INGLISTON

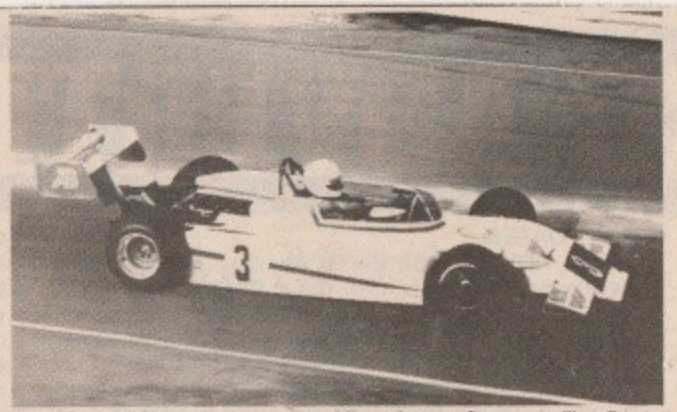
Barton invincible

17-7-81

THE penultimate Ingliston meeting of the year lacked a little sparkle despite good weather and respectable grids but the 1 litre thrash and the Sports cars provided the best entertainment for the rather disappointing crowd. In the Libre race Andy Barton extended his lead in the *Glasgow Herald* series whilst the expected Roy Low / Tom Brown battle failed to materialise in the Shell Formula Ford Race. The hardworking marshals were kept busy all day as the good weather encouraged drivers to try harder with the usual results of such endeavour being blown engines, oil on the track and bent armco. It prompted one prominent marshal to comment that more enthusiastic helpers would be needed for the final meeting in October if this state of affairs continued. All offers to the SMRC!

The Formula Ford "B" Race was a rather professional affair to open the day's programme, providing Stewart Roden with a flag to flag win in his Van Diemen. Tony Gemmell's Crosslé was holding a safe second place until the engine went off song allowing Bryan Gowans (PRS) and John Dunn (Van Diemen) to take second and third places. There was a dice for fifth and sixth behind Andrew Paterson, between Douglas Hamilton and Gordon Melvin but Dougie just managed to hang on.

In the up to 1 litre Saloon Race, George Coghill took his Norfrost Davrian into a slender lead from Ian Forrest's Drambuie Davrian but at Caravan, Forrest lost it and spun down to the tail of the field. Harvey Gillanders then took up the chase with his Imp but on the second to last lap Coghill locked up under braking and slid into the barriers although he continued with the front wheel locked solid and smoking heavily. Gillanders therefore took the lead on the last lap ahead of Ricky Gauld's Express Surefreight Stiletto and Hugh Chalmer's oversteering Davrian. Further down the field Bob Burgess and Harry Simpson survived a horrifying encounter when Simpson's Davrian touched Burgess' Imp and somersaulted over the barrier but thankfully both drivers were unhurt.



ANDY BARTON took yet another Libre victory after controlling Daniel Duffield's challenge in the Caledonian Coal Ralt RT4. DAVID

still the man to beat. David Duffield's Caledon Coal Ralt shadowed the March for the full 15 lap distance but never really got close enough to offer a serious challenge. As Barton and Duffield started to catch the tail enders at half distance, Duffield closed right up as they lapped Martin Dunn but once clear Barton just pulled away again. Stuart Lawson was a safe third in the March despite a 10 second start penalty and Dave Muter in the Barton was fourth ahead of Stewart Robb and Colin Richardson.

The last race of the day was the Robertson's of Cardenden sponsored final of the two touring car heats, where once again Jim McGaughey's Renault demonstrated its complete superiority. Ron Cumming's Fiat was also second again but behind him the 1 litre screamers were mixing it with the 1300 bunch. Ricky Gauld's Express Surefreight Stiletto held third until the fourth lap when Eric Paterson slipped ahead with his Lotus after passing Harvey Gillanders on the second lap, and then consolidated his third place on the way to the finish.

J.F.

FF1600 — 10 laps: 1, S. Roden (Van Diemen) 9m 14.4s (66.88 mph); 2, B. Gowans (PRS); 3, J. Dunn (Van Diemen); 4, A. Paterson (Hawke). Fastest lap: Roden, 54.7s (67.79 mph).
GT up to 1000 cc — 10 laps: 1, H. Gillanders (Imp) 9m 05.2s (68.01 mph); 2, R. Gauld (Stiletto); 3, H. Chalmers (Davrian); 4, I. Forrest (Davrian). Fastest lap: Forrest, 52.6s (70.49 mph).
Sports cars — 12 laps: 1, J. Fyda (Mallock MK18B) 9m 36.6s (77.17 mph); 2, S. Watson (Mallock Mk21); 3, K. Allen (Mallock Mk20); 4, J. Barr (Mallock Mk19). Class winners: Fyda, J. Mackie (Mallock mk21), L. Jacobsen (Chevron B52). Fastest laps: A) Fyda and Allen, 46.9s (79.06 mph); B) Mackie, 51.0s (72.71 mph); S) Jacobsen, 51.0s (72.71 mph).
GT cars — 10 laps: 1, J. McGaughay (Renault GT) 8m 46.8s (71.75 mph); 2, R. Cumming (Fiat); 3, E. Paterson (Lotus Europa); 4, A. Ritchie (Davrian). Class winners: McGaughay and Paterson. Fastest laps: McGaughay, 50.1s (74.00 mph); Paterson, 53.6s, (69.18 mph).
FF1600 — 12 laps: 1, R. Low (PRS) 10m 44.2s (69.07 mph); 2, W. Hourie (Crossle); 3, T. Brown (Van Deimen); 4, C. D'Agostino (Van Diemen). Fastest lap: Brown, 52.9s (70.09 mph).
Libre — 15 laps: 1, A. Barton (March 78/792) 11m 18.6s (81.96 mph); 2, D. Duffield (Ralt RT4); 3, S. Lawson (March 772); 4, D. Muter (Barton). Fastest lap: Barton, 44.4s (83.51 mph).
GT cars — 15 laps: 1, J. McGaughay 12m 47.8s (72.44 mph); 2, R. Cumming; 3, E. Paterson; 4, R. Gauld (Sunbeam Stiletto). Class winners: McGaughay; Gauld and Paterson. Fastest laps: McGaughay, 49.2s (75.37 mph); Paterson, 52.5s (70.63 mph); H. Chalmers (Davrian) and H. Gillanders (Imp), 53.4s (69.44 mph).

The Sports Car Race provided a much better spectacle than usual when Kenny Allen's Mallock shot off the line ahead of John Fyda's similar car which was lagging a little, but after five laps Fyda closed right up on Allen as they were already starting to lap the tail-enders. Fyda seized his chance on lap eight, coming right alongside Allen on the entry to Lefthander and stayed there all the way to Clock just squeezing ahead of Allen as they entered Arena. So close were they you could almost hear the sharp intake of breath as they rocketed past the Grandstand. In third place Sandy Watson's Mallock was holding off the similar car of John Barr whilst Lawrence Jacobsen's Chevron Sports 2000 was fifth ahead of John Mackie's Mallock and John Clark's Chevron. Just one lap from the end Kenny Allen shot up the escape road at Lefthander but after a push start from the enthusiastic SMRC marshals rejoined the fray in third place.

With no Walter Robertson to contend with Jim McGaughey had a lonely time on his way to first overall in the big touring car race with the Forth Electric Renault. Ron Cumming was second in the Fiat ahead of the very smart Imp-based Lotus Europa of Eric Paterson which was only just recently completed. In the early laps Colin Christie and Max Brown livened up the proceedings when their cars touched but both continued and then Graham Stupple joined the action and all three failed to make the finish but without serious damage.

In the Shell Championship Formula Ford race Roy Low took a good win in the Tardaff Motors PRS but a first lap fracas at the hairpin removed Geordie Taylor, Ralph Halley and Alec McDonald from the race. Somehow Tom Brown dropped down from second to fifth and thereafter clawed his way back up to third but a fighting Willie Hourie in the Crossle wasn't about to be flustered and hung on gamely. Chris D'Agostino and Chic Stenhouse had a hectic battle in their Van Diemens with Chic trying a few novel lines to get alongside but Chris took the chequered flag just half a second in front.

A better entry had turned up for the *Glasgow Herald* supported Libre Race than had been seen for some time but Andy Barton was