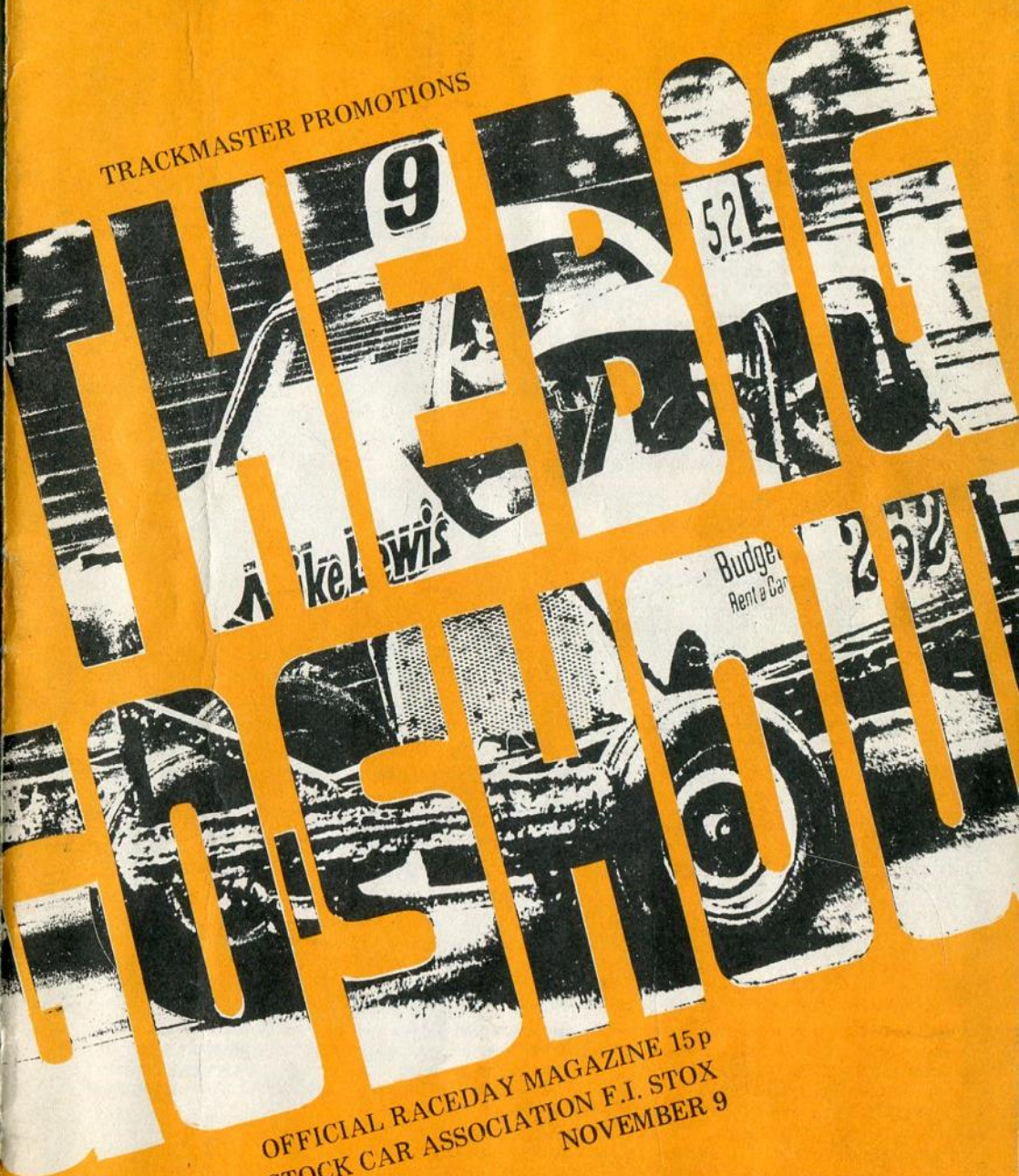


TRACKMASTER PROMOTIONS



OFFICIAL RACEDAY MAGAZINE 15p  
BRITISH STOCK CAR ASSOCIATION F.I. STOX  
NOVEMBER 9

# TRACKMASTER PROMOTIONS LONG EATON STADIUM IN'TRO.

## Evenin' Race Fans

Pleased you could make the Big Go Show which is our way of saying thank you all for supporting Long Eaton stox in 1974.

Tonights offering is unique in recent stox history. Team racing featured strongly in the early years of the sport but the "dirty tricks" side of things worked against efforts to improve its image, and the powers that be called a halt

During the early sixties, by which time the sport had gained 'respectability' team racing was revived on a small scale, with events between Long Eaton and Brafield creating a good deal of local interest. The format for these events is that which we are using tonight. Each team consists of two drivers from each grade, and the skill of the team selector is in recognising the talent in the lower grades. The talent required is of course of a rare blend. A suitable team driver needs to have the robust staying power and track craft of a

veteran, allied to the lightning reactions of a young'un. The country's top two have selected their respective ideas of stox talent. A run-down of the two teams appears on the next page.

The rest of tonights programme is pretty much the normal format, with two regular heats of high class competition, a consolation race, the final for the Entertainment Trophy, first raced in 1963, and a Hell Fire Stakes to round off

Its always a pity to see a top driver miss qualifying for a final, and this particularly applies to 'big event' finals. The guy who didnt look like qualifying for last times Grand National Final was Tony Allen. He had trouble in his heat, and again in the consolation and scraped into the main event by the paint on his bumper with a lowly sixth. His performance all night in no way suggested what was in store, but they do say that determination gets its just reward..... Racing from the third

continued back page

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CLERK OF THE COURSE Keith Barber / STEWARD George Foxwell / STARTER Brian Beet / LAP SCORER Pat Worthington / SCRUTINEER Ernie Wright / COMMENTATORS Bev Greenhalf, Frank Hughes / PIT MARSHALLS Roger Price, Pete Fowkes / BREAKDOWNS Brookes, Northampton, Arthur Smith, Ivan Cotton, Ron Swarbrook / FIRST AID St. Johns Brigade / PROGRAMME PUBLICATION Autographics, Coventry. Contents are copyright and may not be reproduced 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 personal injury.

RACE CONTROL (Flags): GREEN Commence to race / YELLOW Keep racing with caution, do not change position / 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.



**A PIECE OF  
THE ACTION**

# NORTH V SOUTH..!

stock car team race, sponsored by TOPGEAR racewear

**SOUTHERN COMFORT:** A lightnin' brew guaranteed to knock you out.

Dave Chisholm 252 Wheathampstead Herts.

Southern captain Chisholm needs no introduction. Former F.2 World Champion twice F.1 World Champion, and the best thing that has happened to southern stox in a decade. Raced in the BriSCA team in New Zealand last winter, and must be a sprint man.

Tony Allen 348 Luton Beds.

Another who 'did it all' in NZ last winter, and the souths other star. Tony's been around the raceways since the sport first came to the midlands, and has an enormous experience to draw on. A sprint man who could outwit the northern blockers.....

Pete Guinchar 258 Edgeware, Herts.

A real heavy nut giving the team good middle rank strength. Invariably comes unstuck in regular racing trying to 'do' the others. With the right conditioning could be the key to the result.

Don Evans 37 Oxford.

One of the sports real characters, Don's been around since the late fifties. Bulls see red rags and Don Evans sees yellow chassis..... look for the yellow!

Fred Skinner 228 Studley, Works.

An interesting choice, former star Fred is an experienced campaigner known to 'lose his rag' when the occasion requires. Has a well matched personality with fellow yellow top Howard Davies.

Howard Davies 327 Cheltenham.

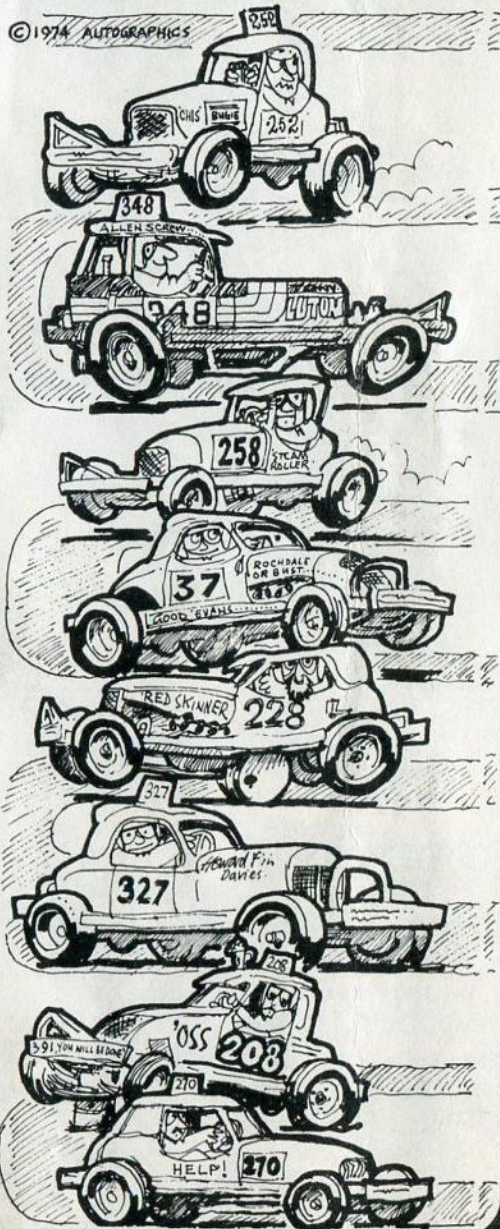
Howard was reared from rare stox stock. Jumbo Tustin and Geoff Harrison were the old stagers that got him started way back in the early sixties, and there is no doubt as to his suitability for the heavy world of stock car team racing. Could make a dash for the places.

Hoss Fernihough 208 Inkberrow, Worcs.

Worcestershire's Hoss is a former jalopy champion turned stoxman. His failure to move out of the white grade this year is a surprise. A very capable driver who should prove an extremely effective blocker.

Barry Rogers 270 Finedon Northants.

Barry would probably be a higher grade were he to race more often. Like Hoss he's a driver with a lot of staying power and performs better than his grade would suggest.



Rules: Eight cars per side. Two from each grade. Team tactics to be confined to the racing circuit only, in the normal direction of racing. No ramming off the grass. No deliberate fencing. Grid order to be one car from each team per row, alternating inside/outside with

pole position decided at the toss of a coin. Standing clutch start. Points awarded 16pts for winner, 15pts second, etc., down to all finishers not more than three laps behind the winner. Any finishers more than three laps down on the winner to be excluded from the result.

**NORTHERN NASTIES:** Bower Boys with Bumpers for Boots.....

Stu Smith 391 Rochdale, Lancs. It was Stu's words in STOCK CAR magazine that set the ball rolling for tonight's team race. Twice world champ and six times national points champion, Smith is the King, unless you are a Chisholm fan!

Eight weeks of team racing in New Zealand last winter is behind Stu's captaincy of the Northern team.

Rod Falding 36 Rotherham

This is Rod Faldings first trip to LE this year, but he has been a visitor to Station Road since the early sixties. Rod's not short on the track craft or the experience needed to come through good against the southern heavies.

Graham Blundell 156 Preston.

A comparative newcomer to stox, Blundell served his apprenticeship in the tough world of Hell Driver racing. He has the car and experience to drive away from attempts on his life,

John Thorpe 367 Rotherham.

The 'rookie of the year' in everyone's eyes, former Bomber star Thorpe moved into F.1. stox around mid season, and has had a meteoric rise up the stox ladder. John makes the northern team on sheer skill.

Rob Bradsell 265 Manchester.

A right nut..... could cause chaos for north and south alike! If Bradsell pairs with fellow nut Rob Laine the chaos could be incredible! Jack Ollerenshaw 26 Manchester.

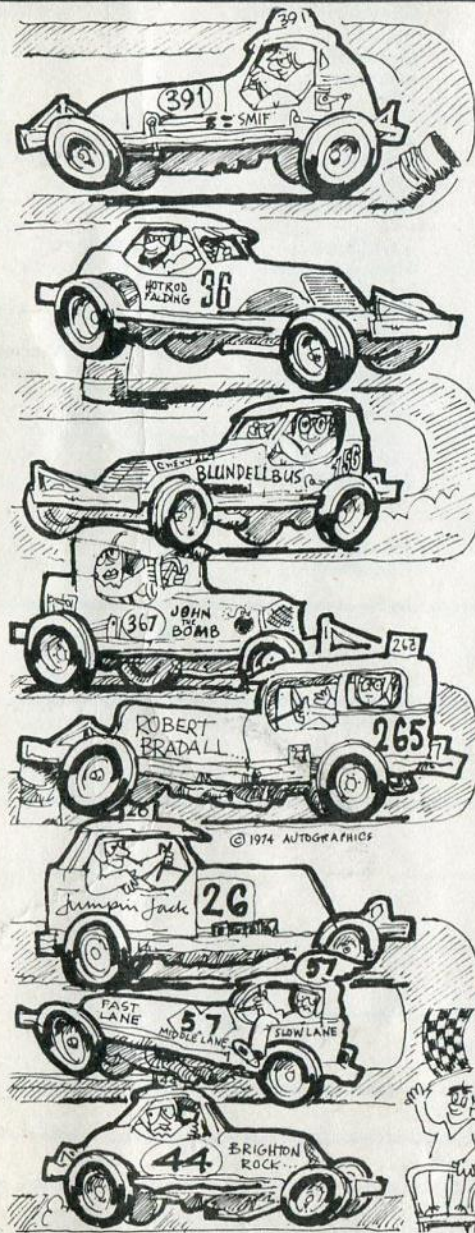
Jumpin' Jack is a stubborn veteran of the sport who knows all the tricks in the book. Jack is an obvious Northern blocker who could frustrate the south into fatal mistakes.....

Rob Lane 57 Manchester.

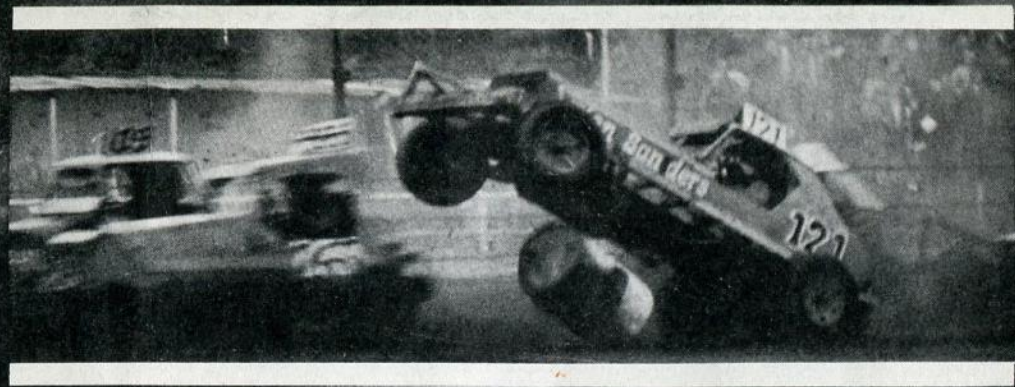
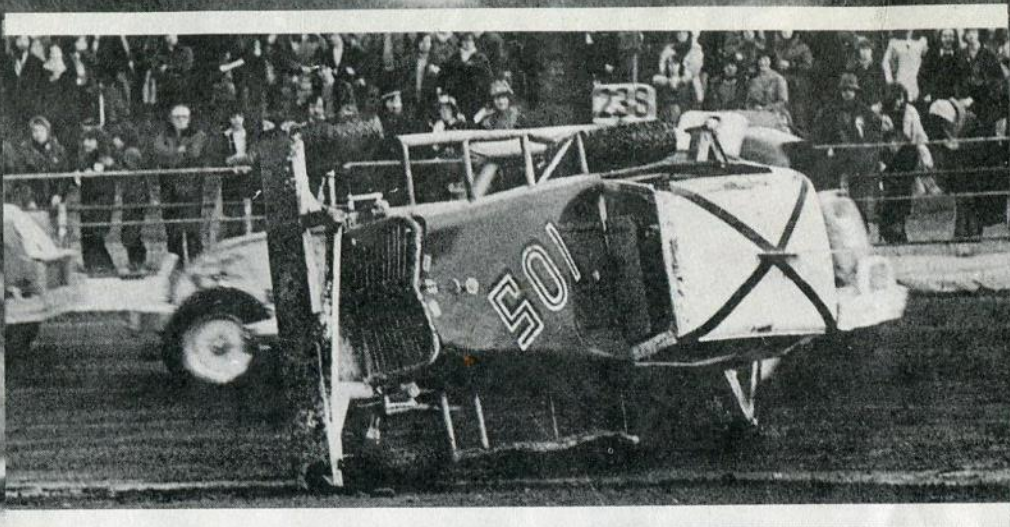
They say he's off his crust! Rob's exuberant personality emerges as something beyond description when behind the wheel. Rob could well finish with Chisholm hooked on his front bumper and Tony Allen on his rear, such is his magnetic attraction!

Andrew Brighton 44 York.

A lively first season driver who will be up to yellow for the '75 season. Brighton has shown a lot of natural talent in his first season, and could spring a surprise by sneaking into the places.







# INSIDE TRACK

Keith Barber...  
on the inside



It was after the September Stox meeting that Tony Allan bemoaned his lack of final wins this season. After having a disaster fraught season Tony was just beginning to get things into shape but strong second placings seemed to be all we were going to get. So it was that a week later he took a decisive no-messin heat and final in the rain at Brafield to make amends, and a week later trailed to Long Eaton for an attempt at improving on his September second.

A flat tyre in his heat was a bad start, and handling problems in the consolation almost robbed the Luton star charger of a place on the grid for the 'big' un. He did in fact scrape home in sixth spot, and a rapid refit after the consolation put the outsider right there for the GN final.

Tony has never driven so well on the LE dirt before, and the big money that went with the 40 lap win was the first big

purse that Tony has won. Despite his poor showing in heat and final, he had shown his class in the pre-meeting time trials and match race. After recording a fastest 18.9 sec. lap to Dave Chisholm's second fastest of 19.1 sec. the Luton man put the champ away fairly and squarely in the two lap match race, for which a time of 38 seconds was recorded. It sure looks as if Tony has the legs of them all; all he needs is more stamina.

The Allen racer was built in the winter of 1972, and was originally fitted with a 425 inch Buick. It was this car that took Tony out of the blues into the national top twenty, which is where he's been ever since. In an effort to stay competitive an LS7 454 inch Chevy was fitted at the tail end of '73 but it has been a running battle to harness the power ever since. Recent results would suggest that the Allen right foot is getting to press for success. Put it there Tony!



## INSIDE TRACK

### MINI-STOX

Racing for children between the ages of ten and fifteen will take place at Long Eaton in 1975. One race only will take place prior to the start of all normal Stox and Bomber meetings. It will be necessary to charge a licence fee to cover insurance, which might be on an all season or meeting to meeting basis. Standard specification 850 c.c. Mini's only will be allowed, with close scrutiny on safety aspects such as roll cages and bumpering. A specification sheet and application form is available from the Pit Control Caravan, or from the Coventry office.

The Trackshop have some superneat new stickers out tonight. For the real race nuts there's a monster KEEP ON TRACKING, some more of those DIRT IS BEAUTIFUL things that sold out too fast last time, one on goldilox hisself, CHIS IS KING, and a whole lot more. Some are for inside fixing, some for your body! Plus woven badges covering all the big names like Chevy, Ford, Pontiac, Wynns etc., and race overalls from two years to sixty!

### LONG EATON POINTS CHAMPIONSHIP

306	MICK NODEN	124
375	GEORGE ANSELL	87
30	DAVE TAYLOR	81
348	TONY ALLEN	78
252	DAVE CHISHOLM	72
154	BRIAN POWLES	65
229	JOHN HILLAM	59
155	BRIAN TUPLIN	54
16	FRANK BOURNE	53
37	DON EVANS	49

### TOP WHITE TOP SCORERS TO DATE

135	COLIN TAYLOR	8
44	ANDREW BRIGHTON	7
62	BERNIE RODGERS	6
208	HOSS FERNIHOUGH	6
240	PAT O'SULLIVAN	5
4	DOUG BARBER	4
21	PETE BROWN	4

# BRISCA COLUMN

Hednesford tomorrow, Belle Vue Boxing Day, and thats yer lot.....!

The twentieth anniversary season of stock car racing is one that will go down with mixed feelings by all. A season of paradox, in which there were more tracks, but less public to spread around them. A season in which there were considerable increases in operating costs for drivers, but more registered drivers than at any time in the past, all hungry for bookings. A season robbed of former superstars like Harrison, Tony Neal and Cronshaw but one enriched by the rise of Chisholm, and a number of exciting newcomers like John Thorpe and Ian Russell.

A World Final in which Stu Smith was the only northern finisher in the first six has to be good cause for wondering just how big the changes are that are overtaking the sport. A season in which Wembley Stadium was added to the list of BriSCA tracks has to be a significant season. A season in which many stadiums had more wet meetings than dry ones brings us back to earth!

1974 looks like one of those years that tell you a lot, but tell you nothing. To make a constructive assessment of '74 with a view to planning '75 is indeed difficult. The best thing we can say is roll on '75 and F.I.'s forever. Our opening date for next year is provisionally March 15 followed by Easter Saturday March 29, but watch the stock car press for details.

The best to you all for 1975, and may your best be here at Long Eaton.

# NEXT TIME:

DECEMBER 26

# BOMBERS F.1 STOX

INTRO continued

row of the grid, he made quick work of Noddy, Chis, and George. Stroked it past Bri Powles and pressured out Dave Taylor for the lead with less than half of the forty laps gone. From then on Tony just got stronger, with only his past record keeping the result in doubt. Principal excitement came from Dave Taylor and George Ansell. Dave, with a squashed barrel under his front axle drove like a man possessed to hold out 'Dirty' George. It really began to look if the Jag man was going to take the second spot, when cruel luck deemed that it was time for the barrel to shift. Entering the tote bend Dave went airborne towards the fence. Still going like a nut, he scraped back into the racing groove, and finished his demon drive on George's bumper, chasing

the second. Two superb drives, overshadowed only by Tony Allen's faultless performance.

Next Stox is 1975. Provisional first date is March 15 followed by March 29 but watch the stock car and local press for confirmation. Only event between now and then is a Boxing Day Bomber Bender which promises loads of nutty action. Start time is 2.15 p.m. Final race of the day will be a Destruction Derby, which is one way of making sure we get new all clean cars for '75!

Doin' the Trackmaster Dinner Dance? Time is running out for getting tickets. Move fast or you might be too late. You can buy or order them from the Pit Control Caravan tonight. Thats all for '74..... see y'all in '75.

Trackmaster

## Trackmaster DINNER and DANCE

Sunday, Dec.15 Commodore Suite Nottingham

TICKETS, £ 3.50 ea. from the Pit Control Caravan

Don't leave without looking  
in at the Track Shops....

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