



The Merlyn Mk 11As of Bernard Hunter and Brian Squires are pictured during the dice in the FF race; they were third and fourth.

Irish Ingliston

By TOM IRVINE

LAST Sunday's Ingliston meeting will be remembered as the return of the Irish Invasion to the Scottish Scene, for the Irishmen have not been present in any numbers for some time. Their journey was well rewarded, for Tommy Reid took the Irish Racing Cars Brabham BT18 1/2 to a splendid victory in the *formule libre* event. This should have been thwarted by Willie Forbes' Lola T142, but he mangled a driveshaft on the third lap, and the main challenge came from the elderly Brabham BT16 1/2 of Dave Berry, in turn pressed by John Pollock's FVA-powered F2 Lotus 48.

The field was thinned somewhat by retirements, for Andrew Fletcher dropped out of the leading bunch with a broken cam follower on his 2.5 Lotus-Climax 35, and Ken Fildes retired after spinning off in his Lotus 35, as did Ronnie Mackay in his Brabham BT21, and Damien Magee had his rear suspension collapse near the end of the race.

The Formula Ford event was also Irish-infested, and the works Crosslé 16F driven by Gerry Birrell and entered by Equipe Centro-Scot was pressed all the way by Tom Walkinshaw's works Hawke DL2, which

made this a real Tom & Gerry event. They fought over the whole race distance, Birrell being harried to the point of setting up a new class record on the slippery track. Bernard Hunter and Brian Squires, both in Merlyn Mk 11As, were next ahead of Tony Roberts in the other works Hawke.

The small capacity saloon race was perhaps the most entertaining, with star man Andy Barton (Mini) starting from the back of the grid. Barton wound his way round and through the field to finish first, on the way disposing of the back markers fairly easily until he took Logan Morrison's Chimp and Bill Borrowman's Sportstune Cooper for the lead; this was accomplished by nipping through a convenient space when Borrowman was lapping a back marker. Sedic Bell, usually with the leaders in this class, was unable to stay up front on this occasion and retired after four laps with a sick motor.

The big saloon class was as usual dominated by Graham Birrell in the Wylies Escort, though Bill Borrowman had the other Sportstune Cooper well up. He was challenged strongly by Jimmy Veitch's Cooper, which was having trouble in disposing of

Brian Robinson's Lotus Cortina, which was slower on Ingliston's many corners but had lots of oomph on the short straights. Robinson retired on lap 7, and Davy Muter was unfortunate to find oil on the track on the same lap and demolish the rear of his Mini when he spun off.

The prod sports race produced an interesting assortment, and Miles Hopperton's Spridget excelled itself in vanquishing the field, though he was hard pressed by Andrew Hutchinson and Iain Hall in similar cars. John Gott had a lowly grid position in the big Healey but worked his way up through the field to third, disposing of Hutchinson who made a nonsense while challenging Hopperton for the lead. Both Hopperton and Hutchinson lowered their respective class records during the race.

The Harley Whyte race, in which the fastest seven from two of the saloon races made up the grid, was another Graham Birrell benefit in the Wylies Escort, with Jimmy Veitch's Cooper a good second. Bill Borrowman, pushed hard by Andy Barton, was third, and these placings reflect the present standings in the Ingliston Harley Whyte championship.

The meeting closed with a GT race, which was won by Ed Labinjoh's Fisher GT after George Silverwood retired the Mercury GT, although he had some consolation with a new class record. Second was Miles Hopperton's Midget. John Abslon had a lucky escape when a wheel and driveshaft left the car on Merchant's Corner; he spun and just missed hitting the barrier.

Saloons (10 laps): 1, D. O. Stevenson (Mini-Cooper S), 10 m 57 s, 56.44 mph; 2, R. M. Brown (Ford Anglia); 3, J. Hannah (Mibro Mini). **Fastest lap:** J. Pinkerton (Mini), 64.0 s, 57.94 mph.

Formula Ford (15 laps): 1, G. H. Birrell (Crosslé-Hart 16F), 83.58 mph; 2, T. Walkinshaw (Hawke DL2); 3, B. Hunter (Merlyn Mk 11A). **Fastest lap:** Birrell, 56.5 s, 65.39 mph (record).

Saloons (10 laps): 1, G. B. Birrell (Ford Escort TC), 9 m 53 s; 2, W. Borrowman (Mini-Cooper S); 3, J. Veitch (Mini-Cooper S). **Fastest lap:** Birrell, 58.0 s.

Saloons (10 laps): 1, A. Barton (Mini-Cooper S), 10 m 4.9 s, 61.29 mph; 2, W. Borrowman (Mini-Cooper S); 3, W. L. Morrison (Singer Chimp). **Fastest lap:** Barton, 59.5 s, 62.83 mph.

Prod sports cars up to and over 1150 cc (10 laps): 1, M. Hopperton (1.1 MG Midget), 10 m 17.2 s, 60.06 mph; 2, I. Hill (1.5 Austin-Healey Sprite); 3, J. Gott (3.0 Austin-Healey 3000). **Fastest lap:** Hopperton, 1 m 0.0 s, 61.8 mph (record). **New over 1150 cc class record:** Hill 60.4 s, 61.29 mph. **Class winners:** Hopperton and Hill.

King Hussein Trophy formule libre race (20 laps): 1, T. D. Reid (1.6 Brabham-Ford BT18 1/2), 17 m 43.2 s, 69.75 mph; 2, D. Berry (1.6 Brabham-Ford BT18 1/2); 3, J. Pollock (F2 Lotus-FVA 45); 4, G. H. Birrell (FF Crosslé-Hart 16F). **Fastest lap:** Berry and Pollock, 52.0 s, 71.31 mph.

Harley Whyte Saloon Championship round (15 laps): 1, G. B. Birrell (Ford Escort TC), 14 m 38.3 s; 2, J. Veitch (Mini-Cooper S); 3, W. Borrowman (Mini-Cooper S); 4, A. Barton (Mini-Cooper S). **Fastest lap:** Birrell, 57.0 s, 62.83 mph.

GTs (10 laps): 1, E. Labinjoh (Fisher GT), 10 m 4.9 s; 2, M. Hopperton (MG Midget); 3, A. Souter (Lotus Elan). **Fastest lap:** G. Silverwood (Mercury GT), 57.07 s (record).



Bill Borrowman's Mini-Cooper S is harried hard by another Mini on its way to second place in the third saloon race.