

Disappointing Mallory Park

Meeting spoiled by
long intervals

By JOHN STANLEY

I SHOULD think this is the biggest flop they have ever had," said a bored marshal as he watched the exodus of trailered racing cars between events. During the last event some 20 minutes before, he had waved his flag once at the four clubmen's cars which made up the entire field.

No doubt many will defend the promoters with statistics and excuses, but nothing can cover the fact it was the worst promotion I have seen in the last five years. No one can strictly blame the BARC for the enormous list of non-starters, although the lilliputian club circuit does not exactly bring competitors running to sign up, but the organizers' fanatical infatuation with watches involved each race starting at the published time and, out of approximately three hours' racing, two were spent waiting. This just was not entertainment. Even the commentator went off the air through lack of material during the long waits and had to be content with reading the lists of non-starters.

Practice was held in really heavy rain and, not surprisingly, the times were reversed during the races, held in sunny, dry conditions. There were mishaps in the wet, but nothing too serious. Ronald Lyon decided over lunch to call it a day and took the Mustang home.

The first race, for saloons up to 1000 cc, was quite processional save for Whitmore (998 cc Mini), who first spun in the chicane and then went straight on five laps later up the full circuit. However, as the race progressed D. Matthews and P. Hawthorne in Mini-Cooper Ss were having quite a dice for the lead; Matthews made a final effort and succeeded in just passing Hawthorne on the line; both were given the same time of 7 mins 42.0 secs.

The *Marque* race which followed was quite spirited, with Miles in Chris Lawrence's Morgan taking the lead on the third lap from Unett in the Fraser Tiger and never looking in trouble. Mike Costin had an inspired drive in Bill Bradley's Spitfire, driving on people's bumpers, waving fists and blazing trails with headlights. He, in fact, shared fastest time with the winner and achieved fourth place.

The first clubmen's race had eight starters. Lewis (U2) rolled a little early and Obank (U2) needed a push start, incurring a 60 secs penalty which he tried commendably hard to regain. Rowbotham's Terrier went a little rough and the first six of the eight competitors never swapped a place.

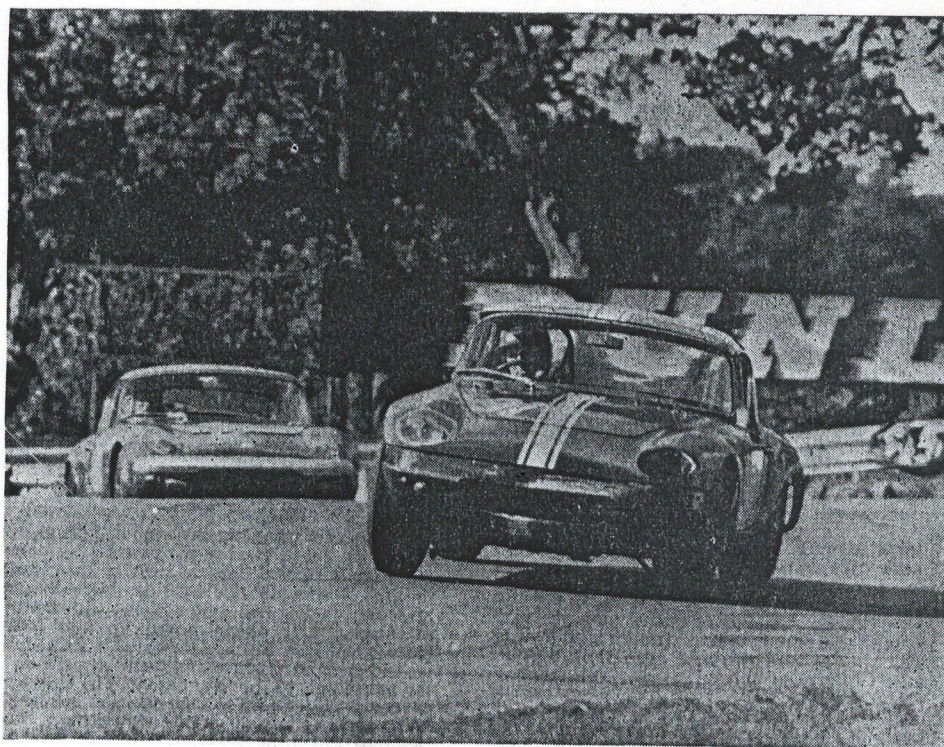
The big saloon race went with no trouble to Terry Drury's V8 Cortina. Hawthorne (Anglia) started a good second, spun in front of King's Anglia, putting King out, and then worked his way back up to finish in second spot. Nash in his 1298 cc Anglia climbed up to second but eventually retired on lap 9 after some good racing, as did Huck (Mini-Cooper S). Denman's 1600 cc Anglia shed a wheel in the chicane and retired with little damage.

The GT race which followed offered no surprises or indeed changes in the first few places throughout. The Elans of Don Marriott and Arthur Moore put up a good dice for first place, but the nearest Moore came to getting by was when they were both baulked leaving the chicane by Bill Sydenham's Tornado Tempest.

The second clubmen's affair was a farce, with eight entries, five starters and four finishers, three of whom completed the distance; the Lotus 7 of Malkin lost a wheel out at Gerards on his fourth lap. This event was held between intervals totalling 40 minutes: I hope someone thought it worth it!

The final event was a handicap of seven laps. The racing seemed quite close while it lasted; scratch man Moore (Elan) couldn't quite beat the clock and Salisbury won in his Lotus 7, from Turnbull in another Lotus.

And so it finished—seven races, 31 non-starters, a very thin crowd—but oh! within seconds of the published time!



THE GROTESQUE V8 Cortina of Terry Drury is chased out of the chicane by Peter Hawthorne in the Anglia. Hawthorne subsequently spun in front of Dennis King, lying third, which finished the race for the latter (top). THE ONE-EYED but very quick Elan driven by Don Marriott and Arthur Moore's similar car during their dice for the lead of the GT race; Marriott ran out the winner (above).

RESULTS

Saloon car race "A" (10 laps): 1, D. Matthews (Mini-Cooper S), 7 m 42 s, 77.92 mph; 2, P. Hawthorne (Mini-Cooper S), 7 m 42 s; 3, J. Wales (Langrop Mini), 8 m 0.2 s. Fastest lap: Matthews and Hawthorne, 80.36 mph. Class winners: Matthews and Wales. *Marque* race (10 laps): 1, G. Miles (Morgan Plus 4), 7 m 20.8 s, 81.67 mph; 2, W. B. Unett (Sunbeam Tiger), 7 m 29.8 s; 3, T. Entwistle (TVR Grantura), 7 m 30.2 s. Fastest lap: Miles and M. Costin (Triumph Spitfire), 83.72 mph. Class winners: Miles, Unett and Costin. Clubmen's cars race "A" (10 laps): 1, P. J. Crossley (Chevron Ford), 7 m 5.2 s, 84.67 mph; 2, G. Lewis (Mallock U2), 7 m 6.6 s; 3, J. Gerard (Lotus 7), 7 m 8 s. Fastest lap: Lewis, 87.81 mph. Saloon car race "B" (10 laps): 1, T. J. Drury (Ford Cortina V8), 7 m 17.4 s, 82.30 mph; 2, P. Hargrave (Elan), 7 m 18.2 s; 3, J. A. Edwards (Mini-Cooper S), 7 m 28.8 s.

Matthews (Mini-Cooper S), 7 m 28.8 s. Fastest lap: Hawthorne and Matthews, 84.91 mph. Class winners: Drury and Matthews. Special GT car race (10 laps): 1, D. Marriott (Lotus Elan), 7 m 11.2 s, 83.49 mph; 2, A. G. Moore (Lotus Elan), 7 m 13 s; 3, M. M. Gates (TVR Griffith), 7 m 37.8 s. Fastest lap: Marriott and Moore, 86.13 mph. Class winners: Marriott, Gates and S. Hemley (Mini-Marcos GT). Clubmen's cars race "B" (10 laps): 1, B. J. Bull (Lotus 7), 7 m 38.2 s, 78.57 mph; 2, J. D. A. Bromilow (DRW Ford), 7 m 44.8 s; 3, D. C. Grahame (Lotus 7), 7 m 45 s. Fastest lap: C. Malkin (Lotus 7), 83.33 mph. Handicap race (7 laps): 1, R. E. W. Salisbury (Lotus 7), 5 m 27 s, 80.77 mph; 2, R. Turnbull (Lotus 7), 5 m 28.8 s; 3, J. A. Edwards (Mini-Cooper S), 5 m 28.8 s.