

eyes?

The second of the FF1600 races was an invitation event and looked set to mirror the first race as Birkbeck led Warwick and Tony Allinson off the line. Allinson was in the lead on the second lap with Birkbeck in second and Warwick in third, the Van Diemen driver taking over in second on lap 4. Allinson's Van Diemen started to lose all the gearbox oil early on and Warwick and Birkbeck held back in greasy mist and trail expecting the leader to grind to a halt.

As the second and third placed men waited in vain for the leader to expire, Alan Stringer (Crosslé) moved up from ninth on lap 1 to sixth on lap 2 and set about Waudy in no uncertain way, taking fifth when the Tiga retired on lap 4 with a rear radius arm hanging loose — Stringer then aimed at Martin Allinson's fourth place, taking it when Allinson spun at Tower Bend on lap 7.

Meanwhile, second placed Warwick was getting fed up waiting for Tony Allinson to stop and pulled closer. On lap 9 Warwick had a go at Tower but Allinson kept him out and it was at the Chicane later in the lap that the blue car squeezed into the lead. As Warwick eased away to the flag, Birkbeck held third despite a penalty incurred for a jumped start.

Jeff Wilson had another runaway 12 laps to take an easy win in the 5-litre VW in the combined Special Saloon and Modsports race. As Wilson pulled out some 20secs on the second placed Skoda of Tony Sugden, Richard Simms (Skoda) suffered yet another puncture on lap 6 and toured round to take third. Mike McLain (1.3 Skoda) ran fourth throughout, well ahead of Modsports victor Eric Adams whose Davrian stayed clear of Eddie Falkous's Ginetta once Graham Wallwork (2.3 Chevette) had dropped back to seventh.

Although billed as a round in the Northern Libre championship only Stuart McPherson turned up in his Chevron-Hart B42 — all the other usual competitors being at Ingliston — and naturally won the race outright. The FF2000 class was a round of the Harrison Brothers series and again John Walker in the Myrtle dominated despite John feeling under the weather all morning. Ray Joyce (Delta) held second for most of the race in spite of the closest attentions from Tim Wood (on form in his Reynard) who had a short spell in the lead on lap 12 when the Reynard and Delta both got onto the grass at the Chicane and the pair spun. Tim got away first but Joyce got past again on the next lap and held a tenuous lead to the flag.

PAUL BOOTHROYD

SCOTCIRCUIT

Thin on the ground

Despite being graced by brilliant weather, the Adam Wyllie Memorial Meeting at Ingliston, on September 13 suffered from a lack of spectators and from 'names' on the entry list to attract them from counter attractions nearby.

Andy Barton again took Libre honours in spite of intense pressure from the Caledon Coal Ralt driven by David Duffield and, with Walter Robertson non-starting, Jim Mc Gauchay continued his demonstration, divorcing himself from the rest, to boost further his GT Championship chances, especially as George Coghill eliminated his Davrian on the barriers while leading his class, promoting Alan Ritchie into contention.

The racing was somewhat uninspiring, starting with Stuart Roden commanding the opening Formula Ford 10 lapper, his Van Diemen easing away from Tony Gemmell until the expertise of Bryan Gowans got his PRS through on the inside at the Hairpin to take up an unavailing chase of the leader. John Dunn was next to move up to third followed by the Hawke Paterson, who enjoyed watching, in his mirrors, the battle between Dougie Hamilton and Gordon Melvin. Returning to racing in this event was former Ingliston GT winner Nial Mulloy, followed home by Lance Gauld (son of journalist Graham Gauld) in the ex-Arch Boyle Lotus 51.

The 1-litre GT race was dominated by the fleet Davrian of George Coghill for nine laps, hotly pursued by a switched-on Harvey Gillanders in his Imp, after the Drambuie Davrian spun on the opening lap, Ian Forrest thereafter clawing his way back through the field to fourth place. The event was more than fraught, in the mid-field runners with Harry Simpson striving to improve his championship third place as leader Ken Murray had failed to get his Davrian off the line, the Edinburgh Aluminium car finding its way blocked at every attempt by the multi-hued Imp driven by Bob Burgess, until contact at the main stand eliminated both cars. Gillanders took the flag with the Express Surefreight Imp of Ricky Gauld 1sec behind.

From the assorted field of Sports cars, Kenny Allen extricated his Mallock, hounded initially by the Agra-engined version of John Fyda. Shadowed by Sandy Watson, Fyda gained the initiative when lapping back-marker, while a brief spin by Allen elevated Watson, leaving John Barr a quiet fourth. In the sports class after relinquishing fifth place to the forcefully driven Mallock of John Mackie, Laurence Jacobsen led home a trio of Chevron B52s, including Aberdeen BMW dealer John Clark and Brian Stevenson.

The over 1-litre GTs found the FES Renault emulate Prost in rushing away from the rest, led by the Fiat Coupe of Ron Cumming from Eric Paterson, giving his black Lotus Europa a creditable baptism in third place and leaving the dicing to Alan Ritchie and Hugh MacKinnon in their Davrians, while Murray Burgess (Escort) held off the attentions of the venerable Mini of Jim Pinkerton, after Colin Christie retired his Chevette on the back straight.

In the Shell Super Motor Oil Championship 12 lapper for Formula Fords, Roy Low got the drop on Tom Brown, who, in his eagerness and on cold tyres, spun his Van Diemen at Left Hand on the opening lap, dropping to sixth, and allowing Low to consolidate his position well in front of Willie Hourie, who showed fine style in the Crosslé. Behind, a melée at the hairpin eliminated Ralph Halley, his Crosslé suffering bent front suspension after Geordie Taylor climbed his Crosslé over the back, also involving the Reflex Racing PRSs of Vic Covey and Alex McDonald.

Main interest thereafter was the rush by Tom Brown to salvage places, eventually to annex third, clawing past the oversteering Van Diemen of Chris D'Agostino whose antics kept the similar car of Chic Stenhouse at bay, as Peter Jamieson drove sensibly in sixth place.

The Libre field missed the entries of Jim Evans in the Kim Mather March, and the 15½ stone pensioner Jim Stevenson with his (giant slaying) Mallock Nelson Mk 21. Nevertheless, Andy Barton is always good value and so he proved once again, outfoxing Dave Duffield to snatch the lead on the opening lap, this move stinging the Ralt driver into an intense chase. Stu Lawson ran the immaculate March 772 a lonely third, as Dave Muter,

SCOTCIRCUIT (GB), Sep 13, SMRC

Formula Ford 1600 (10 laps): 1, Stuart Roden (Van Diemen-Minister), 9m 14.4s, 66.88mph; 2, Bryan Gowans (PRS Scholar), 9m 19.2s; 3, John Dunn (Van Diemen), 9m 21.4s; 4, Andrew Paterson (Van Diemen-Scholar RF79), 9m 28.7s. **Fastest lap:** Roden, 54.7secs, 67.79mph.

The Robertson's of Cardenden/Shell Trophy Race — Heat 1, GTs up to 1000cc (10 laps): 1, Harvey Gillanders (Hillman Imp), 9m 05.2s, 68.01mph; 2, Ricky Gauld (1.0 Sunbeam Siletto), 9m 06.9s; 3, Hugh Chalmers (1.0 Davrian), 9m 07.4s; 4, Ian Forrest (1.0 Drambuie Davrian), 9m 13.1s; 5, David Ogilvy (1.0 Sunbeam Siletto), 9m 13.8s; 6, Bill Donald (1.0 Imp), 9m 21.1s. **Fastest lap:** Forrest, 52.6s, 70.49mph.

The Highlife Holiday Breaks Trophy for Sports Cars (12 laps): 1, John Fyda (1.7 Mallock 18B), 9m 36.6s, 77.17mph; 2, Sandy Watson (1.7 Mallock Mk21), 9m 36.8s; 3, Kenny Allen (1.6 Mallock Mk20), 10m 01.7s; 4, John Barr (1.6 Mallock Mk19), 10m 17.6s; 5, John Mackie (1.6 Mallock Mk21), 10m 20.8s; 6, Laurence Jacobsen (2.0 Chevron B52), 10m 23.8s. **Class A Clubmans:** 1, Fyda; 2, Watson; 3, Allen. **Fastest lap:** Fyda & Allen 46.9s, 74.06mph. **Class B Clubmans:** 1, Mackie; 2, Graham Sword (Mallock 16B); 3, Jim Irwin (Mallock). **Fastest lap:** Mackie, 51.0s, 72.71mph. **Sports 2000 Cars:** 1, Jacobsen; 2, John Clark (Chevron B52); 3, Brian Stevenson (Chevron B52). **Fastest lap:** Jacobsen, 51.0s, 72.71mph (equals class record).

The Robertson's of Cardenden/Shell Trophy Race — Heat 2, GT's over 1000cc (10 laps): 1, Jim McGaughay (1.9 FES Renault 5T), 8m 46.8s, 71.75mph; 2, Ron Cumming (1.8 Fiat Coupe), 8m 57.8s; 3, Eric Paterson (1.3 Lotus Europa), 9m 13.5s; 4, Alan Ritchie (1.1 Davrian), 9m 18.4s; 5, Hugh MacKinnon (1.1 Davrian GT), 9 laps; 6, Murray Burgess (Escort), 9 laps. **Over 1500cc:** 1, McGaughay; 2, Cumming; 3, Burgess. **Fastest lap:** McGaughay, 50.1s, 74.00mph. **1001-1500cc:** 1, Paterson; 2, Ritchie; 3, MacKinnon. **Fastest lap:** Paterson, 53.6s, 69.18mph.

Shell Super Motor Oil Championship for Formula Ford 1600 cars (12 laps): 1, Roy Low (PRS-Minister RH01), 10m 44.2s, 69.07mph; 2, Willie Hourie (Crosslé-Scholar 32F), 10m 52.6s; 3, Tom Brown (Van Diemen-Scholar), 10m 53.7s; 4, Chris D'Agostino (Van Diemen-Scholar RF79/80); 5, Chic Stenhouse (Van Diemen-Scholar RF81); 6, Peter Jamieson (PRS-Auriga), 10m 58.6s. **Fastest lap:** Brown, 52.9s, 70.09mph.

Libre Cars (15 laps): 1, Andy Barton (2.0 March 78/79), 11m 18.6s, 81.96mph; 2, David Duffield (1.6 Ralt RT4), 11m 20.4s; 3, Stuart Lawson (2.0 March 772), 11m 50.2s; 4, Dave Muter (1.6 Barton JTB3), 12m 04.5s; 5, Stewart Robb (2.0 March 75/78), 14 laps; 6, Colin Richardson (1.6 March 77B), 14 laps. **Up to 1600cc:** 1, Duffield; 2, Muter; 3, Richardson. **Fastest lap:** Duffield, 44.4s, 83.51mph. **Over 1600cc:** 1, Barton; 2, Lawson; 3, Robb. **Fastest lap:** Barton, 44.4s, 83.51mph.

The Robertson's of Cardenden/Shell Trophy Race — Final for GT cars (15 laps): 1, Jim McGaughay (1.9 FES Renault 5T), 12m 47.8s, 72.44mph; 2, Ron Cumming (1.8 Fiat Coupe), 13m 28.4s; 3, Eric Paterson (1.3 Lotus Europa), 13m 40.1s; 4, Ricky Gauld (1.0 Sunbeam Siletto), 13m 41.0s; 5, Hugh Chalmers (1.0 Davrian), 13m 43.2s; 6, Harvey Gillanders (1.0 Hillman Imp), 14 laps. **Up to 1000cc:** 1, Gauld; 2, Chalmers; 3, Gillanders. **Fastest lap:** Chalmers and Gillanders, 53.4s, 69.44mph. **1001-1500cc:** 1, Paterson; 2, Alan Ritchie; 3, Stan Share (Clan Crusader). **Fastest lap:** Paterson, 52.5s, 70.63mph. **Over 1500cc:** McGaughay; 2, Cumming; 3, Max Brown (1.7 Ford Escort BDA). **Fastest lap:** McGaughay, 49.2s, 75.37mph.

looking very vintage sitting up on the Barton JTB3, proved its effectiveness by keeping the March of Stewart Robb at bay in a high speed 15 lap procession.

A somewhat chastened GT final proved almost a repeat of earlier heats with McGaughay doing his vanishing act ahead of Cumming and Paterson, but, in the up to 1-litre section, Ricky Gauld held off the Imp of heat winner Harvey Gillanders, who had to give best to flying medic Hugh Chalmers, whose 1-litre Davrian took second place in class and valuable GT championship points.

BILL HENDERSON

PROTECTOL CLUBMANS' A' CHAMPIONSHIP

After nine rounds:

1 Dave Orbell (Mallock U2-Orbell Mk16)	37
2 Paul Gibson (Mallock U2-Titan Mk23)	33
3 Chris Greville-Smith (Phantom-Chamberlain PB1)	27
4 Sandy Watson (Mallock U2-Nelson Mk21) 20	
5 Vernon Davies (Mallock U2-Morgan Mk21) 18	
6 David Harrington (Mallock U2-Nicholson Mk23)	16

P&O FERRIES FORMULA FORD CHAMPIONSHIP

After 16 rounds:

1 Enrique Mansilla (Van Diemen-Scholar RF81)	104
2 Robert Gibbs (Van Diemen-Minister RF81) 54	
3 Dave Coyne (Van Diemen-Scholar RF81) 37	
4 John Pratt (Van Diemen-Scholar RF81)	30
5 David Wheeler (Royale-Auriga RF29)	28
6 Paul Gerrish (Royale-Dart RF29)	16

DONINGTON PARK

Pleasure in excess?

With the German Group 5 Championship round in October having been cancelled, the final car meeting of the Donington season was the two-day Second National Motor Racing Festival over last weekend. Saturday saw eight

races, in a programme which started in sunshine and finished in gloom and pouring rain, which caused many incidents in the later races.

A full grid of 850 and 1000cc Minis started the competition off with a round of the Graham Hill Championship series, and brothers Chris and Jonathan Lewis led the field away. Chris contrived to stay ahead throughout the ten laps but Jonathan dropped well back on lap 4, retiring shortly after. The opening lap was enlivened by Edward Wells rolling his 850 after being hit by the similar car of Guy Tasker, both drivers emerging unscathed. As Chris Lewis pulled away from the pack, John Meale and Stewart Fowler had a race-long fight for second, with 'Bunter' Meale coming off best by a tenth across the line. The 850cc class was won by James Hulme, who was a full second up on Chris Hodson at the flag.

Varley Batteries Monoposto runners had to follow Tony Broster (Lyncaer FA001) round for the ten laps, while Terry Mills (March 743) chased hard to take a fairly distant second with Julian Pratt (Lola T342) in third. The FF1600 engine class was a close thing between Francis Phillips (Supernova BH3-004) and Steve Bradley (Van Diemen RF73), just a couple of tenths separating them at the finish.

A rather serious accident involving four cars blocked the track at Macleans corner after two laps of the Pre 1974 FF1600 race: the drivers were unhurt but the race had to be stopped and was restarted once the debris was cleared. In both parts of the race Simon Davey (Dulon MP15) dominated, taking the victory by over 10secs from Peter Lawrence (Royale RP3A) who was under some pressure from Rob Mears (Elden Mk10C) at the midpoint of the restarted race but fell back a little towards the flag. Alan Carruthers (Titan Mk6B) claimed fourth after Graham Pybus (Lotus 69) dropped back and fifth went to Peter Hancock (Merlyn Mk20A), who pulled up extremely well from a lowly placing in the restart after being second before the race was stopped.

Andy Smith (Mallock Mk21) led the Class B and overall Donington Clubmans Championship before the final 12 lapper, but a road accident a few weeks ago put his lead for overall honours in