

National Races

INGLITON

Rose blossoms

The previous monsoon spell in Scotland eased for the Ingliston meeting on Sunday, being replaced by a bright day but with a strong blustery wind, which, while keeping the rain away, also worked to the detriment of high speeds during the seven-event SMRC programme.

William Rose drove his Royale to a sensible win in the opening Formula Ford 1600 event, leading the smallish field of 10 from the flag, and scorning the challenge from Sandy McEwan (Moore's Lemonade Van Diemen), who was soon reeled in by the PRS of Ralph Halley. This trio pulled away from the fourth place battle between Neil Gillanders, Cliff Harper and Gordon Melvin, the last storming his Van Diemen past the others at mid-distance, allowing Lance Gauld to claim sixth when Harper spun his Hawke at Arena.

From a perfect start, John Bothamley forced the Penicuik Aluminium Products Esprit into a temporary lead from the FES Renault of Jim McGaughay and Jeff Wilson in the big BMW M1, only to be demoted two places as the Renault slammed through at South Stand, while the Bee-Em made it on the back straight. This pair then took up the cudgels for the front in earnest, especially after Wilson got the power down out of the hairpin to snatch a tenuous advantage. Bothamley eased to a standstill with suspected fuel starvation leaving Eric Munnoch briefly to hold third place before being deprived by Eric Paterson whose neat Europa was again finding its way around the circuit. This left Gus Young as the only unlappped runner in his Davrian look-alike Agra M/E 82 Ford, ahead of the Davrian of Hugh MacKinnon, with Jimmy Pinkerton heading the rest in his ancient but still effective 'Scabby' Mini.

John Fyda embarked on his usual flight from the healthy GT Sports field, pulling out from the Mallock of Kenny Allen, who was easing away from the Marquiss Mallock of Reg Forrester-Smith, leaving George Watt to do the racing, in hauling his Mallock through to fourth after Bill Drummond again struck trouble with his Centaur. Niall Mulloy showed no loss of form, taking fifth overall and the Sports 2000 class in the Chevron B52, ahead of the Link S2000 of Richard Mitchell.

After a morning session repairing an engine problem, Harry Simpson shot his Edinburgh Aluminium Products Davrian to the front of the small GTs only to suffer a recurrence, allowing Ian Forrest to take command from Ken Murray and Ricky Gauld who was demoted by the red

Imp of Bob Milne. This left William Donald (Imp) a steady fifth with a lapped Brian McLeod upholding Imp honours, well ahead of the Clan Crusader of Tom Patterson.

The FF final over 12 laps featured a large field, from which Vic Covey extricated his Reflex Racing PRS to steal a march, leading Tom Brown and Roy Low. The latter was emerging once again from retirement with the venerable John Dunn Van Diemen, from which he had literally shaken out the cobwebs and chickens and spent a week refurbishing to some purpose. As Brown fought his Van Diemen to the front, Walter Warwick forced his neat Reynard into third, then leapfrogged to second place just before Covey and Ralph Halley tangled out of contention. This left Tony Gemmill to keep the Crosslé of Willie Hourie at bay, who had earlier ousted Stewart Roden. Behind, Sandy McEwan fought a Van Diemen battle with Iain Cowie while Michael Thomson and Gordon Melvin disputed the same piece of road, all through the race.

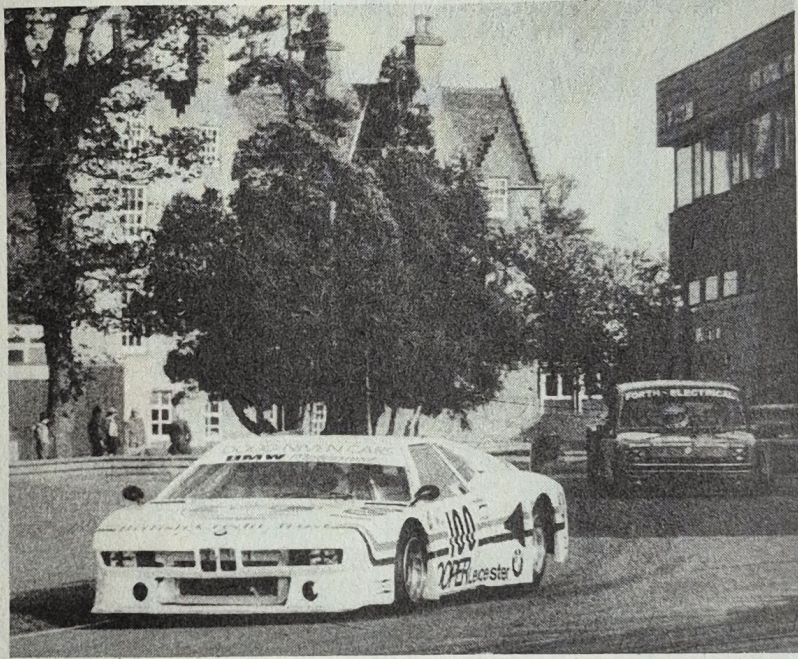
With a searing start in the 15 lap *Libre* event, David Duffield (Caledon Coal Ralt) established his supremacy at the

off, leaving Alo Lawler in his 1.6 Ralt RT4 to tuck in behind, followed by George McMillan and Andy Barton, who was not long in slamming his March 802 through to challenge Lawler, but was held off until mid race when he snatched second briefly before dropping back, then retiring in front of the Grandstand. John Fyda was elevated to fourth as Archie Boyle (Reynard 79) contested Forrester-Smith's fifth place.

The final for GT cars was led throughout by the big BMW of Jeff Wilson who was shadowed by the FES Renault of Jim McGaughay, neither giving any quarter. Third on the road, fell to John Bothamley, who had started from the back of the grid, and could claim no championship points or prize money as his Esprit failed to complete the heat. Eric Paterson, now familiar with the track, had little difficulty keeping Munnoch in his place, aided when the Chevron Imp cast its exhaust system. This allowed Ian Forrest to lead the Davrian formation for nine laps, his place then annexed by Gus Young, to be emulated by Ricky Gauld when Kenny Coleman departed the fray.

BILL HENDERSON

Wilson's BMW holds off McGaughay's Renault in front of Ingliston House.



INGLITON (GB), Sep 12, SMRC

The Barratt Office Equipment FF1600 race (10 laps): 1, William Rose (Royale-Minister RP26/80), 9m 17.2s, 66.55mph; 2, Sandy McEwan (Van Diemen-Scholar), 9m 17.5s; 3, Ralph Halley (PRS-Halley), 9m 18.4s; 4, Gordon Melvin (Van Diemen-Scholar), 9m 31.5s; 5, Neil Gillanders (Van Diemen), 9m 32.0s; 6, Lance Gauld (Lotus-Scholar 51A), 9m 44.6s. **Fastest lap:** McEwan & Halley, 54.9s, 67.54mph.

GT cars over 1000cc—heat 1 (10 laps) overall: 1, Jeff Wilson (3.4 BMW M1), 8m 19.9s, 71.17mph; 2, Jim McGaughay (2.0 FES Renault GT), 8m 20.0s; 3, Eric Paterson (1.5 Lotus Europa), 8m 54.6s; 4, Eric Munnoch (3.5 Chevron Imp), 8m 55.0s. **Over 1500cc:** 1, Wilson; 2, McGaughay; 3, Munnoch. **Fastest lap:** Wilson, 48.1s, 77.09mph. **1001-1500cc:** 1, Paterson; 2, Gus Young (1.5 Agra M/E82-Ford); 3, Hugh McKinnon (1.1 Davrian Mk7). **Fastest lap:** Paterson, 51.1s, 72.56mph.

Clubmans, Sports 2000 (12 laps) and Clubman A overall: 1, John Fyda (1.7 Mallock Mk24), 9m 30.8s, 77.95mph; 2, Kenny Allen (1.7 Mallock), 9m 49.9s; 3, Reg Forrester-Smith (1.7 Marquiss Mallock), 9m 49.5s (11 laps); 4, George Watt (Mallock), 9m 53.8s. **Fastest lap:** Fyda, 46.5s, 79.74mph. **Clubmans B:** 1, Jim Irwin (Mallock Mk16); 2, Gary McDonald (Mallock Mk16); no other finishers. **Fastest lap:** Irwin, 53.5s, 69.31mph. **Sports 2000:** 1, Niall Mulloy (Chevron B52); 2, Richard Mitchell (Link S2000); 3, Keith Bowmaker (Lola 492). **Fastest lap:** Mulloy, 52.1s, 71.17mph.

Up to 1000cc GT's, heat 2 (10 laps): 1, Ian Forrest (The Drambaue Davrian), 9m 06.1s, 67.90mph; 2, Ken Murray (Davrian MkVII), 9m 08.5s; 3, Bob Milne (1.0 Imp), 9m 14.6s; 4, Ricky Gauld (Davrian), 9m 17.7s; 5, William Donald (1.0 Imp), 9m 55.0s; 6, Brian McLeod (1.0 Imp), 9m 08.4s (9 laps). **Fastest lap:** Harry Simpson (Davrian Mk8), 52.4s, 70.76mph.

Formula Ford Final (12 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 11m 01.6s, 67.26mph; 2, Walter Warwick (Reynard RS82), 11m 06.2s; 3, Roy Low (Van Diemen), 11m 08.2s; 4, Tony Gemmill (Crosslé-Minister 25F), 11m 09.9s; 5, Willie Hourie (Crosslé-Scholar 32F), 11m 10.6s; 6, Stewart Roden (Van Diemen-Minister), 11m 14.4s. **Fastest lap:** Brown, 53.9s, 68.79mph.

Formule Libre cars (15 laps): 1, David Duffield (2.0 Ralt RT4), 11m 20.8s, 81.70mph; 2, Alo Lawler (1.6 Ralt RT4), 11m 24.8s; 3, George MacMillan (2.0 March 772P), 11m 42.5s; 4, John Fyda (1.7 Mallock Mk24), 11m 48.1s; 5, Reg Forrester-Smith (1.7 Marquiss Mallock) 13 laps; 6, Archie Boyle (2.0 Reynard 79), 13 laps. **Fastest lap:** Duffield, 44.3s, 83.70mph.

GT cars, Final, 15 laps overall: 1, Wilson, 12m 31.2s, 74.04mph; 2, McGaughay, 12m 31.4s; 3, Paterson, 13m 11.5s; 4, Young, 14 laps. **Over 1500cc:** 1, Wilson; 2, McGaughay; 3, Bothamley. **Fastest lap:** McGaughay, 48.2s, 76.93mph. **1001-1500cc:** 1, Paterson; 2, Young; 3, Jimmy Pinkerton (1.3 Mini). **Fastest lap:** Paterson, 50.7s, 73.14mph. **Up to 1000cc:** 1, Gauld; 2, Bob Milne (1.0 Imp); no other finishers. **Fastest lap:** Ian Forrest (1.0 Drambaue Davrian), 52.8s, 70.23mph.