

Doug Copeland, from Norwich, was equally secure in his position.

In their Diamond Jubilee year, Austin Sevens are not surprisingly rare and perhaps a bit out of breath. Indeed only seven of their number started the race and four made it to the finish. Happily, Tim Myall and Don Rawson, spent much of the race side by side to add some interest to the occasional proceedings.

The road-going classes of the Garelli series, like their Modified counterparts, were well supported with an interesting variety of cars. Bob Cook led for over eight laps in his Ginetta G4, before he made a mess of his braking for the complex and let the closely following Peter Garrod, Lotus Europa, James Deacon, Morgan +8, and Tony Clinkard in another Ginetta G4 through. This trio had held a tight formation throughout and were covered by just Isec as they sped under the chequered flag. Before the unfortunate Cook could resume at racing speed he was further demoted by Fred Campbell, Morgan +8, and Terry Stone, TVR. The final class winner, besides Garrod and Deacon was Bill Hunt, whose Ginetta G15 was delayed on the first lap and then overcame a large deficit to pass Mike Rouse's Midget on the last tour.

The Reliant F750 round was a three cornered fight between the Darvi's of constructor Dick Harvey and Mick Harris and the Wessex of Gary Randall. In the best dice of the afternoon the three swapped positions regularly, often twice a lap, but with Randall never able to get to the head of the group. At the close the honours went deservedly to Harris, who had done most of the leading, from team-mate Harvey and then Randall.

ANDY LEEDER



McGaughay and Wilson wait for the off.

INGLSTON

Duffield does it

The bright warm afternoon for the Ingliston meeting on Sunday was conducive to a rash of class lap records taking a knock, while David Duffield seized the chance to lower David Leslie's outright circuit record, in winning the *Libre* event.

For openers, before a smallish crowd, the Formula Ford 10 tapper was a fraught affair led off by the Reflex Racing PRS of Alex McDonald, pole man Andrew Paterson disappearing, leaving Ralph Halley to take up the challenge. His endeavours ended on the Armco at Arena. A mid-race melee at the hairpin left Colin Birkbeck pressuring McDonald into a spin (which claimed Birbeck as well) allowing Gemmell to haul his Crosslé through to clinch the race.

Harvey Gillanders got the drop in the up to 1-litre GT race, rocketing his Imp away from a gaggle of Davrians. Ian Forrest elbowed past Ken Murray, the five in such close order that the gallant Imp of Gillanders was nudged and forced to retire with loose rear bodywork, leaving Forrest to pull gradually away from the rest.

The Sports/Clubmans race lost its sting when Kenny Allen pulled his Mallock off at the start, leaving John Fyda to streak his Mallock Mk 24 away from the remainder, led by the sports Tiga of Russell Spence which was the only other car to complete distance.

The second FF event, featured a battle up front, as Anthony Reid threw down a challenge to Tom Brown, the pair climbing over each other, allowing Ross Cheever to snatch the lead and keep it.

Jim McGaughay made certain of the second GT heat, and a new class record, outragging the big BMW M1 of Jeff Wilson, who was being hustled by the Esprit of George Coghill, after he had fended off the urgent attentions of the Lotus Europa driven by Eric Paterson.

A seven car *Libre* event gave David Duffield a tilt at the outright circuit

SILVERSTONE (GB), May 15, BRDC

Esso Formula Ford 1600, Heat One (7 laps): 1, Alan 06.42s, 101.71mph; 2, David Hunt (Van Diemen-Auriga RP31M), 12m 07.13s; 4, Gianfranco Cané (Van Diemen-Auriga RP31M), 12m 07.82s; 6, Mark Peter Gilbert-Scott, 1m 41.25s, 104.25mph.

Esso Formula Ford 1600, Heat Two (7 laps): 1, M 54.66s, 103.39mph; 2, Rick Morris (Royale-Auriga RP31M), 12m 01.99s; 4, Andy Wallace Brown (Van Diemen-Naseby RF81), 12m 07.65s; 6, 1

Fastest lap: Gugelmin, 1m 40.47s, 105.06mph (record)

Unipart Metro Challenge race (10 laps): 1, Patrick 19m 01.47s; 3, David Carvell, 19m 01.81s; 4, Peter Ba 6, Alison Davis, 19m 15.85s. Fastest lap: Watts, 1m 5

Esso Formula Ford 1600 Championship race, F 2, Morris, 21m 10.88s; 3, Wallace, 21m 17.29s; 4, F Thompson (Quest-Minister FF82), 21m 45.23s. Fastest

record, which he claimed as he fled from the Ralt RT4 of Alo Lawler, who held a subdued Andy Barton at bay throughout.

The Longstone Motor Co. Trophy Final featured drama enough, as Jeff Wilson retired his M1 after the warm-up, and with Jim McGaughay penalised for a push start, then adding a jumped start which allowed his Renault 5T to pull clear of the Esprit of George Coghill. The Davrians followed, the advantage this time falling to Ken Murray from Harry Simpson and Ian Forrest. Up-front, Coghill was acclaimed victor, although second on the road, but the results were reversed when it was discovered that McGaughay had not been signalled of his start penalty.

BILL HENDERSON

SILVERSTONE

Magical Mauricio

To help keep the crowd amused during qualifying for the Pace Petroleum Six Hours race last Saturday, the BRDC laid on two heats and a final for Esso Formula Ford 1600 Championship points as well as a Unipart Metro thrash.

Morning practice saw both Gugelmin and fellow works Van Diemen driver Gianfranco Cané under the old lap record, albeit set in different sessions. Heat One saw Cané, David Hunt (Van Diemen), Mark Peters (Lola), John Village and Keith Fine (Royales) battling away for the lead, while Alan Holloway also tried to keep pace with his Van Diemen. The Londoner, however, earned penalties for missing the chicane on three separate occasions and so dropped well down the order. On the final lap, Andrew Gilbert-Scott, who had worked his way up through the leading bunch most effectively, emerged ahead at Woodcote, bouncing across the kerbs to score a narrow win.

Heat two was not quite so fraught, although there was still a good battle for the lead. Gugelmin took a few laps to eke out a slight advantage, while Rick Morris also worked his Royale ahead of the main pack, although too late to do anything about the lap record-breaking Brazilian. A little way back, David Wheeler (Royale), Andy Wallace and Bjorn Langrekken (Van Diemens) arrived at the chicane in line abreast on their final lap, the Norwegian being forced to take the route across the penalty line and so dropping from third to tenth.

The second heat proved to be a good deal faster than the first, such that Gugelmin, Morris and Wheeler occupied the front row for the 12-lap final with Wallace and heat one winner Gilbert-Scott on row 2. The first couple of laps or so provided some truly breathtaking action as virtually the entire field made up the leading group. After a while,

INGLSTON (GB), May 16, SMRC

The Barratt Office Equipment Race for FF1600 (10 laps): 1, Tony Gemmell (Crossle 25F), 9m 21.7s, 66.01mph; 2, Ian Cowie (Van Diemen), 9m 22.6s; 3, Peter Eccleston (Van Diemen-Auriga), 9m 31.6s; 4, William Rose (Royale RP 26/80), 9m 32.2s; 5, Cliff Harper (Hawke DL 15), 9m 35.4s; 6, Gordon Melvin (Van Diemen-Scholar RF 79), 9m 37.8s. Fastest lap: John Dunn (P.R.S.-Minister), and Gemmell, 54.0s, 68.67mph.

The Longstone Motor Co for GT's up to 1000cc Race Heat One (10 laps): 1, Ian Forrest (1.0 Drambue Davrian), 9m .00s, 68.67mph; 2, Ken Murray (1.0 Davrian Mk VII), 9m 01.0s; 3, Harry Simpson (1.0 Davrian Mk 8), 9m 03.5s; 4, Ricky Gauld (1.0 Davrian Sports), 9m 05.3s; 5, Bill Donald (1.0 Imp), 9m 18.4s; 6, Brian Fletcher (1.0 Imp Californian), 9m 24.5s. Fastest lap: Forrest, 55.2s, 71.03mph.

The Euro Roof Trophy for Sports, Sports 2000/Clubmans (12 laps): 1, John Fyda (1.7 Mallock Mk 24), 9m 39.6s, 76.77mph; 2, Russell Spence (Tiga), 10m 17.8s; 3, Brian Stevenson (2.0 Chevron B52), 10m 41.0s (11 laps); 4, John Clark (2.0 Chevron B54), 9m 53.3s; 5, Martin Dunn (2.0 Elden), 10m 19.8s; 6, Jim Irwin (1.6 Mallock Mk 16), 10m 29.8s. Sports 2000: 1, Spence; 2, Stevenson; 3, Clark. Fastest lap: Spence 50.5s, 73.42mph (record). Clubman A: 1, Fyda, fastest lap: Fyda 47.2s, 78.56mph. Clubman B: 1, Irwin; 2, Gray McDonald (Mallock Mk 16). Fastest lap: Irwin 55.4s, 66.93mph.

The Royal Highland Show Trophy Race for FF1600 (12 laps): 1, Ross Cheever (Van Diemen RF 82), 10m 54.1s, 68.03mph; 2, Tom Brown (Van Diemen-Scholar RF 80), 10m 56.2s; 3, Anthony Reid (Van Diemen-Minister RF 82), 11m 02.0s; 4, Gordon Stephenson (PRS-Auriga 81F), 11m 02.1s; 5, Chris D'Agostino (PRS 80F), 11m 06.6s; 6, Peter Jamieson (PRS Auriga 80F), 11m 07.1s. Fastest lap: Reid, 52.8s, 70.23mph.

The Longstone Motor Co Trophy for GT's over 1000cc, Heat Two (10 laps): 1, Jim McGaughay (2.0 F.E.S. Renault 5T), 8m 24.9s, 73.44mph; 2, Jeff Wilson (3.4 BMW M 1), 8m 35.4s; 3, George Coghill (1.5 Lotus Esprit Agra/Hart), 8m 35.8s; 4, John Bothamley (2.0 Lotus Esprit), 8m 41.6s; 5, Eric Paterson (1.5 Lotus Europa), 8m 49.8s; 6, Ron Cumming (1.8 Lotus Esprit), 8m 51.1s. 1001-1300cc 1, Paterson; 2, Gus Young (1.5 M/E 82 Ford); 3, Alan Ritchie (1.2 Davrian). Fastest lap: McGaughay 48.2s 76.93mph (record). Over 1300cc: 1, McGaughay; 2, Wilson; Coghill. Fastest lap: McGaughay 48.2s 76.93mph (record).

The MacKinnon Haulage Trophy for Libre Cars (15 laps): 1, David Duffield (2.0 Ralt TR 4), 11m 08.3s, 83.23mph; 2, Alo Lawler (2.0 Ralt RT4), 11m 19.0s; 3, Andy Barton (2.0 March 802), 11m 20.2s; 4, John Fyda (1.7 Mallock Mk 24), 11m 14.9s (14 laps); 5, Arch Boyle (2.0 Reynard SF 79), 11m 39.0s (13 laps); 6, Niall Malloy (2.0 Chevron B 52), 11m 13.1s (12 laps); Fastest lap: Duffield, 43.8s, 84.66mph. (Overright lap record).

The Longstone Motor Co. Trophy for GT Cars-Final (15 laps): 1, Jim McGaughay (2.0 F.E.S. Renault 5T), 12m 35.4s; 2, George Coghill (2.0 Lotus Esprit Agra/Hart), 12m 42.0s; 3, Eric Paterson (1.5 Lotus Europa), 13m 16.3s; 4, Ken Murray (1.0 Davrian Mk VII), 12m 32.1s (14 laps); 5, Harry Simpson (1.0 Davrian Europa), 12m 33.8s; 6, Ian Forrest (1.0 Drambue Davrian), 12m 36.0s. Up to 1000cc: 1, Murray; 2, Simpson; 3, Forrest. Fastest lap: Forrest, 51.9s, 71.45mph. (record). 1001-1300cc: 1, Paterson; 2, Gus Young (1.5 M/E 82 Ford); 3, Alan Ritchie (1.2 Davrian). Fastest lap: Paterson, 50.6s, 73.28mph (record). Over 1300cc: 1, McGaughay; 2, Coghill; 3, Eric Munnoch (3.5 Chevron Imp). Fastest lap: McGaughay, 49.0s, 75.67mph.