

edited by Robin Bradford

Iain's Burmah double

The Burmah Trophy race meeting on Sunday at Ingliston was run initially under grey skies which brightened as the meeting progressed, but unfortunately the racing was marred by incidents of cars overtaking under the yellow flag rule and protests. However this did not deter Iain McLaren from notching sports event and Libre victories. Stu Lawson is back in contention with a resounding FF1600 win while John Fyda's luck held for him to run off with the modsports event.

For openers, the 12 lapper for small saloons promised a renewal of the previous battle between the Imps of Bill Thomson, Ricky Gauld and John Kirk, but it was the latter's ultra low version which ousted Gauld's similar car at Caravan after two laps with Thomson's normal version slipstreaming in third place. Next lap Kirk retired in a dense cloud of oil smoke when an oil line came adrift, the consternation causing Ian Forrest (Drambuie Imp) and Jim McGaughey to spin, the latter's car doing its rear a mischief on the armco. As the yellow and oil flags came out the field slowed but apparently Gauld and

Thomson continued their tussle resulting in exclusion and letting Roy Knowles fall heir to victory with his Stiletto belching water. Ewan Buchan annexed second despite a 10secs push start penalty, just ahead of Ian Forrest whose Drambuie car has yet to find its form.

The FF2000 and sports car event saw Kenny Allen streak his Mallock into a comfortable lead, heading the potent Chevron B36 of Iain McLaren for eight laps, Iain admitting that he had to work hard eventually to hold the inside line at Lefthander and pull out 2secs to take the flag from the flying clubman car. Jim Stevenson kept his Mallock in touch and shared a new class lap record with Allen, but Peter MacNaughtan (Chevron B23) some way behind led the next group from John Walker (Mallock) and Reg Forester-Smith who finished one lap down.

A healthy field of special saloons was dominated by the Border Reivers VW Chevy of Doug Niven from Bill Dryden (SMT/Pinegrove Gardens Firenze) who had a determined Walter Robertson charging behind, the SG Baker/

Niven leads Walter Robertson, Dryden (out of picture) and Jimmy Robertson.



results

The Burmah Trophy Race—Heat one for special saloons up to 1 litre (12 laps): 1, Roy Knowles (1.0 Sunbeam Stiletto), 12m 17.7s; 2, Ewan Buchan (1.0 Hillman Imp), 12m 37.5s; 3, Ian Forrest (1.0 Drambuie Imp), 11m 38.8s (11 laps); 4, Ian Sharp (1.0 Hillman Imp), 11m 59.2s; 5, K. Devin (1.0 Hillman Imp), 11m 49.4s; 6, Robert MacDonald (1.0 Hillman Imp). **Fastest lap:** John Kirk (1.0 Hillman Imp), 55.7s, 66.57mph.

Heat two for special saloons over 1 litre (12 laps): 1, Dougal Niven (5.0 VW Beetle Chevrolet), 10m 34.4s, 70.14mph; 2, Walter Robertson (2.0 Ford RS2000), 10m 43.0s; 3, Bill Dryden (2.3 Vauxhall Firenze), 11m 51.4s; 4, Jimmy Robertson (2.8 Ford Escort Turbo), 10m 52.0s; 5, Eric Paterson (1.3 Colvend Escort), 11m 10m 51.4s; 6, Norman Whitmey (1.3 Mini), 10 laps. **Over 1300cc:** 1, Niven; 2, Robertson; 3, Dryden. **Fastest lap:** Niven, 51.2s, 72.42mph. **1001-1300cc:** 1, Paterson; 2, Whitmey; 3, David Colvin (Mini-Cooper 'S'). **Fastest lap:** Paterson and Jim Pinkerton (Mini-Cooper 'S'), 55.8s, 66.45mph. (Results subject to protest.)

Burmah Trophy Race final (15 laps): 1, Doug Niven, 13m 33.2s, 68.45mph; 2, Bill Dryden, 13m 41.0s; 3, Jimmy Robertson, 14m 00.1s; 4, Jim McGaughey (1.0 Hillman Imp), 13m 55.9s (14 laps); 5, Roy Knowles, 13m 58.2s; 6, Eric Paterson, 14m 15.3s. **Over 1300cc:** 1, Niven; 2, Dryden; 3, Robertson. **Fastest lap:** Walter Robertson, 51.6s, 71.86mph. **1001-1300cc:** 1, Paterson; 2, Whitmey; no other finishers. **Fastest lap:** Paterson, 57.2s, 64.83mph. **Up to 1000cc:** 1, McGaughey; 2, Knowles; 3, Ian Sharp. **Fastest lap:** John Kirk, 56.2s, 65.96mph. (Results subject to protest.)

Formula 2000/Sports Cars (12 laps): 1, Iain McLaren (2.0 Chevron B36), 9m 48.0s, 75.67mph; 2, Kenny Allen (1.6 Mallock Mk19), 9m 50.0s; 3, Jim Stevenson (1.6 Mallock 18B), 9m 51.1s; 4, Peter MacNaughtan (1.9 Chevron B23), 10m 33.8s; 5, John Walker (1.6 Mallock), 10m 35.1s; 6, Reg Forester-Smith (1.6 Marquis Magnum), 11 laps. **Clubman cars:** 1, Allen; 2, Stevenson; 3, Walker. **Fastest lap:** Stevenson and Allen, 48.2s, 76.93mph (record). **Sports cars:** 1, McLaren; 2, MacNaughtan, no other starters. **Fastest lap:** McLaren, 47.6s, 77.90mph.

Formula Ford Cars (15 laps): 1, Stuart Lawson (Hawke-Scholar DL 20F), 13m 29.2s, 68.73mph; 2, David Duffield (Crosslé 32F), 13m 33.6s; 3, Keith Lawrence (Crosslé-Minister 32F), 13m 35.1s; 4, Andrew Jeffrey (Van Diemen-Neil Brown), 13m 35.6s; 5, Bernard Hunter (Van Diemen-Auriga RF78), 13m 36.3s; 6, Peter Shand (Royale RP24), 13m 40.4s. **Fastest lap:** Duffield, 53.2s, 69.70mph.

The Shell Race for Production Saloons and Modsports (12 laps): 1, John Fyda (1.8 Agra Elan), 10m 50.5s, 68.40mph; 2, Nick Ellis (Lotus Elan), 11m 14.2s; 3, Brian Stevenson (1.0 Davrian), 11m 14.8s; 4, Graham Birrell (1.9 Opel Kadett GTE), 11 laps; 5, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 10 laps; 6, Stan Share (1.2 Clan Crusader), 10 laps. **Modsports over 1300cc:** 1, Fyda; Ellis; no other starters. **Fastest lap:** Fyda, 52.5s, 70.63mph. **Modsports up to 1300cc:** 1, Stevenson; 2, Share; 3, Angus Young (Davrian). **Fastest lap:** Stevenson, 54.8s, 67.66mph. **Prodsaloons over 2000cc:** 1, Hamish Irvine (Opel Commodore); 2, Ray Moore (Opel Commodore); 3, Vic Covey (Mazda). **Fastest lap:** Irvine, 63.6s, 58.30mph. **Prodsaloons up to 2000cc:** 1, Birrell; 2, Jeffrey; 3, Arch Cromar (Alfa Romeo 2000 GTV). **Fastest lap:** Birrell, 62.4s, 59.42mph (record). (Results subject to eligibility protest.)

The Royal Highland & Agricultural Society Trophy Race for Libre Cars (20 laps): 1, Iain McLaren (2.0 Chevron B35), 15m 37.1s, 79.14mph; 2, Andy Barton (2.0 Barton JTB3), 15m 47.4s; 3, Bob Rollo (2.0 March 75B), 16m 17.1s; 4, David Muter (2.0 Lotus 69), 16m 20.5s; 5, John Mackie (1.8 Gryphon BDG), 19 laps; 6, Jimmy Jack (2.0 March BMW 772), 18 laps. **Fastest lap:** Rollo, 45.8s, 80.96mph.

Sportstune Escort getting past on lap 5. Meanwhile the quiet Robertson's of Cardenden Turbo Escort was whistled around in a lonely fourth place by Jimmy Robertson, well clear of the place swopping Colvend Escort of Eric Paterson battling for 1300cc honours with the Mini of Jimmy Pinkerton. The inevitable coming together knocked the BL car out after eight laps.

The largest entry so far contested the FF1600 15 lapper and all were fired with tremendous enthusiasm, but it was Stu Lawson who had the drop on the rest, his Hawke DL20F scoring the cut and thrust behind him in which Keith Lawrence (Crosslé 32F) disputed second place with Dave Duffield in his similar Old Court Whisky car, he having Andrew Jeffrey with the Hope Scott Garages Van Diemen RF78, waiting to pounce. After a brush with the armco at Hairpin on the opening lap Bernard Hunter (Van Diemen) led the next group from Peter Shand driving the Sculthorpe Office Equipment Royale RP24, with the Crosslés of Robin Simpson and Roy Low leading Tom Brown (Dulon Mk17). Things were no quieter at the rear where Archie Boyle did wonders in a venerable Lotus 51, holding off the Van Diemen RF78 of Chris Lawson and the Hawke DL19 of George MacMillan.

Due to a scarcity of entries the Shell race for prodsaloons was combined with the modsports 12-lapper and provided John Fyda with a runaway victory in his 1.8 Agra Elan from the Elan of Nick Ellis who had overwhelmed the Davrian of Brian Stevenson. Leading prodsaloon was the Opel Kadett GTE in Lylesland colours ably conducted by Graham Birrell, the combination being more than a match for the Dolomite of Andrew Jeffrey. Stan Share, now getting to grips with the Clan Crusader, headed Hamish Irvine who is campaigning an Opel Commodore this season and keeping Arch Cromar's Alfa Romeo 2000 GTV in check. Lap record holder Ray Moore (Commodore) had a quiet day running in tenth place behind the Kadett of Campbell McLaren.

The Libre 20 lapper had Iain McLaren on pole in the Chevron B35, having bettered the outright lap record in practice. Despite holding the advantage from the flag, he did not approach this time, as his pit crew had found, prior to the race that the car was being cooled by a fair proportion of oil in the water, however he rocketed into the Esses in front of the JTB3 of Andy Barton who was sorely pressed by young Bryce Wilson in the Cuthbertson Foods/Rosetta Fruit Juices Chevron B29. Kenny Allen held fourth place in his amazing Mallock as Bob Rollo (March 75B) and David Muter (Lotus 69) swapped fifth place, until Rollo spun at the Hairpin and Allen retired with a split oil cooler. Just after half distance, Barton, by dint of some twitchy driving, was keeping young Wilson in place but easing closer to the leader. The pressure came off when Wilson pitted looking for gears then Barton did a quick spin job at Caravan, relieving the pressure on McLaren, while Rollo re-asserted his advantage over Muter.

The final for special saloons was once again a three cornered dice led by Niven from Walter Robertson and Bill Dryden, Jimmy Robertson easing the Turbo Escort into his (now) usual fourth position, the quartet pulling away from Eric Paterson who led the 1300cc class in his Colvend Escort, only to be passed by Roy Knowles (Imp) who in turn had to give best to a forceful Jim McGaughey in his Imp. Meanwhile Walter Robertson pressing Doug Niven hard, allegedly passed the VW Chevy when Niven slowed at an incident, the Escort driver being excluded from the results.

BILL HENDERSON

Entries up for Croft

At the first Darlington and District MC meeting at Croft on April 30 the weather was less than kind and rain was the order of the day after practice. New to motor sport were sponsors of the day, Santos Denim Wear.

With all races counting towards BRSCC and BARC championships, the entry list was one of the best at Croft this year and necessitated two heats and a final for the FF1600s. Graeme Frankland (Hawke) took an early lead in the first heat and dictated the race for the full eight laps ahead of Dave Manners (Hawke) and Keith Lawrence (Crosslé) with Bernard Hunter (Van Diemen) fourth from Phil Tingle (Hawke) on the last lap.

A fair grid of modsports cars made a welcome sight for the second race and, in an early lead, Kenny Coleman's Davrian looked good in the wet but some spirited driving from John Fyda (Elan) soon deposed the Davrian when Coleman spun on lap 3. Fyda went on to win with Coleman catching up towards the end of the 12 laps. First of the large class and third overall was Ian Batty (Porsche) ahead of Fred Cliffe (E-Type) after Fred had started with a 10secs penalty and progressed steadily through the field. Ron Harper in his, not now supercharged, Spitfire was a good fifth overall and winner of his class.

The second heat for FF1600s looked all sewn up by Stuart Lawson, but the pressure was on the Hawke driver from Andrew Jeffrey (Van Diemen) for the first four laps, and then John Simpson (Royale) for the next three. On the last lap everything changed, Jeffrey taking the honours from Simpson by 11secs with Lawson a further 5secs behind. Two Colins were next up, Verity (Crosslé) in fourth and Birkbeck (Royale) in fifth after running thus for the last half of the race.

Three Skodas were entered for the Special Saloon race but only one started and that won by a mile: David MacDonald withdrew his 5.0 example after practice while Richard Simms 2-litre version was suffering from water on the electrics after the warm-up lap. The remaining Skoda, Norman Hodgson's, took off like a rocket on its first 1978 outing and left the rest to fight over second place. Doug Niven (VW) led the rest but the car expired through the Esses leaving Doug Emms (Camaro) as runner-up from Jimmy Robertson (Turbo Escort). Fourth, and winner of the 1300cc class, was Geoff Thompson (Escort) with the Mini of Gerald Clark, an early third overall, next. Only 1-litre car running at the flag was eighth-placed Alec Wheeler (Mini); last overall after an uncharacteristic race was the Escort BMW of Walter Robertson who pitted on lap 1 while in second place.

Graeme Frankland led for the majority of the FF1600 final, just conceding to Dave Manners on the penultimate lap. Third was Stuart Lawson ahead of Bernard Hunter with Keith Lawrence fifth in a strangely processional and subdued race.

Libre and clubmans classes were run together as the last race but results were to show the categories as if the races were separate. Paul Gardner (1.6 March) took an immediate lead in the Libre class from Bill Wood and Warren Booth (2.0 March and 2.0 Scott respectively). At the end of the first lap Booth was ahead of Wood but gradually