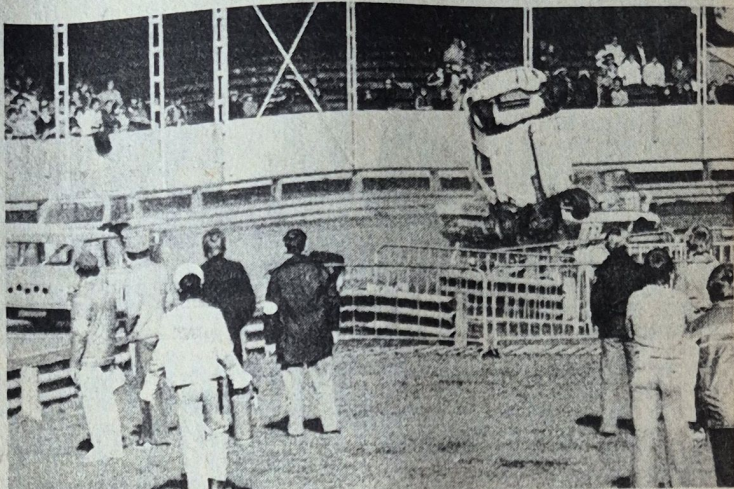


The SMT Trophy meeting on Sunday last at Ingliston proved another interesting event made more so when Eddie Cheever arrived to take up the offer from Jimmy Jack to drive his March 772 BMW to command the Libre event. Andy Barton, right on cue, having promised to be ultra competitive this time, in his March 772P, lowered Norman Dickson's recently established outright lap record in his pursuit of the leaders. Ex-stock car champion Jim Stevenson had another storming drive in his Mallock to win the Clubman/Sports event leaving Kenny Allen in his Agra Mallock to set a new class lap record, as did John Fyda in his Agra engined Elan in the ModSports race. Doug Niven continued his winning ways in the Special Saloons heat but was involved in a horrific looking accident at the start of the final when his VW Beetle Chevy, jammed in gear, moved forward, as the flag was raised, despite hard braking and acted as a launch pad for the Mini of Stuart Cooper to cartwheel over the bonnet of Jim Patrick's immaculate Camaro.

Jim Stevenson opened the meeting, hurling his Mallock off ahead of the Chevron B36 of Iain McLaren whose car went onto three cylinders as the flag fell to be swamped by a gaggle of fleet Clubman cars which provided the buffer for the McLaren of Broxburn car to fight past. By lap 7, with the car on full song and by dint of some ten-tenths motoring McLaren was gradually reeling in Stevenson, but the Chevron took

# Cheever at Ingliston



Stuart Cooper's Mini cartwheeling in the special saloon race.

command at Caravan, allowing John Mackie (Gryphon BDG) and Kenny Allen (Mallock) to resume their former positions.

The special saloons followed with Doug Niven launching the VW Beetle Chevrolet into its accustomed lead but poor Bill Dryden in the Team SMT/Pinegrove Firenza lost his drive,

easing to a halt at the start line after one lap, leaving Jimmy Robertson, now using the potential of his Skoda Coupé in second place, secure from the attentions of Walter Robertson whose BMW-engined RS2000 was having braking troubles. Alexander Littlejohn kept his Austin Cooper well ahead of the thundering Camaro of Jimmy Patrick which was being reeled in by the Mini GT of Stuart Cooper.

From the off, John Kirk in his Imp was outfumbled by the similar cars of Jim McGaughy, Ricky Gauld and George Coghill but soon picked up the reins to pass through to second place, then simply drove right round the outside of the lefthander and Jim McGaughy to streak away to an unchallenged lead. Roy Knowles eventually overwhelmed the ATS version of Bill Thomson as McGaughy dropped back to be overtaken by Ewan Buchan for fifth place.

The Formula Ford 15-lapper proved once again that Cameron Binnie in the Indescon Van Diemen had the measure of the Ingliston circuit, pulling slowly away from a quartet led by the Hawke DL20 of Stu Lawson who was pressured throughout by the Crosslé 32F of Keith Lawrence, David Duffield in the Old Court Whisky Crosslé, and Andrew Jeffrey in the Hope Scott Garage Van Diemen. The next battle group was led by Chris Lawson in his Van Diemen, harried by Robin Gray in the Royal Mile Crosslé 30F, Roy Low keeping his Crosslé 25F clear of strife this time, Martin Longmore (Hawke DL11) with Peter Shand looking for a buyer for his Royale RP24. Behind them Tom Brown (Dulon MP17) fought off the attentions of Robin Simpson who spun his Crosslé out of the Esses as Chris Lawson did likewise to drop out of the places.

John Fyda again was in a class by himself as he took his Agra Elan away from the rest, knocking two-fifths of his own lap record. Behind him Clive Reeves drove a steady second place in his Mallock, with Brian Stevenson leading the up to 1.3-litre class in his Davrian untroubled by Kenny Coleman's excursion up the bank and out of the event, at Lefthander, leaving the similar car of Angus Young fourth, well clear of Clan Crusader driven by Roy Wilson.

With Norman Dickson and Eddie Cheever sharing a similar time on the front row one could sense the tension round the circuit as the cars formed up, especially since such hot shoes as Andy Barton, Iain McLaren and young Bryce Wilson were right behind.

However, Dickson seized the advantage and was penalised a controversial 10secs, as Cheever seemed slow off in the Jack Crane Hire March. McLaren (Chevron B40), Andy Barton (March 772B), Bryce Wilson (Chevron

## results

**Formula 2000/Sports Cars (12 laps):** 1, Jim Stevenson (1.6 Mallock Burton Mk 18B), 9m 47.4s, 75.75mph; 2, John Mackie (1.8 Gryphon BDG Agra), 9m 58.6s; 3, Kenny Allen (1.6 Mallock Mk 19 Agra), 9m 59.0s; 4, Iain McLaren (2.0 Chevron B36), 10m 02.3s; 5, Sandy Watson (1.6 Mallock U2 Mk 18B), 10 07.4s; 6, Peter MacNaughtan (1.9 Chevron B23), 10m 36.5s. **Clubman Cars:** 1, Stevenson; 2, Mackie; 3, Allen. **Fastest lap:** Allen, 47.8s, 77.57mph (new class lap record). **Sports Cars:** 1, McLaren; 2, MacNaughtan. **Fastest lap:** McLaren, 47.8s, 77.57mph.

**SMT Trophy Race for Special Saloons, heat one over 1000cc (10 laps):** 1, Doug Niven (5.0 VW Beetle Chev), 8m 34.3s, 72.10mph; 2, Jimmy Robertson (3.4 Skoda Coupé), 8m 37.4s; 3, Walter Robertson (2.0 Ford RS2000), 8m 50.8s; 4, Alex Littlejohn (1.3 Austin Cooper), 9 laps; 5, Jim Patrick (6.1 Chevrolet Camaro), 9 laps; 6, Stuart Cooper (1.3 Mini 1275 GT), 9 laps. **Over 1300cc:** 1, Niven; 2, W. Robertson; 3, J. Robertson. **Fastest lap:** Niven, 50.5s, 73.42mph. **1000-1300cc:** 1, Littlejohn; 2, Cooper; 3, Robert Milne (1.3 Cooper S). **Fastest lap:** Cooper, 57.2s, 64.83mph.

**Heat two for Special Saloons up to 1000cc (10 laps):** 1, John Kirk (1.0 Imp), 9m 11.5s, 67.23mph; 2, Ricky Gauld (1.0 Sunbeam Imp), 9m 20.8s; 3, Roy Knowles (1.0 Hillman Imp), 9m 33.5s; 4, Bill Thomson (1.0 ATS Imp), 9m 33.8s; 5, Ewan Buchan (1.0 Hillman Imp), 9m 39.2s; 6, Jim McGaughy (1.0 Hillman Imp), 9m 40.2s. **Fastest lap:** Kirk, 53.5s, 69.31mph.

**Formula Ford 1600 Cars (15 laps):** 1, Cameron Binnie (Van Diemen Minister RF78), 13m 19.1s, 69.60mph; 2, Stu Lawson (Hawke DL20), 13m 22.4s; 3, Keith Lawrence (Crosslé 32F Auriga), 13m 23.8s; 4, David Duffield (Crosslé 32F Minister), 13m 24.6s; 5, Andrew Jeffrey (Van Diemen Minister RF78), 13m 24.8s; 6, Robin Gray (Crosslé Minister 30F), 13m 29.8s. **Fastest lap:** Binnie and Lawson, 52.6s, 70.49mph.

**ModSports (10 laps):** 1, John Fyda (1.9 Agra Elan), 8m 41.6s, 71.06mph; 2, Clive Reeves (1.6 Mallock U2 Mk 16), 9m 06.4s; 3, Brian Stevenson (1.1 Davrian), 9m 21.5s; 4, Angus Young (1.2 Davrian Mk V), 9 laps; 5, Roy Wilson (1.0 Clan Crusader), 9 laps; 6, Colin McGhee (1.3 MG Midget), 9m 36.3s. **Over 1300cc:** 1, Fyda; 2, Reeves; 3, Gary McDonald (1.6 Mallock Mk 16). **Fastest lap:** Fyda, 51.0s, 72.71 mph (record). **Up to 1300cc:** 1, Stevenson; 2, Young; 3, Wilson. **Fastest lap:** Stevenson, 54.3s, 69.29mph.

**The John Nicholson Trophy for Libre Cars (20 laps):** 1, Eddie Cheever (2.0 March BMW 772), 15m 14.8s, 81.07mph; 2, Andy Barton (2.0 March 772P), 15m 20.8s; 3, Norman Dickson (2.0 March 772P), 15m 28.6s; 4, Bryce Wilson (2.0 Chevron B29), 15m 34.6s; 5, Bernard Hunter (2.0 Chevron B35), 15m 53.8s; 6, John Mackie (1.8 Gryphon BDG), 19 laps. **Fastest lap:** Barton, 44.6s, 83.14mph (new class lap and outright record).

### \* RESULTS SUBJECT TO PROTEST \*

**The SMT Trophy Race for Special Saloons, Final (15 laps):** 1, Jimmy Robertson (3.4 Skoda Coupé), 12m 55.2s, 71.75mph; 2, John Kirk (1.0 Imp), 13m 34.0s; 3, Ricky Gauld (1.0 Sunbeam Imp), 14 laps; 4, Roy Knowles (1.0 Hillman Imp), 14 laps; 5, Jim McGaughy (1.0 Hillman Imp), 14 laps; 6, Alex Littlejohn (1.3 Austin Cooper), 14 laps. **Over 1300cc:** 1, Robertson; 2, Jim Patrick (6.1 Chevrolet Camaro). **Fastest lap:** Robertson, 50.6s; 73.28mph. **1000-1300cc:** 1, Littlejohn; 2, Norman Whitney (1.3 Mini Cooper S). **Fastest lap:** Littlejohn, 57.4, 64.60mph. **Up to 1000cc:** 1, Kirk; 2, Gauld; 3, Knowles. **Fastest lap:** Kirk, 52.8s, 70.23mph.

**The Shell Race for Production Saloons (10 laps):** 1, Graham Birrell (1.9 Opel Kadett GTE), 10m 23.0s, 59.52mph; 2, Ralph Halley (2.8 Opel Commodore), 10m 23.8s; 3, Hamish Irvine (2.8 Opel Commodore), 10m 36.4; 4, Campbell McLaren (1.9 Opel Kadett GTE), 10m 49.0s; 5, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 10m 51.0s; 6, Arch Cromar (2.0 Alfa Romeo 2000 GTV), 11m 00.2s. **Over 2000cc:** 1, Halley; 2, Irvine; 3, Jeffrey. **Fastest lap:** Halley 61.1s, 60.69mph (record). **Up to 2000cc:** 1, Birrell; 2, McLaren; 3, Cromar. **Fastest lap:** Birrell, 61.3s, 60.58mph (record).

# Ibex walkover in Surrey

For the first round of the Southern Trials Championship 24 drivers gathered at a new site at Woldingham, Surrey, for the Rex Chappell Trial, sponsored by Dodoso & Bull, Office Furnishers.

The club had laid out seven hills in the green valley and these were tackled four times each. The result was a great first place for Chris Highwood, with a complete Ibex whitewash as the make finished in the first four places, Gordon Jackson paying the penalty for late finishing as he stalled his way to two 10's and fourth place. He later avoided instant demise when he was showing the

ropes to German motoring journalist Hartmut Leburg who tried to drive the car under a two-foot high barbed wire fence which luckily gave way at the last moment.

The main event was somewhat tamer with Lee Chappell gathering second and John Hopkins third, with the relative newcomer Randall winning the Novice prize, and Minster winning the 1300 prize ahead of Paul Lydiard and John Higgins.

1, Chris Highwood/Ian Wright (Ibex), 70 points; 2, Lee Chappell/Lindsay Chappell (Ibex), 71pts; 3, John Hopkins/Peter Mitchem (Ibex), 77pts; 4, Gordon Jackson/Peggy Jackson (Ibex), 77pts; 4, 1300cc: Keith Minster.