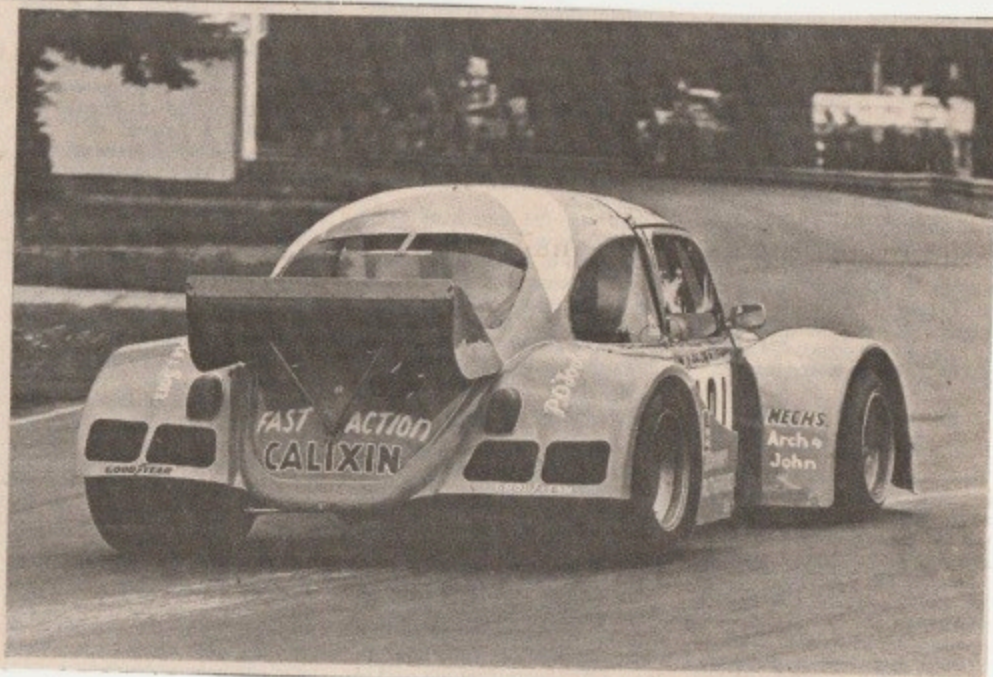
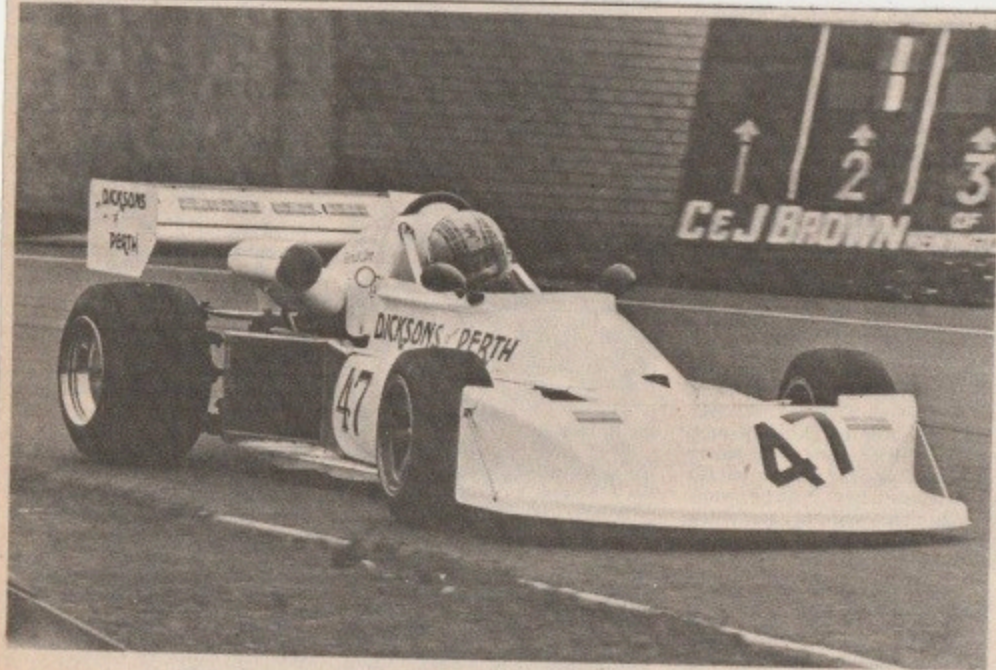




Ingliston

27-7-78

Dickson's day

THERE were fresh cars from both Norman Dickson and Ian McLaren at the SMRC Ingliston meeting on Sunday, both powered by Hart 420R engines. In their libre race confrontation Dickson's ex-Giacomelli March 77P (pictured above) won convincingly, lowering his own circuit record by 0.8 sec. to leave it at 44.7 sec. (82.95 mph). The Perth driver's efforts took him so far ahead of the field that he lapped everybody except the second-placed man and won the Man of the Meeting trophy for his performance. Other Ingliston wins included one for Doug Niven's Border Reivers entered VW-Chevy super saloon (pictured right), Iain McLaren's Chevron B36, Ricky Gauld's Sunbeam Imp, Cameron Binnie's FF Van Diemen, Hamish Irvine's Opel Commodore and John Fyda's Elan.

Dickson's record

NORMAN DICKSON and **Iain McLaren** were the undoubted stars of the Ingliston race meeting held on July 23. With their March 772P and Chevron 840 cars respectively they dominated the libre race with their Hart 420R powered vehicles, Dickinson lapping all but McLaren on his way to lowering his own lap record by a staggering 0.8s.

John Fyda was almost three seconds quicker than anybody else after he had finished his practice with his Modsports Agra Elan and so it wasn't surprising to see him go into an immediate lead in the ten lap race. Eventually he cruised home to win by about thirteen seconds from Brian Stevenson's Davrian.

The over 1000cc special saloons followed the practice pattern in the race itself, with Doug Niven winning with ease in his 5.0 VW Beetle from Walter Robertson's BMW-engined Escort RS2000 and Bill Dryden's Firenza. Eric Paterson's Escort was fourth.

Iain McLaren had his Chevron B36 on pole in the sports racing car event, but it was Andy Smith who made a rallyman's attack on the startline and powered his way into the lead with his Mallock Mk18B. Regrettably though, it was short lived as McLaren squeezed through on the second lap when Smith missed a gear and from then on the race was processional, Kenny Allen following McLaren and Smith home.

The 1-litre saloons livened things up with Ricky Gauld rocketing into an unassailable lead in his Sunbeam Imp from the similar car of Ian Forrest, while Ewen Buchan, Bill Thompson and George Coghill followed at a distance. This race saw the return to racing of Bob Leckie, who has bought one of John Homewood's Imps. He finished fifth after practice problems, behind Gauld, Forrest, Buchan and John Kirk.

Stuart Lawson took his Hawke into the lead at the start of the FF race, but Cameron Binnie, who had passed pole man Dave Duffield (Crossle) on lap two, powered past Lawson at the hairpin some laps later and headed off to an easy win. Lawson, after having been passed by Duffield on the ninth lap, promptly eliminated himself and Andrew Jeffrey (Van Diemen), leaving Duffield a secure second from Peter Shand (Royale).

During practice for the libre race, McLaren found that his tyres would not warm up properly, but all the same he made a good start from third on the grid and he out-psyched young Bryce Wilson into the Esses. Norman Dickson, however, was already out of the Esses by this time and he was soon lapping very fast indeed, setting his new outright circuit record on his nineteenth lap.

McLaren, after having been briefly passed by Wilson, soon disposed of the youngster's Chevron and headed for second spot ahead of Bob Rollo's March and Kenny Allen's Mallock.

Doug Niven and Ricky Gauld were positioned on the front row for the saloon car final, but there was nothing that the little Imp of Gauld could do about Niven's Beetle which went on to break the lap record. Walter Robertson's Escort was second from Bill Dryden's Firenza and John Kirk won the small section after Gauld had retired with a burst oil cooler as early as the third tour. Leckie's Imp was next home.

While Campbell McLaren was trying his hardest to destroy his Opel Commodore during the closing Production saloon race, Hamish Irvine was touring round in his similar ex-Stuart McCrudden car, setting a new over 2-litre lap record on his way to an untroubled victory. Graham Birrell's Opel Kadett was second from the similar car of Ralph Halley, while Andrew Jeffrey's spectacular Dolomite was next.

Modsports - 10 laps: 1, J. Fyda (Lotus Elan), 9m 03.1s; 2, B. Stevenson (Davrian); 3, A. Ritchie (Davrian); 4, N. Ellis (Lotus Elan). Fastest lap: Fyda, 52.8s (70.23 mph).

Saloons - 10 laps: 1, D. Niven (VW Beetle), 9m 05.7s; 2, W. Robertson (Escort); 3, B. Dryden (Vauxhall Firenza); 4, E. Patterson (Escort). Fastest lap: Niven, 51.4s (72.14 mph).

Sportscars - 10 laps: 1, I. McLaren (Chevron B36), 8m 16.0s; 2, A. Smith (Mallock Mk18); 3, K. Allen (Mallock Mk19); 4, J. Mackie (Gryphon). Fastest lap: Allen, 48.3s (76.77 mph).

Saloons - 10 laps: 1, R. Gauld (Sunbeam Imp), 9m 14.2s; 2, I. Forrest (Imp); 3, E. Buchan (Imp); 4, J. Kirk (Imp). Fastest lap: Forrest and Gauld 54.2s (68.41 mph).

FF1600 - 12 laps: 1, C. Binnie (Van Diemen), 10m 50.2s; 2, D. Duffield (Crossle); 3, P. Shand (Royale); 4, G. McMillan (Hawke). Fastest lap: Duffield, 52.9s (70.09 mph).

Formula Libre - 20 laps: 1, N. Dickson (March 772P), 15m 22.1s; 2, I. McLaren (Chevron B40); 3, B. Rollo (March 75B); 4, K. Allen (Mallock). Fastest lap: Dickson, 44.7s (82.95 mph). Outright record.

Prod Saloons - 10 laps: 1, H. Irvine (Opel Commodore), 10m 30.8s; 2, G. Birrell (Opel Kadett); 3, R. Halley (Opel Kadett); 4, A. Jeffrey (Triumph Dolomite). Fastest lap: Irvine, 62.0s (59.81 mph). Record.