

Leslie beats F1

DAVID LESLIE set a new outright record at Ingliston's Croall and Croall/Ritchies meeting on Sunday, the 100th race day at the Edinburgh circuit. There were several special saloon events, which had three different winners in the large-capacity classes—Douglas Niven, Iain McLaren and Walter Robertson.

First event was the Ritchies Trophy race, the 1000cc part of the McLaren of Broxburn GT championship. Douglas Niven's VW-Chevrolet was on pole, but Laurence Johnson made a tremendous start to take an immediate lead in his Chevron-based 2-litre Imp. These two put on a real chase, with Niven eventually slipping ahead at the hairpin on lap four. Jacobsen tried hard to keep in touch, but within a lap or two the Beetle was out of reach. Walter Robertson kept his DFVW in front of Iain McLaren, out for the first time at Ingliston in the fearsomely twitching ex-Jimmy Robertson Skoda. The race ended at ten laps, which was lucky for Niven, who finished with a deflating rear tyre.

The Laidlaw Trophy race brought out the slower FF1600 cars. Chic Stenhouse had the best start, with Tony Quinn and Ralph Halley right behind. Halley passed on lap two, closed on Stenhouse, and took the lead out of Lefthander. On lap eight, Stenhouse slowed coming out of the hairpin and dropped down to fourth, as Arch Boyle came up to second.

Ricky Gauld's Imp went into the lead at the start of the under 1000cc part of the McLaren GT championship. But there was a good chase, headed by George Coghill in the Caithness Glass Davrian. He took a deep breath on lap six and passed the Imp on the outside of the hairpin. Kenny Coleman's Davrian and David Ogilvy's Stiletto were third and fourth until there was a coming-together at the hairpin, while they were lapping of the back-markers, and both retired.

The Shell championship FF race saw the on-form man, Tom

Brown, led all the way from pole position in his Parks of Hamilton Van Diemen. Keith Wickham and Vic Covey took up station behind, and Covey briefly moved ahead, only to slow with a misfiring engine and retire slowly to the pits. Tom Paulo and Bryan Gowans battled for third, until Paulo's engine started misbehaving, dropping down through the field to retire. Brown and Wickham shared a new FF record.

The Royal Highland and Agricultural Society, landlords of Ingliston, sponsored a special saloon race which counted as a round of the North of England championship. Iain McLaren led from the line in a Skoda which was already on its fifth different spring setting for the day and, to add to the interest, had a throttle which refused to close properly. It still didn't handle well, but Iain held on hard and stayed ahead of Tony Sugden's neatly prepared 2-litre Skoda all the way.

The Glasgow Herald round of the Lothian Chemicals Libre championship was a triumph for David Leslie, who pole-axed the opposition as soon as the flag went down. He was already three seconds ahead at the end of the opening lap in the very smart Hope Scott/Nixon Ralt. Jim Stevenson's March took a faraway second place, and Norman Dickson got his F1 Lotus 78, looking a really big car on this tight circuit, up to third after passing Dave Duffield's Ralt at Caravan.

As Leslie rocketed away, setting a new outright circuit record, Dickson closed on Stevenson. There was only a length in it as they went into lap eight, but as Dickson tried to pass at the

hairpin, he spun off and restarted a few places down.

Last race of the day was an invitation "supercar" event, sponsored by Croall and Croall to the tune of £1000, with £400 to the winner. Jacobsen got his Imp off the line first, but Niven hurtled the Beetle past to lead into the Esses. Walter Robertson's DFVW took up third place and Tony Sugden's Skoda fourth. Finishing lap two, Iain McLaren had what he reckoned were three and a half spins, to park undamaged on the grass in front of the grandstand.

Three laps later, Niven retired from the lead when the Beetle did a piston and liner at Southstand. Robertson then really put the pressure on Jacobsen, who was having gear selection troubles and lost his lead at the hairpin on lap 15, as they were lapping backmarkers. The Imp had more trouble two laps later, as Jacobsen lost a full lap trying to sort out a fuel problem on the way to Lefthander. So Robertson finished the clear winner, with Sugden in second place no less than 40 seconds behind.

R. F.

GT cars over 1000cc—10 laps: 1. D. Niven (5.0 VW-Chevrolet), 8m 21.4s (73.95 mph); 2. L. Jacobsen (2.0 Imp); 3. W. Robertson (3.0 DFVW); 4. I. McLaren (3.4 Skoda). Fastest lap under 1500cc: E. Paterson (1.3 Imp), 54.0s (68.67 mph). Fastest lap over 1500cc: Niven and Jacobsen, 49.0s (75.67 mph), equals class record.

FF1600—10 laps: 1. R. Halley (Crossle), 9m 21.7s (66.01 mph); 2. A. Boyle (Hawke DL12); 3. T. Quinn (Hawke 20B); 4. C. Stenhouse (Van Diemen RF79). Fastest lap: A. Cromar (March 708), 54.6s (67.91 mph). GT cars up to 1000cc: 1. G. Coghill (1.0 Davrian Mk 7), 9m 07.9s (67.68 mph); 2. R. Gauld (1.0 Stiletto); 3. B. Leckie (1.0 Imp); 4. R. Gray (1.0 Imp). Fastest lap: Leckie, 53.2s (69.70 mph).

FF1600—12 laps: 1. T. Brown (Van Diemen RF80), 10m 48.0s (68.67 mph); 2. K. Wickham (Van Diemen); 3. B. Gowans (PRS); 4. B. Burgess (Image FF28). Fastest lap: Brown and Wickham, 53.2s (67.70 mph), new class record.

Special saloons—10 laps: 1. I. McLaren (3.4 Skoda), 8m 46.3s (70.45 mph); 2. T. Sugden (2.0 Skoda); 3. J. Price (2.0 Skoda); 4. J. McGauchay (1.0 Imp). Fastest lap under 1000cc: McGauchay, 53.0s (69.96 mph). Fastest lap 1001-1300cc: E. Paterson (Imp), 53.8s (68.92 mph). Fastest lap over 1300cc: McLaren, 51.5s (72.00 mph).

Formula Libre—15 laps: 1. D. Leslie (1.6 Ralt RT4), 11m 19.8s (81.82 mph); 2. J. Stevenson (2.0 March 782); 3. D. Duffield (1.6 Ralt RT1); 4. B. Hunter (1.6 March 80A). Fastest lap under 1600cc: Leslie, 44.7s (82.95 mph), new class and outright record. Fastest lap over 1600cc: N. Dickson (3.0 Lotus 78), 45.3s (81.85 mph).

"Supercars"—20 laps: 1. W. Robertson (3.0 DFVW), 17m 08.4s (72.11 mph); 2. T. Sugden (2.0 Skoda); 3. L. Jacobsen (2.0 Imp) 19 laps; 4. J. McGauchay (1.0 Imp) 19 laps. Fastest lap: Robertson and Jacobsen, 49.9s (74.31 mph).