

...as Medulla passed Stone's leading

...Tilley's Cross and ZSP, but the promising Nigel Mansell (in an un-



Ingliston

Another Libre win for Dickson's Modus

SCOTTISH Motor Racing Club had an action-packed day for their Festival race meeting at Ingliston. Norman Dickson took the British Caledonian Modus to another *libre* victory, and Bill Dryden won the special saloon final after driving back from Silverstone when the works Capri he should have shared with Tom Walkinshaw was withdrawn from the TT.

Andy Smith's Elan led from the start of the opening Modsports race, with his Team ASM partner Kenny Allen right behind in the Clan Crusader. Peter Baker's Ginetta gave chase until the second lap, when the Clan had a door fly open at Lefthander and the Ginetta went into a spin, but Baker recovered to set the fastest lap. Smith had damaged the Elan's diff in practice, but he held Allen off to the eleventh lap before it expired completely and he pulled off to retire.

Andrew Small's Capri from pole position went into an early lead in the Shell production saloon race, from Tom Meldrum's Mazda and Niall Mulloy in a Celica. But Jennifer Birrell was in boisterous form, and took her Magnum through to second place on lap three. The race came alight on

laps 10 and 11, when first of all Jennifer went round the outside of the Capri to muscle into the lead going into Arena, and then Ian Stirling squeezed his Mazda to the front of a hectic battle for third place that also involved Mulloy's Celica and Roy Knowles's Mexico. Jenny's "Chunky Chicken" looked to have the race won, but at Caravan on the last lap Small — remarking later on a lack of brakes — punted the Magnum straight into the Armeo and both cars retired.

Duncan Hall and Stuart Lawson shared the front row in the Alexanders FF race, but as the flag was about to fall Messrs Simpson and Franchitti blasted through from the second row. Four-abreast starts towards the Ingliston Esses are something of a rarity, but Lawson managed by inches to get his Hawke there first. The second row

DOUG NIVEN's Escort leads Walter Robertson in the Special saloon race.

drivers were both penalised 10s, but it was in any case Duncan Hall in the Laidlaw car who took up station behind Lawson on the road. On lap five he slid wide out of the hairpin and Gary Gibson snatched second place. This took the pressure off Lawson, although he made sure of his position by setting a new FF record.

Douglas Niven's Escort and Walter Robertson's car shared the front row for the first Lombard championship heat. Bill Dryden was unusually on the last but one row of the grid with his Firenza "Ecosse". This car hadn't been able to practise because of a vapour-lock in the lubrication system, and he'd qualified the Gp 1 Vauxhall instead. Niven held the lead throughout, but Robertson was pressing hard and finished only 0.4s behind. Dryden shrugged off the rest of the pack by lap five and equalled his own special saloon record.

The Blue Riband sports and special GT championship race saw Iain McLaren's Chevron simply disappear from view, equalling its own class record. Tony Charnell was second throughout and Steve Russell's Mallock matched the 1600cc record on its way to third place overall as the only other un-

lapped runner.

The second Lombard heat was a re-run of the Ian Forrest-Laurence Jacobsen battle that has enlivened so many meetings this year. This time Forrest was in front almost all the way, until lap nine when Jacobsen took his Imp round the outside at the hairpin. He led towards Lefthander but was on an impossible line for it, slid wide and let Forrest back into the lead. Jacobsen tried the same manoeuvre on the last lap, but spun and finished 5s down, ahead of Hugh Chalmers and Angus Young.

Ray Edge's Mallock took an immediate lead from Steve Russell's similar car at the start of the Coopers Oils Clubmans round. There were scrapping groups all the way through the field, but Edge kept marginally ahead until his engine developed a misfire, and Russell pounced for the lead on lap seven. Edge came back strongly, and they tore through Arena side-by-side to the chequered flag. Russell on the inside line got the decision by inches, and Edge's car only just finished the race before an incipient spin became an unavoidable one, a tenth of a second later. Mike Lane and Chris Hart made it a Mallock 1-2-3-4, and Don Cressy took another of the same to win the FF-Engined class.

Norman Dickson was on pole for the Murchies Creameries *libre* round, with the 707 Modus in F2 trim alongside Andy Barton's March. The second row was shared by Iain McLaren's sports Chevron and Richard Scott's 111 Modus, once more running with a 1600cc engine. Dickson romped off into the lead, with Barton immediately behind. At the hairpin, Andy decided to make an early bid for the front by going right alongside, but there was no way both cars could make it side-by-side through Lefthander, and he whacked into the Armeo. It was a hefty side-on thump, and although he continued for another lap, next time round he headed for the pits to retire. Dickson continued to a 3s win, but behind him there was a first-class scrap between McLaren and Scott. It looked a classic case of a 1600cc single-seater outraking a 2-litre sports car which had the edge out of the corners. McLaren looked as if he would take the place by no more than half a second, until Scott's car belched out smoke towards the end of the last lap and had to be coasted over the line.

The Special Saloon final saw a tremendous high-speed battle, with Douglas Niven, Bill Dryden and Walter Robertson only a few feet apart for the first eight laps.



FORMULA FORD winner Stu Lawson (Hawke) holds off the challenge of Duncan Hall (Hawke), Dave Manners (Nike) and Robin Simpson (Crossle). Lawson took a new record fastest lap, averaging 70.09 mph.

Robertson was detached from the group on lap nine when he couldn't quite get in front of a lapped car as the others slammed past it into Arena. Niven was clearly determined not to give an inch of space away unless he absolutely had to, but Dryden, having rehearsed the manoeuvre a couple of times before, sliced ahead between the hairpin and Lefthander on lap 10. There were fireworks in the one-litre class when Jacobsen and Forrest connected coming out of the hairpin, and went off at tangents on opposite sides of the track. Forrest swerved back on and cannoned straight into Colin Simpson's Escort, putting both cars out and spraying small-scale debris right across the track. Jacobsen survived that incident, but spun off next time with a flat tyre. While trackside tempers flared, Hugh Chalmers picked up the 1000cc class award with the Len Lothian Imp, and Dave Farrer's Escort was best of the 1300s.

R.F. Modsports — 12 laps: 1, K. Allen (1.0 Crusader) 10m 59.0s (67.52 mph); 2, P. Baker (1.8 Ginetta G4); 3, J. Mackie (1.6 Elan); 4, B. Stevenson (1.0 Davrin). Fastest lap: Baker, 52.8s (70.23 mph).

Production Saloons — 15 laps: 1, I. Stirling (Mazda RX3) 16m 04.0s (57.70 mph); 2, T. Meldrum (Mazda RX3); 3, N. Mulloy (Toyota Celica GT); 4, R. Knowles (Ford Mexico). Fastest lap: Stirling, 62.6s (59.23 mph) class record.

Formula Ford — 12 laps: 1, S. Lawson (Hawke DL15) 10m 44.9s (69.00 mph); 2, G. Gibson (Crossle 30F); 3, D. Hall (Hawke DL15); 4, R. Gray (Hawke DL11). Fastest lap: Lawson, 52.9s (70.09 mph) record.

Special saloons over 1000cc — 10 laps: 1, D. Niven (1.9 Escort-FVC) 9m 00.6s; 2, W. Robertson (1.9 Escort-FVC); 3, W. Dryden (2.5 Firenza Ecosse); 4, J. Dryden (1.3 Mini-Ford). Fastest lap: W. Dryden, 51.8s (71.58 mph).

Sports and Special GT — 12 laps: 1, I. McLaren (1.9 Chevron B26/31) 9m 36.1s (77.24 mph); 2, A. Charnell (1.9 Chevron B31); 3, S. Russell (1.8 Mallock U2 Mark 17B); 4, P. Baker (1.8 Ginetta G4). Fastest lap: McLaren, 46.8s (79.23 mph).

Special Saloons under 1000cc — 10 laps: 1, I. Forrest (1.0 Imp) 9m 24.2s (65.74 mph); 2, L. Jacobsen (1.0 Imp); 3, H. Chalmers (1.0 Imp); 4, A. Young (1.0 Mini). Fastest lap: Jacobsen, 55.2s (67.17 mph).

Clubmans — 12 laps: 1, S. Russell (Mallock Mk 17B) 10m 07.6s (73.23 mph); 2, R. Edge (Mallock Mk 17B); 3, M. Lane (Mallock Mk 18); 4, C. Hart (Mallock Mk 17B). Fastest lap: Edge, 49.2s (75.37 mph). Class winners: D. Cressy (Mallock Mk 16B) and Russell.

Formule Libre — 15 laps: N. Dickson (2.0 Modus M3) 11m 53.2s (77.99 mph); 2, I. McLaren (1.9 Chevron B26/31); 3, R. Scott (1.6 Modus M3); 4, P. MacNaughtan (1.8 Chevron B23). Fastest lap: Dickson, 46.2s (80.26 mph).

Special Saloons — 15 laps: 1, W. Dryden (2.5 Firenza) 13m 26.9s (68.93 mph); 2, D. Niven (1.9 Escort-FVC); 3, W. Robertson (1.9 Escort-FVC); 4, P. Pitman (1.9 Escort). Fastest lap: W. Dryden, 52.5s (70.63 mph).