



Crawford leads Jeffrey, the ill-fated Gorne and the rest of the Atlantic field past the Ingliston stands.

## Crawford's Atlantic on incident-packed day

The SMRC held an eventful Barratt Trophy Race Meeting at Ingliston on Sunday. A strong breeze kept the rain away but, despite the dry conditions, what promised to be a good Atlantic race failed in part to materialise as only nine cars made the grid. Two big incidents resulted in the Scottish Motorsport Marshals Club rescue unit being brought into action for the first time at this circuit during a race meeting. Fortunately the worst injury incurred was a suspected broken ankle.

As the flag dropped at the start of the first Formula Ford race, pole man Martin Simpson led away from the line in his Lotus but Jimmy Patrick (Hawke DL19) having his first outing in a single seater, made a flyer of a start from the second row. He entered the Esses alongside the other front row man Bob Burgess. Neither driver wanted to give way and it was the Image of Burgess that came off worst. Patrick continued, gaining the lead from Simpson at Lefthander. He held the lead for one lap before spinning down to third at Arena, touching the barrier and continuing. Meanwhile Robin Simpson's Crosslé had climbed to second at the Hairpin and inherited the lead after Patrick's excursion, a place he held steadfastly to the end. Simpson settled into second.

Doug Niven had his Chevy Beetle in its customary pole position, and from there he did his usual disappearing act. Starting alongside him, Jimmy Robertson put his Skoda into second slot with Walter Robertson's DFVW a close third. Walter got the better of Jimmy at Clock on the second lap during a fairly hairy sideways overtaking bid. Walter then proceeded to chase Niven who appeared to be succumbing to his fate. By the eighth lap, Walter was pushing Niven hard and, at the Hairpin, on the ninth he was alongside him. One lap later, he almost had Niven out of Hairpin, but his gearbox balked at the crucial moment and Niven retained his lead, despite a punctured front tyre — the cause of his slowing down. Ian Forrest with his 1190cc Drambuie Imp claimed the 1001-1300cc class running well up with the bigger cars throughout the race.

Stu Lawson showed that he is still the quickest Formula Ford driver round Ingliston. He took his ADTV Surveys PRS into the lead at the start and never lost his cool, despite a persistent attack from Cameron Binnie's Team Indecon Van Diemen, particularly during the early stages of the race. Binnie had all four wheels on the grass at Arena trying to catch the flying Lawson and appeared

to be suffering from oversteer at Clock but by the sixth lap, Lawson had a comfortable lead and settled down to win. Binnie did likewise for second and David Duffield drove a mature race in his Crosslé to take a well deserved third.

Norman Dickson took his Geneagles Helicopters March 792 into an immediate lead at the start of the Libre race, while Robin Smith put on too many revs and was swamped by the rest of the field before he could get his F1 Surtees TS19 into motion. There was a fair amount of jostling for position at the start and Stewart Robb actually managed to shave a coil of metal from Kenny Allen's wheel rim in his frantic efforts to get ahead. Allen was forced to retire two laps later with a broken drive shaft which may have been caused by the impact. Meanwhile, Bob Leckie, who had snatched second at the start in his Chevron B40, was caught by Smith and overwhelmed at the Hairpin on lap 3, apparently under the yellow flag! Leckie then held onto third until lap 8 when George McMillan (Bass Rock Garage Chevron B35) outraked him into Lefthander and demoted him to fourth.

It was Ricky Gauld who led from Ian Forrest at the end of the first lap of the up to 1000cc Special Saloons. Bill Thomson tried nudging Forrest at the Hairpin in his attempts to gain second place, but by lap 3 Thomson was passed by Jim McGaughay. As the field spread out, it looked as if the order at the flag would be Gauld, Forrest, McGaughay, but on lap 9 Forrest's engine let go in a very big way just short of the Hairpin. Backmarker George Gunn found the track covered in oil and hit the stricken

Drambuie Imp hard amidst. As the rest of the field 'crawled' past, the SMMC Rescue Unit was called and Forrest and Gunn were removed to the medical unit; Gunn was later taken to hospital for X-rays. In all the resulting confusion it was left to Ricky Gauld to take the flag from Jim McGaughay and Bill Thomson.

Jim Crawford stormed off the line at the start of the Atlantic race in his Chevron B42 to lead from pole-position man Andy Jeffrey in the Hope Scott Garage Chevron B49. Despite many attempts to catch the flying Crawford, Jeffrey had to be content with second throughout the race. Sitting in third for several laps was Rick Gorne (Barratts Developments Argo JMIX) until he lost it in a big way going through the Esses, thumped an oak tree very hard backwards, ripped off most of the left-hand front end of his car and trapped himself in the wreckage. He was quickly released by the SMMC Rescue Unit and despatched to the Red Cross (see *Sports Extra*).

Further down the field, there was a good battle going on between Bernard Hunter's Ralt and Vivian Candy's Chevron, the latter gaining the advantage and retaining it to the finish. The Crawford/Jeffrey battle failed to materialise as the clutch of Jeffrey's Chevron started to disintegrate towards the end of the race, leaving Crawford to take victory.

It was another lonely race for John Fyda in the Modsports event. He took his Agra Elan to victory with an easy lead from flag-to-flag. Brian Stevenson took his Davrian home second after disposing of Clive Reeves at Caravan on the first lap. Reeves tried hard to regain his lost place but to no avail.

Walter Robertson was making no mistakes as the flag fell in the Special Saloons Final. He shot off into the Esses in the Baker/Sportstune/Lothian Van Rental DFVW to lead from Doug Niven's Border Reivers' Beetle. Jimmy Robertson set off in hot pursuit but spun down the field at Caravan early in the race. John Kirk inherited third for a while, until Robertson's Skoda caught him again and overtook him on lap 7 between Hairpin and Lefthander. Ricky Gauld slotted into fifth and stayed there throughout the race to win the up to 1000cc class. While Jimmy Pinkerton took the 1001-1300cc class several places behind. Walter Robertson had to fight off a strong challenge from Niven, but he stood his ground and claimed the Bernard Hunter Crane Skip Hire Trophy.

JOANNA SWINTON

## Riley on record day

Six class records were shattered at the Lancs & Cheshire CC's sprint meeting at Oulton Park last Saturday, the event counting towards the BARC and Longton & Dist MC's Sprint and Hill Climb championships.

By far the biggest class improvement was in the 1300cc sports racing category, where Longton championship chaser Mick Bridge sliced a huge 6secs off the previous best in his Mallock U2. This has moved him into a strong second place in the championship, only fractions of a point behind Tony Baines, the Mini driver who won his class as well, but only by a narrow margin.

The first record to go was in the 1-litre touring car class where Bobby Fryers flew round to beat the previous best by ½sec in his Mini. Soon after George Swinbourne clobbered the 1300cc modsports class by three-tenths driving Des Richardson's Midget. He was nearly 1½sec quicker than Richardson!

Tony Bancroft took his Porsche Carrera to a new record in the modsports class, shaving a fraction off the long held best of Bob Speak, and Mervyn Bartram's Mallock U2 clipped nearly

two tenths off the 1600cc sports racing class best.

The quickest man of the meeting was Simon Riley (March 741) on 49.05s but he was well off the course record. Two classes produced extremely close results. Ian Dann beat Larry Hughes, both in Elans by four hundredths and Tony Pouyanne won the clubmans class in his Silver Phantom on aggregate after setting equal quickest time with Simon Curtis (Mallock U2).

**BTD:** Simon Riley (March 741), 49.05s.

**Class winners:** Ken Buley (Ford Fiesta), 69.46s; Dave Whitehead (Escort RS 2000), 67.45s; Chris Cullen (Fiat X19), 73.19s; Bob Fryers (Mini Cooper), 65.23s (record); Bill Pearson (Cooper S), 60.23s; Palmer Howardine (Ford Mustang), 58.77s; Ernie Larton (Imp), 58.87s; Tony Baines (Mini), 58.43s; Brian Walker (Escort turbo), 54.98s; George Swinbourne (Midget), 59.57s (record); Ian Dann (Lotus Elan), 61.51s; Phil Prince (TVR Tuscan), 63.79s; Mike Hanson (Ginetta G15), 58.91s; Tony Bancroft (Porsche Carrera), 55.97s (record); Tony Pouyanne (Silver Phantom), 51.65; Mick Bridge (Mallock U2), 53.73s (record); Ian Curtis (Mallock U2), 50.31s (record); Mervyn Bartram (Mallock U2), 51.65s (record); Barry Whithead (RBS 3B), 56.51s; John Chilton (Beagle-Ford), 54.18s; Ray Rowan (March 742), 51.07s.

## results

**Formula Ford Race (10 laps):** 1, Robin Simpson (Crosslé 25F), 9m 53.35s, 62.49mph; 2, Martin Simpson (Lotus F79), 9m 57.7s; 3, Ken Shade (Royale RP16), 10m 00.5s; 4, John Dunn (Van Diemen RF76), 10m 18.9s; 5, Gordon Melvin (Lotus), 10m 30.0s; 6, James Patrick (Hawke DL19), 9 laps. **Fastest lap:** Simpson, 57.7s, 64.26mph.

**Special saloon race (10 laps): overall and over 1300cc:** 1, Doug Niven (VW Beetle-Chevy), 8m 44.5s, 70.70mph; 2, Walter Robertson (DFVW), 8m 45.0s; 3, Jimmy Robertson (Skoda Coupé), 8m 47.4s; 4, John Kirk (Escort), 8m 56.4s. **Fastest lap:** W. Robertson, 50.3s, 73.72mph. **1001-1300cc:** 1, Ian Forrest (Imp), 64.07mph; 2, James Pinkerton (Mini Cooper S); 3, Gordon King (Mini). **Fastest lap:** Forrest, 55.9s, 66.33mph.

**Formula Ford Race (12 laps):** 1, Stuart Lawson (PRS), 10m 43.7s, 69.13mph; 2, Cameron Binnie (Van Diemen RF79A), 10m 46.3s; 3, David Duffield (Crosslé 32F), 10m 50.3s; 4, Tom Brown (Van Diemen RF78), 10m 56.3s; 5, Ivan Robinson (Crosslé 35F), 10m 58.6s; 6, Keith Lawrence (Van Diemen RF79), 10m 59.1s. **Fastest lap:** Lawson, 52.9s, 70.09mph.

**Formula Libre and Clubmans Class A: (15 laps): overall and Libre:** 1, Norman Dickson (March 792), 11m 26.3s, 81.04mph; 2, Robin Smith (Surtees TS19), 12m 06.0s; 3, George McMillan (Chevron B35), 12m 07.8s; 4, Bob Leckie (Chevron B40), 12m 09.0s. **Fastest lap:** Dickson, 44m 8s, 82.77mph. **Clubmans Class A:** 1, Richard Mallock (Mallock U2 20B), no speed given; 2, John Barr (Mallock U2 Mk19); 3, John Walker (Mallock U2 Mk20b). **Fastest lap:** not given.

**Special saloons up to 1000cc (10 laps):** Richard Gauld (Hillman Imp), 9m 30.9s, 64.95mph; 2, Jim McGaughay (Imp), 9m 32.1s; 3, Bill Thomson (Imp), 9m 39.2s; 4, George Coghill (Imp), 9m 43.2s; 5, Brian MacLeod (Hillman Imp), 9 laps; 6, David Ogilvy (Imp), 9 laps. **Fastest lap:** Gauld, 54.2s, 68.41mph.

**Barratts Formula Atlantic Trophy Race (20 laps):** 1, Jim Crawford (Chevron B42), 15m 31.3s, 79.63mph; 2, Andrew Jeffrey (Chevron B49), 15m 37.2s; 3, Vivian Candy (Chevron), 15m 44.8s; 4, Bernard Hunter (Ralt RT1), 15m 45.2s; 5, Gary Gibson (Chevron B42), 15m 57.5s; 6, Laurence Jacobson (Chevron B29), 19 laps. **Fastest lap:** Crawford and Jeffrey, 45m 45.8s, 80.96mph (record).

**Modsports and Clubmans Class B (10 laps): overall:** 1, John Fyda (Elan), 8m 49.0s, 70.09mph; 2, Brian Stevenson (Davrian Mk7), 8m 56.4s; 3, Clive Reeves (Mallock U2 Mk16), 8m 59.0s; 4, Angus Young (Davrian Mk5), 9m 19.5s. **Modsports over 1300cc:** 1, Fyda, no other finishers. **Fastest lap:** Fyda, 51.4s, 72.14mph. **Modsports up to 1300cc:** 1, Stevenson, 69.13mph; 2, Young; 3, Alan Ritchie (Davrian Mk6). **Fastest lap:** Stevenson, 52.2s, 71.03mph. **Clubmans Class B:** 1, Reeves, 68.79mph; 2, James Irwin (Mallock U2), no other finishers. **Fastest lap:** Reeves, 52.7s, 70.36mph.

**Special Saloon Final (15 laps): overall and over 1300cc:** 1, W. Robertson, 12m 39.3s, 73.25mph; 2, Niven, 12m 40.7s; 3, J. Robertson, 13m 05.2s; 4, Kirk, 13m 16.3s. **Fastest lap:** Niven, 49.5s, 74.95mph. **1001-1300cc:** 1, Forrest, 64.68mph; 2, Pinkerton; 3, Alexander Littlejohn (Austin Cooper S). **Fastest lap:** Forrest, 55.4s, 66.93mph. **Up to 100cc:** 1, Gauld, 65.95mph; 2, Ogilvy; 3, McLeod. **Fastest lap:** Gauld, 54.6s, 67.91mph.