

INGLTON:

Leslie licks 'em

16-10-80

SCOTTISH MRC's Inglton season closed with Sunday's Champion meeting, which for speed and action could hardly be expected to match the excellent racing in September. David Leslie again proved totally dominant in the Libre race, and Walter Robertson won the GT final, but Eric Paterson took the McLaren GT title in the last race of the day.

Dougie Hamilton's Van Diemen made the best start in the Laidlaw Trophy FF1600 "consolation" race, but Ronnie Whitaker's Hawke sliced ahead into the Esses. He led all the way, although Martin Allinson, in another Van Diemen, made strenuous efforts to take second, finally making it as Hamilton slowed at Arena for waved yellows. Allinson romped off, to close within three lengths of

Whitaker at the finish, but after a protest he was excluded.

The Rosetta race for GT cars over 1000cc brought the unusual sight of Douglas Niven in Robertson's 1300cc Skoda-Ford coupé. He was joint leader in the GT Championship, which is settled on class points, and with the VW-Chevrolet all but sold, he didn't want to risk it in a final outing. His rival on the same score was Eric Paterson, also in the 1300

class, so whichever of them finished ahead in the GT final would take the title.

Up front, Walter Robertson took off first in his DFVW, but Laurence Jacobsen's Chevron-Imp went ahead at the hairpin when the DFVW briefly slid off. Robertson was back in the lead next time round, and won easily. With fuel pressure problems, Paterson was third until lap seven, when he was passed by Murray Burgess's Escort-Chevrolet.

Niven had a miserable time. The Skoda had seized its camshaft during a Saturday test session, coming to the race on Sunday only after a lot of work and the loan of a cam belt from Eric Paterson! In this qualifying race, it broke its chassis. The flexing made it very difficult to find gears, and after several missed changes during which the revs went sky-high, Niven felt the engine tighten up, and switched off. But too late, as a hole blasted in the block revealed.

Another driver to swap cars in an effort to settle a championship was Andy Smith. He took out a Class B Mallock in the Caledon Trophy Clubmans race, so as to be in the same class as Clive Reeves, whose Magnum was one championship point in the lead. The race itself went to Kenny Allen's Mallock from Sandy Watson's similar car. Smith duly won his class — he holds both Clubmans lap records — and took the title.

Ricky Gauld's Imp led Jim McGauchay's Imp away from the

line in the Hope Scott Trophy race for GT cars under 1000cc, but positions were soon reversed and stayed that way to the end, with Ian Forrest's Drambuie Davrian only a length behind for third after a late-race charge. However, a 10s jump-start penalty for McGauchay changed the order considerably. Gauld won from Forrest, with McGauchay officially fourth behind Kenny Coleman's Davrian.

The McLaren Builders historic race saw Roddy MacPherson's 1953 Cooper-Bristol lead from the line. But Mike Harrison, in the original Formula Junior Mallock, found a way past at Arena on the second lap, and that was the order until the end. The pre-war entries were in excellent form. Ron Footitt's Cognac Special leading this group all the way to be fourth overall.

In the Shell championship FF1600 race, Duncan Hall (Royale) led for the first half-lap, but an excursion onto the grass at the hairpin let Roy Low's PRS into the lead. Already the Shell Championship winner, Tom Brown (Van Diemen) was third in the early stages, closed relentlessly on Hall during the last couple of laps, but was held off very narrowly at the flag.

David Leslie's Hope Scott Ralt went off at warp factor five in the Glasgow Herald race for Libre cars, and finished out of sight of Cameron Binnie's March. Dave Duffield's Caledon Ralt and Stewart Lawson's ADTV March

made a race of it for second place, but they gradually lost contact with Binnie and with each other.

George MacMillan was sixth in his March, but won the North British Libre championship by one point from Bernard Hunter, who came fifth. Leslie already had maximum points in the Lothian Chemicals championship, but Sunday's victory gave him six wins out of seven meetings, and set the seal on his Shell "Man of the Year" award.

The champion race was the final round of the McLaren of Broxburn GT championship. Walter Robertson blasted off in the DFVW, but Laurence Jacobsen was slow away in his 2-litre Chevron-Imp, and Ricky Gauld came alongside from the second row. Jacobsen held his place, but retired to the pits on lap three. Jim McGauchay was up to second place by that time, but the interest obviously centred on Eric Paterson's Colvend Imp-Ford. Paterson spun at Grandstand at the end of lap seven, got going again, but had done the clutch a mischief in the process. Eric limped the car to the pits, and came out only to cross the line eight laps down on the winner. Only four cars were in the race from his class, and finishing fourth among them gave him two championship points. He already had two points to drop, so that left him level with Niven, but an extra point for fastest lap in class gave him the title.

FF160 — 10 laps: 1. R. Whitaker (Hawke DI.19), 9m 27.9s (65.29mph); 2. D. Hamilton (Van Diemen RF78); 3. J. Bothamley (Van Diemen RF78); 4. C. Dagostino (Van Diemen RF80). Fastest lap: Whitaker, 54.9s (67.54mph).

GT cars over 1,000cc — 10 laps: 1. W. Robertson (3.0 DFVW), 8m 33.7s (72.18mph); 2. L. Jacobsen (2.0 Chevron-Imp); 3. M. Burgess (4.7 Escort-Chevrolet); 4. E. Paterson (1.3 Imp-Ford). Fastest lap 1001-1500cc: Paterson, 54.6s (67.91mph). Fastest lap over 1500cc: Robertson, 50.0s (74.16mph).

Sports cars — 10 laps: 1. K. Allen (1.7 Mallock Mk20), 8m 05.8s (76.33mph); 2. S. Watson (1.7 Mallock Mk20B); 3. J. Barr (1.7 Mallock Mk 19); 4. A. Smith (1.6 Mallock Mk 21). Fastest lap. Clubmans B: Smith, 50.9s (72.85mph), equaled record. Fastest lap. Clubmans A: J. Fyda (1.7 Agra Mallock), 47.0s (78.89mph).

GT cars under 1000cc — 10 laps: 1. R. Gauld (1.0 Stiletto), 9m 08.7s (67.58mph); 2. I. Forrest (1.0 Davrian); 3. K. Coleman (1.0 Davrian); 4. J. McGauchay (1.0 Imp). Fastest lap: Forrest, 53.2s (69.70mph).

Historic cars — 10 laps: 1. M. Harrison (1960 Mallock FJ), 9m 57.3s (62.08mph); 2. R. MacPherson (1953 Cooper-Bristol); 3. T. Steele (1964 Lotus Elan); 4. R. Footitt (1925 Cognac Special). Fastest lap, pre-war: R. Fielding (1937 Maserati 6C) and T. Merrick (1934 ERA), 63.0s (58.86mph). Fastest lap, post-war: Harrison, 58.0s (63.93mph).

FF1600 — 10 laps: 1. R. Low (PRS R101), 9m 01.0s (68.54mph); 2. D. Hall (Royale RP26); 3. T. Brown (Van Diemen RF80); 4. B. Gowans (PRS R101). Fastest lap: Brown, 52.9s (70.09mph).

Formula Libre — 15 laps: 1. D. Leslie (1.6 Ralt RT4), 11m 14.9s (82.41mph); 2. C. Binnie (1.6 March 77B); 3. D. Duffield (1.6 Ralt RT1); 4. S. Lawson (2.0 March 772P). Fastest lap under 1000cc: Leslie, 44.2s (83.89mph). Fastest lap over 1000cc: Lawson, 45.6s (81.32mph).

GT cars — 15 laps: 1. W. Robertson (3.0 DFVW), 12m 42.8s (72.92mph); 2. J. McGauchay (1.0 Imp); 3. I. Forrest (1.0 Davrian); 4. M. Burgess (4.7 Escort-Chevrolet). Fastest lap under 1000cc: McGauchay and Forrest, 52.6s (70.49mph). Fastest lap 1001-1500cc: E. Paterson (1.3 Imp-Ford), 53.4s (69.44mph). Fastest lap over 1500cc: Robertson, 49.8s (74.46mph).

R.F.