

THE fourth season of motor racing at Ingliston opened last Sunday under clear skies and bright sunshine tempered by a biting east wind, which in no way deterred well over 14,000 spectators.

After a short service of commemoration and two minutes silence for Jim Clark, who was the club president, the up to 1000 cc saloons opened the racing. Keith Allen howled his Mini-Cooper away with Andrew Bonar in hot pursuit in his A40. Somebody deposited a large helping of oil at Gardners, which remained slippery for most of the meeting, causing several moments, and caused Bonar to drop back from Allen, with J. Sime (Mini-Cooper) in a sound third place. Jim Howden in the lone Imp was fourth with the rest strung out behind.

The first heat of the Edinburgh Students' Charities Cup race was over 15 laps. Bill Dryden, fastest in practice in his blue Brabham, streaked into the lead, challenged by Willie Forbes in his immaculate yellow Lotus-BMW, with Dave Berry holding station immediately behind in his F3 Lythgoe Chevron. By braking late Forbes edged up until the Brabham spun off at Shepherds to let Berry into second spot, though not for long, as Dryden passed him after another four laps. Just before the end Richard Scott (Lotus 41) also passed the Lythgoe car for a fine third. The only other runners were Tony Barchou in the Ian Raby Racing Brabham and Tony Charnell (Lola T55), who completed 14 laps, and Peter Monk (Alexis), with 13 laps.

The second heat saw Forbes struck off and Dryden caught off guard when Scott all but anticipated the flag, with Berry fourth. By lap 4 Dryden and Berry were squabbling for second place, this being resolved in favour of Scott until they both took to the rails at Merchants and were out of the race. Interest evaporated thereafter, but Tony Charnell kept going with his Lola for third place in 28 laps, while Monk's old Alexis, which shed pieces of bodywork at Bankers, was the only other finisher.

The over 1000 cc saloons promised close racing, as Jim Dryden fielded his fuel-injected 1.3 Mini-Cooper against Gerry Birrell's much-modified Chamois, with a 1300 cc Coventry Climax engine and 5-speed gearbox; brother Graham was back in saloon car racing with a twin-cam Perdal Escort.

Gerry Birrell stormed off the line but Dryden and Bill Borrowman (1.3 Mini-Cooper S) slammed past before the first corner, though Borrowman blew up his engine on the next tour, leaving Dryden forging ahead to equal Birrell's saloon lap record of 42.4 s. Ronnie Morrison, still campaigning his 1275 Mini-Cooper S, was a lonely third, while Eric Smith was urging his 1.3 Mini-Cooper S through the field to fourth place. John Nicholson (Jaynick Anglia) fought it out with Graham Birrell's Escort, which pitted after six laps trailing a smoke cloud.

The first ever Formula Ford event in Scotland saw eleven cars forming the grid; unfortunately Bob Ellice in the Uptane Lotus 51 was missing, after establishing fastest practice time. Brian Squires (Lotus 51) led Mike Peel (Merlyn) and H. Gilbert (Lotus 51) throughout. M. C. Walker (Lotus 51/31) pulled up to fourth ahead of R. Piters (Lotus 51), these being the only drivers to complete 10 laps.

The second 10-lapper for up to 1000 cc saloons found Logan Morrison take an unassailable lead in his Chamois, just back from Fraser's, with Tony Charnell's Chamois holding off a determined Bill Borrowman (1.0 Mini-Cooper S) until the Chamois spun at Shepherds on the third tour, collecting the Mini. This left George Douglas (Imp) in second spot, until over-



Logan Morrison's Chamois leads Tony Charnell's similar car, Bill Borrowman's Mini-Cooper S and the rest at Bankers on the first lap of the second small saloon race.

Forbes wins Charities Cup

By BILL HENDERSON

welcomed by Bob Haining in the ex-Alistair Robertson Imp on lap 8, but he too disappeared soon after to let Andy Barton (Mini-Cooper) into second spot.

The special GT 10-lapper suffered a rash of non-starters of the calibre of Arnie Poole and Roger Enever and Alan Rollinson in the TechSpeed Chevron-BMW, leaving eight cars to contest the issue. Not much of a contest took place, however, as John Nicholson ran away in the Jaynick GT, from Nigel Morrison (Chevron-BMW) and Su Robinson (Ginetta G10) in a somewhat professional event.

As is usual the meeting ended on a high note with the dozen fastest saloons collecting points towards the Hartley Whyte Trophy. Once again Logan Morrison was first off the line, followed by Bob Haining (Imp), Gerry Birrell (Chamois) and a surprised Jim Dryden (Mini-Cooper). By lap 6 Birrell was leaning on Morrison's rear bumper, the former soon having Dryden doing likewise, until the Birrell car stopped. Dryden now harried the Fraser-prepared car, but Morrison held him off until three laps from the end when the Cooper squeezed through. The crowd gave both drivers a well-earned ovation at the end, especially as they shared a new saloon record for the track and for their respective classes in 42.0 s. Behind this battle Bob Haining (Imp) got his revenge on George

Douglas (Imp), who was hounded throughout by Andy Barrett (Mini).

RESULTS

Saloons up to 1000 cc, race 1 (10 laps): 1, K. Allen (1.0 Mini-Cooper), 7 m 45.0 s, 59.73 mph; 2, A. D. T. Bonar (Austin A40); 3, J. Sime (1977 Mini-Cooper). Fastest laps: Allan, J. E. Howden (Imp), 45.2 s, 60.53 mph.

Saloons up to 1000 cc, race 2 (10 laps): 1, W. L. Morrison (Chamois), 7 m 42.2 s, 59.89 mph; 2, A. Barton (1.0 Mini-Cooper); 3, G. Douglas (Imp). Fastest laps: Douglas, 44.0 s, 62.88 mph.

Edinburgh Students' Charities Cup, heat 1 (15 laps): 1, W. Forbes (Lotus-BMW), 10 m 01.1 s, 66.25 mph; 2, W. N. A. Dryden (Brabham BT21A); 3, R. Scott (Lotus 41). Fastest laps: D. Berry (F3 Chevron), 38.8 s, 70.51 mph.

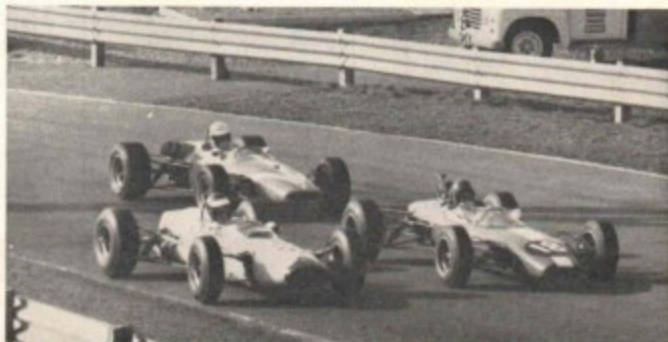
Heat 2 (15 laps): 1, W. Forbes (Lotus-BMW), 10 m 09.8 s, 67.32 mph; 2, R. Scott (Lotus 41); 3, A. Charnell (Lola 55). Fastest laps: Berry (F3 Chevron), 38.8 s, 70.51 mph. Aggregate overall positions: 1, Forbes; 2, Scott; 3, Charnell.

Saloons over 1000 cc (10 laps): 1, J. Dryden (1.3 Cooper S), 7 m 28.0 s, 61.69 mph; 2, G. Birrell (Chamois Imp); 3, R. F. Morrison (1.3 Cooper S). Fastest laps: Dryden, 42.4 s, 64.53 mph.

Auto Auctions trophy race for Formula-Ford cars (10 laps): 1, D. B. Squires (Lotus 51), 7 m 28.8 s, 60.96 mph; 2, M. A. Peel (Merlyn); 3, H. Gilbert (Lotus 51). Fastest laps: Squires/Peel, 44.0 s, 62.28 mph.

Special GT cars (10 laps): 1, J. Nicholson (Jaynick GT), 7 m 17.4 s, 62.55 mph; 2, N. H. Morrison (Chevron-BMW); 3, S. Robinson (Ginetta G10). Fastest laps: Nicholson, 42.4 s, 64.53 mph.

Hartley Whyte Trophy Championship (15 laps): 1, J. Dryden (1.3 Cooper S), 10 m 50.1 s; 2, W. L. Morrison (Chamois); 3, R. J. S. Haining (Imp). Fastest laps: Dryden/Morrison, 42.0 s, 65.14 mph.



In the second heat of the main event, Willie Forbes (Lotus-BMW) and Richard Scott (Lotus 41) lead Bill Dryden (Brabham BT21A) into Bankers.