

## ....the back page

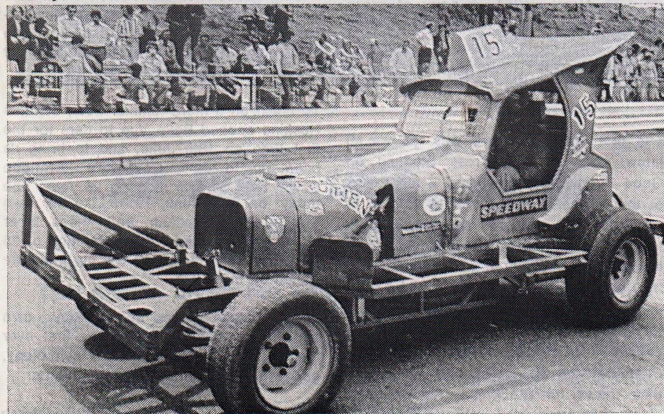
We mentioned last time just how many of the Mini-Stox fraternity had moved into formula two. We had no idea at the time that Jeff Fowkes would notch up a fine first ever F2 win in only his second race on the Long Eaton shale in his F2 car. Well done Jeff. . . . In two weeks time our Jubilee meet will take on an international flavour when front line Dutch ace Rien Rutjens arrives for three weeks of U.K. racing. Rien is racing the car built for last year's F1 World Final, which is now properly sorted. Powered by a slightly warmed 455 Buick, Rien should set an international cat amongst the pigeons!

Amongst the new stars for July will be Bernard Poyser and Hoss Fernihough . . . with Dan Clarke and Mick Noden also retaining their grades. If we had as many meetings here this year as we did last, who knows who might have been up to red top . . . ? With Brian Tuplin, Bryan Warner and Dave Fox well up the blues it makes you think . . . Kids . . . don't forget to do a painting and post it to us at 100 Nottingham Road, Long Eaton, to get here before our 14th July meeting. Winners will present the trophy for our September session.

September will be the next meeting after our 14th July meeting, and for that one we are resurrecting the Midland Grand Classic . . . a vast silver trophy won by John Hillam back here in 1976. John's got so used to having it on his trophy table, he will no doubt be trying to keep it there . . . which should make it a meeting worth coming to see! Sad, but true, we won't be having a Daily Mirror Grand Prix round at Long Eaton, due to a congestion of fixtures. With just two rounds to go, at Skegness and Bradford on 4th and 13th July respectively, Willie Harrison enjoys a 28 point lead over Frankie Wainman with Stu Smith third. Whilst Skegness were instrumental in us **not** getting our round on Friday, 6th July . . . along with Coventry who also objected, we will not hesitate to recommend you go to both meetings . . . in the interests of Midland stock car racing! The Grand Prix has proved a great success, and Skegness in particular deserves your support for this rather special meeting.

What about Dave Mellor then . . . all new car, not bad looking, all ready for the trick Barber paint promised, and he does three laps at Leicester and rolls it over! Now we have to wait for a straightening job to be completed before we set-to with paint and brush.

Here in two weeks time . . . Rien Rutjens from Holland, on a three weekend racing holiday.



# LONG EATON

## stock car racing

### THE STOCK CAR SUPERSTAR TROPHY

Saturday, 30th June, 1979



Mud, sweat and tears . . . or should that be tyre? A Powles prang at Long Eaton during a wet '78 session. (J. Glover photo)



## TRACKMASTER PROMOTIONS LONG EATON STADIUM INTRO

Welcome to Long Eaton . . .

Friends, it gives us very great pleasure to be able to welcome you to a stock car meeting at Long Eaton . . . seven weeks ago we really thought our activities had come to an end!

So much for the bad news of the past, all indications are that we will be operating as normal for the remainder of the season starting tonight, and to get things rolling we have a first class field of formula one and two stock cars present, and a full compliment of barrels for good measure. If there was a complaint after our May meeting it centred around the absence of the barrels, and the word quickly went round that we wouldn't be using them this year. Not so! Such was the chaos prior to our 12th May start that we simply didn't have time to get them out on the track. Amongst the nation's top names we are pleased to welcome here tonight are Dave Hodgson, fortunately recovered from the worst effects of a recent illness, John Jebson, who was a too good yellow top last time he raced here (1) and Mick Noden, who at last returns to the grade that is more in keeping with his ability. It's good to see Danny Clarke with a red roof, also Fred Skinner who as yet doesn't seem to have found true form this year. There are also, of course, our 'regulars' like

ol' Willie, Brian Powles, Dave Mellor, John Hillam and Bert Finnikin, plus our beautiful blue tops, our youthful yellows and our wonderful whites!

And just in case that sounds like a soap powder commercial we mean it; we do get great service from all our drivers at all levels, including formula two; we're proud of you lads.

In just two weeks time we have our own Long Eaton Silver Jubilee meeting; the very first Long Eaton stock car meeting being staged here in July of 1954, and that's a long time ago folks.

As usual, we'll be doing a few special things to make this go down with a bang; a painting competition for the kids, a crowd of famous old faces, and a few extra quid for the fellas . . .

Due largely to the disruption cause to our plans this year it won't be the monster meet we would have liked, but we promise you it'll be worth coming to see so make a note . . . 14th July, 7.15 p.m.

There should be some Mini-Stox at 6.45 next time, and the usual eight races after, so come early, and bring your friends. It might not be cheap anymore, but we do give value don't we? Thanks for coming.

TRACKMASTER

## PAINTING COMPETITION

To celebrate our Silver Jubilee Anniversary meeting we are inviting the kids to do their bit with a stock car painting for display at the meeting. Hand your entries in on the night to the track shop, preferably early . . . or even better put them in the post to us to get here before 14th July.

Please paint on paper or card not smaller than 12in. x 10in. . . any size bigger though. Prize will be a season pass for the rest of this year for the winners of each age group, 1) under 8, 2) under 12, 3) under 16. SUBJECT . . . LONG EATON STOCK CAR RACING, SILVER JUBILEE.



## BriSCA Column

The season is certainly hotting up with the two remaining Grand Prix rounds due to take place at Skegness on 6th July and Bradford on 13th July. At the moment, Willie Harrison leads from Frankie Wainman and Stu Smith with long time leader Allan Barker now relegated to number four.

Long Eaton of course returns in two weeks time with the Jubilee meeting, and a fine old set to that should be . . . followed on 28th July with the Harringay Stadium European Championship. The Euro championship race will be heat three of the programme, and will be open to the top twenty UK drivers accepting a booking, as featured in the July grading list. In addition to these twenty there will be six invited Dutch stars. All have good quality UK style cars and should give a good account of themselves, with the Harringay circuit being tarmac. The expected six are

AYCLIFFE	SKEGNESS
1st July	4th July
BRADFORD	HARRINGAY
13th July	28th July
TAUNTON	BRISTOL
8th July	1st July
LONG EATON	COVENTRY
14th July	7th July
WHITE CITY	NEWTON ABBOT
7th July	4th July

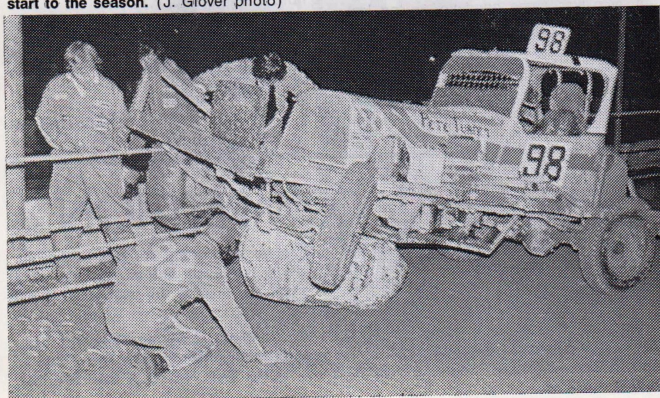
Rien Rutjens, Friedhelm Welters, Lambert Keulen, John Neis, George Kroonder and John Ve Veer. The tragic death of Long Track World Champion Frans Meuwissen robs the event of a top class Dutch challenger. Frans lost his life in a freak accident at the ACON circuit at Heerlen in South Holland recently.

Moving into August, there is no Long Eaton meeting due to our top names going to Holland . . . but later in the month there are the Semis at Leicester and Sheffield, and then we look to Long Eaton for the Midlands Grand Classic staging in September before the World Final at the end of the month.

Oh, and one we've forgot, and too good to miss; Northampton's Speed Festival the day after Harringay. F2 Semi-final has to be the big event, but add a full F1 session featuring the Dutch drivers and high speed Hot Rods . . . a good day's sport and well worth the extra few bob . . . see you there? BriSCA action nationwide during the next few weeks looks like this:

HARTLEPOOL	BELLE VUE
22nd July	28th July
NELSON	ROCHDALE
21st July	14th July
LEICESTER	SHEFFIELD
21st July	23rd July
ST. AUSTELL	NORTHAMPTON
3rd July	8th July
BLACKBURN	ST. DAY
12th July	15th July

Inspection procedures . . . Pete Turner should be back in action tonight after a late start to the season. (J. Glover photo)



### BriSCA STOCK CAR RACING, LONG EATON STADIUM.

Long Eaton is a member of the British Stock Car Association and is licenced to stage Formula One and Formula Two Stock Car Racing by the Stock Car Racing Board of Control.

### TRACKMASTER PROMOTIONS

#### Long Eaton Stadium, Station Road, Long Eaton, Nottingham

RACE CONTROL Keith Barber, Annya Barber / CLERK OF THE COURSE Brian Beet / STEWARD George Foxwell / STARTER Cal Pearce / LAP SCORER Shaun Drakeford / SCRUTINEER Ernie Wright / COMMENTATORS Dave Edwards, Mike Maddison / PIT MARSHAL Phil Howard / FIRST AID St. John's Brigade / PROGRAMME PUBLICATION Autographics, Long Eaton. Contents are copyright and may not be produced without permission.

**WARNING:** Motor Racing is dangerous and all persons attending this stadium 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 injury.

RACE CONTROL (Flags): GREEN Commence to race / STATIC YELLOW Caution, local incident / WAVED YELLOW/AMBER LIGHTS Reduce speed immediately, get into single file. Do not recommence racing until the green flag is shown / RED Stop racing / BLACK Leave track, disqualified / UNION JACK Race has passed half distance, drivers on centre green may not rejoin race / BLACK and WHITE CHEQUERED Race has run full distance.

Betting is prohibited. All rights reserved, rights of admission reserved. There will be no readmission and no money refunded.

The management reserve the right to make alterations or additions to the race programme.

## REMAINING L.E. FIXTURES IN '79...

### JULY 14—SILVER JUBILEE TROPHY MEETING

A touch of nostalgia, with a host of famous old faces, with a grid full of new faces.

### SEPTEMBER 9—THE MIDLANDS GRAND CLASSIC

The return of a famous title, and a famous trophy with an inflated prize fund to get 'em going!

### OCTOBER 13—THE BRISCA SUPREME

Long Eaton put some new fire into an old title . . . further information in next meeting's programme.

### NOVEMBER 10—THE FIRECRACKER FIVE-HUNDRED

We're aiming to raise £500 for the final prize fund in this end-of-season solus date . . . including lap sponsorship and a few fireworks to say goodbye '79 with. Definitely the one not to miss!



# The Stock Car Superstar Trophy

Saturday, 30th June, 1979

## F1—HEAT 1 16 Laps

**SUPERSTAR**  
154 BRIAN POWLES Cotgrave

**RED**  
55 BERT FINNIKIN Leek  
272 DAVE HODGSON Mirfield  
384 JOHN JEBSON Huddersfield

**BLUE**  
90 BRYAN WARNER Fillongley  
408 BRIAN WHORTON Litchfield  
495 JOHN CAYZER Essex

**YELLOW**  
9 MO MASTERS Daventry  
73 ROB COWLEY Nuneaton  
211 JOHN ALDRIDGE Chipping Norton  
355 ROCKY DAVIES Loughborough  
405 GEORGE HAMPSTEAD Thame  
491 JOHN STRINGFELLOW Woodhouse

**WHITE**  
96 PETE MORRIS Shepshed  
141 STEVE JACKSON Loughborough  
226 ALAN FRAZER Loughborough  
274 STUART GRAY Dungworth  
361 STEVE STRETTON Meridon  
371 RICHARD SQUIRE Daventry  
462 STEVE SMITH Rugby

1 55 2 154 3 408 4 495  
5 41 6 90 7 226 8 355

First six to Final

## F1 CONSOLATION 16 Laps

78 323 271 246 96 302 462 274 422  
226 347 361 482 74 222 118 475 418  
371 405 444 395 73 60 491 211 23 355  
205 429 224  
318 428  
228 384 229

1 384 2 229 3 371 4 211 5 475 6 491 7 228 8 228  
First six to Final

## F1—HEAT 2 16 Laps

**GOLD**  
304 DAVE MELLOR Ashbourne

**RED**  
229 WILLIE HARRISON Rotherham  
229 JOHN HILLAM Cleckheaton

**BLUE**  
208 HOSS FERNIHOUGH Inkberrow  
318 DAVE FOX Draycott  
427 STEVE BATEMAN Banbury  
497 ROGER WARNES Kings Lynn

**YELLOW**  
60 RON COTTRELL Dinnington  
205 TONY STERLING Newark  
268 JON SANDERS Rugby  
395 MIKE SHIRLEY Meridon  
444 MEL MORRIS Wolverhampton

**WHITE**  
78 RICHARD SALT Ellastone  
127 JOHN RAWLINS Rugby  
222 DAVE WARD Hinckley  
271 MARK CARRINGTON Kettering  
347 ANDY SHAW Pilsley  
422 NIGEL WHORTON Shenstone  
482 PETER HARRISON Brinsworth

1 2 2 304 3 208 4 497  
5 127 6 268 7 422 8 482

First six to Final

# Stock Car Superstar Trophy

Saturday, 30th June, 1979

## F1—HEAT 3 16 Laps

**RED**  
203 DAN CLARKE Kettering  
228 FRED SKINNER Redditch  
306 MICK NODEN Rugby

**BLUE**  
51 MO SMITH Aveley  
322 MALC NEACHELL Tamworth  
346 RAY LEIGH Warrington  
428 PETE DORAN Hinckley

**YELLOW**  
23 JON LANDER Quenington  
62 ROBBIE CRAIG Bolsover  
224 ROD LOCKETT Sinfen Moor  
368 HARVEY LODGE Mirfield  
429 GRAHAM ELWELL Rugeley

**WHITE**  
74 JOHN FRADLEY Bedford  
118 IVAN COTTON Burton-on-Trent  
213 DEREK CHANDLER Hinckley  
246 KEITH HAYDEN Cropredy  
302 MARK JONES Northampton  
418 PHIL BICKNELL Hinckley  
475 IAN BELL Bronham

208 4 497  
402 8 482

First six to Final

## F2—RACE 1 16 Laps

1 306 2 62 3 51 4 203  
5 322 6 368 7 229 8 302

1 804 2 781 3 785 4 739 5 639 6 791 7 77

## F2—RACE 2 16 Laps

**RED**  
723 AL WARRINER  
804 IAN KING

**BLUE**  
505 MICK WHITTLE  
623 MOZ BAINES  
635 STEVE WIDDOWSON  
639 MALCOLM CROSBY  
781 GARY THORNTON

**YELLOW**  
542 BRIAN HOLMES  
576 KEITH BISHTON  
612 JEFF FOWKES  
774 RICHARD SCRIVENER  
780 GARY KENT

**WHITE**  
521 IAN JOWETT  
633 TOM RYALLS  
575 MICHAEL DODD  
577 ARTHUR ORCHARD  
592 VIC MILNER  
631 JOHN TODD  
636 RICHARD HERITAGE  
647 STEVE WHEELER  
720 HOWARD CLAYTON  
734 ANDY BATES  
770 DAVID BRIMIN  
783 NORMAN HEATH  
785 GARY RICHARDSON  
821 NIGEL MCINTYRE

1 505 2 804 3 5  
5 723 6 785 7 64



# FORMULA ONE FINAL: 20 Laps

3rd	475	482	127	41														
2nd	368	371	268	62	211	322												
1st	497	495	408	90	208	51												
DNF	203	229	2	306	55	384	154											
	<del>228</del>	304																
	151	222	3	2	4	322	5	304	6	203	7	497	8	495	9	384	10	154

# FORMULA ONE GRAND NATIONAL HEAT 16 Laps

1st	271	96	246	422	302	118	274	418		
2nd	361	78								
3rd	395	405	429	73	23	322	60	211		
DNF	208	428	90	497						
Q	306	2	203	384	229	154	304	228	55	
	1405	2229	3	306	4322	5	304	6154	790	896



That chaos reigned supreme at our May opener is perhaps a slight exaggeration, because chaos only reigned in the eyes of our loyal supporters until eight o'clock when the racing got underway. And whilst a few commented that it was a different kind of action without the time honoured barre's to get in the way few would deny that all eight races were as good as you'll find at any BriSCA track, and they don't come any better than BriSCA !!

We perhaps ought to add just a few words of explanation about just why things were the way we were last time. Our season should have started in March but in the final draft of the fixture list it was deleted because we didn't see how the planned stadium alterations could be completed in time. So we decided to delay the start until Easter to give everyone a chance. But come Easter and the place simply wasn't suitable. So when things began to look dodgy regarding facilities for May we decided it was either a case of press the owners to get things sorted, or wind the whole thing up... we simply couldn't run a business this way.

So we approached our May meeting as possibly the end if things were still not right. That they were not goes without saying, and as a consequence the 9th June meeting was cancelled pending a decision by the stadium owners regarding the necessary work needed to make pit space in the main, suitable for a fleet of transporters.

Thankfully there would now seem to be a change of heart, and we are receiving full co-operation. There are still some aspects

that may cause occasional problems but these relate to the Long Eaton area as such. We refer particularly to a lack of water, but we think we can crack that one... As for the future, well we've got our fingers crossed!

One good aspect of the season is the track itself. A shale oval has to be good for use by Speedway, and in consequence on the rare occasion we do get to enjoy a stock car meeting the surface should be in top class condition... it certainly provided us with good racing last time, and there should be no problems tonight. It might be said that race fans want racing and don't want to know our problems or excuses. We would like to think that our good friends who have supported us at Long Eaton during the past years think of our activities as something more than just entertainment, but something to be part of. The many letters we received after 12th May would suggest just that. Let it be known that we are proud to have such support despite what we sometimes have regrettably served you up with!

By the way, take a trip along to our track shop tonight and get up to date with the latest gear covering the sport of stock car racing. We've got some new Jubilee stickers for one thing... and a reprint of that very successful Jubilee Poster featuring 26 illustrations of famous stock cars through the years. We've got air horns, and refills of course, pin badges, a great range of sew-ons in all shapes and sizes including a special new BriSCA shoulder patch. Buy two!

Continued on next page



There are just a few of the 1979 STOCK CAR ANNUAL left, for the few of you who left it too late and the sellers out on the terraces sold out! But you'll have to be quick . . . price is £1.50 . . . and then we have those rainbow glitter BriSCA prismatic stickers that look a real wow.

They're not cheap but they're real classy . . . There's a new STOCK CAR MONTHLY out tonight, available from sellers around the track. Price is 45p, and this month's colour cover features the amazing Brian Powles . . . local boy makes good and all that. Stop them and buy one!

Up to star next month is Leek's Bernard Poyser. Congratulations Bernie.



## THE TRACK SHOP... and the SHIRT SHACK!

Two shops, under the Long Eaton sign, the track shop selling all kinds of goodies like stickers, patches, pens, key fobs, bags 'n' all and the "Shirt Shack" selling Stock Car tee-shirts and overalls, all with iron-on stock car transfers like you've never seen before!

# Backfire!

Good evening everyone, and welcome back to Long Eaton Stadium for this re-start of the 1979 season. First let me say that our unforeseen cancellations have brought about a quick rethink on my planned series of articles on events of 25 years ago and left me with some catching up to do. So here we go.

After the public meeting at Hammersmith Town Hall mentioned last time, intending competitors had just two short months to construct their cars for the first practice sessions which commenced at New Cross on 17th March, 1954. A party of press photographers who attended these were surprised to find the Tanya Crouch motor spinning into their midst. Any thoughts of a "scoop" were forgotten as they dropped their cameras and ran!

The first meeting proper was, as we all know, held at New Cross Stadium on Good Friday, 16th April and a full report of this appeared in the Jubilee Edition of the Stock Car Supporter Magazine. Needless to say, it was a huge success, and the resultant publicity in the National Press had stadium owners and would-be promoters throughout the country clamouring for details of safety fence construction, etc. On 14th May, the Speedway Control Board relaxed their rule about the use of their tracks for Stock Car Racing "provided that permission was sought first,"

and so the show hit the road!

On 26th May, the second track opened at Odsal Stadium, Bradford, to possibly the biggest crowd ever to witness a meeting in this country. Official attendance was 50,000, but many more came "over the fence" without paying, and two enterprising gents in white coats opened a gate, admitted several thousand more and promptly vanished with the takings!

So we come to June 1954, and on the 1st a meeting took place at Stanley Stadium, Liverpool. On 5th June, the Greyhound Racing Association transferred stock cars from New Cross to the more spacious surroundings of Harringay Stadium, and on 12th June the sport made its bow at (wait for it) Scunthorpe.

To finish on a more familiar note, Johnnie Hoskins opened Belle Vue to cars for the first time on 16th June, and to bring us bang up to date, Coventry's "Brandon Bowl" held its first meeting 25 years ago today, on 30th June, 1954. Like our own Station Road Stadium, both these latter two tracks can claim the distinction of 25 full seasons of stox, and are currently engaged on their 26th.

In two weeks comes Long Eaton's own anniversary meeting. I saw the first ever meeting at Station Road as a schoolboy, and will be remembering it next time.

John Marsh