

SNETTERTON continued

forced to fend off a very spirited attack from Anthony Reid (Van Diemen), which dissolved only on the final lap when Reid unfortunately spun at the Esses in a final attempt to wrest the advantage. He resumed fourth.

Fine, who had always led the pursuers, thus finished as the runner-up, his second impressive result at the meeting. Third was Robert Gibbs who was racing for only the second weekend this year, in preparation for debuting the '83 Reynard at the FF Festival, and who had to contend with bent suspension sustained in the earlier race. Fifth, after eliminating his Van Diemen team mate Cane on the final four was Beat jans with Rick Morris sixth.

After the race Bailey, in untypical manner, shouted for Gugelmin's disqualification as his rival stood on the winner's rostrum, so incensed was he at an incident that he had feared would occur. Later his team were to put their money down and protest Gugelmin's driving.

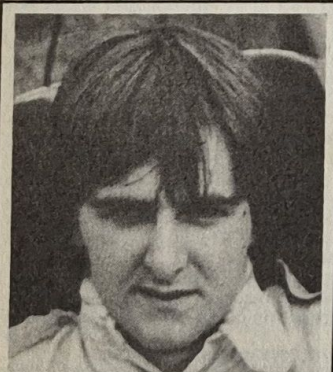
ANDY LEEDER

INGLISTON

Historics add flair

Despite a depressingly damp practice, track conditions improved as the afternoon progressed at the final Ingliston meeting on Sunday, the highlights of which must surely have been the highly entertaining driving in the Historic race, which had the smallest crowd applauding excitedly, especially for the Cooper Bristol antics of Roddy Macpherson in battling for the lead and the *sang-froid* of Keith Schellenberg, hurling his black 1927 Bentley round to collect fifth place ahead of much younger machinery. Not to be outdone, Andrew Fletcher brought his sleek Chevron B16 out to race at Ingliston after a gap of eight years, to battle for GT honours against Jim McGaughay.

As is usual, proceedings commenced



MONDELLO PARK

Rapid young Ulsterman Martin Donnelly scored a surprise victory in last weekend's Irish Formula Ford Festival at Mondello Park. The 18-year old won both his heat and the final in his Van Diemen RF81, which has recently been completely rebuilt following an accident at Kirkistown. Donnelly beat Anthony Murray and Joey Greenan in the final to earn himself a free entry for the Brands Hatch FF1600 Festival at the end of this month.

Full report next week.

with a Formula Ford heat. Walter Warwick revelling in the surefootedness of his Reynard on the damp track for most of the 10 laps, keeping at bay Colin Birkbeck and Chris D'Agostino who were slowly being caught by a determined Stewart Roden. Alas, Warwick dropped to fourth giving Birkbeck the win.

In the following GT race, Andrew Fletcher with a strong wet weather drive in his Chevron B16, shadowed the potent FES Renault of championship leader Jim McGaughay for the 10 laps, the pair crossing the line a mere 0.01sec apart—all but side by side! Behind this epic, George Coghill enjoyed a lonely third place in the Norfrost Esprit, untroubled by John Bothamley's Esprit which continued with its practice misfire, starting from the rear of the grid. This let the Agra M/E of Gus Young hold fourth place, well clear of the Mini of Jim Pinkerton.

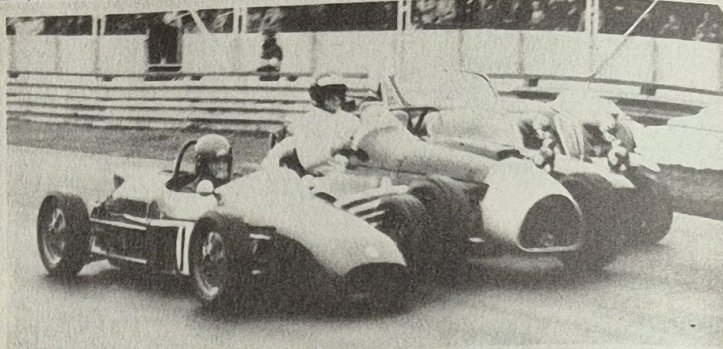
Sitting alongside poleman John Fyda on the front row, Kenny Allen took advantage of the drying line, to storm his Mallock into a lead he was to hold for but two laps before Fyda did his usual slingshot past to outdistance the rest. Behind, John Clark suffered some drama in his Sports 2000 Chevron B54, dropping to the rear, Keith Bowmaker taking over third, but succumbing to the charge by the Chevron B52 of Brian Stevenson who had earlier overwhelmed the Link S2000 of Richard Mitchell.

With Vicki Evans of Davrian Developments spectating, this inspired Ken Murray to slam his blue version away into a comfortable advantage over the Dry-brough version of Harry Simpson, which appeared to suffer problems in the handling department on the damp track. Bob Milne squashed his chance of glory, sliding his Imp into the barrier and allowing Ricky Gauld to take third in the Express Surefreight Davrian, as poor Ian Forrest brought up the rear, struggling on to sixth despite a slowly deflating rear tyre. Meanwhile Gauld frightened himself with a spin, which meant him having to battle past the Imps of Bill Donald and Brian McLeod to redeem his place before the flag.

The sun broke through to herald the F Ford final, delayed somewhat due to oil on the track after pole holder Tom Brown spun his Van Diemen on the warm-up. Roy Low craftily used the dry racing line on the outside to power his venerable Van Diemen RF76 away, leaving a cautious championship leader Tom Brown to fight through to second. Keith Wickham annexed third, pursued by the Crosslé of Tony Gemmill and Ralph Halley, whose PRS was soon to be taken by the immaculate Crosslé of Orcaidan, Willie Hourie who also claimed Gemmill on the penultimate lap, for fourth spot. Meanwhile, Warwick raced through from midfield, achieving sixth by the flag.

The feature race for Historic cars over 12 laps found Roddy Macpherson signal his intentions, urging his Cooper Bristol through to the front, being emulated by the Lotus Super Seven of Scottish hill climb road sports class champion, Robin Gray. This pair disputed the front throughout, the Cooper Bristol cornering at all angles while the Lotus trailed an ominous smoke screen. This left a quiet third place to Tony Steele, whose Lola had started from pole, any challenge evaporating when Oliver Robinson gyrated his Cooper Bristol to the applause of the grandstand. This quartet lapped the rest, led by the well driven Bentley of Keith Schellenberg from the HWM Jaguar of Kirk Rylands, the D-type of Willie Tuckett and the MGA Coupe of Keith McLeod who were upped one place when Hugh McCaig eased the pace of his badly smoking XK120.

In storming his Ralt RT4 away from a



Above: Spectacular action at Ingliston at the weekend as Macpherson and Gray blast between some slower cars. Below: McGaughay just holds off Fletcher's Chevron.



smallish Libre field, David Duffield intended to brook no challenge from the ebullient Gary Gibson, who suffered problems as the flag dropped and allowed the field to streak away from the new Chevron B56. Fyda had his Mallock U2 Mk24 in second place as Kenny Allen outdragged the March of George McMillan for third, to assume second when John Fyda pitted, having gambled on wet tyres. Meanwhile, Gibson, now into his rhythm, enterprisingly stormed the white Chevron past the other runners, to gain second place, albeit half a minute behind the Caledon Ralt. With McMillan departing to the pits and the March of Colin Richardson halted, Archie Boyle claimed fourth place with the Doherty Reynard.

The closing 15-lap GT final promised a repeat of the earlier action between Fletcher and McGaughay but the Chevron got away on the nearly dry course with George Coghill slipping his Esprit to the front and leading the opening lap, only to spin at the hairpin. In the ensuing contact, the B16 retired with broken steering, leaving McGaughay well clear of Ricky Gauld, leading the 1 litre brigade. John Bothamley charged up from behind, the Allscot Racing Esprit now on full song, but such was his enthusiasm in hauling through to second, that he was caught overtaking under the yellow flag and excluded from the results — an unfortunate end to his Ingliston season.

BILL HENDERSON

INGLISTON (GB) Oct 10, SMRC

The Barratt Office Equipment Formula Ford 1600 race (10 laps): 1, Colin Birkbeck (Royale RP31M), 11m 42.1s, 52.81mph; 2, Chris D'Agostino (PRS-Auriga 82F), 11m 43.0s; 3, Stewart Roden (Van Diemen), 11m 45.2s; 4, Walter Warwick (Reynard FF82), 11m 46.0s; 5, Bryan Gowans (PRS 79F), 11m 50.6s; 6, Gordon Melvin (Van Diemen-Scholar), 11m 59.8s. **Fastest lap:** Birkbeck, 1m 07.8s, 54.69mph.

GT cars over 1000cc, heat one (10 laps): 1, Jim McGaughay (2.0 FES Renault 5T), 9m 54.2s, 62.40mph; 2, Andrew Fletcher (2.0 Chevron B16), 9m 54.3s; 3, George Coghill (2.0 Lotus Esprit), 10m 08.7s; 4, Gus Young (1.5 Agra M/E 82 Ford), 10m 23.3s; 5, Jimmy Pinkerton (1.3 Mini), 10m 34.8s; 6, John Bothamley (2.0 Lotus Esprit), 9m 55.8s; **1001-1500cc:** 1, Young; 2, Pinkerton; 3, James Patrick (1.1 Imp). **Fastest lap:** Young, 1m 01.1s, 60.69mph. **Over 1500cc:** 1, McGaughay; 2, Fletcher; 3, Coghill. **Fastest lap:** McGaughay, 58.0s, 63.93mph.

Sports 2000 and Clubmans race (12 laps): 1, John Fyda (1.7 Mallock U2 Mk24), 11m 09.9s, 66.42mph; 2, Kenny Allen (1.7 Mallock U2 Mk21), 11m 26.7s; 3, Brian Stevenson (2.0 Chevron B52), (11 laps); 4, Richard Mitchell (2.0 Link S2000), 11 laps; 5, Reg Forrester-Smith (1.7 Marquiss Mallock), 11 laps; 6, Keith Bowmaker (2.0 Lola 492), 11 laps. **Sports 2000:** 1, Stevenson; 2, Mitchell; 3, Bowmaker. **Fastest lap:** Stevenson 1m 00.65s, 61.19mph. **Clubman A:** 1, Fyda; 2, Allen; 3, Forrester-Smith. **Fastest lap:** Fyda, 54.6s, 67.51mph. **Clubman B:** 1, Bill Drummond (Centaur); 2, Gary McDonald (Mallock U2 Mk16). **Fastest lap:** Jim Irwin (Mallock U2 Mk16), 1m 03.4s, 58.49mph.

GT cars up to 1000cc, heat two: 1, Ken Murray (1.0 Davrian Mk VII), 10m 17.2s, 60.08mph; 2, Harry Simpson (1.0 Davrian), 10m 23.3s; 3, Ricky Gauld (1.0 Davrian), 10m 43.8s; 4, Brian McLeod (1.0 Imp), 10m 46.9s; 5, William Donald (1.0 Hillman Imp), 10m 49.3s; 6, Ian Forrest (1.0 Davrian), 11m 18.3s. **Fastest lap:** Murray, 59.1s, 62.74mph.

Formula Ford 1600, Final (12 laps): 1, Roy Low (Van Diemen RF76), 12m 15.1s, 60.53mph; 2, Tom Brown (Van Diemen-Scholar RF80), 12m 15.6s; 3, Keith Wickham (Van Diemen RF80), 12m 30.6s; 4, Willie Hourie (Crosslé-Scholar 32F), 12m 30.8s; 5, Tony Gemmill (Crosslé-Minister 25F), 12m 31.7s; 6, Warwick, 12m 34.6s. **Fastest lap:** Brown, 58.1s, 63.82mph.

Historic car race (12 laps) — overall: 1, Roderick Macpherson (1953 Cooper Bristol), 12m 51.9s, 57.64mph; 2, Robin Gray (1965 Lotus Super Seven), 12m 53.6s; 3, Tony Steele (1960 Lola MkII FJ), 13m 35.0s; 4, Oliver Robinson (1953 Cooper Bristol), 13m 51.2s; 5, Keith Schellenberg (1927 Bentley), 11 laps; 6, Kirk Rylands (1955 H.W.M. Jaguar), 11 laps. **Pre-war cars:** 1, Schellenberg; 2, Gordon Stewart (1930/4 Trice); 3, Christopher Jones (1935 Bentley). **Fastest lap:** Schellenberg, 1m 09.9s, 53.05mph. **Post-war cars:** 1, Macpherson; 2, Gray; 3, Steele. **Fastest lap:** Macpherson, 1m 01.4s, 60.39mph.

Formule Libre race (15 laps): 1, David Duffield (2.0 Ralt RT4), 12m 19.8s, 75.18mph; 2, Gary Gibson (2.0 Chevron B56), 12m 49.7s; 3, Kenny Allen (1.7 Mallock U2 Mk21), 12m 59.7s; 4, Archie Boyle (2.0 Reynard FF 2000), 13 laps; 5, Nial Mulloy (2.0 Chevron B52), 13 laps; 6, Martin Dunn (2.0 Elden S2000), 12 laps. **Fastest lap:** Duffield, 47.6s, 77.90mph.

GT Cars, Final (15 laps): 1, McGaughay, 12m 55.0s, 77.700mph; 2, Gauld, 14 laps; 3, Forrest, 14 laps; 4, Murray, 14 laps; 5, Young, 14 laps; 6, Donald, 14 laps. **Up to 1000cc:** 1, Gauld; 2, Forrest; 3, Murray. **Fastest lap:** Gauld, 52.7s, 70.36mph. **1001-1500cc:** 1, Young; 2, Colin Simpson (Davrian); 3, Pinkerton. **Fastest lap:** Young, 55.4s, 66.93mph. **Over 1500cc:** 1, McGaughay; 2, Eddy Beerman. **Fastest lap:** McGaughay, 49.2s, 75.37mph.