



Clubmans race that closed the Oulton programme.

John Walker (Myrtle) got in front of Dave Manners (Delta) at the start and this was how they finished. Meanwhile Fyda got by Smith at the hairpin on lap 6 and on the next lap, at the same corner. Allen got past Mackie, the top four places then remaining to the flag. In Clubmans Class B Clive Reeves (Magnum) was the only unclassified runner well ahead of Kevin McCormick and Jim Irwin (both in Mallocks).

Star appearance of the day was that of Barry Sheene, the two-wheel World Champion taking part in only his second ever four-wheel race at the controls of one of the BMW County cars. Practice saw Sheene (who did not finish his only other previous car outing) fastest of the 13 Bee Ems, a result which saw a lot of heads being shaken. "Sheene faster than the usual drivers — and Ingliston regulars such as Doug Niven — no way; it must be a publicity stunt or the sand in the hour-glass has got damp!" As the cars came out to do their warm-up laps and Sheene pulled into the pits, the wags nodded wisely: "Got to make it look good, that's Show Business". But Sheene had a puncture and a wheel was changed, the car only just getting to the dummy grid on time.

A super start by Sheene gave him the lead and he steadily pulled away from the rest to win by over 6secs, no mean feat in these cars. Nick Whiting held second for the whole race despite the attentions of first, Barrie Williams (who actually got through at Arena on lap 4 but blew the whole thing with a spin at the Hairpin on the next lap) and then Doug Niven. Behind Niven, Andy Rouse and Alan Minshaw had a fair old time disputing fourth, Rouse eventually coming off best while Doug Bassett closed up in sixth place towards the end of the 12 laps.

The 16 fastest FF1600 in practice were the ones who qualified for the Shell Championship event and Tom Brown (Van Diemen) got the drop on pole position man Roy Low (PRS) to take a fine win, these two being far away from the rest at the flag. Keith Wickham (Van Diemen) put in a good chase of the leaders to be third on the road, but had collected one of the three 10secs penalties meted out at the start and found himself back in seventh in the results. Tony Reid (PRS) was an early fourth but tangled with Mark Paulo (PRS) at the Hairpin on lap 4 which put them both well down the field. Colin Birkbeck (Royale) moved up when Reid and Paulo departed with Duncan Hall fairly close behind after Hall had just pulled his Royale away from the attentions of Chic Stenhouse (Van Diemen) to claim fourth by a whisker.

GT and Saloons from 1000 to 1500cc made up event 5, some event 1 cars having another run for their money. Eric Paterson (Imp) made the best start to lead from flag to flag ahead of Gus Young (Davrian), only 0.2sec separating them at the finish. Alan Ritchie (Davrian) was third for one lap but David Auger (Skoda) then passed him and just hung on to third despite every attempt by Ritchie to get past. Ewan Buchan (Imp) was a steady and constant fifth ahead of

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Sheene shines

Eight races made up the meeting at Ingliston last Sunday and rounds of the *Motoring News* Donington GT and BMW County Championships were on the programme which, together with the usual FF1600 clubmans and *Libre* events guaranteed an action packed day. The weather was not very good — but neither was it very bad — just vintage Summer 1980 (cloudy and dull, or cloudy and a bit brighter), but a large crowd came along and were well entertained.

The GT competitors were split into three races, and it was the up to 1000cc cars which led away after the parade and demonstration of BMW products. Jim McGaughay (Imp) made the best start and was trailed by Kenny Coleman until the latter Davrian got past, only for the Imp to regain the lead before the cars entered the Arena on the first lap. As McGaughay went on in the lead, Ricky Gauld (Stiletto) was closing on Richard Wallinger (Imp), who was in turn close to Coleman (now back in third behind Ian Forrest's Imp). At half-distance Forrest moved off with no clutch and Coleman moved back up to second with Gauld and Wallinger next up. As the race ran to its close, Coleman moved up on McGaughay, only 1.1sec adrift; there was no place changing at the front, but Wallinger lost his fourth place on the road through a 10secs penalty, which dropped him to sixth behind Ken Murray (Davrian).

A combination Clubmans and FF2000 race over 10 laps saw most of the quick Clubmans cars out, but only three of the Northern contenders in the FF2000 class. Andy Smith went into an instant lead from John Fyda, the two Mallocks pulling away slightly from the similar cars of John Mackie and Kenny Allen. In the FF2000 class Keith Lawrence ended up against the Esses barriers when his throttle stuck open on the first lap — the Lola was undamaged, as was the driver;

Niven leads Walker, Hill and Robertson in the Donington GT round.



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Sheene — a county winner.

Rod MacLeod (Imp) who took sixth from the Clan Crusader of Olly La Barre when the latter spun and stalled at the Hairpin on lap 8.

Libre races at Ingliston are always hotly contested and the 15-lapper was no exception to this rule. David Leslie (Ralt) had put in fastest time in practice and underlined this in the race with yet another fine win — but Bernard Hunter made the best start (using the same 'super sticky' tyres on his March as Leslie uses for *Libre*) and led Leslie for most of the first lap. Once Leslie was by Hunter he inexorably pulled away, leaving the March a secure second for much of the race until a mystery engine cutting-out on the March through the Hairpin allowed Cameron Binnie (March 77P) to catch him a little. Binnie had been under pressure from Graham Hamilton (Surtees TS20S) who unfortunately had a spin at the Hairpin and went into the pits for a check-over, finally completing 14 laps to be classified 11th. Stewart Lawson (March 772P) and David Duffield (Ralt RT1) had a good race-long dice with passing and repassing at various times: Lawson just took fourth on the last lap, Duffield was fifth and John Fyda (Mallock) was sixth.

Over 1500cc GT cars were in two classes split at 2500cc as usual: Laurence Jacobson shot ahead in his Imp to lead Doug Niven (VW), Derek Walker (Skoda), Mick Hill (Phoem) and Walter Robertson (DFVW) for the first four laps. Niven had a go at Jacobson into the Hairpin on lap 4 but did not get through. On the next lap the same thing happened but, at the third try the VW scraped (literally...!) past the Imp. Jacobson tried to 'do' Niven on lap 7 but didn't, and had to be content with runner-up spot just 1sec behind at the flag. Walker hung onto third until lap 9 when the waiting

Hill pounced, followed by Robertson who then set about the Skoda with a vengeance. Hill just held off Robertson at the finish and Walker was sixth not very far behind. Niven not only chalked up another 'home' win but also set a new lap record for the class as well, 1/2sec under his (and Jacobson's) old one.

With many spectators heading for home the last race of the day, a 10-lap FF1600 event for the non-qualifiers in the Shell race started with the Laidlaw Trophy at stake. Ralph Halley (Crosslé) was initially in the lead but was taken by eventual winner Bob Burgess (Image) on lap 3. Chris Surtees (Crosslé) moved up to second on lap 5 and held the place for the rest of the race ahead of Martin Allinson (Van Diemen), Ian McLoy (Dulon) and Tony Quinn (Hawke) leaving poor Halley to proceed backwards through the field to finish sixth.

Oh, yes. Barry Sheene and his super quick practice time. With 12 other BMWs out on the circuit all in a bunch in practice there is no way one driver can get a clear run for a fast time. But if, like Sheene, you pull off onto the grass going down to the Hairpin and let everyone else get half a lap in the lead before resuming, then the track is free of other cars. It is called professionalism, and it works... until all the rest copy the idea!

PAUL BOOTHROYD

MALLORY PARK

Trott doesn't win

The BARC's nine-race Mallory Park meeting last Sunday lacked a little of the usual organisational 'crispness', leaving more than one participant grumbling about irritating officialdom. True, the inclement weather was no help to either inspiring racing or smooth running — but we've had worse this 'Summer', with no fall-off in efficiency.

An eight-lap FF1600 qualifier opened the programme, with the first four home going through to the later championship event. Northants privateer Harry Goodman (Van Diemen RF80) leapt from the second row of the grid to lead poleman Mark Lipiatt (RF80) into a very wet Gerards Bend. Behind them was the other second-row man, John Pratt, in yet another Van Diemen. American Chris Hackman (Royale RP26) who was having his first circuit race, slotted into a comfortable fourth on the second lap and it seemed that this would be the finishing

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The Luckenpey Restaurant up to 1000cc GT race 12 laps: 1, Jim McGaughay (1.0 Imp), 10m53.7s, 68.07mph; 2, Kenny Coleman (1.0 Davrian), 10m54.8s; 3, Ricky Gauld (1.0 Stiletto), 10m59.8s; 4, Bob Leckie (1.0 Imp), 11m13.5s; 5, Ken Murray (1.0 Davrian MkVII), 11m16.8s; 6, Richard Wallinger (1.0 Imp), 11m19.9s. Fastest lap: McGaughay, 52.9s, 70.09mph.

Clubmans Sports and FF2000 Race (10 laps): Overall and Clubmans Class A: 1, John Fyda (1.7 Mallock Mk18B), 8m01.6s, 76.99mph; 2, Andy Smith (1.7 Mallock Mk21B), 8m03.6s; 3, Kenny Allen (1.6 Mallock Mk20), 8m08.1s; 4, John Mackie (1.7 Mallock Mk18B), 8m10.2s. Fastest lap: Fyda and Smith, 47.2s, 78.26mph. Clubmans Class B: 1, Clive Reeves (Magnum 79B), 8m48.7s, 70.13mph; 2, Kevin McCormick (Mallock Mk20); 3, Jim Irwin (Mallock). Fastest lap: Reeves, 51.1s, 72.56mph. FF2000: 1, John Walker (Myrtle Special), 12.37mph; 2, Dave Manners (Delta-Neil Brown T80); other finishers. Fastest lap: Walker, 49.8s, 74.46mph.

BMW Trophy Race (12 laps): 1, Barry Sheene, 11m45.0s, 63.11mph; 2, Nick Whiting, 11m51.3s; 3, Doug Niven, 11m56.4s. Fastest lap: Sheene, 57.4s, 64.80mph (establishes class record).

Shell Championship Race for FF1600 cars (12 laps): 1, Tom Brown (Van Diemen RF80), 10m44.5s, 69.04mph; 2, Roy Low (PRS RHO1), 10m45.2s; 3, Colin Birkbeck (Royale RP26), 10m54.6s; 4, Duncan Hall (Royale RP26), 10m58.4s; 5, Chic Stenhouse (Van Diemen RF79), 10m58.6s; 6, Bryan Gowings (PRS RHO1), 11m01.4s. Fastest lap: Brown and Low, 52.9s, 70.09mph (record).

Crawfords Catering Trophy Race for GT cars (12 laps) 1001-1500cc: 1, Eric Paterson (1.3 Imp), 11m11.5s, 66.26mph; 2, Gus Young (1.1 Davrian), 11m11.7s; 3, David Auger (1.3 Skoda 130RS), 11m19.5s; 4, Alan Ritchie (1.1 Davrian), 11m23.7s; 5, Ewan Buchan (1.0 Imp), 11 laps; 6, Rod MacLeod (1.0 Imp). Fastest lap: Paterson and Young, 54.4s, 68.16mph.

Glasgow Herald Libre Race (15 laps): Overall: 1, David Leslie (1.6 Ralt RT4), 11m25.0s, 81.20mph; 2, Bernard Hunter (1.6 March 80A), 11m42.7s; 3, Cameron Binnie (1.6 March 77P), 11m45.0s; 4, Stewart Lawson (2.0 March 772P), 12m00.3s. Up to 1600cc: 1, Leslie, 2, Hunter; 3, Binnie. Fastest lap: Leslie, 44.8s, 82.97mph. Over 1600cc: 1, Lawson, 77.22mph; 2, George McMillan (2.0 March 772P); 3, Stewart Robb (2.0 March 76782). Fastest lap: Hamilton, 46.0s, 80.61mph.

Caledon Coal Trophy Race for GT cars over 1500cc (12 laps): Overall: 1, Doug Niven (5.0 VW), 10m00.6s, 74.09mph; 2, Laurence Jacobson (2.0 Imp), 10m01.6s; 3, Mick Hill (7.0 Skoda), 10m13.6s; 4, Walter Robertson (3.0 DFVW), 10m13.8s. Over 2500cc: 1, Niven; 2, Hill; 3, Robertson. Fastest lap: Niven, 48.5s, 76.45mph (record). Up to 2500cc: 1, Jacobson; 2, Derek Walker (2.0 Skoda); 3, Colin Christie (2.4 Chevrolet). Fastest lap: Jacobson, 49.3s, 75.21mph.

Laidlaw Trophy Race for FF1600 cars (10 laps): 1, Bob Burgess (Image FF2B3), 9m20.9s, 66.11mph; 2, Chris Surtees (Crosslé 32F), 9m22.1s; 3, Martin Allison (Van Diemen RF79), 9m29.0s; 4, Ian McLoy (Dulon MP17), 9m30.4s; 5, Tony Quinn (Hawke DL20B), 9m32.3s; 6, Ralph Halley (Crosslé), 9m35.7s. Fastest lap: Surtees, 54.7s, 67.79mph.

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