

*Belle Vue* MANCHESTER

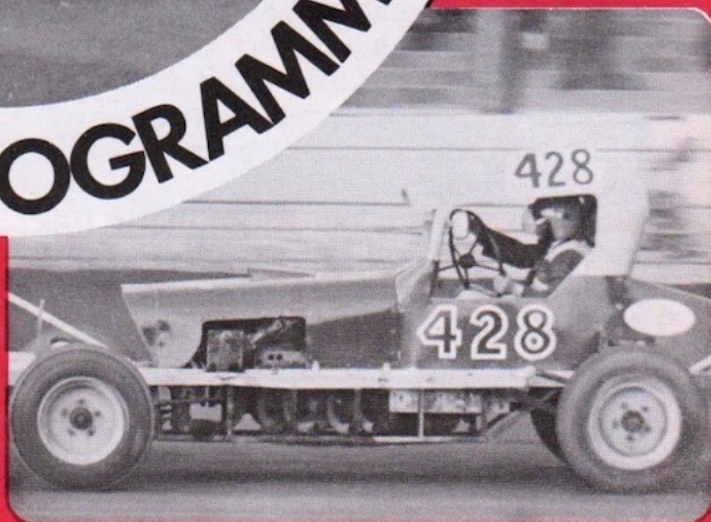
# STOCK CAR RACING

Since 1954 : The Stoxnet Archive

*Thrill-Packed  
Spectacular*



**OFFICIAL PROGRAMME**



**BSCRSA Pictorial Trophy Shield**  
Saturday July 25, 1981 at 7.00pm *30p*

# BELLE VUE

## Stock Car Bulletin

*General Manager*  
Tony Lee

*Programme  
produced by*  
Norman Roland

Licence 81/10

The management reserves the right to alter or vary this programme without notice. The official measurement of the track is 418 yards.  
St. John Ambulance in attendance.

Vol. 53 No. 4

**Saturday  
July 25, 1981**

**It is stressed that  
the Announcer's  
observations do  
not necessarily  
constitute Official  
Placings**

Belle Vue Leisure Park  
Telephone: 061-223 1331

**Stock Car Officials**

*Promoter J. F. Fearnley*

*Steward Roy Carter*

*Lap Scorer P. Hearn, J. Beaumont*

*Medical Officer Dr. M. Pantelides*

*Announcer D. Edwards, A. Sadler*

*Clerk of Course Bob Sadler*

*Starting Marshall Dave Wright*

*Car Scrutineer Harrison Gill*

*Stadium Manager Ted Conner*

Although the mid-air leap for life by Brian Powles (154) brought last month's Track In Spares Trophy final to a full stop, it was Stuart Smith (1) who swept home the winner when racing resumed. Fortunately Powles walked away from his spectacular somersault unscathed, leaving Smith to take the top trophy from Frankie Wainman (212) and Ray Leigh (346).

Smith started his triumphant trek by winning the first heat. John Lund (53) was second and Richard Ainsworth (354), third. Andy Scott (160) pushed his motor ahead of superstar Dave Berresford (260) to finish second in heat two behind another superstar, race winner Len Wolfenden (190). Derek Fairhurst's (218) third heat victory in five minutes, 39 seconds, was the best time of the meeting. Worrying him all the way; Brian Tuplin (155) and

### *Eric's Editorial*

went to Dave Mellor (304), with Mike Close (199) and Pete Hodgson (131) filling the lesser placings.

Both events had to be stopped in the interests of safety. Neil France (330) was hurt in the initial event and Colin Gautry's (488) car overturned in the second.

In the interests of safety frequent use had to be made of the amber warning light. It may have irritated some fans, but stock car racing is a dangerous activity at the best of times. It is not helped by obstacles littering the track. Stoppage of races was absolutely essential and while we apologise for the late running of last month's meeting, we feel sure everyone will realise that the deci-

Brian Whorton (408). Wilf Hargreaves (385) won the first consolation, Danny Clarke (203) was second, Brian Powles, third. The second bid for a place in the final

sions to halt heats were not taken lightly.

Tonight the BSCRSA Pictorial Trophy is the star prize. Elsewhere in this programme Don Round tells you all about it.

Our next stock car meeting takes

place here on Saturday, August 22 when our round of the Daily Mirror Formula One Grand Prix will be raced off. Clearly you won't want to miss such an exciting meeting and I look forward to seeing you again next month.

Join



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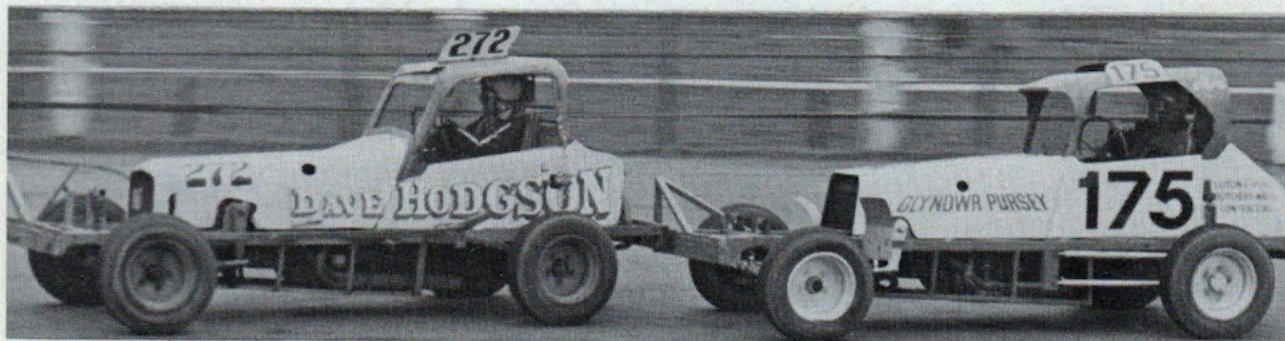
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*The first – Dave Hodgson (1975) and last – Glynn Pursey (1980),  
Pictorial Trophy Shield Winners.*

**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.

# BSCRSA Pictorial Trophy Shield (£125 added)

## ★ Previous Winners ★

1975 at Oxford  
1976 at Bristol  
1977 at Hartlepool

Dave Hodgson  
Stu Bamforth  
Stu Smith

1978 at Northampton  
1979 at Aycliffe  
1980 at Northampton

Glynn Pursey  
Frankie Wainman  
Glynn Pursey

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WARNING: Stock Car 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 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 ticketholders.

# BELLE VUE BACKTRACKS 1956

by Keith and Glenys Thompson

During the winter which preceded the third season of stock car racing, important meetings were held in London which went a long way, towards pointing the sport in the right direction. The Drivers' Association, now a national body, met promoters to draw up more stringent rules and regulations which would ultimately be beneficial to both sides.

At the start of the season, most meetings were held in the midlands or the south, and it wasn't until May 2 that Belle Vue reverberated yet again to the sound of powerful engines. The first heat began in devastating style. Only six cars lasted the distance out of **sixteen** starters. Ken O'Neill won from John Gleeson and Vic Ferriday.

A less-hecktic second race went to Jerzy Wojtowicz in his old Auburn straight-eight, whilst Alan Heap finished second in the former Arthur Brooke S.S. Jaguar. Third was Arthur Plumb, followed by Dick Belshaw, Wilf Blundell, Willie Harrison and Don Ferriday.

Only five cars finished the next heat, led by

Cal Wills in his superb 4½ litre Lagonda in full road trim! This race turned out to be even more chaotic than the opening heat, starting when Londoner Percy Betts buried the front end of his ex-"Crawfish" Crider car deep into the safety fence.

Ron Griffiths took the consolation event, then Jerzy annexed yet another final after a thrilling wheel-to-wheel battle with Ken O'Neill. Jerzy just nosed ahead to take the honours, but then the judges amazingly relegated O'Neill to third place behind Jimmy Gee. The winner's time of 8 minutes and 5 seconds was just one second outside his own track record.

The Polish ace should, in fact, have raced his new creation – a rear engined car with a Volkswagen "Beetle" type body. Les Muncaster had driven this monster with some success (he won a Brafield final in it), but Jerzy somehow couldn't get the hang of it. For this Belle Vue meeting, the Ford Mercury-Volkswagen refused to start in the pits, so Wojtowicz had to use his 1955 motor.

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Photograph: Ray Liddy

*Track In Spares trophy winner Stuart Smith, with the premier prize presented to him by Mr. Neil Owen.*

# BSCRSA Pictorial Troph

## Heat 1

16 Laps

Driver's Name	No.	Grade	Changes/Additions	
George Fleetwood	17	White	28	GILL
Colin Taylor	135	Yellow		
<del>Garry Murray</del>	149	Yellow	87	BRIGG
Brian Powles	154	Red		
Mike Close	199	Super Star	198	TROUSDALE
<del>Danny Clarke</del>	203	Blue		
Tony Sterling	205	Yellow	208	FERNHOUGH
Graham France	216	Blue		
<del>Tim Smith</del>	217	White	272	HODGSON
Derek Fairhurst	218	Yellow		
George Rudd	241	White	274	GRAY
Rob Bradsell	265	Blue		
Eric Hullah	275	Yellow	304	MELLOR
Simon Gill	280	Yellow		
Gerald Stevenson	287	White		
Dave Fox	318	Blue		
<del>John Sheppard</del>	323	White		
<del>Neil France</del>	339	White		
Andy Shaw	347	Yellow		
Doug Cronshaw	396	Red		
Nigel Whorton	422	Red		
Colin Gautry	488	Red		
Chris Elwell	501	White		

1st	<u>347</u>	2nd	<u>198</u>	3rd	<u>280</u>	4th	<u>154</u>
5th	<u>304</u>	6th	<u>199</u>	7th	<u>265</u>	8th	<u>488</u>
Time	<u>5-49</u>	First SIX to Final, others to Consolation				9th	<u>28</u>

## Heat 2

16 Laps

Driver's Name	No.	Grade	Changes/Additions	
Stuart Smith	1	GOLD	H15	RUTJENS
Alex McDade	29	Blue		
Malcolm Brown	34	White	43	ROBERTS
Rod Falding	36	Red		
John Stirk	65	Yellow	45	SCOTHERN
Peter Morton	132	Yellow		
Brian Tuplin	155	Blue	76	SPENCE
Graham Blundell	156	Blue		
Andrew Stott	160	Red	131	HODGSON
Michael Cheetham	182	Yellow		
Keith Hayden	246	White	159	CURWEN
Chris Lloyd	284	White		
John Toulson	286	Red	190	WOLFENDEN
Mel Morris	444	Yellow		
Bob Taylor	448	Yellow	191	JAMES
<del>Phil Wright</del>	463	White		
Robert Forrest	464	Yellow	216	FRANCE
Nigel Land	469	Blue		
Kevin Bentham	480	Blue	283	STRINGER
<del>Terry Jackson</del>	485	White		
Frank Hudson	489	White	384	JEBSON
Geoff Parker	503	White	409	MAW

1st	<u>ONE</u>	2nd	<u>409</u>	3rd	<u>29</u>	4th	<u>384</u>
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# Shield Saturday, July 25, 1981

## Heat 3

16 Laps

Driver's Name	No.	Grade	Changes/Additions
Ken Brown	35	Yellow	
Roger Bowyer	37	Red	18 AHERN - 64 HOPES
Mick Cowell	40	Yellow	
John Lund	53	Red	71 WILKINS
Bert Finnikin	55	Red	
Rob Craig	62	Blue	91 WARNES - 95 LUND
John Young	89	White	
Gary Frost	129	White	108 EVANS
Colin Clayton	143	Blue	
Ron Rodgers	152	Blue	130 SAVAGE
Alan Wilson	162	White	
John Hulton	165	Yellow	149 MURRAY
Alan Barker	179	Red	
Frankie Wainman	212	Super Star	238 BRYAN
Dave Berresford	260	Super Star	
Dave Wadsworth	319	Blue	346 LEIGH
Arthur Gibson	357	Yellow	
Roger Brown	360	White	354 ANSWORTH
Graham Waite	388	White	
Brian Whorton	408	Blue	367 SMITH
Bernard Poyser	435	Yellow	
Arthur Featherstone	461	White	473 WILSON
John Holden	510	White	
Joe Jagger	525	White	471 BURNS
			523 BURTON

1st	212	2nd	53	3rd	260	4th	<del>364</del> 367
5th	471	6th	18	7th	354	8th	435
Time	6-01	First SIX to Final, others to Consolation				9th	143

## First Consolation Race

### Heat 4

16 Laps

Driver's Name	No.	Driver's Name	No.
17	287	510	
284	43	503	
	274	87	
501	464	275	
	132	241	
283	448	135	
	205	155	
208	156	265	
	318	160	
488	422	36	
	37	272	

1st	17	2nd	287	3rd	208	4th	284
5th	155	6th	488	7th	464	8th	501
Time	5-21	First SIX to Final				9th	156

# Second Consolation Race

Heat 5

(IF REQUIRED)

16 Laps

Driver's Name	No.	Driver's Name	No.
159	523	461	444
35	28	149	
89	45	435	40
165	182	64	
65	191	108	91
95	319	71	
469	131	346	216
143	480	408	
130	396	354	H15
55	190		

Since 1954 : The Stoxnet Archive

1st	65	2nd	165	3rd	91	4th	354	
5th	346	6th	396	7th	H15	8th	131	
Time	5-35 RE-START				First SIX to Final		9th	408

# PICTORIAL TROPHY SHIELD FINAL

Race 6

sponsored by: BSCRSA

20 Laps

Driver's Name	No.	Driver's Name	No.					
17	76	198	284					
367	287	347						
409	280	91	165					
29	155	346	208					
384								
18	396	471	354					
488	286	304						
154	53	260	199					
212	1							
1st	154	2nd	384	3rd	212	4th	29	
5th	284	6th	354	7th	471	8th	260	
Time	6-48				9th	346	10th	199



# National Championship Qualifier

Race 7

16 Laps

Driver's Name	No.	Driver's Name	No.
367	525	43	246
503		510	/
464	444	95	149
28		280	/
319	131	156	143
216		469	29
408	130	208	
160		286	272
488	471	354	396
212		260	190
1	154	53	199

1st	1	2nd	286	3rd	212	4th	246
5th	53	6th	367	7th	28	8th	131
Time						9th	260

Breakdown Vans for this Meeting kindly supplied by the following:  
 HARRY HOLT, Ladyshore Road, Bolton. F. BAILEY, Audenshaw, Manchester. W. SPEAK. K. STEWARD. S. LOMAS

Right of Admission Reserved - The Management reserves the right to make alterations to the Programme  
 There will be NO Re-admission and NO Money Refunded.

BETTING STRICTLY PROHIBITED



## BRITISH STOCK CAR ASSOCIATION

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

Belle Vue is a BRISCA Track Licensed to stage Stock Car racing held under the Stock Car Regulations of the British Stock Car Racing Board of Control Limited. All drivers appearing at these meetings are members of the British Drivers' Association.

### Belle Vue Stock Car Fixtures 1981

Saturday, August 22  
 Saturday, September 26  
 Saturday, October 24

### Stock Car Racing at other BRISCA Circuits

Aycliffe, Aug. 23	Ringwood, Aug. 11
Blackburn, Aug. 8	Rochdale, Aug. 9
Bradford, Aug. 21	St. Austell, Aug. 4
Coventry, Aug. 1	Sheffield, Aug. 3
Crewe, Aug. 1	Skegness, Aug. 2
Leicester, Aug. 15	Taunton, Aug. 2
Long Eaton, Aug. 8	White City, Aug. 1
Newton Abbott, Aug. 5	Wolverhampton, Aug. 9
Northampton, Aug. 16	

Please check dates before travelling

## BSCRSA Pictorial Trophy Shield (£125 Added)

During mid-season 1971 the "Stockcar Supporter" magazine found themselves with a surplus of photographs and decided, rather than waste them, to put them all together in a separate little booklet – to see if the fans were interested – and call it "Stockcar Supporter Pictorial." Only a couple of hundred or so were printed and at the 'first sale' they were sold out within twenty minutes! Needless to say a re-print was ordered and Issue No. 1 is now a rare collectors item – as indeed are the subsequent issues.

The profits from the first four issues were used to boost the prize money on various BSCRSA Trophy Meetings . . . but in 1975 The Committee decided to launch a new trophy to coincide with the now Annual mid-season "Pictorial" – in the form of a large Shield. Also it was agreed that the trophy would only go to tracks who only ran two Heats prior to the Consolation, at the same time assisting the promoter with the added cost of putting on **Three Heats** prior to the Consolation, for the extra cars necessary. It worked too!!

Each time Northampton have staged the Trophy they have 'booked' the extra cars to put on **Four Heats** prior to the Consolation and asked us to give the added money to the drivers.

With Belle Vue's abundance of cars nowadays it was only natural for the BSCRSA to suggest the trophy came to Hyde Road for 1981 – whence Eric Boocock and Roy Carter accepted similar terms. The exception being to run three heats and **Two Consolations**.

The added prize money – paid direct to the drivers on the line – will be as follows:-

Final Winner £50, 2nd £30, 3rd £20, 4th £10 and 5th £5 plus, for the best performance by a White-Top (after the Grand National heat) a further £10.

The Final Winner will hold the Pictorial Trophy Shield until the 1982 event and will be presented with his replica at the BSCRSA Annual Dinner Dance (21st November, 1981) whilst **Every Race Winner** will also receive a BSCRSA trophy – worth in all around £50 which saves the Promotor the expenditure on the meeting; representing a total sum in sponsorship of around £175 – which is the total profit from sales of this years **Pictorial** – providing they are all sold. So, we hope the Belle Vue patrons will start us off with a good 'sale' tonight towards this target.

Four of the past five winners of the trophy are still racing, and Belle Vue regulars, ie. Dave Hodgson, Stu Smith, Glyn Pursey and Frankie Wainman. Maybe Roy Carter can coax 'Bammy' out of retirement to make it a nap hand, and arrange for them all to race in the same Heat . . . which would produce quite a battle for a place in the Final and another chance to get their name on the trophy.

Glyn Pursey of course has the chance to become a three-times winner albeit that he is not a recognised shale-track final winner, having won his first shale-final this year (at Long Eaton) since Stoke in 1976.

Performing the presentations tonight are BSCRSA Committee members, John and Ann Hunt who can be seen at most tracks selling the various Stockcar Supporter publications . . . How about giving them a warm welcome for all their voluntary efforts. Remember, **none** of our sellers take any commission whatsoever – **Every Penny** is put back into the Sport!!

# Belle Vue Track Championship 1981

Compiled by John B. Mobbs

Driver	Heat Points	Final Points	GN Points	Total Points
1 Stuart Smith	23	32	16	71
160 Andy Stott	22	12	11	45
304 Dave Mellor	22	12	11	45
55 Bert Finnikin	16	14	14	44
354 Richard Ainsworth	15	20	3	38
260 Dave Beresford	19	8	7	34
2 Willie Harrison	11	18	4	33
212 Frankie Wainman	15	18	—	33
471 Bobby Burns	11	16	2	29
190 Len Wolfenden	22	6	—	28
156 Graham Blundell	14	10	—	24
36 Rod Falding	13	10	—	23
199 Mike Close	15	2	5	22
346 Ray Leigh	4	12	4	20
444 Mel Morris	10	10	—	20
53 John Lund	15	2	1	18
154 Brian Powles	12	—	5	17
322 Malc Neachell	12	—	5	17
364 Jamie Davidson	9	8	—	17

Next Sparkling  
Belle Vue  
Stock Car  
Spectacular



Saturday  
August 22, 1981  
at 7.00pm



Daily Mirror  
Grand Prix

# STOCK CAR DRIVERS'

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