

### MOD SPORTS—10 laps

On his first visit to Ingliston, Dave Brodie was down to drive three different cars, having his first bout with the Elan after devoting 16 practice laps in it to finding his way round. He was on pole with 61.2s from Miles Hopperton's blown Midget on 62.2s and Tim Rutherford's Sprite on 62.6s, but that was six full seconds behind Alex Souter's class record, although quite enterprising on the rain-soaked track.

Tim Rutherford left the proceedings very early on, after spinning out of the Esses on the warm-up lap. From the flag, Hopperton moved first, but Brodie went through and took the lead into the Esses. At the end of the first lap, he had two and a half seconds on Hopperton, who was losing Jon Fletcher in the Elan which had been brought all the way from Castle Combe's STP round on Saturday.

Fletcher's car, however, began to drop oil, and nosed straight on almost into the barrier at the Hairpin, was restarted and promptly dived genuinely into the Armco at the Lefthander. Ian Hall held a few substantial slides out of Arena, although by half-distance he was half a lap behind Hopperton, even if safely in third place. Little place-changing occurred, although the finish was enlivened by the unusual sight of the chequered flag and the blue flag being shown together, as Dave Brodie came up to lap Jim Hall's Elan Sprint right on the line.

1, D. Brodie (1.6 Lotus Elan), 10m 59.8s (56.19 mph); 2, M. Hopperton (1.3 MG Midget s/c); 3, I. Hall (1.3 Sprite); 4, J. A. Hall (1.6 Lotus Elan Sprint).—Fastest lap: Brodie, 64.8s (57.22 mph).

### SPECIAL SALOONS TO 1000 cc—10 laps

The Alex Beith Trophy Race had a very small field, but all the regulars were included. Brian Coyle, desperate for his first Ingliston win of the year, was on pole with a lap in 62.8 seconds with his Imp. This time simply annihilated the practice efforts of the rest of the field, Sedic Bell being next up with a level 65. As you might have expected, Coyle's Imp just erupted away from the rest, and came round at the end of lap one with a two-second lead over Jim Howden's Chrysler Coupe, which had apparently just passed Bell's Cooper through the Lefthander, having been beaten by it off the line.

Bell got back into second, and then into first as Coyle did a spectacular pirouette out of the Esses, restarted away at the back, and then spun again out of Caravan as the millirages worked themselves out of his system. Bell got to four seconds clear of Howden, just as John Fyda's Imp closed on Howden's coupe, but Fyda spun at the Hairpin on lap five, letting Andy Barton through into second place. Barton whittled away Bell's lead by a second a lap, until the two old adversaries were side-by-side going into Lefthander on the last lap. Andy wasn't to be denied, and forced past going into Clock to take the flag three lengths ahead, with Bell closing up in front of the grandstand. Bill Borrowman pulled off with low oil pressure or something, John Fyda's Imp began to look almost uncontrollable on the streaming wet track, and Brian Coyle did it all over again leaving the Esses on lap nine. This time he was taken unawares as the Imp went through 180 degrees, but very coolly assisted it through the remaining 180 and carried on unabashed. The trouble was caused, so he reckoned, by colossal aquaplaning, and he was to have another opportunity to investigate this phenomenon later in the day.

1, A. Barton (1.0 Cooper S), 11m 12.0s (55.18 mph); 2, S. A. Bell (1.0 Cooper S); 3, J. Howden (1.0 Chrysler Coupe); 4, J. C. Fyda (1.0 Agra Imp).—Fastest lap: Barton, 65.0s (57.04 mph).

### FORMULA FORD—15 laps

Neil Ginn had already won the Kings Cup FF championship by a vast margin, but there was plenty of opposition in this race, including a batch of drivers from Ireland. Damien Magee was on pole with 62.8s in the Royal Restaurants Palliser, although not many people were taking bets that he'd last the distance. Alongside him on the front row were Jay Pollock's Lotus and Ginn's Lotus. Last time out here, Ginn had a poor start; this time he did move first, but Pollock soon romped ahead as the first group of single-seaters to occupy the track shot off in a tremendous cloud of spray.

It was Pollock, Ginn and Magee very close at the end of the first lap, Graham Cuthbert appearing in 14th place after spinning at Lefthander. The three leaders had spread out just a little as they went into lap three, when Turkington's Merlyn had a fairly lurid shunt at the Esses, hitting the outer Armco pretty hard and dislodging most of the front body-work.

Ginn went into the lead on lap four after Pollock did a complete roundabout into Arena, although the Irish Lotus stayed in second place ahead of the scrapping group of Crawford Harkness (Lotus), Donald Macleod (Dulon), Geoff Oliver (DRW) and Peter Harrington (Merlyn). Following Brian Coyle's unworthy example, Pollock then repeated the process at exactly the same place on the next lap, this time getting his Lotus rather wedged against a building, but he got going once again, down in tenth place. After that, his car seemed to have a bit of vibration at the front end, and looked much twitchier. In fact, he had yet another 180 degree gyration at Clock on lap nine.

As he has managed so often at Ingliston, Neil Ginn found himself in mid-race with a nine-second lead and apparently nobody to bother about. But then Crawford Harkness began to put on a big push, during which he set fastest lap of the race, and began to close on Ginn, at first pulling Macleod and Oliver with him. After three or four laps of this, the other two had been dropped and Harkness's pursuit got very close indeed, until he was pushing Ginn within a couple of lengths most of the way round the last two laps, but Ginn just held him off by an official fifth of a second for his fifth Ingliston win of the year.

Meanwhile, Graham Cuthbert worked hard to carve his way through from 14th on lap one to fifth place by the end. Damien Magee, who had dropped from the charts on lap four after pulling off beyond the Esses, apparently had some navigational bother and appeared, complete with Palliser, at the front door of the McRobert Pavilion, looking for some way back on to the track!

1, N. Ginn (Lotus 69F), 16m 09.0s (57.40 mph); 2, C. Harkness (Lotus 69F); 3, D. Macleod (Dulon LD4C); 4, G. Oliver (DRW 8F).—Fastest lap: Harkness, 62.2s (59.61 mph).

### SPORTS AND SPECIAL GI CARS—10 laps

Tony Charnell, making one of his occasional appearances at his home circuit with the Chevron B8, was on pole for the Eadie Cairns Trophy Race, with Derek McMahon's Royale and Eddie Labinjoh in the Fisher Spyder alongside him. Lurking back on the second row, however, was Dave Brodie in Chris Barber's Lotus 62, this being one of the pair of works cars which made such an impression at Ingliston a couple of seasons ago. Tony made a poor start in fourth place, although he pushed up to second before the Esses. Derek McMahon made a storming getaway and led the lot for the first two laps. In that time, Collier's Daren spun at the Esses, and Dave Brodie made strenuous efforts to climb over the back of Tony Charnell's Chevron, while Roger Craven's Mallock and Ian Tuer's Collector ran miserably slowly at the tail.

Big changes came towards the end of lap three, when Brodie first of all got past Charnell, and then took McMahon round the outside at Arena, a manoeuvre that usually spells utter disaster. Peter Humble's Red Rose Racing Chevron B19 had passed the Fisher into fourth, but spun towards the pits entrance road at much the same time as Charnell passed the Royale at the grandstand. On lap seven Humble chopped past McMahon under braking for the Lefthander, and next time round Eddie Labinjoh gyrated the Fisher at Clock. The Lotus 62 began to misfire on lap 8, in the course of which it lost six seconds of its nine-second lead over the Chevron B8. Charnell was getting a real twitch on out of the Esses, but couldn't get closer than a couple of lengths, although he had a really determined attempt going into Arena on the last lap where, as usual, the driver of the front car had the advantage of knowing just when he was going to brake or lift. Brodie won by six-tenths, Humble and McMahon took the next two places, and the Fisher had to retire into the pits with waterlogged electrics on lap 10.

1, D. Brodie (2.0 Lotus 62), 10m 55.8s (56.53 mph); 2, A. Charnell (2.0 Chevron B8); 3, P. Humble (1.8 Chevron B19); 4, D. McMahon (1.8 Royale RP 10).—Fastest lap: Brodie, 62.4s (59.42 mph).

FOR the last national meeting of the season, Scottish Motor Racing Club attracted one of the best-ever entry lists to Ingliston; and then, as luck would have it, the weather turned extremely sour, with bucketing rain most of the afternoon and BBC warnings of 50 mph winds on the nearby motorway. Before racing started, there was a most nostalgic parade of ex-Ecurie Ecosse Jaguars; three D-types and an E-type, one of them driven by none other than Ian Stewart, in his competitive years perhaps the most polished driver Ecurie Ecosse ever produced.

# Reid's third Libre title

## SPECIAL SALOONS OVER 1000 cc—10 laps

On his first visit to the circuit, Gerry Marshall in the Thames Television Fireza was on pole for the big saloon race with a lap in 64.6s. Eric Smith's Cooper S was only a fifth behind, with Frank Gunn in Andy Barton's similar car alongside. Gunn stole a length on the Fireza from the flag, but Marshall was soon through to lead Gunn, Jimmy Veitch's V8 Veeva and Douglas Niven's Team Forbes Escort, which was sneaking neatly up from its unusually low starting position on the third row.

Jim Pinkerton had a very anxious moment coming out of Clock, spinning his Cooper S halfway round and coming to rest against a solid object: the screen came out and the nearside door was damaged, but Jimmy the Pink was unscathed. Jimmy Veitch gave up at the end of the lap, the big bellowing Veeva aquaplaning far too much for comfort. Marshall had meanwhile taken a three-second lead over Niven, and Bill Dryden in the SMT Viva, after disposing of Gunn at the start of lap two, set about the long haul of overtaking the Perald car. On lap four Eric Paterson's Colvend Elf, in the middle of a scrap with Ingliston sprint champion Clive Reeves's Cooper S, lost all its adhesion at the now-anonymous lefthander after the Esses, went right round and clobbered the outer Armo head-on.

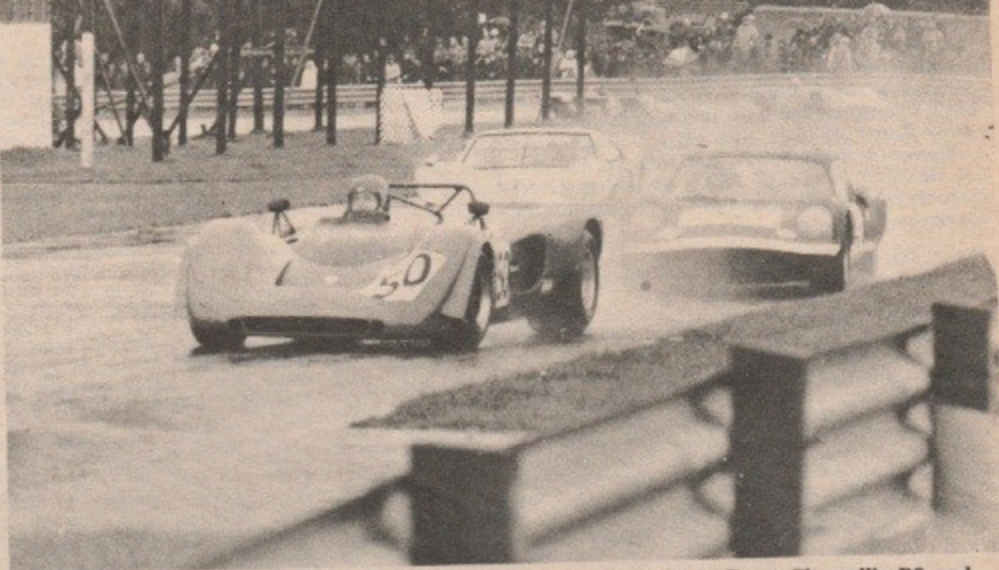
Most of the "tiger" in the later stages of the race came from Bill Dryden, obviously at home in the pouring wet conditions and driving the Viva rather craftily one gear up from usual. He got to within a length of Niven's Escort at the end of lap five, and then, as Douglas hung the tail out between Hairpin and Lefthander, Bill shot through and immediately began to run away. Marshall helped a little by getting all knitted-up lapping a backmarker, and the two Vauxhalls stormed round the last couple of laps only feet apart, with a tremendous final effort from the Viva round Arena, which left it about the width of a programme behind. There were those who wondered if this were all a kind of Vauxhall demonstration, but it was the Viva which set fastest lap of the race. Douglas Niven stayed in third place, while Eric Smith (in the race only as a reserve) lost fourth place at the very last moment by spinning at the Esses and dropping to ninth.

1. G. Marshall (2.2 Vauxhall Fireza), 11m 03.8s (55.86 mph); 2. W. N. A. Dryden (2.0 Vauxhall Viva GT); 3. A. D. Niven (1.8 Perald Escort); 4. F. Gunn (1.3 Cooper S).—Fastest lap: Dryden, 64.4s (57.58 mph).

## HISTORIC CARS—10 laps

As usual, and setting an example that might be followed elsewhere, the only race with no non-starters was the historic racing and sports cars event. A full grid of 15 came out to contest the Doune Cup, although Lord Doune's own Maserati had been replaced by none other than Keith Schellenberg in the Barnato-Hassan. Conditions were pretty desperate for the older cars, and it was clear that there would actually be two separate races: one for Neil Corner's DBR4 Aston Martin against the wet track, and the other for the remaining 14 runners.

However, after a positively inspired start and a really full-bore first gear-change which had



THROUGH blinding spray, Derek McMahon (Royale RP10) leads Tony Charnell's B8 and Dave Brodie's Lotus 62.

the car leaping about all over the place, it was Ray Fielding in the blown 1½-litre 6C Maserati who led the lot into the Esses, round Caravan and into the back straight. Power told here, of course, and Corner soon tore past into the lead which he proceeded to extend right through the race. Fielding continued to head Nick Faure's Hexagon D-type, which had actually moved first at the start, and it wasn't until the second lap that the modern got through. John Venables-Llewelyn, whose driving of the 2-litre R4A was worth a guinea a box, spun at Lefthander and dropped from sixth to 15th, then devoted the next eight laps to terrorising the people in front as he fought with great gusto back to his original sixth place.

Bill Morris in Hanuman made considerable efforts to get level with Fielding's Maserati, but couldn't hold the pace and spun at the Esses on lap 4, coming to rest very gently against the barrier with just a slight Armo-shaped dent in Hanuman's tail. Tony Mervick should have been in the middle of the front row at the start, but came round late from his warming-up lap and had to start from the back. There's no doubt he was a little distraught at this, and hurled RIA round in full-power slides as he battled up through the field to a very sporting fourth place by the end. Keith Schellenberg was observed taking a slightly unconventional line out of the Hairpin (most people keep the trees on their left), but his personal battle with his massive car on a narrow, twisting course came to an end on the very last lap when he had to give up with one of the magnetos hanging off.

1. N. Corner (3.0 Aston Martin DBR4), 11m 34.0s (53.43 mph); 2. N. Faure (3.8 Jaguar D-type); 3. R. Fielding (1.5 Maserati 6C s/c); 4. A. J. Merrick (2.0 ERA s/c).—Fastest lap: Corner, 67.4s (55.01 mph).

## FORMULE LIBRE—20 laps

Main event of the day was the Mays Travel Trophy Race, although with a name like that it ought surely to have been the previous event. An excellent entry had been gathered, but there were no fewer than nine non-starters; the field was made up with previous runners. Tommy Reid was out to confirm his Callands Trophy championship lead, and his BT30 started on pole position

with John Wingfield's similar car alongside, having set the same practice time.

From the drop of the flag, in the vilest weather yet, it was Wingfield who led away from Brian Nelson's Crossle 18F and Reid's Brabham. Brian Harrison in the Formula 4 Vixen-Imp, a driver who revels in these conditions as he has shown at Doune, held fourth place ahead of many much more powerful machines. Dave Berry's BT21B retired to the pits on lap two, and soon afterwards Crawford Harkness spun the FF Lotus at Clock, and went into the pits too. The spray was really furious in this race, especially as there was a high wind as well, and only the race leader had anything like a clear view.

Wingfield moved to four seconds ahead of Nelson, but Reid couldn't see well enough to make ground on the Crossle. On lap eight Brian Harrison, having previously dropped a place to Jay Pollock, slid into the Armo at the Hairpin, but got going again in eighth. On the same lap, Pollock spun out of Caravan but carried on, and Harrison did it again at the hairpin, this time restarting right at the back. Damien Magee was getting a little wild through the Esses, and a really hot midfield scrap between Brodie's Lotus 62, Charnell's B8 and Humble's B19 was resolved for a while in that order, with the B8 giving the newer car a friendly helping hand out of the way beyond the Esses.

Tommy Reid was in dire straits. Having been unable to see very much with his visor on, he'd thrown it off—and found he could see even less. It must have seemed like a dream when he came round the Esses on lap 19 to find John Wingfield sideways-on across the track, with Brian Nelson's Crossle parked against the Brabham. A quiet and unobtrusive drive through the inside, and Tommy was on his way to another bag of Scottish gold. Dave Brodie's Lotus started to misfire very badly and was passed by Charnell's Chevron and Pollock's Lotus as it slipped down to sixth place.

1. T. Reid (1.8 Brabham BT30), 21m 03.0s (58.72 mph); 2. J. Wingfield (1.7 Brabham-BDA BT36); 3. A. Charnell (2.0 Chevron B8); 4. J. Pollock (FF 1.6 Lotus 61M).—Fastest lap: Reid, 62.6s (59.23 mph).

## SALOONS—15 laps

It was a really murky late afternoon as the fastest saloons from the two previous races came out for the prestigious Hartley Whyte final, a race which at every Ingliston meeting has a prize fund of no less than £235.

There had been a chance that Jennifer Birrell might be racing in the ex-Wylie's car, but it couldn't be made ready in time. Gerry Marshall was on pole, although the mechanics were working under the bonnet before the start, with Bill Dryden and Douglas Niven alongside. This time, Niven had a real stormer of a start and led away from the outside slot from Dryden, while the Fireza made a terrible getaway in last but one place.

Brian Coyle repeated his earlier gyrations, finding his Imp with fairy-like steering just at the wrong moments, and John Fyda's similar car looked very unstable too. Niven was being pressed very hard; Dryden got past after the Lefthander on lap four, and ran away again. Andy Barton pushed the Perald Escort very closely for several laps. Gerry Marshall got the Fireza up to fourth ahead of Sedric Bell, and then the engine went so rough and the car had to be treated so harshly to stay in the running that it might have been better taking it into the pits; and old rivals Ken Allen and John Fyda had a good go at each other in midfield. This dice finished on lap nine, when Fyda lost it out of the Esses and slid through the gap in the Armo where the fire engine usually comes out, but he came back on again and continued.

The Fireza lost more ground by half-spinning at Clock, Andy Barton had one very, very long corrective slide out of the Esses, and SMRC chairman Bill Dryden just disappeared over the horizon. Barton got back to grips with Niven on lap 13, and they were neck and neck along the back straight on the last lap, until Andy did his usual wide entrance into the hairpin, braked very hard and slipped through on the inside at the exit to take a resounding second place.

R.F.

1. W. N. A. Dryden (2.0 Viva GT), 16m 26.4s (56.35 mph); 2. A. Barton (1.3 Cooper S); 3. A. D. Niven (1.8 Perald Escort); 4. C. Reeves (1.3 Cooper S).—Fastest lap: Dryden, 64.4s (57.58 mph).