

behind him again. Miles continued his downward slide with Pete Hall taking fifth place at this point in the race but then, on the 12th lap, Hall rolled the ICS Commodore onto its roof coming into Fosters where it stayed, blocking the track. Hall was soon out of the car safe and sound, but the race was brought to a halt and the results based on the positions at lap 11.

The final race of the day was the BARC Formula Ford 1600 round which turned out to be fairly uneventful by usual FF standards. Jonathan Palmer was on pole but at the start he was beaten away by the man alongside him, Luiz Schaffer, and by the end of the first lap these two were leading Enrique Mansilla in evenly spaced formation. Warren Briggs displaced the Argentinian from third place on lap 6 before dropping back a few places halfway through the race.

Alfonso Toledano then took over third spot behind Schaffer and Palmer and he then closed to within a few tenths of a second of the second placed Van Diemen but could not dislodge it. John Davies drove a steady race in his Sark 2 and was rewarded with fifth place ahead of Mansilla while Steve Lincoln provided much of the race interest with his drive up the field culminating in a strong seventh place.

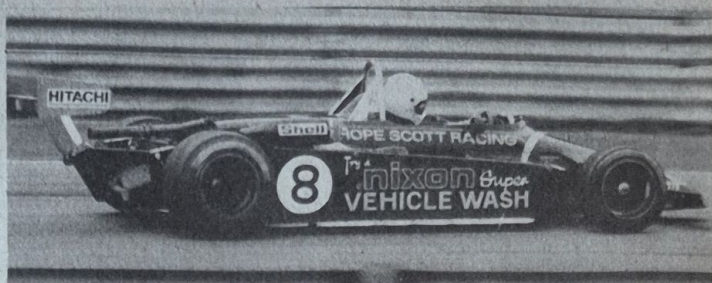
PETER MCFADYEN

INGLSTON

Leslie's record

Despite threatening grey skies, The Scottish Motor Racing Club meeting on September 14 at Ingliston provided excellent conditions for racing, all eight events being of high entertainment value. Dave Leslie gave another immaculate demonstration to win the *Libre* event, in which he progressively lowered the outright circuit record to 43.9s. Tom Brown again pulled through to victory in an intelligently driven Formula Ford Final, while Andy Smith was first past the flag in the Clubmans Register Championship.

The opening Formula Ford 10-lapper saw Duncan Hall extricate his Laidlaw/Halls of Broxburn Royale from the field, shrugging off the attentions of Bob Burgess (Image) after he led the run to the hairpin. This left Chic Stenhouse a lonely third, after he pushed past Dougie Hamilton, who dropped a further place for a short spell when Allan Bremner hauled his Hawke through and John Dunn did a bit of demon outbraking to pass Arch Cromar for sixth place.



New Ingliston record holder — David Leslie in the Hope Scott Atlantic Formula Ralt.

A strong field of over 1-litre GTs promised a duel for the lead between Doug Niven's VW Beetle and Walter Robertson's DFWV. The Beetle snaked off the line first and the Cowgate Elan of Nicky Ellis cheekily slotted in ahead of the DFWV, and held on, despite being reeled in by the orange device of Robertson. Some way behind, Ron Cumming (Escort) failed to parry the charge by the Chevy-engined Escort of Murray Burgess, as the pair duelled for fourth. Eric Paterson bringing his Colvend Imp up to lead the up to 1500cc class from Gus Young (Davrian) with Jim Pinkerton in his venerable Mini following on.

Despite the non-appearance of several notable clubmans entries, their 12-lap affray provided some high speed action, the field further depleted before the flag when John Fyda pulled his Agra Mallock off the front of the grid. Paul Gibson forced his Mk22 to the front, gaining ground as Kenny Allen spun, restarting last, then Richard Morgan did likewise at the pits and collected the Mk18 of John Mackie; Andy Smith squeezed past to set about the Beagle of Jim Yardley, passing it and reeling in Gibson. Jim Stevenson brought out his Mk20 but could only improve to fourth, overwhelming the Phantom of Chris Greville-Smith, who was followed over the line by Kenny Allen.

The small GT race was certainly one of attrition, with cars spinning or dropping out. First Jim McGaughay (Imp) held the advantage from the Davrian of George Coghill, but he spun it away at mid-distance; Bob Leckie set the fastest lap, only to have an oil pipe let go, elevating the Imp of Ricky Gauld to second, 2 secs behind the Caithness Glass Davrian.

The Formula Ford fun started on the warm-up, as Peter Rose spun his Van Diemen, eliminating the PRS of Roy Low with deranged front suspension, the former electing to start despite a damaged wheel rim; Ronnie Whitaker, meanwhile, somersaulted his Hawke over that of Colin Verity and wrapped it round a steel girder. After four more warm-up laps, the race got under way, led for most the 12 laps by Wally Warwick from Peter Rose, Keith Wickham and Tom Brown showing their aspirations for the lead when Rose spun out. Brown, in a well judged rush on the penultimate lap, shot his Van Diemen to the front, being followed through by the Silverscreen car.

A motley selection of cars contested the Class B Clubmans and Sports 2000 race, pole holder Keith Lawrence taking command, his Lola T580 edging away from the Mallock of Andy Smith and leaving David Winstanley in a somewhat breathless third place. Laurence Jacobsen, dived for fourth with the Mallock of Graham Sword who lost the lot at Lethander, allowing the Magnum of Clive Reeves to take up the cudgels with the new Chevron, until over enthusiastic driving allowed Jim Irwin to collect fifth place.

The sound and fury of the *Libre* was echoed around the stadium as David

Leslie stormed the circuit in the Hope Scott Ralt, progressively whittling his times down to equal his previous record, then speed up setting a new record on five of the 15 laps, leaving it at 43.9 secs. His meteoric progress somewhat overshadowed the excellent showing of Dave Duffield after 'flying' his Ralt at Cadwell, and the battle for third between Bernie Hunter and Cameron Binnie. This left George McMillan (March 772P) to put the Agra Mallock of John Fyda in its place.

The final GT event continued the tenor of the meeting with a renewal of the Niven/Ellis/Robertson battle for supremacy, the VW Beetle again seizing the advantage from a very determined Robertson, who tried the outside line out of Hairpin, got his SG Baker DFWV on the grass, but held on, almost collecting the Elan of Ellis, who is not one to pass up such an opportunity. Robertson continued to pressure the Elan, leaving twin black lines of rubber as he put the power down, but unable to overtake on the road, Ellis being penalised for a push start.

Eric Paterson led the 1-litre, but either himself or his Colvend Imp became exhausted and was overwhelmed by the Imps of Ricky Gauld, for fourth place. Jim McGaughay, and the Davrian of George Coghill.

BILL HENDERSON

DONINGTON PARK

Vintage variety

The Vintage Sports Car Club provided its usual brand of varied entertainment, at Donington on September 14, although some of the races were not as closely fought as normal — mainly due to a fair crop of casualties from the recent Cadwell meeting being non-starters. However, being the VSCC, some of the reasons were naturally as exotic as the machinery: one would-be competitor was stranded on his 'island' in Scotland, owing to bad weather. And the unfortunate Tim Llewellyn 'broke his wrist while attempting to hand-crank his racing Bentley'!

The nine-race meeting kicked off with a five-lap scratch race for post vintage machinery. Pole man M. H. Dodds was the clear winner, finishing almost 5secs up after leading throughout. A tremendous battle for second spot developed between James Crocker (Lagonda Rapier), N. H. S. Lees (Riley Snipe) and David Taylor's Aston Martin. Crocker held second for most of the race, but Lees got by for part of the penultimate lap, only to lose out virtually on the line in a thrilling finish. The huge 1928 Chrysler 75 of D. Whittaker also featured briefly in this scrap, and would

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Wrangler Trophy for Formula Ford 1600, (10 laps): 1, Duncan Hall (Royale-Agra RP 26), 9m 08.7s, 67.58mph; 2, Bob Burgess (Image-Auriga FF), 9m 13.3s; 3, Chic Stenhouse (Van Diemen-Scholar RF 79), 9m 21.3s; 4, Dougie Hamilton (Van Diemen-Auriga RF 78), 9m 35.8s; 5, Allan Bremner (Hawke-Agra DL 15), 9m 36.2s; 6, John Dunn (Van Diemen-Scholar RF 76), 9m 38.7s. **Fastest lap:** Hall, 53.8s, 68.92mph.

Caletton Coal Company Trophy For GT's Over 1000cc, Heat One (10 laps): 1, Doug Niven (5.0VW Beetle), 8m 23.2s, 73.79mph; 2, Nicky Ellis (Cowgate Elan), 8m 23.6s; 3, Walter Robertson (3.0 DFWV), 8m 23.8s; 4, Murray Burgess (4.7 Escort RS/Chevvy), 9m 28.8s; 5, Eric Paterson (1.3 Colvend Imp), 9 laps; 6, Gus Young (Agra Davrian), 9 laps. **Over 1500cc:** 1, Niven; 2, Ellis; 3, Robertson. **Fastest lap:** Niven, 48.8s, 75.98mph. **1001-1500cc:** 1, Paterson; 2, Young; 3, Jim Pinkerton (1.3m). **Fastest lap:** Paterson, 54.5s, 68.04mph.

Old Chain Pier, Granton: Watson Motor Spares & Salvage: The Royal Circus Hotel, Edinburgh, Clubmans Register Class A Challenge Race (12 laps): 1, Andy Smith (Mallock Mk21), 9m 44.4s, 67.14mph; 2, Paul Gibson (Mallock Mk22), 9m 47.9s; 3, Jim Yardley (Beagle MkIVB), 9m 56.0s; 4, Jim Stevenson (Mallock 20); 10m 01.2s; 5, Chris Greville-Smith (Phantom P80), 10m 02.2s; 6, Kenny Allen (Mallock Mk20), 10m 16.4s. **Fastest lap:** Smith, 46.8s, 79.23mph.

Laidlaw Trophy for GT's up to 1000cc, Heat Two (10 laps): 1, George Coghill (Davrian Mk7/B), 9m 15.7s, 66.73mph; 2, Ricky Gauld (Hillman Imp), 9m 17.7s; 3, Jim McGaughay (FES Imp), 9m 26.3s; 4, Kenny Coleman (Davrian), 9m 42.8s; 5, Martin Dunn (Hillman Imp), 9m 47.9s; 6, Harvey Gillanders (Hillman Imp), 9m 51.6s. **Fastest lap:** Bob Leckie (Hillman Imp), 53.2s, 69.70mph.

Shell Championship for Formula Ford 1600, (12 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 11m 13.4s, 66.08mph; 2, Keith Wickham (Van Diemen-Auriga), 11m 14.3s; 3, Wally Warwick (Van Diemen-Minister RF79), 11m 15.3s; 4, Gordon Stephenson (PRS), 11m 15.8s; 5, Ray Joyce (Royale RP26), 11m 17.1s; 6, Bryan Gowans (PRS, Scholar-RH01), 11m 17.7s. **Fastest lap:** Brown, 54.0s, 68.67mph.

Calor Transport Round, Clubmans Register Class B Championship, (12 laps): 1, Keith Lawrence (2.0 Lola T580), 10m 18.0s, 72.00mph; 2, Andy Smith (1.6 Mallock 21B), 10m 23.8s; 3, David Winstanley (2.0 Royale RP27), 10m 39.5s; 4, Laurence Jacobsen (2.0 Chevron B52), 10m 45.1s; 5, Jim Irwin (1.6 Mallock U2), 11m 03.6s; 6, Clive Reeve (1.6 Magnum 79B), 11m 05.7s. **Class B Clubmans:** 1, Smith; 2, Irwin; 3, Reeves. **Fastest lap:** Smith 50.9s, 72.85mph (record). **FF2000 Cars:** 1, Lawrence; 2, Winstanley; **Fastest lap:** Lawrence, 50.7s, 73.14mph. **Sports 2000:** 51, Jacobsen. **Fastest lap:** 52.7s, 70.36mph.

Glasgow Herald Race For Libre Cars, (15 laps): 1, David Leslie (1.6 Ralt RT4), 11m 14.8s, 82.42mph; 2, David Duffield (1.6 Ralt RT 1), 11m 24.5s; 3, Bernard Hunter (1.6 March 80A), 11m 28.8s; 4, Cameron Binnie (March 77B), 11m 29.2s; 5, George McMillan (2.0 March 772P), 11m 55.4s; 6, John Fyda (1.7 Agra Mallock), 11m 56.5s. **Up to 1600cc:** 1, Leslie; 2, Duffield; 3, Hunter. **Fastest lap:** Leslie, 43.9s; 84.46mph (record). **Over 1600cc:** 1, McMillan; 2, Fyda; 3, Stewart Robb (2.0 March 75/782). **Fastest lap:** McMillan, 46.6s, 79.57mph.

Scottish Motor Racing Club Trophy For GT Cars, Final, (15 laps): 1, Dougal Niven (5.0 VW Beetle), 12m 30.0s, 74.16mph; 2, Walter Robertson (3.0 DFWV), 12m 31.2s; 3, Nicky Ellis (Cowgate Elan), 12m 40.7s; 4, Ricky Gauld (1.0 Hillman Imp), 14 laps; 5, Jim McGaughay (1.0 FES Imp), 14 laps; 6, George Coghill (1.0 Davrian Mk7/B), 14 laps. **Over 1500cc:** 1, Niven; 2, Robertson; 3, Ellis. **Fastest lap:** Ellis, 48.5s, 76.45mph (record). **1001-1500cc:** 1, Eric Paterson (Colvend Imp); 2, Alan Ritchie (Davrian); 3, Gus Young (Agra Davrian). **Fastest lap:** Paterson, 53.7s, 69.05mph. **Up to 1000cc:** 1, Gauld; 2, McGaughay; 3, Coghill. **Fastest lap:** Gauld, 53.0s, 69.96mph.

Ronnie Whitaker thumped an upright at Ingliston on the FF1600 warming-up lap.

