

Last lap Barton takes Libre win from Dickson

SCOTTISH Motor Racing Club had splendid weather but a smaller than usual crowd for their Lothian Sports Cars meeting at Ingliston on Sunday, the opening of the Edinburgh Festival season providing too many counter-attractions in the district. Andy Barton took a long-overdue libre win, Bill Dryden headed the special saloons in two events, and Chris Meek walked off with a round of the Euro Burgess production sports cars championship.

SPECIAL SALOONS under 1000cc — 10 laps

From the start, the first Lothian Sports Cars heat was an accident looking for somewhere to happen. Laurence Jacobsen and Ian Forrest, from the front row, were over-anxious to reach the Esses first. Forrest's Imp just got the overlap as the two cars contacted. He spun half-round and was punted squarely in the door by the other Imp. There was a bomb-burst effect as following cars took off for the shrubbery, the flagpoles and the flower-beds to scramble out of the way. The marshals were very quick off the mark, although their efforts to push Jacobsen's stalled car to safety weren't helped by the antics of one of the other drivers, who ran across the track roaring like a bull and tried to punch his way into Jacobsen's car via the windscreen. The stewards had words to say later! Hugh Chalmers in the Len Lothian Imp seemed well away, but Ian Forrest, despite trailing assorted materials underneath the Drambuie car, made a tremendous recovery and rampaged through the field again to take the lead on the seventh lap.

1. I. Forrest (1.0 Drambuie Imp) 9m 38.4s (64.11 mph); 2. H. Chalmers (1.0 Hillman Imp); 3. A. Young (1.0 Agra Mini); 4. M. Shakespeare (1.0 Hillman Imp). Fastest lap: Forrest, 54.6s (67.91 mph).

FORMULA FORD — 12 laps

The surprise of this Shand Carpets round was that pole position went to a newcomer in the person of hill-climber Robin Gray. Off the line, though, it was Gary Gibson's Crosslé which snatched the lead from the Hawks off Gray and Stuart Lawson. Gray lost it out of the Esses on lap 2, slid onto the grass and spun coming back on, but recovered well to finish fifth. Lawson was determined to take the lead, but had adventures at several points round the circuit and spun off at Arena on lap 8. Duncan Hall closed right up on Gibson towards the end, and equalled the FF record, but the Belfast man just managed to hold him off by a fifth of a second.

1. G. Gibson (Crosslé 20F) 10m 54.0s (68.04 mph); 2. D. Hall (Hawks DL15); 3. G. F. D. Lawson (DL15); 4. C. Rennie (Royale RP21). Fastest lap: Hall, 53.2s (69.70 mph) equals class record.

PRODUCTION SPORTS CARS — 12 laps

Chris Meek's Biba Lotus Europa Special led the Euro Burgess round in an ever-increasing margin, lapping all but David Beams's very neat Ginetta in the process. Other Europas were observed spinning between the esses and Caravan, and Nigel French joined the select club — headed by Keith Schellenberg's Barnato-Hassan — of those who have exited from the Ingliston hairpin on the wrong side of the tree. Valli started very well in the Midget, holding third place on the first lap, dropped through the field as the race wore on, but won her class again.

1. C. Meek (Lotus Europa Special) 12m 04.4s (61.42 mph); 2. D. Beams (Ginetta G15); 3. P. Taylor (Lotus Europa Special); 4. N. French (Lotus Europa Special). Fastest lap up to £2000: Valli, 65.2s (56.87 mph). Fastest lap up to £3000: Beams, 60.2s (61.49 mph). Fastest lap up to £4500: Meek, 58.6s (63.28 mph). All new classes at the circuit.

SPECIAL SALOONS over 1000cc — 10 laps

The second Lothian Sports Cars heat saw Walter Robertson's Escort erupt from the start ahead of Bill Dryden's SMT Firenza Ecosse and Douglas Niven's Border Reivers Escort, but Dryden and Niven both powered ahead on the second lap. Robertson suddenly pulled off after the grandstand at the start of lap 5, but only to drive round behind it and have a wheel changed at the pits. He restarted four laps down. Jim Dryden's Longman Mini-Ford and Dave Farrer's 1300 Escort, now a well-matched pair, were third and fourth.

1. W. Dryden (2.5 Vauxhall Firenza Ecosse) 9m 00.2s (68.64 mph); 2. D. Niven (2.0 Ford Escort-FVC); 3. J. Dryden (1.3 Longman Mini-Ford); 4. D. Farrer (1.3 Ford Escort). Fastest lap under 1300cc: J. Dryden, 54.6s (67.91 mph). Fastest lap over 1300cc: W. Dryden, 52.8s (70.23 mph).

SPORTS and SPECIAL GT — 12 laps

Iain McLaren and Tony Charnell in Chevron B31s shared the front row of the grid in the Blue Ribber round. Charnell, though slower in practice, leapt ahead from the flag. The two old hands tore round together, flicking back-markers out of the way as early as lap 5. Next time round at the Esses, however, they were preparing to lap John Mackie's Elan, at which blue flags were being vigorously waved. Charnell tried for the outside, saw there was not enough room, nudged over to the right and tipped the Elan into the barrier, then slid across the track to swipe something on the other side. He headed thoughtfully to the pits to retire. McLaren, coming very close behind, threw out the anchor and cruised slowly through the battle area into the lead.

1. I. McLaren (2.0 Chevron B31-BDG) 10m 00.0s (74.16 mph); 2. S. Russell (1.6 Malleck U2 Mark 17B); 3. J. Baird (1.8 Chevron B23-FVC); 4. D. Hall (1.6 Gryphon C74). Fastest lap under 1600cc: A. Sharpe (1.6 Malleck U2 Mark 16) 50.2s (73.96 mph). Fastest lap over 1600cc: McLaren, 48.0s (77.25 mph).

PRODUCTION SALOON CARS — 15 laps

Andrew Small's 3-litre Capri and Niall Mulloy's Toyota Celica had a race-long duel in the Shell event, but Small never lost the lead even though Mulloy set up a new class record in his often very close pursuit. Third place was disputed for a while by Ian Gardner (Celica), Jennifer Birrell (Magna) and Ian Stirling in one of the Mazda RX3s. Some expected production saloon adventures saw Gardner head for the pits on lap 7. Jennifer Birrell came out best, and towards the end Tom Meldrum's Mazda forced its way up to fourth.

1. A. Small (Ford Capri) 15m 59.6s (57.96 mph); 2. N. Mulloy (Toyota Celica GT1); 3. Mrs. J. Birrell (Vauxhall Magna); 4. T. Meldrum (Mazda RX3). Fastest lap under £2000: Meldrum, 64.0s (57.94 mph). Fastest lap over £2000: Mulloy, 62.6s (59.23 mph) new class record.

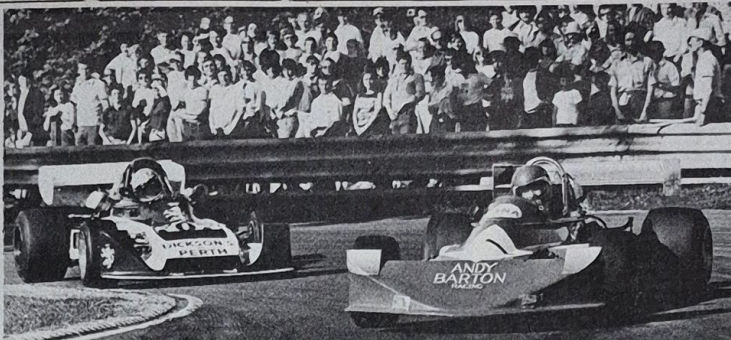
FORMULA LIBRE — 15 laps

Norman Dickson in his F2 Modus shared fastest practice time for the fourth round of the Murchies Creameries championship with a very on-form Andy Barton in the March 75B. Iain McLaren's sports Chevron was on the second row alongside Richard Scott, whose Dicksons Modus was fitted with a Formula Atlantic engine for the day. Dickson romped off into the lead, but Andy Barton was in full cry, harrying him very closely right through the first eight laps before falling back a little in traffic and then moving right up again. McLaren was a comfortable third all the way, equalling John Lepp's sports car record, and Scott was equally secure in fourth. On lap 14, as the leaders came up on different sides of the track to lap Reg Forester-Smith's Marquis Magnam at Southstann, he moved over to let Barton pass and thereby caused Dickson to stamp on the Modus's brakes. Barton continued to a delighted win.

1. A. Barton (2.0 March 75B) 11m 50.8s (78.23 mph); 2. N. Dickson (2.0 Modus-BDX); 3. I. McLaren (2.0 Chevron B31-BDG); 4. R. Scott (1.6 Modus-BDA). Fastest lap: Dickson, 46.2s (80.26 mph).

SPECIAL SALOONS — 15 laps

Bill Dryden made no mistake with the Firenza Ecosse's double-gearbox transmission to win the final of the Lothian Sports Cars race, set a new outright saloon record and do himself a power of good in the Lombard championship. Douglas Niven was second throughout with a



ANDY BARTON's March fights to keep out Norman Dickson's Modus in the Libre race (above), while, below, Bill Dryden (Firenza) comes under close scrutiny from Doug Niven, Walter Robertson and Jim Dryden.



1976 ShellSPORT 5000 EUROPEAN CHAMPIONSHIP

The story so far...

The ShellSPORT 5000 series has this year been opened to all single-seaters up to 5 litres.

This has given spectators the opportunity of seeing stock-block 5000's side by side with Formula 1, Formula 2 and Formula Atlantic machinery. Especially gratifying to many people has been the inclusion of F2 as there is only one other race scheduled for them in this country.

Despite pre-season predictions that a Formula 2 car would win the competition, 5000 machines have won seven out of the eight races so far. The only exception has, in fact, been a F2 March driven by Ray Mallock.

The leading F1 driver is Divina Galica. Her ShellSPORT sponsored Surtees has never been in the top three but the consistency of her results has meant a fourth place overall.

David Purley, in the lead with 121 points, is far from invincible. The winner of each race gains 20 points and there are four more to be run.

RACES RUN:

Mallory Park, March 21st	1st David Purley 2nd Damien Magee 3rd Richard Scott
Snetterton, March 28th	1st Damien Magee 2nd Bill Gubelmann 3rd Tony Rouff
Oulton Park, April 16th	1st Damien Magee 2nd Keith Holland 3rd Richard Scott
Brands Hatch, April 19th	1st Alan Jones 2nd David Purley 3rd Damien Magee
Thruxton, May 31st	1st David Purley 2nd John Nicholson 3rd Mike Wilds
Brands Hatch, June 20th	1st David Purley 2nd Damien Magee 3rd Brian McGuire
Mallory Park, June 27th	1st David Purley 2nd Keith Holland 3rd Val Musetti
Snetterton, August 1st	1st Ray Mallock 2nd Mike Wilds 3rd Richard Scott

RACES TO BE RUN:

Brands Hatch, August 30th. Thruxton, September 12th. Oulton Park, September 18th. Brands Hatch, October 24th.

noticeably unbalanced Escort, making a careful note of the day's suspension settings so that they can under no circumstances be used again. Jim Dryden's Longman Mini-Ford held third place until lap 13, when Walter Robertson's Escort, working its way up from a low grid position after its delay in the heat, passed on the way to the Esses. Ian Forrest, with a beaten-out door on the Imp, once again led the one-litre home, although Laurence Jacobsen didn't start after the fracas in the heat.

1. W. Dryden (2.5 Vauxhall Firenza Ecosse) 13m 23.6s (69.21 mph); 2. D. Niven (2.0 Ford Escort-FVC); 3. W. Robertson (2.0 Ford Escort-FVC); 4. J. Dryden (1.3 Longman Mini-Ford). Fastest lap under 1000cc: Forrest, 56.0s (66.21 mph). Fastest lap under 1300cc: J. Dryden and D. Farrer, 54.8s (67.66 mph). Fastest lap over 1300cc: W. Dryden, 51.8s (71.58 mph) new class record.

MODIFIED SPORTS CARS 12 laps

Kenny Allen led all the way in the Clan Crusader, while Peter Baker had his best ever race in the ex-John Abсалom Ginetta, breaking the over 1300cc lap record as he held second place for all but the last 50 yards. James Hall's Europa was just about to be lapped by the leaders at Arena last time round. He moved to the left and Allen went through on the inside, but Baker was already committed to the outside line, connected with the Europa, spun heavily into the barrier and could not persuade his damaged car the last few yards to the line.

R.F

1. K. Allen (1.1 Clan Crusader) 10m 41.0s (69.42 mph); 2. A. Smith (1.6 Lotus Elan); 3. J. Fyda (1.6 Lotus Elan); 4. D. Palmer (1.6 Lotus Elan). Fastest lap under 1300cc: Allen, 52.2s (71.03 mph). Fastest lap over 11300cc: Baker, 51.6s (71.86 mph) new class record.

LEADING POINT SCORERS			
POSITION			POINTS
1	DAVID PURLEY	Chevron B30-Ford (31, Bognor Regis, West Sussex)	121
2	DAMIEN MAGEE	March 75A-Ford (30, London, Born Belfast, Northern Ireland)	82
3	KEITH HOLLAND	Lola T400-Chevrolet (40, Maidstone, Kent)	49
4	DIVINA GALICA	Surtees TS16-Ford (30, Malmesbury, Wiltshire and London)	44
5	RICHARD SCOTT	Modus M3-Ford (29, Aberdeen and London)	42
6	MIKE WILDS	Shadow DN3-Ford (30, London)	37
7	BILL GUBELMANN	March 732/752-Ford (33, Henley-on-Thames, Oxon, Born United States)	27
8	VAL MUSETTI	March 752-Ford (33, London, Born Italy)	21
9	TONY ROUFF	Boxer PR276-Ford (29, Coventry, Born United States)	20
9	ALAN JONES	Lola T330-Chevrolet (29, London, Born Australia)	20
9	RAY MALLOCK	March 75B-Ford (25, Roade, Northamptonshire)	20

HOW THEY SCORE

1st-20 points 2nd-15 points 3rd-12 points
4th-10 points 5th-8 points 6th-6 points
7th-4 points 8th-3 points 9th-2 points
10th-1 point

Shell SPORT

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