

Stevenson in the sun

After a miserable summer, sunshine returned to Scotland to grace the BP Trophy Race meeting at Ingliston on August 20, when after a fine parade of Veteran and Vintage cars organised by the Royal Scottish Automobile Club, racing commenced with a cracking FF2000/Sports car race in which Jim Stevenson (Mallock) kept the Chevron of Iain McLaren at bay. The special saloon events again proved the superiority of the VW Beetle Chevrolet of Doug Niven, when he lowered his own lap record. In the up to 1-litre class heat John Kirk in his Imp gave Sedric Bell's long-standing record a knock and, in the final, delighted timekeeper Lewis Jamieson by carving almost a further second off. The FF1600 thrash was just that, and the results subject to protest, while Hot Rod Champion Barry Lee dominated the Prodsaloons to lower the class record in his opening laps. Despite a promising *Libre* field, Norman Dickson repeated his rush away from everyone else but failed to improve his lap times of the previous meeting.

Watched by Danielle Audetto and Giorgio Pianta of Fiat, the racing started slightly late, but the opening ten-lapper had Iain McLaren on the second row surrounded by a host of fleet clubman cars from which Jim Stevenson detached his Mallock Mk18 to grab a healthy advantage, leaving Andy Smith's Mallock to give best to the Gryphon of John Mackie with the McLaren of Broxburn

car in fourth place and chasing hard. First the McLaren Chevron B36 took Smith and by mid-distance had reeled in Mackie, but the leader was not to be denied, as on the last lap he shut the door decisively on the B36 on his tail and held it off to the flag.

In the first special saloon heat, Doug Niven made a beautiful start to dominate proceedings, the Border Reivers VW-Chevvy easing away from the Sayers Haulage of Catterick Skoda Coupé of Jim Evans, Walter Robertson in the S. G. Baker/Sportstune RS2000 and Bill Dryden who was having difficulty putting the power of his SMT/Pinegrove Vauxhall Firenza Ecosse down on the road. This quartet pulled away from the field, led by Jimmy Robertson giving his Robertsons of Cardenden Skoda coupé its baptism at Ingliston, and well ahead of 1000-1300cc class leader Eric Paterson in the Colvend Escort.

The second heat was again an Imp benefit, as the Sunbeam version of Ricky Gauld took command for the ten laps leaving the squabbling behind him. Jim McGaughay, in second spot, soon lost out to the Drambuie Imp of Ian Forrest, then was overwhelmed by a forceful John Kirk in the DWS Cash and Carry Imp who had just taken a retiring ATS Imp of Bill Thomson. This left Bob Leckie next to elbow past McGaughay at South Stand but with a badly handling car and no brakes he hit the armco at Caravan. Meanwhile Kirk was demolishing Sedric

Bell's record and essayed to overtake Forrest at the hairpin only to spin around, engage gear and still hold third place.

An incident packed FF1600 needle match had the crowd on tiptoe, as Stu Lawson snatched the advantage in his Hawke DL19A, hotly disputed by Cameron Binnie (Team Indescan Van Diemen) and Andrew Jeffrey in the Hope Scott Van Diemen. This trio pulled out a gap to Peter Shand in George Franchittis Hawke DL20, David Duffield (Old Court Scotch Whisky Crosslé 32F) and Robin Gray (Royal Mile Racing Crosslé 30F). The unfortunate Roy Low spun his Crosslé to be collected by Chris Lawson whose Van Diemen was able to continue. Up front the battle was furious as Binnie tried all he knew to find a way past Lawson, the cars making contact on occasion, but a determined Binnie got past at South Stand with Jeffrey following only to be punted by Stu Lawson whose Hawke lost its nosepiece. The fourth place battle was resolved when Duffield struggled past Shand with Martin Longmore waiting his chance just behind with his Hawke DL11. Keith Lawrence (Crosslé 32F) had a lonely race ahead of Robin Simpson (Crosslé 25F) who lost out to the pressure of Graham Hamilton in Peter Shand's understeering Royale and Tom Brown in the Parks of Hamilton Dulon MP 17.

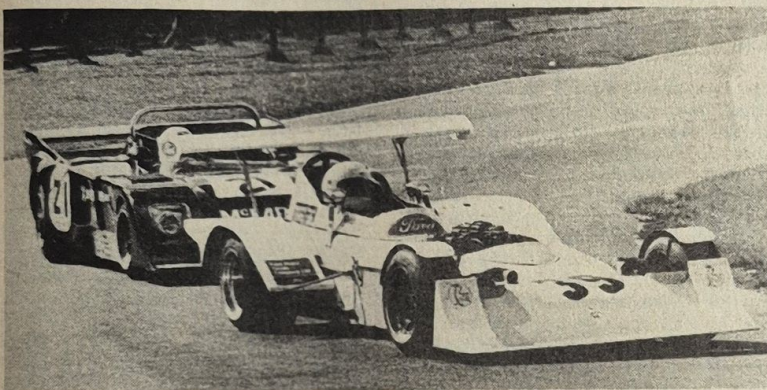
Barry Lee took over Graham Birrell's seat in the Lylesland of Paisley Opel Kadett GT/E, which he rocketed away ahead of a surprised Hamish Irvine, whose Commodore GS/E normally holds sway, leaving Ralph Halley (Opel Kadett GT/E) and Andrew Jeffrey, who did a quick seat change into the Hope Scott Dolomite Sprint. This held until the Commodore went sick about mid race to be gobbled up by the following cars including the Mazda RX2 Coupé driven by Vic Covey, who just edged out the Alfa Romeo 2000 GTV of Arch Cromar and Campbell McLaren whose Opel Kadett smote the barrier. While Lee got a fine ovation for his effective slides around Arena, Arthur Sneedan enjoyed himself two and three wheeling his colourful Land of Hi-Fi Nottingham/Townsend Renault STS around the swerves.

The *Libre* race was another Norman Dickson (March 772) benefit from the off, Andy Barton fairly hurling his March at the corners in second spot while Iain McLaren inherited third place when Bryce Wilson pitted his Cuthbertson Foods/Rosetta Fruit Juice Chevron B29 with a loose spark box then retired two laps later with the gearbox parting company with the engine. Bernard Hunter claimed fourth in the ex-McLaren B35 with first race victor Jim Stevenson next up on the Mallock. The field had lost Bob Rollo on the dummy grid when his March broke a drive shaft while a spectacular coming together during the race eliminated the Lotus 69 of David Muter and the Mallock of Andy Smith.

The special saloon final proved to be virtually a carbon copy of the heats with Niven uncatchable, and Evans (Skoda) just too fleet for the RS2000 of Walter Robertson and Bill Dryden holding fourth. Some way behind, Ricky Gauld, 1-litre class leader, was first reeled in and taken on the inside at the Hairpin by a determined John Kirk whose progress pulverised his newly established record lap, leaving it at 52.6s, then Ian Forrest in the Drambuie Imp demoted him to seventh place as Jimmy Robertson locked up his Skoda and dropped to tenth place.

In the closing event for modsports, John Fyda simply romped away in his Agra Elan, easing his pace considerably in the closing laps but never sufficient to let the Mallock Mk16 of Clive Reeve to get to grips. Nicky Ellis (Lotus Elan) was challenged by the up to 1300cc leader, Ken Coleman (Davrian), who suffered a push start penalty.

BILL HENDERSON



Stevenson held off McLaren to the flag.

results

The Northern Rock Building Society Trophy for FF2000/Sports Cars (10 laps): 1, Jim Stevenson (1.6 Mallock 18B), 8m 15.2s; 74.88mph; 2, Iain McLaren (2.0 Chevron B36), 8m 15.6s; 3, John Mackie (1.8 Gryphon), 8m 20.2s; 4, Andrew Smith (1.6 Mallock 18B), 8m 21.0s; 5, Kenny Allen (1.6 Mallock 19), 8m 21.2s; 6, John Walker (1.6 Mallock), 8m 35.4s; **Clubmans:** 1, Stevenson; 2, Mackie; 3, Smith. **Fastest lap:** Stevenson, 48.3s, 76.77mph. **Sports:** 1, McLaren; 2, Peter MacNaughtan (Chevron B23). **Fastest lap:** McLaren, 48.0s, 77.25mph.

The BP Trophy Race, heat one for special saloons over 1000cc (10 laps): 1, Doug Niven (6.1 VW Beetle-Chevrolet), 8m 28.2s, 72.99mph; 2, Jim Evans (2.7 Skoda Coupé), 8m 32.0s; 3, Walter Robertson (2.0 Ford RS2000), 8m 32.8s; 4, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 8m 45.0s; 5, Jimmy Robertson (3.4 Skoda Coupé), 9m 13.2s; 6, Eric Paterson (1.3 Colvend Escort), (9 laps). **Over 1300cc:** 1, Niven; 2, Evans; 3, W. Robertson. **Fastest lap:** Niven, 49.6s, 74.76mph (equals record). **1000-1300cc:** 1, Paterson; 2, Alex Littlejohn (1.3 Austin Cooper); 3, Ian Tulloch (1.3 Mini Cooper 'S'). **Fastest lap:** Paterson, 54.2, 68.41mph.

The BP Trophy Race, heat two for special saloons up to 1000cc (10 laps): 1, Ricky Gauld (1.0 Sunbeam Imp), 9m 16.2s, 66.67mph; 2, Ian Forrest (1.0 Drambuie Imp), 9m 17.0s; 3, John Kirk (1.0 Imp), 9m 25.5s; 4, Jim McGaughay (1.0 Hillman Imp), 9m 30.6s; 5, Ewan Buchan (1.0 Hillman Imp), 9m 52.6s; 6, Roy Knowles (1.0 Hillman Imp), 9m 53.4s. **Fastest lap:** Kirk, 53.5mph, 69.31mph.

Formula Ford 1600 cars (12 laps): 1, Cameron Binnie (Van Diemen-Minister RF78), 10m 45.8s, 68.93mph; 2, Andrew Jeffrey (Van Diemen Minister), 10m 47.8s; 3, Stu Lawson (Hawke DL19), 10m 49.7s; 4, David Duffield (Crosslé 32F), 10m 50.2s; 5, Peter Shand (Hawke-Minister DL20), 10m 51.5s; 6, Martin Longmore (Hawke-Scholar DL11), 10m 52s. **Fastest lap:** Binnie, 52.4s, 70.76mph. (equals record).

The Shell Race for Production Saloons (10 laps): 1, Barry Lee (1.9 Opel Kadett GT/E), 10m 31.4s, 58.73mph; 2, Ralph Halley (1.9 Opel Kadett GT/E), 10m 37.8s; 3, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 10m 57.2s; 4, Vic Covey (2.3 Mazda RX2 Coupé), 10m 58.8s; 5, Hamish Irvine (2.8 Opel Commodore), 11m 04.8s; 6, Arch Cromar (2.0 Alfa Romeo 2000 GTV), 11m 21.0s. **Over 2000cc:** 1, Covey; 2, Irvine; **Fastest lap:** Irvine, 61.8s, 60mph (record). **Up to 2000cc:** 1, Lee; 2, Halley; 3, Jeffrey. **Fastest lap:** Lee 62.0s, 59.81mph (record).

The Drakkar Trophy Race for Libre Cars (20 laps): 1, Norman Dickson (2.0 March 772), 15m 23.7s, 80.31mph; 2, Andy Barton (2.0 March 772B), 15m 31.0s; 3, Iain McLaren (2.0 Chevron B40 Hart), 15m 35.8s; 4, Bernard Hunter (2.0 Chevron B35), 16m 04.1s; 5, Jim Stevenson (1.6 Mallock 18B), 19 laps; 6, Kenny Allen (1.6 Mallock Mk19), 19 laps. **Fastest lap:** Dickson, 45.3s, 81.85mph.

The BP Trophy Race for special saloons - final (15 laps): 1, Doug Niven (B1 VW Beetle Chevrolet), 12m 43.5s, 72.86mph; 2, Jim Evans (2.7 Skoda Coupé), 12m 51.9s; 3, Walter Robertson (2.0 Ford RS2000), 12m 52.2s; 4, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 12m 55.7s; 5, John Kirk (1.0 Imp), 14 laps; 6, Ian Forrest (1.0 Drambuie Imp), 12m 54.2s. **Over 1300cc:** 1, Niven; 2, Evans; 3, Robertson. **Fastest lap:** Niven, 49.0s, 75.67mph (record); **1000-1300cc:** 1, Eric Paterson (1.3 Colvend Escort); 2, Alex Littlejohn (1.3 Austin Cooper); 3, Ian Tulloch (1.3 Mini Cooper 'S'). **Fastest lap:** Paterson, 55.0s, 67.42mph; **Up to 1000cc:** 1, Kirk; 2, Forrest; 3, Gauld. **Fastest lap:** Kirk, 52.6s, 70.49mph (record).

Modified Sports Cars (10 laps): 1, John Fyda (1.9 Agra Elan), 9m 10.0s, 66.67mph; 2, Clive Reeves (1.6 Mallock Mk16), 9m 12.6s; 3, Nicky Ellis (1.6 Lotus Cowgate Elan), 9m 19.6s; 4, Ken Coleman (Davrian), 9m 32.0s; 5, Roy Macnab (1.6 Centaur Mk17), 9 laps; 6, Roy Wilson (1.0 Clan Crusader), 9 laps. **Over 1300cc:** 1, Fyda; 2, Reeves; 3, Ellis. **Fastest lap:** Fyda, 52.2s, 71.03mph. **Up to 1300cc:** 1, Coleman; 2, Wilson; 3, Stan Share (1.0 Clan Crusader). **Fastest lap:** Share, 54.6s, 67.91mph.