

LYDDEN continued

nipped smartly into the lead of the Lydden Saloon Championship round. But by the end of lap 1, Tony Davies, starting from the third row with his Transpeed 2.3 Vauxhall Firenza, had moved into the lead and Dewing was demoted to third place the next time round by Law. Davies, with Law seemingly glued to his tail, pulled out something of a lead leaving Dewing to fend off Davey plus Steve Smith (2.3 Vauxhall Chevette), Eddie McLurg (1.0 Maguire Imp) and Bob Kirk (1.3 Mini Clubman-BDA).

Law brilliantly outraked Davies going into the Elbow on lap 6 but equally impressive was Davies's retaliation, for on the last lap going into Pits Bend he squeezed inside, just inching ahead of Law as they crossed the line in a superb finish. An inspired Kirk fought up to third place ahead of Davey and Dewing while McLurg retired and Smith smote the startline banking at half distance, leaving the class-winning 850cc Imp of Steve Holland to take sixth overall.

The duel for the lead in the Cinque Ports Flying Club *Formule Libre* Championship was just as entertaining as Paul Sleeman (1.6 March 713S) powerslid his way round, fending off Norman Paine's 1.6 Chevron B42. Sleeman went perhaps a little wider than he wanted at Devils Elbow on lap 10 and Paine shot through and completed the remaining laps with Sleeman still locked in combat. Roger Fullagar (1.6 Mallock Mk14) took third with the pressure from Melvyn Coon's challenge having expired when Coon's Mallock Mk20B retired at half distance. Tony Howard (2.0 Delta T81) took fourth, while completing the field were the two FF1600s of Derek Bowley (Dulon MP21) and Peter Britten in Doug Wood's Merlyn Mk20A.

PAUL HARMER

LYDDEN HILL (GB) Oct 11, Astra MC

Marchant & Cox FF1600 Championship (12 laps): 1, John Oxborough (Ray-Auriga 80F), 9m 22.4s, 76.81mph; 2, Steve Brown (Van Diemen Hansen RF80); 3, Will Chesson (Merlyn-Hansen Mk17); 4, Len Ian Ward (Jamun-GGS T3); 5, Len Marchant (Abraham-Minister BT21/28); 6, Doug Wood (Merlyn-Ford Mk20A).

Lydden Saloon Championship (12 laps): 1, Tony Davies (2.3 Vauxhall Firenza) 9m 41.6s, 74.28mph; 2, Michael Law (1.0 Sunbeam Stiletto); 3, Bob Kirk (1.3 Maguire Mini-BDA); 4, Peter Davey (1.0 Harman Imp). **Over 1300cc:** 1, Davies, only finisher. **1001-1300cc:** 1, Kirk, only finisher. **851-1000cc:** 1, Davey; 2, John Dewing (1.0 Hillman Imp); no other finishers. **Up to 850cc:** 1, Stephen Holland (0.8 Hillman Imp); 2, Bob Harman (0.8 Harman Imp); 3, Peter Daniels (0.8 BL Mini).

SCOTCIRCUIT

Season swansong

For the final, Marlboro sponsored, meeting of the Ingliston season, the SMRC were rewarded with brilliant but cold weather for an interesting seven event programme interspersed with various displays, including superkarting and aerobatics by a Marlboro Pits Special — a Concorde even managed a fly past — to salute another Libre victory by Andy Barton or perhaps the two GT victories by Jim McGaughay in the FES Renault 5T?

The Longstone Motor Company displayed their range of Colts, but it was the

Mallock marque which dominated their sponsored 12 lap Sports car race which opened proceedings. With the wind on his tail, Kenny Allen blasted away ahead of John Fyda and Jim Stevenson who was gradually dropped astern. John Mackie was left in the cold by the flying trio but was leading class 'B' with Laurence Jacobsen next up in the Chevron B52, the first of the Sports 2000 cars and followed by John Clark, Andrew Jeffrey and Brian Stevenson, who were all ousted by the Royale RP30 of Russell Spence, who was eventually to gain fourth place. The remainder followed in procession, but Graham Sword achieved class 'B' second in hauling his Mallock past the Centaur of Bill Drummond.

The opening heat for GT cars promised well with 'old hands' Doug Niven and Walter Robertson intent on giving GT heir apparent Jim McGaughay a lesson. The Skoda got the best of the start with the Renault sandwiched by the Beetle, and the Fiat Coupe of Ron Cumming being left behind in fourth place, but a couple of laps later McGaughay and Niven were through as Robertson spun on oil reputedly dropped by the Escort Chevy of Murray Burgess, which held fifth place from the Davrian of Alan Ritchie. Thereafter Robertson was content to reel in the Beetle to finish 0.2sec behind. Jimmy Pinkerton was forced to pirouette his Mini when Stan Share spun his Clan Crusader, but avoided everything solid, and even restarted to claim sixth place from the Escort of Eddy Beerman.

After copious dousing of cement dust, the final 12 lap round of the Shell Super Motor Oil championship for Formula Ford 1600 cars followed, and with no entry from Roy Low, championship leader Tom Brown eased his Van Diemen away from the second place squabble. This was to settle third placing in the championship between Chic Stenhouse and Vic Covey, the pair being so intent that Wally Warwick rocketed his Van Diemen past Covey, who had eased his pace on an oil-coated track. Fifth place was forever in dispute, with the efforts of Willie Hourie in his Crosslé keeping the ever improving Chris d'Agostino at bay. Through this performance and his season-long achievements, the Shetlander was judged 'Shell Man of the Season'. Of the midfield runners, Peter Jamieson drove another tidy race to provoke Tony Gemmill into indiscretions, as Bryan Gowans fought off a rallycrossing Andrew Paterson.

As always, the up to 1-litre GTs provided some exceptionally close racing. George Coghill, the initial leader in the Norfrost Davrian, having to succumb to the intense pressure from the Davrian of Kenny Coleman, only to have to fend off the Imp of a very "switched-on" Harvey Gillanders who secured fastest lap. The Modsport championship leader, Ewan Murray, was out of luck, having to change to a "cooking" engine and then retire his Davrian after contact with something hard, Ian Forrest in the Drambuie Davrian lost fifth place to Hugh Chalmers' red version, who could not catch Harry Simpson.

From the front of the grid Roddy MacPherson in his rorty Cooper-Bristol and Mike Harrison with his little Mallock left the rest of the Historic cars to entertain the crowd with a rare blend of vintage racing, the Perth driver holding a precarious advantage. This left Grant Stephen a lonely third lonely third, his Elva FJ almost 10secs in credit over the Lola of Tony Steele, the pair doubling that margin over the exuberantly driven Cognac Special of the evergreen Ron Footit, who led the other Pre-war entrant, Guy Smith, whose Alvis-engined Frazer Nash belched water.

After a fine performance at the wet

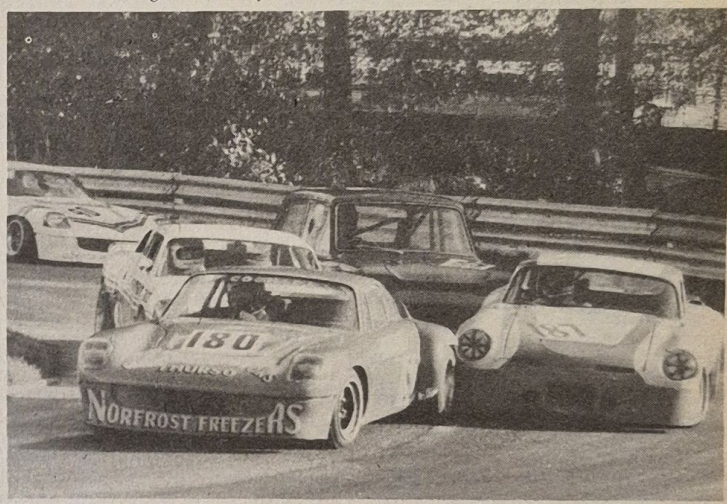
Knockhill meeting, farmer John Foster was giving his works Jaguar XK120 its Ingliston baptism, but he wisely drove steadily, as did Oliver Robinson in his Cooper Bristol. Randolph Stewart managed just three laps in his 1957 Cooper Norton to post the only retirement.

An 11 car field faced the starter for the Libre event, but as usual Andy Barton's March streaked off the line, leaving Dave Duffield in his accustomed second place, with Stu Lawson in a fine third. This left Dave Muter to battle off the forcefully drive March of George McMillan, the pair circulating for the 15 laps as if tied together. Initially these were shadowed by the Mallock of John Fyda, who had to overwhelm the similar car of Jim Stevenson, but on spotting Concorde the latter retired his car to the pits, immediately after Fyda had stopped with a recurrence of smoke pouring from his NSR wheel. These dramas elevated the Royale RP30 of Russell Spence to sixth place, albeit a lap behind the leaders. Andy Barton equalling his own lap record and annexing the *Glasgow Herald Libre* series by a single point from Duffield, the 1600cc class leader.

The closing 15 lapper for the season found Doug Niven in his last competitive event, but it was Jim McGaughay who shot his handy little Renault off from pole in front of Niven and Robertson who never gave up the dice for second place. Doug holding on to the end. An extremely eventful racing career which ended as he started. But what of the other runners: incredibly, Harvey Hillanders had his Imp in an unchallenged fourth spot, finishing on the same lap as the leading trio! Behind, however, a gaggle of Davrians and Imps were swapping places, Kenny Coleman's blue and orange car holding the early advantage, only to have Hugh Chalmers or George Coghill challenge, but it was the formidable Fiat Coupe of Ron Cumming which asserted itself, after Harry Simpson retired his Davrian, and grabbed fifth. All this left Ian Forrest to complete the race with the Drambuie Davrian, a strong ninth, with a subdued Ricky Gauld following in the Express Sureflight Stiletto, before leaving these shores for Canada.

BILL HENDERSON

Davrian dice. Coghill ahead of race winner Coleman, Simpson, Donald and Forrest.



SCOTCIRCUIT (GB), SMRC, Oct 11,

The Longstone Motor Company Trophy Race For Sports Cars (12 laps): 1, Kenny Allen (1.6 Mallock Mk20), 9m 38.9s, 76.86mph; 2, John Fyda (1.7 Mallock 18B), 9m 39.6s; 3, Jim Stevenson (1.7 Mallock Mk21), 9m 46.2s; 4, Russell Spence (2.0 Royale RP30), 10m 13.0s; 5, John Mackie (1.6 Mallock 21B), 10m 22.7s; 6, Laurence Jacobsen (2.0 Chevron B52), 10m 28.3s. **Class A Clubmans:** 1, Allen; 2, Fyda; 3, Stevenson. **Fastest lap:** Allen, 46.9s, 79.06mph. **Class B Clubmans:** 1, Mackie; 2, Graham Sword (1.6 Mallock 16B); 3, Bill Drummond (1.6 Centaur 17B). **Fastest lap:** Mackie, 52.7s, 73.14mph. **Sports 2000:** 1, Jacobsen; 2, John Clark (2.0 Chevron B52); 3, Andrew Jeffrey (2.0 Chevron B52). **Fastest lap:** Jacobsen, 51.2s, 72.42mph.

The Akal Trophy for GTs over 1000cc, heat 1 (10 laps): 1, Jim McGaughay (2.0 FES Renault 5T), 8m 38.3s, 71.54mph; 2, Doug Niven (5.0 Beetle), 8m 40.9s; 3, Walter Robertson (2.0 Skoda), 8m 41.1s; 4, Ron Cumming (1.9 Fiat Coupe), 9m 21.7s; 5, Murray Burgess (4.7 Escort Chevy), 9 laps; 6, Jim Pinkerton (1.3 Mini Cooper S), 8 laps. **Over 1500cc:** 1, McGaughay; 2, Niven; 3, Robertson. **Fastest lap:** Niven, 49.6s, 74.76mph. **1001-1500cc:** 1, Pinkerton; 2, Stan Share (1.1 Clan Crusader); 3, Allan Ritchie (1.1 Davrian). **Fastest lap:** Ritchie, 59.0s, 62.85mph.

The Shell Super Motor Oil Championship for Formula Ford 1600 (12 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 10m 53.8s, 68.06mph; 2, Chic Stenhouse (Van Diemen-Scholar RF81), 10m 55.2s; 3, Wally Warwick (Van Diemen-Aldon RF79), 10m 59.7s; 4, Vic Covey (PRS-Auriga), 11m 01.3s; 5, Willie Hourie (Crossle-Scholar 32F), 11m 07.5s; 6, Chris D'Agostino (Van Diemen-Scholar RF79/80), 11m 08.4s. **Fastest lap:** Covey, 53.0s, 69.96mph.

The Akal Trophy Race for GT's up to 1000cc, Heat 2 (10 laps): 1, Kenny Coleman (1.0 Davrian), 9m 13.3s, 67.02mph; 2, George Coghill (1.0 Davrian Mk7/8), 9m 14.6s; 3, Harvey Gillanders (1.0 Hillman Imp), 9m 14.9s; 4, Harry Simpson (1.0 Davrian) 9m 16.6s; 5, Hugh Chalmers (1.0 Davrian) 9m 17.0s; 6, Ian Forrest (1.0 Drambuie Davrian) 9m 19.8s. **Fastest lap:** Gillanders, 53.0s, 69.96mph.

The McLaren Builders' Historic Car Race (12 laps): 1, Roderick MacPherson (2.0 Cooper Bristol), 11m 55.7s, 62.17mph; 2, Mike Harrison (1.1 Mallock U2), 11m 56.0s; 3, Grant Stephen (1.1 Elva Junior), 12m 23.7s; 4, Tony Steele (1.1 Lola FJ), 12m 32.5s; 5, Ron Footit (2.0 AC GN Cognac Special) 12m 52.3s; 6, Guy Smith (3.5 Frazer Nash), 12m 56.2s. **Pre-War Cars:** 1, Footit; 2, Smith, no other starters. **Fastest lap:** Footit, 63.4s, 58.49mph. **Post-War Cars:** 1, MacPherson; 2, Harrison; 3, Stephen. **Fastest lap:** Harrison, 57.7s, 64.26mph.

The Marlboro Trophy for Libre Cars (15 laps): 1, Andy Barton (2.0 March 78/792), 11m 27.6s, 80.89mph; 2, David Duffield (1.6 Ralt RT4), 11m 33.9s; 3, Stu Lawson (2.0 March 772), 11m 58.3s; 4, Dave Muter (1.6 Barton JT1), 12m 18.9s; 5, George MacMillan (2.0 March 772P), 12m 20.7s; 6, Russell Spence (2.0 Royale RP30), 14 laps. **Over 1600cc:** 1, Barton; 2, Lawson; 3, MacMillan. **Fastest lap:** Barton, 44.3s, 83.70mph. **(Equals class record). Up to 1600cc:** 1, Duffield; 2, Muter; 3, Colin Richardson (1.6 March 77B). **Fastest lap:** Duffield, 45.0s, 82.40mph.

The Akal Trophy Race for GTs, Final (15 laps): 1, Jim McGaughay (2.0 FES Renault 5T), 12m 43.6s, 72.84mph; 2, Doug Niven (5.0 Beetle), 12m 46.3s; 3, Walter Robertson (2.0 Skoda), 12m 46.6s; 4, Harvey Gillanders (1.0 Hillman Imp), 13m 30.5s; 5, Ron Cumming (1.9 Fiat Coupe), 14 laps; 6, Hugh Chalmers (1.0 Davrian), 12m 48.1s. **Up to 1000cc:** 1, Gillanders; 2, Chalmers; 3, George Coghill (1.0 Davrian Mk7/8). **Fastest lap:** Gillanders, 53.0s, 69.96mph. **1001-1500cc:** 1, Jim Pinkerton, (1.3 Mini Cooper S) no other starters. **Fastest lap:** 55.1, 63.82mph. **Over 1500cc:** 1, McGaughay; 2, Niven; 3, Robertson. **Fastest lap:** McGaughay, 49.7, 74.61mph.