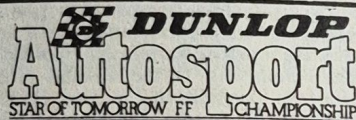


Saloon Car Challenge from flag to flag and was only briefly pestered by Derrick Brunt's Vauxhall Magnum, which got right behind the Rover from lap 7 but could do nothing about overtaking once he lost the slipstream. Chris Simms (Vauxhall Viva) maintained a distant third throughout, followed first by the flying 1300cc Mini of Rob McIntyre and then by Nick Staveley's Ford Capri which took fourth by almost 3-secs from the class winning McIntyre.

The fourth, final, and most exciting FF1600 race comprised the 11th round of the 'Champion of Mallory' series. Driving another new Royale RP31M, series leader Don Hardman could only manage the second row of the grid, but a demon first-lap Esses manoeuvre saw the local man power round the outside of pole winner Niki Phillips (Crosslé 50F) and the PRS of Fredrik Skoghag to take the lead. Then, despite enormous pressure from the Crosslé driver, as well as from Skoghag and Angel Lopez (Van Diemen), Hardman kept ahead until a small mistake two laps from home relegated him to second spot just behind Phillips.

Andrew Moore-Hinton won the 10-lap Classic Saloon Car Challenge race in fine style, having driven his red Mk1 Jaguar from nearby Elmsthorpe. From the flag, Glen Maskell's cheeky little A35 made a demon start to lead the big bangers for half-a-lap before being passed by Hinton and Philip Case.

GEOFF JOHNSON



MALLORY PARK (GB) Aug 22
Dunlop-AUTOSPORT FF1600
'Star of Tomorrow'
Championship, round 10
15 laps — 20.25 miles

- 1, Paul Mather (Royale-Boss RP26), 13m 09.0s, 92.40mph;
- 2, Kevin Haddock (Sparton-Scholar FF82), 13m 21.0s;
- 3, John Penfold (Van Diemen-Minister RF81), 13m 32.4s;
- 4, Adam Wallis (Van Diemen-Minister RF82), 13m 32.6s;
- 5, Andy Middlehurst (Van Diemen-Minister RF82), 13m 33.8s;
- 6, Peter Hardman (Royale-Auriga RP29), 13m 33.8s;
- 7, Stephen Barnes (Van Diemen-Scholar RF80), 13m 38.4s; 8, Mike McCrean (Van Diemen-Minister RF82), 13m 49.2; 9, Graham de Zille (Royale-Minister RP31M), 14 laps; 10, Peter Townsend (Van Diemen-Minister RF82), 14 laps; etc.

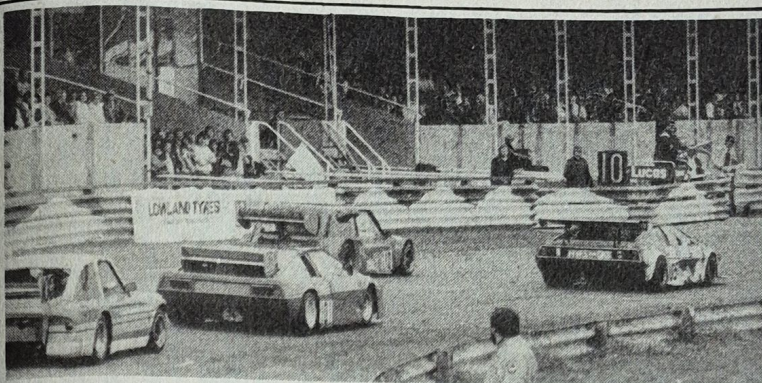
Fastest lap: Mather, 51.2s, 94.92mph.
Championship positions: 1, Middlehurst, 73pts; 2, Penfold, 67; 3, Haddock, 64; 4, Mather, 62; 5, Wallis, 45; 6, Mark Newby (Royale), 27; etc.
Next round: Sep 11, Oulton Park.

INGLSTON

No finer than Fyda

With regular opponents missing from the entry list at Ingliston on August 15, David Duffield stormed away to a Libre victory and to equal his own outright circuit record, but failed to emulate John Fyda who lapped his Mallock past all the other entries and lowered, by 0.2sec Kenny Allen's class record in his absence.

The seven event meeting opened with a FF1600 10-lapper to give Sandy McEwan his first race victory, appropriately in front of his sponsor, his Moores Lemonade Van Diemen leading from pole position. Gordon Melvin held



John Bothamley's colourful Esprit gets the jump on the GT field at Ingliston.

INGLSTON (GB), Aug 15, SMRC

Barratt Office Equipment FF1600 race, (10 laps): 1, Sandy McEwan (Van Diemen RF80), 9m 17.1s, 66.56mph; 2, Geordie Taylor (Sparton FF79), 9m 24.0; 3, William Rose (Royale-Minister RP26), 9m 29.0s; 4, Eddie Whitaker (PRS-Scholar), 9m 33.3s; 5, Iain Cowie (Van Diemen RF78), 9m 43.1s. Neil Gillanders (Van Diemen RF78), 9m 43.1s. **Fastest lap:** McEwan, 54.7s, 67.79mph.

Opel Dealers Trophy for GTs over 1000cc, heat one, (10 laps): 1, Jim McLaughay (2.0 FES Renault 5T), 8m 24.3s, 73.53s, 73.53mph; 2, Ron Cumming (1.8 Lotus Esprit), 8m 42.1s; 3, Gus Young (1.5 Agra M/E 82), 9m 03.8s; 4, Eric Munnoch (3.5 Chevron Imp), 9m 04.6s; 5, John Bothamley (2.0 Lotus Esprit), 11 laps; 6, Hugh MacKinnon (1.2 Davrian Mk7), 9 laps. **Over 1500cc:** 1, McLaughay; 2, Cumming; 3, Munnoch. **Fastest lap:** McLaughay and Bothamley, 48.4s, 76.61mph. **1001-1550cc:** 1, Young; 2, MacKinnon; 3, James Argo (1.3 Maguire Mini). **Fastest lap:** Young, 53.2s, 69.70mph.

Clelands of Peebles Sports 2000 and Clubmans Race, (12 laps): 1, John Fyda (1.7 Mallock U2 Mk24), 9m 37.3s, 77.08mph; 2, Brian Stevenson (2.0 Chevron B52), 11 laps; 3, Bill Drummond (1.8 Centaur Mk17b), 11 laps; 4, Jim Irwin (1.6 Mallock U2 Mk16), 11 laps; 5, Richard Mitchell (2.0 Link S2000), 11 laps; 6, Reg Forrester-Smith (1.7 Marquis Mallock U2 Mk21B), 11 laps. **Clubmans A:** 1, Fyda; 2, Drummond; 3, Forrester-Smith. **Fastest lap:** Fyda, 41.4s, 79.91mph (record). **Clubmans B:** 1, Irwin; 2, Gary McDonald (1.6 Mallock U2 Mk1B). **Fastest lap:** Irwin, 53.6s, 69.18mph. **Sports 2000:** 1, Stevenson; 2, Mitchell; 3, Keith Bowmaker (2.0 Lola T492). **Fastest lap:** Stevenson, 52.4s, 70.76mph.

Opel Dealers Trophy for GTs up to 1000cc, heat two (10 laps): 1, Harry Simpson (1.0 Davrian Mk8), 8m 56.4s, 69.13mph; 2, Ken Murray (1.0 Davrian MkVII), 9m 00.6s; 3, Kenny Coleman (1.0 Davrian), 9m 09.0s; 5, William Donald (1.0 Imp), 9m 11.3s. **Fastest lap:** Ian Forrest (1.0 Davrian), 52.3s, 70.90mph.

Canon Formula Ford 1600 race, final, (12 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 10m 49.0s, 68.56mph; 2, Roy Low (PRS-Minister RH01), 10m 49.2s; 3, Willie Hourie (Crosslé-Scholar 32F), 10m 54.6s; 4, Stewart Roden (Van Diemen), 11m 02.8s; 5, Peter Jamieson (PRS-Auriga 80F), 11m 06.4s; 6, John Dunn (PRS-79F), 11m 07.5s. **Fastest lap:** Brown and Low, 53.2s, 69.70mph.

The Beef Tub Steakhouse Race for Formule Libre Cars, (15 laps): 1, David Duffield (2.0 Ralt RT4), 11m 12.1s, 82.76mph; 2, Cameron Binnie (2.0 March 802), 11m 37.0s; 3, John Fyda (1.7 Mallock Mk24), 11m 42.9s; 4, George McMillan (2.0 March 772B), 14 laps; 5, Harvey Gillanders (2.0 March 75/782), 14 laps; 6, Stewart Robb (2.0 March 75/78), 14 laps. **Fastest lap:** Duffield, 43.8s, 84.66mph (equals record).

The Opel Dealers Trophy for GT Cars, final (15 laps): 1, McLaughay, 12m 39.2s, 73.26mph; 2, Bothamley, 13m 12.4s; 3, Simpson, 13m 31.2s; 4, Murray, 14 laps; 5, Munnoch, 14 laps; 6, Young, 14 laps. **Over 1500cc:** 1, McLaughay; 2, Bothamley; 3, Munnoch. **Fastest lap:** McLaughay, 48.6s, 76.30mph. **1001-1500cc:** 1, Young; 2, Argo. **Fastest lap:** Young, 53.3s, 69.57mph. **Up to 1000cc:** 1, Simpson; 2, Murray; 3, Gauld. **Fastest lap:** Murray, 52.4s, 70.76mph.

second, but was ousted first by the Sparton of Geordie Taylor, then William Rose elbowed his Royale past, to be emulated next lap by Eddie Whitaker. He continued to go backwards as Iain Cowie and Neil Gillanders fought their Van Diemens through to fifth and sixth.

John Bothamley posted his intentions by heading away the GTs, but the potent Forth Electrical Services Renault of Jim McLaughay clawed past to the front next lap, taking the Penicuik Aluminium Lotus Esprit in tow until it spun out at the Hairpin, elevating the Norfrost Esprit of George Coghill who hauled past the Brentwood Motel version of Ron Cumming, a move adjudged to have been made under a yellow flag, which excluded him from the results despite finishing second.

Eric Munnoch appeared to have his Chevron Imp mated to the Agra M/E 82 of Gus Young, in their battle for third, while Hugh MacKinnon climbed his Davrian all over the V8 Toyota Starlet of Jimmy Flemming to claim sixth but had to give best to a flying Bothamley.

John Fyda simply led his Mallock U2 Mk24 away from a smallish Sports/Clubmans field to lap the lot in his flight. This left Brian Stevenson a lonely second with the Central Hotels Chevron B52 from Bill Drummond and Jim Irwin. However, Richard Mitchell recovered his Link 2000 after a moment in front of the main stand, which allowed Keith Bowmaker (Lola T492), George Watt and the Marquis Mallock of Reg Forrester-Smith to sit on his tail and as Fyda got in among them the latter found himself in sixth place.

The 1-litre GTs found Harry Simpson in the Edinburgh Aluminium Davrian shrug off the challenge from Ken Murray who contended ably with the Drambuie

version of Iain Forrest, the pair enjoying a fabulous ding-dong until the latter's throttle linkage parted, promoting a three wheeling Kenny Coleman to third, a move strongly contested by Ricky Gauld with the Express Surefreight car. In the Imp battle, William Donald hauled ahead of Bob Milne, this pair in turn easing away from Brian Fletcher.

As anticipated, the Tom Brown/Roy Low FF barney was continued in the next 12-lapper. This time Low made a sizzling getaway from pole but the racing school man had his Van Diemen alongside on the long back straight on every lap until he eventually edged in front to hold a slim advantage to the flag. Behind, Willie Hourie could only watch this battle, while Stewart Roden gained fourth when Peter Jamieson spun his PRS, but restarted just in front of John Dunn.

The 15-lap Formule Libre affair featured but eight starters from which David Duffield slingshotted the Caledon Coal Ralt away from the March 802 driven by Cameron Binnie with John Fyda third in his fleet Mallock. This left George McMillan's March to overcome Stewart Robb, who succumbed also to Harvey Gillanders as he got used to the March 75/782. This spurred Colin Richardson to further demote Robb's March a lap later, but lost this advantage when taking the escape road.

Jim McLaughay stamped his mark on the GT final leaving Bothamley to claw his way up to second, as Harry Simpson again fended off the attentions of Ken Murray. The latter dropped back into the range of Eric Munnoch, whose V8 Chevron Imp was this time holding the Davrians of Gus Young and Ricky Gauld at bay.

BILL HENDERSON