

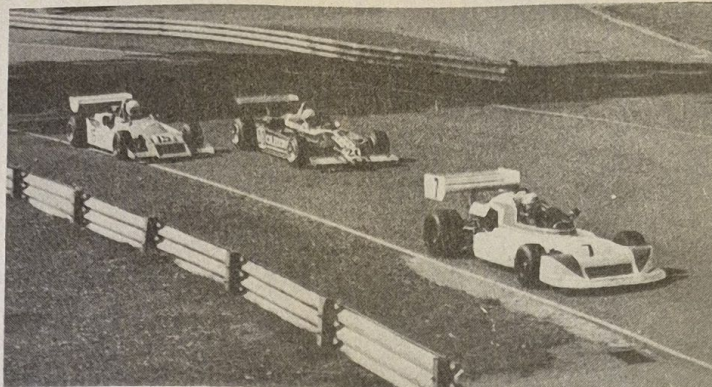
Sportscard

KIRKISTOWN continued

race saw Anthony Murray celebrate his return to racing in fine style with a win in his Crosslé 45F from the similar car of cross channel visitor Richard Peacock. Alan McGarrity was next up in his similar, but older car.

The rain continued for the final two races of the day. The Open Handicap went to Clare McUilly's Sunbeam from the Escort of Bob Cairns and Richard Young's Sunbeam, while the last race, a specially created Sunbeam versus Escort challenge race with a 'back to front' grid saw Young's Sunbeam take the chequered flag from Jim Fleming's Escort, with Philip Mylie's Escort third.

RICHARD YOUNG



Scottish Atlantics — Lawson's March lead's Duffield's Ralt and Flux's Ehrlich.

SCOTCIRCUIT

Real horse power

With the sheep safely back on the hills and the cows in their pastures, the Royal Highland Showground again echoed to the sounds of racing cars when the Opel Dealers Trophy Race Meeting got under way on Sunday, July 26. As usual, following the agricultural show, the track was extremely slippery, no doubt due to the other types of "horse power" which were in plentiful abundance just a few short weeks ago. Despite the clear skies and warm, sunny weather, no records were broken but following the Formula Ford championship race a bit of turbulence appeared over the pits which clouded the proceedings and two of the top runners were disqualified. Otherwise things continued much as normal, the small saloons and the Formula Fords providing the best watching while the main feature of the day, the Akai Formula Atlantic/Libre Challenge fizzled out as a race but they still made the spectators tingle with their sheer speed as they hurtled round this tight little circuit.

The first of the two Formula Ford races opened the day's programme with the Skipton Building Society Trophy being fought for and the fastest runners qualifying for the later Shell Championship race. Most of the cars got away cleanly with Archie Boyle just grabbing the lead in his Lotus 51 from Gordon Stephenson's PRS, but behind them Dougie Hamilton in the Lothian Sports Cars Van Diemen came off worse in a wheel banging encounter but carried on despite the car wallowing badly on left handers. The two leaders gradually pulled away from the close fought battle behind them until lap 7 when they clashed at Hairpin, putting themselves out and Graham Leggett (Van Diemen) up into first place ahead of John Dunn (Van Diemen), Iain Nicolson (Hawke), Allan Bremner (Hawke), Ralph Halley (Scott Halley Crosslé) and Dougie Hamilton. The order in this frenetic bunch remained the same until the last lap when Dunn spun out of second place at the hairpin dropping to fifth.

The first part of the Opel Dealers Trophy Race was for GT cars over 1000cc and on the front row of the grid were Walter Robertson in the Skoda and Jim McGaughey in his Renault 5 but as the flag dropped the Renault was already under way and McGaughey was penalised 10 secs for a jump start. However, once in front of Robertson, the Renault kept him there. Walter saying later that "it's very difficult to pass McGaughey as he slows the Skoda down at corners so that the DFV goes off cam and then rockets away though the corner while I

am left looking for power" but this was said with a smile and a look which augered well for the final. Meanwhile back at the race, Eddie Beerman had disappeared at the Hairpin with a well ventilated engine block in his Escort and Stan Share also retired amidst a cloud of smoke. Ron Cumming was in a lonely third place with the Fiat and Hugh Chalmers in fourth place was leading the up to 1500cc category from a hard trying Alan Ritchie also in a Davrian ahead of the two Minis of Stuppelle and Pinkerton.

The Sports and Clubmans Cars came out next to contest the Andy Smith Trophy while Andy was absent at Brands Hatch, but team mate Kenny Allen meant to keep the trophy in the family. From the line, Kenney's Mallock had its nose just in front all the way to the Esses forcing John Fyda's Agra Racing Mallock to take up position behind, and that was the way it stayed throughout the race. Brian Stevenson's Chevron was the highest placed Sports 2000 car ahead of Richard Mitchell's Link Sports.

The second part of the Opel Dealers Trophy was for the up to 1000cc Grand Tourers and this closely matched bunch were up to their usual tricks. From the start, the tightly packed formation left *en masse* and went through the Esses side by side but by the time they had reached Caravan they were three abreast! Ken Murray popped out of the squeeze in the lead from Ian Forrest but then the Drambuie car blew its head gasket and Kenny Coleman took up the vacated space behind Murray, with Harry Simpson and George Coghill making it Davrian in the top four places and David

Ogilvy's Sports Tune Stiletto right on their tails.

The Shell Championship for Formula Fords saw Roy Low in the Tarduff Motors RPS and Tom Brown in his Van Diemen sitting on the front row after setting identical times in practice. Low led for the first eight laps out of 12 but at the exit of Caravan, Brown had the best line for Southstand and slipped into the lead which he kept till the finish. With the leaders lost in their own struggle, Vic Covey was a lonely third in the Reflex Racing/Canon PRS but on the last lap was almost caught by Chic Stenhouse's Van Diemen. At the race finish, protests were made and the RAC Steward was going to seal both Brown and Covey's engines. When he discovered that they were not equipped with the proper "holes" for sealing purposes, both drivers were disqualified.

The main feature race of the day was the Akai Atlantic/Libre Challenge with the Atlantic cars doing thirty laps and the Libre cars doing 25, this discrepancy being forced on the organisers due to the limited fuel capacity of some of the cars. In a puff of smoke and a cloud of dust Stuart Lawson was away at the drop of the Salfire, the March 722 easily the quickest car in the field with Dave Duffield in the Caledon Coal Ralt RT4 taking second place until the Esses when Ian Flux nosed the Ehrlich in front, but Ian's progress came to a halt firstly on lap 2 when he pitted to change the spark box and finally on lap 10 for good. Alo Lawler in the L & B Excavations Ralt was a secure third ahead of Davy Muter in the Barton JT3 but there were three

scrapping Mallocks fighting over mid-field places in the order of Kenny Allen, Jim Stevenson and John Fyda but on lap 5 with the Mallock's nose right under the gearbox of Geoff Byman's Irby Racing Lola, the Lola suddenly hesitated right in the middle of the Esses with the result that the two cars touched and Allen spun into the barriers quite hard but both Stevenson and Fyda escaped until Fyda's drive shaft broke on lap 18. Carlos Ulibarri in a Nick Adams March made his first visit to Scotland (which he referred to as England while conversing with commentator Jimmy McInnes who soon put him right!) but the twists and turns of Scotcircuit take some getting used to and he was just off the pace.

The last race of the day was the Opel Dealers Final for all the saloons and GTs and it was Walter Robertson's race in the Colin Bennett Sports Tune Skoda all the way helped by the fact that Jim McGaughey's Renault spat holes in its head gasket on lap 6. Ron Cumming took up second place in the Ford-engined Fiat but almost lost it on Hugh Chalmers' oil when the Davrian went bang at Clock corner. With Chalmers out Messrs Simpson, Coghill and Ogilvy took up where they left off in the earlier 1-litre race and thrashed around in close company as others fell by the wayside, including the Davrians of Ken Murray and Kenny Coleman and Ricky Gauld's Express Surefreight Stiletto.

As the noise died away and the smell of hot oil, tyres and brakes took over from the rather more countrified smells which were apparent earlier, it appears that the Edinburgh circuit has lost a little of its friendly atmosphere — no drivers came over to the Press Room, the bars closed early and so everyone just packed up and went home. Perhaps they were all in a rush to get ready for Knockhill.

JOHN FIFE

Marlboro British Formula 3 Championship

After 14 of 20 rounds

1 Jonathan Palmer (Ralt RT3).....	89
2 Thierry Tassin (Argo JMB & Ralt RT3).....	63
3 Raul Boesel (Ralt RT3).....	54
4 Mike White (March 813).....	34
5 Roberto Moreno (Ralt RT3).....	24
6 David Leslie (Ralt RT3).....	21

Next round: Oulton Park, Aug 15.

Pace British 2000 Championship

After 17 of 24 rounds

1 Tommy Byrne (Van Diemen RF81).....	195
2 Mike Taylor (Royale RP27 & RP30).....	167
Simon Kirby (Royale RP30 & Reynard SF81).....	167
4 Dave Coyne (Delta T81).....	113
5 Frank Bradley (Van Diemen RF81).....	111
Rob Cooper (Lola T580).....	111

Next round: Thruxton, Aug 31.

STP Modified Sports Championship

After 11 of 17 rounds

1 Rob Wells (3.5 Morgan Plus 8).....	43
Steven Roberts (1.4 Davrian Mk7A).....	43
3 Pat Thomas (1.8 Lotus Elan).....	35
4 Pat Longhurst (1.1 Davrian Mk6).....	34
5 Gary Wilson (1.5 Lenham Le Mans).....	25
6 Danny Arundel (1.1 Davrian Mk7).....	23
7 Richard Gamble (3.0 Marcos GT).....	22
8 Barry Robinson (3.0 Porsche Carrera).....	20
9 Rob Cox-Allison (1.9 Caterham Super 7).....	19
10 Brian Branson (2.0 Lotus Elan).....	10

Class leaders: Wells, Thomas, Roberts and Longhurst.

Next round: Brands Hatch, Aug 16.

Bob Fox Trophy National Mini Se7en Challenge

After nine of 15 rounds

1 Gary Hall.....	71
2 Chris Tyrrell.....	70
3 Christopher Gould.....	58
4 Nigel Gayer.....	53
5 Gerald Dale.....	50
6 Julian Cutler.....	41

Next round: Silverstone, Aug 31.

SCOTCIRCUIT (GB), Jul 26, SMRC

Skipton Building Society Trophy race for FF1600 (10 laps): 1, Graham Leggett (Van Diemen RF78), 9m 36.8s, 64.29mph; 2, Iain Nicolson (Hawke Mk21), 9m 36.9s; 3, Allan Bremner (Hawke Mk21), 9m 38.2s; 4, Ralph Halley (Crosslé 31F), 9m 39.6s; 5, John Dunn (Van Diemen RF76), 9m 42.3s; 6, Douglas Hamilton (Van Diemen RF78), 9m 42.7s. **Fastest lap:** Gordon Stephenson (PRS 81F), 55.2s, 67.17mph.

Opel Dealers Trophy race for GT cars over 1000cc (10 laps) — overall: 1, Walter Robertson (2.0 Skoda-Hart), 8m 31.7s, 72.46mph; 2, Jim McGaughey (2.0 Renault 5T), 8m 41.3s; 3, Ron Cumming (1.8 Fiat Coupé), 8m 58.9s; 4, Hugh Chalmers (1.1 Davrian), 8m 59.2s. **Over 1500cc:** 1, Robertson; 2, McGaughey; 3, Cumming. **Fastest lap:** Robertson, 49.6s, 74.76mph. **1001-1500cc:** 1, Chalmers, 68.77mph; 2, Alan Ritchie (1.1 Davrian); 3, Graham Stuppelle (1.3 BL Mini). **Fastest lap:** Chalmers, 52.6s, 70.49mph.

A. Smith Metals Trophy race for Sports Cars (10 laps) — overall: 1, Kenny Allen (1.6 Mallock Mk20), 8m 05.4s, 76.39mph; 2, John Fyda (1.7 Mallock Mk18B), 8m 07.3s; 3, Sandy Watson (1.6 Mallock Mk21), 8m 18.9s; 4, John Mackie (1.6 Mallock Mk21B), 8m 42.2s. **Clubmans class A:** 1, Allen; 2, Fyda; 3, Watson. **Fastest lap:** Allen 47.6s, 77.9mph. **Clubmans class B:** 1, Mackie, 71.01mph; 2, Graham Sword (1.6 Mallock Mk16B); 3, Nick Wadham (1.6 Haggispeed Mk9). **Fastest lap:** Mackie, 51.2s, 72.42mph. **Sports 2000:** 1, Brian Stephenson (2.0 Chevron B52), 69.28mph; 2, Richard Mitchell (2.0 Link); 3, Steve Buxton (2.0 Chevron B52). **Fastest lap:** Stephenson and Tony Walker (2.0 Chevron B52), 52.2s, 71.03mph.

Opel Dealers Trophy race for GT cars up to 1000cc: (10 laps): 1, Ken Murray (1.0 Davrian Mk7), 8m 59.7s, 68.70mph; 2, Kenny Coleman (1.0 Davrian), 9m 08.3s; 3, Harry Simpson (1.0 Davrian Mk8), 9m 09.7s; 4, George Coghill (1.0 Davrian Mk7/B), 9m 10.1s; 5, David Ogilvy (1.0 Sunbeam Stiletto), 9m 12.2s; 6, William Donald (1.0 Hillman Imp), 9m 13.2s. **Fastest lap:** Murray and Coghill, 53.0s, 69.96mph.

Shell Super FF1600 Championship race (12 laps): 1, Tom Brown (Van Diemen RF80), 10m 49.0s, 68.56mph; 2, Roy Low (PRS RH01), 10m 50.6s; 3, Vic Covey (PRS 81F), 10m 58.5s; 4, Chic Stenhouse (Van Diemen RF80), 10m 59.3s; 5, Wally Warwick (Van Diemen RF76), 11m 06.9s; 6, Geordie Taylor (Merlyn Mk11), 11m 16.3s. **Fastest lap:** Brown, 53.3s, 69.57mph.

Akai Challenge, Formula Atlantic (30 laps): 1, David Duffield (Ralt RT4), 23m 31.7s, 78.8mph; 2, Alo Lawler (Ralt RT4), 23m 53.5s; 3, Geoff Byman (Lola T760G), 29 laps; 4, Carlos Ulibarri (March 80A), 28 laps. **Fastest lap:** Duffield, 46.3s, 80.09mph. **Formula Libre (25 laps):** 1, Stuart Lawson (March-Hart 722), 19m 24.4s, 79.61mph; 2, David Muter (Barton JT3), 20m 10.6s; 3, Martin Dunn (Chevron B40), 23 laps, no other finishers. **Fastest lap:** Lawson, 54.4s, 81.67mph.

Opel Dealers GT Final (15 laps) — overall: 1, Robertson, 12m 45.9s, 72.62mph; 2, Cumming, 13m 43.2s; 3, Simpson, 14 laps; 4, Coghill, 14 laps. **Over 1500cc:** 1, Robertson; 2, Cumming; 3, Colin Christie (2.5 Vauxhall Chevette). **Fastest lap:** Robertson, 48.6s, 76.30mph. **1001-1500cc:** 1, Ritchie, 65.06mph; 2, Stuppelle; 3, James Pinkerton (1.3 BL Mini). **Fastest lap:** Chalmers, 52.7s, 70.36mph. **Up to 1000cc:** 1, Simpson, 67.34mph; 2, Coghill; 3, Ogilvy. **Fastest lap:** Coleman, 53.00, 69.96mph.