

THE final race meeting on the Ingliston short circuit took place last Sunday, organised as usual by Scottish MRC. It was a spectacular meeting held in blistering sunshine. Before the next meeting in September a new loop will be completed to give a lap length of just over a mile.

The first of the 10 races was for saloons up to 1000 cc, and J. A. J. Currie in his maroon Mini-Cooper had an easy win from Andrew Bonar's Austin A40. Lou Emslie's Riley Elf, which was hard-pressed by Ormiston's Cooper early in the race, managed to get clear when lapping backmarkers and he took third overall.

First heat of the King Hussein Trophy found most of the entrants on the line. From the flag Bill Dryden's blue and white Brabham shot into the lead with the pack on his tail; for once Willie Forbes' Lotus-BMW was badly placed and it was Howard Heerey's Chevron which lay second, ahead of Dave Berry in the Frank Lythgoe Brabham BT21B. Graham Birrell (Ecosse-Imp) was going well and fairly throwing the car through the corners—after the race he was to find one of the front wishbones cracked through using the concrete verges too often! On lap 6 Andrew Fletcher pulled into the pits to retire his Brabham BT18—it has been a foul season for last year's Scottish *libre* champion. Next to go was this year's leader, Forbes, who, in the heat of battle, slid onto the grass and smashed his gearbox. This let Graham Birrell up to fourth place and he managed to hold Richard Scott (Lotus 41) at bay to the end. Heerey passed Berry for second, but no-one could touch Dryden.

The over 1000 cc saloon event which followed was another battle-royal with Graham Birrell, this time in the Wylies-sponsored Perdal Escort, leading the field from Dave Muter, Jim Dryden and John Handley in their Mini-Cooper Ss. Handley, with a bit of cut and thrust, managed to elbow his green car past the two white models of Muter and Dryden to take second place, pushing Birrell all the way to the end. Both Birrell and Handley equalled the class lap record.

In the prod sports race Bill Dryden was out again in the fabulous H. & G. Robinson Honda S800. This car is unbelievable at Ingliston, and Dryden simply ruined the opposition, equalling the class lap record held by John Lewis' E-type. Tommy Thomson in his lightweight E was second and George Taylor in another Honda third.

The Formula Fords looked promising, with Richard Mallock coming back to Ingliston for a second visit. It was Aberdonian Harry Gilbert, who has been one of the finds in Scottish racing this year, who led on the first lap with his Lotus 51. Mallock kept the U2 on his tail but behind them Tom Walkinshaw, Gerry Birrell, Tony Roberts and Mark Litchfield were all in there fighting. Birrell dinged the sump of his Centro-Scot Lotus and retired, and in the closing stages Litchfield pressed hard and set a new lap record, but he got into trouble and it was Walkinshaw who maintained a cool head and took third behind Gilbert and Mallock.

The up to 1-litre saloon car event promised well with the 1968 saloon car "King of Ingliston", Logan Morrison, well-placed on the grid. It was Bill Borrowman in BOX1, the Moir & Baxter Mini-Cooper S, who took the lead, however, from Bob Hainings' Imp and Morrison's Chamois. Morrison pitted with a jammed throttle which wouldn't open; he stormed out again and tried to catch up, but had lost two laps and didn't qualify for the final. Up front, Borrowman was carving his way further and further ahead and he had the easiest win of the day, from Ronnie McCutcheon's Mini-Cooper and Douglas Stewart's Imp.

The special GT race saw John Nicholson in



The Moir & Baxter Cooper S of Bill Borrowman, hounded by the Chimps of Bob Haining and Logan Morrison, leads the small saloon pack into the Esses.

Short Ingliston finale

By GRAHAM GAULD

his Lotus 23-based Jaynick GT take a commanding lead from John Milne's Midget, but George Silverwood, after a slow start, took second overall and just failed to catch Nicholson on the line; Silverwood had the consolation of breaking the up to 1150 cc GT lap record. Milne finished third ahead of Ed Labinjoh's Fisher GT.

The second *libre* heat saw a much depleted field, which was further reduced when Dave Berry discovered a fractured driveshaft in the paddock. Mechanics were working hard changing a wishbone on Graham Birrell's Ecosse-Imp, but the race started without him. Dryden had an easy job and he won by 9 secs from Richard Scott's Lotus 41. Scott almost lost his place to Tony Charnell, whose Lola T55 was going better than ever; Ronnie Mackay's Brabham finished fourth. The only serious challenger for Dryden, Howard Heerey, retired early in the race, and Gerry Birrell was another retirement when his Ecosse-Imp also fractured a front wishbone.

So came the last-ever race on the small circuit, the traditional orgy for the fastest saloons competing for the Hartley Whyte Trophy. This is the race that sends the fans home happy, and on this occasion it was as wild and woolly as they could wish. Again Graham Birrell in the Perdal Escort took the lead, but with Handley challenging hard in second place. The cat-and-mouse game was played for the first 12 laps, and then the fun started: Birrell broke a radius arm and was nudged by Handley, who slipped through trailing a strip of body trim. Despite Birrell's desperate efforts to regain the lead Handley held it to the end—but all was not over. Throughout the race Bill Borrowman and Dave Muter had been battling for third place in their Minis, and on the penultimate corner Borrowman tried the impossible and took Muter on the inside. Both cars looked as though they might make it into the last

bend, but Muter went on to the grass, spun, collected Borrowman and BOX1 went into the barriers. Muter leapt out of his car and started to push for home, urged on by the crowd, but a surprised Gerry Birrell (Claud Hamilton Chamois) came past for an easy third place behind Handley and brother Graham.

Saloons up to 1000 cc (10 laps): 1. J. A. J. Currie (1.0 Mini-Cooper), 7 m 33.8 s, 60.29 mph; 2. A. D. T. Bonar (1.0 Austin A40); 3. L. Emslie (1.0 Riley Elf). Fastest lap: Currie, 44.2 s, 61.90 mph.

King Hussein Trophy race for formule libre cars, heat 1 (15 laps): 1. W. N. A. Dryden (1.6 Brabham-Ford BT21A t/c), 9 m 44.2 s, 70.21 mph; 2. H. Heerey (F3 Chevron); 3. D. Berry (F3 Brabham BT21B). Fastest lap: Dryden and W. A. Forbes (2.0 Lotus-BMW 35), 37.4 s, 73.15 mph.

Saloons over 1000 cc (10 laps): 1. G. B. Birrell (1.6 Ford Escort TC), 7 m 6.6 s, 64.13 mph; 2. J. Handley (1.3 Mini-Cooper S); 3. D. Muter (1.3 Mini-Cooper S). Fastest lap: Birrell, 41.6 s, 65.77 mph.

Production sports cars (10 laps): 1. W. N. A. Dryden (Honda S800), 7 m 30.4 s, 60.74 mph; 2. T. N. Thomson (3.8 Jaguar E); 3. G. Taylor (Honda S800). Fastest lap: Dryden, 43.4 s, 65.04 mph.

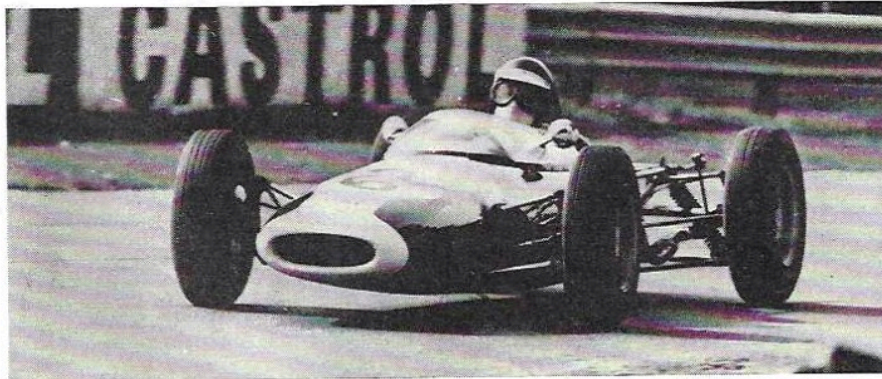
Formula Ford (10 laps): 1. H. Gilbert (1.6 Lotus 51), 7 m 13.3 s, 63.12 mph; 2. R. Mallock (1.6 U2 Mk 7); 3. T. D. Walkinshaw (1.6 Lotus 51). Fastest lap: M. Litchfield (1.6 Lotus 51), 41.4 s, 66.1 mph.

Saloons up to 1000 cc (10 laps): 1. W. Borrowman (1.0 Mini-Cooper S), 7 m 17.3 s, 62.58 mph; 2. R. D. McCutcheon (1.0 Mini-Cooper S); 3. D. J. Stewart (1.0 Hillman Imp). Fastest lap: Borrowman, 42.6 s, 64.23 mph.

Special GTs up to and over 1150 cc (10 laps): 1. J. Nicholson (1.6 Jaynick-Ford GT), 7 m 2.4 s, 64.77 mph; 2. G. Silverwood (1.1 Mercury-Ford GT); 3. J. E. Milne (1.3 MG Midget). Fastest lap: Silverwood, 41.2 s, 66.41 mph (record). Class winners: Silverwood and Nicholson.

King Hussein Trophy race for formule libre cars, heat 2 (15 laps): 1. W. N. A. Dryden (1.6 Brabham-Ford BT21A t/c), 9 m 51.0 s, 69.44 mph; 2. R. Scott (F3 Lotus 41); 3. A. Charnell (Lola T55). Fastest lap: Dryden, 38.0 s, 72.00 mph.

King Hussein Trophy, aggregate: 1. Dryden, 19 m 35.5 s; 2. Scott, 20 m 7.4 s; 3. Charnell, 20 m 10.9 s.



Harry Gilbert, the winner of the Formula Ford race, drifts his Lotus 51 through the tricky left-hander which follows the Esses.