

Superb racing, but Gorne is injured

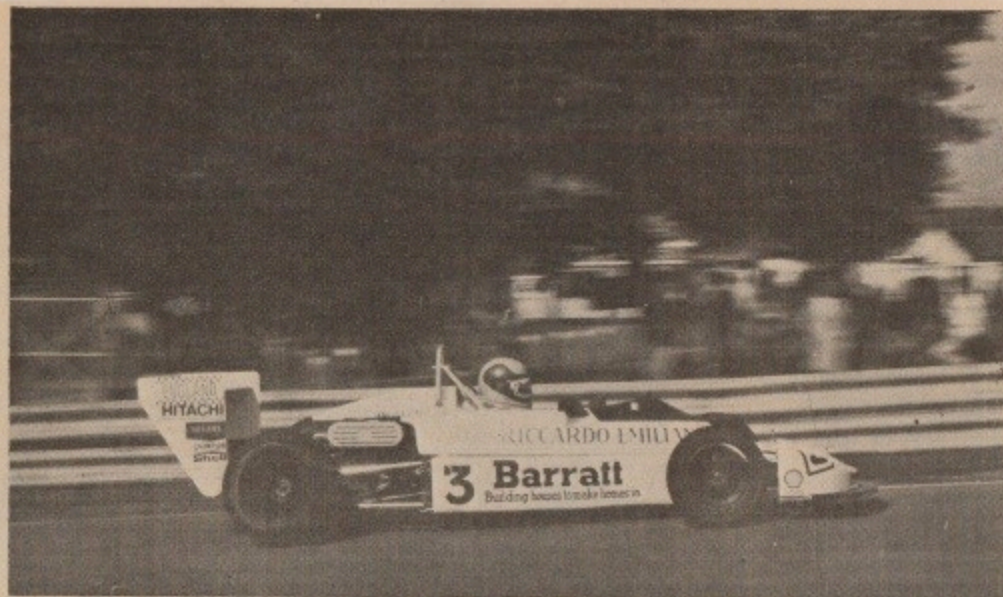
THE Ingliston race meeting on Sunday was the scene of much action and incidents galore. There were some superb dices, but there were also two pretty nasty accidents in which two drivers were injured. Rick Gorne crashed his Argo JMIx on the sixth lap of the Barratt sponsored Formula Atlantic race. He lost control at the exit of the Esses and crashed heavily into an old oak tree. Ironically, Barratt's symbol is an oak tree! The unfortunate driver scrambled clear of his extensively damaged car and fell to the ground with a suspected broken leg.

Ian Forrest and George Gunn were involved in the other major incident of the day. Both were in Imps, and trying hard to keep eventual winner Ricky Gauld in sight. Forrest, in particular, was really trying hard — too hard it seems, as the engine blew in the most spectacular way just short of the Hairpin. This resulted in a spin at the end of a 100 yard oil slick and Gunn also cannoned into the stricken machine. Both cars were extensively damaged — George had slight leg injuries — and the race was almost stopped due to the carnage on the track.

Owing to the large number of Formula Fords the race was divided into two heats, and the first of these opened the eight-race event. Jimmy Patrick had an

eventful time in his Hawke DL19 with three spins, one armco attack, a big moment in the Esses, and finally a loose nose cone which resulted in the black flag being shown. In the midst of this, Robin Simpson (Crossle 25F) and Martin Simpson (Lotus 69) had a good dice to finish first and second respectively.

Doug Niven's fearsome VW Beetle Chevy led away a large field of big capacity special saloons and as early as lap two had pulled out a convincing lead. Walter Robertson, however, had other ideas in his DFWW, because he then commenced his fight back with a somewhat hairy overtaking manoeuvre at Clock Corner. This demoted Jimmy Robertson's Skoda Coupe. By the sixth lap he



RICK GORNE's F1 Atlantic Argo ended up wrapped round a tree, but the driver escaped with a suspected broken leg.

really had the bit between the teeth. It looked as though he'd eaten raw pies for lunch because on lap eight he was really pushing the Border Reivers VW. Niven missed a gear exiting Hairpin and Walter Robertson almost got through. Then, on the tenth, and final lap, with Niven suffering from a deflating tyre, Robertson tried again at the Hairpin but had the gearbox balk at a most inopportune moment and he had to be content with second place.

The start of the second FF

event looked pretty desperate, but a calm and unflustered Stu Lawson emerged from the pack in his ADTV Surveys PRS with Cameron Binnie's Van Diemen RF79A in hot pursuit. By lap four Lawson had a commanding lead whilst Binnie struggled with an oversteering problem 2.6 seconds adrift.

Norman Dickson, the reigning Scottish Libre Champion, made a welcome return to the circuit, and made an absolute flyer of a start in his March 792 to lead from

Aberdonian Bob Leckie in his Hydrasun Chevron B40, the ex Iain McLaren car. For three laps Leckie held off the F1 attentions of Robin Smith, but the lack of first gear eventually told and the Surtees TS19 took second place. Down the field John Walker tried everything he knew to get past Jimmy Jack's March BMW 772. A couple of times the Mallock got past under braking for Caravan, but the superior power of the BMW told, and Jack Marched past again on the straight. Walker

tried this manoeuvre several times (unsuccessfully) at the Hairpin, and always found a closed door.

On pole position for the Barratt's F.A. Trophy race, was Andrew Jeffrey in his Chevron. The factory loaned the team a chassis after Andrew's Donington shunt, and in addition, Nicholson McLaren sent up a new engine. So the Edinburgh team were really keeping their fingers crossed. It was Jim Crawford, though, who made a superb start to lead into the Esses with Jeffrey not far behind. Rick Gorne was driving in a very spirited fashion, but this only lasted until lap six.

The race had a disappointingly low number of starters — nine — but Crawford and Jeffrey set a new Atlantic record of 45.8 secs. (80.76 mph) before the latter's clutch disintegrated at the Hairpin on the final lap and he just managed to coast round to the finish and keep second place.

Not an awful lot happened in the Modsports race, although Graham Sword pulled off at the Hairpin and Duncan Hall stopped at Southstand on the first lap. On lap three, Ian Rae (Clan Crusader) and G. R. Wilson (Cox GTM) collided, with the Cox careering down the pits entrance. John Fyda's Elan, meanwhile, won

To conclude the meeting the special saloon final attracted a full grid of sixteen cars and Walter Robertson (DFVW) took an immediate, commanding flag to flag lead with Doug Niven in an unaccustomed second place with new, unscrubbed tyres. J.A.W.D.