

Lightning Leslie

Despite the counter attractions of the Edinburgh Festival and a golf match across the road, Ingliston on August 17 attracted a reasonable crowd of 7200, in fair weather, to see David Leslie in sparkling form, using the Hope Scott Ralt RT 4 to increase further his Hitachi Atlantic advantage, and to establish a new class lap record, in handsomely running away from the *libre* field. As Tom Brown dominated the Formula Fords, Andy Smith commanded a good Clubmans event and Walter Robertson (DFVW) and Jim McGaughy held sway over their respective GT classes, while John Cleland, still bemoaning the lack of his Opel Ascona, took out a Commodore to outdrive that of Hamish Irvine, to the delight of the Scottish Opel Dealers who sponsored the meeting.

The opening Clubmans 10 lapper found John Fyda outfumble the others into the Esses, but by the Hairpin John Mackie and Kenny Allen were alongside. The latter, partly on the grass on the inside, promptly spun and the field streamed through the flurry of glass fibre. As he slammed the Smith Metal Mallock through the field, Allen climbed to

fourth leaving Clive Reeves, class B leader, to sort out fifth place from Graham Sword after John Mackie pitted briefly. Up front Andy Smith overwhelmed John Fyda, whose Mallock Agra engine sounded off, the latter suffering the indignity of having Sandy Watson take him on the last lap, just getting across the finish in front of the charging Allen.

As befits an Opel sponsored meeting, the Prodsaloons featured three Commodores against three Kadetts with the lone Alfa GTV of Arch Cromar disappearing after one lap, the field being augmented by a consolation quartet of 1-litre GTs, which were handicapped 25 secs. However, it was John Cleland who eased in the Esses, allowing the Sports Car Breakers/FIFI Motor Spares Commodore of Hamish Irvine to take the advantage, the Clelands of Peebles GSE shadowing until mid race before taking the lead. Behind, John Smith held third despite all but collecting the armco under braking, safely in front of the Kadett GTE of Bob Montgomery, fifth spot was forever in contention as Ralph Halley endeavoured to climb his Kadett past the GSE of George Aston jnr. Rod McLeod (Hillman Imp) led the consolation GT race.

The 35 lap Hitachi Atlantic race provided David Leslie, in the immaculate Hope Scott Ralt RT4, with a demonstration drive that he had things his own way, as Phil Dowsett non-started and Ian Flux found his Ehrlich RP5

INGLISTON (GB), Aug 17, SMRC

The LMS Promotions (Wishbone Lotteries) Trophy for Clubman Cars (10 laps): 1, Andrew Smith (1.7 Mallock Mk21), 8m 08.8s, 75.86mph; 2, Sandy Watson (1.7 Mallock 20B), 8m 19.6s; 3, John Fyda (1.7 Agra Mallock), 8m 22.8s; 4, Kenny Allen (1.7 Mallock 20), 8m 22.9s; 5, Clive Reeves (1.6 Magnum 79B), 8m 57.3s; 6, Graham Sword (1.6 Mallock 16B), 8m 58.4s. **Class A:** 1, Smith; 2, Watson; 3, Fyda. **Fastest lap:** Smith, 47.1s, 78.73mph. **Class B:** 1, Reeves; 2, Sword; 3, Jim Irwin (Mallock V2). **Fastest lap:** Sword, 52.0s, 71.31mph.

The Dealer Opel Team Trophy For Production Saloons, (10 laps): 1, John Cleland (2.8 Opel Commodore GSE), 10m 17.7s; 2, Hamish Irvine (2.8 Opel Commodore GSE), 10m 20.8s; 3, John Smith (1.9 Opel Kadett GTE), 10m 23.4s; 4, Bob Montgomery (Opel Kadett GTE), 10m 42.1s; 5, George Aston Jnr (2.8 Opel Commodore GSE), 10m 55.0s; 6, Ralph Halley (1.9 Kadett GTE), 10m 55.9s. **Fastest lap:** Cleland, 60.3s; 61.49mph.

Caledon Coal & Luckpenny Restaurant — The Scottish Atlantic Challenge, (35 laps): 1, David Leslie (1.6 Ralt RT4); 2, Cameron Binnie (1.6 March-Smith 77B); 3, David Duffield (1.6 Ralt RT1); 4, Bernard Hunter (1.6 March 80A); 5, Andrew Jeffrey (1.6 March 80); 6, Tony Westwood (1.6 March 78B); **Fastest lap:** Leslie, 45.0s, 82.40mph. * Provisional, subject to protest.

The Skipton Building Society Race For GT up to 1000cc (15 laps): 1, Jim McGaughy (1.0 FES Imp), 13m 38.1s, 67.99mph; 2, Ian Forrest (1.0 Drambuie Davrian), 13m 38.9s; 3, Ricky Gauld (1.0 Sunbeam Stiletto), 13m 49.7s; 4, Ken Murray (1.0 Davrian) 13m 53.8s; 5, George Coghill (1.0 Davrian Mk7/8), 14m 18.7s; 6, Dave Ogilvy (1.0 Sunbeam Stiletto), 14m 19.2s. **Fastest lap:** McGaughy, 52.9s, 70.09mph.

The Shell Championship Race For Formula Ford, (12 laps): 1, Tom Brown (Van Diemen-Auriga RR80), 10m 44.3s, 69.06mph; 2, Bryan Gowans (PRS-Scholar RH01), 10m 56.8s; 3, Chic Stenhouse (Van Diemen-Auriga RF79), 11m 00.6s; 4, Gordon Stephenson (PRS-Auriga RH01), 11m 00.9s; 5, Vic Covey (PRS RH02), 11m 01.6s; 6, Duncan Hall (Royale-Agra RP26), 11m 02.0s. **Fastest lap:** Brown, 53.0s, 69.96mph.

The Glasgow Herald Race For Formule Libre, (15 laps): 1, David Leslie (1.6 Ralt RT4), 11m 21.0s, 81.67mph; 2, David Duffield (1.6 Ralt RT1), 11m 34.6s; 3, Bernard Hunter (1.6 March 80A), 11m 34.9s; 4, Stuart Lawson (2.0 March 772P), 11m 46.1s; 6, George Macmillan (2.0 March 772P), 12m 05.3s; 6, George Franchitti (1.6 March 79B), 14 laps. **Up to 1600cc:** 1, Leslie; 2, Duffield; 3, Hunter. **Fastest lap:** Leslie, 44.4s, 83.51mph (class record). **Over 1600cc:** 1, Lawson; 2, Macmillan; 3, Sandy Watson (1.7 Mallock 20B). **Fastest lap:** Lawson, 46.0s, 80.61mph.

The Opel Dealer Trophy For GT Cars Over 1000cc, (15 laps): 1, Walter Robertson (3.0 DFVW), 13m 22.7s, 69.29mph; 2, Murray Burgess (4.7 Escort RS/Chevvy), 13m 48.1s; 3, Angus Young (1.1 Agra Davrian), 13m 58.1s; 4, Ron Cumming (1.9 Escort), 14m 13.4s; 5, Alan Ritchie (1.2 Davrian), 14m 14.2s; 6, Oliver la Barre (1.1 Clan Crusader), 14 laps. **Over 1500cc:** 1, Robertson; 2, Burgess; 3, Cumming. **Fastest lap:** Robertson, 50.7s, 73.14mph. **1001-1500cc:** 1, Young; 2, Ritchie; 3, La Barre. **Fastest lap:** Young, 54.4s, 68.16mph.

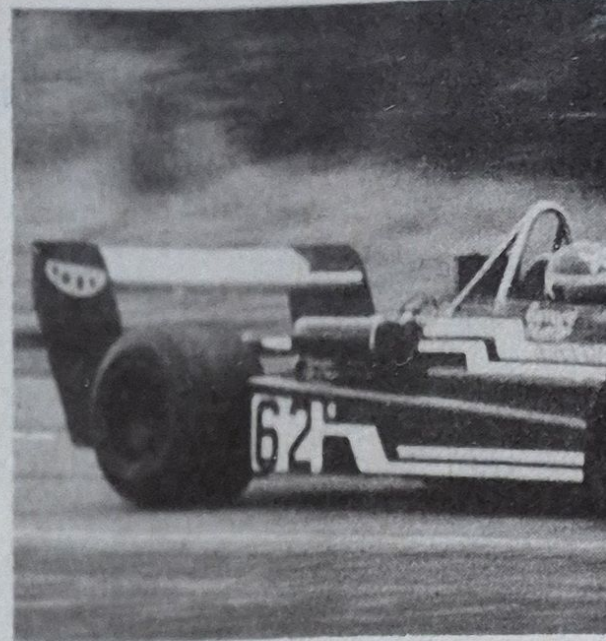
eminently suited to the circuit. He held second place, until part of his rear wing detached, Ian ignoring the black flags and being excluded. This let Cameron Binnie, driving Andy Barton's March 77B into second, having held off the Caledon Coal Ralt of David Duffield. Bernard Hunter eased away from the Datamatic March, forcefully driven as usual by Andrew Jeffrey, as did Tony Westwood (March 78B) from John Bowtell (March 77B). Poor Alo Lawler, after an engine change, suffered carburettor problems with the second engine of his new RT4, only managing 4 laps.

A well supported up to 1 litre class special saloon race was led throughout by the FES Imp of Jim McGaughay, who pulled ahead of the Imp of Bob Leckie with the shapely Drambuie Davrian of Ian Forrest holding third place. Ken Murray strove mightily, but unsuccessfully, in his Davrian to fued off the Imp of Ricky Gauld for fourth place. The Caithness Davrian of George Coghill likewise was overwhelmed by the Sportstune Stiletto of Dave Ogilvy, everyone inheriting a place when Bob Leckie retired, from second, on the last lap, his Imp lacking oil pressure.

The 12 lap Formula Ford thrash saw a secure victory for Tom Brown in his Racing School Van Diemen, having taken over the advantage from the PRS of Mark Pavlo. He made a flyer off the line to suffer a 10 sec penalty, which relegated him to seventh, behind the battle which was largely resolved when Keith Wickham and Roy Low tangled and took Lefthander locked together. Bryan Gowans took a tenuous third place, on the road, skillfully avoiding the pressure from the Van Diemen of Chic Stenhouse, and the PRS pair of Gordon Stephenson and Vic Covey, joined by Duncan Hall in the Laidlaw Royale.

The *Libre* race gave David Leslie his

AINTREE



The Scots took a clean sweep in the feature Saturday. Bernard Hunter won from Andy and Jon Mackie. Richard Peacock took advantage by Ray Joyce's Royale RP26. In the M Berman, Peter Lee and Bob Speak taking

second victory, rushing away to a new class lap record. Behind David Duffield (Ralt RT1) worked hard to hold off the March of Bernard Hunter, with Stu Lawson a flying fourth in the AD. TV Surveys March 772P. Graham Hamilton was out of luck, his Scotcircuits Surtees eliminated with gearbox troubles from a somewhat processional race.

The over 1 litre GT race promised a battle between front row men Walter Robertson and Doug Niven, but a recurrence of a practice driveshaft breaking problem sidelined the VW Beetle after a single lap leaving the DFWW to end the meeting with a win despite losing gears. Murray Burgess claimed second in his Escort Chevy with Gus Young driving his Agra Davrian forcefully into a fine fourth spot.

BILL HENDERSON



John Cleland takes the lead from Hamish Irvine at the recent Ingliston meeting.