

Bristol Motor Cycle & Light Car Club

Racing at Lulsgate Aerodrome 1949 – 1950

Following the end of World War 2 in 1945 the Bristol Motor Cycle & Light Car Club immediately resumed motor sport activities, beginning with a return to speed hill-climbing at Naish Hill House, near Portishead, and in 1948 ran speed trials along the Marine Parade at Weston-super-Mare. The next step was to embark on a full-blown race meeting. Redundant wartime airfields were proving very attractive as new motor sport venues – by the end of 1948 both Silverstone and Goodwood had already hosted their first car race meetings. Looking for one suitable within easy reach of Bristol, after many abortive contacts, the Club homed in on the former RAF Lulsgate Bottom aerodrome, 8 miles south west of Bristol by the side of the A38 Bridgwater road.

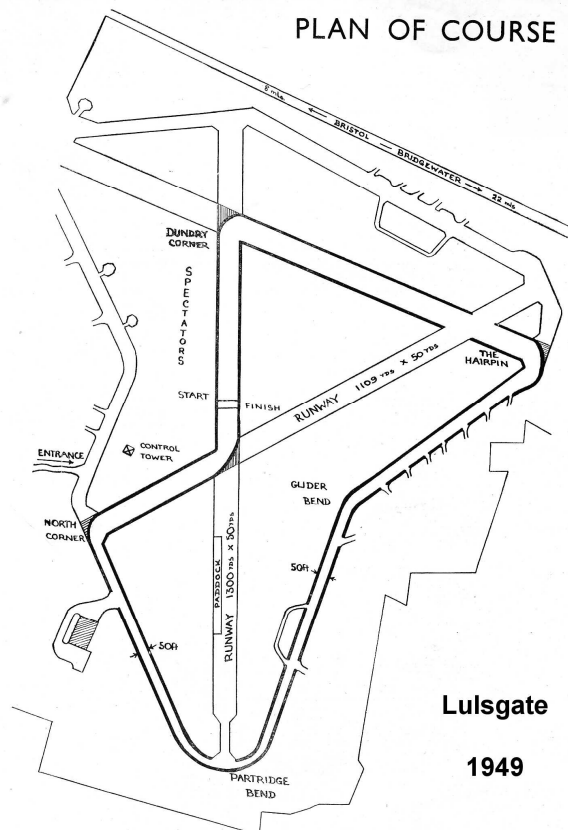
A relief landing ground was initially opened in August 1940 at Cornerpool Farm in the hamlet of Lulsgate Bottom. In 1941 additional farmland was requisitioned to enable the small grass airstrip to be transformed into a fully operational RAF station. Contractors George Wimpey & Co. constructed three 150 feet wide tarmac runways with a fully connecting 50 feet wide perimeter track. For the majority of the war it was used as an RAF training base, until flying finally ceased in 1946. In 1947 the site was de-requisitioned and taken over by the Ministry of Civil Aviation as the location for a new Bristol airport to replace Whitchurch, which was gradually being engulfed by city expansion. That would still be ten years in the future though, and in the interim Lulsgate Aerodrome was immediately adopted as the new base of the Bristol Gliding Club. Then, in the spring of 1949, it also became the venue for the Bristol Motor Cycle & Light Car Club's first ever race meeting. Not only was this a first for the Club, it was also the first circuit racing to be held in the West Country.

1949

The first meeting took place on Easter Saturday, 16th April 1949, but only after many obstacles had had to be overcome. Club Chairman Peter Scott had negotiated with the various government ministries concerned for over six months before permission to use the aerodrome was eventually obtained. That then left just six weeks for Clerk of Course and event Secretary Eric Storey and his team to organise the meeting. This included agreeing the course with the RAC, which was finally achieved on condition there would be no races for racing cars other than the 500cc machines, and that the general public would not be admitted (adequate spectator protection would be a great expense and difficult to install at short notice).

However, Club members, and those of the invited clubs (BARC, VSCC, Bentley DC, Bugatti OC and the 500 Club), and their guests could be admitted, by ticket only, with just charges for car parking (cars 10 shillings [50p], motorcycles 5 shillings [25p]) and programmes (one shilling [5p]). With each club member being allowed five free tickets many were issued and local newspapers reported that a crowd of around 5,000 spectators turned up.

Over 100 entries were received, and on a warm sunny day took part in ten races over a 1.9 mile course which used parts of the perimeter track and runways, and included four right-hand corners and two left-hand bends. The track



Racing at Lulsgate Aerodrome

surface was reported to be good and *“not particularly bumpy”*, although apparently *“some of the corners were difficult to pick out.”* With some competitors having had to travel long distances, the start of morning practice was delayed by 30 minutes, and began at 10.30.

The first race, for sports cars up to 1100cc, got underway at 1.30 pm. The nine starters included several MGs, some Austin and Morris Specials, and the lone Morgan of eventual winner Aubrey Napper. After leading from the second lap the Morgan 4/4 began to sound sick and Napper was briefly passed by SE Barnes' MG, but managed to repass before the final flag to win by 0.8 seconds. A new era of motor racing in the West Country had got off to an exciting start.

Other sports car races followed. The 1500cc cars provided the biggest field of the day - 16, Richard Melville-Smith's Frazer Nash winning, with John Buncombe second in his HRG after a short spell in the lead. The race for 2-litre cars featured a close dice between Neville Gee (Riley) and Gordon Woods (Frazer Nash-BMW), Gee prevailing by 1.2 seconds at the flag, with Derek Buckler third some way back in his Special. Arthur Mallock, in the second of his Austin 7 Specials "Bombsk", had been up with the leaders until he spun at Partridge Bend – according to marshal John Tomlinson he *“drove like one possessed with burning enthusiasm, rather carving up others at times, until he went into a corner too fast and spun round!”*

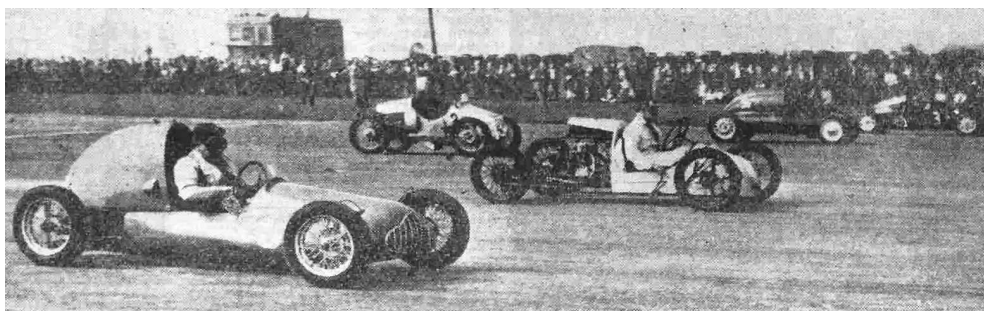
As the RAC would not permit the hoped-for 25 or 30 race starters, the 22 entries of over 2-litre machinery had to be split into two heats, with final positions to be decided by race times. The first heat was comfortably won by Leslie Onslow-Barnett in his 4-litre Mercury-engined special, with Wilf Cripps' Chrysler-powered Cripps Special second. Third was Les Leston, in his first ever race, his Jaguar SS100 an interloper among the American V8 powered machinery, ahead of Wally Cuff's V8 Ford-engined "Hells Hammers IV", fourth. Local man Joe Fry, literally racing on his front doorstep, mere yards from his North Hill home beyond the aerodrome's western boundary, won the second heat comfortably in his Bugatti T55, but Onslow-Barnett's quicker time by 6 seconds in his heat gave him the overall win.

The 500cc racing cars had a ten lap race (all the others were just five), but from the nine-strong entry there were only five starters. In practice local man Gerry Millington's Rudge engine seized, however he managed to strip the engine, fit new rings and reassemble in time to make the start. Jack Westcott won easily in his Cooper, while John Gibbs (MAC) and Millington battled over second place until the MilliUnion was delayed by a fractured fuel pipe. Frome's Wally Cuff retired his Iota "Buzzie" with an overheating engine.

After break for tea a couple of handicap races for Bugatti and Bentley club members then followed, before the two heats of the Bristol MC&LCC members event closed the day. The Bugatti race was poorly supported, with just four starters. First away was Jim Bosisto in his newly built-up 3.3 tourer, who just held off James' 4.9 litre Type 54 by one second at the end, with Joe Fry, last away on 65 sec, gaining, but still ten seconds further back. The Bentley handicap was better supported, but again it was the first away, Norris' 3-litre, which led fairly comfortably to the end.

Derek Buckler easily won the first heat of the Bristol members' race, having an advantage of almost a full minute by the end, while Onslow-Barnett was equally unchallenged in the second. Remarkably they both recorded identical race times, so shared the overall win.

Although there had been a few spins there were no major incidents, and the meeting was considered to have been a terrific success, with Motor Sport magazine commenting *“the organisation was first class, even to public address and a beer tent, the racing was most interesting”*. Motor racing in the West Country was well underway.



*Start of the 500s race.
Front row, from left:
Wally Cuff (Buzzie), Gerry
Millington (Milliunion), John
Gibbs (MAC), Jack
Westcott (Cooper).
Centre, rear:
WH Russell (Special)*

1950

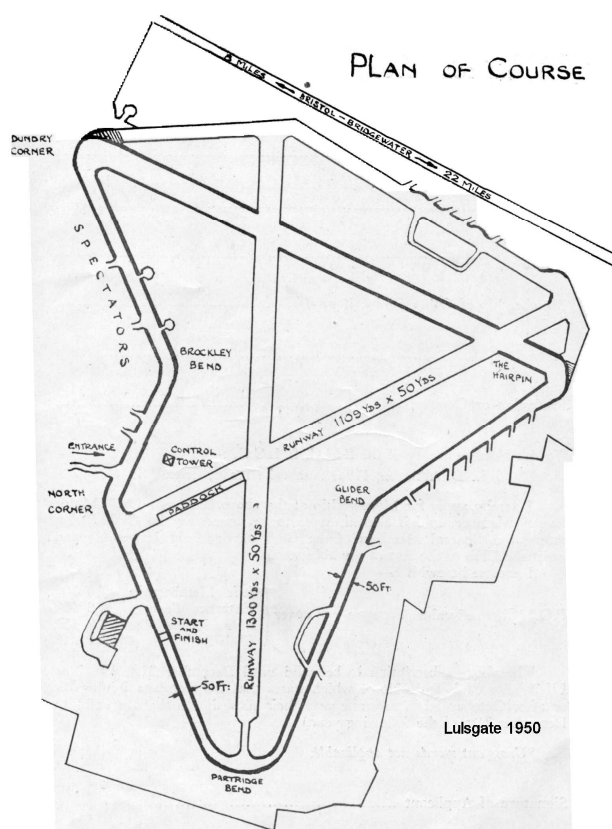
The following year permission was obtained from the RAC, with difficulty, for another meeting at Lulsgate, along similar lines to the first. A different course layout was used this time, using more of the perimeter track and less of the runways, and was now 2.1 miles. The start/finish line was relocated from the main East-West runway to the perimeter track, but the course still had four right-handers and two left-hand bends. Admission was once more by ticket only, free to club members and friends, but with charges for car parking, as before. Again, a crowd of several thousands was reported. The spectators' enclosure, on the northern side of the circuit, was again only separated from the track by ropes. Course preparation the day before had, though, included 40 to 50 volunteers sweeping the circuit to ensure it was clear of loose stones. In those days competitors' safety precautions were also still minimal, crash helmets were not yet compulsory, and some drivers of open cars didn't even wear goggles - MG driver Micky Pople recalled years later that he couldn't see properly for a week after the meeting!

Race day, Saturday 15th April 1950, was a rather wintry spring day, with a cold wind, but fortunately stayed dry for the 150 entries. Although only a limited number were allowed to start

in each race that apparently didn't apply to practicing. Morning practice was in batches of around 25, irrespective of engine size or experience, with a massed start from the grid. Vintage Riley driver Doug Cross explained: "When the flag dropped there was a mighty roar and heaven help anyone who stalled his engine. The dust came down at once, and I hung on to the one in front as best I could, hoping he knew the way." There was only one incident in practice, when Len Barnes overturned his Austin 7 at Dundry Bend when his wheels collapsed. He was taken off to the Bristol Royal Infirmary with "severe lacerations to the face", but later allowed to go home.

The afternoon's racing - ten 5-lappers for sports cars and one of ten laps for the 500cc single-seaters - got underway at one o'clock. The first two races became rather strung-out affairs, Jim Sparrowe winning the first in his Morgan 4/4 ahead of Ashley Cleave's Morris Special, and Dick Jacobs the second in his supercharged MG Special from Jim Mayers' Lester-MG.

Race 3, for 2-litre machines, provided a great duel between Jack Newton's new Le Mans Replica Frazer-Nash and Neville Gee in his pre-war Riley Ulster Sprite, with Newton eventually prevailing.



The large entry of over 2-litre cars had to be split into two heats, with the result decided on best race times. In the first heat Wally Cuff in Hells Hammers IV, now with supercharged Mercury V8 engine, tore away from the start and led for three laps, but was then overhauled by George Matthews' Jaguar. Cuff, whose engine was now "boiling furiously", hung on for second. Oscar Moore in his BMW 328-based OBM won heat 2, but only after the Chrysler engine of the Cripps Special packed up, while Douglas Hull's 1750 Alfa Romeo, running with hood up, was second. With the second heat being faster, Moore took the overall win, with Hull second and Matthews third.

Next came a race for Bristol club members, again split into two heats. Both were won fairly comfortably, by Newton in the Frazer Nash, and by Derek Buckler in his Buckler Special. As the first heat was the faster, Newton gained the overall win, from Nancy Binns' Riley and Gerry Ruddock's HRG.

Racing at Lulsgate Aerodrome

Twelve starters turned out for the ten lap, 21-mile, 500cc racing car race, which the Western Daily Press reporter effusively described as *"the most thrilling race of the day"*. Notable among the entry was Joe Fry in *"the little red Arengo, which looked like a miniature Maserati or Alfa"* according to the same enthusiastic writer. Fry, in the prototype 500 built by Guy Arengo in his Feeder Road workshop, proved to be the class of the field, leading from the start and eventually winning by a large margin. Behind him the Coopers of David Brake, 1949 winner Jack Westcott, and Charles Headland were having a good dice until Brake and Westcott retired, leaving Headland to take second place, despite a spin at Dundry Corner. Of the other local runners, Gerry Millington, whose MilliUnion now sported a Norton engine, retired after a chain broke at half distance, Jimmy Ebdon in the Halldon was lapped, while Jim Bosisto in the second Arengo had various problems and was the last finisher, also a lap down.

The final race was a five lap handicap for sports cars of any capacity, and the large entry, which encompassed everything from 750cc Austins to a 6½ litre Bentley, and vintage Delage and Alvis 12/50 to the latest Frazer Nash's and Connaughts, again had to be split into two heats. The first went to John Lyons in a Connaught, and the second to Bill Little in his Type 35B Bugatti, the aggregate result being Lyons first, Jim Sparrow (Morgan 4/4) second, with Little third.

While it had been another very good meeting at Lulsgate - Motor Sport magazine commenting that *"The whole meeting was well run and jolly good fun"* - it had been apparent to the organisers even beforehand, that this would be the last time a permit would be granted by the RAC[†], and the Club had already turned its attention to a new venue at Castle Combe, and would run their first meeting at the Wiltshire track three months later.

Start of the opening race in 1950. From left: Jim Sparrowe (Morgan), IM Robertson (MG), Ashley Cleave (Morris), George Weber (Riley). Photo by Geoff Williams.



See Appendix A (1949) and Appendix B (1950) for full entry lists and results.

[†] At the time the Bristol MC&LCC's clearly stated reason for discontinuing racing at Lulsgate was the RAC's unwillingness to sanction the circuit for racing any more. Some accounts published more recently suggest that it was due to local noise issues, however I've found no evidence to support that notion.

More motor sport at Lulsgate

While the Bristol club occupied themselves at Castle Combe for the next few years, the Bristol Gliding Club continued to be the main users of Lulsgate Aerodrome. In 1955 Bristol Corporation finally acquired the site, and in 1957 the new Bristol (Lulsgate) Airport was opened. The following year a new terminal building was added and with the new facilities – including a bar – and plenty of car parking space, once again Lulsgate attracted the attention of local motor clubs. Not only did the new amenities provide a comfortable venue for club social meetings, but space for driving tests, road rally starts/finishes, and other competitive events. Among clubs to take advantage were the Burnham-on-Sea MC, the Bristol MC&LCC and the South West Centre of the MG Car Club.

In the summer of 1958, the MG club decided on Lulsgate as the venue for that year's ¼ mile "3 Clubs Sprint". This series of events had begun two years earlier, with each of the three clubs involved - Bristol, MG and Burnham - taking it in turn to organise. In 1958 it was MG's turn, and so on Saturday 14th June Lulsgate became the scene of the "Standing Quarter Speed Trials". The quarter-mile course was set out on the perimeter track, running slightly downhill for the first 150 yards, then after a kink to the left the final 250 or so yards had an equally slight upgrade. Although it had been hoped to run two cars at a time, this was vetoed by the RAC as the course wasn't straight. The inside of the bend was reportedly "*far from smooth*", while lack of pre-event help meant that the course hadn't been swept, and the road surface had a "*good sprinkling of small stones*" to add to the interest.

Eddie Searle recorded the fastest time of the day to win the Phillip Grout Trophy, running his AC Ace-Bristol without windscreen in the sports/racing class, his time of 16 seconds eclipsing Charles Sgonina's Aston Martin DB3 coupe by two-tenths. The Aston was run with two megaphones in place of the silencer, which was apparently "*ear-splitting and sounded most exciting*." Others among the awards were John Buncombe (Austin-Healey), Geoff Mabbs (Standard 10), Amie Lefevre (Sunbeam Rapier), Ron Fry (Jaguar 3.4) and Ashley Cleave in his venerable Morris Special. (Details of known entries and results are listed in Appendix C.)

In January the following year the Bristol club adopted Lulsgate as their new Club headquarters, with regular weekly club nights, and the airfield also became the venue for their "Mendip Petit Prix". This event had originated pre-war over a public road course in the Mendip Hills, then in the 1950s moved to Castle Combe circuit. It was intended to resemble a mock sports car race and, while maintaining a fairly low average speed on track, the actual competition really took place in the compulsory pit stops. Here the competitors had to carry out tasks such as changing spark plugs, changing a wheel, or removing and replacing wiper blades and rear light bulbs, etc. The 1959 event, the first at Lulsgate, was held on the evening of Saturday 28th November, with 30 assorted cars getting away from a Le Mans type start at 6pm. The pits were floodlit, but as only eight were available cars had to keep circulating the aerodrome track – not entirely sedately! – until one became vacant. The winner on this occasion was John Buncombe in a Ford Anglia. These events continued at Lulsgate through the 1960s, with winners including Roy Ashford (MG Midget) and Dave Harris (Riley 1.5), but in 1967 moved to Whitchurch.

Over the following decades the airport at Lulsgate continued to develop and expand and today Bristol Airport transits over eight million passengers per year, up from 33,000 in 1957. However, apart from a 2,700 ft. extension to the western end of the main runway in 1969, the original perimeter track (albeit now partially a car park) and runways remain, showing the original layout as it was raced on in 1949 and 1950.

Lulsgate Aerodrome location:	Coordinates: 51.383 N 2.719 W
------------------------------	-------------------------------

References

Bristol MC&LCC Journal, Bristol Evening World, Bristol Evening Post, Western Daily Press, Iota, Autocar, Motor Sport.

The Story of RAF Lulsgate Bottom, Ian James (Redcliffe Press, 1989)

Pete Stowe 2020

Appendix A - Bristol MC&LCC race meeting, Lulsgate Aerodrome, 16th April 1949. Entries and known results.

No.	Entrant	Car	Reg. No.	colour	cc	Time	Pos.	Awards	Notes
Race 1: Class A - Sports cars upto 1100cc and Super Sports upto 850cc. 5 laps. 9 starters									
62	AB Napper	Morgan 4/4		cream	1098	10m. 18.2s	1	Woodbury Chilcott Cup	
26	SE Barnes	MG J2 Midget			747s	10m. 19.0s	2	Award	
50	J Weber	MG			847	10m 23.4s	3		
46	HE Roberts	Morris			847	10m 30.0s	4		Special
68	HS Pearson	Morris 8			918		s		Morris 8 tourer
80	G Gissing	Austin			747		s		Slipping clutch. Austin 7, Talbot 10 radiator cowl, 2 SUs, alloy head.
32	WH Humfrey	MG			847s		s		misfiring
31	CC Godby	Austin			747		s		possible fractured king-pin
42	GS Weber	Riley			1098				
48	RS Roberts	Austin			747				
52	WT Knill	MG			847				
78	J Moffatt	MG			847s				
Race 2: Class B - Sports cars 1101-1500cc and Super Sports cars 851-1100cc. 5 laps. 16 starters									
42	JG Martin (Dvr: R Melville-Smith)	Frazer Nash			1500	9m 36.4s	1	Bristol Evening Post Cup	
59	J Buncombe	HRG			1496	9m 41.8s	2	Award	
19	H Lester (Driver: LJ Woods)	MG L1 Magna	HRO33		1086	9m 57.4s	3	Award	moved from class A. HRO33 Leslie Woods
25	P Scott	HRG			1496	9m 58.4s	4		
70	GW Best	MG PB			939s		s		
6	Mrs N Binns	Riley			1496		s		
14	GA Ruddock	HRG			1496		ret		stopped on Glider Straight. Meadows engine
24	M Luckman	Frazer Nash			1496		s		
77	J Moffatt (Driver: JS Mead)	Frazer Nash			1496		s		
23	JW Cox	MG-Ford			1046s		s		
4	JCC Mayers	MG			1292		ret		
5	WR Croysdill	Croysdill Spl.			1087				
17	GH Fisher	Aston Martin			1495				
18	H Lester	MG			1250				moved to class C?
22	PK Braid	MG			1250				
35	JH Leigh	Frazer Nash			1496				
42	JG Martin	Frazer Nash			1500				
44	JAT Heath (Driver: P Reade)	MG			1250				
55	EJ Newton	Riley			1496				non-starter (from programme)
Race 3: Class C - Sports cars 1501-2000cc and Super Sports cars 1101-1500cc. 5 laps. 8 starters									
40	GN Gee	Riley Ulster Sprite		blue	1496	9m 6.4s	1	Windmill & Lewis Cup	
15	GC Woods	Frazer Nash-BMW 328			1971	9m 7.6s	2	Award	LHD.
16	CDF Buckler	Buckler			1172	9m 37.0s	3		
9	AMR Mallock	Austin-Ford	WJ1515		1172s	9m 41.2s	4		Spin at Partridge Bend. Ford 10 engine.
51	PJE Binns	OM			1991		s		
69	E Ellis	Frazer Nash-BMW			1911		s		
41	JS French	Austin-Ford			1172s				
54	DS Maunsell	Frazer Nash			1971				
18	H Lester	MG			1250				moved from class B? MG TA KJH114.
Races 4 & 5: Class D - Sports cars over 2000cc and Super Sports cars over 1500cc. 5 laps. (2 heats)									
Heat 1									
11	L Onslow-Bartlett	Mercury Special	GRU7	blue	3917	8m 47.2s	1		
71	J Cripps (Driver: W Cripps)	Cripps Special			5300	8m 57.0s	2		Chrysler engine.
29	L Leston	Jaguar			2664	9m 8.8s	3		first ever race
66	WC Cuff	Cuff Special			3622		4		Hells Hammers IV
47	LD Roberts	Railton			4168		s		Black flagged, open bonnet.
36	J Jane	Lancia			1993				last finisher
Heat 2									
21	JG Fry	Bugatti T55	YY348		2270s	8m53.4s	1		(ch.#55215)
20	JM James	Bugatti T54			4840s	9m 1.0s	2		(ch.#54205)
56	H Kemp-Place	Bentley			4398	9m 9.4s	3		
7	GE Matthews	Jaguar			3486		4		
37	E Seal	Lancia			2120		s		lapped

No.	Entrant	Car	Reg. No.	colour	cc	Time	Pos.	Awards	Notes
Class D - Sports cars over 2000cc and Super Sports cars over 1500cc. Aggregate result based on heat times									
11	L Onslow-Bartlett	Mercury Special	GRU7	blue	3917	8m 47.2s	1	Evening World Cup	
21	JG Fry	Bugatti T55	YY348		2270s	8m53.4s	2	Award	(ch.#55215)
71	J Cripps (Driver: W Cripps)	Cripps Special			5300	8m 57.0s	3	Award	
20	JM James	Bugatti T54			4840s	9m 1.0s	4		(ch.#54205)
29	L Leston	Jaguar			2664	9m 8.8s	5		
other entrants									
38	Mrs MK Harman (Driver: AC Griffiths)	AC			1997		s		
2	P Scott-Russell	Bentley			4500				
8	DHC Hull	Alfa Romeo			1750s				
10	R Dutt	Maserati			2900s				
28	Sir D Gamble	Invicta			4467				
49	T Longuet-Higgins	Vauxhall 30/98			4250				non-starter?
56	H Kemp-Place	Bentley			4398				
58	A Pitts	Bentley			4257				
61	HSF Hay	Rolls-Bentley			4257				
67	HE Baker	Baker Spl.			1991				
73	JFJ Bosisto	Bugatti	MAE260		3300				
70	H Talbot-Wilson	Jaguar			3486				
Race 6: Class F - 500cc Racing cars. 10 laps. 5 starters									
3	JF Westcott	Cooper			496	19m 13.6s	1	Ashmead Trophy	
57	JN Gibbs	MAC			497	19m 38.8s	2		
1	GHC Millington	Milliunion			499	20m 30.0s	3		(Rudge engine)
34	WH Russell	500 Special			500		rtd		(Rudge engine)
65	WC Cuff	Buzzie			497		rtd		overheated engine. Iota Buzzie II.
33	RW Messenger	500 Special			498		dns		
39	HC Lones	Tiger Kitten			496		dns		
45	JAT Heath	Marwyn			447		dns		
76	JG Fry	Iota			497		dns		
Race 7: Class G – Bugatti Sports Cars (Handicap). 5 laps. 4 starters									
73	JFJ Bosisto	Bugatti T49	MAE260		3300	9m 52.4	1	Redcliffe Cup	limit
20	JM James	Bugatti T54			4840s	9m 8.4	2		45 sec (ch.#54205)
21	JG Fry	Bugatti T55	YY348		2270s	8m 59.0	3		65 sec (ch.#55215)
30	H Birkett	Bugatti T44			2992		rtd		15 sec. Faulty fuel pump. Open 4-seater.
Race 8: Class H – Bentley Sports Cars (Handicap). 5 laps									
53	J Norris	Bentley			2996	10m 21.2	1	Berkeley Cup	limit
56	H Kemp-Place	Bentley			4398	8m 43.2	2	Award	
2	P Scott-Russell	Bentley			4500	9m 43.0	3		
	Marechal	Bentley Speed 6					4		
60	TH Farthing	Bentley			4398s		s		
61	HSF Hay	Rolls-Bentley			4257		s		Saloon.
58	A Pitts	Bentley			4396				
81	V Axel-Berg	Bentley			2996				
Races 9 & 10: Class E – Bristol Members' Race. 5 laps. 2 heats									
Heat 1									
16	CDF Buckler	Buckler			1172	9m 47.2s	1		Ford 10 engine.
46	HE Roberts	Morris Spl.			847	10m 45.4s	2		
27	GJ Skinner	Morgan 4/4			1172	11m 10.2s	3		
78	J Moffatt	MG			847s		s		
68	HS Pearson	Morris 8			918		5		
48	RS Roberts	Austin 7			747		s		
23	JW Cox	MG-Ford			1046s				
75	SN Slade	Singer Le Mans			898				
72	R Urquhart	MG			847				
63	BT Owens	Austin 7 Ulster			749		s		lapped
Heat 2									
12	L Onslow-Bartlett	Ford			3622	9m 47.2s	1		
15	GC Woods	Frazer Nash -BMW 328			1971	10m 1.8s	2		
47	LD Roberts	Railton			4168	10m 35.0s	3		
14	GA Ruddock	HRG			1496		s		
77	J Moffatt (Driver: JS Mead)	Frazer Nash			1496		s		next to last finisher.
41	JS French	Austin-Ford			1172s		s		last finisher
30	H Birkett	Bugatti			2992		ret		fuel pumps.

No.	Entrant	Car	Reg. No.	colour	cc	Time	Pos.	Awards	Notes
Class E – Bristol Members' Race. Aggregate result based on heat times									
16	CDF Buckler	Buckler			1172	9m 47.2s	1	Notwen award (Tied)	
12	L Onslow-Bartlett	Ford			3622	9m 47.2s	1	Notwen award (Tied)	
15	GC Woods	Frazer Nash -BMW			1971	10m 1.8s	3		
47	LD Roberts	Railton			4168	10m 35.0s	4		
46	HE Roberts	Morris			847	10m 45.4s	5	Award	
	<i>other entrants</i>								
24	M Luckman	Frazer Nash			1496				
25	P Scott	HRG			1496				
31	CC Godby (Driver: BRH Morgan)	Austin			747				
32	WH Humfrey	MG			847s				
43	GS Weber	Riley			1098				
36	J Jane	Lancia			1993				
59	J Buncombe	HRG			1496				
64	R Bickerton	Frazer Nash			1660				
67	HE Baker	Baker Spl.			1991				
70	GW Best	MG			939s				
73	JFJ Bosisto	Bugatti	MAE260		3300				
74	JEB Little G Gissing	Alfa Romeo			2300s				presumably Little's 8C, DYO308
80	(Driver: R Packer)	Austin			747				

Additional Award - FTD by a Bristol MC&LCC member :
Western Daily Press Cup – CDF Buckler (Buckler) & L Onslow Barnett (Mercury)

Event officials

Clerk of the Course and Secretary of the Meeting: Eric Storey; Timekeepers: JA Hemmens, P Arnott; Judge: J Ashby; Chief Marshal: JF Saunders; Starter: RH Ashby; Paddock Marshal: DP Leaver; Scrutineers: RD Caesar, A Allen; Treasurer: EB Bate; Press Officer: PV Bolt; Commentator: PJ McCormick.

Notes.

Entry details from meeting programme. Results from Bristol MC&LCC Journal and Motor Sport magazine.

Car registration numbers obtained from photographs or film.

Additional car identification details from:

www.bugatti-trust.co.uk/the-bugatti-trust-photograph-archive

Harry Lester His Cars & the Monkey Stable, Stewart Penfound (BR Books, 2015)

Appendix B - Bristol MC&LCC race meeting, Lulsgate Aerodrome, 15th April 1950. Entries and known results.

No.	Entrant	Car	Reg. No.	Colour	cc	Speed mph	Pos.	Awards	Notes
Race 1: Class A - Sports cars upto 1100cc and Super Sports upto 850cc. 5 laps.									
39	JM Sparrowe	Morgan 4/4	JUO177		1098	54.93	1	Woodbury Chilcott Cup	
61	WA Cleave	Morris	CCV952		1186	53.74	2	Award	
65	J Moffat	MG			847s	52.98	3	Award	
21	Mrs MK Harman	Lagonda Rapier			1098		4		
78	JS French	Austin			747s		s		
69	DV Cross	Riley			1089			finisher	
9	GS Weber	Riley 9 Brooklands	AZ3641		1089		rtd		
72	JS Mead	MG			847		rtd		
14	SE Barnes	MG			747s				
17	IM Robertson	MG	AYF209		847				
66	DJ Hase	Meakin-Cross			990				
75	H Thorne (Driver: A Steer)	Singer			972				
76	P Spencer-Pearce	MG			1087				
79	W Chandler	MG			847				
73	LJ Barnes	Austin 7			750		dns		practice accident
Race 2: Class B - Sports cars 1101-1500cc and Super Sports cars 851-1100cc. 5 laps.									
16	RW Jacobs	MG			1086s	64.96	1	Bristol Evening Post Cup	MG Special CS7695
8	JCC Mayers	Lester MG TAC	KJH114		1250	63.85	2	Award	
25	FJA Hobbs	MG			1087s	59.29	3	Award	
3	Mrs Nancy Binns	Riley TT Sprite	AVC17		1496				
7	GA Ruddock	HRG	GPH477		1496				moved to Class C?
22	J Buncombe	HRG			1496				
23	JW Cox	Dellow			1496				
30	MJ Pople	MG TC			1250				
33	KH Downing	Connaught			1480				
41	M Parrott	Buckler			1172				
52	GW Best	MG TD			1250				
54	P Clark	HRG			1496				
56	P Scott	HRG			1496				
60	CDF Buckler	Buckler			1070s				
67	DC Pritchard	HRG			1496				
74	HS Pearson	Morris			918s				
83	A Leitch	MG	?AE ?4?		1250				
Race 3: Class C - Sports cars 1501-2000cc and Super Sports cars 1101-1500cc. 5 laps.									
18	EJ Newton	Frazer Nash HS	TMX543	silver	1971	64.96	1	Windmill Trophy	ch.# 421/100/007
24	GN Gee	Riley			1496	64.75	2	Award	
62	GE Phillips	MG			1250	62.78	3	Award	
7	GA Ruddock	HRG	GPH477		1496		s		moved from Class B
1	GH Fisher	Aston Martin	DMX358		1950		s		ch.# G6/701/UR
11	J Lyons	Connaught	MPH998		1767				ch.# L2
31	Lady Mary Grosvenor	Frazer Nash LM	MMA631		1971		s		unplaced. Ch.# 421/100/111
Races 4 & 5: Class D - Sports cars over 2000cc and Super Sports cars over 1500cc. 5 laps. (2 heats)									
Heat 1									
32	GE Matthews	Jaguar			3486	61.74	1		
28	WC Cuff	Cuff Special			3917s	60.73	2		Mercury V8 engine
43	HT Wilson	SS Jaguar			3486	60	3		
20	DN Brake	Alfa Romeo			2336s		s		
5	REB Williams	Bentley			4398		rtd		engine.
Heat 2									
58	O Moore	BMW			1971	69.17	1		OBM
70	DCH Hull	Alfa Romeo			1750s	66.7	2		
59	W Freed	Healey Silverstone	KYR3		2443	57.46	3		ch.# D32
47	JEB Little	Bugatti T35B	NAE194		2261s		s		ch.# 4849
85	HSF Hay	Rolls Bentley			3669			finisher	reserve driver Mrs MJ Hay
64	WL Cripps	Cripps Special			5300		rtd		Chrysler V8 engine
Aggregate result based on heat times									
58	O Moore	BMW			1971	69.17	1	Bristol Evening World Cup	
70	DCH Hull	Alfa Romeo			1750s	66.7	2	Award	
32	GE Matthews	Jaguar			3486	61.74	3	Award	
28	WC Cuff	Cuff Special			3917s	60.73	4		
43	HT Wilson	SS Jaguar			3486	60	5		
59	W Freed	Healey Silverstone	KYR3		2443	57.46	6		ch.# D32
other entries									
2	TM Meyer	HW Alta	MPB77		1961				
4	P Scott-Russell	Bentley			4398				
6	JW Rowley	Talbot			2270				
26	JB Jesty	Allard			3622				
36	K Watkins	Healey	LDV199		2443				ch.# D33
40	JA Williamson	Bentley			2996				
45	PJE Binns	Vauxhall 30/98			4300				
51	J Fry	Bugatti			2278s				
68	EN Davidge-Pitts	Bentley	JU8576		6597				ch.# SB2754
71	DH Wilson-Spratt	Bentley	?? 57??		4398				
87	PWJ Parkes	Riley	MHU541		2443				2 1/2 litre roadster

No.	Entrant	Car	Reg. No.	Colour	cc	Speed mph	Pos.	Awards	Notes
Race 6: Class E – Bristol MC&LCC Members' Race. 5 laps. 2 heats									
Heat 1									
18	EJ Newton	Frazer Nash HS	TMX543	silver	1971	66.1	1		ch.# 421/100/007
3	Mrs Nancy Binns	Riley TT Sprite	AVC17		1496	63.31	2		
7	GA Ruddock	HRG	GPH477		1496	59	3		
22	J Buncombe	HRG			1496	57.91	4		
47	JEB Little	Bugatti T35B	NAE194		2261s	57.6	5		ch.# 4849
30	MJ Pople	MG TC			1250		s		
23	JW Cox	Dellow			1496		rtd?		gearbox
24	GN Gee	Riley			1496		rtd		broke piston
63	R Bickerton	Frazer Nash	EMK822		1660		rtd		ch.# 2167
Heat 2									
60	CDF Buckler	Buckler			1070s	57.03	1		
74	HS Pearson	Morris 8			918s	55.33	2		Series E engine
82	SLN Slade	MG	MAE761		1250	54.13	3		
61	WA Cleave	Morris	CCV952		1186	53.36	4		
Aggregate result based on heat times									
18	EJ Newton	Frazer Nash HS	TMX543	silver	1971	66.1	1	2000 Cup	ch.# 421/100/007
3	Mrs Nancy Binns	Riley TT Sprite	AVC17		1496	63.31	2		
7	GA Ruddock	HRG	GPH477		1496	59	3		
22	J Buncombe	HRG			1496	57.91	4	1500 Cup	
47	JEB Little	Bugatti T35B	NAE194		2261s	57.6	5	Redcliffe Trophy (over 2000cc)	ch.# 4849
61	WA Cleave	Morris	CCV952		1186	53.36		1100 Cup	
other entries									
9	GS Weber	Riley 9 Brooklands	AZ3641		1089				
17	IM Robertson	MG	AYF209		847				
27	JA Earle-Marsh	Lancia			2120				
28	WC Cuff	Cuff Special			3917s				
33	KH Downing	Connaught			1480				
41	M Parrott	Buckler			1172				
52	GW Best	MG TD			1250				
53	RW Ashley	Alvis 12/50			1645				
56	P Scott	HRG			1496				
64	JAF Cripps	Cripps Special			5300				
65	J Moffat	MG			847s				
66	DJ Hase	Meakin-Cross			990				
71	DH Wilson-Spratt	Bentley	?? 57??		4398				
80	RA Spiers	Delage 14/40 DISS	XY3371		2120				1922 car
81	TJH Bennett	MG			1250				
82	SLN Slade	MG	MAE761		1250				
83	A Leitch	MG	?AE ?4?		1250				
73	LJ Barnes	Austin			750		dns		practice accident
86	HE Baker	Baker Special			1991		dns		AC-engined Amlicar. Not ready in time.
Race 7: Class F - 500cc Racing cars (International Formula 3). 10 laps. 12 starters									
50-	CG Arengo								
48	(Driver: JG Fry)	Arengo JAP		red	497	63.31	1	FR Ashmead Trophy	Prototype car. Listed in prog as #50, film show raced as #48
84	CD Headland	Cooper			497	61.23	2	Award	
12	G Hartwell Ltd.(Driver: EM Martin)	Cooper Vincent HRD			500	61.2	3	Award	
15	JW Cox	Cooper Norton			499		F		Last one on same lap
38	J Ebdon	Halldon JAP			497		F		lapped
49	CG Arengo (Driver: JFJ Bosisto)	Arengo Norton			497		F		New car. Last finisher
35	K Watkins	Cooper			497		s		
55	N Rowland	Cooper			497		s		
10	GH Millington	Milliunion			499		rtd		Broken chain
19	DN Brake	Cooper			497		rtd		
44	JF Westcott	Cooper			497		rtd		
29	WC Cuff	Hells Hammers V			500				
34	C Heath	Heath JAP			497				
48	CG Arengo	Arengo			497		dns		
Race 8: Class G – Sports cars and Super Sports cars (Handicap). 5 laps.									
Heat 1									
11	J Lyons	Connaught	MPH998		1767		1		1m 5s. ch.# L2
39	JM Sparrowe	Morgan 4/4	JUO177		1098		2		35s
36	K Watkins	Healey	LDV199		2443		3		1m 15s. ch.# D33
22	J Buncombe	HRG			1496		s		
30	MJ Pople	MG TC			1250		s		
1	GH Fisher	Aston Martin	DMX358		1950		s		ch.# G6/701/UR
Heat 2									
47	JEB Little	Bugatti T35B	NAE194		2261s		1		1m 15s. ch.# 4849
45	PJE Binns	Vauxhall 30/98			4300		2		1m 10s
65	J Moffat	MG			847s		3		15s
61	WA Cleave	Morris	CCV952		1086		s		
78	JS French	Austin			747s		s		
80	RA Spiers	Delage 14/40 DISS	XY3371		2120		s		1922 car
53	RW Ashley	Alvis 12/50			1645		s		
90		Bentley					s		not in entry list

No.	Entrant	Car	Reg. No.	Colour	cc	Speed mph	Pos.	Awards	Notes
Race 8: Class G – Sports cars and Super Sports cars (Handicap). Aggregate result based on heat times									
11	J Lyons	Connaught	MPH998		1767		1	Berkeley Cup	ch.# L2
39	JM Sparrowe	Morgan 4/4	JUO177		1098		2	Award	
47	JEB Little	Bugatti T35B	NAE194		2261s		3	Award	ch.# 4849
36	K Watkins	Healey	LDV199		2443		4		ch.# D33
16	RW Jacobs	MG			1086s		5		on scratch. MG Special CS7695
other entries									
2	TM Meyer	HW Alta	MPB77		1961				
3	Mrs Nancy Binns	Riley TT Sprite	AVC17		1496				
4	P Scott-Russell	Bentley			4398				
5	REB Williams	Bentley			4398				lost top of a piston
6	JW Rowley	Talbot			2270				
7	GA Ruddock	HRG	GPH477		1496				
8	JCC Mayers	Lester MG TAC	KJH114		1250				
20	DN Brake	Alfa Romeo			2336s				
21	Mrs MK Harman	Lagonda Rapier			1098				
23	JW Cox	Dellow			1496				
25	FJA Hobbs	MG			1087s				
27	JA Earle-Marsh	Lancia			2120				
28	WC Cuff	Cuff Special			3917s				
31	Lady Mary Grosvenor	Frazer Nash LM	MMA631		1971				Ch.# 421/100/111
32	GE Matthews	Jaguar			3486				
33	KH Downing	Connaught			1480				
37	DC Pitt	Frazer Nash			1971				
40	JA Williamson	Bentley			2996				
41	M Parrott	Buckler			1172				
42	V Axel-Berg	Alfa Romeo			1750s				
43	HT Wilson	SS Jaguar			3486				
51	J Fry	Bugatti			2278s				
52	GW Best	MG TD			1250				
54	P Clark	HRG			1496				
56	P Scott	HRG			1496				
57	GW Dakin	Bentley			2996				
58	O Moore	BMW			1971				OBM
59	W Freed	Healey Silverstone	KYR3		2443				ch.# D32
60	CDF Buckler	Buckler			1070s				
62	GE Phillips	MG			1250				
64	WL Cripps	Cripps Special			5300				
68	EN Davidge-Pitts	Bentley	JU8576		6597				ch.# SB2754
72	JS Mead	MG			847				
85	HSF Hay	Rolls Bentley			3669				reserve driver Mrs MJ Hay
87	PWJ Parkes	Riley	MHU541		2443				2 1/2 litre roadster

Additional Award - FTD by a Bristol MC&LCC member :

Western Daily Press Cup – EJ Newton (Frazer Nash)

Event officials

Clerk of the Course: Eric Storey; Secretary of the Meeting: CB Salter; Timekeepers: JA Hemmens, P Arnott; Judge: WJ Ashby; Chief Marshal: LD Atkinson; Starter: RH Ashby; Paddock Marshal: BE Cordon; Scrutineers: RD Caesar, WMG Marshall, PW Evans, A Allen; Treasurer: KB White; Press Officer: PV Bolt; Commentators: PJ McCormick, WG Kay.

Notes.

Entry details from meeting programme. Results from Bristol MC&LCC Journal and Motor Sport magazine.

Car registration numbers obtained from photographs or film.

Additional car identification details from:

Harry Lester His Cars & the Monkey Stable, Stewart Penfound (BR Books, 2015)

An MG Experience, Dick Jacobs (Transport Bookman, 1976)

From Chain Drive to Turbocharger - The AFN Story, Denis Jenkinson (PSL, 1985)

Healey Registrar (Association of Healey Owners)

www.bugatti-trust.co.uk/the-bugatti-trust-photograph-archive

www.vintagebentleys.org

Aston Martin Heritage Trust, amht.collectionsindex.com

**Appendix C - MGCC(SW), Bristol MC&LCC & Burnham-on-Sea MC 'Three Clubs Sprint'.
Lulsgate Aerodrome, 14th April 1958. Known entries and results.**

Entrant	Car	Best Time	Awards	Class Pos.	Class
Eddie Searle	AC Ace Bristol	16.0	FTD - Phillip Grout Trophy		Sports-Racing
Charles Sgonina	Aston Martin DB3 Coupe	16.2	Brown & Coward Cup	2	Sports-Racing
PWJ Parkes	Jaguar XK150	17.8	Award	1	B3 over 2000cc
FD (Francis) Parry	AC Ace	17.8	Nu-Texa Cup		B3 over 2000cc
WA Cleave	Morris	18.0	Award	1	C1
DC (Don) Bishop	MG PA	18.0	MG Trophy		
RG Fry	Jaguar 3.4	18.1	Award	1	A5
G Weston	Triumph TR3	18.4	Award	1	B2
J Buncombe	Austin Healey	18.7	George Body Challenge Trophy		
Mrs EM Dunscombe	Triumph TR3	19.5	Ladies Trophy		B2
Mrs EM Dunscombe	Austin A105	19.8			A4
Derek Palmer	Fiat TV	19.9			Sports
C Cruikshank	Bristol	20.1	Award	1	A4
B Harding	MG Magnette	20.7	Award	1	A3
AF Lefevre	Sunbeam Rapier	21.0	Award	1	B1
BJ Lovell	Austin Metropolitan	21.8	Passey & Porter Trophy		
BG (Brian) Underwood	Austin A35	22.4	Award	1	A2
D Smith	Austin A35	22.4			A2
Geoff Mabbs	Standard 8	22.4	Coventry & Jeffs Trophy		
Derek Palmer	Fiat TV	24.5			A2
Eddie Searle	AC Ace Bristol				B2
Champney	Arnott (500cc)				Sports-Racing?
Mrs EM Dunscombe	Goggomobile				
Tom Clarke	Goggomobile (300cc)				
Gerry Bath	<i>Ford Thames van?</i>				

Notes:

Course: 1/4 mile from standing start.

Entries and results from Bristol MC&LCC Journal.

Several cars ran in more than one class.

Westcountry Motorsport History
 Website <https://bpmc.org.uk/petestowe/wmh.htm>
 petestowe @ talktalk.net