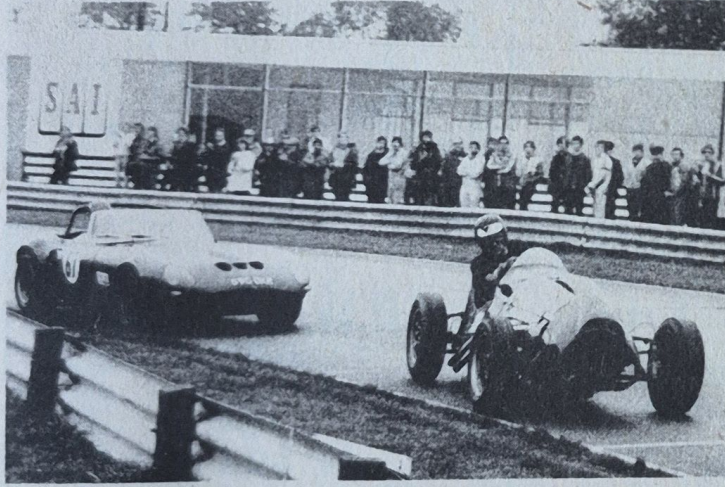


Entertaining historics at Ingliston finale

The final meeting of the Ingliston season for the John Nicholson Memorial Trophy took place on Sunday in damp, dreary weather. However, with several championship finals to be decided, the eight-race programme, which was completed with little delay, was not dull, featuring such highlights as the Allen/Fyda dice for the clubmans lead in their Mallocks, while the highly entertaining Historic event served to brighten proceedings.

The opening event for clubman cars, was a 10-lap battle between Kenny Allen and John Fyda, the latter fielding the ex-Jim Stevenson/Don Laird Mallock 18B with a potent Agra power unit. As it was, Allen, from pole, got the power to the damp road fractions earlier and the pair circled on the very ragged edge with little or no daylight between them. This somewhat overshadowed the third place dispute, John Mackie, in the Agra Precision Mallock 18BW, having to keep at bay the ebullient John Barr whose Nathan Valley Homes car was overwhelmed first by Jim Stevenson, having a miserable day after a practise fire, then Andy Smith whose 20B gained fourth as

Roddy MacPherson — seen here leading Tom McCallum — won the John Nicholson Trophy for his stirring drive in the Cooper — Bristol.



results

The Haleys Motor Services Trophy for Clubman Cars (10 laps): 1, Kenny Allen (Mallock Mk18), 9m 42.9s, 63.61mph; 2, John Fyda (Mallock 18B), 9m 43.2s; 3, John Mackie (Mallock 18 BW), 9m 58.2s; 4, Andy Smith (Mallock 20B), 10m 00.0s; 5, John Barr (Mallock 19), 10m 08.2s; 6, John Walker (Mallock 20B) 10m 31.6s. **Class A:** 1, Allen; 2, Fyda; 3, Mackie. **Fastest lap:** Allen 56.9s, 65.17mph. **Class B:** 1, Dave Orchard (Centaur 14B); 2, Jim Irwin (Mallock); 3, Clive Reeves (Mallock U2 Mk16). **Fastest lap:** not given.

The Hope Sault Garage Trophy for Special Saloons up to 1 litre (12 laps): 1, Jim McGaughay (Hillman IMP), 12m 40.2s; 58.53mph; 2, Kenneth Murray (Sunbeam IMP), 12m 40.5s; 3, Ricky Gauld (Hillman IMP), 12m 50.4s; 4, George Coghill (IMP), 12m 53.2s; 5, Dave Ogilvy (Stiletto IMP), 12m 53.7s; 6, Robert Milne (Davrian IMP), 12m 55.0s. **Fastest lap:** Milne, 61.8s, 60.00mph.

The Shell Championship for Formula Ford (10 laps): 1, Keith Lawrence (Van Diemen-Auriga RF79), 10m 58.5s, 56.51mph; 2, Tom Brown (Van Diemen-Scholar), 11m 02.4s; 3, Ivan Robinson (Crosslé-Minister 35F), 11m 13.0s; 4, Stu Lawson (PRS-Scholar), 11m 17.3s; 5, David Duffield (Crosslé-Minister 32F), 11m 20.1s; 6, Dave Farrer (Van Diemen-Scholar RF78), 11m 20.3s. **Fastest lap:** Lawrence, 64.3s; 57.49mph.

The Balmoral Hotel, Moffat Trophy for Modsports (10 laps): 1, John Fyda (2.0 Agra Elan), 10m 35.0s, 58.39mph; 2, Duncan Hall (1.8 Lotus Europa Special), 10m 56.4s; 3, Dave Orchard (1.6 Centaur 14), 11m 28.7s; 4, Roy Wilson (1.0 Clan Crusader), 9 laps; 5, Henry Sinclair (1.0 Clan Crusader), 9 laps; 6, Alan Ritchie (1.2 Davrian), 10m 58.2s. **Over 1300cc:** 1, Fyda; 2, Hall; 3, Orchard. **Fastest lap:** Fyda, 61.6s, 60.19mph. **Up to 1300cc:** 1, Sinclair; 2, Ritchie; 3, George Wilson (1275 Co GTM). **Fastest lap:** Brian Stevenson (1.1 Davrian), 63.8s, 58.12mph.

The McLaren Builders Race for Historic Cars (10 laps): 1, Roderick MacPherson (Cooper-Bristol), 11m 38.4s, 53.09mph; 2, Tom McCallum (7.0 Jaguar Egal), 11m 39.0s; 3, Campbell McLaren (4.5 Jaguar E), 11m 47.4s; 4, Ron Footitt (2.0 Cognac SP), 12m 28.8s; 5, David Grant (1.1 Elva FJ), 12m 33.6s; 6, Tony Steele (1.1 Lda), 12m 36.9s. **Pre-war:** 1, Footitt; 2, Chris Chilcott (1.5 Fraser Nash); 3, Mark Joseland (Fraser Nash). **Fastest lap:** Footitt, 72.4s, 51.22mph. **Post-war:** 1, MacPherson; 2, McCallum; 3, McLaren. **Fastest lap:** MacPherson, 63.0s, 53.34mph.

The Wylies Trophy for Ford Mexions (10 laps): 1, John Pritchard, 12m 16.8s, 50.33mph; 2, Harold Hagan, 12m 19.8s; 3, Lennie Fisher, 12m 29.6s; 4, David McCulloch, 12m 31.7s; 5, John Megan, 12m 32.9s; 6, Morris Hassard, 12m 34.2s. **Fastest lap:** Hagan, 72.2s, 51.36mph.

The Hope Scott Garage Trophy for Special Saloons over 1 litre (12 laps): 1, Walter Robertson (3.0 DFVW), 12m 03.5s, 61.50mph; 2, Dougal Niven (5.0 VW Beetle Chevvy), 12m 17.2s; 3, Peter Baldwin (1.3 Marshall Mini), 12m 34.1s; 4, Tony Dickinson (2.0 Skoda 130RS), 12m 38.2s; 5, Jim Pinkerton (1.3 Mini Cooper S), 12m 39.0s; 6, Iain Forrest (1.2 Dambaue IMP), 13m 03.5s. **Over 1300cc:** 1, Robertson; 2, Niven; 3, Baldwin. **Fastest lap:** Robertson 58.7s, 63.17mph. **1001-1300cc:** 1, Pinkerton; 2, Forrest; 3, Alex Littlejohn (1.3 Auslin Cooper 'S'). **Fastest lap:** Forrest, 60.6s, 61.9mph.

The Rosetta Trophy for Libre Cars (15 laps): 1, Norman Dickson (2.0 March 792), 13m 49.5s, 66.52mph; 2, Andy Barton (1.6 March 79B), 13m 56.2s; 3, Gary Gibson (1.6 Chevron B42), 13m 56.6s; 4, Andrew Jeffrey (1.6 Chevron B49), 14m 04.8s; 5, Kenny Allen (1.6 Mallock Mk18), 14m 22.3s; 6, Laurence Jacobsen (1.6 Chevron B29), 14m 22.8s. **FA & F3 Cars:** 1, Barton; 2, Gibson; 3, Jeffrey. **Fastest lap:** Barton, 53.4s, 69.44mph. **Libre cars:** 1, Dickson; 2, Allen; 3, Graham Hamilton (3.0 Surtees TS19). **Fastest lap:** Hamilton, 53.6s, 69.18mph.

Stevenson pulled out, letting Clive Reeves take the Dinwoodie Lodge Hotel Championship by a single point, despite his diff letting go, yards from the flag.

The small saloons were led away by Kenneth Murray whose Imp was overtaken by the Motorists Discount Centre version of Jim McGaughay, with Ricky Gauld hovering in third spot. George Coghill led the rest in the Caithness Glass Imp, being hotly pursued by the Sportstune car of David Ogilvy followed by David Milne. Bill Thompson was in an unaccustomed eighth place charging after Ewan Buchan and gaining a place when he departed the fray. Up front, the forceful Murray closed on McGaughay when the latter got his car sliding out of the corners, to shadow him over the line.

With Stu Lawson unassailable in the Shell Formula Ford Championship, he left things to Keith Lawrence and David Duffield to settle the second place destination. It was Lawrence who tipped his Van Diemen away ahead of the Parks Van Diemen of Tom Brown, from Duffield, Ivan Robinson, Roy Low and Dave Farrer. By the next lap Robinson

and Farrer had each gained a place, but it was Lawson, who started from the rear of the grid who showed his prowess on the greasy track, pushing the PRS past the pussy footing field to annex fourth place, leaving Lawrence to take fastest lap.

In the Modsports event which followed, Brian Stevenson got a tremendous start with his Bardene Automotive Davrian, but John Fyda streaked his Elan past on the back straight, to perform his usual disappearing act from the rest of the field. Hard behind was Duncan Hall in the immaculate Lotus Europa, while after a spin by the Davrian of Angus Young out of the hairpin, Kenny Coleman emerged in fourth with a tattered offside front to his Elan, which caused him to pull off and Dave Orchard (Centaur) collected a place which became third when Stevenson, on slicks, locked a wheel at the hairpin and slid the Davrian into the Armco.

From pole, Tom McCallum gingerly eased the modern-looking 7-litre Jaguar Egal away from the Cooper Bristol of Roddy MacPherson to lead the Historic 10-lapper. The latter lugged the drier racing line on the corners and harried the leader, to eventually lead after three laps, underbraking into the hairpin. Campbell McLaren, in his white E-Type Jaguar, held an unflurried third throughout, unchallenged on the damp road by the normally forceful Ron Footitt (Cognac Special). Behind, however, the sparse crowd got their money's worth from Chris Chilcott, who grabbed prodigious handfuls of wheel urging his Fraser Nash around Arena, and from the antics of local decorator Tom Irvine and his JP, which steadily burnt away its oil when a pipe disconnected, the engine expiring as he crossed the finish.

The Irish invasion for the Mexico challenge race lost much of its fire in the conditions, as John Pritchard howled away to lead throughout, Harold Hagan besting Lennie Fisher on lap 2 with the

remainder of the 15-car field in procession, Stanley Coulter contriving to spin and Morris Hassard elevating himself at the expense of Robert Barr.

Andy Barton had lodged his March 79B on pole for the Libre 15-lapper, but it was Norman Dickson who pushed his March 792 in front with Gary Gibson third, ahead of Libre challenger Andrew Jeffrey in the Hope Scott Chevron B49. Astonishingly, Kenny Allen revelled in fifth place, his earlier win in the handy Mallock keeping him from the attentions of the Rosetta/Cuthbertson's Dairies B29 driven by Laurence Jacobsen. In the mid-field Doug Niven driving the Barton March 77B, chased the Mallock of Andy Smith with Graham Hamilton in the big Surtees TS19 looking for a way past. John Barr, his Mallock showing a penchant for the escape road at left hander, joined the dice between Jimmy Jack (March BMW 772) and George MacMillan in the Bass Rock Garage Chevron B35, as Gary Gibson unsuccessfully attempted to win the inside line from Barton leaving the Gleneagle Helicopters/Dicksons of Perth March to further increase his championship advantage.

The final event was for large engine special saloons, with Peter Baldwin leading off in his Marshall Mini after Walter Robertson muffed his start in the DFVW, but power told, and he led by lap 3, with Doug Niven howling the VW Beetle in behind, Tony Dickinson (Skoda 130 RS) being delayed momentarily when Murray Burgess spun his Escort Chevy, and never able to catch Baldwin thereafter. Iain Forrest brought up the rear after spinning his Dambaue Imp, but fought back to sixth behind the venerable Mini Cooper 'S' of Jim Pinkerton.

As a fitting climax, Roderick MacPherson was awarded the John Nicholson Trophy for his stirring drive in his Cooper Bristol.

BILL HENDERSON

Hathaway's first victory

No one would dispute that Graham Hathaway is one of Britain's top Rallycross drivers, having been a leading contender in both the 1978 and 1979 Castrol/BRTDA Championships as well as always showing well at Lydden Internationals. When he walked away with the 'A' final at round 8 of this year's series at Talbenny on October 7, however, it was the delighted Hathaway's first-ever outright victory in a Rallycross. Another happy man was John Button who fought his way to second overall in his Autoconti-prepared Golf after a stirring battle with George Warren and Bruce Rushton.

After the dust of the previous Talbenny round, there was no chance of a repeat of that disaster as the day dawned wet, with rain during practice. The rain, however, held off allowing the track to dry during the day to give an almost perfect racing surface, the only problem being the sharp right hand sweep that has a surface so abrasive that many front runners wear out a set of tyres per event at Talbenny. The hardworking and enthusiastic Pembroke MC were poorly rewarded with a field of only 41 cars, but all the main championship contenders were present together with a good selection of front runners and class runners such as Phil Wilson, Ian Watson, Tim Greenhill and Nick Garner.

Championship leader Bruce Rushton knew he had to do well at Talbenny to avoid missing out on the double (having already won the RAC title). On run 1 he made no mistakes and set fastest time (2m 57.1s) for his three laps. Graham Hathaway also desperately wants the title, and he got straight into the groove, cutting a 2:58.4. Less fortunate was Graham's brother Barry, whose Mini broke its second crown wheel in as many

meetings. The only other driver under 3mins was John Button, who put the Bose Hi Fi Central Tyre car well in the running with 2:59.8.

1977 Champion Trevor Reeves won the previous round at Long Marston and poses a very serious threat in this year's championship in his Dove/Castrol 16-valve Mini. He was fourth up on 3:00.2, nearly 4secs ahead of Will Gollop's Saab 99 Turbo which always promises so much. Also on 3:04.1 was Colin Page, making a good showing with Hathaway for the Blue Line Escorts. Tim Greenhill (Sign Specialists Mini) demonstrated that his 'A' final at Long Marston was no fluke by setting seventh fastest overall and fastest 1300 time on 3:05.2. His late start in the season, however, means he has no hope of displacing the determined Trevor Smith (Chelsea Building Society Mini) from the 1300 class lead. Keith Farrance was next up in the 1300 class, while the 1-litre class order in this run was Phil Wilson from Ian Watson.

The organisers had very sensibly decided to cut the number of cars per run from eight to six in view of the depleted entry, leaving the finals at eight cars, after consulting the drivers.

Unfortunately everything did not run smoothly all day, as the jump start procedure caused problems. Most Rallycross clubs operate a system whereby a jump start causes the cars to be recalled, and the driver or drivers responsible warned. If they cause another jump start they are then excluded. Pembroke MC, however, sent guilty drivers to the back of the grid for the restart, an idea no doubt with merit, but currently not accepted! When Dave Fuell and Keith Farrance were deemed to have jumped the start of their heat, a long delay