

Ingliston

Leckie beats Blades

BOB LECKIE, new star of the Scottish single-seater scene, continued the good work by winning the libre race at Sunday's Dickson's of Perth Trophy meeting at Ingliston. For this drive he was also voted man of the meeting and was awarded the John Nicholson Trophy. Tony Charnell took two wins, the Niven-Dryden saloon battle continued in the usual way with neither driver having a trouble-free meeting, while Norman Dickson pleased the family firm by winning the first heat of the race they were sponsoring.

MOD SPORTS — 12 laps

It was a dry but dull day at a gridful of modspots appeared to start off the afternoon's sport. Mike Nugent went straight into a race-long lead, while Alec Souter made a fine start from the second row and tucked behind the other Elan. At the end of the first lap he was about a second behind when his car suddenly went out of control, and smacked the inner Armco right in front of the grandstand. John Absalom and Johnny Blades inherited second and third places, but Blades had a scary moment at the hairpin second time round. Coming down the inside, and trying to pass, he found the Clau out of brakes.

Helped a little by the familiar bump, he managed to sling it sideways, but the car went right across to the outside of the corner and slammed left-hand-side into the barrier at an estimated 40 mph. It says something for even the lightweight Clau that it survived more or less unscathed and appeared on schedule for its next race.

After this Nugent stayed in the lead, although Absalom, especially in traffic, managed to close up a couple of times and tried hard to squeeze through on the inside at Arena on the tenth lap. During the chase, the Absalom 1800 cc Ginetta shattered the class record.

1. M. Nugent (1.8 Lotus Elan), 10m 57.0s (67.73 mph); 2. J. Absalom (1.8 Ginetta G4); 3. J. Fletcher (1.8 Lotus Elan); 4. D. Morton (1.6 Lotus Elan). — Fastest lap: Absalom, 52.8s (70.23 mph), class record.

SPECIAL SALOONS up to 1,000 cc — 12 laps

Neatly enough, Norman Dickson had his Imp on pole position for the first heat of the Dicksons of Perth Trophy race. Andy Barton and Cedric Bell were both on the list, although even the programme doubted if they would appear, which in fact they didn't. Bill Donald made it an all-imp front row, but when the flag dropped it was Dickson who moved first, getting clear away once he got into second gear, with Bob Leckie's Roy Thomson Chamois Coupe, John Fyda's Agra Imp and Ian Forrest's all-black Imp, after a troubled practice, following on.

After Caravan's first time round, Forrest, Peter Pitman (Cooper S) and Alex Sellar (Cooper S) all piled into one another and retired, although Forrest's car appeared later in the programme with the driver's side quite comprehensively stove in. John Fyda began to move up strongly, outranking Leckie into the hairpin on lap three, and giving Donald the same anti-Aberdonian treatment on lap five. He finished that lap only three lengths behind the leader Dickson, and kept the pressure full on as they came to lap the early backmarkers.

Starting the eighth lap the two Imps were howling round as one, and this time Fyda was intimidatingly close, not only past the grandstand but all the way to the Esses as well. Dickson wasn't letting himself be flustered and had his reward at Caravan. Fyda's engine let go in clouds of steam and smoke, and a fine chase ended with

a disconsolate retirement at South Stand. Dickson had more than 20 seconds on the field by the finish, while Leckie expired in a smokescreen at the hairpin with two laps to go.

1. N. Dickson (1.0 Imp), 11m 44.0s (63.20 mph); 2. W. Donald (1.0 Imp); 3. J. Patrick (850 Mini); 4. W. I. Forrest (1.0 Chrysler Imp). — Fastest lap: Dickson, 57.2s (64.83 mph).

FORMULA FORD — 12 laps

The sun came warily out to welcome the Texaco Trophy FF runners. Stuart Lawson was on pole, the Belmont Garage Hawke apparently just a little faster running without its engine cowl. Andrew Jeffrey in the Lothians Sports Cars Elden, the other front-row man, moved first only to have the judges look askance and nobbie him ten seconds for a jumped start. Lawson, whose admirable theory is that the first two laps should be done very fast to get away from the accidents, soon swept past and stayed safely in front.

Jeffrey stayed second on the road throughout, but the man to watch was Clive Reeves, his oil carburation troubles apparently solved, who had the Mallock going better than ever before. The field was pretty well spaced out when the first incident came on lap six. Leaving Caravan, McKechnie's Rostron got itself sideways on. Brotherston's BT28 and Dugdale's Hawke went for the grass to avoid it, and once the furore had died down Brotherston was left in the middle of the track, sitting in a Brabham with one corner wiped off.

On lap 11 Dickson tried to go inside Reeves before Caravan, but Reeves stuck to the line and, in trying to get outside again, Dickson thumped the Mallock up the tail, which did it no good and dropped Reeves two places by the end. There was an enquiry about this incident after the meeting, and in a race which also included a report about dangerous driving the results below are not perhaps entirely official.

1. S. Lawson (1.6 Hawke DL10), 11m 03.0s (67.11 mph); 2. N. Dickson (1.6 Crossle 25F); 3. A. Jeffrey (1.6 Elden MK 10A); 4. G. Hamilton (1.6 Hawke DL 2B). — Fastest lap: Lawson, 54.2s (68.41 mph).

SPECIAL SALOONS over 1,000 cc — 12 laps

There wasn't a great entry for the second Dicksons of Perth heat, although the age-old battle between Douglas Niven in the Celtic Homes Boss Escort and Bill Dryden in the SMT Firenza was to happen into another round. It seems to happen very rarely at Ingliston that these rivals both manage to finish a race in good fettle, and Sunday was no exception. In warm, bright weather they moved together from flagfall, then the Firenza eased ahead, but 100 yards into the race the Escort was just in front, reaching the Esses in control of the situation.

Dryden came back strongly on the second lap, while John Cuthill had a very hairy Anglia moment coming out of Caravan, shot across to the infield and ended up within the pillars of one of the temporary showground buildings. Rogerson's Cooper S was taken off in the same incident, but got going again after a stop for breath.

Ken Coleman went back to his autocrossing days out of the Esses on lap 4; and on the same lap the Firenza suddenly disappeared round the back of the circuit, immobilised because of a broken throttle cable. Jim Dryden, having a fine dice with Eric Paterson, eased through at Lefthander on lap six and Niven, with one of his easiest wins in prospect, contented himself with a no-strain run, changing up earlier in front of the grandstands than anybody had ever heard him doing before. Meanwhile, Bill Dryden had been working hard to get the Vauxhall motoring again, and on lap 10 cruised quietly round to park it before the finish line, moving over after Niven took the flag to qualify for the saloon car final.

1. D. Niven (5.7 Ford Escort), 11m 14.0s (66.02 mph); 2. J. Dryden (1.3 Longman Cooper S); 3. E. Paterson (1.3 Colvind Mini); 4. C. Simpson (1.6 Escort TC). — Fastest lap: Niven, 53.8s (68.92 mph).

SPECIAL GT, SPORTS and CLUBMANS — 12 laps

A full field gathered to watch respectfully while Tony Charnell took another win in the Dinitro/Thistle Kitchens Chevron Gropa. A newcomer here, though not in the race, was John Brown, a volunteer commentator from among the spectators. John did very well, and the organisers might like to think about offering him a permanent post somewhere at the back of the circuit which is out of sight of the regular commentary box.

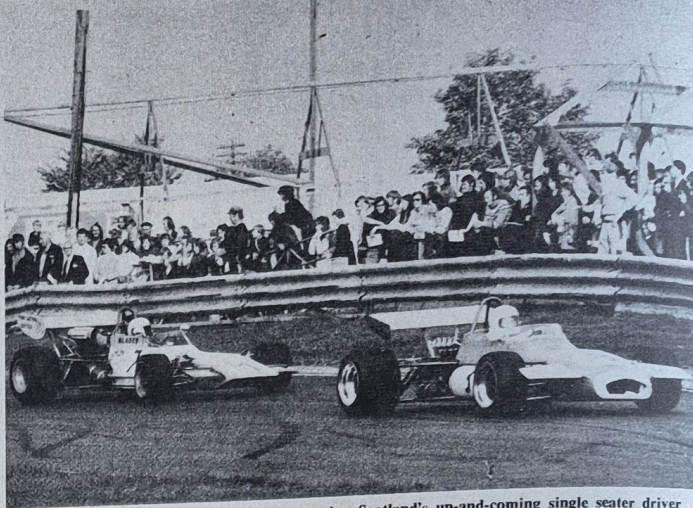
Tony Charnell and Mel Ross (Mallock) moved together, but the Gropa was soon safely away. Eddie Labinjoh in the Fisher took third place from Peter MacNaughtan's Mallock on the opening lap, and after Peter spun away a few places leaving the hairpin, it was Johnny Blades in the Clan Crusader who was in fourth place by lap four. Eddie Labinjoh equalled his own class record in this mixtures race, while Mel Ross, this season a much more competitive driver, beat the clubman's record previously held by the works Mallock. Allan Muir in the Chevron previously driven by Robin Smith made things a bit difficult for both Charnell and Ross while being lapped at different points, while Ralph Halley was black-flagged to the pits and looked ill-pleased when the scrutineer could find no sign of the oil leak which provoked the flag.

1. A. Charnell (1.8 Chevron-Gropa FVC) 10m 29.6s (70.67 mph); 2. M. Ross (1.6 Mallock U2 Mark XII); 3. E. Labinjoh (1.1 Fisher Spyder); 4. J. Blades (1.0 Clan Crusader). Fastest lap: Charnell 51.0s (72.71 mph).

FORMULE LIBRE — 15 laps

The fastest cars came out for the Calder Millerfield Trophy, but although Tommy Reid and John Pollock were in the programme and mentioned in pre-race publicity, neither was at the circuit. Would someone from Ingliston like to explain why this situation arises so often? Bob Leckie was on pole with the ex-Edie Regan BT36, despite being a little bothered by understeering, especially at Caravan.

Johnny Blades was alongside with his Lotus 69, and on the second row hill climb champion Ian McLaren's BT36 was paired with the Lotus 69 of John Barr, a



CONTINUING to improve with every outing Scotland's up-and-coming single seater driver Bob Leckie heads John Blades' Lotus 69 at Ingliston. Leckie won the man of the meeting award for his efforts in his Brabham BT36.

much better car since a sorting session at a recent SMRC practice meeting.

Blades just got the drop on Leckie, but the Brabham moved into the lead after a few laps, and was never headed in a well-judged race during which Bob's only indiscretion was a sideways-on job at Caravan with one lap to go. Blades and McLaren were equally untroubled in second and third places, but there were items of interest down the field. Among the one-litres, old Scottish rivals Douglas Thomson (Ecosse Imp) and Ken Allen (Chevron B15) kept company for a while, though separated at the end by Joe Applegarth's ex-Ecurie Ecosse BT23C. Joe was in fifth place at the end of the first lap, but Thomson passed him into the hairpin on lap 9, and Allen got past for a while as Joe was sorting out a half-spin at Lefthander.

Towards the end, a very close dice for fourth place warmed up between John Barr and Walter Kinnear, but John just kept ahead by two tenths at the finish.

1. B. Leckie (1.9 Brabham BT36) 12m 22.8s (74.88 mph); 2. J. Blades (1.8 Lotus 69); 3. I. McLaren (1.8 Brabham BT36); 4. J. Barr (1.6 Lotus 69). Fastest lap: Leckie 48.2s (76.93 mph).

SPECIAL SALOONS — 15 laps

With the SMT Firenza back in action, the final of the Dicksons of Perth Trophy race was another gathering of the Dryden and Niven clans. The only thing that was Niven was on pole position, while Dryden, thanks to the trouble in his heat, was right on the back row. Niven led away, but Dryden was already eighth after a hundred yards, and bored through the field to finish the first lap in fourth place behind the restarted Jim Dryden/Eric Paterson duel. This time, Jim had led off the line, but Eric outranked him into the hairpin on the first lap.

One Dryden passed the other, and on the second lap Paterson took time off to wave the Firenza through. Despite all these efforts, Douglas Niven knew he was onto a good thing, and kept a steady five or six seconds clear of the SMT car, setting a new saloon record on the way. Jim Dryden sneaked past Paterson again into the hairpin on

lap 4. On lap 8, after having laid a smokescreen for the past few laps, Niven's Escort suddenly came to a stop; it wasn't the engine that had broken but the steering, which left the front wheels pointing away from each other. On the same lap Paterson's car, a cam follower broken, spluttered out of the hairpin and was driven very slowly round a few more laps to the finish.

Third place was inherited by Norman Dickson, whose Imp, as in its earlier race, had a door swinging open. With one lap to go Ian Forrest gathered together his previously-shunted black Imp and got past Dickson into a fine third place by the flag. Of the Drydens, Jim just kept his saloon championship lead from Bill, and the series won't be decided till the final meeting in October.

1. W. Dryden (2.2 Vauxhall Firenza) 13m 57.0s (66.45 mph); 2. J. Dryden (1.3 Longman Cooper S); 3. I. Forrest (1.0 Imp); 4. N. Dickson (1.0 Imp). Fastest lap under 1000 cc: Forrest 56.6s (65.51 mph). Fastest lap: Niven 53.0s (69.96 mph) class record.

PRODUCTION SALOON CARS — 10 laps

After the hairy saloons, the next race looked pretty feeble. Production saloons just don't seem to have any chemistry at Ingliston. Eddie Labinjoh in the Fishers Alfa made farewell to the rest at the start and won exactly as he pleased. Tony Charnell's Simca Rallye 1 stayed in second place for the first four laps, until passed by the very twitchy BMW 2002 Tii of Douglas Baillie.

This time, there was at least one dice that lasted right through the second half of the race, in the order Andrew Jeffrey (Avenger Tiger), Graham Birrell (Simca Rallye 2) and Jennifer Birrell (Simca Rallye 1). This got very close indeed on the last couple of laps, and the Tiger finished with four separate nudge marks, but survived even an old-style Graham Birrell attempt to go through on the inside of Arena on the way to the flag.

1. E. Labinjoh (Alfa Romeo 2000 GTV) 10m 39.8s (57.96 mph); 2. D. Baillie (BMW 2002 Tii); 3. A. Charnell (Simca Rallye 1); 4. A. Jeffrey (Avenger Tiger). Fastest lap: Labinjoh 62.8s (59.04 mph) class record.

HANDICAP — 12 laps

The only previous handicap at Ingliston was a really mixed event in which a 44-litre Bentley and an MG Midget were out with single-seaters and GT machines. The whole thing left the RAC so shattered that they didn't want to know for the next umpteen seasons. In the Trial Handicap Stakes which closed the meeting, four saloons left in the first group, Bill Dryden was on his own as the sole representative of the big-engined special saloons, and then came John Absalom and John Fletcher, and finally, on scratch, Roy MacNab's Gryphon and Tony Charnell in the Chevron-Gropa. The whole thing went very well, although the fact that the production saloons — Labinjoh's Alfa and Jeffrey's Tiger — had to do only 11 laps compared with everybody else's 12 had to be remembered all the time.

Norman Dickson's Imp held the lead for one lap before pulling off in front of the grandstand, and Bill Donald inherited it for one lap more before Bill Dryden from the next handicap group came through ahead. It was Dryden for five laps, while first John Absalom and then Tony Charnell raced into second. Charnell got the Chevron-Gropa in front of the Firenza on lap eight, with Dryden and Absalom behind in the places they held to the end, with Eddie Labinjoh lapped but keeping fourth place thanks to his credit lap.

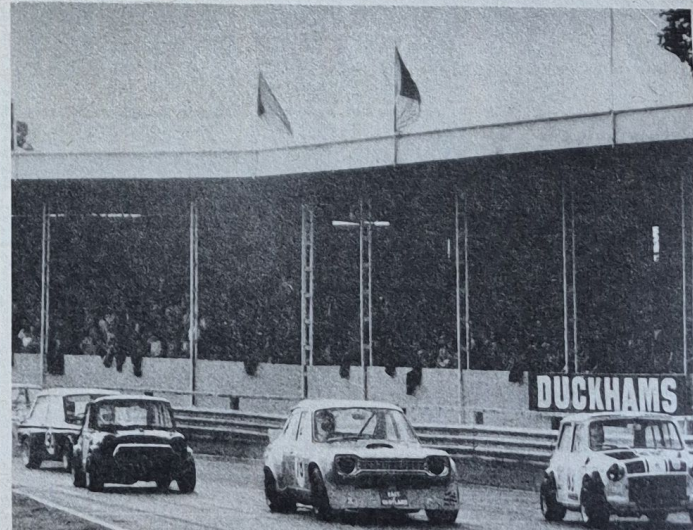
Even with group rather than individual handicaps the race was good to watch, and the grid marshals and timekeepers managed to keep control of the unusual antics. A couple of handicap events at every meeting would not go wrong, especially if individual handicaps were used next time. The whole thing certainly egged Tony Charnell on, because he finally took the Gropa through the 50-second barrier.

R.F.

1. A. Charnell (1.8 Chevron-Gropa FVC) 11m 07.0s (70.97 mph); 2. W. Dryden (2.2 Vauxhall Firenza); 3. J. Absalom (1.8 Ginetta G4); 4. E. Labinjoh (Alfa Romeo 2000 GTV).



THE door on Norman Dickson's Hillman Imp swings open as he leads John Fyda and Bill Donald at the Ingliston hairpin.



START of the Dicksons of Perth Trophy with Doug Niven (Boss Escort), being led away by Jim Dryden's Mini. Eric Paterson's Mini follows Niven.