INGLISTON

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All the fun of the fair

IN Scottish MRC's last visit of the season to Ingliston, Sunday's Marlboro Trophy meeting, the normal activities weren't by any means the only spectacle on offer. John Taylor did some energetic manoeuvres in his Marlboro Pitts aerobatic special whilst Rob Kerkhoven's best 250 cc lap in practice for the afternoon's lively kart demonstration would have put him on the second row of the *Formula Libre* grid, although the morning session was interrupted by a bad crash. Barrie Williams and David Morgan showed off the Colt Racing Team's Saloons. Campbell McLaren's GT40 did a few demonstration laps, but even that was upstaged by the unexpected appearance, towards the end of the *libre* race, of a Concorde passing overhead!

On a bright but windy day, normal racing opened with the Longstone Trophy race for sports cars. John Fyda's Agra Mallock was on pole, but it was Kenny Allen's Alex Smith Metals car which leapt into the lead. These two put on a close battle, especially in the last few laps, although Fyda's car was smoking away. John Mackie took the Clubmans B award again, to win the Lowland Tyres championship outright, and Laurence Jacobsen won the Sports 2000 class from the other Chevron B52s of John Clark and Andrew Jeffrey.

First off the line in the Akai Trophy over-1000 cc GT heat was Walter Robinson's Colin Bennett / Sportstune Skoda, with Jim McGauchay's FES Renault and Douglas Niven's Border Reivers VW Chevrolet — in what Niven insisted was his retirement meeting — right behind. McGauchay was alongside Robertson going into Clock on lap two, and took the lead at the hairpin next time round as Robertson spun on some dropped oil. Walter dropped back to third, but managed to close up on the Beetle towards the end. Ron Cumming's Fiat Coupé finished a faraway fourth.



BATTLE for the lead in the under 1000cc GT race between George Coghill (Norfrost Davrian), Harvey Gillanders (Imp) and Kenny Coleman.

Tom Brown's championship-winning Van Diemen led all the way in the final round of the Shell FF1600 series, with Chic Stenhouse's similar car second. It was Vic Covey's PRS in third place until Wally Warwick moved his Reynard ahead on lap six, after a determined whittling away of the PRS's advantage.

George Coghill blasted the Norfrost Davrian quickest away from the line at the start of the Akai one-litre GT heat, at first from Ken Murray's similar car, running with an engine borrowed from Ricky Gauld. But Harvey Gillanders, in tremendous form all day, came tearing up through the field for second place by the end of the opening lap. Murray spun his place away on the back straight, and Kenny Coleman moved up, slipping his Davrian in front of Coghill's at the hairpin on lap three. Coleman, Coghill and Gillanders went hammer and tongs for the first three places, with Harry Simpson, Hugh Chalmers and Ian Forrest just as close for fourth to sixth.

The McLaren Builders historic race saw a fine dice for the lead, all the way through the 12 laps, betwen Roddy MacPherson's Cooper-Bristol, which just got the better of a battle away from the start, and Mike Harrison's early Mallock U2. MacPherson kept snatching the initiative as they lapped back-markers, but Harrison was less than a second down at the finish. Grant Stephen went well with his FJ Elva for third place. Once again, Ron Footitt took the pre-war award with the AC/GN from a sporting fifth place overall.

Main event of the day was the Marlboro Trophy *libre* event, with Andy Barton in the March on pole position and Dave Duffield in the Caledon Ralt alongside, after a hectic overnight dash to London and back to collect a replacement drive-shaft. Duffield just moved first, but Barton was in no mood to be trifled with, and soon took over a lead he held to the finish, equalling his own over-1600 cc class record on a track dampened by the day's only mild attack of rain. That win gave Andy the *Glasgow Herald* championship by a single point from Dave.

Last race of the day was Douglas Niven's final appearance too. He got the VW-Chevrolet moving first at the start, but Jim McGauchay, on his way to winning the Scotcircuits GT championship, was ahead by the Esses and from then on never looked in any danger. Robertson closed his Skoda right up on the Beetle, but Niven has always been at his best in heavy traffic and held on as they weaved through the back-markers. Gillanders was out on his own in fourth place, but the Davrians plus Ron Cumming's Fiat put on another great place-swapping show, Cumming taking fifth just ahead of Chalmers and Coghill.

R.F.

Sports cars — 10 laps: 1. K. Allen (1.6 Mallock Mark 20), 9m 58.9s (76.86 mph); 2. J. Fyda (1.7 Mallock Mark 18B); 3. J. Stevenson (1.7 Mallock Mark 21); 4. R. Spence (2.0 Royale RP30). Fastest laps: Allen, 46.9s (79.06 mph); L. Jacobsen (2.0 Chevron B52), 51.2s (72.42 mph).

GT cars over 1000 cc — 10 laps: 1. J. McGauchay (2.0 FES Renault), 8m 38.3s (71.54 mph); 2. D. Niven (5.0 VW-Chevrolet); 3. W. Robertson (2.0 Skoda); 4. R. Cumming (1.8 Fiat Coupe). Fastest laps: Niven, 49.6s (74.76 mph); A. Ritchie (1.1 Davrian), 59.0s (57.08 mph).

FF1600 — 12 laps: 1. T. Brown (Van Diemen RF80), 10m 53.8s (68.06 mph); 2. C. Stenhouse (Van Diemen RF81); 3. W. Warwick (Reynard); 4. V. Covey (PRS 81F). Fastest lap: Covey, 53.0s (69.96 mph).

GT cars under 1000 cc — 10 laps: 1. K. Coleman (Davrian), 9, 13.3s (67.02 mph); 2. G. Coghill (Davrian); 3. H. Gillanders (Hillman Imp); 4. H. Simpson (Davrian). Fastest lap: Gillanders, 53.0s (69.96 mph).

Historic cars — 12 laps: 1. R. MacPherson (1953 Cooper-Bristol), 11m 55.7s (62.17 mph); 2. M. Harrison (1960 Mallock U2); 3. G. Stephen (1960 Elva FJ); 4. T. Steele (1960 Lola FJ). Fastest laps: Harrison, 57.7s (64.26 mph); R. Footitt (1925 AC / GN Cognac Special), 63.4s (58.49 mph).

Formula Libre — 15 laps: 1. A. Barton (2.0 March 78 / 792), 11m 27.6s (80.89 mph); 2. D. Duffield (1.6 Ralt RT4); 3. S. Lawson (2.0 March 772); 4. D. Muter (1.6 Barton JTB1). Fastest laps: Barton, 44.3s (83.70 mph), Duffield, 45.0s (82.40 mph).

GT cars — 15 laps: 1. J. McGauchay (2.0 FES Renault), 12m 43.6s (72.84 mph); 2. D. Niven (5.0 VW-Chevrolet); 3. W. Robertson (2.0 Skoda); 4. H. Gillanders (1.0 Hillman Imp). Fastest laps McGauchay, 49.7s (74.61 mph), Pinkerton (1.3 Mini Cooper S), 58.1s (63.52 mph), Gillanders, 53.0s (69.96 mph).