

Better grids, better crowd

20.5.82

BETTER GRIDS and dry, fairly sunny weather had attracted a better crowd to the second of this year's race meetings at the Edinburgh circuit for the Longstone Motor Co sponsored meeting. All the early races featured exciting dices and some contact-driving was much in evidence all adding to the fun! The most impressive performance came from David Duffield in the Caledon Coal Ralt RT4 when he lowered the outright track record by half a second as he swooped around the tight confines of the Scotcircuit track. The new record now stands at 43.8 seconds and it looks as though it will take a lot of beating.

The first race of the programme was for the Formula Ford overflow in the Barratt Office Equipment sponsored race with the first four over the line qualifying for the final. To say that the first lap was hectic and the last just as bad, sums up the pace of this race with Alex McDonald in the Reflex Racing / Canon PRS 82F getting off the line first. McDonald was still leading on lap three when the bunch behind tripped themselves up coming through Arena, Ralph Halley coming off worst, ending up with his rear wheels hanging over the inside track barrier. On the last lap McDonald was being hard pressed by Colin Birbeck in the Royale RP31 but they both disappeared from the leader board at the Hairpin leaving the race to Tony Gemmell (Crossle 25F) hotly pursued by Ian Cowie (Van Diemen).

The Longstone Motor Co Trophy Race for GT Cars up to 1000 cc was Harvey Gillanders' (Imp) until lap six when he appeared with rear end contact damage and a smoky engine, still trying to keep Ian Forrest's Drambuie Davrian at bay. Forrest slipped through into the lead on the next lap with Ken Murray's Davrian following suit two laps later as Gillanders headed for the pits. Harry Simpson hung on to third place in the Edinburgh Aluminium Products Davrian with Ricky Gauld's Express Surefreight Davrian fourth.

Another incident packed start heralded race three on the programme the Euro Roof Trophy Race for Sports 2000 and

barrier in his Van Diemen. Ross Cheever snatched the lead amidst the panic and roared ahead with Covey right behind but Reid got past again a lap later and crept up on Cheever for second place. Gordon Stephenson held third place with his PRS 81F until Brown got up steam again and slipped past on lap five. Cheever and Reid spent the remainder of the laps in very close formation until lap nine when they arrived at the hairpin side by side with Reid coming off worst and damaging his front suspension, thereafter dropping back. Tom Brown slipped past for second place with just two laps to go but Reid hung on desperately in third ahead of Stephenson and Chris D'Agostino (PRS 80F).

The local favourite for the Longstone Motor Co GT race was Jim McGaughey in the Forth Electrics Renault 5 BMW but opposition was expected from Jeff Wilson in the Doug Niven Cars BMW M1. At the flag, McGaughey was off and away whilst the rest fought for second place with George Coghill in the Norfrost Lotus Esprit giving Wilson a hard time. As the three leaders started carving their way through the back markers there was action mid-field; Eric Patterson's Lotus Europa coming under fire from John Bothamley's Lotus Esprit, and Ron Cumming's similar car. McGaughey therefore took an unchallenged win ahead of Wilson, Coghill, and Bothamley with Patterson getting the better of Cumming.

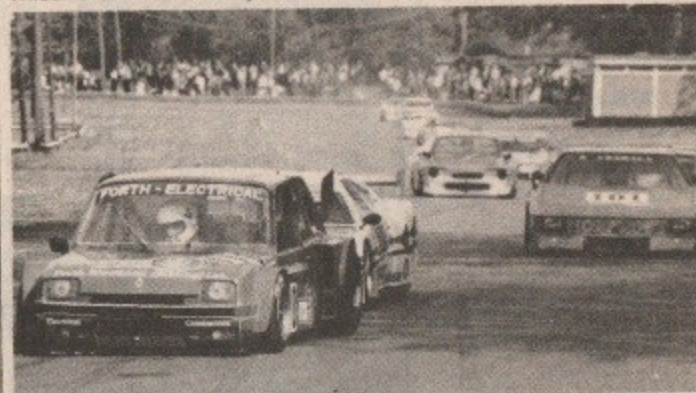
A poor entry detracted from the spectacle of The Mackinnon Haulage Formula Libre race but at least the crowds saw a record breaking performance from David Duffield in the Caledon Coal Ralt RT4 as he rocketed around the tight 1.03 miles circuit in 43.8 seconds, fully half a second quicker than Barton's record set last year. Duffield set off from the line like a man possessed and although both Alo Lawler in the LEP / MacKinnon Transport Ralt RT4 and Andy Barton in his March 802 did their best, the race turned into a procession. Fourth place was taken by John Fyda's

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ground-effect Mallock ahead of Kenny Allen who retired after eight laps with a recurring drive train failure leaving the field to Gerry Doherty and Niall Malloy.

The GT Cars final looked like a good race on paper, but turned into a high speed procession but when the race was over, the results in doubt until the Stewards were called. McGaughey was docked a 10s penalty for a push-start but a 10s penalty for an alleged jump-start was not applied due to the failure to show McGaughey that this had been done during the race. On the road, McGaughey in the FES Renault was an easy

THE fierce Renault 5 BMW of Jim McGaughey keeps Jeff Wilson's BMW M1 at bay.



winner ahead of George Coghill (Norfrost Lotus Esprit) and Eric Patterson's Lotus Europa. Provisional results showed Coghill to be the leader until the decision was made to give only a 10 second penalty to McGaughey. The battling Davrians behind the top three were led by Ken Murray from Harry Simpson's Edinburgh Aluminium car and Ian Forrest's Drambuie car. This dice remained fairly static although Eric Munnoch's smoking V8 Chevron Imp provided some added spice as it ran consecutive slow and fast laps with the drivers around him all swopping places in the latter stages. He unfortunately failed to finish though and so Gus Young in the Agra Ford picked up an extra place. J.F.

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