



Willie Forbes' Lola T142 leads Andrew Fletcher's Lotus 35, Ronnie Mackay's Brabham BT21, Richard Scott's Chevron B15 and the rest of the Lombank libre field on the first lap.

Lombank libre Ingliston

By BILL HENDERSON

AFTER somewhat dull skies in practice bright sun graced the seven race Lombank Trophy meeting organised by the SMRC at Ingliston last Sunday. An exciting display by the Red Arrows flying team started the proceedings off, and luckily all the races proved just as exciting.

Graham Birrell led the big saloons away for the opening 10-lap thrash, with Jimmy Veitch's 1300 Mini-Cooper S trailing the 1.9 Wylies Escort TC all the way. Some way behind came a gaggle led by E. M. Smith, driving his Cooper S very well to fend off the similar cars of Jim Dryden and Bill Borrowman. Borrowman's car broke a driveshaft, joining Frank Gunn's Cooper S in the retired park after the latter had collided with Andy Barton.

Another 10-lapper, this time for Formula Fords, followed, and this produced an excellent home win for Tom Walkinshaw with his Hawke DL2. He made the best start and pulled away, leaving Ted Clark (Lotus 51) and Graham Birrell (deputising in the Centro Scot Crosslé in brother Gerry's absence at Zolder) as the most fancied contenders. However, Birrell retired with petrol pouring on his feet, and Clark with a fractured front wishbone, letting

Brian Squires' Merlyn Mk 11A lead home the similar car of Bernard Hunter for second spot. Dave Manners' Lotus 51 was fourth some way behind, with John Alexander's F4 Vixen sixth ahead of Rod Pithers' Lotus 51 and Andy Tobias in the F4 Perdal McNally.

From a fine field assembled for the small saloon race, Jim Howden seized the initiative with his 1-litre Singer Chamois and led from the Coopers of Andy Barton and Bill Borrowman. Barton soon retired with a burst oil line which caused him to hit the barrier at Ploughmans. He bounced off the barrier and collected Borrowman, who in turn was hit by Sedicr Bell's Mini. Despite being blackflagged, Borrowman continued with his rear tyre being gouged by his shattered bodywork, but was disqualified. This drama elevated Logan Morrison's Chamois to second place, with Ken Allen's 1.0 Cooper some 18 secs back.

By far the most exciting race so far featured the prod sports crowd, headed by Jim Dryden with the pole position Robinson Honda S800, Arnie Poole's 1.1 Sprite and Andrew Hutchinson's 1.3 Midget. Hutchinson took the advantage at the start to get away from Dryden and

ex-BMC rally men John Milne (MGB) and John Gott (Austin-Healey 3000). Poole had trouble with his gears and was rammed by Miles Hopperton's 1.2 Midget. Nevertheless Hopperton worked his bodily damaged car up to fifth, before being blackflagged for a check-up. By lap 5 Dryden had the Honda in front, and Gott had overtaken Milne and set his sights on Hutchinson, taking second when the Midget spun at Ploughmans.

The *formule libre* field was virtually halved by non-starters including Tommy Reid (BT18 t/c), Dave Berry (Brabham BT16 t/c) and John Pollock (Lotus-FVA 48), and was augmented by several of the FF runners. Willie Forbes made no nonsense about making the best start and led away with his F5000 Lola T142, holding a comfortable lead throughout over Andrew Fletcher in John Romanes' 2½-litre Lotus-Climax 35. Ronnie Mackay's F3 Brabham BT21 initially held off Richard Scott's F3 Chevron B15 for third place, while further back Brian Cullen was rapidly climbing through the field with his F2 BT23C and had already disposed of John Millar's ex-Sports Motors Brabham-BMW BT21. Scott got by Mackay on lap 7 as Forbes and Fletcher lapped them, and then on lap 17 Cullen moved past Mackay, taking Scott for third place on lap 24. Tom Walkinshaw led the FF category throughout with his Hawke, from Ted Clark, who had repaired the suspension of his Lotus 51. Graham Birrell retired the Crosslé after two laps in sixth place.

With £100 at stake, the large saloon field contained some pretty determined drivers, but once again Graham Birrell entirely dominated the 15 laps of the race with the 1900 Escort TC. However, his victory was a lucky one as something blew up in the Escort's mechanicals as he crossed the line. Jimmy Veitch's 1.3 Mini-Cooper S came in second with the remarkable E. M. Smith, also Cooper-mounted, third. Jim Dryden's Cooper in fourth place was pushed hard by Jim Howden's Chamois, until the Rootes machine had its carburetters come loose, letting Jeff Todd's Cooper S take fifth spot after Logan Morrison's Chamois succumbed to yet another broken drive coupling, which also smashed a shock absorber and ripped a brake line. Lew Emslie departed more dramatically still when he put his Cooper S into a barrier on the penultimate lap.

The meeting ended with a ten lap special GT race, which was led throughout by the 2-litre Chevrons of Nigel Morrison (B8-BMW) and Peter Kaye (B5-BRM). After shaking off the challenge of Eddie Labinjoh's 1.1 Fisher GT, George Silverwood took a secure third spot with his Mercury Lotus 23GT. Fifth was Ernie Blackadder's 1-litre Nathan-Imp.

Saloons over 1000 cc, heat 1 (10 laps): 1. G. B. Birrell (1.9 Ford Escort TC), 9 m 43.2 s, 63.58 mph; 2. J. Veitch (1.3 Mini-Cooper S); 3. J. Dryden (1.3 Mini-Cooper S). Fastest lap: Birrell, 57.2 s, 64.83 mph.
Formula Ford (10 laps): 1. T. Walkinshaw (Hawke-Lazenby DL2), 9 m 43.8 s, 63.29 mph; 2. D. B. Squires (Merlyn Mk 11A); 3. B. Hunter (Merlyn Mk 11A). Fastest lap: Graham Birrell (Crosslé 16F), E. J. Clark (Lotus 51) and Walkinshaw, 57.6 s, 64.35 mph.

Saloons up to 1000 cc, heat 2 (10 laps): 1. J. Howden (1.0 Singer Chamois), 10 m 34 s, 60.39 mph; 2. W. Borrowman (1.0 Mini-Cooper S); 3. W. L. Morrison (1.0 Singer Chamois). Fastest lap: Borrowman, 59.8 s, 62.01 mph.

Production sports cars (10 laps): 1. W. N. A. Dryden (900 Honda S800), 10 m 22.6 s, 59.63 mph; 2. J. Gott (2.9 Austin-Healey 3000); 3. A. Hutchinson (1.3 Austin-Healey Sprite). Fastest lap: Dryden, 60.2 s, 61.59 mph. Class winners: Dryden and Gott.

Lombank Trophy *formule libre* (25 laps): 1. W. Forbes (F5000 Lola-Traco/Chevrolet T142), 21 m 57.7 s, 70.37 mph; 2. A. Fletcher (2.5 Lotus-Climax 35); 3. B. Cullen (F2 Brabham-FVA BT23C); 4. R. Scott (F3 Chevron-Holbay B15); 5. R. Mackay (F3 Brabham-Holbay BT21); 6. J. Millar (2.0 Brabham-BMW BT21). Fastest lap: Forbes, 51.4 s, 72.14 mph.

Saloons, final (15 laps): 1. G. B. Birrell (1.9 Ford Escort TC), 14 m 41.9 s, 63.06 mph; 2. J. Veitch (1.3 Mini-Cooper S); 3. E. M. Smith (1.3 Mini-Cooper S). Fastest lap: Birrell, 57.3 s, 64.71 mph. Class winners: J. Howden (1.0 Singer Chamois), Veitch and Birrell.

Special GTs (10 laps): 1. N. Morrison (2.0 Chevron-BMW B8); 9 m 25.4 s, 65.53 mph; 2. P. Kaye (2.0 Chevron-BRM B5); 3. G. Silverwood (1.2 Mercury Lotus-Ford 23). Fastest lap: Morrison, 55.2 s, 67.17 mph.



Graham Birrell scored two wins with the 1.9-litre Wylies Escort TC, here at Ploughman's leading Jimmy Veitch's Cooper, which was second twice.