

little effect on the car's handling. Brian Toft took a few laps to assert himself at the head of a dicing Tony Ford, Paul Maxwell and Jack Heaton-Rudd, who were soon to be joined by John Lancaster.

Dave Dudley had a quick spin at Becketts and promptly retired with a suspected scavenge pump failure just a minute before Pete Watling performed a similar activity at the same spot, although Pete was more fortunate and recovered to take a worthy ninth place. Adrian Lowe was another spinner, this time at Copse but he took a little longer to recover and fell back to last place.

#### STARTING GRID

STARTING GRID				RESULTS				Startline
Chambers (J) 1'03.2"	Baillie 1'00.2"	Howard-Jones 1'00.0"	1.	Baillie	12	12'59.4"	89.13 mph	
	Heaton-Rudd 1'07.0"	Toft 1'04.6"	2.	Howard-Jones	12	13'08.6"		
Lancaster 1'11.4"	Maxwell 1'08.4"	Ford 1'07.0"	3.	Chambers (J)	12	13'17.2"		
	Offiler 1'12.2"	Lowe 1'12.0"	4.	Toft	12	13'23.6"		
(Livingstone) 1'16.0"	Tiedeman 1'15.0"	Watling 1'14.6"	5.	Maxwell	12	13'33.0"		
	Thompson 1'18.6"	NC	6.	Lancaster	12	13'40.4"		
	Dudley +10"	Lea +10"	7.	Ford	12	13'40.4"		
			8.	Heaton-Rudd	12	13'41.0"		
			9.	Watling	11	13'38.0"		
			10.	Tiedeman	11	13'45.0"		
			11.	Offiler	11	13'56.2"		
			12.	Lowe	10	12'59.0"		
				Thompson	10	13'44.2"		
				Lea	5	Spun off		
				Dudley	2	Scavenge pump		

**Fastest Lap:** Baillie 1'03.4" 91.30 mph

**Weather:** Cloudy, dry

## F K SHARPE TROPHY

### VARLEY BATTERIES MONOPOSTO CHAMPIONSHIP Round 2 Lincoln MC & CC 22.50 miles 20.04.1975

Cadwell Park	10 laps	Lincoln MC & CC	22.50 miles	20.04.1975
1	Alan Baillie	Viking Mk1A	Ford	
3	Brian Toft	Anco	Ford	dns
4	Nigel Howard-Jones	RTW 74/75M	Ford	
7	John Chambers	Chamox Mk2	Ford	
8	Paul Maxwell	Brabham BT21	BT21-33	Ford
9	Ray Thomas	Revoray Mk2	Ford	
14	Mike Irons	Mini-Micron	[03] 998 BMC	
16	Geoff Toms	Fubar T1	Ford	dns Gears
17	Ron Livingstone	Merlyn 12A	Ford	dns Big end
19	Adrian Lowe	Brabham BT16	Ford	
21	Henry Offiler	Brabham BT21	Ford	
24	Paul Thompson	Micron 7B	[04] Ford	
28	Anthony Ford	Emberton M2A	Ford	
29	John Lancaster	JCM 6 Plus	Ford	
30	Trevor Scarratt	Brabham BT21B	Ford	Entered as BT21
35	Pete Watling	Brabham BT15/21	Ford	dns Engine
44	Roger Lea	March 703	703-13	Ford
45	Julian Pratt	Merlyn 11A	Ford	dns Accident
46	Jonathan Toulmin	Lotus 51F	Ford	

"You can forget the other circuits" declared Mike Irons after his first sortie around the fifteen corners, eight gradient changes and 2¼ miles that is Cadwell Park.... and he hadn't even completed one racing lap. As if in defiance of the Silverstone press reports, this event was as exciting as the Easter race was dull - dicing spanning the entire field and, to the spectator's delight, harmless incidents were plentiful.

Once the midfield men had sorted themselves out into their final order of Maxwell, Lancaster, Ford and Heaton-Rudd, by lap 8 of the 12 the race became a little processional with Alan Baillie finding himself crossing the line 9 seconds ahead of second man Nigel Howard-Jones who in turn held a 10 second advantage over John Chambers.

Frank Tiedeman was unfortunate enough to lose the rear body section on the Club straight but he continued to a spirited 10<sup>th</sup> place. Brian Toft's amazing Anco was a comfortable fourth.

latterly when both rockers and valve tops were found to be inexplicably scuffed. 1'42.2" was his time but the race was to see an improvement on this. By dint of a couple of all-nighters, (a cracked cylinder head amongst other things required attention), Paul Maxwell and a work weary John Christie made it to the circuit and although an injector trumpet came adrift, Paul's 1'42.6" was good enough for third fastest - a pleasing reward.

The neatly be-winged JCM 6 Plus of John Lancaster showed a refreshing turn of speed in practice, bearing the fruits of a winter's work whilst John Chambers performed a ratio change before lining up behind him on the grid. Alongside the Chamox was the slightly revised Emberton of Tony Ford. With the aim of improving the car's ability to apply its Phil Marks power, David Emberton had modified the rear suspension geometry using new top links and pick-up points. The changes were obviously for the better for in only six laps around an unfamiliar circuit, Tony qualified the car sixth fastest. Sharing row four were two Nike bodied cars of differing pedigrees - Ray Thomas's Revoray and Adrian Lowe's Brabham BT15. Julian Pratt was next up with his Merlyn Mk.11A FF just 0.6" faster than 'local boy' Henry Offiler in his Brabham BT21 which was still suffering from gear selection maladies. This car's previous owner, Mike Irons, was not far behind with the Mini-Micron. Sporting larger wheels than last year and an inelegant ground clearance, the car looked somewhat ill-proportioned.

Sitting in front of Michael was Trevor Scarratt. Essentially unchanged, his blue Brabham looked as immaculate as ever, but a clutch release bearing failed and so a hazardous push start in gear had to be performed. Paul Thompson completed the runners but was unfortunate to fall foul of his own oil at the Mountain after only a couple of practice laps. Ron Livingstone suffered ill-luck as his engine lightened due to a seizing big-end. Joining Ron as non-starters were Pete Watling with suspect valve gear, Geoff Toms, whose Fubar was found to be gearless just before the start and Roger Lea, who clipped a rear corner of his March on a gate post.

The field departed towards Coppice in a haze of dust, smoke and noise. It looked as though it was Paul Maxwell who got there first, ahead of Alan Baillie and Nigel Howard-Jones. As they became

#### STARTING GRID

STARTING GRID				RESULTS			
Baillie	1'39.6"	Howard-Jones	1'42.2"	1.	Maxwell	10	16'54.4"
		Maxwell	1'42.6"	2.	Baillie	10	17'00.0"
		Lancaster	1'47.2"	3.	Lancaster	10	17'33.0"
Chambers (J)	1'48.0"	Ford	1'53.2"	4.	Thomas	10	17'36.4"
		Thomas	1'55.0"	5.	Scarratt	10	17'38.2"
		Offiler	1'56.6"	6.	Chambers (J)	10	17'49.2"
Pratt	1'56.0"	(Lea)	1'59.6"	7.	Ford	10	17'49.8"
Scarratt	1'57.8"	Toulmin	2'01.6"	8.	Howard-Jones	9	Crash
Irons	2'01.2"	Irons	2'01.6"	9.	Pratt	9	
				10.	Lowe	9	
					Offiler	9	
					Thompson	8	Mechanical
					Toulmin	6	Mechanical
					Irons	0	Mechanical

obsured by trees, the commentator's voice changed pitch and sure enough as they crested The Mountain, it was the RTW's engine note which soared first, fractionally before the Viking's and some time before the BT21's - a moment near Park Curve having robbed Paul for the time being at any rate, of his first place. The distinctive Emberton was fourth dicing hard with John Chambers, Ray Thomas and John Lancaster.

Another change in leadership on lap 2, saw the Viking in front - just; but there was no way Alan could pull out a safe advantage; perhaps around the twisty bits a few tenths, but that was more than consumed by his relentless pursuer come the straights. The RTW looked noticeably more ragged around Barn Corner.

Third place was indisputably Maxwell's, but the splendid battle for fourth continued. As the race progressed, so the struggle intensified, and soon to put the cat among the pigeons was Trevor Scarratt, who spurred on Tony Ford to such an extent that he half spun, causing the Brabham driver to perform a skilful avoidance and bring about a complete reshuffle of the order which enabled John Lancaster and Ray Thomas to pull well clear.

Mike Irons had been the first retirement halfway around the first lap ("Something went graunch") and he was joined in retirement by the other Micron on lap 8. Jonathan Toulmin pitted and the stopped on lap 6.

After a brief spell in second, Alan was leading again, but it was all going to happen on the inside of the next corner...no the outside...no, now it's the outside again. It didn't happen at all, the real drama occurred half a lap later. Nigel ran wide and ultimately into the bank, Alan took evasive action and spun, Paul went past just as the Viking took to the track again and with half a lap remaining another race was on - or was it? Clipping the verges even deeper at Hall Bends, the Viking got away from its driver and Paul was able to sip that champagne, which for so many months had been just waiting for such an occasion. Alan recovered to limp home second, but Nigel, a rear corner deeply embedded in an earth embankment, needed a suspended tow.

Startline/Pete Anstiss