

# AUTOSPORT

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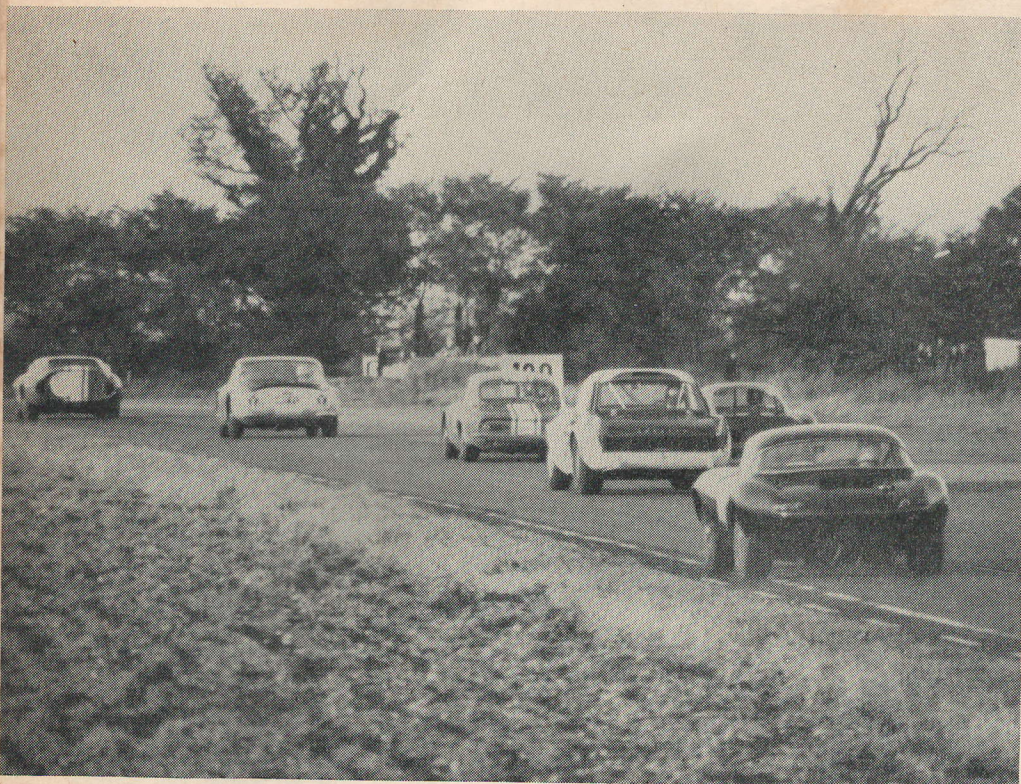
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**JAGUAR** present  
the new 4.2 litre

420





*THE first lap of the final AUTOSPORT Championship event. Brian Muir in the Cobra leads Gerry Marshall (TVR-Griffith), John Miles (Elan), Willie Green (Ginetta G12), Bernard Unett (Tiger) and Warren Pearce (E-type) out of Riches (above). THE RIVALS. On lap 2 Miles was passed by Unett, the only man who could have deprived him of the Championship, but both were second in class and the former's 1966 title was assured (above right).*

THE AUTOSPORT Championship of 1966 was finally resolved in favour of John Miles and the Willment Elan at the BRSCC's end-of-season Snetterton meeting last Sunday. Although no Chevrons came to contest this last race in the series, John still had to be content with second place in class, for there was one car to which he had no answer at all—the new 1600 cc Ginetta G12 twin-cam of Willie Green. However, a class second was enough to secure the title for him against anything that Bernard Unett in the Alan Fraser Tiger could do, so John has the satisfaction of having won the championship off his own bat. Behind that last statement lies the fact that, to guard against the possibility of the Elan failing to finish the race, Willment again entered Brian Muir in the Cobra coupé to keep Bernard's Tiger at bay in the over 2-litre class.

Thanks to a lot of organization, and great co-operation on the part of the two clubs concerned, Bernard achieved the seemingly impossible task of practising and racing at Brands and Snetterton on the same day, for he is also a strong contender for the Westover Championship in the Alan Fraser Imp. Fresh from a splendid victory at Brands, he flew to Snetterton and drove the Tiger magnificently, but he too had no answer to one car; Brian Muir won the race outright in the Cobra but, ironically, it was the little Ginetta which made him work really hard for his success. Brian Muir and Willie Green established new lap records in their classes, as did Warren Pearce, whose E-type led home the *marque* cars which shared the event.

At the same meeting the last round of John Aley's 850 saloon championship was run, and this resulted in a tie. When race day dawned, John Anstead was leading the championship with the Fiat Abarth, but his brother Geoff was to drive the car, and either he or Paul Hughes with the Mini could level the score by winning this last race. The two fought a great duel which seemed to be going in favour of the Fiat, until Geoff Anstead was unlucky enough to be involved in a shunting match at the hairpin with a larger-engined car which he had already passed once, and Hughes, who also was involved but less seriously, went on to win the class and tie for the title.

First in the field were the clubmen's formula cars, and Peter Deal and Clark Sturdess duelled all the way for the lead. Deal led to the hairpin on the first lap, then Sturdess took over and hung on gamely for the next five, when Deal got ahead once more. Sturdess made a strong bid for victory as the race ran

out, but his car just could not produce the extra steam needed. Behind the two Lotus drivers, John Epton shook off the opposition and brought his U2 home to a rather lonely third. Felix Murray's Lotus won the 1000 cc class fairly comfortably. A lot of cars fell by the wayside, including Joey Cook's Wavendon Wombat, which acquired a very nasty hole in the side of the block when a rod let go.

The main story of the 850 cc class in the small saloons race has already been told. Geoff Anstead seemed to lose all steam just after the start, but he soon recovered, passed the Hughes Mini and another driven by Gerry Marshall, and set about the larger-engined Minis which were sitting in third and fourth places and rather getting in his way. This allowed Hughes to close up again, and the duel developed which ended so sadly up at the hairpin, where Marshall's car later shed its carburetter. Meanwhile, Charles Carling tore away from pole position and established a huge lead over everyone, although he had thrust his hand out of the Mini just before the flag fell. Whatever it was that had given him pause evidently evaporated, and he won as he pleased.

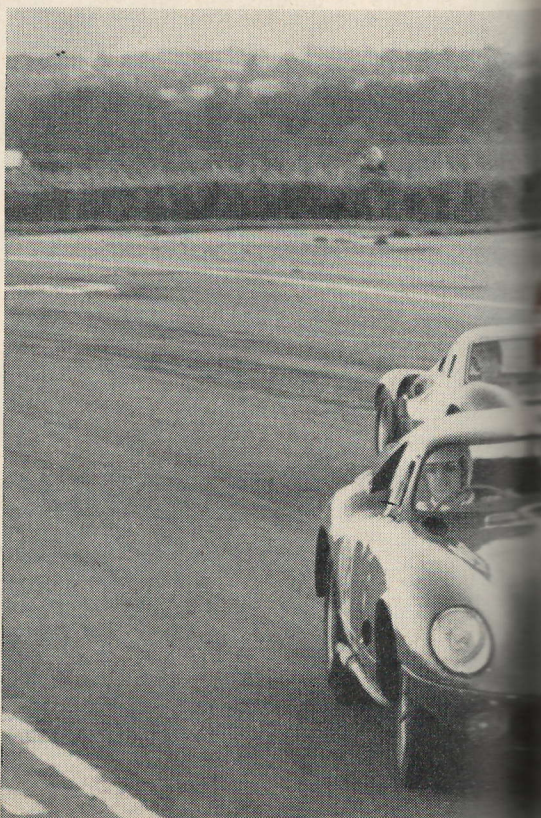
Single seaters and sports-racers then had a 10-lapper, and this was definitely not Brian Muir's benefit. He had secured pole position with Willment's Lotus 30, but he did not emerge from the paddock until the rest of the field had formed up (the throttle linkage had been acting up). Then, almost as soon as he got going, the offside rear tyre began to deflate, and on the fourth lap he had to pack it up and spectate. At flag-fall it was Malcolm Payne in the Brabham who made a truly magnificent start, but such is the acceleration of a Lola T70 that Robin Darlington was first through Riches corner. From then on, apart from a brief challenge from Brian Muir, this man Darlington had things very much his own way. He certainly seems to have taken to his new mount like a duck to water, and his handling of it on this occasion was a joy to watch. Malcolm Payne came under quite a threat from Clive Baker, who was trying out his beautiful new 1.6 twin-cam Brabham, but when they got among the tail-enders the gap between them widened. Bob Waters held a very secure and extremely lonely fourth place with the Elva-BMW, and the rest of the field was led for a time by Willie Green's "old" Ginetta G12, the one with the Formula 2 engine. However, at about half distance he lost three places which he never regained. Steve Matchett (Brabham) led the Formula 3 brigade, encouraged from close behind by John Ralph



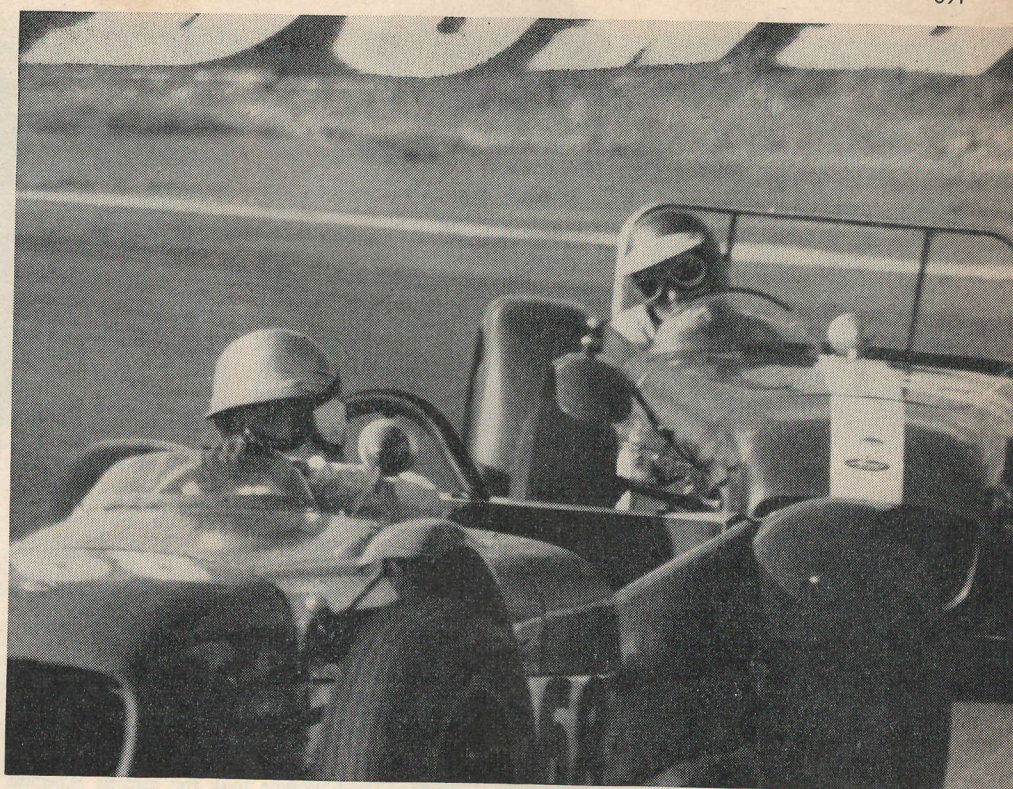
# Snetterton

**John Miles is AUTOSPORT champion  
winner of over 2-litre class—  
tie in local 850 champions**

**By DAVID PRITCHARD**



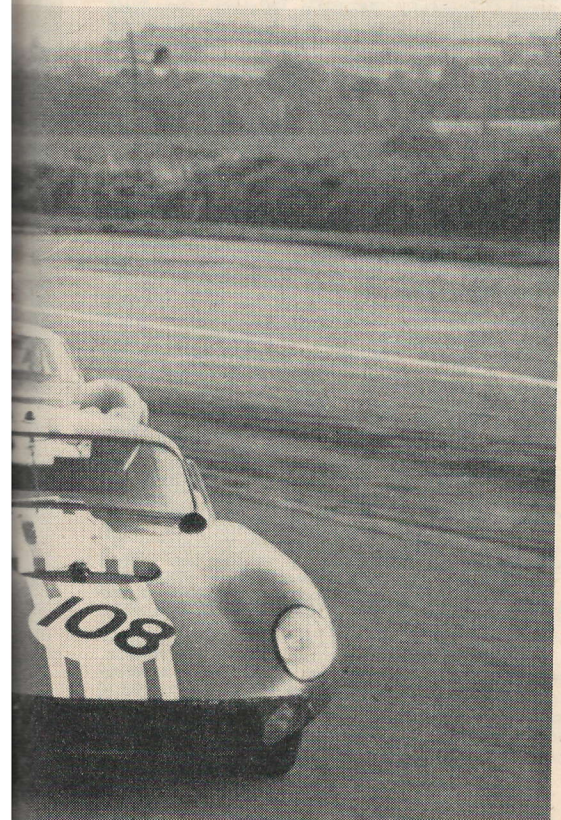




# n sign-off

**Champion for 1966—Bernard Unett  
John Anstead and Paul Hughes  
Ship—Three class records fall**

Photography by PETER BURN



*THE Ginetta chases the Cobra into Riches. Muir was never able to relax, Green keeping with him until he was slowed by back markers (below left). CLUBMEN'S DUEL. A race-long battle developed in the first event between Peter Deal (Lotus 3/7) and Clark Sturdgess in a slightly slower Lotus 7. Here Sturdgess leads Deal at the Hairpin before the latter finally got by to win (above).*

in his Brabham; Rodney Banting's Cooper broke a half-shaft at Russell corner when the chequered flag was out. Trevor Howard's Elva-BMW retired after making good progress through the field, but Tony Beeson's Lotus 23B finished in good order and Jackie Bond-Smith collected a neat fourth in class with hers. Jack Paterson's Lotus 23 was second in class to Willie Green, and third in that class was Bob Anderson in the Aurora-BMC, which seemed to be giving him rather a worrying time.

The race for the big saloons was something of a disappointment as one car after another met trouble. Teddy Savory's Mustang got no further than Riches. John Hewitt's Anglia led from pole position until a gasket blew, and John (ex-Turner) Miles lasted only two laps in second place before his Anglia broke a half-shaft. David Garrett's Anglia received a push start and a five-minute penalty (in an eight-lap race), so its meteoric rise to the lead unfortunately meant nothing. Another Anglia driven by Neville Mees shed its bonnet on the Norwich straight, but no one took exception to its nakedness and it was awarded the race. Reg Gubbings (3.5 Anglia) went well but then blew up, and so did Bill Camp (1.6 Anglia). Probably the happiest man in the race was George Cayley, whose Mini-Cooper S went gloriously and collected second place overall (third on the road) and a class win.

So we came to the main event, and the final battle in this year's AUTOSPORT Championship. Brian Muir, Willie Green and John Miles were on the front row, and Colin Crabbe's Aston-Martin and Gerry Marshall's TVR-Griffith shared the second. Martin Hone's Porsche, Don Marriott's Elan and Warren Pearce's E-type made up the third row, and Bernard Unett, having practised on a damp track, was back in the fourth.

The Aston refused to start, and Bernard Unett nipped smartly round it and tore straight into fifth place as the flag fell. At the end of the opening lap the order was Muir, Green, Marshall, Miles, Unett and Pearce, and next time round the Tiger was ahead of Miles's Elan. Green's Ginetta was giving the Cobra no peace at all, and Brian Muir was obviously working very hard to stay in front of this excellently-driven machine. Gerry Marshall's TVR was not co-operating at all, and Bernard Unett quickly put it behind him in case it should get away. Meanwhile, Martin Hone got the better of Don Marriott's Elan but then began to suffer. Sparks flew about in the tail and he thought the car was going on fire, and soon after that the car staged what seemed

like a partial seizure, and he nearly spun off the straight. At the hairpin someone did spin, and there was contact between Charles Blyth's Morgan and B. Q. Orza's Marcos-Climax; the Marcos was extensively damaged, but fortunately the driver was all right. Just after this, John Miles passed the TVR-Griffith but slowed next time at the hairpin in case there was still danger and promptly lost his place; he then took it back in the tightest bit of Russell corner, which just didn't seem possible. Martin Hone regained a modicum of confidence in the Porsche and repassed Don Marriott, and the race ran out without any significant change of order. Willie Green inevitably lost ground as the leaders got amongst the tail, but his position was not in any danger, even from Unett and the Tiger; one got the impression, though, that Brian Muir was very pleased to see the chequered flag. All in all, it was an excellent race.

A lad on the pit roof got a wonderful souvenir. When the bubbly was opened after the race, the cork flew high in the air and he caught it at arm's length. He then acquired the empty bottle, got it autographed by the new Champion, and bore it proudly home-wards!

## RESULTS

**Clubmen's formula up to 1000 cc and 1001 to 1500 cc (8 laps):** 1, P. W. J. Deal (Lotus 3/7-Ford), 15 m 14.4 s, 85.35 mph; 2, C. Sturdgess (Lotus 7-Ford); 3, J. Epton (U2 Ford). **Fastest lap:** Deal, 1 m 52.2 s, 86.95 mph. **Class winners:** Deal and F. Murray (Lotus 7-Ford). **Saloons up to 850 cc and 851 to 1000 cc (8 laps):** 1, C. Carling (Mini Cooper S), 16 m 40.8 s, 77.99 mph; 2, D. Griffiths (Mini-Cooper); 3, P. T. Field (Mini-Cooper S). **Fastest lap:** Carling, 2 m 2.8 s, 79.45 mph. **Class winners:** Carling and P. C. Hughes (Mini). **Single-seater and sports-racing cars (10 laps):** 1, R. Darlington (Lola T70), 17 m 17.2 s, 94.06 mph; 2, M. Payne (1.5 Brabham); 3, C. Baker (1.6 Brabham); 4, R. Waters (Elva-BMW Mk 7); 5, S. Matchett (F3 Brabham); 6, J. Ralph (F3 Brabham). **Fastest lap:** Darlington, 1 m 40.2 s, 97.37 mph. **Class winners:** Darlington, Payne, Matchett and W. Green (1.6 Ginetta G12). **Saloons over 1001 to 1300 cc and over 1300 cc (8 laps):** 1, N. Mees (1.6 Ford Anglia), 16 m 31.8 s, 78.69 mph; 2, G. P. Cayley (Mini-Cooper S); 3, B. Withers (1.6 Ford Anglia). **Fastest lap:** D. Garrett (1.8 Ford Anglia), 1 m 56 s, 84.10 mph. **Class winners:** Mees and Cayley. **Special GT and Marque cars (8 laps):** 1, B. Muir (4.7 AC Cobra), 14 m 40.8 s, 88.65 mph; 2, W. Green (1.6 Ginetta G12); 3, W. B. Unett (4.7 Sunbeam Tiger); 4, J. Miles (1.6 Lotus Elan); 5, G. D. R. Marshall (4.7 TVR Griffith); 6, W. Pearce (3.8 Jaguar E). **Fastest lap:** Green, 1 m 47.6 s, 90.67 mph (new record). **Class winners:** Muir, Green, Pearce, J. Corfield (1.1 Diva Ford), M. Hone (Porsche 904), A. D. Woode (Austin-Healey Sprite) and R. A. Collings (Austin-Healey 3000).