

(Royale RP26) on his tail, and Andy Ackerley (Ray 80F) was hanging on to fourth from Jonathan Palmer (Van Diemen RF80).

Warren Briggs (Ray 80F) had been forced on to the grass in the first lap rush through Graham Hill Bend, and got involved when Steve Lincoln (RP26) and Alfonso Toledano (PRS 80F) collided at Paddock, but he stayed in contention. Palmer passed Ackerley at half distance, and Ackerley then lost time with a moment at Clearways, but Moreno was untouched by all the to-ing and fro-ing and ran out an easy winner. Boesel resisted Morris's best efforts to displace him, and Palmer finished fourth, ahead of Briggs, Peter Argetsinger (RP26) and Robert Gibbs (RF80). This decisive result was more than enough to win Moreno the Townsend Thoresen title.

**PAULINE PHILLIPS**

**DB Motors of Leicester  
Production Sports Car  
Championship  
Final positions**

*1 Colin Blower (TVR Convertible).....	(46) 45
*2 Chris Meek (TVR 1600M/Panther Lima) .....	45
*3 Trevor Lewis (MG Midget).....	35
4 Alison Davis (Ginetta G15s).....	33
5 Malcolm Paul (Morgan Plus8) .....	30
6 Richard Dunham (Triumph TR7).....	29
7 Steve Cole (Morgan ' ) .....	24
8 Bruce Peers (MG Midget) .....	20
9 Chris Hart (MG Midget).....	20
10 Nick Emmony (Austin healey Sprite) .....	20
etc.	

\*Class winners

**INGLISTON**

**Leslie  
lets fly**

Sunday's SMRC Champion spark plugs raceday proved to be a marvellous finale to the club's Scottish championship season with fine weather, a healthy gathering of spectators and, above all, good racing combining to make the day a tremendous success. The eight-race programme was run slickly and to schedule, highlights being David Leslie's *Formule Libre* victory and a classic 1-litre GT event with incidents aplenty. Unfortunately, the expected showdowns in the clubmans and larger capacity GT classes failed to materialise due to mechanical disasters but, at the end of the day, Andy Smith, Eric Paterson, Tom Brown and Leslie emerged worthy Scottish champions, David also earning the coveted Shell 'Man of the Year' award for his sterling efforts in the Hope Scott Racing Ralt RT4.

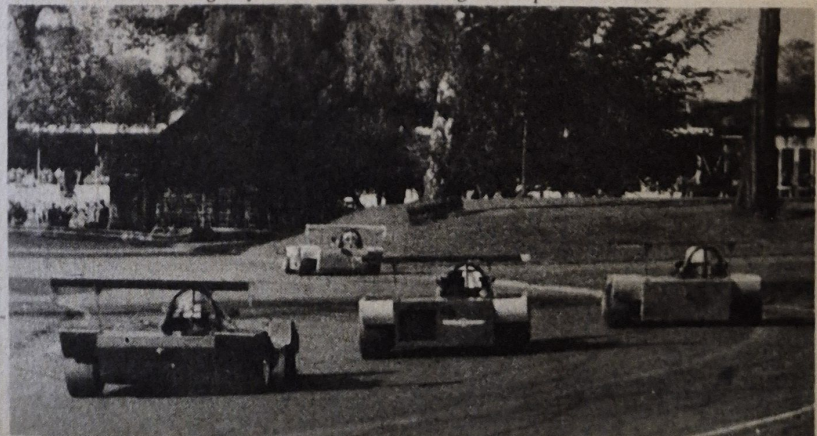
The slower Formula Fordsters from practice came to the line first for the Laidlaw Trophy qualifier, two drivers to proceed thereafter to the Shell FF1600 championship final later in the afternoon. Ronnie Whitaker's Hawke ran

round the outside of poleman Dougie Hamilton's Van Diemen as they entered the Esses for the first time, the Yorkshireman sprinting off beyond the reach of his pursuers despite having his engine go off song in the closing stages. Tony Allinson (Van Diemen) dived hard with Hamilton for the other vacant slot in the final but took him inadvertently under the yellow flag at Arena and was disqualified. John Bothamley (Van Diemen) came up well from a lowly grid position to relieve Chris D'Agostino — from Tom Brown's Knockhill school — of an eventual third place.

Nobody was expected to worry Walter Robertson's vivid ochre DFVW in the bigger GT race (a counter towards the McLaren of Broxburn series), now that Doug Niven's mighty Beetle-Chevvy is going 'down under'. Laurence Jacobsen, though, had other ideas and his impudent plastic-bodied Chevron B29 slipped ahead of the de Cadenet-based device at Lefthander on the opening lap. Wally reversed the order at the Hairpin next time round and, with the big tyres now at operating temperature, dropped Jacobsen's twitchy Rosetta-backed car. The battle for championship honours lay between Doug Niven (going for his third successive Scottish title) in Jimmy Robertson's disgracefully tatty 1300 Skoda (née Saracen), and Eric Paterson's sinister black Colvend Imp. Dougal's practice was fraught with problems culminating in a seized camshaft, but after an overnight rebuild the car duly lined up for the off, with Paterson's spare cam belt installed! Eric got the drop on Niven from the second row, taking Alan Ritchie's Davrian with him and just as it looked as though the Skoda was making an impression again it struck trouble. The chassis was flexing badly making gear selection difficult and when white smoke heralded a holed block the ill-starred machine was pulled off onto the grass at the Esses. Paterson and Ritchie scrapped furiously over the 1500cc class but had to give best in the overall competition to Murray Burgess's hunky Chevrolet-powered RS2000, Eric coming out best, in fourth place by a couple of feet.

Ayr's quickest scrap metal dealer Andy Smith saw fit to hire the works 'B' sport Mallock to defend his one point lead in the Lowland Tyres clubmans championship, a task made easier when rival Clive Reeves's hurriedly acquired ex-Roy Low engine refused to pull more than 5000rpm in the Magnum chassis during qualifying. Smith's team-mate Kenny Allen romped to victory in the ASM U2 Mk21 once John Fyda's Mallock had pitted with a slipping clutch. Sandy Watson and John Barr in their U2s maintained lonely second and third places ahead of Smith who easily outpaced the other FF1600-motivated cars as Reeves was never in the hunt. Laurence Jacobsen's Chevron B52 S2000 car ran sixth initially until the radiator

*Clubmans cars exiting Lefthander during the Ingliston sports car race.*



## INGLSTON (GB), Oct 12, SMRC

Laidlaw Trophy race FF1600, preliminary heat (10 laps): 1, Ronnie Whitaker (Hawke DL19), 9m 27.9s, 65.29mph; 2, Douglas Hamilton (Van Diemen RF78), 9m 32.1s; 3, John Bothamley (Van Diemen RF78), 9m 34.0s; 4, Chris D'Agostino (Van Diemen RF80), 9m 34.2s; 5, Ralph Halley (Lotus 61), 9m 35.2s; 6, Tony Gormell (Crosslé 25F), 9m 35.7s. **Fastest lap:** Whitaker, 54.9s, 67.54mph.

**Rosetta Fruit Juices Trophy races, GT cars over 1000cc (10 laps): Overall:** 1, Walter Robertson (3.0 DFVW), 8m 23.7s, 72.18mph; 2, Laurence Jacobsen (2.0 Hillman Imp-BDG), 8m 48.8s; 3, Murray Burgess (4.7 Ford Escort-Chevrolet RS), 9m 16.6s; 4, Eric Paterson (1.3 Colvend Imp), 9m 29.8s. **Over 1000cc:** 1, Robertson; 2, Jacobsen; 3, Burgess; 4, Colin Christie (2.5 Vauxhall Chevette), 9 laps. **Fastest lap:** Robertson, 50.0s, 74.16mph. **1001-1500cc:** 1, Paterson, 65.08mph; 2, Alan Ritchie (1.1 Davrian-Imp Mk6), 9m 30.0s; 3, Jim Pinkerton (1.3 Mini), 9 laps; 4, Oily La Barre (1.0 Clan Crusader), 9 laps. **Fastest lap:** Paterson, 54.6s, 67.91mph.

**Caledon Coal Company sports car race (10 laps): Overall:** 1, Kenny Allen (1.7 Mallock U2 Mk20), 8m 05.8s, 76.33mph; 2, Sandy Watson (1.7 Mallock U2 Mk20B), 8m 14.6s; 3, John Barr (1.6 Mallock U2 Mk19), 8m 29.5s; 4, Andy Smith (1.6 Mallock U2 Mk21), 8m 41.8s. **Clubmans 'A' and Sports 2000:** 1, Allen; 2, Watson; 3, Barr; 4, John Fyda (1.7 Mallock-Agra U2), 9 laps. **Fastest lap:** Fyda, 47.0s, 76.89mph. **Clubmans 'B':** 1, Smith, 71.06mph; 2, Jim Irwin (1.6 Mallock U2), 9 laps; 3, Arch Boyle (1.6 Hawke DL12), 9 laps; 4, Kevin McCormack (1.6 Mallock U2), 9 laps. **Fastest lap:** Smith, 50.9s, 72.85mph (equals record).

**Hope Scott Garage Trophy race, GT cars up to 1000cc (10 laps):** 1, Ricky Gauld (1.0 Sunbeam Stiletto), 9m 08.7s, 67.58mph; 2, Ian Forrest (1.0 Davrian-Imp Mk8), 9m 09.0s; 3, Kenny Coleman (1.0 Davrian-Imp Mk7), 9m 13.9s; 4, James McGaughay (1.0 Wallinger Imp), 9m 15.0s (inc. 10sec penalty). **Fastest lap:** Forrest, 53.2s, 69.70mph.

**McLaren Builders Historic car race (10 laps): Overall:** 1, Mike Harrison (1.1 Mallock U2 FJ), 9m 57.3s, 62.08mph; 2, Rhoddy MacPherson (2.0 Cooper-Bristol), 10m 02.2s; 3, Tony Steele (1.6 Lotus Elan I/w), 10m 27.8s; 4, Ron Footitt (2.0 AC/GN Cognac Special), 10m 46.3s. **Pre-war:** 1, Footitt, 57.37mph; 2, Tony Merrick (1.5 ERA), 10m 52.0s; 3, Ray Fielding (1.5 Maserati 6C), 10m 52.4s. **Fastest lap:** Fielding and Merrick, 1m 03.0s, 58.86mph. **Post-war:** 1, Harrison; 2, MacPherson; 3, Steele. **Fastest lap:** Harrison, 58.0s, 63.93mph.

**Shell Championship FF1600 race (10 laps):** 1, Roy Low (PRS RHO1), 9m 01.0s, 68.54mph; 2, Duncan Hall (Royale RP26), 9m 02.6s; 3, Tom Brown (Van Diemen RF80), 9m 02.8s; 4, Bryan Gowans (PRS RHO1), 9m 05.6s; 5, Tony Allinson (Van Diemen RF78), 9m 06.6s; 6, Gordon Stephenson (PRS RHO1), 9m 07.6s. **Fastest lap:** Brown, 52.9s, 70.09mph (equals record).

**Glasgow Herald Formule Libre race (15 laps):** 1, David Leslie (1.6 Ralt-Nicholson McLaren RT4), 11m 14.9s, 82.41mph; 2, Cameron Binnie (1.6 March 77B), 11m 28.9s; 3, David Duffield (1.6 Ralt RT1), 11m 29.6s; 4, Stu Lawson (2.0 March 772P), 11m 43.4s. **Up to 1600cc:** 1, Leslie; 2, Binnie; 3, Duffield; 4, Andy Barton (1.6 March 79B), 11m 45.4s. **Fastest lap:** Leslie, 44.2s, 83.89mph. **Over 1600cc:** 1, Lawson, 79.07mph; 2, George McMillan (2.0 March 772P), 14 laps; 3, John Fyda (1.7 Mallock-Agra U2), 14 laps; 4, Stewart Robb (2.0 March 75/782), 14 laps. **Fastest lap:** Lawson, 45.6s, 81.32mph.

**Champion race, GT cars final (15 laps): Overall:** 1, Robertson, 12m 42.8s, 72.92mph; 2, McGaughay, 13m 28.2s; 3, Forrest, 13m 39.6s; 4, Burgess, 14 laps. **Over 1600cc:** 1, Robertson; 2, Burgess; 3, Eddie Beerman (2.0 Ford Escort turbo), 13 laps. **Fastest lap:** Robertson, 49.8s, 74.46mph. **1001-1600cc:** 1, Graham Stuppel (1.3 BLMC Mini), 14 laps, 65.07mph; 2, Pinkerton, 10 laps; 3, Paterson, 7 laps. **Fastest lap:** Paterson, 53.4s, 69.44mph. **Up to 1000cc:** 1, McGaughay, 68.82mph; 2, Forrest; 3, Gauld, 14 laps. **Fastest lap:** McGaughay and Forrest, 52.6s, 70.49mph.

was holed and he spun at Caravan, leaving the 'class' to Mitchell's Link.

The popular Hope Scott Garage concern sponsored the over-subscribed 1-litre GT event and what a cracker it turned out to be with the first four men covered by just 0.2secs after practice. Second row drivers James McGaughay (FES Imp) and George Coghill (Caithness Glass Davrian Mk7/8) both anticipated the flag rather too well and were docked 10secs apiece to confuse everybody. McGaughay displaced Ricky Gauld's attractive Stiletto from the head of the queue on lap 2 leaving Gauld's mirrors full of a pack of five Davrians, those of Coghill, Kenny Coleman and Ian Forrest fractionally ahead of Ken Murray and Harry Simpson. The antics of the first three Davrians were hairy to say the least with Coleman and Coghill involved in spectacular, not to say ungentlemanly, barging tactics to their detriment for as they bashed into each other — with surprisingly light body damage ensuing — Forrest nipped through in the Drambie version to pressure Gauld, the winner on corrected time. Coleman picked up third from the penalised 'winner' on the road.

A wonderful field of historic cars assembled for the traditional end-of-season racing in an event backed by classics car enthusiast Campbell McLaren who, alas, did not compete in

one of his Jaguars this time. Mike Harrison's controversial 1960 Mallock U2 FJ took two laps to displace moral victor Roddy MacPherson's superbly driven 1953 Cooper-Bristol which battled mightily to keep up. Roddy was well clear of Tony Steele's lightweight Elan. The familiar Cognac Special of Ron Footitt, Tony Merrick's glorious ERA — the first-built in 1934 — and Ray Fielding's mint Maserati 6C had splendid races, closely matched with Guy Smith's 3½-litre Frazer Nash, also of 1934 vintage, to finish next.

Although the Shell FF1600 title had already gone to Cambuslang's Tom Brown, the runner-up spot was still under dispute between PRS drivers Bryan Gowans and Roy Low, the latter three points in arrears. Laidlaw's (sponsors of the BARS/SMRC North British series) own driver Duncan Hall took pole but Low moved ahead as the field reached the hairpin for the first time. The very nature of the circuit prevented the chasing crocodile of cars from catching the red Tarduff Motors RH01 once it was clear but Brown strove tirelessly to demote Hall's Royale having equalled his own lap record in his quest to pass Gowan's wide car which had slipped ahead when Brown was chopped at the hairpin. The impressive Tony Allinson, fellow Croft regular Gordon Stephenson and the lurid pink Van Diemen of Peter

Rose finished in line ahead of Wally Warwick and the determined North Bristol champion Keith Wickham (Van Diemens). Low's victory was sufficient for him to usurp Gowans in the championship table.

Two 15-lappers rounded off an excellent and safe day's sport, these being the Glasgow Herald *Formule Libre* event — final round of the Lothian Chemicals series — and the GT finale. In invincible form as ever at Ingliston (or anywhere else for that matter), David Leslie hurtled round 0.2sec beneath his own record in the immaculate Hope Scott Ralt RT4, Cameron Binnie doing a tremendous job in Andy Barton's old March 77B to share the front row, albeit 1.1secs slower. The Caledon Coal Ralt RT1 of David Duffield — looking forward to having the RT4 next season — was next up ahead of Bernie Hunter (in tyre problems having given his decent set to Binnie) and Andy Barton in March 80A and 79B respectively. Stu Lawson's neat AD TV Surveys F2 March and George McMillan's sister 772P (ex-Giacomelli), the quickest 2-litre machinery were also right there in the thick of it.

At flagfall, Leslie took off like a scalded cat, trying to induce heat into the F2 tyres for the first couple of laps. No-one had a hope of staying with the young Scot whose precision at the wheel was stunning. His style, and Allan Forsythe's team's meticulous preparation, won the day as so often before, David collecting his second championship with his sixth *Libre* win at Ingliston this year. Let his drive not detract from the performances of Binnie and Duffield though, for they fought their older chassis with panache too, even though the effort of holding them through the borrows of the Esses contrasted sharply with Leslie's majestic ease in the ground effects car. Lawson's tidy drive netted him fourth ahead of Barton and the despondent Hunter.

It was all chase the DFVW time again in the GT event, Robertson going quicker than before and romping away after Jacobsen pitted the 2-litre Imp. McGaughay and a misfiring Forrest took their 1-litre cars past the flag next, the only unlapped runners, from Burgess, Gauld and Murray. Coghill took seventh with broken front suspension — a legacy of his earlier nerfing no doubt — while Paterson, who cooked his clutch with a spin at Arena, continued at snail's pace to the line — and the outright GT title — decided on class wins!

MARCUS PYE

SNETTERTON

## Byrne's night

The undoubted highlight of the BARC's six-race programme at Snetterton last Sunday was the final round of the RAC FF1600 championship. It was a thrilling race, won by Tommy Byrne with series leader Raul Boesel annexing third spot, a result which left these two Van Diemen drivers equal on points, wins and places so that, at the end of the day, even the RAC representative was unsure of who was the champion.

Excitement was not confined to the Fordsters, however, as there was close and fast racing throughout the well-organised programme. Mike Blanchet (Lola) won the Derwent Television Sports 2000 qualifier from pole position, setting a new lap record on the way, although championship regulars Ian Taylor and James Weaver were in front until their Tigas had problems.

The racing began on a lower note with the special saloons, which varied widely

