

STOXNET

CHAMPIONSHIP of the WORLD

WHITE CITY STADIUM
SEPTEMBER 29th 1979



THE
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MAGAZINE

PROGRAMME

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50th

OFFICIAL SOUVENIR MAGAZINE PROGRAMME

BACKGROUND TO BERGER – WORLD STOCKCAR
CHAMPIONSHIP SPONSORS

The World Stockcar Championship for 1979 is sponsored by Berger's Vehicle Refinishers division, which supplies complete paint systems and ancillary products to both vehicle repairers and specialist coachbuilders.

VR division, as it is now, is one of ten divisions of Berger - Britain's most diverse paintmaker - supplying paints, coatings and related products to every industry in Britain as well as the do-it-yourself painter.

As well as being one of the largest divisions of the company, Berger Vehicle Refinishes also has to cope with a greater range of colours than any other and to back its products with an equally wide range of specialist services.

The huge spectrum of colours comes about because car-makers constantly introduce new shades in their own efforts to attract the buyers. They've been doing it for years and the result is a repairer or refinisher with a damaged car on his hands has to match just one exact colour from the literally thousands - all different - which can be seen on the road.

Berger VR recognised the problem some years ago and introduced the first weight mixing system which enables a refinisher to produce an exact match for any known colours by mixing together a series of carefully controlled basic enamels according to a formula developed by Berger. Every weight mix users is provided with formulations giving car colours going back to the early sixties as well as for every new colour for this year's models whether they come from Dagenham or Detroit, Turin or Tokyo. And not just straight colours, but the increasingly popular metallic paints finished in deep, clear, lacquer.

The car colour service Berger provides to the repairer is second to none as is the training school the company runs at Dagenham where refinishers can learn the arts of colour matching, special finishes or just plain spraying - which is a lot more difficult than it looks. Berger VR doesn't just supply topcoats, it supplies all the materials needed to take bodywork from bare metal or to a gleaming finish indistinguishable from the original.

With Berger's involvement in getting the perfect finish, it might seem odd to sponsor a sport where dented coachwork sometimes seems the order of the day.

In fact Stockcars are only the latest in a long line of sports sponsorships Berger is involved in. Currently the Company backs cricket, football, show-jumping and speedway as well. In fact Berger is as involved in the sporting scene as it is in giving service to its customers - both refinishers and the car owning public.

The Stockcar Championship looks like being an exciting event and one which Berger is proud to be associated with. On behalf of everyone in Berger VR, we hope you have an enjoyable evening.

JOHN MOYNIHAN DAILY STAR

In my short, but eventful career as a stock car scribe I've watched some thrilling racing. But tonight I'm going "into the unknown".

It's my first World Final. This time last year I would have immediately thought of nutcases in old bangers if you had mentioned stock car racing to me, and the number 190 was significant only because it was the extension number of the office canteen!

A close encounter with a relative of the white top kind changed all that.

After watching him struggle to put a stock car together I decided to go to a meeting myself to find out what was firing his enthusiasm. From that first meeting I was converted.

It was at Belle Vue. I stood on the pits bend and watched someone called Smith carve his way through the field to take the final in breathtaking style.

At the end of the night I looked like an extra from the Black and White Mistrel Show (that was the first and last time I stood on the pits bend at a shale track - and my shirt still isn't clean) but I realised that stox was the sport for high speed thrills.

And fortunately the Star was born with a sports editor (Mr. Arthur Lamb) who is equally enthusiastic. Which is why the paper has been involved in the sport this year.

Our involvement with tonight's event is particularly pleasing because I know the World Final is regarded by drivers and fans as the big un .

I know from speaking to many drivers over the past months that tonight is the night they really want to do well.

Smithy's been taking some stick recently for his poor form. But he answered his critics with stylish wins at the Sheffield semi and the Daily Star Driver of the Year race at White City. Tonight he will be out to silence the knockers for good.

But two of the biggest knockers he'll have to contend with are Frankie Wainman and the Wild Wolf. The pair are in superb form at the moment.

And there are more than a few people who believe that another of Rochdale's famous sons, Doug Cronshaw, can cap his comeback year by once again taking the world title.

But all the speculation about the race means little. It's what happens on the track that counts - and there should be plenty happening tonight.

Looking at tonight's field it's easy to see why everyone gets so excited about the race - it's almost impossible to say who's favourite in such a class line up.

I just hope you all enjoy tonight's world final as much as I will. For there is one thing you can be sure of - it's going to be a sizzler.

MIKE PARKER PROMOTIONS LIMITED. General Office, White City Stadium, Chester Road, Old Trafford, Manchester.
Telephone: 061-872 8449.

DIRECTORS: Mike Parker, Bill Bridgett. **GENERAL MANAGER:** Ted Flanagan. **CLERKS OF THE COURSE:** Dave Dickason, Geoff Mason, Bob Farrar, Bob Calvert. **STEWARDS:** Dave Dickason. **LAP SCORERS:** Pete Foxwell, Ted Heard, Ted Black, Jack Neal. **RESULTS CO-ORDINATOR:** Roy Dyson. **SCRUTINEER:** Terry Barnes. **PIT MARSHALL:** Gerry Bird. **ANNUNCERS:** Rod Hepworth, Bob Reynolds. **START MARSHALLS:** Graham Carlisle, Terry Joy. **BREAKDOWN SERVICES:** Alan Reece Motors, Speak Transport, Steward Transport. **MEDICAL OFFICER IN ATTENDANCE.**

Mike Parker



Good Evening,

May I welcome you to White City Stadium for tonight's meeting with the cream of the F.1. Stock Car World and what a riot of thrills it promises to be. The eventual World Final winner could be any one of the competitors they are all good enough and with the exception of our friends from the U.S.A. S.A. and Holland every driver has White City track experience. Our visitors deserve extra medals for venturing on to the same circuit as the all star line up and it speaks well for their courage in coming to this country and having so little experience on our tracks.

I am sure all Stock Car supporters join me in a welcome to our sponsors Berger and the Daily Star and it is a pleasing factor that our sport is now receiving the benefits of the interest of such major National companies.

The F.1. Stock Car scene has a very healthy look about it for the future and my company will still be having the major interests in the 1980 programme and if we carry on our programme in the South no doubt we can re-establish the fully National coverage for F.1.

It only remains for me to wish every competitor the best of luck and thank you all for the pleasure of your company.

Mike Parker



P.A. Campbell

On behalf of the Vehicle Refinishing Division of Berger Paints - Welcome; we are particularly delighted to have the opportunity of sponsoring such an important event as the World Championship Stock Car Racing Final.

As part of the large and very well known paint company, we have for many years supplied high quality materials for the repainting of all types of vehicles. Perhaps, after tonight, our services will be required by some of the stock car owners taking part in the meeting!

One thing we are sure of, that you will enjoy a very exciting and entertaining evening.

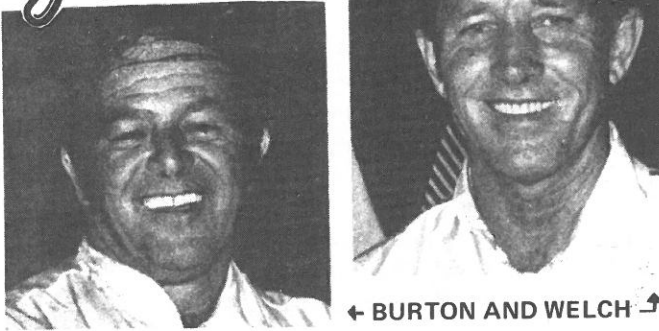
Berger Paints

Since 1954 : The Stoxnet Archive

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STOYZ U.S.A.



VETERAN RACING VICTORS WITH A LOT IN COMMON

Larry Burton and Gene Welch have a lot in common, besides residing near California's state capital of Sacramento and getting together to play pinochle one evening a week.

Each man has won so many races and racing championships that he tends to lose count. Both have campaigned "down under" so often they are virtual fixtures of the motor racing scene there.

Their driving styles are even similar. They are fast, aggressive and, above all, wily strategists.

Welch and Burton also are experienced at operating race tracks and promoting races. Each wisely makes it a policy never to drive in his own race on his own track.

For the past four years, Welch owned and operated West Capital Speedway. It is a popular dirt track, one-quarter of a mile to the lap, located in West Sacramento. Featured there are super modified and sprint car racing.

Burton operates All American Speedway in his hometown of Roseville, about 20 miles east of Sacramento. It is a one-quarter-mile, high-banked, paved track where NASCAR stock car racing is featured. Burton's annual Rose Classic 150 is one of the most prestigious short-track races for stock cars in North America.

Burton's racing career was summarized in an article about him in the magazine, Sacramento, in 1977. Motoring editor Jack Woodard wrote:

"Nicknames are very big in sports circles. Larry Burton's is 'Roseville Rocket.' The compact man with the arms of a blacksmith earned it by winning so many races in

the past 24 years he has lost count.

"I guess I've won just about everything I set out to win," he estimates. That adds up to 17 individual track championships and five series titles.

"Last winter was the first in 12 years that Burton didn't spend barnstorming in Australia. His successes down under prompt racing fans there to speak of Roseville in the same breath with Indianapolis. No kidding. They put it on their tour itineraries.

"He's a bloody celebrity back home," a visiting Aussie driver said of Burton. "He hob-nobs with the prime minister, appears on the telly. Amongst American drivers, only A.J. Foyt is better known."

Burton also is a scratch golfer with a number of tournament victories to his credit. He probably would have been on the PGA tour had his sports career not taken the course it did.

Welch, a successful businessman, has been racing since 1956. After devoting 10 years to racing open-wheel super modified cars, he switched to stock cars with no effect on his score of victories, which is notable.

Winner of six consecutive Northern California championships, he has set the track record for fastest lap at every track on which he has raced a stock car. Welch began avoiding winter by racing in the Antipodes in 1970. He has returned there to race every year since.

"I race six months of the year out of the U.S.," he says. Besides racing in Australia, he also has competed for five years in New Zealand, where he won the World Stock Car Championship in 1973.

"My first four years in New Zealand, I never lost a race," Welch reports, "The fifth year, I got beat twice."

Of his Australian campaigns, Welch says, "I've won every big race there, except one." But his remarkable success record there was not without physical cost.

Welch lost most of the vision of his right eye in a crash on a track at Sydney four years ago. He says the injury has not hampered his driving ability.

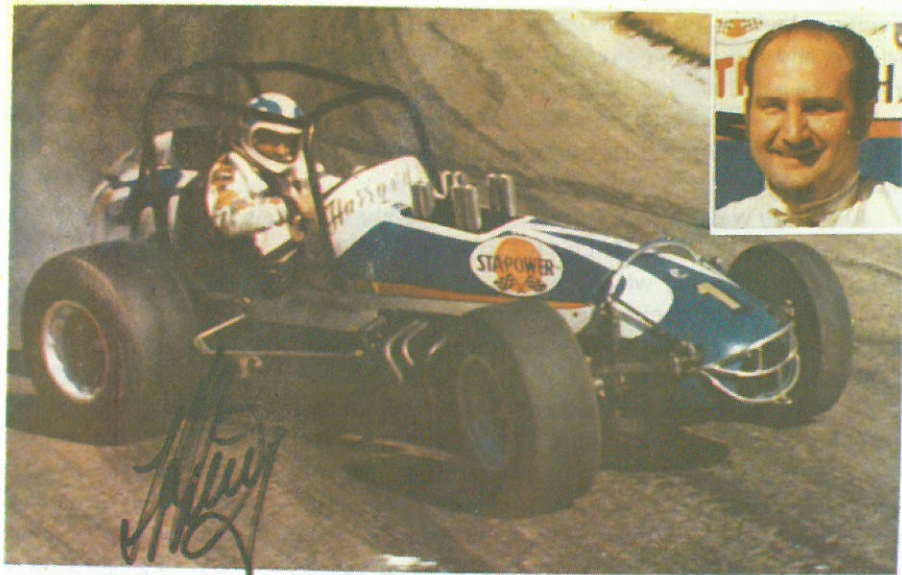
"I still have my peripheral vision," Welch explains. "I can tell when anyone is trying to go around me on that side."

This will be the first visit to England for both men and, of course, their first experience in British automobile racing.

Not long after they return home, Burton and Welch will be leaving again. They will head two racing teams from the United States which will campaign in Australja, starting in December. Burton and his team will compete in sprint cars, while Welch will captain a team of stock cars.

We are pleased to have the IRLAM BAND, supplimented by the 16th Middleton Long Street Methodist Scout and Guide band, here to entertain us at White City Stadium tonight. The bands will be on display from 6.00 pm.

BRISCA SUPER STOX!



HARRY VAN DER SPIJ. S.A. NATIONAL CHAMP. 1971, 72, 73.



Since 1954 : The Stoxnet Archive



PROGRAMME

HEAT 1

ABERCORN STAKES. Sponsored by Abercorn Steel Products
(Northern) Ltd. Hexham. £50 bonus to winner from sponsors.

16 Laps

DRIVER

NO	NAME	TOWN
RED		
175	Glyn Pursey	Bromham
229	John Hillam	Cleckheaton
BLUE 265,		
99	Ivan Braddock	Macclesfield
354	Richard Ainsworth	Ulverston
488	Colin Gautry X	Leeds
497	Roger Warnes	Norfolk
YELLOW 232, 150, 385,		
8	Kevin Thompson	Macclesfield
57	Rob Lane	Stockport
72	Chris Jolly X	Darwen
92	George Braithwaite X	Clitheroe
109	Phil Smith A	Honley
198	Paul Trousdale c	Ellesmere
299	Ivan Scott X	Burnley
325	Mick Buck	Bradford
382	Graham Waite	Batley
368	Harvey Lodge X	Mirfield
WHITE 10, 254,		
162	Alan Wilson	Longsight
210	Bryan Butterfield	Blackburn
244	Steve Whitworth	Preston
455	Pete Hall B	Gargrave

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.

FLAG SIGNALS

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

held under the British Stock Car Racing Board of Control Ltd. Regulations

1 175 2 265 3 497 4 8 5 109
6 229 7 162 8 455 9 385 10 99

First Six to Final, others to consolation



BRITISH STOCK CAR ASSOCIATION
The Association of Promoters Licensed by the Stock Car Racing Board of Control Limited
STOCK CAR RACING AT OTHER BRISCA CIRCUITS

OCTOBER

Thur 4	Blackburn	7.30 F1F2	Sat 20	Leicester	7.15 F1
Sat 6	Coventry	7.15 F1	Sat 20	White City	7.00 F1F2
Sat 6	Rochdale	7.00 F1F2	Sun 21	Skegness	2.30 F1F2
Sun 7	Hartlepool	3.00 F1F2	Sun 21	Aycliffe	3.00 F2
Sun 7	Taunton	3.00 F2	Mon 22	Sheffield	7.30 F1
Mon 8	Sheffield	7.30 F2	Thur 25	Blackburn	7.30 F1
Sat 13	Long Eaton *	7.00 F1BSF2	Fri 26	Nelson	7.30 F1
Sat 13	Nelson	7.30 F1	Sat 27	Belle Vue	7.00 F1
Sun 14	Aycliffe	3.00 F1NEDCF2	Sun 28	Rochdale	3.00 F1F2
Sun 14	Northampton	3.00 F1GN	Sun 28	Hartlepool	3.00 F2

HEAT THREE 16 Laps. **PROVINCIAL OAKS.**

Sponsored by Provincial Tyres and Equipment (Sunderland) Ltd. £50 bonus to winner from sponsors.

DRIVER NO	NAME	TOWN
RED 435		
53	John Lund	Clitheroe
384	John Jebson	Huddersfield
BLUE 428		
65	John Stirk	Halifax
95	John Lund	Gisburn
156	Graham Blundell	Preston
317	Nigel Hardy	Huddersfield
318	Dave Cox X	Draycott
310	Pat Byrne	Littleborough
275	Eric Hullah	Harrogate
YELLOW 89		
28	Bill Gill	Chapel-en-le-Frith
35	Ken Brown	Liversedge
71	George Wilkins	Bradford
86	Ian Baxendale C	Tyldesley
87	Neil Brigg C	Huddersfield
131	Pete Hodgson X	Dewsbury
182	Mike Cheetham	Stockport
214	Ian Halton C	Blackburn
296	Reg Hullah C	Harrogate
363	Tony Brown	Otley
WHITE 357, 334		
279	Dave Priestly	Huddersfield
319	Dave Wadsworth B	Overton

1 28 2 384 3 65 4 95 5 435

6 71 7 428 8 35 9 357 10 310

First Six to Final, others to consolation T. 5.46.

CONSOLATION 16 Laps. **SHIPLEY GOLD CUP.**

Sponsored by Shipley Paint and Varnish Ltd., Shipley. £50 bonus to winner from sponsors.

182	416	87			
325	391	385	150	232	382
155	208	154	345	99	210
SAI	162	318	254	57	351
53	455	346	428	357	35

1 154 2 208 3 391 4 155 5 35

6 428 7 346 8 99 9 150 10 87 T. 4.51

First Six to Final

FINAL J.C.B. DERBY.

Sponsored by J.C.B. Ltd., Ormskirk. £50 bonus to winner from sponsors.

20 LAPS

28	35	8	265
247	155	65	428
109	95	396	497
208	229	415	175
199	306	55	435
260	384	154	391
1 <u>396</u> 2 <u>154</u> 3 <u>391</u> 4 <u>260</u> 5 <u>175</u>			
6 <u>247</u> 7 <u>384</u> 8 <u>155</u> 9 <u>497</u> 10 <u>428</u>			

GRAND NATIONAL **SILFORM CLASSIC.**

Sponsored by Silform Ltd. Nottingham. £50 bonus to winner from sponsors.

156	272	325	190
208	384	497	182
179	214	310	247
154	391		

1 391 2 154 3 190 4 208 5 156

6 247 7 384 8 179 9 497 10 _____