Jennifer B again

The opening meeting of the Ingliston season on Sunday commenced on a streaming wet track, but the sun eventually broke through and the cold wind dried the circuit to enable Jim Evans in his AET Skoda to pulverise the saloon opposition and lower the class at the Radio Forth sponsored meeting.

Numerous drivers gave recently acquired machinery an airing. Iain McLaren taking a resounding *Libre* victory in his immaculate Chevron B35/40 from Bob Rollo, showing his mastery of the Lotus 75B. George Franchitti annexed the Formula Ford event from habitual winner Stu Lawson, while Kenny Allen with his Mallock U2 Mk 17B had the FF2000/Sports race in the bag on a damp track. Production saloon racing has proved popular in Scotland, and the large and varied field augers well for the future, the event being won on the road by Jennifer Birrell in the Marshall's Chunky Chicks/SMT Magnum despite a contretemps with the Capri of Andrew Small.

Ricky Gauld opened the meeting, streaking his Stiletto off in the lead of the small saloons 12 lapper, from the Imp of David Ogilvy, after Colin Richardson (Imp) on pole muffed his start as Ian Forrest exited his potent Drambuie machine at the Esses. Eric Paterson (Mini) and Duncan Fisher (Imp) struggled on with sick sounding machinery to earn places in the final.

Kenny Allen made the most of his pole position, waggling his Mallock off the line to pull away from the Lola T212 of Tony Charnell, who was harried and overtaken by the sole FF2000 car, the Hawke DL16 of Stu Lawson who in turn lost his place when David Philip acquired the measure of the Chevron B26/31 on the drying track forcing it through the second place.



The production saloons await the flag on the Ingliston grid.

After a delayed start to allow some dry tyres to be fitted, Jim Evans rocketed the AET Skoda away from the best field so far. Behind Bill Dryden's Firenza, set his sights on and passed the Escort of Doug Niven, neither of whom looked like making any impression on the flying Skoda. Some way in arrears the Robertsons, Jimmy and Walter, battled for fourth place with the similar model of Dave Farrer in sixth ahead of Dave MacDonald's Firenza who disputed seventh place with the Escort of Colin Simpson.

The Formula Ford event found Stu Lawson lead off in his new Hawke DL17 but George Franchitti was well on form, to push his DL15 ahead and hold the advantage to the flag, despite the ever present attention of Lawson, the pair easing away from the hard charging Cameron Binnie whose Royale RP21 eased away from the Hawke DL17 of Duncan Hall.

From a large field of Production Saloons, Jennifer Birrell's Magnum held the initial advantage over the 3.0 Capri, driven by Hugh Chalmers, for two laps, allowing the Ford through at the hairpin as Andrew Small, Capri, watched points from immediately behind, this trio pulling away from the battle between Andrew Jeffrey (Dolomite Sprint) and the Opel Kadett GTE well driven by Ralph Halley. With three laps to go, Andrew Small locked up his wheels at the hairpin and walloped the Magnum on the driver's door as it took over the lead, showering Mrs Birrell in broken glass, but she continued and took the flag, as Small's Capri was forced into retirement with bodywork resting on the front tyre.

Iain McLaren followed with a demonstration drive in his Chevron B35/40, streaking well away from Davie Muter (Lotus 69) who was soon overwhelmed by Bob Rollo driving his recently acquired March 75B. In the *Libre* event Alan Sharpe held the Chevron B26/31 in fourth place but was being reeled in by Tony Charnell who, after a slow start, was blazing his Lola T212 through the field only to slow and retire before attaining fourth place.

The final 15 lapper for Special Saloons was a repeat of the heats, Evans rushing away from Dryden and Niven, and the Robertsons holding station behind. In eighth place, however, Duncan Fisher now had his Imp going well to lead the 1 litre class home from Gauld two places behind.

A smallish field of Modsports completed the meeting, John Fyda giving an impeccable display in his Elan, to fend off John Kirk's Davrian, while some way back Derek Palmer got his Elan past the Davrian driven by Ken Coleman.

results

The Radio Forth Trophy, heat one, for special saloons up to 1000cc (12 laps): 1, Ricky Gauld (1.0 Sunbeam Stiletto), 14m 05.5s, 52.63mph; 2, David Ogilvy (1.0 Hillman Imp), 14m 06.2s; 3, Eric Paterson (1.0 Longman Mini), 15m 12.4s; 4, Duncan Fisher (1.0 Hillman Imp), 11 laps. **Fastest lap:** Ogilvy, 68.8s, 53.63mph.

The Radio Forth Trophy, heat two, for special saloons over 1000cc (12 laps): 1300cc and over class and overall: 1, Jim Evans (1970 AET-Skoda), 10m 50.8s 69.20mph; 2, Bill Dryden (2495 Vauxhall Firenza Ecosse), 11m 01.2s; 3, Dougal Niven (1994 Ford Escort BDG), 11m 07.2s; 4, Jimmy Robertson (2800 Ford Escort), 11m 24.0s; **1001-1300cc class:** 1, Dave Farrer (1297 Ford Escort), 55.6s; 2, Jim Pinkerton (1293 Mini Cooper S); 3, R. L. Milne (1293 Mini Cooper S). **Fastest Lap:** Farrer, 55.6s, 66.69mph.

The Radio Forth Trophy, Final (15 laps): Over 1300cc class and overall: 1, Evans, 13m 05.2s, 70.84mph; 2, Dryden, 13m 25.3s; 3, Niven, 13m 27.8s; 4, Jimmy Robertson, 13m 39.0; 5, Walter Robertson (2200 Ford Escort), 13m 39.2; 6, Dave Farrer, 14 laps. **Fastest lap:** Evans, 50.7s, 73.14mph. **(Record). 1001-1300cc:** 1, Farrer, 65.84mph; 2, Pinkerton; Ian Rogerson (1298 Ford Escort BDA). **Fastest lap:** Farrer, 55.0, 67.42mph. **(Record). Up to 1000cc:** 1, Fisher, 61.32mph; 2, Gauld; 3, Graeme Stupple (1280 Chrysler Avenger). **Fastest lap:** Fisher, 57.4, 64.60mph.

The Edinburgh Students Charities Cup for Formula Ford 2000/Sports Cars (12 laps): 1, Kenny Allen (1.6 Mallock Mk17B), 12m 38.4s, 58.67mph; 2, David Phil (2.0 Chevron B26/31), 12m 49.8s; 3, Stu Lawson (2.0 Hawke DL 16), 13m 01.8s; 4, Jim Baird (1850 Chevron B23) 13m 26.2s; 5, Clive Reeves (1.6 Mallock Mk16), 13m 43.4s; 6, Dave McDonald (1.6 Mallock Mk11 B14), 11 laps. **Fastest lap:** Philip, 60.8s; 60.99mph.

Edinburgh Flying Services FF Championship round (12 laps): 1, George Franchitti (Hawke-Minister DL15), 11m 01.0s, 67.32mph; 2, Stu Lawson (Hawke-Smith DL17), 11m 02.2s; 3, Cameron Binnie (Royale Minister RP21), 11m 04.4s; 4, Duncan Hall (Hawke-Smith DL17), 11m 08.2s; 5, Bernard Hunter (Hawke-Minister DL17), 11m 23.8s; 6, Graham McMillan (Hawke DL11), 11m 24.2s. **Fastest lap:** Binnie, 53.9s, 68.79mph.

The Heron Trophy for Libre Cars (20 laps): 1, Iain McLaren (Chevron B35/40), 16m 32.2s; 74.74mph; 2, Bob Rollo (1600 March 75B), 16m 49.2s; 3, Dave Muter (1600 Lotus 69), 16m 59.2s; 4, Alan Sharpe (2.0 Chevron B26/31), 19 laps; 5, Laurance Jacobsen (1930 Chevron B23), 19 laps; 6, Peter MacNaughtan (1850 Chevron B23), 19 laps. **Fastest lap:** McLaren, 47.7s, 77.74mph.

The Shell Race for Production Saloons (15 laps): overall: 1, Jennifer Birrell (2.3 Vauxhall Magnum Coupe), 16m 27.2s, 56.34mph; 2, Hugh Chalmers (3.0 Ford Capri), 16m 28.5s; 3, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 16m 38.8s; 4, Ralph Halley (1.9 Opel Kadett GTE), 16m 41.6s; 5, Ian Stirling (3.0 Ford Capri), 16m 55.2s; 6, Tom Irvine (2.0 Mazda RX3), 16m 55.8s. **Over 2000cc:** 1, Birrell, 56.34mph; 2, Chalmers; 3, Stirling. **Fastest lap:** Birrell, 63.8s, 58.12mph. **(Record).**

Up to 2000cc: 1, Jeffrey, 55.66mph; 2, Halley; 3, Irvine. **Fastest lap:** Jeffrey and Halley, 65.4s, 56.70mph. **(Record).** * Above results are subject to outcome of protest.

Hamilton & Inches Modsport Championship round (10 laps): 1, John Fyda (1.6 Lotus Elan), 9m 10.4s, 67.37mph; 2, John Kirk (1.2 Davrian), 9m 14.2 3, Derek Palmer (1.6 Lotus Elan), 9m 31.4s; 4, Ken Colman (1.3 Davrian), 9m 42.4s; 5, Tom McMillan (Mallock U2), (9 laps); 6, Tom Brough (2.7 MGB GT), 9 laps. **Over 1300cc:** 1, Fyda; 2, Palmer; 3, Brough. **Fastest lap: Fyda and Palmer, 54.0s, 68.67mph. Up to 1300cc:** 1, Kirk, 66.91mph; 2, Coleman; J. Henderson (1.3 MG Midget). **Fastest lap:** Kirk, 53.6s, 69.18mph.