

BLenheim PARK GOSWOLD STAGES
FINAL RESULTS - PAGE 3

NO.	STAGE									
	1	2	3	4	5	6	7	8	9	10
1	582	105	97	0	0	RETIRED				
2	589	100	92	0	0	96	0	60	224	0
3	564	101	93	0	0	90	0	60	210	0
4	612	112	99	0	0	96	0	62	341	0
5	625	112	107	0	0	90	0	67	251	0
6	638	114	103	0	0	110	0	60	247	0
7	630	107	102	0	0	103	0	66	245	0
8	728	130	114	0	0	121	0	71	267	0
9	631	110	99	0	0	89	0	60	360	0
10	584	100	93	0	0	88	0	60	247	0
11	560	102	95	0	0	86	0	60	283	0
12	1200	216	97	0	0	111	0	60	251	0
13	623	161	97	0	0	92	0	60	248	0
14	615	110	95	0	0	91	0	61	219	0
15	599	111	110	0	0	102	0	66	226	0
16	634	110	93	0	0	92	0	60	224	0
17	629	111	104	0	0	103	0	66	247	0
18	726	116	114	0	0	105	0	60	591	0
19	631	117	106	0	0	111	0	RETIRED		
20	641	115	106	RETIRED						
21	606	108	96	0	0	88	0	60	220	0
22	715	116	107	0	0	103	0	64	241	0
23	617	112	106	0	0	106	0	74	265	0
24	621	110	102	0	0	95	0	60	237	0
25	598	104	107	0	0	100	0	63	226	0
26	602	117	105	0	0	109	0	73	252	0
27	653	105	117	0	0	95	0	70	246	0
28	630	111	109	0	0	108	0	71	247	0
29	RETIRED									
30	654	109	99	0	0	86	0	60	244	0
31	633	125	104	0	0	109	0	67	255	0
32	1200	117	111	0	0	108	0	68	475	0
33	664	111	105	0	0	103	0	64	249	0
34	637	112	108	0	0	109	0	60	276	0
35	661	134	115	0	0	107	0	74	291	0
36	770	120	103	0	0	196	0	60	244	0
37	999	118	113	0	0	96	0	65	272	0
38	RETIRED									
39	654	110	99	0	0	94	0	60	259	0
40	683	580	138	0	0	104	0	72	468	0
41	735	134	122	0	0	114	0	89	381	0
42	625	107	111	0	0	96	0	73	283	0
43	645	121	105	0	0	95	0	61	275	0
44	721	178	109	0	0	95	0	67	314	0
45	649	120	111	0	0	97	0	71	254	0
46	636	118	114	0	0	105	0	64	251	0
47	705	130	124	0	0	117	0	79	285	0
48	628	119	100	0	0	101	0	69	245	0
49	737	112	116	0	0	111	0	72	245	0
50	NON-STARTER									
51	633	117	107	0	0	104	0	68	349	0
52	RETIRED									
53	654	133	113	0	0	111	0	80	247	0
54	1200	120	104	0	0	101	0	67	246	0
55	921	113	105	0	0	112	0	65	247	0
56	1123	137	120	0	0	113	0	76	293	0
57	1003	110	109	0	0	95	0	64	452	0
58	943	113	116	0	0	94	0	68	237	0
59	705	129	106	0	0	107	0	74	240	0
60	928	119	113	0	0	RETIRED				

BLENHHEIM PARK COTSWOLD STAGES
FINAL RESULTS - PAGE 4

NO.	STAGE									
	1	2	3	4	5	6	7	8	9	10
61	786	138	125	0	0	116	0	82	280	0
62	698	165	123	0	0	108	0	84	522	0
63	674	123	110	0	0	105	0	66	273	0
64	670	130	114	0	0	121	0	71	331	0
65	696	117	111	0	0	104	0	74	319	0
66	655	126	123	0	0	110	0	76	267	0
67	NON-STARTER									
68	752	150	129	0	0	126	0	83	296	0
69	RETIRED									
70	667	119	123	0	0	111	0	72	253	0
71	657	118	107	0	0	95	0	60	245	0
72	637	159	111	0	0	97	0	RETIRED		0
73	NON-STARTER									
74	667	122	111	0	0	97	0	65	265	0
75	597	114	114	0	0	98	0	68	233	0
76	682	128	115	0	0	108	0	75	256	0
77	602	113	108	0	0	266	0	64	235	0
78	RETIRED									
79	805	134	122	0	0	113	0	85	267	0
80	640	120	116	0	0	95	0	66	1200	0
81	640	121	128	0	0	104	0	68	378	0
82	670	125	116	0	0	107	0	79	1200	0
83	593	111	105	0	0	102	0	82	303	0
84	681	116	108	0	0	99	0	60	246	0
85	650	119	111	0	0	106	0	73	271	0
86	634	115	108	0	0	92	0	69	351	0
87	RETIRED									
88	645	109	124	0	0	404	0	71	256	0
89	795	168	116	0	0	121	0	78	281	0
90	679	115	116	0	0	97	0	69	283	0
91	735	125	113	0	0	104	RETIRED		0	0
92	735	114	120	0	0	101	0	67	434	0
93	NON-STARTER									
94	613	112	107	0	0	103	0	66	405	0
95	653	109	113	0	0	94	0	64	554	0
96	694	124	122	0	0	110	0	72	263	0
97	NON-STARTER									
98	690	136	136	0	0	111	0	90	310	0
99	684	137	113	0	0	106	0	74	476	0
100	643	124	114	0	0	102	0	65	236	0
101	705	438	112	0	0	97	0	68	248	0
102	673	120	113	0	0	101	0	72	248	0
103	733	128	118	0	0	139	0	78	254	0
104	669	134	180	0	0	104	0	74	252	0
105	621	127	114	0	0	109	0	77	255	0
106	RETIRED									
107	636	117	122	0	0	103	0	66	250	0
108	617	171	109	0	0	97	0	77	614	0
109	1200	166	124	0	0	121	0	84	395	0
110	647	122	109	0	0	105	0	80	270	0
111	702	137	125	0	0	257	0	88	409	0
112	659	108	101	0	0	99	0	62	264	0
113	740	114	107	0	0	101	0	63	928	0
114	645	121	120	0	0	107	0	84	264	0
115	758	139	140	0	0	138	0	85	358	0
116	NON-STARTER									
117	637	111	110	0	0	RETIRED		0	0	0
118	655	157	113	0	0	104	0	76	RETIRED	
119	617	109	107	0	0	1200	0	143	278	0
120	800	146	127	0	0	114	0	87	356	0

Marathon & muddy Blenheim Stages

NATIONAL reputations for those who live in Wales take some time to grow, but one man slowly becoming a hero outside his own circle is Terry Brown who last weekend won the marathon, 22-hour Blenheim Park Cotswold Stages Rally by over 15 minutes from this year's BRDA Gold Star and CCC champion Gordon Batchelor. John Rich finished almost another minute behind in third place. Recent heavy rains severely curtailed the event and provided a sharp edge to the less powerful cars which were able to tackle the slippery stages with greater assurance than more powerful vehicles, whilst loosely timed sections took away any hope that the powerful cars might redress the balance.

The Blenheim Park Cotswold on this event, on the sixth stage as Stages was an event which failed to well. That car looked nice, but Gordon Batchelor's RS1600 looked a little less than nice, having survived a national championship and only the LCAMC stage drivers' local heavy season of day stage events and very nearly four stages from the end of surviving the RAC as well. In the circumstance we might almost excuse the little pieces of primer, but then we scan across to DMC computer results team, who appeared almost to equal the Stokes's Escort TC. The first splendid performance they put up on last October's Lindsifarne.

The entry was surprisingly poor—considering the £100 first prize, and was depleted still further when Andy Dawson withdrew the Kleber Datsun Violet on the grounds that the car is not rally-worthy at the moment. The organisers still had an ex-works Datsun in the lists, as Kevin Vidéan was accepted at the number one slot in the 240Z entered by Old Woking Service Station. This car let Kevin down on the sixth stage on the RAC and went on to retire that car went like a bat out of hell

until it stopped at the end of the first daylight stage. Stokes had had a few lucky moments, however. Like when he went flying off into a ditch and who should come out of the nearest farm but the owner of the roadway! It seemed he had never been told the rally was coming and "would the stage please be cancelled forthwith?" His was not the only incredible Escort, equally impressive performance-wise, but considerably more presentable was that of Jon Vicker. This put up best time at Eborworth and at the second Blenheim stage, with an engine of only 1300 cc.

The rally started with a nominally five-minute stage at Eborworth. This private wood was in prime condition. The going was soft and extremely slippery, the drops were usually guarded by the occasional tree, but not always, and hardly a driver did not admit to some heart-stopping moments. Kevin Vidéan managed a third best time which for such an unwieldy car was excellent indeed and for all drivers what was intended to take a little over five minutes took nearly 10!

An overall road section average speed of 10 mph gave plenty of opportunity for rebuilding the cars and even more time to relax when the stages were not ready when the cars arrived. The unfortunate marshals at the second stage had to hold competing cars at bay for some time while a stricken course car was removed. There were a series of stages which were too soft for use after the recent rains: at one the marshals were just sending the first car off when an official raced round to the start to say that the course was too muddy. Fortunately Kevin just got through, and then he met his Waterloo. The Brize Norton stage began with a long slippery narrow overgrown straight and this ended with a slippery left-hander. The Datsun shot into the undergrowth at the end of the straight like an arrow and stuck fast.



TERRY BROWN'S win on the Blenheim Stages confirmed his growing reputation as a fast driver. The slippery surfaces helped his underpowered car on its way.

Stokes. After a compulsory halt of one hour cars were sent away to Long Marston for a fast stage that used the runways but not the rally-course, this being easily attainable in the bogey time set.

The rest of the night section was relaxed in contrast as plans to hold repeats at several of the muddy stages were abandoned, but the stage at High Lodge Farm was held again, this time uphill. This gave no trouble in itself, but David Jones who had been going well in his Preci-Spark Escort broke a half-shaft accelerating away from the line and had to reverse out of the stage. When he changed the shaft, the marshal allowed him to have a re-run. He was most upset when the organisers would not let him have his new time!

where Robert James went out. There were two more stages at Blenheim to come, the first immediately and the other after a return to Bloxham and one more stage at Enstone, this time without the mud. David Jones ended his eventful day by colliding with the gate by the finishing line at the third Blenheim.

It had been a hectic rally despite the leisurely pace: it had been an event for the little engined cars and if he continues to drive as he has done recently it seems we can

expect to hear more of the Central Tyres of Carmarthen man.

M.H.

L. T. Brown/E. Morgan (Ford Escort TC), 4813; Z. C. Batchelor/M. Holmes (Ford Escort RS1600), 4169; J. J. Rich/O. Stobson (Ford Escort TC), 4151; A. J. Vicker/R. Morgan (Ford Escort GT), 4281; S. C. Roberts/O. Pickard (Ford Escort TC), 4206; C. Stevens/J. Wilcock (Ford Escort MK3), 4215; T. P. Wills/O. Walker (Stobson V16), 4262; S. M. Brown/J. Madlock (Ford Escort V16), 4279; B. J. Jago/C. Green (Ford Escort TC), 4284.

Class winners: D. Hodges/G. Hall (Renault 5), D. Penfold/G. Harrington (Ford Escort GT), L. Barrett/K. Glynn (Ford Escort MK3), J. Jones/G. Pickering (Triumph Robinsone Sprint), Vicker, Brown, Batchelor.

Breakfast announced the arrival

The first of the six-stage

RALLY

Brown excels in conditions

Terry Brown and Ednyfed Morgan survived last weekend's Blenheim Park Cotswold Stage night-and-day rally to win in the Central Tyres of Carmarthen Escort TC, a car that proved ideal for the extremely muddy conditions of the night stages and the good tarmac/airfield stages of the day. Despite never having entered more than a dozen rallies in his life, this ex-grass track racer has now won three stage events this year, the Severn Valley and the Epynt events preceding the Blenheim. He won by 95 seconds from the BTRDA/Gold Star and Triple C champion Gordon Batchelor who was hampered by too much power and tarmac stages which were easily "on." The weather was number one enemy for the Bruern Motor Club who found many stages that would have been splendid had the rains not descended the week beforehand. This weather gave them headaches untold. Stages were held on conditions that never should have been allowed and many had to be cancelled on the night.

For an event not counting towards any national series that entry was very good. Andy Dawson promised to come but sent apologies saying that the Kleber Datsun needed more preparation before being rallyable, but Kevin Videan in the Old Woking Service Station 260Z started at number one with Gordon Batchelor at two and David Stokes, local maestro at number three. The entry list was full up, and included no fewer than four Renault 5s that had competed in the racing championship during the year. Graham Hall and David Hedges finished an incredible 32nd overall and were as high as 21st at breakfast after the very muddy stages.

David Stokes in his Escort TC and Jon Vicker (City Speed Centre Escort 1300 GT) made the running at the first stage, which was the longest of the rally. This was at the slippery Ebworth wood, and the performance put up by these cars typified what was going to happen through the night. Kevin Videan found a bend that was too sharp for his monster sports car and he was out very soon and Dick Beeby's 1800 cc RS1600 lost a lot of time at a ford which, when compounded by getting stuck on another stage, meant that another big car was out of the running. Mark Ridout was not going well in his Alpine nor was Jon Lipton in his Porsche and at breakfast it was found that Stokes had gained a whole minute over Brown, and this was after only seven stages had really counted. Roberts in another Escort TC was third just ahead of Batchelor and Trevor Reeves in a well driven Mini-Cooper 'S'.

The daytime stages made the event. Blenheim Park is known to many as being one of the stately homes used in the 1972 RAC. What took the world's greatest drivers a little over four minutes to cover on that occasion took the country's clubmen at least 5½ minutes last weekend, as the stage was incredibly slippery—almost lethally so first thing in the morning. It was quicker to drive on the grass than the tarmac and racing tyres gave no benefit at all. The park was used three times with special stages away from the park to keep the rally busy in between. At the end of the first Blenheim stage David Stokes' Escort was parked forlornly with its bonnet up, the timekeepers mentioning that they heard a bang as the car crossed the finishing line. It had been so slippery that wheels were spinning in any gear and it was extremely easy to over-rev. This left Terry Brown in a lead which he maintained to the end. Jon Vicker's challenge faded here when he hit a bridge which delayed him a minute whilst Batchelor spun the second time through the park and stalled, which effectively removed his chances as

well.

John Rich very nearly never made the finish, as he broke his rear axle in the ford at the end of the Church Enstone stage, just after the first stage in the park, but luckily the stage finished just the other side and he cruised across the flying finish. Near the end Brown had clutch slip and loose steering—whilst Reeves' Mini broke an oil cooler pipe on a stage which gave the crew a maximum. David Jones, who persuaded a marshal during the night to have a re-run on a stage where he had broken a half-shaft (but which the organisers declined to accept!), found obstacles in his way on both the Turweston and the third Blenheim Park stages—the second time he was able like Rich to get a time simply by virtue of momentum carrying the car past the finish board.

The best feature of the event was the results service run by Tynemouth & DMC results service which used the computer that the Lindfarne had employed and these enabled competitors to be given print-outs for their penalties, sets of results at various places along the route and ultimately copies of the final results. Despite a lot of route changes, the standard of marshalling was excellent and there was no trouble at all about stage times. Perhaps Bruern Motor Club will be luckier next year!

1. T. Brown/E. Morgan (Ford Escort TC), 4001 seconds taken; 2. G. Batchelor/M. Williams (Ford Escort RS1600), 4106; 3. J. Rich/H. Skelton (Ford Escort TC), 4152; 4. J. Vicker/R. Fongen (Ford Escort GT), 4201; 5. G. Roberts/T. Piskard (Ford Escort TC), 4235; 6. C. Ewins/A. Wilcox (Ford Escort Mexico), 4235; 7. P. Wilks/D. Waller (Saab V4), 4247; 8. B. Glenn/A. Turner (Vauxhall Viva), 4262; 9. M. Brown/J. Mullock (Ford Escort V6), 4279; 10. J. Jago/C. Green (Ford Escort TC), 4284.

Class winners: D. Hedges/G. Hall (Renault 5), D. Peckfor/G. Harrington (Ford Escort GT), L. Barrett/K. Glynn (Ford Escort Mexico), J. Jones/E. Pickering (Triumph Dolomite Sprint), Vicker, Brown, Batchelor.