

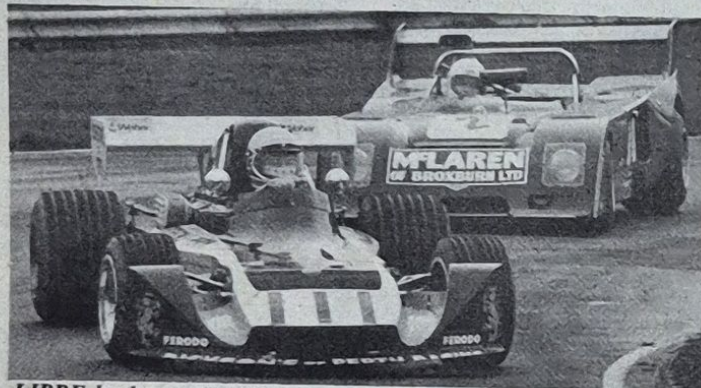
Ingliston Evans' double

DESPITE a wet start to the day, the first race meeting of the season at Ingliston got off to a promising start with well-supported grids and a good crowd of nearly 7,000. A new home name emerged as victor in the saloon races in Scotland, Jim Evans in his Turbo Escort scoring two impressive wins during the afternoon. The Libre race, however, was spoilt by a show of rather immature driving from Norrie Dickson, and one can only hope that he will learn some of the finer points of racecraft from Richard Scott before the end of the season. Scots circuits should be congratulated on their ability to attract good sponsors, Heron Rossleigh being the main sponsor of the meeting.

MODSPORTS - 10 laps

The British Caledonian Airways Championship race saw Andy Smith on pole in his Elan with team-mate Kenny Allen alongside in his Clan. Allen made a flyer of a start, followed hot-foot by John Kirk in his Davrian into the Esses. In the flurry Andy Smith was left on the line with a stripped gearbox, and retired to the pits at the end of the first lap. Kirk out-fumbled Allen into the Hairpin and led for the next three laps until his driveshaft doughnut broke on the back straight, after which Allen took over the lead briefly until Eric Liddell's Jensen Healey took him at the Hairpin. From there on it was Liddell's race despite frantic efforts by Allen to out-manoeuvre him in the arena.

1, E. Liddell (Jensen Healey), 10m 20.4s (59.77 mph); 2, K. Allen (Clan Crusader); 3, S. Robb (MG Midget); 4, M. Taylor (AH Sprite). Fastest lap: Liddell and Allen, 61.0s



LIBRE leaders, with Richard Scott's winning Modus fending off Iain McLaren's Chevron B31.

Glandow

FORMULA FORD - 10 laps

Stu Lawson was in his usual niche in pole position in his new Hawke DL15, fitted with the demon rising rate front suspension set-up. Despite a poor start Lawson led from flag to flag in this somewhat processional Shand Carpets Championship race. Second was Pete Morrison (Crosle), third was Garry Gibson over from Ireland on his first visit to Scotland in his Crosle, and fourth went to Duncan Hall.

1, S. Lawson (Hawke DL15), 10m 42.8s (57.69 mph); 2, P. Morrison (Crosle 25F); 3, G. Gibson (Crosle 30F); 4, D. Hall (Hawke DL15). Fastest lap: Gibson, 1m 2.5s (59.33 mph).

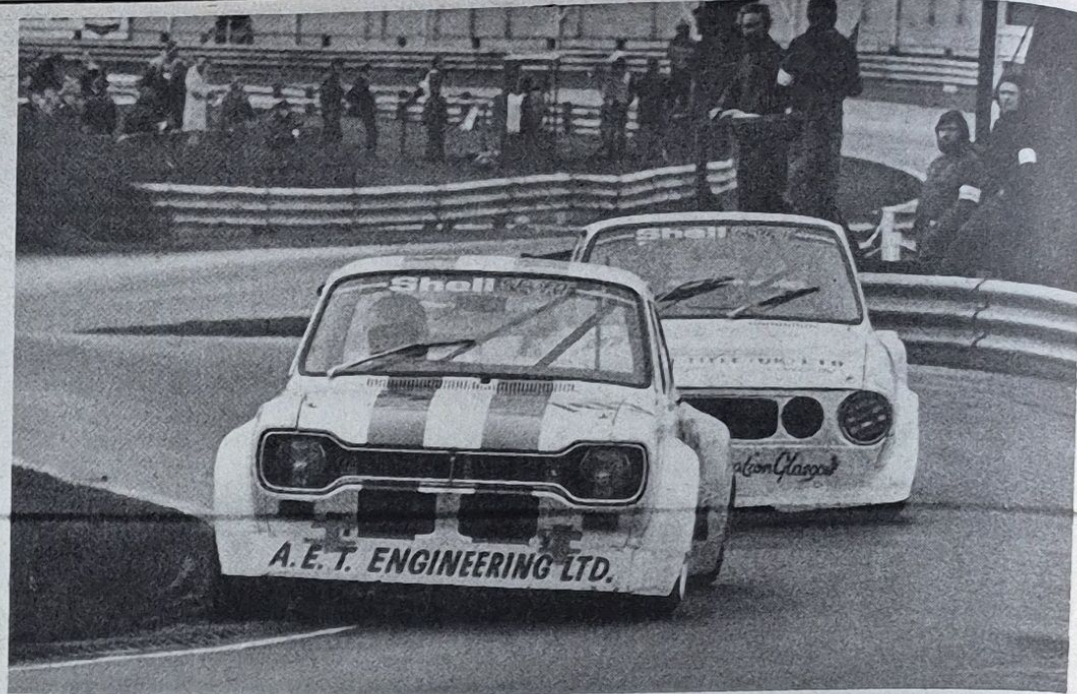
SPORTSCARS - 10 laps

Iain McLaren and Tony Charnell shared the front row of the grid for the Blue Riband Championship race. McLaren led from the line with Charnell hot on his heels, but McLaren's lead only lasted until Caravan on the second lap where he pulled in to the side with water in the electrics. From then on there was no stopping Charnell in the Mogil Motors Chevron B31; he romped away, leaving Kenny Allen in his Clan to come a good second and Sandy Watson's Gryphon third after passing Eric Liddell's Jensen on lap three.

1, A. Charnell (Chevron B31), 9m 45.2s (63.36 mph); 2, K. Allen (Clan Crusader); 3, A. Watson (Gryphon); 4, E. Liddell (Jensen Healey). Fastest lap: Charnell, 57.1s (64.94 mph). Class winners: Allen and Charnell.

SPECIAL SALOONS over 10000 cc - 10 laps

Although the Turbo Escort of Jim Evans had pole, Jim Dryden's MAE-engined Mini powered away from the line to lead the first circuit. His lead was short-lived, however, for on the second lap Jim Evans out-did Dryden at the Hairpin, and went on to pull out a huge margin which he retained until flagfall. Dryden held a terrific second in his very crisp Mini, whilst Jimmy Pinkerton was deposed from third place by a charging Walter Robertson (Escort). By the fifth lap Doug Niven's new Border Reivers, ex-Nick Whiting Escort had moved up to fourth, while Bill Dryden in his new SMT Vauxhall was taking it very canny in his unfavourite wet



HERO of the saloon races, Jim Evans laps Graham Walker in the ex-Alec Poole Skoda S110R in the Esses.

conditions and finished an unfamiliar fifth.

1, J. Evans (Escort Turbo), 10m 4.4s (61.39 mph); 2, J. Dryden (Mini); 3, W. Robertson (Escort); 4, D. Niven (Escort). Fastest lap: Evans, 58.8s (63.06 mph). Class winners: Dryden and Evans.

PRODUCTION SALOONS - 10 laps

This Shell Championship race was a Nial Mulloy benefit, for he led the race from start to finish in his Toyota Celica. Having a "Nerfthy Neighbour" Sunday afternoon drive behind him were Tom Meldrum in the ex-Ian Smith Mazda and Roy Knowles in his Mexico. Iain Gardener was going well in his Celica until he tried to take them on the outside of the Esses and spun down the field.

1, N. Mulloy (Toyota Celica), 11m 51.2s (52.14 mph); 2, T. Meldrum (Mazda RX3); 3, R. Knowles (Mexico); 4, A. Jeffrey (Triumph Dolomite Sprint). Fastest lap: Mulloy and I. Gardener (Toyota Celica), 69.8s (53.12 mph). Class winners: Mulloy and Meldrum.

FORMULE LIBRE - 15 laps

Norrie Dickson occupied the favoured segment of the grid in his Modus, a late F2 monocoque, after his shunt at Brands but running

with a Nicholson BDA. Second best was Richard Scott in the second team British Caledonian/Dicksons of Perth Modus. Dickson faltered as the flag fell and Scott, McLaren and Barton took full advantage of his mistake. Scott was invincible despite some real tiger-driving from Iain McLaren and Andy Barton in his up-dated March 75B. The four maintained their positions until lap 10, when Dickson decided to try and do something about Barton. At Caravan Dickson went for the inside, but instead of taking Barton took the grass; there was another attempt at Hairpin to no avail, and again at Lefthander where Dickson tried once more but spun off. He restarted without losing a place only to spin in front of the Grandstand, stall it and fail to restart. Scott was pushed for a few laps by McLaren but McLaren was balked and Scott held on to his lead to take a well-deserved win, despite using wet tyres on a rapidly drying track.

1, R. Scott (Modus), 13m 34.0s (68.33 mph); 2, I. McLaren (Chevron B31); 3, A. Barton (March 75B); 4, G. Gibson (Crosle

30F). Fastest lap: N. Dickson (Modus), 52.4s (70.76 mph).

SALOON CARS (Final) - 15 laps

Jim Evans in the Turbo Escort twitched away from the premier position on an almost dry track, but in hot pursuit went Jim Dryden in his Mini, and Walter Robertson in his Escort. Bill Dryden and Doug Niven were down on the grid after their first race but there was no holding them on the drying track. By lap seven Jim Dryden was in line for the chop as Bill Dryden, with only a broken stump for a gearshift, was beginning to enjoy himself. Niven was right on his tail getting to grips with the FVC-engined Escort, and he took Jim on lap nine. By this time Evans had pulled out a commanding lead, however, winning from Bill Dryden, Doug Niven and Jim Dryden, who came home fourth with a severely overheating Mini.

J.L.T.

1, J. Evans (Escort Turbo), 14m 5.9s (65.75 mph); 2, W. Dryden (Firenza); 3, D. Niven (Escort); 4, J. Dryden (Mini). Fastest lap: Niven, 54.4s (65.75 mph). Class winners: Evans, J. Dryden and I. Forrest (Imp).