

Jock McBain Memorial Trophy winner Jim Evans heads Doug Niven's Escort.

Evans at Jim Clark Ingliston

It was natural that the Jim Clark Foundation race meeting at Ingliston on Sunday should evoke memories of this great driver. The SMRC opened the course with an early ex-Clark Lotus Cortina and the traditional Ingliston heats and final Special Saloon car feature was for the Jock McBain Memorial Trophy. Jock's Border Reivers was, of course, Jim's early team. The latter race served to demonstrate once more that Jim Evans' AET Skoda B21—sorry, S130R—is in a class of its own in Northern events. This time Jim, fine driver that he is, lopped another 0.8s off the lap record. Other main talking points of a well run and delightfully varied meeting were the amusing Scottish racing drivers (plus Andy Barton!) *versus* Scottish rally and hot rod drivers ShellSport Escort Challenge race; more tin-bending in the Shell Production saloon affair, and Andy Barton's enormous *Libre* accident which left Andy bruised and badly shaken and would appear to have totally destroyed his ill-fated Chevron.

The battle of the Imps, otherwise heat one of the Jock McBain race was led for over 9 laps by Ian Forrest's Drambuie car but Forrest slowed drastically and just made the finish in fourth place, giving the race to Jim McGaughay's MacLeod Homes car from Duncan Fisher's Fraser Imp. Evans had his first go at his own record in heat two. Doug Niven's Border Reivers Escort lost second place when a fuel line came adrift, thus sadly keeping Border Reivers out of the final, and Bill Dryden's Toleman Group/SMT Firenza made fourth place after a very slow getaway. The AET Engineering device strode away with the final, lapping even faster, and looking superb on the faster parts of the course. Dryden was a clear second this time well ahead of the battling Robertsons, Walter (2.2 Escort BDG) turning the tables on Jimmy's rather unstable looking Escort Turbo. David Farrer repeated his easy heat class win in his Eric Smith BDA-engined Escort, and Forrest made amends by overcoming a train of Imps interrupted by Jimmy Pinkerton's Mini.

Stu Lawson's Hawke still has no FF2000 playmates in Scotland but he broke his lap record (now 50.8s, 72.90mph) on his way to third place in the Royal Highland & Agricultural Society FF2000 and Sports Car race, having been taken by Lawrence Jacobsen's Chevron B23 on the last lap. Dave Philp's ex-McLaren Chevron B26/31 led throughout but a possible challenger, Kenny Allen's quick Clubmans U2 lay third until a spin and later retirement (puncture) sidelined him.

Ford dealer Alexanders of Edinburgh sponsored the FF1600 race which for most of the way saw Stu Lawson's Edinburgh Flying Services Hawke under heavy pressure from Cameron Binnie's Royale and George Franchitti's earlier Hawke. Towards the end Lawson's engine was overheating and as they all closed up on the last lap a coming-together left Binnie spinning and Franchitti in the Armco so Lawson rather luckily won from the similar Laidlaw car of Duncan Hall. At least DL17s win in Scotland!

The ShellSport Escorts were running for the first time North of the border, and once the ceremony of the keys on the starting line had been resolved the race was fought out between the green cars of rallyman (but former Imp racer Jim Howden) and Jenny Birrell. Howden led for most of the way but Jenny found a way past on the last lap to tumultuous cheers from the grandstands. Kenny Allen and Doug Niven had better fortune to take the next places ahead of Charles Samson—the first non-racing rally driver! Safari hero Andrew Cowan dropped out with engine bothers, and Andy Barton shared fastest lap despite finishing well down. The dents in his car hinted at a tale to tell.

Andy shot away to lead the Heron *Libre* race but Iain McLaren's B35/40 took advantage of the other Chevron's dodgy handling to snap past to lead. Andy followed, despite losing his oil catch tank on lap 5, until lap seven when he spun and later went off very heavily into the barriers at the Esses. The cause of the accident could not be definitely ascribed (see *Sports Extra*). McLaren was left to win as he pleased from the ex-Barton cars of Dave Muter and Bob Rollo.

The rather acrimonious atmosphere surrounding Scottish Production Saloon racing can have been little soothed by all the bumping and boring in the early laps of the Shell race. Jenny Birrell's Magnum was particularly badly mauled and both she and Tom Meldrum (holed radiator) were finally black-flagged. Ahead of all the carnage Ray Moore's Irish Opel Commodore succeeded in nosing out Ralph Halley's more nimble Kadett GTE on lap three and thereafter drew away slightly, both finishing well away from Hugh Chalmers' Capri which led the rest of the well strung-out field at the finish. A good scrap between John Kirk's Davrian, which pulled out a slightly more secure lead in the closing stages, and John Fyda's Agra Elan enlivened wha. otherwise would have been a rather tedious eight car modsports finale.

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results

Jock McBain Memorial Trophy, heat one, Special Saloons up to 1000cc (10 laps): 1, Jim McGaughay (1.0 Hillman Imp), 9m 30.2s, 65.05mph; 2, Duncan Fisher (1.0 Hillman Imp), 9m33.6s; 3, David Ogilvy (1.0 Hillman Imp), 9m 37.6s; 4, Colin Richardson (Hillman Imp), 9m46.8s. **Fastest lap:** Ian Forrest (1.0 Chrysler Imp), 55.4s, 66.93mph.

Royal Highland & Agricultural Society Trophy, Formula Ford 2000 and Sports Cars (12 laps): 1, Dave Philp (2.0 Chevron-Hart/BDA B26/31), 10m 17.0s, 72.12mph; 2, Lawrence Jacobsen (1.9 Chevron-FVC B23), 10m 21.4s; 3, Stu Lawson (2.0 Hawke-Scholar DL16), 10m 23.0s; 4, John Mackie (1.6 Gryphon-Lotus/Ford TC), 10m 25.4s; 5, Clive Reeves (1.6 Mallock U2-Davron Mk16A), 10m 29.4s; 6, Jim Baird (1.9 Chevron-FVC B23), 10m 49.0s. **Fastest lap:** Philp and Kenny Allen (1.6 Mallock U2-Holbay Mk17B), 49.6s, 74.76mph.

Jock McBain Memorial Trophy, heat two, Special Saloons, 1001 to 1300cc and over 1300cc (10 laps). Overall and over 1300cc: 1, Jim Evans (2.0 Skoda-Kelly/FVC S130R), 8m 49.0s, 70.09mph; 2, Jimmy Robertson (2.0 Ford Escort RS2000 Turbo), 8m 57.4s; 3, Walter Robertson (2.2 Ford Escort Robinson/BDG), 9m 08.4s; 4, Bill Dryden (2.5 Vauxhall Firenza Ecosse), 9m 12.0s. **Fastest lap:** Evans, 50.5s, 73.42mph **(record). 1001 to 1300cc:** 1, David Farrer (1.3 Ford Escort BDA), 66.40mph; 2, Jimmy Pinkerton (1.3 Mini-Cooper S); 3, Ian Rogerson (1.3 Ford Escort BDA). **Fastest lap:** Farrer, 54.8s, 67.06mph.

Alexanders of Edinburgh Trophy, Formula Ford 1600 (12 laps): 1, Stu Lawson (Hawke-Smith DL17), 10m 56.8s, 67.75mph; 2, Duncan Hall (Hawke-Smith DL17), 10m 59.0s; 3, Peter Morrison (Crossle-Rowland 25F), 11m 02.6s; 4, Robin Simpson (Crossle-Rowland 25F), 11m 03.7s; 5, Cameron Binnie (Royale-Minister RP21), 11m 05.7s; 6, Peter Shand (Eden-Scholar Mk10A), 11m 16.8s. **Fastest lap:** Binnie and George Franchitti (Hawke-Minister DL15), 53.0s, 69.96mph.

ShellSport Ford Escort Challenge (12 laps): 1, Jenny Birrell, 13m 28.2s, 55.10mph; 2, Jim Howden, 13m 28.6s; 3,Kenny Allen, 13m 31.2s; 4, Doug Niven, 13m 36.2s; 5, Charles Samson, 13m 39.4s; 6, Kenny Ireland, 13m 43.4s. **Fastest lap:** Andy Barton and Mrs Birrell, 65.8s, 56.35mph.

Heron Trophy, Formule Libre (12 laps): 1, Iain McLaren (2.0 Chevron-Swindon/BDX B35/40), 9m 42.5s, 76.39mph; 2, Dave Muter (1.6 Lotus-Barton/BDA 69), 10m 04.8s; 3, Bob Rollo (1.6 March-BDA 738/758), 10m 27.6s; 4, Peter MacNaughton (1.9 Chevron-FVC B23), 10m 29.4s; 5, Andy Smith (1.6 Mallock U2-Holbay Mk17B), 11 laps; 6, Ted Dzierzek (2.0 Ensign-BDA FA), 11 laps. **Fastest lap:** McLaren and Andy Barton (2.0 Chevron-Barton/BDA B35), 46.9s, 79.06mph.

Jock McBain Memorial Trophy, final, Special Saloons up to 1000cc, 1001 to 1300cc and over 1300cc (15 laps). Overall and over 1300cc: 1, Evans, 12m 54.3s, 71.84mph; 2, Dryden, 12m 55.5s; 3, Walter Robertson, 13m 33.4s; 4, Jimmy Robertson, 13m 34.4s. **Fastest lap:** Evans, 49.8s, 74.31mph **(record). Up to 1000cc:** 1, Forrest, 64.81mph; 2, McGaughay; 3, Ogilvy. **Fastest lap:** Ogilvy, 55.4s, 66.93mph. **1001 to 1300cc:** 1, Farrer, 65.46mph; 2, Pinkerton; 3, Rogerson. **Fastest lap:** Farrer, 54.8s, 67.06mph.

Shell Production Saloons, up to and over 2000cc (15 laps): 1, Ray Moore (2.8 Opel Commodore GSE), 16m 00.0s, 57.94mph; 2, Ralph Halley (1.9 Opel Kadett GTE), 16m 01.4s; 3, Hugh Chalmers (3.0 Ford Capri II), 16m 16.9s; 4, Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 16m 20.0s. **Up to 2000cc:** 1, Halley, 57.83mph; 2, Jeffrey; 3, Brian Stevenson (1.6 Toyota Celica GT). **Fastest lap:** Halley and Jeffrey, 63.0s, 58.86mph **(record). Over 2000cc:** 1, Moore; 2, Chalmers; 3, Vic Covey (2.3 Mazda RX2 Coupé). **Fastest lap:** Moore, 62.4s, 59.42mph **(record).**

Modified Sports Cars, up to and over 1300cc (10 laps): 1, John Kirk (1.1 Davrian-Carter/Imp Mk5), 8m 59.0s, 68.77mph; 2, John Fyda (1.6 Lotus Elan), 9m 02.4s; 3, Kenny Coleman (1.0 Davrian-Greetham/Imp Mk6), 9m 30.2s; 4, Brian Stevenson (1.0 Davrian-Greetham/Imp Mk5), 9m 37.4s. **Up to 1300cc:** 1, kirk; 2, Coleman; 3, Stevenson. **Fastest lap:** Kirk, 52.4s, 70.76mph. **Over 1300cc:** 1, Fyda, 68.39mph; 2, Ken Shade (1.6 Lotus 7); no other finishers. **Fastest lap:** Fyda, 53.0s, 69.96mph.