

NORTHAMPTON STADIUM



BRITISH STOCK CAR ASSOCIATION

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NORTHAMPTON

BRISCA

STOCK CAR RACING

FI

THE ALL ACTION FAMILY MOTOR-SPORT

AUG 27th

THE BRAFIELD SAGA

by Roger Ford

EPISODE 36

BACK TO THE LEAGUE

After the excitement of the World Championship Qualifying Round the second 1960 June meeting saw a return of the domestic league highlight being an encounter between Sid Farndon's Hustlers and the Badges who should have been captained by Nev Hughes, but in his absence were led by Willie Harrison.

The meeting also saw a brief return to the track by one of the old original Brafield Badges, Bletchley driver Alf Forster. He brought with him quite the most remarkable machine I have ever seen raced on a Stock car track since the days of the Scaffolding Specials. It was a rear-engined Czechoslovak Tatra, of uncertain vintage, that had started life as a Nazi Staff car. This wierd machine had the most complicated plumbing imaginable, spread out on the floor around the driver and leading back to its air-cooled rear engine which Forster had added a sort of verandah onto the back to protect! The whole effect was nearly as ugly as Corley Service Station. As if that wasn't enough to get noticed by, he brought it in on an enormous low-loader, of the type that it is necessary to remove the entire rear-wheel assembly (comprising about a dozen wheels if my memory serves me right) to get the car off. You could have parked one of today's transporters on it quite happily and still had room to spare. The racer suffered from clutch-slip.

However, we depress — back to the league match (in which Forster didn't appear) — other Badger replacement being John Pratt for Don Mason. The Hustlers had strengthened their side by substituting star driver Johnny King for white-top, Roy Davis, and it was King who took the lead as the starting flag fell. The Harrison car was barrelled for nearly a lap and when Willie came back into the fray he was just ahead of King, and Johnnie just couldn't pass him. Some laps later, with Willie still holding back King, Tony Last popped through to the lead, and Ellis Ford followed in his wake to give premier places to the Badges. Last survived the attentions of Benny Westley, but not an overslide, which put Ford into the lead. Wanklyn was circulating steadily, and a real battle took place between the revived Last and Crasher Allen, which resulted in a victory for the experienced Ely man, and Last ended up in the fence after losing control. Johnny Pratt fell victim to Allen's wiles, though the immediate result of Crasher's spinning of Pratt was that Pratt bounced Chippie Weston (Allen's fellow Hustler) onto the barrels. Roy Goodman tried to help Chippie off the top of one barrel, but only succeeded in putting him more firmly on, and it was Sid Farndon, Hustler captain, who finally helped Weston back to the track. Allen, meanwhile had gone off after Ellis Ford and finally spun him on the last lap. Wanklyn, having by now completed twenty laps without attracting attention was the individual winner. Ford recovered in time to grab second berth in front of lone Hustler's scorer John King, whilst Willie Harrison and Len Flower completed the Badger total of twelve points. King's third place netted the Hustler's only three points — it was Willie's great display of team-driving that made all the difference.

The rest of the afternoons racing saw a first heat win from Doug Wardropper after George Stannard had led for the first half of the race but overcooked. Heat two saw a very aggressive win by Fred Mitchell who disposed of a challenge from Ken Freeman by blasting Ellis Ford onto him, which holed one of his rear tyres. Freeman made up for this by annexing the consolation. Appearing as a reserve for the Final, Dennis Burdett-Coutts slid onto the grass at the start, and in his anxiety to rejoin the racing line succeeded in shunting the entire straight's spread of barrels onto the track! Terry Coell led till the fence intervened, Mitchell and Leighton came through. Leighton spun Mitchell who promptly turned into him, putting the Earls Barton man on his roof. Mitchell then tidily pushed the overturned racer to a neater angle and continued on his way, but the incident put him out of the first three, eventual winner being Trevor Frost.

Next encounter on the league front was Badges versus Cyclones, and the message was percolating through that fast cars were the thing to try and stay out of trouble. Again Willie Harrison captained the Badges — this time consisting of Wankly, Ellis Ford, Tony Last, Trevor Frost and Don Mason. They were opposed by Ken Freeman's Cyclones — Funnell, Mitchell, Burdett-Coutts, Johnny Swift and Mike Waghorn. At the start, Freeman led Frost by only a few feet, then Frost passed and Harrison took third. Mitchell barged Harrison letting through Last and Burdett-Coutts, who then hit the fence. Frost increased his lead as Freeman was being hampered by Ellis Ford, with brakes full on. Harrison then came up behind to make a sandwich of Freeman, then spun him. The thus-released Ford then spun Dennis Burdett-Coutts who promptly rolled over on the grass. Shortly after Mike Waghorn whacked Willie Wanklyn, causing him to invert also. Both these drivers promptly dismounted, heaved their steeds back onto their wheels, and rejoined. Don Mason and Fred



THE SEMI FINAL TRIO OF GLYN PURSEY, BERT FINNIKIN AND DAVE MELLOR SHARE THE CHAMPAGNE WITH A.T.V. SPORTS EDITOR, GARY NEWBON.



A TROUBLESOME MOMENT FOR MALC NEACHELL (322)
PHOTO'S BY COURTESY OF GEORGE MARKS

BRAFIELD STADIUM CLUB
24TH SEASON
MEETING NO. 29 - 27th AUGUST, 1978

BRISCA FI STOCK CAR RACING

EVENT ONE, HEAT ONE

20 LAPS, HANDICAP ROLLING START

GRADE	NO.	NAME	TOWN & COUNTY
Star Red Roof	212	Frankie Wainman	Silsden, W. Yorks.
"	229	John Hillam	Cleakheaton, W. Yorks.
"	272	Dave Hodgson	Mirfield, W. Yorks.
'A' Blue Roof	12	Nigel Mellor	Wakefield, Yorks.
"	142	Alan Casserley	Knebworth, Herts.
"	257	Bob Tanser	Rugby, Warks.
"	327	Howard Davis	Cheltenham, Gloucs.
"	427	Steve Bateman	Banbury, Oxon.
"	445	Dick Harvey	Bromham, Beds.
'B' Yellow Roof	50	Chris Pickup	Luton, Beds.
"	62	Robbie Craig	Chesterfield, Derbys.
"	136	Dave Taylor	Warrington, Cheshire.
"	203	Danny Clark	Kettering, Northants.
"	268	Jim Sanders	Rugby, Warks.
"	444	Mel Morris	Wednesfield, W. Midlands.
'C' White Roof	316	Ron 'Skid' Skinner	Pershore, Warks.
"	323	John Sheppard	Ravenshead, Notts.
"	332	Bernard Higginson	Ashbourne, Derbys
"	407	Mark Randell	Croft, Leics.
"	413	Kev Cummings	Great Missenden, Bucks.
"	439	Gordon Paxford	Northleach, Gloucs.

RESULTS 1. 127 2. 203 3. 332 4. 212 5. 229 6. 257
7. 327 8. 136 9. 407 10. 444 Time 6.01

(FIRST 8 TO EVENT 5 - REST TO EVENT 4)

EVENT TWO, HEAT TWO

20 LAPS, HANDICAP ROLLING START

GRADE	NO.	NAME	TOWN & COUNTY
Star Red Roof	2	Willie Harrison	Rotherham, Yorks.
"	154	Brian Powles	Cotgrave, Notts.
"	155	Brian Tuplin	Nettleham, Lincs.
"	304	Dave Mellor	Ashbourne, Derbys.
'A' Blue Roof	65	John Stirk	Halifax, Yorks.
"	228	Fred Skinner	Redditch, Warks.
"	247	Andy Webb	Daventry, Northants.
"	493	Brian Bennett	Romford, Essex.
'B' Yellow Roof	9	Mo Masters	Daventry, Northants.
"	23	Jon Lander	Cirencester, Gloucs.
"	110	Ray Scriven	Fairford, Gloucs.
"	167	Rex Hart	Chipping Campden, Gloucs.
"	222	Dave Ward	Hinkley, Leics.
"	235	Tony Bell	Silsden, W. Yorks.
"	305	Roger Hollingshead	Grobby, Leics.
'C' White Roof	24	Just John	Kettering, Northants.
"	127	John Rawlings	Rugby, Warks.
"	184	Pete Ross	Evesham, Warks
"	239	Ken Wyatt	Bloxwich, W. Midlands
"	269	John Rodgers	Finedon, Northants.
"	452	Michael Breakspear	Wantage, Berks.

RESULTS 1. 304 2. 190 3. 2 4. 272 5. 155 6. 235
7. 154 8. 247 9. 65 10. 170 Time 6.01

(FIRST 8 TO EVENT 5 - REST TO EVENT 4)

FORTHCOMING BRISCA FIXTURES

F.1. Aycliffe, September 3rd/Belle Vue, August 28th/Blackburn, September Bradford, September 15th/Bristol, August 28th/Coventry, September 2nd/Harringay, October 28th/Hartlepool, September 10th/Leicester, September 16th/Long Eaton, September 9th/Nelson, September 9th/Northampton, September 17th/Rochdale, September 2nd/Sheffield, September 25th/Skegness, September 6th/White City, September 16th.

F.11. Aycliffe, August 28th/Blackburn, September 7th/Bristol, September 10th/Hartlepool, September 24th/Long Eaton, September 9th/Nelson, September 28th/Newton Abbott, September 28th/Northampton, September 3rd/Rochdale, 1979/St. Austell, September 5th/St. Day, 1979/Skegness, September 13th/Taunton, September 24th/White City, September 30th.

YOU ARE ADVISED TO CONFIRM BEFORE TRAVELLING

EVENT THREE, HEAT THREE

20 LAPS, HANDICAP ROLLING START

GRADE	NO.	NAME	TOWN & COUNTY
Star Red Roof	65	Bert Finnikin	Leek, Staffs.
"	175	Glyn Pursey	Bromham, Beds.
"	208	'Hoss' Fernihough	Inkberrow, Warks.
"	391	Stu Smith	Rochdale, Lancs.
'A' Blue Roof	51	Mo Smith	Aveley, Essex.
"	59	Barrie Shepherd	Rugby, Warks.
"	139	Stu Smith	Chesterfield, Derbys.
"	211	John Aldridge	Great Rollright, Oxon.
"	322	Malc Neachell	Middleton, Staffs.
'B' Yellow Roof	27	Eddie Harrison	Middle Barton, Oxon
"	30	Dave Taylor	Hoddesdon, Herts.
"	90	Bryan Warner	Fillongley, W. Midlands.
"	104	Roy Molloy	Middle Barton, Oxon
"	270	Barry Rodgers	Finedon, Northants
"	408	Brian Whorton	Shenstone, Staffs
"	457	Steve Baxter	Shepshead, Leics.
'C' White Roof	73	Rob Cowley	Nuneaton, Warks.
"	176	Alan Casserley	Stevenage, Herts.
"	232	Pete Bailey	Coventry, W. Midlands.
"	379	Mick Smith	Burton Latimer, Northants
"	461	Ray Harris	Kilburn, Middlesex.

RESULTS 1. 55 2. 175 3. 391 4. 408 5. 322 6. 51
7. 59 8. 139 9. 211 10. 27 Time 5.57

(FIRST 8 TO EVENT 5 - REST TO EVENT 4)

EVENT FOUR, CONSOLATION

20 LAPS, HANDICAP ROLLING START

30	407	434	444	142	170	222
471	74	345	439	445	23	239
264	258	306	127	305	160	65
176	232	27	90	208	457	49
189	270	354	211	228	73	50
RESULTS 1. 305	2. 258	3. 306	4. 228	5. 65	6. 211	
7. 170	8. 445	9. 345	10. 232	Time 10.42		

(FIRST EIGHT TO EVENT FIVE) RACE STOPPED

EVENT FIVE

25 LAPS, HANDICAP CLUTCH START

GRAND FINAL

427	332	59	55	304	65	445	391
322	247	136	139	257	229	175	306
51	408	327	203	272	170	2	211
190	212	235	155	154	228	305	
RESULTS 1	175	2	55	3	190	4	304
	229	8	306	9	305	10	212
						Time	7-39

EVENT SIX

10/15 LAPS, ROLLING START

THE WHITE TOP RACE

(TIME, WEATHER & CARS PERMITTING)

323	170	74	232	239	461
332	49				
RESULTS 1	170	2	232	3	461
	49	6	74	4	239
				Time	3-07

EVENT SEVEN

20 LAPS, HANDICAP ROLLING START

THE GRAND NATIONAL
(Qualifying Heat)

30	222	104	190	322	55	212	457
345	136	408	49	203	155	304	228
272	59	208	139	175	2	211	229
391	323	154					
RESULTS 1	190	2	304	3	55	4	203
	229	8	2	9	212	10	175
						Time	5-55

Sunday, September 17th 3 p.m.
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Funnell ended up on the centre green with their front bumpers locked, rearing and charging as in a bullfight. In spite of all the aggro, it was Freeman who crossed the line first, from Frost, from Mitchell, to win for the Cyclones by eight points to seven.

The rest of the meeting saw Knebworth 'C' grade driver George Ansell beginning to make his mark — he came sixth in the first heat after holding onto a dogged lead for the first nine laps till John King took the race by storm, overtaking the leading four drivers all at once, round the outside.

Heat two saw a rare stoppage caused when Norman Hanks hit the fence very hard and immediately collected John Pratt, trapping him in his car. Leading at the time of the stoppage was another promising 'C' grader — Chelveston Airman Jim Berg, who however was unable to get going again at the restart. Ken Freeman soon took over in the re-run which saw Staines teenager Phil Griffin retire on the last lap when his entire cooling system blew up.

For the first half of the consolation race George Stannard led, with Ray Watkins second and Gerry Sheldrick third — till Sheldrick shed a wheel — for the sixth time in four meetings! Vic Muggeridge, driving the Johnny King car came up to challenge the leaders in company with Ellis Ford, then Stannard and Muggeridge locked together and charged the fence (Johnny King was driving the borrowed Brise car which he eventually bought).

Ansell again led for six laps of the final, till Doug Wardropper went by to lead for the rest. Sid Farndon in Aubrey Leighton's old car, covered most of the distance at high speed with a barrel wedged beneath, causing him to make sporadic visits to the fence. He eventually dislodged it, but seemed to go much slower without it. It was a fast final, the fitting climax to a very fast afternoon's racing.

Roger Ford

SOUNDS TOPICAL

All being well, John Gray (24) better known perhaps as 'Just John' will be making a return to racing today. A telephone call a few days ago indicated that the outfit was ready to go again. It remains to be seen if it will still be in the pink as it was when last seen.

Well he did make it, but it was a pretty inglorious return to racing. Mick Sheppard (359) turned up with the ex Rick Metcalfe motor a fortnight ago, but when on the grid it failed to start, and a disappointed Mick had to be content with watching the racing from the centre.

Ron Skinner (316) was going well on his last visit, but a bit of bumper work put paid to his chances of progressing further. Later Ron hit the fence hard over on the far side and when moving the car after the race was most surprised to find that he left his bumper behind. It was firmly caught in the fence.

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Despite a request for clean overalls to be worn particularly during the semi final presentations only one man appeared to make a really first class effort. He was a credit to himself and the Sport. In gleaming white overalls with just a dash of red here and there, Johnny Goodhall (261) stood out like a sore thumb among some of the 'tat' that surrounded him. Thanks to Johnny, for making the effort and to the contenders who didn't bother, poor show chaps, particularly as you were all aware that there were representatives of T.V. present.

A nasty moment for Glyn Pursey (175) at the last Bradford meeting. He worked his way into all kinds of trouble on the home straight which eventually saw him climbing skywards. For one dreadful moment it looked as if the car was about to clear the fence, but it didn't happen, and the car rolled back onto the track with wheels paving the air.

Glyn was not the only man to perform a hair raising roll-over during that meeting. Another Midlander made a contribution to the racing by rolling his car on a bend, whereupon it continued on its merry way amid a cloud of sparks on its roof. The driver was Johnny Goodhall (261) who emerged from the machine unscathed.

Young Mark Randell (407) believes in hitting fences hard when he does have the misfortune to slide that way. He did it again a fortnight ago here and required help to get onto the safe side of the fence. However, he's a resilient young man, and was soon raring to go.

Another surprise guest today would be one Len Wolfendon (190) who has been making a name for himself of late with some powerful drives at the wheel of a F.11 car. Recently, he returned to F.1 racing in a borrowed Frankie Wainman (212) car and promptly lifted the chequered flag a couple of times without too much trouble. A whisper has informed us that he might just decide to pay us a visit.

A newcomer recently made his debut at Coventry. His name was Stu Young (329) who drives a car previously raced by retired driver Bernard Rodgers. Its powered by a 352 c.i. Ford engine and Stu has no previous oval racing experience.

Best wishes to Pete Doran (428) who had the misfortune to break an arm at the beginning of the month when racing at Coventry. The injury will certainly keep Pete off the raceways until next year, and he's also already spent a couple of weeks in hospital. Further irony was that the Doran family returned a day early from holiday in order to race at the meeting.

ON SALE TODAY, THE LATEST EDITION OF THE STOCKCAR SUPPORTER MAGAZINE, THE SEPTEMBER ISSUE. ITS PACKED FULL OF INTERESTING NEWS AND VIEWS, SO DON'T DELAY, GET YOUR COPY NOW. ALSO AVAILABLE, THE 1978 EDITION OF THE SUPPORTER PICTORIAL. ITS PACKED WITH OVER 90 EXCELLENT PHOTOGRAPHS AND IS GOOD VALUE AT ONLY 35p.

Several new cars are expected to appear within the next few weeks. Could be that the 'Smiffy' car is due for replacement, Brian Powles is certainly contemplating a new Stocker, and even Willie Harrison is reputed to be adding to his stable of cars. There's more too, so just keep your eyes skinned, the BRISCA raceways still have plenty in store for you.

Mel Morris (444) has decided that a coach is a far better way of getting around the tracks than towing behind a car. As a result he's purchased one from Brian Whorton. Brian has, in turn purchased Malc Neachells coach, and Malc is using an ex fire tender to get him around. As yet, the latter vehicle has not been converted to any extent, but there are plans to remedy that soon.

From Silsden, West Yorks, comes Tony Bell (235) paying his first visit to Northampton Stadium. Tony, a regular driver on the Northern circuits is quite a 'dab hand' at the wheel of his powerful Stocker, and should soon settle down when out on the tarmac.

Two more southern faces have returned to BRISCA racing. Duncan Whytock (335) retains his old number, but returns with a very smartly presented machine which handles well. The other man to come back is fiery Bobby Burns (471) who drives the ex Allan Barker (179) 'bathtub special'.

A rough night for Dave Ward (222) a week ago when he was involved in all sorts of trouble at Leicester which finally ended up with the car parting company with its front axle. At the same meeting Jim Sanders (268) decided that he had had enough of the bumper treatment

from other competitors and thought it was time to get stuck in himself. The result was three or four laps of really hectic racing before Jim lost it on a bend and became sidelined.

Dave Taylor (30) was knocked about a little a few days ago, when his already 'dead' car was clobbered hard by passing traffic. Dave had to be removed from his car, and the race stopped, but fortunately it was nothing serious.

Not a good night at Leicester last week for Richard Squire (371) who had the misfortune to have his car written off, after Brian Whorton (408) had climbed all over the back end of Richards car. This caused the roll cage to come forward, but so well fixed was it to the chassis of the car that that too, also bent. So much so that the gear box was actually scraping along the ground. Richard assures us that he will be back!!

And mention of Brian Whorton reminds us that he recently won his first ever final when, after a restart he held off a strong challenge from Ron Rogers (152) to take the Midland Drivers Championship at Leicester.

John Rodgers (270) had a problem when he took to the centre green at the same meeting whereupon his car suddenly burst into flames. Not a pleasant thing to happen, the only consolation being that matters could have been a lot worse.

Whilst talking of John Rodgers, our thanks to him and to Barry for helping us out with our advertising for the Semi. They kindly agreed to parade their cars around the local town centre on the back of the transporter which was also suitably bedecked with the details of the meeting. It worked well, for several spectators admitted to coming along to watch as a result of seeing the Rodgers outfit, and those are the new faces that we and BRISCA need.

St. John Ambulance Brigade

Today is the Annual Collection by the St. John Ambulance. This being a Voluntary Organisation depend upon such collection to survive — they get no grants at all — so would you all show your appreciation of their work they do in helping the drivers of the Sport you follow by giving generously. Lets make this the best ever collection — at approx 2.45 you will be able to see a Practical Demonstration on the Centre Green, given by Cadets, to show just how they deal with everyday Accidents that they could be called upon to deal with at anytime.

Northampton Stadium Presents



BRISCA STOCK CAR RACING



Two Super September Meetings

Sunday, September 3rd 3 p.m.
F.11 RACING AT ITS VERY BEST
60 Cars 3 Heats 7 Races

Sunday, September 17th 3 p.m.
F.1. RACING. FAST AND FURIOUS.
60 Cars 3 Heats 7 Races