

Wheeler dealers

Almost everyone benefited from their two month holiday when motor racing returned to the Edinburgh Scotscircuit for the Ford Dealers of Scotland Race Meeting and very little remained to show that the Royal Highland Show had actually taken place — apart from the cow pies in odd places. The drivers returned revitalised, the marshals were on top form although some parts of the organisation were stretched but perhaps it was just the holidays. There was a nine-race programme with the Ford Fiestas accounting for the two extra categories over and above the usual Scottish mixture.

Barratt Office Equipment sponsored the Formula Ford heat from which the fastest four would go forward to the final. Tony Gemmell's Crosslé got off its mark first and led for eight laps but William Rose in the Royale was getting into some queer shapes in his bids to get past. When

Rose did manage to slip past though, he was followed through by Sandy McEwan (Van Diemen) and Iain Cowie (Van Diemen) demoting poor Gemmell to fourth.

The big GT Cars were out in race 2 but although Jim McGaughy's FES Renault 5 led from start to finish, Jeff Wilson's Doug Niven Cars BMW M1 was right on his tail although no gap wide enough appeared to take the car's bulk.

The two Ford Fiesta races were to have their two results combined to give an aggregate score for championship points, but in the first heat Rob Hall won the Alexanders of Edinburgh trophy with his Lloyds of Stafford car ahead of Charles Tippett. The next four places were so close together that they only had one shadow in the strong sunshine with Jim Edwards in front of Dave Loudoun, Stuart Cole and Lionel Abbott.

The Sports Car grid looked healthier than ever for the Buccleuch Arms Hotel Trophy but Kenny Allen in his Mallock Mk 21 got the drop on both Richard Mallock and John Fyda in their Mk 24's and busily extended his lead while they fought each other. Mallock hung on to second place and Laurence Jacobsen was the best of the Sports 2000 cars in his Chevron in fourth place.

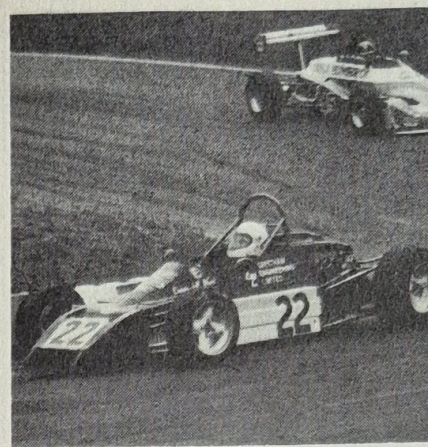
The 'Wild Bunch' were next out for the 1-litre GT cars and as they all stormed into the Esses in their own inimitable fashion, Harry Simpson popped out into

the lead with the Edinburgh aluminium Products Davrian. Iain Forrest (Davrian) did not care for that and grabbed the lead back on the second tour and then Ken Murray (Davrian) also tried to get in on the act. On the final lap, Forrest slipped up at Caravan and both Simpson and Murray nipped through the dust with Forrest recovering in time to hold off Ricky Gauld (Davrian) and Bob Milne (Imp).

The Trust Skelly FF final featured a return bout of the customary Tom Brown versus Roy Low duel. It was the blue Tom Brown Racing School Van Diemen which got its nose in front at the start and Low tucked in behind to stay there for the rest of the race. Vic Covey in the Canon PRS held on to third for most of the race but two laps from the end, the persistence of Keith Wickham (Tom Brown Racing Van Diemen) paid off and after trying all sorts of manoeuvres and styles, he slipped through to take third.

The Beef Tub Steakhouse Formula Libre race had the crowds gasping as David Duffield (Ralt) and Andy Barton in his March, set the place alight with a display of driving and gamesmanship that we have not seen for a long time, Barton finally winning after a race long duel.

The GT cars final looked all set to be a show stopper too, but the race was halted after 10 laps when Jeff Wilson spun on his own oil and slammed into the barriers at the top end of the Esses. Thankfully Jeff was fine but with fibreglass scattered all



Local man Jeff Ward heads fellow F Talbot

over the track, the damage looked a lot worse than it was, so race results stood as they were, with McGaughy's Renault a fine second after storming up the field after a spin, behind the Esprit of John Bothamley.

The final race was for the Ford Fiestas and once again Rob Hall crossed the line first and the aggregate results showed that he was first overall from Dave Loudoun and Lionel Abbott and won the Dalblair of Ayr Trophy:

JOHN FIFE

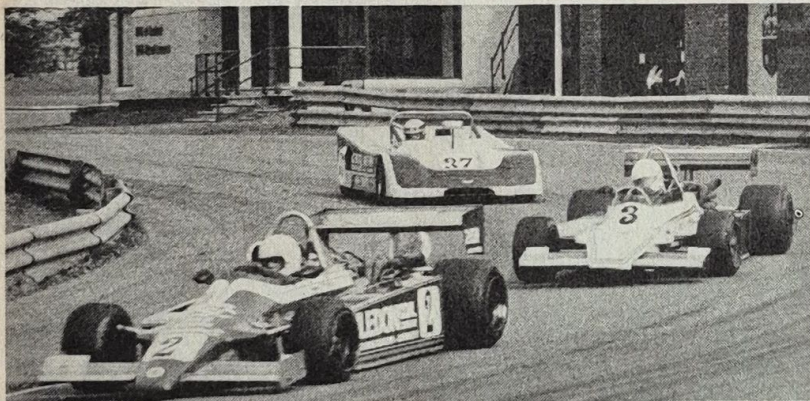
MALLORY PARK

Phillips's first

Six races were on the supporting programme to the Marlboro British Formula 3 round at Mallory Park last weekend; ranging from class A clubmans to Mini 1000, the races were varied in excitement. Entries were generally good but the Clubmans were a shadow of what was expected a couple of seasons ago, while the Formula Talbot round attracted no less than seven entries to run with a very varied Libre field.

Only nine entries lined up for the Clubmans event and Nick Bridge showed at the front first — on his first race outing in a new Mallock Mk24 — but could only hold off Paul Gibson (Mallock Mk23B) for three laps. Once Gibson got into the lead, all Bridge could do was follow him to the finish, dropping back more than 10secs over the remaining 12 laps. Will Hoy (Mallock Mk20) had gearbox problems in practice but took over the third spot from the start, ahead of Richard Groombridge (Gryphon), but the Mallock coasted to a halt at Devils Elbow after three laps. Groombridge kept third until lap 7 when Vernon Davies (Mallock Mk23B) went past and was taken by Malcolm Greening (Roughcutter SF79) before pulling into the pits on lap 9, leaving the order stable for the rest of the race.

After taking fastest lap in practice Gianfranco Cane, in one of the works Van Diemen RF82s, made a good start and led the P&O Ferries FF1600 field as the lights went to green. Never in real danger Cane fractionally extended his lead over Mike Thompson (Quest FF82) and pulled out a slight cushion on his way to winning the 12-lapper. Thompson chased Cane very hard and set up fastest lap, finishing no less than 8secs ahead of third placed Ross Cheever. Cheever (Van Diemen) held third on the first lap but was passed by David Hunt (Van Diemen) and then challenged by Beat Jans (Van Diemen) but Jans and Cheever touched at the Hairpin and Jans came to a halt opposite the start/finish line with a wheel askew. Cheever and David Button (PRS) soon passed Hunt and



David Duffield (Ralt) heads Andy Barton's March during their fine Ingliston duel.

INGLSTON (GB), Jul 25, SMRC

Barratt Office Equipment FF1600 race (10 laps): 1, William Rose (Royale RP26), 9m 13.6s, 66.98mph; 2, Sandy McEwan (Van Diemen RF80), 9m 19.1s; 3, Iain Cowie (Van Diemen RF78), 9m 24.5s; 4, Tony Gemmell (Crosslé 25F), 9m 27.0s; 5, Michael Thomson (PRS RH01), 9m 27.2s; 6, Ken Craigie (Crosslé 25F), 9m 38.1s. **Fastest lap:** Rose and Gemmell, 54.2s, 68.421mph.

GT car race, over 1000cc (10 laps) — overall: 1, Jim McGaughy (2.0 Renault 5T-BMW), 8m 13.0s, 75.21mph; 2, Jeff Wilson (3.4 BMW M1-Ford GAA), 8m 15.8s; 3, George Coghill (2.0 Lotus Esprit), 8m 37.0s; 4, Eric Paterson (1.5 Lotus Europa), 8m 52.6s. **Over 1500cc:** 1, McGaughy; 2, Wilson; 3, Coghill. **Fastest lap:** McGaughy and Wilson, 47.7s, 77.74mph (record). **Up to 1500cc:** 1, Paterson, 69.62mph; 2, Hugh McKinnon (1.1 Davrian MK7); 3, Jas Patrick (1.1 Imp). **Fastest lap:** Paterson, 51.1s, 72.56mph.

Alexanders of Edinburgh/Daily Mirror Ford Fiesta Challenge race, part one (10 laps): 1, Rob Hall, 10m 13.3s, 60.46mph; 2, Charles Tippett, 10m 14.4s; 3, Jim Edwards, 10m 18.5s; 4, Dave Loudoun, 10m 18.5s; 5, Stuart Cole, 10m 18.6s; 6, Lionel Abbott, 10m 18.7s. **Fastest lap:** Hall, 59.9s, 61.90mph (establishes record).

Buccleuch Arms Hotel, Moffat Sports car race (10 laps) — overall and Clubmans A: 1, Kenny Allen (1.7 Mallock U2 Mk21), 9m 36.3s, 77.21mph; 2, Richard Mallock (1.7 Mallock U2 Mk24), 9m 39.5s; 3, John Fyda (1.7 Mallock U2 Mk24), 9m 39.6s. **Fastest lap:** Allen, 46.6s, 79.57 mph (equals record). **Clubmans B sport:** 1, Jim Irwin (Mallock U2 Mk16), 67.44mph; no other finishers. **Fastest lap:** Irwin, 53.4s, 69.44mph. **Sports 2000:** 1, Laurence Jacobsen (Chevron B54), 70.57mph; 2, Brian Stevenson (Chevron B52); 3, Richard Mitchell (S2000). **Fastest lap:** Jacobsen, 51.5s, 72.00mph.

GT cars, up to 1000cc (10 laps): 1, Harry Simpson (1.0 Davrian), 8m 53.0s, 69.57mph; 2, Ken Murray (1.0 Davrian), 8m 55.1s; 3, Iain Forrest (1.0 Davrian), 8m 58.1s; 4, Ricky Gauld (1.0 Davrian), 9m 04.7s; 5, Bob Milne (1.0 Imp), 9m 11.1s; 6, Kenny Coleman (1.0 Davrian), 9m 20.8s. **Fastest lap:** Forrest, 52.0s, 71.31mph.

Trust Skellys of Glasgow/Marlboro Formula Ford 1600 Championship race (12 laps): 1, Tom Brown (Van Diemen RF80), 10m 42.1s, 69.30mph; 2, Roy Low (PRS RH01), 10m 42.5s; 3, Keith Wickham (Van Diemen RF80), 10m 56.2s; 4, Vic Covey (PRS 82F), 10m 56.8s; 5, Geordie Taylor (Spartan FF79), 11m 05.0s; 6, Colin Birbeck (Royale RP31M), 11m 08.7s. **Fastest lap:** Low, 52.7s, 70.36mph.

Beef Tub Steakhouse race for Formula Libre cars (15 laps) — overall and over 1600cc: 1, Andy Barton (2.0 March-Hart 802), 11m 18.8s, 81.94mph; 2, David Duffield (2.0 Ralt-Swindon RT4), 11m 19.0s; 3, Kenny Allen (1.7 Mallock U2 Mk21), 11m 55.5s; 4, Ray Mallock (1.7 Mallock U2 Mk24), 11m 58.9s. **Fastest lap:** Barton, 44.2s, 83.89mph. **Up to 1600cc:** 1, Colin Richardson (March 77B), 71.58mph; no other finishers. **Fastest lap:** Richardson, 47.8s, 77.57mph.

GT race, final (9 laps) — overall and over 1500cc: 1, John Bothamley (2.0 Lotus Esprit), 7m 51s, 70.85mph; 2, McGaughy, 7m 51.1s; 3, Coghill, 7m 51.7s; **Fastest lap:** McGaughy and Wilson, 48.3s, 76.77mph. **1001-1500cc:** 1, Paterson, 68.9mph; 2, Gus Young (1.5 Agra M/E 82); 3, Jimmy Fleming (3.5 Toyota Starlet). **Fastest lap:** Paterson, 51.2s, 72.42mph. **Up to 1000cc:** 1, Murray, 68.41mph; 2, Simpson; 3, Coleman. **Fastest lap:** Murray, 52.0s, 71.31mph.

Dalblair of Ayr Ford Fiesta/Daily Mirror Challenge race, part two (10 laps): 1, Hall, 10m 13.8s, 60.44mph; 2, Loudoun, 10m 18.1s; 3, Abbott, 10m 19.1s; 4, Cole, 10m 19.6s; 5, Richard Stoodley, 10m 21.5s; 6, Nick Adams, 10m 28.9s. **Aggregate:** 1, Hall, 20m 27.1s; 2, Loudoun, 20m 36.6s; 3, Abbott, 20m 37.8s; 4, Cole, 20m 38.2s; 5, Stoodley, 20m 53.3s; 6, Geoff Evans, 21m 02.7s.