

Heat and final to Dryden

The Ritchies/Croall and Croall meeting at Ingliston on September 16 promised well, but a spate of non-starters deprived the racing of some interest. These included Brian Henton and Kim Mather while, in the case of Eddie Cheever, the avid AUTOSPORT reader would have noticed that he was due at Vallenga on the same day. The cruel luck which has dogged Iain McLaren for most of this season continued, when his McLaren M26 inexplicably cleared the armco and got in among the spectators, during practice, leaving a puzzled Iain declining to start.

The meeting was plagued with rain which kept attendance sparse and encouraged gyrations as the penalty for too much 'wellie'. Bill Dryden profited from the conditions when he persuaded his venerable Firenza Ecosse to win both heat and final of the Special Saloon event.

The opening event for Formula Fords coincided with the onset of the rain which caused the departure on the first corner of Jim Patrick, Robin Simpson, Graham Millar and Ken Shade whose Royale lost each corner as it failed to get between two flag poles. George Franchitti led the rest in the PRS borrowed from Stu Lawson, but in the circumstances felt he must ease up, not so Eric Horsburgh, who gave an excellent display of wet weather driving to inherit the lead.

As the rain poured down leaving the VW Beetle-Chevy of Doug Niven spluttering and banging during the warm-up, it was the DFWW of Walter Robertson which led off the larger special saloons, but it was the evergreen Firenza Ecosse of Bill Dryden which held the inside line to the hairpin on the next tour and emerged in the lead, with Ian Forrest reeling in Robertson with his Drambuie Imp, much more manageable in the conditions. Sadly Niven pedalled his hardly mobile car only halfway round the circuit, as the leader completed two laps, and was joined by Walter Robertson at mid distance as water invaded his electrics too. Dougal persisted and eventually persuaded his Beetle to produce enough power to complete six laps while Robertson, after application of copious WD40 crept to the finish.

A mere half-dozen clubman cars appeared for their 10-lapper with John Mackie (18 BW) making a flying start which earned him a penalty, but it was the 20B of Jim Stevenson which assumed command, followed through on the second lap by the Nethan Valley Homes Mk19 driven by John Barr. Andy Smith (20B) ran an unhappy fourth, while Kenny Allen (Mk18) ran an unaccustomed sixth two laps in arrears, behind the Mk16 of Clive Reeves, due to a puncture on the warm-up.

From a large all Imp small saloon field, Jim McGauchey out-dragged Ricky Gauld who delayed the ATS version of Bill Thompson, as Ewan Buchan frightened most of the field as he steered across the track after the start. To emerge after one lap in fourth place, Brian Robertson in the lone Mini, unable to complete 100yds. Present class-leader in the Lombard Scottish Championship, Ricky Gauld had a freight race, spinning at Caravan and being collected by Dave Ogilvy in the Sportstune Accessories Stiletto, thereafter his car seemingly refused to handle properly. In the procession up front, Thompson annexed second place

from George Coghill as Kim Devin, the sole female driver fought past Brian MacLeod then Richard Mitchell for a fine sixth place behind Martin Dunn.

The 12-lap Formula Ford thrash which followed, found Dave Duffield in the Hubert Mitchell Insurance-sponsored Crosslé 32F ease away from the Hawke of Roy Low and Tom Brown in the Parks of Hamilton RF78, who held David Farrer at bay, as Keith Lawrence shadowed this trio in the RF78. At half-distance the latter was fourth when Farrer fetched up on the barrier at the Grandstand, then the dice between Keith Wickham and Vic Covey ended when the latter went agricultural out of the left hander, demotivated his gearbox on the ARMCO and parked his RF78 in the roots of a large tree. Second-place man Roy Low, spun allowing Tom Brown and Lawrence through to what eventually became first and second as Duffield spun away his lead on the penultimate lap.

John Fyda once again demonstrated his invincibility at Ingliston, splashing his Elan ahead of Clive Reeves (Mallock) at the end of the opening lap, being emulated by Brian Stevenson (Davrian). Duncan Hall found the better traction of the Lotus Europa take him past Reeves but had to give best to the Davrian of Angus Young.

The libre 30-lapper sponsored by Dicksons of Perth found young Norman collect the trophy and the cash, after his March 792 overhauled Andrew Jeffrey, who led off the line in his Hope Scott Chevron B49. Behind, Graham Hamilton (Surtees TS19) could not hold off Bernard Hunter whose Ralt RT1 proceeded to chisel away at Jeffrey's advantage, while clubman expert Jim Stevenson essaying the Aycliffe March 782, managed fourth place, a misfiring engine denying him further advancement. In the leading clubman car, John Barr lost sixth place when his gear lever snapped as Jimmy Jack (March-BMW 772), fought a race-long duel with the March 75B of Stewart Robb, the pair trailing Lawrence Jacobsen in the Rosetta/Cuthbertson Chevron B29. Such was the lead of Norman Dickson that he had time to pit with a puncture, only to be ushered out again to complete the final lap!

The final saloon event over 15 laps was led for two laps by the Drambuie Imp of Ian Forrest, but a trailing exhaust allowed Bill Dryden in front, his gamble of slicks on the Firenza paying off on the drying track, to head the ever present Imps of Jim McGauchey and Bill Thompson.

BILL HENDERSON

Bill Dryden took the Firenza Ecosse to wins in the special saloon heat and final.



results

The Scottish Motor Racing Club Trophy For Formula Ford (10 laps): 1, Eric Horsburgh (PRS-Scholar), 11m 03.4s, 55.89mph; 2, George Franchitti (PRS Scholar), 11m 32.4s; 3, Peter Jamieson (Hawke-Scholar DL12), 11m 37.3s; 4, Arch Cromar (March 70B), 11m 39.6s; 5, Neil Cuthill (Hawke-Minister 20B), 11m 40.2s; 6, Ian Henderson (Hawke-Rowland DL11), 11m 52.2s. **Fastest lap:** Horsburgh, 65.0s.

The Ritchies Trophy Race (Heat one) for over 1-litre special saloons (10 laps): 1, Bill Dryden (2.5 Firenza Ecosse), 10m 29.4s, 58.91mph; 2, Ian Forrest (1.2 Drambuie Imp), 10m 36.6s; 3, Jim Pinkerton (1.3 Mini Cooper S), 10m 45.1s; 4, Alex Littlejohn (1.3 Austin Cooper S), 11m 24.1s; 5, Ian Tulloch (1.3 BL Mini S), 11m 25.2s; 6, Graham Stuppel (1.3 BLMC Mini), 11m 33.1s. **Over 1300cc:** 1, Dryden, 61.8s, 60.00mph. **1001-1300cc:** 1, Forrest; 2, Pinkerton; 3, Littlejohn. **Fastest lap:** Forrest, 62.0s, 59.81mph.

Haleys Motor Services Trophy for Clubman Cars (10 laps): 1, Jim Stevenson (1.7 Mallock 20B), 9m 53.7s, 62.46mph; 2, John Barr (1.6 Mallock Mk19), 9m 54.0s; 3, John Mackie (1.7 Mallock Mk18 BW), 10m 26.0s; 4, Andy Smith (1.6 Mallock 20B), 10m 37.8s; 5, Clive Reeves (1.6 Mallock U2 Mk16), 10m 57.1s; 6, Kenny Allen (1.6 Mallock Mk18), 10m 38.2s. **Class A:** 1, Stevenson; Barr; 3, Mackie. **Fastest lap:** Stevenson, 57.9s, 64.04mph. **Class B:** 1, Reeves; No other entrants. **Fastest lap:** 63.9s, 58.03mph.

Croall & Croall Trophy (Heat two) for special saloons up to 1-litre: 1, Jim McGauchey (Imp), 10m 43.9s, 57.59mph; 2, Bill Thompson (1.0 Imp), 10m 47.6s; 3, George Coghill (1.0 Imp), 11m 01.7s; 4, Ewan Buchan (1.0 Imp), 11m 14s; 5, Martin Dunn (1.0 Imp), 11m 51s; 6, Kim Devin (1.0 Imp), (9 laps). **Fastest lap:** Thompson, 62.8s, 59.04mph.

The Shell Championship for Formula Ford (12 laps): 1, Tom Brown (Van Diemen-Scholar RF 78), 11m 18.1s, 65.62mph; 2, Keith Lawrence (Van Diemen-Auriga RF79), 11m 18.3s; 3, David Duffield (Crosslé-Minister 32F), 11m 26.0s; 4, Roy Low (Hawke DL 19 B), 11m 34.0s; 5, Mark Paulo (Van Diemen RF78), 11m 34.3s; 6, Tom Paulo (Hawke DL 19), 11m 59.2s. **Fastest lap:** Lawrence, 53.8s, 68.92mph.

Mudsports (10 laps): 1, John Fyda (2.0 Agra Elan), 10m 19.4s, 59.86mph; 2, Brian Stevenson (1.2 Davrian Mk VII A), 10m 27.1s; 3, Angus Young (1.1 Davrian Mk V), 10m 33.0s; 4, Duncan Hall (1.8 Lotus Europa), 10m 35.6s; 5, Clive Reeves (1.6 Mallock U2 Mk16), 10m 43.2s; 6, Roy Wilson (1.0 Clan Crusader), 11m 12.0s. **Over 1300cc:** 1, Fyda, 2, Hall; 3, Reeves. **Fastest lap:** Fyda, 60.4s, 61.39mph. **Up to 1300cc:** Stevenson; 2, Young; 3, Wilson. **Fastest lap:** Stevenson 60.6s, 61.19mph.

Dickson of Perth Trophy for Libre Cars (30 laps): 1, Norman Dickson (2.0 March 792), 26m 17.4s, 70.52mph; 2, Bernard Hunter (1.6 Ralt RT1), 26m 28.6s; 3, Andrew Jeffrey (1.6 Chevron B49), 26m 43.2; 4, Jim Stevenson (2.0 March 782), 26m 42.7s, (29 laps); 5, Lawrence Jacobsen (1.6 Chevron B29), 26m 55.3s; 6, Jimmy Jack (2.0 March BMW 772), 26m 46.0s. **FA:** 1, Hunter; 2, Jeffrey; 3, Jacobsen. **Fastest lap:** Hunter 51.3s, 72.28mph. **Libre:** Dickson; 2, Stevenson; 3, Jack. **Fastest lap:** Dickson 50.9s, 72.85mph.

The SMT Trophy Race for Special Saloons (Final) (15 laps): 1, Bill Dryden (2.5 Firenza Ecosse), 15m 36.3s, 59.40mph; 2, Jim McGauchey (1.0 Imp), 15m 36.6s; 3, Bill Thompson (1.0 Imp), 15m 39.5s; 4, Dougal Niven (5.0 VW Beetle Chevy), 16m 06.7s; 5, Jim Pinkerton (1.3 Mini Cooper S), 16m 15.5s; 6, Ewan Buchan (1.0 Imp), 16m 27.0s. **Over 1300cc:** 1, Dryden; 2, Niven. **Fastest lap:** Dryden, 56.0s, 66.21mph. **1001-1300cc:** 1, Pinkerton; 2, Alex Littlejohn; 3, Graham Stuppel. **Fastest lap:** Ian Forest (Imp), 60.9s, 60.89mph. **Up to 1000cc:** 1, McGauchey; 2, Thompson; 3, Buchan. **Fastest lap:** McGauchey 59.7s, 62.11mph.