

Ingliston

McLaren's Libre win

INGLSTON on Sunday saw what was probably Britain's weirdest finish of the season. Eddie Cheever's works Modus, now sponsored by Shand Carpets, crossed the line in fourth place perched on top of Patsy McGarrity's Chevron, the two cars having tangled monumentally coming out of the last corner. Winner of the best libre race in Scotland this year was Iain McLaren, whose sports Chevron was well ahead of these dramatics.

SPECIAL SALOONS
up to 1000 cc - 10 laps

First race in the Jock McBain Memorial Trophy meeting was the smaller Lombard North Central heat. Ian Forrest's Imp led all the way, but it was no easy win, for he was under tremendous pressure from John Fyda's Agra Imp, which was only feet behind once it moved through from the second row. The battle continued until the hairpin on the last lap. Fyda snatched the lead momentarily as Forrest was boxed in behind a back-marker; but Forrest swerved out and zonked the Agra car into the barrier. Bill Donald's lonely third place then became second, while a good midfield scrap between the Coopers of Angus Young and Alex Sellar was resolved in that order only on the final lap.

1. I. Forrest (1.0 Imp), 9m 31.4s (64.89 mph); 2. W. Donald (1.0 Imp); 3. J. McGauchy (1.0 Imp); 4. A. Young (1.0 Mini). Fastest lap: Fyda, 55.6s (66.69 mph).

MODSPORTS - 10 laps

Hannah's of Johnstone sponsored this final round of the British Caledonian championship, for which Andrew Smith handed over the ASM Elan to John Fyda, who was to have a frantically busy day. His team-mate Ken Allen was favourite for the title, but Mike Nugent's Elan took the lead from the flag, with Allen second and Peter Baker's ex-John Absalom Ginetta in third place. Fyda closed on Baker and moved ahead after the hairpin on lap five. Allen made strenuous efforts towards the end of the race to get to grips with Nugent, closing right up at the hairpin but being beaten on acceleration out of it. Baker looked safe in fourth, but spun at Caravan last time round and handed the place to Scottish sprint champion John Kirk.

1. M. Nugent (1.8 Lotus Elan), 8m 54.2s (69.41 mph); 2. K. Allen (1.1 Jan Crusader); 3. J. Fyda (1.6 Lotus Elan); 4. J. Kirk (Davrian). Fastest lap: under 1300 cc: Allen 52.2s (71.03 mph). Fastest lap over 1300 cc: Nugent 52.4s (70.76 mph).

FORMULA FORD - 10 laps

The most lurid incident of practice occurred to George Franchitti, whose Hawke hit the barrier in front of the pits and lost a wheel, which bounced once and came down on top of Peter Morrison's Crosslé, innocently waiting to re-join the circuit after a stop. The race itself saw Stuart Lawson's Hawke and John MacGilvray's Crosslé on the front row to decide which one of them would take the Bernard Hunter Crane Hire cham-

awards for Ingliston's best-prepared cars of the season.

1. W. Dryden (2.3 Firenza), 9m 08.2s (67.64 mph); 2. H. Chalmers (2.3 Avenger); 3. J. McClements (1.3 Cooper S); 4. C. Simpson (1.8 Escort). Fastest lap under 1300 cc: Smith 54.6s (67.91 mph). Fastest lap over 1300 cc: Dryden 53.0s (69.96 mph).

SPORTS AND SPECIAL GT -
10 laps

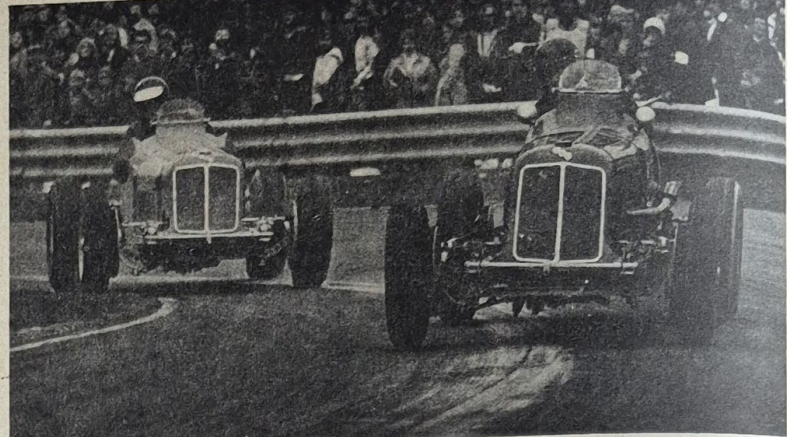
Iain McLaren's Chevron and Tony Charnell's similar car were in a different race from the others in the sportscar event. More closely matched this time, they blasted off in first and second places, McLaren's crew having indulged in their familiar hobby of changing the clutch after practice. Kenny Allen, pre-race leader of the Hartley Whyte championship, gave up within yards when the Clan broke a driveshaft on the line, while Eddie Labinjoh's Fisher Spyder was punted straight up into the air in front of the main grandstand when it tangled with Roy McNab's Gryphon starting lap six. The Fisher coasted round to retire by the Esses, but the Gryphon continued despite the substantial impact.

On lap nine the leaders had some trouble passing Peter Baker's Ginetta, and next time round, as they acknowledged the chequered flag, they were suddenly confronted with the Gryphon, which had got past John Fyda's Elan for fifth place, only to spin and stall across the road. McLaren swerved one way and Charnell the other, and the grandstand spectators - having no idea what was in store for them - congratulated themselves on having picked the best place to see the day's action. Alistair MacKintosh's Mallock was the best Clubmans car and took the Carlsberg Championship.

1. I. McLaren (1.9 Chevron B31-BDG), 8m 30.7s (72.61 mph); 2. A. Charnell (1.9 Chevron B23-FVC); 3. S. Watson (1.6 Gryphon C75); 4. R. Inch (1.6 UZ Mk17). Fastest lap under 1300 cc: MacKintosh 55.0s (67.42 mph). Fastest lap over 1300 cc: McLaren 48.3s (76.77 mph).

HISTORIC CARS - 10 laps

Bill Morris and Patrick Lindsay had a tremendous scrap in their ERAs, even closer at times than the Forrest-Fyda dice in the opening



ERA duel as Bill Morris leads Patrick Lindsay in the Historic car race. Morris spun at the Esses and dropped to fourth while Lindsay went on to win the race.

race. Lindsay was making great efforts to pull level through the Arena and into the Esses and the whole thing was just like a typical Ingliston saloon or FF race, even down to the manner of Morris's exit, which came with a big spin as he was pressured through the Esses on lap nine. Morris held the spin very well, narrowly avoided the Armo, and rejoined the race going as hard as ever in fourth place. After a slowish start, Ray Fielding took until lap seven before his Maserati passed Ron Footitt's Cognac Special for third place, which became second after Morris's spin.

1. P. Lindsay (ERA), 10m 34.0s (58.49 mph); 2. R. Fielding (Maserati); 3. R. Footitt (Cognac Special); 4. B. Morris (ERA). Fastest lap, pre-war: Lindsay and Morris, 62.0s (59.81 mph). Fastest lap, post-war: Fielding, 62.4s (59.42 mph).

PRODUCTION SALOONS
- 10 laps

The promotional point of this race wasn't lost, as the Radio Forth/Fishers Garage entry won this Radio Forth championship rod, which was broadcast live on Radio Forth. In other words, Eddie Labinjoh led from start to finish in the Alfa Romeo 2000 GTV, which,

like the Fisher Spyder, was up for sale after the meeting. Tom Meldrum's Mexico took second place from the full starting grid, but Jennifer Birrell was working her way through with her Magnum, moving into second place by Lefthander on lap five. Meldrum only just held off team-mate Ian Smith's Mazda, while the way this class of racing has really come to the fore in Scotland this year was demonstrated by the no-holds-barred scraps that developed in midfield. Ian Smith's Mazda set the only new record of the day.

1. E. Labinjoh (2.0 Alfa Romeo 2000 GTV), 10m 54.2s (55.68 mph); 2. Mrs. J. Birrell (2.3 Vauxhall Magnum); 3. T. Meldrum (1.6 Ford Mexico); 4. I. Smith (Mazda RX3). Fastest lap under £1,699: Smith 65.3s (56.78 mph), new class record. Fastest lap over £1,699: Labinjoh and Mrs. Birrell 63.8s (58.12 mph).

FORMULE LIBRE -15 laps

All-comers race in Scotland this year have not been very memorable, but the last one of the season was a real cracker, with a good entry and everybody seeming to go flat-out from the start. Iain McLaren, most successful home driver of the year, had his Chevron B31 on pole, with John Pollock's B25 alongside. Eddie Cheever's works Modus was on the second row, now entered by MacDonald Shand/Ecurie Ecosse, and Ken Fildes had his Lotus 69 on Cheever's left. Andy Barton's March had lost a wheel in practice, but was already a certain winner of the BP Super Visco championship.

Always at his most determined when there's a strong "foreign" entry, McLaren roared off to the Esses ahead of Cheever and Pollock. Down the field, Bob Rollo's Lotus 69 was punted up the back at the entrance to the Esses, lost a wheel and was battered into the outside Armo, the driver being uninjured.

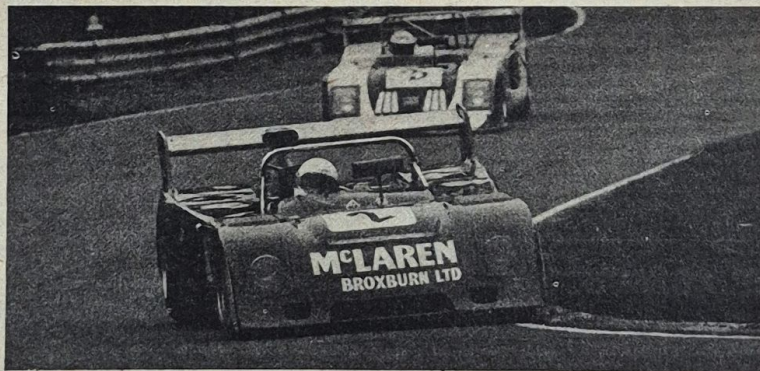
By lap six McLaren was already scooping up backmarkers, and settled down to increase his lead steadily over Cheever. Norman Dickson, fourth in the early stages,

spun at the pits entrance on lap three and dropped back, having another spin later, while Pollock crunched his Chevron's nose at the hairpin on lap 12 and headed for the pits to retire. McLaren was out of reach by this time, but Cheever began to have problems with a slowly deflating tyre, so the pursuit closed up for an unbelievably hectic finish. Coming through Arena on lap 15, Cheever was inches ahead when Patsy McGarrity suddenly had a rush of blood to the head and tried to muscle round on the outside. One of his Chevron's wheels hit a Modus wheel and both tyres immediately punctured. The two cars connected again while sliding over to the left, and the Chevron swept the tail of the Modus into the air, from which it landed right behind McGarrity's head, the Modus on top of the Chevron's engine. No doubt with his eyes out like organ-stops, Andy Barton had the presence of mind to slip through on the right to take second place, while the six-wheeled Chevudis slithered across the line with the timekeepers officially giving McGarrity third place by 0.2s!

1. I. McLaren (1.9 Chevron B31-BDG), 12m 07.4s (76.46 mph); 2. A. Barton (1.8 March 74B); 3. P. McGarrity (1.6 Chevron B29); 4. Cheever (1.6 Modus M1). Fastest lap: McGarrity 47.0s (78.89 mph).

SPECIAL SALOONS - 15 laps

There was nothing the Lombard North Central final could offer to equal the histrionics of the previous event, especially as the unavoidable delay caused a meeting which had been running well to time to finish in the gathering dusk. Bill Dryden and Hugh Chalmers were first and second throughout, Walter Robertson's Escort passed Jim McClements' Cooper S for third on lap six, while both Eric Smith and Jim Dryden took their Coopers into the pits. McClements took the 1300 cc class and Ian Forrest's Imp was the top 1000 cc car, but official times didn't seem to be available once the meeting was over.



Iain McLaren's Chevron B31 leads Tony Charnell's Chevron B23 on its way to winning the Libre race.