

OFFICIAL  
RACE CARD **6d**

# STOCK CAR RACING



*The Thrill  
of the Century!*

MEETING No. 1.

1955 SEASON

**IPSWICH SPEEDWAY STADIUM**

**SATURDAY, 8th OCTOBER, 1955**



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# B A S C A R

General Manager : "DIGGER" PUGH

Commentator : Geoff Barnett

Pit Marshalls : Chas. Frenzel, J. H. Storey, G. Gains.

Chief Lap Scorer : F. Bishop

Medical Officer : Dr. Ian Payne-James

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*You'll Enjoy it more by Knowing . . .*

## 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 wheel-base 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 is 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.

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## 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.

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*BETTING IS STRICTLY PROHIBITED at all Stock Car Racing Meetings*  
*NO CAMERA OR CINE CAMERA IS ALLOWED to be taken into the Stadium. There will be NO RE-ADMISSION and no money refunded.*



# WELCOME TO STOCK CAR RACING

Thrills, laughs, suspense, Stock Car Racing is the most talked of sport in Britain to-day. Motor racing in some form or other is one of our most popular sports. Now, at last, comes a branch of motor racing which does not demand a hefty bank balance. Stock Car Racing needs as much skill and courage as any motoring competition, but expenses are kept to a minimum since big cars, preferably pre-war American models, can often be bought for between £20 and £50, and are the most suitable for the job.

Responsible for the introduction of Stock Car Racing to Britain is John "Digger" Pugh. He is with us here to-night superintending the meeting. "Digger" has promoted, as well as competed in meetings in many parts of America.

To-day sixteen cars line up in each heat and there is a Consolation Race and a Final to round off the evening's entertainment.

After a pacing round of one lap the starting flag will drop and the Stock Cars start on their twenty laps battling, bashing and boring their way round with the sound of rending steel, burst tyres, cars in the fence, cars turned over and on their sides. It's all in the game—"All-in Free Style Car Wrestling."

You will see break-down outfits towing the damaged cars off the track. Behind the scenes welders will be on duty fixing broken doors, wings and anything else that will get the cars going again for the Final. No driver stops for a puncture and if a wheel flies off they will plod around on the hub.

Driving skill is most necessary and the clever driver is the one who gets around the course as rapidly as possible, making the other fellows or women skid wide and lose ground, while keeping his own car undamaged. If he can spin his rivals out of the race then full marks.

We welcome you to Ipswich Speedway this evening. We feel sure that you will return home having enjoyed a night of thrilling and exciting racing with a lot of good laughs thrown in for good measure.

**And 15th OCTOBER - SAME TIME - SAME PLACE - SAME THRILLS**

**WARNING.** Stock Car Racing is dangerous and all persons attending this Stadium 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 damage or personal injury to spectators or ticket holders.

ST. JOHN AMBULANCE BRIGADE IN ATTENDANCE



# Grand Opening Meeting

Saturday, October 8th, 1955.

Heat Winners £10                      Seconds £5                      Thirds £3

Heats & Consolation Race—20 Laps                      Final—25 Laps

Clerk of the Course : J. W. 'DIGGER' PUGH

## EVENT 1—HEAT 1

Car No.	Driver	Town
90	G. ZAGNI .....	Ipswich
102	A. BEACH .....	Feltham
112	KEN SHERIDAN .....	Enfield
44	JAMES MacLEAN .....	Staines
IP3	GRAHAM WARNER .....	Ipswich
3	JIMMY WRIGHT .....	Banbury
13	JOCK LLOYD .....	Ashford
611	ERIC HOWE .....	Norwich
389	CLIFF SISLEY .....	London
175	GEORGE TEECE .....	Hampstead
3½	ALEC CROISSETTE .....	Staines
34	GEORGE SMAILES .....	Weybridge
22	HAROLD BOSWORTH .....	Leicester
29	G. FOULGER .....	Norwich
58	"FEARLESS" FUNNELL .....	Sissinghurst
394	JUMBO ALLEN .....	London

1st...22      2nd...29      3rd...34      4th...611      5th...175

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

## EVENT 2—HEAT 2

IP4	DOUG. WARDROPPER .....	Ipswich
86	PERCY BETTS .....	Hayes, Middsx.
11	ARCHIE DINGLEY .....	Southgate
138	ALLEN BRIGGS .....	London
24	ALLAN BEAUMONT .....	London
54	BILL CODLING .....	Swannington
12	WAL MORTON .....	Norwich
368	ED HARMAN .....	Colchester
67	DOUG WATLING .....	Colchester
288	VIC PLIOPA .....	Lithuania
IP5	TONY WICKWAR .....	Ipswich
84	GERRY WEIR .....	Ipswich
20	F. A. FRANCIS .....	Norwich
42	FRED PARSONS .....	London
228	"SACH" JACKSON .....	London
225	VIC MUGGERIDGE .....	Billinghurst

1st...255      2nd...80      3rd...12      4th...368      5th...67

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



EVENT 3—HEAT 3

85	PETE TUCKER .....	Wembley
103	JOHN BRISE .....	Dartford
99	JERZY WOJOWICZ .....	Poland
15	WHISKERS WOOLNOUGH .....	Colchester
55	C. TEECE .....	London
41	BRAD BRADBURY .....	Bassingstoke
38	FRED MITCHELL .....	Bassingstoke
43	HENRY BURDEN .....	Chertsey
161	KEN FREEMAN .....	Staines
4	BOB REEVE .....	E. Dereham
367	GEORGE TUFNELL .....	Colchester
229	GWYNFOR POWELL .....	London
365	DENNIS OLIVER .....	Ilford
170	A. BURGESS .....	Stoke Newington
A290	DAVE ISAACS .....	London
53	STEVE STORM .....	Rugby
9	BRIAN PRIOR .....	Ipswich

1st. 389 2nd. 15 3rd. 35 4th. 161 5th. 4

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

EVENT 4 CONSOLATION RACE

Winner £10                      Second £5                      Third £3

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

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

*Breakdown Trucks kindly supplied by—*

**EDGERTONS (IPSWICH) LTD., CROWN STREET.**

**ARCHER & TAYLOR, PORTMAN RD. BEN COOPER, CLAYDON.**

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The BASCAR symbol of any programme of Stock Car Racing will be the guarantee to the general public that the meeting is run under the international rules and that the drivers competing are the top men in the sport.

What is BASCAR? It is the official association of Stock Car Racing in Great Britain which sets up the rules, regulations and safety precautions under which the leading racing promoters throughout the country operate their race meetings.

What are the advantages to a driver or mechanic who belongs to BASCAR?

1. Guaranteed purses only.
2. Full and adequate insurance benefit plan.
3. Track safety requirements.
4. Promoter liability requirements.
5. Car safety requirements.
6. National recognition of the sport and of the individual drivers.
7. Standard and foolproof lap scoring system.
8. A National Stock Car Racing Commission to act upon protests.
9. Members' ability to vote upon yearly rules and specifications.
10. BASCAR will operate in conjunction with America, Belgium, France, Spain and Sweden.
11. No super armoured cars, stations waggons, converted trucks or other type of heavy vehicle.
12. A standard of roll and bumper bars a limit of weight on the car.

Digger Pugh, in conjunction with various drivers, mechanics, car owners and fans, have spent considerable time in going into details and replying to letters and ideas as put forward and the new rules and regulations.

The widespread response and well thought-out ideas expressed in the answers indicate that BASCAR competitors are anxious to have a code that will insure the increased popularity of Stock Car Racing, which now ranks high in appeal as a major spectator sport.

"DIGGER" PUGH, *Founder and President*



## STOCK CARS IN ACTION

