

Ingliston

Friswell's record run

GEOFF FRISWELL set a new class record for Clubmans Cars at 48.6s in winning both the LEC Club Sport Championship race and the Calor Transport team Challenge for clubman cars at Ingliston on Sunday. John Fyda in his Agra Engineering Imp at long last took a win, and Eddie Labinjoh got the John Nicholson Trophy for the man of the meeting. There were nine races in the Scottish MRC programme.

SPECIAL SALOONS up to 1000cc - 10 laps

A very wet practice found Ian Forrest and Bill Donald on the front row of the grid, with Jim McGaughy (Imp) and Bruce McLeod nestled in behind them. When the flag dropped it was Forrest who shot into the lead, followed by Donald and McGaughy. Fyda, starting from 10th slot after engine problems during practice, was in fifth place by the time he reached the Esses. When the pack arrived at the Esses on lap 2 Fyda was second and pressing Forrest hard and he took the lead two laps later. The next lap Forrest retired having blown up his engine at the hairpin. Fyda was unchallenged until the flag and Bill Donald quietly got on with taking second place. Angus Young in the Alval Engineering Mini, fought his way up from the back of the grid and he had a ding-dong for third with Jim McGaughy these two arriving at the finish line side-by-side, with Young taking the inside line and third place.

1. J. Fyda (Imp) 9m 35.8s (64.40 mph); 2. B. Donald (Imp); 3. A. Young (Mini); 4. J. McGaughy (Imp). Fastest lap: Fyda, 55.8s (66.45 mph).

FORMULA FORD - 10 laps

Stu Lawson had achieved his customary pole position in the MacDonald Shand Ecurie Ecosse Hawke DL12, but the motor went crook on the warming up lap, and, with Stu's championship lead in jeopardy, team-mate Graham Hamilton let him take his seat in the Van Diemen on the fourth row of the grid. It was Pete Morrison who was first to the Esses, followed closely by John MacGilvray, both driving Team Ziebart Crossle 25Fs. McLean, Hall, Mundell, Lawson and the rest followed.

On lap 3 MacGilvray took the lead from Morrison, and held it to the finish, the rest of the field remained unchanged, except for Williamson out-fumbling Lawson at Caravan and gaining sixth position. Morrison was docked 10 seconds at the start and this dropped him to fifth place.

1. J. MacGilvray (Crossle 25F), 9m 11.2s (67.27 mph); 2. MacLean (MRE); 3. Hall (Hawke); 4. Mundell (Royale). Fastest lap: MacGilvray, 54.0s (67.27 mph).

CLUBMANS CLASS B CARS - 12 laps

Neil Adams in the Team Camborough Mallock U2 outdragged Richard Mallock off the start line and held first place for

two laps when he spun letting Mallock take over, and Ferrada's Team Ace Plant Mallock into second position. Grenville-Smith's Phantom held fourth until Adams lost it again and dropped five places. In that order they remained for the rest of this rather processional race.

1. Mallock (Mallock), 10m 47.6s (68.71 mph); 2. Ferrada (Mallock); 3. Grenville-Smith (Phantom); 4. Adams (Mallock). Fastest lap: Mallock and Grenville-Smith, 52.6s (70.49 mph). New class record.

MODSPORTS - 10 laps

The Elans of Andy Smith and Mike Nugent shared the front row, in this well-supported race. When the St. Andrews Cross dropped, it was the blue and yellow ASM Elan of Smith in front, while Nugent, Allen (Clan), Kirk (Davrian), Baker (GT6) and Gardener (Davrian) followed in hot pursuit. Nugent's second place lasted until lap three when he spun and let the entire field through. Smith inherited the lead until lap four when he dropped back, letting both Allen and Kirk get through. In that configuration they took the flag despite several attempts from Kirk to wrest the lead from Allen, Peter Baker drove a good race in his GT6 to take fourth. Further down field there were various scraps for seventh place between Robin Gray's Elan, Soutar's full race version, Malloy's Europa and Wilson's Midget, (which finished less fibreglass front... one place up!)

Overall: 1. Allen (Clan), 9m 01.4s (68.49 mph); 2. Kirk (Davrian); 3. Smith (Elan); 4. Baker (GT6).

Over 1300 cc: 1. Smith; 2. Baker; 3. Malloy; 4. Palmer (Elan). Fastest lap: Smith, 53.8s (69.92 mph).

Under 1300cc: 1. Allen; 2. Kirk; 3. Gardener (Davrian); 4. Wilkinson (Sprite). Fastest lap: Allen, 52.8s (70.23 mph). New class record.

SPECIAL SALOONS

- 10 laps

Bill Dryden started from pole, leading the race from start to finish in the ex-Gerry Marshall Vauxhall Firenza which had a quick engine change before the haul from Silverstone the previous day. Eric Smith in his immaculate 1300 BDA Mini tailed him for a few laps but settled down to take second place with consummate ease. Irishman Jim McClements (Mini), Jim Dryden (Mini), Jimmy Pinkerton (Mini), Hugh Chalmers in the James Ross Avenger making a favourable first appearance, Walter Robertson (Escort), Bob Snelson (Fiat) and Ian Rogerson

(Mini) followed the leaders in a neat little queue, the only change in order being Robertson moving up from 10th to eighth to challenge Chalmers strongly at the finish.

Overall: 1. B. Dryden (Firenza), 9m 10.8s (67.32 mph); 2. E. Smith (Mini); 3. McClements; 4. Dryden (Mini).
Over 1300cc: 1. Dryden; 2. Chalmers; 3. Robertson. Fastest lap: Dryden, 53.8s (68.92 mph).

Under 1300cc: 1. Smith; 2. McClements; 3. Dryden; 4. Pinkerton. Fastest lap: Smith 54.4s.

CLUBMANS CLASS A CARS - 10 laps

Geoff Friswell in his Hart-engined Mallock showed them all how it's done, and set his new class lap record in the process. C. Brown was next door on the grid, in the team Camborough Mallock, with Tippet in the Calor Transport Gryphon and Russell in his Mallock sharing the second row. The race started with these four running in that order, but on lap six Ray Edge took fourth from Russell, then on lap eight Smythe also passed Russell.

1. Friswell (Mallock), 9m 53.8s (74.93 mph); 2. Brown; 3. Tippet; 4. Edge. Fastest lap: Friswell, 48.6s (76.30 mph). New Class Record.

PRODUCTION SALOONS - 10 laps

The 194 Radio Forth Fishers Garage Alfa driven by Man of the Meeting Eddie Labinjoh was on pole with Jenny Birrell alongside driving the SMT Magnum. Labinjoh leapt into the lead at the start, only to spin it all away on the first lap at the hairpin, allowing Jenny into the lead, and from there on it was her race.

Roy Knowles held a steady second in his Mexico and George Windrum ran third in his Capri. But downfield Labinjoh, headlights ablaze, was carving up through the rest of the bunch. By lap eight he was in fourth spot challenging Windrum and on the final lap in a last-ditch attempt to achieve third place, he dived through on the inside at Arena and crossed the start-finish line backwards... and a mere foot ahead of Windrum!

Overall: 1. Birrell; 2. Knowles; 3. Labinjoh; 4. Windrum.

Up to £1699: 1. Stirling (Avenger); 2. Smith (Mazda RX3); 3. Irvine (Honda Civic); 4. Dickson (Datsun). Fastest lap: Smith 66.2s (56.01 mph).

Over £1699: 1. Birrell; 2. Knowles; 3. Windrum; 4. Labinjoh. Fastest lap: Birrell and Labinjoh: 64.1s (57.85 mph).

LIBRE CARS - 15 laps

A turn up for the book saw Ken Fildes on pole in his Britannica Lotus with John Calvert for company. Andy Barton (March) and Doug Thomson (Chevron) were on the second row.

At flagfall it was Calvert who took the lead, Doug Thomson shot up from the second row to tuck in behind him, while Barton accepted third for only half a lap before he got past Thomson. Then on lap 3, whilst making a demon inside-line, late-braking manoeuvre from sixth place at the hairpin, Jeffrey (Chevron B25) locked it all up. His

back wheel came in contact with Thomson's and rode up, hitting the rear wing of the Chevron and landing on the cockpit. Thomson was out but Jeffrey continued in sixth place until lap 11, when he was black-flagged for damage to his nose section. In fourth place Graham Hamilton was doing a grand job in the F3 March of holding off Fildes' Lotus... That is, until the F3 motor let go in a big way and Hamilton had to coast from Lefthander to the finish line, but he finished fourth. In third place was Norman Dickson's March 74B. He drove well and inherited second place when Calvert overcooked it and spun at Arena.

1. Barton (March); 2. Dickson (March); 3. Calvert (March); 4. Fildes (Lotus). Fastest lap: Calvert, 47.0s (78.89 mph).

CHALLENGE RACE - 15 laps

The idea was to have four cars from each of the British Nations racing together, and the team with the most points won. It took Geoff Friswell nine laps to get from fourth place to the lead, and it took Russell the same length of time to get from fourth to second! There was little place swapping apart from that, although there were a few attempts. Ray Edge spun down from first to seventh place after Friswell stole his line at Arena. Sandy Watson had a slight contretemps at the Hairpin with Edge causing them both to make contact with the Armco, and end their respective races.

Tippet in the Gryphon took third and Brown in the Mallock was fourth.

1. Friswell (Mallock); 2. Russell (Mallock); 3. Tippet (Gryphon); 4. Brown (Mallock). Fastest lap: Friswell: 48.6s (76.30 mph). Team Positions: 1. England, 37 pts; 2. Wales 29 pts; 3. Ireland, 21 pts; 4. Scotland, 18 pts.

SPORTS AND SPECIAL GT CARS - 10 laps

From the front row of the grid Tony Charnell made a demon start in his little Lola T212, while Iain McLaren, unhappy at being beaten off the line, gave Charnell a gentle nudge up the exhaust pipe with the nose of his Chevron B26/31. The amazing Clan Crusader of Kenny Allen grabbed third from John Kirk in his Davrian. By the middle of the first lap, McLaren was in the lead and pulled away to score another convincing victory in the Chevron. Charnell held a lonely second until the end despite a top end misfire.

A heated debate over the true owner of fifth place, between Eddie Labinjoh (Fisher Spyder) and Alistair MacIntosh (Mallock) ended against the barrier at the Hairpin on lap six. So the first four places remained intact despite Kirk cooking his motor and having to coast from Lefthander over the finish line.

J.L.T.

Overall: 1. McLaren (Chevron); 2. Charnell (Lola); 3. Allen (Clan); Over 1300cc: 1. McLaren; 2. Charnell; 3. Baker (GT6); 4. Smith (Elan).
Under 1300cc: 1. Allen; 2. Kirk. No other finishers.