

machinery was the Supernova of Francis Phillips in seventh place overall.

Last race on a cold day was for the MG Midget championship, and Barry Rogers made the running at first but after four laps in the lead he had to give best to Steve Everitt, who went on to win comfortably from Tim Cairns and John Gallagher, Rogers retiring after six laps. The roadgoing Midgets gave their usual display of slide and roll, but the class went this time to early pit-visitor Robert Nettleton by nearly 2secs from Peter Felix, with Wally Liles well down in third.

MARCUS PYE/
PAUL BOOTHROYD.

INGLSTON

Racing for charities

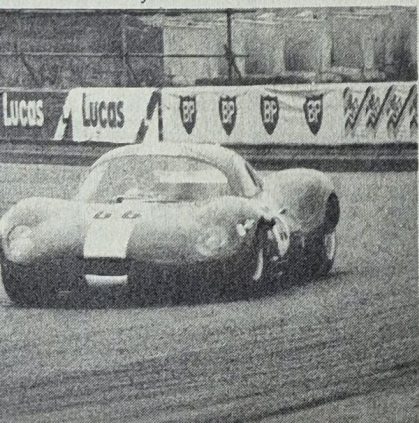
Bright but cold weather greeted the average attendance for the opening meeting of the Ingliston season on Easter Sunday. In a seven event programme, many of the usual names took the honours and established three new class lap records.

An FF 10 lapper opened proceedings with Andrew Paterson in his Hawke spurning the urgent endeavours of the Van Diemen driven by George Taylor, eased when the latter spun at mid-distance to restart ahead of the third place duel between the Van Diemens of Sandy McEwan and Gordon Melvin. Neil Cochran's Crosslé 31F held the advantage over the new PRS of Alex McDonald and the Crosslé of Ken Craigie.

If the previous race was comparatively gentlemanly, the same could not be said of the 1 litre GTs. Harry Simpson slung shot his Edinburgh Aluminium Davrian off the line leaving a battle royal for second, featuring Ken Murray and the Drambuie car of Ian Forrest with Harvey Gillanders striving to get his Imp into the Davrian act. This resolved itself after Forrest claimed the inside at Lefthander, Murray disappeared after setting a new class lap record and Gillanders dropped down the standings, elevating the Imps of Bob Milne and M. Law followed by Gillanders fighting up to sixth by the flag past the chequered Imp of Adrian Hamilton.

Kenny Allen fielded the ex-Andy Smith 'B' Mallock and slotted in his 1.7 engine, while John Fyda did a three day rush job to get his Mallock Mk24 to raceworthiness, but the pair put a lot of daylight between themselves and the rest of the Clubman/Sports 2000 runners: indeed, they led Brian Stevenson (Chevron B52) in third place by a complete lap.

A further race was taking place among the Chevrons of Gordon and Birrorane.



the midfield runners, in which Bill Drummond appeared to have his Centaur a secure sixth, but John Clark had other ideas, slamming his new Chevron B54 through, to be emulated by Reg Forrester-Smith, his progress transformed by a Mallock Mk21, and George Watt (Mallock Mk18). Such was the speed up front that Allen set a new record, which inspired Stevenson to repeat in the Sports 2000 section.

From a full FF field, Tom Brown and Roy Low renewed their previous season's squabble, the latter finding that two weeks is scant time to tune his new machine, which he vowed lacked speed, but the pair nevertheless shared fastest lap, and pulled away from the rest. They were led by Chic Stenhouse whose Van Diemen had Ross Cheever in hot pursuit, that is until he lost the lot and clobbered the steel approaching Caravan, the Highlife Breaks Racing RF82 shedding a rear wheel. Keith Wickham thereafter annexed third place, but fought with Stuart Roden, whose Van Diemen was tailed by Colin Birkbeck.

A mere seven cars took the 'off' in the over 1000cc GT race, Jeff Wilson leading away with the potent FES Renault of Jim McGaughay glued to the tail of the BMW M1, and third the Esprit built up by Ron Cumming in the bare three weeks when a Fiat X1/9 did not materialise. This device had not turned a wheel until coming to Ingliston, but its progress augurs well.

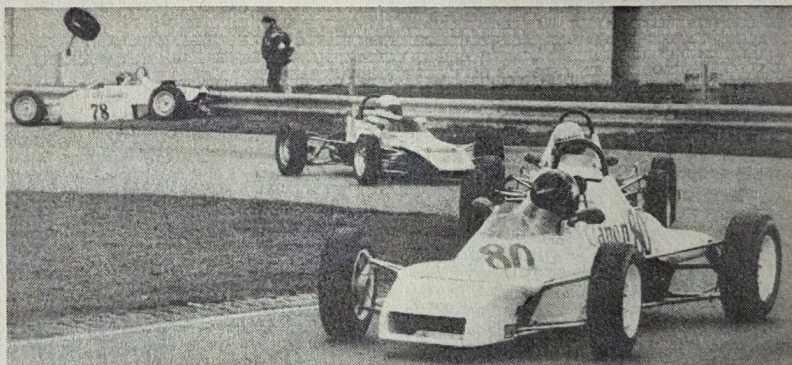
So close were the leading pair that they tangled at the hairpin, the M1 pitting briefly to have its tail quarter taped, leaving McGaughay with a tattered nose on his BMW-engined device to hold a tenuous advantage over the forcefully

driven Esprit, which got the verdict as McGaughay led on the road but failed to overcome a 10secs penalty. Behind, however, Gus Young disputed third place with Alan Ritchie, with Jimmy Fleming retiring his ill-handling Toyota Starlet after seven laps.

A poorly supported Libre event followed the usual pattern with David Duffield moving the Caledon Coal Ralt ahead of the March of Andy Barton, only to be taken next lap, but fighting back to the front as Barton slowed with a front wing contributing nothing to the handling of the March. John Fyda kept his Mallock Mk24 in third place until forced to pit to remedy a gearbox problem. Kenny Allen dropped down the field following a similar brief visit, while not so lucky was Stuart Ross who retired his March with obscure electrical bothers, leaving Fyda to haul up to split Colin Richardson and Gerald Doherty, the latter achieving a finish with his recently acquired Reynard FF2000.

The meeting ended promptly with the GT final over 15 laps, which was dominated by the McGaughay FES Renault 5-BMW, from the Davrians of Ian Forrest and Harry Simpson. Jeff Wilson, however, had started from the rear of the grid and proceeded, after a brief pause, to slam his BMW M1-bodied Chevron past the 1 litre trio of Ritchie, Young and Law, then overwhelm the Davrian of Adrian Hamilton to take second place from the Drambuie Davrian of Ian Forrest after Harry Simpson retired. Alas, the FES Renault was just too far ahead, otherwise an interesting conflict might have developed.

BILL HENDERSON



Vic Covey's new Reflex-PRS leads a group as Ross Cheever crashes out.

INGLSTON (GB), Apr 11, SMRC

The Barrett Office Equipment FF1600 Race (10 laps): 1, Andrew Paterson (Hawke-Minister DL19B), 9m 22.7s, 65.86mph; 2, George Taylor (Sparton FF79), 9m 29.3s; 3, Sandy McEwan (Van Diemen RF79/80), 9m 33.4s; 4, Gordon Melvin (Van Diemen-Scholar RF79), 9m 40.2s; 5, Ken Craigie (Crosslé-Scholar 25F), 10m 02.0s; 6, Alex McDonald (PRS 82F), 10m 03.5s. **Fastest lap:** George Taylor, 54.8s, 67.66mph.

The Edinburgh Students Charities Cup GT Race (heat one) up to 1000cc (10 laps): 1, Harry Simpson (1.0 Davrian Mk8), 8m 57.4s, 69.0mph; 2, Ian Forrest (1.0 Drambuie Davrian), 8m 57.6s; 3, Bob Milne (1.0 Hillman Imp), 9m 12.3s; 4, M. Law (1.0 Hillman Imp), 9m 18.9s; 5, Harvey Gillanders (1.0 Hillman Imp), 9m 33.8s; 6, Andrew Hamilton (1.0 Davrian Imp), 9m 34.0s. **Fastest lap:** Ken Murray (1.0 Davrian Mk7), 52.6s, 70.49mph (class record).

Lowland Tyres Championship for Sports Cars (12 laps): 1, Kenny Allen (1.7 Mallock Mk21B), 9m 33.7s, 77.56mph; 2, John Fyda (1.7 Mallock Mk24), 9m 34.8s; 3, Brian Stevenson (2.0 Chevron B52), 9m 36.8s; 4, Steve Buxton (2.0 Chevron), 9m 44.6s; 5, Richard Mitchell (2.0 Link S2000), 10m 01.5s; 6, John Clark (2.0 Chevron B54), 10m 09.2s. **Sports 2000:** 1, Stevenson; 2, Mitchell; 3, Clark. **Fastest lap:** Stevenson, 50.9s, 72.85mph (class record). **Clubmans 'A':** 1, Allen; 2, Fyda; 3, Reg Forrester-Smith (Mallock 21B). **Fastest lap:** Allen, 46.6s, 79.57mph (class record). **Clubmans 'B':** Bill Drummond (Centaur 17B), 54.0s, 68.67mph; no other finishers.

Marlboro FF Championship, round one (12 laps): 1, Tom Brown (Van Diemen-Scholar RF80), 10m 40.0s, 69.53mph; 2, Roy Low (PRSRH01), 10m 43.6s; 3, Keith Wickham (Van Diemen-Scholar RF80), 10m 59.7s; 4, Stuart Roden (Van Diemen-Minister), 11.00s; 5, Colin Birkbeck (Royale RP31); 11m 01.5s; 6, Chris D'Agostino (PRS-Auriga 82F), 11m 04.6s. **Fastest lap:** Brown and Low, 52.6s, 70.49mph.

The Edinburgh Students Charities Cup GT Race (heat two), over 1000cc (10 laps): 1, Ron Cumming (1.8 Lotus Esprit), 8m 51.2s, 69.80mph; 2, Jim McGaughay (2.0 FES Renault 5 BMW), 8m 59.8s; 3, Angus Young (1.5 Agra M/E 82 Ford), 9m 40.5s; 4, Alan Ritchie (1.2 Davrian), 9m 40.9s; 5, Jeff Wilson (3.4 BMW M1) 8 laps; 6, Eddy Beerman (1.7 Ford Escort RS) 8 laps. **1001-1500cc:** 1, Young; 2, Ritchie. **Fastest lap:** Ritchie, 54.7s, 67.79mph. **Over 1500:** 1, Cumming; 2, McGaughay; 3, Wilson. **Fastest lap:** Wilson, 50.5s, 73.42mph.

Caledon Coal Company, Scottish Libre Series, round one (15 laps): 1, David Duffield (2.0 Ralt RT4), 11m 39.4s, 79.53mph; 2, Andy Barton (2.0 March 802), 12m 18.1s; 3, Colin Richardson (1.6 March 77B) 14 laps; 4, John Fyda (Mallock Mk24) 14 laps; 5, Gerald Doherty (2.0 Reynard FF2000) 13 laps; 6, Kenny Allen (1.7 Mallock Mk21B) 13 laps. **Fastest lap:** Duffield, 44.5s, 83.33mph.

The Edinburgh Students Charities Cup GT Final (15 laps): 1, Jim McGaughay (2.0 FES Renault BMW), 13m 07.1, 70.66mph; 2, Jeff Wilson (3.4 BMW M1), 13m 36.4s; 3, Ian Forrest (1.0 Drambuie Davrian), 13m 59.5s; 4, Gus Young (1.5 Agra M/E 82 Ford), 13m 59.9s; 5, M. Law (1.0 Hillman Imp), 14 laps; 6, Adrian Hamilton (1.0 Davrian Imp) 14 laps. **Up to 1000cc:** 1, Forrest; 2, Law; 3, Hamilton. **Fastest lap:** Harry Simpson (1.0 Davrian) 52.9, 70.09mph. **1001-1500cc:** 1, Young; 2, Alan Ritchie (1.2 Davrian). **Fastest lap:** Young, 53.9, 68.79mph. **Over 1500cc:** 1, McGaughay; 2, Wilson; 3, Eddie Beerman (1.7 Ford Escort RS). **Fastest lap:** Wilson, 50.7s, 73.14mph.