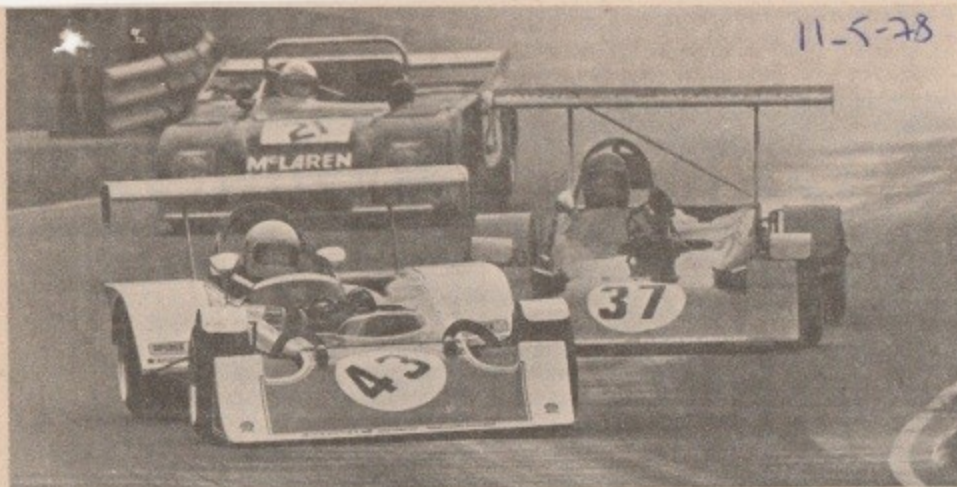




11-5-78

THE MALLOCKS of Ken Allen and Bob Burgess beat Iain McLaren's Chevron into the Esses on the first lap of the sportscar race.

Ingliston

Saloon winners disqualified

SCOTTISH Motor Racing Club had a sometimes bewildering Burmah Trophy meeting at Ingliston on Sunday. The winners of two special saloon races were disqualified, Iain McLaren won the *libre* event although Andy Barton made fastest lap, and Stuart Lawson came back to dominate the Formula Ford field.

First race on the programme was the 1-litre Burmah Trophy special saloon heat. Ricky Gauld's Imp led

from the line, but John Kirk in the similar DWS car forced ahead on the opening lap. At the end of lap

two, however, Kirk's car broke an oil pipe, which sprayed oil over the hot engine. Some of it vapourised in a vast white cloud towards the Esses, and the rest was deposited in a nasty streak past the MacRobert Pavilion. Ricky Gauld and Bill Thomson got their Imps through safely, but Ian Forrest and Jim

McGauchay had fogbound encounters of the third kind in the Esses, McGauchay slamming into the Armco. Although Gauld and Thomson led over the line, they were both disqualified for passing under yellow flags, a transgression about which the new clerk of the course Mike Fenwick was obviously going to take a strong line. Roy Knowles found himself upgraded to first place, ahead of Ewen Buchan and a recovered Ian Forrest.

Kenny Allen's S&S Mallock led away in the sportscar race, ahead of a slower than usual starting Iain McLaren. He stayed in front until McLaren moved his Chevron into the lead on lap eight, after which the Mallock's clutch went out of action. But both Allen and Jim Stevenson in a similar car beat their old-class record, while McLaren's second victory in a row put him well ahead in the Mower Care Championship.

Both Douglas Niven's Border Reivers VW-Chevrolet and Bill Dryden's now-turbocharged SMT/Pinegrove Firenza had been dropping oil in practice for the second Burmah Trophy heat. But the Beetle was on pole, with Walter Robertson's Escort-BMW on its left. Niven was first away ahead of the Firenza and the Escort-BMW and won as he liked, despite having to lap sometimes unwary backmarkers as early as the fourth lap. Robertson slipped ahead of Dryden at the hairpin, and that was how they finished, with Dryden all

but falling, as behind the clutches of Jimmy Robertson's turbo Escort. Jimmy Pinkerton's Cooper S and Eric Paterson's 1300cc Escort came violently together at Caravan on lap nine, when the contact between the two cars sent the Cooper hurtling across the track into the Armco.

Andrew Jeffrey took the April round of the Canonmills FF championship in Stuart Lawson's absence, but Lawson's Hawke was back in its familiar pole position this time and dictated the race all the way. Keith Lawrence and Dave Duffield in Crosslès made the early running for second place, while Jeffrey's Van Diemen and Peter Shand's Royale had a coming-together first time round the hairpin. Duffield made fastest lap as he took his car into second place, and Jeffrey came back with a strong but unavailing attempt to level with Lawrence in the closing stages.

Trying to find somewhere to fit in the small modsports entry, SMRC decided this time to mix them with the entrants for the Shell production saloon race. The argument about the eligibility of the gearbox in Ralph Halley's Opel Kadett which started at the April meeting was still dragging on. Ralph had been told that he would be allowed to start, but might have to be retrospectively disqualified if the eventual decision went against him, which cannot be a satisfactory way for these things to be settled. He was sharing the fifth row on the

grid, behind the modsports, with Graham Birrell's Kadett, and Graham was the one who had the protest in!

As the flag fell, John Fyda rocketed the Agra Elan into the lead, from Brian Stevenson's Davrian and newcomer Nick Ellis in another Elan. One of the Kadetts was seen to pull off within 100 yards of the start. It was Ralph Halley's car, which produced a boxful of nothings when he made his first gearchange off the line!

Fyda simply blasted away, lapping slower cars for the first and second time all round the circuit, a scarifying performance which won him the Shell Man of the Meeting award. Ellis's Elan took a fine second place after passing the Davrian on lap six, while Birrell's Lylesland Garage Kadett was fourth overall and set a new class record in leading the saloons from Andrew Jeffrey's Dolomite Sprint.

Iain McLaren had been below Norman Dickson's lap record in practice for the Royal Highland and Agricultural Society Trophy Race, a round of the *libre* championship now sponsored by the *Glasgow Herald*, but the circuit was a bit too messy for a really quick time in the afternoon. Beside him on the front row was Bob Rollo's March, which had set the same practice time as Bryce Wilson's smartly presented Chevron. Alongside Wilson on the second row was Andy Barton, in a car which had been handling very unsteadily in practice.

As the flag dropped, Barton made a dash of a start to tuck right in behind McLaren, but despite his determined effort to get alongside at the hairpin, this was to be the Chevron's day. Wilson was in third place, and Kenny Allen was once again working Mallock wonders to put himself into fourth place ahead of all the other single-seaters. On the ninth lap he had to retire with a broken oil-cooler, and his place was taken by Bob Rollo, whose March eventually came out on top in a race-long battle with Dave Muter's Lotus.

Barton's ill-handling car began to close on McLaren, and set the fastest lap, but Wilson was at the same time trying very hard to draw level. When Barton spun at Caravan on lap 18, Wilson was having gear-selection troubles immediately behind him, and deranged his gearbox to such an extent that he retired before the lap was over. Barton held second place, with Rollo and Muter distantly third and fourth.

The Burmah Trophy final was where drivers were out for points in the Lombard championship. Walter Robertson just moved first at the flag, but Niven boomed the VW-Chevrolet ahead to lead once more from Robertson and Dryden, although for engine capacity he was well beaten by Jimmy Patrick's 6.1-litre Camaro, which vibrated the buildings as it rumbled cautiously round.

Unbelievably, John Kirk's Imp repeated its oil-blowing trick of the

first heat, leaving a parallel slick past the MacRobert Pavilion and creating a carbon-copy of the earlier white fog. Marshals did their utmost to cover the trail of oil between groups of cars, and there was some in-drawing of breath as it was seen that the three leaders had taken a backmarker under the yellow. Ironically, when Robertson, who had been pressing the Beetle for some time, finally overtook it at Southstand with one lap to go, it was under a waved yellow. Although he crossed the line first, he was disqualified after the observers' reports went in, and for the second month running lost the special £250 prize put up for a win in the special saloon final by a Ford-bodied car.

R.F.



Special saloons under 1000cc - 12 laps: 1, R. Knowles (Stiletto), 12m 17.7s (60.36 mph); 2, E. Buchan (Imp); 3, I. Forrest (Imp); 4, I. Sharp (Imp). Fastest lap: Kirk, 55.7s (66.57 mph).

Sports cars - 12 laps: 1, I. McLaren (2.0 Chevron B36), 9m 48.0s (75.67 mph); 2, K. Allen (1.6 Mallock Mark 19); 3, J. Stevenson (1.8 Chevron Mark 18B); 4, P. MacNaughtan (1.8 Chevron B23). Fastest sports car lap: McLaren, 47.6s (77.90 mph). Fastest Clubmans lap: Allen and Stevenson, 48.2s (76.93 mph).

Special saloons over 1000cc - 12 laps: 1, D. Niven (5.0 VW-Chevrolet), 10m 34.4s (70.14 mph); 2, W. Robertson (2.0 Escort-BMW); 3, W. Dryden (2.3 Firenza turbo); 4, J. Robertson (2.8 Escort turbo). Fastest lap under 1300cc: Paterson and Pinkerton, 55.8s (66.45 mph). Fastest lap over 1300 cc: Niven, 51.2s (72.42 mph).

Formula Ford 1600 - 15 laps: 1, S. Lawson (Hawke DL20F), 13m 29.2s (68.73 mph); 2, D. Duffield (Crosale 32F); 3, K. Lawrence (Crosale 32F); 4, A. Jeffery (Van

Diemen). Fastest lap: Duffield, 53.2s (69.70 mph).

Modsports and production saloons - 12 laps: 1, J. Fyda (1.6 Elan), 10m 50.5s (68.40 mph); 2, N. Ellis (1.6 Elan); 3, B. Stevenson (1.0 Devrian); 4, G. Birrell (Opel Kadett GT/E). Class fastest laps: Stevenson, 54.8s (67.66 mph); Fyda, 52.5s (70.63 mph); Birrell, 62.4s (59.42 mph) class record; H. Irvine (Opel Commodore) 63.6s (58.30 mph). Class winners: Fyda; Stevenson; Birrell; A. Jeffery (2.0 Triumph Dolomite Sprint).

Formula libre - 20 laps: 1, McLaren (2.0 Chevron B35), 15m 37.1s (79.14 mph); 2, A. Barton (Barton JTB3); 3, R. Rollo (2.0 March 75B); 4, D. Muter (2.0 Lotus 69). Fastest lap: Barton, 45.8s (80.96 mph).

Special saloons - 15 laps: 1, D. Niven (5.0 VW-Chevrolet), 13m 33.2s (68.75 mph); 2, W. Dryden (2.3 Firenza turbo); 3, J. Robertson (2.8 Escort turbo); 4, J. McGauchay (1.0 Imp). Class fastest laps: Kirk, 56.2s (65.98 mph); Paterson, 57.2s (64.83 mph); W. Robertson, 51.6s (71.86 mph).

RICKY GAULD won the 1-litre special saloon race on the road only to be disqualified afterwards for passing under yellow flags. Here Gauld's Imp is chased by Iain Forrest.