

Tremendous Taft

THE new Scottish racing season started officially with the largest entry ever at Ingliston split into 10 races, two of them devoted to the MG Metro circus. Lap records were broken all over the place on the dry, if windswept, track, and the organisers actually ran ahead of schedule, the last race finishing prematurely within seconds of its due start time.

Tim Harvey and Dave Loudon headed the Metros for their exhilarating warm-up race, the main interest of which for most of the crowd, was David Leslie moving into the top six on lap five.

Peter Jamieson led the FF1600 heat from the line followed by poleman Kevin McCormick and Kenneth Brown. Jamieson's exhaust started breaking up on lap six, but he continued as quickly as ever, though sounding like a particularly off-song speedway bike.

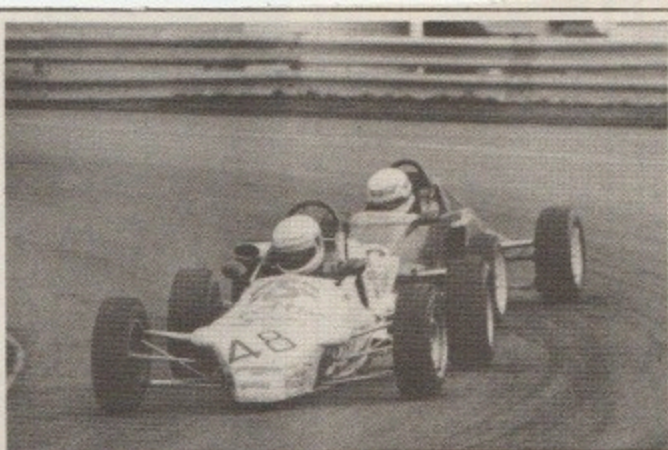
"It's frowned upon but it seems to work" was Iain Gardner's comment on the sideways style of driving which won him the road sports car race from a lonely Brian Hill and John Mackie. Behind them, Raymond Stewart had great fun trying to keep his Clan in touch with Graham McCallum, who was driving his immaculate Porsche in the manner of one who could probably afford another if the need arose.

The red lights came on for the

Scottish round of the British Car Auctions MG Metro Challenge as the third row of the grid was sorting itself out, which caused a lot of confusion in the next few seconds. Series leader Roger Jones, on pole, got bogged down and retired after two three-cylinder laps. The order of the race was almost exactly that of the previous heat, with the addition of Paul Taft at the front pulling gradually away from Tim Harvey after lap five.

Kenny Allen made another true hillclimber's start with his Vision in the sports car race, a thing Fyda says he is now getting used to. Allen's lead lasted five laps, and two laps later he was down to third behind Fyda's Mallock and Paul Gibson's Vision now with a rough engine. Andy Smith took another Class "B" Clubmans win in yet another Vision, while quickest Sports 2000 was Nick Bridge in his energetically-driven Shrike.

Formula Ford lap record was



FORMULA FORDSTERS Tom Brown and Cameron Binnie both took turns breaking the lap record, Brown eventually making it stick with a fine 51.4s.

broken twice in the first three laps of the main race (see *Pit Lane*). Cameron Binnie brought it down to 51.7s having passed Willie Rose for second, and leader Tom Brown put it to 51.4s a lap later. Brown extended his lead in mid-race, but Binnie pulled back towards the end and made several determined but unsuccessful attempts at passing on the last lap.

A determined start in the road saloons up to 1600 cc race saw Olly Ross first into the Esses in his Fiesta from Iain Gardner's Peugeot and Jimmy Fleming's Toyota. Fleming charged into second at the hairpin on lap one, but which time Ross was ahead and uncatchable. Andrew

Fletcher was third on the road in his Nova which, being unsilenced, was ineligible for an award. Gardner spent most of the race in fourth before being overhauled on the last lap by the tremendously enthusiastic Craig Conway and Doug Dawson in Fiesta and Metro respectively.

History repeated itself for Kenny Allen as he took an immediate lead in the libre event and lost it when the engine started wheezing. Paul Gibson took over, after he had fought off Leslie Duncan's Vision, and crossed the line nearly four seconds ahead of Allen. Later he was excluded for passing under the yellow flag, and later still, reinstated by a tribunal. Eric Paterson's Mallock Mk27 was

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fourth ahead of the leading FF2000 driver, Tom Brown, who had actually held off Paterson up to lap nine.

Jim McGaughay showed that he is still by far the quickest GT driver in Scotland by winning his race easily. Ron Cumming was next in his Esprit, followed by Bill Paul who had made a hesitant start in his AC. First of the one-litre cars was Ian Forrest's Imp which, however, was nothing like as spectacular as the sideways Davrian of Eric Munnoch.

Having his second drive in the

MG Metro heat — 10 laps: 1. T. Harvey, 9m 34.1s (64.59 mph); 2. D. Loudon; 3. P. Baldwin; 4. V. Covey; 5. C. Lewis; 6. D. Leslie. Fastest lap: Harvey, 56.4s (65.74 mph) (establishes record).

FF1600 heat — 12 laps: 1. P. Jamieson (PRS RH01), 10m 52.8s (68.16 mph); 2. K. McCormick (Spartan FF80/81); 3. K. Brown (PRS); 4. G. Cronk (Van Diemen RF81); 5. S. Joss (Merlyn 11A); 6. A. Fraser (Crosslé 50F). Fastest lap: Jamieson, 53.0s (69.96 mph).

Road Sports Cars — 12 laps: 1. I. Gardner (1.6 Zigg's Lotus 7), 11m 45.4s (63.08 mph); 2. B. Hill (1.6 Dutton); 3. J. Mackie (1.6 Lotus Elan); 4. G. McCallum (2.0 Porsche 911). Over 1600 cc: 1. Hill, 12m 04.1s (61.45 mph); 2. McCallum; 3. R. Ealand (2.0 Marcos GT). Fastest lap: Hill, 58.4s (63.49 mph) (record). Up to 1600 cc: 1. Gardner; 2. Mackie; 3. R. Stewart (1.0 Clan Crusader). Fastest lap: Gardner, 57.8s (64.15 mph) (record).

MG Metro final — 15 laps: 1. P. Taft, 14m 16.7s (64.92 mph); 2. T. Harvey; 3. D. Loudon; 4. P. Baldwin; 5. V. Covey; 6. C. Lewis. Fastest lap: Taft, 56.3s (65.866) (record).

Sports Cars — 12 laps: 1. J. Fyda (1.7 Mallock Mk24), 9m 17.8s (79.77 mph); 2. P. Gibson (1.7 Vision V85); 3. K. Allen (1.7 Vision V84A); 4. L. Duncan (1.7 Vision V85). Clubmans A: 1. Fyda; 2. Gibson; 3. Allen. Fastest lap: Fyda, 45.3s (81.85 mph). Clubmans B: 1. A. Smith (1.6 Vision V84B), 11 laps; 2. M. Upton (1.6 Mallock Mk16). Fastest lap: Smith, 50.3s (73.72 mph). Sports 2000: 1. N. Bridge (2.0 Shrike P15), 10m 01.8s (73.94 mph); 2. K. Bowmaker (2.0 Lola 492). Fastest lap: Bridge, 49.3s (75.21 mph) (record).

FF1600 final — 12 laps: 1. T. Brown (Crosslé 55F), 10m 29.5s (70.68 mph); 2. C. Binnie (Van Diemen RF84); 3. W. Rose (Reynard); 4. H.

Ecurie Ecosse Chevette, Hugh Chalmers won the shortened road saloons over-1600 cc race from Ian Bruce's Sunbeam Lotus. By half distance a great deal of oil had been dropped beyond the start-line, most of it courtesy of Escort driver Ronnie Stahl, whose engine split into its component parts on lap four. The observers were none too happy about some people's antics on the slick, and called a halt after six laps — an unfortunate end to a most enjoyable day's racing.

Gillanders (Van Diemen RF85); 5. R. Low (PRS 81F); 6. A. Sim (Reynard FF82). Fastest lap: Brown, 51.4s (72.14 mph) (record).

Road Saloons up to 1600 cc — 12 laps: 1. O. Ross (1.6 Ford Fiesta) 12m 27.3s (59.54 mph); 2. J. Fleming (1.6 Toyota Celica); 3. C. Conway (1.6 Ford Fiesta); 4. D. Dawson (1.3 MG Metro); 5. I. Gardner (1.6 Peugeot 205 GTI); 6. D. Fontenot (1.6 Ford Escort). Fastest lap: Fleming, 61.4s (60.39 mph) (record).

Formula Libre and FF2000 — 12 laps: 1. P. Gibson (1.7 Vision V85), 9m 32.5s (77.72 mph); 2. K. Allen (1.7 Vision V84A); 3. L. Duncan (1.7 Vision V85); 4. E. Paterson (1.7 Mallock Mk27). Libre: 1. Gibson; 2. Allen; 3. Duncan. Fastest lap: Gibson, 46.1s (80.43 mph). FF2000: 1. T. Brown (Van Diemen RF83); 2. C. Stenhouse (Van Diemen RF83); 3. K. Le May (Van Diemen). Fastest lap: Brown, 48.5s (76.45 mph).

GT Cars — 12 laps: 1. J. McGaughay (2.0 Lancia Tempra FES), 9m 40.9s (76.60 mph); 2. R. Cumming (3.4 Lotus Esprit); 3. B. Paul (AC3000ME); 4. I. Forrest (1.0 Daimler Imp). Over 1000 cc: 1. McGaughay; 2. Cumming; 3. Paul. Fastest lap: McGaughay, 46.3s (80.09 mph) (record). Up to 1000 cc: 1. Forrest, 10m 34.5s (70.13 mph); 2. E. Munnoch (1.0 Davrian MK8); 3. J. Bothamley (1.0 Bilston Davrian MK8). Fastest lap: Forrest, 50.7s (73.14 mph) (equals record).

Road Saloons over 1600cc — shortened to 6 laps: 1. H. Chalmers (2.2 Vauxhall Chevette) 6m 04.7s (61.00 mph); 2. I. Bruce (2.2 Sunbeam Lotus); 3. S. Jeffries (1.7 Ford Escort); 4. R. MacDowall (2.2 Sunbeam Lotus); 5. A. Gray (2.0 Ford Escort RS2000); 6. R. Irvine (2.0 Ford Escort Mexico). Fastest lap: Chalmers, 58.9s (62.95 mph).