

LYDDEN continued

rammed by team-mate Steve Smith (2.3 Vauxhall Chevette).

Only eight cars made the re-start and Enderby powered away into the distance. Tony Davies (2.3 Vauxhall Firenza) held a clear second, while Tony Crudgington (1.0 Mini) and John Dewing (1.0 Imp) scrapped for third place. Dewing gradually dropped back and was passed by Pete Daniels (850 Mini) who ran a creditable class winning fifth overall, until pulling off up Hairy Hill in the closing stages. Crudgington reeled in Davies lap by lap finishing almost in the Firenza's boot.

New interest has been injected into the Lydden *Formule Libre* Championship—with Nick Cole's Cinque Ports Flying Club providing sponsorship. Consistent Lydden victor Paul Sleeman (Cooper Kettle Restaraunt March 713S) was first away when the lights turned green, hotly pused by Norman Paine (Uvabronze Sunbeds Lola T580). Sleeman pulled out a useful lead early on, only to fall back into Paine's reach after an awkward moment, but he lead over the remaining laps. Stewart Phillips (Winchmore Hill Garage Sparton SF79) took third, with Nick Cole himself (Lola T580) snapping at the Sparton's rear wing throughout. Doug Wood was first Formula Ford home in fifth having earlier dealt with Will Chesson's challenge.

PAUL HARMER

LYDDEN (GB)

Apr 5 Astra MC

Marchant & Cox FF1600 Race (12 laps): 1, John Oxborrow (Ray 80F), 9m 42.8s, 74.12mph; 2, Tony Sinclair (Ray 73F); 3, Will Chesson (Merlyn Mk 17); 4, Nigel Fright (Rostron CT4); 5, Len Marchant (Brabham BT21/28); 6, Simon Roud (Van Diemen RF79).

Lydden Saloon Car Championship Race (12 laps) — overall: 1, David Enderby (1.0 Singer Chamois), 9m 48.2s, 73.44mph; 2, Tony Davies (2.3 Vauxhall Firenza); 3, Tony Crudgington (1.0 Maguire Mini); 4, Bob Kirk (1.3 Mini-Clubman BDA). **Over 1300cc:** 1, Davies; no other starters. **851-1000cc:** 1, Enderby; 2, Crudgington. **Up to 850cc:** 1, Stephen Holland (850 Hillman Imp, no other finishers).

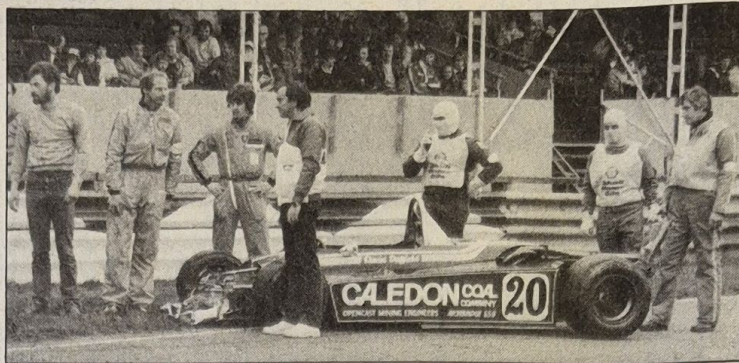
Lydden Formule Libre Championship Race (12 laps): 1, Paul Sleeman (1.6 March 713S), 9m 05.6s, 79.24mph; 2, Norman Paine (2.0 Lola-Ford T580); 3, Stewart Phillips (2.0 Sparton-Ford SF79); 4, Nick Cole (2.0 Lola-Ford T580); 5, Doug Wood (1.6 Van Diemen-Ford RF80); 6, Reg Powell (1.6 Gryphon-Ford).

INGLSTON

Evans above

The Scottish motor racing season opened at the showground, now renamed Scot-

Gary Charwood's Jaguar-engined Capri leads the Lydden special saloon field.



In his enthusiasm to warm up the tyres at Ingliston, David Duffield found the armco.

circuit, last Sunday with an action packed seven event programme.

The opening 10 lapper for Special Saloons up to 1 litre was enlivened when David Ogilvie shoe horned his Sports Tune Imp ahead of Harvey Gillanders, the pair edging away from the Maguire Imp of Brian Buchan who dropped Bob Milne when he pitted with an oil leak. Iain McLeod spun his chance away on the opening lap, but Norman Gillanders got his Imp on the bank of Caravan and contacted that of Jimmy Patrick which in turning smart right, T-boned the passing silver version of Robert McDonald. The excitement was left to the battle for fourth place, Colin Philp holding off Brian Fletcher and Bill Donald to the flag.

The first Formula Ford event looked like a comfortable victory for the Crosslé 31F of Ralph Halley who led off the large field, leaving Kevin Crosthwaite (Crosslé 25F) Ian McCloy, (Dulon) and the Van Diemen of John Bothamley to contest second place. However the Dulon driver had other ideas and ousted the Crosslé to pull away with intentions on the lead position, catching up with Halley on the back straight and in the ensuing encounter the Crosslé spun across the pack, leaving McCloy with the lead and prominent tyre marks on the paintwork.

This dropped Halley out of contention and as Arch Cromar eased Gordie Taylor into fourth with his Merlyn, followed by Stuart Roden in his tidy black Van Diemen, while Gordon Mel-

vin headed Dougie Hamilton whose frantic cornering was of little avail to gain places.

John Fyda used the extra 100ccs of his Mallock 18B to get the drop on the Mk20 of Kenny Allen to scream off into a commanding lead in the sports event. However a burst radiator eliminated Allen upgrading Jim Stevenson and John Barr, who had a terrific Class B battle, led throughout by the 21B of that seasoned campaigner John Mackie. He had Clive Reeves climbing all over him in his Magnum, who in turn had to contend with the forceful Graham Sword despite having been black flagged since lap 2 for a trailing exhaust! Such was the price and proximity that it is doubtful if he could have had time to see the flag and he continued unabashed, sneaking past Reeves on the outside at Caravan as Tony Walker slotted his works Chevron 2000 B52 past the Magnum pilot.

The 10 lap mix of Modsports and Special Saloons over 1 litre was dominated by the immaculate Davrian of Harry Simpson, with the rumbling Chevy engine Escort of Murray Burgess holding second place from a squad of Davrians fighting each other for third. Ricky Gauld led this group but George Coghill in the Norfrost Freezer car eventually took second with Kenny Coleman overwhelming Gauld but unable to match the straight line speed of the Chevy.

The faster Formula Fords followed, with Roy Low on pole in his PRS sharing the front with Tom Brown, the latter

streaking his Van Diemen in front, his former pupil Chic Stenhouse taking third place and easing out a gap on the field led by the PRS of Gordon Stephenson. Battles were developing down the field but as Ian McCloy was black flagged for dropping oil, Ronnie Whitaker spun at Arena and was collected by Keith Wickham in the Silverscreen Van Diemen, and Bryan Gowans pitted his PRS after temporarily blocking the track. Wickham continued but by this time Vic Covey had his new PRS in a safe fourth place. Up front, Low was heading Brown, who lost his nose cone after contacting the tail of the PRS, and could not find a way past.

The *Libre* race over 15 laps had promised a high speed three-cornered lead battle, but the sponsors of the series, Caledon Coal Company ignominiously lost their car after 100 yards of the warm-up lap, when David Duffield, on cold slicks, on a slightly oily track applied too much throttle to deposit the Ralt into the Armco in front of the grandstand. This left Jim Evans alone on the front row and Andy Barton with a clear track ahead, but the Aycliffe car snatched the advantage as Stu Lawson made an excellent start with the Bernie Hunter March in third place ahead of Bob Leckie in the ex-Norman Dickson March 792 Hart. At mid distance Evans took the hairpin slightly wide, which was enough for Andy Barton to slam his March through as Lawsons had to give best to Leckie; Stewart Roble held on apparently secure fifth until his motor went sick, and George McMillan caught and passed the Mallock of John Fyda in his March 772P as Jim Evans retook the lead and eased away from Barton's March.

The final event for GT cars over 15 laps brought out Jim McGaughay in his Forth Electrics device, which has a 2litre mill in a March chassis clothed in an ultra-low Renault 5 shell. Just how effective it was, was proved when he rocketed away from the rest, even overcoming a 10 second push start penalty, to win from a switched on Harry Simpson's Davrian. However it was the forceful driving of George Coghill in the Norfrost Davrian which impressed, as he hauled up from the tail of the field to overwhelm the Davrian of Ricky Gauld.

BILL HENDERSON

Wendy Wools 1000 Special Saloon championship

Overall	
1 David Enderby	13
2 Pat Mannion	12
Bill Richards	12
850-1000cc	
1 David Enderby (998 Chamois)	13
2 Pat Mannion (998 Siletto)	12
3 Brian Cutting (998 Siletto)	5
Up to 850cc	
1 Bill Richards (843 Mini 12)	4
2 John Flack (849 Mini)	9
3 Eddie McLurg (848 Mini)	4
Next round: Apr 12, Lydden Hill	

SCOTCIRCUIT (GB), Apr 5, SMRC

Special Saloons up to 1 Litre (10 laps): 1, David Ogilvie (1.0 Sunbeam Stiletto), 9m 04.2s, 64.14mph; 2, Harvey Gillanders (1.0 Hillman Imp), 9m 06.0s; 3, Ewan Buchan (1.0 Maguire Imp), 9m 28.3s; 4, Colin Philip (1.0 Imp), 9m 39.8s; 5, Brian Fletcher (1.0 Hillman Imp), 9m 40.6s; 6, Bill Donald (1.0 Hillman Imp) 9m 41.0s. **Fastest lap:** Gillanders & Ogilvie, 52.9s 70.09mph.

Formula Ford 1600 (10 laps): 1, Ian McCloy (Dulon-Scholar MP17), 9m 25.8s, 65.54mph; 2, Kevin Crosthwaite (Crosslé 25F Scholar), 9m 26.4s; 3, John Bothamley (Van Diemen RF78), 9m 28.0s; 4, Gordie Taylor (Merlyn MkII), 9m 36.0s; 5, Stuart Roden (Van Diemen-Minister), 9m 37.2s; 6, Gordon Melvin (Van Diemen-Scholar RF79), 9m 38.7s. **Fastest lap:** Bothamley, 54.6s, 67.92mph.

The Balmoral Hotel Challenge for Sports Cars (12 laps): 1, John Fyda (1.7 Mallock 18B), 9m 48.3s, 75.63mph; 2, Jim Stevenson (1.6 Mallock 20B) 9m 59.3s; 3, John Barr (1.6 Mallock Mk19), 10m 05.9s; 4, John Mackie (1.6 Mallock 21B), 10m 23.2s; 5, Graham Sword (1.6 Mallock 16B), 10m 03.8s (11 laps); 6, Richard Mitchell (2.0 Link) 10m 05.0s. **Class 'A' Clubmans:** 1, Reeves; 2, Stevenson; 3, Barr. **Fastest lap:** Fyda 47.3s, 78.39mph. **Class 'B' Clubmans:** 1, Mackie; 2, Sword; 3, Clive Reeves (1.6 Magnum 79B). **Fastest lap:** Mackie, 50.8s, 72.99mph (new class lap record). **Sports 2000:** 1, Mitchell; 2, Tony Walker (Chevron B52). **Fastest lap:** Walker, 53.0s, 69.96mph (new class lap record).

Central Park Restaurant Race for Special Saloons over 1 litre and Modsports (10 laps): 1, Harry Simpson (1.0 Davrian Mk8), 9m 10.9s, 67.31mph; 2, George Coghill (1.0 Davrian Mk7/8), 9m 13.6s; 3, Murray Burgess (5.0 Escort-Chevy), 9m 29.5s; 4, Kenny Coleman (1.0 Davrian), 9m 29.7s; 5, Ricky Gauld (1.2 Davrian), 9m 31.5s; 6, Colin Simpson (1.1 Davrian), 9m 40.0s. **Special Saloons over 1.3 litres:** 1, Burgess; 2, Eddie Beekman (2.8 Escort). **Fastest lap:** Burgess, 55.1s, 67.30mph. **Special Saloons 1001-1.3 litres:** 1, Graham Stuppel (1.3 Mini); 2, Jim Pinkerton (1.3 Mini 'S'); 3, Ian Tulloch (1.3 Mini 'S'). **Fastest lap:** Pinkerton, 56.4s, 65.74mph. **Modsports over 1.5 litres:** 1, Simpson; 2, Coghill; 3, Coleman. **Fastest lap:** Coghill, 53.7s, 69.05mph.

The Shell Championship for Formula Ford 1600 (12 laps): 1, Roy Low (PRS-Minister RH01), 10m 56.1s, 69.82mph; 2, Tom Brown (Van Diemen-Scholar), 10m 56.6s; 3, Chic Stenhouse (Van Diemen-Scholar RF81), 11m 01.4s; 4, Vic Covey (PRS-Avriga 81F), 11m 17.8s; 5, Gordon Stephenson (PRS-RH01), 11m 18.7s; 6, Colin Birbeck (Royale RP26), 11m 19.6s. **Fastest lap:** Brown, 52.6s, 70.49mph.

Glasgow Herald Race for Libre Cars (15 laps): 1, Jim Evans (2.0 March 792 Hart), 11m 35.7s, 79.95mph; 2, Andy Barton (2.0 March Hart), 11m 36.9s; 3, Bob Leckie (2.0 March 792), 11m 54.6s; 4, Stuart Lawson (1.6 March 80A), 12m 02.8s; 5, George McMillan (2.0 March 772P), 12m 09.8s; 6, Colin Richardson (1.6 March 77B), 12m 11.8s. **Over 1600cc:** 1, Evans; 2, Barton; 3, Leckie. **Fastest lap:** Barton, 44.8s, 82.77mph (new class lap record). **Up to 1600cc:** 1, Lawson; 2, Richardson. **Fastest lap:** Richardson, 46.2s, 80.26mph.

Edinburgh Students Charities Invitation for GT Cars (15 laps): 1, Jim McGaughay (1.9 FES Renault 5T), 13m 40.4s, 68.63mph; 2, Harry Simpson (1.0 Davrian Mk8), 13m 43.2s; 3, George Coghill (1.0 Davrian Mk7/8), 13m 45.8s; 4, David Ogilvie (1.0 Sunbeam Stiletto), 13m 49.2s; 5, Ricky Gauld (1.2 Davrian), 13m 57.2s; 6, Harvey Gillanders (1.0 Hillman Imp), 14m 00.5s. **Over 1500cc:** 1, McGaughay; 2, Eddie Beekman; 3, Murray Burgess. **Fastest lap:** McGaughay, 52.4s, 70.76mph. **1001-1500cc:** 1, Simpson; 2, Gauld; 3, Colin Simpson. **Fastest lap:** Harry Simpson, 53.7s, 69.05mph. **Up to 1000cc:** 1, Coghill; 2, Ogilvie; 3, Gillanders. **Fastest lap:** Coghill 52.7s, 70.36mph.

