

Ingliston

Dickson beats Scott

NORMAN DICKSON and Richard Scott gave the Dicksons of Perth F2 Modus team an unchallenged 1-2 win at Ingliston's Glayva Trophy race meeting on Sunday. They both beat Tommy Reid's embarrassingly long-standing circuit record, the best time finally going to Richard Scott who was awarded the John Nicholson Trophy as man of the meeting. Ivan Dutton's Capri took the Radio 1 Championship race from John Brindley's Mazda; the presence of the Radio 1 road show, and of Noel Edmonds in the race itself, brought in a record crowd of more than 16,500.

MODSPORTS - 10 laps

John Kirk made a splendid start in the K&F Metals Davrian to lead this third round of the British Caledonian Championship all the way. Peter Baker's Ginetta, front spoiler scraping the ground under braking, held second place until Kenny Allen squeezed the Team ASM Clan Crusader ahead on lap six.

1. J. Kirk (1.1 Davrian Mk5), 8m 38.2s (68.89 mph); 2. K. Allen (1.1 Clan Crusader); 3. P. Baker (1.8 Ginetta G4); 4. A. Palmer (1.6 Lotus Elan). Fastest lap under 1300 cc: Allen, 52.8s (70.23 mph). Fastest lap over 1300 cc: Baker, 53.6s (69.18 mph).

SPECIAL SALOONS
Up to 1000 cc - 10 laps

The smaller-capacity heat of the Glayva Trophy promised well, as Laurence Jacobsen in the Cuthbertsons Dairies Imp, Ian Forrest in the Drambaie Imp, Hugh Chalmers in the Len Lothian Imp and John Fyda in the Ford-engined Agra Imp are the best value for entrance money in Scottish racing. Within 200 yards of the start Mike Findlay and Mike Shakespeare in Imps, and Norman Whitney's Mini, were sidelined after a wild, midfield moment when Shakespeare was spun halfway round. Jacobsen, who is not only very quick but also guards his line well, rocketed off from pole position into his usual lead, with Forrest, Chalmers and Fyda snapping at his heels. Fyda moved into third place on lap five, but as Forrest was trying to overlap Jacobsen's car going into Arena on lap six, Fyda slowed right down and eventually finished a distant fourth. The first three were only 0.4s apart at the flag. After the race, a grandstand spectator who saw how Shakespeare had been knocked out, offered to meet the cost of the rebuild.

1. L. Jacobsen (1.0 Hillman Imp), 9m 34.8s (64.53 mph); 2. I. Forrest (1.0 Drambaie Imp); 3. H. Chalmers (1.0 Hillman Imp); 4. J. Fyda (1.0 Agra Imp-Ford). Fastest lap: Jacobsen and Chalmers, 55.6s (66.69 mph).

FORMULA FORD - 10 laps

Stuart Lawton went into an immediate lead with the Edinburgh

Flying Services Hawke, gained two seconds on Duncan Hall's similar Laidlaw car on the first lap, and eased slowly but surely away throughout the race. Dave Brotherston lost time with spins, George Mundell abandoned his Royale at the pits on lap two, and Ingliston's carefully interlocked sponsorship arrangements were typified by this Denim Men's Toiletries Trophy race in the Shand Carpets FF Championship.

1. S. Lawton (Hawke DL15), 9m 02.4s (68.36 mph); 2. D. Hall (Hawke D115); 3. G. Franchitti (Hawke DL15); 4. D. Philip (Hawke DL12A). Fastest lap: Lawton, 53.3s (69.31 mph).

SPECIAL SALOONS
Over 1000 cc - 10 laps

Bill Dryden was on pole for the second Glayva Trophy heat with the SMT/Tolemans Group Firenze Ecosse, and Walter Robertson was a fighting second on the grid with the Sportstune Escort. Douglas Niven lurked on the second row with the Border Reivers Escort. From the flag, Robertson was not overawed by the old firm of Dryden and Niven close by him, and immediately hit the front. Dryden was right behind, only a length away for much of the time, and took the lead at the hairpin on lap four. Next time round, he knocked the Firenza's gear-lever forward into neutral with a flying elbow as he howled through Clock, and spun wildly. Robertson and Niven avoided a connection very sharply, Dryden hauled his car round to face the correct way again and restarted in sixth place. Rosemary Smith went well to finish third in her Escort-FVC, with Bill Dryden just taking fourth from Jim Dryden's class-winning Longman Mini-Ford last time round.

1. W. Robertson (2.0 Ford Escort), 9m 07.6s (67.71 mph); 2. D. Niven (2.0 Ford Escort-FVC); 3. R. Smith (1.9 Ford Escort-FVD); 4. W. Dryden (2.5 Vauxhall Firenza Ecosse). Fastest lap under 1500 cc: D. Farrer (Ford Escort), 54.6s (67.91 mph). Fastest lap over 1300 cc: W. Dryden 52.8s (70.23 mph).

SPORTS and SPECIAL GT
- 10 laps

The Blue Riband Championship



IVAN DUTTON leads Brian Pepper during the Radio 1 production saloon event.

round saw Iain McLaren blast off with by far the fastest car in the field, although its engine was a little tired. Alan Sharpe went well as usual with the Dalgleish Bailie Mallock, but a 10-second penalty dropped him from second on the road to third behind Jim Baird's Chevron. Kenny Allen crossed the line just before Iain McLaren was flagged in as the winner, but seemed to misunderstand the situation and went into the pits before completing the next lap, dropping several places as a result.

1. I. McLaren (2.0 Chevron B31-BDG), 8m 13.0s (75.21 mph); 2. J. Baird (1.8 Chevron B23); 3. A. Sharpe (1.6 Mallock U2 Mk16); 4. J. Kirk (1.1 Davrian Mk5). Fastest lap under 1600 cc: Sharpe, 51.1s (72.56 mph). Fastest lap over 1600 cc: McLaren, 48.4s (76.61 mph).

PRODUCTION SALOONS
- 15 laps

The BBC Radio 1 race - this is perhaps the only event held at Ingliston without any Scottish drivers - would have been painful but for a close pursuit of Ivan Dutton's Century Oils Capri by Brian Pepper in the General Relays Opel Commodore, with John Brindley's Mazda playing a surprise part on the final lap. Dutton led from the line with Pepper second and Noel Edmonds third in the Team Castrol Opel Commodore. The first-lap rush through the Esses saw Edmonds punted on a rear quarter,

and Graham Miles in one of the two Manitou BMWs spin round in the middle of the pack. The Commodore continued with a buckled rear wheel, spun at Caravan second time round and was retired "feeling very, very odd" to the pits.

A professional race perked up on lap 12, as John Brindley closed on the Dutton/Pepper battle at the front. On lap 15 the two leaders nudged at the hairpin, took opposite sides of the track - to Lefthander, and Brindley went up the middle to snatch second place almost at the end. Dutton took the over-£2,400 class and Brindley the one up to £2,000. Jeff Allam's Vauxhall was the only entrant in the £2,400 class, and Trevor Moore in the Elstree Plant Avenger was first in the £1,600 group. Brindley was disqualified after the race for an irregularity in the working of his twin choke.

1. I. Dutton (Ford Capri) 16m 00.00s (57.94 mph); 2. J. Brindley (Mazda RX3); 3. B. Pepper (Opel Commodore); 4. D. Brunt (BMW 3.0Si). Fastest lap under £1600: T. Moore (Hillman Avenger), 65.6s (56.52 mph). Fastest lap £1600-£2000: Brindley, 63.2s (58.67 mph), new class record. Fastest lap £2000-£2400: Allam, 64.2s (57.76 mph). Fastest lap over £2400: Pepper, 62.8s (59.04 mph), new class record.

FORMULE LIBRE - 15 laps

Norman Dickson had the British Caledonian 707 Modus on pole for the Queen Street Tile Centre

given, Bill Dryden couldn't produce any clutch action in the unorthodox twin-gearbox Firenza Ecosse. He got under way after a push start, but hobbled off for only a hundred yards before pulling into the outfield and wrestling to find a proper gear. He managed it while the leaders were out on their second lap, and made clutchless changes thereafter to set the fastest lap of the race. Douglas Niven, who'd been rebuilding his Escort's rear suspension to new settings in practice, let Walter Robertson hold the lead for one lap before running down his outside into the hairpin and chopping ahead at the apex. Robertson came back strongly until he lost contact with only two laps to go. Rosemary Smith was third until her Escort faded a little, both Jim Dryden and Dave Farrer passing before the end. The Jacobsen-Chalmers-Forrest gang gave another tremendous display, although Forrest retired one lap from the end.

1. D. Niven (2.0 Ford Escort-FVC) 13m 44.2s (67.48 mph); 2. W. Robertson (2.0 Ford Escort); 3. J. Dryden (1.3 Longman Mini Ford); 4. D. Farrer (1.3 Ford Escort). Fastest lap under 1000 cc: Forrest, 46.0s (66.21 mph). Fastest lap under 1300 cc: J. Dryden, 53.1s (67.30 mph). Fastest lap over 1300 cc: W. Dryden 52.6s (70.49 mph).

PRODUCTION SALOONS
- 15 laps

The last race in a fine-weather programme was a Shell championship event for the local production saloons. Niall Mulloy's Graham & Morton Celica was missing from pole position, and Vic Covey's John Brown Mazda made the best of its solo place on the front row to lead from the flag, but Jennifer Birrell in the off-form Chunky Chicken Magnum, used by Jim McRae in the Texaco Tour of Southern Britain, was unable to take advantage of her clear run from the second row. Jim Dryden, unfamiliar in another Vauxhall, took up second place before finding that his special saloon flat-out technique through the Esses didn't always work with a production car. Andrew Small's Capri had its best run at Ingliston, coming through to head the field from lap four to the end, and Eddie Labinjoh took up station behind in his first race for several months in the familiar Alfa Romeo. Soon after halfway, Roy Knowles' Mexico took over third place, and Tom Meldrum's Four Woods Mazda persevered to the chequered flag despite a barrage of apparently terminal mechanical noises.

R.F.

1. A. Small (Ford Capri) 16m 13.0s (57.16 mph); 2. E. Labinjoh (Alfa Romeo 2000GTV); 3. R. Knowles (Ford Mexico); 4. I. Stirling (Mazda RX3). Fastest lap under £2000: C. Jones (Mazda RX3), 63.8s (58.12 mph). Fastest lap over £2000: Labinjoh, 63.6s (58.30 mph).