

AFTER having been in enemy hands for several seasons, the outright Ingliston record came back under Scottish control on Sunday when Gerry Birrell's Coca-Cola/Sports Motors March 722 lowered it to 47.7 seconds, in the process of winning his co-sponsors' Bottlers of Coca-Cola Formule Libre event. Several other class records were broken or equalled during the day, and the Adam Wyllie Memorial Trophy for the most spectacular non-winning drive of the day went to Bill Dryden in the SMT Vauxhall Firenza.

SPECIAL GT AND MODSPORTS — 12 laps

Opening the seven-race programme was the John Player Special Trophy race for the familiar Ingliston mixture of special GT, sports, Clubmans and modsports machinery. Sandy Watson's Mallock was on pole, after being better than the class record in practice, with Eddie Labinjoh's Fisher and Arthur Collier's LV240-engined Daren alongside. Favourite Tony Charnell in the Chevron B8 was on the second row after a tyre-scrubbing practice session. When the flag dropped Labinjoh took off at high speed, and Charnell followed him through between Watson and Collier in a very determined way indeed. Into the Esses it was the Fisher and the Chevron, but Charnell passed going into Caravan and was never seen again.

Labinjoh went ambitiously deep into the hairpin, locked up and crinkled the Fisher rather hard against the barrier, while Sandy Watson also left the scene very early when he went off at Caravan. Collier and John Mackie (Mallock) held second and third throughout and John Absalom had to equal his own class record to keep ahead of a very hard-pressing Miles Hopperston in the Midget.

1. A. Charnell (2.0 Chevron B8-BMW) 11m 02.4s (67.17 mph); 2. A. Collier (2.0 Daren Mark 3-LV240); 3. J. Mackie (1.6 Mallock U2 Mark XIB); 4. J. Absalom (1.1 Ginetta G4). — Fastest lap: Charnell 54.4s (68.16 mph).

SPECIAL SALOONS TO 1000 cc — 12 laps

The grid for the Auto Auctions Trophy race was without two of the more favoured runners, after Andy Barton did his Cooper S a power of no good against the Armeo in practice, and Brian Coyle's Imp broke a piston, pieces of which were being handed to him for an hour or so afterwards by helpful track marshals. Sedic Bell was on pole here, from John Fyda in the Elan rear-suspended Imp and Bill Borrowman's Cooper S.

Once again, Fyda had a splendid start, although he lost a little ground to the Coopers at his second gear-change, and Borrowman got alongside. However, in another of those nerve-wracking assaults on the Esses, Fyda held his ground and went up to Caravan firmly in the lead. Bell passed Borrowman for second and on lap four devised a rather furious manoeuvre going into the hairpin, when he got the two inside wheels on the grass, and came up on Fyda's right rear quarter so ferociously that John had to jerk off line to avoid a connection, and the Cooper went a few lengths into the lead.

It stayed like that all the way to the finish, despite a fair bit of oil-dropping at Clock by Campbell Chisholm's Imp. On lap ten Jim Howden shunted the Chrysler Coupe at the hairpin, and right at the bitter end Fyda tried to pass Bell on the outside of the Arena entrance, a manoeuvre that's rarely successful with two well-matched on-liners.

1. S. A. Bell (1.0 Cooper S), 12m 03.4s (61.51 mph); 2. J. C. Fyda (1.0 Agra Imp); 3. W. Borrowman (1.0 Cooper S); 4. G. C. Gordon (1.0 Cooper S). — Fastest lap: Bell, 57.4s (64.60 mph), equals class record.

FORMULA FORD — 12 laps

Jay Pollock's Crosslé was fastest FF in practice, but when the race began Peter Harrington's Cougar led off the line from Colin Maclean's Hawke. By the time most of the pack cleared the Esses Harrington was clearly in the lead, only to lock up going into the hairpin and drop down to third. Meanwhile, only a few yards beyond the start line, MacGilvray's Crosslé and Gemmell's Lotus had a coming-together, and only MacGilvray continued.

At the end of lap one the order was Maclean, Pollock and Harrington, with the comparatively inexperienced Maclean, as at the April meeting, going remarkably well. By lap two, however, Pollock was in the lead, Maclean second after doing a Harrington at the Esses, and Donald Macleod, now in a Lotus instead of in his previous Dulon, just about to move Maclean down to third. On lap five Pollock put a wheel on the grass after Clock, spun round and gave Macleod a lead he never looked like losing. Maclean held off Harrington to the end, although there was a moment on lap 12 when the Cougar got ahead by braking much too late for Lefthander, but

the fuel injection trumpets and he was off again, breathing fire and brimstone as he started to force his way up through the pack.

Marshall just went farther and farther ahead of Niven, whose Escort is now losing the capacity battle to the Firenzas; but Bill Dryden was the sight of the race as he broke the saloon record while carving his way up through the traffic, finishing fourth but just about to pass Frank Gunn's excellently-driven Cooper S for third. The jumped-start penalty dropped him to sixth, although Marshall had enough in hand to be unaffected by his similar imposition.

1. G. Marshall (2.5 Firenza), 11m 31.6s (65.28 mph); 2. A. D. Niven (2.0 Escort-BDA); 3. F. Gunn (1.3 Cooper S); 4. E. M. Smith (1.3 Cooper S). — Fastest lap (over 1300 cc): Dryden 55.0s (67.42 mph), new class record; (under 1300 cc): Smith 57.0s (65.05 mph), new class record.

FORMULE LIBRE — 25 laps

There was a very good field for the Bottlers of Coca-Cola Trophy race, main event of the day. Most people were expecting Gerry Birrell to win his co-sponsors' own trophy and were hoping the rain would stay off to let him take the lap record; since all three things happened, most folk went away happy. Birrell and Brian Nelson had been under the record in practice. One disappointment was that Richard Scott didn't appear after some troubles at Pau.

As the flag fell, Birrell and Nelson powered ahead in the two



STAN CLARK'S Alfa-Romeo GTV 200 leads John Bloomfield's BMW 2002 during the Gp 1 event.

dropped back again through being on an impossible line.

1. D. Macleod (Lotus 69F), 11m 07.5s (66.66 mph); 2. J. Pollock (Crosslé 20F); 3. C. Maclean (Hawke DL2B); 4. P. Harrington (Cougar 72F1). — Fastest lap: Pollock, 54.1s (68.54 mph).

SPECIAL SALOONS OVER 1000 CC — 12 laps

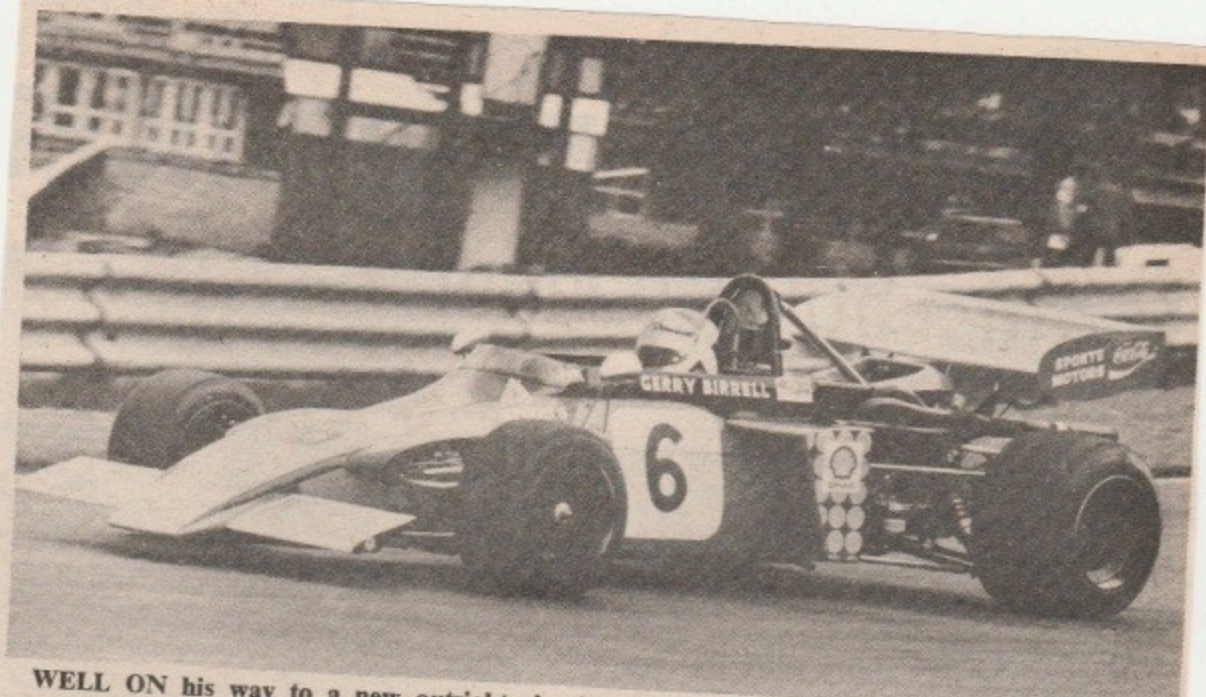
With Scottish drivers first and third in the FF race, hopes were also fairly high for a good home performance in the Burmah Trophy race, with Bill Dryden's SMT Firenza on pole and Douglas Niven's Celtic Homes Escort-BDA on the outside, sandwiching Gerry Marshall's Thames Television Firenza. An imposing number of people got meteoric starts in this one, and Marshall, Bill Dryden and Jim Dryden in the ex-Christie, ex-Dickson BVRT Cooper S were all penalised ten seconds.

On the road, it was Scottish saloon champion Bill Dryden in the lead from Gerry Marshall, with the second Firenza getting a bit stropy going into the hairpin for the first time. On lap two Dryden discovered his engine dying on him, and came into the pits apparently with a good idea of what was wrong. A very brief stop to remove the bungs from

Hart-engined cars, under the eagle eye of Brian Hart himself. But although they were level past the MacRobert balcony, it was very much a case of the professional against the part-timer and nobody was going to get into those Esses ahead of Gerry Birrell. Brian Nelson continued in second until the hairpin when he too fell a victim to the effects of unwarned slicks and slammed into the Armeo.

Birrell just disappeared over the horizon, going through the Esses like nobody has ever gone before. On lap three, Ronny Mackay pulled his Brabham off the track after the hairpin, and the order settled for a while at Birrell, John Pollock in the Lotus 69 F2, Johnny Blades in the Lotus 69 Atlantic and Tommy Reid in the Irish Racing Cars BT30. Blades spun off beyond the Esses on lap six and rejoined a couple of places down and, although Tommy Reid's engine began to go sour towards the end, he just managed to hold off John Calvert's F/Atlantic March for fourth.

1. G. Birrell (2.0 March 722-Hart), 20m 18.6s (76.07 mph); 2. J. Pollock (1.6 Lotus 69 FVA); 3. T. D. Reid (1.6 Brabham BT 30-FVA); 4. J. Calvert (1.6 March 722). — Fastest lap: Birrell, 47.7s (77.74 mph), new outright record.



WELL ON his way to a new outright circuit record, Gerry Birrell's March 722 speeds towards libre victory at Ingliston.

PRODUCTION SALOONS
— 12 laps

The first Scottish round of the Castrol Group One series was a fairly feeble affair, because it didn't have a great entry in the first place, and one or two notables who were expected didn't turn up, apparently being engaged elsewhere. The front row was made up of John Handley in the first of the Roger Clark Alfas, John Bloomfield in the BMW

2002 and Stan Clark in the Second Alfa.

Handley rocketed away to take the lead on the road and a ten-second flying start penalty. Clark and Bloomfield were second and third all the way until, with a lap to go, the BMW had a tyre let go and thumped into the Armco at the main grandstand. Most uninhibited drive of the race was possibly Douglas Niven's run in his tow-car Capri 3-litre, which howled its way through the Esses,

burning more rubber than most of the others put together. But for the interest of watching Group One suspensions coping with Ingliston's many corners, this one was not memorable.

R.F.

- 1, S. Clark (Alfa Romeo 2000GTV 12m 47.0s (58.01 mph)); 2, J. Handley (Alfa Romeo 2000GTV); 3, G. Marshall (Vauxhall Firenza); 4, T. Stock (Vauxhall Firenza). — Fastest lap: Clark, 61.8s (60.00 mph).



BALING out of his Fisher spyder, Eddie Labinjoh makes for cover as a couple of Midgets go past.