



NOEL EDMONDS fought hard to stay ahead of Jenny Birrell, but she beat him to the flag.

McLaren's Ingliston

ALTHOUGH the programme entry didn't show much promise, Scottish MRC's Graham and Morton Trophy meeting at Ingliston on Sunday produced some fine fighting finishes. Iain McLaren was in good form to win the *libre* race from Andy Barton, who was spurred on to set his best-ever Ingliston lap time. Jennifer Birrell and Noel Edmonds were the crowd-pleasers as the production saloons sorted themselves out in front of 10,500 spectators, and Laurence Jacobson was a delighted winner of the featured special saloon race with a 1-litre Imp.

SPECIAL SALOONS under 1000 cc - 10 laps

Ian Forrest won't forget this first Graham and Morton heat in a hurry. His Drumbric Imp led from the line; just getting the drop on Laurence Jacobson's ex-Alex Clacher Imp. Jacobson went into a grim pursuit only two or three lengths behind, soon to be joined at a similar distance by John Fyda's Agra Imp which sadly petered out at the end of lap four. The two leaders put on a tremendous scrap, but held positions until lap 10, when Jacobson took advantage of Forrest's slide at the hairpin. Forrest then had the fraughtest 30 seconds of his career. He was scalded as a pipe broke, the windows steamed up, he had to undo his harness to reach forward

and wipe the inside of the screen, he spun at lefthander, spun again in his rush to get off the grass, heard - but couldn't see - Hugh Chalmers (Imp) pounding alongside at Arena, and still had the presence of mind to hold him off for second place by 0.2s!

1. L. Jacobson (1.0 Imp) 9m 33.3s (64.68 mph); 2. I. Forrest (1.0 Imp) 9m 53.3s; 3. H. Chalmers (1.0 Imp); 4. A. Young (1.0 Mini-Ford). Fastest lap: Forrest 56.2s (65.98 mph).

MODSPORTS - 10 laps

After a Red Devils parachute display, a smallish Modsports field got racing started. As Kenny Allen rocketed his Crusader off the line from pole position, spectators were already considering marking up the first set of results. Then he

uncharacteristically gyrate at Caravan on lap five, and John Kirk took his Davrian through to win, although under great pressure on the last run in to the flag.

1. J. Kirk (1.1 Davrian Mark 5) 9m 08.2s (67.64 mph); 2. K. Allen (1.1 Clan Crusader); 3. A. Smith (1.6 Lotus Eilan); 4. C. Graham (1.0 Jensen Healey). Fastest lap: Allen, 53.0s (69.96 mph).

FORMULA FORD - 12 laps

Now entered by Edinburgh Flying Services, Stu Lawson still has no peer among Scottish FF drivers. Two seconds up at the end of the opening lap, his immaculate Hawke was in complete control throughout. Alec Lawrie's Eldon was the victim of the usual first-lap mid-air scramble and spent the rest of the race parked against the Armo at the Esses. A few yards further on, Colin MacLean's MRE hauled a wheel across the track, where it almost made Aunt Sallies of a group of jaw-dropped marshals. Irish champion Gary Gibson didn't have the best of starts from the second row, but took John MacGillivray for third place on lap three and six laps later nudged out Duncan Hall from second.

promising race debut, having done a hire deal with Ralph Firman. Her pit crew included a former colleague at JRRDS, Patrick Neve.

In the final Eagling led away from pole position and during the opening laps swapped the lead with Arif. Eagling's superior knowledge of the track allowed him to pull away from Arif by half-distance and comfortably win a well-judged race by over 7s. Arif was a contented second from a shadowing Halliwell and a distant Morland.

Brian Davison's Firenza had an easy win in the Special Saloon race after Alastair Lyall (1.8 Escort) suffered a recurrence of his practice problem after just half a lap. Lyall, losing 2,000 revs with a difficult to trace misfire, was a miserable second a long way ahead of third man Alan Humberstone in a 1.0 class-winning Imp. Everyone else, including the 1300 class victor, John Mowatt (Cooper S), was lapped. Gerry Glass (850 Mini) was the small class winner, heading his rivals all the way.

The Monoposto front runners quickly formed themselves into two trios. Alan Baillie's Viking and Ray Thomas's Revoray 11 housed David Coombes for the lead, whilst Peter Gillette (Genie 13) and Anthony Ford (Emberton M2B) challenged John Lancaster's JDM continually for fourth. Coombes eventually ran out a convincing winner from Baillie, whose car was puffing out smoke, after Thomas pulled off a puncture. Gillette passed both Lancaster and Ford by driving round the outside of them at Goran, and Lancaster went off into the Armo trying to get his place back on the last corner.

The Mini 7s were contesting a round of TEAC's championship, which at the request of a number of drivers was being run to the '75 regs rather than the more stringent British Leyland '76 rules. The closest-fought and most incident-packed race of the day saw first Jim Mancey and then Bob Addison emerge from a squabbling six-car bunch to contest the lead. Mancey did very well to keep the determined Addison 0.2s behind him at the chequered flag. Martin Moorhead was third, sharing fastest lap with Mancey and Addison.

The combined Modsports and Clubmans race was dominated by the latter cars, Ron Morgan winning easily after an early challenge from the similar Mallock U2 of Dudley Moseley evaporated along with its coolant. James Standley, Robin Henderson and Graham Sinclair were next, all well spaced and all U2 mounted. In the Modsports section Ed Reeves' 1.3 Midget won from Mark Hales' 1650 Turner.

1. S. Lawson (Hawke DL15) 11m 01.9s (67.22 mph); 2. Gibson (Crosle 30F); 3. D. Hall (Hawke DL15); 4. J. MacGillivray (Crosle 25F). Fastest lap: Lawson, 54.2s (68.41 mph).

SPECIAL SALOONS over 1000cc - 10 laps

Bill Dryden's latest Firenza had a clear run in the second Special Saloon heat, with neither Jim Evans nor Douglas Graham entered. Jim Dryden's Longman Mini-Ford was similarly clear of Dave Farrar's Escort, but a good scrap involving Eric Paterson's Colvend Mini, Graeme Walker's Skoda and Graham Stuppel's Mini was settled in Paterson's favour after the combatants had some very close moments.

1. W. Dryden (2.5 Firenza) 9m 28.0s (65.28 mph); 2. J. Dryden (1.3 Mini-Ford); 3. D. Farrar (1.3 Escort); 4. E. Paterson (1.3 Mini). Fastest lap: W. Dryden 55.2s (67.17 mph).

SPORTS and SPECIAL GT - 10 laps

Late entrant Iain McLaren politely fumbled about at the start of this one, and Alan Sharpe - who would have been a well-deserved winner in any other company - took an early lead with his Mallock. After two laps, McLaren selected warp factor three and disappeared from view, leaving Sharpe second from Allen's Crusader.

1. I. McLaren (2.0 Chevron B26/31) 8m 20.8s (77.25 mph); 2. A. Sharpe (1.6 Mallock U2 Mk17); 3. K. Allen (1.1 Clan Crusader); 4. D. Hall (1.6 Gryphon). Fastest lap: McLaren, 48.0s (77.25 mph).

PRODUCTION SALOONS - 12 laps

Jennifer Birrell had her Magnum on pole for this Shell race, with Noel Edmonds' Opel Commodore alongside. On the first lap, the bigger Commodore kept a level round the slightly longer outside line towards the Esses and

were dead level 30 yards before the left-handed entrance, but Jennifer has out-psyched experts there and rampaged into the lead from the inferior line. Noel meant business, though, and after some first-lap nudging at the hairpin went into the lead second time round. It was bumper-to-bumper for much of the way after that, but Jennifer was clearly in no mood to finish second, retook the lead on lap seven and moved steadily away. Andrew Cowan enlisted a lonely third place on never-again tyres with the second SMT car by practising special-stage angles through most of the corners. The first dry race for the new prize categories saw both Noel Edmonds and Vic Covey going home as record holders.

1. J. Birrell (Vauxhall Magnum) 16m 06.6s (57.54 mph); 2. N. Edmonds (Opel Commodore GSE); 3. A. Cowan (Vauxhall Magnum); 4. T. Medrum (Mazda RX3). Fastest lap under £2000: Covey, 64.8s (57.22 mph), class record. Fastest lap over £2000: Edmonds, 63.4s (58.49 mph), class record.

FORMULE LIBRE - 15 laps

When Patsy McGarrity arrived minus his not-quite-ready Chevron B29, it looked as if the trophy put up by Ingliston's owners might just as well be handed to Andy Barton before the race started. But Iain McLaren was a late entrant here too, and the McLaren/Barton dice was an excellent one. Bob Rollo embarrassed himself by taking his Lotus into the Armo on the warm-up lap, and nothing else in the entry could stay on the same lap as the leaders. McLaren's Firenza was first away, with Barton's March only two or three lengths behind. McLaren began to pull away a little, but had to check at Arena exit while lapping a black-marker on lap five. Barton was soon on his tail, but the

Chevron took an advantage on lap 11 by rocketing past two cars into the Esses too late for the March to follow suit. An FF driver on a hara-kiri course beside the pavilion slowed McLaren again on lap 13, and Barton pulled right back onto the leader's tail, finishing only 0.4s down and setting fastest lap of the day.

1. I. McLaren (2.0 Chevron B26/31), 12m 10.8s (76.19 mph); 2. A. Barton (1.8 March 75/2); 3. P. MacNaughtan (1.8 Chevron B23); 4. G. Gibson (Crosle 30F). Fastest lap: Barton, 46.8s (79.23 mph).

SPECIAL SALOONS - 15 laps

The saloon final saw Bill Dryden take an easy lead from the start, only to lose all his gears going onto the back straight on lap 10 and disappear from the charts. Bill was walking away when a ghostly thought struck him. To comply with the saloon regulations the Firenza had a ZF box immediately behind the engine, but that has only direct drive, and leads to a 5-speed Hewland transaxle where the real cog-swapping takes place. Could it be...? Yes, it could. The ZF lever had slipped out of engagement, and needed only to be pushed back in for the whole system to be back in operation. A very abashed driver rejoined five laps down to claim one championship point for finishing. Jim Dryden inherited the lead, but retired at Lefthander on lap 12, losing a lot of oil. All these dramas left a surprised Laurence Jacobson in front again with his Imp, to take the main award of the day, despite a 10s push-start penalty, in front of Ian Forrest's reassembled Imp.

R.F.

1. L. Jacobson (1.0 Imp) 14m 17.0s (65.67 mph); 2. I. Forrest (1.0 Imp); 3. D. Farrar (1.3 Escort); 4. H. Chalmers (1.0 Imp). Fastest lap: W. Dryden (2.5 Firenza), 53.0s (69.96 mph).



GERRY MARSHALL'S V8 Firenza leads Jonathan Buncombe's Imp-Ford and Colin Hawker's VW soon after the start of the Tricentral race. Minutes later Buncombe closed in on the Firenza and nipped past on the last lap to win.

Silverstone supporting programme

Baby Bertha beaten at last

"BABY Bertha beaten," was the talk of the track at Silverstone on Saturday, after Jonathan Buncombe's Chevron-based Imp-Ford had dealt out a nicely judged if slightly fortuitous last lap victory over the usually unconquerable Firenza-Holden of Gerry Marshall. It was a fine drive by Jonathan in this opening round of the Tricentral Supersaloon Championship, and one that deservedly netted him an Allied Polymer Driver of the Day Award as well as a new lap record for Saloons on the GP circuit. In the other half of the BRDC's short supporting programme, Tiff Needell scored another nine points to retake the lead of the APG FF2000 Championship, for both Geoff Friswell and Ian Taylor failed to improve their points tallies.

SUPERSALOONS - 10 laps

An epidemic of non-starters disease slashed the field for the first round of the Tricentral Championship to just a dozen cars; but that didn't stop it from being a cracker of a race, thanks entirely to the valiant efforts of Messrs Marshall and Buncombe. Despite a slight top end misfire, Marshall had been just 0.04s quicker than Buncombe's 2-litre "Chimp" in practice. Colin Hawker completed the front row in his Volkswagen-FDV, while fourth fastest was Martin Birrane with his 5-litre Capri-Chevrolet.

Among the more notable non-starters were Mick Hill, whose new 5-litre VW "Beetle" refused to start all day because of a fault in the fuel injection system, and Stuart Graham, whose 7-litre Camaro bore a head gasket just as the flag came out to end practice.

Buncombe made a fractionally better getaway, but Marshall had the advantage of extra litrage and was in front by Becketts. For a lap or so Marshall seemed to have the situation firmly under control, but next time they got to Woodcote Buncombe was only a length adrift. From then on a classic "David and Goliath" battle ensued, with the smaller car closing right up under braking and occasionally edging

alongside in the corners, only to drop back again as Gerry floored the throttle.

As they came out of Stowe for the penultimate time, the "Chimp" suddenly darted ahead, for the V8 Firenza's throttle response was proving less than instantaneous. By Abbey Marshall was ahead again, but on Hangar Straight his engine momentarily cut out altogether, and Buncombe flashed by to snatch the verdict by just under 2s.

Behind them, Hawker held third for lap but dropped out with overheating and consequently sagging oil pressure. Birrane took over the place but came under considerable pressure from Tony Strawson after half-distance, eventually spinning into the catch fences at Club on lap nine. Strawson's Capri-Chevrolet thus finished third comfortably clear of Nick Whiting's Escort, and of the seven finishers these were the only others to remain unlapped.

1. J. Buncombe (2.0 Imp-Ford BDG), 15m 48.89s (111.24 mph); 2. G. Marshall (5.0 Capri-Chevrolet); 3. T. Strawson (7.2 Escort BDG); 5. J. Pope (5.3 Magnam-Aston Martin); 6. C. Sims (2.3 Magnam-Coupe). Fastest lap: Buncombe, 1m 33.03s (113.46 mph), class record.

FF2000 - 10 laps

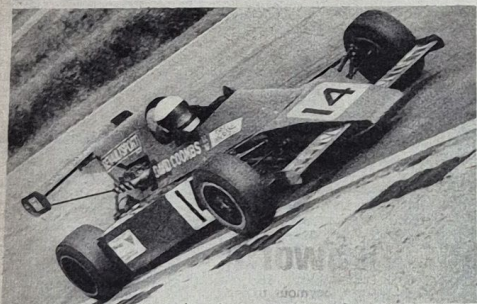
From the end of practice, when he was 0.7s quicker than Frank

Syner and well over a second faster than anyone else, Tiff Needell locked a certain victor of the Allied Polymer FF2000 round. True, Syner's Dulon beat Needell's Hawke off the line, but Tiff dived inside Frank at Copse and dashed away to a 4s win. The race was therefore for second place. Bernard Vermilio (Merlyn) also had squeezed past Syner in the first corner, but the Hawke driver got the bit between his teeth and overtook Vermilio in a neat piece of out-manoeuvring at Woodcote on lap six, hanging on to second spot despite the Merlyn's counter-attacks.

The most hectic dicing came in a battle for fourth spot, a fight that initially seemed to encompass half the large field. Syd Fox's Elden headed the bunch most of the way, but Roger Orgee's similar mount chiselled determinedly through the pack and passed Fox three laps from home. Meanwhile, Stuart Baird, whose Hawke had been forced to bump across the Woodcote "traffic island" on the third tour and therefore fell as low as 10th, was also making up places in terrific style, and on the last lap he swept by Orgee to grab fourth spot.

Apart from Needell it was a poor day for the championship chart toppers. Ian Taylor retired with a head gasket in practice, while Geoff Friswell spun in practice and then did it again during the race.

1. T. Needell (Hawke-Holbay DL14), 16m 33.47s (106.35 mph); 2. F. Syner (Dulon-Nelson MP18); 3. B. Vermilio (Merlyn-Scholar Mk2B); 4. S. Baird (Hawke-Scholar DL14); 5. R. Orgee (Elden-Close Mk18); 6. S. Fox (Elden-Scholar Mk18). Fastest lap: F. Friswell (Elden-Brown Mk 18), 1m 58.22s (107.46 mph), class record.



DAVID COOMBES won the Monoposto race in his Manta.

Mancey snatches win

A SUPERB Mini 7 race, with victory going to Jim Mancey by just 0.2s, and fine single-seater wins for Glen Eagling's FF 1600 Van Diemen RF75 and David Coombes' Renault-powered Manta Monoposto were the highlights of the Clubmans day at Snetterton on Sunday. Thames Estuary AC was in charge, and their efficient organisation was rewarded not only by some entertaining racing but also by a warm, sunny day.

Two heats for the second round of TEAC's FF Championship opened the racing. Wil Arif (Crosle 25F) won the first as he pleased after John Poxon, also Crosle 25F mounted, spun away the lead on the second lap. Poxon continued third, passing Roy Pagliacci in one of several ageing Lotus FFs at half-distance. Poxon then quickly closed on the wary Arif, so the winning margin was just 1.0s.

Local lad Glen Eagling dominated the second heat from championship leader Tony Halliwell and the unrelated Turners, Brian and Ray. Brian was handling his eight-year-old Lotus 51C as rapidly as ever and Ray a Merlyn Mk 17/24. Fifth was Guenda Eadie's Van Diemen after passing Barry Hodson's Royale RP16A. Guenda, who is the intractress at the Jim Russell skid track at Snetterton, made a

Formula Ford (Heat 1) - 10 laps: 1. W. Arif (Crosle-Piper 25F), 12m 55.3s (89.01 mph); 2. J. Poxon (Crosle-Minister); 3. R. Pagliacci (Lotus-Minister 61MX); 4. M. Morland (Elden-Minister 10C). Fastest lap: Poxon, 1m 15.6s (91.29 mph).

Formula Ford (Heat 2) - 10 laps: 1. G. Eagling (Van Diemen-Scholar), 12m 42.7s (90.48 mph); 2. T. Halliwell (Merlyn-Minister 11A); 3. B. Turner (Lotus-Turner 51C); 4. R. Turner (Merlyn-Scholar 17/24). Fastest lap: Eagling, 1m 15.2s (91.77 mph).

Formula Ford (Final) - 12 laps: 1. Eagling, 15m 18.4s (90.17 mph); 2. Arif, 3. Halliwell; 4. Morland. Fastest lap: Eagling, 1m 15.0s (92.02 mph).

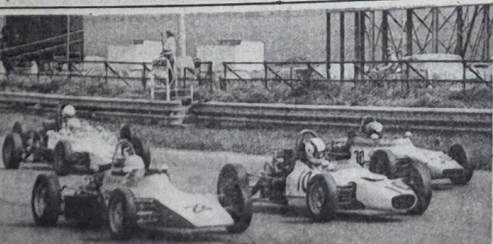
Special Saloons - 12 laps: 1. B. Davison (2.3 Firenza), 15m 32.3s (88.83 mph); 2. A. Lyall (1.8 Escort); 3. A. Humberstone (1.0 Reeve (MG Midget)); 4. J. Mowatt (1.3 Cooper S). Fastest lap: Davison, 1m 16.1s (90.69 mph). Class

winner: Davison, Mowatt, Humberstone and G. Glass (1.0 Mini).

Monoposto - 12 laps: 1. D. Coombes (Manta 75B), 14m 34.1s (94.74 mph); 2. A. Baillie (Viking); 3. P. Gillette (Genie 13); 4. A. Ford (Emberton M2B). Fastest lap: Coombes, 1m 11.3s (96.79 mph).

Mini 7 - 12 laps: 1. J. Mancey, 18m 19.8s (75.37 mph); 2. R. Addison; 3. M. Moorhead; 4. C. Fisher. Fastest lap: Addison, Moorhead and Mancey, 1m 29.7s (76.93 mph).

Clubmans and Modspots - 12 laps: 1. R. Morgan (Mallock U2), 15m 33.6s (88.70 mph); 2. J. Standley (Mallock U2); 3. R. Henderson (Mallock U2). Class winners: Morgan, E. Reeve (MG Midget) and R. Oliver (MG Lyall). Fastest lap: Morgan and Oliver, 1m 16.0s (90.81 mph).



GLEN EAGLING leaves pole position on the way to victory in the Formula Ford final.

A.V.L.