

# Showman Barton 27.7.83

IT TOOK almost a full day's racing for the tyre, exhaust and hot engine smells to overcome the distinctly agricultural aromas which clung to the Edinburgh circuit, after hosting the Royal Highland Agricultural Show just a few weeks ago. At least some good close racing managed to keep the 6,000 strong crowd's minds off the physical discomfort. The track was in pretty good condition after its two month rest and practice managed to remove most of the cowpats ready for some record breaking performances in bright, sunny and warm weather.

The first race for Formula Fords was fairly hectic with the lead changing five times in 10 laps, but Harvey Gillanders took a narrow lead going into the Esses with his Van Diemen just shaving past Tony Gemmell's Lola. Neil Cochrane's Crossle moved up from fifth place after the first lap to third place on the second lap homing in on the Gillanders-Gemmell scrap and the three stayed stuck together almost until the finish. Cliff Harper and Stephen Robertson fought hard over fourth and fifth places but couldn't quite match the pace of the leaders. Cochrane snatched the lead for the first time on the fourth tour but lost out to Gemmell who unfortunately

retired with mechanical problems on the penultimate lap and Cochrane took the race win just ahead of Gillanders.

The under 1000 cc cars came out for the first heat of the Luckpenny GT race with a visiting Tony Bridge getting the best start in his Maguire Stiletto heading Harry Simpson's Davrian Mark 8 into the Esses. Simpson visibly slowed just after the start causing a close following Kenny Coleman to brake the Davrian but there was no touching — yet! Coleman and Ian Forrest in the Drambuie Davrian collided at Caravan putting Coleman out of the proceedings although Forrest managed to keep going. Over the closing distance Bridge tried all

sorts of ways to get past Simpson and the Imp was regularly out of shape on the faster corners but Simpson wasn't having any of it and took the chequered flag.

The combined Sports and Clubmans cars were next on the track for the Lowland Tyres & Exhausts championship round with John Fyda taking up his customary position at the head of the field. Fyda's Mk24 Mallock led over the first two laps but surprisingly John Mackie in the other Mallock slipped past to hold the lead for half the race distance until Fyda slipped head again just as Mackie ran out of fuel and out of the race! Laurence Jacobson was the top Sports 2000 car in third place overall and not quite close to Nick Bridge's Mallock 1600 whilst Bill Drummond just managed to hold off Willie Hourie in the Ecurie Ecosse Chevron.

Race four on the programme was another hectic Formula Ford affair which counted towards the Marlboro Scottish championship with current series leader Tom Brown on the second row of the grid. When the flag dropped Geordie Taylor and Peter Rose on the front row got off to a well matched start but already Chic Stenhouse was trying to get past

them both whilst the wily Brown tucked in behind and almost sneaked past the lot to take second place behind Rose going into the Esses. For the next four laps, Brown's Van Diemen harried Rose's Lola until he managed to slip past coming out of the Hairpin on lap four. Rose didn't give up and actually nudged Brown's rear wheel two laps later losing his nosecone underbraking at the Hairpin which dropped him back almost into the clutches of Chic Stenhouse. Iain Gardner (Crossle) was fourth ahead of a whole string of cars comprising Geordie Taylor, Stewart Roden, Colin Birkbeck and the rest of the pack.

The highlight of race five for GT Cars over 1000 cc happened on the run in to the first bend when Andy Barton's AC 3000 ME and George Coghill's Norfrost Esprit had a bit of a banging match as they raced neck and neck for the bend. Barton got through in the lead and then just disappeared with Coghill vainly trying to keep him in sight, they both lapped the entire field by the race finish. Eric Munnoch in the rumbling 3½-litre Davrian Stiletto had a bit of a battle with Gus Young in the Agra Scirocco, but the little VW had to give best to the Rover-engined projectile,

whilst Jim Argo in the Mini and Jimmy Fleming in the rally Toyota had a fairly lonely race for fifth and sixth places respectively.

Apart from the sheer speed of the two front running cars in the Libre race there was little to keep the spectators interested for David Duffield (Ralt RT4) just upped and offed leaving George McMillan in his Ralt RT2 to give vain chase. Derek Palmer's FF2000 Reynard was third with Bill Drummond's Mallock fourth ahead of Laurence Jacobsen who worked his way through the lower part of the field to take fifth ahead of John Bothamley.

The final race of the day featured a full grid for Road Going Cars although the on-track winner was not classified at the finish having opted, beforehand, to run on racers as practice for next weekend's Ulster Rally! Simon Harrison narrowly took the lead from the Saltire in his Clan Crusader but Jenny Birrell's Talbot Sunbeam was breathing down his neck. For seven laps Birrell hounded Harrison's diminutive Clan trying all sorts of attacks and manoeuvres in her bid to get past. Her persistence paid off with three laps to go when she passed him on the outside of

Grandstand, but third-placed David Nisbet in the Lotus 7 slipped past for second place almost unnoticed in the melee although Harrison got that back before the finish. Hugh McCaig's Audi Quattro easily held off Andy Jeffrey's Golf GTi with Jimmy Fleming picking up sixth place in his borrowed 1600 cc Escort. J.F.

**Formula Fords — 10 laps:** 1. N. Cochrane (Crossle / Harris 31F), 9m 16.0s (66.70 mph); 2. H. Gillanders (Van Diemen RF78); 3. S. Robertson (PRS R401). Fastest lap: Robertson, 54.0s (68.67 mph).

**GT Cars up to 1000 cc — 12 laps:** 1. H. Simpson (Davrian Mk8), 10m 35.0s (70.07 mph); 2. T. Bridge (Maguire Stiletto); 3. B. Milne (Imp GT). Fastest lap: T. Bridge, 51.4s (72.14 mph).

**Sports Cars — 12 laps:** 1. J. Fyda (Mallock Mk24), 9m 52.7s (75.07 mph); 2. N. Bridge (Mallock Mk24B); 3. L. Jacobsen (Chevron B54). Fastest lap: J. Fyda, 47.5s (78.06 mph).

**Formula Ford — 12 laps:** 1. T. Brown (Van Diemen), 10m 42.4s (69.27 mph); 2. P. Rose (Lola T640E); 3. C. Stenhouse (Van Diemen RF81). Fastest lap: T. Brown, 51.9s (71.45 mph — NEW RECORD).

**GT Cars over 1000 cc — 12 laps:** 1. A. Barton (AC 3000 ME), 9m 41.0s (76.59 mph); 2. G. Coghill (Norfrost Esprit); 3. E. Munnoch (Davrian Stiletto). Fastest lap: Barton, 46.7s (79.40 mph — NEW RECORD).

**Formula Libre Cars — 15 laps:** 1. D. Duffield (Ralt RT4), 11m 14.3s (82.48 mph); 2. G. McMillan (Ralt RT2); 3. D. Palmer (Reynard FF2000). Fastest lap: D. Duffield, 43.8s (84.66 mph).

**Road Going Saloons — 10 laps:** 1. J. Birrell (Talbot Sunbeam), 10m 23.0s (59.52 mph); 2. S. Harrison (Clan Crusader); 3. D. Nisbet (Caterham 7). Fastest lap: Jenny Birrell, 61.0s (60.79 mph — NEW RECORD).