

Ginetta goes on winning

JOHN ABSALOM and Bill Dryden were double winners at Ingliston on Sunday, the Ginetta adding to its remarkable total of victories with wins in the Modsports and Special GT races, and the SMT Firenze taking its heat and the final of the featured Jock McBain Memorial Trophy Special Saloons race. The Birrell family finished one-two in the Production Saloon event; Tommy Reid had a comfortable win in the Formule Libre race; and the FF affair had one or two incidents that were exactly like FF everywhere.

MODSPORTS - 10 laps

In a damp practice session, John Absalom's Ginetta and Kenny Allen's Crusader shared fastest lap, the Clan driver being told off for being a bit too brisk under the yellow flags. An unusual entry in this race should have been one of the Jenscot Jensen-Healeys for Eric Liddell; but in the days before the meeting there was trouble about the gearbox and various other parts, and the car was withdrawn, to be made ready for October's event.

Ken Allen in the rebuilt-since-Croft Crusader made a demon start, but Absalom was through almost immediately and they raced for the Esses followed by Bruce Hall's Elan. The Ginetta, as usual, won as John Absalom liked. Behind him, Kenny Allen was equally safe in second place, his only moment coming on the last lap when he had to avoid a spinning Midget. Bill Wood kept up well in another Midget, while Peter Baker in the GT6 passed Bruce Hall's Elan for fourth on lap two, withstood considerable pressure before the now steaming Elan dropped back, and finally kept his place a fraction ahead of a hard-charging Alex Souter.

1. J. Absalom (1.8 Ginetta G4), 9m 17.0s (66.57 mph); 2. K. Allen (1.0 Clan Crusader); 3. W. Wood (1.3 MG Midget); 4. P. Baker (2.0 Triumph GT6).
Fastest lap under 1150 cc: Allen, 55.0s (67.42 mph).
Fastest lap over 1150 cc: Absalom, 53.8s (68.92 mph).

SPECIAL SALOONS over 1000 cc - 10 laps

The stuffing was knocked out of the first heat of the Jock McBain Memorial Trophy race when Douglas Niven's Border Reivers Boss Escort could not be repaired in time after its disappearance at high speed into the Croft car park during the recent deluge. Indeed, there is some doubt about whether the Escort will be rebuilt at all. Bill Dryden's SMT Vauxhall had been cobbled together again just in time, and seemed likely to have real opposition only from John Calvert in the Hillcrest Used Cars Escort-BDA. Douglas Niven did appear, but low down the grid with the Escort TC normally driven by Colin Simpson.

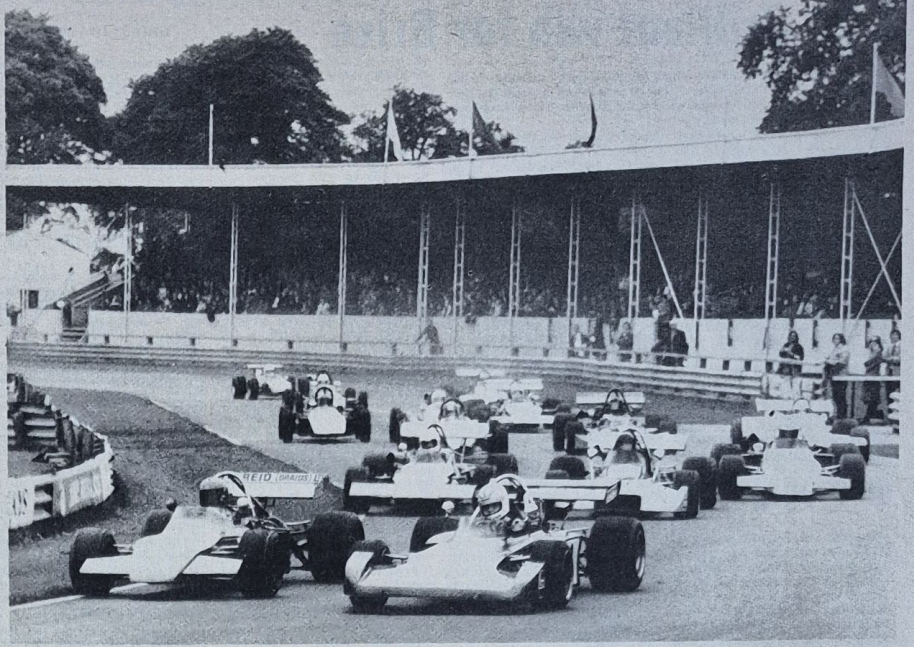
Bill Dryden is now allowed to start the Vauxhall all by himself on the dummy grid, this being a task that used to be entrusted to Walter Gray; he did not do badly at the official start either, and with by far the fastest car in the field he immediately set about giving himself a healthy lead without straining the rebuilt machine for the final. John Calvert kept up a good pace and was second throughout. Jim Dryden's Longman Mini, which after a very neat start had for a time held off Calvert's Escort, was third for the first part of the race. Frank Gunn's 2-litre Escort began to close, as did the usual 1300 cc class winner Eric Smith, recovering from a middle of the field start. Suddenly, on lap five they were both through and held their positions for the rest of the race. The hold Jim Pinkerton got the better of a scrap with John Patrick, while a disconsolate Douglas Niven finished a lap down with a car which was clearly not handling well and pulled off just after crossing the line, looked suspiciously at the tyres and was seen in action no more.

1. W. Dryden (2.3 Firenze), 9m 08.0s (75.57 mph); 2. J. Calvert (1.8 Escort-BDA); 3. F. Gunn (2.0 Escort); 4. E. Smith (1.3 Mini GT).
Fastest lap under 1300 cc: Smith, 54.8s (67.66 mph).
Fastest lap over 1300 cc: Dryden, 53.3 (69.57 mph).



THE IMPES of Ian Forrest, Peter Pitman and Duncan Fisher sandwich the Mini of eventual winner Sedic Bell at Lefthander.

Ingliston



LIBRE TAKE-OFF as Doug Thomson's GRD and Tommy Reid's Brabham lead Andy Barton, Iain McLaren and Tony Charnell out of the Arena.

SPECIAL SALOONS under 1000 cc - 10 laps

The second Jock McBain heat had an unusual look about the grid, because after practice on a wet track pole position was held by Ian Forrest's Imp, with Ian Gardner's Mini alongside. Likely winner Sedic Bell, who had done only four practice laps, was on the second row beside Peter Pitman's Imp. The race itself was on a dry track, and off the line it was Forrest ahead of Pitman, Bell and Duncan Fisher's Imp. Positions were the same at the end of the first lap, but second time round Forrest lost it coming out of Caravan and connected with one of the notorious skeleton buildings. Bell took the lead, while Fisher slotted neatly into second place at the hairpin. The damage to Forrest's car was not serious, and he rejoined the race four laps down.

John Fyda's Agra Imp was almost last away from the grid, sounding very flat. It perked up later in the race and John picked his way through the field, too late to do anything about a major place, but reaching fifth by the end.

1. S. Bell (1.0 Mini-BDA), 9m 32.6s (64.76 mph); 2. D. Fisher (1.0 Imp); 3. P. Pitman (1.0 Imp); 4. I. Gardner (1.0 Mini).
Fastest lap: Bell, 56.2s (65.98 mph).

SPECIAL GT, SPORTS and CLUBMANS - 10 laps

With Tony Charnell's Lola out of action after dropping a valve at Croft, it looked as if the main race in the mixture event might be for first place, not for second as usual. Andy Smith in the Team East Ayrshire Elan was fastest in practice alongside Alistair MacKintosh's Mallock U2. In a ragged, weaving start, which wasn't helped by one of the back markers spinning more or less off the line, it was Smith away first followed into the Esses by Les Aylott in the RAF Motor Sports Association Ardu.

Aylott quickly moved into a lead which extended itself all the way through the first half of the race. Smith fell back to sixth place on lap two, while Eddie Labinjoh in the Fisher Spyder started to pick away at the opposition to try for second place behind the Ardu. On lap three he went for a close inside line at Lefthander, drifted out and took MacKintosh with him; although the Mallock driver fought to straighten his car up, it was just too late and both cars went off. On lap seven, when an apparently unassailable lead, Aylott took the Ardu into the pits and retired with what seemed like a dropped valve. John Absalom's Modsports Ginetta inherited the lead, with Ken Allen's Russell and McIntosh Clan in second, while a newly-married Peter MacNaughton hurled his Mallock through the field from 11th at the end of the first lap to third place by the end. Andy Smith survived a dice with Bob Rollo's Midget to hold onto fourth.

1. J. Absalom (1.8 Ginetta G4), 9m 12.3s (67.14 mph); 2. K. Allen (1.0 Clan Crusader); 3. P. MacNaughton (1.6 Mallock U2 Mk11B); 4. A. Smith (1.6 Lotus Elan).
Fastest lap under 1300 cc: Allen, 54.5s (67.91 mph).
Fastest lap over 1300 cc: Absalom, 53.3s (69.70 mph).

PRODUCTION SALOON CARS 10 laps

After four rounds positions in the Ziebart championship were becoming hectic, with Eddie Labinjoh's Fishers Garage Alfa Romeo 2000GTV, Leckie's Roy Thomson Avenger and Ian Smith in the Team Zippo Simca Rallye 1 all on maximum points, while Jennifer Birrell was fairly close behind in the SMT Magnum. Practice on a damp track had seen several spins, and by the end of it the Alfa was on pole with Graham

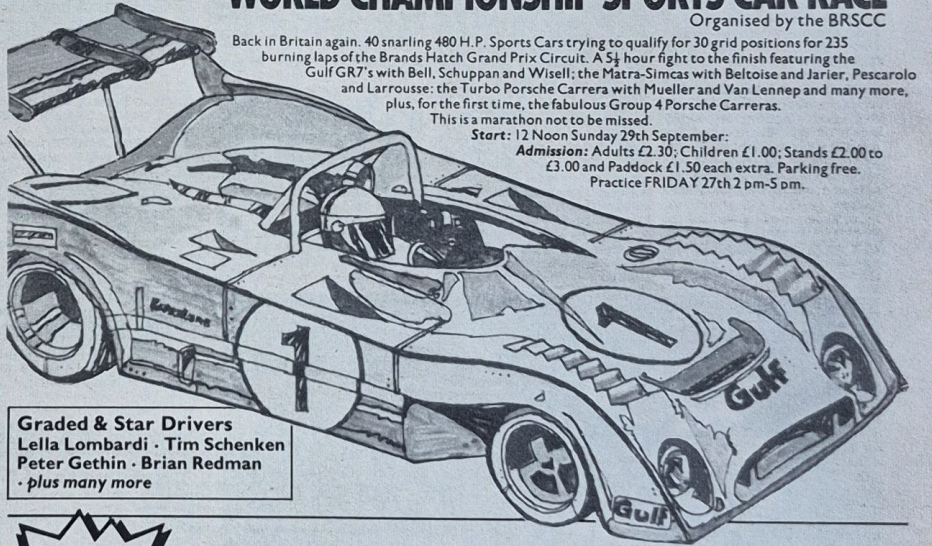
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A MAGNIFICENT WEEKEND OF MOTOR RACING ON THE GRAND PRIX CIRCUIT AT BRANDS...

SUNDAY 29th SEPT.

British Airways 1000 KMS WORLD CHAMPIONSHIP SPORTS CAR RACE

Organised by the BRSCC



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Start: 12 Noon Sunday 29th September.
Admission: Adults £2.30; Children £1.00; Stands £2.00 to £3.00 and Paddock £1.50 each extra. Parking free.
Practice FRIDAY 27th 2 pm-5 pm.

SATURDAY 28th SEPT.

THE JOHN PLAYER ATLANTIC INTERNATIONAL CHAMPIONSHIP RACE

Organised by the BRSCC

The thirteenth of a fourteen race series; so no quarter will be shown with drivers like Jim Crawford, John Nicholson and Cyd Williams battling it out over 25 laps of the Brands Hatch Grand Prix Circuit in their single seater Formula Atlantics. Tony Brise, Alan Jones, Ted Wentz and more will be in there too, because with this and one other race to decide the final championship positions, every point will be hotly disputed. So see them on Saturday; plus three hours practice for the World Championship Sports Car Race.
Start: 4 o'clock Saturday Sept. 28th. Practice from 9.30am (Sports cars from 11.00am)
Admission: Adults £1.00; Children 30p; Paddock 50p extra. Parking free.



BRANDS HATCH

The promoters reserve the right, without notice, to make any alteration to the race programme.

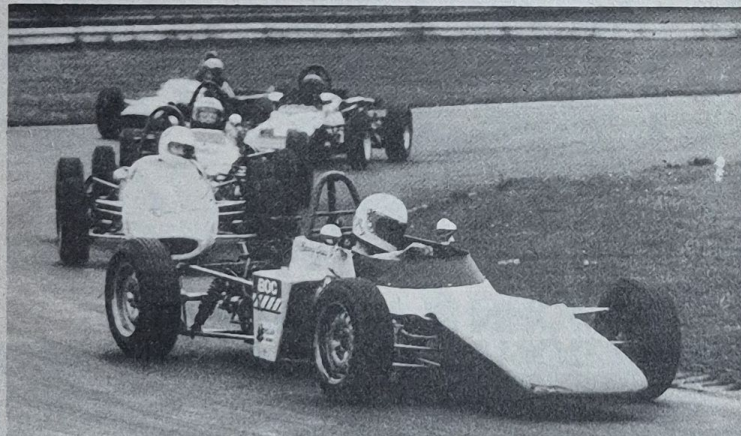
Continued from page 11
 Birrell's Halesfield Motors Hunter GLS alongside.

Graham just got the drop on Eddie at the flag, with Jennifer in third place and a certain amount of weaving around as these three old ... is antagonists the word? ... made hotfoot for the Esses. The Alfa was pressed along very hard, taking both Lefthander and Arena side by side with the Hunter on lap two and obviously making fairly solid contact with it on lap six. The duel continued until the seventh lap, when Labinjoh spun at the hairpin, dropped behind the Vauxhall and lost contact with the Birrell family.

Jennifer closed right up on Graham through the last three laps, but the possibility that she might edge ahead was always a mirage, and the race finished with the two cars 0.2s apart. The Alfa stayed in third, George Windrum's Capri 3000 made fourth, and Mike Shakspeare (Escort G1) and Iom Meldrum (Mexico) took turns at punting each other off. Bob Leckie's Avenger smashed one front quarter against the hairpin Armco on lap three, finished the race and was then bombed off for not reacting to the black flag. He was given the honour of fastest lap, however, which not everybody believed.

1. G. Birrell (1.7 Hillman Hunter GLS), 11m 01.1s (56.10 mph); 2. Mrs. J. Birrell (2.3 Vauxhall Magnum); 3. E. Labinjoh (2.0 Alfa Romeo 2000GTV); 4. G. Windrum (3.0 Ford Capri 3000).

Fastest lap under £1,249: Leckie, 64.2s (57.58 mph).



KENNY GRAY had a drama packed day in his FF Van Diemen.

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Fastest lap over £1,249: G. Birrell, 64.4s (57.58 mph).

FORMULE LIBRE - 15 laps

There was a certain amount of aggro about some of the practice times released for the Libre event. Tommy Reid in the Irish Racing Cars Brabham shared the front row with Douglas Thomson in the Thistle Metallics GRD. Andy Barton's Lotus 69 Atlantic and Iain McLaren's Rondel Motul were on the second row, followed by Tony Charnell's Mogli Motors Brabham and Phil Barak's Brabham on the third. McLaren had had to send home for a new transistor box just before practice started, while Charnell was still running his smaller BDA engine, as the usual unit was not yet back from rebuilding.

Hill-climb champion Douglas Thomson made a rocket-like start from the outside of the front row, but the extra power of Tommy Reid's Brabham soon showed and the Irish car led into the Esses, followed by Thomson and McLaren. Behind them, Charnell, Barton, Ted Dzierzek, Phil Barak and John Barr became involved in their own battles. Bob Leckie, with brief flirtation with F5000 now firmly over, was driving the ex-Harry Gilbert Brabham BT35 which won at Ingliston last year in Ronnie Mackay's hands. This was not one of his luckier days, because after an oil leak in practice he came into the pits on lap three to change his tyres - only to find no

replacements available.

McLaren needed some time to get past Thomson, which he finally managed on lap five under braking for the hairpin. Next time round, Tony Charnell also took the Atlantic GRD on the inside of Lefthander, and the leader board was settled for the rest of the race. Andy Barton held fifth, despite a quick spin at Caravan, while a good midfield scrap involving Barak, Barr and Dzierzek was finally resolved in that order. Tommy Reid was remote from all these battles and won by more than eight seconds to increase his lead in the BP Super Visco championship, although track conditions during the day didn't allow for really fast laps and his own record was well out of reach.

1. T. Reid (2.0 Brabham BT38/40), 12m 15.9s (75.58 mph); 2. I. McLaren (2.0 Rondel Motul M1); 3. A. Charnell (1.8 Brabham BT38); 4. D. Thomson (1.6 GRD 273).
 Fastest lap: Reid, 47.5s (78.06 mph).

SPECIAL SALOONS - 15 laps

The Jock McBain Memorial Trophy final was also a round of the Lombard North Central championship, which is going to be a straight fight at the October meeting between Sedic Bell and Eric Smith. The best five cars from each of the three capacity classes in the heats lined up for the main race, and once again there was little doubt that Bill Dryden would win as he pleased. Indeed, the Magnum led off the line and won by 13 seconds. Behind him, it was Eric

Smith from Frank Gunn's Escort, Duncan Fisher's Imp and Sedic Bell's BDA-powered Mini.

Jim Dryden picked off Bell and Fisher on consecutive laps, while John Calvert's Escort, which had been expected to head the pursuit of the Vauxhall, balked at the start, got away down the field, went poorly for the first three laps, perhaps with throttle slide problems, and was taken into the pits. It was back out two laps later in full fighting trim and rampaged through the field as John set fastest race lap. In the later stages, Bell made great efforts to come to terms with Gunn's Escort; but all the time, Gunn was reeling in Smith's Mini and finally sliced past it for second place overall at the start of the final lap.

1. W. Dryden (2.3 Vauxhall Firezza), 13m 58.4s (66.34 mph); 2. F. Gunn (2.0 Ford Escort); 3. E. Smith (1.3 Mini GT); 4. S. Bell (1.0 Mini-BDA).

Fastest lap under 1000 cc: Bell, 55.0s (67.42 mph).

Fastest lap: 1001-1300 cc: Smith, 55.2s (67.17 mph).

Fastest lap over 1300 cc: Calvert, 54.4s (68.16 mph).

FORMULA FORD - 10 laps

Closing race of the day was the Rothmans championship FF event, which had Stuart Lawson's Hawke and Kenny Gray's Van Diemen on the front row. Gray made a very good start moving through the Esses and up towards Caravan just in front of Lawson. The Hawke



BILL DRYDEN's Vauxhall Firezza won the main saloon car race.

squeezed ahead at Caravan and was inches in the lead when the two cars tangled at the right-hander at Southstand. The Van Diemen's front end went under the Hawke's rear-end, and the two cars gyrated, both drivers, according to some observers, being equally at fault. The close-following pack veered hurriedly out of their way, but Duncan Hall had to abandon his Hawke with the radiator gone, and Andrew Jeffrey took the works-backed Elden only as far as the pits before calling it a day.

Graham Hamilton snatched the lead in his MacDonald Shand Van Diemen, and was clear away for the rest of the race, although John MacGilvray's Team Ziebart Crosslé closed up in the later stages. Gray and Lawson restarted well down the field, although Gray's suspension was never the same again and his progress through the field was a bit too close for the comfort of several other

drivers. Norman Dickson, who had been fourth, pulled off at Lefthander on lap three minus his Van Diemen's nose cone, perhaps after tangling with Robin Simpson's Crosslé at the hairpin. Neil Williamson spun his Lotus at Arena on lap seven, at much the same time as Gray's efforts to get back on the leader board saw Peter Morrison's Crosslé sideways onto the grass in front of the main grandstand. Simpson, in third place most of the way, suddenly fell back towards the fourth-placed Hawke of George Franchitti, who outranked him into the hairpin next time round. After this eventful race, Kenny Gray, who finally just took fifth place, still leads the Rothmans series, but now with Graham Hamilton in second place.

R.F.

1. G. Hamilton (Van Diemen RF74); 2. J. MacGilvray (Crosslé 25F); 3. G. Franchitti (Hawke DL11); 4. R. Simpson (Crosslé 25F).
 Times not available.

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