

Fyda and McRae Star

SCOTLAND'S new racing season got off to a flying start with the Marlboro meeting at Ingliston on April 8, comprising a programme of very fine races. The exception to this was the race everyone thought would be best of all, for Clubmans A cars, which fizzled out before the end of the first lap. Southern visitors Will Hoy and Vernon Davies with their Mallocks, had a most unfortunate time of it, failing to have a crack at John Fyda and Kenny Allen, part of the reason for making the trip.

Last year's FF1600 Junior Champion Cliff Harper took the lead in the first race for that class this season in his new Van Diemen, followed by Ralph Halley and Peter Jamieson. Halley pitted twice in two laps at mid-distance, which left Jamieson with a clear road to Harper. He closed the gap enough to be able to take the lead round Clock on lap nine, holding on to the end in spite of determined efforts from Harper.

Visitors Will Hoy, Paul Gibson, Vernon Davies and Martin White held the front two rows of the Bernard Thorpe and Partners Sports Car event, with John Fyda languishing on the outside of row three. However, Fyda set to work carving his way up and was challenging Hoy's lead by lap four. Soon after though, Hoy pitted and Vernon Davies went on to the grass at Lefthander, leaving Fyda to win by three seconds from Gibson. John Mackie in Kenny Allen's Mallock, was third on the road having started from the back of the grid, but as one of his numerous overtaking manoeuvres had apparently occurred under a yellow flag, he was disqualified and Martin White moved up a place.

The small grid of road sports cars was considerably augmented by a gaggle of saloons — and one estate — from their own later race, including novice racing driver Jim

McRae, driving Hugh McCaig's Chevette. Robin Gray shot off pole in his Elan and was lost from view. McRae stormed round the first lap to emerge in fourth behind Derek Butcher's Lotus Seven and Andrew Forrest's Dutton. Forrest half-spun at Arena on lap six, which let McRae through, and the Chevette was up to second a lap later, finishing 12 seconds behind Gray. Jimmy Fleming, whose Wee Celica is now more ferocious than ever, finished fifth having extricated himself from the middle of a highly entertaining saloon battle, led initially by Olly Ross's Escort Estate.

George McMillan took pole for the Edinburgh Student Charities Cub Race for *libre* cars, with an un-retired Jim Stevenson alongside him in the ex-Dave Duffield Ralt. At the start, John Fyda nearly did what he has frequently said a Mallock could do in a *libre* race at Ingliston, to whit beat a single-seater to the Esses. He stayed beside Stevenson all the way to the first corner before having to lift off, but kept right behind until lap seven. Stevenson then got caught up with a backmarker at Caravan and retired. Leader McMillan was slowed down by more backmarkers soon afterwards, and Fyda started threatening him, but McMillan was in control and stayed ahead. McMillan, Bill Drummond and Reg Forester-Smith were subsequently

disqualified for passing under the yellow, though McMillan was later re-instated.

Tom Brown, sporting a brand new Crossle 55F, took the lead from poleman Sandy McEwen at the start of the Marlboro Challenge Race for FF1600 Seniors. Stewart Roden pushed McEwen very hard on lap two and emerged in second, but Brown was already ahead, and kept his lead to the flag. McEwen held on to third, but not without some pressure from Cliff Harper.

GT cars are not always apt to look terribly pretty, but the selection that lined up for the start of the Forth Electrical (Stirling) race were very well turned-out, from Ron Cumming's enormous V6 Esprit to Adrian Hamilton's twee Fiat 500. Cumming led Jim McGaughay's Lancia off the line, but by the end of lap two McGaughay was in front by four seconds and likely to stay there. Eric Munnoch was third for most of the way until his ill-handling Stiletto V8 started smoking and generally looking none too happy, at which point Kenny Coleman slipped ahead. Jim McDonald had the most spectacular finish of the day when he spun within yards of the line, his Davrian no doubt muttering Welsh curses to itself as McDonald got things straightened out.

The John Gibson Lifting Gear Race for Clubmans A cars was fraught with interest for approximately two-thirds of a lap. Will Hoy led in his Reid Wines Mallock, followed by John Fyda's Agra car. Fyda was virtually underneath Hoy at the hairpin when the latter's engine died and Fyda darted to the right. Vernon Davies, immediately behind in the other Reid Wines machine, went left, hit the kerb and bounced back into the other Agra car, driven by Kenny Allen. This left Fyda a long way ahead of Paul Gibson's Vision, which is how things were for the remaining 11 laps.

The road saloons race was a chance for Jim McRae to show off his experience on tarmac with a real crowd-pleasing run, involving as much opposite-locking as possible. Not a bad performance from a beginner at the sport. Sunbeams came second and third, Hugh Chalmers' Lotus-engined one coming ahead of Richard Martin's purposeful-looking 1600.

D.F.

FF1600 Junior — 10 laps: 1. P. Jamieson (PRS), 9m 07.4s (67.74 mph); 2. C. Harper (Van Diemen); 3. H. Minty (PRS); 4. G. Taylor (Sparton). Fastest lap: Jamieson, 53.3s (69.57 mph).

Sports and Clubmans — 12 laps: 1. J. Fyda (1.7 Mallock Mark 24), 9m 40.4s (76.66 mph); 2. P. Gibson (1.7 Vision); 3. M. White (1.7 Vision); 4. L. Jacobsen (2.0 Chevron B60). Fastest lap Clubmans A: Fyda, 46.5s (79.74 mph). Fastest lap Clubmans B: A. Dobbie (Mallock Mark 20B), 52.7s (70.36 mph). Fastest lap Sports 2000: Jacobsen, 50.3s (73.72 mph), new class record.

Road Sports Car — 12 laps: 1. R. Gray (1.6 Lotus Elan), 11m 58.8s (61.90 mph); 2. J. McRae (2.3 Vauxhall Chevette); 3. D. Butcher (1.6 Lotus Super Seven); 4. A. Forrest (1.7 Dutton Phaeton). Fastest lap Road Sports Cars under 1600cc: Gray, 58.6s (63.28 mph), new class record. Fastest lap Road Sports Cars over 1600cc: Forrest, 59.3s (62.53 mph), new class record. Fastest lap Saloons: McRae, 59.7s (62.11 mph).

Formule Libre — 15 laps: 1. G. McMillan (2.0 Ralt RT2), 11m 47.0s (78.67 mph); 2. J. Fyda (1.7 Mallock Mark 24); 3. D. Palmer (2.0 Reynard SF81); 4. S. Robertson (2.0 Van Diemen RF83). Fastest lap over 1700cc: McMillan, 45.6s (81.32 mph). Fastest lap under 1700cc: Fyda, 45.9s (80.78 mph).

FF1600 Senior — 12 laps: 1. T. Brown (Crossle 55F), 10m 39.7s (69.56 mph); 2. S. Roden (Van Diemen RF82); 3. S. McEwen (Van Diemen RF80); 4. C. Harper (Van Diemen). Fastest lap: Brown, 52.5s (70.63 mph).

GT Cars — 12 laps: 1. J. McGaughay (2.0 Lancia Toleman BMW), 9m 55.3s (74.75 mph); 2. R. Cumming (3.4 Lotus Esprit); 3. K. Coleman (1.0 Davrian); 4. E. Munnoch (3.5 Davrian Stiletto). Fastest lap over 1,000cc: McGaughay, 47.2s (78.56 mph). Fastest lap under 1,000cc: Coleman, 51.1s (72.56 mph).

Clubmans A — 12 laps: 1. J. Fyda (1.7 Mallock Mark 24), 9m 34.5s (77.45 mph); 2. P. Gibson (1.7 Vision); 3. R. Groombridge (1.7 Marler BM23 Chamberlain); 4. W. Drummond (1.7 Mallock). Fastest lap: Fyda, 46.6s (79.56 mph).

Road Saloon Cars — 12 laps: 1. J. McRae (2.3 Vauxhall Chevette), 12m 11.1s (60.86 mph); 2. H. Chalmers (2.2 Talbot Sunbeam Lotus); 3. R. Martin (1.6 Talbot Sunbeam); 4. A. Gray (2.0 Ford Escort RS2000). Fastest lap over 1600cc: McRae, 59.9s (61.90 mph), new class record. Fastest lap under 1600cc: Martin, 61.6s (60.19 mph), new class record.

18.4-84