

5-10-83

Halley orchestrates

LAST event of the Scottish racing season was at Ingleston on Sunday, when Tom Brown gave the Rotor FF1600 car, built at Bishopbriggs north of Glasgow, its first-ever race win. Andy Barton pulverised the opposition in the GT event, John Fyda's Mallock survived a hectic morning to win the Clubmans race and championship, and Roddy MacPherson's Cooper-Bristol was the popular winner of the historic race.

John Crosslé was over from Hollywood to watch the racing, and must have been happy with the result of the Hubert Mitchell Junior FF1600 event. Lance Gauld's PRS was on pole and led away from from Neil Cochrane's Crosslé. But Cochrane spun on the opening lap — and twice more at Arena before the race was over — and Gauld dropped back after picking up another damaged nose cone. Ralph Halley — Crosslé's Scottish agent — came through in the lead on lap two, and held it to the end, although pressed very hard indeed round the last lap by Richard Mitchell, while some demon late-braking by Harry Minty brought his PRS up to fifth place in sight of the flag.

The Agra Mallocks of Kenny Allen and John Fyda shared the front row of the Clubmans and Sports Cars race, last round of the Lowland Tyres and Exhausts championship. Fyda's car had broken its propshaft in practice, and a dash across the Forth Road Bridge to a convenient scrapyard in Kirkcaldy was needed to provide a replacement. In the "real" race, Allen got away first, but Fyda was close behind and moved ahead on lap six, as he needed to do to clinch the championship. Allen had two laps in the lead towards the end, but it was Fyda who won by about three

lengths, with Bill Drummond's Mallock a remote third, ahead of Willie Hourie's Ecurie Ecosse Chevron, which won the Sports 2000 class and set a new record.

Andy Barton, on pole for the Forth Electrical GT race, won the sprint to the Esses ahead of Jim McGaughay's first-time-out Lancia Toleman, and simply hurtled away from the opposition, although he was slicing past back-markers as early as the end of lap four! McGaughay lost second place briefly to Eric Paterson's Lotus Europa, then got it back again, and these three finished ahead of Ron Cumming's Esprit. The one-litre class battle was resolved when Kenny Coleman's Davrian — just in front of Harry Simpson's — spun at Caravan. Towards the end of the race, everybody slowed because Eddie Beerman, whose Escort had done itself a severe mechanical mischief, for some reason persisted in driving it round three very slow laps, leaving an outrageous oil trail round just about the entire circuit.

The Senior FF1600 event started, therefore, in a cloud of white dust. Tom Brown was on pole with the Rotor, having already scored enough points in his own Van Diemen to win the Marlboro championship. He led by a whisker from Roy Low's PRS

at the end of the opening lap, and that's how they stayed right to the end, although slowed in mid-race by several incidents, as at Caravan when two other cars crashed, pouring oil and water onto an already below-par surface. While Brown and Low were engaged in their own private battle, Wally Warwick's Reynard, in third place, set the fastest race lap.

Roddy MacPherson's Cooper-Bristol forged ahead of Tony Steele's Lola at the start of the historic racing and sports car event, and was never headed, although it looked at times to be a fairly close thing. Robin Gray's Lotus Elan came up to second place on lap two, and gradually inched closer to the flying 1953 Formula Two car, but MacPherson was in tremendous form and kept the Elan about two lengths behind at the flag. Steele

had all but made up on the Elan going into lap 11, but overrid things trying to match its pace through the Esses and smacked into the Armco. Oliver Robinson in the other Cooper-Bristol finished third, after a nine-lap dice with Rodney Felton's beautiful Maserati, which cried enough soon after that in a haze of blue smoke. And Ron Footitt brought the Cognac Special into the awards yet again, taking the Doune Cup for the best pre-war performance.

Having missed one of the counting events, Dave Duffield's Ralt RT4 could not win the Scottish Libre Challenge unless something drastic happened to series leader George MacMillan's RT2. It didn't, although in a familiar scenario the two cars were close together in the early laps until Duffield began to pull away.



AN IMPRESSIVE debutant at Ingleston was Jim McGaughay's Toleman-based Lancia GT Challenger.

John Mackie, in Kenny Allen's Mallock, was a faraway third in front of Bill Drummond's similar car.

The eight-race programme finished with two road-car events, split this time into sports cars and saloons. Sid Harrison's Clan Crusader just had the better start in the first of these, from Robin Gray's Elan. But the Lotus came past on lap one with Derek Butcher's Caterham 7 second and the Clan third. Butcher was right on Gray's tail into the Arena on lap four but half-spun and restarted in third place. Harrison took the lead again at the hairpin on lap 10, and Butcher slipped past the Elan for second on the final lap.

Jimmy Fleming's 1600 Toyota Celica led all the way from pole position in the final race, first of all from Olly Ross's VW Scirocco and

Alistair Gray's Escort. But Andrew Jeffrey, fifth on the opening lap with his BMW 323i, worked his way up to second on lap three, and the rest of the race featured a lively pursuit which Fleming survived, taking a real rally driver's line at Arena last time round. R.F.

FF1600 Junior — 10 laps: 1. R. Halley (Crosslé 50F), 9m 15.5s (66.75 mph); 2. R. Mitchell (PRS 80F); 3. L. Gauld (PRS 82); 3. S. McEwen (Crosslé 32F). Fastest lap: C. Harper (Hawke), 53.9s (68.79 mph).

Sports cars and Clubmans — 12 laps: 1. J. Fyda (Mallock Mark 24), 9m 36.8s (77.14 mph); 2. K. Allen (Mallock Mark 24); 3. W. Drummond (Mallock); 4. W. Hourie (Chevron). Fastest laps, Sports 2000: Hourie, 50.4s (73.57 mph), new class record, Clubmans B: J. Irwin (Mallock), 54.6s (67.91 mph), Clubmans A: Fyda, 46.0s (80.61 mph).

GT cars — 12 laps: 1. A. Barton (AC ME3000), 10m 01.6s (73.96 mph); 2. J. McGaughay (Lancia Toleman); 3. E. Paterson (Lotus Europa); 4. R. Cumming (Lotus Esprit). Fastest lap under 1000 cc: H. Simpson (Davrian), 50.7s (73.14 mph), new class record, 1001-1500 cc: Paterson, 50.2s (73.86 mph). Over 1500 cc: Barton, 46.9s (79.06 mph).

FF1600 Senior — 12 laps: 1. T. Brown (Rotor JTI), 11m 03.4s (67.07 mph); 2. R. Low (PRS); 3. W. Warwick (Reynard); 4. C. Birkbeck (Van Diemen). Fastest lap: Warwick, 53.0s (69.96 mph).

Historic cars — 12 laps: 1. R. MacPherson (Cooper-Bristol), 12m 20.0s (60.13 mph); 2. R. Gray (Lotus Elan); 3. O. Robinson (Cooper-Bristol); 4. R. Footitt (Cognac Special). Fastest lap pre-war: R. Felton (Maserati), 62.0s (59.81 mph). Post-war: T. Steele (Lola), 59.4s (62.42 mph). Historic sports car: Gray, 60.1s (61.69 mph).

Formula Libre — 15 laps: 1. D. Duffield (Ralt RT4), 11m 36.2s (79.89 mph); 2. G. MacMillan (Ralt RT2); 3. J. Mackie (Mallock); 4. W. Drummond (Mallock). Fastest lap: Duffield, 44.2s (83.89 mph).

Sports road cars — 12 laps: 1. S. Harrison (Clan Crusader), 12m 22.9s (59.90 mph); 2. D. Butcher (Caterham 7); 3. R. Gray (Lotus Elan); 4. C. Campbell (Davrian). Fastest lap under 1600 cc: Butcher, 59.9s (61.90 mph), equals class record. Over 1600 cc: A. Hamilton (Dutton), 63.8s (58.12 mph).

Saloon road cars — 12 laps: 1. J. Fleming (Toyota Celica), 12m 44.8s (58.18 mph); 2. A. Jeffrey (BMW 323i); 3. A. Gray (Ford Escort RS2000); 4. H. Fowler (Ford Capri). Fastest lap under 1600 cc: Fleming, 62.5s (59.33 mph), new class record. Over 1600 cc: Jeffrey, 62.1s (59.71 mph).