

Scotland 2, England 0

THE Scottish Motor Racing Club's meeting at Ingliston on Sunday was rather a split-personality affair. Some of the races were quite gentle, others were hectic to the point of being almost incomprehensible. Two of the demonstrations — by MG CC members of autotests, and of DAF trucks by the main-race sponsors — went off on schedule. But commentator Jim McInnes was talking himself hoarse about a mysteriously delayed aerobatic display, when it was discovered that the pilot had called it off with Air Traffic Control five and a half hours previously, without, apparently, letting anyone at Ingliston know . . .

The Junior FF1600 event was the best opening to an afternoon's racing for quite a while. Sandy McEwen's Moore's Lemonade Crosslé took an early lead, but Stephen Robertson's PRS gradually wore it down and slipped ahead at Lefthander on lap five. Behind them, a huge battle developed, closely involving Harry Minty, Harvey Gillanders and Raymond Forgie, who finished in that order with 0.4 seconds covering them.

Derek Butcher in the Caterham

7 which wasn't on pole position for the up to 1600cc road cars race got the drop on David Nisbet's, which was, and stormed off towards the Esses at the start. They stayed in that order throughout the 10 laps, although it was Nisbet who set a new class record. Behind them, Sid Harrison's Clan Crusader was a lonely third, and Jimmy Fleming's Toyota Celica an equally lonely fourth, ahead of Charles Campbell's Broadford Hote Davrian, which had been amusing itself in the forests of

the Autumn Stages Rally the day before.

Most keenly anticipated race of the day was the Scotia-DAF 12-lapper for Clubmans cars, with several Clubmans Register drivers up from the south to do battle with the Agra Mallocks of John Fyda and Kenny Allen, who'd won at Zandvoort. Unfortunate happening number one was a night-before Clubmans party, which left several participants in less than fighting fettle when practice came around. Number two was when Will Hoy retired his Reid Wines Mallock on the warm-up lap, the brake pedal having clanged ominously to the floor.

Rather unexpectedly, Vernon Davies in the other Reid Wines Mallock and Sandy Watson shared the front row, with Fyda and Allen behind. There was obviously going to be a light-the-blue-touch-paper effort from the Agra drivers to get in front from the flag. Davies and Watson led from the line, but Allen was tigering away at them from the start. At the end of the opening lap it was Davies by two lengths from Allen, then Richard Mallock in the works car being harried by Fyda. On lap three Fyda pulled off after the hairpin with a broken diff — a repeat of a practice problem. One lap later, Allen slammed through at Lefthander to take the lead.

At the end of lap seven, Allen managed to get no fewer than five lapped cars between himself and Davies as he rocketed towards the Esses, and that was that. Nick Bridge was the best B-class driver in sixth place overall, followed by Jim Irvin and Eddie Kimball.

Tom Brown took an immediate lead in the Senior FF1600 race from Stewart Roden, and they held those positions to the end, although Roden had to fight off a mid-race attack by Roy Low and then, after Low dropped to seventh place thanks to a slide at Lefthander, a later one from Chic Stenhouse.

The GT race looked as if it was about to start with a colossal shunt

at the Esses as George Coghill in the Norfrost Esprit (beaten off the line by Tony Bridge's Maguire Stiletto, and having slotted in behind) suddenly darted out to thunder past on the inside. Eric Paterson's Europa petered out at the hairpin on lap two, Harry Simpson and Ian Forrest in Davrians swapped midfield places, then, in the space of three laps, Eric Munnoch retired the V8 Stiletto from fourth place, Bridge spun the Maguire Stiletto from second to third at Arena, Coghill pulled off to retire at Caravan, and Bridge went out for good after a class record-breaking run. Kenny Coleman's Davrian suddenly found itself with a substantial lead over Ian Forrest's similar car, with Gus Young's Agra Scirocco and Bob Milne's Imp taking the rest of the prize money.

Dave Duffield and George McMillan in the two Ralts finished first and second, totally as expected, in the Libre race. Some of the Clubmans cars came out to make up the numbers, and Sandy Watson took a good third place. Will Hoy, not having finished — or even started — the original Clubmans race, was on the back row of the grid, and worked wonders to haul himself up to fourth, although a lap behind.

Some under-1600 cc road cars were also added as boosters to the over-1600 cc race, which was red-flagged when Terry Taylor rolled his Chevette, without serious personal damage, after the Esses on lap two. In the shortened second edition, Andrew Jeffrey was left briefly behind when the pole-position BMW 323i wheelspinned at the start, as it had done first time out, and Adrian Hamilton's Dutton took the lead. As before, Jeffrey soon had the BMW ahead. Hamilton was overhauled by Butcher's Caterham 7, Harrison's Clan Crusader made a mid-race spurt to put the Dutton another place down, and Howard Fowler's Capri X held off Jimmy Fleming's Celica by a fifth of a second for fifth place. D.F.

KENNY ALLEN: putting one over the English Clubmans contingent.

