

Duffield celebrates

DAVE DUFFIELD celebrated the opening of Scottish MRC's season with a new outright lap record at Ingliston on Sunday. The new franchise-holders, Ingliston Race Circuit Limited, had a substantial attendance of spectators, thanks partly to the attraction of the Marlboro Challenge.

Ralph Halley led from start to finish in the Edinburgh Students Charities Cup FF1600 race, driving a Van Diemen although he is now the Scottish agent for Crosslé. It was a Crosslé, however, driven by Sandy McEwen, which took up the chase. Feature of the event was a bold dash through the field by Neil Gillanders, whose Van Diemen made fastest lap and only just failed to catch McEwen on the line.

George Coghill's Norfrost Esprit was on pole for the Forth Electrical Services over-1,000cc GT race, with Jim McGauchay's FES Renault alongside. These two wheelspun away, but the Esprit came round with a 2½s lead at the end of the opening lap. Eric Munnoch's Davrian Stiletto V8 rushed up from the back of the grid to take third place from Jimmy Fleming's slick-tyred Toyota Celica rally car, which dropped another place by the end.

McGauchay began to close on Coghill, sliding all over the place at Arena, but was delayed too long in traffic.

John Clark's Chevron B54 led away the sports cars in the Mowcare race, then retired halfway round the first lap with suspension trouble. The lead then went to John Bothamley's Lola, but Brian Stevenson's B52 romped ahead on lap two. Richard Mitchell's Link just managed to hold off Jim Irwin's Mallock, first of the Clubmans cars, by a fifth of a second at the finish.

Chic Stenhouse, a graduate of Tom Brown's racing school, tore off from outside position on the front row of the FF1600 Marlboro Challenge grid, and was never headed. From pole position, Harvey Gillanders held second place until his engine began to fade. Tom Brown himself took over second place in a much more subdued drive than usual, with Colin Birkbeck third and Willie

Rose putting in a sturdy drive from seventh place on lap one to finish fourth.

Kenny Coleman in the R. J. Cross Davrian led from the line in the Permanent Asphalt one-litre GT race. But at the end of a lively opening lap, Ian Forrest brought the Drabuie Davrian first across the line. Coleman held off Harry Simpson's Edinburgh Aluminium Davrian in third place, and at Lethander on lap three sprinted through to take the lead again. He set a new class record in keeping only just ahead of Forrest, but the Drabuie car's challenge petered out on lap nine when it was retired in the pits. Ricky Gauld's Davrian finished third from the Imp of "Hugo Faster", confidently identified as Andrew Jeffrey.

In his Bass Rock Garage, ex-Wyatt Stanley Ralt, George MacMillan took the lead from the outside of the front row in the Formule Libre 15-lapper. Dave Duffield's Ralt was slow away, but once warmed up put MacMillan under intense pressure, powering past after the hairpin on lap six. Next time round, with a clear road, Duffield lapped in 43.6s, well below his own outright record, and on lap eight trimmed that to 43.5s. MacMillan dropped back, although he avoided being overtaken by John Fyda's Mallock, while Colin Richardson's March was abandoned at the hairpin on lap 10.

The road cars race, although it had a mixed bag of only six

starters, was the closest of the day. Douglas Niven's X-pack Capri was on pole, with Alistair Gray's RS2000 alongside. But Hugh McCaig hauled his Audi Quattro onto the grass from the second row and used its traction to thunder ahead into the Esses. Niven got in front, first time round Arena, by coming menacingly up the Quattro's inside. Jimmy Fleming was close third man in his Celica — running this time on forest M&S tyres! Gray was a faraway fourth, Olly Ross fifth in his Renault 5 Gordini, and Eddie Beerman brought up the rear in a most unlikely machine, his Mk. 3 Cortina tow-car!

R.F.

FF1600 — 10 laps: 1. R. Halley (Van Diemen), 9m 22.7s (65.90 mph); 2. S. McEwen (Crosslé); 3. N. Gillanders (Van Diemen); 4. H. Minty (PRS). Fastest lap: Gillanders, 54.6s (67.91 mph).
GT cars over 1000cc — 12 laps: 1. G. Coghill (2.0 Lotus Esprit), 9m 53.0s (75.04 mph); 2. J. McGauchay (2.0 FES Renault); 3. E. Munnoch (3.5 Davrian Stiletto V8); 4. A. Young (1.5 Agra Scirocco). Fastest lap under 1500cc: Young, 55.3s (67.05 mph). Fastest lap over 1500cc: Coghill, 48.1s (77.09 mph).
Sports Cars — 12 laps: 1. B. Stevenson (2.0 Chevron B52), 10m 34.3s (70.15 mph); 2. J. Bothamley (2.0 Lola 590X); 3. R. Mitchell (2.0 Link); 4. J. Irwin (1.6 Mallock Mark 16). Fastest laps — Sports 2000: Stevenson, 51.1s (72.56 mph). Clubmans: K. McCormick (1.6 Mallock Mark 20B), 52.9s (70.09 mph).
FF1600 — 12 laps: 1. C. Stenhouse (Van Diemen RF81), 10m 43.1s (69.19 mph); 2. T. Brown (Van Diemen); 3. C. Birkbeck (Royale RP31M); 4. W. Rose (Royale RP26/80). Fastest lap: Stenhouse, 52.6s (70.49 mph).

FF1600 — 12 laps: 1. C. Stenhouse (Van Diemen RF81), 10m 43.1s (69.19 mph); 2. T. Brown (Van Diemen); 3. C. Birkbeck (Royale RP31M); 4. W. Rose (Royale RP26/80). Fastest lap: Stenhouse, 52.6s (70.49 mph).
GT cars under 1000cc — 12 laps: 1. K. Coleman (Davrian), 10m 32.0s (70.41 mph); 2. H. Simpson (Davrian); 3. R. Gauld (Davrian); 4. "Hugo Faster" (Imp). Fastest lap: Coleman, 51.5s (72.00 mph), new class record.
Formule Libre — 15 laps: 1. D. Duffield (2.0 Ralt RT4), 11m 24.2s (81.29 mph); 2. G. MacMillan (2.0 Ralt RT2); 3. J. Fyda (Mallock); 4. B. Stevenson (2.0 Chevron B52). Fastest lap: Duffield, 43.5s (85.24 mph), new outright circuit record.
Road cars — 12 laps: 1. D. Niven (Ford Capri), 12m 58.1s (57.19 mph); 2. H. McCaig (Audi Quattro); 3. J. Fleming (Toyota Celica); 4. A. Gray (Ford Escort RS2000). Fastest lap: Niven, 63.5s (58.39 mph), new class record.

BELIEVE it or not! Eddie Beerman used his Cortina Mk.3 in the road-saloons race, finishing sixth, and last!

