

INGLISTON

Leslie cracks track record

21.8.80

DAVID LESLIE had a field day at Scottish MRC's Opel Dealers Trophy meeting at Ingliston on Sunday. His Hope Scott Ralt won the Hitachi Atlantic round and the *Glasgow Herald* race. And he set a new circuit record at 83.51 mph.

After a parade of Opels, and a chance to see the new Chevron B52 in action, came the LMS Promotions race for Clubmans cars. John Fyda was on pole, but his Agra Mallock had a gearbox "full of the wrong ratios". He romped away at the start, helped by the fact that Andy Smith's Mallock, alongside on the front row, was missing second gear. In the rather fumbled start, Smith lost out on the dash to the Esses, which Fyda reached ahead of John Mackie and Kenny Allen. However, Smith came back strongly to take second place on lap two, when Mackie called briefly at the pits. Fyda couldn't hold the pace, Smith went ahead on lap six, and Sandy Watson followed him through three laps later.

The Dealer Opel Team Trophy race was a mixed bag of production saloons and the handicapped one-litre GT cars which hadn't made the entry list for their own race. Hamish

Irvine's Commodore led off from pole position, with John Cleland's reshelled Commodore in very hot pursuit. The two big Opels seemed at times to be occupying one and a half Commodores' width of the track. Cleland tried for the outside at Arena on lap seven, a manoeuvre just not on with such bulky cars, but finally got past at Southstand on lap eight, as Irvine lost third gear. John Smith's Kadett was a more restrained third, and Rod McLeod's Imp led home the one-litres.

Main event of the day, and the longest race at Ingliston for several years, was the 35-lapper, sponsored by the Caledon Coal Company, as a round of the Hitachi Atlantic championship. David Leslie's smart Hope Scott Ralt was on pole, with Ian Flux finding the Ehrlich well suited to this tight circuit as he put it second on the grid, on the same time as Cameron Binnie's Andy Barton March on the row behind. Leslie's task was made easier, first of all when Phil Dowsett's Pinch Plant

March was abandoned in practice with differential trouble. And then, after blowing a head gasket in practice, Alo Lawler fitted a spare engine to the L & B Ralt, only to have it give trouble on the dummy grid.

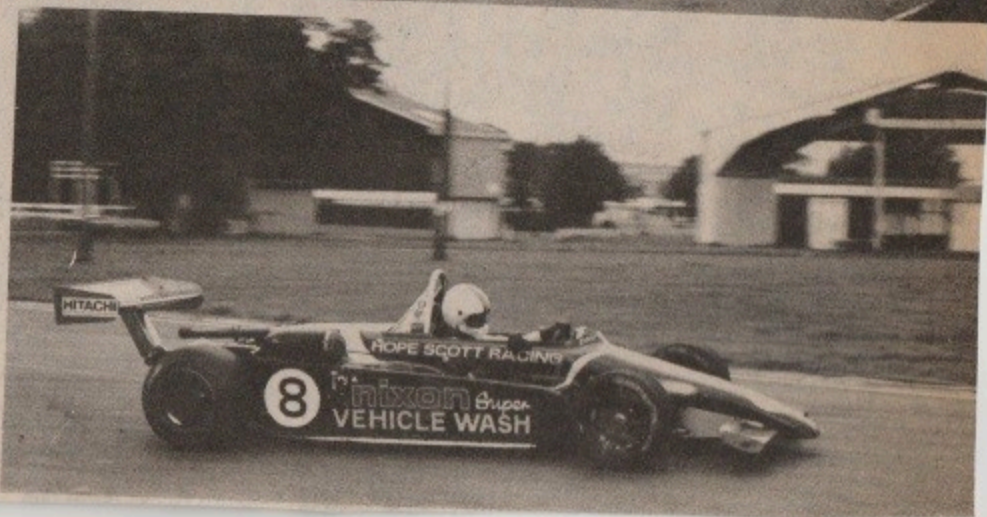
Leslie had three wins at Ingliston to his credit already this season, and he swept off into the lead, from Flux in the Ehrlich, Binnie in the March and Dave Duffield in the Caledon Ralt. That

Hamish Irvine heads John Cleland during the DOT Trophy prod saloon race, above, while David Leslie (below) breaks the outright circuit record en route to another Atlantic win.

order didn't change throughout, even though, on his entrant's instructions, Leslie eased off about two-thirds of the way through, since he had another race to come.

But Flux was black-flagged late in the race because the Ehrlich's rear wing had slumped at one side. He didn't respond, was excluded from the results, and had a protest about the exclusion turned down. The results are still provisional, though, since the Ehrlich team have given notice of appeal.

In the Skipton Building Society race for one-litre GT cars, Jim McGauchay and Bob Leckie in Imps made a real sprint of it to the first corner, McGauchay holding his pole-position line. Leckie gradually dropped out of touch, and pulled off on the back straight



on the last but one lap. Ian Forrest's Drambuic Davrian inherited the place.

Tom Brown in the Parks of Hamilton Van Diemen was on pole for the Shell Championship FF1600 race, with a space alongside him where Colin Birbeck's Royale should have been. The space was too much of a temptation for Mark Paulo, who beat the flag from his second-row berth, and was promptly docked 10s. Brown was soon right behind him, took the lead halfway round the opening lap, and put in another fine drive as he wafted further away each lap. The fight for third place was rather a brusque one, and after shennanigans into the hairpin on lap eight, Paulo was followed, on the road, by Bryan Gowans, Vic Covey, Chic Stenhouse and Gordon Stephenson. But these four re-arranged themselves several times more before the finish.

David Leslie was back out for the Glasgow Herald race, round five of the libre championship. He was 2s up at the end of the first lap, with Dave Duffield and Bernie Hunter leading the pursuit,

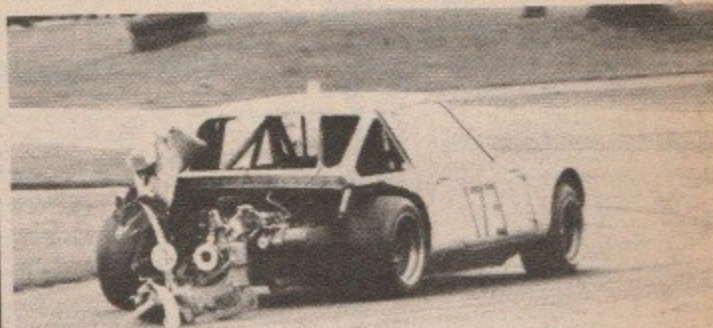
and getting closer and closer until Duffield was only 0.3s in front by the end. Graham Hamilton had the big Surtees up to fourth place on the first lap, but had trouble at the hairpin next time round, called twice at the pits and retired on lap eight. In the course of an impeccable drive, Leslie took 0.2s off his own record on lap five, then trimmed off another 0.1s on lap 11 and repeated that time on lap 13, to show that he was trying all the way.

Last event was the Opel Dealers Trophy race for GT cars over 1000 cc. Walter Robertson's DFVW was fastest in practice from Douglas Niven's VW-Chevrolet, with Laurence Jacobsen's 2-litre Imp a non-starter after not feeling right in practice. Niven made what looked like a very quick start, led Robertson for the first lap, but pulled off second time round as he felt a driveshaft begin to go. That left Robertson with a very long lead over Murray Burgess's Escort-Chevy. Gus Young's Agra Davrian went well to win the 1500 cc class and take third place overall.

R.F.



"Oi, give me my bonnet back," Roy Knowles appears to be saying after stopping his low-line Imp (above). "Funny, but I could have sworn I dropped something": Roy Wilson's Clan Crusader suffers a dramatic rear end disintegration.



Clubmans — 10 laps: 1. A. Smith (1.7 Mallock Mark 21), 8m 08.8s (75.86 mph); 2. S. Watson (1.7 Mallock Mark 20B); 3. J. Fyda (1.7 Agra Mallock); 4. K. Allen (1.7 Mallock Mark 20). Fastest lap. Class A: Smith, 47.1s (78.73 mph). Fastest lap. Class B: G. Sword (1.6 Mallock Mark 16B), 52.0s (71.31 mph).

Production saloons and GT cars up to 1000 cc — 10 laps: 1. J. Cleland (2.8 Opel Commodore), 10m 17.9s (60.01 mph); 2. H. Irvine (2.8 Opel Commodore); 3. J. Smith (2.0 Opel Kadett); 4. R. Montgomery (2.0 Opel Kadett). Fastest lap. production saloons: Cleland, 60.3s (61.49 mph). Fastest lap. GT cars: A. MacFadyen (1.0 Davrian), 60.2s (61.59 mph).

Formula Atlantic — 35 laps: 1. D. Leslie (1.6 Ralt RT4), 26m 40.5s (81.09 mph); 2. C. Binnie (1.6 March 77B); 3. D. Duffield (1.6 Ralt RT1); 4. B. Hunter (1.6 March 80A). Fastest lap: Leslie, 45.0s (82.40 mph). These results subject to appeal.

GT cars up to 1000 cc — 15 laps: 1. J. McGauchay (1.0 FES Imp), 13m 38.1s (67.99

mph); 2. I. Forrest (1.0 Drambuic Davrian); 3. R. Gauld (1.0 Sunbeam Stiletto); 4. K. Murray (1.0 Davrian). Fastest lap: McGauchay, 52.9s (70.09 mph).

FF1600 — 12 laps: 1. T. Brown (1.6 Van Diemen RF80), 10m 44.3s (69.06 mph); 2. B. Gowans (1.6 PRS RH01); 3. C. Stenhouse (1.6 Van Diemen RF79); 4. G. Stephenson (1.6 PRS RH01). Fastest lap: Brown, 53.0s (69.96 mph).

Formule Libre — 15 laps: 1. D. Leslie (1.6 Ralt RT4), 11m 21.0s (81.67 mph); 2. E. Duffield (1.6 Ralt RT1); 3. B. Hunter (1.6 March 80A); 4. S. Lawson (2.0 March 772P). Fastest lap under 1600 cc: Leslie, 44.4s (83.5 mph). new outright circuit record. Fastest lap over 1600 cc: Lawson, 46.0s (80.61 mph).

GT cars over 1000 cc — 15 laps: 1. V. Robertson (3.0 DFVW), 13m 22.7s (69.9 mph); 2. M. Burgess (4.7 Escort-Chevy); 3. G. Young (1.1 Agra Davrian); 4. Cumming (1.9 Escort). Fastest lap under 1500 cc: Young, 54.4s (68.16 mph). Fastest lap over 1500 cc: Robertson, 50.7s (73.14 mph).