

Cheever's Scottish excursion

EDDIE CHEEVER borrowed a March-BMW to win the John Nicholson Trophy *formule libre* race on Sunday at Ingliston, but it was Andy Barton who went home as the new outright lap record holder. Jimmy Robertson's Skoda won the SMT Trophy special saloon final after Douglas Niven's VW-Chevrolet fell victim to a start-line pile-up, and Cameron Binnie looks set to become the new Scottish FF champion.

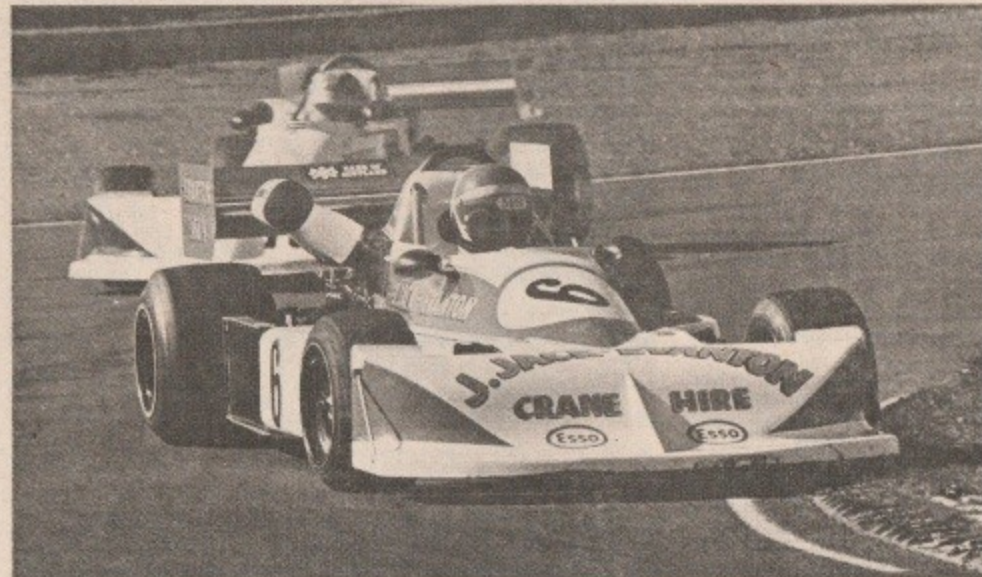
Iain McLaren's Chevron B36 was in pole for the opening sports car race, but ungraciously went onto three cylinders as a plug fouled on the the warm-up lap. It was Jim Stevenson's Mallock which rocketed into the lead ahead of Kenny Allen's similar car. Then Allen spun at Lefthander on lap two, dropping to seventh, but set a new Clubmans record in a determined fight back up the field. McLaren's car went back onto four cylinders, but there was by then too big a gap to make up, and he mildly disgraced himself with a gyration at Caravan. Andy Smith coasted his Mallock round the hairpin to retire on lap seven, leaving his second place to John Mackie's Gryphon.

Douglas Niven powered off the line to lead the over-1000cc heat of the SMT Trophy race all the way in the Border Reivers VW-Chevrolet. Bill Dryden had the SMT/Pingrove Firenza alongside the Beetle on the front row, but after a poorish start found all the drive gone coming out of the hairpin first time round, the main gear selector lever having snapped off inside. Second place was held throughout by Jimmy Robertson's improving 3.4-litre Skoda coupé, and Walter Robertson's Escort-BMW was a fair way back in third, a lap up on Alex Littlejohn's Cooper S, which won the 1300cc class.

John Kirk shot the DWS Imp away first from pole position in the smaller SMT Trophy heat, but seemed to miss a gear and was passed into the Esses by Jim McGauchay and Ricky Gauld. Showing tremendous verve, Kirk passed Gauld between the hairpin and Lefthander on lap 2, and immediately after that snatched the lead by going round the outside of McGauchay's Imp at Lefthander itself. McGauchay demoted himself farther by spinning in front of Gauld at Caravan on lap 4, possibly as a tyre deflated and third place went, after a fine scrap, to Roy Knowles, who was only two lengths clear of Bill Thomson at the flag.

Cameron Binnie's Indescon Van Diemen led from pole in the Canonmills FF championship race. He was not quite able to match his best practice time, but eased out a comfortable buffer in a very composed drive. Stuart Lawson's Hawke, Keith Lawrence's Crosslé and Dave Duffield's Crosslé gave good value in a battle for second place which ended in that order.

The modsports race saw John Fyda's Agra Elan romp away to a half-lap win over Clive Reeve's Mallock. Fyda never fails to give the crowd their money's worth, and demolished his own class record in a splendid solo drive. Brian Stevenson's neat Davrian won the 1300cc class in a distant



F2 STAR Eddie Cheever won the libre race from Norman Dickson's similar March.

third place overall.

There was an excellent grid for the John Nicholson Trophy race, with Eddie Cheever on pole with the March-BMW owned by Jimmy Jack, who leads the Scottish hill climb championship in it. Norman Dickson, the car's former owner and Ingliston record-holder, was alongside with his own latest March, having set the same practice time.

Dickson moved first at the start, and was penalised 10 seconds for anticipating the flag, although at least one of the other drivers on the grid felt that the starter had not made a clean job of it. The lead stayed like that till the third lap, when Dickson ran over one of Cheever's front wheels at the hairpin, but the American came out ahead. A few yards behind, Iain McLaren and Andy Barton went out of the hairpin side by side, and when McLaren gave way at Lefthander, Bryce Wilson in the Cuthbertson/Rosetta Chevron decided to force through too. He hit McLaren's car, sending them

both off the road, and McLaren abandoned the race, suspecting some damage from what had been a pretty hefty punt.

Cheever was never again threatened, although Dickson held on well, three or four seconds behind. Barton began to close up towards the end, was in any case second in the results because of Dickson's penalty, and had the great satisfaction of setting a new outright circuit record. The Shell Man of the Meeting award went to Jimmy Jack, for providing the international element at the event after other rumoured arrangements to find Cheever a car came to nothing. Second place put Barton into the lead in the *Glasgow Herald* championship with one round to go.

There was mayhem at the start of the special saloons final, which was the counter towards the Lombard championship. Douglas Niven's VW-Chevrolet had its clutch drag him away just before the flag fell. The Beetle locked up

a few yards beyond the line, and although most of the field swerved to avoid it, Stuart Cooper's Mini from several rows back used it as a take-off ramp.

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