

OULTON PARK continued

Sadly, the Irons & Dean 'Champion of Oulton' FF1600 race was missing Keith Fine and series leader Richard Street, as a result of being punted off by an errant Martin Cooper in the earlier RAC event. It was the two John Booths, 'Butcher' from 'Brolly' who set the early pattern, but the steadily improving Eric Pennington had got his Van Diemen RF80 ahead of Graham de Zille (Pegasus Lola T642E) and was past 'Brolly' Booth on lap 4. The umbrella man's Van Diemen got too close to Pennington under braking for Old Hall a few laps later and lose his nosecone, thereafter falling back to head the battle between Mark Goddard (Crosslé 55F) and de Zille in that order, with Chris Latham (Royale RP26) some way back in sixth, ahead of Wally Warwick (Reynard 83FF) who had started from the 10sec mark, after an 'off' at Druids in RAC practice.

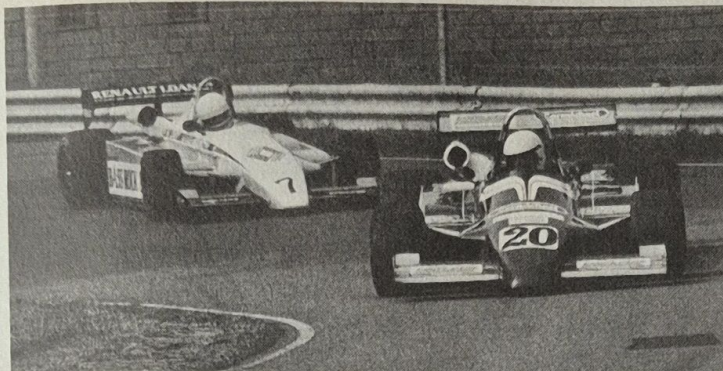
ALAN COX

INGLSTON

Dominant Duffield

From one kind of horsepower to another, Ingliston reverted to its role of motor racing circuit following another highly successful Royal Highland Agricultural Show the previous month. Almost all traces of the previous exhibits had gone but a rather pungent aroma reminded the early arrivals that the pits were in actual fact originally designed for livestock! The track itself was in surprisingly good condition after its two months rest but it didn't take long to get a coating of rubber down in preparation for some record breaking. Attendances were well up with 6,000 spectators coming along to see an excellent entry of over 100 cars. With the Road Saloon class getting healthier all the time some clarification on the tyre rules is now needed.

The first race was the usual Formula Ford opener which continues to improve at Ingliston with ever closer racing. Harvey Gillanders (Van Diemen) had pole position but Tony Gemmell (Newton Auto Centre Lola) wasn't particularly overawed by that as the two of them squeezed into the Esses together first time round. By the end of the first tour, Gillanders was in front with Gemmell right behind leading a high speed queue comprising Sandy McEwen (Crusader Insurance/ATS Crosslé), Cliff Harper (Hawke), Neil Cochrane (Crosslé-Harris) plus the rest. As Gillanders and Gemmell fought over the lead, Cochrane was picking off the intervening twosome



The Ralts of David Duffield and George McMillan easily outpaced the Libre field.

so that by the end of the second lap he was up to third behind Gillanders who was second behind Gemmell. Two laps later a determined Cochrane was through at the front but Gemmell fought back regaining the lead for a further two laps but when the engine let go Cochrane was back in the lead from Gillanders and, perhaps the drive of the race, young Stephen Robertson (PRS) who worked up to third place from eighth on the opening lap.

The GT Cars up to 1000cc were next on the grid and a visiting Tony Bridge in his Maguire Stiletto got the best start over the Ingliston regulars leading into the Esses for the first time but by the end of the lap he had been overwhelmed by the tightly packed trio behind. Harry Simpson in the Edinburgh Aluminium Products Davarian was leading from Kenny Coleman (R J Cross Davrian) and Jain Forrest (Drambuie Davrian) but Coleman and Forrest touched at Caravan putting Kenny out although Iain continued. This meant that Bridge was back up to second place with Bob Milne (Imp GT) some way behind and Forrest at the tail end of the small field already fighting his way back. Bridge continually attacked Simpson with his little car getting itself into some queer angles in his bid to get past, but Harry was having none of it and stayed at the front — just.

In the Sports & Clubmans Race John Fyda's red and white Agra Engineering Mallock was in its usual place on the inside front row of the grid with its sister car driven by John Mackie behind. When the flag dropped Fyda was off with Mackie having a bit of a struggle to get past Nick Bridge's Mallock. Willie Hourie in the Eourie Ecosse Chevron christened the smart new blue paintwork when he and Brian Nilson touched on the startline but both Sports 2000 cars continued. After two laps there was a bit of a surprise in store when John Mackie came past the Grandstand in front of 'the old master' Fyda, but he stayed there for 6 laps before Fyda swept past to take an easy victory made easier when Mackie ran out of petrol with two laps to go. This

gave Bridge second place but he was coming under threat from Laurence Jacobsen's quick Chevron with Bill Drummond's Drummond Plant Hire Mallock, not too far away and being closely shadowed by Hourie but there were no last minute do-or-die attempts from this bunch.

The Formula Ford Final grid looked a bit strange with the two leading Scottish Marlboro championship drivers on the second row. Tom Brown (Scottish Road Services Van Diemen) and Chic Stenhouse (Lee Jeans Van Diemen) were sitting behind Peter Rose (Pollok Shopping Centre Lola) and Geordie Taylor (Spartan). But it was Stenhouse who anticipated the start best, and when the flag dropped, he shot across Brown's bow to take up an outside position making it a three-abreast race for the Esses. Meanwhile, the wily Brown crossed over to the inside line to take up position behind Rose and as the FF stampede sorted themselves out before Caravan it was Rose in the lead from Brown with Taylor, Stenhouse, Peter Jamieson (PRS) and Colin Birkbeck (Van Diemen) ahead of the tightly packed bunch. For four laps Brown watched Rose's line at the Hairpin and just before half distance he shot past on the outside line coming out of the corner but Rose wasn't about to give up, although he paid the penalty two laps later when he lost his nosecone against Brown's rear wheel under braking for the Hairpin. These two had built up quite a lead during their hectic chase but it was just too much for Stenhouse to make up and had to settle for third.

The GT Cars over 1000cc were out next for the Forth Electrical Services, Coleman, Forrest, a crossed-up Bridge and Milne ensured a superb 1-litre GT race.

JOHN FIFE



INGLSTON (GB), Jul 24, SMRC

FF1600 race (10 laps): 1, Neil Cochrane (Crosslé-Harris 31F), 8m16.0s, 66.70mph; 2, Harvey Gillanders (Van Diemen RF78), 9m16.6s; 3, Stephen Robertson (PRS 401), 9m16.8s. **Fastest lap:** Robertson 54.0s, 68.67mph.

GT Cars up to 1000cc (12 laps): 1, Harry Simpson (Davrian Mk 8), 10m35.0, 70.07mph; 2, Tony Bridge (Maguire Stiletto), 10m35.5s; 3, Bob Milne (Imp GT), 10m59.4s. **Fastest lap:** Bridge 51.4s, 72.14mph.

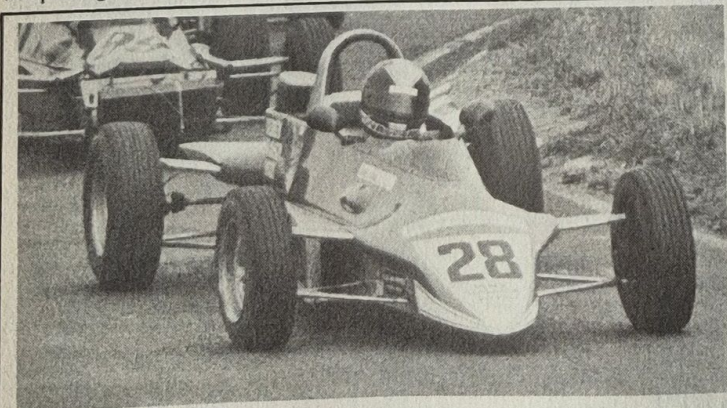
Sports Cars (12 laps): 1, John Fyda (Mallock Mk 24), 9m52.7s, 75.07mph; 2, Nick Bridge (Mallock Mk 24B), 10m20.8s; 3, Laurence Jacobsen (Chevron B 54), 10m24.5s. **Fastest lap:** Fyda 47.5s, 78.06mph.

FF1600 race (12 laps): 1, Tom Brown (Van Diemen), 10m42.4s, 69.27mph; 2, Peter Rose (Lola T640E), 10m49.6s; 3, Chic Stenhouse (Van Diemen RF81), 10m51.1s. **Fastest lap:** Brown 51.9s, 71.45mph (record).

GT Cars over 1000cc (12 laps): 1, Andy Barton (AC 3000 ME), 9m41.0s, 76.59mph; 2, George Coghill (Norfrost Esprit), 10m03.1s; 3, Eric Munnoch (Davrian Stiletto), (11 laps). **Fastest lap:** Barton 46.7s, 79.40mph (new record).

Formula Libre race (15 laps): 1, David Duffield (Ralt RT4), 11m14.3s, 82.48mph; 2, George McMillan (Ralt RT2), 11m29.9s; 3, Derek Palmer (Reynard FF 2000), (11 laps). **Fastest lap:** Duffield 43.8s, 84.66mph.

Road Going Saloons (10 laps): 1, Jenny Birrell (Talbot Sunbeam), 10m23.0s, 59.52mph; 2, Simon Harrison (Clan Crusader), 10m25.7s; 3, David Nisbet (Caterham 7), 10m26.0s. **Fastest lap:** Birrell 61.0s, 60.79mph (record).



MONDELLO PARK

Vivian Daly, younger brother of Indy Car driver Derek, finished only fifth in a fraught FF1600 race at Mondello Park on Sunday but did get his name in the record books for clipping 0.4sec off Bernard Devaney's five-year-old lap record. Martin Donnelly again beat Colin Lees in the FF2000. Full report next week.