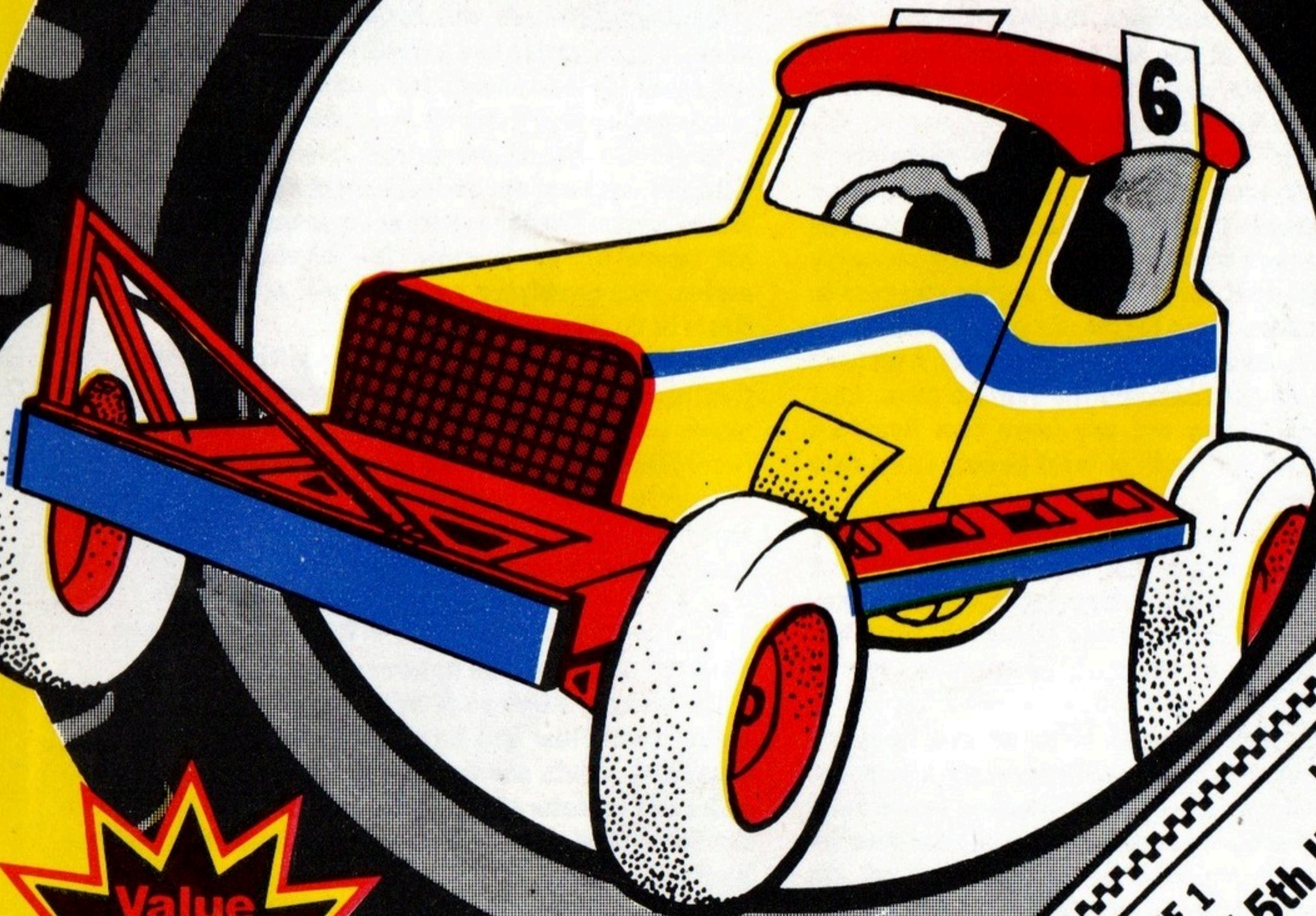


**BRADFORD**

# STOCK CARS



Value  
**60<sup>p</sup>**

VOLUME 1  
FRIDAY 5th JULY 1985  
1985 WORLD CHAMPIONSHIP  
QUALIFYING ROUND

# Bammy's Vue



GOOD evening ladies and gentlemen and welcome back to Odsal Stadium for our third B.R.I.S.C.A. Formula One Stock Car event. Tonight's meeting is very special and represents the last chance of drivers securing World Championship points. This is the last of ten World Championship meetings, each other track already having staged their qualifying rounds. The importance of this last event is demonstrated by the huge field of cars who have booked to appear, at the date of going to print we have 102 cars, can't be bad, seems all drivers really enjoy our super new shale raceway. Rare visitors Peter Bashford (107), Bobby Burns (471). Mo Smith (51) and Simon Gill (280) have all been tempted to make their Bradford debut, whether it be the necessity to accumulate more valuable qualifying points, or the reputation Bradford is quickly gaining I don't know, one thing is for sure is that they are all welcome, the more the merrier. I will explain in detail at the end of my piece how World Championship points are awarded, and which drivers then make up the World Semi-Final Grids.

Going back to our last meeting is certainly a pleasurable experience, after a slow start on our opening meeting many people thought Bradford had lost some of its old action packed sparkle but last meeting certainly dispelled that thought forever. With eighty one cars in attendance we were soon in for the old action — cars over the beams, upside down, you name it we had it. A bit hard on the track staff but fantastic for you the fans. Last meeting certainly wiped out any fears that Bradford wasn't just as good, and with at least twenty more cars tonight who knows?

One man who after threatening meeting after meeting that he was fast enough and capable of winning at Bradford finally crossed that bridge, I speak of Star driver Nigel Whorton (422), 'the man in the all red car', Nigel has always looked capable of winning at Bradford but always bad luck has seemed to bug him when in a competitive place, not so last meeting when he swept to a Heat and Grand Final victory. I enjoyed seeing Nigel win and he can now join the small but select club of Bradford Grand Final winners. I think there are no more than ten in total over the last eight years of my promoting here at Bradford. We seem to be experiencing a little difficulty with our last race of the night, this being The 1000. The problem being every driver seems to want to have a go, resulting in the field now growing upwards of thirty five in number, but the real problem is that such popularity of the race that drivers are giving the Grand National a miss. I might have

to step in here and prevent drivers taking part in The 1000 who have not raced in the Grand National. The 1000 eventual winner was White Top Driver Neil Pokorny (74). Neil kept his head, and despite World War 3 breaking out in the ranks behind him, drove the race of his life and carried off the £1000 prize.

Now is probably the time to explain exactly how a World Championship Qualifying Meeting rules etc. work, and also how drivers are allocated their World Championship-Semi-final Grid positions.

COMPOSITION OF WORLD FINAL EVENTS IS AS FOLLOWS:-

1. Qualifying Rounds — A driver is entitled to enter the World Championship Qualifying Rounds at each Stadium should a vacancy be available. Preference in bookings will be given to top grade drivers.

Qualifying Rounds will consist of a minimum of two heats, a Consolation and a Final, otherwise the points will not count. Grid positions for qualifying rounds must be pre-drawn by the Promoter in grades.

Qualifying Round points are awarded in accordance with the rules set out above, except that Grand National Heats, Helter Skelter events and non-qualifiers event will not score points towards the World Championship series. Non-qualifying reserves will not be included in finals in Qualifying Rounds.

2. Formula 1 Semi Finals — Points will be taken from the five best meetings, grid positions determined by the points scored. 20 cars will take part in each Semi-Final. A Semi-Final will be one race scoring points as in a normal heat. Allocation of drivers to each Semi Final will be as follows:

Qualification Order Nos.

1 & 4 — Track 'A'

5 & 8 — Track 'A'

2 & 3 — Track 'B'

6 & 7 — Track 'B' etc.

Track 'A' and 'B' will be determined by ballot.

No changes between drivers permitted. Reserves for either Semi-Final will be taken from the highest non-qualifying points scorers. If points are equal then the order will be determined by ballot. Positions achieved in the Semi-Final will determine the grid positions for the World Final race.

World Championship Semi-Finals will be staged at:  
AYCLIFFE STADIUM, SUNDAY 21st JULY 1985 at 2.30 p.m.

Admission: Adults £4, Children £2.

BELLE VUE STADIUM, MANCHESTER

SATURDAY 27th JULY 1985 at 7.00 p.m.

Admissions: Adults\* £4, Children\* £2.

\*Including programme.



**1985 B.O.S.S. BOWL GRAND FINAL WINNER**

**422 Nigel Whorton. (Looks as if BOSS member Joan Turner is a little worried by the occasion.)**

# TAKE ONE

ONCE more we are gathered for an all to infrequent meeting on the new Odsal raceway. More improvements will be seen tonight, making one of the most famous stadiums in English sport a mega arena of the eighties. It's interesting to note, that to my knowledge, only one other stadium in the country will have hosted professional Rugby League, Football, Speedway and Stock Car racing in a season. That is Wembley Stadium in London. The name Wembley of the North is becoming truer by the day. It is hoped when all the facilities are completed, Odsal will be not only a meeting place when sports events take place, but for social, and generally a nice place to visit for a drink and a meal. Stadiums are very expensive places to operate and it comes as a surprise that more do not encourage further use.

On the racing front, Odsal has become a happy hunting ground for the lower grades. Never have there been so many lower grades taking points and prize money. One white top made another piece of history at the last meeting. Those who think that only the unlimited budget cars can be winners, had their theories shattered when ex saloon Stox star, Jayne Bean won the first race. This was the first race to be won by a lady driver for nearly thirty years, going back to the days of Tanya Crouch and Jean Forrest. Jayne's car is a budget special and she would be the first to admit that she has as much in her car as some drivers will pay for a set of tyres. It was also very satisfying to see the reaction of all the spectators here in the main stand who gave her a standing ovation over the last few laps and on her victory lap.

Back in the days of the tarmac track, several drivers would not race as they said too much damage occurred on the narrow straights. The first meeting due to various reasons was slightly short of cars, but the last one had cars coming out of the woodwork. Plenty of room on the bends but when they try to fit twenty cars though a gap for ten, the fun starts, especially when some drivers idea of driving in a straight line leaves much to be desired. It goes back to the old idea of Stock Car Racing, too many cars on to

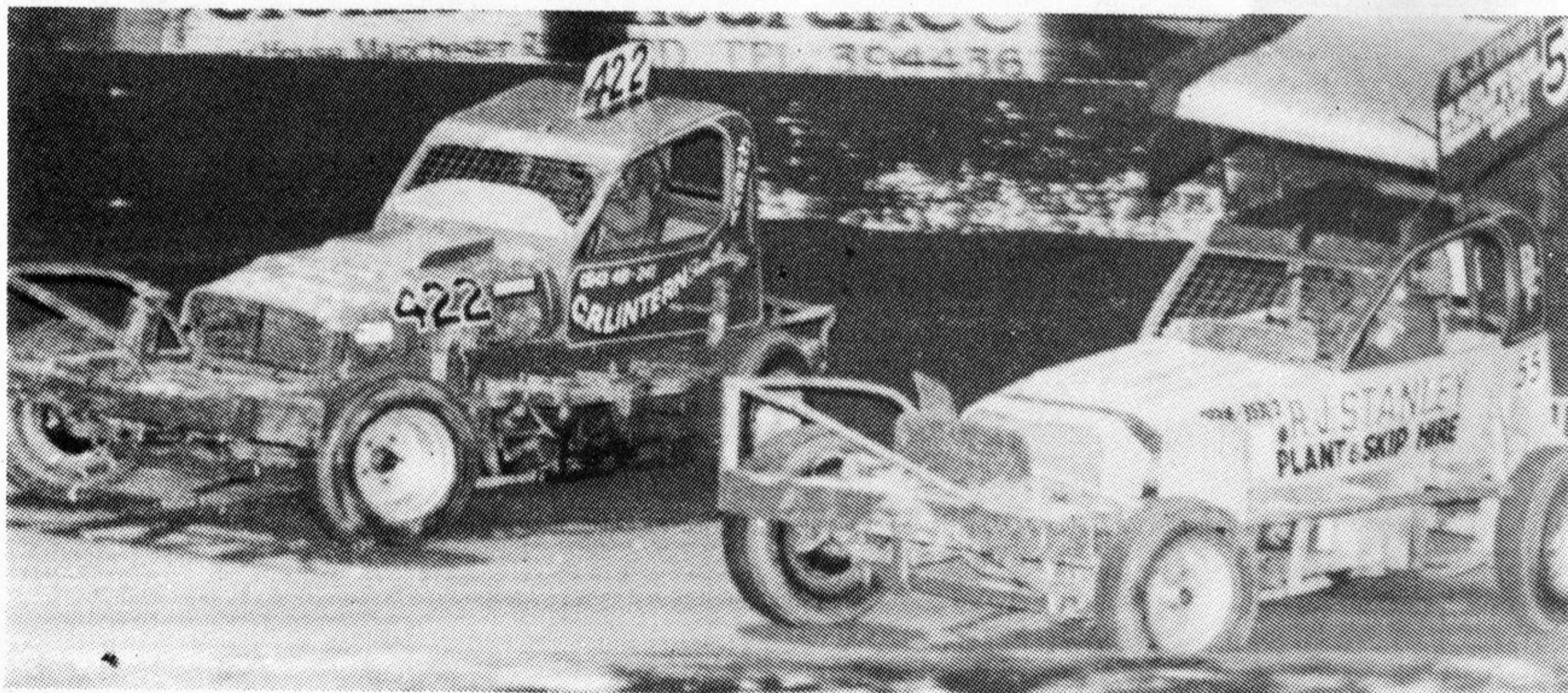
smaller track, trying to get through gaps that don't exist.

NEIL POKORNY 74 shocked everybody by not only winning his heat, but lifting the £1,000 race as well. Neil's car is a super looking, and built car. He has not had the best of success but this year he seems to have found a new lease of life. On being asked if he was lending his overalls out to another driver as his style had altered so, the answer was less than polite, and well deserved to your humble scribe. Tonight should see him lining up amongst the blue tops, such has his points tally improved over the past month or so. Neil is also doing sterling work on the Drivers' Committee, so becomes involved on both sides of the fence. One wonders if he has to sit on the fence in some disputes — very painful.

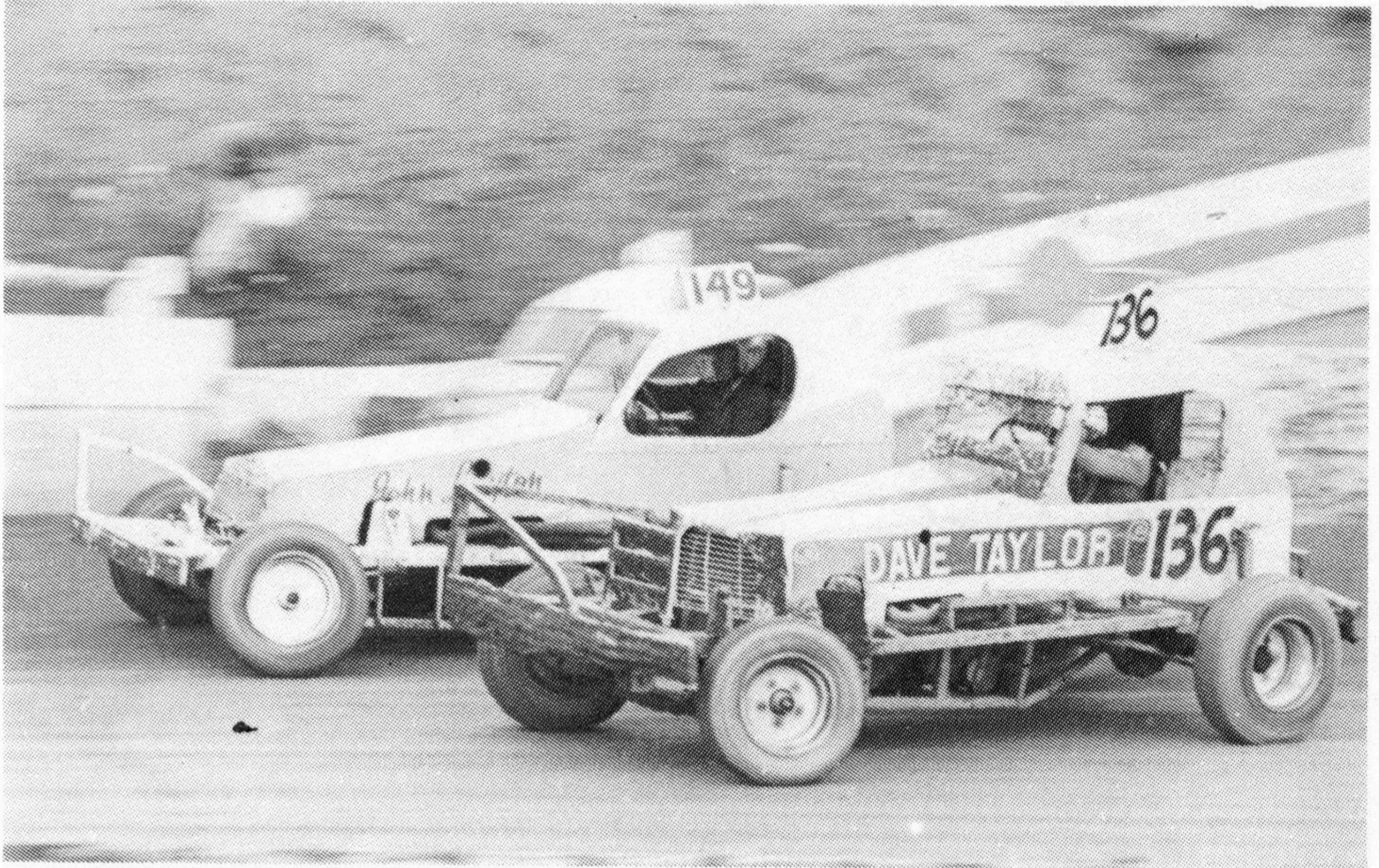
NIGEL (CHUFF) FAIRCLOUGH brought out his rebodied car for its debut meeting and walked away with a race win. Nigel, for those who can remember, won the B.O.S.S. raffle a couple of seasons ago, which enabled him to have a race in a Wainman hire car. He liked it that much he went out and bought a car. Success went to his head at a very wet Belle Vue, when having qualified for the final, in the slowing down lap crawled all over the stricken Gerald Taylor 250 car, knocked lumps out of the fence, car and himself and missed a race in the final. In the same race he won, fellow Bradford driver, and incidently banger driver at the same time as Nigel, the one and only IAN SMITH 367, survived a very destructive consultation to finish second.

Young Peter Falding 33, having experienced the glories of wins galore at the first meeting, found the other side of the coin with a very comprehensive roll-over on the third bend.

You may remember ANDY MALTAS who wrecked his car at Sheffield, worked all week to repair it and win a heat here, did it again but this time a bit more comprehensively. A very nasty pile-up at Coventry found him in hospital with a badly broken ankle. He hopefully, has had the pot removed by now, and we all look forward to his early return to the raceway.



Nigel Whorton (422) and Bert Finnikin (55) battle it out in the closing stages of our last Grand Final.



**Bradford's new shale way is a very happy hunting ground for lower grade drivers. John Layton and Dave Taylor pictured side by side at full speed.**

One of a band of hard driving North Eastern men is Nigel (Buster) Watson 59. Not only has he a very smart car, but has been dishing out some hard bumper work this season. Some times it works, some times it doesn't, but it 'aint half entertaining watching 'Buster' getting stuck in. Fellow North Eastern driver John Toulson 286 has had slightly more success in keeping the car on all four wheels recently. In the £1,000 race he unfortunately missed the first lap in a multiple pile-up on the back straight. The amateur lap scorers missed it however and satisfied themselves with hurling abuse at the people who are paid to do the job. On the same subject, one very irate spectator wanted to know why Stuart Smith was being let into the final as a reserve. Well, we scoured the track but could not see him. At last he was spotted hiding behind the water tanker, trying to get an early grid position for the £1,000 race. It seems there are more of you out there who know more than those who are employed to. I shall say no more.

Very nice to see the most famous bother-causer in Stock Cars back out on the tracks. I refer to LEN WOLFENDEN 190, whose presence is always guaranteed to raise a big cheer. Let us all hope more regular appearances by Len will be the norm in the near future. As mentioned a little earlier a very unusual occurrence happened with STUART SMITH, 1, not qualifying for the final. His best result was a 9th in the third heat, which I suspect must be his worst meeting he has had at Odsal. What's the betting he is out for revenge tonight.

It's nearly Semi Final time again. Sunday, July 21st at Aycliffe and what promises to be another Bamforth Bonanza meeting on July 27th at Belle Vue. Bammy is already making plans to make this a very special night out, and knowing my cigar smoking buddy of old, if anybody goes home disappointed that night I will be very surprised. Watching the racing here at Odsal, it is quite obvious that competitors in the semis will want nothing short of a win, to make sure of pole position for the biggest meeting of

the year, the World Final, here at Odsal on Saturday, September 14th. Unless an absolute mass pile-up occurs, the winner must come from the first two rows but isn't that the glory of Stock Car Racing, the element of the unexpected. You can definitely bet that we will have a full field of drivers here on the August meeting which falls on the 16th, all trying out suspension systems, tyres and any other little trick they have up their sleeves.

Biggest surprise of the night came when the famous 384 number was seen once more on the ovals. Yes, JOHN JEBSEN had actually come out of retirement. He thrilled all his fans, caused chaos on the track, and eventually nearly gave Big Al and Bammy a fright when he thundered on to the centre green via another car and a large piece of timber. The car he was driving was the old Dave Wadsworth car. Come back Jebby all is forgiven. Another name which is familiar was that of Paul Jagger 524. He is related to the ex Bradford favourite 'Little Joe' Jagger 525. Joe is now in charge of a pub over in Sowerby Bridge. There must be something about Stock Car racing and owning boozers.

BEV GREENHALF our Mr. Commentator, has purchased a rather nifty radio microphone, which enables him to go 'on walk about' interviewing unsuspecting members of the public. Gremlins in our sound system snookered him last meeting but be warned, Bev will be among you.

Just a message for you, thinking of going to Hartlepool this Sunday, 'The Boss' Bruce Springsteen is appearing in Leeds on the same day, and it's possible there may be an odd one or two people going to see him, so allow plenty of time for your journey.

Let us hope the weather is nice and kind tonight, who knows summer might have arrived!

See you soon.

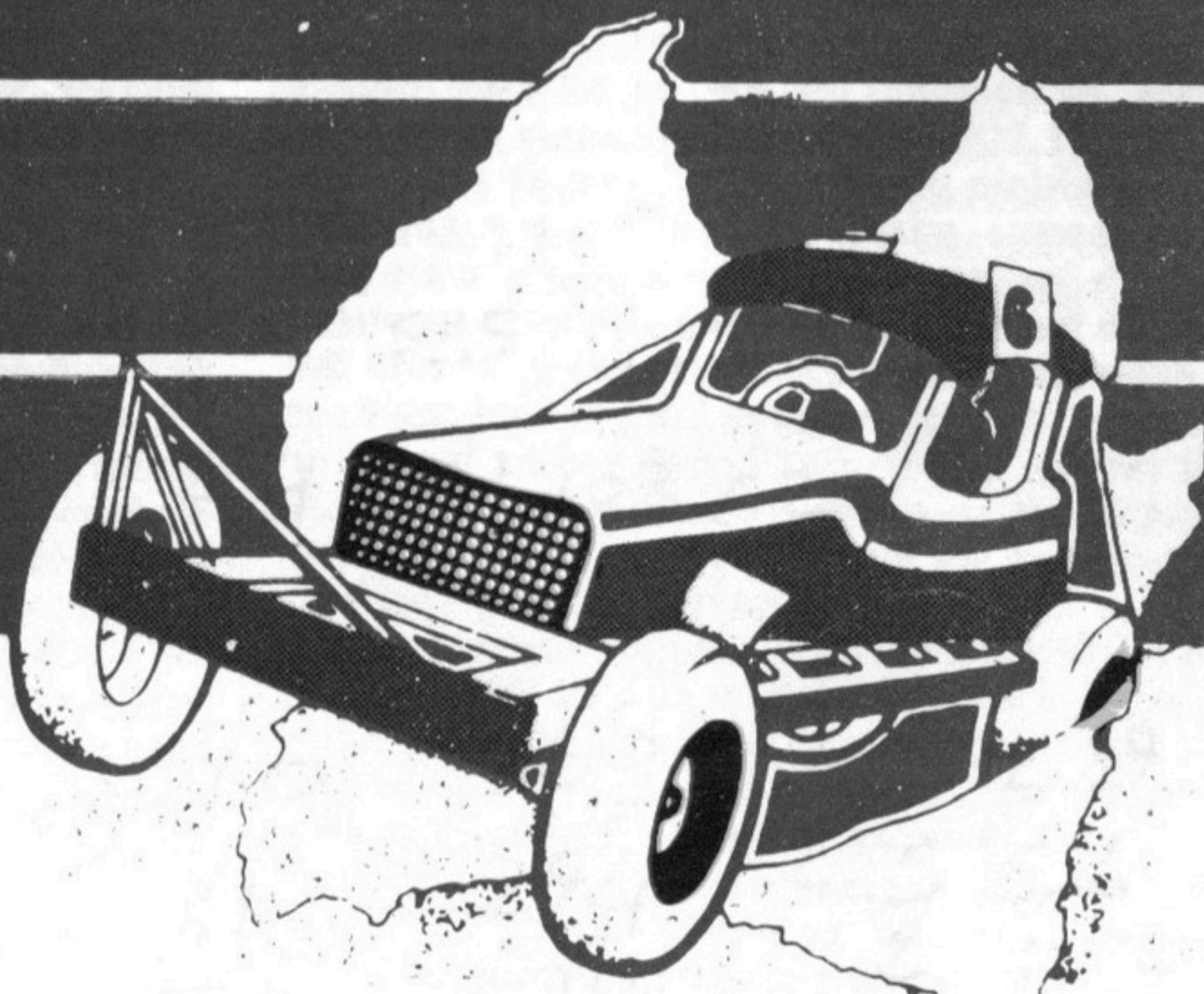
Pete Hearn



Race winner, lady driver, Jayne Bean 377. Jayne is now well on the way to re-writing the history books of lady champions.

***NEXT FANTASTIC FORMULA 1 ACTION***

# **STOCK CARS**



**BELLE VUE**

**Saturday**

**27th JULY 1985**

**BRADFORD**

**Friday**

**16th AUGUST 1985**

# The 1000

STOCK CAR RACINGS FASTEST, MOST GRUELLING RACE



Since 1954 : The Stoxnet Archive

White grade driver no. 74, Neil Pokorny was £1,000 the richer following his determined 1000 race win.

# THE 1985 WORLD CHAMPIONSHIP

## HEAT 1 16 LAPS

RED

2  
33  
160  
199  
260  
317

WILLIE HARRISON  
PETER FALDING  
ANDY STOTT  
MIKE CLOSE  
DAVE BERRESFORD  
NIGEL HARDY

ROTHERHAM, YORKS.  
ROTHERHAM, YORKS.  
WAKEFIELD, YORKS.  
SKIPTON, YORKS.  
HYDE, CHESHIRE  
HUDDERSFIELD, YORKS.

BLUE

29  
34  
108  
136  
188  
218  
464

IAN HIGGINS  
MAL BROWN  
STEVE EVANS  
DAVE TAYLOR  
GARY HEAP  
DEREK FAIRHURST  
IAN STIRK

YORK, YORKS.  
LIVERSEDGE, YORKS.  
RADCLIFFE, LANCs.  
WARRINGTON, CHESHIRE  
BLACKBURN, LANCs.  
BOLTON, LANCs.  
HALIFAX, YORKS.

YELLOW

57  
140  
189  
216  
265  
314  
334  
377  
454

ROB LANE  
JOHN RUSSELL  
NIGEL FAIRCLOUGH  
GRAHAM FRANCE  
ROB BRADSELL  
ANDREW MALTAS  
DAVE ATKINSON  
JAYNE BEAN  
PHIL HAIGH

STOCKPORT, CHESHIRE  
HECKMONDWIKE, YORKS.  
BRADFORD, YORKS.  
LIVERSEDGE, YORKS.  
MANCHESTER, LANCs.  
LIVERSEDGE, YORKS.  
ROYTON, LANCs.  
MANCHESTER, LANCs.  
STOCKPORT, CHESHIRE

WHITE

56  
76  
88  
115  
130  
177  
184  
214  
312  
363  
421  
449

DAVID LITTLEWOOD  
JOHN SPENCE  
JOHN KIRKPATRICK  
PHILIP DEARDEN  
DAVID CROWTHER  
ALLEN ECCLES  
STEPHEN CROFT  
CHARLES PICKERING  
PETER LANCASTER  
PAUL O'BRIEN  
NIGEL WILKINSON  
JOHN PADGETT

HALIFAX, YORKS.  
HALIFAX, YORKS.  
RADCLIFFE, LANCs.  
HUDDERSFIELD, YORKS.  
BRADFORD, YORKS.  
LEEDS, YORKS.  
BRADFORD, YORKS.  
LIVERSEDGE, YORKS.  
KEIGHLEY, YORKS.  
LEEDS, YORKS.  
HARROGATE, YORKS.  
DONCASTER, YORKS.

1st 34 2nd 2 3rd 314 4th 260 5th 160  
6th 464 7th 265 8th 214 9th 280 10th 108

FIRST 8 TO FINAL REST TO CONSOLATION

## HEAT 2 16 LAPS

RED

1  
53  
100  
155  
422  
452

STU SMITH  
JOHN LUND  
HARRY SMITH  
BRIAN TUPLIN  
NIGEL WHORTON  
JOE JOPLING

ROCHDALE, LANCs.  
CLITHEROE, LANCs.  
COLNE, LANCs.  
NETTLEHAM, LINCs.  
LICHFIELD, STAFFs.  
DARLINGTON, DURHAM

BLUE

17  
51  
98  
156  
175  
357

GEORGE FLEETWOOD  
MO SMITH  
LESLIE SPENCER  
GRAHAM BLUNDELL  
ROB PEARCE  
ARTHUR GIVSON

HUDDERSFIELD, YORKS.  
AVELEY ESSEX  
ATHERSTONE, WARWKS.  
PRESTON, LANCs.  
HUNCOTE, LEICESTER  
HALIFAX, YORKS.

YELLOW

35  
62  
96  
132  
202  
217  
366  
429  
434  
499

KEN BROWN  
ROBBIE CRAIG  
GLYN DAFT  
PETER MORTON  
RICHARD MASON  
TIM SMITH  
JOHN HOWELL  
PHILIP HARE  
WALLY PITTAM  
LESLIE MITCHELL

LIVERSEDGE, YORKS.  
CHESTERFIELD, DERBYS.  
SANDIACRE, NOTTS.  
LIVERSEDGE, YORKS.  
CLECKHEATON, YORKS.  
DEWSBURY, YORKS.  
CHESTERFIELD, DERBYS.  
HALIFAX, YORKS.  
BORROWASH, DERBYS.  
BILLINGHAM, CLEVELAND

WHITE

80  
87  
103  
118  
149  
197  
254  
293  
370  
414  
535

JACK LORD  
NEIL BRIGG  
ROGER MITCHELL  
FRED MILLER  
JOHN LAYTON  
MARK COLLINS  
BRIAN BRANSON  
ROB ALLEN  
GEOFF KEELING  
TERRY FORSTER  
DAVE CUSACK

BLACKBURN, LANCs.  
HUDDERSFIELD, YORKS.  
COLNE, LANCs.  
BOLTON, LANCs.  
LEEDS, YORKS.  
MANCHESTER, LANCs.  
WARTON, LANCs.  
STAPLEFORD, NOTTS.  
THURLASTON, LEICESTER  
PETERLEE, DURHAM  
PRESTON, LANCs.

1st 51 2nd 62 3rd 155 4th 254 5th 449  
6th 366 7th 1 8th 96 9th 63 10th

FIRST 8 TO FINAL REST TO CONSOLATION



# QUALIFYING ROUND, 5th July 1985

HEAT 3 16 LAPS

RED

36  
55  
190  
212  
328  
471  
BOBBY BURNS

BLUE

59  
92  
104  
107  
294  
330  
367  
IAN SMITH

YELLOW

10  
113  
128  
181  
182  
310  
322  
474  
485  
536  
BOB BAKER

WHITE

52  
66  
102  
198  
244  
329  
378  
383  
424  
425  
511  
525  
CRAIG HAWORTH  
MARK HOLT  
COLIN BALDRY  
PAUL TROUSDALE  
MICHAEL ROGERS  
STUART YOUNG  
WAYNE HANDLEY  
DAVID JOHNSON  
MICHAEL HEYWOOD  
RICHARD BALDWIN  
PETER HALL  
JO JAGGER

ROTHERHAM, YORKS.  
LEEK, STAFFS.  
NELSON, LANCs.  
KEIGHLEY, YORKS.  
ROSSENDALE, LANCs.  
ILFORD, ESSEX

STOCKTON-ON-TEES, CLEVELAND  
CLITHEROE, LANCs.  
BOLTON, LANCs.  
BRENTWOOD, ESSEX  
THORNLEY, DURHAM  
BLACKBURN, LANCs.  
BRADFORD, YORKS.

WAKEFIELD, YORKS.  
PRESTON, LANCs.  
LONG EATON, NOTTS.  
ROTHERHAM, YORKS.  
STOCKPORT, CHESHIRE  
TODMORDEN, LANCs.  
TAMWORTH, STAFFS.  
MIRFIELD, YORKS.  
BURTON-ON-TRENT, STAFFS.  
PRESTON, LANCs.

ROCHDALE, LANCs.  
LITTLEBOROUGH, LANCs.  
GOOLE, HUMBERSIDE  
ELLESMERE PORT, WIRRAL  
BEWDLEY, WORCS.  
TAMWORTH, STAFFS.  
ENDERBY, LEICESTER  
CHESTERFIELD, DERBYS.  
MANCHESTER, LANCs.  
HALIFAX YORKS.  
SKIPTON, YORKS.  
HALIFAX, YORKS.

1st ~~36~~ 212 2nd 311 3rd 55 4th 107 5th 190  
6th 36 7th 330 8th 471 9th 212 10th 92

FIRST 8 TO FINAL REST TO CONSOLATION

## CONSOLATION RACE

OPEN TO ALL NOT PLACED 1 - 8 FIRST 3 HEATS

16 Laps Handicap  
Rolling Start  
First 8 to Final

RESULTS	
1st 216	2nd 53 3rd 294
4th 317	5th 136 6th 474
7th 328	8th 452 9th 280
10th 367	Time .....

Handwritten notes and numbers around the table include: 421, 363, 184, 424, 292, 67, 8, 57, 80, 53, 58, 76, 5, 7, 130, 66, 189, 334, 216, 474, 202, 181, 35, 310, 17, 182, 377, 140, 429, 536, 294, 136, 357, 188, 186, 29, 175, 92, 36, 98, 280, 213, 218.

49

# WORLD CHAMPIONSHIP QUALIFIER GRAND FINAL

20 Laps Handicap  
Rolling Start

### RESULTS

1st... 36	2nd... 1	3rd... 2
4th... 51	5th... 328	6th... 330
7th... 294	8th... 195	9th... 136
10th... 464	Time.....	

←

	214								6/8	
	449	254							5 X 7	
36	35								9	10
55	260								96	62
34	33								216	511
53	1								128	265
32	31								474	
30	29								15	16
471	155									
317	36 2	27	25	23	21	19				
				330	294	51	464			
160	328	28	26	24	22	20				
				136	107	34				

# GRAND NATIONAL

OPEN TO ALL COMPETITORS

16 Laps Handicap  
Rolling Start

### RESULTS

1st... 55	2nd... 260	3rd... 160
4th... 422	5th... 34	6th... 294
7th... 328	8th... 471	9th... 98
10th... 265	Time.....	

←

	149	535	102	329	6/8
	254	421	103	52	5 X 7
36	35				
55	33				
34	33				
55	260				
32	31				
471	260				
30	29				
160	422				
452	328	27	25	23	21
				330	107
				104	34
		28	26	24	22
				29	21
				213	59
				31	

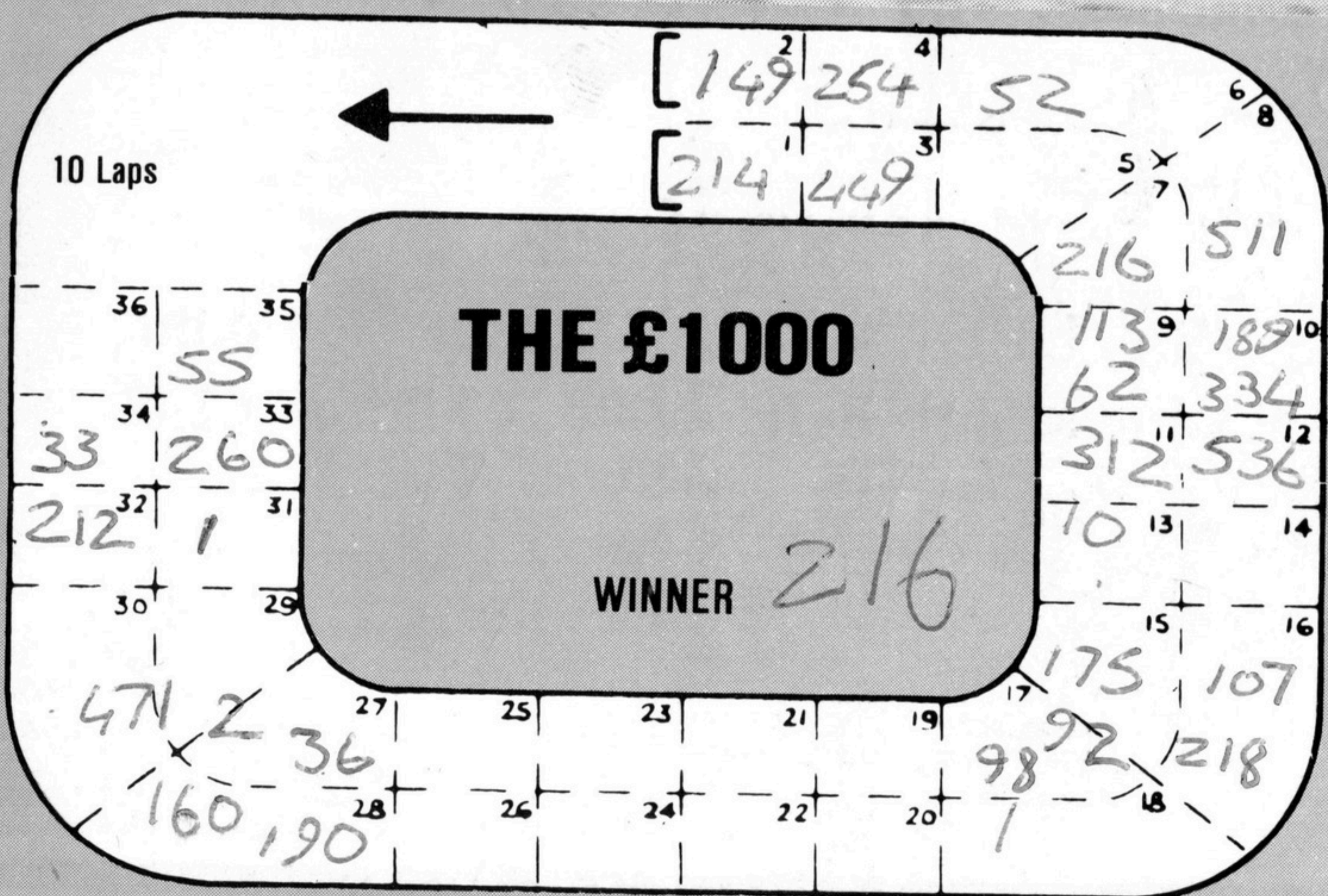
# The 1000

STOCK CAR RACINGS FASTEST, MOST GRUELLING RACE  
**HE WHO DARES WINS**

STOCK CAR RACINGS FASTEST, TOUGHEST, RICHEST, MOST  
 EXCITING RACE EVER

£1000 TO THE WINNER. DOUBLE, YES, A FURTHER £5000 TO  
 THE DRIVER WHO CAN WIN THE SERIES OF FIVE

Open to any driver who has the nerve and car to be able to compete in  
 this the toughest race of them all.





**B.R.I.S.C.A.**  
**STOCK CAR**  
**WORLD CHAMPIONSHIP**  
**SEMI-FINALS**

**AYCLIFFE**

**SUNDAY 21st JULY at 3.00 p.m.**

**Admission: Adults £4.00, Children/OAP £2.00**

BRITISH STOCKCAR DRIVERS

BENEVOLENT FUND TROPHY

**BELLE VUE**

**SATURDAY 27th JULY at 7.00 p.m.**

**Admission: Adults £4.00, Children £2.00**

# BRITISH STOCK CAR DRIVERS ASSOCIATION

## FORMULA ONE GRADING LIST JULY 1985 FOR POINTS SCORED UP TO AND INCLUDING JUNE 20th 1985 EFFECTIVE FROM JULY 1st 1985

Top 20 Superstars indicated by \*

Balance Red Top Star

This last month

1	212	F. Wainman S	854
2	260	D. Berrisford *	723
3	55	B. Finnikin *	687
4	53	J. Lind *	681
5	1	S. Smith G	641
6	33	P. Falding *	627
7	354	R. Ainsworth	524
8	199	M. Close	520
9	422	N. Wharton	491
10	471	B. Burns	400
11	286	J. Toulson	388
12	36	R. Falding	365
13	155	B. Tuplin	266
14	100	H. Smith	261
15	2	W. Harrison	259
16	203	D. Clarke	250
17	304	D. Miller	244
18	328	K. Riley	225
19	452	J. Jopling	225
20	250	G. Taylor	216
20	317	N. Hardy	216

51 — 100

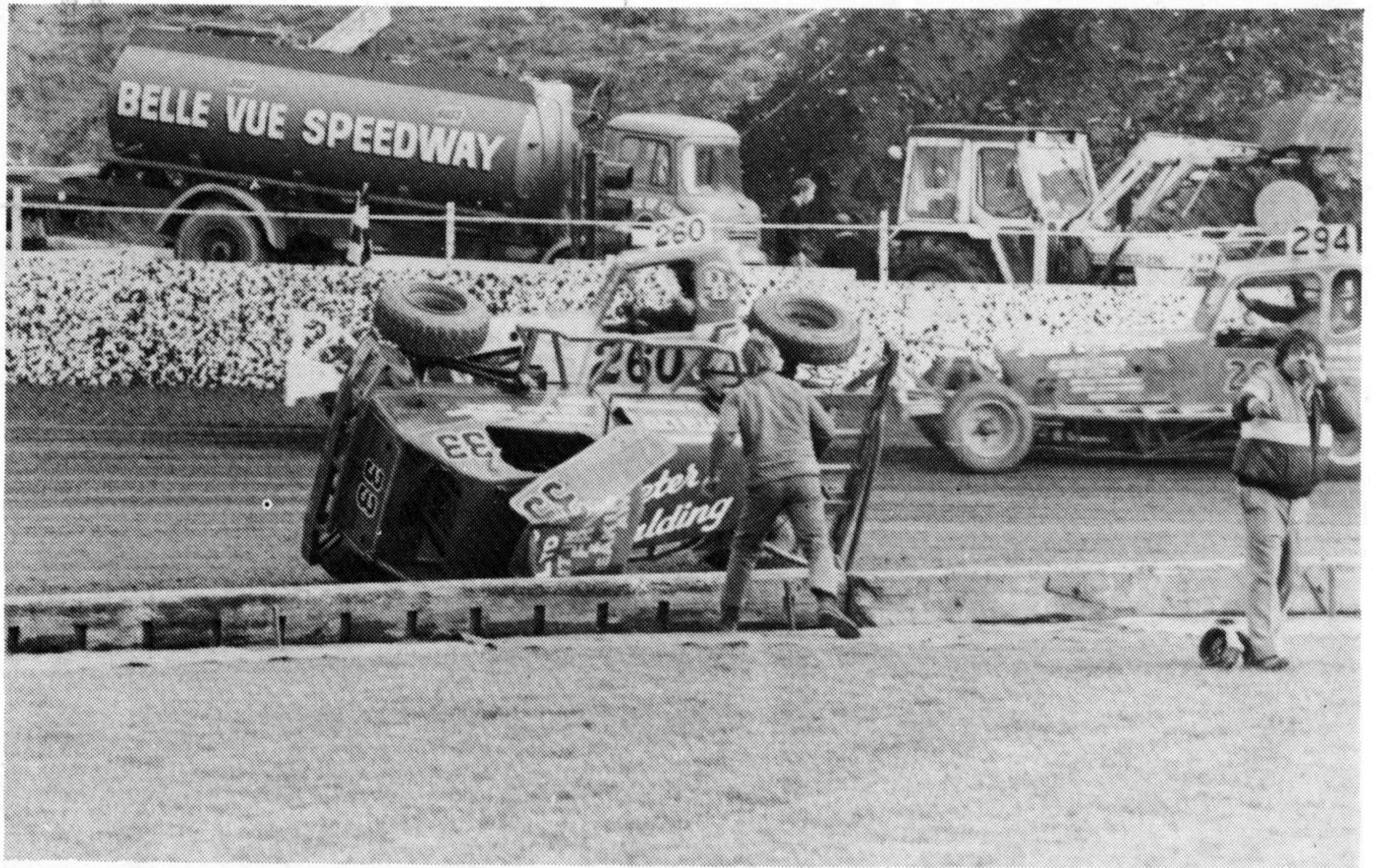
'B' Grade (Yellow) unless otherwise indicated

51	39	140	J. Russell	65
52	46	474	P. Hemmingway	64 0 1
53	40	330	M. Greenwood B	61
54	47	412	D. Tapping	59
55	79	62	R. Craig	58 1 0
56	54	499	L. Mitchell	58 0 1
57	52	97	M. Harrison	53 0 1
58	58	8	G. Gaskell Blue	51 0 1
59	42	285	L. Hawkins Blue	48 0 2
60	63	485	T. Jackson	46
61	69	35	K. Brown	42 0 1
62	53	284	C. Lloyd Blue	41
63	80	10	R. Dobson	38
64	95	322	M. Neachell	38 0 2
65	65	132	P. Morton	33
66	66	318	D. Fox Blue	30
67	77	128	J. Wright	29 0 1
68	70	265	R. Bradsell	29
69	59	266	G. Stagg	28
70	60	536	B. Baker	26
71	81	182	M. Cheetham	25
72	61	221	T. Cooper	25
73	62	458	T. Davies	25
74	76	57	R. Lane	24
75	67	347	A. Shaw	24 0 1
76	72	248	G. Atkinson	32
77	68	216	G. France	22
78	75	46	R. Bird	21
79	74	181	G. Walker	21
80		377	J. Bease	21 0 1
81		411	P. Wheelton	20
82	73	274	S. Gray Blue	19
83		189	N. Fairclough	18 0 1
84	84	454	P. Haigh	18
85		225	S. Ferris	17 0 1
86		357	A. Gibson Blue	17
87		459	C. Paxford	17
88		327	H. Davis	16
89	78	429	P. Hare	16
90	94	64	K. Hopes	15
91		310	P. Byrne	15 0 1
92		292	I. Briggs	14
93	83	96	G. Daft	13
94		334	D. Atkinson	13
95	93	434	W. Pittam	13
96		492	K. Burns	13
97	85	91	W. Warnes	12
98	86	299	P. Marsh	12
99	87	314	A. Maltas	12 0 1
100	88	366	J. Howell	12 0 1
100		374	B. Spright	12

21-50 'A' Grade Blue Top unless otherwise indicated

22	395	M. Shirley	215	
23	29	I. Higgins	205	
24	306	M. Noran RED	198	
25	51	M. Smith	196	
26	104	W. Jackson	163	
27	294	J. Dawson	163	
28	156	G. Blundell	161	
29	213	D. Chandler	146	
30	160	A. Stott RED	143	
31	247	A. Webb	136	
32	107	P. Bashford	135	
33	85	R. Tyldsley	134	
34	175	R. Pearce	130	
35	190	L. Wolfenden RED	118	
36	23	J. Lander	91	
37	64	N. Pokerny	89	
38	36	367	I. Smith	87
39	71	108	S. Evans	81
40	43	73	R. Cawley	79
41	38	136	D. Taylor	77
42	49	98	L. Spencer	75
43	33	215	G. Nicholls	74
44	34	92	G. Braithwaite	73
45	49	138	T. Todd	72
46	'47	139	S. Smith	72
47	56	34	M. Brown	71
48	55	59	N. Watson	71
49	35	188	G. Heep	68
50	37	430	M. Crocker	66

# THE BRADFORD VIEW

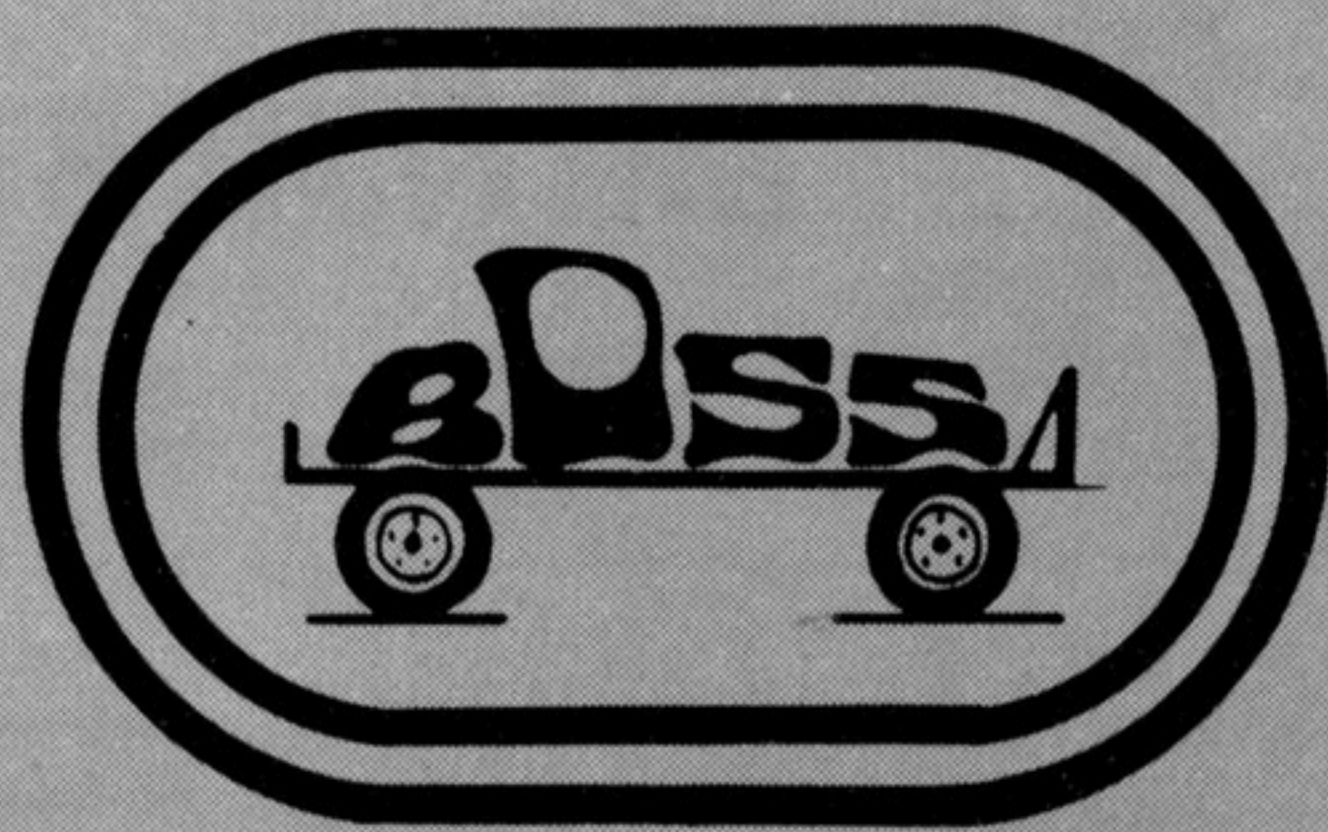


**New Super Star, Peter Falding (33) gets it all wrong and has to pay the price for his mistake.**



**Not to be deterred Peter is spun back on his wheels and under full power even though, a bit crumpled.**

# BRADFORD ODSAL STOCK CAR SUPPORTERS



260 Dave Berresford was a happy man when he won the B.O.S.S. Grand National Trophy.

**HELLO**, and a very warm B.O.S.S. welcome to Bradford Stadium this evening.

First of all we have a new home. Bradford Northern have very kindly let us have the use of their cabin for all future meetings. This is situated virtually in the same place as we have always parked, just in front of the big bar which overlooks the track. So come in and have a word with us and if you are not B.O.S.S. members, come and find out what it's all about and just what you are missing by not being a member.

Our last social night was the B.O.S.S. Annual Sports Night, which was very well attended. South Yorks. Supporters' Club (S.Y.D.S.) were the winners in what was a very hectic night. Our thanks go to all those who came and supported us.

Everyone is welcome to come to our next social, this being next week, Wednesday 10th July. It is our annual Barbeque and outdoor disco, weather permitting of course, and will be held on the car park outside the two

bars here at Odsal.

The August social is a football match between a Drivers team and B.O.S.S. So make a note of the date, Wednesday 14th August. I don't think it will be a bit serious, these things never are.

The trip in September to Baarlo in Holland is full but anyone who is interested can still put their names down in case of any cancellations. Any of the committee will be happy to take your name and give you full details.

Lastly the panto. As a lot of you will know, we took the panto down to Bedworth, nr. Coventry and had a very successful night. Hopefully a lot of money was made for the Drivers Benevolent Fund.

So that's it folks. A more or less up to date account of the recent doings of a very busy Stockcar Supporters' Club.

Have an enjoyable night's racing.  
Joan Turner (for B.O.S.S.)

## **BELLE VUE**

Sat. 27th July S.F., Mon. 26th Aug., Sat. 9th Nov.  
Sat. 28th Sept. and Thur. 26th Dec.

## **BRADFORD**

Fri. 16th Aug.  
Sat. 14th Sept. W.F.



# BRITISH STOCK CAR ASSOCIATION

**BAMFORTH PROMOTIONS LTD.**

Registered Office: Throstle Green Farm, Holt Head, Slaithwaite, Huddersfield.  
Telephone 0484 842445  
Race Days Friday

Bamforth Promotions presents Brisca Formula One stock car racing. Brisca is the Association of Promoters licenced by the Stock Car Racing Board of Control Ltd. to promote F.I racing in the U.K. Brisca undertake to use in their events only members of the B.S.C.D.A. — The British Stock Car Drivers Association — who race the elite of small oval racing cars, the purpose built, unlimited Power, Formula One Stock Cars.

Stock car racing is a contact sport where bumping and spinning of other cars is permitted. There are rules however, and cars must race on the track, not the centre green or corners, and must not deliberately ram another car without this being relevant to the race.

Racing is controlled by a system of traffic lights and flags, and quite simply the first driver to complete the stated number of laps is the winner.

As against Grand Prix racing, drivers are graded according to their ability, and the best drivers start at the back, and therefore must overtake every other car to win.

Drivers score points in all races of the meeting proper (this excludes special or match races) and points scored are compiled in a National Championship table.

In a normal meeting drivers score points in heats and consolations only if they qualify for the final (i.e. usually 6 or 8 per race), points are scored for 10 places in the Final, and 8 places in the Grand National/H.S. race. Points are awarded as follows:-

Heats: 12 10 9 8 7 6 5 4  
Consolation: 8 7 6 5 4 3 2 1  
Final: 25 20 18 16 14 12 10 8 6 4  
Gr. National: 16 13 12 11 10 9 8 7

If the winner of the Final enters the Gr. National race, he starts a lap down, but is rewarded by double points as well as double prize money.

To start the season, the previous years final table is used to determine grades until the issue of the first grading list or Points Table on May 1st. This compiles all points scored up to and including April 20th. Thereafter new grading lists are issued on the first of each month, compiled from the points scored between the 21st and 20th of the previous months.

The top 20 points scorers are called Stars (Red Tops) except for The World Champion who wears the Gold roof, and the previous years National Points Champion who wears the Silver roof. The Gold and Silver tops and the four highest scoring red tops are further designated as Super Stars and start at the back of the other red tops. From May 1st, the driver currently leading the Points table wears two orange stripes on his normal roof colour.

In front of the Red tops come 30 Blue tops, and then 50 Yellow tops. At the front of these come all the other drivers, who have White tops.

These are less experienced and least successful drivers. The very newest drivers are called novices and these are the White tops with a black cross. Novices may if they wish start their first three meetings at the very rear of the grid to gain experience.

## OFFICIALS

MEETING DIRECTION  
STUART BAMFORTH  
CLERK OF THE COURSE  
ALLAN BARKER  
STEWARD  
PETE HEARN  
STARTER  
DAVE TAVERNER  
CHIEF LAP RECORDER  
SEAN DRAKEFORD  
COMMENTATOR  
BEV GREENHALF  
CHIEF PIT MARSHALL  
GEORGE SILVERWOOD  
CHIEF CAR SCRUTINEER  
STEVE ALGAR  
MEDICAL OFFICER  
D.R. CALLAGHAN

MOTOR RACING SERVICES RESCUE  
UNIT IN ATTENDANCE

## NOTICE

Car racing is dangerous and all persons attending this meeting 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 to spectators or ticket holders. Should this meeting be abandoned before two races have been completed a re-admission ticket will re-admit you to the re-run meeting. In no circumstances will any money be refunded.

Betting is absolutely prohibited at all Car Meetings. The Management reserves the right to make alterations or additions to the programme. Meeting held under regulations of the Stock Car Racing Board of Control Ltd., whose Secretary is Mr. D.F. Robottom, 131 Sadler Road, Coventry CV6 2LU. Tel. 0203-33 3725

Track Licence No. 183 Meeting Permit No. 360

## RACE CONTROL

GREEN Start or Re Start of Race  
YELLOW Reduce speed, no overtaking  
RED Stop racing at once  
BLACK Driver disqualified  
UNION JACK Race at half distance  
CHEQUERED Lead car completed full distance  
CHEQUERED PLUS RED End of Race.

LAPS	LAPS COMPLETED BY LEADER				RESULT STANDS
	COMPLETE	RE-START	INDIAN FILE		
30	7		23		
25	C.R.S. 4		R.S.I.F. 19	R.S.	
20	C.R.S. 5		R.S.I.F. 15	R.S.	
16	C.R.S. 4		R.S.I.F. 12	R.S.	
12	C.R.S. 3		R.S.I.F. 9	R.S.	

**RACE STOPPAGE INFO**