



JIM McRAE entertained mightily in the Ingliston road car event.

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INGLISTON

Birkbeck browned off

RAZZAMATAZZ is not a thing you often find at Scottish races, but there was plenty of it at the Scottish GM dealers trophy meeting at Ingliston. A crowd of 8,000, the best in nine years, was treated to an autotest demonstration, a dreadfully loud disco roadshow behind the grandstand and some interesting balletics from two Bedford trucks. The trucks were put on to two wheels and the occupants sent on to the uppermost side. Very dramatic, but apparently quite safe, except for the poor soul who was still hanging on outside when the driver landed back on all four wheels, depositing his passenger backside first on the tarmac. In the "serious bits" Hugh Chalmers lowered the road saloon record, and Tom Brown got the Ecurie Ecosse Chevron drive at literally 24 hours' notice.

final saw poleman Tom Brown beaten into third by Harvey Gillanders and Neil Cochrane. This pair soon collided at Caravan, and Brown was back in the lead until just after Lefthander on the same lap when Colin Birkbeck squeezed through. But Birkbeck later drifted wide at the hairpin, for which he is probably still kicking himself, and let Brown through to win.

One of the most electrifying starts all day came from Robin Smith on the second row of the Libre grid in his Chevron-DFV. He charged round the outside of George McMillan's Ralt and was briefly ahead of Jim Stevenson, also in a Ralt. The single-seater drivers were having none of it, though, and Smith was soon back to third. And that, frankly, was that up front, although McMillan's new engine was sounding very peculiar towards the end. Laurence Jacobsen and Tom Brown resumed their earlier Sports 2000 battle, Jacobsen just staying ahead as before.

Hugh Chalmers took an immediate lead in his Sunbeam Lotus in the road saloon race. But going into Caravan he suddenly became aware of "a white object going past me." This was Jim McRae taking a pretty optimistic line in his own Rally Manta. It didn't work, and Chalmers pulled away as McRae's tyres got steadily worse. Niall Mulloy was third in a most un-road-car-like Capri. Alistair Gray came fourth, taking advantage of Steven Jeffries' retirement and Olly Ross' high-speed excursion into the pits when he forgot to brake for Arena. Somewhat further back was Ronnie Irvine, who got a salver for his crowd-frightening antics and for being the only driver to get more sideways round every corner than McRae.

D.F.

Geordie Taylor and Willie Rose had a full-blooded dice in the FF1600 qualifier, Rose nipping inside at Lefthander on lap eight. They finished just under a second apart, which was nothing to the dice between Barry Nicholson and Harry Minty that ensued in a tussle for third which was even closer than the lead battle.

John Fyda's Agra Mallock in the early stages of the sports car race. Fyda made several determined efforts at getting back, but Allen was on superb form. Things became academic when Fyda's engine went horribly sick, and he crawled home in seventh.

The anticipated huge grid of Astra Challenge rally cars was reduced to four because, it seems, of the carnage on the Border Counties. James Kaye and Colin Aitchinson in Novas joined in to boost numbers and ran away with the race in that order. Two Astras finished, and only one of them was being driven by a regular Astra competitor!

Jim McGaughay led all the way in the GT race, in spite of close attentions early on from Ron Cumming's Esprit (the only thing in Scotland that was louder than the disco roadshow). Bill Paul had a lonely time in third ahead of a virtuoso piece of one-litre racing between Kenny Coleman and Ian Forrest, in which Coleman worked very hard to stay ahead.

The initial stampede in the FF1600

Road sports car races have not always been quite as interesting as they might... until now. Derek Butcher's Seven led off from pole followed closely by the Panther of Tony Stubbs and Raymond Stewart's incredible Clan. Butcher looked quickest but kept spinning and was third by lap seven. He spent the rest of the race fighting off a very persistent Stewart, and managed what the timekeepers reckoned was a dead heat with Stubbs. However, Stubbs was immediately docked 10 seconds for interminable corner-cutting and black-flag-ignoring, and in spite of heated words and protest, he was relegated to third.

With a typical hillclimber's start, Kenny Allen's Vision led poleman

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FF1600 Qualifier — 10 laps: 1. W. Rose (Reynard Minister 84), 9m 08.6s (67.59 mph); 2. G. Taylor (Sparton FF80); 3. B. Nicholson (Van Diemen RF81); 4. H. Minty (PRS 79F); 5. M. MacPherson (Van Diemen RF81); 6. K. Le May (PRS Minister 81F). Fastest lap: Rose, 53.4s (69.44 mph).

Road Sports Cars — 12 laps: 1. D. Butcher (1.6 Lotus Super Seven) 12m 38.5s (58.66 mph); 2. R. Stewart (1.0 Clan Crusader); 3. T. Stubbs (2.8 Panther Kallista); 4. P. Jeffrey (1.6 Lotus Europa TC). **Over 1600 cc:** 1. Stubbs, 12m 48.5s (incl. 10s penalty) (58.66 mph); 2. R. Seaton (1.8 MGB). No other finishers. Fastest lap: Stubbs, 62.1s (59.61 mph). **Up to 1600 cc:** 1. Butcher; 2. Stewart; 3. Jeffrey. Fastest lap: Butcher, 60.2s (61.60 mph).

Sports Cars — 12 laps: 1. K. Allen (1.7 Vision 84F), 9m 40.9s (76.60 mph); 2. E. Paterson (1.7 Mallock Mk 20 / 21); 3. R. Smith (3.0 Chevron B36 DFV); 4. L. Jacobsen (2.0 Chevron B60). **Class A Clubmans:** 1. Allen; 2. Paterson; 3. W.

Drummond (1.7 Mallock Mk 20). Fastest lap: J. Fyda (1.7 Agra Mallock Mk 24), 46.4s (79.9 mph). **Class B Clubmans:** 1. A. Dobbie (1.6 Mallock Mk 20B), 9m 53.4s (68.74 mph); 2. D. Childs (1.6 Mallock Mk 16); 3. M. Upton (1.6 Mallock Mk 16). Fastest lap: A. Smith (1.6 Vision 84B), 50.4s (73.57 mph) equals class lap record. **Sports 2000:** 1. Jacobsen I.; 2. T. Brown (2.0 Chevron B54); 3. K. Bowmaker (2.0 Lola 492). Fastest lap: Brown, 50.6s no speed given.

Astra Challenge — 15 laps: 1. J. Kaye (1.3 Vauxhall Nova), 16m 49.7s (55.09 mph); 2. C. Aitchison (1.3 Vauxhall Nova); 3. T. Hill (1.3 Vauxhall Astra); 4. A. Duerden (1.3 Vauxhall Astra). Fastest lap: Kaye, 65.6s (56.52 mph).

GT Cars — 12 laps: 1. J. McGaughay (2.0 Lancia Toleman), 9m 47.9s (75.67 mph); 2. R. Cumming (3.4 Lotus Esprit V6); 3. B. Paul (2.0 AC3000ME); 4. K. Coleman (1.0 Davrian). **Over 1500 cc:** 1. McGaughay; 2. Cumming; 3. Paul. Fastest lap: McGaughay, 47.5s (78.06 mph). **1001-1500 cc:** 1. A. Young (1.5 Agra Scirocco), 9m 54.4s (68.62 mph); 2. S. Share (1.1 Clan Crusader). Fastest lap: Young, 52.2s (71.03 mph). **Up to 1000 cc:** 1. Coleman, 10m 31.2s (70.42 mph); 2. I. Forrest (1.0 Drambuie Imp); 3. R. Gauld (1.0 Davrian Mk 7); 4. B. McLeod (1.0 Imp). Fastest lap: Coleman and Forrest, 51.4s (72.14 mph).

FF1600 Final — 12 laps: 1. T. Brown (Crossle 55F), 10m 47.8s (68.69 mph); 2. C. Birkbeck (Van Diemen RF84); 3. W. Rose (Reynard Minister 84); 4. P. Jamieson (PRS); 5. G. Taylor (Sparton FF80); 6. B. Nicholson (Van Diemen RF81). Fastest lap: H. Gillanders (Royale RP33M) 52.9s (70.09 mph).

Formula Libre — 15 laps: 1. J. Stevenson (2.0 Ralt RT4), 11m 34.8s (80.05 mph); 2. G. McMillan (2.0 Ralt RT2); 3. R. Smith (3.0 Chevron B36 DFV); 4. G. Todd (1.6 March 77B). **Over 1700 cc:** 1. Stevenson; 2. McMillan; 3. Smith. Fastest lap: Stevenson, 44.2s (83.89 mph). **Up to 1700 cc:** 1. A. Dobbie (1.6 Mallock Mk 20B), 11m 37.5s (69.11 mph). No other finishers. Fastest lap: Dobbie, 51.1s (72.56 mph). **FF2000:** 1. C. Stenhouse (Van Diemen RF83), 14m 49.1s (73.21 mph); 2. D. Palmer (Reynard SF81); 3. S. Buxton (Van Diemen). Fastest lap: Stenhouse, 47.5s (78.06 mph).

Road Saloon Cars — 12 laps: 1. H. Chalmers (2.2 Sunbeam Lotus), 12m 12.4s (60.76 mph); 2. J. McRae (2.0 Opel Manta); 3. N. Mulloy (3.0 Ford Capri); 4. A. Gray (2.0 Escort RS2000). **Over 1600 cc:** 1. Chalmers; 2. McRae; 3. Mulloy. Fastest lap: Chalmers, 59.0s (62.85 mph), new class lap record. **Up to 1600 cc** 1. S. Harrison (1.0 Sunbeam Stiletto); 2. J. Fleming (1.6 Toyota Celica); 3. R. Sutherland (1.0 Mini). Fastest lap: Harrison, 62.3s (59.52 mph).