

INGLISTON

Renault in the rain

IN THE second manufacturer-supported event of the year at Ingliston, it was Renault who were much in evidence, with two parades of the company's wares and, of course, the Scottish round of the Renault 5 Elf Turbo UK Cup. Unusually for Ingliston in July, the conditions were miserable, with large puddles on some corners complemented by a fair amount of spilt oil.

Alan Muter led away the slower FF1600s in his Van Diemen followed by the PRSs of Richard Mitchell and Ewen Buchan. On lap 6, though, Muter and Buchan went off and Mitchell was passed going into the hairpin by Colin Harper. Kevin McCormick came up to second, with Kenneth Brown spinning out of third on the last lap in favour of David Thomas.

Kenny Allen was three seconds ahead of the field in his Lowland Tyres Vision at the end of one lap in the sports car race, second place being held by John Fyda's Agra Mallock. This Mallock was not quite on song, but it was a lot healthier than Sandy Watson's example, which slid off the track at Southstand on lap 1 and somersaulted over the armco. Eric Paterson's Mallock tried to do the same thing on lap 5 and lost third place to Frank Lethbridge.

Partisan interest in the first Renault 5 heat centred on local man Hugh Chalmers in the "celebrity" car followed by series leader Rob Hall. Unfamiliar with one-make series driving techniques, Chalmers was deposited at the hairpin and followed

Hall for the rest of the race some way ahead of David Grimshaw.

Tom Brown led the FF1600 final for less than a lap in conditions in which he does not shine, leaving Willie Rose with the lead in his Reynard. Cameron Binnie passed Brown on lap 2, as later did Roy Low, and that was how it finished after a race more notable for interesting spins than passing manoeuvres.

The second gaggle of Renault Turbos were led fairly easily by Stephen Hine, while second for almost the whole distance was Henry Cooper. Sid Harrison appeared from nowhere to challenge Cooper on the last lap, which he did successfully after much clanging of doors at Arena.

After the demise in practice of George Smith's pole-winning Mini, Olly Ross had the front row of the small road saloons grid all to himself in the Ritchie Builders Fiesta and led away immediately. He spent the rest of the race keeping a second and a half between himself and Bruce Lyle's Sprint Tyres Fiesta, which developed a heavy case of understeer

at about half distance.

Making its first racing appearance on home soil, the Ecurie Ecosse C2 car took an immediate lead in the GT race from Ron Cumming's Claymore Shellfish Esprit and Jim McGaughay's Forth Electrical Lancia. The latter lost a plug lead early on and could not find the oomph to pass Cumming, though it was pretty close for about six laps.

Brian Hill's Dutton led the road sports cars at first, while Iain Gardner languished in third after a terrible start in the Ziggi's Lotus 7. Tom McCallum's Data General TR7 V8 was second for just over a lap, by which time Gardner had recovered and started making up places. He took the lead on lap 3 and ran away with the race thereafter. Hill spent two laps in the pits late on, which left second to McCallum and third to Graham McCallum in the Strata Bit Porsche.

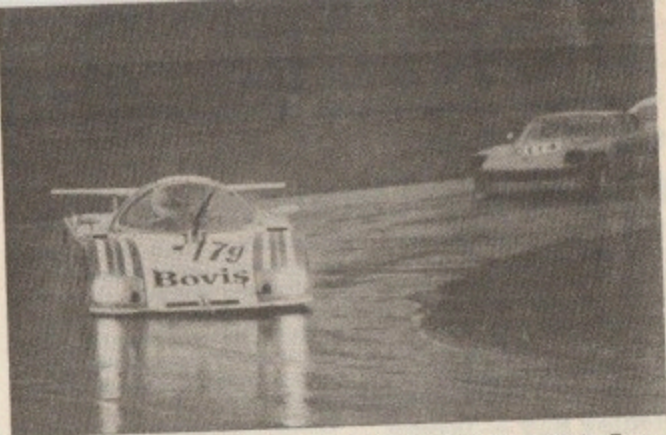
Heat winners Stephen Hine and Rob Hall led away in the Renault 5 Turbo final, while Hugh Chalmers just managed to fend off Sid Harrison for third into the Esses. The two leaders, having pulled away from Chalmers, spent so much time crawling over each other that Chalmers was right up with them again when Hall finally took the lead coming out of the hairpin. Hall surged away at that point, leaving Hine to keep Chalmers at bay for the rest of the race.

Mirroring the sports car race, the libre event saw Kenny Allen take an immediate lead over John Fyda. This time, though, Allen lasted only until the hairpin on lap 5, when he tripped

over a backmarker. Fyda was left with an enormous lead over Eric Paterson, with Dave Duffield in the Ecurie Ecosse Mondiale winning FF2000 from third overall despite a broken valve spring which nearly brought him into the clutches of Tom Brown.

After nearly shunting in the final stages of the warm-up lap, the Sunbeam Lotus of Hugh Chalmers and Ian Bruce led away in the road saloons over 1600 cc race. Bruce's car faded on the first lap, and Chalmers, having opened up a tidy lead, spun on the oil at Southstand and hit the armco backwards. This left David Leslie in the Ecurie Ecosse Chevette with the lead, which was challenged all the way by Allan Smith in another Chevette.

D.F.



RACING FOR SCOTLAND. David Leslie scored a home win for the Ecosse C2 team.

3, H. Cooper; 4, A. Pownall; 5, D. Gibson; 6, D. Cox. Fastest lap: Hine and Harrison, 63.2s (58.67 mph).

Road Saloons up to 1600 cc — 12 laps: 1, O. Ross (1.6 Ford Fiesta), 13m 07.3s (56.52 mph); 2, B. Lyle (1.6 Ford Fiesta); 3, I. Gardner (1.6 Peugeot 205 GT); 4, J. Irvine (1.6 VW Golf); 5, D. Dawson (1.3 MG Metro); 6, J. Fleming (1.6 Toyota Celica). Fastest lap: Ross, 64.3s (57.76 mph).

GT Cars — 12 laps: 1, D. Leslie (3.3 Ecosse C2), 11m 37.7s (63.78 mph); 2, R. Cumming (3.4 Lotus Esprit); 3, J. McGaughay (2.0 FES Lotus Esprit); 4, I. Forrester (1.0 Dacia 1300). Up to Fastest lap: Leslie, 55.3s (67.05 mph). Up to 1000cc: 1, Forrester; 2, J. Bothamley (1.0 Bilton Davrian Mk8); 3, R. Gauld (1.0 Davrian Mk7). Fastest lap: Forrester, 59.0s (62.85 mph).

Road Sports Cars — 12 laps: 1, I. Gardner (1.6 Ziggi's Lotus 7), 13m 03.7s (56.78 mph); 2, T. McCallum (3.5 Triumph TR7 V8); 3, G. McCallum (2.7 Porsche 911); 4, R. Stewart (1.0 Clan Crusader); 5, E. Chester (1.7 Dutton

Phaeton); 6, S. Gray (1.3 MG Midget). Fastest lap: Gardner, 63.2s (58.67 mph). **Renault 5 Elf Turbo UK Cup Final — 15 laps:** 1, R. Hall, 15m 39.5s (59.20 mph); 2, S. Hine; 3, H. Chalmers; 4, S. Harrison; 5, D. Grimshaw; 6, H. Cooper. Fastest lap: Hall and Chalmers, 61.4s (60.39 mph), record.

Formula Libre and FF2000 — 12 laps: 1, J. Fyda (1.7 Mallock Mk24), 10m 52.4s (68.20 mph); 2, E. Paterson (1.7 Mallock Mk27); 3, D. Duffield (2.0 Mondiale); 4, T. Brown (2.0 Van Diemen RF83). Formula libre: 1, Fyda; 2, Paterson; 3, J. Patrick (1.7 Mallock Mk25). Fastest lap: Fyda, 51.8s (71.58 mph). FF2000: 1, Duffield; 2, Brown; 3, H. Minty (2.0 Van Diemen RF83). Fastest lap: Duffield, 55.6s (66.69 mph).

Road Saloons Over 1600cc — 12 laps: 1, D. Leslie (2.2 Vauxhall Chevette), 13m 27.9s (55.08 mph); 2, A. Smith (2.0 Vauxhall Chevette); 3, M. Connon (2.2 Sunbeam Lotus); 4, D. Grimshaw (1.6 Ford Escort Turbo); 5, H. Fowler (3.0 Ford Capri); 6, N. Gammie (2.0 Ford Escort RS). Fastest lap: H. Chalmers (2.2 Sunbeam Lotus), 63.9s (58.03 mph).

Woodman handed over to Buncombe after 15 laps and Stevens

OUT ON PARK