

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 scavange 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

| | | | | | |
|--------------------------|---------------------|-------------------------|-----|-----------------------------|-----------|
| 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" | | 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 Scavange pump | |

Fastest Lap: Baillie 1'03.4" 91.30 mph

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 10th place. Brian Toft's amazing Anco was a comfortable fourth.

Startline

RESULTS

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

| | | | | |
|----|--------------------|-----------------|--------------|-----------------|
| 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.

Sitting on pole position was, surprise, surprise, Alan Baillie. Having equipped the front of his Viking with a pair of Koni shock absorbers, Alan was at last happy with the handling, but was disappointed to find the engine nearly 600rpm down, in which state, in the absence of ace wrench John Withers, it remained all day.

Nigel Howard-Jones had a troubled morning, initially with gremlins in the braking system and

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 tightened 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

| | | |
|-------------------------|-------------------------|----------------------|
| Baillie 1'39.6" | Howard-Jones 1'42.2" | Lancaster 1'47.2" |
| Maxwell 1'42.6" | Ford 1'53.2" | Lowe 1'55.2" |
| Chambers (J) 1'48.0" | Thomas 1'55.0" | Offiler 1'56.6" |
| Pratt 1'56.0" | Scarratt 1'57.8" | (Lea) 1'59.6" |
| Irons 2'01.2" | Toulmin 2'01.6" | |

RESULTS

| | | | | |
|-----|--------------|----|------------|-----------|
| 1. | Maxwell | 10 | 16'54.4" | 79.85 mph |
| 2. | Baillie | 10 | 17'00.0" | |
| 3. | Lancaster | 10 | 17'33.0" | |
| 4. | Thomas | 10 | 17'36.4" | |
| 5. | Scarratt | 10 | 17'38.2" | |
| 6. | Chambers (J) | 10 | 17'49.2" | |
| 7. | Ford | 10 | 17'49.8" | |
| 8. | Howard-Jones | 9 | Crash | |
| 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