

## AURORA AFX BRITISH NATIONAL FORMULA 1 CHAMPIONSHIP

After two rounds

1, Emilio de Villota (Williams FW07) .....	11
2, Desire Wilson (Wolf WR4) .....	10
3, Guy Edwards (Arrows A1B) .....	9
4, Norman Dickson (Lotus 78) .....	6
5, Ray Mallock (Surtees TS20+) .....	4
Eliseo Salazar (Williams FW07) .....	4
7, Jim Crawford (Chevron B42) .....	3
Giacomo Agostini (Williams FW06) .....	3
Brian Robinson (Chevron B48) .....	3
Tony Dean (Chevron B42) .....	3

### Formula 2

1, Tony Dean (Chevron B42) .....	14
Brian Robinson (Chevron B48) .....	14
3, Jim Crawford (Chevron B42) .....	9
4, Warren Booth (Chevron B42) .....	3
Kim Mather (March 802) .....	3
6, Bob Howlings (Chevron B42) .....	2

## INGLSTON

# Niven rings the changes

The picturesque Ingliston circuit has, over the winter, been subtly changed with a widening at the hairpin as well as necessary changes needed to comply with RAC safety regulations. The first competitors to sample the revisions were greeted with bright sunshine tempered by a cold wind for the opening meeting of the season, the Edinburgh Students' Charities meeting on Easter Sunday.

The opening 10 lapper for up to 1 litre GT cars, a new class to Ingliston which combines special saloons and modified

sports cars, found the experienced Aberdonian Bob Leckie stroke his Imp away from the rest, led by Martin Dunn whose Imp initially had to keep Harvey Gillander's similar car at bay. It being a point of honour for G. Gunn in his Davrian Imp to join his north of Scotland brethren by ousting Roy Wilson (Clan Crusader) from fourth place after Richard Mitchell and Colin Philip in their Imps and Andrew Paterson (Mini) had a coming together in the Esses.

The first FF1600 heat found Roy Cuthill urge his Hawke to the front, albeit until the newly widened hairpin which he further widened, leaving Tony Quinn in his Merlyn Mk17 to take up the running from the March 708 of Arch Cromar whose Crows Nest Hotel car was harried by Chris Surtees (Crosle 32F). However bustling up from the rear came Duncan Hall in the immaculate Halls of Broxburn/Laidlaws Royale RP26, timing his attack until the penultimate lap to take the flag, while John Bothamley following Hall through, passed Cromar for third place.

After Jimmy Robertson eliminated his 1.3 Skoda at Caravan on the warm-up, it was Brian Stevenson in his Bardene Automotive Davrian who benefitted to lead comfortably to the flag in the GT heat for up to 1500cc cars. Veteran racer Jim Pinkerton his Mini now sporting a two tone colour scheme, ran second with the Davrian of Alan Ritchie third, gamekeeper Stan Share in his Clan Crusader completing the quartet of finishers.

In the clubmans event which followed, Kenny Allen pulled his Smith Metals Mallock 20 away from the frantic dice for second, between the 20B of Andy Smith and the 18B of John Fyda, the pace of which found John Mackie having to slow

## INGLSTON (GB) APR 6, SMRC

**GT up to 1000cc, (10 laps):** 1, Bob Leckie (1.0 Hillman Imp), 9m 23.2s, 65.84mph; 2, Martin Down (1.0 Hillman Imp), 9m 53.4s; 3, Harvey Gillanders (1.0 Imp), 9m 54.4s; 4, G. Gunn (1.0 Davrian Imp), 9m 57.4s; 5, Roy Wilson (1.0 Clan Crusader), 10m 06.3s; 6, Oly La Barre (1.0 Clan Crusader) 10m 24.5s. **Fastest lap:** Leckie, 54.5s, 68.04mph.

**The Laidlaw Trophy for FF1600 (10 laps):** 1, Duncan Hall (Royale-Agra RP 26), 9m 29.2s, 65.14mph; 2, Tony Quinn (Merlyn-Minister Mk II/17), 9m 30.5s; 3, John Bothamley (Van Diemen-Auriga), 9m 39.2s; 4, Arch Cromar (March 708), 9m 48.2s; 5, Archie Boyle (Hawke DL 12), 9m 56.0s; 6, Iain Nicholson (Hawke-Scholar DL 11), 10m 57.5s. **Fastest lap:** Hall, 54.6s, 67.91mph.

**GT cars 1001-1500cc, heat one, (10 laps):** 1, Brian Stevenson (1.2 Davrian Mk VIIA), 9m 25.5s, 65.57mph; 2, Jim Pinkerton (1.3 Mini Cooper S), 9m 26.6s; 3, Alan Ritchie (1.2 Davrian Mk 6), 9m 53.6s; 4, Stan Share (1.1 Clan Crusader), 9m 34.1s (9 laps). **Fastest lap:** Pinkerton, 54.9s, 67.54mph.

**The Robertsons of Cardenden Race for Clubmans cars (10 laps):** 1, Andy Smith (1.7 Mallock Mk 20B), 8m 11.3s, 75.47mph; 2, John Fyda (1.7 Mallock 18B), 8m 12.1s; 3, Kenny Allen (1.7 Mallock Mk 20), 8m 27.8s; 4, John Mackie (1.7 Mallock 18 BW), 8m 29.7s; 5, Clive Reeves (1.6 Magnum 79B), 9m 01.0s; 6, Kevin McCormick (1.6 Mallock U2 Mk 20B), 8m 24.8s. (9 laps). **Class A:** 1, Smith; 2, Fyda; 3, Allen. **Fastest lap:** Smith and Allen, 47.4s, 78.23mph. **Class B:** 1, Reeves; 2, McCormick; 3, Graham Sword (Mallock Mk 16). **Fastest lap:** Reeves, 52.4s; 70.76mph.

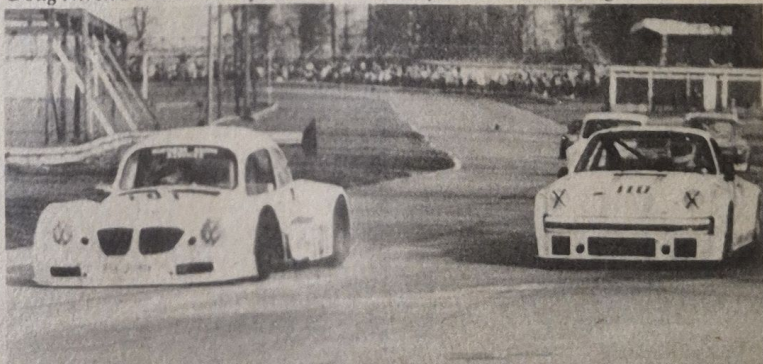
**The Balmoral Hotel, Race for GT cars (10 laps):** 1, Doug Niven (5.0 VW Beetle), 8m 55.7s, 70.53mph; 2, George Coghill (1.0 Davrian Mk 7), 9m 18.3s; 3, Kenny Coleman (Davrian), 9m 21.3s; 4, Jim McGaughey (1.0 Hillman Imp), 9m 26.2s; 5, Bob Leckie (1.0 Hillman Imp), 9m 26.3s; 6, Ricky Gauld (1.0 Sunbeam Stiletto) 9m 33.6s. **Up to 1000cc:** 1, Coghill; 2, Coleman; 3, McGaughey. **Fastest lap:** Coghill, 54.2s, 68.54mph. **Over 1000cc:** 1, Niven; 2, Geoff Todd (5.3 Chevrolet Corvette); 3, Steve Buxton (4.2 Porsche 934). **Fastest lap:** Niven, 50.3s, 73.72mph.

**Shell Championship for FF1600 (12 laps):** 1, Tom Brown (Van Diemen-Auriga RF 80), 11m 01.3s, 67.29mph; 2, Roy Low (Van Diemen-Minister), 11m 13.0s; 3, Allan Bremner (Hawke-agra DL 15), 11m 28.8s; 4, Dave Steedman (Hawke-Auriga DL 19), 11m 29.3s; 5, Martin Simpson (Van Diemen-Minister), 11m 29.9s; 6, John Bothamley (Van Diemen-Auriga), 11m 38.4s. **Fastest lap:** Brown, 53.7s, 69.05mph.

**Glasgow Herald Race for Libre Cars, (20 laps):** 1, David Leslie (1.6 Ralt RT4), 15m 18.9s, 80.71mph; 2, Andy Barton (1.6 March 7B/79B), 15m 19.3s; 3, Stuart Lawson (2.0 March 772P), 15m 41.4s; 4, David Duffield (1.6 Ralt-Swindon RT 1), 15m 42.8s; 5, Iain McLaren (McLaren M26), 15m 47.1s; 6, George McMillan (2.0 March 772P), 15m 20.8s. (19 laps). **Up to 1600cc:** 1, Leslie; 2, Barton; 3, Duffield. **Fastest lap:** Barton & Leslie, 45.0, 82.40mph. **Over 1600 cc:** 1, Lawson; 2, McLaren; 3, McMillan. **Fastest lap:** Lawson, 45.6s, 81.32mph.

**Edinburgh Students' Charities Cup for GT cars — Final, (15 laps):** 1, Niven, 13m 41.0s, 67.75mph; 2, Coghill, 14m 05.7s; 3, McGaughey, 14m 07.1s; 4, Leckie, 14m 08.6s; 5, Pinkerton, 14m 16.5s; 6, Dunn, (14 laps). **Up to 1000cc:** 1, Coghill; 2, McGaughey; 3, Leckie. **Fastest lap:** Coghill, 53.6s, 69.18mph. **1001-1500cc:** 1, Pinkerton; 2, Alan Ritchie (1.2 Davrian); 3, Stan Share (1.1 Clan Crusader). **Fastest lap:** Brian Stevenson (1.2 Davrian), 53.9s, 68.79mph. **Over 1500cc:** 1, Niven; 2, Steve Buxton (Porsche 934). **Fastest lap:** Niven, 51.8s, 71.58mph.

Doug Niven's VW Beetle laps the Porsche 934 of Steve Buxton at Ingliston.



his smoking 18BW, although he maintained his place well ahead of the 'B' class leader Clive Reeves, this year fielding a Magnum 79B. As the race ran out Allen had a half shaft break with his Mallock in sight of the flag, Smith and Fyda swooping past the ailing car as it coasted in to third place.

The biggest and loudest field so far, heralded a demonstration drive by Doug Niven in the VW Beetle now resplendent in white, however it was not without its problems, though a 10sec push start penalty was made up in two laps! The rest of the over 1500cc GTs were led by the Caithness Glass Davrian of George Coghill, with the similar model of Ken Coleman holding station behind, but fourth place was forever in contention between the Imps of Jim McGauhey and Bob Leckie, the cars never more than a length apart and often level throughout. Running in midfield, were two interesting big bangers, the 5.3 litre Chevrolet Corvette of Geoff Todd which led from Steve Buxton, feeling his way in the eye-catching 4.2 Porsche 934.

The opening 12 lap round in the Shell Championship and for the Laidlaw North British Championships followed, a healthy field taking off, from which Tom Brown in the Parks of Hamilton Van Diemen RF80 disappeared into the distance leaving Roy Low to ease his Van Diemen away from the third place squabble, eventually going to Alan Bremner (Hawke DL15).

The *libre* event was a triumph for the Atlantics of David Leslie and Andy Barton, the former in the Hope Scott Ralt RT4 snatching a tenuous lead from the March which he maintained for a smooth 20 laps. The pair pulled away from the former Formula Fordsters David Duffield, whose Caledon Coal Ralt RT1 had to give way to the March 772P of Stuart Lawson.

The meeting finished with another Doug Niven benefit, again followed home at some distance by George Coghill whose Davrian was in a healthier state than that of Brian Stevenson. This 15 lapper featured a battle between the Imp of Bob Leckie and the Stiletto of Ricky Gauld, until the latter spun off on oil.

BILL HENDERSON