

Sunny Ingliston opener

THE first race of the season at Ingliston on Sunday brought a number of southern competitors over the border and a crowd of 11,000 turned out to see the racing in unusually warm weather. The Scottish circuit has been resurfaced in the off-season and consequently several lap records fell during the nine-race programme.

The opening race was the first heat of the Burmah Trophy Special Saloon event which gave Sedic Bell a convincing win in the Cosmo Entertainments sponsored, Ford-engined Mini by almost nine seconds from Bob Leckie's Chamois Coupe with Norman Dickson (son of Tommy Dixon) third in his Imp.

Graham Cuthbert from Dundee had a runaway win in the first round of the Rothmans Scottish Formula Ford championship equalling the circuit record for the formula in the process. Cuthbert's Lotus led home the Crosslé of John MacGilvary and Andrew Jeffrey's Elden.

Mike Nugent was the early leader on the opening lap but spun off taking one of the favourites, John Absalom (Ginetta) with him. The Ginetta retired after the incident but Nugent recovered to take fourth behind John Blades (Clan Crusader) while Dave Morton (Elan) was second.

The next two races were rounds of the Castrol Gp 1 championship with Richard Lloyd's Chevrolet Camaro taking a controversial win (amidst eligibility doubts) from the 3-litre Capri of Gordon Spice, the 3.0-litre BMW Si of Tony Lanfranchi, John Handley's Alfa Romeo and the

The 12-lap Libre event was without most of the regular Scottish Libre competitors and provided a convincing win for John Blades in the ex-Emerson Fittipaldi Moonraker Lotus 69 with BDE power. Scottish hill-climb champion Ian McLaren in the ex-Wingfield Brabham BT36 was second and Douglas Thompson in the Ecosse Imp.

The final of the Special Saloon car championship qualifier saw Niven on the grid in spite of the fact that he hadn't finished in the heat. Bill Dryden led away but while holding a handy lead he locked up a brake going into the hairpin and hit the armco. Niven charged through to lead to the finish but then the organisers decided he wasn't eligible and so first place went to Derek Huntley's Escort FVC with Jim Dryden's Cooper S second and Dixon's Imp third.



DOUG NIVEN's Boss V8-engined Escort leads Bill Dryden's 2.3-litre Vauxhall Firenza into the Ingliston hairpin with the rest of the Special Saloon Car field already well spread.

The second Special Saloon heat was being led by Doug Niven's Boss V8 engined Escort before he blew a tyre which left victory to Bill Dryden's Firenza which headed off the Arden Cooper S of Frank Gunn.

The fourth race was a mod sports event which attracted the usual Scottish mixture and was won by Jon Fletcher's 1.8-litre Lotus Elan.

Rothmans BMW of Roger Bell. Ivan Dutton's Escort Sport led home the smaller class.

The second part of the Gp 1 affair was dominated by Bernard Unett's Hillman Hunter GLS with Tim Stock (2.3 Firenza) second, ahead of John Hazelwood's Escort Mexico. Lanfranchi had his usual class win in the smallest class in his Moskvich.

Dryden got some compensation though because he was able to set a new outright saloon car record at 54.9s (67.54 mph).

The final event for Specials, GT and sports cars was won by Tony Charnell's Gropa with Eddie Labinjoh (Fish Spyder) second and Mel Ross (Mallock) third.