

Wyllie Trophy Ingliston

By BILL HENDERSON

THE season's second race meeting at Ingliston was held last Sunday before a crowd of 11,000, poor weather during the morning practice no doubt deterring a larger attendance. However, those who did come witnessed an excellent programme of six 10-lap races, plus the 30-lap Adam Wyllie Memorial Trophy event for racing cars. Despite a strong challenge from south of the Border, Willie Forbes took the single-seater race, but Peter Gethin in the Lythgoe F2 Chevron pulverized the outright lap record by one second during his chase of the Lotus 35, leaving it at 37.0 secs.

The first event, for up to 1000 cc saloons was a runaway victory for Jim Sime's 997 Mini-Cooper, who settled an off-the-line battle with John Ritchie (A.40) the latter retiring to the pits on lap 2. But immediately behind a needle match developed between poleman Dick Lawson (998 Mini) and Eric Howden's Imp, this being resolved by the latter bustling past into Vets Corner on lap 5. E. Paterson trailed the exhaust system of his 850 Mini giving J. I. Johnson (1000 Mini) a chance to whip past in front of the main stand after a good duel.

A 10-car field of prod sports cars set off very gingerly since it was now raining sufficiently to make the track very greasy. Arnie Poole, his Midget patched up after a practice argument with a barrier, growled off into the lead, heading Andrew Cowan driving Ian Scott Watson's new Elan Plus 2, and Stu Robinson in his big Healey 3000. George Taylor beat Bill Dryden in a hotter Honda 800 off the line, this not suiting the latter who shot past on lap 4. Next lap Poole slid at Vets and Cowan pushed into the lead and despite not liking the handling on the G800s drove neatly to take the flag, with Robinson crossing the line about two cars' lengths ahead of Poole. Dryden had a nonsense somewhere letting Taylor take the Honda honours, while American R. Fischer held off M. M. Reid (Austin-Healey Sprite).

The Eadie Cairns Trophy for big saloons followed with the Birrell brothers Gerry and Graham, Chamois and Perald Escort mounted, out to put Jim Dryden (1300 Cooper S) in his place after the previous meeting, with Davy Muter an ever present threat. So it turned out, Gerry leading Dryden and Muter on lap one, with Graham taking big handfuls of wheel, hustling the Escort in pursuit, these four outstripping the rest who were led by Andy Barrett (1.1 Mini). Muter forced his car past Dryden, but the Chamois was comfortably ahead. Then on lap 4, Graham Birrell, by dint of late braking, was leaning on Dryden's Mini, all but drawing level at Shepherds, only getting past into second place on the penultimate lap. D. L. Kerr (1300 Mini) struggled to head F. Gunn's similar car and R. M. Brown's Anglia. Muter disappeared after 6 laps while John Nicholson eliminated his Jaynick Anglia when, on an offcourse excursion, his rear wheel clobbered a large stone, ripping his tyre to shreds.

From pole position, Harry Gilbert emphasized his practice form by running away with the Formula Ford race in his Lotus 51, and establishing a new class lap record at 64.83 mph. Bernard Hunter (Lotus 51) and Richard Mallock (Mallock U2) were next up on the initial laps but some trouble at Shepherds relegated them to more lowly positions, the Mallock continuing devoid of its nose. Mike Peel (Merlyn Mk 11) assumed second from Brian Squires (Lotus 51).

The second race for up to 1000 cc saloons was a stormer, Logan Morrison fleeing from the rest in his Chamois after overcoming Dave Stewart (Imp) at the flag fall. Bob Haining (Imp) was next along but Andy Barton in the middle of the pack was getting a real move on, leaning on Tony Charnell's Chamois through Merchants before blasting past as the former took to the grass. By lap 5 he was hounding Bill Borrowman in a similar Cooper S, who held him off until lap 9 when Barton elbowed past, taking Bob Haining (Imp), as well, who was in turn overwhelmed by Borrowman almost on the line.

John Nicholson hurled his Jaynick GT after John Milne (Midget), who had the best of the start of the special GT race, passed him, and thereafter disappeared from the remainder of the field. The rest were led by George Silverwood (Mercury GT) who, with Eddie Labinjoh in the Fisher GT, also overcame the Jacobs-bodied MG which must now have covered a fantastic number of racing miles. Stu Robinson also got the Ginetta G10 past but a locking brake put him off at Shepherds letting Reg Forrester-Smith into fifth place in his Lotus 11 GT.

The field for the Adam Wyllie Trophy promised to be one of the best so far, with the two Lythgoe Chevrons, plus Howard Heery's Chevron, fit to oust the local boys, in weather which was ideal. Willie Forbes in his immaculate Lotus 35 was having no nonsense, and shot off into an unassailable lead, hotly pursued by Bill Dryden (Brabham BT21A), Dave Berry (Chevron F3), Andrew Fletcher (Brabham BT18) and Peter Gethin (Chevron F2), who took Graham Birrell (Ecosse Imp) going into Vets, the latter paying a visit to the pits next lap. John Millar was sixth by lap 4 in his Lotus 41, thereafter having a lonely race. Howard Heery and Tony Charnell (Lola T55), who was suffering wheel pater, having too much air in his new Dunlops, nevertheless really mixed it. Gethin reeled in Fletcher on lap 8, setting his sights on Dryden, who had succumbed to Berry on lap 11, the F2 Chevron demolishing the lap record on 14 laps leaving it at 37.0 seconds. By lap 19 the Epsom driver was second, but Forbes was well away. Only other changes of note

were by Andrew Fletcher, urging his BT18 into fourth from Bill Dryden's BT21A, while Heery got the better of Charnell.

The final race for the 12 fastest saloons turned out to be an elimination event, Graham Birrell non-starting the Escort. Brother Gerry (Chamois) and Logan Morrison (Chamois) led off, going through the Esses at Bankers side by side, swapping paint, and Jim Dryden (1300 Cooper), Dave Stewart (Imp) and Bill Borrowman (999 S) followed, all five having nothing between them. On lap 4 Birrell let Dryden through at Gardiners, when the Chamois broke its crankshaft. Two laps later Dryden led Morrison, but the former then pulled off at Farmers, Borrowman exiting next lap with a detached driving seat. Next to go was Dave Stewart, whose Imp clobbered the barrier at Shepherds. This left four runners, Morrison well in the lead, from Bob Haining (Imp) while Andy Barrett fought him for second, eventually getting by on lap 13, and D. L. Kerr (1300 Cooper S). Haining made a supreme effort on the last lap and passed Barrett going into Shepherds, but was going far too fast, and eliminated his Imp on the barrier.

RESULTS

Saloons up to 1000 cc, race 1 (10 laps): 1, J. Sime (Mini-Cooper), 7 m 52.4 s, 57.86 mph; 2, J. E. Howden (Hillman Imp); 3, R. Lawson (Mini). Fastest lap: Sime, 59.48 mph.

Prod sports (10 laps): 1, A. W. Cowan (Lotus Elan+2), 8 m 44.0 s, 52.40 mph; 2, S. A. Robinson (Austin-Healey 3000); 3, W. A. Poole (MG Midget). Fastest lap: Cowan and W. N. A. Dryden (Honda), 53.86 mph.

Eadie Cairns Trophy race for saloons over 1000 cc (10 laps): 1, Gerry Birrell (Singer Chamois), 7 m 25.0 s, 61.42 mph; 2, Graham Birrell (Ford Escort); 3, J. Dryden (Mini-Cooper S). Fastest lap: Graham Birrell, 63.48 mph.

Formula Ford (10 laps): 1, H. Gilbert (Lotus 51), 7 m 14.8 s, 62.92 mph; 2, M. A. Peel (Merlyn); 3, D. B. Squires (Lotus 51). Fastest lap: Gilbert, 64.83 mph (record).

Saloons up to 1000 cc, race 2 (10 laps): 1, W. L. Morrison (Singer Chamois), 7 m 22.2 s, 61.87 mph; 2, D. J. Stewart (Hillman Imp); 3, A. Barton (Mini-Cooper S). Fastest lap: Barton, 63.93 mph.

Tunnoch Trophy race for Special GT cars (10 laps): 1, J. Nicholson (Jaynick GT), 6 m 57.8 s, 65.45 mph; 2, G. Silverwood (Mercury GT); 3, E. Labinjoh (MG Midget). Fastest lap: Nicholson, 67.39 mph.

Adam Wyllie Memorial Trophy (30 laps): 1, W. Forbes (Lotus 35), 19 m 07.2 s, 71.54 mph; 2, P. Gethin (F2 Chevron); 3, D. Berry (F3 Chevron); 4, A. Fletcher (Brabham BT18). Fastest lap: Gethin, 73.94 mph (outright record). Fastest F3 lap: Berry, 72.76 mph (record).

Hartley Whyte Trophy Championship round (15 laps): 1, W. L. Morrison (Singer Chamois), 10 m 52.0 s, 62.94 mph; 2, A. Barton (Mini); 3, D. L. Kerr (Mini-Cooper S). Fastest lap: J. Dryden (Mini-Cooper). Fastest under 1000 cc lap: Morrison, 64.83 mph (record).



Hairy stuff in front of the packed main stand is performed by Jim Dryden (understeering 1.3 Cooper S) and oversteering Graham Birrell (Perald Escort).