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LEICESTER STADIUM



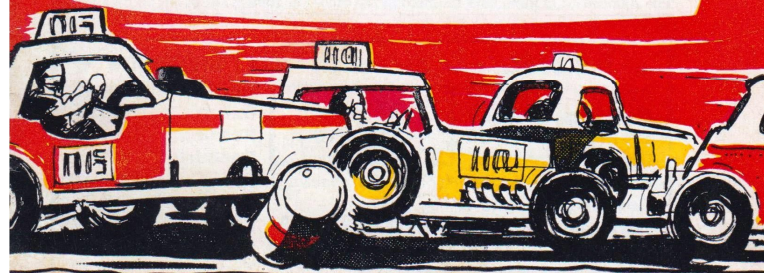
STOCK CAR RACING

Magazine Programme & Official Race Card: 15p

SATURDAY, 21st MAY at 7.30

★ *Qualifying Round* ★

BRISCA 1977 World Championship



A BRITISH STOCK CAR ASSN CIRCUIT

LEICESTER STADIUM

Promoter: Charles Ochiltree. In Association with Midland Sports Stadiums Ltd.
(Directors: B. A. Sanderson, C. E. Ochiltree, S. A. Sanderson, L. G. Ochiltree, W. P. Gilmour)
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Meetings held under Regulations of The Stock Car Racing Board of Control Ltd.
Track Licence No. 182 Track Lengths 350 metres. Permit No. 358

OFFICIALS:

Clerk of the Course:
MARTIN OCHILTREE

Steward:
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Starter:
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Commentator:
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Ambulance and Nursing Division
in Attendance

NOTICE

Car Racing is dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the Stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. Should this meeting be abandoned before two races have been completed a re-admission ticket will re-admit you to the re-run meeting. In no circumstances will any money be refunded.
Betting is absolutely prohibited at all Car Meetings. The Management reserves the right to make alterations or additions to the programme.

Stock Car Racing at Leicester Stadium is promoted under the Licence of the Stock Car Racing Board of Control Ltd., whose offices are at 232, High Road, Wood Green, London N.22.

Leicester are founder members of the British Stock Car Association ("Brisca") whose address is also 232, High Road, Wood Green, London, N.22 and to whose Secretary, Mr. Len Porter at PO Box 678, Streatham, London SW16 2RR, Driving Licence applications should be made.

BRISCA circuits use only Drivers of the British Stock Car Drivers Association.



BRITISH STOCK CAR ASSOCIATION

The Association of Promoters Licensed by the Stock Car Racing Board of Control Limited

★ THE STOCK CAR CALENDAR — NEXT MEETINGS ★

Aycliffe May 22		North'pton May 29
Belle Vue June 6		Oxford Jun 5
Bradford May 26		Reading June 10
Brands Hatch Jly 31		Rochdale* May 29
Bristol* June 5	<i>*(Formula II Meeting)</i>	Sheffield June 20
Coventry June 4		Skegness* Jun 14
Hartlepool* May 29	Man. W City May 28	St Austell* June 7
Leicester June 18	Nelson* June 6	St Day* May 29
Long Eaton May 28	Newton A.* June 6	Taunton* May 22

BRISCA CIRCUITS

ROUND THE RACEWAY



Charles Ochiltree writes...

WHAT is a Good Night Out?

We reckon a combination of many different things for many different people.

For some a Symphony concert spells the Supreme joy.

For others a Bingo "Eyes down" event sheer Ecstasy.

A night at the Palais for the hip-shakers... ..Heaven.

And of course a slap-up Dinner is not without its devotees as the true Delight.

Whatever the particular place of bliss, the great excellence, we rate three essentials: relaxation, entertainment, and pleasurable social company.

Which is why we can never understand how so many so-called soccer supporters rate a Punch-up as Paradise!

Our Good Night Out with the dispensers of track magic holds all our rated three essentials. Plus another.....Excitement.

It's a healthy excitement, borne of a consciousness of danger, suspense and sporting rivalry. And it doesn't make life difficult for anyone else.

We're proud of our sport's audience record. We acclaim them to the authorities as noteworthy examples of crowd behaviour.

If we have had a complaint it is that late-arrivers not using the Car Park on Parker

Drive have hurriedly "baled out" so as not to miss the start.....and left their vehicle in a location of inconvenience to others.

That's put right by bringing it to notice.

Likewise we know support will immediately be forthcoming for our campaign to Leave Litter Inside the stadium not outside, where it can blow about to the appearance-detriment of local gardens.

The complaint we need to do something about, because it is not without justification, is a growing tendency to late-finishing.

That's not the audience's fault.

It's ours. And the drivers who sometimes forget their responsibilities to time schedules in 'tween race rebuilds searching for auto perfection!

We propose putting that right by instituting Time Limits on closure of the "Gate".

There will be a signal for 5 minutes, 2 minutes and Close.

And if it means less than the scheduled number of competitors on the circuit.....so be it.

We do have to consider others.

For that reason also, as an experiment, we are advancing times of start of meetings from June 18th to 7.15 p.m.

We've said what we rate the essentials for a Good Night Out! now we can say with conviction also the last thing one wants on a Night Out is to be regimented, lectured!

So we simply aren't going to mention Do's and Dont's anymore — just leave it to the very good sense of our great family audience to play their further part in winning the Stox general appreciation for both consideration and co-operation.

Now we'll see if *Officias and Competitors* can combine to **WATCH THAT CLOCK!**

Have a grand evening. There's a lot of fun to be had.

Charles Ochiltree



TONY
LEICESTER
(34)

AROUND and ABOUT

LEICESTER TRACK RECORDS
16 Laps STU SMITH (391)
4 min. 58 secs. 16th August 1975
20 Laps DAVE CHISHOLM (252)
6 min. 16 sec. 15th June 1974.

We've donated the prize monies from our April Event 6 to the Drivers' Benevolent Fund.

It wasn't pay packets, it was time on our mind that occasioned the GN cancellation on the night.



**DON
EVANS
(37)**

The vacated June 25th date from Belle Vue will not be "lost" to Formula 1 Stox — there are applicants for the Permit and Bev Greenhalf should be able to advise tonight where a meeting will be staged that night.

Amazed at the immediate result of his equipment being seen on our circuit last meeting, Boss Lovell of the Plant & Equipment Hire concern at Whetstone.

Saturday night seen in action — Monday morning telephone call for hiring!

The Stox Scene is truly Well Seen!

To Remind you.....to Remind you.....to Remind you.....Next Meeting, 18th June starts at 7.15 p.m.

That calls for FIFTEEN MINUTES earlier departure for your Stox session.

Martin Dilks, who specialises in American Automobiles, does a grand job locating parts for many of the stock boys racing power packs.

Keen stox-viewer, Martin's Leicester establishment is always a hub of track topics.

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At the beginning of this 1977 season the Stock Car Racing Board of Control Ltd., issued a new book of Regulations containing, amongst other things, some long overdue updating of the sections concerned with car construction and general safety aspects. Tonight's meeting being a BRISCA Formula One World Championship Qualifying Round, it would seem an ideal time to delve into the book of Regulations and study the composition of the World Championship event from start to finish.

Many of you here at Leicester this evening are probably well aware of most points appertaining to the Chase for Gold but on the other hand, there must be many more people with little or no idea as to just how the qualifiers and grid positions for the most important race of the season — this year at Coventry on September 3rd — are arrived at.

A Qualifying Round meeting is run in the usual way and any circuit with a maximum of three F1 fixtures on their schedule may stage a qualifier. The number of cars progressing to the meeting Final may be six, seven or eight, in the case of a three-heat plus consolation format, whereas a two-heat plus consolation format MUST provide for eight cars to enter the meeting Final from each heat. In fact, the two heats/consolation/final format is the minimum allowed, otherwise points will not count.

Points are scored by drivers in the same way as they score for the National Points Championship, that is 8,7,6,5,4,3,2,1, in heats and consolations for those cars that qualify for the meeting final, and double the points for the first eight finishers home in the Final. Grand National Championship Heats, Helter Skelters and non-qualifiers events do NOT score points for the World Championship. One interesting item, sometimes overlooked, is the fact that non-qualifying reserves may not be put into a Qualifying Round meeting Final.

Those two paragraphs cover the Qualifying Rounds of which, this season, there are sixteen due to take place. The first was at Hartlepool on Easter Sunday and the last in the series should be at BRISCA's newest venue — Skegness Stadium, up on the East Coast early in July. Tonight's qualifier is Round Six so, with the series approaching the half way stage, some drivers will be well on the way to a Semi-Final date whilst others will doubtless be wondering what they can try next in an attempt to gather some points!

How does a driver get to compete in a World Championship Qualifying Round? Well, the competition is open to every registered driver and they can all apply for bookings in the normal way at any circuit they choose. However, the Rule Book states that "Preference in bookings will be given to top grade drivers." Any ideas you might have about White Tops and Yellow Tops not getting a fair deal from that should be destroyed right away when you recall that John Goodhall (261) won his way through to the front row of the 1976 World Final having scored all his Qualifying Round points as a 'B' grade Yellow Top!

When the Qualifying Rounds are all complete the next stage is the Semi-Finals and 90% of the title hunters are excluded from the competition in one fell swoop!

No matter how many Qualifiers a driver takes part in, only his best five meeting scores are counted and the forty drivers with the best five scores then have their points added up for the allocation of Semi-Final grid positions. The Board of Control determines which drivers race in which Semi but grades are ignored and the top points scorers go from the front. Twenty cars take part in each Semi-Final race — held as a normal meeting heat, usually within six weeks of the last Qualifying Round.

cont'd page 9

Official Race Card and Schedule of Events

★ Qualifying Round ★

BRISCA 1977 Stock Car Racing

Championship of the World

2nd Meeting, 1977 Season

Saturday, 21st May 1977

STARTING IN RACES

All events in this programme will be started on the Graded principle, from Rolling Starts.

Staggered Pack Formation.

Events 1, 2, 3 and 5 are determined by Grades and application of Handicaps on local Track Championship table.

Events 4 and 6 Positions are determined on the "First Out, On" Principle, Grades being observed.

Content Limitation Evs 4, 6: 30 Cars.

Super Stars start at rear, irrespective of local points tables.

Progress: Transfer First Six from Events 1, 2, and 3 to Event 5, Others to Event 4. Transfer First Six from Event 4 to Event 5.

FLAG SIGNALS

Green: START Yellow: CAUTION
U.Jack: HALFWAY Black: EXCLUSION
Red: STOP Chequered: FINISH

INCIDENT WARNING LIGHTS

Rolling Start Conditions
Green Light: START of Race
Flashing Amber: HOLD positions for Pace Lap

Red Light: UNSATISFACTORY Pace Lap, Hold Positions and Repeat

Race Conditions
Green Light: HAZARD PASSED, continue Racing

Flashing Amber: INCIDENT ! Slow Down, Do Not Change Positions.
Red Light: STOP ! Complete and immediate for all Cars.

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EVENT 1. HEAT 1. Up to 20 Cars. 16 Laps.

No.	Driver	Town
258	Bob Wass	Lutterworth, Leics.
434	Garth Jones	Melton Mowbray
209	Brian Bedford	Hemel Hempstead
96	Pete Morris	Loughborough
82	Brian Walker	Syston, Leics.
418	Phil Bicknell	Lutterworth, Leics.
27	Eddie Harrison	Middle Barton
304	Dave Mellor	Ashbourne, Derbs.
37	Don Evans	Cowley, Oxon.
50	Chris Pickup	Dunstable, Beds.
348	Bill Wright	Stone Broom, Derbs.
445	Dick Harvey	Bedford
211	John Aldridge	Chipping Norton
203	Danny Clarke	Kettering
220	John Heath	Shipston-on-Stour
34	Tony Leicester	Wakefield, Yorks.
228	Fred Skinner	Studley, Warks.
229	John Hillam	Cleckheaton, Yorks.
59	Barrie Shepherd	Rugby, Warks.
208	M. Fernihough	Inkberrow, Worcs.

1st. 203 2nd. 229 3rd. 37 4th. 228
5th. 34 6th. 348 7th. 16 8th. 211
9th. 27 10th. 434 Time.....

EVENT 3. HEAT 3. Up to 20 Cars. 16 Laps.

No.	Driver	Town
335	Duncan Whytock	Chinnor, Oxon.
405	G. Hampstead	Thame, Oxon.
230	Sam Seabrook	Hinckley, Leics.
222	Dave Ward	Hinckley, Leics.
95	Ray Patter	Anstey, Leics.
457	Steve Baxter	Shepshed, Leics.
268	Jim Sanders	Rugby, Warks.
51	Mo Smith	Aveley, Essex
146	Jim Potter	Coventry
291	Bob Squire	Daventry
63	Doug Fisher	Harmondsworth
305	R. Hollingshead	Groby, Leics.
257	Bob Tanser	Rugby, Warks.
155	Brian Tuplin	Nettleham, Lincs.
30	Dave Taylor	Hoddeston, Herts.
322	M. Neachell	Tamworth, Staffs.
318	Dave Fox	Draycott, Derbs.
160	Andy Stott	Wakefield, Yorks.
154	Brian Powles	Cotgrave, Notts.
2	Willie Harrison	Rotherham, Yorks.

1st. 155 2nd. 146 3rd. 257 4th. 154
5th. 318 6th. 322 7th. 305 8th. 322
9th. 51 10th. 63 Time.....

EVENT 2. HEAT 2. Up to 20 Cars. 16 Laps.

No.	Driver	Town
376	Dave Lee	Wigston, Leics.
24	Just John	Kettering
129	John Wilbur	Hinckley, Leics.
80	Brian Chappell	Sibley, Leics.
178	Roy McLester	Wellingborough
298	Bill Stubbs	Chesterfield, Derbs.
127	John Rawlins	Rugby, Warks.
110	Ray Scriven	Fairford, Glos.
327	Howard Davis	Cheltenham, Glos.
264	Stuart Silman	Chipping Norton
104	Roy Molloy	Middle Barton
261	John Goodhall	Stoney Stanton
55	Bob Finnikin	Leek, Staffs.
62	Robbie Craig	Chesterfield, Derbs.
139	Stuart Smith	Chesterfield, Derbs.
427	Steve Bateman	Banbury, Oxon.
16	Frank Bourne	Market Drayton
175	Glyndwr Pursey	Bromham, Beds.
272	Dave Hodgson	Mirfield, Yorks.
3	Stuart Bamforth	Huddersfield

1st. 327 2nd. 55 3rd. 272 4th. 3
5th. 104 6th. 15 7th. 16 8th. 139
9th. 90 10th. 62 Time.....

EVENT 4. Consolation Heat. 16/20 Laps (Open to First 30 cars on track.)

Car	Car	Car	Car
59	139	304	90
27	211	407	234
45	228	258	167
96	229	16	261
208	178	305	2
208	62	264	95
51	160	155	305
63	457	222	

1st. 2 2nd. 261 3rd. 291 4th. 160
5th. 59 6th. 155 7th. 139 8th. 157
9th. 62 10th. Time.....

EVENT 5.

Raced Over 20 Laps

★ QUALIFYING ROUND MEETING ★

BRISCA 1977

CHAMPIONSHIP of the WORLD GRAND FINAL

(First 6 from Events 1, 2, 3 and 4—24 Cars)

Car No.	Car No.	Car No.	Car No.	Car No.	Car No.
203	229	37	228	34	348
327	55	272	3	104	175
435	146	257	154	318	322
2	261	291	160	59	155
1st 435	2nd 175	3rd 272	4th 55	5th 3	6th 59
7th 291	8th 154	9th 160	10th 203	Time 6.32	

BE LIKE US—GET THE TOP OF THE POPS
FROM THE RECORD SPECIALISTS—SMITHS—of
236 NARBOROUGH ROAD, LEICESTER Tel. 823960

EVENT 6.

Raced Over 16/20 Laps

QUALIFYING HEAT

Grand National CHAMPIONSHIP

(Open to first 30 Starters from Events 1-5 with Winner Event 5, if competing, handicapped one half lap).

Car No.	Car No.	Car No.	Car No.	Car No.	Car No.
3	435	203	16	90	407
405	304	96	268	305	27
208	129	2	258	34	55
272	228	155	257	37	154
160	175	261	146	348	291
1st 304	2nd 3	3rd 2	4th 34	5th 203	6th 228
7th 154	8th 435	9th 90	10th 291	Time 6.25	

Round the Raceway—cont'd

A top driver suffering a run of bad results during the Qualifiers still has every chance of reaching the Semi's because if he is unable to get good results over a period of up to three months then surely he can no longer be classed as a top driver! However, come Semi-Final time the forty still treading the path towards Gold and Glory have another obstacle to overcome.....Luck—or rather the lack of it!

This year the Semi-Finals are set for Long Eaton (July 30th) and Rochdale (August 14th) and in each race ten drivers, some of them like Stu Smith and Doug Cronsaw last year—simply down on their luck, will be eliminated. The first ten cars to cross the finishing line in each race go through to the World Final to be given grid positions according to Semi-Final placings: Winners to the front row, seconds to the second row etc. Seeded or foreign entrants as determined by the Board Of Control may be placed at various intervals along the grid. The defending Champion may also be placed at the rear of the grid if he has failed to qualify purely on merit.

So to the World Final itself. One race in the midst of a packed stadium seething with tension and atmosphere. A BRISCA F1 World Final is a never-to-be-forgotten sight which, if you haven't had the pleasure of witnessing as yet, you should certainly do so this year at Coventry Stadium on September 3rd. When it is all over the first eleven placeman score 32, 30, 28, 8, 7, 6, 5, 4, 3, 2, 1. and the first three retire from the rest of the meeting.

So watch closely tonight's action. The driver scraping home virtually un-noticed for a consolation sixth may be scoring the vital points to keep him on the road to Brandon in September. And the car forced to pull off with a flat tyre in the early stages of this evening's Grand Final may even yet be proudly painted with a roof of Gold on the night of September 3rd. Such is the unpredictable nature of this, the foremost competition within this fascinating sport.

Dave Edwards.



JOHN
HILLAM
(229)

SEW-ON-SEWS!

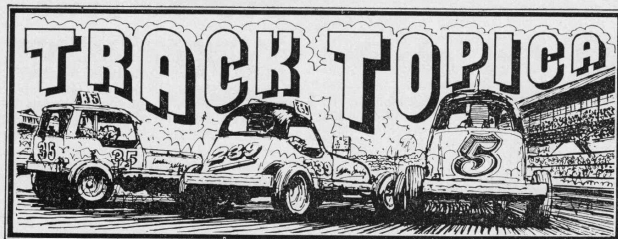
Our poor Leicester Track Shop Assistants were inundated with enquiries for LEICESTER SEW-ONS at the April Meet. In fact the words, "NO THEY HAVEN'T ARRIVED YET," kept them sleepless all night. Well, what a little Minter we've got for you, in 5 colours and with a touch of the JUBILEE'S. That's a bit of the Old Red White and Blues to you. They're a once-in-a-million never-to-be-missed bargain at 50p apiece.

If you saw them at Coventry and were short of the readies, you can buy one Tonight: That's our very snazzy BRISCA BELTS, Duo-coloured Red and Yellow, plus a neat little slogan to get 'em all going, "You've seen the Rest, I've seen the BEST, BRISCA F1 STOX." No matter how round you happen to be, these Belts are choppable. All that's required is a quick pull through the buckle, a snip with the scissors, and you've got a Custom-length Belt, and all for 99p. Belt up to the Track shop QUICK! cos they're selling fast.

Through the Lens of our STOXSCENE SNAPMASTER, we've a fair old selection of full colour PHOTOGEAR to tempt you with. A Good Line for the acrobats and adults alike are the Mini Pix, a full action Photo, but only 3½ x 2½ ins. in size, cunningly designed to fit straight into a Photo Album with provision for Driver detail and Autograph. Pix are a Staggering modest 10p each and the Albums an equally unbelievable 20p each. Stocks of all these are obviously vast, but what we have not got tonight can be ordered from the PHOTOQUE at Coventry next time. Same goes for all other items listed below. Enormous Rosettes are the order of the Day, and as usual we can oblige. A full 9 ins. of RED, BLUE and YELLOW Ribbon, complete with centre colour Pic will cost you around the 75p Mark. If it's not Rosettes you fancy we've other items equally buyable, including Photo Key Fobs, Necklaces, Starpic Badges.

It's all there in the Track Shop, and if you've still got some change left The "RALLY COAT KING" is not far away. As you well know his range of Budget priced Racewear is not to be missed. There's Overalls, Anoraks, Large Small Thick and Thin to suit all sizes and age groups. Plus a unique line whereby you can design your own Team Jackets and the "King" will have them made to your own personal Spec.

We'd mention too DAN the SPANNER MAN. He's got a vast variety of Motor tools for all Motor Mechanics. He's in the Paddock Tonight.



Whilst our April opener unfortunately had to come to a premature end due to delays in the proceedings which took us up to the time limits we are working to, the meeting otherwise finished on a high note with the northern partnership of **Alan Barker (179)** and **Stuart Smith (391)** once again this season taking a stranglehold on the results with Barker taking **The Leicester Laurels Trophy** in a breathtaking finish.

The experienced Barker has certainly made the most of his opportunities this year whilst racing as a 'B' grade driver, to such an extent in fact that he now finds himself promoted three grades to become a member of the Elite Super-stars. The Yorkshireman will obviously now find points much more difficult to come by but even so, as long as the second Stuart Smith motor is at his disposal, should remain in the top ten with ease.

Misfortune still appears to be stalking **Dave Chisholm (252)**. Having only just recovered from the back injury that kept him away from racing for the biggest part of last season, he is now sidelined once again with a broken wrist which he sustained during a practice session at **Northampton** during late April. Despite this and severe bruising as well, Wheathampstead man, ever conscious of his supporters, elected to still carry on with his commitments and race in the afternoon's meeting. Unfortunately, it is most unlikely that Chisholm will have had the plaster removed in time for this evening, which is a great pity following the superb Chisholm/Smith battle in their heat last month.

On top of the world at the moment is **Hoss Fernihough (208)** who won his first ever Final over at **Long Eaton** just three weeks back.

This popular character made an almost immediate impact upon joining the **Brisca Racers** following experience with other forms of oval racing and in fact won his first trophy at **Manchester White City** when he picked up the Novice of the Year Award

on a track which he had never even seen previously. Shortly after this initial success the Worcestershire man settled down to become one of the most colourful characters of our sport, always to be found in the thick of the action, never one to move over at the sight of a red top and always racing with aggression. Since his rise to prominence he has consistently met with a limited measure of success but this has most definitely been offset by heavy repair bills brought about by his exuberant driving.

Almost from the word go this season a much improved Fernihough was evident, scoring consistently higher points such as his heat 4th and Final 4th at **Leicester** before culminating in his big win. I personally cannot think of any other driver who having never won a previous final is more deserving of one than the now red roofed 'Hoss the Boss'.

Northants driver **Ian Russell (38)** who made a spectacular return to racing this year with the **Alan Young (ex-393)** motor, winning finals at both of his first two meetings has apparently now decided to sell up and retire again! Rather strange decision that, the same of which could be said of the retirement of Alan Young after an equally short but successful spell with the same car.

However the retirement of Russell has been offset by the return of **Don Evans**, Oxford's veteran of almost 20 years of racing, take away a few months here and there and also the occasional season, having managed to once again recover his famed number '37' which was issued to a novice during his absence, (I must say at this point that I personally feel that numbers of well established long term drivers should not be re-issued to newcomers immediately the former owner leaves the scene, but should be kept free for at least a year so as to give the person an opportunity or perhaps some encouragement to change his mind and return).

Dave
Robottom's

TABLE TALK

Here's the first tables of the 1977 season for the various domestic competitions which run throughout the Stock Car Year. **TRACK CHAMPIONSHIP** — all grades. Points awarded 8-7-6-5-4-3-2-1 to **FIRST EIGHT** in Heats, Consolations, GN etc, 16-14-12-10-8-6-4-2 to **FIRST EIGHT** in Finals. Opportunity tonight for someone to pinch the lead — for various reasons none of the leading three drivers are competing here tonight.

Driver	Heats	Finals	Total
179 Alan Barker	6	16	22
391 Stuart Smith	8	14	22
252 Dave Chisholm	7	12	19
208 M. Fernihough	5	10	15
16 Frank Bourne	6	6	12
318 Dave Fox	8	4	12
228 Fred Skinner	3	8	11
154 Brian Powles	8	2	10
272 Dave Hodgson	8	—	8
2 Willie Harrison	7	—	7
59 Barrie Shepherd	7	—	7
322 Malcolm Neachell	7	—	7
427 Steve Bateman	7	—	7

SUPREME STAR TROPHY — Red Tops only. Points awarded 8-7-6-5-4-3 to **FIRST SIX** in Heats only (Events 1-3), 16-14-12-10-8-6-4-2 to **FIRST EIGHT** in Finals.

Driver	Points
391 Stuart Smith	22
252 Dave Chisholm	19
16 Frank Bourne	12
2 Willie Harrison	7
30 Dave Taylor	6
175 Glyndwr Pursey	5
3 Stuart Bamforth	4

BLUE CHIP DISTINCTION — Blue Tops only. Points awarded as Supreme Star Trophy.

Driver	Points
208 M. Fernihough	15
318 Dave Fox	12
228 Fred Skinner	11
154 Brian Powles	10
55 Bert Finnikin	5
305 R. Hollingshead	4

TIP-TOP TRIERS TROPHY — Yellow and White Tops only. Points awarded as Supreme Star Trophy. The elevation of Alan Barker to Super Star means that he cannot fall below 'A' grade again — hence he'll not score any more points in this competition. Will the points Alan has amassed be enough for the season? Watch this space!

Driver	Points
179 Alan Barker	22
322 Malcolm Neachell	7
211 John Aldridge	4
63 Doug Fisher	3

ENCOURAGEMENT TROPHY — White Tops and Novices only. Points awarded as Supreme Star Trophy. Just one entry in this competition to date — and the driver concerned as now been promoted to Yellow Top.

Driver	Points
63 Doug Fisher	3

CLIMAX TROPHY — all grades. Points awarded 8-7-6-5-4-3-2-1 to **FIRST EIGHT** in GN qualifiers and Helter-Skelters. No race held as yet this season.

MIDLAND MERIT TROPHY (Sponsored by Martin Dilks, DB Motors). Open to all except Red Tops, with a domicile restriction of 50 miles from Leicester. Points awarded as Supreme Star Trophy.

Driver	Points
208 M. Fernihough	15
318 Dave Fox	12
228 Fred Skinner	11
154 Brian Powles	10
55 Bert Finnikin	5
305 R. Hollingshead	4

Track Topica—cont'd

Reverting to the Oxford Don, he made his re-appearance at the opening meeting at the very impressive new **Reading Stadium** followed by a second outing at **Coventry** and at both meetings duly won a race driving the same motor he had when he retired, and for many seasons prior to that, and looking as if he had not been away at all, judging by the ease and composure in which he obtained his victories.

A past final winner at **Leicester**, Evans will be worth keeping an eye on this evening.

Also back with us again but following a shorter absence is the Nottingham Star **Brian Powles (154)** who soon got to grips with the rain lashed track in April here and had the honour of winning our first race of the new season. The Powles motor obviously goes as well as it looks and subsequently Powles is another who finds himself elevated a grade after the first grading period.

Vic Bidduhl