

13-10-82

Runaway Duffield

THE SMRC finished the north-of-the-border racing season on Sunday at Inglinton. Dave Duffield took the Caledon Ralt to yet another easy libre victory, Gary Gibson gave the new Chevron Formula Atlantic car its first race on home ground and Jim McGaughay won the GT final.

After a very wet practice session, the drivers in the first FF1600 race took things gingerly. Colin Birkbeck snaked away his pole-position advantage at the start, pole being on the slippery inside of the circuit. Wally Warwick snatched the lead and held it until the very last lap, when he slipped down to fourth behind Birkbeck, Chris D'Agostino and Stewart Roden.

Andrew Fletcher, handing out a splendid lesson in wet-road driving, put his Chevron B16 on pole for the large-capacity GT heat. An attack of wheelspin at the start, however, let Jim McGaughay's FES-Renault take the lead. But the Chevron gradually overhauled the newer car, all but drew level last time out of Arena, and lost the final decision on the overlap. George Coghill's Esprit finished a remote third.

In the sports car race, Kenny Allen made such an exuberant start that he was penalised 10s for it. John Fyda forced his way ahead at Lefthander on lap two, but Allen finished more than a lap ahead of Brian Stevenson's third-place Chevron B52, so easily compensated for his penalty.

From pole position in the 1-litre GT heat, Harry Simpson's Davrian had a poor first lap, letting Ken Murray's similar car take control. Ricky Gauld's Express Surefreight Davrian spun out of third place on dropped oil at Clock, just after Simpson had

narrowly avoided doing the same, but got the place back by the end.

At the start of the FF1600 final, Tom Brown couldn't get to grips with a pole-position start, letting his old rival Roy Low dart into the Esses ahead. That set the scene for a fine battle at the head of the field, which Low won by just half a second. Ralph Halley's PRS faded from an early second place, Geordie Taylor and Peter Jamieson had spins, but Keith Wickham, Willie Hourie and Tony Gemmell battled all the way to the line for third.

In the very popular historic race, Tony Steele's FJ Lola and Bill Ness's similar Merlyn started from the front row. By the end of the first lap, Ness was preparing to abandon the Merlyn and the Lola was down to third. Roddy McPherson, holding some substantial slides in his ex-Ken Wharton Cooper-Bristol, came round in the lead from Robin Gray's hill-climb Lotus Super Seven. Lap after lap, these two were about four lengths apart at the grandstand, although the old F2 car managed to pull out an advantage on the straights. Gray took the lead on lap eight, and then MacPherson very neatly held a near half-spin out of Arena, although it seemed pretty mundane after Oliver Robinson's magnificent recovery from a full 360-degree gyration when his similar car strayed inches off the dry racing line. MacPherson gave furious chase and took back the

lead halfway round lap 11.

Dave Duffield in the Caledon Coal Ralt had another runaway win in the libre race. John Fyda's Mallock was second for a while before slowing, being passed by Kenny Allen's similar car and then heading for the pits. Gary Gibson stalled the Chevron B56 on the line, got away last of all and, without ever easing off the pressure, swept through the field to take second place with three laps to go.

At the start of the GT final, Jim McGaughay made the first move, but Andrew Fletcher forced the Chevron B16 briefly ahead. By the end of the opening lap, though,

George Coghill's Esprit was inches in front of McGaughay with Fletcher third. At the hairpin next time round, Coghill spun, collected the Chevron, and both cars retired with damaged steering. McGaughay romped away for yet another win, while John Bothamley's Esprit was a faraway second on the road, only to be excluded for passing under a yellow flag. **R.F.**