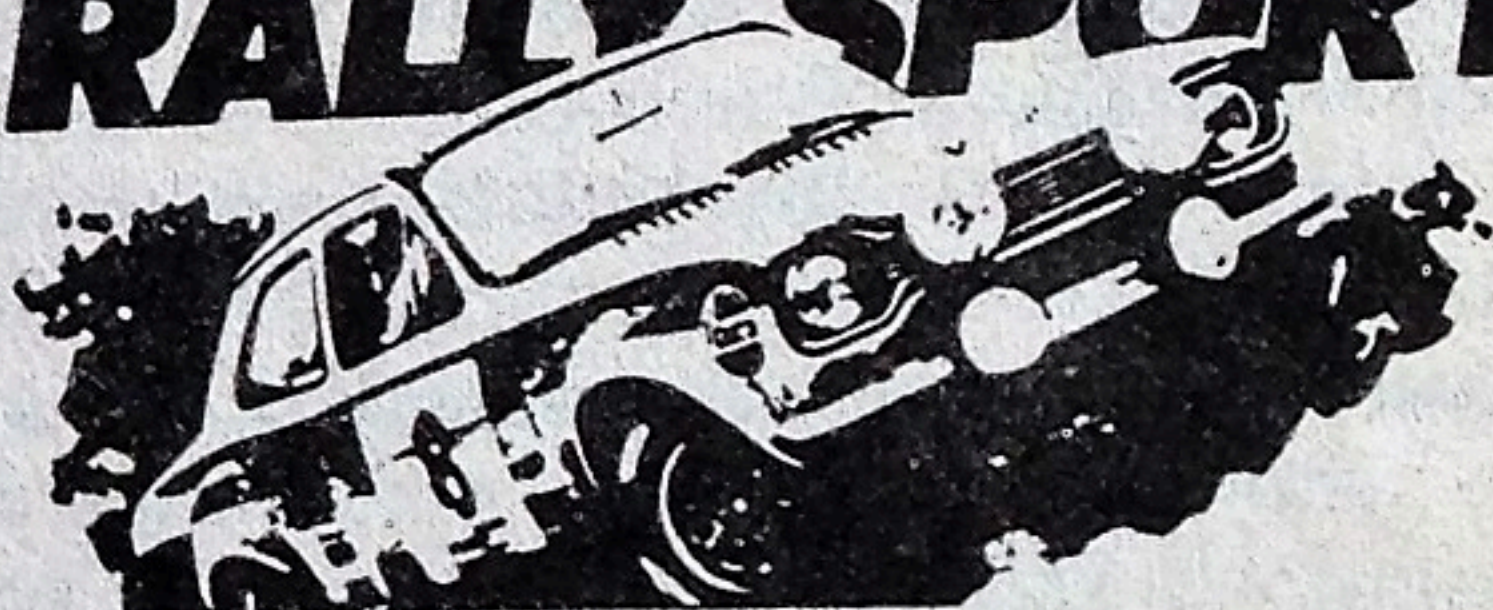


RALLY SPORT



1. C. Golding/P. Ayres (Dolomite Sprint).....	65.33
2. J. Harmer/R. Crowther (Mexico)	78.11
93. R. Ainger/P. LARBALESTIER (Escort).....	79.08
4. R. Shepherd/M. WIE (Escort Rgs2000)	83.57
5. N. Skeet/T. Davis (Escort RS1600).....	87.13
6. S. Cohen/K. Larking (Dolomite Sprint).....	91.37
7. C. Fisher/F. Heinrich (Mini).....	92.00
8. P. Johnson/G. Richards (Escort RS2000).....	92.55
9. P. Banham/M. Watson (Dolomite Sprint).....	93.49
10 R. Holder/P. Gadsby (Mini).....	97.02

Expert:

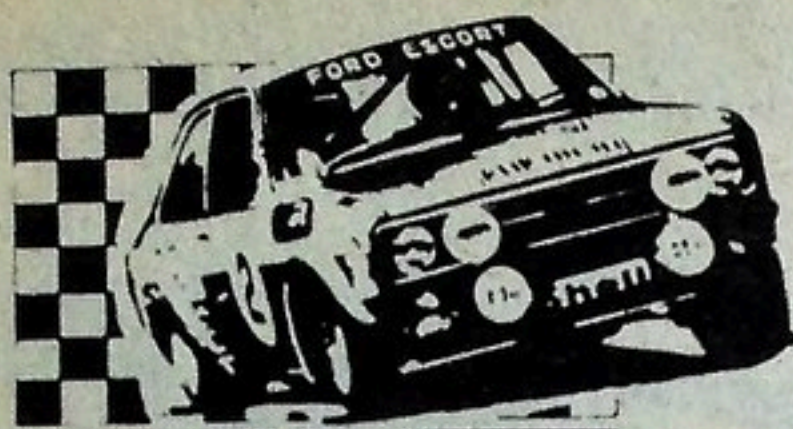
1. Holder/Gadsby	
2. J. Barlow/M. Hopper (Escort)	106.16
3. W. Langley/D. Selby-boothroyd (Escort).....	1F 89.14

Novice:

1. R. Bennett/A. Crane (MGB).....	13F 116.56
2. G. Hyde/G. Rose (Imp).....	18F 103.41
3. J. Card/D. Nice (Viva).....	18F 113.47

AN era of what has come to be known as the roughest and toughest of East Anglian road rallies came to an end on the night of 8/9 October when Chelmsford MC decided that their Britvic Rally on that night would be the last road event; next year it will be resorting to stages. In true Britvic style the 1977 version proved to be as tough as ever with the usual East Anglian terrain and a lot of plot and bash navigating which really sorted the men from the boys.

The long drag northwards from the start at the Britvic factory in Chelmsford is never very popular and the 60-mile run out took competitors to Knettishall Airfield for the noise check and the first handout, which despite a clear diagram saw a number of



RALLIES

fails for wrong direction at a passage control; the culprits including Chris Blyth/John Porter and Robert Grant/Tony Hardware both of whom retired and Wally Langley/Dorothy Selby-boothroyd, Brian and Jenny Clark and Jerry Morgan/Brian Parker, who did decide to carry on. Pete Johnson/Geoff Richards were slowed for eight minutes with the condenser falling out.

The entry was further decimated by the retired their David Rowe Racing twin-cam bridge in the Esso Uniflo Mexico with a broken cam and David Liddell/Mark l'Anson were forced out with a much dented Avenger after being hit by a female spectator in her Volvo Estate. East Anglian crews were also having problems as well as the "foreigners" as Mike Brown/Jim Haskins went out with a lack of drive and Roy Johnson/Mike Ranson disappeared with an ailing gearbox.

Selective 1 was a relatively smooth thrash past Rudham Grange and Harpley Common and Rob Ainger/Pete Larbalestier gained fastest time on their way to an excellent third place with Steve Lobb/Tony Thorne five seconds behind despite various shock absorber problems. Roy Collins/Phil Smith retired their David Rowe Racing twin-cam after missing a passage control, so already half the first ten crews were out. One or two strange times appeared on selective two and Colin Short/John Phillips were awarded fastest on 2.42 from John Cooledge/Tony Shepherd with 3.16, small consolation for getting wrong direction on Knettishall earlier. Of the front runners Charles Golding and Preston Ayres were quickest in the Dolomite Sprint on 3.28s.

The rough going was beginning to take its toll as could be seen from the amount of work being done on the cars at the first fuel halt at Tatterset, with Steve Lobb's Opel Kadett having much work done on its suspension. A massive anti-lockwise loop of map 132 made up the second part of the route and included a couple more selectives where Golding/Ayres and Ainger/Larbalestier recorded best times. Moving southwards towards Peddars Way there was more rough going which saw Ian Munro/Ernie Clark write off the front end of their Viva after hitting a tree, and Ainger/Larbalestier have a gear lever come adrift. Neville Skeet/Terry Davis lost fourth place with a wrong slot and Mel Nathan/Alex Wallace visited a ford off the route, got very wet and retired.

As if the going wasn't rough enough navigators were really put to the test with a herringbone in the shape of a Britvic bottle which showed 64 junctions and used all the good stuff around West Acre, before another fuel halt at Swaffham. Last year's winner Steve Lobb retired as he hadn't cured the shock absorber problems and he gave up rather than punish the car any further. Sarah Cohen/Ken Larking were having various

troubles including bent front suspension and later a lack of brakes, but they kept going to finish in sixth place. Dick Archer/Tony Hutchinson had picked up several fails with the MGB's engine rattling merrily and it having run out of lights which spoilt a promising run.

The pressure didn't relent on the last few sections around Mundford but by now Golding/Ayres had pulled out a commanding lead and were to extend it further before the end of the competitive motoring near Weeting. So far no mention has been made of two of the first four crews; these being John Harmer/Ray Crowther with the Motique of Cambridge Mexico who had a very steady run, although the navigator couldn't quite match his first place of last year. Roland Shepherd and Mike Wise had another of their usual consistent runs and finished fourth, despite the driver's dislike of the rough, which helped them increase their lead in the London Counties championship.

It was then back to Chelmsford for breakfast and a long wait for results to appear, it being mid-day before the awards were presented amidst champagne and Miss Britvic. It was a great success for Golding/Ayres and their new sponsor, Lorne Stewart; this being the first time the Dolomite had appeared with the firm's decals, the sponsorship continuing for the RAC Rally. It was also a success for the organisers who had put on the most demanding eastern rally since last year's Britvic and a fitting finale to the Britvic's 17 rally long career. To the road rallyist who enjoys tough competitive motoring the name of Britvic will be sadly missed.

MIKE WISE.

Eastwood Trophy



1. D. Ormorod/I. Grindrod (Escort TC).....	16
2. . Sisson/K. Savage (Kadett GT/E).....	17
3. J. Renny/J. Millington (Mexico).....	18
4. M. Graham/D. Orrick (Datsun 160J).....	19
5. J. Haygarth/S. Kemp (Avenger).....	19
6. S. Lawrenson/D. Quinn (Mexico).....	19
7. D. Heslop/A. Whitehead (BMW2002 Tii).....	21
8. J. Ashcroft/S. Roach (Escort RS2000).....	24
9. R. Kitson/M. Fox (Escort RS2000).....	25
10. S. Barrow/C. Helliwell (Escort 2.0).....	26

Semi-experts: Barrow/Helliwell; Novices: Kitson/Fox.

TAKING a well deserved victory on the Eastwood Trophy Rally, a restricted event qualifying for the ANCC rally championship and run over 160 miles on sheets 90, 91 and 97, the Escort TC of Derek Ormorod/Ian Grindrod overcame numerous obstacles; not the least of which was that Ormorod was a replacement driver brought along by Grindrod when Trevor Roberts could not get his Minisport Mini ready in time. Ormorod had already competed on the Preston Crest Stages earlier in the day; retiring with a broken gearbox and then needing some hospital treatment when the replacement box fell onto his hand during the change-over.