

Good start in Scotland

The 1978 Ingliston season opened on Sunday with the Jim Clark Foundation Race meeting. Despite a bitterly cold wind, a good attendance witnessed some fine racing on the circuit which has had continued improvements made to its safety during the close season.

Iain McLaren introduced his new Chevron B36 with a resounding victory in the sports car event while in his Chevron B35 single-seater, from a low grid position, his meteoric chase of Libre winner Andy Barton earned him the Shell man of the meeting award. Bill Dryden's pressure on Walter Robertson gained him special saloon honours, while Andrew Jeffrey proved that after a successful spell in prodsaloons he is still a force to be reckoned with in FF1600, although he had to give best to Ralph Halley with a new 2-litre Opel in the prodsaloon event.

The opening race, on a damp track, was the small saloon 10-lapper, this all-imp affair being led by the Sunbeam version of Ricky Gauld, harried unmercifully for five laps by Bill Thompson, whose ATS-Imp survived a joust with the ultra-low version of John Kirk at the Hairpin, to take over and pull away into a healthy lead. Roy Knowles was enjoying no peace in third place, being hounded by John Kirk who in turn was pushed by Jim McGaughay whose venerable ex-Fraser Imp, exhibits a remarkable turn of speed and annexed third place.

McLaren (Chevron B36) had the sports car event sewn up from the start, his only challenge coming for the first

corner from Tony Charnell whose Mogil Motors Chevron B31 missed out in taking to the grass. Kenny Allan pitted his new Mallock Mk19 due to a bad understeer, but Jim Stevenson bombed on in third place in his Mk 18B despite his engine blowing out increasing volumes of smoke which forced him out with but two laps remaining. This left third place to the Mallock 18B of Andrew Smith who had overwhelmed the BDG-engined Gryphon of John Mackie.

The second special saloon heat found Walter Robertson take command in his BMW engined Escort from the Vauxhall Firenza of Bill Dryden and Doug Niven's fearsome VW Beetle Chevrolet, the latter seemingly not in its best form. Jimmy Robertson followed in his Escort Turbo, but was being left by the fleeing trio, while David Farrer led the field and the up to 1300cc class in his Escort. Dryden in the SMT/Pinegrove car then began to pressure Robertson's Baker Group/Sportstune Accessories Escort, the pair leaving Niven on his own. Meanwhile Stuart Cooper had lost his Mini approaching the hairpin, skated across the grass, brought down the Armo and slammed into a tree, the driver clawing his way out, considerably shaken to be removed by ambulance. While this rescue was going on, the heavens opened and this, coupled with the accident, no doubt prompted the red flag to save further damage.

After a delay, a healthy field of FF1600s set off for a 10-lap pussyfooting session on a still damp track, led initially by the Mitchell Soft Drinks/



Big dice of the day: Bill Dryden just held off Walter Robertson in the special saloons.

Dalmen Motors Hawke DL20 of George Franchitti who had eased through from row three on the grid. However, he had to give best to the Hope Scott Garage Van Diemen RF78 driven by Andrew Jeffrey. Robin Simpson annexed second place in the Fortrum Farm Chemicals Crosslé 25F when Franchitti took the escape road at Left-hander, Low and Lawrence, in similar cars, also benefiting for some laps, before the Hawke eventually retook them but would do nothing about second place which Simpson held on to, some 18secs behind Jeffrey.

Despite a sparse entry, from which Halley stormed his Opel Kadett GTE into an unassailable lead, the prodsaloon race was enlivened by the squabble for second place between the Hope Scott Dolomite Sprint driven by Jeffrey (still warm after his FF1600 victory) and Graham Birrell in the 1.9 Kadett. Behind them Hamish Irvine took things steadily in the Fife Motor Spares/Sports Car Breakers Opel Commodore, but Arch Cromar (Alfa Romeo 2000 GTV) tried all ways to outflummie Vic Covey in the John Brown Racing Kitchen Plan Mazda RX2, not even giving up at the flag fall.

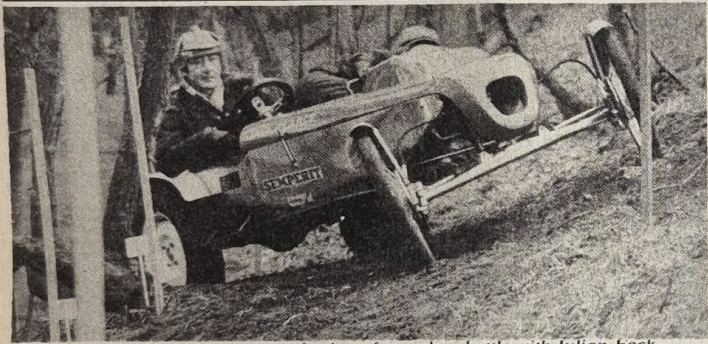
The Libre Event, on a dry track provided a sizzling 15 laps as Andy Barton streaked his JTB3 away from Dave Muter (Lotus 69), Jimmy Jack (March 772 BMW), Bryce Wilson (Chevron B29) and an assortment of sports and Clubman cars. But all eyes focused on McLaren who had started his Chevron B35 from a lowly grid position and had rocketed up to fourth and was reeling in Jack when the latter slammed into the barrier approaching

the Grandstands. Muter was a different proposition, McLaren finding the line blocked on several occasions but, despite a wheel touching moment at the hairpin, he got through and was noticeably whittling away Barton's lead when the flag fell. Young Bryce Wilson had followed McLaren and elevated his Chevron B29 to third place with Bob Rollo hauling his March 75B up to fifth spot, well ahead of Andrew Smith, his Mallock U2 18B the leading Clubman's car and the only other to complete the distance.

The Special Saloon Final missed Doug Niven but Bill Dryden was set to make amends for the shortened heat, pressing Walter Robertson, the Vauxhall taking the advantage after four laps. The Escort BMW driver, however, never let up but when a couple of Imps blew up depositing oil and sundry engine vitals on the racing line, the race was spoilt. Jimmy Robertson held third place in his quiet but fleet Escort Turbo but a pit stop dropped him down the field, John Kirk (Imp) seizing the advantage to take third place and leading up to 1-litre car, from the similar cars of Ricky Gauld, and Jim McGaughay.

The final event found John Fyda snake his Agra Elan into the Esses but had to give best to the Elan of Derek Palmer which lost its steering after a couple of laps at the same inconvenient point. After holding the lead comfortably for most of the race, poor Fyda had his ill luck return and, as he struggled for gears Brian Stevenson moved his Davrian in front, ahead of the similar cars of Alan Ritchie and the Agra version of Angus Young.

BILL HENDERSON



Jack Pearce and wife Brenda won the day after a close battle with Julian Fack.

Pearce from Fack . . . just

For their annual Sporting Trial Classic the Midland AC returned to familiar and grippy ground near Wolverhampton. Course setters Peter Blankstone, Bob Dayson and Rent-a-Hill were dismayed to find the ground bone dry, which meant very tight marking as the front-runners found no problem with the terrain.

Apart from one hill on the first round where all the drivers lost eight or nine marks, Jack Pearce had yet to score after two circuits. In spite of this stunning effort he was only seven points clear of Julian Fack with Chris Highwood and Ivor Portlock chasing hard. After the first round George Fisher had been well in the hunt but had to retire with broken steering. Richard Rimes and Jeremy Bassett had not even lasted that long as the hard ground took a heavy toll and the air was heavy with the smell of suffering clutches.

The Allen family was well to the fore. The Reg Allen/Janet Brise car was well placed throughout and just caught up with Ivor Portlock at the end. But as Ivor's passenger was Reg's wife Estella it would not have mattered anyway. Dennis Allen finished just behind Portlock but Richard was well down the field having spent most of the day on

two wheels instead of the more conventional four! Now that Mike Smallwood has taken to trickling it is a pleasure to have Richard Allen around to astonish the spectators.

There were close battles all down the field. Dave Morris had a good day while John Ward—complete with new beard hit the top ten yet again and carried off the 1300cc class prize. He beat Hugh Pollard by four points. Also going well were Tom Stevenson who finished 16th and Marcus Croome 18th, while newcomer Keith Minster was by no means disgraced in this his second trial.

Tony Harrison, who retired at lunch with clutch failure, acted as the eight post on one hill—strangely enough the hill where Pearce won the Trial as he cleaned it, Fack having previously lost five. As a result Pearce has moved a little closer to the front in both the Semperit/BTRDA and RAC Championships but Fack still holds a commanding lead in both series.

1. Jack Pearce/Brenda Pearce (Kincraft); 24pts; 2. Julian Fack/Meg Marrión (Impunity); 24; 3. Chris Highwood/Elizabeth Highwood (Ibox); 45; 4. Lee Chappell/Lindsay Chappell (Ibox); 46; 5. Reg Allen/Janet Brise (Kincraft); 58; 6. Ivor Portlock/Estella Allen (Facksmile); 58.

results

Jock McBain Memorial Trophy Race, heat one for special saloons up to 1000cc (10 laps): 1. Bill Thompson (1.0 ATS Imp), 10m 03.6s; 61.43mph; 2. Ricky Gauld (1.0 Sunbeam Imp), 10m 04.0s; 3. Jim McGaughay (1.0 Hillman Imp), 10m 09.8s; 4. Roy Knowles (1.0 Sunbeam Siletto), 10m 13.0s; 5. John Kirk (1.0 Chrysler Imp), 10m 14.0s; 6. Ewan Buchan (1.0 Hillman Imp), 10m 22.2s. **Fastest lap:** Gauld, 57.0s, 65.05mph.

The Edinburgh Dairies Trophy for Formula Ford 2000 and Sports Cars (10 laps): 1. Iain McLaren (2.0 Chevron B36), 8m 15.2s, 74.88mph; 2. Tony Charnell (2.0 Chevron B31), 8m 27.8s; 3. Andrew Smith (1.6 Mallock Mk18B), 8m 36.0s; 4. John Mackie (1.8 Gryphon BDG), 8m 38.5s; 5. Clive Reeves (1.6 Mallock Mk16), 8m 52.6s; 6. Peter MacNaughtan (1.9 Chevron B23), 8m 54.2s. **Sports:** 1. McLaren; 2. Charnell; 3. MacNaughtan. **Fastest lap:** McLaren, 48.4, 76.61mph. **Clubman:** 1. Smith; 2. Mackie; 3. Reeves. **Fastest lap:** Smith, 49.8s, 74.46mph.

Jock McBain Trophy for special saloons over 1000cc (7 laps): 1. Walter Robertson (2.0 Ford Escort RS2000), 6m 28.6s, 66.79mph; 2. Bill Dryden (2.3 Vauxhall Firenza), 6m 31.7s; 3. Doug Niven (5.0 VW Beetle-Chevrolet), 6m 47.1s; 4. Jimmy Robertson (2.9 Ford Escort Turbo), 6m 47.4s; 5. David Farrar (1.3 Ford Escort), 6m 55.4s; 6. David MacDonald (Skoda-Chevrolet SMO), 6m 19.7s, (6 laps). **Over 1300cc:** 1. Walter Robertson; 2. Dryden; 3. Niven. **Fastest lap:** Dryden and W. Robertson, 52.2s, 77.03mph. **1001-1300cc:** 1. Farrar; 2. Norman Whitney (1.3 Cooper 'S'); 3. D. Colvin (1.3 Mini Coopers). **Fastest lap:** Farrar, 55.4s, 66.93mph.

Alexanders of Edinburgh Trophy for Formula Ford 1600 cars (10 laps): 1. Andrew Jeffrey (Van Diemen-Niel Brown RF78), 11m 04.0s, 55.84mph; 2. Robin Simpson (Crosslé-Scholar 25F), 11m 19.8s; 3. George Franchitti (Hawke-Minister DL 20 FF), 11m 20.0s; 4. Roy Low (Crosslé-Scholar 25F), 11m 21.2s; 5. K. Lawrence (Crosslé 32F), 11m 27.4s; 6. Martin Longmore (Hawke-Rowland DL11), 11m 30.4s. **Fastest lap:** Jeffrey, 65.1s, 56.96mph.

The Shell Production Saloon Race (10 laps): 1. Ralph Halley (2.0 Opel Kadett GTE), 10m 43.0s, 57.67mph; 2. Andrew Jeffrey (2.0 Triumph Dolomite Sprint), 10m 50.2s; 3. Graham Birrell (1.9 Opel Kadett GTE), 10m 50.6s; 4. Hamish Irvine (2.8 Opel Commodore), 10m 59.6s; 5. Vic Covey (2.3 Mazda RX2 Coupé), 11m 11.2s; 6. Arch Cromar (2.0 Alfa Romeo 2000 GTV), 11m 11.6s. **Over 2000cc:** 1. Irvine; 2. Covey. **Fastest lap:** Irvine, 64.4s, 57.58mph. **Up to 2000cc:** 1. Halley; 2. Jeffrey; 3. Birrell. **Fastest lap:** Halley, 62.6s, 59.23mph.

Edinburgh Students Charities Cup for Libre Cars (15 laps): 1. Andy Barton (2.0 Barton JTB3), 12m 11.2s, 76.07mph; 2. Iain McLaren (2.0 Chevron B35), 12m 16.0s; 3. Bryce Wilson (2.0 Chevron B29), 12m 27.7s; 4. David Muter (2.0 Lotus 69), 12m 28.8s; 5. Bob Rollo (2.0 March 75B), 12m 47.8s; 6. Andrew Smith (1.6 Mallock 18B), 12m 54.8. **Fastest lap:** McLaren, 47.0s, 78.89mph.

Jock McBain Memorial Trophy for Special Saloons (Final), (15 laps): 1. Bill Dryden (2.3 Vauxhall Firenza), 13m 20.6s, 69.47mph; 2. Walter Robertson (2.0 Ford Escort RS2000), 13m 21.2s; 3. John Kirk (1.0 Chrysler Imp), 14m 21.4s; 4. Ricky Gauld (1.0 Sunbeam Imp), 14 laps; 5. Jim McGaughay (1.0 Hillman Imp), 14 laps; 6. Jimmy Robertson (2.9 Ford Escort Turbo), 14 laps. **Up to 1000cc:** 1. Kirk; 2. Gauld; 3. McGaughay. **Fastest lap:** Gauld, 54.6s, 67.91mph. **1001-1300cc:** 1. D. Colvin (1.3 Mini Cooper 'S'); 2. Norman Whitney (1.3 Mini Cooper 'S'); 3. Farrar. **Fastest lap:** Farrar, 54.2, 68.41mph. **Over 1300cc:** 1. Dryden; 2. W. Robertson; 3. J. Robertson. **Fastest lap:** W. Robertson, 51.0s, 72.71mph.

Hamilton & Inches Championship for Modspots (10 laps): 1. Brian Stevenson (1.0 Davrian), 10m 10.0s, 60.70mph; 2. Alan Ritchie (1.0 Davrian Mk6), 10m 39.8s; 3. Gus Young (1.2 Agra Davrian Mk5), 10m 50.6s; 4. George McDonald (1.6 Mallock Mk16), 9 laps; 5. Stan Share (1.2 Clan Crusader), 8 laps. **Over 1300cc:** McDonald; no other finishers. **Fastest lap:** John Fyda, (1.8 Agra Elan), 58.2s, 63.71mph. **Up to 1300cc:** 1. Stevenson; 2. Ritchie; 3. Young. **Fastest lap:** Stevenson, 56.8s, 65.28mph.