

# Dickson makes it his day at Ingliston

With Ingliston back in racing trim after its traditional break for the Royal Highland Show, July 23 featured a slickly run eight race programme organised by the SMRC. Events in the main tended to be professional but, with skies clearing as the meeting progressed, the Formula Ford race set the tenor for the following *Libre* event, in which Norman Dickson bulleted his 420 Hart engined March around to smash his outright record lap to the huge delight of the Dickson clan and Colin Bennett Racing.

This rather overshadowed the second place of Iain McLaren, whose 420 Hart engined Chevron B40 is still being sorted out after an abortive Portuguese trip of cancelled meetings. Doug Niven annexed the over 1300 special sloons lap record, in his second victory with the thundering VW Beetle Chevrolet while Hamish Irvine did likewise during his prod saloons victory drive.

Under heavy skies, a somewhat uninspiring 10-tapper for Modsports saw John Fyda streak his Agra-engined

## results

**Modified Sports Cars (10 Laps):** 1, John Fyda (1.9 Lotus Elan), 9m 03.1s, 68.27mph; 2, Brian Stevenson (1.0 Davrian), 9m 16.4s; 3, Alan Ritchie (1.2 Davrian Mk6), 9m, 41.8s; 4, Nicky Ellis (1.6 Lotus Elan), 9m 56.0s; 5, Angus Young (1.2 Agra-Davrian Mk5), 10m 02.4s; 6, Jim Hall (1.8 Lotus Europa), 9 laps. **Over 1300cc:** 1, Fyda; 2, Ellis; 3, Hall. **Fastest lap:** Fyda, 52.8s, 70.23mph. **Up to 1300cc:** 1, Stevenson; 2, Ritchie; 3, Young. **Fastest lap:** Stevenson, 53.2s, 69.70mph.

**Special Saloons, Heat One for over 1000cc cars (10 laps):** 1, Doug Niven (6.1 VW Beetle Chevrolet), 9m 05.7s, 72.14mph; 2, Walter Robertson (2.0 Ford RS 2000), 9m 20.0s; 3, Bill Dryden (3.2 Vauxhall Firenza), 9m 31.5s; 4, Eric Paterson (1.3 Colvend Escort), 10m 00.4s; 5, Stuart Cooper (1.3 Mini 1275 GT), 10m 01.0s; 6, Norman Whitmey (1.3 Mini Cooper 'S'), 9 laps. **Over 1300cc:** 1, Niven; 2, Robertson; 3, Dryden. **Fastest lap:** Niven, 51.4s, 72.14mph. **1000-1300cc:** 1, Paterson; 2, Cooper; 3, Whitmey. **Fastest lap:** Paterson, 57.2s, 64.83mph.

**Special Saloons Heat two for up to 1000cc cars (10 laps):** 1, Ricky Gauld (1.0 Sunbeam Imp), 9m 14.2s, 66.91mph; 2, Ian Forrest (1.0 Dambaie Imp), 9m 22.6s; 3, Ewen Buchan (1.0 Hillman Imp), 9m 41.4s; 4, John Kirk (1.0 Hillman Imp), 9m 43.1s; 5, Bob Leckie (1.0 Hillman Imp), 9m 43.1s; 6, Bill Thomson (1.0 ATS Imp), 9m 44.1s. **Fastest lap:** Forrest and Gauld, 54.2s, 68.41mph.

**Formula Ford 2000/Sports cars, (10 laps):** 1, Iain McLaren (2.0 Chevron B36), 8m 16.0s, 74.76mph; 2, Andy Smith (1.6 Mallock Mk18B), 8m 16.5s; 3, Kenny Allen (1.6 Mallock Mk19), 8m 22.0s; 4, John Mackie (1.8 Gryphon BDG), 8m 27.9s; 5, John Walker (1.6 Mallock), 8m 43.8s; 6, Paul Gibson (1.6 Mallock Mk20), 8m 54.6s. **Sports cars:** 1, McLaren; no other finishers. **Fastest lap:** 48.8s, 75.98mph. **Clubman cars:** 1, Smith; 2, Allen; 3, Mackie. **Fastest lap:** Allen, 48.3s, 76.77mph.

**The Cawfords Catering Formula Ford Race (12 laps):** 1, Cameron Binnie (Van Diemen RF78), 10m 50.2s, 68.44mph; 2, David Duffield (Crossle Minister 32F), 10m 38.8s; 3, Peter Shand (Royale-Scholar RP24), 10m 54.0s; 4, George McMillan (Hawke DL19), 10m 57.4s; 5, Tom Brown (Dulon MP17), 11m 02.4s; 6, George Franchitti (Hawke-Minister DL20), 11m 05.6s. **Fastest lap:** Duffield, 52.9s, 70.09mph.

**The Scottish Motor Racing Club Race for Libre cars (20 laps):** 1, Norman Dickson (2.0 March 772-Hart), 15m 22.1s, 80.43mph; 2, Iain McLaren (2.0 Chevron B40-hart) 15m 52.8s; 3, Bob Rollo (2.0 March 75B), 19 laps; 4, Kenny Allen (1.6 Mallock Mk19), 19 laps; 5, Jimmy Jack (2.0 March 772-BMW), 19 laps; 6, John Mackie (1.6 Gryphon BDG), 19 laps. **Fastest lap:** Dickson, 44.7s, 82.95mph (outright record).

**The Lombard North Central Special Saloon final (15 laps):** 1, Doug Niven (6.1 VW Beetle Chevrolet), 12m 43.7s, 72.83mph; 2, Walter Robertson (2.0 Ford RS2000), 13m 15.8s; 3, Bill Dryden (3.2 Vauxhall Firenza), 13m 24.7s; 4, John Kirk (1.0 Hillman Imp), 14 laps; 5, Bob Leckie (1.0 Hillman Imp), 14 laps; 6, Jim McGaughay (1.0 Hillman Imp), 14 laps. **Over 1300cc:** 1, Niven; Robertson; Dryden. **Fastest lap:** Niven, 49.6s, 74.76mph (record). **1000-1300cc:** 1, Alex Littlejohn (1.3 Austin Cooper 'S'); 2, Eric Paterson (Colvend Escort); 3, Ian Tulloch (1.3 Mini Cooper 'S'). **Fastest lap:** Littlejohn, 56.4s, 65.74mph. **Up to 1000cc:** 1, Kirk; 2, Leckie; 3, McGaughay. **Fastest lap:** Ricky Gauld, 54.6; 67.91mph.

**The Shell Race For Production Saloons (10 laps):** 1, Hamish Irvine (2.8 Opel Commodore), 10m 30.8s, 58.79mph; 2, Graham Birrell (1.9 Opel Kadett GTE), 10m 38.8s; 3, Ralph Halley (1.9 Opel Kadett GTE), 10m 41.2; 4, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 10m 44.4s; 5, Arch Cromar (2.0 Alfa Romeo 2000 GTV), 10m 45.4s; 6, Martin Dunn (1.0 Hillman Imp), 10m 50.3s. **Over 2000cc:** 1, Irvine; no other entries. **Fastest lap:** 62.0s, 59.81mph (record). **Up to 2000cc:** 1, Birrell; 2, Halley; 3, Jeffrey. **Fastest lap:** Birrell and Halley, 63.0s, 58.86mph.

Lotus Elan away from the rest to finish with a considerable margin over the up to 1300 class winner Brian Stevenson in the Macritchie Davrian, who had a comfortable gap to Nicky Ellis (Elan) but who, because of a push and jump start, had to give best to the Davrian of Alan Ritchie.

The large capacity special saloon heat was a three car race led throughout by Doug Niven's Border Reivers Beetle, settling into a comfortable advantage over the SG Baker RS2000 driven by Walter Robertson who kept Bill Dryden at bay. The trio pulled out half a minute over the field led by the Colvend Escort of Eric Paterson, who after a shower at mid distance, almost had to fend off a cahrg by the Mini Cooper of Stuart Cooper.

Andrew Smith made a beautiful start in his Mallock 18B, to snatch the advantage from the lone Sports Chevron B36 of Iain McLaren, who turned the tables when Smith muffed a gear change next lap. Allen set fastest lap during his chase of the leading pair but, despite Smith closing on McLaren, whose Chevron had handling problems in practice, the latter maintained command throughout. All the while John Mackie held his Agra Engineering Gryphon in fourth place clear of the duel between the Agra Mallock of John Walker who kept a forceful Paul Gibson (Mallock Mk20) at bay.

A healthy field of Imp variants swamped a lone Mini in the small capacity special saloon event, with Ricky Gauld hustling his low line Sunbeam Imp off in the lead despite a determined attempt to usurp him by John Kirk, attempting the outside line to the hairpin on the opening lap, his similar car coming unstuck, spinning in front of the field. Restarting at the back, his charge back to finish fourth was the spice of this race.

On a now completely dry circuit, Stu Lawson (Hawke DL20) took his accustomed command of the Formula Ford 12-lapper, but Cameron Binnie in the Team Indecon Van Diemen RF78 had other ideas, first disposing of Dave Duffield's Old Court Whisky Crosslé 32F as Martin Longmuir and Roy Low contacted each other and the Armco at Caravan. Up front, Binnie snatched the advantage over Lawson exiting the hairpin, Duffield doing likewise next lap, dropping Lawson within reach of

Andrew Jeffrey in the Hope Scott Garages Van Diemen. At the last corner, Jeffrey about to attempt a pass on the outside, found Lawson spinning and was forced to take to the pits entrance road the pair stalling. This allowed Peter Shand in the Sculthorps Office Equipment Royale RP24 into third place, shadowed by the Hawke of George McMillan.

After some record bashing practise lappery, no one could live with the pace of the March 772 of Norman Dickson in the *Libre* event, taking advantage of excellent track conditions to outride the rest, to earn Man of the Meeting Award, lapping all but the Chevron B40 of Iain McLaren. Initially young Bryce Wilson got the Cuthbertson Foods/Rosetta Fruit Juices Chevron B29 past McLaren but was retaken immediately and, next time round, punted the McLaren of Broxburn car under braking for Caravan. This contretemps gave Bob Rollo the opportunity to sneak his March 75B into third place, meanwhile Andrew Smith (Mallock) was harrying the March BMW 772 of Jimmy Jack but lost three places in a spin, letting Kenny Allen take up the cudgels, eventually taking fourth spot at Arena with John Mackie holding steady in sixth place with a dischuffed Smith behind.

Doug Niven ran away with the Special Saloon final, setting a new lap record in the process, but second was in dispute between Walter Robertson and Bill Dryden, the Escort holding the SMT Pinegrove Firenza for nine laps, but on the penultimate lap something broke on the Dryden car causing oil to spray on to the rear slicks. With front braking only, the Vauxhall spun in the Esses and went backwards towards Caravan allowing Robertson to regain second with a subdued Dryden holding on to third place, the leading trio lapping the others led by the OWS Cash and Carry Imp of John Kirk after Ricky Gauld retired his badly smoking version.

The final event was a processional prod saloon 10-lapper led by Hamish Irvine whose ex-Stuart McCrudden Commodore posted a new record lap, in keeping ahead of the Kadett GTE's driven by Graham Birkell and Ralph Malley. Andrew Jeffrey kept the Hope Scott Dolomite Sprint ahead of Arch Cromer in the Craw's Nest Hotel Alfa Romeo 2000 GTV.

BILL HENDERSON