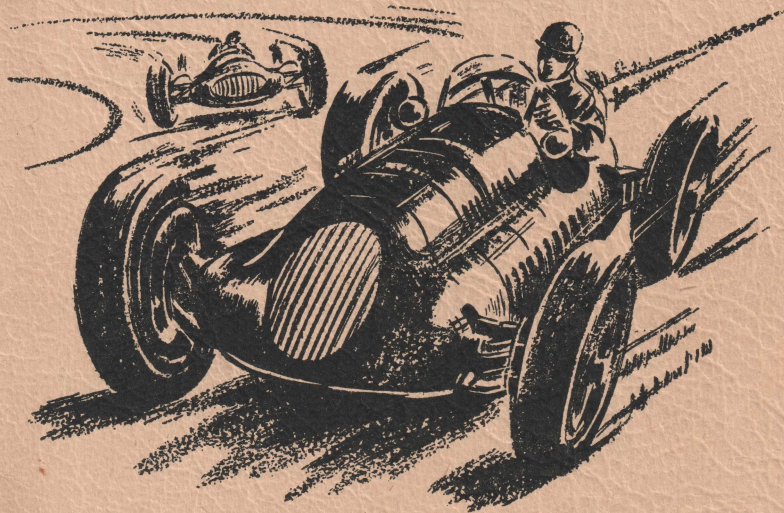


WEST HANTS & DORSET CAR CLUB

BLANDFORD

ROAD RACE

MEETING



SATURDAY, 27TH AUGUST, 1949

PROGRAMME

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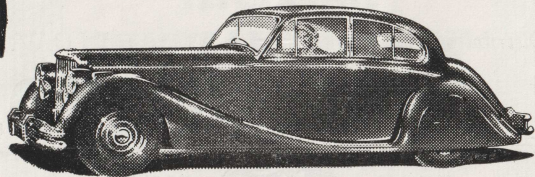
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Contents

<i>Page</i>	
5, 6	Officials of the Meeting.
7	List of Awards.
8, 9	List of Entries and Events
10	Speed Tables.
11, 12, 13	Guide to the Meeting.
14, 15	Amongst those present.
16, 17	Map of Course.
18	Event No. 1. Sports Cars, 1,100 c.c.
19	Event No. 2. 1st Heat 500 c.c.
20	Event No. 3. Sports Cars, 1,500 and 2,000 c.c.
21	Event No. 4. 1st Heat Blandford Trophy.
22	Event No. 5. 2nd Heat 500 c.c.
23	Event No. 6. 2nd Heat Blandford Trophy.
24	Event No. 7. Final 500 c.c.
25	Event No. 8. Final Blandford Trophy.
26	Our Gratitude.
28, 29	The Club.

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BLANDFORD ROAD RACE MEETING

at

Blandford Camp, Blandford, Dorset

on

SATURDAY, AUGUST 27th, 1949

(by the kind permission of Lt.-Col. H. G. Herbert, R.E.M.E., sanctioned by Headquarters Southern Command, and with the co-operation of Lt.-Col. J. M. Grant, M.B.E., R.A.S.C.)

Organised by

The West Hants & Dorset Car Club

and held under National Permit No. O/32.

Patron

Lt.-Col. H. G. Herbert, R.E.M.E.

Stewards of the Meeting :

Rt. Hon. Earl Howe, P.C., C.B.E., R.N.V.R (Appointed by the R.A.C.)

LT.-COL. F. S. BARNES (Appointed by the R.A.C.)

Major R. Gough, R.A.S.C.

R. Emerson Tavener, Esq.

C. B. K. Milnes, Esq.

Conrad Oldham, Esq.

(Appointed by the W.H. & D.C.C.)

Judges :

H. F. W. Farquharson, Esq.

P. Farquharson, Esq.

Timekeepers :

P. B. Mayne, Esq.

Major-Gen. A. H. Loughborough, C.B., O.B.E.

Officials of the Meeting :

Chief Paddock Marshal : P. F. JESTY.

Assistant Chief Paddock Marshal (Sports Cars): To be appointed.

Assistant Chief Paddock Marshal (500 c.c.): To be appointed.

Chief Pit Marshal and Paddock Marshal (Formula B) : J. B. JESTY

Chief Course Marshal : B. PETERS

Assistant Course Marshal : C. G. WANHILL

Chief Control Marshal : CAPTAIN J. B. WALLER

Assistant Control Marshal : R. F. HILL

Chief Gate Marshal : C. F. B. BASSIL

Chief Car Park Marshal : WING COMDR. R. D. G. MACROSTIE, M.B.E.

Chief Scrutineers :

F. C. MATTHEWS, M.I.M.T., M.L.E.I. P. J. CALVERT

Assistant Scrutineers :

T. BRYANT F. CORBIN J. N. COOPER

Chief Flag Marshal : W. A. L. COOK

Chief Observer : A. F. RIVERS-FLETCHER

Medical Officer : CAPTAIN D. A. JACK, R.A.M.C.

St. John's Ambulance, Poole and Blandford Branches

Timekeeper's Assistants :

H. ASHTON C. S. HARDCASTLE W. H. NUNWICK

Paddock Marshals : Members of 500 Club; W.H. & D.C.C.

Pit Marshals : Members of the W.H. & D.C.C.

Course Marshals :

Members of 500 Club, Han's and Berks Motor Club, Southsea M.C., Southampton M.C., Sturminster Newton M.C.C., Bristol M.C. & C.C., N. London Enthusiasts C.C., Ringwood M.C.C., Poole Grammar School.

Flag Marshals : Members of the W.H. & D.C.C. and the B.A.R.C.

Observers : Members of W.H. & D.C.C.

Scoreboard : S. SEDGEWICK and Members of Bentley Drivers Club.

Public Address : A. E. S. CURTIS, D. B. TUBBS.

Circuit Manager : S. J. DARCH.

Race News Service :

W. D. MASTERS and the Staff of THE MASTER COPYING OFFICE.

Programme Editor : R. R. MOUNTFORD.

Hon. Treasurer : R. J. JAKINS

Assistant Secretary : WING COMDR. R. D. C. MACROSTIE, M.B.E.

Assistant Clerk of the Course : R. R. MOUNTFORD

Secretary of the Meeting and Clerk of the Course : D. S. SHIP, O.B.E.

List of Awards

CHALLENGE CUPS:

The Blandford Trophy Race

(FORMULA B CARS)

MARSHALL CUP

(Presented by Marshall & Co. [Bournemouth] Ltd.)

The 500 c.c. Final

MEADER CUP

(Presented by A. C. Meader, Esq.)

The 2,000 c.c. Sports Car Race

JOLLIFFE CUP

(Presented by Douglas Jolliffe & Co.)

The 1,500 c.c. Sports Car Race

BUTLER CUP

(Presented by Butlers Ltd.)

The 1,100 c.c. Sports Car Race

CLUB CUP

(Presented by the West Hants and Dorset Car Club)

Cash Prizes

Blandford Trophy Heats

1st — £15 2nd — £10 3rd — £5

Blandford Trophy Final

1st — £100 2nd — £60 3rd — £40
4th — £20 5th — £10 6th — £6

For the Fastest Lap (Heats or Final) — £10

500 c.c. Heats

1st — £5 2nd — £3 3rd — £2

500 c.c. Final

1st — £50 2nd — £25 3rd — £12 10s.
4th — £7 10s.

For the Fastest Lap (Heats or Final) — £5

Sports Car Races (1,100, 1,500 & 2,000 c.c.)

1st — £10 2nd — £5 3rd — £2 10s.

For the Fastest Lap (each race) — £5

Other Awards

In addition to the foregoing, first, second and third prizes will be awarded for permanent retention for each race except the 500 c.c. Heats and the Blandford Trophy Heats.

List of Events

Blandford Road Race Meeting

Event No.	Description	Time
1.	Sports Cars up to 1,100 c.c. ...	12.30 p.m.
2.	First Heat of 500 c.c. Racing Cars ...	1.00 p.m.
3.	Sports Cars of 1,101—1,500 c.c. and 1,501—2,000 c.c. (Two separate races run simultaneously) ...	1.30 p.m.
4.	First Heat of Blandford Trophy Race ...	2.00 p.m.
5.	Second Heat of 500 c.c. Racing Cars ...	2.40 p.m.
6.	Second Heat of Blandford Trophy Race ...	3.10 p.m.
7.	Final of 500 c.c. Racing Cars ...	3.50 p.m.
8.	Final of Blandford Trophy Race ...	4.30 p.m.

List of Entries

No.	Entrant	Driver	Car	c.c. capacity	Event entered
1	J. J. Macklin	Entrant	Morgan	1098	1
2	H. Lester	Entrant	M.G.	1100	1
3	C. Le Strange Metcalfe	Entrant	Fiat	995	1
4	R. W. Jacobs	Entrant	M.G.	1086	1
5	A. B. Napper	Entrant	Morgan	1098	1
6	L. J. Woods	Entrant	M.G.	1100	1
7	Huxhams Ltd.	E. P. Huxham	Morgan	1086	1
8	H. W. L. Pierpoint	R. F. Pierpoint	Fiat	1100	1
9	H. Clapp	Entrant	H.R.G.	1047	1
10	E. W. Cuff-Miller	Entrant	Riley	1087	1
11	P. G. Randell	Entrant	Fiat	1089	1
12	S. E. Barnes	Entrant	M.G.	750	1
14	W. R. Croysdill	Entrant	Riley Special	1087	1
15	N. B. Orlebar	Entrant	Orlebar Special	1096	1
16	N. V. Davis	Entrant	M.G.	939	1
17	E. C. C. Harewood	Entrant	M.G.	939	1
18	G. M. Symons	Entrant	Morgan	1098	1
	<i>Reserve</i>				
1	G. A. Ruddock	Entrant	H.R.G.	1496	3
2	R. C. Willis	Entrant	Frazer-Nash B.M.W.	1490	3
3	C. G. Meisl	Entrant	H.R.G.	1496	3
4	J. C. C. Mayers	Entrant	M.G.	1292	3
5	T. W. Dargue	E. J. Haesendonck	M.G.	1433	3
6	R. E. Molyneux	Entrant	M.G.	1250	3
7	W. P. Uglow	W. A. Cleave	H.R.G.	1496	3
8	R. C. C. Palmer	Entrant	Frazer-Nash	1496	3
9	J. Tilling	Entrant	Singer	1497	3
10	D. Scott	Entrant	M.G.	1292	3
11	G. R. Hartwell Ltd.	H. R. Jesty	Hillman Special	1185	3
12	G. C. Woods	Entrant	Frazer-Nash B.M.W.	1971	3
14	R. F. Peacock	Entrant	Frazer-Nash B.M.W.	1971	3
15	R. Way	Entrant	B.M.W.	1971	3
16	K. McAlpine	Entrant	Connaught	1767	3
17	R. E. Clarke	Entrant	Connaught	1767	3
18	L. Sherley-Price	Entrant	Aston-Martin	1950	3

List of Entries (continued)

No.	Entrant	Driver	Car	c.c. capacity	Event entered
19	T. A. D. Crook	Entrant	Frazer-Nash B.M.W.	1971	3 & 6
20	J. R. Stoop	Entrant	Frazer-Nash B.M.W.	1971	3
21	P. R. Monkhouse	Entrant	Aston-Martin	1974	3 & 6
1	C. A. N. May	Entrant	Cooper	497	2
2	Donald Parker	Entrant	Parker Special	497	2
3	G. Saunders	Entrant	Cooper	497	2
4	D. F. Truman	Entrant	Bardon Special	497	2
5	J. F. Westcott	Entrant	Cooper	497	2
6	D. G. Flather	Entrant	Marrott Special	498	2
7	S. A. Coldham	Entrant	Cooper	497	2
8	E. J. Moore	Entrant	Wasp 500	499	2
9	K. Watkins	Entrant	Cooper	497	2
8	C. F. Smith	Entrant	C.F.S.	500	2
10	K. E. Carter	Entrant	Cooper	497	2
11	J. N. Gibbs	Entrant	M.A.C. 500	497	2
12	P. W. K. Page	Entrant	Cooper	499	5
13	W. T. Grose	W. L. Grose	Grose	499	5
14	M. A. H. Christie	Entrant	Cooper	497	5
15	Sparrowes Motor Service	J. M. Sparrowe	Sparrowe Marwyn Special	500	5
16	Major P. K. Braid	Entrant	Cooper	497	5
17	K. B. Steadman	Entrant	Parsenn	497	5
18	J. D. Habin	Entrant	Cooper	500	5
19	C. D. Headland	Entrant	Marwyn	497	5
20	R. M. Dryden	Entrant	Cooper	497	5
21	J. G. Fry	Entrant	Iota P.I.	497	5
22	R. S. Hamblin	Alan Brown	Cooper	500	5
1	Oscar Moore	Entrant	O.B.M.	1971	4
2	G. Hartwell Ltd.	G. R. Hartwell	Cooper Vincent		
			H.R.D.	998	4
3	J. E. G. Fairman	Entrant	Riley	1954	4
4	E. Winterbottom	Entrant	Cooper Vincent		
			H.R.D.	998	4
5	K. H. Downing	Entrant	Brooke Special	1749	4
6	F. W. Kennington	Entrant	Cisitalia	1090	4
7	Clark-Scott Racing Service	P. C. T. Clark	H.R.G.	1991	4
8	W. S. Aston	Entrant	Cooper	998	4
9	E. J. Newton	Entrant	Frazer-Nash	1971	4
10	J. P. Treen	Entrant	Riley	1087	4
11	G. S. Shillito	Entrant	Riley	1988	4
12	E. Brandon	Entrant	Cooper J.A.P.	994	4
13	A.F.N. Ltd.	To be nominated	Frazer-Nash	1971	4
14	J. W. Gethin	G. N. Mackie or P. M. Wilkes	Rover	1996	6
16	Stirling Moss	Entrant	Cooper J.A.P.	996	6
17	A.F.N. Ltd.	To be nominated	Frazer-Nash	1971	6
18	J. N. Cooper	Entrant	Cooper	998	6
20	W. J. Whitehouse	Entrant	Cooper	998	6
22	N. Gee	Entrant or J. T. Scott	Riley	1496	6
23	A. A. Baring	Entrant	Veritas	1900	6
24	J. P. Ferguson	Entrant	Cooper	1000	6
25	G. R. Baird	Entrant	R.B.L.	1767	6
26	Capt. B. Woodall	Entrant	Woodall Special	1100	6
27	R. F. Salvadori	Entrant	Riley	1986	6
28	D. C. Folland	Entrant	Ferrari	1995	6

Blandford Circuit Speed Table

1 Lap= 3.1404 miles

<i>Min.Sec.</i>	<i>m.p.h.</i>	<i>Min.Sec.</i>	<i>m.p.h.</i>	<i>Min.Sec.</i>	<i>m.p.h.</i>
2.00	94.21	2.20	80.75	2.40	70.66
2.01	93.43	2.21	80.18	2.41	70.22
2.02	92.67	2.22	79.62	2.42	69.79
2.03	91.91	2.23	79.06	2.43	69.36
2.04	91.17	2.24	78.51	2.44	68.94
2.05	90.44	2.25	77.97	2.45	68.52
2.06	89.73	2.26	77.43	2.46	68.11
2.07	89.02	2.27	76.91	2.47	67.70
2.08	88.32	2.28	76.39	2.48	67.29
2.09	87.64	2.29	75.88	2.49	66.90
2.10	86.96	2.30	75.37	2.50	66.50
2.11	86.30	2.31	74.87	2.51	66.11
2.12	85.65	2.32	74.38	2.52	65.73
2.13	85.00	2.33	73.89	2.53	65.35
2.14	84.37	2.34	73.41	2.54	64.97
2.15	83.74	2.35	72.94	2.55	64.60
2.16	83.13	2.36	72.47	2.56	64.24
2.17	82.52	2.37	72.01	2.57	63.87
2.18	81.92	2.38	71.55	2.58	63.51
2.19	81.33	2.39	71.55	2.59	63.16

<i>Min.Sec.</i>	<i>m.p.h.</i>
3.00	62.81
3.01	62.46
3.02	62.12
3.03	61.78
3.04	61.44
3.05	61.11
3.06	60.78
3.07	60.46
3.08	60.14
3.09	59.82
3.10	59.50

The above speed table was prepared by Philip Mayne, Esq., to whom the West Hants and Dorset Car Club is indebted for permission to use it. It must not be reproduced in whole or part, without the permission of Mr. Mayne.

Guide to the Meeting

To-day's Road Race Meeting is an experiment. It is the first time that cars have been raced at Blandford and it is the first time that the West Hants and Dorset Car Club has organised a Race Meeting.

There may be shortcomings—it is hoped that these will be few—but one must learn from experience and the most careful forethought does not produce quite the same results as experience.

In particular it is expected that there will be criticism that spectators are not allowed on the outside of the course, except by Engineers' Corner. There is a reason for this. Generally speaking, the outside of a corner is more dangerous than the inside. Until practical experience is obtained as to where cars are likely to go off the road, the R.A.C. felt that it would be safer to keep spectators inside for this Meeting. There is also the question of expense, for spectators outside the course would entail the cost of another bridge and several thousand yards more fencing, therefore, the full development of spectator accommodation has had to be postponed until next year, as also has the erection of Grandstands. It is felt that the existing arrangements will give everybody a good view and there is freedom to move about from point to point inside the course.

These explanations made, some notes on the racing follow. Many spectators will be seeing their first Motor Race and it is most unsatisfactory to watch an event without a clear understanding of what it is all about.

The first point to be made, is that in the interests of safety, not more than fifteen cars can start at once, and not more than twenty cars can be on the course at any one time. The second point is that all events start from scratch and no handicapping is used, so that the first past the post is the winner.

From the Programme it will be seen that there are three Sports Car Races, a 500 c.c. Race, divided into two heats and a final and the main event of the day, the Blandford Trophy, which is also divided into two heats and a final.

The Sports Car races are each over five laps (about 16 miles) and are for cars which need not be manufacturer's catalogued models, but which must be cars that are used normally on the road, as opposed to just being able to legally travel thereon, accompanied by a great deal of excitement and smell of burning methanol. To produce a water-tight, written definition of such a car has been difficult, in fact impossible. Instead it was stated in the Regulations what was wanted and left very largely to the good sportsmanship of the racing world to only enter such cars as fit in with these requirements. Two concessions to the normal Sports Car Regulations which have been made but which are optional, are; windscreens may be removed altogether after scrutineering. It was felt that there was a risk of accidents through fold-flat windscreens suddenly flying up. Also silencers may be removed if desired. Fuel is confined to petrol as supplied to the public (*i.e.* Pool) to which up to fifty per cent Benzol may be added if required.

The first Sports Car Race is for unsupercharged cars up to 1,100 c.c. the second from 1,101 to 1,500 c.c. and the third from 1,501 to 2,000 c.c. Each event is over five laps. In a short race like this, the starting position makes a great deal of difference to a driver's chances, so that it was considered fairer to ballot for position on the starting-line, *i.e.* the first out of the hat has the right-hand position in the front row. The ballot was held yesterday.

As the total number of entries for the 1,500 c.c. and the 2,000 c.c. races was twenty, it was decided to run these two races simultaneously, under the rule that allows twenty cars to run at once provided they do not start at the same time. Therefore the 2,000 c.c. cars will start in a group, followed one minute later by the 1,500 c.c. cars; sending the fastest cars off first will reduce the amount of overtaking needed, for it must be understood, that the 1,500 c.c. cars are racing amongst themselves only and not against the 2,000 c.c. cars which are competing for separate awards.

There are well over twenty entries for the 500 c.c. Race, which is for those remarkably rapid little motor cycle engines cars which are such a feature of post-war racing. The entries are almost evenly divided between the Coopers and the various home-brewed Specials, with a sprinkling of the locally built Marwyns for good measure.

This race will be run in two five lap heats, and a ten lap final. All the cars' heat times will be recorded and the fastest fifteen cars passed into the final. It is thus, theoretically, possible for all the cars of one heat to pass into the final, with only one or two from the other heat. In practice this is unlikely to happen, as the Selection Committee endeavoured to put an approximately equal number of fast cars in each heat. Starting positions will be by ballot for the heats, and by heat times for the final.

Finally there will be the big event of the day, the Blandford Trophy Race. This is for Formula II Cars, that is, for racing cars up to 500 c.c. supercharged and up to 2,000 c.c. unsupercharged. This is an International formula, becoming increasing popular, and intended to help those who cannot afford to race the somewhat temperamental and highly expensive supercharged 1½ litre Formula I Cars. It should not be thought that this means that the cars will be slow. Far from it, it is merely that they obtained their power from slightly larger and less highly stressed engines.

This was intended to be a single race of 100 miles, but so many entries were received that this was changed to two heats, each of ten laps (approximately 32 miles) and final of twenty-five laps (approximately 80 miles). As with the 500 c.c. cars, the fastest fifteen cars will pass into the final. Starting positions will be by practice times for the heats and by heat times for the final.

For the finals, proper pits will be provided, from which the cars can be controlled by their *equipes*.

Although it is unlikely that refuelling stops will be required in eighty miles, it is possible that competitors may have to pull in for minor repairs or adjustments. Spectators may find that in a medium

or long distance race the fastest car does not always win, for one of the first rules of motor racing is that to win it is necessary to finish. All races will end as soon as the winner has crossed the line and remaining competitors will be given the finishing flag as they complete the lap on which they happen to be when the race is won. Drivers will then complete another lap at reduced speed before pulling into the paddock.

Spectators will see flag marshals all round the course. Their main duties are to slow down competitors if any accident occurs, or if oil has been spilled on the road. Also if a driver should baulk a faster car, he is signalled to give way and a bad case of baulking might even result in the culprit being excluded from the race by the Stewards. Happily, such drastic action very rarely has to be taken. The flags used are internationally recognised and are as follows:—

RED — Stop at once.

Yellow — Take care, danger.

Yellow with vertical red stripe — Oil on course.

Green — Course clear.

Blue (Waved) — Passing signal, another competitor wishes to overtake.

Black (with competitor's number) — The competitor must stop on the next lap.

Black and White (chequered flag)—(with competitor's number) Winner's flag.

White — End of Race.

Spectators will hear sirens being sounded. A long warning blast will sound ten minutes before each event at which competitors will make a warming up lap behind an official car. Three, two and one short blast will be sounded at three, two and one minute to go respectively. A flag start will be used and a driver 'jumping' the start may be penalised by having a time penalty added to his race time. In the excitement and stress of a massed start, it is the easiest thing in the world to move off a little too soon. Cars will be lined up in pairs on the starting grid with the last driver in solitary state at the rear.

After the last race has ended, the principal awards will be presented on the road in front of the pits and spectators will be able to go into the paddock afterwards if they wish.

During the Meeting, the Race News Service will be gathering information from all round the course and collating this, together with the results of the various races, into a duplicated bulletin prepared on the course. Although this is primarily for the assistance of the Press, who cannot be everywhere at once, copies will be on sale to the public at the footbridge by Engineers' Corner, and in the Car Parks a few minutes after the Meeting ends.

At the time of going to Press it is not known whether or not a totalisator will be operating. If it is, announcements will be made over the loudspeaker system. No other form of betting will be allowed, and if any itinerant bookmakers do start up it will be entirely without authority and the public is warned against patronising them.

Amongst those present . . .

1,000 c.c. Sports Cars. Most of the cars are evenly matched and this should be a close race. E. P. Huxham is the Chairman of the West Hants and Dorset Car Club.

1,500 c.c. Sports Cars. R. C. Willis's Frazer Nash B.M.W. is a pre-war car with modern bodywork very much like a High-speed Frazer Nash. Of the H.R.G.'s., G. A. Ruddock's is a pre-war Meadows-engined Le Mans car. W. P. Uglov's has a Riley engine and C. G. Meisl has a virtually standard Singer-engined post-war model, but with a close-ratio gearbox. The Hillman Special is a mixture of Aero Minx, Sunbeam-Talbot and the independent front suspension of the latest Minx.

2,000 c.c. Sports Cars. G. C. Wood's Frazer Nash B.M.W. has left-hand drive. Raymond Way's car is a 328 model but is unrecognisable as such, having gone through the expensive process known as 'adding more lightness' quite thoroughly. Canford Cliffs resident and well-known driver Kenneth Mc Alpine and Rodney Clark will both be driving examples of one of Britain's newest sports cars, the Connaught. These have Lea-Francis engines, and their performance will be watched with interest. Peter Monkhouse's Aston-Martin is a car with five 24 hour runs to its credit already, at Le Mans and at Spa. Monkhouse himself has just returned from partnering George Hartwell in the Alpine Rally, where they put up a magnificent performance in one of the stiffest 'Alpines' ever.

500 c.c. Racing Cars. Practically every well known exponent of this class is running so that it would be invidious to mention names. An exception can be made perhaps in the case of E. J. Moor. He has competed at Shelsley Walsh for at least twenty-five years, regularly, in various 1,100 Specials of wasplike appearance and of his own construction. Recently he has joined the ranks of the five hundreds with another Special, which will, undoubtedly, be painted in his invariable yellow and black stripes.

Blandford Trophy. Although the event is technically open to super-charged five hundreds, there are none entered, because, so far as is known, none have been built, in this country, anyway. Possibly the fastest car competing to-day will be Dudley Folland's twelve cylinder Ferrari. In two seasons of racing these Italian cars have come right to the forefront. Many different types are built, Folland's car having a three carburettor engine developing 140 b.h.p. and a five speed gearbox. Although little more than half the engine size, Frank Kennington's Cisitalia is another modern Italian car. This has a very much modified Fiat engine in an extremely light tubular chassis. Of Belgian origin and German design, A. A. Baring's Veritas is another interesting car, owing more than a little to 328 B.M.W. influence. Oscar Moore's O.B.M. is another 328 B.M.W. basically, which has been converted into a fleet single-seater by its owner. Recently in Belgium, this car, while on its lorry, was stolen. Fortunately the thief omitted to notice that

it was not properly secured, the O.B.M. rolled off, so that Oscar has been able to do Moore racing with it since. Peter Clark's H.R.G. has a modified Standard Vanguard engine and a neat line in single-seater bodywork. The Rover entered by J. W. Gethin is another of those cars which go to prove that all things are not what they seem. Although the major components of this car are undoubtedly Rover, the effect of making it small and light has been to produce one of the fastest cars here to-day.

The R.B.L. has a Lea-Francis engine, the chassis having been built in Bournemouth before the war by L. W. Avery.

There are many Cooper 'thousands' all competing against cars with twice their engine capacity. When these cars, with their two-cylinder, air cooled engines, and their chain drive appeared in Italy recently, the local populace was quite amused, and put it down to the mad English again. That was before the race. Afterwards they decided that the English were not quite so mad after all. Among the 'Cooper Conductors' there are George Hartwell, John Cooper and Stirling Moss, who last year was described as 'up and coming' but who has definitely now come.

The Winners? Oh no! This is the PROGRAMME—not the Race News Service.

Prohibited Areas

Life to-day is full of restrictions, so that it may seem irksome to the spectators that upon arrival here to-day to enjoy himself, he promptly comes up against notices telling him where he can go, and more especially, where he cannot. Please do not get annoyed. They were not put there to prevent spectators from having the best view. Motor Racing is dangerous. A car travelling at 120 m.p.h. takes a lot of stopping if it should run out of road. The West Hants and Dorset Car Club do not want any accidents, least of all to you—*SO PLEASE*

Do not attempt to cross the barriers.

Do not lean heavily on the fences. They are not *that* strong and cost the Club a lot of money.

Do not try to infiltrate into the Camp area.

Do not try to enter the Paddock until after the Meeting and **PLEASE**

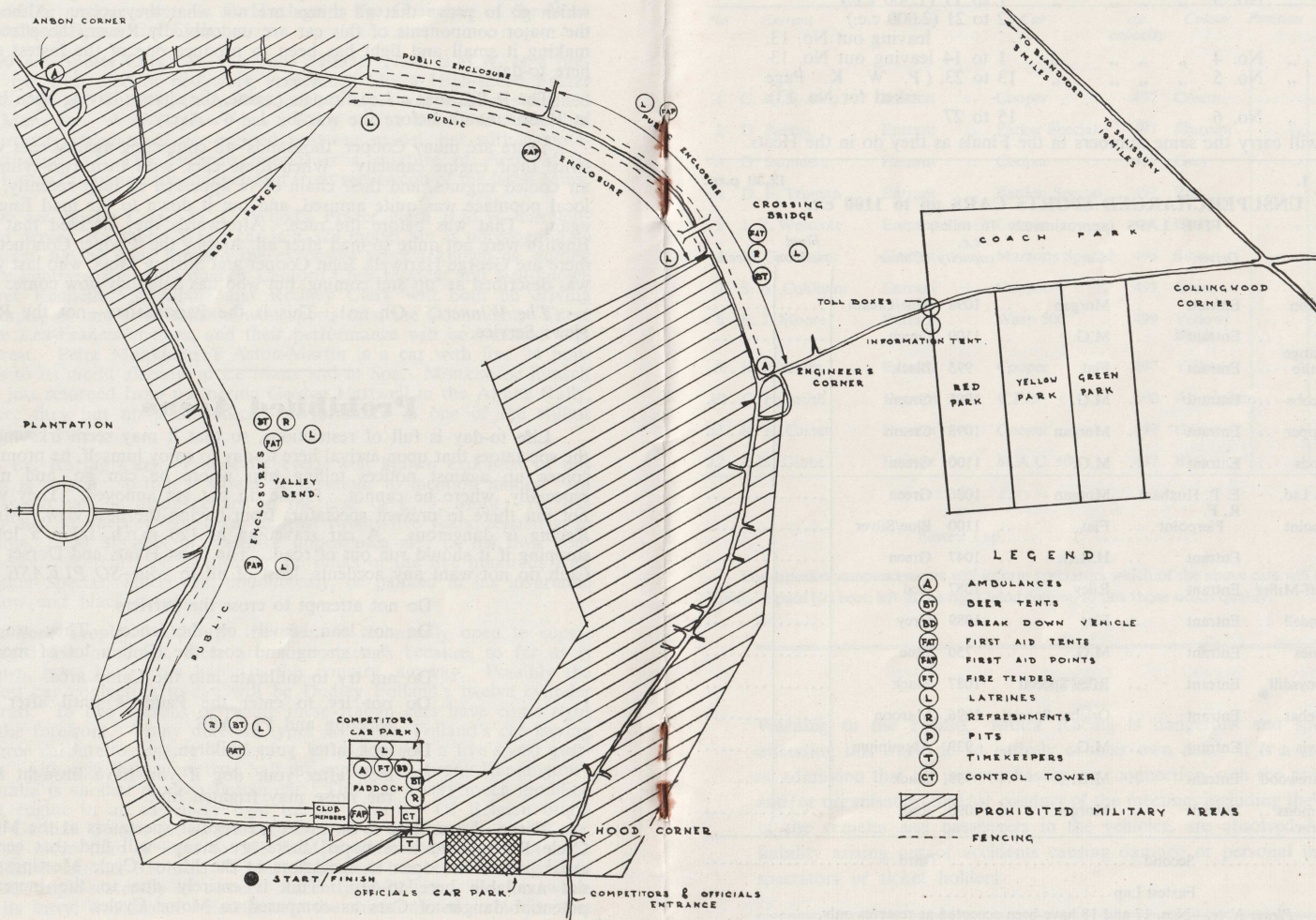
Do look after your children.

Do look after your dog if you have brought him, the noise may frighten him.

Those of you here to-day who are regular spectators at the Motor Cycle Races—and it is hoped there are many—will find that certain areas, which are open to spectators at the Motor Cycle Meetings are not available here to-day. This is entirely due to the increased potential danger of Cars as compared to Motor Cycles.

MAP OF BLANDFORD ROAD CIRCUIT

(DISTANCE 3 MILES 220 YARDS)



LEGEND

- (A) AMBULANCES
- (BT) BEER TENTS
- (BD) BREAK DOWN VEHICLE
- (FAT) FIRST AID TENTS
- (FAP) FIRST AID POINTS
- (FT) FIRE TENDER
- (L) LATRINES
- (R) REFRESHMENTS
- (P) PITS
- (T) TIMEKEEPERS
- (CT) CONTROL TOWER
- ▨ PROHIBITED MILITARY AREAS
- - - FENCING

Numbering System

In Event No. 1 cars will be numbered 1 to 18 leaving out No. 13.
 " " No. 2 " " " " 1 to 12
 " " No. 3 " " " " 1 to 11 (1,500 c.c.)
 12 to 21 (2,000 c.c.)
 leaving out No. 13.
 " " No. 4 " " " " 1 to 14 leaving out No. 13.
 " " No. 5 " " " " 13 to 23 (P. W. K. Page
 asked for No. 13).
 " " No. 6 " " " " 15 to 27

Cars will carry the same numbers in the Finals as they do in the Heats.

EVENT No. 1. 12.30 p.m.

UNSUPERCHARGED SPORTS CARS up to 1100 c.c.

FIVE LAPS (approximately 16 miles)

No.	Entrant	Driver	Car	c.c. capacity	Colour	Final position	Speed
1	J. J. Macklin	Entrant	Morgan	1098	Blue/Cream	.....	.....
2	H. Lester	Entrant	M.G.	1100	Green	.....	.....
3	C. Le Strange Metcalfe	Entrant	Fiat	995	Black	.....	.....
4	R. W. Jacobs	Entrant	M.G.	1086	Green	.....	.....
5	A. B. Napper	Entrant	Morgan	1098	Cream	.....	.....
6	L. J. Woods	Entrant	M.G.	1100	Green	.....	.....
7	Huxhams Ltd.	E. P. Huxham	Morgan	1086	Green	.....	.....
8	H. W. L. Pierpoint	R. F. Pierpoint	Fiat	1100	Blue/Silver	.....	.....
9	H. Clapp	Entrant	H.R.G.	1047	Green	.....	.....
10	E. W. Cuff-Miller	Entrant	Riley	1087	Red	.....	.....
11	P. G. Randell	Entrant	Fiat	1089	Grey	.....	.....
12	S. E. Barnes	Entrant	M.G.	750	Blue	.....	.....
14	W. R. Croysdill	Entrant	Riley Special	1087	Black	.....	.....
15	N. B. Orlebar	Entrant	Orlebar Special	1096	Maroon	.....	.....
16	N. V. Davis	Entrant	M.G.	939	Aluminium	.....	.....
17	E.C.C.Harewood Reserve	Entrant	M.G.	939	Black	.....	.....
18	G. M. Symons Reserve	Entrant	Morgan	1098	Red	.....	.....

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

Fastest Lap.....

Please Note.—Nos. 17 and 18 have been accepted as reserves only.

EVENT No. 2.

1.00 p.m.

RACING CARS up to 500 c.c. (First Heat).

FIVE LAPS (approximately 16 miles)

No	Entrant	Driver	Car	c.c. capacity	Colour	Position	Speed	Passed into Final
1	C. A. N. May	Entrant	Cooper	497	Cream	.....	.....	.....
2	D. Parkes	Entrant	Parker Special	497	Maroon	.....	.....	.....
3	G. Saunders	Entrant	Cooper	497	Grey	.....	.....	.....
4	D. F. Truman	Entrant	Bardon Special	497	Red	.....	.....	.....
5	J. F. Westcott	Entrant	Cooper	497	Black	.....	.....	.....
6	D. G. Flather	Entrant	Marrotts Special	498	Silver	.....	.....	.....
7	S. A. Coldham	Entrant	Cooper	497	Green	.....	.....	.....
8	E. J. Moore	Entrant	Wasp 500	499	Yellow/ Black	.....	.....	.....
9	K. Watkins	Entrant	Cooper	497	Yellow	.....	.....	.....
10	C. F. Smith	Entrant	C.F.S.	500	Aluminium	.....	.....	.....
11	K. E. Carter	Entrant	Cooper	497	Green	.....	.....	.....
12	J. N. Gibbs	Entrant	M.A.C. 500	497	Blue	.....	.....	.....

Fastest Lap.....

Loudspeaker announcements will inform spectators which of the above cars will compete in the Final. Space has been left in the right hand column to tick those which qualify.

NOTICE.

Warning to the Public. Motor Racing is dangerous and spectators attending this track 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 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.

EVENT No. 3.

1.30 p.m.

UNSUPERCHARGED SPORTS CARS from 1101 to 1500 c.c.

FIVE LAPS (approximately 16 miles).

No.	Entrant	Driver	Car	c.c.	Colour	capacity	Final position	Speed
1	G. A. Ruddock	Entrant	.. H.R.G.	1496	Silver			
2	R. C. Willis	.. Entrant	.. Frazer-Nash B.M.W.	1490	Green			
3	C. G. Meisl	.. Entrant	.. H.R.G.	1496	Black			
4	J.C.C. Mayers	Entrant	.. M.G.	1292	Green			
5	T. W. Dargue	E.J.Haesendonck	M.G.	1433	Green			
6	R. E. Molyneux	Entrant	.. M.G.	1250	Black			
7	W. P. Uglow	.. W. A. Cleave	H.R.G.	1496	Blue			
8	R. C. C. Palmer	Entrant	.. Frazer-Nash	1496	Red			
9	J. Tilling	.. Entrant	.. Singer	1497	Red			
10	D. Scott	.. Entrant	.. M.G.	1292	Cream			
11	G. R. Hartwell Ltd.	H. R. Jesty	.. Hillman Special	1185	Blue			
First	Second	Third						

Fastest Lap.....

This class will run at the same time as the 2000 c.c. cars, will start one minute after them, but will not be competing against them.

Event No. 3.

1.30 p.m.

UNSUPERCHARGED SPORTS CARS from 1501 to 2000 c.c.

FIVE LAPS (approximately 16 miles).

No.	Entrant	Driver	Car	c.c.	Colour	capacity	Final position	Speed
12	G. C. Woods	.. Entrant	.. Frazer-Nash B.M.W.	1971	Green			
14	R. F. Peacock	.. Entrant	.. Frazer-Nash B.M.W.	1971	Grey			
15	Raymond Way	Entrant	.. B.M.W.	1971	White			
16	K. McAlpine	.. Entrant	.. Connaught	1767	Green			
17	R. E. Clarke	.. Entrant	.. Connaught	1767	Green			
18	L. Sherley-Price	Entrant	.. Aston-Martin	1950	Black			
19	T. A. D. Crook	Entrant	.. Frazer-Nash B.M.W.	1971	Black			
20	J. R. Stoop	.. Entrant	.. Frazer-Nash	1971	Blue			
21	P. R. Monkhouse	Entrant	.. Aston-Martin	1974	Green			
First	Second	Third						

Fastest Lap.....

This class will run at the same time as the 1500 c.c. cars, will start one minute before them, but will not be competing against them.

20

EVENT No. 4.

2.00 p.m.

THE BLANDFORD TROPHY (First Heat)

RACING CARS up to 500 c.c. supercharged, and up to 2000 c.c. unsupercharged

TEN LAPS (approximately 32 miles).

No.	Entrant	Driver	Car	c.c.	Colour	capacity	Position	Speed	Passed into Final
1	Oscar Moore	.. Entrant	.. O.B.M.	1971	Green				
2	G. Hartwell Ltd.	G.R. Hartwell	Cooper Vincent H.R.D.	998	Grey				
3	J. E. G. Fairman	Entrant	.. Riley	1954	Green				
4	E. Winterbottom	Entrant	.. Cooper Vincent H.R.D.	998	Green				
5	K. H. Downing	Entrant	.. Brooke Special	1749	Green				
6	F.W.Kennington	Entrant	.. Cisitalia	1090	Green				
7	Clark-Scott Racing Service	P. C. T. Clark	.. H.R.G.	1991	Green				
8	W. S. Aston	.. Entrant	.. Cooper	998	Green				
9	E. J. Newton	.. Entrant	.. Frazer-Nash	1971	Silver				
10	J. P. Treen	.. Entrant	.. Riley	1087	Green				
11	G. S. Shillito	.. Entrant	.. Riley	1988	Green				
12	E. Brandon	.. Entrant	.. Cooper J.A.P.	994	Silver				
14	A.F.N. Ltd.	.. To be Nominated	Frazer-Nash	1971	Not Stated				

Fastest Lap.....

Loudspeaker announcements will inform spectators which of the above cars will compete in the Final. Space has been left in the right hand column to tick those which qualify.

21

RACING CARS up to 500 c.c. (Second Heat)

FIVE LAPS (approximately 16 miles)

No.	Entrant	Driver	Car	c.c.	Colour	Position	Speed	Passed into Final
13	P. W. K. Page	Entrant	Cooper	499	Green			
14	W. T. Grose	Entrant	Grose	499	Silver			
15	M.A.H.Christie	Entrant	Cooper	497	Green			
16	Sparrowes Motor Service	J. M. Sparrowe	Sparrowe Marwyn Special	500	Silver			
17	Major P.K. Braid	Entrant	Cooper	497	Blue			
18	K. B. Steadman	Entrant	Parsenn	497	White			
19	J. D. Habin	Entrant	Cooper	500	Silver			
20	C. D. Headland	Entrant	Marwyn	497	Not Stated			
21	R. M. Dryden	Entrant	Cooper	497	Not Stated			
22	J. G. Fry	Entrant	Iota P.I.	497	Green			
23	R. S. Hamblin	A. Brown	Cooper	500	Red			

Fastest Lap.....

Loudspeaker announcements will inform spectators which of the above cars will compete in the Final. Space has been left in the right hand column to tick those which qualify

THE BLANDFORD TROPHY (Second Heat)

RACING CARS up to 500 c.c. supercharged, and up to 2000 c.c. unsupercharged

TEN LAPS (approximately 32 miles)

No.	Entrant	Driver	Car	c.c.	Colour	Position	Speed	Passed into Final
15	J. W. Gethin	G.N.Mackie or P.M.Wilkes	Rover Special	1996	Green			
16	Stirling Moss	Entrant	Cooper J.A.P.	996	Green			
17	A.F.N. Ltd.	To be nominated	Frazer-Nash	1971	Not Stated			
18	J. N. Cooper	Entrant	Cooper	996	Blue			
19	T. A. D. Crook	Entrant	Frazer-Nash B.M.W.	1971	Black			
20	W.J.Whitehouse	Entrant	Cooper	1000	Green			
21	P.R.Monkhouse	Entrant	Aston-Martin	1974	Green			
22	N. Gee	Entrant or J. T. Scott	Riley	1496	Blue			
23	A. A. Baring	Entrant	Veritas	1900	Not Stated			
24	J. P. Ferguson	Entrant	Cooper	1000	Blue			
25	G. R. Baird	Entrant	R.B.L.	1767	Green			
26	Capt.B.Woodall	Entrant	Woodall Special	1100	Green			
27	R.F.Salvadori	Entrant	Riley	1986	Green			
28	D. C. Folland	Entrant	Ferrari	1995	Red			

Fastest Lap.....

Loudspeaker announcements will inform you which of the above will qualify to compete in the Final. Space has been left in the right hand column to tick those which qualify.

EVENT No. 7.

3.50 p.m.

RACING CARS up to 500 c.c. (Final)

TEN LAPS (approximately 32 miles)

The details of the cars which qualify will be given over the loudspeakers. Positions on the starting grid will be based on heat times : These will be announced also.

No.	Driver	Car	c.c. cap.	Position		Speed
				5 laps	10 laps	
2	Parker					
21						
15						
11						
1						
8						
13						
19						
23						
22						
25						
4						
9						
12						
5						

First.....21..... Second.....11..... Third.....23..... 8

Fastest Lap.....

24

EVENT No. 8.

4.30 p.m.

THE BLANDFORD TROPHY (Final)**RACING CARS up to 500 c.c. supercharged and up to 2000 c.c. unsupercharged**

TWENTY-FIVE LAPS (approximately 80 miles)

The details of the cars which qualify will be given over the loudspeakers. Position on the starting grid will be based on heat times : These will be announced also.

No.	Driver	Car	c.c. cap.	Positions					Speed
				5 laps	10 laps	15 laps	20 laps	25 laps	
12	Branch	Cooper							
8	Aston	Cooper							
18	Cooper	Cooper							
11	Shuttle	Peter							
4	Winkie	Cooper							
2	Hartwell	Cooper							
1	Mace	OS 19							
3	Farina	Peter							
25	Baard	RBL							
9	Newton	Wank							
15	Madrie	Pover							
21	Mauldham	Aston							
23	Baring	Veritas							
6	Keswold	Cooper							

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

Fourth..... Fifth..... Sixth.....

Fastest Lap.....

25

8. 2 11 4
8 11 2 48.11.42
8.11.43
11.3 424 4 3
6 4 3

Our Gratitude

The Club wish to thank the following for the invaluable help which has made the Meeting possible.

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and all those individuals who have volunteered to come as Marshals, Car Park Attendants, Programme Sellers, etc.

For the loan of the Record-Breaking XK 120 Jaguar two-seater and of the Mark V saloon, the Committee is indebted to:

Jaguar Cars Limited
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The Committee wish to extend their sincere appreciation and thanks to Keith Peskett for his work in arranging the publicity for this Meeting.

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FIRST RACE 1.30 p.m.

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The Club

Although this is the first Road Race Meeting that the West Hants and Dorset Car Club has organised, the Club has a long experience of other events. Founded in 1932, it ran four events in the first year and most of the founder members are with the Club to-day. The highly successful Poole Speed Trials gave the Club a national reputation. After the war, a speed trial was held in 1947 at Lytchett Manor, in 1948 in King's Park, and in 1949 we were able to hold a hill-climb here at Blandford. Although not very many spectators attended, the meeting was much enjoyed by those who did and by the competitors. Additionally over sixty pounds was raised for the benefit of Army funds.

The Club holds various other events during the year, including simple reliability trials and rallies, in which members may compete in their every-day cars. There is an informal Members' Speed Trial, and the Club has the honour of running the Knott Trial which is one of the events for the British Trials Drivers' Association Championship. W.H. & D.C.C. members are frequently invited to other Clubs' events and their members to ours. Apart from the customary annual Dinner-Dance, we have one or two parties during the winter. Club night is the second Thursday in every month, when members foregather for an informal get-together. A Club Magazine will shortly be produced and supplied free to members monthly. Finally members receive special privileges at public events organised by the Club.

All this is good value for a guinea a year, especially as new members elected after 1st September in any year, are not required to pay another subscription for the following year.

We hope that what you have seen to-day will make you want to join us. There is an application form on the next page, fill it in and send it along—you will be very welcome.

After the Meeting

Please follow the route marked from your car park. It may not seem the nearest way, but it was carefully thought out, and it will certainly be the quickest.

Please drive quietly, the racing is over for the day!

Having gone through all these necessary admonitions and dire warnings, the West Hants and Dorset Car Club welcomes you here, thanks you for coming, trusts that you will enjoy yourself to the full and looks forward to seeing you here again next year.

Application for Membership

To J. B. JESTY, Hon. Secretary,

"Treebound,"

Upton, Poole, Dorset.

I hereby apply for membership of the West Hants and Dorset Car Club and undertake, if elected, to comply with the Rules and Regulations of the Club.

Surname
Block Capitals

Full Christian Names
Block Capitals (Mr. Mrs. Miss)

Address
Block Capitals

Telephone No.

Clubs (if any).....

Profession

Proposer

Seconder

(As an alternative, prospective members may give a suitable reference (personal) if they are not known by any of the present members.)

Reference

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I agree that the Badge remains the property of the West Hants and Dorset Car Club, and that I will return it on request of the Club, or on my ceasing to be a member. I further agree that I will not part with it to any other person.

Signature of Applicant

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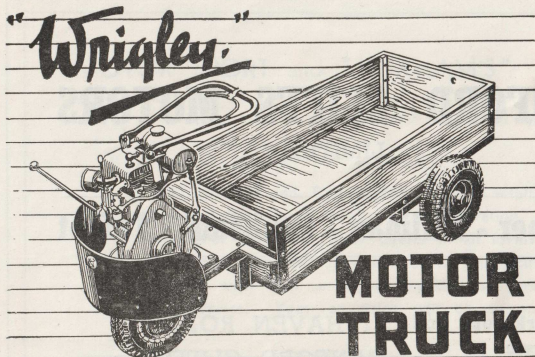
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