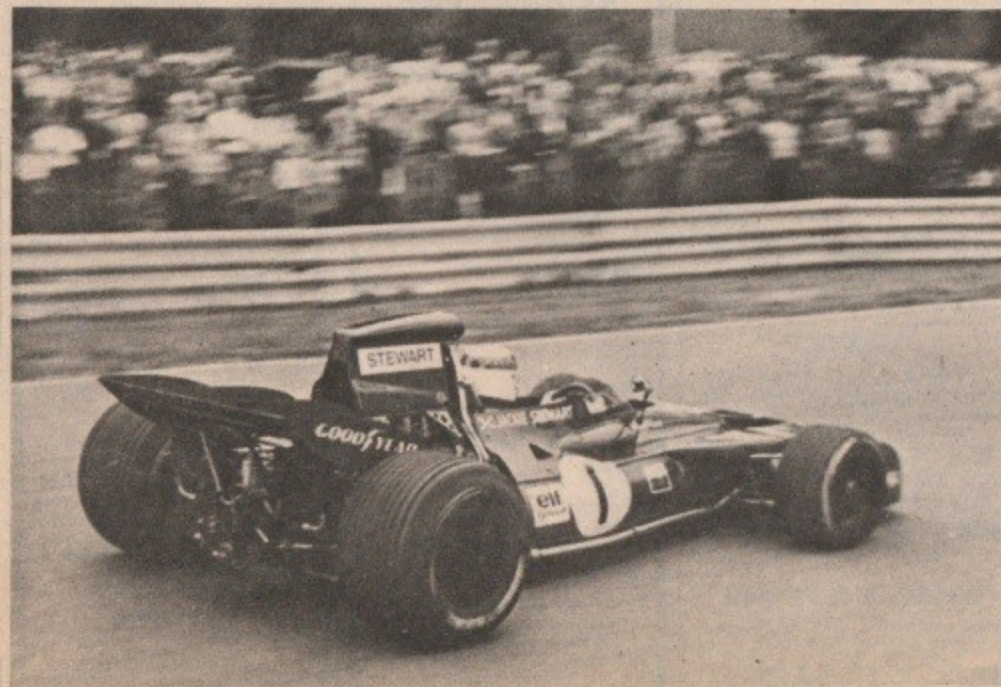


# Dickson shaves outright record

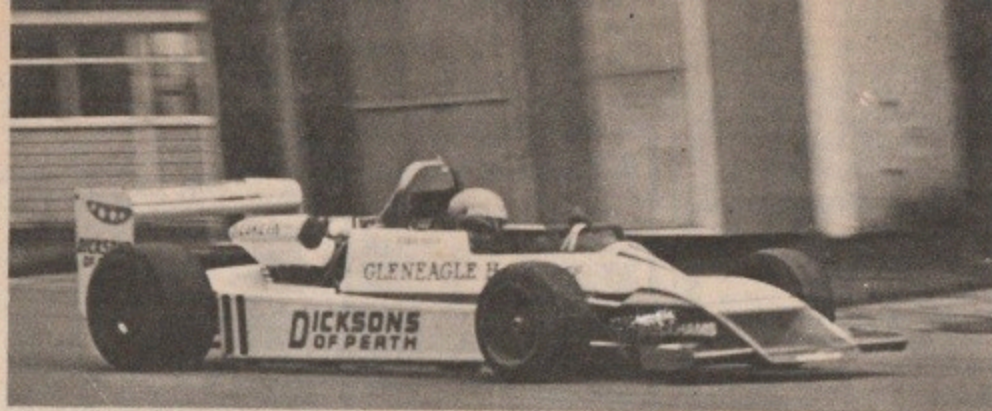
SCOTTISH MRC celebrated their president Jackie Stewart's visit to Ingliston with an outbreak of record-shattering on Sunday. Norman Dickson set up a new 44.4 second outright circuit record, Walter Robertson broke the special saloon record in an unavailing chase of Douglas Niven during the featured Opel Dealers Trophy race, and more records went the way of Andy Barton, John Fyda and Jim Stevenson.

David Harper in the RF Racing Crossle, supported by the 4th Royal Tank Regiment, was first away in the Cairnie's of Edinburgh FF race, with Graham Millar's Dulon in hot pursuit. Gradually, Harper eased out a gap, but Millar closed up again just as his Dulon was itself falling into the clutches of Robin Simpson's slow-away Crossle. Simpson took Millar on lap seven, the two cars touching wheels and the Dulon being punted unceremoniously but without much damage into the barrier. On the next lap Simpson snatched the lead on the outside of the hairpin, and held it long enough to be presented with the Cairnie's Trophy by international sprinter Allan Wells.

JACKIE STEWART demonstrated his historic Formula 1 Tyrrell 003 during the meeting, brought out of Glasgow's Museum of Transport for the occasion.



Heat One of the Opel Dealers Trophy race saw Douglas Niven's now rebuilt Border Reivers VWChevrolet on pole, with his great current rival Walter Robertson alongside in the Cosworth-engined S.G. Baker DFVW. Niven tore off alone from the start, because Robertson simply couldn't get the DFVW into gear. Eventually, Walter barrelled off about a third of a lap down, flung aside the back markers in very quick succession, and was up to third place on lap four behind John Kirk's still unpredictable Escort, which had already had a quick gyration at the hairpin. Fourth place went to Jimmy Jack in the



NORMAN DICKSON cracks Andy Barton's outright circuit record during the Libre race, driving his F2 March 792.

Davrian Stiletto Ford usually seen hill-climbing in the hands of Barrogil Angus. Significantly, Ian Forrest's Drabuic Imp took the 1300 class ahead of Peter Baldwin's Mini.

Jackie Stewart joined Jim McInnes for commentary on this race, one of their first joint ventures since the long-ago days when they drove for Barry Filer's team. In those times McInnes was in an ACBristol and young Stewart in the Marcos which is now back winning races again in the hands of its builder, Jem Marsh.

Later, Jackie was down for some more work in the form of a nostalgic drive in his old Tyrrell 003, winner of eight Grand Prix in its prime. It had been brought out of the Glasgow Museum of Transport for the occasion, its engine ministered to by Robin Smith. On Goodyear wet tyres, it was quite a handful on a bone-dry circuit, as suggested by suspicious looking chunks of rubber deposited here and there. Its final lap, though, was a real burn-up from a standing start in front of the grandstand.

There was a fine scrap for the lead in the one-litre heat of the Opel Dealers Trophy race. Ricky Gauld's MacRitchie Imp had the best of practice, but Jim McGauchay's Imp held it off into the Esses. In fact, McGauchay stayed in front for more than nine and a half laps of the 10-lap race, despite Gauld's very close attentions. Last time round the hairpin, McGauchay suddenly found himself unable to select a gear, and Gauld took the win he'd been pressing for so long.

The Shell Championship FF race saw Dave Duffield's Crossle take the lead from pole position, with Martin Longmore's similar car tucked in behind, but second time round these two banged wheels at the hairpin. Stuart Lawson's PRS swept into first place, Longmore found himself still second but behind a different leader, and Duffield, having been launched up into the air, came down again several places farther back. Longmore began to pressure Lawson, who isn't used to this treatment on his home ground and grafted away until he got almost 2 seconds between them.

Norman Dickson in the Dicksons of Perth/Gleneagles Helicopters March 792 obliterated both the opposition and the existing

circuit record in the Glasgow Herald Formule Libre race. Starting from pole, he was already two seconds ahead of Andy Barton's March at the end of the first lap, and simply hurtled away, although looking not entirely at ease in the frenzied lapping of slower traffic demanded of a Libre winner on this circuit.

Barton held second place all the way, and although it was his outright record which Dickson broke, Andy had the consolation of setting a new Atlantic record only one second slower. Andrew Jeffrey's third place in the Hope Scott Chevron B49 was a stalwart effort considering that his left wrist was in plaster. Bryce Wilson was another four seconds down in what looked like a not quite on-form Cuthbertsons/Rosetta Chevron B29, while Graham Hamilton took Robin Smith's FI Surtees into fifth place for the same sponsors.

Two cars went violently out of the race. First of all Laurence Jacobsen's sports Chevron B36 apparently had a wheel break up coming out of Clock. The car

**Formula Ford — 10 laps:** 1, R. Simpson (Crossle 25F), 9m 26.6s (65.44 mph); 2, D. Harper (Crossle 52F); 3, P. Jamieson (Hawke DL12); 4, K. Dixon (Crossle). Fastest lap: Simpson and Jamieson, 55.0s (67.42 mph).

**Special saloons over 1000cc — 10 laps:** 1, D. Niven (5.0 VW-Chevrolet), 8m 31.2s (72.54 mph); 2, J. Kirk (3.0 Escort); 3, W. Robertson (3.0 DFVW); 4, J. Jack (2.0 Davrian Stiletto Ford). Fastest lap under 1300cc: P. Baldwin (Mini) 54.4s (68.16 mph). Fastest lap over 1300cc: Niven, 49.4s (75.06 mph).

**Sports and Clubmans — 10 laps:** 1, J. Stevenson (1.7 Mallock Mk 20B), 8m 09.4s (75.77 mph); 2, J. Mackie (1.7 Mallock Mk 18B); 3, A. Smith (1.6 Mallock Mk 20B); 4, K. Allen (1.6 Mallock Mk 18). Fastest lap, sports cars: L. Jacobsen (2.0 Chevron B36), 48.4s (76.61 mph). Fastest lap, Clubmans A: Stevenson, 47.6s (77.90 mph), class record; Fastest lap, Clubmans B: C. Reeves (1.6 Mallock Mk 16), 52.3s (70.9 mph).

**Special saloons up to 1000cc — 10 laps:** 1, R. Gauld (Imp), 9m 13.9s (66.94 mph); 2, J. McGauchay (Imp); 3, W. Thomson (Imp); 4, K. Murray (Imp). Fastest lap: Gauld, 54.0s (68.67 mph).

smashed itself over the barriers on the inside of the circuit after Southstand, slamming down with a driver annoyed rather than hurt.

Douglas Niven was no doubt relieved to have Walter Robertson on the second row of the grid for the final of the Opel Dealers Trophy race, which counted for Lombard Championship points. The VW Chevrolet bellowed off into the lead, although Douglas reckoned that its handling, on small M & H front tyres, was "a wee bit weird".

In heavy traffic, which on occasion meant getting past four or five Imps and Minis having a real ding-dong of their own, Niven's racecraft showed, so he was always able to keep the DFVW at more than arm's length. But once the circuit cleared in front of him, Robertson tigered away to get back on terms, and it was during one of these rushes that he set the new saloon record. John Kirk in third place was the only other unslapped driver. Jim McGauchay and Ian Foorest took the smaller classes.

Brian Stevenson got his Bardene Davrian's nose ahead for about 100 yards after the start of the Balmoral Hotel modsports race, but John Fyda took the Agra Elan through into the Esses, and began a familiar charge in the exuberant style that makes him one of the most popular winners at Ingliston. Nicky Ellis's Elan held third place throughout; although it looked at one time as if the Davrian, which equalled the 1300 class record, was just beyond his reach, he came back strongly to finish only four lengths behind. To make his point as firmly as possible, John Fyda carved a fifth off his own modsports record and extended his lead even further in the Hamilton and Inches championship.

R.F.

**Formula Ford — 12 laps:** 1, S. Lawson (PRS), 10m 42.6s (69.24 mph); 2, M. Longmore (Crossle); 3, K. Lawrence (Van Diemen RF79); 4, D. Duffield (Crossle 32F). Fastest lap: Lawson, 52.4s (70.75 mph), equals class record.

**Formule Libre — 15 laps:** N. Dickson (2.0 March 792), 11m 24.1s (81.30 mph); 2, A. Barton (1.6 March 792B); 3, A. Jeffrey (1.6 Chevron B49); 4, B. Wilson (1.6 Chevron B29). Fastest lap: Dickson, 44.4s (83.37 mph), outright circuit record. Fastest Atlantic lap: Bartin, 45.4s (81.67 mph), class record.

**Special saloons — 15 laps:** 1, D. Niven (5.0 VW-Chevrolet), 12m 33.0s (73.86 mph); 2, W. Robertson (3.0 DFVW); 3, J. Kirk (3.0 Escort); 4, J. McGauchay (1.0 Imp). Fastest lap under 1000cc: McGauchay, 54.6s (67.91 mph). Fastest lap 1001-1300cc: J. Foorest (Imp), 54.8s (67.46 mph). Fastest lap over 1300cc: Robertson, 48.8s (75.98 mph), outright saloon record.

**Modsports — 10 laps:** 1, J. Fyda (2.0 Elan), 8m 43.4s (70.84 mph); 2, B. Stevenson (1.1 Davrian Mk 5); 3, N. Ellis (1.6 Elan); 4, C. Reeves (1.6 Mallock Mk 16). Fastest lap under 1300cc: Stevenson, 51.8s (71.58 mph), equals class record. Fastest lap over 1300cc: Fyda, 50.8s (72.99 mph), modsports record.