

BELLE VUE

*Thrill-Packed
Sensation*



STOCK CAR RACING

1962 WORLD FINAL

OFFICIAL PROGRAMME OF RACING

Saturday, September 8th, 1962



BELLE VUE

STOCK CAR BULLETIN

BELLE VUE (Manchester) LIMITED

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There will be **NO RE-ADMISSION** and
NO MONEY REFUNDED.
 St. John Ambulance Brigade in
 Attendance.

WARNING—Stock Car
 Racing is Dangerous and
 all Persons attending this
 Stadium do so entirely at
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Volume 9.

SATURDAY, 8th SEPTEMBER, 1962.

No. 8.

Hello There!

by **KEN SHARPLES**

THE WORLD CHAMPIONSHIP. That is the grand title of this event and it is an honour for me to stage it here at Belle Vue. It brings together the finest men of this sport for the greatest night of the Stock Car year. Throughout the season qualifying heats have been held at various well-known tracks in the country and in this way 27 of the premier drivers are selected to compete for the title.



There is no doubt that with drivers of this calibre on the line only the best racing can result, with every man determined to do his utmost to win. Jock Lloyd, the reigning champion, pulled off a surprise victory last year, which from his performances during the present season might well be repeated. The French drivers, Guy Curval and Jean Roudeix, do not carry the titles of Champion of France and Champion of Normandy for nothing and although they will have to get the feel of the track before they really give us their best, both men must be reckoned with. On the other hand, there are some of the other drivers who have done particularly well this year, as some of our patrons who are watching tonight will know from first-hand, but just as Jock Lloyd's victory came as a surprise last

year so may we be faced with yet another surprise tonight, for in this exciting sport of Stock Car racing anything can happen. For the sake of our own stadium supporters, it would be nice to see a victory coming North, but one cannot avoid the fact that the challenge from the Southerners is very strong indeed and they will take some keeping out when the chequered flag falls.

It is difficult to keep one's mind off the main event of the evening but, of course, there are other races where some of our less successful drivers will be taking part. These races are by no means to be ignored for they provide us with just as much fun and excitement as some of their more powerful and better-known co-drivers. In fact, as I have said before, in a way these men are the lifeblood of the sport, for it is from the white and yellow tops that we eventually get our star men and it could well be that you are watching some of these in the preliminary races.

But when you leave the track tonight there is one man you will remember above all. That will be the new World Champion. Who will he be? Only the keen and exciting racing which you will see this evening can give us that result.

HERE and THERE

by WILSON ROGERS

Bob Heaney, Buick V8 418, achieved something at the last meeting which I cannot recall anyone having done before. Not only did he collect one of the large light pylons from the side of the track but also managed to do quite a few laps with a pylon trailing behind. Track grading Bob called it, but I did hear some others who had other names for it. So far as Bob himself is concerned, he says, "I have taken your fences, barrels, opponents' cars, and now your light pylons. Move your judges' box—or I will!" There is no better way of summing up the situation than using Bob's further comment—"Owder and madder!"

up with the fence." Well, David, I'll leave you to sort both problems out.

Bob Laurie will be making a sort of farewell as he drives his Morris Buick 312 around the track tonight. I am happy to say that this is not a farewell to Stock Car racing, only a farewell to Bob's years as a teenager. It is because of this he is hoping to make his mark tonight. Incidentally, Bob is looking for a cure for engines that try to jump through the radiator when you run up the back of someone else. With this cure he thinks he might go places.

Dave Richardson runs the KDK Special 247 and I along with many others have often wondered what the initials KDK stand for. Dave tells me that these are the initials of Kevin, David, and Keith, the builders of the motor. Two of the big three are wondering if one of the "K's" should be dropped and from here on I am better quoting Dave himself. He says, "Keith has got himself tied up with a girl but all I seem to do is to get tied

Whoops! We've dropped a clanger. For the first time in my life I've got to apologise to a couple of dogs. In the last programme it was reported that John Piper keeps two alsatians in the tender which comes with his Darkie Special 365. This was not altogether true for John tells me that the two dogs concerned like extreme comfort when travelling and ride in a Ford Galaxie no less. I am sorry about the error but alsatians well that ends well!

(Continued on Page 10)

NORTH versus SOUTH

RACE 1 (16 LAPS)

Car No.	Driver	Make	North/South	Starting Grade
2	WILLIE HARRISON.	Rocket	North	Blue
19.	MARTIN JOHNSON.	Jaguar.	North	Yellow
29	TERRY GILL.	Oldsmobile	North	Yellow
43.	DEREK WALKER.	Vauxhall.	North	White
70.	KEN CHAPMAN.	Jaguar.	North	White
84.	HARRY HOLT.	Oldsmobile	North	Blue
93.	TONY WICKS.	Oldsmobile	South	Yellow
101.	STAN BERRY.	Ford Mercury.	North	White
104.	TED PANKHURST.		South	Red
183.	ELLIS FORD.	Ford	South	Red
285.	F. M. BALL.	Cadillac	South	Yellow
313.	DOUG WARNER.	Ford.	South	Blue
318.	DAVID FOX.	Jaguar	South	White
353.	RODNEY FALDING.	Jag./Humber.	North	White
362.	RAY WATKINS.	Buick.	South	Blue
367.	TED KENNY.	Jaguar	North	White
370.	KEN MACK.	Jaguar.	North	White
381.	JACK LORD.	Ford Mercury.	North	White
385.	WILF HARGREAVES.	Oldsmobile	North	White
414.	MARIAN PALMOWSKI.	Ford.	North	White
456.	BILL JACKSON.	Citroen	South	White
499.	HARRY MARSHALL.	Ford	North	White
503.	JOHN SIMS.	Ford V8.	South	White

1st 183 2nd 103 2 3rd 3 84 4th 370
 5th 43 6th 104 7th 313 8th 381 Time.....
 First 12 to Final.

RACE 2 (16 LAPS)

Car No.	Driver	Make	North/South	Starting Grade
4	KEN O'NEILL.	Allard Fiat.	North	Blue
7	DARKIE WRIGHT.	Ford	South	Blue
42	AUBREY LEIGHTON.	Ford	South	Red
74	DAVID ROBERTS.	Jaguar.	North	Yellow
78.	COLIN SKOYLES.	Ford	North	White
79.	HARRY BLEVINS.	Ford	North	Yellow
87.	JACK OLLERENSHAW.	Ford	North	White
88.	ALAN HEAP.	Rocket.	North	Blue
90.	JACK MINION.	Buick.	South	Blue
163.	ROY GOODMAN.	Cadillac	South	Blue
203.	RON CARR.	Rocket.	North	Yellow
232.	DEREK COLEMAN.	Ford	North	White
247.	DAVE RICHARDSON.	K.D.K. Special.	North	White
251.	DUNCAN SCHOFIELD.	XK.140.	North	White
296.	K.O. CAMPBELL.	Buick.	North	White
302.	RON SLACK.	Jaguar.	South	Yellow
312.	BOB LAURIE.	Ford	North	White
315.	STEPHEN NEAL.	Cadillac.	South	White
356.	TONY BURKS.	Oldsmobile.	South	White
369.	BILL KENNY.	Ford	North	White
372.	MICK O'HARA.	Thunderbird.	South	White
418.	BOB HEANEY.	Buick	North	White
454.	DENNIS THACKER.	Bedford	South	Yellow
473.	HARRY CARRADICE.	Cadillac.	North	White

1st 42 2nd 315 3rd 74 4th 302
 5th 78 6th 6 7th 87 8th 372 Time.....
 First 12 to Final.

Saturday, September 8th, 1962

RACE 3

FINAL

DISTANCE: 16 LAPS.

Car No.	Driver's Name	Car No.	Driver's Name
43		302	
29		315	
370		183	
84		184	
87		372	
2		285	
4		497	
381		42	
183		7	
74			
313			
93			

1st..... 2nd..... 3rd..... 4th.....
5th..... 6th..... 7th..... 8th..... Time.....

INTERVAL

RACE 5

CONSOLATION RACE (16 Laps)

Car No.	Driver's Name	Car No.	Driver's Name

1st..... 2nd..... 3rd..... 4th.....
5th..... 6th..... 7th..... 8th..... Time.....

RIGHT OF ADMISSION RESERVED

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WORLD CHAMP

(Sponsored by W.

BELLE VUE,

19

25 LAPS

Car No.	Driver	Make	Town	Grid
	GUY CURVAL.		France.	1 A
131.	JOCK LLOYD.	Jaguar Special.	Ashford.	1 B
	JEAN ROUDEIX.		Normandy.	1 C
245.	ALAN WARDROPPER.	Oldsmobile.	ipswich.	2 A
38.	FRED MITCHELL.	Thunderbird.	Oxford.	2 B
68.	TREVOR FROST.	Ford/Buick.	Suffolk.	2 C
35.	ROD DORE.	Oldsmobile Special.	Mill Hill.	3 A
61.	KEN FREEMAN.	Cadillac.	Sunbury.	3 B
38.	BARRY van den OETELAAR	Nash Special.	Reading.	3 C
5.	DOUG WARDROPPER.	Chrysler.	Ipswich	4 A
331.	RON PEARS.	Cadillac.	Wisbech.	4 B
127.	GEOFF HARRISON.	Fiat/Chevrolet.	Cheltenham.	4 C
345.	TONY LAST.	Cadillac.	Diss.	5 A
37.	DON EVANS.	Thunderbird.	Oxford.	5 B
409.	CHICK WOODROFFE.	Oldsmobile Special.	West Thurrock.	5 C
6.	JOHNNY KING.	Oldsmobile Special.	London.	6 A
62.	CHIPPY WESTON.	Ford Special.	South Kilworth.	6 B
73.	VIC FERRIDAY.	Ford Thunderbird.	London.	6 C
77.	PETER FARRINGTON.	Oldsmobile Rocket.	Southport.	7 A
282.	BARRY HEBBORN.	Ford Special.	Oxford.	7 B
75.	WILF BLUNDELL.	Pontiac.	Southport.	7 C
69.	NEV HUGHES.	Ford Special.	Nottingham.	8 A
25.	PAT WILLIS.	Oldsmobile Rocket.	Eton.	8 B
179.	JUMBO TUSTIN.	Ford/Isetta.	Cheltenham.	8 C
152.	RON ROGERS.	Auburn.	Leek.	9 A
365.	JOHNNY PIPER.	Ford Special.	Thames Ditton.	9 B
133.	TERRY COELL.	Jaguar.	Plastow.	9 C

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

5th..... 6th..... 7th..... 8th..... Time.....

CHAMPIONSHIP FINAL

D. & H. O. WILLS

Manchester

52



25 LAPS



Ted Pankhurst (3rd), Jack Lloyd (Champion), Johnny King (2nd)
in last year's Stock Car World Championship Final at West Ham.

Prizes awarded:

Winner . £200, SILVER CUP and 1,000 CIGARETTES
Second £100 and 750 CIGARETTES
Third £50 and 500 CIGARETTES

The Final will be a rolling start over a distance of 25 laps. The starting position has been decided by scoring the driver points from the qualifying rounds and Semi-finals. The driver with the most points starts from the front.

PERSONALITY

A Pen Picture of
by PETER

(5) **DOUG WARDROPPER**: Father of 19-year-old Alan. Has been racing since 1954. Consistently successful—won all-season National Points Championship in 1958, second in 1956/57/59. Second in 1957 World Final, third in 1959 and 1960, fourth in 1961 (out of five appearances!) Was British Stock Car Drivers' Champion 1959. Drives a Pontiac V8 OHV, fitted Ford 8 body. Aged 41, enjoys speedway, wrestling. Owns garage at Ipswich. Sixth final. Qualified at Harringay.

(6) **JOHNNY KING**: Aged 35, unpredictable, impetuous, volatile, spectacular, skilful. Johnny is all these—as Belle Vue regulars know. Present car modelled on these lines: Mercedes chassis, Morris Commercial rear axle, Jaguar gearbox, 1958 Oldsmobile Rocket OHV V8 with Standard 8 body and Mercedes radiator shell. Fourth final. Qualified at Harringay.

(25) **PAT WILLIS**: Another impetuous thrill-maker who knows only one throttle opening—flat out! Pat is a skilful mechanic/engineer and tuner, having his own garage near Slough, Ex-secretary of the B.S.C.D.A. Drives a Jaguar XK 120 engined special. Making second final appearance—was 11th last year. Aged 31, married, with two sons. Qualified at Harringay.

(35) **ROD DORE**: Rod is a professional motor racing mechanic for the Vanwall team. Present car has Fiat "600" body over Oldsmobile Rocket V8 OHV engine unit set well back in Morris chassis. Aged 36, married, with two children. Hails from Mill Hill, London. Third final, qualified at Harringay.

(37) **DON EVANS**: From Oxford, where he works at the B.M.C. works at Cowley. Won British Stock Car Drivers' Championship last year at Coventry. Big cheerful looking heavyweight. Drives Volkswagen bodied Ford Thunderbird OHV V8 engined special ex-Freddie Mitchell. Aged 32, married. Making second final appearance. Was 13th in 1960. Qualified at Harringay.

(38) **FREDDIE MITCHELL**: Perhaps the most universally-popular driver in the country. Big burly Oxford haulage and car dismantler. Winner of National Points Championship 1957/59/60, second in 1958, third in 1961. Won 23 finals in 1960. Has over 100 trophies. Has competed in France. Second in World Final 1959 and 1960. Seventh 1961. Drives Ford Thunderbird V8 OHV engined ex-Wardropper special—a new one that

made its debut here a month ago. Aged 37, married, with three children. Fifth final. Qualified at Coventry.

(61) **KEN FREEMAN**: A dead-shot with a gun—his favourite hobby—this Sunbury-on-Thames garage proprietor is one of the sports stylists. He skipped England in France in 1957/58. Raced since 1954, began at Harringay. Was third in National Points Championship in 1958, second in 1960 and 61. Was fourth in previous Belle Vue World Final in 1959, sixth in 1960. Drives Cadillac OHV V8 special with Standard 8 body. Aged 43. Fourth final. Qualified at Harringay where he was second in both legs of semi-final.

(62) **"CHIPPIE" WESTON**: This veteran of nine seasons' racing is one of the Sports greatest triers. Used one car—a Ford V8—for 4½ seasons and in 343 races! Gained grade promotion last year with Ardun conversion kit on old Ford side valve engine. Now uses Ford Thunderbird. Ford Prefect body on home-made chassis. Interesting chain driven steering conversion. Has raced in France. Has turned over 26 times in career. Aged 30, married, with two sons. Qualified at Coventry.

(68) **TREVOR FROST**: Hails from Woodbridge, near Ipswich. Neat special, has Morris Commercial front axle, Ford rear axle fitted to Ford 15cwt. chassis. Oldsmobile Rocket V8 OHV engine unit with Ford 91A three-speed gearbox. Standard 8 bodywork. Won 1960 Open Championship at Belle Vue. Is acknowledged wet track expert (should it rain). Aged 27, married, with two children. This is his fourth final—was fifth in 1960. Qualified at Coventry.

(69) **NEV HUGHES**: Regular Belle Vue competitor who won "Champion of Champions" title at Brafield in 1959. Drives a much modified ex-Trevor Frost car with a Rocket OHV V8 engine. Has central steering column. Owns a garage at West Bridgeford, near Nottingham. Aged 35, married, with two children. Qualified at Coventry.

(73) **VIC FERRIDAY**: Born in Wellington, Shropshire. Second in 1955 World Final, third in 1956, Eighth in 1960, fifth in 1961. Has appeared in three films.

PARADE

To-night's Contestants

ARNOLD

Holds record for most final appearances—this is his seventh (only missed 1958). Drives Ford Thunderbird engined special (ex-Lady Astor sports car). Belle Vue favourite track. Runs garage in Bayswater, London. Aged 42, married, with three children. Qualified at Harringay.

(75) **WILF BLUNDELL**: "Cock o' the North." This Southport holiday coach tours proprietor is a Belle Vue regular. Winner of "Quick" Trophy 1959/60/61. Forceful type of driver able to mix it and upset form-book calculations tonight. Making fourth final appearance in Pontiac OHV V8 engined special. Aged 40, married. Ex-polio victim who still limps. Qualified at Coventry.

(77) **PETER FARRINGTON**. A Wilf Blundell protege who began racing here at Belle Vue in 1960. Making his second successive World Final appearance in Oldsmobile Rocket engine special. Aged 32, married. Qualified at Coventry.

(127) **GEOFF HARRISON**: Drives a Chevrolet OHV V8 fitted in Bedford 16cwt. chassis with Morris Commercial axles. Ford Pilot three-speed gearbox and Fiat "500" bodywork. Something of a wet track specialist. Making first World Final appearance. Is garage mechanic. Aged 32. Qualified at Coventry.

(131) **"JOCK" TOM LLOYD**: Caused biggest upset of form ever in Stock Car racing history with his win in last year's West Ham final. Has raced in France 1955/56/57. Present car is XK 140 fitted with three Weber carburettors and highly tuned. Has competed in Formula Junior Stock Car racing (for under 10 h.p. cars), and won Scottish championships at Glasgow and British Championship at New Cross—both televised. Could retain title tonight. Aged 34. Making only his second final appearance. Seeded as reigning champion. Look for "Andy Capp" cartoon, Scots plaid bonnet paintwork—and long standing nickname—"Diabolical Scot."

(133) **TERRY COELL**: Hails from Plaistow, East London, and drives a Jaguar XK 120 engined car with 1937 Morris 8 body. Tall, reddish brown hair. Aged 33, married. Previous appearance 1959 here at Belle Vue. Qualified at Harringay.

(152) **RON ROGERS**: Regular Belle Vue performer and has won finals here. Driving a Rocket OHV V8 special, he is a "dark horse" in that he can upset the plans of others! Cheerful, likeable. Aged 32, married. Qualified at Coventry.

(179) **"JUMBO" JOE TUSTIN**: Should be driving his latest creation tonight which has a Ford Thunderbird OHV V8 engine. Ford four-speed gearbox fitted in Morris Commercial chassis, which retains original axles. A German made Ford Tarnus body is fitted. Only second final appearance. Began racing at Bristol in 1954. Aged 32. Qualified at Coventry.

(245) **ALAN WARDROPPER**: The sensation of the 1962 season. Won first trophy on 16th birthday; now at just turned 19 he has dozens. Drives Oldsmobile Rocket OHV V8 engined special. Was seventh in 1960 final. Has yet to win a major title—this could be his night. Son of Doug, making his third final appearance. Single. Studious, can play violin. Featured in "Look at Life" film, 1960. Youngest finalist. Leads Belle Vue seasonal championship chart.

(282) **BARRY HEBBORN**: Drives the ex-Jim Berg Buick OHV V8 engined special fitted with Fiat "500" body. As 'C' grader has done well to qualify. Aged 26, single. Qualified at Harringay.

(331) **RON PEARS**: Drives a Rocket OHV V8 engined special. Aged 35, married, with one daughter. Qualified for his third final at Coventry.

(345) **TONY LAST**: Is a butcher at Diss, Norfolk. Tonight will be using a very neat special with a cut-down Pontiac bodywork and a Cadillac OHV V8 engine. This is his second final—he was sixth last year. Aged 28, married. Qualified at Coventry.

(365) **JOHNNY PIPER**: His always neatly maintained special is powered by a Rocket V8 OHV fitted in a Ford chassis and covered by a Ford Popular body. His two alsatians are his constant companions—his wife is his mechanic. Aged 43. Qualified at Harringay.

(386) **BARRY van den OETELAAR**: The "Flying Dutchman" has struck winning form at the right time—won the "Tip Top" trophy at West Ham two weeks ago. Drives an orange (Dutch national colours) special, powered by a Nash OHV V8 fitted with four carburettors. The chassis is a Chevrolet and the body a Morris Serie: "E." Was in Dutch Air Force as pilot. A hard driver, an out-

RACE 6

HELTER SKELTER 16 LAPS

This race is open to any driver whose car is fit to run.

Car No.

Car No.

Car No.

Car No.

.....

.....

.....

.....

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

5th..... 6th..... 7th..... 8th..... Time.....



BRISTOL
 TIPPED CIGARETTES

BC104D



The 1962
 World Championship Stock Car Cup.
 Sponsored by:
 W. D. & H. O. WILLS.

Breakdown Vans for this Meeting kindly supplied by the following :

JACK WOOD, 100 Bury New Road, Bolton.
 HARRY MARSHALL, 126 Broughton Road, Salford, 6.
 BARKWELL ENGINEERING CO. LTD., Barkwell Lane, Mossley, Lancs.
 HARRY HOLT, Little Lever, Farnworth, Nr. Bolton.
 THE CRESCENT GARAGE, The Crescent, Levenshulme.

door lover making his fourth final appearance—was eighth last year. Aged 35. Qualified at Harringay.

(409) "CHICK" WOODROFFE: Drives Rocket engined special. Is an all-rounder. He tried speedway in the Middle East (with Split Waterman in 1946). He also drives a Formula Junior car with great success. Owns a garage at West Thurrock, Essex. Protege of Johnny Brise.

GUY CURVAL: French champion since 1959, back home he races Ford OHV V8 based cars—he has three—all beautifully

prepared. A skilful driver, he has captained his country in International events against the visiting British teams at Paris. Competed in World Final at West Ham last year. On strange track he may take time to settle down—but he can be forceful, so could upset plans of others. Aged 29.

JEAN ROUDEIX: Making his first visit to this country and comes as champion of his native Normandy. He too, has competed against visiting British teams, whose members spoke highly of his ability.

Here and There—continued

I always did like understatement, and Alan Heap, Rocket 88, gives me a very fine example of this. The best thing I can do is to quote the note he sends on. "With all the experts converging on Belle Vue for the World Championship I don't expect to win any money, but at least we shall have a smashing view of the championship race!"

K.O. Campbell sends a note which expresses his delight at being in the money. Whether K.O. had mentioned this or not I had intended to congratulate this Radcliffe man on driving his Buick Special 296 to a place in no less than three races. He certainly had a good evening at the last meeting, gaining a second place in one race and a third in another, yet even so had the time to wave people on past him. Incidentally, I wonder what happened to those he waved on?

Peter Farrington's drive in his heat at the last meeting was a real cracker and the Rocket 77 went as well as its name would imply. This drive will be an inspiration for Peter tonight and he is looking forward to meeting some of the big names.

Tony Burks drives a car which is a somewhat unusual combination known as Oldsmobile Anglia 356. Tony lost his prop shaft and snapped a pinion with only two laps to go in the consolation race. He suggests that spectators watch him tonight for he has fitted a new crown wheel and pinion which are giving him

an extra ten miles an hour. If this is true it isn't only the spectators who will have to watch him.

Colin Skoyles, ASP 78, sends me a very brief note. This reads. "Keep your fingers crossed and hope the rain keeps off." Me too, Colin, me too!

Barry Hebborn has had to put some hard work into repairing his Buick Special 282 due to the damage it suffered at the last meeting he had at West Ham. That he is able to take his place on the line tonight is due in no small measure to the assistance given by Carl. Barry wishes to express publicly this appreciation.

Remember that film on the tele in the "Roarin' Twenties" series when Will Hutchins was a pole squatter? Terry Gill, Oldsmobile 29, saw this and to quote Terry, he says, 'I never thought that a few days later I would occupy a similar position on one of your floodlight guard posts.' But there you are, Terry, you never can tell. However, I certainly hope that you don't repeat this spectacular feat tonight. In fact, keep your feet on the ground!

Harry Blevins, Oldate Nocker 79, doesn't know why he does it but he keeps on doing it. If that seems a little obscure let me explain. Harry has given up a week of his holidays to come back to Manchester to get his car ready for tonight's meeting. Like you say, Harry, it's foolish, but it's fun.

Belle Vue

MANCHESTER

ATTRACTIONS

FIREWORKS ON THE FIREWORK ISLAND. every Saturday until November 3rd, at 9-0 p.m.
SEPTEMBER BRASS BAND CONTEST. Kings Hall, Saturday, September 15th, 11-0 a.m. to 5-0 p.m.

FACTORY EQUIPMENT EXHIBITION. Commencing Wednesday, 19th September to Friday, 28th September. Open daily except Sunday, 10-0 a.m. to 6-0 p.m., Exhibition Halls.

PROVINCIAL SPEEDWAY RIDERS' CHAMPIONSHIP. Saturday, 22nd September, 7-0 p.m.,

PROFESSIONAL BOXING. Monday, 24th September at 7-30 p.m., Kings Hall.

MANCHESTER CITY POLICE INSPECTION— Thursday, September 27th, Roller Skating Rink, 3-0 p.m.

CONFECTIONERY EXHIBITION— 9th, 10th, 11th, October, Lancaster Hall.

BINGO CLUB. Every Friday night commencing 7-30 p.m., and every Sunday night commencing 7-0 n.m. Members only. Kings Hall

SPEEDWAY. Every Saturday, except Stock Car dates, Stadium, 7-0 p.m.

WRESTLING. In the Kings Hall every Saturday and Bank Holidays at 7-0 p.m.

DANCING. Every night in the magnificent New Elizabethan Ballroom at 7-0 p.m. Monday, Wednesday, Friday and Saturday—Modern Dancing. Tuesday and Thursday—Old Time Dancing.

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