

# Wet Scottish Finals

Rain unfortunately returned for the closing race meeting at Ingliston on Sunday last, the SMRC getting through a nine race programme, sponsored by the Opel Dealers' Club, to settle the destination of their various championships.

The opening event for Modsports was held before lunch and found Kenny Coleman (Davrian) lead John Fyda off the line, but the Elan took him under braking for the hairpin, the Davrian almost ending up on the barriers.

On a still streaming track, John Kirk (Imp) got the power down beautifully to head Doug Niven (VW Beetle Chevrolet), Jimmy Robertson (Skoda Coupé), and Bill Dryden's Firenza, as they snaked and slithered through the Esses on the opening special saloon heat. Next lap and the Skoda was second as Dryden dropped back with a front puncture, the valve missing after a first lap contact, but Robertson spun into retirement at the Esses.

In the Sports/Formula 2000 race, seven cars took the flag, but pole man Kenny Allen, always a good wet weather driver, seized the advantage to ease away from Jim Stevenson who had a slow start in his Mallock, John Walker sneaking his Agra version into second spot, almost having Sandy Watson collect the Armco. However it was Walker who did just this in the Esses, doing a sad demolition job to his car, leaving Andy Smith second, from an unhappy Iain McLaren (Chevron B36).

A healthier field contested the small Special Saloons 10 lapper, treating the track with respect. After a broublesome season, Ian Forrest (Drambuie Imp), too over the lead from Charlie Munro (Imp) but was being reeled in by Roy Knowles's Hillman Imp who challenged strongly into the hairpin. Next time round Knowles got forced on to the wet leaves and grass to shoot across the apex and wreck his car against the armco. Ricky Gauld took over the lead in his Imp, with Charlie Munro next up, but leaving just enough space on the final lap for Bill Tompson to sneak his ATS

Imp through as they tapped a backmarker, the pair taking Clock side by side, Thompson spinning, but continuing to finish fourth behind Ewan.

A very circumspect Formula Ford field was led by Cameron Binnie (Van Diemen) harried throughout by the similar car of Andrew Jeffrey.

The rain increased as the Historic cars took to the track, which in no way deterred Terry Harrison (1957 Lotus XI Le Mans), leading Bob Kerr (1961 Jaguar E-type), who took over first place at half distance, with sponsor Campbell McLaren third with his immaculate 1957 Jaguar XK SS, gaining a place when Harrison had a moment in the Esses. Some way in arrears, Graham Birrell forced his understeering 1962 Aston Martin Zagato past the 1959 Elva FJ of David Grant as did Ron Footitt (1925 Cognac Special), fighting the wheel in the spray.

The 15 lap *Formule Libre* race saw young Bryce Wilson make a beautiful start from Norman Dickson and Andy Barton in their March 772's, to pull away in the Chevron B29. Kenny Allen had a similar task keeping Jim Stevenson from fourth place in their Mallock duel, as a disconsolate Iain McLaren splashed his Chevron B40 along in sixth place.

John Kirk powered his imp away from the rest of the big special saloons who were finding their power an embarrassment on the damp track. Up front, with conditions improving, at least on the racing line, Doug Niven essayed an attack on Kirk but was forcibly blocked and wisely held station rather than venture on to the wet. Meanwhile Bill Dryden emulated Ewan Buchan by spinning in front of the main stand, which elevated Gauld and Pinkerton to third and fourth respectively, as the sun made a belated showing.

The Opel *Marque* dominated the Production Saloons event with the commodores of Alan Minshaw and Hamish Irvine dicing for the lead, having pulled away from the fight for third place between Graham Birrell and John Cleland (Kadett GT/Es).

## results

**Modified Sports Cars (10 laps):** 1, John Fyda (1.9 Lotus Elan), 10m 29.4s, 58.91mph; 2, Kenny Coleman (1.0 Davrian), 10m 33.6s; 3, Angus Young (1.2 Davrian MkV), 11m 25.0s; 4, Jim Hall (1.8 Lotus Europa), 11m 25.4s; 5, Clive Reeves (1.6 Mallock Mk 16), 9 laps; 6, Alan Ritchie (1.2 Davrian Mk 6), 9 laps. **Over 1300cc:** 1, Fyda; 2, Hall; 3, Reeves. **Fastest lap:** Fyda, 6.10s, 60.79mph. **Up to 1300cc:** 1, Coleman; 2, Young; 3, Ritchie. **Fastest lap:** Coleman, 62.0s, 59.81mph.

**The Opel Dealers Trophy Race (Heat One) for Special Saloons over 1000cc (10 laps):** 1, John Kirk (1125 Imp), 10m 21.0s, 57.9mph; 2, Doug Niven (5.0 VW Beetle Chevrolet), 10m 40.2s; 3, Jim Pinkerton (1.3 Mini), 10m 41.8s; 4, Alex Littlejohn (1.3 Autin Cooper), 11m 16.2s; 5, Norman Whitmey (1.3 Mini Cooper), 11m 27.0s; 6, William Watt (2.3 Vauxhall Viva), 9 laps. **Over 1300cc:** 1, Niven; 2, Watt; 3, Bill Dryden (2.5 Vauxhall Firenza Ecosse). **Fastest lap:** Jimmy Robertson (3.4 Skoda Coupé), 60.8s, 60.99mph. **Up to 1300cc:** 1, Kirdk; 2, Pinkerton; 3, Littlejohn. **Fastest lap:** Kirk & Pinkerton, 60.8s, 60.99mph.

**Formula 2000/Sports Cars (10 laps):** 1, Kenny Allen (1.6 Mallock Mk 19), 10m 25.4s, 59.29mph; 2, Andy Smith (1.6 Mallock M20B), 10m 37.0s; 3, Iain McLaren (2.0 Chevron B36), 10m 43.4s; 4, Jim Stevenson (1.6 Mallock Mk 16 Burton), 10m 50.8s; 5, John Mackie (1.8 Gyphon BD9), 11m 03.8s; 6, Sandy Watson (1.6 Mallock Mk 18B), 11m 17.0s. **Clubmans:** 1, Allen; 2, Smith; 3, Stevenson. **Fastest lap:** Allen, 60.0s, 61.80mph. **Sports:** 1, McLaren (only entrant), 62.4s, 59.42mph.

**The Opel Dealers Trophy Race (Heat Two) for Special Saloons up to 1000cc (10 laps):** 1, Ricky Gauld (1.0 Imp), 10m 45.6s, 57.43mph; 2, Charlie Munro (1.0 Imp), 10m 58.2s; 3, Ewan Buchan (1.0 Hillman Imp), 11m 13.2s; 4, Bill Thompson (1.0 ATS Imp), 11m 17.8s; 5, Martin Dunn (1.0 Hillman Imp), 11m 20.0s; 6, Ian Sharp (1.0 Hillman Imp); 9 laps. **Fastest lap:** Gauld, 61.6s, 60.19mph.

**Formula Ford 1600 (10 laps):** 1, Cameron Binnie (Van Diemen-Minister RF78), 10m 24.4s, 59.29mph; 2, Andrew Jeffrey (Van Diemen-Minister RF 78), 10m 25.0s; 3, Stu Lawson (Hawke DL19-Scholar), 10m 43.0s; 4, Graham Hamilton (Royale RP24), 10m 43.4s; 5, Robin Gray (Crosslé-Minister 30F), 10m 50.6s; 6, David Duffield (Crosslé-Minister 32F), 10m 52.0s. **Fastest lap:** Binnie, 61.1s, 60.69mph.

**The McLaren Builders Historic Car Race (10 laps):** 1, Bob Kerr (3.8 Jaguar E-Type), 11m 54.2s, 51.92mph; 2, Campbell McLaren (3.4 Jaguar XK55), 12m 09.6s; 3, Terry Harrison (1.1 Lotus XI Le Mans), 12m 22.6s; 4, Graham Birrell (4.0 Aston Martin Zagato), 12m 25.0s; 5, Ron Footitt (2.0 AC/GN Cognac Special), 12m 25.2s; 6, David Grant (1.1 Elva JJ), 12m 36.0s. **Pre-war:** 1, Footitt; 2, Keith Schellenberg (4J Bentley); 3, Dick Smith (1.5 Frazer Nash). **Fastest lap:** Footitt, 72.2s, 51.36mph. **Post-war:** 1, Kerr; 2, McLaren; 3, Rogers. **Fastest lap:** Kerr, 68.6s, 54.05mph.

**Libre Cars (15 laps):** 1, Bryce Wilson (2.0 Chevron B29), 13m 53.7s, 66.72mph; 2, Norman Dickson (2.0 March 772P), 14m 01.6s; 3, Andy Barton (2.0 March 772B), 14m 02.0s; 4, Kenny Allen (1.6 Mallock Mk 19), 14m 25.0s; 5, Jim Stevenson (1.6 Mallock Mk 16-Burton), 14m 25.6s; 6, Iain McLaren (2.0 Chevron B40), 14m 40.1s. **Fastest lap:** Dickson, 53.9s, 68.79mph.

**The Opel Dealers Trophy (Final) for Special Saloons (15 laps):** 1, John Kirk (1125 Imp), 15m 12.8s, 60.93mph; 2, Doug Niven (5.0 VW Chevrolet), 15m 15.7s; 3, Ricky Gauld (1.0 Imp), 15m 27.4s; 4, Jim Pinkerton (1.3 Mini), 15m 28.0s; 5, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 15m 36.0s; 6, Charlie Munro (1.0 Imp), 15m 57.8s. **Over 1300cc:** 1, Niven; 2, Dryden; 3, Watt. **Fastest lap:** Dryden, 59.6s, 62.21mph. **1001-1300cc:** 1, Kirk; 2, Pinkerton; 3, Eric Paterson (Escort). **Fastest lap:** Kirk, 59.6s, 62.21mph. **Up to 1000cc:** 1, Gauld; 2, Munro; 3, Bill Thompson (ATS Imp). **Fastest lap:** Gauld, 60.6s, 61.19mph.

**The Shell Race for Production Saloons (10 laps):** 1, Alan Minshaw (2.8 Opel Commodore), 11m 20.6s, 54.48mph; 2, Hamish Irvine (2.8 Opel Commodore), 11m 20.0s; 3, Graham Birrell (1.9 Opel Kadett GT/E), 11m 43.2s; 4, John Cleland (1.9 Opel Kadett GT/E), 11m 43.6s; 5, Ralph Halley (2.8 Opel Commodore), 11m 44.2s; 6, Campbell McLaren (1.9 Opel Kadett GT/E), 11m 44.6s. **Over 2000cc:** 1, Minshaw; 2, Irvine; 3, Halley. **Fastest lap:** Minshaw & Irvine, 66.8s, 55.51mph. **Up to 2000cc:** 1, Birrell; 2, Cleland; 3, McLaren. **Fastest lap:** Cleland, 67.8s, 54.69mph.