

Racing good, but teamwork lacking?

THE MARSHALLING was excellent, the racing good but behind the scenes the long established organisation is showing signs of wear. Perhaps this is the trouble at Scotcircuit, the organisers are all knowledgeable, experienced individuals but teamwork is lacking. An ambitious nine race programme had been planned and it did run very well, although one or two delays caused the last race to be run after 6 pm. It's a great pity there weren't more spectators for they missed a real spectacle in the tight confines of this 1.03-mile circuit, sponsored by the Ford Dealers in Scotland.

The first race was the Barratt Office Equipment thrash for Formula Fords with the top four going to the final later on. Tony Gemmell looked all set to take the honours in this first race as he led over the opening laps in his Crossle but William Rose had his Royale wound up to all sorts of angles trying to get past. Rose's efforts came good on the 8th lap but then Sandy McEwan (Van Diemen) slipped past Gemmell on the 9th and Iain Cowie followed suit on the final lap demoting poor Gemmell to fourth — but he was still in the Final!

Race two brought out the "heavy metal" for the GT cars over 1000 cc but it was Jim McGaughey's race from start to finish in the flying FES Renault. Jeff Wilson in the dramatic looking BMW M1 was never more than spitting distance behind and two stayed glued together for the whole ten laps, except when they were carving their way through the back markers. Ron Cumming was holding a good third in his Esprit until the engine blew up allowing George Coghill in the Norfrost Esprit to take over. Eric Paterson held on to fourth with his class winning Europa staving off a very determined John Bothamley (Esprit) who had started from the back of the grid.

The Alexanders of Edinburgh title heralded the first of two appearances by the Ford Fiestas, and this twisting little Edinburgh circuit ensured that they all stayed pretty close together. In the ensuing "close togetherness" a number of panels were bent and verges shorn of grass but Rob Hall emerged the winner in the Lloyds of Stafford car from Charles Tippet. The next four places looked just like one long Ford Fiesta as you could hardly see daylight between them headed by Jim Edwards from Dave Loudoun, Stuart Cole and Lionel Abbot.

Scotcircuit Chairman Graham Hamilton's latest business venture sponsored the next

with sports cars fighting for Buccleugh Arms Hotel Trophy. The venerable Kenny Allen romped away into an immediate lead in his old Mallock Mk 21 leaving Richard Mallock and John Fyda squabbling over second place in their Mk 24s. Mallock's Mallock hung on to second with Laurence Jacobsen easily being the best of the Sports 2000 category in his Chevron.

The sound of angry bees heralded the start of Race 5 as the 1-litre GT cars buzzed on to the circuit in their usual crowd pleasing fashion. Harry Simpson got the best start in his Edinburgh Aluminium Products Davrian but Ian Forrest in the Drambuie Davrian popped into the lead on lap 2. Ken Murray's Davrian then had a crack at Simpson but Harry wasn't having any of that and opened up a gap. On the final lap, Forrest got it all wrong at Caravan and both Simpson and Murray needed no better chance and shot through and away. Forrest managed to hold on to third although Ricky Gauld (Express Surefreight Davrian) and Bob Milne (Imp) closed right up.

Trust Skelly sponsored the Formula Final which featured the usual Brown / Low battle for first place. Although Brown led from start to finish in the Tom Brown Racing School Van Diemen, he couldn't relax for a second, for just an exhaust puff behind was Roy Low's PRS. These two built up quite a gap to third place but this featured another hectic dice with Tom Brown's pupil, Keith Wilkham (Van Diemen) giving Vic Covey (PRS) a hard time. Covey held the lead for nine of the 12 laps but each time he stomped hard on the brakes, the Van Diemen's white nosecone edged alongside. Then, with just two laps to go, Wilkham got his chance and nipped past Covey for third place with Geordie Taylor a long way off in fifth.

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The Beef Tub Steakhouse Formula Libre Race was a real nail-biter with David Duffield in the Caledon Coal Ralt getting away ahead of Andy Barton in his March. No-one could see the short piece of string which must have

kept the two cars this close together but when they started blasting past the tailenders, the string broke and the wily Barton outraked Duffield into the Hairpin and got away. As they swooped past the back markers on both sides, Duffield never missed an opportunity to shove his nosecone under Barton's rear wing. Unfortunately, this sparking action overshadowed the performance in third place as

Kenny Allen once again proved that his grey hair is only for show, and demoted Richard Mallock to fourth and John Fyda to fifth. George McMillan in the Bass Rock Garage March was a lonely sixth with Colin Richardson's March 77B the best of the 1600 cc runners.

The GT cars Final was stopped on the 10th out of 15 laps when Jeff Wilson in the Doug Niven Cars BMW spun on oil just through the Esses and slammed into the barriers with Ian Forrest having a similar moment at the same point. As one driver said later, "With fibreglass everywhere, they had to stop the race!" Luckily no-one was injured but the race results at that point stood as the final score, and so it was that John Bothamley (Esprit)

got a well deserved win. Jim McGaughey was second after recovering from a panel bashing incident with Wilson earlier in the race, tearing back through the field in the FES Renault. George Coghill was third with Eric Paterson fourth and best in class, but in 5th place Ken Murray got his own back on Harry Simpson by leading the 1-litre bunch.

The last race of the day seemed almost an anti-climax after the previous excitement but the quiet Ford Fiestas in the Dalblair of Ayr Final were just as entertaining as ever. Rob Hall was again the race winner but it was aggregate results from the two races which decided that championship points. Hall therefore took top marks with Dave Loudoun second and Lionel Abbot third overall. J.F.