

## SOUTH WALES A.C. LLANDOW SPRINT

UNSEASONALLY perfect weather conditions ushered in the Llandow season for the South Wales A.C.'s recent sprint and, although Brian Field's Lotus 23 absolute course record for one standing and one flying lap remains undamaged at 89.63 secs., class records fell all around. B.T.D. went, on this occasion, to a sports-racing car in the shape of Seward Ashcroft's Lotus Super 7, which put in a very polished 90.12 secs., while the class for racing cars over 1,000 c.c. produced a sorry parade of mechanical failure. J. Davies's Merlyn non-started, Ken Wilson's B.R.M. broke both drive-shafts in the paddock before practice, and Peter Cottrell's Felday-Daimler broke a shaft-coupling and was seen no more.

Of the few cars that got under way, Colin Priddey's Lotus-Ford 20 was fastest and set second B.T.D. with 90.94 secs. before throwing a rod second time out, and Colin Watts's big twin Cooper-J.A.P. oiled up, could not improve on 95.58 secs. for third in the class, and finally retired with scavenger pump trouble when driven by Shirley Presland. Fred Sloman appeared with a recently acquired and fairly fierce Lotus-Climax 21 and, after taking to the grass in practice and then running out of petrol at the start, finally got motoring to some purpose with a crisp 91.53 secs. for second in the class.

The small racing car class was entirely dominated



WALDO EDWARDS (Lotus Elan), winner of his class in a new record time of 92.01 secs. Waldo was close to, but never actually on the ragged edge.

by Fred Jones, making a welcome return in his slightly rearranged miniature Vanwall type Lola and lowering the class record by nearly 5 secs. to 94.57 secs. Second in the class came Ron Rumble in the same car, with 96.89 secs., and a man to watch, obviously, is new boy Larry Ritchie who, at his first single-seater event, clocked a cool and entirely controlled 99.14 secs. in his Envoy-Ford without, however, gaining a place.

Credit for the most dramatic drive of the day must be due to Waldo Edwards, who took his racing Lotus Elan round very close to, but never actually on, the ragged edge, to record a resounding 92.01 secs. to win the large sports car class and pulverise the class record. Equally dramatic, for less commendable reasons, were the antics of one hopeful who hurtled round for two laps in the teeth of the hapless marshals, whose most urgent red flag wagging was insufficient to distract him for long enough to notice that one or two loose sheep had wandered in from somewhere! HOWARD BILEY.

### RESULTS

B.T.D.: S. Ashcroft (Lotus-Ford 7), 90.12 s. Class winners: R. L. Hill (Mini-Cooper), 105.53 s.; D. Miller (Mini), 104.44 s.; D. Cross (Mini-Cooper S), 99.06 s.; S. C. Wiles (Mini-Cooper), 97.14 s.; R. Davies (Austin-Healey Sprite), 108.48 s.; W. Edwards (Lotus Elan), 92.01 s.; C. Sgonina (Aston Martin), 105.59 s.; F. Jones (Lola-Ford), 94.57 s.; C. Priddey (Lotus-Ford 20), 90.94 s.

## LONDON M.C. SLALOM

The London M.C.'s spring slalom took place at Blackbushe on 28th March in warm sunshine. Perhaps the sun went to competitors' heads for quite a number penalized themselves out of the awards by clobbering pylons. Four tests were run, each of some 1,500 yards in length consisting of fast sprints between tight chicanes in various configurations. Inevitably

B.T.D. came from the large sports car class, but an interesting challenger for this honour was John Bekaert in the Fiat Tornado G.T., which consists of a Fiat 600 powered by a 1500 Cosworth Ford motor. This device ended the day only five secs. behind Clive Aston's DB35.

The first of the standard saloon classes, up to 1,600 c.c., saw a close fight between Bryan Ross in the Alfa Romeo, Derek Eastall (Humber Sceptre) and John Hoblyn (Cortina G.T.). Both the latter incurred penalties on the first test and Ross took the class by 4 secs. In the larger capacity standard saloon class the Volvos of Jack Bridge and Tom Hazlem were matched against the Jaguars of Pierre Rohan (3.8 Mark 2) and Simon Watson (4.2 Mark 10 automatic). Maurice Sokel had to forgo his share of the Volvo battle as he was called upon to look after the timing and P.A. systems. Jack Bridge indulged in a spectacular spin on test 2 but was sufficiently ahead of the others still to win the class, although Watson's handling of the big Mark 10 was very impressive.

Bekaert's Fiat-Ford drew well ahead of the more conventionally modified saloons although Rory Chisholm and John Bischoff with the hot Mini-Cooper Ss and Peter Cook in the modified Morris 1100 did some quick runs. However the front-wheel-drive cars proved more susceptible to hitting markers and second place was taken by Peter Noad's Oksara VW. Pat Carver in a Cosworth Anglia completely missed the finish line on the last test and motored a long way up the escape road. Alan Harmer (Mini-Cooper 1100) found his close ratio gearbox not the ideal for quick departures from the start line, but finished within a couple of seconds of Chisholm's much more potent Mini-Cooper.

Unexpectedly the sports car class provided several moments with David Jones (Spitfire) and John Addison (M.G.B.), both spinning off, and Bernard Douglas nearly demolished the timing equipment when he completely lost the Tornado Talisman. Doug Worgan (Midget) just succeeded in taking the 1,200 c.c. class from Jan Brzozowski (Sprite) with a very quick and neat run on the last test, while in the 1,201-2,200 c.c. class Ron Gee (M.G.B.) took it slightly too steadily and lost the class by 0.1 sec. second to Michael Browne (TR3A). Jeff Smith's Lotus Elan was not far behind but lost time on some runs by going sideways. The over 2,200 c.c. sports cars were headed by Clive Aston in the DB35 followed by Sid Segal (Austin-Healey 3000) and Trevor Mockridge in the Daimler SP250 which has now done some 200 competitions. PETER NOAD.

### RESULTS

B.T.D.: C. Aston (Aston Martin DB35), 222.12 s. Class winners: B. Ross (Alfa-Romeo), 272.21 s.; J. Bridge (Volvo), 282.29 s.; J. Bekaert (Fiat Tornado G.T.), 227.22 s.; D. Worgan (Midget), 246.13 s.; M. Browne (TR3A), 240.80 s.

## M.G.C.C. (MIDLAND CENTRE) FLATHER STAR DRIVING TESTS

THE M.G. Car Club hit the jackpot again on Sunday, 4th April, when the Midland Centre, following the success of the North-West Centre the previous week, laid on a well organized and interesting driving tests meeting for the third round of the Flather Star Driving Tests Championship.

In fine warm weather the venue at the Measham Motor Museum provided excellent social facilities. The actual tests area was rather small, but the organization team of Bennet Darby and Ken Blakeway made good use of the site, and the competitors found the six tests (each done twice) interesting and varied.

Test one involved a forward spin turn in a box followed by a forward reverse into three garages. Test two was much longer: the "ramp" had to be circled, then between two pylons astride a line. Generally speaking the first test of each pair laid out together was short and rather tight, the second of the pair being longer and faster with occasional calls on second gear—much to the enjoyment of the competitors. Test three used the box again, but this time entered and left in reverse, plus the three garages. Brian Pinkerton in his single-carburettor-engined Mk. 1 Sprite was notably fastest in.

Test four was a forward wiggle-wobble followed by a reverse turn along some path to a line, then a fast lap around the area to finish. Brian Pickering put up best time in his Midget—and this following an all night session to fit a new gearbox. (All he could obtain was a Mk. 2 Sprite box from Arthur Whatmough so his ratios were not ideal.)

Competition was very close in the Mini-Cooper class and also in the open class and the lead changed frequently during the day as the fight to win progressed. Don Harris was fastest in most tests in his Special, but he was struggling all the time to overcome his 5 per cent handicap and suffered some

penalties. The last two tests were four garages that had to be entered forward and reverse and a fairly long fast test through a chicane to a line, followed by pylons, and return through a chicane; second gear was in great demand here.

There were five lady competitors, all with their eye on the ladies' trophy, which Denis Flather has presented for competition in the Flather Star Championship. Sonia Baker held the lead throughout to finish with 689.3 marks; Mrs. Blakeway drove consistently to finish second with 780.9.

H. A. Chalmers again drove his near-standard 850 Mini to win the small saloon class, putting in some good times. Ian Mantle took the Mini-Cooper class fairly comfortably, being 28 secs. ahead of Bill Meredith. Ian's battle, however, was with Don Harris for best time overall, and this Ian held to pull off by 1.4 secs. J. Lelue drove well in the open class to take the novices' award.

The battle of the day was between Tim Baker and Brian Pinkerton. After a royal ding-dong all through the day they both finished with identical scores! Brian Pickering, slowed by his rather unsuitable gearbox, was third in the small sports car class. In the class for larger sports cars Richard Squire won comfortably followed by Peter Anton, who had to change from a Morris 1100 at short notice.

With such close competition the Flather Star Championship should be most interesting this year and a very open competition with some new names coming to the fore.

JOHN TOWNSEND and RICHARD SQUIRE.

### RESULTS

Class A 1: H. A. Chalmers (Mini), 595.7 marks lost. Class A 2: 1. I. Mantle (Mini-Cooper) 545.9; 2. W. T. Meredith (Mini-Cooper) 573.3; 3. A. Whatmough (Mini-Cooper), 574.4. Class B 1: 1. T. Baker (Midget), 556; 2. B. Pinkerton (Sprite), 556; 3. B. Pickering (Midget), 581. Class B 2: 1. R. Squire (M.G.B.), 603.4; 2. P. J. Anton (M.G.B.), 646.6.

## LARNE M.C. MARCH HARE RALLY

AFTER last year's excellent March Hare rally, run by Terry Harryman, in which there were only six time controls this year C-of-C Frank Robinson reverted to a more conventional type event with 26 time controls in a 75 mile route in South Antrim. As the last navigational rally before the Circuit, this is a popular event and 45 crews reported to the start in front of the new Michelin factory at Mallusk.

On the off the route instructions, consisting of 20 control references plus a few via references and a Tulip card for the last six controls were given out. The first half-dozen sections which took the cars over the Boghill to the Clady district caused little trouble although Ken Carson/Frank Main dropped a couple of minutes at control four. Eight to nine which crossed the main road at Dunadry caught a few people out and Peter Lyster/Ken Shields and Sam McKee/Adrian Moody both dropped time here. Carneary and Tardree were then visited and few people lost any more time but Fred Stinson/Douglas Nairn came to stop after going neatly through a hedge and into a field and Derek Grant/Gordon McBurney were having brake trouble on the Vauxhall 101.

The first real bother came at control 17 which was on the yellow road south of Ballynashee and approached through the tricky white at Carnlea. After a clean run to this point Ronnie and Doris White got a WA here probably due to misinterpreting the "via" instruction. Control 18 was along the disused railway line at Ballyeaston. Most people knew about this one (Robert McBurney, who was being chauffeured by Robert Woodside, thought this was tricky!) but Charles Maunsell/Alex Spence got all crossed up and dropped 5 mins.

Tightest of all was the four minutes along the slippery and rough lane through Millikenstown and the slightest hesitation at taking the right slot into this was fatal as Adrian Boyd/Beatty Crawford discovered when they dropped 2 mins. From here the Tulip card was used but unfortunately after only one more control everyone made for the finish after trying briefly to untangle the results of a typographic error in the instructions. That this should happen was rather a pity for there were three two minutes in the Isle of Glass area which were probably not on and would have dispensed with the need for the tie-deciding driving test.

BEATTY CRAWFORD.

### RESULTS

1. I. Woodside/E. Crawford (M.G. Midget), 0 m. 12.8 s.; 2. R. Woodside/R. McBurney (VW 1200), 0 13.4 s.; 3. P. Johnston/N. Devlin (Cortina G.T.), 0 16.0; 4. J. Stevenson/T. Harryman (Mini-Cooper), 0 m. 37.8 s.; 5. C. Harkness/N. Henderson (Saab), 1 m. 19.2; 6. A. Boyd/B. Crawford (Rapier), 2 m. 15.0.