

Scotch mist at Ingliston

John Miles wins Lombank Trophy

Report: Philip Turner

Pictures: Maurice Rowe

It was indeed sad that torrential rain fell during much of the final Ingliston meeting of the season, for the Scottish Motor Racing Club had attracted more drivers than usual from south of the border for its Lombank Trophy national British meeting last Sunday. John Miles driving superbly in appalling conditions won the main event of the day, the Lombank Trophy Free Formula race, which was decided on the aggregate results of what should have been two 25-lap parts, though Part 2 was reduced to 15 laps to spare the marshals from death by drowning.

A notable absentee from Part 1 was A. D. T. Fletcher who was leading the *Daily Record* Scottish Racing Car Championship with a Brabham BT 18 but his car was paddock bound with transmission trouble. His great rival, W. Forbes, led away from the line with his Lotus-BMW only to spin on the first lap and drop to the tail of the field, so it was John Miles in the white Lotus 41 F3 car who held a firm lead from Chris Lambert's F2 Brabham-Ford FVA, Rube Lamplough's Brabham BT21A, Jock Russell's Russell-Ford whose 4.7 litres were proving a handicap in the wet, and Maurice Nunn's F3 Lotus 41. Russell spun twice and was out, Nunn caught and passed Lambert and Miles led by an ever increasing distance to lap everyone but the second man.

The rain had just re-started when the cars left the line for Part 2 where this time on a drier circuit Lambert led from start to finish being followed home by Miles and Forbes. On the aggregate results, however, Miles was the overall winner with 40 laps completed and Lambert second with 39 laps.

The Formula Vee race which opened the meeting began in pouring rain with Vee champion Nick Brittan at the back of the grid as he had arrived too late for practising. M. Haysey led at first with a Beach from W. N. Dryden (Austro Vee) and Gerry Birrell (Beach). Dryden took the lead on the second lap and held it to the finish from Gerry Birrell for Haysey spun and fell right back on the fifth of the 15 laps. Miss Jenny Nadin, too, who had had an off the course excursion during practising, also went off backwards during the race.

It was raining even harder when the next race, a 10-lap event for saloons over 1,200c.c. floated off the grid. Alec Poole took the lead with his Wolseley Hornet and just went on increasing the distance between his little red car and Ronnie Morrison's red Mini-Cooper S. Roy Pierpoint held third

place throughout in the massive Falcon which even in the dry would have been a trifle outsize for this circuit. In fact the only change in position throughout the race occurred when Robertson's Mini overtook John Milne's Mini for fourth place.

The 10-lap race for saloons under 1,200c.c. was a case of invader versus the local heroes, for the front row of the grid consisted of Tony Lanfranchi with a Fraser Imp, Gerry Birrell's Climax-engined Chamois and Logan Morrison's Chamois. When the flag fell, the front row surged off the line side by side and headed for the Bankers' Bend with their door handles more or less interlocked. However, Lanfranchi pressed on for just that fraction of a second longer than the others and led into the corner with Birrell and Morrison almost in his engine compartment. Lanfranchi managed to hold his lead to the finish, but Morrison spun on the second lap and lost third place to W. Borrowman's well-driven Mini-Cooper S.

The rain stopped, and the circuit began to dry out a little as the Formula 3 cars came to the line. Maurice Nunn made a splendid start with his red Lotus 41 and led John Miles and Gerry Birrell driving the tiny Imp-powered Ecosse into the first corner. But just after half distance as a heartening

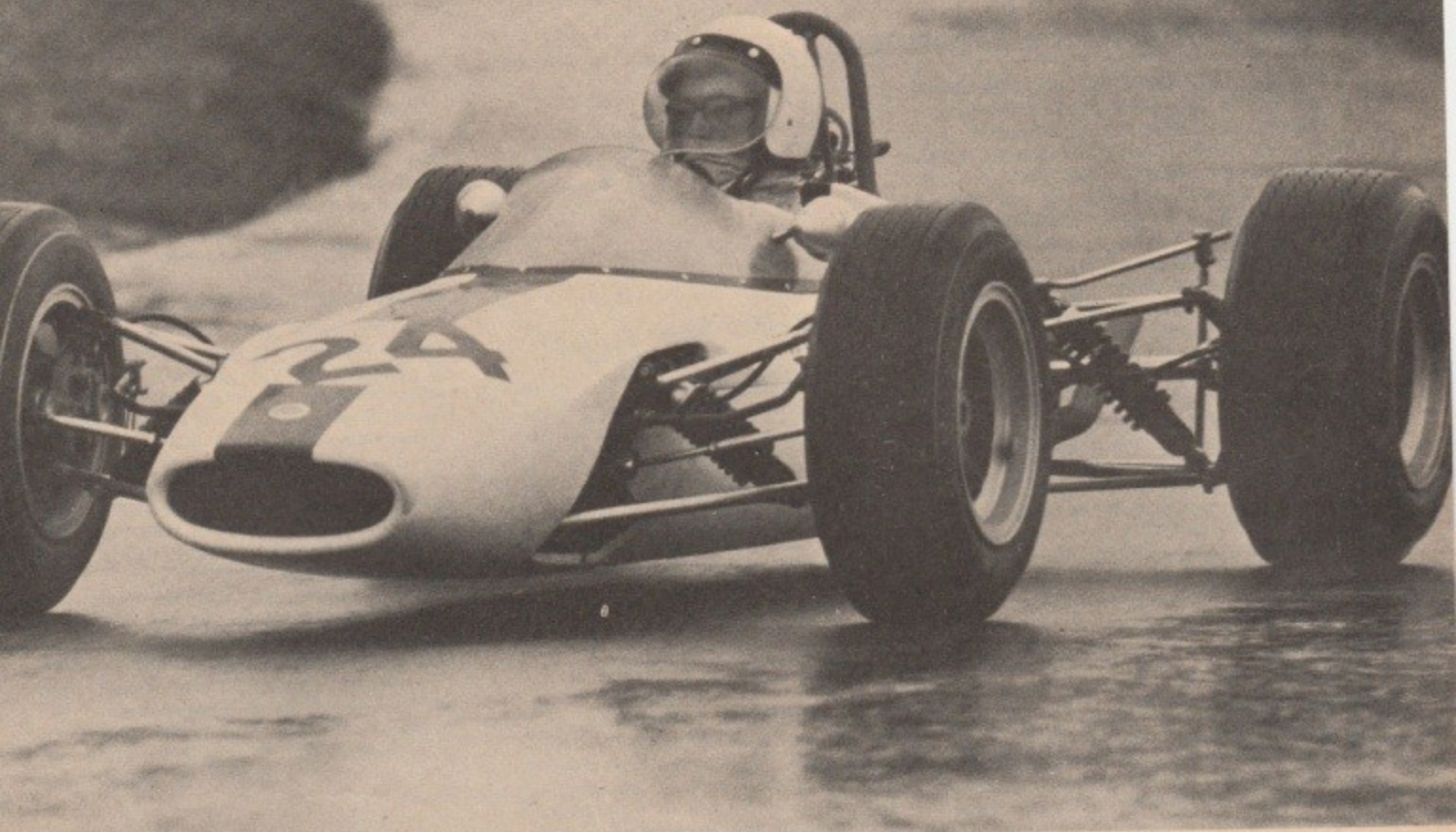
rainbow appeared in the sky, "Mo" Nunn had a moment and dropped right back to the tail of the field. Miles took over the lead and had no difficulty in keeping ahead of Geoff Oliver's Brabham BT10 and D. Berry in a Frank Lythgoe Brabham BT21 who had passed Birrell when he had spun. However, Birrell moved up into third place again when Berry stopped on the 13th of the 15 laps.

Trevor Taylor made a splendid start with the Team Elite Lotus 47 in the 10-lap race for special GT cars and was never caught thereafter, though behind him John Miles in the Lotus Components' 47 with ventilator-type air intakes had to work very hard to retain his second place from John Hine in Chris Barber's pea green 47. Andrew Cowan drove a lonely race in fourth place with a Marcos GT and one-time BMC rally driver John Milne was going extraordinarily fast in an MGB that was outwardly—but only outwardly—very standard.

Alas, the teaming rain put in an unwelcome reappearance for the final race of the day, the Hartley Whyte Trophy Championship event for the six fastest cars from each of the saloon car races. This time, Gerry Birrell led into the first corner but Tony Lanfranchi's Fraser Imp was in the lead by

Let's go to Linwood. Local man Gerry Birrell's Singer Chamois leading the Alan Fraser Imp of Tony Lanfranchi in the small saloon car event.





Have Lotus, will Lombank. John Miles shows the winning way round the rain-soaked Ingliston circuit.

the end of the first lap with Birrell second, Poole's Wolseley Hornet third and Borrowman's Mini-Cooper fourth. On the 12th of the 15 laps, to which the race had been shortened in view of the weather from its original 25, it was Poole's Wolseley that appeared in the lead with Lanfranchi second, Birrell third and Logan Morrison fourth. As Birrell was leading Morrison by a single point

in the Championship, there was considerable excitement when in rain that had increased to a downpour Birrell spun coming into Bankers' corner and the blue Chamois came to rest in the middle of the road facing the wrong way. Among those who dodged round the stationary car was Morrison who therefore wins the Championship.

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Provisional results

Ingliston Lombank Trophy Meeting.
October 1. Held on 0.76-mile Ingliston circuit.
Weather, torrential rain at first, cleared later.

Lombank Trophy for Free Formula racing cars. Part 1 (25 laps): 1 J. Miles (997 Lotus 41), 21m 04.6s, 54.07 mph; 2 M. Nunn (997 Lotus 41), 21m 45.6s; 3 J. C. C. Lambert (1.6 Brabham-Ford FVA), 24 laps; 4 D. Berry (997 Brabham BT21), 23 laps; 5 R. Lamplough (1.6 Brabham BT21A), 23 laps; 6 J. Gerard (1.6 Cooper), 23 laps.

Fastest lap: J. Miles, 47.8s, 57.24 mph. **Part 2 (15 laps).** 1 J. C. C. Lambert (1.6 Brabham-Ford FVA), 11m 04.8s, 66.50 mph; 2 J. Miles (997 Lotus 41), 11m 30.2s; 3 W. Forbes (2.0 Lotus-BMW), 11m 46.4s; 4 R. Lamplough (1.6 Brabham BT21A), 11m 46.6s; 5 D. Berry (997 Brabham BT21), 11m 47.8s; 6 J. Gerard (1.6 Cooper T73), 11m 53.0s. **Fastest lap:** J. C. C. Lambert, 42.6s, 64.23 mph. **Overall result:** 1 J. Miles, 40 laps, 2 J. C. C. Lambert, 39 laps.

Formula Vee racing cars (15 laps): 1 W. N. Dryden (Austro-Vee), 12m 07.0s, 56.43 mph; 2 G. H. Birrell (Beach), 12m 18.8s; 3 B. Muir (Beach), 12m 19.4s. **Fastest lap:** M. Haysey (Beach), 47.4s, 57.72 mph.

Saloons over 1,200 c.c. (10 laps): 1 A. K. Poole (1.3 Wolseley Hornet), 8m 16.0s, 55.16 mph; 2 R. F. Morrison (1.3 BMC Mini Cooper Si), 9m 00.9s; 3 R. F. Pierpoint (4.7 Ford Falcon), 9m 11.8s. **Fastest lap:** A. K. Poole, 48.2s, 56.76 mph.

Saloons up to 1,200 c.c. (10 laps): 1 A. Lanfranchi (Fraser Imp), 8m 33.8s, 53.22 mph; 2 G. H. Birrell (Shannon-Chamois), 8m 34.8s; 3 W. Borrowman (Mini-Cooper Si), 8m 36.0s. **Fastest lap:** A. Lanfranchi/G. H. Birrell/W. Borrowman, 50.0s, 54.72 mph. **Daily Record Cup for 1,000 c.c. racing cars (15 laps):** 1 J. Miles (Lotus 41), 11m 37.8s, 58.84 mph; 2 G. Oliver (Brabham BT10), 11m 42.4s; 3 G. B. Birrell (Ecosse Imp), 11m 46.8s. **Fastest lap:** M. Nunn (Lotus 41), 45.2s, 60.53 mph.

Special GT cars (10 laps): 1 T. Taylor (1.6 Lotus 47), 7m 33.2s, 60.37 mph; 2 J. Miles (1.6 Lotus 47), 7m 37.4s; 3 J. Hine (1.6 Lotus 47), 7m 37.8s. **Fastest lap:** T. Taylor, 44.0s, 62.18 mph. **Hartley Whyte Trophy Championship for saloons (15 laps):** 1 A. K. Poole (1.3 Wolseley Hornet) (no times given); 2 A. Lanfranchi (Fraser Imp), 3 W. Borrowman (Mini-Cooper Si). **Fastest lap:** A. K. Poole, 46.2s, 59.22 mph.