

Ed Reeves (Brabham BT35) leads the field in pursuit of Bob Howlings' Lola T142 in the libre event. Graham Cuthbert (Hawke DL2B) tries a different line round Old Hall Corner.

## OULTON PARK

# Schuppan beats the BDAs

On a swelteringly hot afternoon last Saturday, the Mid-Cheshire MRC laid on one of the most successful programmes of club racing, MCD-style, seen at the Cheshire circuit for some time. The talented Australian Vern Schuppan emerged as man of the meeting to take the BP award as well as victory in the Formula Atlantic race, in which he beat seven BDA-engined cars with his Palliser-BRM t/c. Other highlights included another record-shattering performance by Ray Mallock in the Clubmen's race and some very fast motoring from Dave Brodie in his Escort BDA, which was marred by a jumped-start; he was in the process of wiping this out when the throttle linkage played up.

Opening race was a non-championship affair for Formula Fords. In practice Ken Bailey's Titan Mk 6 genuinely beat the long-standing lap record for the class by 0.4 s but in the race it was Dick Barker who made the best start, aided no doubt by having his pants soaked in petrol from a leaking filler cap on the warming-up lap. Driving, as commentator Neville Hay put it, with "a sting in his tail" Barker drew away from Bailey, who was having trouble overcoming Scots newcomer Graham Cuthbert, in a Hawke DL2B. Eventually Bailey made the break, and closed up on the leader, but time ran out and the works Alexis driver won by 2.2 s.

Ray Allen only had four laps of practice in the works Royale RP8 before the Steele/BDA blew the top off a piston, so Vern Schuppan had no difficulty taking pole position for the Yellow Pages Formula Atlantic race by 1.4 s from local favourite Cyd Williams in the Chevron B18C of Graham Eden, who had rebuilt the BDA engine in the car himself. Determined not to be left behind by the BDAs, Schuppan really hung it out on the first lap, taking Lodge in a beautifully-controlled slide, and the margin he opened up on that one lap was enough to see him through the next 14. Cyd Williams coped with far too much understeer on the Chevron as best he could but failed to close the gap significantly. But he was eventually able to throw off a challenge from Dane Tom Belso, who looked most impressive in his Brabham BT28/35 for a first-timer at the circuit. Peter Wardle lost fourth position early on when the pulley came off the jack-shaft of his BDA-engined Lotus 69 and Norman Cuthbert's Brabham BT29-BDA dropped back with a slipping clutch, so it was left to Ed Reeves to take fourth in his Brabham BT35-BDA. McLaren engine-man John Nicholson passed Cuthbert towards the end for fifth in his ex-Guthrie March 702, running with a Piper/BDA for the second time. Needless to say Schuppan's splendid drive produced a new lap record for the class. The only way to stop the Hepolite-Glacier

race becoming a one car race was to handicap Brodie, which he "obligingly" did himself by jumping the start. Even before his pit told him about the 60 s penalty he was pulling out huge chunks of lead and by lap 8, when a split pin came out of the throttle linkage, he was 55 s ahead of second man, Geoff Wood's Cooper S. For the last two laps, Brodie plugged on, the black Escort being caught only by Wood and Bob Fox's Cooper S, which just drew ahead on the line. Although well down in the overall picture, Dave still took second in his class to Tony Sugden's Escort TC, which just made the finish with sagging oil pressure. The 1-litre class was the real scene with the Anglias of Les Nash and John MacDonald having untold trouble from the Minis of Geordies Sedic Bell and Andy Barton and the Mini-Ford of John Hipkiss. It was the "bastard" which led most of the way, although most of its wheel spats were flapping after some enthusiastic nerfing, but Nash exerted himself on lap 9 for yet another class win. Barton hit the bank hard at Knickerbrook without personal harm, Bell retired as his new motor was getting too hot while MacDonald fell away in the Anglia-BRM. Stuart Turner, whose Escort TC had been leading the pursuit of Brodie until half distance, found himself slithering to a halt with the transmission seized solid, while Brodie took 2.4 s off Gerry Marshall's saloon record.

Brodie was out again in the STP Mod sports race in the Gold Seal Elan but, after a curtailed practice with a broken throttle cable, his race ended on lap 2 when the head gasket blew. At the time he was second to John Harper's E-type, which led for the first four laps while Jon Fletcher's Elan made up for a poor grid position caused by a blown head gasket on his Elan. On lap 5 Fletcher took the lead and, although Harper briefly took it back, the yellow flag was out at the time and he was later excluded from second place. Brian Mills's E-type, third on the road, thus took the class ahead of Richard Jenvey's now very rapid 1.3 Midget, which broke a half-shaft as it left Lodge for the last time. John Absalom who rarely appears at Oulton, took the 1150 class with ease in his resplendent Ginetta G4, aided partly by the retirement of the other Ginetta of John Evans which "just stopped." Although he won his class, Brian Hough failed to add to his points score because he was the only starter so Fletcher's win takes him ahead of the TVR driver in the championship. Not bad for a car which Fletcher was offering for sale for £200 two years ago!

Although worried by overheating, Ray Mallock scored yet another of his Shell/Gregor Grant Championship wins in the U2 Mk 11. In doing this he carved three more seconds off

the lap record from the previous meeting, although it was undoubtedly the pressure from Geoff Friswell which helped him to do this. Friswell has emerged as the only man likely to threaten the Mallock domination of the formula but he had to slow up with lowering oil pressure from half-distance in his U2 Mk 11-Holbay. Andy Diamond looked set for third in the Gryphon until a rear mudguard stay broke and the vast cloud of smoke which the wing caused as it rubbed on the tyre made Diamond think he had blown the engine. By the time he had stopped to find out the real cause the race was nearly over, with Malcolm Jackson's Question Mark 1 moving into third ahead of Harvey Postlethwaite's U2 Mk 8, which was leading Jackson until the U2 dropped a lot of oil over its rear tyres. Rob Cochran's Bladon BRL4 passed Josh Sadler on the last lap and Sadler's efforts to re-pass Cochran on the last corner saw him spinning his U2 into the Lodge sleepers.

In the 1-litre class, everything was going Noel Stanbury's way at the start, and his Gryphon-Holbay pulled well away from Derek Walker's Ladybird Mk 10. However, after reducing the lap record by 4.4 s, Stanbury's engine lapsed on to three cylinders and he was engulfed by Brian Husbands' U2 Mk 8 which went on to win the class, Walker having retired when the accelerator pedal broke.

The single-seater race was fought out between the F5000 Lola T142 of Bob Howlings and Ed Reeves' Formula Atlantic Brabham BT35. After hauling back the Lola's initial lead, Reeves went ahead and drew away, only to be recaptured and passed. As Howlings led into Lodge for the eighth time, Reeves pushed through on the inside, sending the Lola spinning into the sleepers. Although Reeves won, he was later excluded and victory went to Geoff Williams' Lotus 31X which held off Dick Barker's FF Alexis. Apparently Barker also misbehaved under the yellow flag and was excluded so second place went to Lou Lorenzini's ex-Sports Motors Chevron B9. After Barker's dismissal, Terry Horrocks' Alexis Mk 14 beat Jim Crawford's Mk 15 for first FF. John Day had to retire the prototype Hawke DL6A when his ex-Brian Robinson t/c dropped a valve. But for this he could well have won after the exclusions.

The closing saloon race for the Alan Brown Trophy was a walkover for Stuart Baird's Falcon, the coil of which had fallen off in the earlier event. Second throughout was Mike Bradley's Cooper S and all the excitement was generated by the exceedingly close tussle for third between the 1-litre cars of John MacDonald (Anglia-BRM) and Brian Healey (Cooper S), the verdict going to the former by 0.2 s.

IAN TITCHMARSH

Formula Ford (10 laps): 1, R. Barker (Alexis-Alexis Mk 18B), 10 m 12.8 s, 90.94 mph; 2, K. E. Bailey (Titan-BRM Mk 6); 3, G. Cuthbert (Hawke-Rowland DL2B). Fastest lap: Barker, 1 m 47.6 s, 92.38 mph.  
 Yellow Pages Formula Atlantic Championship round (15 laps): 1, V. Schuppan (Palliser-BRM WDB4 1/c), 24 m 28.2 s, 101.54 mph; 2, C. Williams (Chevron-Hart B18C BDA); 3, T. Belso (Brabham-Rowland BT28/35 BDA); 4, E. Reeves (Brabham-Wood BT35 BDA); 5, J. Nicholson (March-Piper 702 BDA); 6, N. Cuthbert (Brabham-Smit 1172 BDA). Fastest lap: Schuppan, 1 m 36.8 s, 102.68 mph (record).  
 Hepolite-Glacier Saloon Championship round up to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1, G. Wood (1.3 Mini-Cooper S), 19 m 33.8 s, 84.68 mph; 2, R. J. Fox (1.3 Mini-Cooper S); 3, A. Sugden (1.9 Ford Escort TC). Fastest lap: D. Brodie (2.1 Ford Escort BDA), 1 m 47.8 s, 92.2 mph (record). Class winners: L. F. V. Nash (1.0 Ford Anglia), Wood and Sugden.  
 STP Modified Sports Car Championship round up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1, J. B. Fletcher (1.6 Lotus Elan), 18 m 56.6 s, 87.45 mph; 2, F. B. Mills (3.8 Jaguar E); 3, R. Jenvey (1.3 MG Midget). Fastest lap: Fletcher, 1 m 51.8 s, 88.91 mph. Class winners: J. Absalom (1.1 Ginetta-Ford G4), Fletcher, B. J. Hough (3.0 TVR Tucson V6) and Mills.  
 Shell-Gregor Grant Clubmen's Championship round up to 1000 cc and 1001 to 1600 cc (10 laps): 1, R. Mallock (1.6 U2-Holbay Mk 11), 17 m 10.8 s, 96.42 mph; 2, G. Friswell (1.6 U2-Holbay Mk 11); 3, M. Jackson (1.6 Question-Broadspeed Mk 1); 4, H. Postlethwaite (1.6 U2-Postlethwaite Mk 8B). Fastest lap: Mallock, 1 m 41.6 s, 97.83 mph (record). Class winners: B. Husbands (1.0 U2-Holbay Mk 8B) and Mallock. Up to 1000 cc record: N. Stanbury (1. Gryphon-Holbay), 1 m 49.4 s, 90.86 mph.

Single-seaters and Formula Ford (10 laps): 1, G. P. Williams (1.6 Lotus-Ford 31X 1/c), 18 m 7.6 s, 91.52 mph; 2, L. Lorenzini (1.0 Chevron-Lucas B9); 3, T. Horrocks (FF Alexis Mk 14). Fastest lap: R. Howlings (5.0 Lola-Landon/Chevrolet T142 V8), 1 m 39.0 s, 100.40 mph. Class winners: Williams and Horrocks.  
 The Alan Brown Trophy for Saloons up to 1000 cc, 1001 to 1600 cc and over 1600 cc (10 laps): 1, S. Baird (4.7 Ford Falcon Spint V8), 19 m 26.8 s, 85.19 mph; 2, M. Bradley (1.3 Mini-Cooper S); 3, J. MacDonald (1.0 Ford Anglia-BRM). Fastest lap: Baird, 1 m 55.2 s, 86.28 mph. Class winners: MacDonald, Bradley and Baird.

continued from page 21

they hit hard enough to damage the suspension on the Lotus, but Bond held his fourth place by a fifth of a second, crossing the line with a front wheel at a crazy angle. Miesusset had the consolation of fastest lap in the heat.

Salvati was sixth from Hanson, Pianta, Allen in the EMC and Ligonet. Babbini understeered into the barrier coming out of Tabac two laps from the end, slithering down the road on two wheels in showers of sparks, and on the last lap Vigoureux's CWP broke, which meant that Gillmeister, who had been slowed throughout by his gradually disintegrating nose cone, scraped into the final.

#### FINAL

Cassegrain's average speed in his heat had been higher than Jaussaud's, and so the Brabham was on pole for the 24-lap final. As the flag fell and the field streamed away through St Devote and up the hill it was Cassegrain from Jaussaud, Trimmer and Birrell, with Jarier, Scott and Bond next up. But at Tabac on that first lap Jaussaud's engine spluttered and went sick. He had a couple of pit stops for plug changes and did a few more laps, hoping the engine would run right so that he could try for fastest lap, but (as they discovered later) the real trouble was a broken rotor arm, and the Tecno continued to misfire.

Cassegrain looked very smooth in first place, but Tony Trimmer was right on form, and in a beautifully executed outbraking manoeuvre he nipped through on the inside at the Gasworks on lap 4. It was BT28s in the first four places, for Birrell was third and Scott had taken fourth spot from Jarier, who was just ahead of Bond. Behind this leading six-car group Miesusset was leading Kottulinsky, Salvati, Link, Maskell, Morgan, Svensson, Keens, Dayan, Walker, who was working hard to move up from his lowly starting position, Hanson and Allen. Morgan, who now had a new Felday since the heat, was making up places by handfuls at the hairpins at the Station and the Gasworks under braking, which seems to be the strong point of the F3 March.

Trimmer, with Cassegrain still clinging on, had pulled away a little from the rest, and Scott was now pushing Birrell really hard—until at Tabac Birrell missed a gear and spun, letting Jarier, Bond and Miesusset past. Bond got by Jarier on lap 11 and pulled away, so that the first four were Trimmer and Cassegrain, then Scott, then Bond. Birrell outbraked Miesusset into the Gasworks on lap 13, and wound in Jarier, whose car was beginning to look decidedly odd under braking so that he was having to slow earlier and earlier for the hairpins. Bond was gradually closing on third man Scott, too, and then on the last couple of laps Scott's clutch started going over-centre, so that the pedal kept sticking down. Bond was able to take third place without difficulty and, although Scottie tried changing gear without the clutch, Monaco isn't exactly the circuit for that, and Birrell caught him on the last lap.

Trimmer was driving a very sophisticated race; despite the constant presence of Cassegrain in his mirrors he didn't make the mistake that the Frenchman was hoping for, but kept lapping smoothly to the finish, taking the flag 1.1 secs ahead to score his most important victory to date. Bond and Birrell were well spaced out behind, followed by Scott and Jarier.

Dave Walker's progress up the field eventually brought him up to eighth place behind Miesusset, who saw the Gold Leaf car in his mirrors and thought it was Bond—towards whom he did not feel too kindly disposed after the heat. All Walker's efforts to get by were thwarted: on the penultimate lap Walker tried the outside at the Gasworks, Miesusset moved over and Walker either had to hit the Armco or Miesusset's car. He chose the latter and the Lotus launched itself in the air, but fortunately landed safely and carried on. On the last lap at the same place they were side by side, bashing wheel rims, but Miesusset had the inside again and took the flag 0.3 secs ahead.

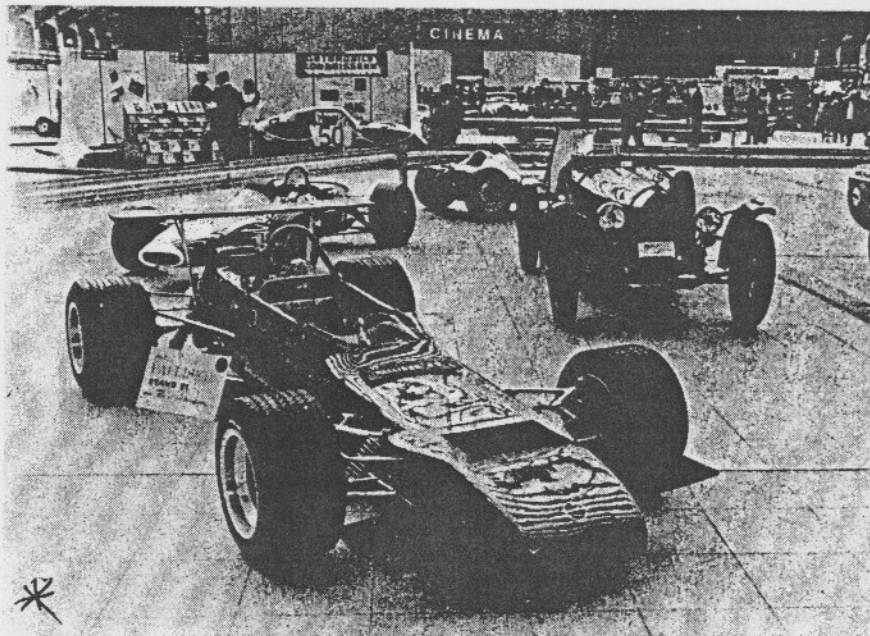
Behind all this drama Maskell had come up

the field very well and was hard on Kottulinsky's tail at the end, with Svensson almost alongside him. Next up were Dayan's Grac and Keens' Tecno—Keens and Birrell were the only drivers using aerofoils—while David Morgan, after all his hard charging which got him up to ninth place, had bashed his second nose cone at the Station Hairpin. He made a quick pitstop to have it removed, but towards the end a core plug blew out of his engine and it overheated and went off-song. Peter Hanson was 15th, having been delayed by a spin at the Gasworks when Ligonet, whom he was lapping, collided with him. Allen brought the EMC home next, also with nose cone damage, and Gillmeister was 18th behind Pianta's Jolly Club Chevron. Freddy Link lost two laps in the pits, and three laps from the end Salvati tore two wheels off his Tecno against the ubiquitous Monaco Armco.

Fastest lap went to Cassegrain at 1 m 33.5 s, 1.2 secs slower than Peterson's record.

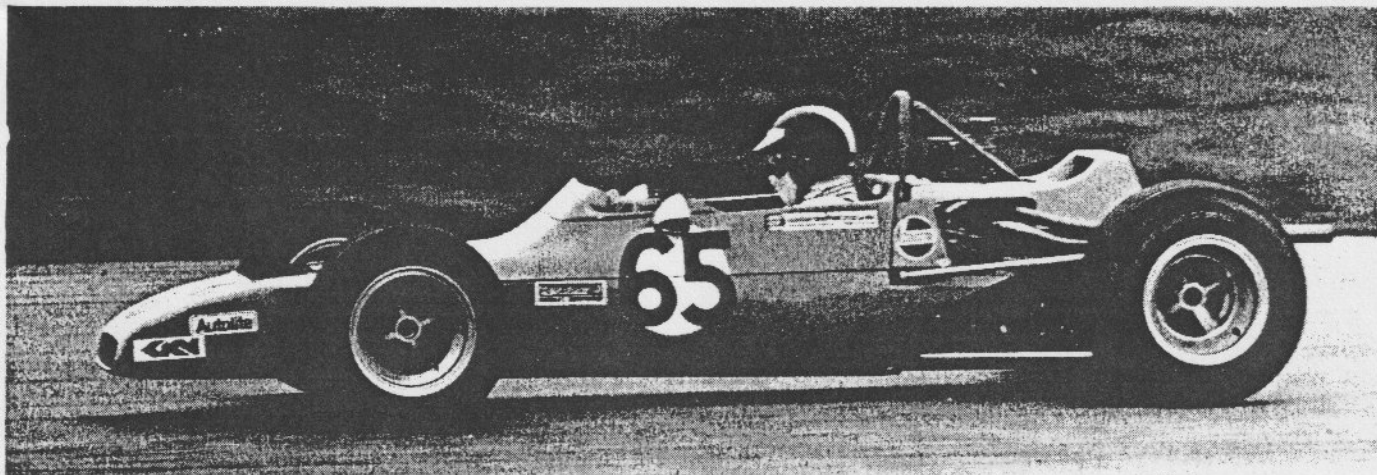
12th Grand Prix Monaco F3, May 9

- 24 laps, 46.94 miles
1. Tony Trimmer (Brabham-Holbay BT28), 38 m 74.03 mph.
  2. Jean-Pierre Cassegrain (Brabham-Holbay BT28), 1.9 s.
  3. Bev Bond (Lotus-Holbay 59), 38 m 19.3 s.
  4. Gerry Birrell (Brabham-Lucas BT28), 38 m 28.7 s.
  5. Richard Scott (Brabham-Lucas BT28), 38 m 32.0 s.
  6. Jean-Pierre Jarier (Tecno-Novamotor 70), 38 m 38.6 s.
  7. Jimmy Miesusset (Martini-Novamotor MW4), 38 m 38.6 s.
  8. David Walker (Lotus-Holbay 59), 38 m 38.6 s.
  9. Freddy Kottulinsky (Lotus-Holbay 59), 38 m 41.0 s.
  10. Barrie Maskell (Chevron-Holbay B15), 38 m 41.0 s.
  11. Ulf Svensson (Brabham-Lucas BT28), 38 m 41.0 s.
  12. Denis Dayan (Grac-Felday MT11), 38 m 56.4 s.
  13. Mike Keens (Tecno-Lucas 69), 39 m 7.5 s.
  14. Morgan (March-Felday 703), 39 m 12.1 s.
  15. Hanson (Chevron-Novamotor B17), 39 m 36.4 s.
  16. Allen (EMC-EMC 69/70), 39 m 38.6 s.
  17. Giorgio (Chevron-Novamotor B15), 23 laps.
  18. John Gill (Brabham-Lucas BT28), 23 laps.
  19. René Ligonet (Novamotor B15), 22 laps.
  20. Freddy Link (Novamotor), 22 laps.
- Fastest lap: Cassegrain, 1 m 33.5 s, 75.24 mph.
- Retirements: Giovanni Salvati (Tecno-Novamotor 20 laps, accident); Jean-Pierre Jaussaud (Tecno-Tecno 7 laps, broken distributor/rotor arm).
- Heat 1 (16 laps): 1. Jaussaud, 25 m 48.8 s; 2. Trimmer, 3. Scott; 4. Kottulinsky; 5. Link; 6. Maskell; 7. Svensson; 8. Keens; 9. Dayan; 10. Morgan; 11. Walker. Fastest lap: Jaussaud, 1 m 35.0 s, 75.03 mph.
- Heat 2 (16 laps): 1. Cassegrain, 25 m 44.1 s; 2. Bond; 3. Jarier; 4. Bond; 5. Miesusset; 6. Salvati; 7. Hanson; 8. Pianta; 9. Allen; 10. Ligonet; 11. Gillmeister. Fastest lap: Miesusset, 1 m 35.0 s, 75.03 mph.



Several British firms exhibited at the racing car show held in Nice at the superb Palais des Expositions during Monaco Grand Prix week. Above is the smart Palliser F3 car and below the latest issue to the French gendarmerie, a Matra police car. Other exhibitors included Alexis, Allard, BRM, Dunlop, Formula Steering Wheels, Hermes, Intertec, J. W., Automotive, Kitchiner, Hawke, Titan, David Newman Camshafts, Royale, Peugeot, J. & J. Stanton, Tech Del and Volksrod.





Roger Keele took the Lumo Cars works-backed Palliser to a very close second place in the F3 race.

Rouse and Schuppan just a couple of seconds behind them.

Helped by stiffer front springs all round but hampered by a flapping body panel, Roy Pierpoint took the Bill Shaw-entered, BLMC-backed, JoMoRo-prepared Rover V8 to victory in the big Hepolite-Glacier saloon 10-lapper, although never far behind were Terry Sanger's Falcon and Nick May's Escort TC, which climbed all over each other throughout. Richard Longman's class-winning 1300 Downton Cooper S was a fine fourth from Martin Birrane's 7-litre G2 Mustang, which had braking troubles, but the excitement was provided between the Mini dice of Rob Mason's Don Moore model and John Watts's Janspeed car. Watts was leading this until he took to the grass at Camp on lap 7, but, undeterred, he fought back and on the last lap the cars were absolutely side by side with Mason just first past the flag.

#### GT dice

Alistair Cowin put 7-litres of Chevrolet V8 to the road at the start of the SKF GT round and thereafter his McLaren M6B eased away into the distance despite the sterling efforts of Brian Martin in his BMW-powered Spyder, who remained a not too distant second, both men shattering their class lap records. Les Aylott initially got third with his t/c Ardua, but he was taken by Jack Paterson in the Saturn t/c on lap 4, and although he tried every way to get by again, Aylott was just beaten for the class win. Martin Raymond's Lucas-powered Daren was next and an effortless smallest class winner from Beric Ewin's WRA which just held off Peter Beaver's Lotus-SCA 23B. Both "mod sports" entries—John Chatham in the MGC and Mike Coombe in the Elan—retired, Chatham with post-Targa body problems and Coombe with a broken throttle cable after dicing behind Jim Baldwin's sixth-placed Lotus 23 t/c with Ewin.

Although Monaco had claimed most of the top runners, ten F3s turned out for a round

of the Lombank F3 championship. Brazilian Carlos Pace with his Russell Lotus-Holbay 59 had been easily quickest in practice and he took the lead and started to build up a big lead with Dick Barker's Brabham BT28, shod with YB11s at last, and Roger Keele in the Lumo Cars Palliser-Broadspeed giving chase. However, Barker spun on the second lap down to last place, and Keele was joined by David Cole in Charles Metcalfe's new Lotus-Felday 59 to chase Pace. Their efforts suddenly were not in vain when on lap 7 Pace's electrics started to malfunction and his engine briefly cut out. Thus Cole took the lead from Keele with the troubled Pace dropping back.

Keele went by at Old Paddock to lead for the penultimate tour, but at the flag it was the Lotus from the Palliser, with Pace now well back in third spot. Barker climbed back to snatch fourth on lap 9 from Mike Watkins' Lotus 41, which had misfired throughout, but nevertheless just beat Peter Deal's ill-handling March-Lucas 703 and Alan Stubbs' new Brabham-Lucas BT28 across the line. Tom Walkinshaw's Lotus-Holbay 59 had been on the front row, but the poor Scot got just a few yards before his diff broke, while the final finisher F3 debutant Chris Skeaping was hampered by not being able to get gears through fourth place.

The duller event of the day was the 1-litre part of the Hepolite-Glacier saloon round, which was led from start to finish by John Chappel's Mini with Mike Evans emerging triumphant for second from Simon Ridge in their Mini dice. Barrie Swan's Escort held fourth until blackflagged for a flapping bonnet, leaving Tony Pearce's Clubman Mini fourth from Pino Scarpino's normal version. Championship leader Roger Williamson non-started his Anglia-Holbay after practice plug troubles which caused engine damage, and so did Vince Woodman with his G2 Broad-speed Escort with similar problems.

#### Guards Formula 5000 Championship, round 7 Castle Combe, May 9 2 heats, 30 laps

1. Peter Gethin (McLaren-Smit/Chevrolet M10B), 29 m 15.6 s, 113.19 mph.
  2. Howdon Ganley (McLaren-Middleton/Chevrolet M10B), 29 m 28 s.
  3. Mike Walker (McLaren-Bartz/Chevrolet M10B), 30 m 34 s.
  4. Graham McRae (McLaren-Bartz/Chevrolet M10B), 30 m 19 s.
  5. Keith Holland (Lola-Traco/Chevrolet T142), 29 laps.
  6. Ulf Norinder (Lola-Traco/Chevrolet T190), 28 laps.
- Fastest lap: Gethin and Ganley, 56.6 s, 117.03 mph (outright record).
- Heat 1 (15 laps): 1. Gethin; 2. McRae; 3. Ganley; 4. Walker; 5. Norinder; 6. Holland; 7. Fred Saunders (5.0 Crossle-Rover 15F); 8. Mic Daghorn (Leda-Bartz/Chevrolet LT 20); 9. Derrick Williams (5.0 Lola-Chevrolet T142); 10. Bob Miller (4.7 Dulon-Ford LDB); 11. Pierre Soukry (4.5 McLaren-Oldsmobile M3A).
- Heat 2 (15 laps): 1. Ganley; 2. Gethin; 3. Walker; 4. McRae; 5. Holland; 6. Chris Craft (Leda-Broadspeed Boss Mustang LT 20); 7. Norinder; 8. Williams; 9. Saunders; 10. Daghorn; 11. Soukry.

- Formula Ford, heat 1 (7 laps): 1. G. Yeates (Merlyn-Scholar Mk IIA), 8 m 33 s, 90.39 mph; 2. I. Foster (Merlyn-Sigma Mk IIA); 3. M. Grant-Peterkin (Brabham-Lucas BT21). Fastest lap: J. Hamilton (Merlyn-Steele Mk IIA/17), 1 m 11.4 s, 92.77 mph.
- Formula Ford, heat 2 (7 laps): 1. C. Vandervell (Merlyn-Rowland Mk IIA), 9 m 24.4 s, 91.31 mph; 2. P. Lamplough (Pallister-BRM WD2); 3. I. Taylor (March-Spence 708). Fastest lap: Lamplough, 1 m 10.6 s, 93.82 mph.

- Guards SW Formula Ford championship round (10 laps): 1. C. Vandervell (Merlyn-Rowland Mk IIA), 11 m 58 s, 92.26 mph; 2. G. Yeates (Merlyn-Scholar Mk IIA); 3. M. Haines (Lotus-Holbay 61M); 4. A. Roberts (Hawke-Fiper DL2A); 5. J. Hamilton (Merlyn-Steele Mk IIA/17); 6. P. G. Hull (Merlyn-Steele Mk 17). Fastest lap: Vandervell, 1 m 10.4 s, 94.09 mph (record).
- SKF GT championship round, up to 1150 cc, 1151 to 1600 cc, 1601 to 2500 cc and over 2500 cc (10 laps): 1. A. Cowin (7.0 McLaren-Silverlune/Chevrolet M6B), 12 m 51 s, 100.98 mph; 2. B. Martin (2.0 Martin-BMW BM7); 3. J. Paterson (1.6 Saturn-Ford t/c); 4. L. Aylott (1.6 Ardua-Ford t/c). Fastest lap: Cowin, 1 m 9.8 s, 103.82 mph (record). Class winners: M. Raymond (1.1 Darc-Lucas Mk 2), Paterson, Martin and Cowin. Up to 1150 cc lap record: Raymond, 1 m 9.2 s, 95.72 mph, 1601 to 2500 cc class lap record: Martin, 1 m 5.4 s, 101.28 mph.

- Lombank Formula 3 championship round (10 laps): 1. D. Cole (Lotus-Felday 59), 11 m 26 s, 96.56 mph; 2. R. Keele (Palliser-Broadspeed WD3); 3. C. Pace (Lotus-Holbay 59); 4. R. Barker (Brabham-Lucas BT28); 5. M. Watkins (Lotus-Broadspeed 41); 6. P. W. J. Deal (March-Lucas 703). Fastest lap: Pace, 1 m 7 s, 98.87 mph (record).

- Hepolite-Glacier saloon championship round up to 1000 cc (10 laps): 1. J. Chappel (1.0 Mini-Cooper S); 13 m 14 s, 83.43 mph; 2. M. Evans (1.0 Mini-Cooper S); 3. S. Ridge (1.0 Mini-Cooper S); 4. G. Ayres (1.0 Mini-Cooper S). Fastest lap: Chappel, 1 m 17 s, 86.03 mph.

- Hepolite-Glacier saloon championship round up to 1300 cc and over 1300 cc (10 laps): 1. R. Pierpoint (4.6 Rover-Traco V8), 12 m 11 s, 90.62 mph; 2. T. Sanger (4.7 Ford Falcon Sprint); 3. N. Kay (1.6 Ford Escort TC); 4. M. Birrane (7.0 Ford Mustang). Fastest lap: Pierpoint, 1 m 12 s, 92 mph. Class winners: R. Longman (1.3 Mini-Cooper S) and Pierpoint, 1001 to 1300 cc class lap record: Longman, 1 m 13.2 s, 90.49 mph.

Exciting Mini-dice at Camp: John Watts' Janspeed model leads Rob Mason's Don Moore version.

