

Ingliston

Last of the year

FROM an opening display by the Army's Golden Lions parachute team, through the announcement of Scottish Motor Racing Club president Jackie Stewart's retirement, a demonstration drive by Stirling Moss in an ex-factory team 250F Maserati, a first-lap pile-up in the fibre race which disposed of no fewer than seven cars and a production saloon event run in virtual darkness, the Rothman's Trophy meeting which closed the Ingliston season on Sunday provided plenty of interest. Those Ingliston maestros Bill Dryden and Tony Charnell won their respective championships, an unhappy Johnny Blades took the fibre event, and Eddie Labinjoh put it across the "incomers" to win the first really good production saloon affair at the Edinburgh circuit.

MOD SPORTS — 10 laps

Prize for the longest time of the season went to The Hannah's of Johnstone "The Sweet People" Race, sponsored by the confectionery firm and not by an amiable pop group as one might have supposed at first. John Absalom and Mike Nugent were on the front row, and the usual down-field procession seemed likely to be disrupted by Johnny Blades, who was almost at the back of the grid after the Clan Crusader ran out of petrol on its third practice lap.

Absalom's Ginetta and Nugent's Elan got away level, and then there may have been a touch, because after 100 yards the Elan suddenly went into an anxious slide. First time round, the order was Absalom from Don Morton's Elan, with Nugent third and James Hall's Europa some way back in fourth. Johnny Blades had the Clan really motoring through the traffic, and by the third lap was already up to the fourth place he held to the end.

On the wet track Absalom's Ginetta was not getting away, and by lap 5 the two Elans had closed again to within 1½ seconds.

On lap 10, he finally made it, outranking Absalom in the classic Ingliston into-the-hairpin manoeuvre. Then, as the leaders came up to Lefthander about to lap a tail-ender, Nugent was on the correct line when, halfway round, Absalom went for the inside, leaned the Ginetta hard against the Elan and scrambled out in the lead he held to the end of the lap.

1. J. Absalom (1.8 Ginetta G4) 10m 26.1s (59.22mph); 2. M. Nugent (1.8 Lotus Elan); 3. D. Morton (1.6 Lotus Elan); 4. J. Blades (1.0 Clan Crusader). Fastest lap over 1150cc Nugent, 56.9s (65.17mph). Fastest lap under 1150cc Blades, 58.6s (62.28mph).

SPECIAL SALOONS — 10 laps up to 1000cc

It was still raining as cars came out for the first Rothman's Trophy heat. Andy Barton's Ford SCA-engined Cooper was on pole, with Norman Dickson in that well prepared Dickson's of Perth Imp alongside. Down on row six was Sedic Ball, the Gordon Allen 997cc-block BDA not yet fully sorted. Dickson made a fine start, but Barton caught up and forged ahead before the Esses, with Bob Leckie in the Roy Thomson Chamois Coupe and Duncan Fisher's heavily-spoilered Imp following on.

On the first lap an unusually far back John Fyda somehow managed to see a series of gaps and

weaved past three or four cars at Lefthander. Ian Forrest's Imp went off in a big way approaching Caravan on the second lap. He went off line leaving the Esses, seemed to control it again, and then veered off the track, straight into one of those totally unprotected trees in the infield. Ian was taken to hospital with injuries to leg, back and chest, but was later reported to have been allowed home.

Back in the race, Bob Leckie had begun to slip back with a slight misfire and over-hard tyres just at the time when John Fyda was rushing forwards. At the end of the third lap, as they approached the start/finish line the order was Leckie-Fisher-Fyda, but Leckie got the worst of a big passing manoeuvre and within 100 yards was down to third in the group. Fyda really had the bit between his teeth now, and on the next lap passed Fisher for third.

Barton was safe in the lead, though, and Norman Dickson showed no signs of losing second, at the end of a season during which his driving has matured very quickly.

1. A. Barton (1.0 Mini Cooper SCA) 9m 59.4s (61.96mph); 2. N. Dickson (1.0 Imp); 3. J. Fyda (1.0 Agra Imp); 4. S. Bell (1.0 Mini Cooper BDA). Fastest lap Fyda 56.2s (65.98mph).

FORMULA FORD — 10 laps

Third race of the afternoon was the Firestone Trophy event, the last round of the Rothman's FF championship. Although Stuart Lawson was the championship leader, Graham Cuthbert had a better chance with all his points from this race to be counted. Lawson took pole position from Cuthbert, but as the flag dropped Cuthbert swept his Van Diemen into the lead. Lawson came right back at him, though, and passed round the back of the circuit during the first lap.

Cuthbert was pressing very hard indeed. The Belmont Garage Hawke held on for a couple of laps, although the Van Diemen was alongside more than once. Then on lap three the two cars went neck-and-neck for the Esses, and although Cuthbert was on the inside line, it was Lawson who weakened first, lifted off and lost the lead. The scrap wasn't over, though, because Lawson was trying everything to get back in front when on lap four he overdid things at the pits exit and half-spun. He restarted just in front of Andrew Jeffrey in the Lothian Sports Cars

Elden, but by that time Cuthbert was well away on a drying track and stayed around four seconds ahead.

1. G. Cuthbert (1.6 Van Diemen) 9m 55.3s (62.29mph); 2. S. Lawson (1.6 Hawke DL10); 3. A. Jeffrey (1.6 Elden Mark 10A); 4. J. MacGillivray (1.6 Crossle 20F). Fastest lap Cuthbert 56.7s (62.29mph).

SPECIAL SALOONS OVER 1000cc — 10 laps

Heat Two of the Rothman's Trophy race was run on an almost-dry track, and there was even a moment when a blink of sunshine staggered through the clouds. Before the race started, having already played over the public address a Scottish Television interview with Jackie and Helen Stewart, commentator Jim McInnes asked Stirling Moss for his reaction.

On the grid, Bill Dryden in the SMT Fireza shared the front row with John Watt's Trustee Savings Bank Cooper S. Behind were Douglas Niven in the Celtic Homes Boss Escort and Jim Dryden in his Longman Cooper S. Watts seemed about to get the best of it at the flag, but few people ever put it across Bill Dryden on the start line, and he shot off into the lead followed by Watts, Jim Dryden and Niven.

Ken Coleman's Cooper had a big spin at the Esses on the opening lap, but was hustled away in time. The first three came round in the same order, with the beautifully-prepared Fireza already pulling away. Niven was away down in tenth after trouble at the hairpin. For the rest of the race Bill Dryden sailed away into an increasing lead without ever putting a wheel wrong, dealing effortlessly with tail-enders. Douglas Niven provided most of the spectacle as he rocketed back up through the field, but once he regained fourth place on lap five, with the Escort beginning to smoke a little once again, he held station to the end.

1. W. Dryden (2.2 Vauxhall Fireza) 9m 27.4s (65.35 mph); 2. J. Watts (1.3 Mini Cooper S); 3. J. Dryden (1.3 Longman Cooper S); 4. D. Niven (5.7 Ford Escort V8). Fastest lap over 1300cc W. Dryden 55.0s (67.42 mph). Fastest lap under 1300cc Watts 55.4s (66.93mph).

SPECIAL GT, SPORTS and CLUBMANS — 10 laps

The Tony Charnell benefit race was the last round of the Hartley Whyte championship, in which Tony has won every one of the six rounds. The Chevron-Gropa has gone, however, to be replaced by an FVA-Engined Lola T212 bought from Robert Sunderland.

When the flag dropped, Tony did his usual disappearing act and came round at the end of the first lap 3½ seconds in the lead, with old rival Eddie Labinjoh in the much smaller Fisher Spyder in second place and a dice developing between Alex Souter's Elan and Johnny Blade's Clan for third. The Clan came through ahead on the second lap, and on that same lap Peter MacNaughtan left rubber-burning trade marks when he spun his Mallock in the Esses.

By lap three Charnell was already nearly 12 seconds up, and never really eased off, whisking aside backmarkers as if they were

1. T. Charnell (1.6 Lola T212-FVA) 8m 42.5s (70.97mph); 2. E. Labinjoh (1.1 Fisher Spyder); 3. J. Blades (1.0 Clan Crusader); 4. A. Souter (1.6 Lotus Elan). Fastest lap over 1150cc Charnell 50.2s (73.86mph). Fastest lap under 1150cc Labinjoh 54.6s (67.91mph).

HISTORIC RACING CARS — 12 laps

The Doune Cup race was not well supported. With Neil Corner's Aston Martin DBR4, Richard Bond's Lister-Jaguar and Richard Cooper's DB35 Aston Martin unable to compete, and only six cars surviving practice, the field was very thin.

Hamish Moffatt made a good start with R3A, but it had outraged a piston in practice and soon had to make for the pits to retire. John Roberts in the "mini-Vanwall" Lotus 16 had an easy win to collect a jeroabom of G. H. Mumm champagne awarded by the firm which sponsored Raymond Mays' Gordon Rouge Bugatti fifty years ago. John Venables-Llewellyn in R4A was the usual tremendous value, great steering-from-the-shoulders slides and trails of burning rubber marking his brisk progress which, through the Esses and Lefthander, were most likely quicker than some of the moderns.

1. J. Roberts (Lotus 16 Climax) 11m 54.0s (62.25mph); 2. J. Venables-Llewellyn (ERA R4A); 3. P. Waller (ERA R9B); 4. R. Footitt (AC/GN). Fastest lap post-war Roberts 57.6s (64.38mph). Fastest lap pre-war Venables-Llewellyn 60.4s (61.39mph).

FORMULA LIBRE — 15 laps

Bob Leckie's BT36 was on pole for the Army in Scotland Trophy race, with Johnny Blade's ex-Moonraker Lotus 69 alongside and Iain McLaren's BT36 and Tony Charnell's Lola on the second row. It was Leckie who led away with Blades and McLaren close behind. Ross' March spun at the Esses and restarted, but a few yards up the track there was an enormous coming-together at Caravan which knocked the suffing out of the race.

Leckie was in the lead and halfway round the corner when Blades, in a desperately ill-advised move, tried to force through on the inside. The Lotus punted the Brabham to the outside, and although Blades and McLaren both shot through unscathed, by the time Leckie's spinning Brabham swung back inside again, it was too late for the following cars to avoid it. John Barr's Lotus 69 Atlantic, Charnell's Lola and Ken Allen's Chevron B15 all hit the gyrating Brabham, while Douglas Thomson's Ecosse-Imp couldn't get out of the way of the Chevron.

Blades and McLaren attacked the rest of the circuit at racing speed, but several drivers took

things very easy for a few laps and seemed to think the race was going to be stopped. McLaren often fades halfway through a race, but this time he hounded Blades all the way, almost finding a way through on lap 14 when Johnny got the Lotus sideways-on at Arena. Blades seemed to have little heart for it, but stayed ahead to win the Wimpey championship. John MacGillivray's FF Crossle was a lonely third, but for many laps there was a very close battle for fifth between Dalzell's Hawke and Morrison's Crossle, resolved in that order.

There was a great row after the end of the race, but the official decision was that places would stay as announced. Of the damaged cars, Ken Allen's Chevron seemed to be the worst. Johnny Blades went up to receive his trophy, but was obviously as upset about the incident as most of the others involved.

1. J. Blades (1.8 Lotus 69-BDF) 13m 55.8s (66.55mph); 2. I. McLaren (1.8 Brabham BT36-FVC); 3. J. MacGillivray (1.6 Crossle 20F); 4. T. Dzierzek (1.6 Lotus 69 Atlantic). Fastest lap McLaren 51.1s (72.56mph).

SPECIAL SALOONS — 15 laps

The previous saloon heats had really just been rehearsals for this Rothman's Trophy final, the deciding round of the Lombard North Central saloon championship. Once again Bill Dryden was on pole with John Watts alongside, although this time positions on the second row were reversed with Jim Dryden inside Douglas Niven. Niven really meant business this time, and although the front row led from the line, the Boss Escort was almost immediately through into second place.

Jim Dryden was fourth at the end of the lap, followed by Norman Dickson who was really going well in his one-litre Imp. Niven would make ground into Arena, but the Fireza always pulled away through the corner. Jim Dryden closed on Watts on the second lap, and got past him on the third, but soon felt the steering go peculiar. He stopped to have a look at Lefthander, to discover that the tie-bar which had been welded after a practice breakage had gone again.

Bill Dryden pulled steadily away, and the Boss Escort never looked likely all day to recapture the form which gave it the outright saloon record. John Calvert's Escort began to move more quickly, although John took four laps to dispose of Dickson's Imp. He closed rapidly on Watts, and swept into third place on lap 8. Once Jim Dryden retired, Bill Dryden was arithmetically assured of another championship win, but it was never really in any doubt.

1. W. Dryden (2.2 Vauxhall Fireza) 13m 44.8s (67.43 mph); 2. D. Niven (5.7 Ford Escort V8); 3. J. Calvert (1.8 Ford Escort-BDA); 4. J. Watts (1.3 Mini Cooper S). Fastest lap over 1300cc W. Dryden 53.4s (69.44 mph). Fastest lap 1000-1300cc Watts 55.8s (66.45 mph). Fastest lap under 1000cc Dickson 57.0s (65.05 mph).

PRODUCTION SALOONS — 10 laps

Stirling Moss came out before the next race to drive Neil Corner's

ex-Fangio 250F, and it was a quietly moving experience for his old fans — and there were plenty of them around — to see the great driver and a great racing marquee together again.

By this time, what with earlier delays, it was dusk by the time the production saloons came out. The Rothmans involvement with the meeting had brought Tony Lanfranchi and the BMW 3.0Si across the border. He made pole position, with Eddie Labinjoh in the Fishers Garage Alfa Romeo 2000GTV, the class record holder, alongside. The second row was shared by Gordon Spice's Capri 3000 and the similar Lombard Ulster Rally Team car of Adrian Boyd. Adrian had put up a great show in a Capri at the Ayr autostests the weekend before, and was to have another batch of Scottish spectators yelling their heads off long before this race came to an end.

In the gathering gloom, Spice made a terrific start from the second row, and got away ahead of Labinjoh, Lanfranchi and Boyd. Spice was still ahead as the field bombed down the back straight, but the Capri's brakes locked up before the hairpin and he had to take the corner on the outside grass. Labinjoh took the lead, and Lanfranchi moved into second, only to lose the BMW completely out of the hairpin. He never lifted, and simply drove round the wrong side of the tree, bumped over the cross path had the car two feet in the air over some of the yumps, and regained the track only just in time to take the Lefthander. While this was going on, Gordon Spice gathered himself together again and shot off to Lefthander now in second place.

Lanfranchi was just behind, and while Eddie Labinjoh took no thought for what was happening behind him and got down to extending his lead, the Capri and the BMW began a most furious nose-to-tail dice. Lanfranchi could find no way past, although he tried grass verges, gravel, kerbstones and anything else that was available, and Spice was not giving him any encouragement at all. He needed to keep his nerves about him, because when Lanfranchi got alongside before the Esses on one lap, there was about a hundredth of a second left when one of them had to lift before getting involved in a monumental against the armco and the flowerbeds. It was all very much under control, though, and with Spice holding the racing line, Lanfranchi was the one who had to give.

Adrian Boyd held a secure fourth place, although whether the circuit-racing spectators unused to such tail-out rallying and autotest styles thought it was secure was something else again. Graham Birrell took fifth place, while the smaller, cheaper class was won by Tony Charnell's Simca from the similar car of Jennifer Birrell.

1. E. Labinjoh (Alfa Romeo 2000GTV) 10m 31.0s (58.76 mph); 2. G. Spice (Ford Capri 3000); 3. T. Lanfranchi (BMW 3.0Si); 4. A. Boyd (Ford Capri 3000). Fastest lap over 1750cc Labinjoh 61.8s (60.00 mph) new class record. Fastest lap under 1750cc Charnell 65.8s (56.35 mph).