

**Ingliston**

# Dickson, Lawson and Dryden are champions

THE Ingliston season finished with a pyrotechnic SMT Trophy meeting on Sunday, when Bill Dryden took the SMT Firenza to the Lombard special saloon title. Stuart Lawson won the Shand Carpets FF championship with the Edinburgh Flying Services Hawke, and the Dicksons of Perth Moduses scored a one-two in the Murchies Creameries Formula Libre series.

Having to do three and a half sides of a traffic-jammed square (while police blocked off direct access to the press car park), somehow dissipated my interest in the races missed after the meeting had begun earlier than expected. Briefly, however, Kenny Allen took his Clan Crusader to win the Modsports event and the British Caledonian championship. Laurence Jacobsen and Ian Forrest almost dead-heat in the smaller-capacity special saloon qualifier, and Stuart Lawson led all the way in the FF race.

**SPECIAL SALOONS**

**Over 1000cc — 10 laps**

The second SMT Trophy heat brought out the big guns in the Lombard championship. Walter Robertson in the Sportstune Escort romped off into an immediate lead, with Douglas Niven's Escort and Bill Dryden's Firenza baying at his heels. Eric Smith's Cooper S pressed Jim Dryden's Mini-Ford very hard for the 1300 class lead but went into a colossal slide at the start of the third lap. He hurtled sideways right across the circuit towards the wall of the MacRobert Pavilion, went onto the gravel and ski-jumped halfway up the banked plantation of shrubbery. Pointed again in the conventional direction, Eric bombed off and made up many of his lost places before the end. On the next lap Bill Dryden was shaping up to take Niven on the exit from Caravan when the Escort suddenly broke a halfshaft and slowed right down. Bill's only available avoidance route was through the middle of one of the skeleton buildings — and that's where he took the Firenza without a moment's hesitation. He dropped only one place, and won it back next time round.

1. W. Robertson (1.9 Escort), 9m 08.2s (67.64 mph); 2. W. Dryden (2.5 Firenza); 3. J. Dryden (1.3 Mini-Ford); 4. D. Farrer (1.3 Escort). Class fastest laps: Smith, 56 (67.91 mph), and W. Dryden, 42.4s (70.76 mph).

**SPORTS AND SPECIAL GT**

**— 10 laps**

Iain McLaren's benefit race was his last in the Chevron, which has been sold to another Scottish driver. He led all the way from Tony Charnell's Mogli car, with Steve Russell's Mallock the only



THE ERA of Historic race winner Bill Morris comes under pressure from Frank Lockhart's Rover Special.

**Wet Goodwood**

THE last visit by the motley contenders for the ACSMC sprint championship to Goodwood required a certain amount of digging into the memory banks to dredge out old memories of wet weather driving, but the downpour most of the afternoon following an unavoidably late start did not prevent the BARC Surrey Centre from running an enjoyable and slick meeting for the 60 or so drivers. Chris Hill surprised no one by taking fastest time of the day in his 1800cc V2 Mk 14, but Ian Hall in his Mini-Jem provided brave opposition and was the only other driver to break 1m 50s.

The earliest runners managed a trip before the rains came down and almost without exception the winning times came from the first runs. Wally Pratt's Fiat Abarth took yet another win in the smallest production saloon class. John Elen and his Imp dominated the other one litre, but Tim Dodwell's GT pipped Laurie Marriott's S' by less than a second in the big Mini class.

Colin Spence again had his RS1600 in front of the other 2-litre saloons, but Dacre Harvey demonstrated his skill and

another one on the same lap by the finish, although Roy MacNab's Gryphon, John Baird's Chevron and Kenny Allen's Crusader laid on a good dice behind. Allen dropped back with fading oil pressure towards the end, but retained his runner-up position to McLaren in the Blue Riband championship.

1. I. McLaren (1.9 Chevron B26/31), 8m 08.4s (75.92 mph); 2. A. Charnell (1.9 Chevron B31); 3. S. Russell (1.6 Mallock 17B); 4. R. MacNab (1.6 Gryphon C75A). Class fastest laps: Russell, 51.4s (72.14 mph), and McLaren, 47.2s (76.56 mph).

**HISTORIC CARS**

**— 10 laps**

Any thoughts that the annual Doune Cup race was going to be a set-piece display went by the board when Ray Fielding's Maserati 6C was hounded off the line by Frank Lockhart's Rover Special, with Bill Morris's ERA not far behind after winning its class at the Kinkell hill climb the previous day. Lockhart went ahead with an extremely modern manoeuvre at the hairpin on lap two, then Roderick MacPherson snatched second place with his 1948 High Speed model Frazer Nash, and Bill Morris took third by passing the Maserati on the outside round Arena. The ERA went into the lead on lap five, MacPherson had to retire to the pits next time round, and the Morris/Lockhart duel that continued to the flag was great fun to watch.

1. W. Morris (1935 ERA B-type), 10m 27.4s (59.10 mph); 2. F. Lockhart (1948 Rover Special); 3. Fielding (1937 Maserati 6C); 4. K. Booth (1957 Lotus 11 Le Mans). Class fastest laps: Morris, 61.2s (60.58), and Lockhart, 61.4s (60.39 mph).

**FORMULE LIBRE — 15 laps**

The Burmah Trophy promised much, with Richard Scott and Norman Dickson sharing the front row, both with 2-litre engines in their Moduses for this event, and Andy Barton joining Iain McLaren on the second. Scott went right away from the flag, with Dickson trying hard to keep in touch but knowing that second place would give him the championship. Barton had an unlucky start, missing his change into second gear, which let Tony Charnell's Chevron into fourth place behind McLaren. After passing Charnell on lap two Barton closed on the other Chevron and pressured McLaren very hard, but his efforts came to an end on the last lap



MURCHIES Creameries Libre Champion Norman Dickson laps Peter McNaughton's Chevron en route for second place.

when his car broke a driveshaft — its fifth of the season — and trickled round to finish fifth.

1. R. Scott (2.0 Modus M3), 11m 55.2s (77.77 mph); 2. N. Dickson (2.0 Modus M3); 3. I. McLaren (1.9 Chevron B26/31); 4. A. Charnell (1.9 Chevron B31). Fastest lap: Scott 46.4s (79.91 mph).

**SPECIAL SALOONS — 15 laps**

Jim Dryden had a push-start penalty from the dummy grid, and Bill Dryden was in trouble again with the Firenza's twin-gearbox transmission on the grid proper. When he pushed the clutch out to select first gear the car started to move. "I had feet on all three pedals and it still kept going, so I thought — Hell, let it go!" The

Firenza took off with a dead-certain 10s jump-start penalty. A surprised Walter Robertson went into second place after a more normal start, with Ian Forrest's Imp third for half a lap before Jim Dryden went ahead.

Douglas Niven, having nursed the Border Reivers car to the finish in his heat, started the final from way down the grid. He was concentrating hard on making up places on the way to Caravan, when "I felt a knock on my door, looked across and there was Eric Smith staring in at me". Eric having gyated his Cooper S in the usual midfield rush. Later,

Douglas glanced down through an opening in the transmission tunnel to discover flames licking along the underside, and abandoned ship in the pits.

At the front, Bill Dryden piled on the coals to make up more than his 10s penalty on Robertson, a project that Walter helped along by taking to the grass for a few yards round the back of the circuit. The Firenza won the race and the Lombard title, while Dave Farrer's 1300 Escort failed to take third place from Jim Dryden on the road by the merest whisker, although Jim's push-start penalty altered positions in the results.

1. W. Dryden (2.5 Firenza) 13m 22.4s (70.19 mph); 2. W. Robertson (1.9 Escort); 3. D. Farrer (1.3 Escort); 4. J. Dryden (1.3 Mini-Ford). Class fastest laps: Forrest, 56.0s (66.21 mph), Smith, 54.2s (68.41 mph), and W. Dryden, 51.8s (71.58 mph), equals record.

**PRODUCTION SALOONS — 12 laps**

The final Shell championship round could only be described as a fiery affair. Andrew Small's Capri left a front-row position vacant when a carburettor pipe fractured on the warm-up lap, and the overflowing petrol ignited under the bonnet. Jennifer Birrell's Magnum led from pole position, but only for a few yards, as Ian Stirling, now in a 3-litre Capri instead of a Mazda, took advantage of the space in front of him from the second row and forced into the lead before the Esses. Roy Knowles's Mexico took up third place, then passed the Magnum at the hairpin, only to find itself suddenly in the lead when Stirling spun at Lethander and rejoined in last place. Jennifer Birrell menaced away at the Mexico, and went ahead on the inside at Lethander on lap six. But two laps later the Magnum was pouring out great showers of sparks underneath, the front end of the exhaust pipe broken and gouging into the track surface. She brought the car into the pits for a very hectic bodge. Knowles went well to win from Andrew Jeffrey's Dolomite Sprint, but it looks as if Tom Meldrum (Mazda) took the Shell title with third.

**R.F.**

1. R. Knowles (Ford Mexico), 13m 02.2s (56.99 mph); 2. A. Jeffrey (Triumph Dolomite Sprint); 3. T. Meldrum (Mazda RX 3); 4. V. Covey (Mazda RX 3). Class fastest laps: Knowles, 63.8s (58.12 mph), J. Birrell, 63.4s (58.49 mph).

# Bill Dryden is best.



Bill Dryden, who holds lap records at Ingleston, Croft and Knockhill, was outright winner of the Lombard Scottish Special Saloon Car Championship. Driving the Toleman/SMT Firenza Ecosse.

He also achieved an outright win in the Northern Saloon Car Championship. Again in the Firenza.

But then, the best is always associated with the best.

# Vauxhall

