



Lawrence Jacobsen's Chevron after it had attacked the Shell pavilion.

## Jackie Stewart in 003 at Ingliston

The Opel Dealers Trophy meeting at Ingliston on Sunday last was graced with dry weather and the presence of Jackie Stewart, making his reacquaintance with Tyrrell 003, which he had not sat in since 1971, and which he was delighted to demonstrate since it had taken him to eight Grand Prix wins. The large crowd gave Jackie a rapturous welcome, witnessing eight close fought races with a rash of lap records, keeping time-keeper Lewis Jamieson busy.

The meeting opened with a Formula Ford thrash, flagged off by Stewart, which featured a ding-dong battle for the lead in the opening laps between David Harper whose RF Racing Crosslé 25F sported Royal Tank Regiment colours, the Dulon MP17 of Graham Millar, Peter Jamieson (Hawke DL 12), Martin Simpson (Lotus 61) with Robin

Simpson keeping his Crosslé 25F in touch. A spin in front of the Grandstand by the Lothian Distributors Lotus 61 found Robin Simpson reeling in the leader and taking the advantage three laps from the flag.

In the special saloon 10-lap heat which followed, Walter Robertson, sharing the front row with Dougal Niven on pole, goofed his start, allowing the Border Reivers car to bomb off to a secure lead. John Kirk in second place, lost his All Car Equipe Escort at the hairpin but recovered before Jimmy Jack in the Jack Crane Hire 2-litre Daurian-Ford arrived. Meanwhile Robertson was hurling the S. G. Baker Ltd/Lothian Van Rental/Sportstune DFVW through the field from last to leave the grid, and annexed third place by half-distance, leaving Jimmy Jack to fight off the

Drambuie Imp of Ian Forrest and the Mini of Peter Baldwin until Murray Burgess arrived in his 5-litre Chevy-engined Escort to break it up.

As is usual, the man to catch in the Sports and Clubmans race at Ingliston is Jim Stevenson (Mallock 20B) but it was John Mackie who led off for two laps before being over-whelmed. Andy Smith (20B) shot up the inside at Lefthander, elbowing Kenny Allen to fourth, the quartet holding station to the flag, as Stevenson cruised home with a new class record.

Prior to this J. Y. Stewart, in immaculate overalls, got his instructions from Robin Smith, who had prepared the Tyrrell, after its sojourn in the Glasgow Transport Museum, fired up and, on knobby wets, eased around Ingliston for a warm-up before getting in the groove for a further three laps. On being given the chequer, Jackie did a Nelson to the pits road and stopped in front of the stands, thereafter delighted the crowd (and himself) with a Grand Prix start, revs well up, he departed for another lap with tyres almost alight and wreathed in blue smoke.

The second heat of the Opel Dealers Trophy for up to 1-litre saloons found Jim McGahey in his blue Motorists Discount Centre Imp pull away from the red version of Ricky Gauld in the MacRitchie Construction Imp, the pair easing away from the yellow ATS car of Bill Thompson and Roy Knowles whose No 1 Motors Imp was overhauled by Kenneth Murray while Martin Dunn collected sixth place since George Coghil suffered a 10secs penalty. On the last lap, McGahey lost all his gears of the hairpin and Gauld shot through, the former struggling along in second place in a clutchless Imp.

The faster Formula Fords entered the arena for their 12 laps, and from the 'off' it was clear that everyone was driving at ten tenths. David Duffield shot the Hubert Mitchell Insurance Crosslé 32F away for a tenuous first place, but a mêlée into the hairpin found his car punted into a wall of death act around the armco from which he emerged in eighth place. Stu Lawson was in the lead with the AD TV Surveys PRS, harried by Martin Longmore (32F), with Keith Lawrence (Van Diemen RF 79) in third place. Fourth place was ever in contention, until the protagonists Roy Low and Ivan Robinson spun in unison, Duffield

gaining two places. Lawson, meanwhile, kept his cool to take the flag and a new class record.

The Libre event, contested over 15 laps, gave Norman Dickson an untroubled victory and new outright record, in his Dicksons of Perth/Glen-eagle Helicopters, March 792 which powered away from Andy Barton and Andrew Jeffrey, who was driving with his right arm in plaster after breaking his wrist at Donington in mid-July. Next along was the Cuthbertson's Foods/Rosetta Juice Chevron B29 driven by Bryce Wilson, while not so fortunate was the similarly sponsored Chevron B36 of Laurence Jacobsen, which took off approaching Arena to savage the Shell UK Oil pavilion, a rear wheel pulling off the studs, to leave Tony Charnell with a second ruined Chevron tub but fortunately an undamaged driver, which was amazing, considering the car demolished a plate glass window, pulled down brickwork and was left parked in an alley through the building!

Driving sensibly in fifth place, was Scotcircuits chairman, Graham Hamilton in the big Surtees TS 19 ahead of the Chevron B40 of Bob Leckie and George MacMillan who is steadily gaining experience with his Bass Rock Garage B35.

In the final special saloon event, Walter Robertson made no mistakes, slotting his DF VW, on the tail of the Niven Beetle-Chevy, but the latter maintained control throughout the 15 laps despite Robertson setting a new saloon record. John Kirk fought his Carry/Edinburgh Escort along in third spot some way back from the rest of the field led by the fleet Imp of Jim McGahey, while Ian Forrest in the Drambuie car and Ricky Gauld (Imp) were overtaken by the Chevy Escort ably fielded by Murray Burgess.

The final 10-lapper for Modspots promised a challenge to the supremacy of the Agra Elan driven by John Fyda, from the Cowgate version of Nicky Ellis. However, in the event, the power of the Agra car and the experience of Fyda enabled him to do his usual disappearing act, leaving Brian Stevenson in his Bardene Automotive Davrian to keep the immaculate Elan of Ellis at bay. In the process of his flight Fyda further lowered his own class record, as Stevenson equalled Kenny Allen's time.

BILL HENDERSON

### results

**The Carnies of Edinburgh Race for Formula Ford (10 laps):** 1. Robin Simpson (Crosslé 25F Scholar), 9m 26.6s, 65.44mph; 2. David Harper (Crosslé-Scholar 32F), 9m 26.7s; 3. Peter Jamieson (Hawke-Scholar DL11), 9m 28.6s; 4. Ken Dixon (Crosslé), 9m 28.8s. **Fastest lap:** Jamieson and Simpson, 55.0s, 67.42mph.

**The Opel Dealer Trophy for Special Saloons, Heat One (10 laps):** 1. Dougal Niven (5.0 VW Chevy Beetle), 8m 31.2s, 72.54mph; 2. John Kirk (3.4 Ford Escort), 8m 53.8s; 3. Walter Robertson (3.0 DFVW), 9m 12.4s; 4. Jimmy Jack (2.0 Davrian Siletto Ford), 9m 28.8s. **Over 1300cc:** 1. Niven; 2. Kirk; 3. Robertson. **Fastest lap:** Niven, 49.4s, 75.06mph. **1001-1300cc:** 1. Ian Forrest (1.2 Imp); 2. Peter Baldwin (Mini); 3. Jim Pinkerton (Mini Cooper 'S'). **Fastest lap:** Baldwin, 54.4s, 68.16mph.

**The Heron Rossleigh Race for Sports & Clubman Cars (10 laps):** 1. Jim Stevenson (1.7 Mallock 20B), 8m 09.4s, 75.77mph; 2. John Mackie (1.7 Mallock 18BW), 8m 11.2s; 3. Andy Smith (Mallock 20B), 8m 11.6s; 4. Kenny Allen (Mallock Mk18), 8m 11.8s; 5. Laurence Jacobsen (2.0 Chevron B36), 8m 22.4s; 6. John Barr (1.6 Mallock 19), 8m 26.1s. **Class A Clubmans:** 1. Stevenson; 2. Mackie; 3. Smith. **Fastest lap:** Stevenson, 47.6s, 77.50mph (record). **Sports:** Jacobsen. **Fastest lap:** 48.4s, 76.61mph. **Class B Clubmans:** 1. Jim Irwin (Mallock U2); 2. Dave Orchard (Centaur 14B); 3. Clive Reeves (Mallock U2 16B). **Fastest lap:** Reeves, 52.3s, 70.90mph.

**The Opel Dealers Trophy for Special Saloons, Heat Two (10 laps):** 1. Ricky Gauld (Hillman Imp), 9m 13.9s, 66.94mph; 2. Jim McGahey (Hillman Imp), 9m 21.4s; 3. Bill Thompson (Imp), 9m 26.4s; 4. Kenneth Murray (Sunbeam Imp), 9m 31.0s; 5. Roy Knowles (Davrian Imp), 9m 47.4s; 6. Martin Dunn (Imp), 9m 52.4s. **Fastest lap:** Gauld, 54.0s, 68.67mph.

**The Shell Championship Race for Formula Ford (12 laps):** 1. Stuart Lawson (PRS-Scholar), 10m 42.6s, 69.24mph; 2. Martin Longmore (Crosslé 32F), 10m 44.4s; 3. Keith Lawrence (Van Diemen-Auriga RF79), 10m 49.4s; 4. David Duffield (Crosslé-Minister 32F), 10m 51.1s; 5. Ivan Robinson (Crosslé 35F), 11m 10m 49.4s; 4. David Duffield (Hawke DL19E), 11.03.4s. **Fastest lap:** Lawson, 52.4, 70.75mph (equals record). **02.6s;** 6. Roy Low (Hawke DL19E), 11.03.4s. **Fastest lap:** Lawson, 52.4, 70.75mph (equals record).

**The Glasgow Herald Race for Libre Cars (15 laps):** 1. Norman Dickson (March 792), 11m 24.1s, 81.30mph; 2. Andy Barton (March 78/79B), 11m 38.6s; 3. Andrew Jeffrey (Chevron B49), 11m 48.0s; 4. Bryce Wilson (Chevron B29), 11m 52.5s; 5. Graham Hamilton (Surtees TS19), 11m 59.4s; 6. Bob Leckie (Chevron B40), 12m 05.4s. **F. Atlantic & F3 Cars:** 1. Barton; 2. Jeffrey; 3. Wilson. **Fastest lap:** Barton, 45.4s, 81.67mph (new Atlantic record). **Libre Cars:** 1. Dickson; 2. Hamilton; 3. Leckie. **Fastest lap:** Dickson, 44.4s, 83.51mph (new outright lap record).

**The Balmoral Hotel, Moffat Race for Modspots (10 laps):** 1. John Fyda (Elan), 8m 43.4s, 70.84mph; 2. Brian Stevenson (1.2 Davrian Mk V), 8m 47.6s; 3. Nicky Ellis (1.7 Elan), 8m 48.6s; 4. Clive Reeves (1.6 Mallock V2 Mk16B), 8m 55.6s; 5. Dave Orchard (1.6 Centaur 14B), 9m 05.0s; 6. Jim Irwin (1.6 Mallock V2B), 9m 13.4s. **Over 1300cc:** 1. Fyda; 2. Ellis; 3. Reeves. **Fastest lap:** Fyda, 50.8s, 72.99mph (record). **Up to 1300cc:** 1. Stevenson; 2. Angus Young (Davrian Mk V); 3. Roy Wilson (Clan Crusader). **Fastest lap:** Stevenson, 51.8s, 71.58mph (equals record).

**The Opel Dealers Trophy for Special Saloons (Final) (15 laps):** 1. Dougal Niven (5.0 VW Chevy), 12m 33.0s, 73.86mph; 2. Walter Robertson (3.0 DFVW), 12m 33.6s; 3. John Kirk (3.4 Ford Escort), 13m 26.6s; 4. Jim McGahey (1.0 Hillman Imp), 13m 04.8s; 5. Murray Burgess (5.0 Escort II Chevy), 13m 13.2s; 6. Ricky Gauld (1.0 Hillman Imp), 13m 14.2s. **Over 1300cc:** 1. Niven; 2. Robertson; 3. Kirk. **Fastest lap:** Robertson, 48.8s, 75.98mph (new saloon car record). **1001-1300cc:** 1. Ian Forrest (1.2 Drambuie Imp); 2. Jim Pinkerton (Mini 'S'); 3. Gordon King (GBD Mini). **Fastest lap:** Forrest, 54.8s, 67.66mph. **Up to 1000cc:** 1. McGahey; 2. Gauld; 3. Ken Murray (Sunbeam Imp). **Fastest lap:** McGahey, 54.6s, 67.91mph.

## Cramer wins at Loton Park



Chris Cramer set BTD and established a new hill record at the penultimate round of the Guyson/BARC Hillclimb championship at Loton Park on Sunday. Martyn Griffiths, however, picks up the maximum championship points as he was fastest in the Top 8 Run-off, just two-hundredths quicker than Cramer. With a class win and new record to his credit, Josh Sadler, that energetic pilot of a Porsche (above), now leads the series overall, having ousted Charles Barter — another record-breaker on Sunday — from the head of the table. Full report next week.