

Dickson's day

Last Sunday's race meeting at Ingliston, run by Scottish Motor Racing Club, brought good weather, good racing but a lower crowd than usual. It saw Stu Lawson in his Edinburgh Flying Services Hawke DL15 clinch the Shand Carpets Scottish Formula Ford Championship, a brilliant race in the Coopers Oils Northern Clubmans championship when Steve Russell beat Ray Edge by a whisker (both in Mallocks), and another of those cliff-hanging Formule Libre events which gave Norman Dickson in the British Caledonian/Dickson Motors Modus another win, so leaving the destiny of the Murchies Creameries Formule Libre Championship wide open until the last meeting in October.



Gretton's winning TVR.

GI5), 7m 22.2s; 3, Anthony Binnington (1.8 MGB), 7m 36.2s; 4, Gerry Brown (1.8 MGB), 7m 37.2s. Fastest lap: Alford, 4.28s, 84.11mph. Up to £2000: 1, "Valli" (1.5 MG Midget Mk4), 76.21mph; 2, Peter May (1.3 MG Midget Mk3); 3, Dave Karaskas (1.3 Austin Healey Sprite). Fastest lap: "Valli", 46.00s, 78.26mph.

Hawke Ford race A (10 laps): 1, Grahame Tilley (Crosslé Minister 25F), 6m 17.2s, 95.44mph; 2, Nigel Mansell (Hawke-Smith DL1), 6m 17.4s; 3, Paul Smith (Royale-Oselli RP21), 6m 26.2s; 4, Roland Knott (Dulon-Rowland MP17), 6m 30.2s; 5, Barry Hodson (Royale-Minister RP16A), 6m 33.2s; David Wheeler (Royale-Smith RP21), 6m 34.6s. Fastest lap: Mansell, 36.6s, 98.36mph.

Special Saloons under 1000cc (10 laps): overall 1, Basil Dagge (1.0 Hillman Imp), 6m 48.6s, 88.10mph; 2, Don Hardman (1.0 Cooper S), 6m 48.6s; 3, Clifford Watts (850 Greatham Imp), 7m 08.0s; 4, Deirdre Garlick (850 Wardspeed Mini), 7m 08.2s. **850 to 1000cc:** 1, Dagge; 2, Hardman; 3, Mick Jenkins (Sunbeam Imp). Fastest lap: Roger Tebbutt (Hillman Imp) and Basil Dagge (Imp), 39.6s, 90.91mph. **Up to 850cc:** 1, Watts, 84.11mph; 2, Garlick; 3, Bob Slessor (Mini). Fastest lap: Garlick, 41.2s, 87.38mph (record).

Leyland 1000 championship round (10 laps): 1, Mike Curnow, 6m 55.6s, 86.62mph; 2, Alan Curnow, 6m 56.0s; 3, Ian Briggs, 6m 56.2s; 4, Derek May, 6m 56.4s; 5, Eric Groves, 7m 00.2s; 6, Phil Spurling, 7m 00.4s. Fastest lap: Spurling, 40.4s, 89.11mph.

750 Formula Championship round (10 laps): 1, Tim Green (Time Mk3), 7m 02.6s, 85.19mph; 2, Lyn Evans (Centaur 750F), 7m 04.6s; 3, Roland Nix (Wessex Special), 7m 05.0s; 4, John Giles (JGS Mk5B), 7m 06.8s; 5, Iain Scanders (DNC), 7m 09.6s; 6, J. Everett, 7m 16.6s. Fastest lap: Roland Nix, 40.6s, 88.67mph (record).

Renault 5 Elf Championship round (10 laps): 1, Jim Crawford, 8m 14.8s, 72.76mph; 2, Neil McGrath, 8m 16.0s; 3, Richard Hassell, 8m 23.4s; 4, Divina Galica, 8m 23.6s; 5, Charles Sawyer-Hoare, 8m 29.6s; 6, Andrew Dent, 8m 31.4s. Fastest lap: McGrath, 48.2s, 44.69mph (record).

BRSCC Euro Burgess Production sports car championship round over £2000 (10 laps): overall and over £3000: 1, Rod Gretton (3.0 TVR 3000M), 6m 57.2s, 86.29mph; 2, Colin Blower (3.0 TVR 3000M), 7m 01.8s; 3, Chris Meek (1.6 Lotus Europa Special), 7m 07.8s; 4, Peter Taylor (1.6 Lotus Europa), 7m 14.8s. Fastest lap: Meek and Gretton, 40.6s, 88.67mph. **£2000 to £3000:** 1, Chris Alford (1.6 TVR 1600M), 82.23mph; 2, David Beams (1.0 Ginetta G15); 3, Gerry Brown (1.8 MGB). Fastest lap: Alford, 42.6s, 84.51mph.

Leyland 1275 GT championship round (10 laps): 1, Malcolm Leggate, 7m 21.6s, 81.52mph; 2, Alan Curnow, 7m 21.8s; 3, Steve Soper, 7m 23.4s; 4, Roger Saunders, 7m 24.6s; 5, Jim Burrows, 7m 26.8s; 6, Willie Dick, 7m 33.4s. Fastest lap: Curnow, Leggate, Soper, and Burrows, 43.4s, 82.95mph (establishes record).

Formula Ford Race B (10 laps): 1, Robin Dollar (Hawke-Smith DL15), 6m 35.2s, 91.09mph; 2, Paul Smith (Royale-Oselli RP21), 6m 40.8s; 3, Geoff Creber (Nomad-Close FF76), 6m 41.4s; 4, Peter Williams (Hawke-Rowland DL15), 6m 42.8s; 5, Wilhelm Von Tiejem (Royale RP16), 6m 43.0s; 6, David Wheeler (Royale-Smith RP21), 6m 44.8s. Fastest lap: Smith, 38.00s, 94.74mph.

Special Saloon over 1000cc (10 laps): overall and over 1300cc: 1, Tony Suttler (1.8 Ford Escort BDE), 6m 30.4s, 92.91mph; 2, Alastair Lyall (1.6 Ford Escort FVO), 6m 35.2s; 3, Paul Storr (1.6 Ford Escort FVO), 6m 35.4s; 4, Malcolm Johnstone (1.9 Sunbeam Shiletto FVO), 6m 42.2s. Fastest lap: Suttler, 37.8s, 95.24mph, 1300cc to 1300cc.

Practice at Ingliston saw a dark eyed Bill Dryden, who had driven up to Scotland from Silvertown overnight after the Capri he was due to drive with Tom Walkinshaw was withdrawn from the Access TT. His own Fireza was being prepared in the paddock, and he had to practice in the team's Group 1 Magnum normally driven by Jennifer Birrell, so Bill was destined to start from the back of the grid.

The first race was the Modsports event counting from the British Caledonian Championship. In this the odds were on Kenny Allen in his ASM Clan, not only on winning but on consolidating his lead, but as it turned out it was his team-mate Andrew Smith in the ASM Elan who got into the lead after a mixup on the first lap. He tore off into the distance, chased by his team-mate, while far back was Peter Baker in the ex-Absalom Ginetta, who had a hard task fighting his way up the field. He was helped when John Kirk blew his Kirk Metals Davrian in a big way, and then Derek Palmer chewed up a universal joint in his Elan, leaving the field spaced out. John Mackie held a good third place until challenged by Baker. Smith's lead was not to last and he retired at Lefthander, leaving Allen to take first place and clinch the Scottish championship.

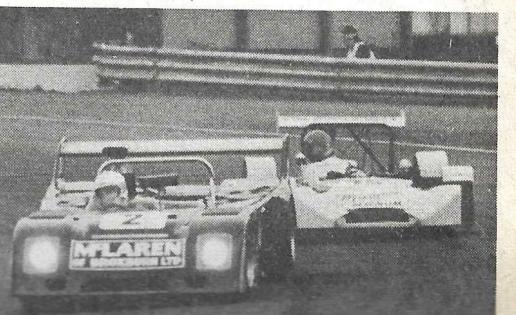
The Shell Race for Production Saloons saw a smaller field than usual but all the familiar faces were there. Andrew Small with his Capri was out to make his wins three in a row and the dark green car quickly filtered its way into the lead from Niall Mulloy (G&M Toyota), Tom Meldrum (Four Woods Mazda) and Jennifer Birrell (Chunky Chickens/SMT Magnum). The bold Jennifer has been out of salts this season but really had a go, passing both the Toyota and the Mazda to take second place with Small still well in the lead. Roy Knowles (Mexico), still awaiting an RAC eligibility appeal to be resolved, was in fifth place and working hard to keep in contention, while Ian Stirling with his Century Oils Mazda was looking for a way round everyone. The mid-race period saw Stirling picking off Knowles and then Mulloy, and finally his arch-rival and championship leader Tom Meldrum. At this everyone sat back but Jennifer was catching the Capri and with five laps to go she took the lead in a dodgy move at Clock, and held on for the last few laps — until Caravan bend on the last lap when she was rammed by the Capri, both cars going into the barriers. Small complained of lost brakes, but no matter what the cause, the two leaders were out and a surprised Stirling came across the line for a Mazda one-two with Meldrum second.

The main sponsored race of the meeting was the Alexander Group Formula Ford race, and all the regular Scottish FF crew were out in force, with Stu Lawson only needing one more win in his Hawke to clinch the Championship. Lawson made sure he was out in front at the start with his regular adversary Duncan Hall in the Laidlaws Hawke in second place and Ireland's Gary Gibson third with his Crosslé 3F. Within a lap Gibson had taken second and Robin Gray with his Gaulloises/Reflex PR Hawke had hauled himself up behind Hall. These four dominated the race and there was no doubt how they would finish, with Lawson lowering the lap record. Behind them came Dave Manners at his most lurid, Robin Simpson, George Franchitti and Cameron Binnie. On the way to the flag Manners lost his nosecone, and Binnie moved up to take fifth.

In the over 1000cc Special Saloon event, Bill Dryden looked lonely at the back of the grid, and when Doug Niven in the Border Reivers/Cyanamid Escort and Walter Robertson in the Sports Tune Escort flew into the lead no-one was surprised. All eyes were on Dryden, who fought his way passed the field to tuck in behind Robertson and comfortably qualify for the main final. Fourth was Jimmy Dryden driving Scotland's quickest Mini, and Jimmy Robertson was fifth with the Lotus-engined Avenger.

The sports and special GT race has tended to be an Iain McLaren benefit with his Chevron B31

Iain McLaren heads for victory in the sports and special GT race.



INGLISTON continued

and, despite his arch-rival Tony Charnell in his McLaren, he ran away and hid from everyone, with Tony holding a despairing second place. The sensation was Steve Russell, an interloper from the Clubmans class with his U2 Mk17B, who held a strong third place. Peter Baker drove one of his best races to take fourth with the Ginetta G4.

In the 1000cc Special Saloon event there was the usual Donnybrook between Ian Forrest's Drambuie Imp and Laurence Jacobsen's Cuthbertsons Imp. It looked as though Forrest was going to have it all tied up, but Jacobsen was pushing him all the way trying his usual manoeuvre to get passed on the outside at the hairpin. Towards the end he edged into the lead, but Forrest squeezed passed again and on the last lap Jacobsen made a last stab at the hairpin and spun. He managed to continue without losing his place and so it was up to the Special Saloon final to see who would score points for the championship. Initially Gus Young in his Agra Mini was third and driving well, but the tidy Hugh Chalmers got through to make it an Imp 1-2-3.

The Ingliston round in the Coopers Oils championship provided one of the best races of the season with late entrant Ray Edge in his Mallock taking an early lead and looking like he was going to leave everyone else in the shade. Steve Russell wasn't having it and he set out to catch the flying leader and in mid-race he was up on his tail. Behind them was another battle with Lane's Mallock just managing to hold third. Russell made his bid, taking the lead, but Edge was not for giving up. On the last lap they were running together and managed to scramble round the hairpin this way on the last bend; however, Edge spun, sliding across the finish line sideways behind Russell who deserved his victory. In the FF engined class Don Cressy had a race long battle with A. W. Feather and Ken Brown, and took full points in the class.

The Libre class in Scotland is fairly well supported but at the heavy metal end Andy

Barton, the Dickson Moduses and Iain McLaren have pretty well tied up the Championship. At the same time there is £1000 up for grabs by Midlothian Insurance Brokers for the first hero to break 85mph for a lap of Ingliston. As this time is almost impossible they were betting on a fairly sure thing, but the way the race started you could be forgiven for thinking all four leaders wanted to collect.

Norman Dickson was first away in the F2 Modus with Barton's March in second place, McLaren third and Richard Scott in the Atlantic-engined Modus fourth. On the back straight Barton executed one of his weaves and actually overtook Dickson on the outside, only to overcook it on Lefthander and ding the car. Barton continued for one lap but had to retire with a broken wheel. Meanwhile back at the hairpin Ray Edge punted Davey Muter's Lotus 69 into the barriers, and this fracas reduced the field by two.

Meanwhile, Dickson was back in the lead and there began a fantastic battle between McLaren's Chevron and Scott's Modus. Scott worked at it, the two cars touching at the hairpin, but McLaren continued to hold second place to the end, and to cap it all Scott's Modus blew a core plug on the last lap and he had to trundle home in third place with the engine switched off.

The last event was the Special Saloons final, and after the first lap it was obvious that Bill Dryden in his Tolemans/SMT Firenza was out to win the event outright. On the sixth lap he took the lead from Niven, and Robertson. At the back Jacobsen and Forrest were fighting out the 1000cc class. Near the end Jacobsen made his bid on the outside of the hairpin as usual and found himself being crowded out on to the grass, but at this Forrest spun in front of him and this time it was Jacobsen who took the advantage to win the class. Meanwhile Dryden was rewarded with his overnight drive by taking the overall first place, and looks likely to take the Lombard Scottish Saloon Car Championship yet again.

GRAHAM GAULD