



*BERNARD UNETT'S TIGER laps Warren Pearce's E-type en route to victory in the marque race (above).*

Next on the programme was the first of the AUTOSPORT races, which fielded almost everything except the Elans. Bernard Unett got the Tiger off the line magnificently and held the lead for two laps, but then Ron Fry's Ferrari got ahead at Gerards, and all those expensive cylinders kept it there to the end. Meanwhile, Martin Hone drove

the Mefco Racing Porsche with tremendous fire and harassed the Tiger unmercifully all the way to the line. Poor Doug Mockford suffered more misfortune with the Diva Valkyr, and retired after surrendering his fourth place to Ben Moore's Lotus 11, and Bob Vincent brought his E-type steadily up through the field after a somewhat hesitant start, to take fifth place from the Mini-Marcos of R. J. Parkinson on the last lap.

The *marque* race provided another runaway win for the Alan Fraser team, Bernard Unett's Tiger leading from start to finish. The E-types of Rhoddy Harvey-Bailey and Warren Pearce chased the Tiger off the line, but Pearce spun out of the running at Quarry. John Quick's E-type was initially third, but was soon displaced by the incredible Sprite of Alec Poole which was doing its usual giant-killing act. Having disposed of Quick, Poole set off after Harvey-

Bailey but despite plenty of opposite-lock motoring was unable to catch him. Royston Ashford (MGB) and Roger Connel (Daimler SP250) both navigated the soaking circuit nicely and got by a slowing Quick.



# LET'S STOP THIS 'GAMESMANSHIP' IN CHAMPIONSHIPS

RECENTLY we have had a spate of "cheap racing formula" suggestions from Club Drivers disgruntled with the situation they find at many meetings. Many appreciate that success, while allied to ability, is also a co-efficient relative to the finance sunk into their racers!

This situation is bad enough, but another has now shown itself that makes life difficult for the average clubman, to say the least.

At this stage in the season many of the championships are drawing to a close. Some have only been open to clubmen, and others at the national level.

Most drivers have been competing with the hope of a "pot" at the end, but how can the average clubman compete with the influx of works and semi-works machinery flooding the paddocks at even closed to club events?

The BARC meeting at Silverstone saw the final in the Freddie Dixon Trophy for "Marque" cars. Tom Entwistle (TVR), Bernard Unett (Fraser-Tiger) and Stu Hands (Healey 3.000) were the top contenders. To ensure that Unett would get maximum points from the class (which he could have won with his eyes shut) Alan Fraser entered two more Tigers. Nick Brittan drove his own road car!

At Snetterton last weekend a similar situation arose in the Autosport championship final. Challenger to Willment's John Miles (Elan) was the Bernard Unett Tiger. This time the bitter was bitten, for Willment entered Brian Muir in their "Daytona" Cobra purely to keep Unett from a class win! Meantime, back at the circuit, John Miles cruised his Elan safely round in second place gaining sufficient points to win the championship.

Away from the clubhouse, this

noses at Brands Hatch with the final of the British Saloon Championship.

Virtually slogging it out toe to toe are John Rhodes (Cooper S) 1,300 cc and John Fitzpatrick's Broadspeed Anglia in the 1,000 cc class. John needs a class win at least to win, so Broad-speed are putting Trevor Taylor in John's class with a 1,300 cc Anglia.

Don't you think its about time we put a bit more sport in motor sport? The next thing we shall have is someone claiming "Force Majeure" in the "Little Tiddling" Cup event.

RIGHT: Lap three in the Edward Lewis Trophy Race "B". A. D. Taylor (Imp) leads Bernard Unett in the Fraser car and Bill McGovern. Event.

## GT-8 laps

Last race of the day and the last of the 1966 season was the final of the Autosport Championship. Practice times saw Brian Muir taking the Willment Cobra round in 1min. 48.4sec. with Willie Green in the Works 1600



Miles.  
To close the day there was the eight-lap Autosport Cup final. With six points separating the

two class leaders, Bernard Unett and John Miles, the Cup result was very much in doubt particularly as Brian Muir and Willy Green had recorded the fastest class times in practice.

Unett needed to win his class, with John Miles in the Willment finishing lower than fourth in the smaller class, to make sure of the championship. But Willment spiked Unett's guns when they entered Brian Muir in the hairy Daytona Cobra Ford GT. Muir took the overall honours which left John Miles to coast home in second place in his class and secure the championship.

## LED THE PACK

Miles was on the front row and Unett on the fourth, but it was Muir who led the pack off with Green's G12 in close pursuit. Gerry Marshall was third with Miles close behind him and Unett promptly closed on the tail of his championship rival.

At half distance Unett was still third but some 23 seconds behind Muir with Miles one sixth

of a second behind Unett's Tiger. Unett was pulling out about two lengths a lap on Miles but wasn't making any impression on Muir's Cobra. No further place changing saw the flag presented to Muir, with Willy Green close behind, then Unett, Miles, Gerry Marshall and Warren Pearce.

## PROVISIONAL RESULTS

Clubman's formula sports car race (8 laps): Overall winner—P W J Deal (Lotus 3-7 Ford) 15m 14.4s. 85.35 mph.  
Up to 1000 cc: 1 F Murray (Lotus 7 Ford) 16m 52.6s. 77.06 mph; 2 S W Gerrell (Lotus 7 BMC) 17m 06.2s. 3 A Daykin (Lotus 7 BMC) 18m 10.4s. No other finishers.

Fastest lap: R Welsh (Lotus 7 Ford) 2m 04.8s. 78.17 mph.

1001 cc to 1500 cc: 1 P W J Deal (Lotus 3-7 Ford), 2 C Sturgess (Lotus 7 Ford) 15m 15.0s. 3 J Epton (U2 Ford) 15m 35.2s.

Fastest lap: P W J Deal, 1m 52.2s. 86.95 mph.

Saloon car race A (8 laps): C Carling (Morris Cooper S) 16m 40.8s. 77.99 mph.

Up to 850 cc: 1 P C Hughes (Austin Mini) 17m 42.8s. 73.44 mph. 2 R G Rayner (Morris Mini) 17m 53.6s. 3 C Coburn (Driver F. Reynolds) (Morris Mini) 18m 03.2s.

Fastest lap: G Anstead (Fiat Abarth 850 TC) 2m 09.6s. 75.28 mph.  
851 cc to 1000 cc: 1 C Carling (Morris Cooper S), 2 D Griffiths (Morris

twin-cam Ginetta G12 doing 1min. 48.6sec. With John Miles, undoubtedly one of the fastest Elan drivers going, making 1min. 51.4sec. the indication was that Muir and Green were going to provide the entertainment. The indication materialised in a fabulous David and Goliath battle which Muir was very lucky to win. Time and again Green brought the pretty little Ginetta alongside the burly Cobra Coupé but Muir remained unperturbed, managed to put some tail-enders between himself and Green on the penultimate lap and took the race with 2.2sec. to spare. Bernard Unett, who won the Westover Trophy race at Brands Hatch on the same day and then jumped a plane for Snetterton, finished third in the Alan Fraser Sunbeam Tiger after a faultless drive but John J. Miles' fourth place overall and second in class decided the destiny of the Autosport Championship in Miles' favour with

Unett the runner-up and winner of the opposing class.

Gerry Marshall convinced our correspondent of the T.V.R. Griffith's unusual handling by really wrestling the "Barmoco" car into fifth overall. Colin Crabbe in the 1964 Le Mans Aston Martin DB4GT overcame a five-minute push-start penalty to carve through many tail-enders.

Finally, congratulations to Willie Green for his eleventh Ginetta win in less than three months and for a new 1,150-1,600 c.c. Special GT lap record at 1min. 47.6sec.—90.67 m.p.h.—and to Brian Muir and Warren Pearce (Jaguar E) for new records in the Over 2500 Special GT and Over 3000 Marque Classes respectively.

Overall: 1. B. Muir (4.7 Cobra Ford GT), 14m. 40.8s. (88.65 m.p.h.); 2. W. Green (Ginetta G12); 3. J. Miles (Lotus Elan); 4. B. Unett (Tiger).

Up to 1,150 c.c.: 1. J. Corfield (Diva Ford GT), 16m. 36.8s. (78.30 m.p.h.); 2. J. M. Grady (Diva Ford GT), 7 laps

(no other finishers).—Fastest lap: Corfield, 2m. 00.8s. (90.76 m.p.h.).  
1,151 c.c. to 1,600 c.c.: 1. W. Green (Ginetta G12), 14m. 43.0s. (88.39 m.p.h.); 2. J. Miles (Lotus Elan); 3. D. Marriott (Lotus Elan).—Fastest lap: Green, 1m. 47.6s. (90.67 m.p.h.).

1,601 c.c. to 2,500 c.c.: 1. M. Hone (Porsche 904); 2. R. Ellice (Diva Ford GT), only finishers.—Fastest lap: M. Hone, 1m. 54.4s. (85.28 m.p.h.).

Over 2,500 c.c. GT: 1. B. Muir (Cobra Ford GT), 14m. 40.8s. (88.61 m.p.h.); 2. W. B. Unett (Sunbeam Tiger); 3. G. D. R. Marshall (T.V.R. Griffith).—Fastest lap: B. Muir, 1m. 48.2s. (90.17 m.p.h.).

Over 3,000 c.c. class: 1. A. D.





**B**ERNARD Unett is going to be pretty busy and will literally be flying about when two meetings clash at Brands Hatch and Snetterton on October 16. He is entered for both of them.

Alan Fraser is arranging for Bernard to practice at Snetterton in the morning, fly to Brands Hatch for both practising and the race, then fly back to Snetterton for the race there.

Unett was the pace of the marque until that all three lap records took a knock. Overall it was Bernard Unett in the Fraser Sunbeam Tiger, but he was credited with the same time as second man Warren Pearce (Jaguar E), who set a new over 3,000 c.c. record. Initially Unett had been comfortably ahead, but he was steadily but surely being caught by Pearce. On the final lap, it was Pearce into Woodcote first by out-braking Unett, who was complaining of brake fade. As they came across the line with Pearce on the outside,

it was anybody's guess, but the verdict went to Unett.

There were points in the Fred Dixon Trophy for the other cars. As this was the first round, Unett (with 16½ points) needed all he could get to catch leader Tommy Entwistle (T.V.R. 1800S), who had 19 points. Alan Fraser even entered two other Tigers (a racer for Ray Calcutt and a mild road version for Nick Brittan) to make sure of enough competitors in the class for maximum points. Into third place overall and winner of his class, however, came Entwistle, to make sure of the trophy for the third time.

Entwistle's third place did look a little in danger, as Simon Saye had borrowed Stuart Hands Austin-Healey 3000 to try to gain more points. He came storming through the field, setting a new lap record in the process and finishing only a second behind Entwistle. Fifth, and winner of his class, was John Britten; Britten is driving very well these days, and managed to break Bill Bradley's up to 1,150 c.c. lap record by no less than 3.6sec. Earlier, Britten had been dicing with Calcutt and Gordon Miles in the quick Morgan Plus 4.

Overall: 1. W. B. Unett (Sunbeam Tiger), 11m. 16.8s. (85.53 m.p.h.); 2. W. Pearce (Jaguar E); 3. T. Entwistle (T.V.R. 1800S); 4. S. Saye (A-H 3000).

Up to 1,150 c.c.: 1. J. Britten (M.G. Midget), 12m. 3.8s. (79.98 m.p.h.); 2. M. Lewis (M.G. Midget); 3. M. Costin (Triumph Spitfire). Fastest lap: Britten, 1m. 10.6s. (81.99 m.p.h. — new record).

1,151-3,000 c.c.: 1. Entwistle, 11m. 54.8s. (80.98 m.p.h.); 2. Saye; 3. G. Miles (Morgan Plus 4). Fastest lap: Saye, 1m. 9.4s. (83.41 m.p.h. — new record).

Over 3,000 c.c.: 1. Unett; 2. Pearce; 3. R. F. Calcutt (Sunbeam Tiger). Fastest lap: Pearce, 1m. 6s. (87.71 m.p.h. — new record).

RACING CARS

Unett in his Fraser Imp should win in order to stay in the running for the Westover championship.

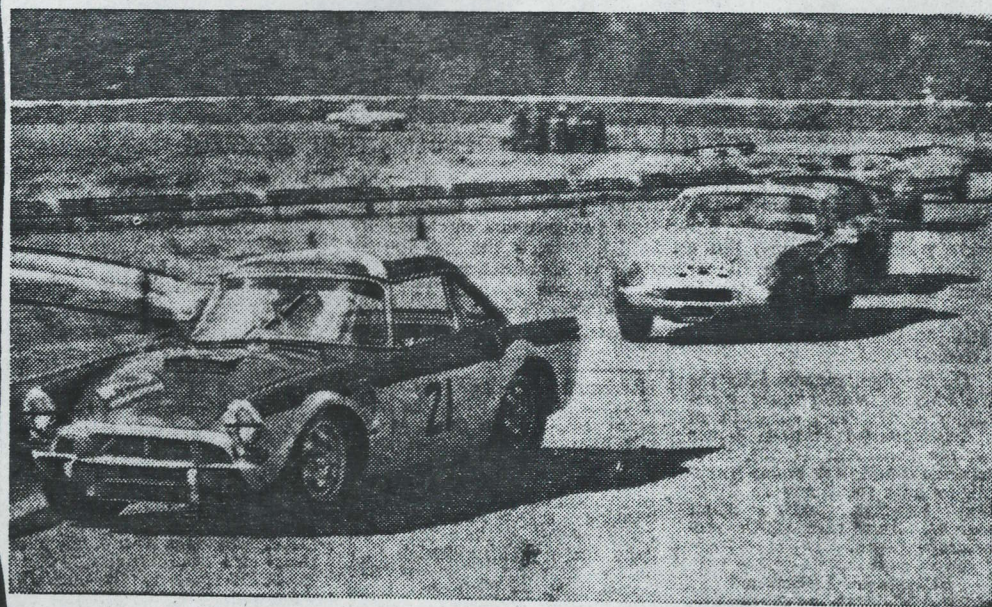
Unfortunately, Bernard made a rotten start, and was down around ninth position as Ray Calcutt (Fraser Imp) led the Cooper of David Morgan and the Imps of Roger Nathan, Tony Taylor and Bill McGovern on the first lap.

Bill McGovern lost the belt drive for his water pump and retired.

David Morgan indulged himself in an unusual bout of "spinnage" while right at the end, Nathan lost the drive to his car. All of these events occurred as Unett streaked through the field at record-breaking speed to take second spot on lap five.

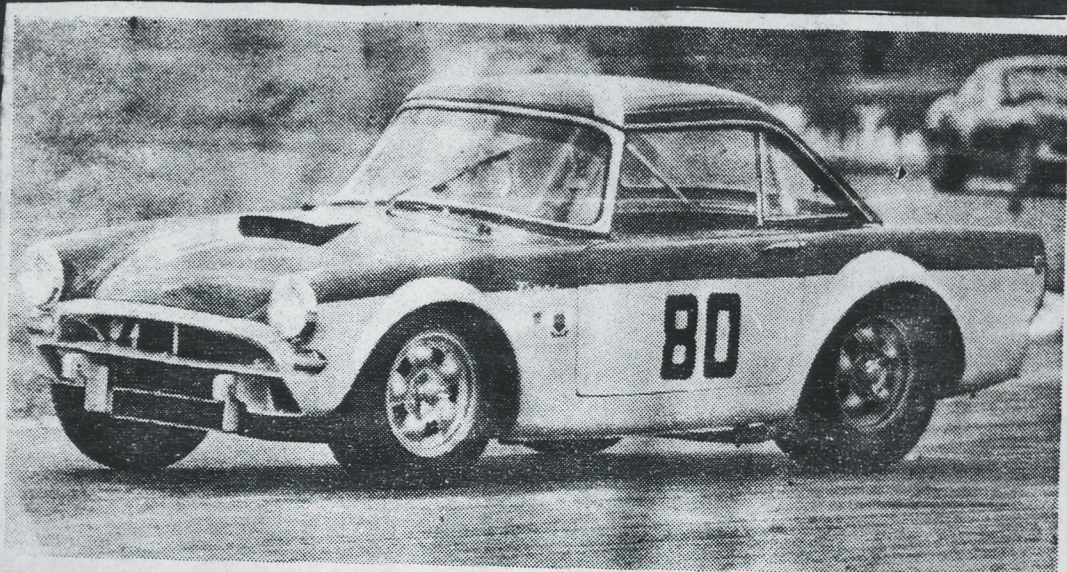
Thereafter, loyal Ray Calcutt

PROVISIONAL



**TIGER BEATEN:** Bernard Unett leads a bunch through the Mallory chicane in the last race but was beaten by the Gordon Miles Morgan. Unett lies second in the Freddy Dixon Championship with one round remaining.





**Bernard Unett (Sunbeam Tiger) won the 10-lap marque race in fine style. The car was entered by Imp man Alan Fraser.**

**10-lap marque race: overall:** 1 W B Unett (Sunbeam Tiger) 11m 30.2s—83.87 mph, 2 W Pearce, 3 R M Harvey Bailey.

**Over 3000 cc:** 1 W B Unett (Sunbeam Tiger) 11m 30.2s—83.87 mph, 2 W Pearce, 3 R M Harvey-Bailey. **1150-3000 cc:** 1 T Entwistle (TVR Grantura) 11m 52.6s—81.23 mph, 2 A K Poole, 3 N H Dangerfield. **Fastest laps:** (over 3000 cc) W B Unett 1m 07.6s—85.63 mph, (1151-3000 cc) A K Poole 1m 10.0s—82.70 mph.

The marque race, a qualifier for the Fred Dixon Trophy, had the flying Fraser Tiger with Bernard Unett at the helm in a permanent lead with Warren Pearce, Roddy Harvey-Bailey and John Quick (all E-Types) following closely with Tom Entwistle and Alec Poole in the next two places.

The first three places were Unett, Pearce and Harvey-Bailey.

#### MARQUE CARS—10 laps

Alec Poole got his 1,293 c.c. Sprite into second place on the grid next to Bernard Unett's Fraser Tiger and John Quick's "E" type. At the start Unett lagged but managed to get inside at Paddock to take the lead from Quick, Poole and Warren Pearce and Brian Spicer in "E" types. At the end of lap one it was Unett, Quick, Pearce, Poole. On the second lap Tony Knight took his "E" type into fifth place while Bill Bradley had the Spitfire up to sixth and leading the 1,150 c.c. class. On lap three Poole passed Quick to take second place back. Unett was safely in the lead, but Poole was doing well to keep the Sprite ahead of Quick, Pearce, Knight and Bradley. In seventh place was Gerry Marshall in the BarMoco TVR 1800S having a good scrap with Roger Enever's M.G.B. (not his usual car which was damaged recently). The final order was the same, except that on the last lap Enever managed to squeeze past Marshall and Pearce had a moment letting Knight and Bradley up to fourth and fifth.

**Overall:** 1, W. B. Unett (Sunbeam Tiger), 19min. 27.2sec. (81.73 m.p.h.); 2, A. K. Poole (Austin-Healey Sprite); 3, J. Quick (Jaguar 'E'); 4, A. H. Knight (Jaguar 'E').

**Over 3,000 c.c. Class:** 1, Unett; 2, Quick; 3, Knight. **Fastest lap:** Unett,

Apart from the F3 race the meeting was relatively tame from the spectator's point of view. Among the lap records to be set were for clubmen's and *marque* sports cars, which have not stretched their legs on the long circuit before, and the saloon car times. The old records, of course, were set in the Group 2 age, and perhaps it is only to be expected that Doc Merfield, Roger Swanton and Bernard Unett achieved new targets.

Although both were given the same time, Bernard Unett (Fraser Imp) had no trouble in winning the first of the Edward Lewis Championship events, up to 1000 cc. David Morgan was holding second place throughout ahead of Phil Darbyshire and then Ray Calcutt in the second Fraser car, an 850 cc model. In fifth place was John Wales in the GOC Heating Co's 850 Mini, a car which Wales had managed to get on to the front row of the grid. There was a new record set by Unett and also, no doubt, by Calcutt, although records for 850s were not listed. Retirements included Mike Pigneguy, whose Mini lost a wheel coming out of Clearways, and Mick Cave, whose A40 broke a hose pipe on lap 1.

**Saloon cars up to 1000 cc (10 laps):** 1, B. Unett (Hillman Imp), 78.71 mph; 2, D. R. J. Morgan (Mini-Cooper S); 3, P. Darbyshire (Mini-Cooper S). **Class winners:** Unett and R. Calcutt (850 Hillman Imp). **Fastest lap:** Unett, 1 m 59.6 s. 79.77 mph (new record). 1, P. Courage (Lotus-Ford).

#### 1,000 c.c. SALOONS—10 laps

Roger Nathan's 1,000 c.c. Imp did the warming-up lap but couldn't start due to misfiring. Bernard Unett's 1,000 c.c. Fraser Imp went into the lead on the inside at Paddock from John Wales' 850 c.c. Mini, Mick Cave's A40 and John Anstead's 850 c.c. Abarth. David Morgan got up into second place and was the only one to stay with Unett, and at the end of lap one it was Unett, Morgan, Wales and Ray Calcutt in the 850 c.c. Fraser Car. Cave had to retire with a burst water hose, Mike Pineguy had been lying fourth, but lost a wheel on Top Straight. Phil

Darbyshire came up to fourth by lap two ahead of Calcutt and Anstead and then passed Wales for third place. At the end of lap four Calcutt took Wales for the 850 c.c. class lead, making the order Unett, Morgan, Darbyshire and Calcutt, Wales and Bill Blydenstein in John Aley's Mini. They kept these places to the finish except that Jones' Anglia took sixth place from Blydenstein.

**Overall:** 1, W. B. Unett (Hillman Imp), 20min. 12sec. (78.71 m.p.h.); 2, D. R. J. Morgan (Morris-Cooper); 3, P. Darbyshire (Austin-Cooper S); 4, R. Calcutt (Hillman Imp).

**851 c.c. to 1,000 c.c. Class:** 1, Unett; 2, Morgan; 3, Darbyshire. **Fastest lap:** Unett, 1min. 59.6sec.