

COVENTRY STOIX

Saturday 4th November 2017
STOKE STADIUM



BriSCA Formula 1, V8 Hotstox
& National Ministox



GOVENTRY STOX

GOVENTRY RACING CLUB LTD

Promoter /Chief Executive: A. Sarathu

Joint Promoter: J. Hagar

Admin: M. Daniel

Meetings held under regulations laid down by BRSCA

TRACK STAFF

Clerk of the Course: Simon Bennion / Carol Hall

Race Manager: Baz Watson

Chief F1 Scrutineer: Andy Carr / Dave Riley

Meeting Co-Ordinator: Sophie Clark

Pit Marshalls: Mike Bottomley / Graham Garner / Gary Jones

GOVENTRY STADIUM OFFICIAL PHOTOGRAPHERS

David Paddock (DB) • Steve Bottomley (SB) • Adam Casserly (AC)
Mark Greenwell (MG) • Paul Taylor (PT) • Kevin Green (KG)
Su Shinton (SS) • James Rowland (JR) • Anthony Daniels (AD)

RACE CONTROL

BRSCA Steward: Steve Abbott

Starter: Matthew Goring / Nik Styles

Lap Scorer: Dave Hamar / Steph Valentine

Transponder Recorder: Nik Eastwood

Commentator: Gary Osbourne

Coventry Stox would like to thank everyone at Stoke Stadium and the Startrax Promotion for all their help with tonight's event.

FLAGS

For the most part, the BRSCA flag system is the same as all other meetings, but there are a few additional differences.

Green - Start or restart of race.

Yellow (held static) - Localised incident, reduce speed and prepare for safety track messages.

Yellow (waved) - Extreme caution, reduce speed to walking pace, avoid contact. In safety messages, display 'S'

Red - Stop immediately.

White with a Blue Spot - Warning of danger for drivers on track, continue racing.

White with a Red X - Technical inspection failure on the 500m circuit.

Black - Exclusion of an individual driver.

Union - Race at full distance.

Chequered Flag - End of the full race distance.

Removal of race speed limit all cars have completed the distance.

Chequered Flag + Red - End of race.

PUBLIC NOTICE

Stock 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 or leasees 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 damage or personal injury to spectators or ticket holders.

Patrons are requested to observe and obey the various Health and Safety signs in and around the Stadium - for your own safety. Please respect any instructions given to you by our Stewarding Staff. The Racing Paddock, whilst of great public interest, can be a dangerous area. Entry is entirely at your own risk and children must be accompanied by an adult at all times.

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Betting is absolutely prohibited at all Car meetings. The Management reserves the right to make alterations and or addition to the programme. Opinions expressed in this programme by contributors are no necessarily those of Coventry Racing Club Ltd.

Unauthorised photographers or video recording is prohibited.

Good evening race goes and welcome to Stoke for this our fast meeting on tour.



It's been a difficult twelve months and whilst I understand fans frustration I hope you have now realised that we also have found the experience far from perfect. I would like to thank Startrax and Trackstar for allowing us to borrow stadium time but this will be the last time as next season and possibly the season after we will have frozen our promotion whilst we seek to build a new venue.

I know that many out in stock car land feel that we have not done enough to secure that venue which is fine but not a sentiment that I share as I know how much work has been done plus what the possibilities are that are still under consideration. I have nothing I can share other than my assurances that it is far from over for us as a promotion and I know that a lot of changes have been accepted at the BMB on Monday night to help put more life into the sport plus we may see further tweaks as a result of the consultation so I am excited for the sport for the first time in a year.

The sport is here to stay contrary to many that have nothing but negative thoughts and I would urge everybody to look at this year as the turning point with the ascendance back to normal service next season. Of course to many that would mean the return of Coventry which sadly will never happen but lots of things going on to replace the icon with stadia that we already race in. Just role with it rather than

find things to kick off about as drivers and promoters are more united than ever to take the sport forwards over the next 2 or 3 seasons.

It took Coventry decades to get to that icon status so please give the Brisca Management Board time to rebuild and reshape the sport into what it should be rather than finding fault at every word or decision. Passionate people all contributing around the table on Monday's BMB meeting with a sense of purpose as to what needs to be done with no reluctance to take the decisions that need to be taken. This does not mean that everybody will like what has been proposed but we all feel that we have taken the first steps on the journey.

We need you the fans to get behind the sport and support us during the transition not just at the stadiums but also when commenting on the eventual proposals as it is so easy to throw rocks first.

Enjoy tonight's meeting I know the Coventry team will as it may be a while before we are back doing what we all love to do. I think I am going to be upset by the end of the night as it's so much more to me than just racing and I am sure the rest of my team feel the same way.

Jeremy Heaven

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FROM THE BOX

Welcome to Chesterton Stadium for the penultimate meeting of the 2017 BrisCA Formula One stock car season and the last of the Cov Stox on Tour dates. For those not in the know, this meeting was originally scheduled for Coventry Stadium but its closure over the winter meant that a number of regular Coventry dates were relocated to other shale tracks.

I think it is fair to say that these relocated fixtures have been met with a rather lukewarm response from both drivers and fans with numbers down on both sides of the fence. The Coventry promoted meetings at Sheffield, Belle Vue and Kings Lynn have not I would suspect made any great profit as stadium rents have had to be paid along with driver remuneration etc etc. This is the last such meeting and will comprise of the expected end of season Coventry schedule of the White and Yellow championship and Track championship, with the grid based on points scored at the above mentioned meetings, normally associated with the last meeting of the year. Sharing the bill tonight are the closely competitive V8 Hotstox and the fiercely competitive youngsters in the National Ministox.

The Coventry promotion with Jeremy Heaver at the helm have done their best to keep the Coventry flag flying in 2017 and should be applauded for this. It would have been easy for them to say enough is enough and not run at all this year thus depriving fans and drivers alike the opportunity of 'going to the stock cars'. OK, it's not the same as the traditional first Saturday of the month journey to the Midlands venue but it's the next best thing. For some reason, a number of 'fans' have taken exception to these meetings and the

promotion presumably wanting no meetings at all. Promoter Heaver has doubtless upset one or two, or more, with some of his public statements, a lot of which have been rather tongue in cheek and designed to provoke comment. Other comments made have perhaps hit closer to the bone with a number again railing against them. I think it is fair to say promoting at a different track is not straightforward and relies on the expertise and staff of the hosting promotion to make life easier. Unplanned events do occur such as the non-appearance of programmes at the Belle Vue staged meeting. No fault of the promotion, no fault of the hosts. Conspiracy theories abounded over this one but quite simply they did not arrive on time. The programme was subsequently available either by post from Sophie Clark or at the Skegness meeting the following weekend.

The question still on everyone connected with the sport's lips is "Does Coventry stock cars have a future?" Groups opposed to the housing development planned for the Brandon stadium continue to lodge protests and fight the plans and their efforts should be commended. However, having seen many examples of developments taking place in supposed Green Belt areas - my own village for one, sites with protected status, sites that have a caveat that they must be used for leisure or sporting activities - my former school playing fields and Long Eaton stadium spring to mind, I fear their battle is a forlorn one. Money talks and with local councils subject to financial belt tightening, the opportunity to swell the coffers as a short term fix is too good an opportunity to miss. According to the promotion a number of replacement sites have been investigated but it would seem that they are not suitable, provide too many obstacles to overcome or where quite simply stock cars are not welcome. Back in 1954 at the birth of the sport, literally anyone could turn a field into a stock car track and many are the stories of safety fences being carted from one site to another. No planning permission needed in those days! Sixty plus years on and life is very different. To run stock cars, particularly F1s, even at an existing venue is not straightforward. Much talk has been made of approaching Trent Raceway at nearby Burton on Trent to run F1s

there. The club based there run a regular series of dates at the track for their domestic formulas but is it up to F1 standards? I think not. A great deal of work would need to take place before any F1 meetings could be staged there and the Trent Raceway club would have to forego some of their own dates to accommodate the stock cars as well as having to amend their current planning permission. However, never say never and there are other tracks around the country that exist and could, with investment, be up to staging F1. Ok, they won't replace Coventry Stadium but they would help sustain the sport and provide alternative venues for those other stadiums in danger of closure.

The Formula One season is now winding down but the Shootout finale next week at Belle Vue is one not to miss. After last weekend's meetings on the tar at Birmingham and Northampton, both of which had high car turnouts, Stuart Smith is well on course to take the coveted Silver Roof as National Points Champion but it is not a mathematical certainty so never say never (that's twice in one piece, oops). Nigel Green, his nearest challenger would need an exceptional meeting including winning the final and taking the grand national from the lap handicap and Smith score very few points or none at all. It can happen. Remember Craig Finnikin coming under the radar from nowhere to take the title here a few years ago? Much has been made in social media of the lack of challenge to Smith from the other Shootout drivers which really is unfair to Stuart. His pre-meeting preparation for each round has been spot on, his racing style has been tailored to the circumstances in each race he has contested and, put quite simply, he is the man who has been up for it.

That's about it from me this time and I look forward to chatting with you around the raceways with just two meetings left - Belle Vue next week and the Gala meeting at Birmingham a week later where the U25 Championship is on the bill. Move on then to 27 December for the Christmas bash before we hopefully all return next March for another season of stock car racing. I'll be watching then as now from the box.

Steve Abbott

GRADERS CORNER

Good evening ladies and gents, boys and girls and welcome to CoventryStox on tour, meeting number 4 and our last offering of 2017 Welcome to Loomer Road, Chesterston.

Stoke raceway as it's known in the sport has been a somewhat of a marmite track, you either love it or loath it. What makes me smile now is that in 2001 when it closed its doors it was too bumpy and rough. I loved it, now everyone wants more. Strange how things turn.

Stoke first opened its door on Formula One stock cars on 8th April 1973 Dick Sworder (150) won the inaugural meeting final. However, the door closed just as quickly as they opened. By the end of the season Stoke had gone, only for Mike Parker to try again in 1976. The track was now different to 1973 as there was a greyhound track on the inside! It also happened to be my first taste of Stoke. The 6th June 1976 trip to Stoke for my 9th Birthday. A Few things stand out for me from that day, the Blast heat boy it was hot!, the drivers all stood for the two minutes silence for the tragic loss of Brian Wallace's (119) life at white city the night before, Willie Harrison (2) doing his best to remove the Greyhound fence in one go! And George Stringer (70) was involved in a pile up and then going to race control asking them to announce over the p.a. system, if anyone had found his false teeth as a result of the pile up! For Stoke Raceway, it was another one season wonder as by the end of the year it had gone again.



Stoke wouldn't see a formula one in action again until 22nd May 1993 the track had changed again and was now smaller if you stand on turn one and two in the grass there are still traces of the original track. The track had re-opened for Scunthorpe (no not the one we should be racing at!) The track at Ashby Ville near the steel works which is now a Morrison's there was always rumours at Stoke was going to be Crewe's replacement. This sport loves a good rumour! It might have a few promoters change over the years but this period was to prove its longest run for Formula one stock cars so far, so when present promoter Steve Hees shut the doors on 4th November 2001, its 9 year run was over. We thought that was that but rumours again keep coming up every couple of years until announce at the end of 2011 that the sport would return in 2012 excitement grew but once again the track had change the pits was now on turn 3 and 4 Armcoc fence had replaced the rope and posts. Stoke had become something of a banger capital of the north. So what of tonight well it's the traditional Coventry end of season for Whites and Yellowws Championship,



followed by the track championship race both races are wide open, as not sure our many of the National Shootout Drivers will race tonight or want to keep their cars in one piece for next weekend's National Shootout Series finale at Belle Vue (get yourselves there for great afternoon/evening racing) which will see Stuart Smith (390) go into it with 119 point lead over World Champion Nigel Green (445). It looks insurmountable, but its stock car racing and anything could happen. Depending on what format, we end up running which is down to how many cars turn up, there will either be a possible 138 points (if its 2 heats and a consolation) or 154 points (if a 2/3rds format which is 3 heats and all the drivers racing in 2 out of 3 heats) which will be down to car numbers on the day. So, everything is to play for and remember it isn't over until it's over!

Nigel and Stuart are also both battling it out at the top of the Grand National Championship with only 8 points separating these two which will also be settled next weekend. Frankie Wainman (515) is still in with an outside chance but he would need to win the Grand National here tonight and then next Sundays Grand National to take the title away from these two and the other two must not finish. I think Frankie had his worst two meetings of the season last weekend at Birmingham and Northampton but never write him off. After 30 years in the job and all spent at the top, he is one of our greatest drivers the sport has ever seen.

So on to the future and 2018 season. Well to say the sport is at the cross roads is an understatement. Negativity has run through the sport all this season. This must stop. Social media has fed this more and more. Moves are afoot to try and stop this in 2018, along with live filming of meetings. I don't know all the details, but things are going to change. We need to get people through the gate and interested again. A recent meeting at Kings Lynn had 156 people looking at the results page on Stoxnet, these people need to come and see it live!



Finally, the end of the 2017 season, and awards time is approaching. No different here. I want to thank all the drivers and teams for all their efforts in 2017 for making it on out track. It is a great sport filled with great people. Thanks also to all the officials that have given up their spare time so that we can all go racing, including the Scrutineers, the Committee and one official, even though we might not always see eye to eye, but without him the sport would be a lot poorer (as August proved when he had his 2 weeks holiday!) Steve Abbot, everyone's favourite Meeting Steward. Dick Dastardly and Muttley as a current yellow top referred to the pair of us a couple weeks ago! I wonder which one is which? Thanks as well to Sophie Clark who is the Secretary of the BSCDA, the hardest working woman in stock cars and no one sees how much effort she puts in or how quickly Sophie fills up my emails with "I know your busy but could you just....."

And finally, to a lady that has learnt my version of double Dutch over the course of this season, as my proof reader, Sue Bardsley AKA the bossy blonde, thank you Sue you have improved my articles.

So that's it for now, roll on 2018 enjoy your evening and next season bring a friend or two and spread the word Brisca Formula One stock car racing is ALIVE!!

Enjoy your evening

Nigel Anderson
Brisca F1 – Official Points Grader

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V8 HOTSTOX

V8 Hotstox Drivers List	
1	Adam Joyce Burton on Trent
63	Dave Sharp Newark
69	Matt Barnard Burnwood
77	Rudi Coleano Harrogate
123	Gary Jackson Chester
131	Kevin Stuchbury Buckingham
182	Dave Cheetham Stockport
211	Phoebe Wainman Salsdon
222	Guy Jolly Huntingdon
298	Tom Spencer Atherstone
345	Jake Harny Hampton in Arden
376	Matthew Young Droydsden
402	James Billows Clitheroe
406	Cris Snell Stoke on Trent
414	George Shone Tarpotley
438	Craig Kellell Preston
439	Jay Kellell Preston
465	Jedd Sirk Bradford
482	Marin Fletcher Stockport
498	Oily Spencer Atherstone
525	Amy Jagger Liversedge
552	Declan Gwin Worcester
575	Darren Cottrill Worcester

Hello and welcome from V8 Hotstox, today sees our last visit of the season to Stoke which is sure to be an action packed meeting!

As the season draws to a close points are vital and there are seven drivers using their double points jokers to try and gain the maximum points possible so they finish higher up on the national points chart!

Look out for the top 3 in the National Points - World Champ Adam Joyce (1) and the Spencer brothers Tom (298) and Oily (498) who will all be battling it out with each other as the points are so close between them.

Shale specialist Darren Cottrill (575) is definitely one to watch out for today along with Kev Stuchbury (131) who has been having better luck the last few meetings than he has the rest of the year. Rudi Coleano (77) has been on form this year, how will he handle shale today?

See us at Belle Vue next weekend for the last meeting of 2017 and to contest the 2017 Challenge Series Finale on Brisca F1 Shootout Finale night. Belle Vue Bowl and 2018 World Qualifying also to be raced for. A meeting not to be missed!

Keep up to date with our news and fixtures on social media and at V8hotstox.com

Sam Hawkins





NATIONAL MINISTOX

Well welcome once again race fans!

The meetings are now well and truly drawing to a close with only 3 meetings left in 2017 for the National Ministox, with this being meeting number 48, so the teams have already made a fantastic achievement in surviving this far. Today is the second of our 2018 World Championship qualifiers. At the time of writing bookings are down a little and that could be that teams are saving their cars for the rescheduled World of Shale that takes place tomorrow at Belle Vue. However tonight is significant as the track championship will be settled, so there are a few that should be pulling out all the stops.

A round up of the last meetings and we started at Skegness with the annual East Coast Championship which was a true classic with action galore, and it was Josh Hamstead #405 who eventually took the honours with Lewis Evans #392 and Jenson Brickley #246 completing the top 3. The further heats were won by Brickley and Rebecca Smith #391. Over to Birmingham and it was the lower graders time to shine as they took to the track for the Whites and Yellows Championship final and it



was Leah Sealy #475 who took a fine victory closely followed by Ryan Taylor #84 and Callum Thornton #68. Leah's win was a welcome relief after they had travelled for almost 6 hours from their Somerset base to Skegness on Thursday, only to blow the engine 2 laps into heat 1, before they went back home disappointed. Not to be beaten they then travel back up to Birmingham on Saturday to fit a borrowed engine before going on to win the race. Heat 2 and Catherine Harris makes a return after a few weeks off, having sold both of her cars, but a deal was struck to allow her to race and she takes top spot. Heat 3 and it's Jenson Brickley who is on top step and the Final is won by Lewis Evans in what has been described as the best race of the season at Birmingham, which saw numerous incidents and was certainly not lacking in action. It's bad news for Amelia Wilkinson, as she also blows her engine, but the camaraderie of the National Ministox comes into play again and the team head south to fit another engine that has been loaned by another team. 2.30am and they are done and get some sleep before the hop over to Northampton.

Heat 1 and it's Jack Witts #1 who shines with Harris and Gilen Bullock #101 completing the top 3. Heat 2 and we have another first timer to the podium where we see Bradley Cooper #488 put in a fine drive to hold off the top drivers and take victory, followed by Mitchell driver #418 and Rebecca Smith #391. Heat 3 and we see Brickley take the win with Harris once again on the podium and Declan Cavanagh #291 completing the top 3. Next up is the Northampton Championship; the grid is formed from all of the Northampton meetings and it's a sterling drive from Rebecca Smith to take the feature final and her very first championship race, runner up is Brickley with

Harris once again making the podium. A special mention goes to Charlotte Lewis #193 who managed to get her first points since joining the Ministox having come so close on many occasions but then just running out of luck.

So we continue our driver profile feature:

Andy Barnard
NMSC Chairman



Name: Charlotte Lewis (193)
Hometown: Bolton- Le -Sands
Racing relatives: #222 Guy Jolly (V8) and #183 Ian Lewis (F-1)
Other Formula raced: None
Do you have a name for your car(s): Mercedes

Favourite driver in another formula: Frankie Wainman Junior F1
Other hobbies: Hairdressing & Art
Favourite track & why: Ipswich because it's a big track, very wide and fun to race even though I blew the engine
What made you want to race National Ministox: My dad

Favourite Meal: Pasta
Favourite song: Don't have one
Favourite Holiday: Spain this year with family
Question to ask next driver interviewed: Who inspired you to become a racer?

What is your favourite car make: Mercedes
Anyone to thank: my dad, my mum, Guy Jolly and all 222 team, my sister, Matt Barnard, Andy Barnard, Mark Gray & Ray Witts.

If you want to know more, then either visit our website www.nationalministoxclub.co.uk or pop down and see us in the pits where you can grab a chat or a photo with your favourite drivers.



Name: Elexie Bartram (293)
Hometown: Uftoxeter
Racing relatives: My dad Pete and sister Acacia
Other Formula raced: BriSCA Micro F2
Do you have a name for your car(s): My Micro F2 was called CiCi which is also called my white mini and the purple one is called Frankie after Frankie JJ

Favourite driver in another formula: Suppose I'd better say dad, Pete Bartram in BriSCA F2 (I'd be in trouble if I didn't)
Other hobbies: Swimming, Dancing, Horse riding, Modelling and TV extras
Favourite track & why: Cowdenbeath, I loved racing at Cowdie in my Micro F2 and won the Scottish cup there

What made you want to race National Ministox: My dad used to race them when he was younger and when I raced the Micros, I use to watch the Ministox a lot and quite fancied a go
Favourite Meal: Camembert
Favourite Holiday: Rhodes, Greece

Question to ask next driver interviewed: If you could have one name sign written on your car (apart from yours) who would it be?
What would you like to achieve before the end of the year: Would like to be on the podium in the Whites and Yellows race

Anyone to thank: All of the Ministox drivers and families for making me feel welcome, Dec, Gilen, Hatley and Lucy who took me under their wing from day one. I'm really going to miss Dec and Gilen when they leave. My Dad, Sam's racing, Graham Charlesworth and all my sponsors.

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BriSCA FI Drivers List

11	Nell Scriven	Cirencester
16	Mat Newson	Norwich
45	Nigel Harry	Hampton-in-Arden, Solihull
76	Aaron Cozens	Huntingdon, Cambs
93	Sam Makim	Preston
94	John Dowson	Thornley, Durham
127	Austin Moore	Blackburn
137	Sam Jacklin	Denton, Manchester
169	Billy Johnson	Loughborough
183	Steve Whittle	Winsford
212	Danny Wannan	Silsden, Keighley
215	Geoff Nickolls	Melton Mowbray
216	Jack France	Liversedge
217	Lee Fairhurst	Bolton
276	Mark Poole	Stoke-on-Trent
280	Colin Nairn	Wigston
293	Eliot Smith	Hellifax
310	Stephen Mallinson	Littleborough
335	Mark Woodhull	Sleby
338	Chris Brocksopp	Cossington
348	John Wright	Chesierfield
364	Robert Plant	Milnrow
413	Jonathan Lawrence	Tisbury, Slatts
415	Russell Cooper	Sawston
422	Ben Riley	Salford
445	Nigel Green	Bruntingnope
446	Joe Booth	Huddersfield
462	Scott Davids	Manchester
463	James Morris	Warrington
515	Frankie Wannan	Silsden, Keighley
555	Frankie Warr	Silsden, Keighley

National Ministox Drivers List

1	Jack Whits	Coppull, Lancs
8	Catherine Harris	Banbury
53	Roger Stansfield	Clitheroe
84	Ryan Taylor	Coventry
101	Glen Bullock	Dromfield
128	Harry Joe Watson	Bishop Auckland
145	Jamie Gwin	Worcester
152	Charlie Swords	Molesworth
193	Sharlote Lewis	Canthorh
211	Tom Birchrough	Buxton
246	Jenson Brickley	Leicester
267	Molly Robson	Darlington
282	Tomson Streets	Wigan
290	Charley Tomblin	Spalding
291	Declan Cavanagh	Loughborough
293	Elexe Bartram	Uitoxeter
330	Jackson Whitehead	Barnsley
381	Tyrone Evans	Tipton
391	Rebecca Smith	Essex
392	Lewis Evans	Tipton
405	Josh Hamstead	Thame
418	Mitchell Driver	Sheffield
475	Leah Sealy	Taunton
613	Chloe Serpell	Plymouth
630	Dani Parker	Spalding
798	Finn Sargent	Spalding

V8 Hotstox Drivers List

1	Adam Joyce	Burton on Trent
63	Dave Sharp	Newark
69	Matt Barnard	Burnwood
77	Rudi Coleano	Harrigate
123	Gary Jackson	Chester
131	Kevin Stuchbury	Buckingham
182	Dave Creecham	Sockport
211	Phoebe Wainman	Silsden
222	Guy Jolly	Huntingdon
298	Tom Spencer	Atherstone
345	Jake Harry	Hampton in Arden
376	Matthew Young	Droisden
402	James Blilows	Clitheroe
406	Chris Snell	Stoke on Trent
414	George Shone	Tarporley
438	Craig Kelleit	Preston
439	Jay Kelleit	Preston
465	Jedd Stirk	Bradford
482	Marin Fletcher	Stockport
498	Oily Spencer	Atherstone
525	Amy Jagger	Liversedge
552	Declan Gwin	Worcester
575	Darren Cottrill	Worcester

RACE 1 V8 Hotstox - Heat 1

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 2 Brisca F1 Whites & Championship

NO	INSIDE	TOTAL	ROW	NO	INSIDE	TOTAL
215	Geoff Nickolls	13	1	76	Aaron Cozens	11
293	Elliot Smith	10	2	313	Karl Roberts	10
364	Robert Plant	9	3	137	Sam Jacklin	9
45	Nigel Harry	8	4	338	Chris Brocksopp	8
310	Stephen Mallinson	7	5	216	Jack France	6
127	Austin Moore	6	6	415	Russell Cooper	3
413	John Lawrence	3	7	276	Mark Poole	0
348	John Wright	0	8	93	Sam Makim	0
280	Colin Nairn	0				



Last months Whites and Yellows Race Winner Karl Roberts with Sam Jacklin second and Chris Brocksopp third. JB

RACE 3

National Ministox - Heat 1

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 4 Brisca F1 - CoventryStox Track Championship

NO	INSIDE	TOTAL	ROW	NO	INSIDE	TOTAL
445	Nigel Green	98	1	212	Daniel Wainman	84
16	Matt Newson	74	2	217	Lee Fairhurst	69
463	James Morris	61	3	515	Frankie Wainman	54
169	Billy Johnson	39	4	45	Nigel Harry	32
555	Frankie Wainman Jnr Jnr	31	5	335	Mark Woodhull	28
310	Stephen Mallinson	26	6	215	Geoff Nickolls	23
216	Jack France	22	7	94	John Dowson	19
293	Elliot Smith	18	8	422	Ben Riley	17
364	Robert Plant	16	9	76	Aaron Cozens	13
338	Chris Brocksopp	11	10	462	Scott Davids	9
137	Sam Jacklin	9	11	446	Joe Booth	8
127	Austin Moore	6	12	415	Russell Cooper	3
413	John Lawrence	3	13			

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 5

V8 Hotstox - Heat 2

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 3

National Ministox - Heat 1

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 4 Brisca F1 - CoventryStox Track Championship

NO	INSIDE	TOTAL	ROW	NO	INSIDE	TOTAL
445	Nigel Green	98	1	212	Daniel Wainman	84
16	Matt Newson	74	2	217	Lee Fairhurst	69
463	James Morris	61	3	515	Frankie Wainman	54
169	Billy Johnson	39	4	45	Nigel Harry	32
555	Frankie Wainman Jnr Jnr	31	5	335	Mark Woodhull	28
310	Stephen Mallinson	26	6	215	Geoff Nickolls	23
216	Jack France	22	7	94	John Dowson	19
293	Elliot Smith	18	8	422	Ben Riley	17
364	Robert Plant	16	9	76	Aaron Cozens	13
338	Chris Brocksopp	11	10	462	Scott Davids	9
137	Sam Jacklin	9	11	446	Joe Booth	8
127	Austin Moore	6	12	415	Russell Cooper	3
413	John Lawrence	3	13			

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 5

V8 Hotstox - Heat 2

Pos #	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th

RACE 6

National Ministox - Heat 2

Pos	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
#										

RACE 7

BrisCA F1 - Heat 3

Pos	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
#										

RACE 8

V8 Hotstox - Final

Pos	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
#										

RACE 9

National Ministox - Heat 3

Pos	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
#										

RACE 10

BrisCA F1 - Grand Final

Pos	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
#										



Belle Vue Final Winner Lee Fairhurst taking the Ray Tydesley Memorial Trophy, JB



THE GOSPEL ACCORDING TO BEAKS

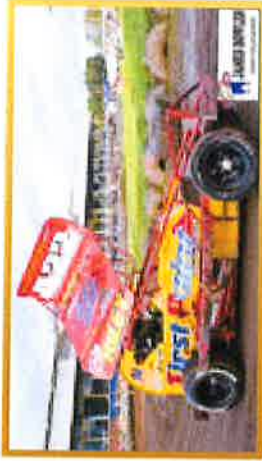
Hello Stock Car fans and welcome to this, the last of this year's 'travelling' dates run by the Coventry Stox team. I almost bore myself talking about what has happened since Coventry, aka Brandon Stadium closed its doors this time a year ago. The pain is still as raw as it ever has been and the fact that the old place is still standing, albeit in a state of poor repair makes it really hard to endure.

Plans have been recently revealed as to how the new land owner wishes to develop this site and of course it has been met with opposition from the locals and Speedway and Stock Car fans. There is some really good people working very hard to get the place back and running but realistically this isn't going to happen – it simply isn't viable. We really should focus all of our efforts into getting the local council to help find a new site for Speedway and Stock Cars. Without council support the chances of getting somewhere new is low – given the high chance of local opposition due to increases in traffic and

noise getting a new place up and running is going to be a massive task.

Emotions have been running high all year with all manner of accusations and name calling being aimed at the Coventry Stox team and to some degree it's understandable, even if it isn't justified. I can honestly say I've personally helped look at over 10 potential sites this year – some new and some existing sites but for one reason or another they just didn't come off but it's not for the fear of trying.

At this moment in time it's unlikely that the Coventry Stox team will be touring the 'first



Saturday of the month' dates in 2018. The dates used this year haven't been very well supported by fans and drivers alike – why I don't really know but that's how things are. It has been quite difficult to turn a decent profit and unfortunately running next year can't be justified. I can totally understand this but it doesn't make it any easier. There's some really good people who work for the team and they'll simply fade away – some lost to the sport forever and for me that's a travesty.

It looks like this column is all doom and gloom but trust me that's not the plan! For me we have had to endure many months of constant internet misery and moaning. What is a real positive is that despite of this the drivers don't seem to have been sucked into it and there have been some really, really well supported meetings around the country – both on shale and tarmac. Despite whatever is going on in the internet world what is happening on the tracks still remains some of the best action you'll see on any oval track in the UK.

The much talked about 'internet meeting' where 3 people have now been chosen to have a discussion with Steve Rees and Deane Wood is going to happen soon and it'll be interesting to hear what both sides have to say. It's strange that only 200 people actually took part in the voting process to get these 3 people nominated – with so many out there moaning about what's going on it's strange that so few actually bothered to get involved. It's a shame but to me no great surprise.

With just a few meetings left in this season it looks like Stuart Smith Jnr is going to get himself the Silver Roof at the end of the year. He has been totally ruthless during the shoot-out series and it seems like his opposition just aren't as

hungry as he has been. I honestly feel that no matter what happens in the chase for Silver, 2017 is absolutely Stuart's best year ever. For sure he has won the World Final before, but to me his reliability, racecraft and sheer will to win everything has been an absolute joy to watch this year. He's a real 'bumper merchant' and never messes about on his charge to the front of the pack. Another side of Stuart is that he really is a bloody lovely guy. An absolute gentle giant who you'd never, ever want to have as an enemy on the track but away from it he's one of the best out there – his father would be proud and I'm sure he's looking down at him enjoying his successes this year.



2018 is soon going to be upon us and I think that it's going to be a really challenging year. With so many other things to do in life, F1 Stock Car Racing really has to adapt itself to a changing generation and also make itself financially viable to those who promote it. There are some really good people around and they just need to be embraced – we can't carry on burying our head in the sand and looking at our past glories.

Like I mentioned earlier, I really don't know what'll be happening in 2018 so this could my last ever programme for the Coventry Stox team. If that happens to be the case then I'd like to say thanks to all of you that read this and also thanks to Sophie, Jeremy, Simon and all of the Coventry Stox team. It has been a pleasure working with you all and something I'll forever be proud of.

Be safe folks, and remember the good times.

Jan Bennett

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Brisca F1 Points Charts



2017 NATIONAL POINTS SHOOT OUT AFTER NORTHAMPTON 29TH OCTOBER 2017 - ROUND 9

POS	NO	PTS
1	390	417
2	445	298
3	217	271
4	515	263
5	16	242
6	212	241
7	55	190
8	197	170
9	422	168
10	259	149
11	4	89
12	464	85

2017 GRADING POINTS AFTER NORTHAMPTON 29TH OCTOBER 2017

POS	NO	PTS
1	445	1261
2	390	1140
3	515	1116
4	212	932
5	16	884
6	55	708
7	217	696
8	84	626
9	197	492
10	422	473
11	4	467
12	464	426
13	259	391
14	2	332
15	555	320

2017 GRAND NATIONAL CHAMPIONSHIP AFTER NORTHAMPTON 29TH OCTOBER 2017

POS	NO	PTS
1	390	338
2	445	330
3	515	307
4	212	291
5	16	267
6	217	184
7	422	171
8	55	168
9	84	163
10	462	163
11	464	156
12	70	149



2017 AMERICAN RACER DRIVER OF THE MONTH "FINAL POSITION FOR OCTOBER"

POS	NO	PTS
1	390	223
2	101	216
3	445	180
4	300	168
5	217	147
6	338	144
7	16	138
8	70	138
9	186	138
10	326	129
11	55	125
12	216	112



2017 BOSS CHAMPIONSHIP AFTER NORTHAMPTON 29TH OCTOBER 2017

POS	NO	PTS
1	390	311
2	212	268
3	515	223
4	2	197
5	55	196

Thank you to all the contributors, photographers and statisticians who supplied information for tonight's programme

2017 NOVICE OF THE YEAR AFTER NORTHAMPTON 29TH OCTOBER 2017

POS	NO	PTS
1	126	112
2	408	107
3	364	76
4	13	44
5	145	38

