



CAMERON BINNIE opposite locks to yet another FF victory ahead of Andrew Jeffrey.

second, while Iain McLaren's gingery run to third place in his Chevron B36 was enough to give him the Mower Care Championship.

The 1-litre Opel Dealers Trophy heat saw Charlie Munro come blasting through from the second row in a real hill-climber's start to indulge in some side-swapping with Ian Forrest on the way to the Esses, where Munro's Imp came out just in the lead. Forrest sorted him out at the hairpin, though, and the Drumbie Imp finished the first lap more than two seconds in front. Munro faded back a few places, and it was Roy Knowles to take up the chase. He closed steadily on Forrest, dived for the inside at the hairpin on lap seven and both cars slammed off to retire. Ricky Gauld inherited victory and in any case set fastest lap.

Cameron Binnie scored another FF win to finish the season with a handsome lead in the Canonmills Championship. This was not one of his easiest races, even if his Van Diemen fought off a challenge away from the line by Stuart Lawson's Hawke. Andrew Jeffrey slipped his Van Diemen past the Hawke at the hairpin on lap one, and charged off after Binnie. He tried several times to get on terms at Arena, just failed in a last-gasp passing manoeuvre at Clock, and finished 0.6s behind.

On lap two, but soon afterwards ended its race hard against the barrier at the Esses. Dryden made a brief pit stop to try a wheel change, having lost the valve from his left-hand front tyre in the first-lap fracas, but was shoosed out again to trickle quietly round, shredding the tyre but qualifying safely for the final. The final laps were enlivened by Jimmy Pinkerton's tremendous efforts to get to grips with the Beetle, but his Cooper S lost its chance with a big spin at Clock last time round.

Kenny Allen dominated the sports-car race with his Mallock, in complete control on a sudden track. Team-mate Andy Smith in the other S & S Mallock finished

XKSS.

The final round of the *Glasgow Herald* Championship for Formula Libre saw Norman Dickson in the Dickson's of Perth March 772P sharing the front row with Bryce Wilson's Cuthbertsons/Rosetta Chevron B29, both having set the same time in practice. Wilson, not at his best in dry-road starts, made a storming getaway on the damp track. From the second row, Andy Barton tried both sides in turn to pass the March, but couldn't find a way round in time, and Kenny Allen shot through into an early second place with his Mallock.

Wilson really meant business, hurling the Chevron around with its tail-flicking out on the damp road. Dickson and Barton passed Allen's Mallock during the opening lap, but they never looked like catching the flying Chevron, although Dickson knew that he had only to finish ahead of Barton to win the title. By the end of the 15 laps Wilson, although suffering from flu and having to ignore the clutch from half-distance because of cramps in his left leg, was almost eight seconds clear of Dickson and Barton. Allen finished fourth by a whisker from Jim Stevenson in another Mallock.

The special saloon final, the deciding event in the Lombard Championship, once again saw John Kirk's Imp lead every lap in the DWS Imp. Still unsure about unleashing more than 500 bhp of Beetle-Chevrolet on a drying road, Douglas Niven made one tentative effort to pass the Imp at Southstand. Kirk shut the door firmly on him, and Niven decided to hang on behind, knowing that a class win would give him the Lombard title by a single point from Kirk. He managed this, taking both the special saloon championship and the Shell Man of the Year award. The Man of the Meeting prize was shared by John Kirk and Bryce Wilson.

Bill Dryden sliced his way through to third place from the seventh row, but the Fireza had a quick spin at Lefthander on lap 12, and then fell foul of the slimy conditions in front of the main grandstand. Bill let it swing itself

through 180 degrees, then grabbed hold of it to steer it clear of the Armeo. Gauld's Imp inherited third spot.

The Shell production saloon race was engulfed in Opels, which had come from all over Britain to support this Opel Dealers Club meeting. Alan Minshaw led from the line in the Manchester Liners/Demon Tweaks Commodore, with Hamish Irvine's Kadett exchanging paintwork on the way to the Esses. They finished in that order, with Birrell taking the Shell title. John Cleland's Kadett, fresh from winning the road-car class in the Scottish hillclimb championship, was a class-winning fourth.

R.F.

Modsports — 10 laps: 1, J. Fyda (1.9 Elan), 10m 29.4s (58.91 mph); 2, K. Coleman (1.0 Davrian); 3, A. Young (1.1 Davrian); 4, J. Hall (1.8 Europa). Fastest lap under 1300cc: Coleman, 62.0s (59.81 mph). Fastest lap over 1300cc: Fyda, 61.0s (60.79 mph).

Special saloons over 1000cc — 10 laps: 1, J. Kirk (1.1 Imp), 10m 21.0s (57.90 mph); 2, D. Niven (5.0 VW-Chevrolet); 3, J. Pinkerton (1.3 Cooper S); 4, A. Littlejohn (1.3 Cooper S). Fastest lap under 1300cc: Kirk and Pinkerton, 60.8s (60.99 mph). Fastest lap over 1300cc: Robertson, 60.8s (60.99 mph).

Sportscars — 10 laps: 1, K. Allen (1.6 Mallock Mk 19), 10m 25.4s (59.29 mph); 2, A. Smith (1.6 Mallock Mk 20b); 3, I. McLaren (2.0 Chevron B36); 4, J. Stevenson (1.6 Mallock Mk 18B). Fastest lap: Allen, 60.0s (61.80 mph).

Special saloons under 1000cc — 10 laps: 1, R. Gauld (1.0 Imp), 10m 45.6s (57.43 mph); 2, C. Munro (1.0 Imp); 3, E. Buchan (1.0 Imp); 4, W. Thomson (1.0 Imp). Fastest lap: Gauld, 61.6s (60.19 mph).

Formula Ford — 10 laps: 1, C. Binnie (Van Diemen), 10m 24.4s (59.39 mph); 2, A. Jeffrey (Van Diemen R173); 3, S. Lawson (Hawke DL19); 4, G. Hamilton (Royale RP24). Fastest lap: Binnie, 61.1s (60.69 mph).

Historic cars — 10 laps: 1, R. Kerr (E-type Jaguar), 11m 54.2s (51.92 mph); 2, C. McLaren (Jaguar XKSS); 3, T. Harrison (Lotus XI); 4, G. Birrell (Aston Martin DB4 Zagato). Fastest lap, pre-war: Footitt, 72.2s (51.36 mph). Fastest lap, post-war: Kerr, 68.6s (54.08 mph).

Formula Libre — 16 laps: 1, B. Wilson (2.0 Chevron B29), 13m 53.7s (66.72 mph); 2, N. Dickson (2.0 March 772P); 3, A. Barton (2.0 March 772B); 4, K. Allen (1.6 Mallock Mk 19). Fastest lap: Wilson, 53.9s (68.79 mph).

Special saloons — 15 laps: 1, J. Kirk (1.1 Imp), 15m 12.8s (60.93 mph); 2, D. Niven (5.0 VW-Chevrolet); 3, R. Gauld (1.0 Imp); 4, J. Pinkerton (1.3 Cooper S). Fastest lap under 1000cc: Gauld, 60.6s (61.19 mph). Fastest lap over 1000cc: Kirk, 59.6s (62.21 mph). Fastest lap over 1300cc: Dryden, 59.6s (62.21 mph).

Production saloons — 10 laps: 1, A. Minshaw (2.8 Opel Commodore), 11m 20.6s (54.48 mph); 2, H. Irvine (2.8 Opel Commodore); 3, G. Birrell (1.9 Opel Kadett); 4, J. Cleland (1.9 Opel Kadett). Fastest lap under 2000cc: Cleland, 67.8s (54.69 mph). Fastest lap over 2000cc: Minshaw and Irvine, 66.8s (55.51 mph).

Ingliston

19-10-78

Wilson's first win

BRYCE WILSON, after a rather mixed season on home ground, scored his first win in Scotland with a fine *Libre* victory at Sunday's last Ingliston meeting of the year, sponsored by the Opel Dealers Club. The weather was miserable almost all day, and any thoughts of bonus championship points for class record-breaking laps were quickly forgotten.

The nine-race programme started with a modsports race, led from the line by Kenny Coleman's Davrian. John Fyda slipped through under braking for the Hairpin first time round, and scored another good win to clinch the Hamilton and Inches Championship.

A very wet track for the first heat of the Opel Dealers Trophy special saloon event left the big guns with not much chance of making an impression. John Kirk had installed a larger 1125cc

engine in his DWS Imp, and rocketed into the lead in a plume of spray. Feeling fit again after a mid-week hospital check-up, Douglas Niven was an unaccustomed second in the Border Reivers VW-Chevrolet. Having great trouble keeping control of his V6 Skoda, Jimmy Robertson nudged the Beetle in the first-lap uproar to the Esses, and later took Bill Dryden's SMT/Pinegrove Fireza well off onto the grass.

The Skoda snatched second place from Niven at Clock Corner



ABOVE — John Kirk splashes to his first victory of the afternoon. BELOW — Alexander Littlejohn strives to hold off Norman Whitmey in the Special Saloon race.

