

FORMULE LIBRE replaced saloons as the top entertainment on Sunday at the SMRC's Ingliston circuit meeting. Willie Forbes took on four Irish single-seater exponents in the SMT Trophy event and after a race of record-breaking laps, Forbes—in the lead from the start—went out with suspension breakage. The three leaders, Brian Cullen, Tommy Reid and Brian Nelson, then fought for first place and the notorious Ingliston hairpin was where the race was settled when first Reid, then Cullen, ran wide on the exit and Nelson seized the opportunity as it presented itself to take victory. In the saloon races Douglas Niven retained his 100 per cent record in the Hartley White Championship when he won both big saloon events. Chris Barber's Jazz Band was on hand to provide some musical relief for the fans who turned up to watch the racing.

MODSPORTS — 12 laps

Alex Souter in his Lotus Elan led this event from start to finish, but his win was not quite as comfortable as the result suggests. When the flag fell it was the Elan which led from the very fast 1.1 Ginetta G4 of John Absalom and the 1.5 Marcos which Southerner Roger Andreason races when his wife isn't using it for hill climbs. Behind these three came the scrapping Spridgets of David Langley, Jay O'Malley and Andrew Hutchison.

Souter and Absalom pulled out a gap over Andreason and the little Ginetta was challenging the Lotus throughout. However, Absalom's bid failed on lap 4 when he pitted with a broken throttle linkage. This took a lap and a bit to repair before the car was back on the circuit.

Souter and Andreason were secure in their positions but third place was the scene of some tremendous dices. Hutchison and O'Malley both went out of the race as a result of trying to take Arena two abreast. They touched and O'Malley, who was on the inside, spun on to the grass and Hutchison pirouetted on the other side of the track before overturning. The accident looked serious but the Sprite's roll-over bar took the strain and the driver crawled out unhurt.

This put Miles Hooperton's Midget up to third with David Langley in fourth after coming through the field after a spin.

1, A. Souter (1.6 Lotus Elan) 11m 57.1s (62.04 mph); 2, R. Andreason (1.6 Marcos-Ford); 3, M. Hooperton (1.1 MG Midget); 4, D. S. Langley (1.1 A-H Sprite). — Fastest lap: J. Absalom (1.1 Ginetta G4) 57.8s (64.15 mph).

SALOONS — 15 laps

The 1-litre 'balloon' race was rather a processional event with few place changes, but the three leaders were always within striking distance of each other which lightened the boredom. Bill Borrowman took the fuel injected 999 Moir & Baxter Mini into first place ahead of Sedic Bell and Jim Howden with Ken Allen holding off the Imp of Irishman David Hall.

The first three drew away, holding the same positions, with Borrowman safely in the lead and looking fairly comfortable as he established an advantage of around one second. Hall gradually worked up to Allen and then passed him and Howden made a strong, but unsuccessful challenge for Bell's second place.

1, W. Borrowman (1.0 Mini-Cooper) 14m 54.2s (62.17 mph); 2, S. Bell (1.0 Mini-Cooper); 3, J. E. Howden (1.0 Singer Chamois); 4, D. Hall (1.0 Sunbeam Imp). — Fastest lap: Borrowman and Howden 58.6s (64.17 mph).

FORMULA FORD — 15 laps

The Irish influence was again prominent in this race as Damien Magee had won pole position in his Royal Restaurants sponsored Crossle 16F. Beside him were Tony Roberts in the team Selectro-Hawke DL2A and John Hamilton in his Sharrow Snuff Merlyn Mk17.

Magee was slow away and Roberts took the lead with Peter

Hull in the John Tait Lola T200 up in second ahead of Magee.

With only one lap gone Roberts had a good lead and was powering the black Hawke round Ingliston in fine style. However, he was beginning to cut several of the verges on the track and this was to prove his undoing. Hull held off the Magee Crossle, Dave Manners (Lotus 51), Donald McLeod (Dulon LD4C) and Neil Ginn (Lotus 61).

Magee disappeared on lap four and McLeod stopped on the circuit one lap later. Roberts continued to extend his lead while Hull had a moment or two when his cockpit filled with smoke. Thankfully this was only a temporary state of affairs and he continued without losing his second place. Roberts was now going over both verges at the Esses and the Hawke was bottoming on several occasions as a result. The SMRC officials don't like the drivers to go grass cutting on the verges and Roberts was penalised 30 seconds, which put him down to fourth place. However, he did have the consolation of breaking the lap record by two tenths of a second.

1, P. Hull (Lola T200-Steele) 14m 21.3s (64.58 mph); 2, D. Manners (Lotus 51-ERP); 3, N. Ginn (Lotus 61-Holbay); 4, T. Roberts (Hawke DL2A-Steele). — Fastest lap: Roberts 56.2s (65.98 mph), new class record.

SALOONS — 15 laps

Graham Birrell put the Wylie's Gp 2 Escort Twin-Cam on pole for the bigger saloon event with a rather unbelievable 55.8 second practice lap instead of racing at Brands Hatch and beside him was this year's saloon sensation Douglas Niven in Birrell's old "clubbie" Escort. Birrell seemed to be in trouble right from the start as he was very slow off the line and blocked his wife who was coming through from the second row. He went into the pits after one lap but the trouble wasn't cured. Niven made his usual good start and shot off with Bill Dryden's fuel injected Gp 2 Viva GT close behind and Eric Smith's 1.3 Cooper S in third.

Niven stretched out from Dryden bit by bit, driving with a bit more composure and discipline than he usually displays. The SMT Viva was going well and Dryden was holding off Smith's very fast S, while behind came Jim Dryden, Niell Hodgson and Jenny Birrell. Niven increased his lead and Dryden was fairly comfortably in second. Further down however, it was beginning to happen as Jenny Birrell climbed up the field. She took Ronnie McCutcheon on lap 5 and Hodgson on the following lap. Dryden was taken on lap eight, so the lady was up to a good fourth, where she stayed for the rest of the race.

Although not appearing to give his full effort, Niven equalled Graham Birrell's existing saloon lap record during the event.

1, D. Niven (1.9 Ford Escort T-C) 14m 35.8s (63.21 mph); 2, W. Dryden (2.0 Vauxhall Viva GT); 3, E. Smith (1.3 Mini-Cooper S); 4, Mrs. J. Birrell (1.9 Ford Escort T-C). — Fastest lap: Niven 57.00s (65.05 mph), equals lap record.

SPECIAL GT — 15 laps

The Special GT field was one of the better ones of this season but unfortunately the event didn't bring the thrills expected. Andrew Fletcher in his Chevron-BMW was on pole position with Yorkshireman David Farnell and George Silverwood next up making it an all Chevron front row. Fletcher took the lead from the flag fall but Ingliston regular, Silverwood, found himself without a fair quota of power from the BMW engine and pitted after lap one. Farnell was second with Eddie Labinjoh in Jack Fisher's Fisher GT third in front of small class rival Grahame MacWilliam in George Silverwood's old Mercury GT. John Markey in the Pink Stamps Racing Lotus 30 didn't manage to complete a lap as the big beast broke its diff on the line.

Fletcher wasn't expected to get the full distance as he had head gasket bothers but he was maintaining a couple of seconds lead over Farnell. Silverwood reappeared on lap three and proceeded to circulate with some speed although two laps down. Labinjoh was relegated to fourth by MacWilliam before the Fisher took to the pits never to reappear. Farnell lost touch with Fletcher when he spun briefly on lap seven and the event ran out in disappointingly professional style.

1. A. Fletcher (2.0 Chevron B8-BMW); 2. D. Farnell (2.0 Chevron B6-BMW); 3. J. G. MacWilliam (1.1 Mercury-Ford GT); 4. M. Hooperton (1.1 MG Midget). — Fastest lap: Fletcher and G. Silverwood (2.0 Chevron B8-BMW): 53.4s (69.44 mph).

Up to 1150 cc class: 1. MacWilliam; 2. Hooperton, only finishers. — Fastest lap: MacWilliam 56.2s (65.98 mph), new class record.

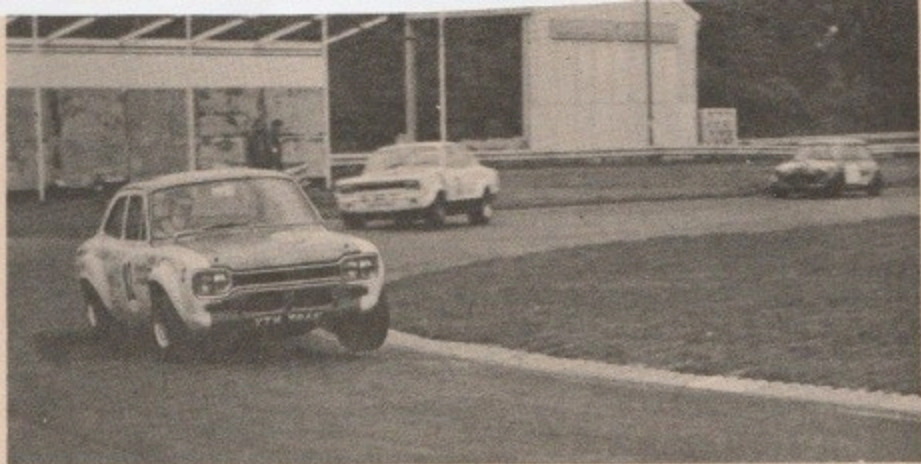
FORMULE LIBRE — 30 laps

This 30-lapper looked to be a thriller and it didn't disappoint. The Irish "F2" Libre experts almost dominated the event with homester Willie Forbes keeping the Scots flag to the fore with his F5000 Lola T142. In practice Forbes and Tommy Reid (in the Irish Racing Cars BT30-FVA) shared fastest time under the existing outright record while Brian Cullen equalled the record. The start was a work of art for Willie Forbes as he stormed off the line to lead the Irishmen. The 5-litre Lola-Chevrolet roared off followed by the Brabham BT23C-FVA of Cullen, the BT30-FVA of Reid, the Crossle 19F-FVA of Brian Nelson and the similar car of Ken Fildes. Next up was Ronnie MacKay whose twin-cam Brabham BT21B had to give best to FVA power.

Forbes was storming on in front and the Irish FVA-powered train was following on with never more than a car's length between the four of them. Gradually Forbes drew out around two seconds lead on the bunch which was led by Cullen. Fildes was lagging and was dropped by the other three as they strove to keep the big Lola in sight. Further down the field the invited FFs of Peter Hull and Tony Roberts were swapping places furiously while Keith Wright (F3 Brabham BT28), Dave Berry (3.5 Brabham BT16-Buick) and Eddie Labinjoh (2.0 Fisher Alfa) followed.

At half distance Forbes wasn't drawing away but was retaining his lead over the Irish contingent. As they lapped the back markers, the lead would increase on one lap and decrease on another as each gained or lost an advantage.

As the race moved into its last laps Forbes seemed to have a win in his pocket, despite the three Irishmen who were trying noticeably harder now and their FVA motors were howling in earnest.



DOUGLAS NIVEN took the ex-Graham Birrell club Escort T-C to victory in the big saloon race ahead of Bill Dryden's 2.0 Vauxhall Viva GT.

Cullen was the man coming nearest to Forbes but anything could happen and on lap 27 it started to. Forbes didn't come round and the story came across. At the beginning of the straight he thought he felt a driveshaft go, but as he slowed he found it was his rear suspension which had let go. A wishbone broke and the wheel went askew, so the leader was out and the F2 trio were suddenly fighting for the lead.

On the same lap Reid went wide at the hairpin as he tried to get the lead from Cullen and Nelson nipped in to put Tommy at the rear of the group. Then on the following lap Cullen, leaving his braking to the last yard, came in too fast and did the same as Reid on the exit, so Nelson merely repeated his previous trick by pulling past Cullen. However Reid also took Cullen as he went on to the grass. There was no mistake now and Nelson took first place at the flag ahead of Reid and an unfortunate Brian Cullen.

During this meteoric race the lap record was shattered by all three of the leading trio and by Willie Forbes. Nelson finally reducing it to 49 secs.

1. B. Nelson (1.6 Crossle 19F-FVA) 25m 14.8s (73.44 mph); 2. T. Reid (1.6 Brabham BT30-FVA); 3. B. Cullen (1.6 Brabham BT23C-FVA); 4. K. Fildes (1.6 Crossle 19F-FVA). — Fastest lap: Nelson 49s (75.67 mph), new outright circuit record.

SALOON RACE — 20 laps

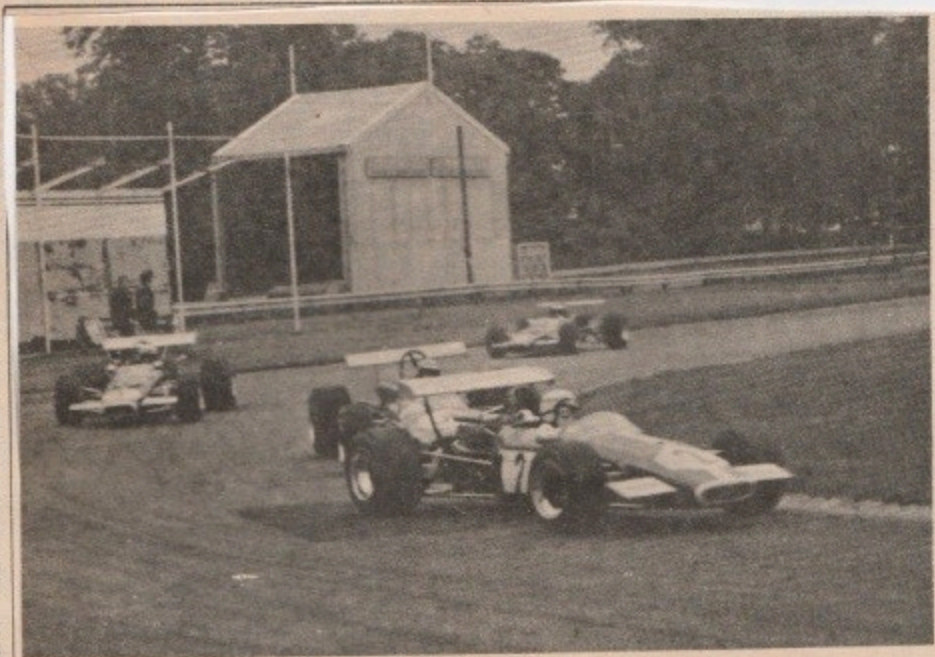
Douglas Niven confirmed his saloon superiority in the last race of the day, a Hartley-White Trophy qualifier, when he once again equalled the lap record and maintained his first place despite a 15 second penalty for a push start. On the dummy grid Niven led from the start followed by Bill Dryden in the SMT Viva, Cedric Bell in the 1-litre Cooper S, Eric Smith's 1.3 S and Jenny Birrell's Escort.

Niven drove off into the distance to make sure of victory in spite of his push start and once again was his more usual hairy

self, flinging the car around with reckless abandon. Jenny Birrell again did he climb up the field; Bell fell back and Jenny took Eric Smith on lap eight. At the half distance mark, Niven had 20 seconds on Dryden who was being closed upon by Mrs. Birrell. She took the Viva for second spot and pulled out a good lead but was far to far away from Nevin to make any impression.

All was not well with the Viva however and Jim Howden, who had been following Jenny, passed Dryden into third place after Eric Smith had retired to the pits. And to underline that the Viva wasn't happy, the engine let go in a huge cloud of smoke on the last corner of the final lap: Dryden managed to get it to the line and retain his fourth place.

1. D. Niven (1.9 Ford Escort T-C), 19m 35s (63.32 mph); 2. Mrs. J. Birrell (1.9 Ford Escort T-C); 3. J. Howden (1.0 Singer Chamouis); 4. W. Dryden (2.0 Vauxhall Viva). — Fastest lap: Niven, 57.0s (65.05 mph), equals lap record; Howden, 58.2s (63.71 mph), equals class record.



BRIAN CULLEN'S Brabham BT23C holds off Tommy Reid's BT30 and the Crosslés of Brian Nelson and Ken Fildes in the "F2" race which was won by Nelson, after the two Brabhams went wide at the hairpin on the last lap.