

McLaren is Man of the Meeting

Saloons to Bill Dryden

FAMILIAR names were well to the fore in Sunday's Jim Clark Foundation meeting at Ingliston, which opened the Scottish MRC season. Andy Barton, Bill Dryden and Iain McLaren all added to their collection of wins.

Ricky Gauld's Imp led from the start of the first part of the Jock McBain Memorial Trophy race, but Bill Thomson's ATS Imp made furious efforts to get on level terms after exchanging nudges with John Kirk's Imp on the opening lap. Thomson squeezed into the inside line out of the hairpin on lap six, and held the lead to the end. Jim McGauchay got the better of Roy Knowles and John Kirk on the last lap but one, after they had provided a tremendous dice just out of range of the leaders.

Back from the Nurburgring, Iain McLaren and Tony Charnell in their Chevrons shared the front row for the Edinburgh Dairies sports car race. Charnell was just ahead on the left-hand line as they hurtled into the Esses, but McLaren darted through a gap on the right. The McLaren of Broxburn B36 rapidly outdistanced the Mogil Motors B31, with Andy Smith in one of the S.S. Rallying entries upholding Mallock honour in third place.

The second Jock McBain special saloon race brought out the heavy metal. Douglas Niven's Border Reivers VW-Chevrolet had been confidently expected to obliterate the opposition. But problems in running-in a new engine forced the team into a late rush to Derby for spare parts, and the rebuilding session didn't finish until two o'clock on the morning of race day.

Walter Robertson's very smart Baker/Sportstune Escort-BMW powered off into the lead, ahead of the VW-Chevrolet and Bill Dryden's SMT/Pinegrove Firenza. The Beetle quickly showed that it was well off-form, fading to a distant third. Dryden pressed Robertson hard for the first five laps, but rain started to come down quite heavily, and the race was stopped by the red flag on lap seven.

There was a drying track again for the Alexanders of Edinburgh FF race, the opening round of the new Canonmills Tyre Centre championship. Andrew Jeffrey's Hope Scott Van Diemen made a great start from the second row, but George Franchitti's W.N. Mitchell Hawke went even better from the third, passing everything in front of it on the first lap. Jeffrey really meant business, however. He passed the Hawke for the lead on lap two, piled on the pace and just disappeared from view. Franchitti dropped a few places after a moment at Lefthander on lap four, came back strongly again, but couldn't quite get the better of Robin Simpson's Fortnum Farm Chemicals Crosslé by the flag.

The Shell production saloon race started with Ralph Halley's Kadett going straight into the lead, where it remained unchallenged throughout. Andrew Jeffrey made a quick change into the Hope Scott Dolomite Sprint, and held off Graham Birrell's Kadett and Hamish Irvine's Commodore to thwart any ideas of an Opel 1-2-3.

Andy Barton swept aside the opposition right from the start of the Edinburgh Students Charities Cup libre race. Dave Muter's Lotus and Jimmy Jack's ex-Norman Dickson March-BMW followed at a respectful distance, and after them came the new Scottish hope, 17-year-old ex-kart champion Bryce Wilson, who very sensibly was not out for headlines in his first race on home ground with the Cuthbertsons/Rosetta Chevron B29.

All this time, though, Iain McLaren was charging up from the back row with his Chevron B35, which landed there after practising in the wet. He had sliced through the field to third place by lap four, his car

unrecognisable compared with the ill-handling beast it was seen to be towards the end of last season. At much the same time Jimmy Jack, who'd already touched wheels with Bryce Wilson at Caravan, lost the March going into Arena, and bent its rear suspension against the outside Armco, where he retired.

McLaren made his move to pass Muter on the inside of the hairpin on lap nine, and the manoeuvre succeeded, even if the Chevron's left rear wheel ran over the Lotus's right front in doing so. Wilson then passed the Lotus at Lefthander on lap 13. McLaren's efforts from the back row of the grid, and the fact that he made fastest lap of the race last time round, earned him the Shell Man of the Meeting award.

The third Jock McBain Memorial race was where Lombard special saloon championship points were at stake. Douglas Niven kept the Beetle in the paddock, and it was once again Walter Robertson's Escort-BMW which won the dash into the Esses, spurred on by the thought of the special £250 bonus which the Ford Motor Company, always closely involved with the Jim Clark Foundation, had put up if this race were to be won by a full-bodied car. In a corresponding gesture, Scotcircuits Limited, of which Jim Clark was a founding director, donated a substantial proportion of the day's gate receipts to the Foundation's funds.

Bill Dryden was putting on a lot of pressure, as in the heat, and he threw the Firenza ahead on lap four as the Escort slid wide onto the dirt coming out of the hairpin. The tables were now completely turned, with Robertson in hectic pursuit. Then two Imp engines expired messily, and with all the oil about, as well as a determined Dryden, who wanted to demonstrate that SMT's motorsport interests these days are not entirely confined to rallying, Robertson had to be content with second place and no

£250 from Mr. Ford.

The final modsports race saw the start of the Hamilton & Inches championship, with Derek Palmer's Elan making a demon start to lead round the first lap. John Fyda's Agra Elan took over next time round, but then began to slump back with terrible gear-selection problems, finally being abandoned to the pits. Brian Stevenson's Davrian was therefore left with a surprise win, Palmer having spun off at the Esses on the third lap.

R.F.

Special saloons under 1000cc — 10 laps: 1. W. Thomson (1.0 Imp), 10m 03.6s (61.43 mph); 2. R. Gauld (1.0 Imp); 3. J. McGauchay (1.0 Imp); 4. R. Knowles (1.0 Stiletto). Fastest lap: Gauld, 57.0s (65.05 mph).

Sports cars and Clubmans — 10 laps: 1. I. McLaren (2.0 Chevron B36), 8m 15.2s (74.88 mph); 2. A. Charnell (2.0 Chevron B31); 3. A. Smith (1.6 Mallock Mark 18B); 4. J. Mackie (1.8 Gryphon). Fastest sportscar lap: McLaren, 48.4s (76.61 mph). Fastest Clubmans lap: Smith, 49.8s (74.46 mph).

Special saloons over 1000cc — 7 laps: 1. W. Robertson (2.0 Escort-BMW), 6m 28.6s (66.79 mph); 2. W. Dryden (2.3 Vauxhall Firenza); 3. D. Niven (5.0 VW-Chevrolet); 4. J. Robertson (2.9 Escort Turbo). Fastest lap under 1300cc: D. Farrer (Ford Escort), 55.4s (66.93 mph). Fastest lap over 1300cc: Dryden and W. Robertson, 52.2s (71.03 mph).

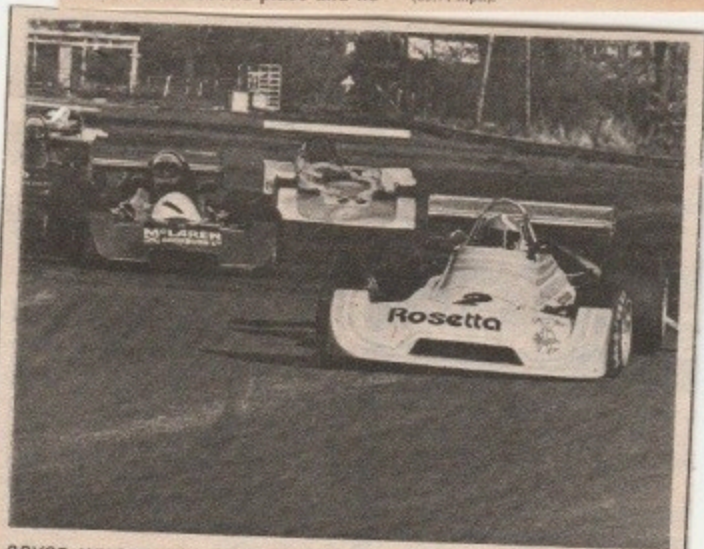
Formula Ford 1600 — 10 laps: 1. A. Jeffrey (Van Diemen RF78), 11m 04.0s (55.84 mph); 2. R. Simpson (Crosslé 25F); 3. G. Franchitti (Hawke DL20); 4. R. Low (Crosslé 25F). Fastest lap: Jeffrey, 65.1s (56.96 mph).

Production saloons — 10 laps: 1. R. Halley (2.0 Opel Kadett GT/E), 10m 43.0s (57.67 mph); 2. A. Jeffrey (2.0 Triumph Dolomite Sprint); 3. G. Birrell (1.9 Opel Kadett GT/E); 4. H. Irvine (2.8 Opel Commodore). Fastest lap under 2000cc: Halley, 62.6s (59.23 mph) class record. Fastest lap over 2000cc: Irvine, 64.4s (57.58 mph).

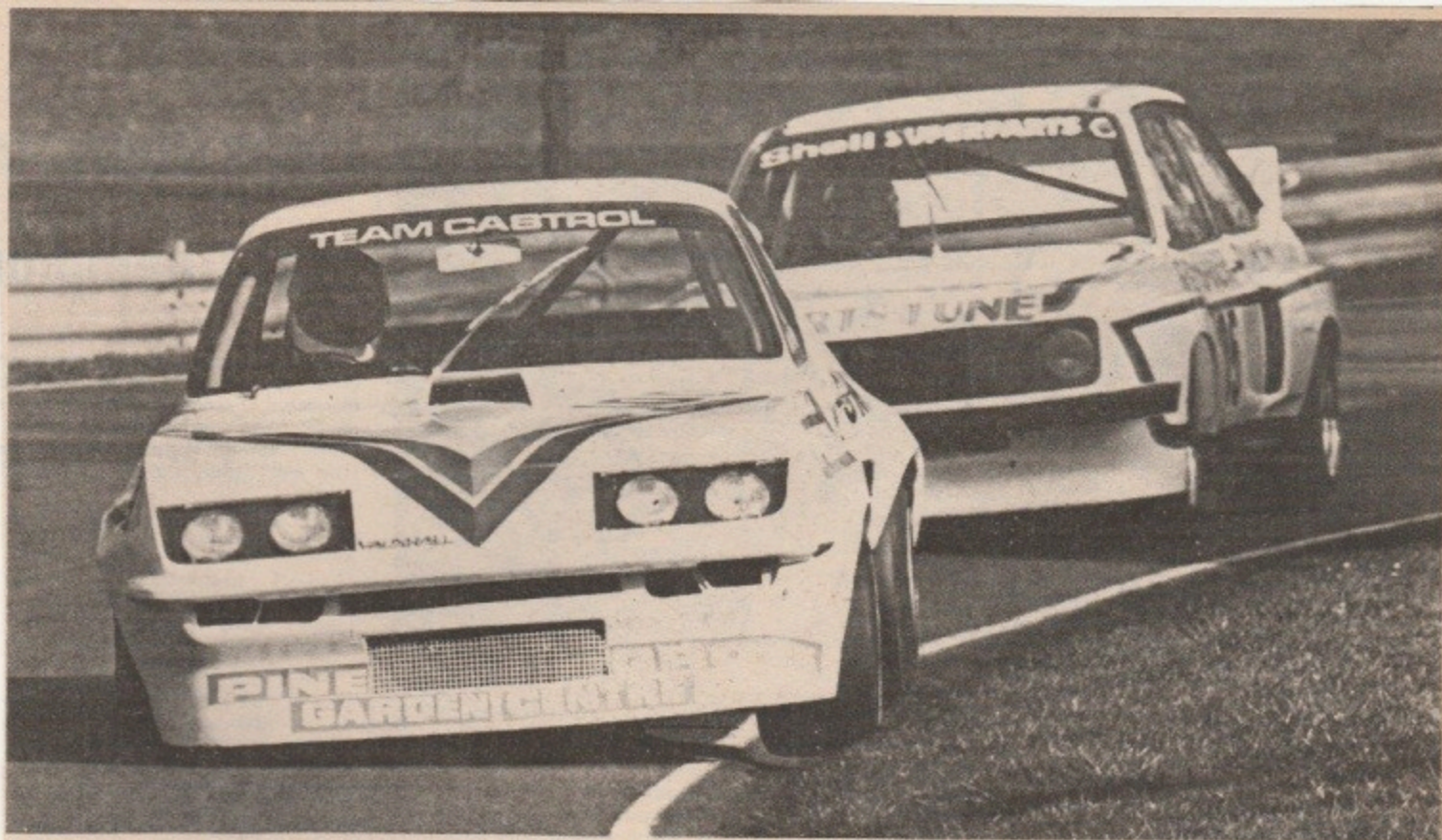
Formula Libre — 15 laps: 1. A. Barton (2.0 Barton JTB3), 12m 11.2s (76.07 mph); 2. I. McLaren (2.0 Chevron B35); 3. B. Wilson (2.0 Chevron B29); 4. D. Muter (2.0 Lotus 69). Fastest lap: McLaren, 47.0s (78.89 mph).

Special saloons — 15 laps: 1. W. Dryden (2.3 Firenza), 13m 20.6s (69.47 mph); 2. W. Robertson (2.0 Escort-BMW); 3. J. Kirk (1.0 Imp); 4. R. Gauld (1.0 Imp). Fastest lap under 1000cc: Gauld, 54.6s (67.91 mph). Fastest lap 1000-1300cc: Farrer, 54.2s (68.41 mph). Fastest lap over 1300cc: Robertson, 51.0s (72.71 mph).

Modsports — 10 laps: 1. B. Stevenson (1.0 Davrian), 10m 10.0s (60.79 mph); 2. A. Ritchie (1.0 Davrian); 3. A. Young (1.0 Davrian); 4. G. McDonald (1.6 Mallock Mk16). Fastest lap under 1300cc: Stevenson, 56.8s (63.28 mph). Fastest lap over 1300cc: Fyda (1.8 Elan), 58.2s (63.71 mph).



BRYCE WILSON leads Iain McLaren in their Chevrons at Ingliston. The forthcoming Irish F/Atlantic race at Donington will enable these cars to come out of libre exile for the first time since F/Atlantic was dropped at the end of 1976.



THE large special saloon race gave Bill Dryden's Vauxhall Firenza a win from the Escort of Walter Robertson (above). IAIN McLAREN'S drives in both his Chevron sportscar (below) and his F2 Chevron netted him the Man of the Meeting award.

