

# Dickson scoops a record

**NORMAN DICKSON** took his March-BMW to a new outright record in the course of winning the *Formule Libre* race at Ingliston on Sunday, and Douglas Niven ended a run of bad luck in home events when he won the featured BP Trophy special saloons final. During the day the circuit was visited by competitors in the BP/RSAC Veteran and Vintage Run, and it was a sobering calculation that the value put on one of the Rolls-Royce taking part would have left some change after buying up the whole of the modern single-seater and special saloon entry.

The eight-race programme started with the smaller capacity BP Trophy heat. There were no surprises here, as Ian Forrest led from the line in the Drambuie Imp, with Ricky Gauld's Stiletto the only other car in touch throughout.

Douglas Niven in the Border Reivers Escort-BDG powered away from Walter Robertson's Escort and Bill Dryden's SMT Firenza at the start of the second BP Trophy heat. The order did not change, although Robertson made fastest lap. Almost at the end, Jimmy Pinkerton's Cooper S slipped in front of Colin Simpson's Escort for fourth place as well as a class win. Jim Dryden, back in his MAE-engined Longman Mini after a flirtation with rear wheel drive, went off a lap early, but was accepted as a qualifier for the final after some dispute about when the flag had been held out.

The Ingliston variety race for FF2000 (which still means only Stuart Lawson in the Hawke DL16) and sports cars saw David Philp take an immediate lead in the ex-McLaren Chevron B26/31. He steadily moved away from Tony Charnell's Chevron, which broke an engine mounting, lost its place to Richard Mallock's Clubmans car on lap 13 of an over-long 25-lap race, and later retired. Lawson gave up before halfway, and Kenny Allen, who was lapping his Mallock just a tenth slower than Richard, was a lap down on the field after an early delay. Philp had the bad luck to shear off a wheel at the hairpin on lap 16, and this let Mallock in the lead he held to the end.

The BP Trophy Race final was a flag-to-flag triumph for Douglas Niven. At first, Walter Robertson was pressed hard by Bill Dryden for second place, but the Vauxhall's challenge faded, especially once the leaders began to lap in heavy traffic. Robertson closed to within a single length of the leader on some laps, but Niven's racecraft paid off when he darted in front of a backmarker on lap 14, where Robertson had no option but to hold back. The Border Reivers car might not have lasted much longer, since as well as having a damaged diff since practice, it broke an engine mounting and only just managed to find a gear for itself round Caravan on the final lap.

**Special saloons under 1000cc — 10 laps:** 1, I. Forrest (Drambuie Imp) 9m 36.4s (64.33 mph); 2, R. Gauld (Sunbeam Stiletto); 3, M. Bell (Chrysler Imp); 4, R. Knowles (Horne Imp). Fastest lap: Forrest, 56.2s (65.98 mph).

**Special saloons over 1000cc — 10 laps:** 1, D. Niven (2.0 Ford Escort-BDG) 8m 42.0s (71.03 mph); 2, W. Robertson (2.0 Ford Escort); 3, W. Dryden (2.3 Vauxhall Firenza); 4, J. Pinkerton (1.3 Cooper S). Fastest lap over 1300cc: J. Dryden (MAE Longman Mini), 55.4s (66.93 mph). Fastest lap over 1300cc: Robertson, 51.0s (72.71 mph).

**FF2000 and sports cars — 25 laps:** 1, R. Mallock (1.6 Mallock Mark 18B) 20m 53.0s (73.98 mph); 2, L. Jacobsen (1.9 Chevron B23); 3, J. Mackie (1.6 Gryphon); 4, B. Stevenson (1.6 Mallock Mark 17B). Fastest lap: D. Philp (2.0 Chevron B26/31), 48.2s (76.93 mph).

**Special saloons final — 15 laps:** 1, D. Niven (2.0 Ford Escort-BDG) 13m 00.7s (71.22 mph); 2, W. Robertson (2.0 Ford Escort); 3, W. Dryden (2.3 Vauxhall Firenza); 4, J. Dryden (1.3 MAE Longman Mini). Fastest lap under 1000cc: I. Forrest (Drambuie Imp), 55.4s (66.93 mph). Fastest lap under 1300cc: J.

As at Knockhill the previous week, Dave Leslie led the FF1600 race for the entire distance. Stuart Lawson, not used to this kind of treatment on his home circuit, was second throughout although setting the same fastest lap time. George Franchitti was third, and Cameron Binnie fourth on the road although dropping three places in the results after a jump-start penalty was applied.

The Shell production saloon race saw Stuart McCrudden romp off to a clear win in his Opel Commodore. Rod Birley's Capri, another two-race winner from Knockhill, was second until lap 3, when Ray Moore in another Commodore passed under braking for the hairpin. Birley's unavailing efforts to get back on terms were among the best features of the race, which saw Graham Birrell's Kadett GTE hold off Andrew Jeffrey's Dolomite Sprint for fourth. Luckiest driver of the day was Dougie Hamilton, who put a wheel onto the outside grass on the first-lap dash into the Esses, spun off and came to rest with a length of wooden fencing through his Mazda's screen and right through the bulkhead into the boot. By a very fortunate chance, only his helmet and his imagination were marked.

The Heron race for *Formule Libre* cars was Norman Dickson all the way. He took the March-BMW into a 3s lead as early as the end of the first lap, and twice broke Richard Scott's outright record, the second time on his last tour of the circuit. Andy Barton's Sana was second throughout. Iain McLaren's Chevron had been off the pace in practice, and in the race itself began to drop back in third place with an overheating engine. Andy Smith, just back from the Burma Rally, was in good form with his Mallock, outpacing all the other single-seaters in the race. He moved in front of McLaren on lap 9, but the Chevron recovered a little to take back third place by the end.

The final modsports race saw another clear win for John Fyda in the Agra Elan. John Kirk's Davrian was second throughout, after a great effort from the start line. Elbows visibly flying, Ken Shade had his open-top Lotus Seven up to third place for a while, but retired with only one lap to go.

**R.F.**

Dryden, 55.4s (66.93 mph). Fastest lap over 1300cc: Robertson, 50.6s (73.28 mph).

**FF1600 — 12 laps:** 1, D. Leslie (Royale RP24) 10m 48.0s (68.67 mph); 2, S. Lawson (Hawke DL17); 3, G. Franchitti (Hawke DL17); 4, B. Hunter (Van Dieman). Fastest lap: Leslie, Lawson and Franchitti, 53.2s (69.70 mph).

**Production saloons — 12 laps:** 1, S. McCrudden (Opel Commodore) 12m 45.0s (58.16 mph); 2, R. Moore (Opel Commodore); 3, R. Birley (Ford Capri); 4, G. Birrell (Opel Kadett GTE). Fastest lap under 2000cc: Birrell, 63.4s (58.49 mph). Fastest lap over 2000cc: McCrudden, 62.7s (59.14 mph).

**Formule Libre — 15 laps:** 1, N. Dickson (2.0 March 722-BMW) 11m 34.1s (80.13 mph); 2, A. Barton (2.0 Sana); 3, I. McLaren (2.0 Chevron B35); 4, A. Smith (1.6 Mallock Mark 17). Fastest lap: Dickson, 45.5s (81.49 mph) new outright circuit record.

**Modsports — 12 laps:** 1, J. Fyda (1.6 Agra Elan) 10m 40.5s (69.46 mph); 2, J. Kirk (1.1 Davrian); 3, B. Stevenson (1.0 Davrian); 4, J. Hall (1.8 Lotus Europa). Fastest lap under 1300cc: Kirk, 52.6s (70.49 mph). Fastest lap over 1300cc: Fyda, 52.2s (71.03 mph).