

# Brown's double

INGLSTON, Jul 19: After a couple of months to accommodate its original purpose, as the Royal Highland Showground, the Ingliston circuit came back to life with a vengeance, as the SMRC put on an eleven race programme in dullish weather which saw several lap records toppled.

Road Sports cars opened proceedings, with an inspired Hamish Ogilvie charging through to take over from Simon Frost in their Caterham 7s, the latter coming under intense pressure from the Dutton of John Peace, who established a new class record in the process, only to have the car take command at Arena and nestle against the barrier. This spurred Russell Paterson to squeeze his Westfield into second with Grant Stewart watching from an acquired fourth place. Tom McCallum rumbled the venerable smoky TR7 V8 along next, now leading the over 1600cc class, and holding off the Caterham of Barry Smith.

The slowest 20 Fiestas set out to qualify and put on an excellent display of no-quarter racing as they buzzed around in two solid wedges. Smith led the first group, his car looking the worse for wear and without screen or rear window, holding a flimsy advantage over Steve Harris who lasted four laps before Michael Helm took over. Colin Stancombe got the better of Stephen Hepworth, both being taken by Nick Bates for third, with Justin Boyce having to be content with sixth. Harrison and Mackie followed in close attendance, with David da Costa getting in to qualify for the final ninth.

Tom Brown collected his second FF2000 win in a row, pulling his still unsponsored Reynard away, leaving Stewart Roden to deal with Cameron Binnie. Neil Cochrane was a lonely fourth with Stuart Gray fifth. Ian Bruce, meanwhile, had to contend with Laurence Jacobsen and the forceful David Duffield. Further back Neil Gammie strove to fend off Robin Brown and when they contacted Gammie's Van Diemen was catapulted over the Armco, the driver escaping somewhat shaken.

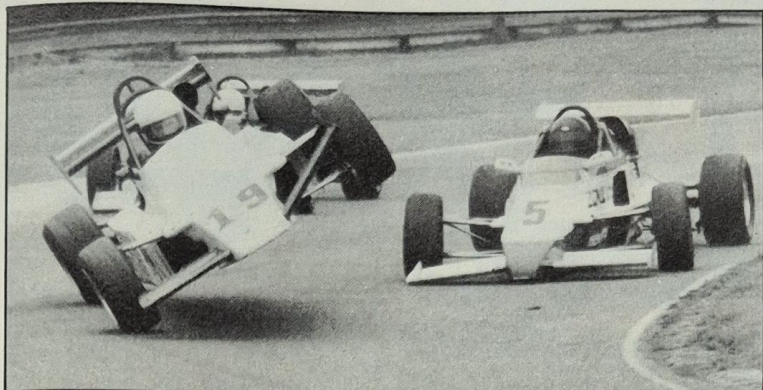
Hugh Chalmers stormed off to head the Road Saloons 12-lapper, equalling his lap record by lap 2 and lowering it next time around. Tom Bell eased away from the similar white Chevette of Allen Smith.

John McIntyre continued his ill luck, managing but a couple of laps, but Raddy Sarafilovic had the measure of Alaster Cunningham.

The Fiesta championship final lost some of its sting, but Graham Churchill was not to be denied adding to his points, while keeping John Wadsworth at bay. Ian Briggs established a new lap record, but pulled in from third with a trailing exhaust, possibly occasioned during the opening laps m el e which was to eliminate Nick Bates and Norman Grimshaw. This meant Michael Helm and Colin Stancombe were in contention for third, 6secs clear of Brian Farminer who had passed Stephen Helm.

In the well subscribed FF1600 race Cameron Binnie snatched the lead from Harvey Gillanders and held on for a fraught 12 laps. Among back markers by mid-race, he was forced to slow, neatly removing Gillanders nose cone but not affecting his close attention. Their pace left Colin Birkbeck about 4secs adrift but comfortably in front of Roy Lou.

It looked like victory for Iain Gardner as he stormed the Delta 205 GTi



Neil Gammie is launched barrierwards over the right front of Robin Brown's Van Diemen.

away from the field, but Ray MacDowall never gave up and hounded Gardner to the flag. Main interest in the opening laps was the Avenger battle between Glen Mortimer and Brian Beverley, resolved in favour of the former.

Bill Symons sedately led off the Historic Handicap, his Alvis soon to be overwhelmed by the Morgan of Sir Aubrey Brocklebank which frightened its driver when it took charge, then retired trailing a smoke cloud. John McDonald meanwhile charged around in his Morgan with John Fyda making such smooth progress in the Elva that he completed an extra lap.

George Coghill had a drive shaft part and sever a water pipe to eliminate his Vixen, but Charlie Munro's similar car was credited third. Andrew Houston was proclaimed winner with his TVR-Climax.

Ron Cumming blew the rest of the GT field away with his Lotus Esprit as Roy Dawson had the 'diff' blow, without his Elan completing a lap. Bill Paul was a distant second with the AC 3000 ME, with Tony Bridges making his annual foray to show the locals with his potent Maguire Stiletto. As Ian Forrest was spectating, Eric Munnoch had

to give best to the 1-litre Esprit of Kenny Coleman.

In the Clubman/Sports race Kenny Allen howled in his 2-litre Vision taking John Fyda with him, the pair easing away from Jim McGaughay, making a rare appearance in the FES Thundersports car. Eric Paterson overhauled the Mallock of Allen Johns but Nick Bridge came off worst in challenging Andy Smith who was leading the 'B' class, piloting the Mallock 27SG.

To leave before the closing Modsports and Saloon race at Ingliston is always a mistake and none more so as this event was highlighted by Tom Bell hustling his Chevette away, closely pursued by the fleet Davrian of Martin Dunn, soon to be joined in the joust for the lead by the Ecosse Manta driven by Walter Robertson and the Davrian of Peter Chamberlain. Ray MacDowall succumbed to the Caterham of Hamish Ogilvie but kept clear of the Mazda of Lewis Emslie.

Raddy Sarafilovic worked hard to keep Iain Gardner at bay, but the Delta 205 GTi pulled off at half distance leaving the Chevette of Allen Smith to take up the cudgels.

BILL HENDERSON

## INGLSTON

## SMRC

**Clarendon Services Road Sports Trophy (12 laps):** 1, Hamish Ogilvie (1.6 Caterham 7), 11m43.6s, 63.24mph; 2, Russell Paterson (1.6 Westfield), 11m48.1s; 3, Simon Frost (1.6 Caterham 7), 11m48.9s; 4, Grant Stewart (1.6 Caterham 7), 12m08.2s. **Under 1600cc:** 1, Ogilvie; 2, Paterson; 3, Frost. **Fastest lap:** Ogilvie, 56.4s, 65.74mph. **Over 1600cc:** 1, Tom McCallum (3.5 Triumph TR7 V8); 2, Douglas Anderson (3.1 Dutton Phaeton); 3, Colin Elstrop (2.0 Triumph GT6). **Fastest lap:** John Peace (2.0 Dutton B Plus), 57.9s, 64.04mph.

**Ford Fiesta Qualifier (12 laps):** 1, Michael Helm, 12m17.2s, 60.36mph; 2, J M Smith, 12m20.4s; 3, Nick Bates, 12m20.8s; 4, Colin Stancombe, 12m21.2s; 5, Stephen Hepworth, 12m21.5s; 6, Justin Boyce, 12m21.9s. **Fastest lap:** Helm, 60.0s, 61.80mph.

**Shell Oils Scottish FF2000 (12 laps):** 1, Tom Brown (Reynard 86SF), 9m44.3s, 76.15mph; 2, Stewart Roden (Reynard 86SF), 9m46.4s; 3, Cameron Binnie (Reynard 87SF), 9m47.2s; 4, Neil Cochrane (Reynard 86SF), 9m46.7s; 4, Stuart Gray (Reynard 84SF), 9m59.9s; 6, Ian Bruce (Reynard 86SF), 10m00.6s. **Fastest lap:** Brown, 47.8s, 77.57mph.

**Road Saloons - Over 1600cc (12 laps):** 1, Hugh Chalmers (2.3 Opel Manta), 11m22.1s, 62.33mph; 2, Tom Bell (2.3 Vauxhall Chevette), 11m33.8s; 3, Allen Smith (2.3 Vauxhall Chevette), 11m50.3s; 4, D Ferguson (Sunbeam Lotus), 11m52.9s; 5, Raddy Sarafilovic (2.2 Sunbeam Lotus), 12m04.5s; 6, Alaster Cunningham (2.2 Sunbeam Lotus), 12m05.4s. **Fastest lap:** Chalmers, 55.6s, 66.69mph (record).

**Ford Credit Fiesta Championship (12 laps):** 1, Graham Churchill, 12m02.5s, 61.59mph; 2, John Wadsworth, 12m03.7s; 3, Michael Helm, 12m08.7s; 4, Colin Stancombe, 12m09.3s; 5, Brian Farminer, 12m15.4s; 6, Paul Ingram, 12m18.7s. **Fastest lap:** Ian Briggs, 59.2s, 62.64mph (record).

**The MacAndrews For Citroen Scottish FF1600 (12 laps):** 1, Cameron Binnie (Van Diemen), 10m28.9s, 70.75mph; 2, Harvey Gillanders (Van Diemen), 10m29.0s; 3, Colin Birkbeck (Van Diemen), 10m32.3s; 4, Roy Lou (Crossle 62F), 10m32.6s; 5, Geordie Taylor (Van Diemen RF84), 10m43.1s; 6, Ewan Buchan (Van Diemen), 10m46.4s. **Fastest lap:** Binnie, 51.1s, 72.56mph (equals record).

**Road Saloons - up to 1600cc (12 laps):** 1, Iain Gardner (1.6 Peugeot 205 GTi), 11m52.5s, 62.45mph; 2, Ray MacDowall (1.6 Ford Fiesta), 11m52.9s; 3, Glen Mortimer (1.6 Talbot Avenger), 12m08.1s; 4, Brian Beverley (1.6 Talbot Avenger), 12m16.0s; 5, James Mackay (1.3 Mini), 12m22.5s; 6, Tom McCallum (1.3 MG Metro), 12m37.7s. **Fastest lap:** MacDowall, 57.9s, 64.04mph (record).

**Western Automobile Historic Handicap (12 laps):** 1, Andrew Houston (2.0 TVR Climax), 13m14.9s, 50.46mph; 2, John McDonald (2.2 Morgan 4/4), 13m24.6s; 3, Charles Munro (1.0 Vixen VB 1V), 13m27.1s; 4, Bill Symons (Alvis), 13m33.5s; 5, Tom Richardson (1.1 Brooklands Riley), 13m38.7s; 6, Jock McKinnon (1.1 Riley 9), 13m41.7s. **Fastest lap:** John Fyda (1.0 Elva FJ), 57.2s, 64.83mph.

**Sportstune Motor Co GT cars (12 laps):** 1, Ron Cumming (3.4 Lotus Esprit), 9m50.7s, 75.33mph; 2, Bill Paul (2.0 AC 3000 ME), 10m06.5s; 3, Tony Bridge (1.0 Maguire Stiletto), 10m22.3s; 4, Kenny Coleman (1.0 Esprit), 10m29.5s. **Up to 1000cc:** 1, Bridge; 2, Coleman; 3, Eric Munnoch (1.0 Davrian Mk8). **Fastest lap:** Coleman, 50.5s, 73.42mph. **Over 1000cc:** 1, Cumming; 2, Paul; 3, Eddy Beerman (1.8 Skoda Coupe). **Fastest lap:** Cumming, 48.3s, 76.77mph.

**Lowland Tyres & Exhaust Sports & Clubmans (12 laps):** 1, John Fyda (1.7 Vision), 9m24.7s, 78.79mph; 2, Jim McGaughay (2.0 FES Thundersport), 9m33.4s; 3, Eric Paterson (1.7 Vision), 9m48.5s; 4, Allen Johns (1.7 Mallock 24/27), 9m57.6s. **Class 'A' Clubmans:** 1, Fyda; 2, Paterson; 3, Johns. **Fastest lap:** Fyda, 45.7s, 81.14mph. **Class 'B' Clubmans:** 1, Andy Smith (1.6 Mallock 27SG); 2, Jim Irwin (1.6 Mallock 20B/24); 3, Bill Carr (Mallock Mk16). **Fastest lap:** Smith, 49.4s, 74.31mph. **Sports:** 1, McGaughay, 45.8s, 80.96mph.

**McLaren Hennes Scottish Modsports & Saloons Championship (12 laps):** 1, Tom Bell (2.3 Chevette), 11m06.9s, 66.72mph; 2, Walter Robertson (2.3 Opel Manta), 11m07.3s; 3, Martin Dunn (1.0 Davrian), 11m07.6s; 4, Hamish Ogilvie (1.6 Caterham 7), 11m11.5s. **Saloons under 1600cc:** 1, Ray MacDowall (1.6 Fiesta). **Fastest lap:** 55.6s, 66.69mph (record). **Saloons over 1600cc:** 1, Bell; 2, Robertson; 3, Lewis Emslie (2.4 Mazda RX7). **Fastest lap:** 53.2s, 69.70mph. **Sports Cars:** 1, Dunn; 2, Ogilvie; 3, Peter Chamberlain (1.0 Davrian). **Fastest lap:** Dunn, 53.8s, 68.92mph.