Scottish occasion

Bill Dryden's Toleman Group/SMT Vauxhall Firenza Ecosse fought off the determined and race-long efforts of Walter Robertson to win the KP Crisps Trophy Race, the feature event at Sunday's SMRC Ingliston meeting. Although the projected British Radio round fell through—apparently Radio Forth were unable to support the meeting—this was another beautifully presented and thoroughly enjoyable *occasion* in the Ingliston tradition.

The competition commenced with the Imp-dominated small KP Crisps heat. Colin Richardson held a momentary lead but, before the first lap was up, Ian Forrest was edging past him going into the Arena with the Drambuie Imp. Thereafter Forrest opened up a small but safe gap whereas Richardson slipped back into the clutches of Duncan Fisher's Fraser car and Jim McGaughay's MacLeod Homes Imp. Fisher took second place on lap five but, on the same lap, McGaughay pulled off with dud points. This left Richardson safely ahead of Ricky Gauld's Stiletto and Roy Knowles' Horne Imp.

Scottish classes are made up to suit the available machinery rather than promoters' abstract fancies so the Dalgleish Baillie Championship is for FF2000 and all sports-racers. Lawrence Jacobsen's Cuthbertsons Dairies Chevron B23 led away the small field, but the white Chevron was soon misfiring badly and was taken on lap three by Kenny Allen's nimble and well-driven U2 Mk17, and a lap later by Jim Baird's Chevron B23. Despite the latter's efforts Allen led to the end with Baird falling away on the last lap. Despite having John Mackie's Agra Gryphon Twin-Cam and Stu Lawson's lone FF2000 Hawke climbing all over him, Jacobsen staggered on to the end although the Chevron belched out an ominous pall of smoke as it finished.

The grid for the larger special saloons had the two (unrelated) Robertsons on the front row with Bill Dryden behind them after practice suspension bothers. It was Walter Robertson's imposing John Robinson 'super saloon' which opened the bidding, helped on its way by a smart tap from Dryden. Robertson is really coming to terms with the Sports Tune-supported car and for the whole ten laps he held off the formidable Dryden. Jimmy Robertson's silent Escort Turbo remained third all the way and Colin Simpson, initially hounded by the quicker 1300s, took fourth with his 1800 Escort. Dave Farrer (oil pressure problems continuing after the AET Escort's oil pump seized in practice), Eric Smith (making a welcome return with his Mini 1275 GT), and Irishman Jim McClements, all retired and it was left to Jimmy Pinkerton's Mini to win the smaller class.

Circuit caterers Crawfords Catering sponsored the Formula Ford thrash and straightaway the two Hawke DL17s of Stu Lawson (Edinburgh Flying Services) and Duncan Hall (Laidlaw) and George Franchitti's W. N. Mitchell & Sons' DL15 opened up a definite gap from the pursuit. Gradually, Lawson extended his lead although he wasn't altogether happy about his engine. Behind him Franchitti hounded Hall mercilessly until, on the final lap, he managed to find a way past for a well-judged second. Behind the leaders a tremendous scrap ended with Martin Longmore's old DL11 beating Robin Simpson's Fortnum Farm Chemicals Crosslé 25F, George McMillan's ex-Hunter DL17, Bernard Hunter's new Van Diemen and Brian Gowans' Hawke DL12. Five out of the first six places went to Hawkes, and three of them DL17s.

Bearing in mind the full-scale carpeting meted out to the whole field after the carnage of the last Ingliston prodsaloon race, it was perhaps not surprising that the Shell round was distinctly restrained. Right from the start there was no holding Alan Minshaw (Manchester Liners Demon Tweeks Opel Commodore) who was the only person even to equal a class record all day—the Royal Highland Show last month probably contributed to a rather 'slow' track. Behind the Tattenhall driver Irishman Ray Moore, who won here in May, narrowly held off the challenges of Andrew Jeffrey's Hope Scott Garage Dolomite Sprint, which held second on the first lap, and Rod Birley's energetically-driven, virgin-white Capri II, to make it a Commodore one-two. Although the scrutineers were not entirely happy about his tyre combination, Graham Birrell, racing for the first time in 18 months, narrowly held off his wife Jennifer's Marshalls Chunky Chicken/SMT Magnum to take fifth overall and second in class with his Opel Kadett GT/E.

Some interest in the Heron *Libre* round evaporated when Norman Dickson put his March-BMW 772 into the barriers at Caravan very early in practice, tweaking the front nearside of the tub. The race became a straight fight between Andy Barton's agile Sana and Iain McLaren's hard-driven but understeering McLarens of Broxburn/McLaren Caravans Chevron-BDX B35. Charlie Munro's Jack Crane Hire Chevron B25/29, docked 10secs for a jump-start, held third on the road for three laps but hit the barrier at the hairpin. This left Peter MacNaughton's Chevron B23 in third place but he was soon demoted by Bob Rollo's March 73B/75B which came up well from a low grid position after a fraught practice.



Dryden and Robertson in battle.

The KP Crisps Final between Walter Robertson and Dryden was eagerly awaited. Robertson again made a real flier of a start to lead the Vauxhall and Jimmy Robertson's Escort Turbo. However, on the second lap Robertson W. made a slight error at Caravan and Dryden was through in a flash. Thereafter Dryden used all his enormous experience to prevent Robertson getting by again, although there was only 0.2secs in it at the end after a race-long battle. The Turbo surged smoothly round again for third place, again ahead of Simpson. The surviving 1300s, led by Jimmy Pinkerton's Mini once more, were rather upstaged by the swarm of Imps which fought very hard among themselves until they started to wilt around half distance. Ian Forrest went out on lap nine with a broken gearbox, Colin Richardson coasted to a silent halt, and David Ogilvy (second in class behind Duncan Fisher's still healthy version) pulled off straight after the flag, as did Simpson's Escort.

The Hamilton & Inches Modsports field, rather depleted by non-starters, rounded off the afternoon. There was just no holding John Fyda's Agra Elan (how nice to see him winning races after persevering for so long with the fast but unreliable Imp). Kenny Allen's resuscitated Clan Crusader failed to leave the grid and it was left to John Kirk's Davrian to hound Jim Hall's Europa until the latter spun off at Caravan. Kirk thus inherited second from Ken Shade's enthusiastically-driven Lotus 7.

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results

KP Crisps Trophy Race for Special Saloons. Heat One, up to 1000cc (10 laps): 1, Ian Forrest (1.0 Drambuie Imp), 9m 34.0s, 64.60mph; 2, Duncan Fisher (1.0 Fraser Imp), 9m 39.4s; 3, Colin Richardson (1.0 Hillman Imp), 9m 41.8s; 4, Ricky Gauld (1.0 Sunbeam Stiletto), 9m 42.6s. **Fastest lap:** Forrest, 56.2s, 65.98mph.

Dalgleish Baillie Formula Ford 2000 and Sports Car Championship round (12 laps): 1, Kenny Allen (1.6 Mallock U2-Swindon Mk17), 10m 14.8s, 72.37mph; 2, Jim Baird (1.9 Chevron-Cosworth FVC B23), 10m 22.2s; 3, Lawrence Jacobsen (1.9 Chevron-Cosworth FVC B23), 10m 38.4s; 4, John Mackie (1.6 Gryphon-Agra TC), 10m 39.0s; 5, Stu Lawson (2.0 Hawke-Scholar DL16), 10m 40.0s; 6, Reg Forester-Smith (1.6 Marquiss Magnum-Ford), 11 laps. **Fastest lap:** Baird, 49.8s, 74.46mph.

KP Crisps Trophy Race for Special Saloons. Heat Two, 1001 to 1300cc and over 1300cc (10 laps). 1, Walter Robertson (2.0 Ford Escort Robinson/BDG), 8m 44.0s, 70.79mph; 2, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 8m 44.6s; 3, Jimmy Robertson (2.0 Ford Escort Holbay/RS2000 Turbo), 9m 03.2s; 4, Colin Simpson (1.8 Ford Escort BDA), 9m 21.4s. **Fastest lap:** Dryden 51.0s, 72.71mph. **1001 to 1300cc:** 1, Jimmy Pinkerton (1.3 Mini-Cooper S), 63.49mph; 2, Ian Tulloch (1.3 Mini-Cooper S); 3, Norman Whitney (1.3 Mini-Cooper S). **Fastest lap:** Eric Smith (1.3 Mini 1275 GT), 54.8s, 67.66mph.

Crawford Catering Formula Ford 1600 Race (15 laps): 1, Stu Lawson (Hawke-Smith DL17), 13m 32.4s, 68.46mph; 2, George Franchitti (Hawke-Minister DL15), 13m 36.2s; 3, Duncan Hall (Hawke-Smith DL17), 13m 36.8s; 4, Martin Longmore (Hawke-Rowland DL11), 13m 51.0s; 5, Robin Simpson (Crossle-Rowland 25F), 13m 51.8s; 6, George McMillan (Hawke-Minister DL17), 13m 52.0s. **Fastest lap:** Lawson, 53.2s, 69.70mph.

Shell Race for production Saloons, up to and over 2000cc (15 laps): 1, Alan Minshaw (2.8 Opel Commodore GS/E), 15m 57.8s, 58.07mph; 2, Ray Moore (2.8 Opel Commodore GS/E), 16m 15.0s; 3, Andrew Jeffrey 92.0 Triumph Dolomite Sprint), 16m 15.6s; 4, Rod Birley (3.0 Ford Capri II), 16m 16.0s. **Up to 2000cc:** 1, Jeffrey, 57.00mph; 2, Graham Birrell (1.9 Opel Kadett GT/E); 3, Harry Irvine (2.0 Triumph Dolomite Sprint). **Fastest lap:** Jeffrey, 64.2s, 57.76mph. **Over 2000cc:** 1, Minshaw; 2, Moore; 3, Birley. **Fastest lap:** Minshaw, 62.4s, 59.42mph **(equals record).**

Heron Formule Libre Championship round (20 laps): 1, Andy Barton (2.0 Sana-Barton BDA/G), 16m 00.8s, 77.19mph; 2, Iain MacLaren (2.0 Chevron-Swindon BDX B35), 16m 04.8s; 3, Bob Rollo (1.6 March-BDA 73B/75B), 16m 40.4s; 4, Peter MacNaughton (1.9 Chevron-Cosworth FVC B23), 19 laps; 5, Ted Dzierzek (2.0 Ensign-Racing Services BDA LN4), 19 laps; 6, John Mackie (1.6 Gryphon-Agra TC), 19 laps. **Fastest lap:** Barton, 47.0s, 78.89mph.

KP Crisps Trophy Special Saloon Race. Final, up to 1000cc, 1001 to 1300cc and over 1300cc (15 laps): Overall and over 1300cc: 1, Dryden, 13m 06.2s, 70.75mph; 2, Walter Robertson 13m 06.4s; 3, Jimmy Robertson 13m 35.8s; 4, Simpson, 14 laps. **Fastest lap:** Walter Robertson, 51.2s, 74.42mph. **Up to 1000cc:** 1, Fisher, 64.03mph; 2, David Ogilvy (1.0 Sports Tune Imp); 3, Gauld. **Fastest lap:** Forrest 58.8s, 66.45mph. **1001 to 1300cc:** 1, Pinkerton, 62.50mph; 2, Whitney; 3, Stuart Cooper (1.3 Mini-Cooper S). **Fastest lap:** Pinkerton, 56.8s, 65.26mph.

Hamilton & Inches Modified Sports Car Championship round, up to and over 1300cc (12 laps): 1, John Fyda (1.7 Agra Lotus Elan), 10m 53.0s, 68.16mph; 2, John Kirk (1.1 Davrian-Carter/Imp Mk5), 11m 28.2s; 3, Ken Shade (1.6 Lotus Seven), 1m 33.6s; 4, Alan Ritchie (1.0 Davrian-Imp Mk8), 11m 51.4s **Up to 1300cc:** 1, Kirk, 64.69mph; 2, Ritchie; 3, J. Henderson (1.3 MG Midget). **Fastest lap:** Kirk, 55.8s, 66.45mph. **Over 1300cc:** 1, Fyda; 2, Shade; 3, D. McDonald (1.6 Mallock U2-Davron Mk11B/14). **Fastest lap:** Fyda, 53.6s, 69.18mph.