

# Duffield dominates

**DAVE DUFFIELD** in the Caledon Coal Company Ralt equalled his own outright circuit record at the Opel Dealers Trophy meeting at Inglinton on Sunday. **John Fyda**, meanwhile, almost certainly set a record of a different kind, by lapping the entire field while running away with the Clubmans and Sports 2000 affair.

Racing got under way with the Barratt Office Equipment 10-lapper for the slower FF1600s. Sandy McEwen was fastest in practice and earned his support from the Tom Brown Racing School with a flag-to-flag win from Gordon Melvin.

With John Bothamley's Penicuik Aluminium Esprit on pole position, Jim McGaughay's FES Renault alongside, and two more Esprits driven by George Coghill and Ron Cumming on the second row, the big GT heat of the Opel Dealers Trophy race looked like being a cracker. Bothamley held off a hard-charging McGaughay into the Esses on the first lap, but second time along the back straight McGaughay pounced into the lead. On lap six Bothamley went right alongside at the hairpin, couldn't hold it, spun and stalled. Coghill re-took his original place ahead of Cumming, but was excluded for passing under the yellow flag.

John Fyda had another light-the-blue-touch-paper drive in the Clelands of Peebles sports car race. And he was charging along right to the end, setting a new class record on the final lap. Bill Drummond just held off Jim Irwin for third place, and the best scrap of the race resolved itself with Richard Mitchell's Link, Reg Forester-Smith's Mallock and Keith Bowmaker's Lola all within 0.6s at the end.

Harry Simpson's Edinburgh Aluminium Davrian led Ken Murray and Ricky Gauld in the Express Surefreight car into the Esses at the start of the one-litre Opel Dealers Trophy heat, and kept ahead all the way. Ian Forrest came up to third place and then set about harrying Murray very closely. He passed on lap 7. However, his Davrian's engine couldn't cope with the strain of setting fastest lap of the race, and he retired. Murray found himself back in second place and Kenny Coleman only just held off Ricky Gauld for third.

Another great Tom Brown / Roy Low battle was the feature of the Canon FF1600 race, a round of the Marlboro Scottish championship. Low led away with a copybook start from pole position. But Brown was immediately behind him and made the decisive passing move into the hairpin on lap 11. Low came back strongly, but the initiative had passed to Brown, even if he was only two or three car's lengths ahead at the finish. Willie Hourie had a fairly lonely race in third place, out of touch with the leaders but well ahead of Stewart Roden.

The Beef Tub Steakhouse *Formule Libre* race had Dave Duffield on pole position with the Caledon Ralt, with Cameron

Binnie in Andy Barton's March sharing the front row. While Duffield rocketed off at the start, Binnie poured on just too much power, snaked viciously under wheelspin but still held onto second place ahead of John Fyda's Mallock and Stewart Robb's March. Duffield increased his lead easily as he placed the Ralt perfectly all the way round the circuit. Binnie couldn't match that pace, and began to lose more ground with a stutter round Arena. Fyda kept the Mallock safely in third place, and trimmed another fifth off his record-breaking Clubmans time, although in this race with a free tyre choice it couldn't be counted.

Jim McGaughay's task was made a lot easier than it might have been in the Opel Dealers Trophy final. Ron Cumming didn't come out to share the front row, George Coghill had been excluded and John Bothamley was down on row five. The FES Renault led away from the one-litre Davrians of Simpson and Murray, but Bothamley soon shrugged past the smaller cars and was up to second place by lap two. However, his Esprit was well off its earlier pace and could make no impression on the leader. Eric Munnoch's V8 Chevron Imp snatched fourth by overtaking Murray cheekily into Arena, then fell back laying a smoke trail. Only the first three finished on the same lap, but Munnoch, Gus Young and Ricky Gauld made a real race of it for fifth. **R.F.**

**FF1600 — 10 laps:** 1. S. McEwen (Van Diemen RF80), 9m 17.1s (66.56 mph); 2. G. Taylor (Sparton FF79); 3. W. Rose (Royale RP26 / 80); 4. E. Whitaker (PRS). Fastest lap: McEwen, 54.7s (67.79 mph).

**GT Cars over 1,000 cc — 10 laps:** 1. J. McGaughay (2.0 FES Renault), 8m 24.3s (73.53 mph); 2. R. Cumming (1.8 Lotus Esprit); 3. A. Young (1.5 Agra-Ford); 4. E. Munnoch (3.5 Chevron Imp). Fastest lap under 1,500 cc: Young, 53.2s (69.70 mph). Fastest lap over 1,500 cc: McGaughay and J. Bothamley (Lotus Esprit), 48.4s (76.61mph).

**Sports 2000 and Clubmans — 12 laps:** 1. J. Fyda (1.7 Mallock Mark 24), 9m 37.3s (77.08 mph); 2. B. Stevenson (2.0 Chevron B52); 3. W. Drummond (1.7 Centaur); 4. J. Irwin (1.6 Mallock Mark 16). Fastest lap Clubmans B: Irwin, 53.6s (69.18 mph). Fastest lap Clubmans A: Fyda, 46.4s (79.91 mph), new class record. Fastest lap Sports 2000: Stevenson, 52.4s (70.76 mph).

**GT Cars under 1,000 cc — 10 laps:** 1. H. Simpson (Davrian), 8m 56.4s (69.13 mph); 2. K. Murray (Davrian); 3. K. Coleman (Davrian); 4. R. Gauld (Davrian). Fastest lap: 1. Forrest (Drambuie Davrian), 52.3s (70.90 mph).

**FF1600 — 12 laps:** 1. T. Brown (Van Diemen RF80), 10m 49.0s (68.56 mph); 2. R. Low (PRS); 3. W. Hourie (Crosslé); 4. S. Roden (Van Diemen). Fastest lap: Brown and Low, 53.2s (69.70 mph).

**Formule Libre — 15 laps:** 1. D. Duffield (2.0 Ralt RT4), 11m 12.1s (82.76 mph); 2. C. Binnie (2.0 March 802); 3. J. Fyda (Mallock Mark 24); 4. G. McMillan (2.0 March 772B). Fastest lap: Duffield, 43.8s (84.66 mph), equals outright circuit record.

**GT Cars — 15 laps:** 1. J. McGaughay (2.0 FES Renault), 12m 39.2s (73.26 mph); 2. J. Bothamley (2.0 Lotus Esprit); 3. H. Simpson (1.0 Davrian); 4. K. Murray (1.0 Davrian). Fastest lap under 1,000 cc: Murray, 52.4s (70.76 mph). Fastest lap 1,001-1,500 cc: A. Young (1.5 Agra-Ford), 53.3s (69.57 mph). Fastest lap over 1,500 cc: McGaughay, 48.6s (76.30 mph).