
130	B. E. Bradnack	Entrant	Cooper-Jaguar	3442	6, 8
131	R. Carnegie	Entrant	Jaguar C-type	3442	6, 8
132	C. Lewis-Kusters	Entrant	Allard	3622	1
133	Gilby Engineer'g Co. Ltd.	To be nominated	Aston-Martin	2922	8
134	R.G.S. Atalanta Com-ponents Ltd.	J. M. Burn	R.G.S.-Atalanta	3442	8
135	J. G. Newman	Entrant	Jaguar	3442	1
136	P. F. Moore	Entrant	Allard	4400	1
137	C. Wick	Entrant	Cooper-Jaguar	3483	6, 8
138	P. Blond	Entrant	Jaguar C-type	3442	6(R), 8
139	D. Margulies	Entrant or G. Hill	Jaguar C-type	3442	6, 8
140	P. G. C. Murdoch	Entrant	Allard	3622	1(R)
150	J. H. Webb	Entrant	Turner	1960	6
151	Equipe Endeavour	J. Riseley-Prichard	Connaught	1960	6
152	Gilby Engineer'g Co. Ltd.	R. F. Salvadori	Maserati	2498	6
153	Sir Jeremy Boles, Bt.	D. B. Beauman	Connaught	1960	6
154	J. Brabham	Entrant	Cooper-Alfa	2000	6
155	Sporting Developments	F. Sowrey	Cooper-JAP	1098	6
156	R. J. Chase	M. J. C. Keen	Cooper-Alta	1960	6
157	Kangaroo Stable	R. Cobden	Ferrari	1994(s)	6
158	R. Gibson	Entrant or R. J. Harris	Connaught	1960	6
159	J. A. Young	Entrant	Connaught	1960	6
160	G. M. Watson	Entrant or F. J. Lane	Alta	1960	6
161	Emeryson Car	P. Emery or R. A. Page	Emeryson	2460	6

FORMULA III CARS

1	Revis Motors	Reg. Bicknell	Revis 500 Norton	499	7
2	A. E. Marsh	Entrant	Cooper-Norton	499	7
3	Don Truman	Entrant	Cooper-Norton	497	7
4	E. Hall	Entrant	Cooper-Norton	500	7
5	E. Fennings	Entrant	Staride-Norton	500	7
6	Jones' Newport Garage	D. Boshier-Jones	Cooper-Norton	499	7
7	Dr. S. Marks	Entrant	Kieft-Norton	500	7
8	Equipe Nondescript	T. H. Shaddick	I.E.R. Midget-JAP	500	7
9	Cooper Car Co. Ltd.	Ivor Bueb	Cooper-Norton	500	7
10	Cooper Car Co. Ltd.	Jim Russell	Cooper-Norton	500	7
11	D. Taylor	Entrant	Cooper-Norton	499	7
12	Don Parker	Entrant	Kieft-Norton	497	7
14	F. Hobart	Entrant	Martin-Norton	500	7
15(R)	M. McDonald	Entrant	Emeryson-JAP	500	7
16	T. J. H. Bennett	Entrant	Arnott-JAP	500	7
17	R. R. Jackson	S. Lewis-Evans	Cooper-Norton	498	7
18	D. S. Stevenson	Entrant	Cooper-Vincent	499	7
19	E. R. Shillabeer	Entrant	Cooper-JAP	500	7
21	J. F. Denley	Entrant	Cooper-Norton	500	7
23	R. K. Tyrrell	Entrant	Cooper-Norton	499	7

EVENT 1

1 to 25
2 to 26/25

FIVE-LAP RACE

(10 miles approx.)

For Sports Cars of any capacity.

Divided into three classes: Up to 1500 c.c.; 1501-2000 c.c.; Over 2000 c.c.
Le Mans type start. Supercharged cars run in the next class above.

No.	Driver	Car	Capacity	Final Position	Speed
Up to 1500 c.c.					
1-10	55 ✓	P. J. E. Binns	Riley	1087	.....
	63 ✓	R. F. Bloxam	Riley 2-11	1098	.....
2-39	76 ✓	G. E. Samson	M.G. 2-11	1496	.....
1-9	77 ✓	B. Halford	Riley 2-40/17/39	1496	.....
1-19	81 -	H. S. Ladds	M.G. 2-14	1250	.....
	83	Mrs. R. B. Gibbs	H.R.G.	1496	.....
1-12	85 ✓	A. L. Spencer	M.G. 2-1/15	1250	.....
2-34	88 -	J. A. Ball	M.G. 2-39/13	1250	.....
1-9/13	96(R) ✓	C. M. Lund	R.W.G. 2-18	1088	.....
1501-2000 c.c.					
12	R. K. N. Clarkson	Morgan	1991	.....	.....
101	E. M. Rogers	Morgan	1991	.....	.....
1-17	102 ✓	J. R. C. Greenwood	Triumph 2-39/9	1991	.....
1-15	103 ✓	D. J. Rickman	Triumph 2-38/6	1991 2-20/37	.....
	105 -	R. P. Standbridge	A.C. 2-2/40	1991	.....
1-11	116 ✓	K. N. Rudd	A.C. 2-3/37/16	1991	.....
Over 2000 c.c.					
1-14	104 ✓	D. E. Rickman	Austin-Healey 2-38/5	2660 2-19/37	.....
	108 ✓	J. M. Trimble	Austin-Healey 2-40	2660 2-17	.....
1-18	115 ✓	I. T. Easdale	Alfa-Romeo 2-10/40	1752 (s)	.....
1-16	132 ✓	C. Lewis-Kusters	Allard 2-38/8/57	3622	.....
	135 ✓	J. G. Newman	Jaguar 2-40/7	3442	.....
	136	P. F. Moore	Allard	4400	.....
1-20	140(R) ✓	P. G. C. Murdoch	Allard 2-39/40/12	3622	.....

Up to 1500 c.c.	First.....77.....	Second.....96.....	Third.....
	Fastest Lap.....		
1501-2000 c.c.	First.....116.....	Second.....103.....	Third.....102.....
	Fastest Lap.....		
Over 2000 c.c.	First.....108.....	Second.....104.....	Third.....132.....
	Fastest Lap.....108.....		

1954 Winner: No equivalent race.

2 to end

EVENT 2 31 to 13

2.40 p.m.

FIVE-LAP RACE
(10 miles approx.)

For cars built to the 750 c.c. and 1172 c.c. formulæ of the 750 M.C.
Separate races for the two classes but run concurrently. Normal massed start.

No.	Driver	Car	Capacity	Final Position	Speed
750 c.c. Class					
1-27	27✓ E. S. Marchant	Austin	3-29 2-25	750 4-44	3-4
1-24	28✓ Berwyn Baxter	Austin	2-23	747	
1-25	29✓ P. Taylor	Austin	3-35/240	747	
	30 G. D. Adamson	Austin		747	
	31 J. H. Streets	Austin		750	
	32 S. O. Aberg	Austin	2-30	747	
	33✓ M. J. Concannon	Austin	2-24	747	
	34✓ R. Salthouse	Austin	2-23 3-28	750	
	35(R) M. G. Pacey	Austin		750	
1-23	36✓ P. E. Stanley	Austin M.M. Spl.	3-23	747	
1172 c.c. Class					
1-31	40 A. E. Marsh	Dellow	3-34	1172	
1-21	41✓ R. Lowe	R.L.M.	2-22	1172	
	42 W. B. Croot	Cuff Spl.	2-22/28	1172	B. Hall Marchant
1-28	43✓ M. G. H. MacDowel	Lotus Mk. IX	2-21/26	1172 3-25	
1-33	44✓ A. J. Targett	Buckler	2-29	1172 3-32	
	45 L. E. Terry	J.V.T.		1172	
	46 J. J. Richards	Lotus	2-27	1172	
1-32	47 D. R. Kelsey	Lotus Mk. VIII	3-30	1097	
1-26	48✓ W. G. Marriot or F. C. W. Bradley	Buckler Mk. V	2-22	1172 3-31	
1-30	49 G. E. E. Tapp	Buckler 90	3-27	1172	
1-29	50✓ K. D. Laverton	Lotus	2-27	1190 3-26	
	51(R)✓ R. Blanshard	Lotus	3-33	1098	

750 c.c. Class. First... 32 Second... 36 Third... 29
Fastest Lap... 36

1954 Winner : G. D. Adamson (747 Austin), 10 min. 32.0 sec.—56.69 m.p.h.

1172 c.c. Class. First... 43 Second... 50 Third... 49
Fastest Lap... 62 28

1954 Winner : M. G. H. MacDowel (1064 Lotus), 8 min. 59.0 sec.—66.47 m.p.h.

EVENT 3

3.05 p.m.

3 14 to 23
4 1 to 12

FIVE-LAP HANDICAP
(10 miles approx.)

For Vintage Sports Cars

Individual starts according to handicaps.

No.	Driver	Car	Capacity	Year	Handicap secs.	Final Position	Speed
3 38	15 C. Rivers	Alfa-Romeo	4-6 1750	1930	1.30		
4-38	29✓ P. Taylor	Austin	747	1930	1.00		
4-5	55✓ P. J. E. Binns	Riley	3-3 1087	1929	0.20		
	56 W. E. Ford	Bugatti	2000	1923	0.35		
3-44	57 W. R. G. West	Invicta	4-45 4467	1928	0.35		
4-4	58✓ G. H. G. Burton	Bentley	3-45 4398	1927	Scr		
4-2	59✓ R. W. Ashley	Frazer-Nash	3-2 1496	1930	0.30		
	60✓ P. J. Morgan	Bentley	3-39 4398	1923/9	0.20		
4-38/8	61✓ R. F. Hill	Alvis	3-37 1496	1927			
4-1	63✓ E. D. Farr	Riley	3-1 1098	1930	0.40		
4-39	64 D. McKenzie	Bentley	2996	1927/9	0.55		
4-39/7	65✓ J. A. Williamson	Bentley	3-36 2992	1923	0.55		
4-2	66✓ C. Crowther	Frazer-Nash	1486	1930	0.30		
31 J.A. Stricks							

First... Second... Third...
Fastest Lap...

The handicaps will be announced over the public address system. Spectators may insert the time allowances in the spaces provided.

1954 Winner : L. E. Gibbs (1089 Riley), (rec. 1 min. 10 sec.), 10 min. 30.6 sec.—65.08 m.p.h.

EVENT 4 324 to 30
413 to 28

FIVE-LAP RACE (10 miles approx.)

3.30 p.m.

Sports Cars up to 1500 c.c. unsupercharged and up to
1200 c.c. supercharged

Special prize for first unsupercharged car up to 1300 c.c.
Le Mans type start.

No.	Driver	Car	Capacity	Final Position	Speed
4-24	42 ✓ W. B. Croot	4-16 Cuff Spl.	1172	.....	.....
4-21	43 ✓ M. G. H. MacDowel	Lotus Mk. IX	1172	.....	.....
3-8	46 ✓ J. J. Richards	Lotus 4-16/22	1172	.....	.....
4-17	47 - D. R. Kelsey	Lotus Mk. VIII	1097	.....	.....
4-10	49 - G. E. E. Tapp	Buckler 90	1172	.....	.....
3-5	75 J. D. Habin	Revis 1500	1493	.....	.....
	78 K. McAlpine	Connaught	1484	.....	.....
4-12	79 - Ivor Bueb	Cooper	1100	.....	.....
4-10	80 ✓ W. A. Cleave	3-10 Morris	1086	.....	.....
4-16/22	82 L. E. Gibbs	Lotus	1096	.....	.....
	84 T. Hodges	Griffiths-M.G.	1467	.....	.....
	86 B. W. Seaman	Tojeiro	1467	.....	.....
4-18	87 ✓ Les Leston	Connaught	1484	.....	.....
	89 A. M. Cook	Kieft	1467	.....	.....
	90 R. W. Appelbee	Leonard-M.G.	1467	.....	.....
	92 H. B. Digby	Lotus-Consul	1498	.....	.....
4-14	93 ✓ D. R. Piper	Empire-Lotus	746 (s)	.....	.....
3-5	95 ✓ T. O. M. Sopwith	Cooper 4-23/20/9 Coventry Climax	1098	.....	.....
3-9	97 - W. A. Liddell or Capt. P. Ravenshaw	Buckler 4-11	1100 (s)	.....	.....
4-13	98 ✓ A. C. B. Chapman	Lotus 4-19	1467	.....	.....
4-15	99 (R) ✓ C. H. Threlfall	Turner Lea-Francis	1496	.....	.....

First.....87..... Second.....79..... Third.....95.....

Fastest Lap.....98.....

Up to 1300 c.c. unsupercharged.....

1954 Winner : P. D. Gammon (1467 Lotus), 8 min. 0.4 sec.—74.03 m.p.h.

1300 c.c. category : M. G. H. MacDowel (1064 Lotus), 9 min. 0.6 sec.—66.28 m.p.h.

EVENT 5

FIVE-LAP HANDICAP (10 miles approx.)

3.55 p.m.

For Closed Cars (including drop-head coupes) of any type.

Individual starts according to handicaps.

Special prize for fastest finisher, irrespective of handicap.

No.	Driver	Car	Capacity	H'dicap, Final Position secs. and Speed
4-29	1 - D. Shute	Ford Consul	1221	.....
3-24/2	2 - M. Shute	Sunbeam-Talbot	2267	.....
	3 Berwyn Baxter	Ferrari	4101	.....
3-23/2	4 - J. Ellsworth-Laing	Frazer-Nash-B.M.W	1911	4-29
	5 E. B. Wadsworth	Healey	2443	.....
	6 Capt. R. L. Woods	Aston-Martin	2922	.....
4-33	7 ✓ J. M. Sparrowe	M.G.	1098	.....
	8 ✓ D. A. S. Colvin	Allard	3622	.....
	9 - Miss P. Burt	Aston-Martin	2922	.....
4-35	10 ✓ Lt. Cdr. H. Kidston	M.Hawthorn	2451	.....
	R.N. (Retd.)	Lancia	2451	.....
3-13	11 ✓ G. M. Walters	Aston-Martin	2580	.....
	12 R. K. N. Clarkson	Morgan	1991	.....
4-27	14 ✓ L. I. Atyeo	Ford	1172 (s)	.....
	15 C. Rivers	Alfa-Romeo	1750	.....
3-12/24/2	16 - A. D. McDonell	Standard	803	.....
4-25	17 ✓ N. W. Graham	Austin	803	.....
4-34	18 ✓ H. Smart	Bristol	1971	.....
3-22	19 - F. Downs	Sunbeam-Talbot	2267	.....
	20 J. A. Shutler	Invicta	4467	.....
4-35	21 ✓ T. O. M. Sopwith	Armstrong-Siddeley	3435	5-15
	22 (R) A. B. Fraser	Sunbeam	2267	.....
4-28	23 (R) ✓ E. R. Shillabeer	Vauxhall	2262	.....
3-11/20	24 (R) ✓ L. J. O. Bartlett	Morris	800	.....
	25 (R) E. W. Cuff-Miller	Ford	1172	.....
	26 (R) R. D. Biss	Fiat	1089	.....

4-33/40 - First..... Second.....95 5-16 Third.....7

Fastest Lap.....

Winner of Special Prize for fastest car irrespective of handicap.....

1954 Winner (scratch race) :

Up to 1500 c.c.—Mrs. Leavens (1486 Jowett) (four laps completed) 8 min. 23.6 sec.

—56.92 m.p.h.

Over 1500 c.c.—R. F. Salvadori (2992 Aston-Martin), 8 min. 16.2 sec.—72.21 m.p.h.

EVENT 6

5:26 26

61 to 22

FIFTEEN-LAP RACE

(30 miles approx.)

Racing Cars to Formule Libre (over 500 c.c.)

Normal massed start.

No.	Driver	Car	Capacity	Final Position	Speed
75(R)	J. D. Habin <i>Bicknell</i>	Revis 1500	1493	.....	.....
89(R)	A. M. Cook or S. Westbrook	Kieft	1467	.....	.....
114(R)	A. D. Brookes	Frazer-Nash	1971	.....	.....
5-32 117(R)	M. P. Anthony	Lotus 6-23	1971	.....	.....
118	T. A. D. Crook	Cooper-Bristol	1971 (s)	.....	.....
5-36 120	W. A. Scott-Brown	Lister-Bristol 6-24	1971	.....	.....
5-28 122(R)	A. Moore	Lister-Bristol 6-19/10	1971	.....	.....
130	B. E. Bradnack	Cooper-Jaguar	3442	.....	.....
131	R. Carnegie	Jaguar C-type	3442	.....	.....
5-25 137	M. Wick	Cooper-Jaguar	3442	.....	.....
5-24/37 138(R)	P. Blond	Jaguar C-type 6-7/15	3442	.....	.....
5-26 139	G. Hill <i>Graham Hill</i>	Jaguar 6-17	3442	.....	.....
5-27 150	J. H. Webb	Turner 6-9/18	1960	.....	.....
5-21/35 151	J. Riseley-Prichard	Connaught 6-13	1960 6-22	.....	.....
152	Roy Salvadori	Maserati 5-18	2498	.....	.....
5-34/20 153	D. B. Beauman	Connaught 6-21	1960	.....	.....
5-34 154	J. Brabham	Cooper-Alfa 6-13	1960	.....	.....
5-31 155	F. Sowrey	Cooper-JAP 6-24	1098	.....	.....
5-19 156	M. J. C. Keen	Cooper-Alta 6-12	1960	.....	.....
5-22 157	R. Cobden	Ferrari	1994 (s)	.....	.....
5-33 158	R. Gibson or R. J. Harris	Connaught 6-5/16	1960	.....	.....
5-23 159	J. A. Young	Connaught 6-14	1960	.....	.....
5-29 160	C. M. Watson or P. J. Lane <i>Watson</i>	Alta 6-20	1960	.....	.....
161	P. Emery or R. A. Page	Emeryson	2460	.....	.....

First..... Second..... Third.....

20.44.2

Fastest Lap..... lap record

1954 Winner: R. Flockhart (1487.7 (s) B.R.M.), 21 min. 27.6 sec.—83.48 m.p.h.,
also establishing Lap Record of 1 min. 22.0 sec.—87.39 m.p.h.

EVENT 7

5.00 p.m.

FIFTEEN-LAP RACE

(30 miles approx.)

5-4 major d
6-2730
11

Racing Cars to Formula III. All have engines of between 497 and 500 c.c.

Normal massed start, the cars lining up first on a dummy grid to the rear of the proper one.

No.	Driver	Car	Final Position	Speed
5-45 1	Reg. Bicknell	Revis-Norton	.....	.....
2	A. E. Marsh	Cooper-Norton	.....	.....
5-5 3	Don Truman	Cooper-Norton	.....	.....
5-6/9 4	E. Hall	Cooper-Norton 6-25/31	.....	.....
5-45 5	E. Fenning	Staride-Norton 6-34	.....	.....
6	D. Boshier-Jones	Cooper-Norton	.....	.....
7	Dr. S. Marks	Kieft-Norton	.....	.....
5-7 8	T. H. Shaddick	I.E.R. Midget-JAP 6-33	.....	.....
5-3/11 9	Ivor Bueb	Cooper-Norton 6-32	.....	.....
5-44 10	Jim Russell	Cooper-Norton 6-35	.....	.....
5-45 11	D. Taylor	Cooper-Norton	.....	.....
5-45 12	Don Parker	Kieft-Norton 6-28	.....	.....
5-6 14	F. Hobart	Martin-Norton 6-26/31	.....	.....
15	M. McDonald	Emeryson-JAP	.....	.....
5-2 16	T. J. H. Bennett	Arnott-JAP	.....	.....
17	S. Lewis-Evans	Cooper-Norton	.....	.....
18	D. S. Stevenson	Cooper-Vincent	.....	.....
19	E. R. Shillabeer	Cooper-JAP	.....	.....
5-8 21	J. F. Donley	Cooper-Norton 5-1	.....	.....
5-5/8 23	R. K. Tyrrell	Cooper-Norton 6-29	.....	.....

First..... Second..... Third.....

Fastest Lap.....

1954 Winner: Les Leston (500 Cooper-Norton), 23 min. 24.4 sec.—76.54 m.p.h.,

also established 500 c.c. Lap Record, 1 min. 30.2 sec.—79.44 m.p.h.

EVENT 8

5.45 p.m.

SEVEN-LAP RACE
(14 miles approx.)

For Sports Cars over 1500 c.c.

Entry divided into two classes: supercharged cars 1201-2000 c.c. and 1501-2750 c.c. unsupercharged; supercharged cars over 2000 c.c. and over 2750 c.c. unsupercharged.

Both classes run concurrently but not competing against each other.

Le Mans type start.

No.	Driver	Car	Capacity	Final Position	Speed
1501-2750 c.c. Class					
6-37	100 111 D. S. Shale	Austin-Healey 100S	2660	7-13 11 18 11 24 11	.....
6-36	106 110 C. M. Clairmonte	Clairmonte	1960	7-5 11 12 11 17 11 23 11	.....
107	✓ A. M. Park	Frazer-Nash	1971	.....	.....
110	✓ Roy Salvadori	Maserati	1988	.....	.....
111	✓ P. Jupp	Lotus	1971	.....	.....
7-6 112	✓ M. J. C. Keen	Cooper-Aston-Martin	2640	.....	.....
114	✓ A. D. Brookes	Frazer-Nash	1971	.....	.....
7-4 117	M. P. Anthony	Lotus	7-8 11 11 11 26 11	1971	.....
118	T. A. D. Crook or R. Gibson	Cooper-Bristol	1971 (s)	.....	.....
119 111	J. V. Green	Lister-Bristol	7-9 11 1971	7-10 11 19 11 25 11	.....
120	W. A. Scott-Brown	Lister-Bristol	1971	.....	.....
121	✓ R. D. Biss	Bristol-Warrior	1971	.....	.....
7-1 122	✓ A. Moore	Lister-Bristol	1971	.....	.....

1201-2000 c.c. supercharged; Over 2750 c.c. unsupercharged

130	B. E. Bradnack	Cooper-Jaguar	3442	.....	.....
131	✓ R. Carnegie	Jaguar C-type	3442	7-27 11	.....
7-2 133	To be nominated	Aston-Martin	2922	.....	.....
134	✓ J. M. Burn	R.G.S. Atalanta	3442	.....	.....
7-3 137	✓ C. Wick	Cooper-Jaguar	7-15 11 3483	7-21 11	.....
7-2 138	✓ P. Blond	Jaguar C-type	7-7 11 3442	7-14 11 22 11	.....
7-4 139	✓ D. Margulies	Jaguar C-type	7-8 11 3442	7-16 11 22 11	.....

First..... Second..... Third.....
Fastest Lap.....

1954 Winner:

1501-2750 c.c.—R. F. Salvadori (1988 Maserati), 10 min. 53.8 sec.—76.72 m.p.h.

Unlimited Class—J. Stewart (3442 Jaguar), 10 min. 20.0 sec.—80.91 m.p.h., also setting up the Sports Car Lap Record of 1 min. 26.4 sec.—82.94 m.p.h.

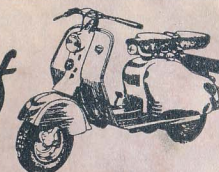
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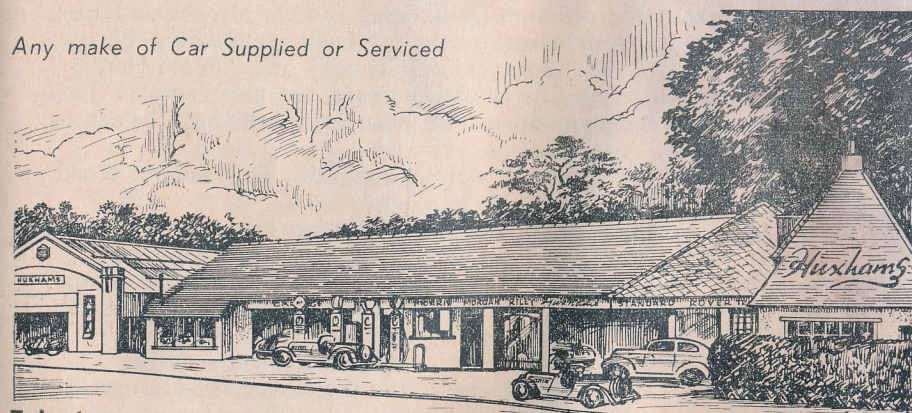
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OUR GRATEFUL THANKS ARE DUE TO . . .

Antifyre Ltd. for the fire-protection equipment.

The Regent Oil Co. Ltd., the Esso Petroleum Co. Ltd., The National Benzole Co. Ltd., and Shell-Mex & B.P. Ltd. for the loan of marker drums, signs, car park attendants' coats, etc.

The many local garages and, in particular, to Vickers-Armstrongs Ltd., of Hurn, who came forward in response to an appeal by the Club for further marker drums.

A. E. Ponton & Sons Ltd. for the loan of the horns for the warning signal.

The Rootes Group for the loan of the Sunbeam course car.

Bluebird Caravans Ltd., Green Pennant Caravans Ltd., Huxhams Ltd., Mr. J. H. Hardwicke, Mr. A. G. Cooper, and Pilgrim Caravans Ltd. for the loan of caravans.

Blashford Motors Ltd. for the loan of a breakdown truck, a tractor, and for many other services rendered.

The Officer Commanding 353 Engineer 'C' Vehicle Workshop, R.E.M.E. (T.A.), T.A. Centre, Herbert Avenue, Parkstone, for the loan of a mobile workshop and for the cheerful services of its crew. Carbery Garage Ltd., Southbourne, for the loan of a Lambretta motor scooter.

Bebbingtons Ltd., of Parkstone, for assistance with transport.

Mr. C. A. Leavens, of Sway, for assistance with transport.

Mr. A. G. Cooper for the loan of a tractor.

Dear Bros. Ltd., of West Moors, for services rendered.

The Ringwood Motor Cycle and Light Car Club for the loan of rope, pay-boxes, etc.

The Editor of the "Bournemouth Daily Echo" and to Mr. Frank James, the Motoring Correspondent, for the invaluable help with publicity; to the Editors of the "Bournemouth Times" and "Poole Herald," with whose Motoring Correspondent there was also complete harmony; and to the many other local newspapers who have helped us in this way.

Mr. Keith Peskett, of Headway Advertising Ltd., Holdenhurst Road, Bournemouth.

Roneo Ltd., 9 College Place, Southampton, for loan of a portable duplicator.

Grand Parade Motors Ltd., Vauxhall Main Dealers, of Westbourne, Bournemouth, and Parkway Garages Ltd., Rootes Group Dealers, of Lilliput, Parkstone, for their co-operation.

Mr. R. Emerson-Tavener for "special duties" behind the scenes.

All marshals, officials and helpers, especially those who helped to get the course ready and those who will help to clear it up again.

Their wives—especially Mrs. Peggy Ship and Mrs. Margaret Mountford—who have had a lot to put up with these last three months.

AND, OF COURSE, TO

The Earl of Normanton, Mr. Sampson and Lt.-Col. G. H. Dick, O.B.E., the owner and tenants of Ibsley, without whose permission to use the circuit there would be no racing here at all.

Under "Our Gratitude" acknowledgment is given to the R.E.M.E. Workshop that is operating in the Paddock for the benefit of competitors. It is a detachment from:

353 Engineer 'C' Vehicle Workshop, R.E.M.E. (T.A.),

T.A. Centre, Herbert Avenue, Parkstone.

It includes the C.O., Capt. M. W. Munday, T.D., R.E.M.E., Armament Sergeant-Major J. Parfitt, R.E.M.E., and seven T.A. volunteers and they are here to help drivers and mechanics with light repairs and recovery. Their equipment includes a machinery lorry, welding equipment and a recovery vehicle.

They are the same Territorials who helped us so enthusiastically last year.

The Unit urgently requires ex-Army tradesmen as volunteers in the following trades: Fitters, Vehicle Mechanics, Blacksmiths, Carpenters, Welders and Sheet Metal Workers. Full details can be obtained from the Officer Commanding at the above address (or here, in the Paddock, after the Meeting) and a very warm welcome will be extended to all applicants.

AFTER THE MEETING

Those who were at the Blandford car race meetings in 1949 and 1950 will recall that a very carefully worked out system of dispersal from the car parks after the meeting was used. At first, at Ibsley, such arrangements did not seem to be necessary, but with the increasing size of the attendance a similar system was used last year. On the whole, it worked well and, although there was congestion for a time, everyone who wanted to be was away in less than thirty minutes. A similar system, modified to suit the altered car parks, will be used this time, and, with your co-operation, it will work even better.

There are two main objects:—

- (1) To ensure that the stream of traffic leaving one park do not cross streams leaving another.
- (2) To reduce the pressure on the main Fordingbridge-Ringwood road by routing certain traffic along the lanes that lie parallel with that road and on the east, or Forest, side of the course. These lanes join up with the main road within two miles or so, and many of you will already have been routed along them on your way to the circuit.

First of all, please make sure that you know which car park you are in. There are four. The South Car Park is the one that lies nearest to Ringwood and is on the right-hand side of the lane leading from the main road to Moyles Court. The first entrance is for motor-cycles and there are three others for cars.

On the same lane but on the same side of the road as the course is the Court Car Park. This will have been approached from the Moyles Court end of the lane, and is intended for those from Christchurch and East Bournemouth. Adjoining this car park but approached from a totally different entrance is the Southampton Car Park. Cars in this park will have been brought through the watersplash at Moyles Court and in through an entrance to the east of the circuit.

The Church Car Park is the one on the Fordingbridge or north side of the circuit, near Church Corner.

Traffic from the motor-cycle section of the South Car Park and from the two gates nearest to the main road should turn LEFT on leaving the park. Traffic from the gate nearest to Moyles Court should turn RIGHT and follow the R.A.C. signs to Ringwood. Traffic from the Court Car Park should turn LEFT and follow the signs.

Vehicles from the Southampton Park should turn RIGHT on leaving their park. Again, follow the signs.

Although there is only one entrance to the North Car Park, an additional exit will be used leading straight on to the main road. Use whichever exit is nearer to you or which is the less congested. On passing through the main road exit, turn LEFT for Bournemouth or RIGHT for Fordingbridge. Traffic for Southampton, Bournemouth and the West leaving by the entrance to this park should turn RIGHT along the lane and follow the signs to Ringwood; traffic for Fordingbridge should turn LEFT and then right on reaching the main road.

Spectators bound for Ringwood, Bournemouth and the West are especially asked to co-operate with our request, otherwise traffic coming down the main road from the North Car Park will meet the stream coming out of the South and Members' Car Parks, so causing the very congestion that we are trying to avoid.

THE CLUB

The West Hants and Dorset Car Club was started twenty-three years ago, and many of its original members still take an active part in the running of its affairs. One of the four founder members is the Clerk of the Course today. It first achieved national prominence with the highly successful speed trials which were held in Poole Park from 1936 to 1939.

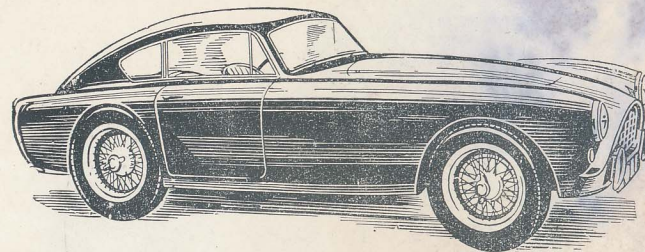
Restarted after the war, it ran its first post-war event, the Lytchett Speed Trials, in 1947 when the competitors outnumbered the membership by about four to one. There were still fewer than a hundred members when the first Blandford Road Race Meeting was held in 1949. After that event, the membership soon increased to three hundred, dropped back a little in 1951, and has gone up steadily ever since until it is now around four hundred and fifty.

The Club caters for nearly all kinds of motoring sport. In today's race meeting there are nearly thirty members taking part as competitors, many others, of course, running the show, whilst those who prefer just to watch have special facilities for doing so.

For those who like to do their motoring more slowly there are four trials during the year, of which only one, the classic Knott Cup, is unsuitable for ordinary cars. There are two autocross meetings, both of which are quite suitable for an ordinary car, and two rallies. One is a closed to Club event, the other is a new one to be held for the first time this year, will be held under a closed invitation permit, and will be called the Poole Rally because the five-hundred-mile route will start and finish there.

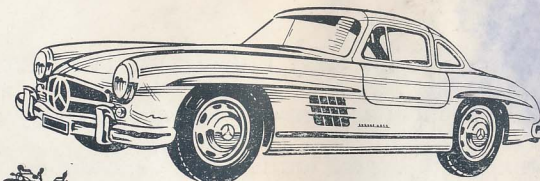
There are many social events during the year, including several of the highly popular film shows. There is a Club magazine, "Exhaust Notes," which has been appearing quarterly and is now to come out bi-monthly. Like most of the larger clubs, the W.H. and D.C.C. is a non-profit making company with a liability limited to ten shillings per member. It is an efficient club—all of what you see today has been prepared and put on by an entirely amateur sub-committee—but it is a friendly one and new members are welcome. There is an application form in this programme. Please complete it and send it to the Honorary General Secretary, whose address appears on the form.

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