

Fyda's scorcher 15.5.85



HOWARD FOWLER'S understeering Capri leads Alistair Gray's oversteering Escort at Ingliston.

FF1600 — 12 laps: 1. C. Harper (Van Diemen RF78), 10m 48.8s (68.59 mph); 2. A. Mutter (Van Diemen RF82); 3. C. Chisolm (Crossle 55F); 4. E. Buchan (PRS 79/80); 5. D. Thomas (Crossle 25F); 6. I. Cowie (Van Diemen RF78). Fastest lap: Harper, 53.2s (69.70 mph).

Road Saloons up to 1600cc — 12 laps: 1. O. Ross (1.6 Ford Fiesta), 12m 29.4s (59.35 mph); 2. J. Fleming (1.6 Toyota Celica); 3. G. Mortimer (1.6 Avenger); 4. B. Lyle (1.6 Ford Fiesta); 5. C. Conway (1.6 Ford Fiesta); 6. R. Martin (1.6 Talbot Sunbeam). Fastest lap: Ross, 61.2s (60.59 mph) record.

GT Cars — 12 laps: 1. J. McLaughay (2.0 FES Lancia Toleman), 9m 57.6s (74.42 mph); 2. J. Forrest (1.0 Drabuc Imp); 3. E. Munnoch (1.0 Davrian Mk 8); 4. R. Gauld (1.0 Davrian Mk 7). Over 1000cc: 1. McLaughay; 2. B. Paul (2.0 AC3000ME); 3. W. Watt (2.3 Vauxhall Magnum). Fastest lap: McLaughay, 47.1s (78.73 mph). Up to 1000cc: 1. Forrest, 10m 31.6s (70.43 mph); 2. Munnoch; 3. Gauld.

FF1600 — 12 laps: 1. C. Binnie (Van Diemen), 10m 32.0s (70.41 mph); 2. T. Brown (Crossle 55F); 3. A. Sim (Reynard); 4. R. Low (PRS 81F); 5. H. Gillanders (Van Diemen RF85); 6. S. Roden (Van Diemen). Fastest lap: Brown, Sim and Low, 51.8s (71.58 mph).

Road Sports Cars — 12 laps: 1. I. Gardner (1.6 Zigi's Lotus 7), 11m 38.7s (63.68 mph); 2. A. McGregor (1.6 Caterham 7); 3. R. Stewart (1.0 Clan); 4. G. McCallum (2.7 Porsche 911). Over

1600cc: 1. McCallum, 12m 36.1s (58.85 mph); 2. E. Chester (1.6 Dutton Phaeton); 3. B. Hunter (3.0 BMW). Fastest lap: McCallum, 61.2s (60.59 mph). Up to 1600cc: 1. Gardner; 2. McGregor; 3. Stewart. Fastest lap: Gardner, 57.1s (64.94 mph) record.

Sports Cars — 12 laps: 1. J. Fyda (1.7 Mallock Mk 24), 9m 37.0s (77.00 mph); 2. P. Gibson (1.7 Vision); 3. K. Allen (1.7 Vision); 4. G. Young (2.0 Tiga). Clubmans A: 1. Fyda; 2. Gibson; 3. Allen. Fastest lap: Allen, 45.7s (81.14 mph). Clubmans B: 1. A. Smith (1.6 Vision); 2. M. Upton (1.6 Mallock Mk 16B). Fastest lap: Smith, 51.4s (72.56 mph). Sports 2000: 1. K. Bowmaker (2.0 Lola 492). Fastest lap: Bowmaker, 52.0s (71.31 mph).

Road Saloons over 1600cc — 12 laps: 1. H. Chalmers (2.2 Sunbeam Lotus), 11m 49.0s (62.76 mph); 2. J. McRae (2.2 Vauxhall Chevette); 3. I. Bruce (2.2 Sunbeam Lotus); 4. S. Jeffries (1.7 Ford Escort); 5. T. Bell (3.0 Ford Capri); 6. A. Gray (2.0 Ford Escort). Fastest lap: Chalmers, 58.1s (63.82 mph).

FF2000 and Formula Libre — 12 laps: 1. J. Fyda (1.7 Mallock Mk 24), 9m 20.5s (79.39 mph); 2. K. Allen (1.7 Vision); 3. P. Gibson (1.7 Vision); 4. E. Paterson (1.7 Mallock). FF2000: 1. T. Brown (Van Diemen RF83); 2. H. Minty (Van Diemen RF83); 3. K. Le May (Van Diemen). Fastest lap: Brown, 49.1s (72.04 mph). Libre: 1. Fyda; 2. Allen; 3. Gibson. Fastest lap: Fyda, 45.6s (81.32 mph).

BLINDING sunshine is, of course, a regular feature at all Scottish motorsport events, and there was plenty of it at Ingliston for the second round of the various race championships. The large number of sports cars in event six meant that the Libre and FF2000 boys could be siphoned off into an additional race at the end of the day, though this turned out to be practically just another sports car race.

The first batch of FF1600s was led all the way by Colin Harper and the ever-improving Alan Mutter. Close behind, Ewen Buchan held third for 10 laps before slowing and being passed by Campbell Chisolm.

George Smith horrified the road saloons up to 1600cc establishment by putting his Topk Roofing Mini on pole a second clear of the field in only his second race. He duly shot into the lead but overdid it at Lethander first time round, leaving Olly Ross's Ritchie Builders Fiesta with a clear lead despite an inability to run on more than three cylinders below 4,000 rpm. He took a fifth of a second off the class record, previously held by Jimmy Fleming, who came second. Andrew Jeffrey's Nova finished third on the road after the grand-daddy of all jumped starts which attracted a 10 second penalty and dropped him six places, leaving Glen Mortimer's Avenger third in the results.

Fresh from his success at Donington the previous weekend, Jim McLaughay took a rather easy GT win in the FES Lancia. Bill Paul's AC looked good off the line, but spun fifth time round Southstand. Eric Munnoch held the Uniform Davrian ahead of Iain Forrest's Drabuc Imp for seven laps before briefly going sick, which let Forrest through to win the small-capacity class by a second.

It seems that Scottish FF1600 racing this year is to be a battle between Tom Brown and Cameron Binnie, but it was Andy Sim who took an early lead in his Reynard. Under a lot of pressure, Sim made a mistake at the hairpin and dropped to fourth behind Binnie's Van Diemen. Brown's Scottish Road Services Crossle (which had been at Kirkistown the day before) and Roy Low's PRS. Sim passed Low on lap eight while Brown was vainly chasing for the lead, and in their cumulative efforts these three managed to set identical fastest laps.

There is still nothing to approach

Iain Gardner's Lotus 7 in road sports car racing. Brian Hill's Dutton looked the most hopeful challenger but lasted just two laps. Allan McGregor took up the chase in his Caterham, followed rather distantly by Raymond Stewart's Clan.

The Libre-free sports car race was enlivened by an even more catapult-like start than usual from Kenny Allen's Lowland Tyres Vision, which stormed away from Paul Gibson's works car and John Fyda's Agra Mallock. But shortly afterwards a front anti-rollbar pin broke, and coming into Arena for the first time the car turned right a great deal more sharply than the corner did. Fyda pushed new leader Gibson very hard indeed for seven more laps, and then worked his way past round Lethander. By now Gibson's clutch was misbehaving, but he just kept ahead of Allen, who had scorched through the field and was making life just as difficult for Gibson in the last two laps as Fyda had been in the first eight.

Jim McRae returned to the road saloons over 1600cc fray in the Ecurie Ecosse Chevette left vacant by Hugh Chalmers now that the standard (the story goes) Lotus engine was back in his Sunbeam. Once again, McRae was left to find out how far sideways the Chevette would go as Chalmers gradually stretched his lead. Steven Jeffries was very impressive in his Escort in the early stages, but lost third place to Ian Bruce's Beacon Sunbeam Lotus on lap three.

Though waiting for his diff to blow at any moment, Kenny Allen led off the line in the Libre event from John Fyda and Paul Gibson. Fyda muscled ahead at the hairpin on lap two and stormed away, but Gibson had to accept third place. Of a depleted FF2000 field, Tom Brown virtually free-wheeled across the line ahead of Harry Minty after a heart-stopping moment three laps from home when the car appeared to run out of petrol.