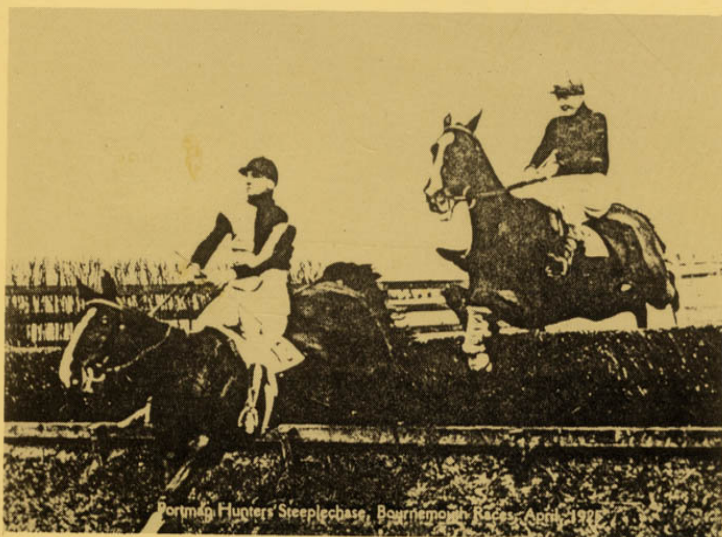


The Ensbury Park
Race Course and Airfield
Bournemouth



John Barker

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The Author

John Barker, BA, C.Eng, MIMechE, was born in London and moved to Bournemouth in December 1940 when he was 11 years old. He attended Bournemouth School from January 1941 to December 1945. After service in the Royal Navy he worked for a local timber firm, Sherry & Haycock, and then for Foster Wheeler during the construction of their new Fawley Oil Refinery. In December 1951 he joined the Ministry of Supply at the Military Engineering Experimental Establishment at Christchurch, where he remained until he retired in 1989.

His other publications in this series are: "Meyrick Park Halt", "Military Engineering at Christchurch Barracks", "Lady Georgiana Fullerton", and "Christchurch Barracks".

Acknowledgements

This book is based on some papers found by my wife in a collection of documents outlining the development of various districts of Bournemouth which were given to the Bournemouth Local Studies Group and formed the core of a talk, called "Over the Sticks and Into the Air", given to the Group in May 1993. Much of the information, particularly on land purchases and transfers, was collected and collated by Mr. Michael Stead to whom I am indebted for permission to use it. I am also grateful to Mrs Martin, Mr. Etches' daughter, who has allowed me to reproduce some of her photographs; to Mrs Braithwaite, a long time resident of Hill View Road, for her memories of the area before the race course was built; to Mrs Ann Norbury, the Poole Archivist, for allowing me access to the minutes of the Poole Rural District Council; to the Jockey Club for excerpts from the Racing Calendar; and to the Public Records Office, Kew, for the records of RAF stations. Thanks are due to many others for their memories of the race course and the airfield, and above all to Eileen, my wife, for her help and criticism in shaping this story.

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Introduction

The Poole Selling Hurdle Race which started at 2 o'clock on the afternoon of Friday 17th April 1925 was the inaugural event of the Bournemouth Racecourse. The Racecourse, however, was not in Bournemouth but in the Parish of Kinson and the Rural District of Poole. Situated at Ensbury Park, it is now submerged under the bungalows and houses of the Leybourne Estate. The last horse race took place just three years later, on April 11th 1928. Between those two dates the racecourse saw twenty two days of National Hunt racing, three large aviation meetings, motor cycle grass track racing and some of the first greyhound racing in Bournemouth.

The racecourse was built on the site of an airfield used by the Royal Flying Corps. and then the Royal Air Force, to train pilots towards the end of the 1914-18 war.

Linking these activities, flying, racing and building, is one man, Mr. F.E. Etches; and this story is as much about him as about the negotiations and problems in establishing the race course and its final days.

Mr. F.E. Etches and Wallisdown Flying School

Frederick Etches was a Yorkshireman and professional photographer, with a keen interest in flying, who had once been the manager of Gustav Hamel, one of the pioneers of aviation. He was also, in 1914, the owner of a Monsanto-G aircraft and was associated with a "flying circus" based at Hendon in the early 1910s.

Mr. Etches became General Manager of the Bournemouth Aviation Company which, in 1915, leased some fields on the southern side of Wallisdown Road opposite Talbot Village and established the Bournemouth Aerodrome and a flying school there. The fields are now the site of Bournemouth University and the extended Talbot Village. The school trained pilots prior to their entry into the Royal Flying Corps and other air forces. Pupils included Belgians and Canadians. One of the early fatalities was Second Lieutenant Edward Rebbeck, son of the Bournemouth estate agent and former mayor of the town.

In August 1916 Mr. Etches was responsible for the first plane ever to land in Poole. It was part of a demonstration to raise funds for the Poole Soldiers Home and the Cornelia Hospital. The plane piloted by the Chief Instructor of the School, Mr. S. Summerfield, landed in a field next to Poole Park. The flight from Wallisdown took four and a half minutes, and the descent was described as a "spiral one and the landing was cleverly effected in the face of adverse winds and a terribly rough and hilly ground. Mr. Summerfield later gave a brief demonstration, circling the park and planing, one of his 'dips' causing a flutter in not a few breasts". In reply to a question about expenses Mr. Etches said, "What, don't you think we can render a little service for two noble causes in the most important town in the county in which

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our air school is situated?" However, the airfield was small and when the Ensbury Farm Estate became available the Bournemouth Aviation Company bought it and transferred its activities to Ensbury Park.

Ensbury Farm Estate

By 1914 the coastal strip of Bournemouth and Poole had been built on and Bournemouth had expanded northwards as far as Winton. Aircraft even then required flat and level fields to operate from, with reasonably clear approaches. The only suitable areas left were on the gravel plateau to the north of the town on the southern edge of the Stour Valley. Much of the Ensbury Farm lay on this plateau some one hundred to one hundred and twenty feet above sea level, bounded on the north west side by the East Howe valley and to the south east by Redhill Common and its valley. To the south it rose steadily until it reached the ridge on which Talbot Village stands. The fields bounding Hill View Road had been leased to Studely College near Warwick as an experimental horticultural growing ground.

Mrs Braithwaite, a long time resident of Hillview Road, remembers the fields planted with soft fruits and apple trees. She also remembers fields of rhubarb grown where Hillview School now stands. These were owned then by Dowlands, who had a greengrocers in Wimborne Road opposite the entrance to Pine Road.

Ensbury Farm was sold at auction in August 1916 as one lot of approximately eighty eight acres for £8,600. On the 30th December that year it was sold on to the Bournemouth Aviation Co. Ltd. with F.E. Etches and Berrtard Mortimer as principals. In early 1917 the flying school transferred to this site. The Royal Flying Corps requisitioned it and on 1st April 1918 it became a station of the newly formed Royal Air Force and was named RAF Winton.

Bournemouth Airfield, Ensbury Park

From 1917 to 1919 the Bournemouth Aviation Company continued to train pilots for the RFC and the RAF. At the end of 1918 the Wireless Telephony School moved from Chattis Hill to RAF Winton. Its presence at Bournemouth is recorded for 1st January 1919 only, in the list of RAF units. It was administered by the Air Ministry (Technical Admin.) It is probable that the School was disbanded after the experiments with wireless telephony were seen as unsatisfactory because the School disappears from the records after the January 1919 entry.

Early in 1919 the RAF moved to Beaulieu in the New Forest, and returned Ensbury Park to civilian use. The inaugural peacetime flight was by a Handley Page converted bomber piloted by Lt.Colonel Sholto-Douglas. On June 6th 1919 a party of Bournemouth dignitaries which included the Mayor, Alderman Bishop, and the Town Clerk, Mr. H. Ashling, took the train to London and the Handley Page Works at Cricklewood and flew back in a Handley Page plane to Ensbury Park where they were greeted by Mr. Etches, the Mayoress and a large crowd of sightseers. This heralded the start of short flights for pleasure, visits by Alan Cobharn's Flying Circus, and regular flights. However, by 1921 Messrs. Etches and Mortimer were already planning the next venture on the land: a race course.

The Bournemouth Racecourse Syndicate Ltd.

By 1921 The Bournemouth Racecourse Syndicate Ltd. had been formed. Among its directors were F.E. Etches and Bernard Mortimer. Mortimer was a Southampton bookmaker who at one time had an interest in Joe Beckett, the British heavyweight champion from 1919 to 1923.

On 13th May 1921 Etches and Mortimer sold options they held on parcels of land at Ensbury to the Syndicate. Ten days later Etches, on behalf

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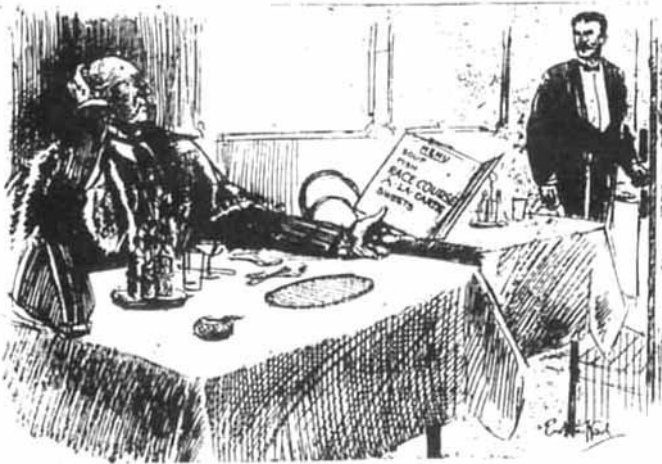
of the Syndicate, exchanged some land owned by G. Watts & Sons, the nurserymen, on which Etches had an option, with Mrs. J.J. Osborne. During the rest of 1921 a number of similar transactions took place with the aim of tidying up the edges of the Ensbury Farm Estate and enlarging the total holdings of land. Fuller details are in Appendix 2.

Also in 1921 the Syndicate had applied to Poole Rural District Council for planning permission to develop the land at Ensbury as a racecourse. Permission was refused on 29th July 1921.

On 21st September 1921 the Kinson Parish Council resolved that because of the state of unemployment in the district it could not object to the race course at Enshury Park which would provide work for a number of men.

By December 1921 a new company, the Bournemouth Racecourse Ltd., had been formed; and it contracted to buy all the lands and options owned by the Syndicate at Ensbury.

On 3rd January 1922 the Racecourse companies protested at the refusal of planning permission. That the proposal for a racecourse aroused local interest is shown by the cartoon in the Bournemouth Graphic on 13th January 1922. This showed an exchange at a restaurant between an Alderman Bournemouth and a Waiter Etches about the menu which contains the item "Race Course A-la-Carte".



ANOTHER "COURSE."

ALD. BOURNEMOUTH: Good heavens, waiter! What have you brought? I ordered "Horse Radish."
WAITER ETCHES: Sorry, sir. I thought you said Horse *Relish*.

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On the 26th of January 1922 "The New Bournemouth Racecourse Ltd.", an incorporated company. issued its prospectus. The company's primary aim was to acquire freehold land at Ensbury and to construct a first class racecourse upon it. The directors were:

Bernard Mortimer. Commission Agent of Southampton, P.A.O. Whitaker, Owner and Trainer of Salisbury, Frank Platt, Mill Director of North Wales, H.S. Perse, Owner and Trainer of Steelbridge, F.E. Etches, Managing Director of Bournemouth Aviation Company of Bournemouth

The capital of the company was £150,000 divided into one hundred and fifty thousand ordinary shares of £1 each. The prospectus advertised the issue of seventy five thousand £1 ordinary shares at par, which could be obtained by paying four five-shilling instalments, the last to be paid by 1st May 1922.

The site was described as lying within "two of the greatest sporting counties of England with two thirds of the racing stables of the south lying within a seventy five mile radius. It was only three miles from the centre of Bournemouth, which ranked as one of the most delightful and popular resorts in the South of England. It was a rendezvous for visitors all the year round and offered the most comfortable and spacious hotel accommodation equal to the finest in the Country".

"The land was high-lying, dry, level, with a grand sub-soil and consequently well drained, and the greater part embraced the old Bournemouth Aerodrome. Its preparation as an airfield meant it was in good condition and that would reduce the cost of convening it to a racecourse".

Mr. Herbert Peel, Inspector of Courses for the National Hunt Committee, after his preliminary inspection reported the site was highly suitable for a racecourse. The National Hunt Committee had granted a licence for three two-day meetings a year to be held under National Hunt Rules.

The proposal was to construct an enclosed racecourse so that admission to the course could be controlled by the management. The course would be designed as a figure of eight for both steeplechase and hurdle races. and the stands and enclosures would be designed to give spectators an uninterrupted view of the whole course. Mr. Alfred J. Taylor, F.S.Arc. of Bath, whose wide experience of racecourses included the design of the grandstands at Newbury, would undertake the design of the course and all the buildings.

The prospectus went on to describe the good rail links with London (less than two hours away), the Midlands, the North and the West of England. Another attraction to would-be investors was that the value of the land would

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increase because of the development of the surrounding districts as residential estates.

Among the proposed stewards for the course were: The Rt. Hon. The Earl of Pembroke and Montgomery. M.V.O., The Rt.Hon. The Earl of Shaftesbury, K.P., K.C.V.O., C.B.E., The Rt.Hon. The Earl of Ilchester, O.B.E. The Directors expected that racing would commence towards the end of 1922.

On the 30th January 1922 the Poole Rural District Council approved the proposal for a racecourse by five votes to three.

A start was made on the racecourse with the laying of eighty thousand square yards of turf.

During 1922 the Boumemouth Racecourse Syndicate continued to exercise options on land owned by Thomas Hogue, G. Watts & Sons, and Mrs. J.J. Osborne, some of which they re-mortgaged to W.E. Tucker.

On 29th August 1922 the Bournemouth Racecourse Syndicate Ltd. became "The Ensbury Park Land Company Ltd."

Despite the hopes of the Directors, the racecourse did not open in 1922 and in 1923 very little happened apart from a request in April from Sir Robert McAlpine and Sons, Contractors, of 50 Pall Mall, London, to the Poole Rural District Council, for a copy of the bye-laws applicable to any construction work they may carry out on the Ensbury Park Racecourse. These were sent.

1924 Progress Resumed

In October 1924 the Ensbury Park Land Company redeemed the land mortgaged to W.E. Tucker and took up the option on sixty eight acres owned by the Bournemouth Aviation Company; and on the 16th October split its holdings into two. On the 17th October the larger parcel of land was conveyed to the Racecourse company, now renamed the Ensbury Park (Bournemouth) Racecourse Company Ltd.

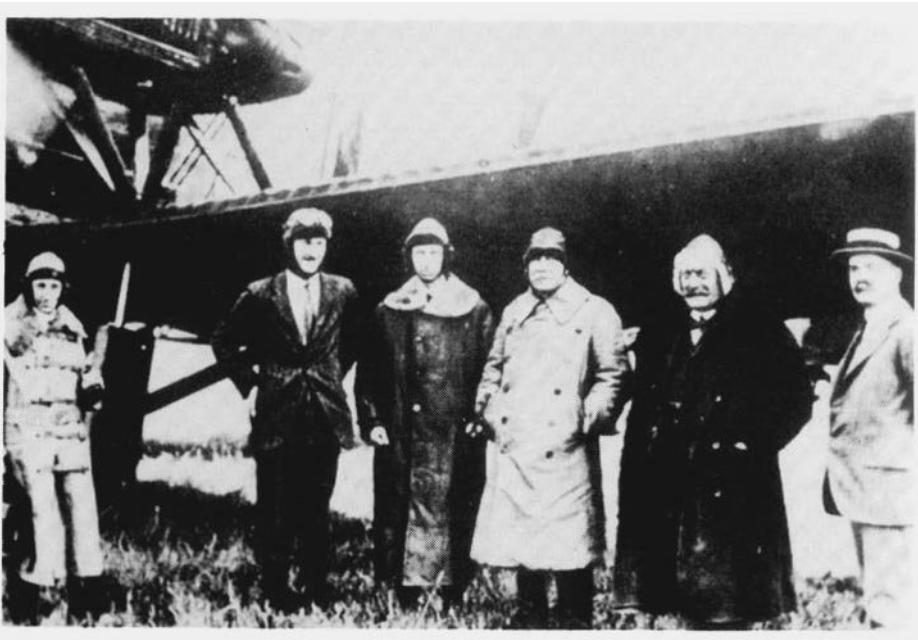
A contract was placed with Sir Robert McAlpine & Sons for the construction of the racecourse, including two stands, administrative buildings, stables and car parks. McAlpine's had built the Wembley Stadium. The value



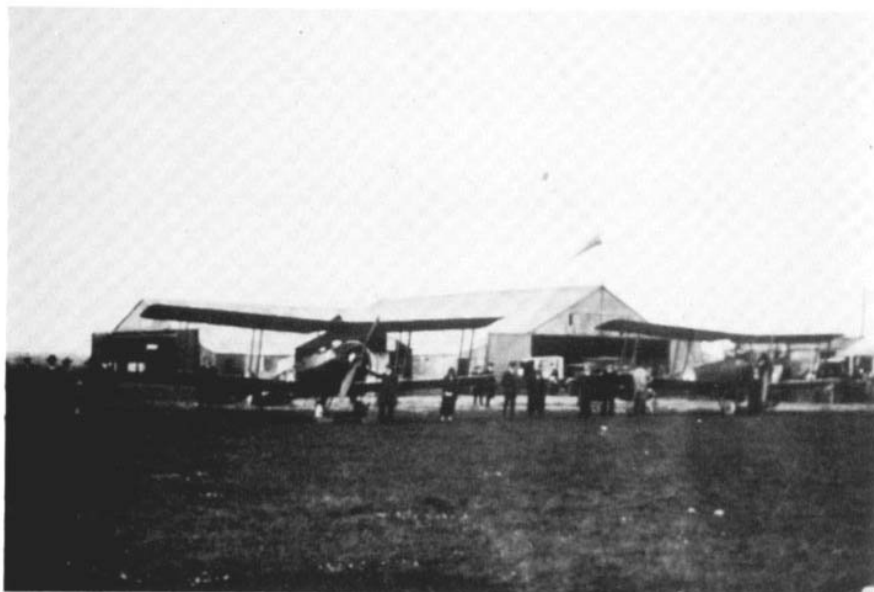
1. F.E. Etches at Wallisdown, 1916



2. Handley Page over Ensbury Park, 1919.



3. Civic Party after Inaugural Flight, 1919. (l to r):
Unknown, Lt.Col. Sholto Douglas (Pilot), Herbert Ashling (Town Clerk),
Alderman Bright (Mayor), Alderman Robson, F.E. Etches



4. Aircraft and Hangars, 1920 - 21

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of the contract was £25,871, £7,000 of which was to be paid in December 1924 and the balance secured by mortgaging the land to McAlpine's.

Mr. W.J. McCabe, a director of the Racecourse Company, in an interview with the Bournemouth "Echo", reported on the placing of the contract and said that though difficulties had delayed the completion of the racecourse he hoped they had been overcome; the delay meant that the track had settled well, that the construction work would provide much employment during the winter of 1924/25. Mr. Etches, the acting Company Secretary, hoped racing would start early in 1925.

Early in February 1925 the "Echo" reported that one stand still had to be erected, and that racing should start in June. By the end of February it was reporting that the first meeting had been arranged for the 17th and 18th April, and gave details of the programme. Eight hundred and fifty sovereigns had been allocated as prize money for the first day, and seven hundred and fifty sovereigns for the second. Three hundred and fifty men were employed to ensure the course was ready by mid-April, and the directors said more would be taken on if necessary.

In March Mr. Bernard Mortimer, a director, said the National Hunt Club had allocated the course three two-day meetings, the 17th and 18th April, November 4th and 5th, and December 22nd and 23rd. Mr. Etches said that they were fortunate to be given any dates as their application was late due to the unreadiness of the course, but the Inspector of Courses had given the National Hunt Stewards a very favourable report.

The Directors received three hundred and forty seven entries for the first meeting, ensuring every race would be full; but, because one of the stable blocks would not be completed in time, they appealed for the loan of some horse boxes.

On the 29th March the Press were invited to inspect the course. They came by rail from London Waterloo in a reserved saloon carriage where they were given lunch. A Royal Blue coach met them at Central Station and took them and members of Southern Railways Management to the course. Here they were greeted by a party of Directors and Officials which included Mr. Bernard Mortimer, Mr. Etches, Mr. Henry Hyde, Clerk of the Course, and Mr. A.J. Taylor the architect.

Cecil Hadley of "The People" newspaper saw the racecourse as being built "to last our days", and the Daily Telegraph's correspondent was impressed by the wide and pleasing vista of rolling uplands with wooded valleys in all directions. The "Echo" reporter was amazed at the transformation

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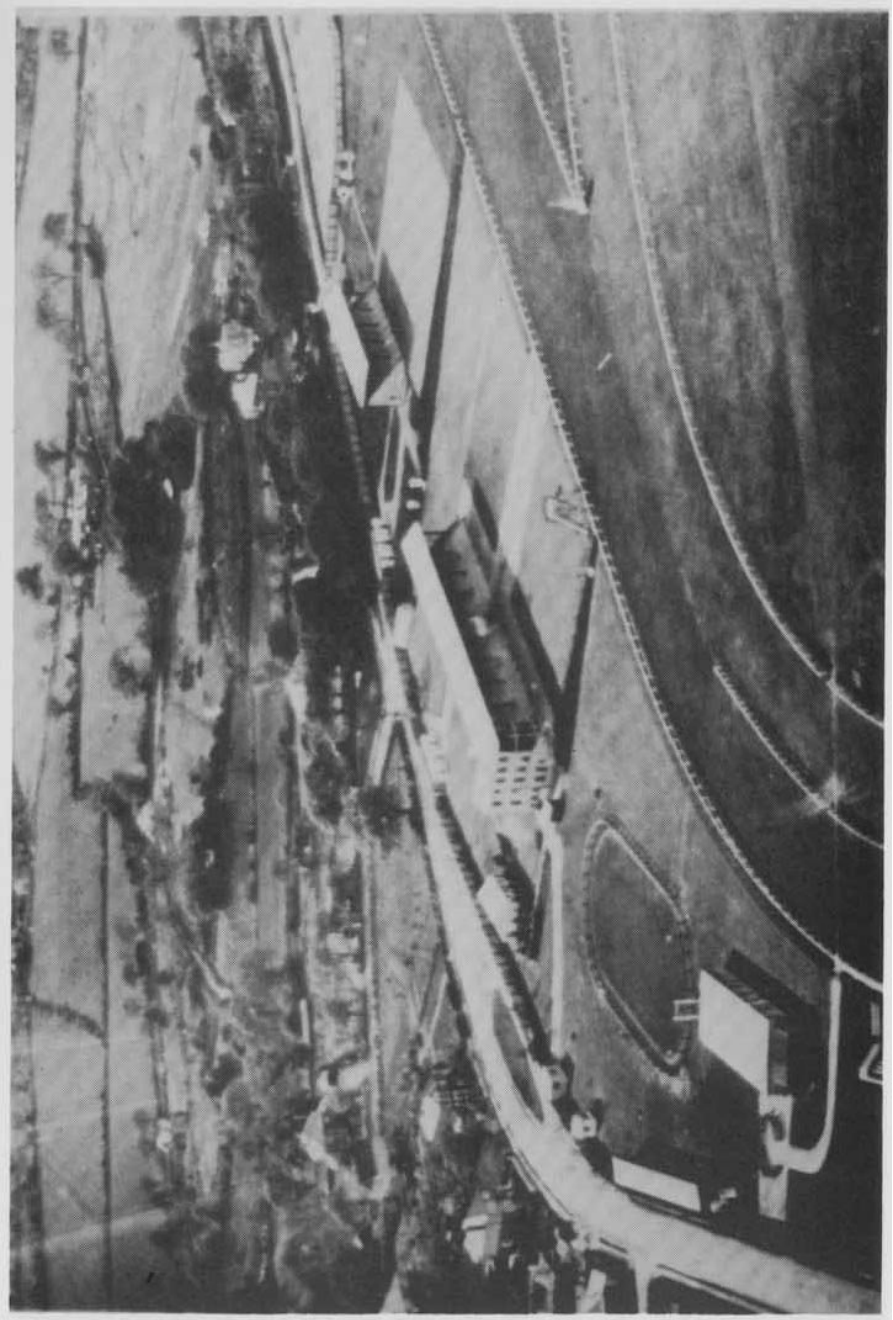
that had taken place over the last month. The functional rather than decorative stands were admired for their comfort, commanding views of the course, and their orientation which would prevent the sun getting into the eyes of the spectators. Tattersalls' stand, which would accommodate three thousand people, included a room exclusively for the use of the Press. The Public stand was built for fourteen hundred spectators. Beside the paddock were the administrative offices, the weighing and jockeys' rooms and the gentlemen riders' room. Some old hangars to the east of the stands were going to be demolished to make a car park for four thousand or two thousand cars depending on whether you read the Bournemouth or the Southern Evening Echo.

Stabling for one hundred horses was to be provided to the north east of the track, and one block of thirty six boxes was nearly complete. The track was a two miles long figure of eight with a steeplechasing course on the outside, a hurdle course parallel to it on the inside, and a four furlong straight. The turf was laid on about eighteen inches of a loamy soil on a sub-soil of sand and gravel. There were eleven gorse and bush fences, eight plain fences, two open ditches and one water jump. None were seen as too difficult. The radius of the bends was forty per cent greater than that of the bends at Newbury. This should ensure that the horses could take the bends at full gallop. Cecil Hadley of "The People" predicted it should be the best course in the country. Shrubberies, flowerbeds and small trees were to be added around the stands and the directors hoped the meetings would be fashionable and embrace the atmosphere of Ascot as was appropriate to "Beautiful Bournemouth".

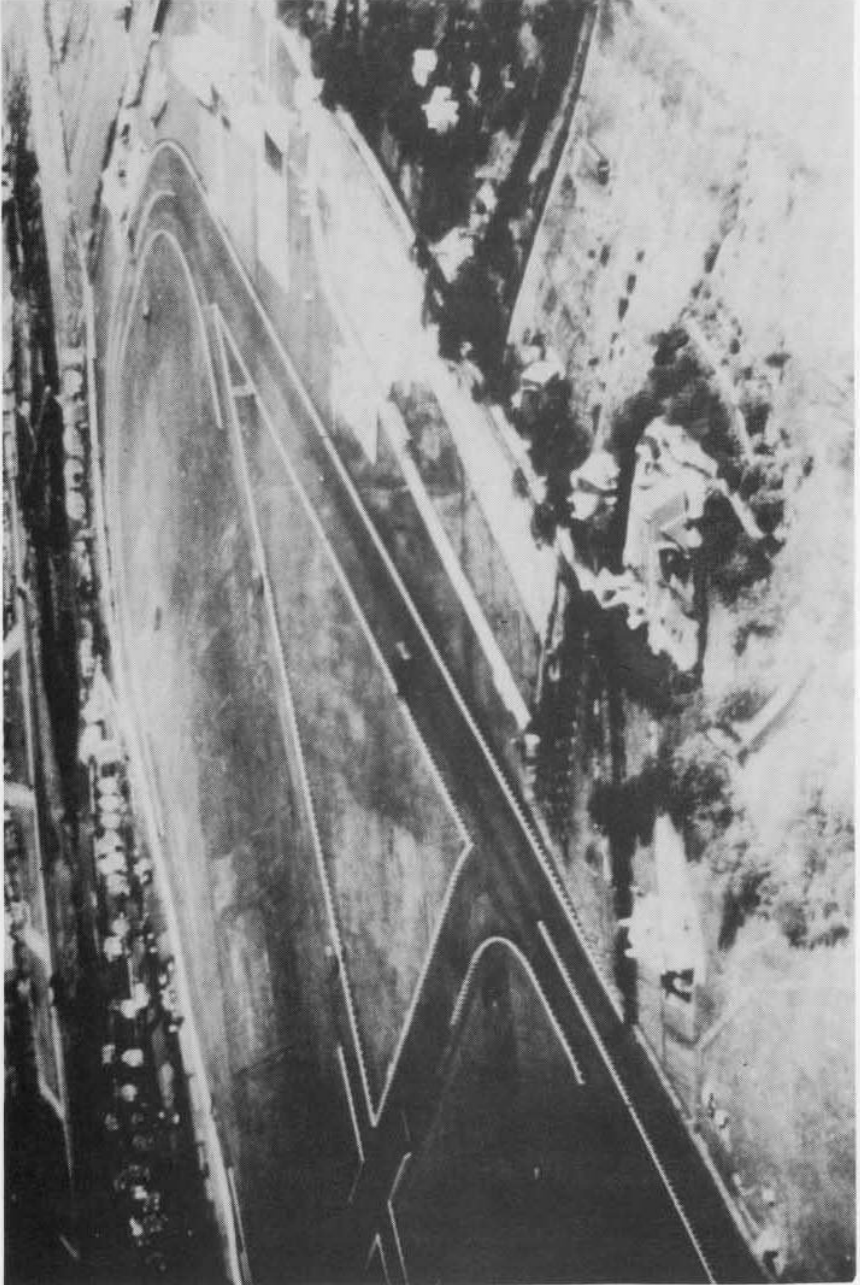
"The People" also reported Mr. Mortimer's remarks on the problems he had faced: he said he would not want to go through it again. He explained to the Press that the course was near Bournemouth and if you knew Bournemouth that was explanation enough. He went on; "The fairest town in the South is where until a few years ago they would not light the streets on a Sunday, and on that day insisted on keeping the electric trams in their sheds just to annoy visitors and residents". The Town Council consisted of "all the cranks and eccentrics in the place - why they didn't put them all in Madame Tussaud's he didn't know".

He continued, "What a collection of the pious and pompous. So long as they could inconvenience the voters who put them there they loved it. So you can guess the opposition there was to a race course in this holy of holies".

"A race course here, my dear sir. do you know where you are? This is NOT Southend-on-Sea but BOURNEMOUTH, yes my dear sir,



5. Aerial View of Race Course Looking NW, 1927.



6. Aerial View of Race Course Looking SE, 1927.

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BOURNEMOUTH' they said as they puffed out their cheeks."

Mr. Mortimer might have given up, but "he had no time for that sort of Councillor and they made him even more determined to establish the race course". He hoped eventually to stage flat racing, trotting races, polo and athletics on the course.



OVER !

After many great difficulties and setbacks Bournemouth's New Racecourse opens to-day and gives every promise of becoming one of the finest and best conducted courses in the country. The London and Provincial Press are practically unanimous in praise of the new enterprise.

Mr. J.B.Elliott, the assistant general manager of Southern Railways, said his company would run a special service from Waterloo on race days, and provide cheap fares from Southampton, Winchester and Portsmouth. After tea the Press were taken on a tour of Bournemouth before returning to London on the 7.10 p.m. train from Central Station. Their newspapers gave extensive and favourable coverage to the new course and on the eve of the first meeting the "Evening News" ran an article on the "Ascot of the South Coast".

The Inaugural Meeting - April 17th 1925

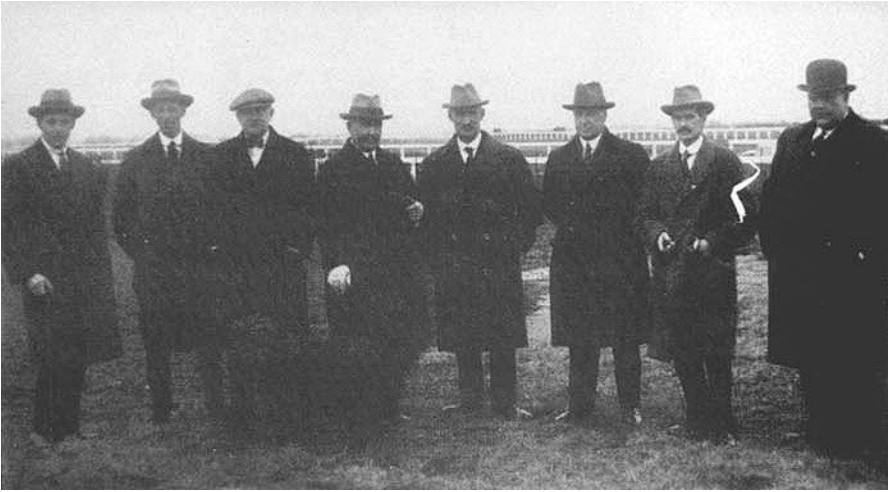
This was held on the Friday of Easter week. The "Echo" reported great excitement in the town. Motor coaches bearing racecourse labels were seen and crowds of people arrived on early "cheap fare" trains. All the conversations overhead by the reporter in cafes and shops were about the race meeting. He was surprised at the number of cars in the town with foreign number plates showing that they had come from as far away as Manchester, Liverpool and London. Most of the horses arrived at West Station on the eve of the meeting with the rest following the next day. Many children on Easter holidays were there to see them arrive.

The first race was due to start at 2 p.m. and many of the spectators did not arrive at Central Station until after midday when three crowded trains, including a special from London, arrived between 12.25 and 1.45 p.m. The Town Council, which originally had been hostile to the idea of a racecourse, arranged for motor coaches and trams to carry passengers from the station to the racecourse. It fixed the tram fare at 3d per person. There was a fleet of cars to take passengers from the tram stop at Highfield Road in Moordown to the racecourse. There were several complaints about the two shilling fare charged by the charabancs - particularly as the excursion fare from Southampton was only three shillings and sevenpence return.

The coach proprietors said that they had not wanted to make undue profit from the public but said the fare was due to their inexperience in moving racecourse traffic.

Adding to the holiday atmosphere on the course was music played by the band of the 5th/7th Battalion of the Hampshire Regiment. A sunny, warm day saw a crowd of about twelve thousand at the meeting. The first race was the Poole Selling Hurdle Race run over two miles, with a first prize of one hundred sovereigns. It was won by Mr. R. Gore's "Shotmaker" ridden by P. Hogan. An objection by the rider of the second horse was adjudged frivolous and the objector lost his £5 deposit and was fined £10.

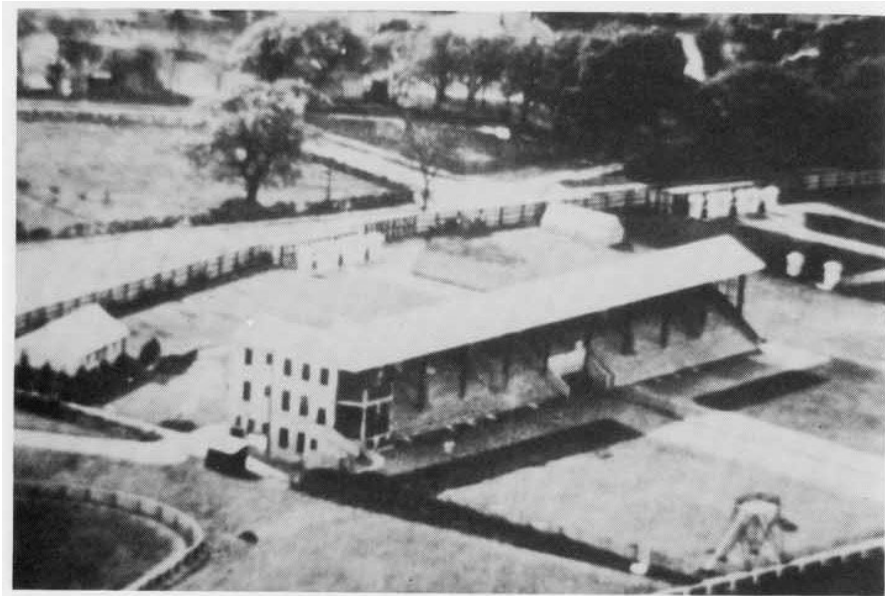
In the second race only four of the thirteen entered ran, and only one



7. Directors and Officials, April 1925 (l to r):
Messrs. Glynne (Engineer), Taylor (Architect), McCabe (Director) and
his dog, Wyatt (Bournemouth Hunt Club), Etches (General Manager),
and Hide (Clerk to the Course)



8. Horses arrive at West Station



9. The Grandstand (Hill View Rd and Ticket Kiosks to the Rear)



10. The Racecourse

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finished. The others fell and one of these had to be destroyed after breaking a fetlock. The winner, who was well behind after the first mile, managed to keep out of trouble and won by default. Mr. Rayson, a trainer from Alresford, was brought down in the race and badly bruised - it was he who had raised the objection in the first race - but he recovered enough to ride in and win the last race of the day.

A number of newspapers commented on the large number of entries, the generous prizes and the disappointing number of starters. Thirty two horses were entered for the first race, but only nine went to the post. Despite this the press generally were very impressed by the attempt to bring Ascot to the South Coast. Both the "Echo" and Mr. Etches said it had been a sporting and social success. The Daily Telegraph forecast that the meetings at Ensbury Park would become one of the South's foremost events.

Socially it was a success. The Wilton Hunt Ball had been held at Lord Normanton's house at Somerley, just north of Ringwood, on the eve of the meeting. Lord Normanton, his wife and two daughters, Lady Georgina and Lady Caroline Agar, were at Ensbury Park the next day as were Lord and Lady Digby of Minteme, the Earls of Shaftesbury and Pembroke; Lady Mary Ashley-Cooper with Don Pedro Zulueta of the Spanish legation, and many other fashionable people.

The press comments after the first day were generally favourable, "The Racing Specialist" commenting that 'the course was excellent, the jumps splendidly built, the view from the stands disappointing, the catering by Mr. Christopher most praiseworthy, but the arrangements for leaving the course left room for improvement, and the five shilling charge for the members' car park unnecessary'. The "Sunday Sportsman" reported excellent arrangements, an unrivalled running track and an open ditch a bit too stiff for the ordinary steeplechaser and worthy of Aintree. The "Times" suggested that the excellent arrangements for entering and leaving the course should be copied by other racecourse executives.

Mr. Etches said that the Directors hoped to learn from the experience of the first days, but were pleased with the wholesomeness of the gay and fashionable atmosphere present at the first meeting, which quite suited the refinement of Bournemouth.

However the bookmakers found there was no substantial call for their services, and the atmosphere was more that of a tea party than an ordinary race meeting.

The Mayor of Bournemouth, Alderman F.S. Mate, congratulated the

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local police for maintaining good order and for their control of the traffic. Superintendent Garrett said there had been no untoward incidents and no arrests. The Birmingham Special Racecourse detectives were congratulated on keeping the course practically free of "undesirables".

On the second day of the meeting Mr. George Jameson was arrested for stealing a gold watch chain and medallion from a ship's steward, Mr. Danks. during a fight he picked with Danks in one of the refreshment tents. He was brought before the magistrates at a special court at Wimborne held on the Monday after the meeting. The magistrates eventually decided there was insufficient evidence to convict him of theft and charged him with assault on Danks. Jameson pleaded guilty and was sentenced to one month's hard labour. A long list of previous convictions was read out in court before he was sentenced.

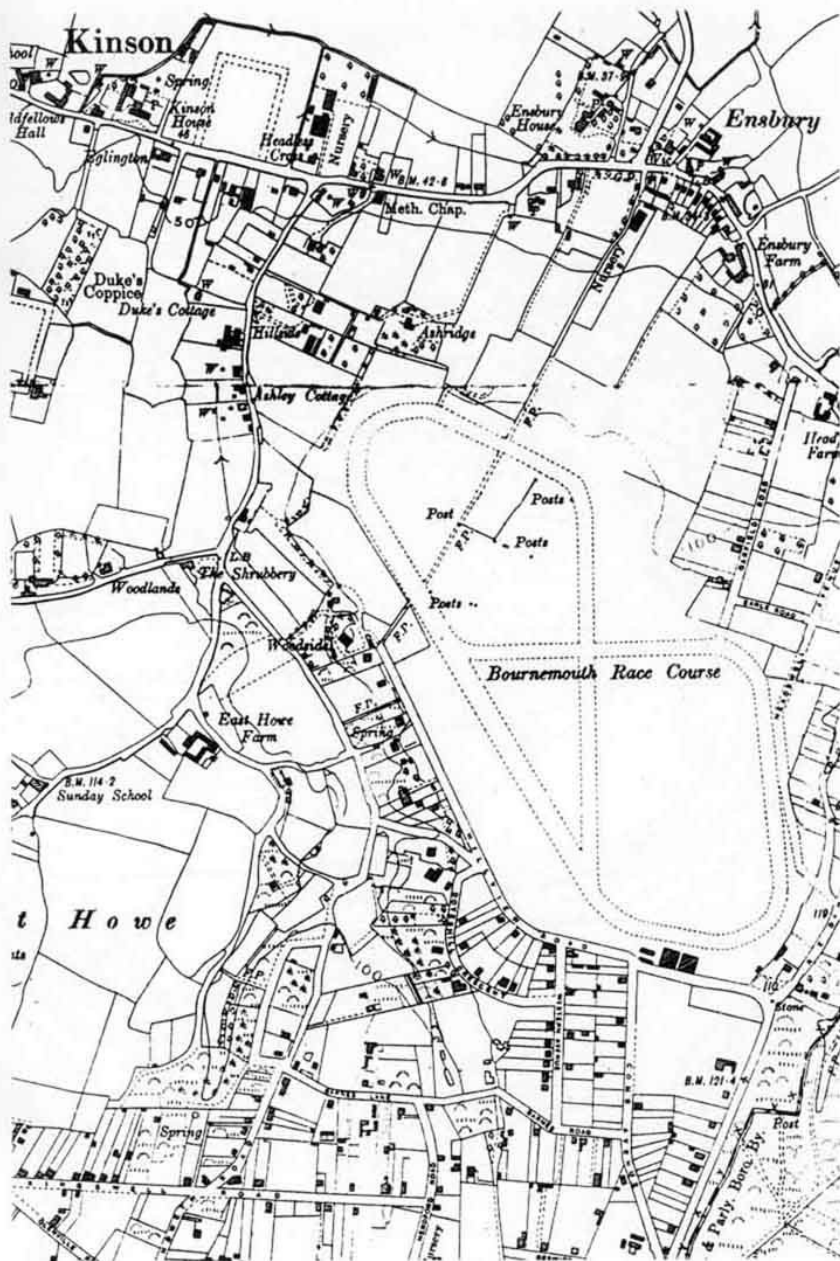
It rained on the morning of the second day and this helped to reduce the attendance to nine thousand five hundred. The view of the press and the Directors was that the first meeting had been a success. The racecourse had been launched successfully, and in August the Directors decided to raise another £45,000 by debentures.

In July Mr. Etches attended a meeting of the Poole Rural District Council to ask its views on a proposal to build a bridge across Headless Cross Road (now East Howe Lane) to carry a one mile straight for the racecourse. The bridge was to be 26-ft wide, 18-ft high and 90-ft long. The Council referred the matter to the District Councillors for the Parish. An objection was received from Mr. Elmes of Kinson who said the only purpose of the bridge was to enable flat racing to take place. East Howe Lane was a beauty spot and should not be spoilt - if it benefited the parish it would be bad enough, but it was solely for putting money into the coffers of strangers who had no other interest in the neighbourhood.

The Clerk of the Council made a statement showing how the rateable value of the racecourse had contributed to the Parish, and it was decided to take no other action.

Although the programme authorised by Mr. Mortimer in March scheduled the next meeting for November 4th and 5th, this was changed and the next two meetings were for one day only on September 12th and November 4th. For these meetings the charabanc fare from the station was reduced to one shilling.

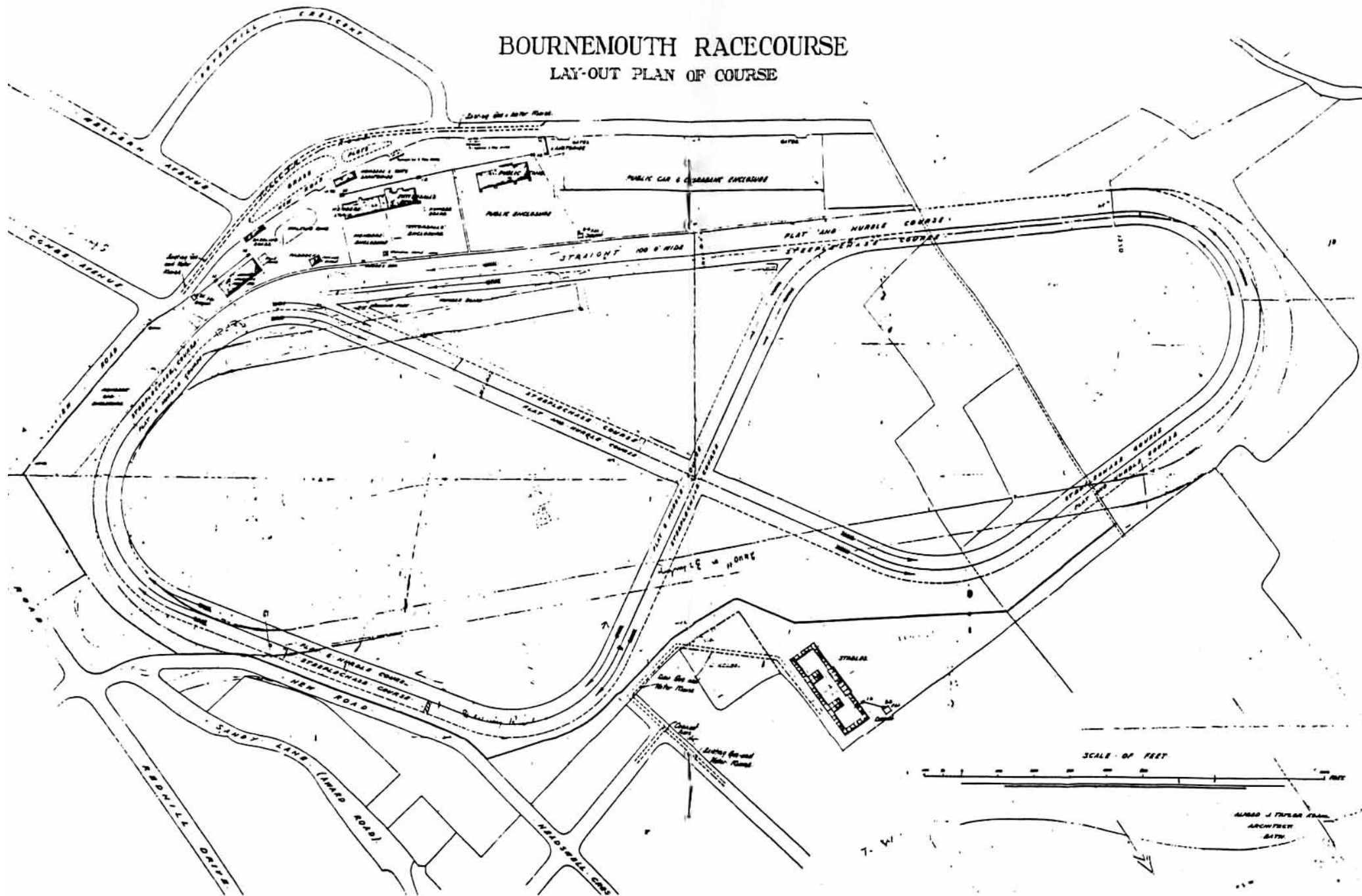
A crowd of over ten thousand attended the September meeting and included among others Major General Sir Harry Brooking's party and Lord and



11. O.S. Map of Kinson, Dorset Sheet XXXV SE, 1929.

BOURNEMOUTH RACECOURSE

LAY-OUT PLAN OF COURSE



12. Plan of Proposed Race Course prepared by A.J. Taylor, Architect.



13. Bournemouth Hunt Programme for December 23rd 1925.



14. The Paddock (Western Avenue houses in the background).

The Ensbury Park Race Course and Airfield

Lady Page Croft and their daughter. Mr. Etches said the Directors were "well satisfied, not only was the attendance up to their expectations, but the behaviour of the people was excellent, the conduct of the meeting flawless and the going good".

During this meeting a "jumper" was discovered. This is someone who, pretending to be a bookmaker, appears very shortly before a race and takes bets on its outcome. As soon as the race starts he vanishes with the stakes. He has to escape the eyes of the Ring Inspectors for just a few minutes - but in that time he finds a few victims.

The Royal Tank Corps Band provided music for the November and December meetings, the latter attracting many of the Christmas visitors to Bournemouth. The attendances were slightly lower due to showery weather, but the meetings were considered a financial and sporting success.

The next meeting was at Easter 1926, and this is usually accepted as the last National Hunt meeting held at Ensbury Park. But racing continued with three two-day meetings in 1926, three two-day meetings in 1927 and two two-day meetings in 1928. In all there were twenty-two days of racing during the life of the racecourse. The last meeting was on April 11th 1928, and one of the riders was Mr. Rayson who had ridden on the opening day of the racecourse. Lester Piggott's father Keith rode in several races at Ensbury Park, as did his uncle Victor.

At the onset of the racecourse both Mr. Mortimer and Mr. Etches expressed the intention of staging other sporting events. So during the short life of the racecourse there were also races for ponies, greyhounds, motor-cycles and, most spectacularly, for aeroplanes.

Air Races

The first aviation meeting was held in August 1926 under the competition rules of the Royal Aero Club. The meeting took place on Saturday August 21st and Sunday August 22nd. Sunday racing produced resounding denunciations from the pulpits of Bournemouth churches.

The magazine "Flight" said that "Ensbury Park is an excellent little

The Ensbury Park Race Course and Airfield

racecourse and could be made to serve equally well as a medium size aerodrome for future meetings, although some of the higher powered and faster machines experienced some trouble in landing. Even a 'Moth' occasionally had to try again".

Most of the planes competing were De Havilland Moths. The attendance at the meeting was considered disappointing with only five thousand on the first day and seven thousand on the Sunday.

The course was a triangular one, about five miles long and flown over twice. The turning points were above Kinson Farm and Parley Green. The finish was down the straight of the racecourse past the grandstands and the judges' box - "offering a splendid and close view of the machines as they hurtled past".

The races were split into different categories, one for flying instructors, some for planes under 100-hp, others for higher powered planes; there was a scratch race, "The Christchurch Sprint", for D.H. Moths. Interspersed with the races were exhibitions of stunt flying, looping the loop, sky writing, as well as joy rides for spectators.

One entry listed in the newspaper for the "Bournemouth Summer Handicap" was a D.H. Moth from the London Aero Club to be piloted by Will Hay the comedian. There is no record of him having taken part.

Among the pilots were Sholto-Douglas, Geoffrey de Havilland, Bert Hinkler (who was to fly his plane to Australia the following year) and Mrs. Elliot-Lynn.

One race was flown in heats of four planes each and before the final, Miss June, a typist from the parachute manufacturers Calthrops, made a graceful parachute descent from fifteen hundred feet. The last event was a bomb dropping contest.

Under the headline "2 Miles a Minute" the Bournemouth Times reported that Mr. Butler in his 300-h.p. Nimbus got round two laps of the course of roughly five miles each in fifteen seconds less than five minutes. Commenting on the parachute jump it said, "stepping out of aeroplanes at 1500-ft is accomplished as if it were no different than stepping off a Bournemouth tram-car".

The meeting continued on Sunday with more races. Bert Hinkler used the racecourse fences to demonstrate hedge hopping. Miss June made another parachute jump, but this time was unable to release the parachute immediately on landing and was dragged along the ground, with some bruising but otherwise unharmed.

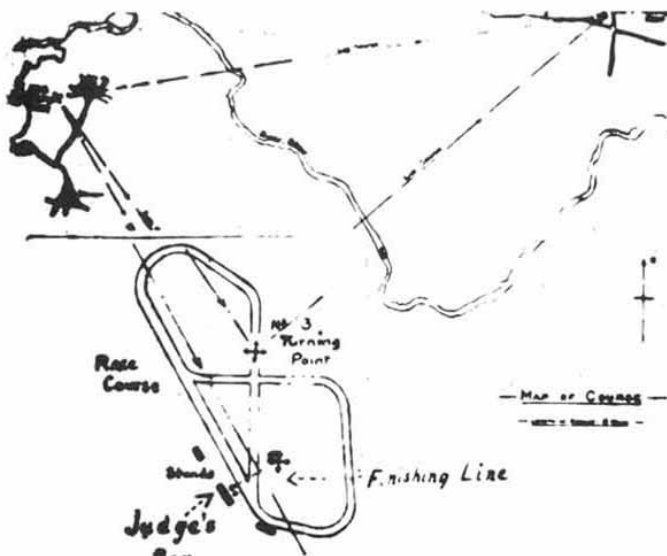


Finish of the Poole Selling Hurdle Race, April, 1925, Bournemouth Races.

15. The Finishing Post, April 1925.



16. Society Spectators (l to r) Lady Digby, Lady Georgina Agar, Lady Caroline Agar, Lord Digby.



17. Air Race Course

OFFICIAL RACE CARD : : PRICE 6d.

**Bournemouth Easter
Flying Meeting**
(Under the Competitive Rules of the Royal Aero Club)

**ENSBURY PARK RACECOURSE,
BOURNEMOUTH.**

Easter Monday, April 18th, 1927.

♦ ♦ ♦

STEWARDS.
Lieut.-Col. Sir FRANCIS F. MCGLEAN, A.F.C.
Capt. W. H. MILLER, A.F.C.
Major W. H. MILLER, A.F.C.

JUDGES.
Capt. H. B. NASTON and Howard T. WATSON.

Handicappers: Capt. R. J. GOSWAMY GOSWAMY, Capt. W. QUINCY
Timekeeper and Starter: A. G. RAYNOR.

Clerk of the Course: Capt. A. R. DENTON.

Marshal: Sgt.-Lt. R. A. de H. HALL, A.F.C.; Pilot-Officer P. G. LUCAS;
Pilot-Officer W. E. P. JENNONS; Capt. F. E. N. ST. BAIZE;
Capt. R. A. LOUIS; B. STEVENSON.

Organising Committee (Royal Aero Club).
Lieut.-Col. W. A. BURTOW, Lieut.-Col. M. O. DAVY
HAROLD E. PAVAN (Secretary)

F. E. ERGAN, Secretary.
Ensbury Park Bournemouth Racecourse Company Ltd.

18. Race Card for Flying Meeting, April 18th 1927.

The Ensbury Park Race Course and Airfield

The day closed with more bomb dropping, which was more accurate than that of the day before.

Later that day the Rev. Stephen Roose of St. Andrew's Presbyterian Church made a "vigorous protest against aeroplane races and parachute descents which took place earlier that day at Ensbury Park". He was echoed by the Rev. Howell of the Lansdowne Baptist Church who "expressed regret at the increased extent at which sport was being participated in on Sundays".

The editorial in the Bournemouth Times & Directory said that some notoriety now attached to the town because of an air race meeting which in a number of respects was unique. It went on to say that although the meeting was outside the Borough boundary Bournemouth nominally got the credit - it felt that the town should be grateful, that a well conducted racecourse would be a distinct gain, but it deplored betting on a Sunday.

The Rural Dean declined to comment. The Vicar of St. John's, Boscombe, joined in the protests as did a number of residents in the correspondence columns of the local newspapers.

Mr. WJ. McCabe, a director of the racecourse and proprietor of the Salisbury Hotel, Boscombe, riposted, "what is the reason for weekend flying: the reply is simple, it is necessary to keep up the stamina and knowledge of our aviators. Most are occupied during the week with their professional and business activities, and can only keep in touch by sacrificing their weekend leisure to the advancement of work which may again be required for the protection of England".

The furore did not prevent a much larger meeting being held the following year at Easter 1927. It was to be the largest aviation meeting held in Britain up to that time. Planes varied from touring air cars to powerful racing craft. Imperial Airways supplied one of their 'giant airliners' designed to carry fourteen passengers in absolute comfort. It was normally used to carry passengers to Paris and the Continent. During the meeting it would take passengers at noon and 7.30 p.m. on a cruise around Swanage, Lulworth, Weymouth, Dorchester and Poole giving, for just "one guinea a passenger", a bird's eye view of the finest coastal and inland scenery in the whole of England. Joy rides were also offered at 5s.6d a head in two Avro two-seaters. Coupons for free flights were offered in the "Echo", with the winners decided by ballot.

There was to be racing on Good Friday. Saturday and Easter Monday, with exhibitions each day including Easter Day. The organisers said it was too late to cancel the arrangements for Good Friday, but they did not intend to

The Ensbury Park Race Course and Airfield

repeat the fixture on future Good Fridays.

Some of the feelings aroused were shown by the last race scheduled for Easter Monday, which was for the "Kill-Joy" Cup. The inscription read. "The Kill-Joy Cup presented to the Bournemouth Race Course Company by Boumemouth's Mrs Grundies for undertaking not to fly on Good Friday or Sundays". It was presented by the Sunday Flying Protest Committee. Another race on the programme was the aerial "Oaks" restricted to female pilots on the analogy that the classic horse race "The Oaks" is for fillies only. Only two started in this race as the favourite, Lady Bailey, had been injured just before the meeting when she was struck on the head by the propeller of her plane.

One of the competitors was Major Openshaw, chief test pilot of the Westland Aircraft Company. He was to marry Miss Bruce, the daughter of the managing director of Westlands, and they had hoped to start their honeymoon with a flight to Boumemouth, but a mechanical fault prevented this and the plane was transported by road to the meeting.

It was, however, involved in a headline-making incident when a farmer discharged his shotgun at it during racing. The farmer, Mr. Trelawney Dayrell Reed, was arrested and charged with attempted murder. He was supported in court by his friend, the artist Augustus John.

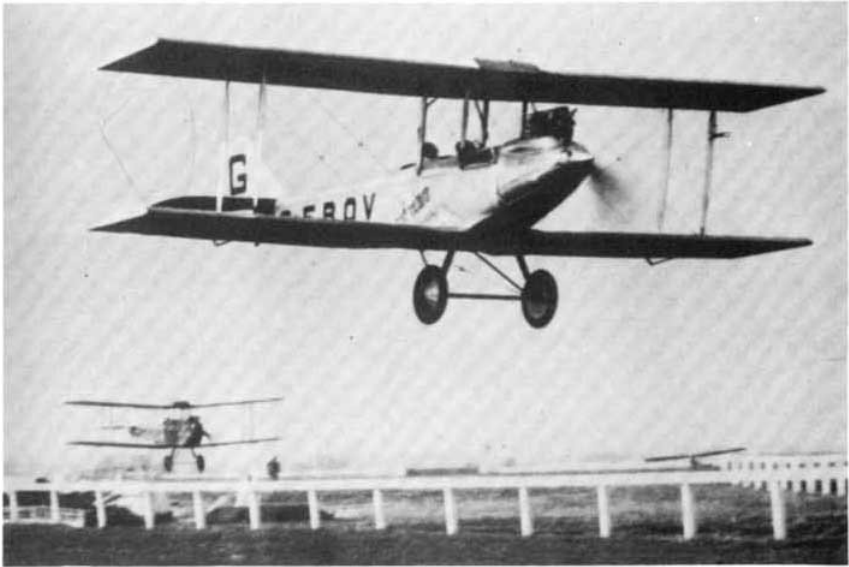
The pilot said that he had flown about fifty feet above the farmhouse at about 60 to 80 m.p.h. The shot missed him by only three feet. Forty-eight holes were found in the left wing. The defence replied that only seventy of the two hundred and eighteen pellets hit the plane. The prosecution said the plane could be produced in evidence at the assizes.

In the magistrates court Reed said that low flying affected his mother's nerves, disturbed his cattle, and some planes flew so low they took the heads off his red hot pokers. He was found not guilty and discharged.

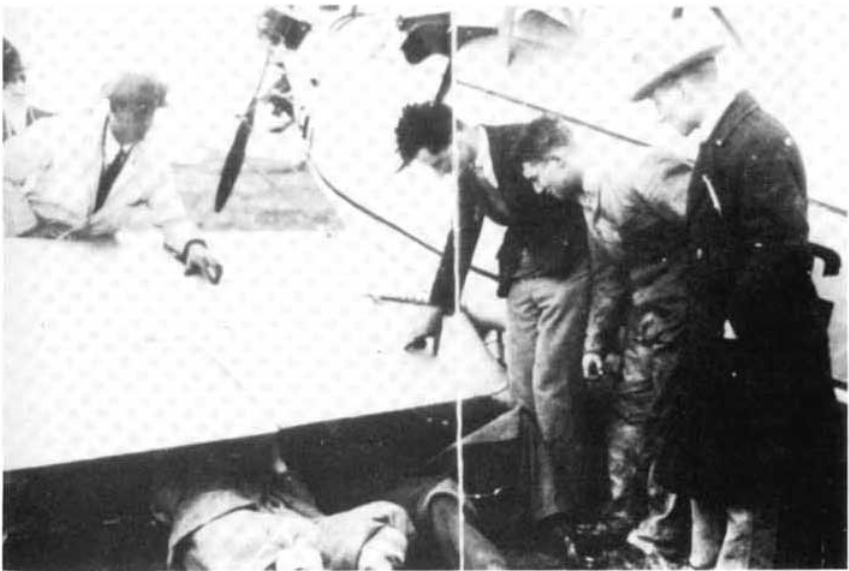
A correspondent to the Bournemouth Times & Directory said that, "whilst shooting at planes is to be deprecated any vulgar minded aeronaut is now suffered to fly his noisy, menacing machine over the town ..."

In May 1927 Sir Alan Cobham and his wife arrived unheralded on their way to the Empire Pageant at the Winter Gardens. The only people to greet him at Ensbury Park were the Times and Directory photographer, a journalist from another paper, two women and some of the territorial troops camped on the racecourse.

The third and last meeting was at Whitsun 1927. Again, apart from the races, there were demonstrations of flying upside down, stunt flying and a competition between air and water cooled engines. There were no races on



19. Air Race 6th June 1927, Bert Hinkler leading,



20. Examining Plane for Shot Damage, Major Openshaw in Trilby.



21. Grass Track Racing. Tommy Bryant leading C.S. Barrow in 250cc race.



22. Grass Track Competitor, Miss K. Butler.

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the Sunday, but there was an exhibition with an admission charge and this produced more protests against Sunday flying.

The Saturday and the Monday saw the crashes that sealed the fate of aviation at Ensbury Park. In the first a De Havilland director, Major Hemming, took Claude St.J. Plevins for a trial flight. As the plane took off it collided with the supports of a noticeboard and crashed. The pilot survived but Plevins died in Boscombe hospital. Then on the Monday, during the second lap of the Medium Power Handicap, Squadron Leader Longton and Major Openshaw collided in mid-air during an overtaking manoeuvre near West Parley. The planes "fell like stones". Squadron Leader Longton was killed instantly, Major Openshaw was dragged from his plane, but died soon after from burns. Both were experienced test pilots with distinguished war records. Their wives witnessed the crash.

The heats were reduced to no more than three planes, but the overall smallness of the site and the danger to residents led the Royal Aero Club to cancel future meetings. This led the managers of the racecourse to look for other attractions.

Greyhound Racing

1926 saw the introduction of greyhound racing in Britain. In 1927 a 'boom' was reported with one hundred and thirty one greyhound racing promoting companies being registered in the United Kingdom. One of these was the Ensbury Park Greyhound Company which was registered in September 1927 with a capital of £10,000. The directors were Mr. McCabe, Mr. Etches, Mr. Aldridge and Major Milburn, who had officiated for both horse and air races.

In October the company applied to the Poole Rural District Council for a wayleave for a supply of current from the Bournemouth and Poole Electric Company. This was granted at five shillings per annum.

The first greyhound races were scheduled for December 1927, but frost and snow postponed them until January 1928. The first meeting was on Saturday January 7th. On the day before the "Bournemouth Daily Echo"

The Ensbury Park Race Course and Airfield

reported that, "the racecourse has quite recovered from the effects of blizzard and thaw and is in splendid condition".

On the day of the meeting the Echo wrote, "that although the weather was threatening and overcast there was a steady flow of spectators "for the 2 p.m. start". It went on to say, "The novelty of the racing made a great appeal to the imagination of those present and they lined the rails enthusiastically when the dogs were released from the trap. The electric hare came past the trap at great speed. Immediately the dogs were released they bounded out and after it at a terrific pace.

"Onlookers shouted wildly. The excitement was infectious, and as the hounds careered round the course the cheering was great". The general verdict was that not only was the sport exciting but it was exhilarating. The crowd was estimated to number two thousand by mid-afternoon.

The officials for the day were: Stewards, Mr. J.J. Wyatt and Major W.H. Milburn; Starter, Mr. R. Utteridge; and Racing Manager Mr. Reg. Hermon.

There were one or two failures with the hare which led the Bournemouth Guardian reporter to treat the event jocularly, but Mr. F.E. Etches assured the public that the snags would be overcome.

The event spurred the Bournemouth Vigilance Council, headed by the Rev. Musson of the Primitive Methodists, to condemn the increasing provision made for greyhound racing without the sanction of local authorities, and called on the Government to introduce legislation to enable local authorities to prohibit it and also to outlaw betting on all such courses. Protest letters were sent to Bournemouth Borough Council by the Free Church Council, the Bournemouth Vigilance Council and the Town Clerk of Barnsley. The Mayor said that as the course was outside the Borough and therefore outside the Council's jurisdiction it was not necessary to read out letters about either greyhound or horse racing, as the Council had no right to interfere.

After the first meeting changes were made to the course to improve the view for spectators by moving railings back and the judges' box to the opposite side of the course from its position for horse racing.

The meetings continued on Wednesday and Saturday afternoons until 18th January when racing was cancelled to allow further improvements to be made to the course. The oval shaped track was altered to one in the shape of a horse shoe.

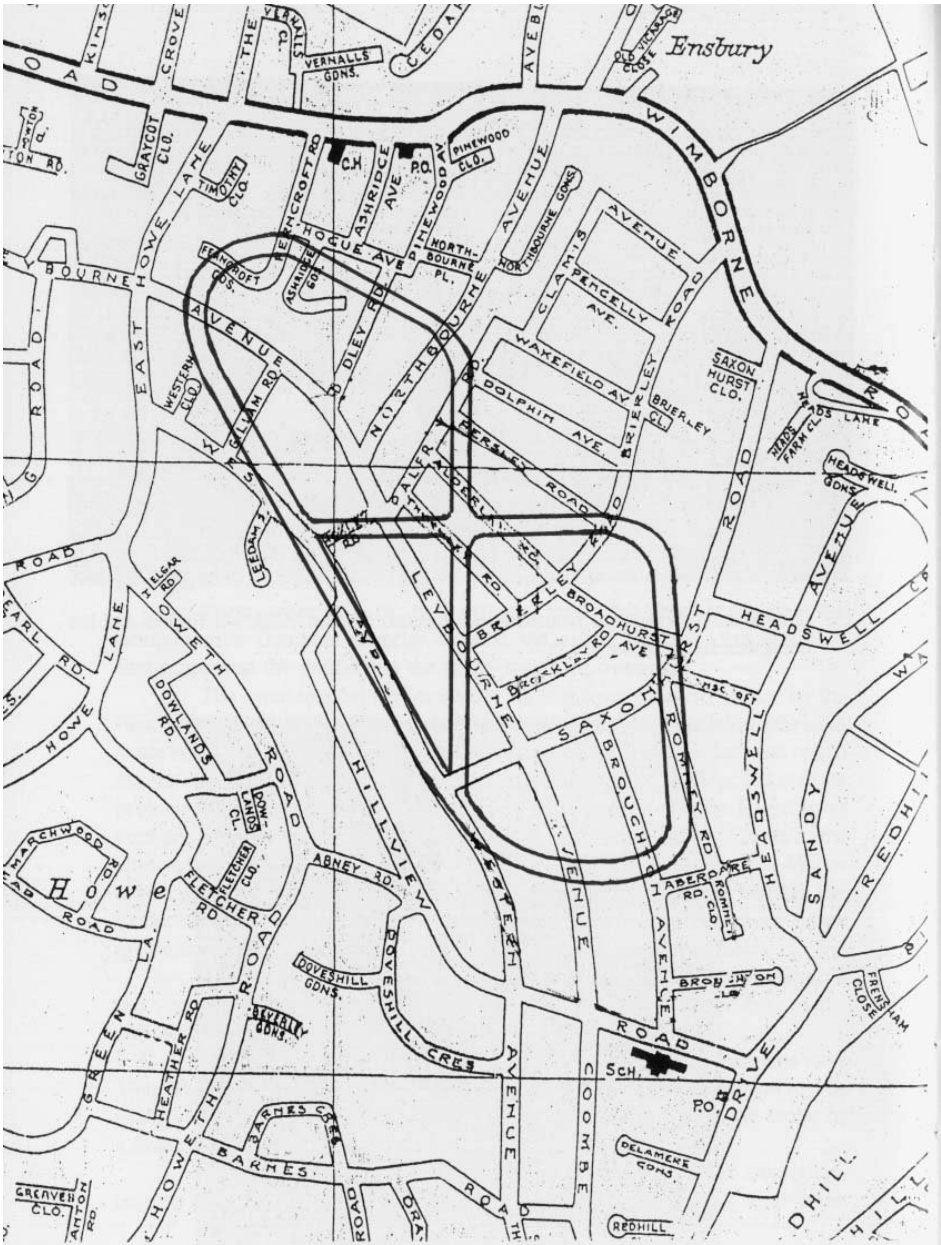
On the following Wednesday the champion jockey, Steve Donoghue, entered his dog, "Warrington Lass", in the first race. It won at 7 to 4 on in the



23. Greyhounds arriving at Bournemouth Central Station 1928. Mr Etches and his daughter, Kitty, to the left.



24. Greyhounds Hurdling, 1928.



25. Street Plan of Leybourne Estate with Race Course Superimposed.

The Ensbury Park Race Course and Airfield

fastest time recorded on the track until then. The dog completed the 525 yard course in 31.8 seconds.

At the end of January, because of the wet weather, racing was discontinued on Wednesdays.

On February 11th two hurdle races were included in the programme. The hurdles were two feet high and included a hinged door which opened to allow the hare through and then closed immediately. "The hounds unable to find an opening in the barrier have to go over the top", explained the "Echo".

More hurdle races were included in the programme of the next meeting on February 18th. This was to be the last at Ensbury Park. The headline in the Bournemouth Daily Echo on the following Thursday announced, "Local Dog Racing Bombshell". The Stewards of the National Hunt Club had informed the Racecourse Company that it must discontinue greyhound racing or they would take steps to stop horse racing.

An official notice was published in the "Echo" the next day cancelling the next meeting. Reg Hermon of the Greyhound Racing Company said the company would not abandon racing without a fight but the legal position was complicated. He went on to say, "We are completely in the dark as to why the National Hunt stewards have put this ban on dog racing at Ensbury Park, especially in view of the fact that air races and motor cycle races have been permitted on the race course".

However, the Racecourse company did not want to jeopardise the planned horse races for the end of March and Easter and greyhound racing ended at Ensbury Park after nine meetings. The next venue for the sport was to be Victoria Park.

Other Activities

Bournemouth Gypsy Motor Club staged grass track racing in November 1927, and also in the following April and May.

In May 1928 there was a pony racing meeting.

The End

The Racecourse Company went into voluntary liquidation in June 1928, and was followed shortly after by the Greyhound Company.

There has been some speculation about the reason the racecourse failed. In the end it was a question of economics. After the September 1927 meeting a local bookmaker said it was a shame that people did not support the course to a greater extent. He said the course and surroundings were among the best that could be found. It was a pleasure to be on it if only for the beauty and not the racing. The attendance for that meeting was between three and four thousand, of whom several hundred were members who did not pay the admission charge. In December the Poole Rural District Council were threatening to take proceedings to recover the rates. Mr. Etches promised that the Company would pay the first instalment at the beginning of January, and the second by the end of that month. A cheque for £234 was reported as received by the Council on 9th January 1928. In April the directors were asking for payment of the second instalment to be postponed until the next board meeting on 21st May. Shortly afterwards, in June, the company went into liquidation and thereafter the Poole Rural District Council was corresponding with the Receiver about the non-payment of Rates.

In September 1928 Messrs. Fox & Sons enquired whether Poole Rural District Council would be interested in acquiring the Racecourse for aviation or as a sports ground. The Council replied it was not empowered to take such action.

It is possible that if, as Mr. Etches wanted, the company could have provided a flat racing course, it may have survived; but there were not enough income producing events to make it viable. Also housing estates were being developed on each side and as the 1922 prospectus had forecast the land was increasing in value, particularly for housing. Another factor was probably the imminent incorporation of Kinson into Bournemouth.

On December 13th 1928 The Racecourse, comprising approximately one hundred and eighteen acres (ninety-eight owned by the Racecourse Company and twenty acres owned by the Land Company) was offered for sale by auction by Fox & Sons. The property was bought in by the auctioneers for £54,000. In May 1929 Mr. Etches wrote to the Poole Rural District Council saying that he had been asked to stage motor cycle meetings and other events

The Ensbury Park Race Course and Airfield

at the racecourse and asking what the liability for rates would be.

In a letter dated 26th September 1928 the Receiver, Mr. F.H. Cooper Christmas informed the Poole Rural District Council that the Debenture Holders had decided to develop the land as a building estate. Before they could proceed they had to raise money to pay the preferential creditors. The Council, which was owed rates, was one of these.

Eventually, in July 1930, the Master in Bankruptcy declared a first and final dividend of 6s. 3.97d in the pound (approximately 32%). The Council received £153.12s.11d against its claim for £453.8s.6d. Although it resolved to pursue the balance of its claim it realised, by the end of November, that no more money would be available.

Although the area was administered by the Poole Rural District Council it came within the Bournemouth Town Planning orbit. In 1929 several plans were put forward for residential housing development, some of which were accepted. The first houses on what was now to be called the Leybourne Estate were built in 1931.

The last major trace of the Bournemouth Racecourse went when a team of Scots from McAlpine & Sons dismantled the last Grandstand in Spring 1934. Many of the fences, posts and railings, and corrugated iron cladding allegedly went into building the fences and garden sheds of the new estate and are still evident, as are some of the concrete foundations.

Where was the Racecourse?

Figure 25 shows the racecourse superimposed on the present-day street map. The grandstands were sited between Hill View Road and Western Avenue. The paddock was on the corner of Western Avenue and Hill View Road. The Crown and Sceptre now stands where the stable block was, and the parade of shops opposite Hill View School stands on one of the public car parks, which was the site before that of the original aircraft hangars.

Mr. Etches

After the Racecourse venture collapsed Mr. Etches went to Portsmouth to run a pony racing course, and then to Salisbury to manage a cinema. His family remained in Bournemouth and he returned there to join a building firm constructing houses at the lower end of Northbourne Avenue. He then established his own business and built mainly bungalows in many parts of the Leybourne Estate and elsewhere. He was, with Bernard Mortimer, the moving spirit in all the developments at Ensbury Park and although his dream of a permanent racecourse for Bournemouth faded, his legacy remains in the form of bricks and mortar. He died in Bournemouth on 6th February 1959 at the age of eighty-six.

Appendix 1

A list of meetings conducted under National Hunt Club rules:

| | | | |
|------|--|------|--|
| 1925 | April 17th April 18th Sept. 12th Nov. 4th Dec. 22nd Dec. 23rd | 1927 | April 8th April 9th Sept. 16th Sept. 17th Oct. 20th Oct. 21st |
| 1926 | March 31st April 1st Sept. 17th Sept. 18th Dec. 22nd | 1928 | March 27th March 28th April 10th April 11th Dec 23rd |

Appendix 2 Land Deals

The Companies:

1. Bournemouth Racecourse Syndicate Ltd. (BRS)
 2. Ensbury Park Land Company Ltd. (EPLC)
 3. Bournemouth Race Course Ltd. (BR)
 4. Ensbury Park (Bournemouth) Racecourse Co.Ltd. (EPBRC)
 5. Bournemouth Aviation Company (BAC)
-
- 13.5.21 BRS take up options on Ensbury land owned by Etches and Mortimer.
 - 18.5.21 Etches takes up option on land of G. Watts & Sons
 - 23.5.21 BRS exchange parts of G. Watts' land with Mrs. J.J. Osborne.
 - 1.6.21 BRS buy 9 acres from Thomas Hogue for £2,250.
 - 8.11.21 BRS take up option bought from Etches and Mortimer on 68 acres occupied by Ensbury (formerly Studely) growers.
 - 5.12.21 BRS sold all lands at Ensbury to BR.
 - 1.6.22 BRS takes up options on land occupied by G. Watts & Sons
 - 29.8.22 BRS change name to EPLC
 - 15.10.24 EPLC take up options on 68 acres owned by BAC
 - 16.10.24 EPLC land split into two, one parcel conveyed to EPBRC on 17.10.24.
 - 18.10.24 EPBRC land mortgaged to McAlpine.
 - 1.8.25 Threshers sell final parcel to EPBRC.
 - 18.11.30 Major portion of EPBRC land sold to Leybourne Estate Co. (Directors M.J.D. Broughton, M. McAlpine, H.S. Persse).

Appendix 3

Description of Racecourse Buildings

BUILDINGS

Erected by the Racecourse Company at great expense, comprising :-

GRAND STAND, 100ft. long by 40ft. wide, capable of accommodating 1,400 people; built of brick, concrete and steel, and roofed with corrugated asbestos sheets supported on steel principals.

GRAND STAND, 200ft. long by 42ft. 6ins. wide, capable of accommodating 3,000 people. Similarly constructed to the previous one, and containing 2 Kitchens, 2 Dining Halls (39ft. 6ins. by 33ft. 0in. and 59ft. 0in. by 33ft. 0in.), Ladies' and Gent's Cloakrooms and Lavatories, 2 Refreshment Bars, Press Room, Telegraph Office, Stewards' Offices, Directors' Rooms, Storerooms, etc.

A range of 8 W.C.'s and a Urinal, built of corrugated iron on timber framing.

A range of 5 E.C.'s and Urinal, built as last.

An open-fronted Refreshment Shed, 50ft. long by 18ft. 6ins. wide, with counter, built of corrugated iron on timber framing.

A Greenhouse, 25ft. long by 10ft. wide, with span roof.

A range of Lavatories substantially built of brick with corrugated asbestos roof, containing 7 W.C.'s, Urinal and Lavatory Basins.

An Office, 14ft. 6in. by 13ft. 6ins., built of brick with galvanized corrugated iron roof.

A range of 10 Saddling Boxes, 125ft. long by 10ft. 3ins. wide, built of timber with corrugated asbestos roof.

A Building erected in brick with felt roof, 84ft. 6ins. long by 28ft. 6ins. wide, containing Office, Dressing Room, Weighing Room, Bathroom, Lavatories, W.C.'s, etc.

Timber built Hut, with felt span roof, 20ft. 6ins. long by 15ft. 9ins. wide, with W.C. and sink. The corrugated iron fencing surrounding the Estate.

The concrete and wood posts, and wood rails surrounding the Course.

The Estate is approached from the main Wimborne Road, Bournemouth, via Ensbury Park Road and Coombe Avenue, and there are other approaches from Redhill Drive, Redhill, Bournemouth, from Wallisdown via Kinson Road and East Howe, and in addition has an important frontage (Enclosure No. 74) to the main Wimborne-Bournemouth Road at Ensbury at the junction of the Dudsbury Avenue, an important thoroughfare leading to Ringwood, Southampton, etc.

Appendix 4 Prospectus 1922

BOURNEMOUTH RACECOURSE LIMITED.

Incorporated under the Companies Acts, 1908 to 1917.

CAPITAL - - - - £150,000

DIVIDED INTO
150,000 Ordinary Shares of £1 each.

ISSUE OF 75,000 ORDINARY SHARES OF £1 EACH AT PAR

of which Five Shillings per Share is payable on application, Five Shillings per Share on allotment, Five Shillings per Share on the 5th day of March, 1922, and Five Shillings per Share on the 1st day of May, 1922.

DIRECTORS.

BERNARD MORTIMER, Esq., of 22, East Park Terrace, Southampton, Commission Agent.
E. A. O. WHITAKER, Esq., of Mainsail Hall, St. Giles, Salisbury, Wilts, Owner and Trainer.
FRANK PLATT, Esq., of "Carreg Groes," Glan Conway, North Wales, Director of Wye Mills, Ltd., Shaw, Oldham.
H. S. PERSSE, Esq., of Chittis Hill, Stockbridge, Hants, Owner and Trainer.
FREDERICK ERNEST ETCHES, Esq., of "Avoca," Edgehill Road, Winton, Bournemouth, Managing Director of the Bournemouth Aviation Company, Limited.

BANKERS:

THE NATIONAL PROVINCIAL and UNION BANK OF ENGLAND LIMITED, Winton, Bournemouth, and Branches.

BROKERS:

Messrs. PALMER, COTTERELL and CO., 112, Old Christchurch Road, Bournemouth.

SOLICITORS:

Messrs. OLIVER RICHARDS and PARKER of 10, King Street, St. James, London, S.W.
Mr. J. WATSON, 10, Old Christchurch Road, Bournemouth, and Southampton.

SECRETARY:

Mr. A. E. DALTON.

REGISTERED OFFICE:
ENSBURY PARK, BOURNEMOUTH.

PROSPECTUS.

This Company has been formed for the purposes mentioned in the Memorandum of Association set out in the fold of the Prospectus and primarily to acquire certain freehold lands situate at Ensbury Park on the borders of Hampshire and Dorset, within three miles of the well-known south coast resort of Bournemouth, and to construct thereon a first-class Racecourse.

Bournemouth ranks as one of the most delightful and popular resorts in the South of England, having a most equable climate. Rich in natural beauty, it possesses also Pleasure Gardens and Parks of great charm and is liberally served with every provision for golf, tennis and other sports which are keenly appreciated by residents and visitors alike. It is a rendezvous for visitors all the year round and offers the most comfortable and spacious Hotel accommodation on a par with the best in the country.

The site secured for the course lies within two of the greatest sporting Counties of England, and in the centre of an immense sporting population. Two-thirds of the Training centres and Racing Stables of the South lie within a radius of 75 miles. No Racecourse exists in Hampshire or Dorset and it is the object of the Company to establish there a Racecourse which shall be conducted in a manner both worthy of the town and of the best traditions of our greatest National Sport. The Directors are confident that it will quickly rank as one of the most important in the Country.

Appendix 5

Racing Calendar 1928 - the last race

BOURNEMOUTH APRIL MEETING. 532

WEDNESDAY, APRIL 11TH.

Amateurs' Handicap Steeple Chase of 80*l.*, of which second recd 10*l.* and third 5*l.*; riders: those who had not ridden more than twenty winners—those who had not ridden ten winners alld 4lb, and those who had never ridden a winner alld 7lb; entr. 2*l.*; 3 m. (11 ents.—63*l.*)

| | | |
|------------------|---|------------------------|
| 444 ² | Mr A. F. Druce's Flapper II, by Eton Boy, aged, *†9st 12lb | Mr F. R. Sclater 1 |
| 484 ² | Mr P. R. Savill's Another Encounter, aged, *†11st 4lb | Mr R. Everett 2 |
| 530 | Mrs H. G. M. S. Hill-Dillon's Drury Lane II, aged, 12st 3lb | Mr R. Bennett 3 |
| 464 | Mr J. R. Porter's Tideway, 6 yrs, *†10st 8lb | Capt. W. K. McMullen - |
| 418 | Mr S. C. Wells' Mirathorn, n., *†10st * 5lb allowance under Rule 121 deducted. | Mr F. R. Thackray - |

† 4lb allowance for rider deducted. † 7lb allowance for rider deducted.

Even Another Encounter, 5/2 agst Flapper II, 3/1 Drury Lane II, 10/1 others. Won by 2 lengths, 10 lengths second and third; Mirathorn fell.

Acting Stewards: Major W. H. Milburn and Mr C. Madore.