INGLISTON

6-8-81

Two for Robertson

HEADED by BBC (Big Bill Cleland), the Opel Dealers were out in force as main sponsors of the Sunday, July 26,race meeting at Ingliston near Edinburgh, where John Cleland also took the chance of demonstrating the Group 1½ Opel Monza which will be seen at the Silverstone TT. The closest racing of the day was seen in the Formula Ford thrashes, but the main championship race ended in protests when both Tom Brown's and Vic Covey's engines were deemed illegal since they were not equipped with the required "holes" to allow the RAC Stewards to seal them. The small touring cars were also exciting to watch but the rest of the programme lacked a bit of sparkle, although the sheer speed of the Libre and Atlantic cars was mighty impressive around this tight circuit.

For the start of the Skipton Building Society Formula Ford race, Archie Boyle thrust his venerable Lotus 51 into the lead ahead of Gordon Stephenson's PRS, and kept it there until the hairpin on lap seven, when the two cars came together leaving a mess for the marshals to clear up. Thereafter, Graham Leggat in his Van Diemen took the lead in front of a high speed procession consisting of John Dunn (Van Diemen), Iain Nicolson (Hawke), Allan Bremner (Hawke), Ralph Halley (Crossle) and Dougie Hamilton in the Lothian Sports Cars Van Diemen, with hardly room for a shadow between them. The order remained the same until the last lap, when Dunn spun away his second place, dropping to fifth.

The first heat of the Opel Dealers' Trophy Race saw the big cars in the Grand Touring category coming out first, with Walter Robertson's Skoda sharing the front row with Jim McGaughey's Renault 5. As the Saltire flag dropped, McGaughey was already slightly under way, and was docked 10s for a jumped start, so all that Walter had to do was tuck himself in behind the Renault and stay there. Ron Cumming was a lonely third ahead of the top 1001-1500 class winner, Hugh Chalmers with his Davrian, who was just ahead of a similarly mounted and hard trying Alan Ritchie. However, the crowd's cheers were reserved for Jimmy Pinkerton in the Mini when he got totally out of shape at the hairpin, almost hitting the Gas Board building but at the last moment, missing everything and continuing into seventh place behind Graham Stupple's Mini.

With Andy Smith racing at Brands Hatch, the Andy Smith Metals Trophy Race for Sports Cars was won by team mate Kenny Allen in his Mallock, just ahead of John Fyda in another Mallock after chasing hard for the entire 10 laps. Fyda just couldn't find a way past the wily Allen but didn't allow him to take it easy at any time. Jim Stevenson's Mallock dropped out after two laps, allowing Sandy Watson to take third place ahead of the top B Class runner, John Mackie with Graham Sword in the Perries of Elgin car making it five Mallocks in the top five places. Brian Stevenson was the top placed Sports 2000 car after slipping past Nick Wadham's Haggispeed at the hairpin, the Chevron staying well out of the reach of Richard Mitchell's Link Sports 2000.

The second heat of the Opel Dealers' Trophy Race was for the smaller engined Grand Touring Saloons up to a 1000cc, and provided the usual heart-stopping action as they all left the start and stormed into the Esses — still in grid formation! The regular Ingliston spectator might be forgiven for thinking that this would sort them all out, but not a bit of it, for they were still trying to come round Caravan three abreast, plus one on the grass! No-one actually snatched the lead from the start but Ken Murray seemed to be closest to that title with his Davrian, but Ian Forrest's Davrian wasn't far behind, despite a push start off the dummy grid, but this became academic when the head gasket blew after four laps! George Coghill (Davrian) was meanwhile cutting his way through the field, taking Ricky Gauld in the Express Surefreight Stiletto at the Hairpin on lap five, then William Donald at the same place on the next lap after a panel beating session between the Davrian and the Imp.

Coghill was now up to fifth behind Harry Simpson in the Edinburgh Aluminium Davrian and Dave Ogilvy in the Sportstune Stiletto. Simpson was in determined mood and hanging grimly on to third but on the last lap Coghill just managed to slip alongside at Clock and hang on for fourth overall at the chequered flag.

The Formula Ford cars were out once more for the Shell Super Oil Championship race, with the quickest of the earlier heat's cars joining the regular championship contenders. From the flag the two battling regulars took up their usual positions at the head of the field with Roy Low in the Tarduff Motors PRS just squeezing ahead of Tom Brown's Van Diemen. Vic Covey (Reflex Racing / Canon PRS) was the only one who could stay in touch with the two fliers at the front but even they pulled away as they fought out their own private battle. Chic Stenhouse and Wally Warwick both in Van Diemens were in lonely fourth and fifth places, but behind them another high speed procession was chasing the minor places, consisting of Geordie Taylor (Merlyn), Colin Verity (Hawke), Chris D'Agostino (Van Diemen) and Iain Nicolson (Hawke) finishing in that order.

With five laps to go Brown made his move coming out of Caravan on the right line to take Low at Southstand and that was the lead sewn up but it didn't stop Low from trying although Brown hung on until the finish and Stenhouse almost managed to sneak up on Covey for his third place. The race still wasn't over however, as both Tom Brown and Vic Covey had their engines sealed by the RAC Stewards later in the pits.

The 50 lap Akai Atlantic Challenge for Formula Atlantic and Libre Cars was shortened to 30 laps for Atlantic cars and 25 laps for Libre cars to enable them to complete a full race on one tank of fuel, but even that failed to add interest to an otherwise very processional race. Stuart Lawson simply blasted off the line with his March 722 and left everyone else floundering in his wake, but Ian Flux in the Ehrlich just pipped Dave Duffield in the Caledon Coal Ralt RT4 for the best line through the Esses but Dave re-instated himself in second place on the next lap.

As the cars roared their way round, we first of all lost Kenny Allen when he spun off into the barriers at the Esses allowing John Fyda to take his place despite no second gear, then George McMillan in the Bass Rock Garage March 772P started misfiring. Flux stopped for his second ignition spark box. Jim Stevenson retired and then Flux pitted once again but this time for good. On the 18th lap Fyda was out for good when the second driveshaft of his weekend snapped and in the closing stages of the race Alo Lawler in the L&B Excavations Ralt RT4 spun wildly at Caravan but didn't hit anything substantial.

As the two part race drew to a close, the final positions remained fairly static with Duffield winning the Atlantic part from Lawler. Geoff Byman's Irby Racing Lola which had survived its tangle with Allen's Mallock and Carlos Ulibarri in the Nick Adams March making his first visit to Scotland, Carlos being forgiven for referring to it as England! Lawson had the Libre race well sewn up ahead of Davy Muter's Barton which had suffered mechanical maladies during practice and Martin Dunn's Chevron.

The last race of the day was the Opel Dealers' Trophy Final of the two earlier heats for Grand Touring Cars but when Jim McGaughey's Renault retired on lap six, Walter Robertson had a clear run to the finish with, once again, Ron Cumming out on his own in second place. The 1-litre mob were in nose to tail action again with Simpson, Coghill and Ogilvy charging through the more powerful cars but Hugh Chalmers' Davrian expired in a great cloud of smoke when leading this bunch, such was the bang that Programme photographer Eric Bryce was showered with hot, oily shrapnel as he crouched behind the Armco. Now that Chalmers had left his oil on a tricky part of the circuit it became the place to avoid but not before Colin Christie's Vauxhall Chevette had revolved without hitting anyone following his furious dice with Bob Milne's Imp but Bob, too, failed to finish, although Colin survived to finish behind Ritchie's Davrian and the two Minis of Stupple and Pinkerton.

J.F.

Formula Ford — 10 laps: 1. G. Hegget (Van Diemen RF78), 9m 36.8s (64.29 mph); 2. I. Nicholson (Hawke Mk21); 3. A. Bremner (Hawke Mk21); 4. R. Halley (Crossle 31F RS); 5. J. Dunn (Van Diemen RF76); 6. D. Hamilton (Van Diemen RF78). Fastest lap: G. Stephenson (PRS 81F), 55.2s (67.17 mph).
GT over 1000cc — 10 laps: 1. W. Robertson (Skoda), 8m 31.7s (68.77 mph); 2. J. McGaughay (Renault 5T); 3. R. Cumming (Fiat Coupe); 4. H. Chalmers (Davrian); 5. A. Ritchie (Davrian); 6. G. Stupple (Mini). Fastest lap: Robertson, 49.6s (74.76 mph).
Sports Cars — 10 laps: 1. K. Allen (Mallock Mk20), 8m 05.4s (76.39 mph); 2. J. Fyda (Mallock 18B); 3. S. Watson (Mallock Mk21); 4. J. Mackie (Mallock Mk21B); 5. G. Sword (Mallock 16B); 6. B. Stevenson (Chevron B52). Fastest lap: Allen, 47.6s (77.90 mph).
GTs up to 1000cc — 10 laps: 1. K. Murray (Davrian Mk7), 8m 59.7s (68.70 mph); 2. K. Collman (Davrian); 3. H. Simpson (Davrian Mk8); 4. G. Coghill (Davrian 7/8); 5. D. Ogilvy (Sunbeam Stiletto); 6. W. Donald (Imp). Fastest lap: Murray and Coghill, 53.0s (69.96 mph).
FF1600 — 12 laps: 1. T. Brown (Van Diemen RF80), 10m 49.0s (68.56 mph); 2. R. Low (PRS R4B1); 3. V. Covey (PRS 81F); 4. C. Stenhouse (Van Diemen); 5. W. Warwick (Van Diemen RF76); 6. G. Taylor (Merlyn Mk 11). Fastest lap: Brown and Stenhouse, 53.3s (69.75 mph).
F/Atlantic and Libre — 30 laps: 1. D. Duffield (Ralt RT4), 23m 31.7s (78.80 mph); 2. A. Lawler (Ralt RT4); 3. G. Byman (Lola T760 G); 4. C. Ulibarri (March 80A); 5. S. Lawson (March 722 Hart)*; 6. D. Muter (Barton JYB3). Libre winner*. Fastest laps: Atlantic, Duffield, 46.3s (80.09 mph); Libre, Lawson, 45.4s (81.67 mph).
GT cars — 15 laps: 1. W. Robertson (Skoda), 12m 45.9s (72.62 mph); 2. R. Cumming (Fiat Coupe); 3. H. Simpson (Davrian Mk8); 4. G. Coghill (Davrian 7/8); 5. D. Ogilvy (Stiletto); 6. A. Ritchie (Davrian). Fastest lap: 48.6s (76.30 mph).