



DOUG NIVEN borrowed Mick Hill's V8 Beetle to win the special saloon races; here he's followed by Jim Dryden (Firenza) and Walter Robertson (RS2000).

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Ingliston

Doug Niven wins in Mick Hill's Beetle

SCOTTISH Motor Racing Club's season finished with a nine-race programme at Ingliston on Sunday, which saw Doug Niven take the main special saloon event in Mick Hill's Beetle V8 and Andy Barton win another libre race with the Sana. In the special saloon final, Jimmy Pinkerton and Bob Milne had the biggest combined accident ever seen on the circuit but came out unscathed.

Competition started with a 10-lap modsports race which ran very much to form. John Fyda and John Kirk, joint leaders of the Hamilton and Inches championship, finished first and second, and ended the season with a full-house 28 points in the championship. They won their respective classes at every one of the six race meetings this year.

David Ogilvy sprang a surprise in part one of the Sunbeam Trophy Race which was also the first heat of the final round of the Lombard North Central special saloon championship. He led the favourite Ian Forrest until lap 7, when his Sportstune Imp deranged its gearbox. Forrest's Imp inherited the lead, but was pursued by Ricky Gauld's Siletto right to the flag. Charlie Munro was third in the Jack Crane Hire Imp, team patron Jimmy Jack having swapped places with him and decided to drive Charlie's usual mount, the Chevron, in the *formule libre* event himself.

Dave Philip in the Dalgleish Baillie Chevron B26/31 had only to finish first or second in the sports cars race to clinch his sponsors' own championship, and duly obliged with a flag-to-flag win ahead of Laurence Jacobsen's Chevron. Kenny Allen's Mallock took the Clubmans award in third place overall.

With Doug Niven's own Escort out of action, Mick Hill, very sportingly loaned him the V8 Beetle with which Mick had won the main saloon race at the September Ingliston. Despite the fact that some wag put an L-plate on the back, Doug coped admirably with this unfamiliar beast, lapping only one-tenth of a second outside Jim Evans' turbocharged Skoda-FVC saloon record in practice. Walter Robertson's smartly presented Escort was alongside on the front row of the over-1000cc Sunbeam Trophy Race heat, with Bill Dryden's Firenza and Dave Farrer's quick and noisy 1300cc AET Escort behind.

Niven blasted off into the lead, with Dryden lunging through to Robertson's disadvantage before the Esses. These three put on a great fight during the opening laps, only a few feet apart as they powered through Arena and past the main grandstand. Farrer's Escort was a remote third, with Jim Dryden's MAE Mini trying to keep in touch.

Some way behind these two a colossal accident was brewing up. Bob Milne's Cooper S was being overhauled by Jimmy Pinkerton similar car. Going up towards the Esses on lap 5 Pinkerton drew alongside. There was some miscalculation in the jockeying for position into the Esses, and the two cars touched. Pinkerton's car was launched high into the air in the direction of a Highland Show pavilion, hit a flagpole about six feet up from the ground, snapped it in two as clean as a whistle with the roof panel, and battered to earth right in front of the plate glass windows. Milne's identically coloured car was meanwhile cartwheeling up the track and

clattered to a halt upside down just below the press balcony! Just as the press photographers sprang into immediate action, the drivers were got out safely, obviously in some shock but uninjured. Milne's car was doused with foam, the race was stopped, and results were declared as at the end of the sixth lap. There were discussions afterwards about safety precautions, but it's doubtful if any barrier would have collected a car as high-flying as Pinkerton's on that occasion.

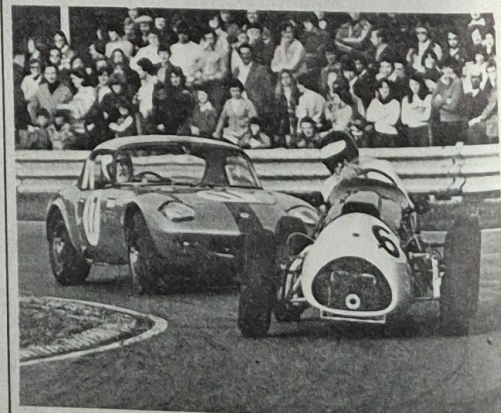
SMRC's organisation coped well, and the next race began exactly on its scheduled minute. It was the FF1600 event, with Stuart Lawson's Hawke having some unusually close opposition in the shape of long-lost Donald MacLeod's works Van Diemen. It was MacLeod who got the drop from the flag, going into a quick lead before the Esses. But Lawson went ahead before the first lap ended, and although MacLeod was very close for the first half of the race, making a hair-raising attempt to snatch back the lead on the inside line into Arena on lap 5, Lawson eventually built up a slight but comfortable lead. Gary Gibson's Crosslé was third throughout, and an excellent dice behind him saw Bernie Hunter's Van Diemen just managing to stave off Dave Duffield's Dulon.

Frank Lockhart's Rover Special had a very hard coming-together with the Armco at the Esses in practice, and couldn't start the Burmah Trophy Race from historic racing and sports car. This didn't have as high-quality an entry as in previous years, and for the first time ever there wasn't a single ERA in the list. R.J.S. MacPherson's 1953 Cooper Bristol took the lead from pole position and held it to the end. Hugh Clifford's 1964 lightweight Elan, which caused some pursed lips by its presence in a historic race, was second from the start but went out before the first lap was over.

Tony Rogers's Lotus XI was second throughout, but although Ron Footit's AC/GN seemed set for third place, Gerry Walton's A-type Connaught swapped places with it on the final lap. Alain de Cadenet finished fifth in his P3 Alfa Romeo, occasionally indulging in muscle-controlled slides reminiscent of John Venables-Llewelyn's absent ERA.

Andy Barton led the Heron *Formule Libre* event all the way, and was never under any pressure. Bob Rollo was second for all the fifteen laps, and although Dave Muter, Iain McLaren and Richard Parsons never changed from third, fourth and fifth positions, they were never the same distance apart on any two consecutive laps. McLaren's Chevron B35, not the car it was in the early part of the season, was already unbeatable in the Heron championship.

Doug Niven had another comfortable victory in the special saloons final, from Walter Robertson's Escort. Bill Dryden's Firenza had been abandoned in the heat when its ignition system



RODDY MACPHERSON drove with gusto to win the Historic event with his Cooper-Bristol, here chased by Hugh Clifford's lightweight Elan.

went on strike, and had to start from the back row of the grid. Bill passed six cars on the first dash in the Esses, but by the time he materialised in third place, which was at the end of the opening lap, the opposition was already too far ahead. Dave Farrer and Ricky Gauld won the smaller classes, Ian Forrest losing his chance of the Lombard championship when his 1mp expired at the hairpin on lap 3 and he pushed it all the way to the finish line — only to be given a DNF because he hadn't completed enough laps.

The final race was the last round of the Shell production saloon championship. Leader Ray Moore was said to have convinced Fred O'Rourke to bring another Opel Commodore across the Irish Sea, otherwise there wouldn't have been enough entries in his class for him to score championship points. It was Moore's Commodore which led all the way, with Andrew Jeffrey's Dolomite Sprint in second place. Graham Birrell's

Kadett and Ralph Halley's similar car held third and fourth places until O'Rourke split them on lap 4. Birrell, O'Rourke and Halley then staged a splendid second-half battle, which brought them right up on Jeffrey on the final lap. Birrell made a desperate attempt to snatch second place in the last 20 yards, and although he slewed half-round right in front of the second of the Commodores, it was all sorted out before the chequered flag.

R.F.

Modsports — 10 laps: 1, J. Fyda (1.6 Agra Elan) 8m 41.4s (71.12 mph); 2, J. Kirk (1.1 Davrian Mark 8); 3, K. Allen (1.1 Clan Crusader); 4, B. Stevenson (1.0 Davrian). Fastest lap under 1300cc: Kirk, 52.0s (71.3 mph). Fastest lap over 1300cc: Fyda, 51.4s (72.14 mph) new class record.

Special saloons under 1000cc — 10 laps: 1, I. Forrest (1.0 Drambaie Imp) 9m 29.4s (65.12 mph); 2, R. Gauld (1.0 Sunbeam Stiletto); 3, C. Munro (1.0 Hillman Imp); 4, W. Thomson (1.0 ATS Imp). Fastest lap: Forrest, 55.0s (67.42 mph).

Sports cars and FF 2000 — 10 laps: 1, D. Philp (2.0 Chevron B26/31) 8m 09.4s; 2, L. Jacobsen (1.9 Chevron B23); 3, K. Allen (1.6 Mallock Mark 17); 4, J. Mackie (1.6 Gryphon). Fastest lap: Philp, 48.0s (77.25 mph).

Special saloons over 1000cc — race stopped after 6 laps: 1, D. Niven (5.0 VW Beetle V8) 5m 19.6s (69.61 mph); 2, W. Robertson (2.2 Ford Escort); 3, D. Farrer (1.3 Ford Escort); 4, J. Tullock (1.3 Mini Cooper S). Fastest lap under 1300cc: Farrer, 54.2s (68.40 mph). Fastest lap over 1300cc: Robertson, 51.0s (72.71 mph).

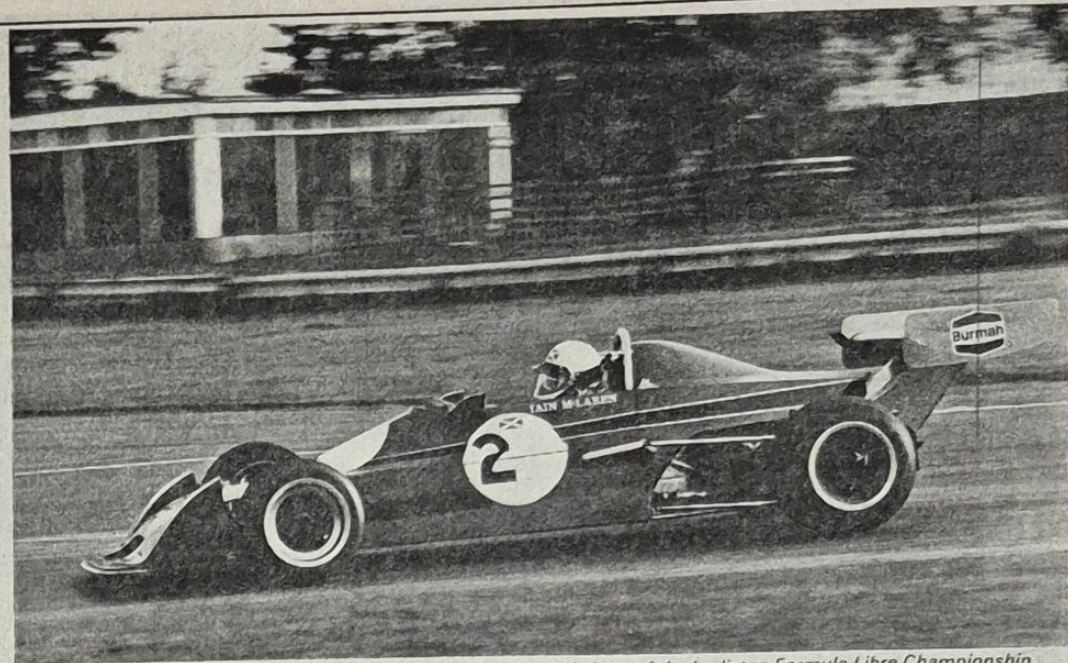
Formula Ford 1600 — 10 laps: 1, S. Lawson (Hawke DL19) 8m 55.6s (69.23 mph); 2, D. MacLeod (Van Diemen 77); 3, G. Gibson (Crossle 32F); 4, B. Hunter (Van Diemen). Fastest lap: Lawson and MacLeod, 52.4s (70.76 mph) new class record.

Historic racing and sports cars — 10 laps: 1, R. MacPherson (1.9 Cooper Bristol) 10m 20.3s (59.73 mph); 2, T. Rogers (1.1 Lotus XI Le Mans); 3, G. Walton (1.9 Connaught A Type); 4, R. Footit (1.9 AC/GN). Fastest lap pre-war: Footit, 63.1s (58.76 mph). Fastest lap post-war: MacPherson, 59.9s (61.90 mph).

Formule Libre — 15 laps: 1, A. Barton (2.0 Sana JTB2) 11m 49.5s (78.39 mph); 2, R. Rollo (2.0 March 75B); 3, D. Muter (1.6 Lotus 69); 4, I. McLaren (2.0 Chevron B35). Fastest lap: Barton, 46.3s (80.09 mph).

Special saloons — 15 laps: 1, D. Niven (5.0 VW Beetle V8) 12m 51.0s (72.14 mph); 2, W. Robertson (2.2 Ford Escort); 3, W. Dryden (2.5 Vauxhall Firenza Ecosse); 4, D. Farrer (1.3 Ford Escort). Fastest lap under 1000cc: Munro and Gauld, 55.6s (66.69 mph). Fastest lap under 1300cc: Farrer, 54.2s (68.41 mph). Fastest lap over 1300cc: Niven, 50.1s (74.01 mph).

Production saloons — 10 laps: 1, R. Moore (2.8 Opel Commodore GS/E); 2, A. Jeffrey (2.0 Triumph Dolomite Sprint); 3, G. Birrell (1.9 Opel Kadett GT/E); 4, F. O'Rourke (2.8 Opel Commodore GS/E). No times given.



ALTHOUGH only fourth in Sunday's race, Iain McLaren emerged victor of the Ingliston Formula Libre Championship.