

INGLISTON

10-4-80

Leslie's Ralt races away to second win

SCOTTISH MRC's season at Ingliston started on Sunday, with ideal weather, but some very thin grids and racing which only occasionally, towards the head of the fields at any rate, ranked higher than processional. David Leslie scored his first win on the circuit in the *libre* race, and Douglas Niven's VW-Chevrolet had no real opposition in the GT events.

This year, special saloons and modsports are combined in a GT championship at Ingliston, sponsored by Iain McLaren's McLaren of Broxburn firm, with help from BL. The opening race of the meeting was an "elimination heat" in this championship, for cars under 1000 cc, although the fastest cars from practice had been skimmed off for a later heat.

Harvey Gillanders and Olly la Barre led from the line, but la Barre's Clan Crusader spun off at Lefthander first time round. Bob Leckie's Imp — seeming to be in quite a different class from the rest — took over the lead and just ran away from Martin Dunn and Harvey Gillanders. All three booked their passage into the later high-capacity heat.

The second-rank FF1600 cars came out next. Neil Cuthill's Hawke made the best start, but he lost out round the first lap, and was down to ninth place by the end of it. Tony Quinn went into

what looked like a clear lead from Duncan Hall's Royale, while John Bothamley's Van Diemen and Arch Cromar's March shook themselves clear of a good midfield scrap for third and fourth. On lap 8, however, Quinn slowed down and Hall — in the Royale co-sponsored by Laidlaws, who also put up the trophy for the race — eased past to win.

The first heat proper of the McLaren of Broxburn GT series was a fairly melancholy affair, the already thin grid reduced further when Jimmy Robertson's 1300 Skoda coupé punctured on the warm-up lap. Brian Stevenson's Bardene Davrian went into an immediate lead, which it held all the way. Alan Ritchie's Davrian was second from the line, but Jimmy Pinkerton's Mini gave it the old one-two into the Esses. By the time Ian Tulloch retired his Mini, there were only four cars on the circuit, but Jimmy Pinkerton livened up the last few laps as he

closed on the leading car, making fastest lap in the process.

It looked as if the real action would start with the Robertsons of Cardenden Clubmans race, a round in the Lowland Tyres championship. Kenny Allen and Andy Smith, team-mates, had their Mallocks on the front row. Smith got away first, Allen swooped in front by the Esses, and John Mackie really muscled through from farther back. Allen led for the first nine laps, with Smith in second place being menaced by John Fyda in yet another Mallock. But a smoking engine dropped Fyda some way behind in mid-race. It all looked like a set-piece finish when, on the last lap, Allen's car had a half-shaft go. He coasted round to third, with Smith and Fyda finding themselves handed first and second places on a plate.

The entry for the Balmoral Hotel race, the main heat of the GT event, looked excellent. But Laurence Jacobsen's new 2-litre Imp had incinerated itself during a test session, Iain McLaren's Skoda still isn't ready, and Walter Robertson's DFVW damaged itself comprehensively after a suspension breakage in practice. As if to even things up in the field that remained, Douglas Niven had a push-start from the dummy grid, and an attendant 10-second penalty. He romped ahead at the start, and seemed to have made up the penalty by the end of the second lap! George Coghill and Ken Coleman in Davrians were second and third, at a very respectful distance, but the sight of the race was Bob Leckie's unavailing efforts to climb over Jim McGauchay's Imp as they battled for fourth.

The main Shell championship FF1600 race saw Tom Brown lead all the way from pole position in the Parks of Hamilton Van Diemen. Keith Wickham's Van Diemen was second for a while but disappeared, giving the place to Roy Low's similar car. Duncan Hall made great efforts to come up through the field into third place, but retired to the pits, and that place went to Allan Bremner's Hawke, at the head of an excellent dice which also involved Dave Steedman's Hawke and Martin Simpson's Van Diemen.

Fastest race of the day was the Glasgow Herald round of the Lothian Chemicals *libre* championship. Andy Barton was on pole with his FA March, but it was David Leslie, fresh from his Mallory Park win the day before, who made an excellent start in the Hope Scott Ralt, and led the field into the Esses, with Barton right behind. That was the way it stayed all through the 20 laps, the two cars rarely more than a second apart. Dave Duffield's Caledon Ralt held third until lap 13, when Stuart Lawson went past in his March 772, having pressed hard for several laps before. Iain McLaren took fifth place in his F1 car, but fastest lap, and a new circuit record, since there have been alterations at the hairpin over the winter, was shared by Leslie and Barton.

The GT final was for the Edinburgh Students Charities Cup. With a one-litre car sharing the front row, Douglas Niven obviously took the VW-Chevy into an immediate lead, and he stroked quietly home to another win. George Coghill, from the other side of the front row, was second throughout. Bob Leckie

and Jim McGauchay staged another close battle for third place, and this time McGauchay took the honours. Harvey Gillanders enlivened the scene at Arena with a spin on lap 6, and Ricky Gauld did likewise on the back straight four laps later. R.F. GT cars under 1000 cc — 10 laps: 1. R. Leckie (Imp), 9m 23.2s (65.84 mph); 2. M. Dunn (Imp); 3. H. Gillanders (Imp); 4. G. Gunn (Davarian Imp). Fastest lap: Leckie, 54.5s (68.04 mph).

FF1600 — 10 laps: 1. D. Hall (Royale RP26), 9m 29.2s (65.14 mph); 2. T. Quinn (Merlyn Mark 11/17); 3. J. Bothamley (Van Diemen); 4. A. Cromar (March 708). Fastest lap: Hall, 54.6s (67.91 mph).

GT cars 1001-1500 cc — 10 laps: 1. B. Stevenson (1.1 Davrian Mark VIIA), 9m 25.5s (65.57 mph); 2. J. Pinkerton (1.3 Mini); 3. A. Ritchie (1.1 Davrian Mark VI); 4. S. Share (1.1 Clan Crusader). Fastest lap: Pinkerton, 54.9s (67.54 mph).

Clubmans — 10 laps: 1. A. Smith (1.7 Clubman Mark 20B), 8m 11.3s (75.47 mph); 2. M. Allen (1.7 Mallow Mark 18B); 3. K. Allen (1.7 Mallow Mark 20); 4. J. Mackie (1.7 Mallow Mark 18BW). Fastest lap Class A: Smith and Allen, 47.4s (78.23 mph). Fastest lap Class B: C. Reeves (1.6 Magnum 79B), 52.4s (70.76 mph).

GT cars — 10 laps: 1. D. Niven (5.0 VW-Chevrolet), 8m 55.7s (70.53 mph); 2. G. Coghill (1.0 Davrian Mark 7); 3. K. Coleman (1.0 Davrian); 4. J. McGauchay (1.0 Imp). Fastest lap over 1000 cc: Niven, 50.3s (73.72 mph). Fastest lap under 1000 cc: Coghill, 54.1s (68.54 mph).

FF1600 — 12 laps: 1. T. Brown (Van Diemen RF80), 11m 01.3s (67.29 mph); 2. R. Low (Van Diemen); 3. A. Bremner (Hawke DL15); 4. D. Steedman (Hawke DL19). Fastest lap: Brown, 53.7s (60.05 mph).

Formula Libre — 20 laps: 1. D. Leslie (1.6 Ralt RT4), 15m 18.9s (80.71 mph); 2. A. Barton (1.6 March 78 79B); 3. S. Lawson (2.0 March 772P); 4. D. Duffield (1.6 Ralt RT1). Fastest lap over 1600 cc: Leslie and Barton, 45.0s (82.40 mph). Fastest lap over 1000 cc: Lawson, 45.6s (81.32 mph).

GT cars — 15 laps: 1. D. Niven (5.0 VW-Chevrolet), 13m 41.0s (67.75 mph); 2. G. Coghill (1.0 Davrian Mark 7); 3. J. McGauchay (1.0 Imp); 4. R. Leckie (1.0 Imp). Fastest lap over 1500 cc: Niven, 51.8s (71.58 mph). Fastest lap 1001-1500 cc: Stevenson (Davrian), 53.9s (68.79 mph). Fastest lap under 1000 cc: Coghill, 53.6 mph (69.18 mph).

● All records rank as new class or circuit records, because of a modification to the circuit length.