Norman conquest

With the choice of attending a National Hill Climb, several autocross meetings and a racing event on September 1 it was no surprise that an unusually small crowd came to Ingliston.

Nine up-to-1-litre saloons faced the starter for the first 10 lap part of the SMT Trophy race, being led off by pole car, the Drambuie Imp of Ian Forrest, a moment at the hairpin dropping this and the Sportstune Accessories car driven by David Ogilvy behind the McLeod Homes Imp of Jim McGaughey who held his advantage to the flag. Behind, Bill Thompson held sway over the Roy Knowles (Imp) and Ricky Gauld (Stiletto), this trio dicing for fourth place.

The 12-lapper for Sports and Modsports promised well until leaders Kenny Allen (Mallock Mk17) and Tony Charnell (Lola 212) eliminated themselves on lap two. David Philp in the DB Racing Chevron B26/31 took command, from Laurence Jacobsen in the Cuthbertson's Dairies Chevron B23, and John Mackie who soon slotted his Gryphon T/C into second place followed by Jim Baird (Chevron B23) who had Jim Stevenson (Mallock Mk17B) hard on his tail and intent to improve his position after overhauling the Agra Elan of John Fyda. This he did holding on to a fine third place to the flag.

Despite the Volkswagen Coupe of Colin Hawker not appearing, Mick Hill (5.0 VW Beetle-Chevrolet) more than made up for this with his constant challenge on Walter Robertson who led the ten-lap, over-1-litre special saloon thrash. Behind, Doug Niven worked hard in the Border Reivers/ Scotch Beef Escort BDG, having to contend with Bill Dryden in the Toleman/SMT Firenza who psyched Niven on to the oily line at the lefthander and shot through on the inside to third. Colin Simpson (Escort) did well to fend off an on-form Jim Dryden in the Mae Longman Mini, while 3sec in arrears Jimmy Pinkerton (Mini) was the only other driver to complete the race distance.

From a full field of Formula Fords, Stu Lawson shot his Edinburgh Flying Services Hawke DL19 from row two ahead of front row men Geo Franchitti and Cameron Binnie, no doubt incurring their ire as well as a 10secs penalty. As Binnie applied the pressure, Franchitti pulled off and the Royale RP21 reeled in Lawson on the greasy track while, some way behind, Bernard Hunter (Van Diemen) held a lonely third place from Roy Low (Crosslé 25F), David Duffield (Old Court Whisky Dulon MP17) and the Fortrum Farm Chemicals Crosslé of Robin Simpson. Low eventually succumbed to the black flag as did Lambert whose Van Diemen engine was blowing out oil. All this elevated Bryan Gowans to sixth place in his ageing Hawke DL12.

Rod Birley (3.0 Capri) assumed command of the prodsaloon event, pulling away from the large field led by the Hope Scott Dolomite Sprint in the hands of Andrew Jeffrey who resisted the pressure from Belfast driver Ray Moore (Opel Commodore), especially when Birley pulled his sick Capri off after nine laps. Meanwhile Ralph Halley and Graham Birrell (Opel Kadetts) had got the better of the Mazda of Vic Covey and had been joined by the Graham and Morton Toyota Celica of A. Reid, that is until Halley waltzed at Clock. Graham Birrell, never one to miss a trick, sneaked through on the inside to annex third place and a new class lap record.

Lap record holder Norman Dickson in his March 772 dominated the *Libre* 15 laps leaving Bob Rollo, Iain McLaren and Andy Barton to fight out the remaining places, with the Chevron B23 of Laurence Jacobsen taking up station behind to finish a lap in arrears. Alan Sharpe at last got a complete race in the DB Racing Chevron B26/31 and took sixth place with Ted Dzierzek (Ensign) next up.

The closing event found Mick Hill taking a firm grip on the 15-lap special saloons final easing away from Walter Robertson with Bill Dryden and Doug Niven hustling along just behind. This quartet hauled away from the rest led by the Mini of Jim Dryden with Jim Pinkerton taking station behind and small saloon victor Jim McGaughey this time having to give best to Ian Forrest and Roy Knowles. On the closing laps, as the high speed quartet up front were busily lapping backmarkers, Doug Niven contacted a Mini on the approach to Caravan, collapsing his offside front wheel and ending the race for both cars, fortunately without damage to either driver.

BILL HENDERSON

results

SMT Trophy Race (Part 1) for Special Saloons up to 1000cc (10 laps): 1, Jim McGauchay (Hillman Imp), 9m 40.2s, 63.91mph; 2, Ian Forrest (Imp), 9m 42.3s; 3, Roy Knowles (Imp), 9m 52.4s; 4, Bill Thomson (Imp), 9m 53.2s; 5, Ricky Gauld (Sunbeam Stiletto), 9m 53.4s; 6, Eric Paterson (Mini), 10m 20.6s. **Fastest lap:** Forrest, 55.8secs, 66.45mph.

The Scottish Motor Racing Club Race for sports and modsports (12 laps): 1, David Philp (2.0 Chevron B26/31), 10m 09.2s, 73.04mph; 2, John Mackie (1.6 Gryphon T/C), 10m 28.8s; 3, Jim Stevenson (1.6 Mallock 17B), 10m 36.6s; 4, Jim Baird (1.9 Chevron B23), 10m 37.6s; 5, John Fyda (1.6 Elan), 10m 40.6s; 6, Reg Forester-Smith (1.6 Magnum), 10m 56.6s. **Sports Cars:** 1, Philp; 2, Baird; 3, Laurence Jacobsen (2.0 Chevron B23). **Fastest lap:** Philp and Baird, 48.4s, 76.61mph. **Modsports:** 1, Fyda; 2, John Kirk (1.2 Davrian MK5); 3, Ken Shade (1.6 Lotus Seven). **Fastest lap:** Fyda. 52.2s, 71.03mph. **Clubman Cars:** 1, Mackie; 2, Stevenson; 3, Forester-Smith. **Fastest lap:** Mackie, 50.6s, 73.28mph.

SMT Trophy Race (Part 2) for Special Saloons over 1000cc (10 laps): 1, Mick Hill (5.0 V8 Beetle), 8m 40.6s, 69.15mph; 2, Walter Robertson (2.0 Ford Escort), 8m 40.9s; 3, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 8m 47.0s; 4, Doug Niven (2.0 Ford Escort BDG), 8m 52.0s; 5, Colin Simpson (Ford Escort), 9m 22.8s; 6, Jim Dryden (1.3 Mini), 9m 23.0s. **Over 1300cc:** 1, Hill; 2, Robertson; 3, Dryden. **Fastest lap:** Hill, 50.8s; 72.99mph. **1001-1300cc:** 1, J. Dryden; 2, Jimmy Pinkerton (1.3 Mini Cooper 'S'); 3, R. L. Milne (1.3 Mini Cooper 'S'). **Fastest lap:** Dryden, 55.0s, 67.42mph.

The Drakkar Race for Formula Ford 1600 cars (15 laps): 1, Cameron Binnie (Royale Minister RP21), 13m 34.2s, 68.31mph; 2, Stu Lawson (Hawke-Smith DL19), 13m 42.4s; 3, Bernard Hunter (Van Diemen-Minister), 13m 48.0s; 4, Robin Simpson (Crosslé-Rowland 25F), 13m 50.8s; 5, David Duffield (Dulon-Rowland MP17), 13m 50.8s; 6, Bryan Gowans (Hawke-Scholar DL12), 13m 52.6s. **Fastest lap:** Binnie, 53.2s, 69.70mph.

Shell Race for Production Saloons (12 laps): 1, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 12m 55.6s, 57.37mph; 2, Ray Moore (3.0 Opel Commodore GSE), 12m 56.0s; 3, Graham Birrell (2.0 Opel Kadett GTE), 13m 06.6s; 4, Ralph Halley (2.0 Opel Kadett GTE), 13m 07.9s; 5, G. Reid (1.6 Toyota Celica GT), 13m 08.8s; 6, Arch Cromar (2.0 Alfa Romeo 2000 GTV), 13m 10.2s. **Over 2000cc:** 1, Moore; 2, Vic Covey (2.3 Mazda RX2 Coupe); 3, Rod Birley (3.0 Ford Capri II) (9 laps). **Fastest lap:** Birley, 62.8s, 59.04mph. **Up to 2000cc:** 1, Jeffrey; 2, Birrell; 3, Halley. **Fastest lap:** Birrell, 62.8s, 59.04mph **(record).**

The Heron Race for Libre Cars (15 laps): 1, Norman Dickson (2.0 March 772), 11m 42.7s, 79.15mph; 2, Bob Rollo (1.6 March 75B), 12m 09.7s; 3, Iain McLaren (2.0 Chevron B35), 12m 12.4s; 4, Andy Barton (2.0 Sana JTB2), 12m 15.5s; 5, Laurence Jacobsen (2.0 Chevron B23), 11m 46.0s (14 laps); 6, Alan Sharpe (2.0 Chevron B26/31), 11m 56.4s (14 laps).**Fastest lap:** Dickson, 46.0s, 80.61mph.

SMT Trophy Race for special saloons (final) (15 laps): No Results Available.