

Jim saves the day

The 1979 Ingliston season opened on April 8 with the Shulman Carpets race meeting, the first under the direction of new Scottcircuits chairman Graham Hamilton, who even found time to compete and win the Formula Atlantic class in the *Libre* event. Despite a spate of *libre* non starters including the Formula 1 Ensign of Robin Smith, and the new March 792 of Norman Dickson, Aberdonian Jim Stevenson saved the event, being in scintillating form to win in his Mallock 20 B.

A field of 14 Formula Fords contested the opening race, a somewhat gentlemanly battle in the early laps between Derek Palmer (Hawke DL11) and eventual winner Peter Jamieson (Hawke DL12) was soon overshadowed by the charge through from the back of the grid by the venerable Lotus 51 of Alan Boyle, which was hauled off the dummy grid after warm-up laps, since he should have appeared in the Shell Championship race. Then he was allowed out to start from the rear of the field, only to be penalised 10secs for anticipating the somewhat fickle starting flag, in a gusty bitterly cold wind. Nevertheless his progress through to leading on the road was the 'meat' of this race, only to find he was "not classified" in the results.

Walter Robertson (DFVW) sneaks past Ricky Gauld (Imp) as Jim McGaughay spins his Imp in the background.

With Doug Niven over 2secs faster than the rest of the Special Saloons in practise, it came as no surprise to find him romp his VW Beetle Chevy away from the Robertsons of Cardenden Skoda Coupé driven by Jimmy of that ilk, who kept a comfortable buffer from the S. G. Baker/Sportstune/Lothian Distributors DFVW of Walter Robertson, the ex-Colin Hawker car, and John Kirk giving his DWS Cash & Carry/All Car Equipe Ford Escort its Scottish baptism. Jimmy Pinkerton showed that his old 1.3 Mini 'S' is still exceptionally fleet as is the Austin version of Alex Littlejohn, both heading the 4.9 Capri driven by Robert Gray and the Minis of Ian Tulloch and Norman Whitney.

From pole in the Clubmans race, Andy Smith streaked his red Mallock 20 B into a perceptible advantage from the cut and thrust duel between John Mackie (Mallock 18 B) and the 20 B of Jim Stevenson, but a dead engine after three laps caused Smith to slow and retire leaving the lead squabble to increase in intensity. Farther back Reg Forrester-Smith (Marquis Magnum) pulled up into fourth place to the detriment of Don Laird (Mallock 18 B). As John Walker continued his lonely

race in third place Jim Stevenson elbowed past into the lead out of Left-hander easing his later model to take the flag by 4secs from John Mackie.

With the sun breaking through, an all-imp field of up to 1-litre saloons took up the cudgels, Ricky Gauld having his work cut out fending off the attentions of Jim McGaughay, whose Imp belched tyre smoke each lap at the Hairpin. Ian Forrest had a troubled race with the Drabuic car pitting after three laps to find what happened to the revs, but continuing, unlike Roy Knowles who retired his three-cylinder version. This let George Coghill bring his CG IMP into third place with Ken Murray's Sunbeam version close behind.

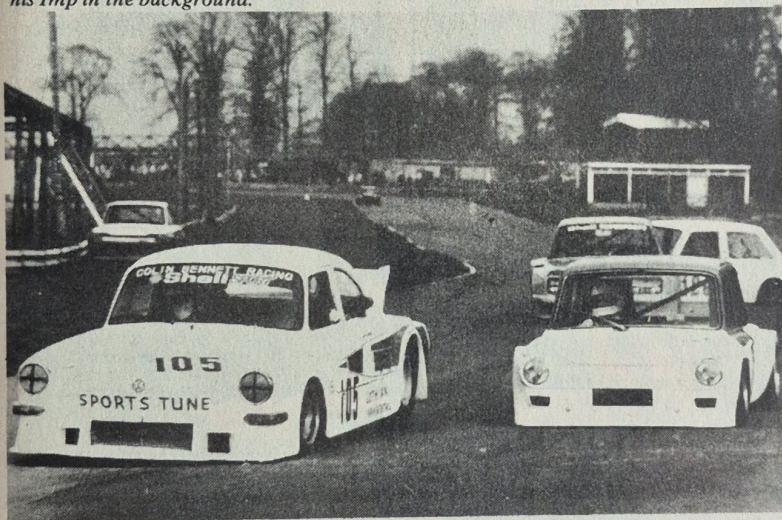
A healthy field of FF 1600 cars augmented by four championship contenders from the opening event, contested the first Shell championship round. Stu Lawson in the lead got no respite from Dave Manners, both PRS mounted, the pair easing away from the Parks of Hamilton Van Diemen RF 78 of Tom Brown, soon to be overwhelmed by the latest version piloted by Keith Lawrence. Poor Alan Boyle, after his disappointment in the earlier race, had his car kiss wheels with the Van Diemen of former production saloon car dicer Vic Covey, leaving his Lotus 51 embracing the famous tree on the outside of the track after the hairpin. Roy Low clung on to fifth spot in his Hawke DL 19 but had to give best to the Ivan Robertson who in turn was overwhelmed by the Crosslé 32F of David Duffield. Nice to see Bryan Gowans getting the measure of an up to date car demoting novice Mark Paulo in his similar RF 78.

The modsports 10 lapper once again proved a John Fyda benefit, this driver who came good last season after many misfortunes, hustled his Agra Elan away from everyone to win by over 30secs from Clive Reeves who fought his Mallock past the Davrians of Bryan Stevenson and Gus Young. Alan Ritchie (Davrian) held fifth of the road, but like Jim Sword (Mallock) suffered disqualification for 'passing under the yellow'. Poor Jim Hall was forced on to the wet grass when everyone wanted the same bit of road and crumpled his immaculate black and gold Lotus Europa on the Armcoc.

With so many non starters for the *Libre* event things were not improved when in practise, Ted Dzierzek launched his Chevron B25/27 off the Armcoc into a marshal's post and Irish visitor Gary Gibson found broken engine mounts in his Chevron B42 which unfortunately could not be repaired in time to start. However, Jim Stevenson got his Mallock 20 B off with a fine advantage from the March 75 B of Stewart Robb and the Chevron B 29 of Graham Hamilton who had Dave Muter in the Barton JTB 3 soon hanging on his exhaust. Alas, Stevenson took to the outfield at the hairpin, resuming in sixth position, but soon urged his car through to challenge and pass Robb whose March lost power and had to succumb to the Hamilton/Muter battle. Around mid race John Mackie started a move to challenge the fifth place of Jimmy Jack in his March BMW 772 but this ended when he lost his Mallock at Caravan hitting the Armcoc backwards, as George MacMillan, a former FF buff, began to get the measure of his Chevron B 35 and started too late to reel in the Mallock of John Walker.

The final event of this bitterly cold day found Doug Niven repeat his previous unchallenged victory, eventually cruising the VW Beetle home, leaving Jimmy Robertson a lonely second in the Skoda Coupé. Behind, however, Walter Robertson and John Kirk fretted to find a way past the dicing Imps of Ricky Gauld and Jim McGaughay, which they did eventually, only to spin in unison in view of the stands, Kirk getting back to third spot as Walter Robertson retired, elevating Gauld and George Coghill in his CG Imp.

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results

The Landmark Finale Trophy Formula Ford Race (10 laps): 1. Peter Jamieson (Hawke Scholar DL 12), 9m 48.6s, 63.06mph; 2. Derek Palmer (Hawke Agra DL11), 9m 57.4s; 3. Bob Burgess (Image Avriga), 10m 00.6s; 4. Adrian Hamilton (Alexis Sabre FF), 10m 05.8s; 5. Allan Bremner (Hawke DL 15), 10m 20.0s; 6. Neil Cuthill (Hawke DL 20), 10m 21.8s. **Fastest lap:** Jamieson, 56.9s, 65.17mph.

The World Carpets (USA) Cup for Special Saloons over 1000cc (10 laps): 1. Doug Niven (5.1 VW Beetle Chevy) 8m 50.8s, 68.86mph; 2. Jimmy Robertson (3.4 Skoda Coupé), 9m 10.4s; 3. Walter Robertson (3.0 DFVW), 9m 19.3s; 4. John Kirk (3.4 Ford Escort), 9m 52.3s; 5. Jim Pinkerton (1.3 Mini 'S'), 9 laps; 6. Alex Littlejohn (1.3 Austin 'S'), 9 laps. **Over 1300cc:** 1. Niven; 2. J. Robertson; 3. W. Robertson. **Fastest lap:** Niven, 52.1s, 71.17mph. **Up to 1300cc:** 1. Pinkerton; 2. Littlejohn; 3. Ian Tulloch (1.3 BMC Mini). **Fastest lap:** Pinkerton, 57.4s, 64.60mph.

Robertsons of Cardenden Trophy for Sports/Clubman Class A (10 laps): 1. Jim Stevenson (1.6 Mallock 20 B), 8m 18.9s, 74.31mph; 2. John Mackie (1.6 Mallock 18 B), 8m 23.6s; 3. John Walker (1.6 Mallock 20 B), 8m 39.4s; 4. Reg Forrester-Smith (1.6 Marquis Magnum), 9m 14.8s; 5. Don Laird (1.6 Mallock 18 B), 9 laps; 6. Clive Reeves (1.6 Mallock U2 Mk16), 9 laps. **Class A:** 1. Stevenson; 2. Mackie; 3. Walker. **Fastest lap:** Stevenson, 48.4s, 76.61mph. **Class B:** 1. Reeves. **Fastest lap:** 54.0, 68.68mph.

The Victoria Carpets Trophy for up to 1000cc Special Saloons (10 laps): 1. Ricky Gauld (1.0 Hillman Imp), 9m 23.2s, 65.84mph; 2. Jim McGaughay (1.0 Hillman Imp), 9m 23.4s; 3. George Coghill (1.0 CG Imp), 9m 59.7s; 4. Ken Murray (1.0 Sunbeam Imp), 10m 01.2s; 5. Brian MacLeod (1.0 Hillman Imp), 10m 04.0s; 6. Martin Dunn (1.0 Hillman Imp), 10m 04.2s. **Fastest lap:** Gauld and McGaughay, 55.2s, 67.17mph.

The Shell Championship for Formula Ford 1600 (12 laps): 1. Stuart Lawson (P.R.S.-Scholar), 10m 47.4s, 68.73mph; 2. Dave Manners (PRS Scholar RHO1), 10m 48.8s; 3. Keith Lawrence (Van Diemen RF79), 10m 52.5s; 4. David Duffield (Crosslé-Minster 32F), 11m 04.2s; 5. Ivan Robertson (Crosslé 35F), 11m 07.5s; 6. Roy Low (Hawke DL 19), 11m 08.2s. **Fastest lap:** Duffield, 52.8s, 70.23mph.

The Chrysler Cup for Modsports (10 laps): 1. John Fyda (1.9 Agra Lotus Elan), 9m 01.0s, 68.54mph; 2. Clive Reeves (1.6 Mallock U2 Mk16), 9m 36.9s; 3. Brian Stevenson (Davrian Mk7), 9m 37.2s; 4. Angus Young (1.1 Agra Davrian Mk5), 9m 44.6s; 5. Alan Ritchie (1.1 Davrian), 9 laps; 6. Jim Irwin (Mallock U2), 9 laps. **Over 1300cc class:** 1. Fyda; 2. Reeves; 3. Irwin. **Fastest lap:** Fyda, 53.9s, 69.96mph. **Up to 1300cc class:** 1. Stevenson; 2. Young; 3. Ritchie. **Fastest lap:** Stevenson, 55.6s, 66.69mph.

The Mogil Motors Trophy for Libre Cars (15 laps): 1. Jim Stevenson (1.6 Mallock 20 B), 12m 29.0s, 74.26mph; 2. Graham Hamilton (1.6 Chevron B 29), 12m 37.0s; 3. Dave Muter (1.6 Barton JTB 3), 12m 37.2s; 4. Stewart Robb (2.0 March 75 B), 12m 46.6s; 5. Jimmy Jack (2.0 March BMW 772), 12m 50.2s; 6. John Walker (1.6 Mallock 20 B), 12m 52.2s. **Formula Atlantic:** 1. Hamilton; 2. Muter. **Fastest lap:** Muter, 48.9s, 75.83mph. **Libre:** 1. Stevenson; 2. Robb; 3. Jack. **Fastest lap:** Stevenson, 47.8s, 77.57mph.

The Crossley Carpets Trophy Final for Special Saloons (15 laps): 1. Doug Niven (5.1 VW Beetle Chevy), 13m 21.3s, 69.41mph; 2. Jimmy Rogerson (3.4 Skoda Coupé), 13m 46.5s; 3. John Kirk (3.4 Ford Escort), 14m 02.4s; 4. Ricky Gauld (1.0 Hillman Imp), 14m 06.4s; 5. George Coghill (1.0 CG Imp), 14 laps; 6. Jim McGaughay (1.0 Hillman Imp), 14 laps. **Over 1300cc:** 1. Niven; 2. Robertson; 3. Kirk. **Fastest lap:** Kirk, 51.2s, 72.42mph. **1000-1300cc:** 1. Jim Pinkerton (1.3 Mini 'S'); 2. Alex Littlejohn (1.3 Austin 'S'); 3. Norman Whiteman (1.3 Mini 'S'). **Fastest lap:** Pinkerton, 57.4s, 64.64mph. **Up to 1000cc:** 1. Gauld; 2. Coghill; 3. McGaughay. **Fastest lap:** McGaughay, 54.7s, 67.79mph.