

## BRANDS HATCH (GB), May 25, BARC

**Pro-Celebrity Shell Super Sunbeam Race (10 laps):** 1, Mike Smith, 11m 47.2s, 61.27mph; 2, Tim Lee-Davey, 11m 56.87s; 3, Phil Read, 12m 04.95s; 4, Graeme Crosby, 12m 08.02s; 5, David Briggs, 12m 26.27s; 6, Giacomo Agostini, 12m 26.69s. **Fastest lap:** Smith, 1m 09.63s, 62.23mph.

**British Formula Atlantic Championship Race (42 laps):** 1, Ray Mallock (Ralt-Swindon RT4), 34m 43.5s, 87.35mph; 2, Ian Taylor (Tiga-Nelson FA81), 34m 56.95s; 3, Alo Lawler (Ralt-Smith RT4), 35m 30.13s; 4, Kim Mather (March-BDA 792), 41 laps; 5, Mike Catlow (Ralt-Harris RT1), 41 laps; 6, Wil Airl (Chevron-Swindon B42), 40 laps. **Fastest lap:** Mallock, 47.87s, 90.52mph.

**Staw Elf Renault 5 Challenge Race (10 laps):** 1, Terry Blamire, 10m 41.28s, 67.57mph; 2, Mark Farmer, 10m 43.62s; 3, Steve Hine, 10m 45.08s; 4, John Ravenscroft, 10m 45.32s; 5, Brian Farmer, 10m 51.20s; 6, David Cox, 10m 56.21s. **Fastest lap:** Farmer, 1m 02.66s, 69.15mph.

**Pace British 2000 Championship Race (15 laps):** 1, Frank Bradley (Van Diemen-Brown RF81), 13m 08.85s, 82.39mph; 2, Ian Briggs (Royale-Nelson RP30), 13m 10.12s; 3, Warren Briggs (Ray-Rowland FF2), 13m 10.64s; 4, Rob Cooper (Lola-Brown T580), 13m 11.0s; 5, Glenn Wallis (Royale-Titan RP27), 13m 15.34s; 6, Mike Taylor (Royale-Nelson RP30), 13m 23.29s. **Fastest lap:** Cooper, 50.02s, 86.62mph.

**Kentagon FF1600 Championship Race (10 laps):** 1, Andy Ackerley (Ray-Auriga 80F), 10m 12.42s; 2, Doug Wood (Van Diemen-Dart RF80), 3, Trevor Stiles (Crosslé-Auriga 32F); 4, Kevin Gillen (Van Diemen-Scholar RF80); 5, Ted Whitbourn (Crosslé-Minister 30F); 6, Len Bull (Van Diemen-Auriga RF80). **Fastest lap:** Wood, 1m 00.4s, 72.17mph.



Above: Frank Bradley pulled off a surprise Pace FF2000 victory with his Van Diemen RF81 at Brands Hatch. Below: Big bangers at Scotscircuit — Walter Robertson's Skoda and Jim McGaughey's amazing Renault 5 and Doug Niven's Beetle.



## SCOTCIRCUIT (GB), May 17, SMRC

**The LMS Promotions (Wishbone Lotteries) race, heat one for up to 1000cc GTs (10 laps):** 1, Ken Murray (Davrian MkVII), 9m 07.8s, 67.69mph; 2, David Ogilvy (Sunbeam Stiletto), 9m 14.0s; 3, Harvey Gillanders (Hillman Imp), 9m 14.8s; 4, George Coghill (Davrian Mk7/8), 9m 14.9s; 5, Bob Milne (Hillman Imp), 9m 31.8s; 6, Bill Donald (Hillman Imp), 9m 33.9s. **Fastest lap:** Murray, 52.8s, 70.23mph (record).

**The Canon Copiers race for Formula Ford 1600 (9 laps):** 1, John Bothamley (Van Diemen-Alan Smith RF78), 8m 31.0s, 65.29mph; 2, Georgie Taylor (Merlyn-Minister MkII), 8m 31.3s; 3, Stewart Roden (Van Diemen-Minister), 8m 31.9s; 4, Dougie Hamilton (Van Diemen-Auriga RF78), 8m 37.2s; 5, Graham Miller (Hawke-Scholar DL9), 8m 37.6s; 6, Iain Nicholson (Hawke-Scholar Mk21), 8m 43.2s. **Fastest lap:** Hamilton, 54.0s, 68.67mph.

**The Royal Highland & Agricultural Society Race for Sports Cars (12 laps):** 1, John Fyda (1.7 Mallock 18B), 9m 36.1s, 77.24mph; 2, Kenny Allen (1.6 Mallock Mk20), 9m 36.8s; 3, John Barr (1.6 Mallock Mk19), 10m 18.6s; 4, John Mackie (1.6 Mallock 21), 10m 20.4s; 5, Laurence Jacobsen (2.0 Chevron B52), 10m 28.8s; 6, Clive Reeves (1.6 Magnum 79B), (11 laps). **Class A Clubmans:** 1, Fyda; 2, Allen; 3, Barr. **Fastest lap:** Fyda and Allen, 47.1s, 78.73mph. **Class B Clubmans:** 1, Mackie; 2, Reeves; 3, Jim Irwin (Mallock U2). **Fastest lap:** Mackie, 50.7s, 73.14mph (record). **Sports 2000:** 1, Jacobsen; 2, Richard Mitchell (2.0 Link Sports); 3, Steve Buxton (2.0 Chevron B52). **Fastest lap:** Jacobsen, 51.0s, 72.71mph (record).

**The 'Gerralds' race, heat two for GTs over 1000cc (10 laps):** 1, Walter Robertson (2.0 Skoda-Hart), 8m 32.7s, 72.32mph; 2, Doug Niven (5.0 VW Beetle), 8m 4.9s; 3, Jim McGaughey (2.9 FES Renault 5T), 8m 51.4s; 4, Hugh Chalmers (1.2 Davrian), 9m 05.0s; 5, Colin Simpson (1.1 Davrian), 9m 08.0s; 6, Max Brown (1.7 Escort), 9m 10.6s. **Over 1500cc:** 1, Robertson; 2, Niven; 3, McGaughey. **Fastest lap:** Robertson 50.1s; 74.01mph (record). **1001-1500cc:** 1, Chalmers; 2, Simpson; 3, Graham Stuppel (1.3 Mini). **Fastest lap:** Ricky Gauld (1.2 Davrian Sports), 53.1s, 69.83mph (equals record).

**The Shell Super Motor Oil Championship for Formula Ford 1600 (12 laps):** 1, Roy Low (PRS-Minister RH01), 10m 45.0s, 68.99mph; 2, Tom Brown (Van Diemen-Scholar), 10m 46.0s; 3, Vic Covey (PRS-Avriga B1F), 10m 58.5s; 4, Chic Stenhouse (Van Diemen-Scholar RF81), 11m 03.6s; 5, Peter Jamieson (PRS-Auriga), 11m 14.3s; 6, Ralph Halley (Crosslé 31F), 11m 14.6s. **Fastest lap:** Brown, 52.7s, 70.36mph. **Results subject to protest.**

**The Lothian Chemical Company Challenge for Libre cars (15 laps):** 1, Jim Evans (2.0 Merch-Hart 792), 11m 30.0s, 80.61mph; 2, David Duffield (1.6 Ralt RT4), 11m 40.8s; 3, Andy Barton (2.0 March 782), 11m 41.2s; 4, Stuart Lawson (1.6 March 80A), 11m 46.8s; 5, Stuart Robb (2.0 March 75/782), 12m 00.2s; 6, George McMillan (2.0 March 772P), 12m 11.0s. **Over 1600cc:** 1, Evans; 2, Barton; 3, Lawson. **Fastest lap:** Barton, 44.3s, 83.70mph (record). **Up to 1600cc:** 1, Duffield; 2, Lawson; no other finishers. **Fastest lap:** Lawson, 44.6s, 83.16mph.

**The David Essex race for GT Cars — Final (15 laps):** 1, Niven, 12m 42.1s, 72.98mph; 2, McGaughey, 12m 42.2s; 3, Robertson, 12m 43.1s; 4, Chalmers, 13m 20.3s; 5, Simpson, 13m 32.9s; 6, Murray, 13m 35.6s. **Over 1500cc:** 1, Niven; 2, McGaughey; 3, Robertson. **Fastest lap:** McGaughey, 49.4s, 76.06mph. **1001-1500cc:** 1, Chalmers; 2, Simpson; 3, Stuppel. **Fastest lap:** Chalmers, 52.2s, 71.03mph. **Up to 1000cc:** 1, Murray; 2, Gillanders; 3, Donald. **Fastest lap:** Coghill, 50.2s, 73.86mph.

## OULTON PARK

The second of MCD's Sports 2000 200-milers formed the backbone of the weekend's Oulton Park meeting. A bigger field kept the hardy spectators interested, a surprise victory going to the Lola T590 of Jeremy Rossiter/Peter Sadler Geoff Farmer, with Taylors 'Jersey' and 'Fulmar' second in their Tiga SC81 ahead of the similar car of Neil Crang/Ian Taylor. Supporting races were won by Ayrton da Silva's Van Diemen RF81 (FF 1600) and Paul Jackson's Spartan (Formula Talbot). Full report next week.

## SCOTCIRCUIT

# Barton blasts back

Before a smallish crowd, and despite the attraction of 'pop' star David Essex, paying Scotscircuit a visit in ideal weather, the SMRC laid on a seven event programme on Sunday May 17.

Racing was somewhat processionial, with highlights being the renewal of the Roy Low/Tom Brown Formula Ford saga, which although at this meeting was won on the road by the former, was clouded in protest after a wheel-banging incident, while Jim Evans took the Aycliffe March to stylish Libre victory.

With a return to the traditional Ingliston GT heats and final format, the up to 1-litre brigade were led off by the Norfrost Davrian of George Coghill, strongly challenged by the Drambuie version driven by Ian Forrest which took over the lead next lap, only to be chopped by the blue car of Ken Murray on the following lap, to pull away to a well driven win and a new class record. Meanwhile Harry Simpson, who had dominated earlier this season, retired his Davrian with a blown engine, as David Ogilvy in the Sportstune Accessories Stiletto found himself elevated to second when Forrest pitted, ahead of Coghill and a long way from the race-long Imp battle between Bob Milne and Bill Donald, who finished fifth and sixth.

The 'slower' Formula Fords emulated the chaotic Belgian GP start, after Gerald Doherty spun the Hawke on the opening lap and was clipped by Graham Legget whose Van Diemen blocked the Esses, the race taking some little time to grind to a halt despite a plethora of waving black flags. On the restart John Bothamley got a flier, taking his Van Diemen into second place behind Georgie Taylor, whose Merlyn he outfumbled back to second at Caravan, pulling away with Taylor, Stewart Roden and Iain Nicholson in tow. Behind, Alex McDonald spun to elevate Arch Boyle, whose Lotus was eliminated on the penultimate lap when collected by the Van Diemen of John Dunkin. Charging through from the rear of the grid and taking advantage was Dougie Hamilton, who finished fourth.

The sports car 10 lapper was a flag

## CASTLE COMBE

Monday's wet and windy meeting saw Peter Meyrick (Dulon) take two wins in his heat and the final of the BRSCC Pre-74 Championship, while Simon Davey (Dulon) won the other heat. Other race winners included Chris Kite (DRM), John Narcisi (Lotus 20), Basil Dagge (Hillman Imp), Tony Broster (Lyngs), Martin Guidery (Mini), Bob Higgins (Martini) and Paul Edwards (Porsche). Full report next week.

victory for John Fyda, whose 1.7 Mallock had the measure of Kenny Allen, the pair in a class of their own; with John Barr a lonely third. John Mackie was fourth and took a new 'B' class record, with Laurence Jacobsen next up, his Chevron B52 knocking 2secs off the previous class record.

After David Essex toured the circuit on his "Silver Dream Racer", the second heat for Big GTs had spice added by the presence of the 5-litre VW Beetle driven by Doug Niven, joining the pristine orange Skoda-Hart of Walter Robertson to challenge the Renault device of Jim McGaughey on pole. The Skoda held the advantage prior to the Renault taking over with Niven playing himself in until Robertson moved up to lead, when the mighty VW sliced through to second place. Some way back, Ricky Gauld set a new class record with his Express Surefreight Davrian, but spun under extreme pressure from Hugh Chalmers (Davrian), and, as Colin Simpson surged his version past the thundering Escort-Chevvy of Murray Burgess, Max Brown was able to keep Graham Stuppel's Mini at bay throughout.

With Roy Low and Tom Brown sharing one win apiece, their duel to gain advantage enlivened the 12 lap Formula Ford race, the pair giving no quarter as they disappeared from the field. Vic Covey (PRS) led the others, well ahead of a lonely Chic Stenhouse in fourth, with fifth held by Peter Jamieson (PRS), who, despite an intermittent misfire, dispelled a strong challenge first from the similar car of Bryan Gowans and taken up by Ralph Halley (Crosslé). Meanwhile, Roy wide on to the grass exiting the Hairpin to bang wheels with Brown as he rejoined the track, but held his place.

Aycliffe March of Jim Evans burst away from the line to command the 15 libre laps, pursued by the March 80 of Stu Lawson and David Duffield (Ralt RT4) who had overwhelmed the fast starting Mallock of Kenny Allen. After a slow start, Andy Barton was quick to make amends with his rebuilt March, slamming past Stuart Robb, and Gary Gibson, who retired when a top hose split, then taking Lawson for third place, and all but catching the Ralt, the engine of which had gone off and was blowing out smoke. Barton gained the class record in his flight.

The David Essex GT Final found Niven hustling the Beetle away ahead of McGaughey and Robertson, who maintained station behind, the Skoda being prevented from further advancement by inopportune backmarkers. Hugh Chalmers again securely led the Davrian race from Colin Simpson and Ken Murray, leaving Max Brown to create the only diversion, depositing his Escort against the armco to the detriment of two wheels and bonnet.

## BILL HENDERSON

Robertson — backmarker trouble.

