

EMBASSY GRAND PRIX

BRISTOL DOCKS 28/29 May 1977



Souvenir programme

WELCOME... BIENVENUE... WELKOM... BENVENUTI

WELCOME TO THE EMBASSY GRAND PRIX

This year the Embassy Grand Prix becomes Europe's richest circuit power boat meeting and with a total prize list of over £1,600 firmly establishes itself as Europe's top event.

W.D. & H.O. Wills extend a warm welcome to the drivers, works team and press from home and abroad whose continued attendance has helped to make this a truly international event.

Once again, competitors will be joined by vast numbers of spectators whose presence helps to lift the drivers and provide a sense of occasion unique to the Embassy Grand Prix.

BIENVENUE AU GRAND PRIX EMBASSY

Cette année le grand prix Embassy sera la compétition de course de hors-bords la meilleure d'Europe et sa liste totale des prix qui atteind plus de 1,600£ fait qu'elle est la rencontre la plus importante d'Europe.

W.D. & H.O. Wills présentent un accueil chaleureux aux pilotes, à leurs équipes et à la presse, qu'ils viennent de Grande-Bretagne ou du reste du monde et leur participation jamais démentie a fait que cette épreuve est devenue une rencontre de renommée internationale authentique.

Une fois de plus les concurrents seront rejoints par un nombre considerable de spectateurs dont la présence encourage les pilotes et fait du Grand Prix Embassy un événement unique.

BENVENUTI AL GRAND PRIX EMBASSY

Quest'anno, il Grand Prix Embassy sarà il più ricco circuito per competizioni motonautiche d'Europa; poiché il totale dei premi supera 1600 sterline, questo sarà senza dubbio l'evento più importante.

La W.D. & H.O. Wills esprime un cordiale benvenuto ai competitori, all'organico di meccanici ed ai rappresentanti della stampa nazionale ed estera, la cui costante partecipazione ha contribuito al carattere genuinamente internazionale dell'evento.

Anche in questa circostanza è prevista la partecipazione di un folto pubblico la cui presenza, oltre a creare l'ambiente agonistico per i guidatori, fornisce in pari tempo l'atmosfera a carattere esclusivo, tipica del Grand Prix Embassy.

WELKOM IN EMBASSY GRAND PRIX

Deze jaar wordt de Embassy Grand Prix Europas rijkste motorbootronmoeting en met een totale prijslijst van meer dan £1,600 heeft zij zich als Europas topgebeurtenis gevestigd.

W.D. & H.O. Wills heten hartelijk welkom aan de chauffeurs, de teams en de pers uit Nederland en uit de buitenland, wiens onafgebroken aanwezigheid heeft geholpen om dit een werkelijk internationale gebeurtenis te maken.

De deelnemers zullen nog eens door groten getale van toeschouwers worden gevolgd, wiens aanwezigheid helpt om de chauffeurs te aanmoedigen en geeft een gelegenheidsgevoel, die uniek is voor de Embassy Grand Prix.

**REMEMBER THAT POWER
BOAT RACING IS A
DANGEROUS SPORT.
PLEASE DO NOT GO
BEYOND THE BARRIERS
WHICH ARE THERE FOR
YOUR SAFETY**

RACE OFFICIALS

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P. J. Dyke, W.D. & H.O. Wills
J. G. Burrows, W.D. & H.O. Wills
P. F. Hatherell, W.D. & H.O. Wills
D. C. Neale, Harbour Master, Bristol Docks
D. Lewis, City Clerks Department
B. R. Osborne, Bristol District Council
Miss P. Sheppard, (Committee Secretary)
Officials of the C.M.B.R.C. & W.D. & H.O. Wills

Race Committee:

Race Officials:
Race Chairman and Officer of the Day
Event Co-ordinator
Assistant Officer of the Day

Assistant Officer of the Day
Race Secretary
Chief Timekeeper
Chief Scrutineer
Chief Rescue Officer
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Senior Medical Officer
U.I.M. Observer
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Race Jury

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R. Shakeshaft
Miss P. Sheppard
M. Walker; R. Bulman; R. Brister
Members of the St. John Ambulance Brigade
G. Cornish
P. Rabbits, W. D. & H.O. Wills
C.M.B.R.C. Officials and one delegate from each Competing Country.

Programme compiled and produced by Rod Baverstock, Ros Nott and Barbara Breakwell of Ocean Publications Ltd.

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W.D. & H.O. WILLS





CLARENCE HOUSE
S. W. 1

I am very pleased that the Duke of York Challenge Trophy is being presented at the Embassy Grand Prix at Bristol, and that Powerboat Drivers from all over the world will have the opportunity of competing for this historic prize.

When my late husband presented this Trophy in 1924, he wished that it might become the premier British Powerboat Racing Trophy. I am sure that he would be most gratified to learn that for fifty-three years the Duke of York Trophy has been one of the most sought after prizes in the world.

May 1977

A handwritten signature in cursive script that reads "Elizabeth R". The signature is written in black ink and is positioned above a horizontal line that extends across the width of the signature.

George Bell MARINE **SOLE MERC
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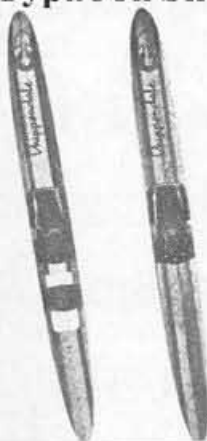
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PRIZES GALORE!

Apart from the excitement of matching their skills against fellow competitors, for many the highlight of the weekend's racing is the Prize Presentation Dinner at the Holiday Inn on Sunday evening.

Here the tension and pre-race apprehension melts away as the drivers, back-up crews and their wives and girlfriends socialise and relax. For the lucky few who win, there is the added enjoyment of receiving the applause of their fellow competitors who rank amongst the world's best. For them there is the effervescent feeling that they have met the World's best and beaten them — on this occasion. For many more competitors who will collect prizes, there is the knowledge that although they did not win, they beat the majority. Those who have nothing to collect, will applaud as loudly as anyone, for although it was not their 'day', they are thinking of the future when it will be their turn to receive the accolades.

The most coveted award which has drawn the world's top Formula I drivers to Bristol is the solid gold Duke of York Trophy first presented in 1924 by the Late King George VI. The trophy was won in that year, and again in 1928, by Count Johnstone Noad who will be

presenting it to this year's winner. The only other person to win the trophy twice, and who must surely be trying for the hat-trick, is Bob Spalding, who, in addition, has won the Embassy Grand Prix for the last two years running.

But there are many other sought after prizes including trophies presented by the sponsors, W.D. & H.O. Wills, for the first three places in Formula I (OZ), II (OE) and III (SD) classes, and special awards for the fourth heat winners in each formula in Classes I and II, and for the daily mixed formula winners.

For the first three places in Formula I (ON) trophies are presented by the Unicorn Hotel; for the first three places in Formula II trophies are presented by the Dragonara Hotel and for the first three places in Class IIIN (NE and NF) trophies are presented by Lombard North Central.

Other special awards are for the winners of each formula with trophies presented by Duckhams; and the person setting the fastest lap time in Formula I will receive the Sir Henry Segrave Award presented by Michael Willcocks. On May 29th, 1930 Sir Henry Segrave left the Isle of Wight with his boat Miss England II to

journey north to Lake Windermere for his attempt on the World Water Speed Record. On Friday 13th June after setting a new record of 98.76m.p.h. Sir Henry attempted a third run to raise his average speed but the boat cartwheeled and Sir Henry was fatally injured. Michael Willcocks was with him during the record attempt and was the only survivor.

The prize money totalling £1,585 is awarded as follows:

Formula I	(OZ)	1st	£125
		2nd	£60
		3rd	£40
	(ON)	1st	£125
		2nd	£60
		3rd	£40
Fourth heat winner			£50
Formula II		1st	£100
		2nd	£50
		3rd	£30
Fourth heat winner			£50
Formula III	(SE)	1st	£100
		2nd	£75
		3rd	£50
	(SD)	1st	£50
		2nd	£30
		3rd	£20
Formula IIIN	(NE)	1st	£100
		2nd	£75
		3rd	£50
	(NF)	1st	£75
		2nd	£50
		3rd	£30
Mixed Formula (winners)	(OE)	£50	
	(OI)	£50	
	(ON)	£50	

A TOUCH OF CLASS

For many of you the differing Formulae and letters denoting classes within these formulae may seem confusing, to say the least. The following guide will attempt to clarify the confusion.

The four Formulae based on engine size were introduced to give the public an easy comparison between motor racing and inshore circuit racing. The class sub-divisions are the official classes laid down by the world governing body, the U.I.M. (Union Internationale Motonautique)

The first letter denotes the type of boat and modifications allowed to the engine and fuel used.

O — Open

This means there is no restriction on the design, size or configuration of the boat. There is no restriction on the engines, although they must conform to certain silencing regulations. The type of fuel used is unrestricted, allowing the use of nitro, methanol and nitrous oxide gases as well as aviation fuels. The boats are all specialist built racing catamarans, while the engines tend to be special 'works' racing engines; the major outboard engine manufacturers usually test special equipment that often appears on production outboards which you the public can buy, in the future. Very similar to motor car racing.

S-Sports Boat.

Like the 'O' series there is no restriction on the type of boat, but there are certain restrictions as to length, width and cockpit size, although I doubt whether you will notice any difference on the smaller boats. Unlike the 'O' series the engines used have to be standard production engines which you can buy from any marine dealer, although you are allowed to modify the engine slightly. Fuel is restricted to normal commercial fuel.

N-National

This is a completely British class which is restricted to production monohull (or V-bottom) boats powered by certain production engines which they are not allowed to alter. The fuel is restricted to normal commercial petrol. This class is similar to saloon car racing.

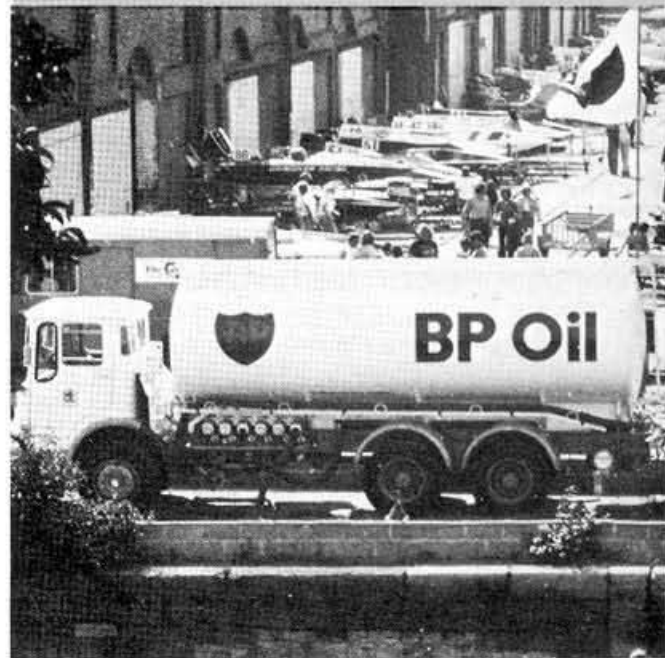
All the above classes have outboard engines although some of the 'O' series craft in Formula I will look like inboard powered boats, they are technically outboard engines.

The second letter of the classes denotes the engine size and they are divided up as follows:—

OZ — above 2,000cc
 ON — 1501cc to 2,000cc
 OI — 1,001cc to 1500cc
 OE — 701cc to 850cc
 SE — 701cc to 850cc
 SD — 601cc to 700cc
 NF — 751cc to 850cc
 NE — 550cc to 750cc

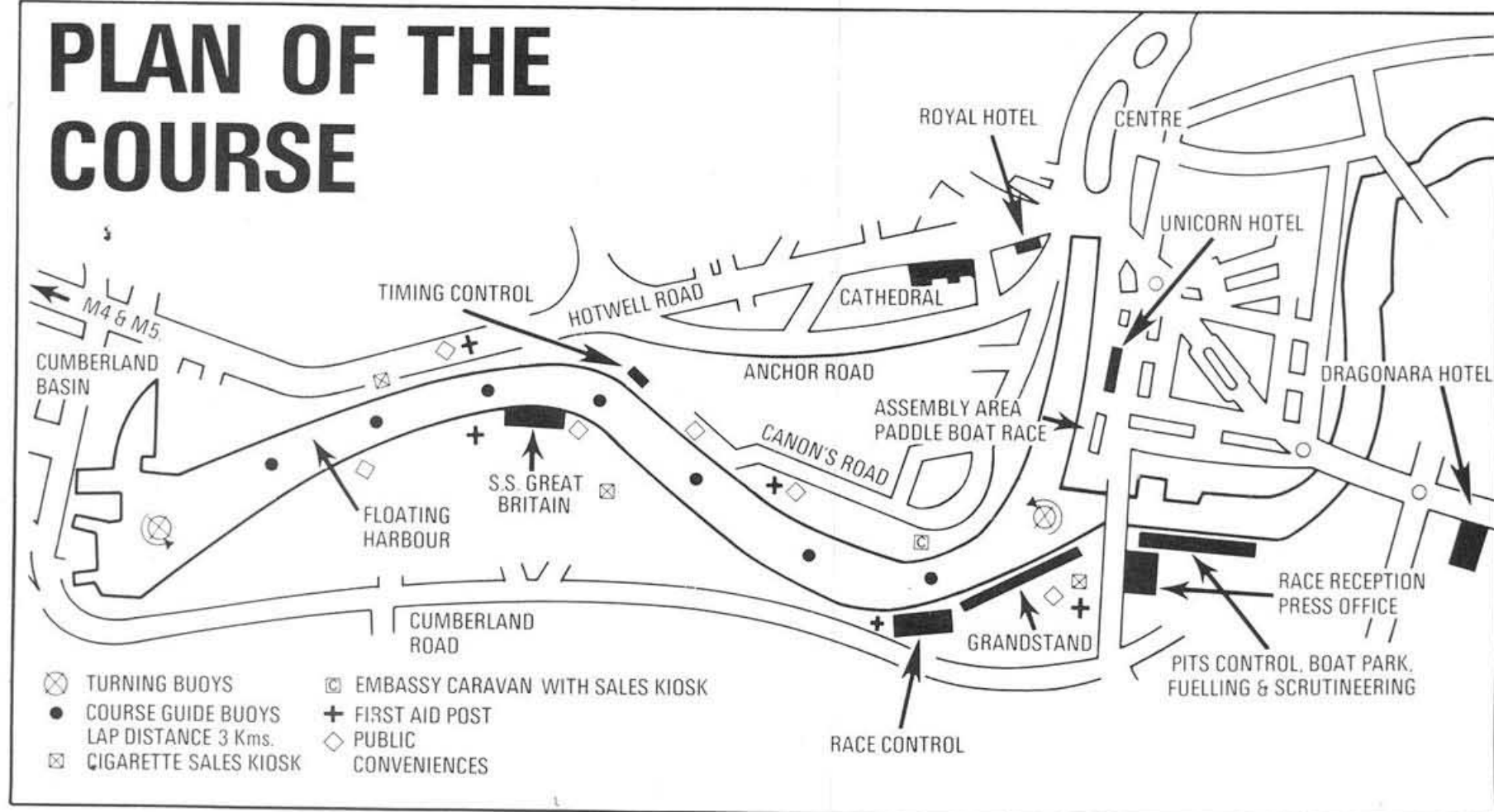
The OZ and ON classes make up Formula I, while the OEs which are racing for the European Sprint Championship Crown are the Formula II craft and the SEs and SDs make up the Formula IIIs. Classes NE and NF make up Formula IIIN and the Formula Mixed comprises of classes ON, OI and OE.

FUEL FOR



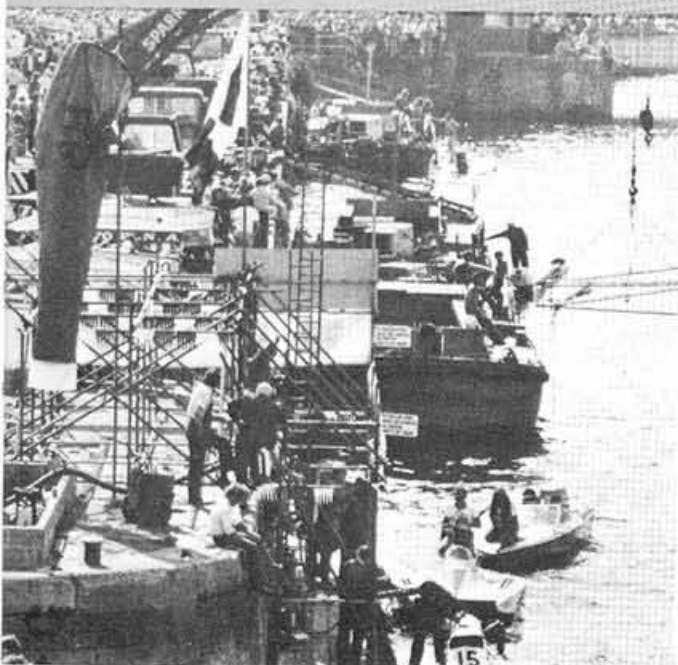
One of the many roles played by BP Oil in keeping Britain on the move, whether it be by road, rail, air or sea. Here is a busy scene at BP Oil's refuelling base during last year's Embassy Grand Prix. A 4000-plus gallon tanker from the Company's Bridgewater terminal supplied

PLAN OF THE COURSE



RACE PROGRAMME

THOUGHT



more than 2,700 gallons of high octane fuel to nearly 100 competitors. This represents, on average, 67,000 miles of motoring. The scene will be re-enacted again this year when the best of Europe's powerboats will be fuelled by BP Oil.

SATURDAY

11.30 — 12.00	Formula IIIIn, NE, NF	30 mins	Dead Engines
12.15 — 12.35	Formula II OE European Sprint 1st/3rd Heat	20 km	Clock
12.50 — 1.20	Formula IIIs, SE, SD	30 mins	Dead Engines
1.20 — 2.05	Interval (Sunday Paddle Boat Race)	45 mins	
2.05 — 2.35	Formula I ON, OZ	30 mins	Dead Engines
2.50 — 3.10	Formula II OE European Sprint 2nd/4th Heat	20 km	Clock
3.25 — 3.55	Formula Mixed OI, OE, ON (National)	30 mins	Clock
4.10 — 4.40	Formula I ON, OZ	30 mins	Clock

SUNDAY

The same programme as Saturday
Total 3 hours 10 mins racing each day

You will notice on the race programme, in the end column, two remarks, dead engines and clock. This denotes the type of start of the race. The dead engine starts mean a Le Mans type with the boats lined up on the start pontoon with their engines switched off. Their starting positions for the first heat will have been determined by their practice times on Friday in most cases. The drivers will not be allowed to start their engines until the starter's flag has dropped. If any boat does start before this, then they will be penalised one lap. Behind every boat will be one of their back-up crew whose job it is to keep the boat straight so that the driver can get a clear start. On the clock starts, all the boats mill around outside the starting gate in front of the timing control clock opposite the S.S. Gt Britain. The idea is that five minutes before the start no boat is allowed inside the gate area (if they do they are again penalised) until the last minute when the drivers have to gauge their run-up to the start, ideally crossing the start line as the timing clock reaches zero. Any boat crossing the start line beforehand will be penalised one lap. If you watch carefully you might see some of the competitors trying to make their rivals jump the gun, which is all part of the tactics involved in this sport.

THE HISTORY BEHIND THE DUKE OF YORK TROPHY

Soon after the First World War, under the unrealistically costly shadow of building and entering Unlimited-engined boats for the British International (Harmsworth) Trophy, a small group of powerboat enthusiasts decided to develop a class of boat costing no more than £300, by limiting the engine capacity to — perhaps, 1½-litres? In 1922, Mr Jack Brooke of Lowestoft (late Uncle to National champion Tom Percival) built the World's very first 1½-litre powerboat — a 30hp 15ft hydroplane called *Mr Poo* with a maximum speed of 28.25 knots. Next, Jack Brooke challenged Mr Fred May to a race in his 1½-litre Green-engined boat, only capable of 15 knots. But Jack got a punctured carburettor float — and Fred won.

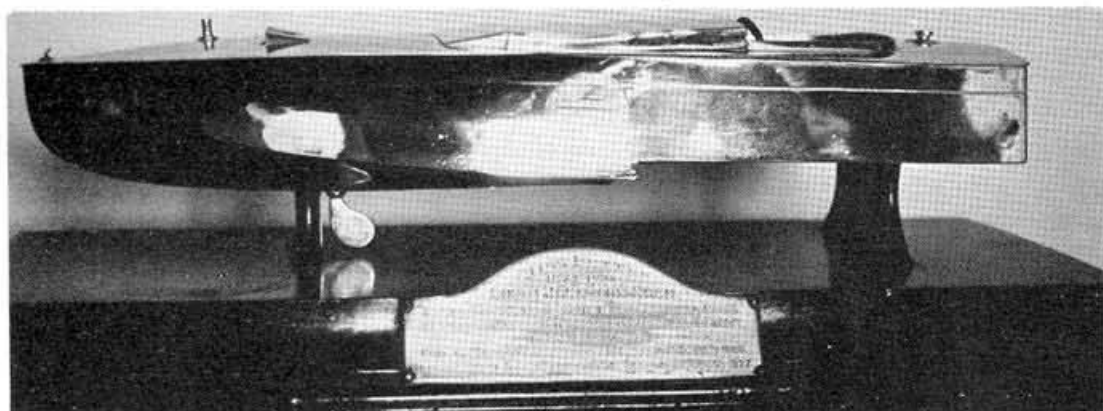
Then in 1923 the International Motor Yachting Union in Brussels (the fore-runner of the UIM) officially recognised the 1½-litre powerboat, dubbing it the Z/K Class — which soon came to be nicknamed the "Mosquito" Class.

In April 1924, it was officially announced that the Duke of York's International Trophy was to be offered for 1½-litre racing boats. A prize of 10 guineas was offered for the best trophy design, won by Messrs. Elkington & Co: this depicted a racing boat, cutting through the water at full speed with an intended figure of Speed poised above it. Its pedestal was to be of dark oak with a silver dolphin at each corner and the Arms of the Duke of York "in Repousse" on the inscription shield.

One day, a wealthy millionaire called Count E.de Johnston-Noad was driving along the Embankment in his 1½ litre Bentley "When I saw just a silly motorboat going along the Thames. But from that moment on I got the bug. I joined the then British Motor Boat Club, which at that time was just working out some competitions for boats in the 1½ litre class. So I bought a hydroplane called *Miss Empire*, powered by a 1½-litre Sunbeam engine and I raced that in 1923. Then that winter I commissioned Camper & Nicholsons to build me a new hydroplane to the designs of C. V. Mackerow. I then had Bamfords, the propeller people at Stockport, install one of Lionel Martin's 1½-litre test-engines, running this on Driscoll which was then very rare for racing engines. Also from Bamfords came my racing mechanic, Hanlon. He was a dour sort of fellow but one of the best. We painted the boat my racing colours — black and blue — called it *Miss Betty* after my then wife, and won the very first 1924 Duke of York's Trophy at an average speed of 35.44mph. Aston Martin were very pleased.



The first winner, Count Johnston-Noad.



A model of the first winning boat, *Miss Betty*.

During the 1926 contest for the DOYT, the Duke himself was present, and by way of showing his practical interest in the proceedings, he asked for a cruise over the River Thames course. I had *Miss Betty* standing by and he asked to come on board, so I took him down the course, with my wife sitting with him in the stern.

But to return to *Miss Betty*. She had a forward rudder, which was an innovation and which made her very difficult to drive. You would skid her round the buoys to save time, but it took an awful lot of luck and expertise to do it: you could over-skid where it tended to come down and swamp itself, or you could underskid. The helm was frightfully difficult, because half the boat wasn't in the water. Then there were the other worries such as a rubber joint in the oil system bursting, or the problem of hitting driftwood on the Thames course and staving in your planks, or rough conditions on a saltwater course. I remember in one race — it was a bloody gale — hanging onto the wheel, we jumped and we bounced all over the place — Bang! Bang! Bang! — you might have thought the boat was cracking up. It deserved a prize to have gone out and come back!

In fact, we were unsuccessful in our attempts to win the DOYT in 1925, 1926 and 1927 for these very reasons. But, you see, *Miss Betty* was named after a very faithful, loyal, genuine, honest wife and I felt the same way about the boat — that in the end, it would also be loyal and faithful. And indeed, we won the Trophy back in 1928, at a speed of 31.6 knots and our efforts paid off."

Ironically by 1929 the fastest 1½-litre, 100-170hp powerboat capable of 50 knots-plus was costing in the region of £4,000 and by this time, focus was returning to the Harmsworth Trophy and an aero-engined boat called *Miss*

England I to be piloted by Sir Henry Segrave.

The DOYT was 'revived' in 1951, when Norman Buckley reorganised it on Lake Windermere and it was won by a Canadian entry, *Costa Livin*, a prop-rider powered by a 200 hp Townsend Mercury conversion, which "Art" Hatch drove against Buckley's *Miss Windermere I* at speeds of around 60 mph.

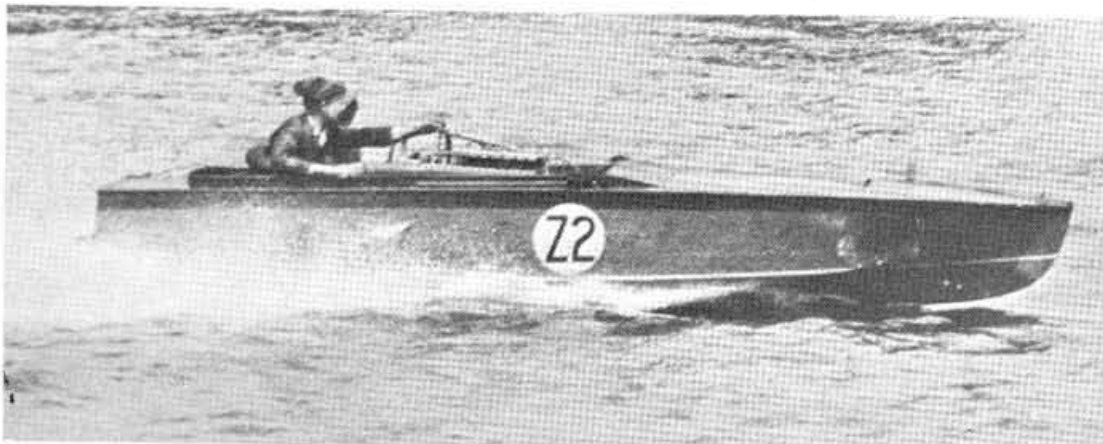


The last winner, Bob Spalding.

The trophy was again raced for in 1963 at Chasewater, this time won by a Frenchman. But it was not until 1971 that the DOYT was properly revived. This involved the National Powerboating Authority, the RYA, approaching the Queen Mother to alter the 'Deed of Gift'. For up until then, the Trophy was awarded to inboard powered craft and the driver, boat and engine had to come from the same country.

By 1971 there were few, if any, inboard powerboats racing and the majority of outboard engines were made in America and if the 'Deed of Gift' remained unaltered there would not be a British competitor. The Queen Mother graciously agreed and for the next five years the Trophy was hotly contested for at the Windermere Grand Prix, the last big Grand Prix Event of the racing season.

In '71 the Italian ace and current World Formula 1 champion, Renato Molinari, won the trophy. With Britain's Bob Spalding winning it the following year. 1973 saw the first mighty Unlimited Rotary engines from OMC and it was with one of these that the American team of Mike Downard and Tom Posey captured the Trophy. This returned to British hands in '74 when Clive Hook and his South African co-driver, Bill Badsey took the



Miss Betty on her way to winning the Duke of York Trophy for the second time in 1928.

WITH A LITTLE HELP FROM OUR FRIENDS

An event like the Embassy Grand Prix does not just happen. W.D. & H.O. Wills, the sponsors, employ contractors to do 101 jobs and the other 1001 jobs get done with a little help from our friends, the volunteers from a wide variety of clubs and organisations.

The Race Officials, the men making things happen in the pits and on the circuit, are drawn from the principal organising body, the Cotswold Motor Boat Racing Club.

Formed 16 years ago, the CMBRC now runs its own lake at Fairford and has a membership of 200 drawn from the Midlands, West of England and South Wales.

New members, racing and non-racing, are welcome and enquiries should be made to the Secretary, Mrs Audrey Houlden, 22 Alveston Road, Hollywood, Birmingham B47 5LD (Tel: 021-430-57758).

Bristol Cabot Cruising Club assist in race-course preparation and laying two pontoons. One serves as a start line and the other protects the S.S. Great Britain. Their headquarters are to be found in the John Sebastian moored in Bathurst Basin.

Bristol Power Boat and Ski Club members work on the docks acting as crowd marshals and assisting the police. New members are always welcome and if anybody wishes to know more about the club, telephone Roger Hampson, Pilning 2655.

The club's greatest problem, however, is water suitable for skiing. If anybody knows of any available water Roger Hampson would like to hear from you.

BP Oil supply the petrol free of charge for this event.

The Bristol Sub-Aqua Club part of the police emergency call-out team man the rescue boats and the recovery.

The divers rescue any drivers in trouble, help to recover water-logged boats and dive into the murky depths in search of parts from crashed boats.

Help also comes from the Avon and Somerset Constabulary, Avon and Somerset Fire Brigade, Bristol Boats Limited, Bristol Boating Centre, British Olivetti, Chasewater Power Boat Club, Bristol City Council, Avon County Council, Courage (Western) Limited, Duckhams Oils Limited, Osprey Rescue Team, Port of Bristol Authority, 3M Copiers Limited, St John Ambulance, Sparrows Cranes, Turner Edwards Limited, Royal Order of Moose (Liberty Lodge), Charles Hill and Sons Limited, Canon's Marsh Tobacco Bonds Limited, S.S. Great Britain, Ford and Canning (1947) Limited, Mallinson and Denny (Western) Limited, Bambergers Timber and Plywood Limited, Osborn and Wallis Limited, Howes and Company (Timber) Limited.

The programmes are being sold by members of the Bristol Endeavour group. The aim of Endeavour is to help young people to help themselves. As well as the more strenuous pursuits such as canoeing, fell walking and camping, Endeavour also involves itself in group projects for the good of the community. Anybody wishing to receive further information should contact Dave James, 13 Ashleigh Crescent, Yatton, BS19 4DF. Telephone: Yatton 832536.

MODERN TIMING KEEPS YOU IN TOUCH

chequered flag. The Duke of York Trophy has remained in British hands after Bob Spalding again won the Trophy in 1975.

While two past winners battle it out on the course, the other double-winner and first recipient of the Trophy, Count Johnston-Noad, will be watching them and on the Sunday evening at the Prize presentation dinner, for a moment time will stand still as the gap of 53 years is bridged when the first winner of the Trophy hands it to the latest.

FOOTNOTE: The Count is currently writing his memoirs from those early colourful days and his collection of photographs, some of which are illustrated above, are second to none.

The organisers of the Embassy Grand Prix are very proud that the results and timing systems at the event are considered second to none in speed, accuracy and technical excellence. For this we are indebted to three companies, Heuer Time Limited, British Olivetti Limited and 3M UK Limited who generously loan their equipment for the duration of the weekend.

Heuer supply timing equipment — worth £35,000 — which was originally designed specifically for Formula 1 motor racing. As a boat passes timing control a button is pressed for that boat number and the equipment then records the laps covered, lap time, average speed and position in race which is updated on a printout every minute.

At the end of each race this information is fed into an Olivetti computer which produces comprehensive result sheets within seconds. These show for each boat elapsed time, elapsed speed, position in class, position in race as well as average speed.

This information is then transmitted by 3M by means of facsimile communications to the press office and then to the race commentators. It is a simple system, the timekeeper writes the results on a piece of paper, feeds it into a 3M facsimile machine which is linked by telephone to the press office three quarters of a mile away where the identical information is produced on another facsimile machine. This is then photocopied on a 3M 207 photocopier for distribution.

The above sounds very simple, but it is the electronic marvels supplied by Heuer, Olivetti and 3M plus the time keeping expertise of the Cotswold Motorboat Racing Club that does all the hard work so quickly and efficiently ensuring that the Embassy Grand Prix remains the top powerboat race in the world.

RUNNERS AND RIDERS

This year's entry list for the Embassy Grand Prix reads like the Who's Who of International circuit racing. Apart from the ex-World ON champion, Cees van der Velden from Holland, there will be his arch-rival Renato Molinari, current World ON Champion, from Italy.

Molinari, who won the Embassy Grand Prix back in 1973 has never raced at Bristol since, because he thought the course was too dangerous. However the world-famous Duke of York trophy, which he has always wanted to win, has overcome his fear of the course.

Formula 1 race will be the most amazingly hard, exciting and breathtaking race ever seen in the world. It will take place a week after the World ON championships in Hanover, Germany and whilst one man competing here this weekend will be trying to prove it wasn't a fluke, there will be 19 others trying to prove it was. In addition there will be "aggro" amongst the two major engine camps, Mercury and O.M.C., with Molinari, backed up by his joint Embassy Grand Prix winner, American ace Bob Hering trying to prove that, after they have both switched from Mercury, to Johnson and Evinrude that their skills as drivers, and Molinari's skill as a boat builder, put Mercury on top, rather than the engines. On the other side Cees van der Velden who used to be with Mercury, then changed to Johnson and has now returned to Mercury, will be trying to prove that not only is he a better driver than Molinari, but that he can build and design better boats. Whilst this life-long private battle is going on there will be other top drivers fighting for the Duke of York Trophy, like Bob Spalding who has already won the trophy twice, and his team-mate Tom Percival, current British Champion and runner-up in the World Championship — both racing for Mercury. Another Italian entry is Alessandro Zoppi who is thought by many competitors to be Molinari's back-up man, who does a good job keeping the opposition off Molinari. Two other drivers to keep an eye on are Alf Bullen, winner of the British and Amsterdam Grand Prix and Peter Thorneywork who won the last Embassy Sprint Championship in 1973. Both these drivers will be running OZ Evinrude and Johnson powered craft. Also running will be the current Dutch champion, Hans Pelster, along with Roger Jenkins, ex world OE champion, who is competing in Formula I for the first season. Jenkins is currently leading the British National Championship and seems set for an equally spectacular career in Formula I as he enjoyed in Formula II. He will also be part of the five man British team competing in the European OE Sprint Championship.

Spalding, who has not only won the Duke of York Trophy twice, but also the Embassy Grand Prix for the last two years must be a favourite at this stage — but in circuit racing nothing is certain.

The OE European Sprint Championship has attracted at least one full five man team from Germany, Italy, Sweden and Great Britain and although this programme will be out before the final teams have been selected you can be sure that you will be witnessing one of the most hotly contested championships ever seen in England. Possible people to watch are Britain's Roger Jenkins with his Volvo Konig powered outfit, and Tony Williams who recently joined Johnson, Italy's Augusto Panzieri and possibly Renato Molinari; Sweden's Lars Strom and Bo Nilsson and Germany's Gunter Becker and Michael Werner.

In the SE class last year's winner, Tony Williams, will be trying to defend his title, whilst Jon Knights will be trying equally hard to prevent him. In SD, Britain's Paul Wilde will be defending his win last year for Volvo Penta against Sweden's Pelle Larsson in a similarly powered outfit.

In the national classes Richard Dewhurst will be trying to regain his NF title which he lost after two years to Peter Bamford, although Dave Sheppard has been beating him this season in the national events. In NE, Brian Timson, the recognised 'El Supremo' will again be trying to regain his title.

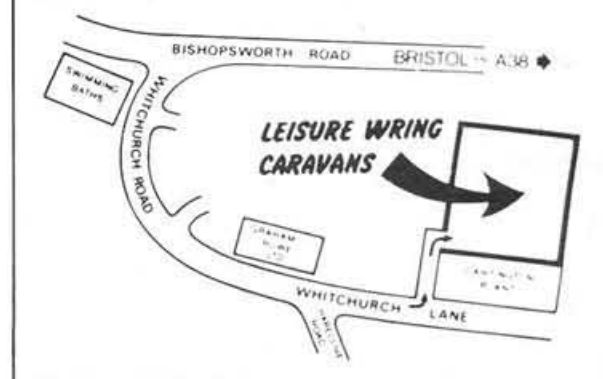
All in all this promises to be the most exciting year of the sport's most exciting event — The Embassy Grand Prix.

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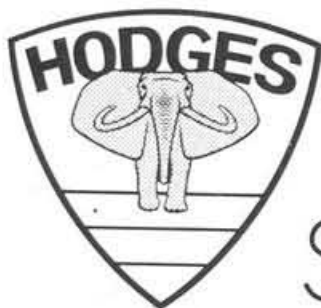
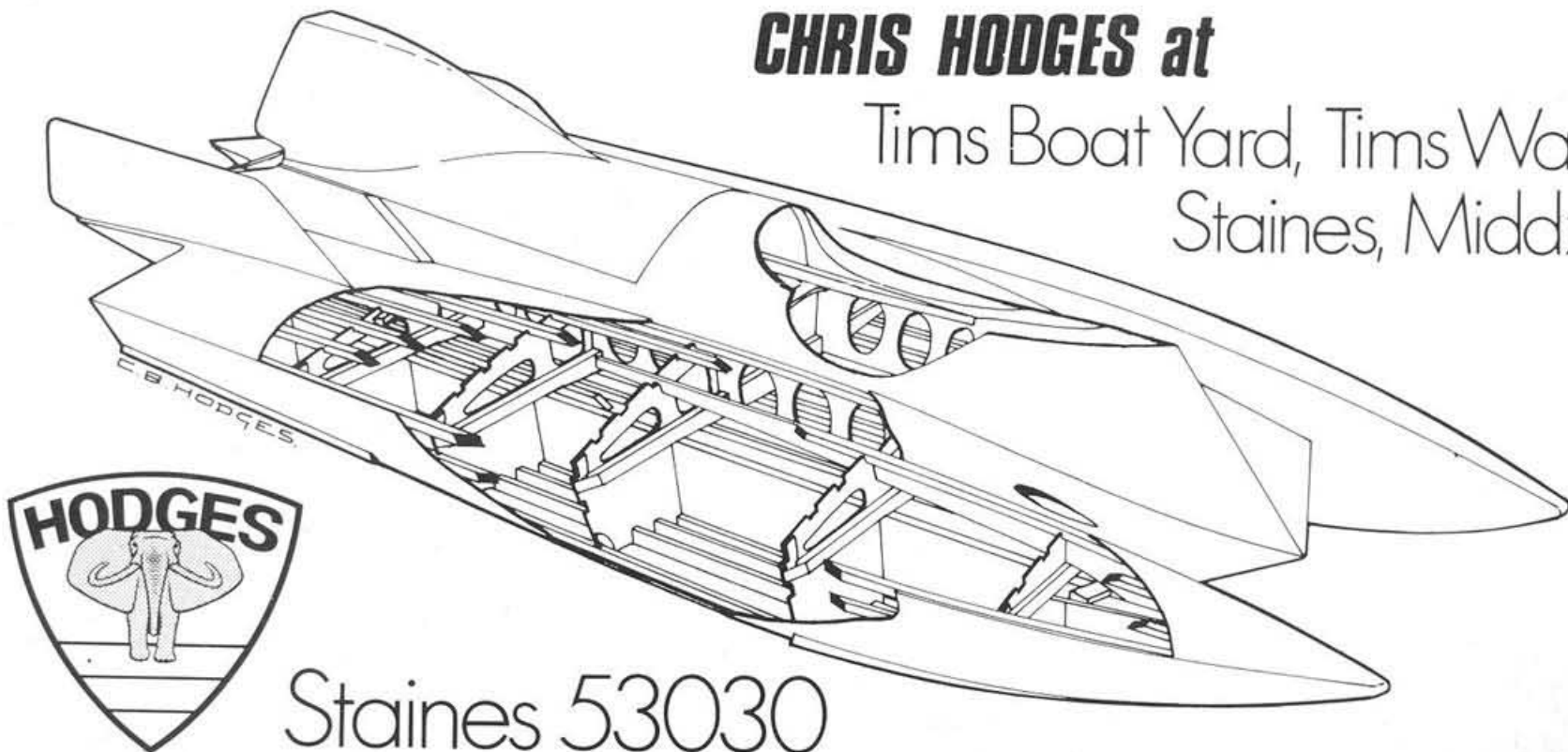
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Photographic techniques

Sooner or later most people I meet get round to saying that they would rather have my job than their own. 'Jetting around the world, front row positions at the major sports events, meeting famous people and getting paid for it as well, you can change places with me any day', they say.

Just to put things in perspective, however, I don't always tell them that in the last three years I have:—



1. Been held at gunpoint at Moscow Airport (24 hours after my visa had expired) after doing a feature on Olga Korbut.
 2. Hung upside down by my safety straps at 3,000 feet in an open cockpit of a Pitts aircraft (First World War model) photographing an aerobatics team.
 3. Been beaten up by police in Montreal trying to do my job.
 4. Stood transfixed at Monaco Grand Prix as a Formula One racing car skidded sideways at me at 100 m.p.h.
 5. Been an unwilling passenger in an emergency landing of a damaged Cuban DC 8 at Havana Airport.
 6. Been caught up in a war on the Golan Heights in Israel.
 7. Damn near broke the world sprint record after a chance encounter with a snake in the Blue Mountains near Stellenbosch in South Africa.
 8. Been arrested in the Commonwealth Games Village in Christchurch, New Zealand, as a suspected terrorist, and
 9. Travelled the equivalent of five times around the globe.
- Do you still want to be a sports photographer?



By TONY DUFFY SPORTS PHOTOGRAPHER OF THE YEAR

These three photographs show the effect achieved by panning at slower speeds starting with —

Left: at 1/125th where the boat is still sharp but the background starts to blur.

Below: at 1/60th still showing the boat reasonably well but a far more dramatic speed effect.

Bottom left: at 1/30th where very often the boat is unrecognisable, but the speed, action and colour give you a visually exciting photograph.



Well fortunately not every assignment is as lively as those above. There are many sports events that are a real pleasure to photograph and where there are no hassles and no organisational problems. One of my personal favourites is the annual Embassy Power Boating Grand Prix at Bristol.

Many of you who read this programme will have a camera with you and would like to capture on film some of the colour, speed and spectacle of this exciting event.

The following comments are intended to give you a few pointers which might help you to take better pictures. After all, it is quite possible that the most exciting incident of the day will take place right in front of you and if you do get a shot of it you won't be the first amateur photographer to scoop the professionals.

I won't waste space by talking about the best camera systems or lenses. You've got your own camera and lenses and the fact that there might be more expensive ones available need not prevent you from taking good pictures. Whether you are shooting colour or black and white film is up to you, but if you are using colour film bear in mind that the masses of white spray and foam thrown up by the boats tends to act like a reflector and boosts the light level at least half a stop over the reading you are likely to get from your exposure meter.

The last two Grand Prix have had perfect summer sunshine and if we are lucky again this year we can afford to shoot with slower speed colour film like 25 asa or 64 asa instead of high speed Ektachrome. These slower speed films have a finer grain and better colour saturation and I would particularly recommend that you try Kodachrome KR (64 asa) film which comes back from processing as slides, which, in my view has the best colour saturation.

One of the most important aspects of sports photography is the position you choose to work from. At a powerboat event there is no one position which is better than all the others. There are a number of good positions which require different techniques and which produce different types of pictures.

One of the best positions is by the big orange turning markers at either end of the long narrow straights. Here the boats tend to crowd up and turn sharply in clouds of spray and as they turn they are momentarily pointing at the crowd. This is where a telephoto lens will come in very handy. Anything from 135mm, which will cover the space of three or four boats abreast up to 500mm which will give you a boat completely filling your frame. If the boat appears to be heading directly at you, the impression can be quite dramatic.



Hans Pelster in the Danneman OZ shows all the action is stopped by using 1/500th sec. This gives a good sharp photograph with very little chance of failure.

After that it's lay back and relax time with a cool beer or an icecream and a chat with your girl friend. It's a real choker to see a marvellous shot and have a lager in your hand instead of a Nikon. The real professional is the one who puts his camera down only when the race is over.

Not everyone will have a position at the turn so don't despair all you spectators lining those long straights, because you're in a position to get a photo that conveys the sheer speed and drama of power-boating that the others won't get.

It's known as a "panning" shot because as the boat goes past you pan with it, i.e. follow it in a wide sweep with your camera. If you use a shutter speed 1/125 of a second you'll get a blurred background conveying speed and a sharp clean line of the boat (if your focusing is correct).

The slower the shutter speed below 1/125, say 1/60 or 1/30 second the less sharp the boat will remain. Remember that pan shots work best if there are bright colours in the background. The colours of the crowd on the opposite bank are ideal!



Neil Gregg in "Sir Ducer" ON coming round the top end at Bristol Dock. Using a 300mm to crop in tight to achieve a head on effect.

It is not unknown, of course, for one boat to "cut another up" on these turns, rather like a racing car slipping through on the inside of a corner, nor is it unknown for a driver to shake his fist and make other digital signs at a colleague who has baulked him. These incidents are enjoyable because it reminds one that there are men driving these monster machines, a factor which one can easily overlook when all that can be seen of a driver is a helmet and pair of goggles.

The most dramatic shot, of course, and the one that tends to win prizes in photography awards, are photos of a crash or a somersault. Now nobody in their right mind attends these events hoping to see accidents which can cause injury or death to the driver. On the other hand, if a sensational incident does happen and one is covering the event for a National newspaper, magazine or even for the sponsors, you can bet your last penny that the first shot asked for will be the one of the incident.

So in this connection, if you want to impress your family, friends or local camera club with the sensational shot which all the Fleet Street boys missed — stay alert. Two hours can be a long time and what tends to happen is that for the first half hour 99% of all the photos are taken.



From a similar position these two pictures show exciting general shots taken with shorter lenses:

Above: 200mm using the second boat to add dramatic background. Left: 135mm to show the excitement of the chase.



Another advantage for mid-way down the course is that the boats have picked up to their maximum speed and often fly completely clear of the water or ride up high so that from head on it looks as if the boat is taking off. These positions make for dramatic pictures, especially if there are two boats neck and neck.

Perhaps everybody's favourite photo is at the start of the race but the best positions from which to photograph the start are usually crowded. It is worth getting there early and staking out a position because after the start you can go back to your regular position. The surge of boats as they dash from the start is quite an experience and a good transparency of the start seldom fails to work, even if it is taken on a standard 50mm lens.

The setting of the docks and the bridge with the crowded spectator positions and the church spires in the background all combine to set the scene and tell the story in one picture of the thrill of powerboat racing.



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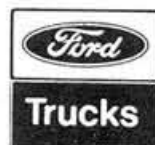
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PAST WINNERS

	Class	Formula	Driver	Country	Boat	Engine	Av. Speed
1972	SE		R. Jenkins/S. Fleming	GB	Cougar	Evinrude	49.43
	OF		J. Masurier	France	Clerici	Carniti	51.67
	NE		R. Morelli	Eire	Morelli	Mercury	46.30
	NF		T. Morelli	Eire	Morelli	Carniti	44.46
	OI		A. Dierckx	Belgium	Shakespeare	Evinrude	57.01
	ON		J. Beard	GB	Cougar	Evinrude	65.80
1973	NE	IIIN	R. Elliot	GB	Bristol	Mercury	47.58
	NF	IIIN	P. Wilde	GB	Bristol	Mercury	47.60
	SE	III	R. Ramsey	GB	Clayton	Mercury	51.34
	OF	III	L. Del'Oro	Italy	Clerici	Carniti	53.50
	OI	II	J. Raymakers	Holland	Molinari	Mercury	65.29
	ON	I	R. Molinari/R. Hering	Italy/USA	Molinari	Mercury	72.63
1974	SD	IIIN	T. Covill	GB	Bristol	Penta	
	NE	IIIN	B. Timson	GB	Bristol	Mercury	48.91
	NF	IIIN	R. Dewhurst	GB	Morelli	Mercury	50.93
	SE	III	N. Cripps	GB	Scimitar	Johnson	59.68
	OE	II	T. Williams	GB	Miles	Mercury	64.55
	OI	II	F. Oram	GB	Cougar	Mercury	68.75
	ON	I	C. Scotti	Italy	Scotti	Evinrude	76.38
1975	SD	IIIN	P. Wilde	GB	Fugitive	Volvo-Penta	51.09
	NE	IIIN	D. Bewick	GB	Bristol	Mercury	47.89
	NF	IIIN	R. Dewhurst	GB	Morelli	Mercury	54.54
	SE	III	R. Jenkins	GB	Burgess	Johnson	61.20
	OE	II	A. Panzieri	Italy	Molinari	Mercury	67.41
	OI	II	A. Dierckx	Belgium	Cougar	Evinrude	71.63
	R3	I	B. Brown	GB	Burgess Miles	Cosworth	65.25
	ON	I	B. Spalding	GB	Molinari	Mercury	81.34
1976	NE	IIIN	B. Timson	GB	Bristol	Volvo Penta	45.822
	NF	IIIN	P. Balmford	GB	Burgess	Mercury	50.779
	SD	III	T. Rowe	GB	Barracuda	Johnson	49.019
	SE	III	T. Williams	GB	Barracuda	Mercury	59.96
	OE	II	M. Werner	Germany	Molinari	Mercury	63.511
	OI	II	B. Kynaston	GB	Cougar	Mercury	58.607
	ON	I	B. Spalding	GB	Molinari	Mercury	73.976
	OZ	I	H. Pelster	Holland	Cougar	Evinrude	47.172
	Lap record ON	I	P. Thorneywork	GB	Cougar	Johnson	85.78



Bob Spalding, the 1975 and 1976 ON winner.



1972 ON winner, James Beard.



Paul Wilde, the 1973 NF winner, who won the SD class in 1975.



1972 OI winner, Andre Dierckx from Belgium.



Roger Jenkins (66) the 1975 SE winner, passing the SD winner, Paul Wilde.



Renato Molinari, from Italy, winner of the ON class in 1973, with co-driver Bob Hering.



Luigi Del 'Oro from Italy, the 1973 OF winner.



1974 OE winner, Tony Williams.



Richard Dewhurst, the 1974 and 1975 NF winner.



The late Cesare Scotti winning the ON class in 1974.



1974 OI winner, Fred Oram.

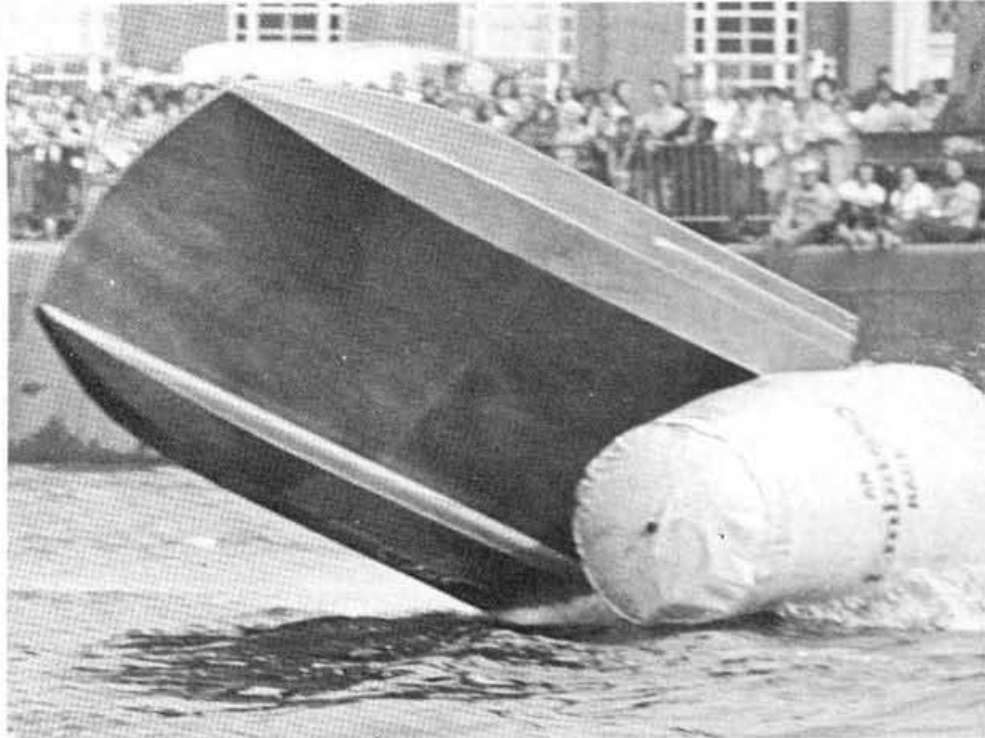


Ron Elliot, the 1973 NE winner.

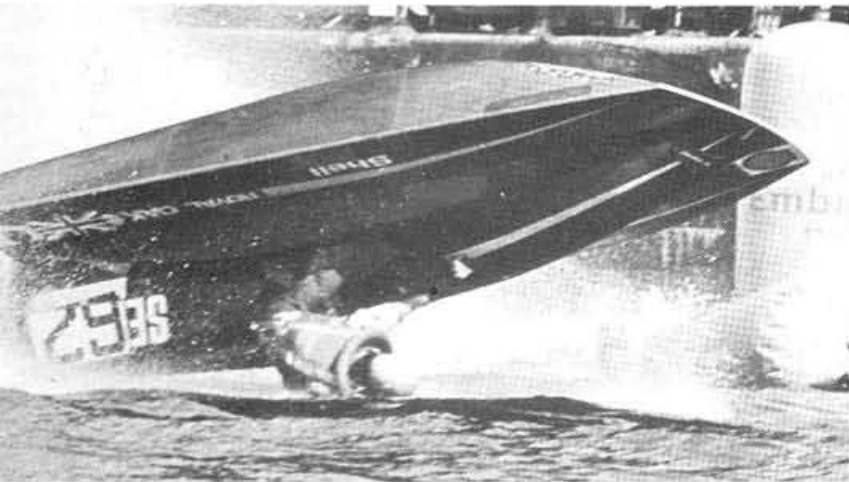


Augusto Panzери, from Italy, winning the 1975 OE class.

FLIPS AND FLOPS



Nick Cripps (SE) riding the buoy in 1973.



Bill Marshall (SE) barrel-rolling in 1975.



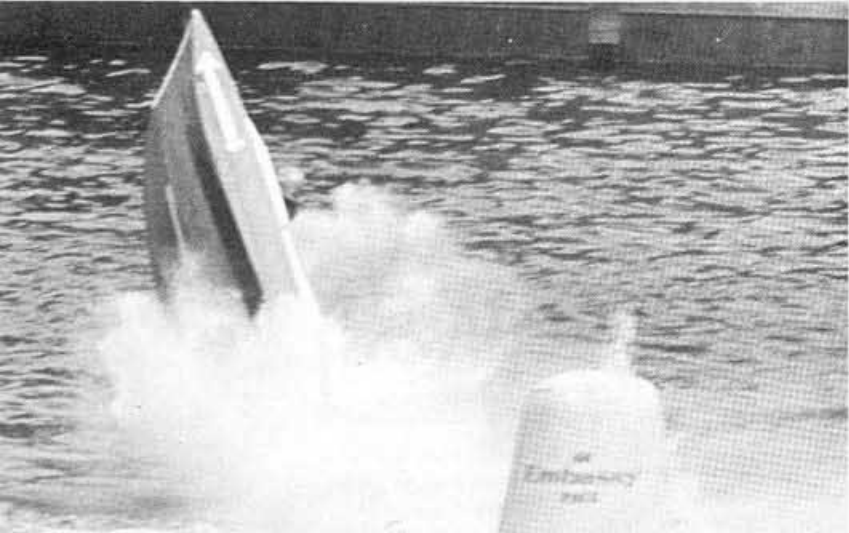
Cees van der Velden (ON) being thrown out in 1972.



Dieter Schwarz (ON) flipping in 1973.



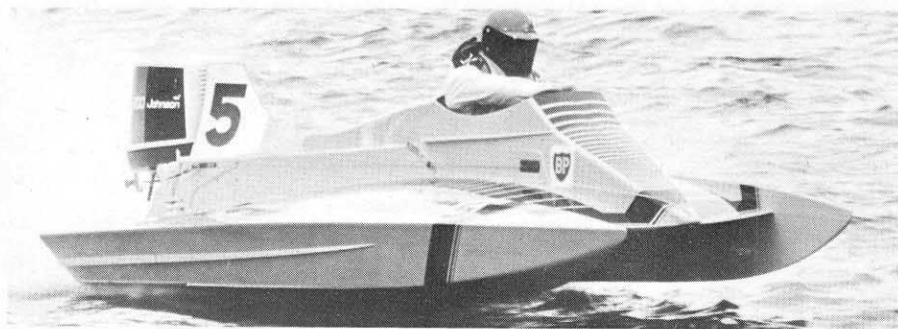
The late Cesare Scotti (ON) flipping in 1973.



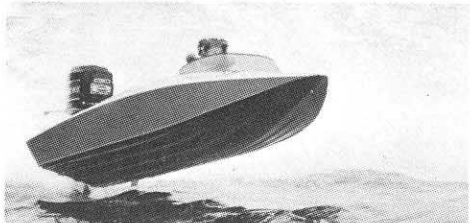
Roger Jenkins (SE) rolling over the buoy in 1973.



Martin Dennison's boat completing a barrel-roll, leaving him in the water, in 1975.



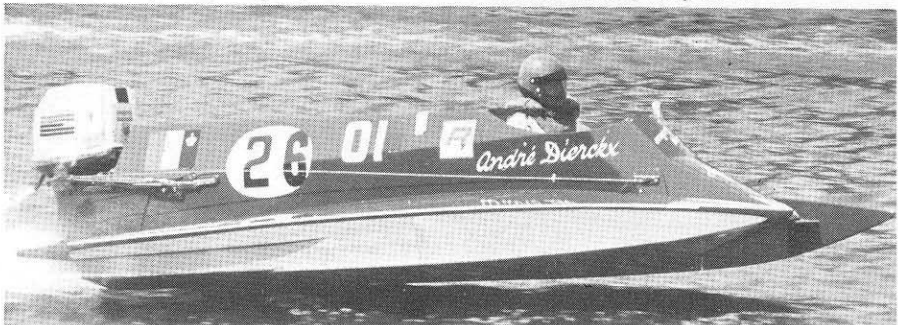
Peter Thorneywork, the lap record holder at 85.78 m.p.h.



1976 NF winner, Peter Balmford.



1976 SD winner, Tony Rowe.



André Dierckx from Belgium, the 1975 OI winner.



J, Masurier, from France, the 1972 OF winner.



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COMPETITORS

FORMULA III N (Class NE — 750-850cc, NF 550-750cc)

Boat No.	Driver	Class	Club	Boat Name	Boat Make	Motor
77	Richard Dewhurst	NF	LPRC	Rondetto	Morelli	Johnson
78	Tony Covill	NF	CMBRC	Chapman Bros. (Timber) Ltd	Barracuda	Johnson
79	Robert Deacon	NF	CMBRC	Cobblers 2	Dudley	Johnson
80	Patrick Bennet	NF	CMBRC	Scorpion	Bristol	Mercury
81	Alan Rand	NE	LMBRC	No Name	Bristol	Mercury
82	Graham Bateman	NE	CMBRC	Concargos	Bateman	Mercury
83	Roger Hedge	NE	LPBC	RHM Stainless	Bristol	Johnson
84	Brian Shuttleworth	NE	LPRC	Narc-O-Sis	Bristol	Mercury
85	Harry Coward	NE	LPRC	Harry O!	Bristol	Mercury
86	Glyn Grayson	NE	CMBRC	Honey Monster	Bristol	Volvo Penta
87	David Moses	NE	CMBRC	Vikings Rule	Ynys Marine	Volvo Penta
88	Steve Riley	NE	LPRC	Trembler	Bristol	Mercury
89	Robert Williams	NE	SDWS	Georgie Girl V	Bristol	Mercury
90	James Herron	NE	LPBC		Bristol	Volvo Penta
91	Malcolm Cox	NE	LPRC	Dats-a-Volvo	Bristol	Volvo Penta
92	Derek Scarbrow	NE	LMBRC	N.E. Way	Williams	Mercury
93	Les Mitchell	NE	SDWSC	Tother Mariner's Weigh	Bristol	Mercury
94	Chris Clarence	NE	SDWSC	Mariners Weigh Special	Bristol	Mercury
95	Michael Stanfield	NE	CMBRC	Spirit of Venus	Bateman	Mercury
96	Philip Duggan	NE	LMBRC	Judy Toots II	Bristol	Mercury
97	Colin Rundle	NE	SDWSC	Oomegooly Bird	Bristol	Mercury
98	Richard Finch	NE	CMBRC		Bristol	Mercury
99	Bella Covill	NE	CMBRC	Chapman Bros. (Timber) Ltd	Bristol	Johnson
100	Brian Timson	NE	SWSC		Bristol	Volvo Penta

EUROPEAN OE SPRINT CHAMPIONSHIPS

Boat No.	Driver	Class	Country	Boat Name	Boat Make	Motor
25	Benny Lindbrandt	OE	Sweden	Hy-Gain	Burgess	Mercury
26	Bo Nilsson	OE	Sweden	Number 6	Dob Craft	OMC
27	Stuart Stripp	OE	GB	George Bell Marine	Burgess	Mercury
28	George Higgins	OE	GB	Hallmark Racing Team	Barracuda	Hallmark
29	Cor Krouwel	OE	Holland	Speedwell Oils	Burgess	Johnson
30	Albert Hoy	OE	Ireland		Burgess	Mercury
31	Willy Permanne	OE	Belgium	Dannemann	Gardin	Evinrude
32	John Hill	OE	GB	Strongbow	Burgess	Mercury
33	Gunter Becker	OE	Germany	Volvo-Speed	Burgess	VP-Konig
34	Andy Bullen	OE	GB	Coventry	Burgess	Evinrude
35	Tony Williams	OE	GB	London Print Design	Barracuda	Johnson
36	Per Isacson	OE	Sweden		Clerici	VP-Konig
37	Roger Jenkins	OE	GB	Gordon's Gin	Burgess	Volvo Penta
38	Kim Kalda	OE	Sweden		Clerici	Mercury
39	Jon Knights	OE	GB	White Knight	Burgess	Mercury
40	Lasse Strom	OE	Sweden			Evinrude
41	Bjorn Ellund	OE	Sweden	Swe Marin	Burgess	Volvo Penta
42	Tony Hall	OE	GB	Hallmark Racing Team	Barracuda	Hallmark
43	Nick Cripps	OE	GB		Timms	Ehrlich
44	Dan McCooke	OE	Ireland		Roco	Volvo Penta
51	Derek Rundle	OE	GB	Jet	Molinari	Mercury

NOTE: Only five competitors from each country can compete in the European OE Championships. Those not picked will compete in the Formula Mixed Race.

FORMULA 1 (Class OZ — 2000cc upwards, ON 1500-2000cc)

Boat No.	Driver	Class	Country	Boat Name	Boat Make	Motor
1	Bob Spalding	OZ	GB	John Player Special	Velden	Mercury
2	Renato Molinari	OZ	Italy	SAFFA	Molinari	Evinrude
3	Bob Hering	OZ	USA	SAFFA	Molinari	Johnson
4	Steve Pinson	OZ	GB	M.S.T.	M.S.T.	Johnson
5	Peter Thorneywork	OZ	GB	The Unicorn	Cougar	Johnson
6	Alf Bullen	OZ	GB	Evinrude	Burgess	Evinrude
7	Alessandro Zoppi	OZ	Italy	SAFFA	Molinari	Evinrude
8	Cees van der Velden	OZ	GB	Drakkar	Velden	Mercury
10	Tom Percival	OZ	GB	John Player Special	Velden	Mercury
12	Hans Pelster	OZ	Holland	Dannemann	Burgess	Evinrude
13	Peter Inward	ON	GB	Marlboro	Burgess	Mercury
14	Derek Astbury	ON	GB	Blue Cat	Cougar	Johnson
15	Bill Brown	ON	GB	Carlsberg	BBD	Cosworth
16	Alan Gibson	ON	GB	Rag II	Velden	Mercury
17	James Peverelle	ON	GB		Peverelle	Mercury
18	Birger Halsaa	ON	Norway	Lois	Molinari	Mercury
19	Roger Jenkins	ON	GB	Gordon's Gin	Cougar	Mercury
20	John Millward	ON	GB	Pip-I-Nic	Peverelle	Mercury
21	Jeff Edwards	ON	GB	MST	Hodges	Mercury
22	Jackie Wilson	ON	GB	Mercury Boating Centre	Hodges	Cosworth
23	Vic Hiscock	ON	GB	C.H.F.	Cougar	Johnson

FORMULA MIXED (Class ON — 1500-2000cc, OI 1000-1500cc, OE 750-850cc)

1	Bob Spalding	ON	GB	John Player Special	Velden	Mercury
10	Tom Percival	ON	GB	John Player Special	Velden	Mercury
19	Roger Jenkins	ON	GB	Gordon's Gin	Cougar	Mercury
23	Gerry Brinkaert	OI	Holland		Scotti	Evinrude
32	John Hill	OE	GB	Strongbow	Molinari	Mercury
52	Bill Fowler	OI	GB	850 XS	Burgess	Mercury
53	Derrick Tilke	OI	GB	George Bell Marine	Burgess	Mercury
54	Bert Kynaston	OI	GB	Western Tyre	Cougar	Mercury
55	Ray Couzens	OI	GB			
56	Fred Oram	OI	GB			Mercury

FORMULA III SPORTS (Class SE — 700-850cc)

57	David Jerwood	SE	GB	Portavon	Burgess	Mercury
58	Michael McCullagh	SE	GB		Barracuda	Johnson
59	Brian Hunt	SE	GB	Kay-Tee	Barracuda	Johnson
60	Jim Cunliffe	SE	GB	Brook Hire	Burgess	Johnson
61	Martin Willy	SE	GB	Mister Hair	Burgess	Johnson
62	Ken Deller	SE	GB	"Babe"	Barracuda	Mercury
63	Colin Blakemore	SE	GB	Miss Amadac	Burgess	Johnson
64	Peter Faithfull	SE	GB	Barracuda	Barracuda	Johnson
65	Nick Mawby	SE	GB	Kamikaze	Clerici	Mercury
66	Tony Williams	SE	GB	London Print Design	Barracuda	Johnson
67	Brian Grimshaw	SE	GB	Grimshaw Racing	Barracuda	Johnson
68	John Wilson	SE	GB	Flying Scot	Nibo	Mercury
69	Bill Marshall	SE	GB	Royal Oak	Barracuda	Johnson
71	Pelle Larsson	SD	Sweden	Maestro 1	Barracuda	Volvo Penta
72	Tony Rowe	SD	GB	Exe Marina Racing	Barracuda	Volvo Penta
73	Pat Ainge	SD	GB	Pat-a-Cat	Burgess	Volvo Penta
74	Bob Andrews	SD	GB	Burgess Special	Burgess	Volvo Penta
75	David Hutchings	SD	GB	Skil	Barracuda	Volvo Penta
76	Ger Barends	SD	Holland		Bristol	Johnson
77	Robbie Fischer	SD	Holland	Dannemann	Piranha	Evinrude
99	Brian Timson	SD	GB		Bristol	Volvo Penta