

Rotor motor

The final meeting of the Ingliston season, with an eight race programme, was run in dry conditions which no doubt contributed to the GT class records taking a beating and Willie Hourie, having settled into the Ecosse Chevron, knocking a fraction off the Sports 2000 record.

The opening Hubert Mitchell Junior FF 10-lapper saw Neil Cochrane spin his Crossle to the back of the field, allowing pole holder Lance Gauld ahead only to eject his PRS nose cone. These frolics were taken advantage of by Ralph Halley, slamming his Crossle into the lead and leaving the PRS to fall into the orbit of Richard Mitchell, tailed by the Crossle of Sandy McEwan. As they closed up for the run to the flag, Gauld had to give way to the charge of Richard Mitchell who just failed to beat Halley.

The Agra Mallocks once again dominated the smallest Sports/Clubman race, Kenny Allen holding off John Fyda until mid race, the pair swapping the lead for the rest of the 12 laps, but with John taking the flag and also the sports car championship. Meanwhile Willie Hourie in the Ecurie Ecosse Chevron briefly held third, but Bill Drummond in his Mallock was in cracking form, soon demoting the Sports 2000 car.

Andy Barton made one of his welcome, if rare, appearances at Ingliston this season, rushing away from the rest of the field in his potent AC. Ranged against him was Jim McGaughay initiating his new Lancia-Toleman to the circuits, the chassis still in hillclimb spec, and Eric Paterson, whose neat Europa snatched second before the Forth Electrical Services/ James Jack (Evanton) Lancia demoted him to third. Ken Coleman fled from Harry Simpson, their Davrian battle lasting until the former spun, clouting the barrier and forcing the Edinburgh butcher to take to the infield, this allowing Ron Cumming to claim fourth, despite his Esprit sporting a kinked tub, taped together after a practice joust with the barriers. Brian Fletcher's Sunbeam Stiletto was moving well until it disappeared, elevating the Mini of James Argo and Bob Milne's Imp GT, only for these two to be overwhelmed by the forceful Simpson on his way to fifth, slashing Tony Bridge's recently established record in the process.

With Tom Brown already having the Marlboro Scottish FF championship under his belt, he burned much midnight oil in sorting the chassis of the Glasgow-built Rotor JT1. He duly rocketed away from the large field, but was tailed by his old adversary, Roy Low, whose PRS was a constant shadow.

Front row man Geordie Taylor had his Spartan tucked in behind, challenged hard by Peter Jamieson until the pair eliminated themselves at Caravan. Chic Stenhouse had his Van Diemen hovering dangerously close, until being passed after seven laps by Wally Warwick's sleek Reynard.

In the historic event, Roderick Macpherson fought his Cooper Bristol off ahead of the Lola of Tony Steele to maintain a race long lead despite the attentions of the Lotus Elan of Robin Gray, who took up the challenge. Oliver Robinson, in another Cooper Bristol, had a fight on his hands but alas the beautiful Maserati of Rodney Felton spat a nut out of the cam cover, oil fountaining out of the resultant hole and dropping him from the fray. Ron Footitt entertained with his usual exhilarating display in the Cognac Special to earn thunderous applause in winning the pre-war class.

When the Libre field set off on their 15 laps David Duffield and George MacMil-

lan circled their Ralts as if tied together with John Mackie hanging on in the Kenny Allen Mallock, the trio leaving Derek Palmer (Reynard SF 81), the Chevron of John Clark, Willie Hourie and Bill Drummond to worry over fourth place.

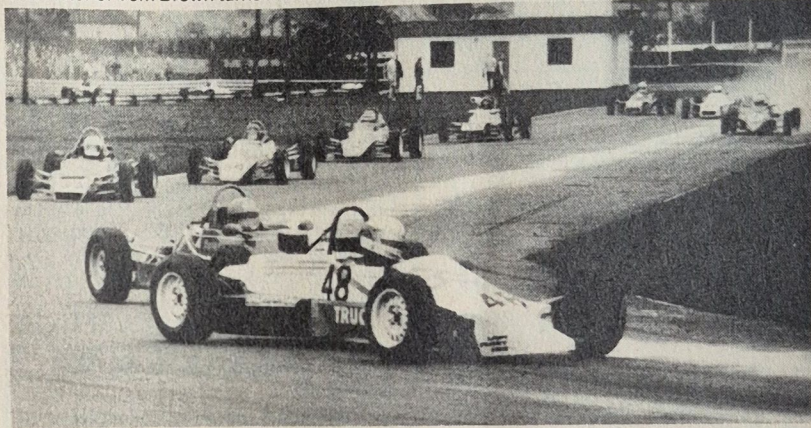
In the popular Road car class, such was the interest that the organisers split this into two 12 lap events, one for sports cars and one for saloons to round off the 1983 season.

In the sports event, it looked as if Robin Gray had things sewn up, but Sid Harrison and Derek Butcher in Clan and Caterham 7 respectively, thought otherwise, the trio battling for the same stretch of track until Butcher dropped back and Harrison hustled his Crusader in front. Meanwhile Charlie Campbell again proved how effective is his Davrian, ousting the Dutton of Adrian Hamilton and leaving Alan Lamb to take a sedate sixth in his Morgan 4/4.

The road saloons found Jimmy Fleming appear to have an unassailable lead from the BMW of Andrew Jeffrey, but the latter was inexorably catching up and only just failed at the flag, being right on the tail of the Toyota Celica. Alistair Gray tortured the tyres of his Escort RS 2000 in third place, while Howard Fowler had to use the power of his Capri to overwhelm the flying Scirocco of Olly Ross.

BILL HENDERSON

The Rotor of Tom Brown turns into Lefthander under pressure from Roy Low's PRS.



Ingliston (GB), Oct 2, SMRC

The Hubert Mitchell Scottish Junior FF 1600 Championship race (10 laps): 1, Ralph Halley (Crossle-Minister 50F), 9m 15.5s, 66.75mph; 2, Richard Mitchell (PRS-Auriga 80F), 9m 15.6s; 3, Lance Gauld (PRS-Auriga 82F), 9m 16.4s; 4, Sandy McEwan (Crossle-Scholar 32F), 10m 16.6s; 5, Harry Minty (PRS-Minister 79F), 9m 17.0s; 6, Cliff Harper (Hawke-Minister DL15), 9m 17.2s. **Fastest lap:** Harper, 53.9s, 68.79mph.

Lowland Tyres and Exhausts Scottish Sports Car Championship race for Sports/Clubman cars (12 laps): 1, John Fyda (1.7 Mallock U2-Agra Mk24), 9m 36.8s, 77.14mph; 2, Kenny Allen (1.7 Mallock U2-Agra Mk24), 9m 37.1s; 3, Bill Drummond (1.7 Mallock U2), 10m 13.1s; 4, Willie Hourie (2.0 Chevron), 10m 16.0s. **Clubman 'A':** 1, Fyda; 2, Allen; 3, Drummond. **Fastest lap:** Fyda, 46.0s, 80.61mph. **Clubman 'B':** 1, Jim Irwin (1.6 Mallock U2 Mk16). **Fastest lap:** Irwin, 54.6, 67.91mph. **Sports 2000:** 1, Hourie; 2, Keith Bowmaker (Lola T492); 3, Bill Ness (2.0 Tiga). **Fastest lap:** Hourie, 50.4s, 73.57mph (record).

Forth Electrical (Stirling) Trophy for Luckenpey Scottish GT Championship and Sportstune Scottish GT Championship race (12 laps): 1, Andy Barton (A.C. ME 3000), 10m 01.6s, 73.96mph; 2, Jim McGaughay (Lancia-Toleman), 10m 22.9s; 3, Eric Paterson (1.5 Lotus Europa), 10m 59.8s; 4, Ron Cumming (Lotus Esprit), 11 laps. **Up to 1000cc:** 1, Harry Simpson (1.0 Davrian); 2, Bob Milne (1.0 Imp GT); No other finishers. **Fastest lap:** Simpson, 50.7, 73.14mph (record). **1001-1500cc:** 1, Paterson; 2, James Argo (1.3 Mini); 3, Stan Share (1.2 Clan Crusader). **Fastest lap:** Paterson, 50.2s, 73.86mph (record). **Over 1500cc:** 1, Barton; 2, Mc Gaughay; 3, Cumming. **Fastest lap:** Barton, 46.9s, 79.06mph.

The Robertson's of Edinburgh Marlboro Scottish FF1600 Championship race (12 laps): 1, Tom Brown (Rotor-Scholar JT1), 11m 03.4s, 67.07mph; 2, Roy Low (PRS RH01), 11m 03.8s; 3, Walter Warwick (Reynard-Auriga 83FF), 11m 12.5s; 4, Colin Birkbeck (Van Diemen RF 81), 11m 20.7s; 5, William Rose (Royale RP 26/80), 11m 23.7s; 6, Ralph Halley (Crossle 50F), 11m 24.1s. **Fastest lap:** Warwick, 53.0s, 69.96mph.

Historic Cars race (12 laps)—overall: 1, Roddy Macpherson (2.0 Cooper Bristol), 12m 20.0s, 60.13mph; 2, Robin Gray (1.6 Lotus Elan), 12m 20.9s; 3, Oliver Robinson (2.0 Cooper Bristol), 12m 49.2s; 4, Ron Footitt (2.0 Cognac Special), 13m 04.2s. **Historic Cars:** 1, Gray; 2, Stan Share (1.2 Clan Crusader); 3, Keith McLeod (1.6 MGA Coupe). **Fastest lap:** Gray, 60.1s, 61.69mph. **Post War:** 1, Macpherson; 2, Robinson; 3, John Foster (3.8 Jaguar). **Fastest lap:** Tony Steele (1.1 Lola MkII), 59.4s, 62.42mph. **Pre-War:** 1, Footitt; 2, Bill Kirkpatrick (Fraser-Nash); 3, Stewart Gordon (1.1 The Trice). **Fastest lap:** Rodney Felton (Maserati), 1m 02.0s, 59.81mph.

Scottish Formula Libre Series race (15 laps): 1, David Duffield (2.0 Ralt RT4), 11m 36.2s, 79.89mph; 2, George McMillan (2.0 Ralt RT2), 11m 46.8s; 3, John Mackie (1.7 Mallock), 12m 08.6s; 4, Bill Drummond (1.7 Mallock), 12m 03.9s; 5, Derek Palmer (2.0 Reynard SF 81), 12m 07.4s; 6, John Clark (2.0 Chevron B54), 12m 07.7s. **Fastest lap:** Duffield, 44.2s, 83.89mph.

Road Sports Car Race (12 laps)—overall: 1, Sid Harrison (1.0 Clan Crusader), 12m 22.9s, 59.90mph; 2, Derek Butcher (1.6 Caterham 7), 12m 24.0s; 3, Robin Gray (1.6 Davrian Mk8), 12m 50.4s. **Up to 1600cc:** 1, Harrison; 2, Butcher; 3, Campbell. **Fastest lap:** Butcher, 59.9s, 61.90mph (equals record). **Over 1600cc:** 1, Adrian Hamilton (1.6 Dutton/Espair). **Fastest lap:** Hamilton 1m 03.8s, 58.12mph.

The GMK Design Trophy race for Road Saloons (12 laps)—overall: 1, Jimmy Fleming (1.6 Toyota Celica), 12m 44.8s, 58.18mph; 2, Andrew Jeffrey (2.3 BMW 323i), 12m 45.6s; 3, Alistair Gray (2.0 Ford Escort RS 2000), 13m 04.6s; 4, Howard Fowler (3.0 Ford Capri), 13m 07.5s. **Up to 1600cc:** 1, Fleming; 2, Olly Ross (1.6 VW Scirocco); 3, Stephen Harvey (1.6 VW Scirocco). **Fastest lap:** Fleming, 62.5s, 59.33mph (record). **Over 1600cc:** 1, Jeffrey; Gray; Fowler. **Fastest lap:** Jeffrey, 1m 02.1s, 59.71mph.

SILVERSTONE

Last weekend's traditional BRDC Championship Finals meeting, backed by Atlantic Computer Leasing, providing a wealth of exciting racing and plenty of incident. Full report next week.

