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**BRISCA**  
STOCK CAR RACING

# STOCK CAR RACING

**FORMULA 1**  
RACIAL ACTION

Magazine Programme &  
Official Race Card 15p

★  
SATURDAY  
2nd SEPT, 1978  
at 7.15 p.m.

★  
THE  
TRACKMASTER  
TROPHY

## COVENTRY STADIUM

ON THE A428 RUGBY RD. BRANDON



# ROUND THE RACEWAY

Charles Ochiltree writes...



PETE DORAN walked away from his car after an incident last meeting.

But he got a ride away from the track. In the black and white automobile of St. John.

For surprisingly, the Hinckley hurricane had accumulated quite a few injuries in a mishap which hadn't appeared of such magnitude.

That he endeavoured to make his way to the centre safety zone showed great fortitude on the part of the cheerful 428 B topper, for he must have been in some pain.

He's out of the Wards now, but not out of plaster. And certainly unlikely to race again this season.

In the meantime though, from Mandy Doran comes a modest request that on behalf of hubby Pete and herself we convey a big Thank You to all concerned for everything that was done for Pete at the August meeting.

A pleasure.

And respects to a tough trophy tracker.

THERE'S a whole lot of North v South chatter going the Brisca round at the moment.

Ahead of time we reckon.

There's no doubt the South is coming back.

The signs are there.

With the old yearning, even classy Chissy could be circuiting in inimitable style before the season's over.

But here and now, right at this moment is not opportune we reckon to be lining up the established might of the North again the regrouping, testing-the-temperature returning Southerners.

It doesn't need track authentication to prove there exists an overall dominance in the hands and racing skills of the aces of the North.

Let the South have time for re-establishment of its auto competing sons, in an atmosphere of freedom from the need to prove any point but that they want to tune in again to the raceway contest that satisfies.

Putting the pressure on to pride of performance geographically right now, is not consistent with the sporting code that has lifted Brisca to its position of esteem.

WE'RE GLAD that Roger Hollingshead isn't at the top of our Tip Top Triers Trophy Table.

It would have made it just that much harder to black flag him for offences against raceway discipline.

We'd have done it just the same of course. More reluctantly. But just the same.

Because Roger, like experienced competitor Pete Guinchard who certainly ought to know better than run around wheel-less has to know that even in the hurly-burly of hectic chequered flag chasing there's an over-riding code of circuit safety to be observed.

Free-wheeling is Permissible, Three-wheeling isn't.

IF YOU should see a forlorn-looking fellow standing cap in hand, arm outstretched, at the Paddock Gate entrance. Looking for all the world as if he needs help.

Consider whether you can't spare a dime buddy.

Because it's likely to be Johnnie Goodhall who nearly suffered the excruciating pain of £1 extraction from his purse at Leicester last month - for not having his competitors licence with him.

Ken Field, with a whole lot of new racers around the Blackbird Road paddock, decided on a spot check of licences. And fined them as hadn't....

The fines desolated the normally loquacious JG who could register, not his usual fire and thunder and caustic comment on Officialdom in general and Ken Field in particular, but instead only open mouthed disbelief and dismay.

Because his broadside was blunted; the fines weren't going to the Promoter, but to the Driver's Benevolent Fund.

Oh boy. Spare a thought for Gim.

If it happens, it happens to Him!

Well doesn't it?

Charles Ochiltree

# AROUND and ABOUT

## THE YELLOW FLAG

THE YELLOW FLAG in Stock Car Racing has meanings allied to its display position. Overall it means EXERCISE CAUTION.

A Yellow Flag held out Static (i.e. held steady with both hands by a flag marshal) indicates a Driver is in some difficulty in evacuating his car. Drivers are asked to Exercise Caution near the incident.

A Yellow Flag waved however by the Starter (and supplemented in some cases by flashing Amber Lights) means cars must Slow Down and get into Single File. Lap Scoring will be Suspended whilst "waved yellow flag" conditions exist, and the race will be resumed by the Green Flag being shown to the Race Leader.

Purpose of the Yellow Flag routines is to reduce the number of re-starts necessary whilst not increasing danger to drivers.

## BRISCAWEAR BARGAINS

Now then, no matter what vehicle you own, our BRISCA SUNSTRIPS are an absolute must for the staunch FI-Fan Fraternity be it Car, Coach, or Caravanette they'll fit anywhere. All you do is choose the window, damp it with a cloth and smooth it on from the inside. SUNSTRIPS come in Coventry

Stox Colours of RED and YELLOW, and the slogan reads, "BRISCA FI STOCK CAR RACING", the price, a nominal 40p.

For the collectors of Lapel Badges from Stox Circuits around the Country, we've a little cracker on the Shop shelves for the first time tonight. 35p will put you straight in the market for one of these three colour economy specials. And in with the price is a safety catch on the clasp to ensure that it doesn't go astray whilst leaping about to BRISCA action. On the subject of Lapel Badges, don't forget we've another two styles available one complete with BRISCA motif, and the other a forerunner to the latest little gem. The prices range between 35p and 40p, meaning change from 50p. That's not bad on its own!

OK Ladies, here's a couple of items just for you. Although you can wear most of our STOX goodies as well as the Gents, these are something they can't really wear. For 50p you can have any of the four-colour variation fully-motified STOX PENDANTS, complete with an ample length of Gold Chain. by four colour we mean the Coventry Stox centre stays the same, but a choice of Red, Gold, Blue or Black backing is possible in this line.

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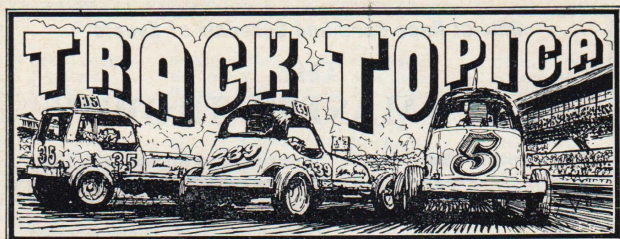
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Due to the very nature of our sport the distinct possibilities of the unexpected happening is always present and indeed is probably the biggest drawing card to the average spectator.

Coventry Stadium in particular has always been synonymous with such happenings and I would go so far as to say that no other circuit holds as many memories for me of strange happenings as does the Brandon Bowl. However, in the past when it came to the winning of Finals very rarely did an outsider get in on the act at the 'Raceway of the Kings'. But even that seems to have changed of late and following in the only recently forged tyreprints of **Bob Tanser (257)** and **Brian Tuplin (155)** was our August winner **Danny Clarke (203)** who won his "Heart of England" Championship success was his first ever Final win although on more than one previous occasion he had come pretty close to achieving the feat. One such occasion which can readily be recalled at this very circuit took place during the early days of the Kettering man's career when the gallant effort which saw him actually given the laps to go boards as the leader, came to a most dramatic end when **Dave Chisholm (ex252)** who with **Stuart Smith (391)** on his tail not only removed Clarke from the lead but almost from the very stadium! The result so far as Clarke was concerned being a car looking fit only for the breakers yard. Car wise these days things couldn't be more different and few would argue that the Avenger-bodied true 'Stock Car' is without doubt one of the most impressive on the circuits.

With each of the Semi-Finals having been raced the road to the Belle Vue grid on September 23rd has now been completed and in just three weeks time we shall know who will be the wearer of the gold during the next twelve months.

It would be a brave man to forecast anything but a win for **Stuart Smith (391)** from his front row spot on the grid, but the fact that the souths' only serious contender **Glyndwr Pursey (175)** lines up alongside

has added the interest of a North versus South showdown and the 'Bromham Bomber' has every intention of doing a 'Dave Chisholm' and taking the World Trophy from out of the hands of Smith on his own doorstep. Of course it remains to be seen whether Pursey is equal to the task in hand. Scotsman **Jock Lloyd (ex131)** was the last non-Englishman to win the title way back in 1961. Neyer has a Welshman managed the feat or even looked vaguely likely to. What more incentive for the Welsh dragon?

Many will probably feel that the biggest challenge to Smith will come from Row Two where the formidable pair of **Bert Finnikin (55)** and **Mike Close (199)** line up. Close has been absent from the Raceways recently due to an injury suffered to his hand but should be fit for the big race, and whilst he has had a disappointing year as the champ, he has still given frequent reminders of how he still tends to rise to the big occasion such as at the late 1977 Northampton Race of Champions. The Bradford £500 super star race and the two-legged European Championship plus of course a very good drive in the Hartlepool semi-final.

Cont. on Page 11



**Stuart Smith (391)**

## Official Race Card and Schedule of Events

# THE TRACKMASTER TROPHY

6th Meeting 25th Season Saturday, 2nd September, 1978

### 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 & 6, Positions are determined on the "First Out, On" Principle, Grades being observed.

Content Limitation; Events 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.

— \*See Page 4 —

### — TRACK RECORDS —

1 lap.	17.5 sec.	{ Stuart Smith (391)	21st Oct. 1972
10 laps.	3 min. 9 sec.	{ John Hillam (229)	4th May 1974
16 laps.	4 min. 52 sec.	{ Stuart Smith (391)	6th May 1972
20 laps.	6 min. 6 sec.	{ Stuart Smith (391)	5th June 1976
25 laps.	7 min. 45 sec.	{ Dave Taylor (30)	25th Oct. 1975
30 laps.	9 min. 23 sec.	{ Stuart Smith (391)	21st Oct. 1972
10 laps. Pur.	3 min. 5 sec.	{ Dave Chisholm (252)	7th July 1973
		{ Dave Chisholm (252)	7th Sept. 1974
		{ Mick Noden (306)	5th April 1969

## AT YOUR SERVICE — NOTE THE NAMES

### — Breakdown Suppliers —

B. Hillen, Coronel Avenue, Rowleys Green Lane, Longford. Tel. Coventry 86175

Roach Dismantlers, 194 Red Lane, Coventry. Tel. Coventry 89334.

Smith & Sons (Motors) Ltd., Gulson Garage, Binley Road, Coventry. Tel. Cov. 452777

Soans Garage, Sydenham Drive, Leamington Spa — Ford Distributors (Tel. Leamington 29411)

J. R. Sharman (Commercial Dismantlers) 125 Brinklow Road, Coombe Fields, Coventry. Tel. 452560

M. D. Shepherd, Fosse Garage, Fosse Way, Harbury, Nr. Leamington Spa. Harbury 613260.



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

No.	Driver	Town
"C"		
176	Colin Casserley	Stevenage, Herts.
184	Pete Ross	Evesham, Worcs.
429	Graham Elwell	Rugeley, Staffs.
127	John Rawlings	Rugby, Warks.
"B"		
270	Barry Rogers	Finedon, N'hants
457	Steve Baxter	Shepshed, Leics.
59	Barrie Shepherd	Rugby, Warks.
62	Robbie Craig	Chesterfield, Derby.
104	Roy Molloy	Middle Barton
139	Stuart Smith	Chesterfield, Derby.
27	Eddie Harrison	Middle Barton
"A"		
34	Tony Leicester	Wakefield Yorks.
318	Dave Fox	Draycott, Derbs.
322	Malcolm Neachell	Tamworth, Staffs.
211	John Aldridge	Chipping Norton
257	Bob Tanser	Rugby, Warks.
261	John Goodhall	Stoney Stanton
"Star"		
229	John Hillam	Cleckheaton
154	Brian Powles	Cotgrave, Notts.
"Superstar"		
391	Stuart Smith	Rochdale, Lancs.

1st 391 2nd 318 3rd 154 4th 209  
5th 139 6th 322 7th 211 8th 257  
9th 261 10th Time 5:08

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

No.	Driver	Town
"C"		
444	Mel. Morris	Wolverhampton
170	Keith Harrison	Kidderminster
"B"		
471	Bobby Burns	Ilford, Essex
493	Brian Bennett	Romford, Essex
222	Dave Ward	Hinckley, Leics.
445	Dick Harvey	Bedford
9	Mo. Masters	Daventry, N'hants
50	Chris Pickup	Luton, Beds.
247	Andy Webb	Daventry, N'hants
"A"		
12	Nigel Mellor	Wakefield, Yorks.
23	Jon Lander	Cirencester, Glos.
427	Steve Bateman	Banbury, Oxon.
408	Brian Whorton	Lichfield, Staffs.
51	Mo. Smith	Aveley, Essex
228	Fred Skinner	Redditch, Worcs.
179	Alan Barker	Batley, Yorks.
"Star"		
160	Andy Stott	Wakefield, Yorks.
156	Graham Blundell	Preston, Lancs.
175	Glyndwr Pursey	Bedford
"Super Star"		
55	Bert Finnikin	Leek, Staffs.

1st 175 2nd 427 3rd 247 4th 51  
5th 55 6th 179 7th 12 8th 9  
9th 228 10th 156 Time 5:11

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

No.	Driver	Town
"C"		
232	Pete Bailey	Coventry, W. Mid
299	John Rogers	Finedon, N'hants.
316	Ron Skinner	Pershore, Worcs.
"B"		
414	John Davies	Loughborough
152	Ron Rogers	Leek, Staffs.
30	Dave Taylor	Hoddeston, Herts.
110	Ray Scriven	Fairfield, Glos.
205	Tony Sterling	Newark, Notts.
268	Jim Sanders	Rugby, Warks.
"A"		
384	John Jebson	Denby Dale, Yks.
142	Alan Casserley	Knebworth, Herts.
90	Bryan Warner	Fillongley, Warks.
203	Danny Clarke	Kettering, N'hants
327	Howard Davis	Cheltenham
208	M. Fernihough	Inkberrow, Worcs.
36	Rod Falding	Rotherham, Yorks
306	Mick Noden	Rugby, Warks.
"Star"		
304	Dave Mellor	Ashbourne
155	Brian Tuplin	Lincoln
"Super Star"		
2	Willie Harrison	Rotherham

1st 2 2nd 384 3rd 304 4th 155  
5th 90 6th 327 7th 30 8th 270  
9th 232 10th Time 5:30

# EVENT 4. Consolation Heat. 16/20 Laps

Car	Car	Car	Car
176	457	203	
232	30	23	
127	270	306	
370	205	208	
73	445	408	
62	414	228	
444	9	156	
345	211	50	
59	247		
27	322		
30	159	304	156
5th 228 6th 73 7th 445 8th 261			
9th 408 10th 270 Time 6:22			

# EVENT 5.

Raced Over 20 Laps

## THE TRACKMASTER TROPHY

### Grand Final

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

Car No.	Car No.	Car No.	Car No.	Car No.	Car No.
435	175	304	59	229	384
247	155	154	2	73	306
51	384	391	156	228	445
139	318	427	90	179	55
1st 304	2nd 247	3rd 391	4th 229	5th 156	6th 384
7th 55	8th 306	9th 318	10th 445	Time 6:18	

# EVENT 6.

Raced Over 16/20 Laps

### Qualifying Heat

## Grand National Championship

(Open to first 30 cars on circuit with winner, Event 5, if competing, handicapped One Full Lap)

Car No.	Car No.	Car No.	Car No.	Car No.	Car No.
9	370	408	228	229	304
203	222	23	12	156	USA
316	270	4	306	391	USA
184	139	322	179	55	
345	458	90	154	2	
1st 203	2nd 391	3rd 2	4th 154	5th 229	6th 179
7th 55	8th 156	9th 304	10th 322	Time 6:14	



## Bev's WORLD OF STOX

This month we'll take a closer look at that body of men who have to be at every BRISCA Stocks meeting, carry out their duties conscientiously, yet quite often come in for a great deal of criticism from spectators. The Officials, many of whom remain in the background because of their duties, yet are an essential part of any promotion.

All BRISCA officials, like the drivers, have to be licensed before they can operate. An official can apply for several licences if he so wishes, say Pit Marshal or Steward, but he can only carry out one of the duties at any meeting. Before such licences are granted, Promoters have to be satisfied that the man is capable of doing the job for which he has applied.

At a meeting there must be a Steward, Scrutineer, Clerk of the Course, Starter, Commentator, Lap Scorer, and a Pit Marshal. Once selected it all becomes a matter of team work, more so for some than others. For example, the Scrutineer can often do his job without making contact with anyone but the Steward. He's also among the first to arrive at a meeting for he must make certain that all cars taking part are carefully inspected. This can be done by the Scrutineer remaining at a fixed point, or alternatively, he can make his own way around the pit area. Whichever method is adopted, you can be certain that no car will escape. All will be checked before racing.

The Steward is the man to whom all other officials are responsible. Once the meeting is under way he alone controls events.

Conditions and incidents on the track must be watched carefully. Infringements must be noted, split second decisions made. All this with one pair of eyes, yet among any crowd there are always dozens of people who can "do the job better". Apart from his duties during a meeting he must be sure in his own mind, that everything has been well prepared before the public are admitted. After the last race he then has to file a report to the Board of Control giving full details of the meeting. It's a long job, but the men currently "In Charge of the Action" do it well.

The Clerk of the Course is the official who is the liaison officer between the officials already mentioned plus the 'off circuit' men. Those are the lads who operate in race control. Before moving to that point though let's take a little closer look as to what the Clerk of the Course does. He has

to ensure that all officials and the first aid men are at their posts, check that fire fighting and rescue equipment is to hand. Any information on the meeting must be passed on to the rest of the team, i.e. changes to format, driver cancellations and additions etc., should the Steward decide to exclude a man from racing the Clerk of the Course must ensure that man does not race. He is also responsible for making up heats, should there be shortages, plus making sure that everything runs to time.

There is little need to go into the duties of the Starter, for they are so obvious, but it's the Starter in fact, who is in quite a unique position for he tends to work with the two groups of officials. His instructions can come from those already mentioned, or from those who are still to be discussed.

A Starter too, needs to be an extrovert character, a bit of a showman. He's very much in the public eye. Wet or dry, he must be on top of the job. It's not all that long ago that the Starter would take his place on the rostrum in a white coat, but now the man with the flags is often a one man fashion show. This change for the better can probably be traced to one Al Henderson, BRISCA'S oldest, (or should I say longest serving?) flagman. He decided that his already flamboyant character needed some additional colour, so the fancy jackets, coloured trousers etc., became his mark. Nothing outrageous, just the right note. Imitation is, so it is said, the sincerest form of flattery, and Al Henderson was imitated, but gradually the other Starters developed their own styles. Hence we now have men like Richard Hall, Brian Beet and Barry Blackmore plus of course, Al, who in their own way make a valuable contribution to BRISCA'S professionals.

Up in the Box is the man who has the unenviable job as Lap Scorer. He's at an immediate disadvantage for he knows that at least 500 folk on the terraces can do his job a darn sight better. Strange to say though, that few of them come forward when appeals are made for lap scorers. What a job it is! Between twenty or thirty cars on the circuit, each of which has either one, two or three digit numbers, all of which have to be recorded for lap after lap.

A Lap Scorer must have the ability to shut his mind to everything around him. To concentrate on a fixed point on the circuit and lap the cars thru'. Not an easy thing to do when the commentator is bellowing away like mad just inches away. The lap scorer and Commentator are a team.

If they cannot work together, the there can be a problem. Although concentrating on the charts, it's the Lap Scorer who will call out the 'half way' or 'five to go', information which the commentator can relay to the Starter.

cont'd on page 11

## Domestic Trophies

### TRACK CHAMPIONSHIP

Open to all grades. Points awarded 8-7-6-5-4-3-2-1 to FIRST EIGHT finishers in Heats, Consolations, Grand National, qualifiers, Helter-Skelter etc., and 16-14-12-10-8-6-4-2 to FIRST EIGHT finishers in Finals. Note: The "Grades-within-Grades" starting positions are based on this table.

Driver	Heats	Finals	Total
391 Stuart Smith	43	42	85
154 Brian Powles	40	30	70
229 John Hillam	32	38	70
2 Willie Harrison	30	18	48
261 John Goodhall	38	10	48
36 Rod Falding	31	18	49
55 Bert Finnikin	31	16	47
155 Brian Tuplin	30	16	46
175 Glyndwr Pursey	43	—	43
228 Fred Skinner	32	10	42
272 Dave Hodgson	20	22	42
156 Graham Blundell	28	12	40
304 Dave Mellor	26	14	40
306 Mick Noden	22	18	40

### CLIMAX TROPHY

Open to all grades. Points awarded 8-7-6-5-4-3-2-1 to FIRST EIGHT finishers in Grand National qualifiers and HELTER-SKELTERS, with DOUBLE POINTS awarded to winner of Event 5 (Grand Final) is competing.

Driver	Points
175 Glyndwr Pursey	17
391 Stuart Smith	16
154 Brian Powles	13
36 Rod Falding	12
228 Fred Skinner	12
2 Willie Harrison	11

### SUPREME STAR TROPHY

Open to Super Star and Star grade drivers only whilst drivers remain in those grades. Points awarded 8-7-6-5-4-3-2-1 to FIRST SIX finishers in Heats 1, 2, 3 only (NOT Consolations, G.N., etc.), 16-14-12-10-8-6-4-2 to FIRST EIGHT in Finals.

Driver	Current Grade	Points
391 Stuart Smith	**	69
229 John Hillam	*	59
154 Brian Powles	*	57
55 Bert Finnikin	**	43
2 Willie Harrison	**	37
272 Dave Hodgson	**	35
156 Graham Blundell	*	17

### BLUE CHIP DISTINCTION TROPHY

Open to 'A' Grade drivers (Blue Tops) whilst drivers remain in that grade. Points and restrictions as Supreme Star Trophy.

Driver	Current Grade	Points
306 Mick Noden	A	40
36 Rod Falding	A	37
155 Brian Tuplin	*	28
327 Howard Davis	A	28
228 Fred Skinner	A	19
261 John Goodhall	A	18
304 Dave Mellor	*	18

### TIP TOP TRIERS TROPHY

Open to "B" and "C" Grade drivers (Yellow and White Tops) whilst drivers remain in those grades. Points and restrictions as Supreme Star Trophy.

Driver	Current Grade	Points
203 Danny Clarke	A	23
257 Bob Tanser	A	22
268 Jim Sanders	B	17
27 Eddie Harrison	B	11
305 R. Hollingshead	B	10

### ENCOURAGEMENT TROPHY

Open to drivers who start the season as "C" Grade (White Tops) or Novices, irrespective of any higher grade subsequently reached, and drivers downgraded from "B" Grade whilst they remain as White Tops only. Points and restrictions as Supreme Star Trophy.

Driver	Points
27 Eddie Harrison	11
268 Jim Sanders	8
404 Ernie Smith	6
211 John Aldridge*	6
52 Mike Scothern	5
128 Charlie Noakes	5

\*Not eligible to score further points.

### MIDLAND MERIT TROPHY

Open to all except Star and Super Star grades with a restriction on domicile of 40 miles from Coventry. Points and restrictions as Supreme Star Trophy. This competition is sponsored by J. R. Sharnan, Commercial Vehicle Dismantlers, Coventry 452560.

Driver	Points
306 Mick Noden	40
257 Bob Tanser	33
261 John Goodhall	26
203 Danny Clarke	23
211 John Aldridge	20
228 Fred Skinner	19
268 Jim Sanders	17

## BRISCA FORMULA 1

### World Championship Final GRID LINE UP

Row	Inside	Outside
1	391 Smith	175 Pursey
2	55 Finnikin	199 Close
3	260 Beresford	304 Mellor
4	Foreign Entries	
5	229 Hillam	154 Powles
6	160 Stott	208 Fernhough
7	351 Ostle	53 Lund
8	Foreign Entries	
9	212 Wainman	2 Harrison
10	261 Goodhall	293 Smith
11	109 Smith	322 Neachall
12	Foreign Entries	
13	211 Aldridge	195 Frater
Reserves:		131 Hodgson 65 Stirk
		36 Falding 318 Fox



Bev's World of Stox - cont.

Sometimes if incidents abound, the man giving the race commentary might lose the lead. Again should this happen, a good team, a good Lap Scorer will know this, calling the lead cars out as they pass his point. He doesn't have to ask, it becomes instinctive. Coventry's Alan Todd has this knack, so has Ken Mason, and non more so than another man who has been around the raceways for some time, BRISCA'S senior lap scorer, Pete Foxwell. I have had the pleasure of working with all three men, so know how much easier it makes the commentators job when this team work is present. It gives added confidence all round.

What about the **Commentator**? Well a trifle difficult for me to pass a great deal of comment other than perhaps, give a few general ideas. The first and most important thing is to be in a position to vary comments. To get into the Pits, talk to the drivers, find out what has been happening elsewhere, but more important than anything else when using a public address system is, to talk **TO** the public, rather than at them. You'll not please everyone, but at least you try. Avoid at all costs any remarks which might be regarded as controversial or detrimental. Be impartial. Try to inform spectators of changes, additions, pass on information of any penalties incurred by drivers as soon as possible.

Mistakes do happen. It happened to me a fortnight ago at Leicester. After the last race results were taken from the lap charts and given to the public. The unfortunate thing was that somehow a '2' had become an '0' somewhere along the way. Thus a place was given to a driver who was, at the time the race was on, half way along the Leicester Ring Road! Needless to say about

fifty eager fans were delighted to point out the error. The lap charts were correct of course, but a simple mistake led to some confusion, and later, several very funny remarks. Oh well, you cannot win every time!

Bev Greenhalf

Track Topica - cont.

Perhaps by the time of the 1979 World Final the Southern part of the country will have a larger participation instead of having to rely solely on Glyndwr Pursey. Such a possibility is looking hopeful as a steady stream of drivers from the south-east rejoin the association. **Pete Guinchard (258)** and **Brian Bennett (493)** who were with us last time should be joined by **Bobby Burn (471)** and **Duncan Whytock (335)**. Both drive cars originally built by **Alan Barker (179)** and the Burn's motor will be recognised as the one raced by Barker himself for several months. The Duncan Whytock car in particular is indeed a credit to the sport, but it remains to be seen whether it will stay that way amidst the hectic action of the Brisca Raceways.

A further Alan Barker built car in the news is the one raced by **Brian Warner (90)**, and whilst this may not be one of the best looking of the Barker built fleet, it is certainly effective. Whilst a mere sixth in the heat was the best the Warwickshire man could manage here in August, things were far different at the August Sheffield meet when Warner took home the night's Final. With such a confidence boosting win behind him perhaps we shall see a similar high-powered display this evening.

Vic Biddulph

**Brisca Formula 1**  
**STOCK CAR RACING 1978**  
**CHAMPIONSHIP of the WORLD**  
**Saturday, 23rd September**  
**7.00 p.m.**  
**BELLE VUE, MANCHESTER**

Admission available on the Night for  
Popular Enclosures  
Seat Applications: Box Office, Belle Vue,  
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