

Usual winners in the wet

The final meeting of the Ingliston season was held last Sunday in dull dismal weather which deteriorated as the meeting progressed, to a bitterly cold drizzle which kept speeds down on the grassy track. The weather contributed to the late start to the racing as the free fall parachutists were delayed in arriving by the heavy cloud conditions, but once under way, the reasonably sized crowd witnessed John Absalom, Bill Dryden and Sedic Bell notch up their customary victories, the latter even lowering his own class lap record in the Allen Mini, albeit before the rain started. Bill Dryden was ousted in the saloon final by the Longman Mini of Jim Dryden which was run in deep gloom, but it was a set of hand-cut Goodyears which helped Andrew Smith in his Elan to scoop the Sports and GT race while Patsy McGarrity and Nelson Todd in Chevron Atlantics dominated the Libre event. Graham Hamilton emerged victor in a cut-throat Formula Ford event, and Richard Scott demonstrated the F1 Hesketh for several wet laps.

The opening event, a 10-lapper for Mod-sports was good value as Kenny Allen (Cian Crusader) got the drop on John Absalom on pole in the Ginetta G4. By the hairpin Absalom went into his usual lead, the pair pulling away from Bob Rolio in his 1293 MG Midget, who held a secure third place throughout. Behind this Jim Adamson (Ginetta G4) led from the dice for fifth place between Ian Hall (Mini/Jem Mk 2), Peter Baker (Triumph GT6), Andrew Smith (Elan) and Eric Liddell who, despite practice-braking bothers, was really motoring the Jenscott Jensen-Healey. By half-distance he overtook the Elan then next lap set about Baker and with two laps to go he had gained fourth place but Rolio was well out of reach by this time.

The 10-lap small saloon heat which followed was a Sedic Bell benefit, the Allen Mini going out on its own and nailing down his own lap record. Duncan Fisher held second place in his Imp but must have been surprised to see John Fyda (Agra Imp), who started well back on the grid, looming large in his mirror and passing out of the Hairpin. This lasted for six laps until Fyda exited when his car shed a wheel on the straight. Bill Donald (Imp) fought unsuccessfully for four laps to hold off Ian Forrest (Imp) while Bruce McLeod (999 Mini) had his work cut out with Norman Whitley in an 850 car, who in turn had Derek Smith in the 999 Agra-Mini pounding after him. Mike Morton completed the incidents when on the penultimate lap his Mini shed a front wheel the car bucketed across the grass collecting a patch of concrete which made mincemeat of the sump and gave the driver a cut tongue, he commented ruefully that the car was losing oil pressure anyway!

As usual the large Formula Ford field provided some hectic racing, with Stu Lawson on pole in his Hawke DL11 getting the advantage over Jim Sherry (Crosale 25F), but the fifth place modsports dice between Peter Baker (GT6), Eric Liddell (Jensen Healey), Andrew Smith (Elan) and Ian Hall (Mini/Jem).

The Irish driver bagged the line into the Hairpin and held off the Hawke challenge for four laps. On the fifth lap as Sherry went wide out of the Hairpin, Lawson seized his chance but was clipped and went off on the inside of the course to damage his suspension as the Crosale retired on the opposite side. Behind this all was not peace, as George Franchitti (Hawke DL11) led a waiting bunch comprising Graham Hamilton (MacDonald Shand Van Diemen), Kenny Gray in his model, Pete Morrison (Crosale 20F), Norman Dickson (Van Diemen) and John McGilvray (Crosale 25F), all potential winners. When the incident with the leaders took place, Hamilton assumed command and gradually pulled out a little on Gray leaving Dickson to rush through into third place ahead of Franchitti.

The big saloons took to the circuit, now dampened by rain and after a processional five laps led by Bill Dryden (Vauxhall Firenza), Eric Smith in his Mini awoke and attacked the second place held by John Calvert (Escort), to no avail however. Jim Dryden held fourth spot throughout but Jim McClements in his Mini had to fight off the attentions of Frank Gunn (Escort) all the way. Jim Patrick (Colvend Mini) had little difficulty keeping Jim Pinkerton at bay as the latter's Scappie Mini got tougher as the race progressed and Walter Robertson got a big fright early on when the prop shaft on his Capri came in beside him, as he was bombing down the straight.

With the circuit thoroughly damp, the sports and GT cars took gingerly to the track led by Tony Charnell (Lola-Ford), John Absalom (Ginetta G4), Eddie Labinoh (Fisher Spyder), Ken Allen (Cian Crusader) and Andrew Smith (Lotus Elan). Alistair MacIntosh (Mallock U2) was next up ahead of Peter McNaughton, similarly mounted. This pussyfooting in no way suited Smith who made great use of his soft Goodyears to storm through into the lead. This gave Allen the edge in what may be his last race in the Cian to perk himself up and annex second place in the Russell and McIntosh car. Tony Charnell could do nothing about this especially as his spectacles dropped to the point of his nose, and being inside a full-face visor he couldn't reach them, doing well to finish third.

By now, the thoroughly wet track, did not deter the production saloons, the Hunter GLSs of the Halesfield stable driven by Graham Birrell and Alec Poole bounced the Alfa Romeo 2000 GTV of Eddie Labinoh, who replied by snatching the lead, and leaving commentator Graham to be harried and passed by wife, Jennifer Birrell, in the SMT Magnum. The final laps saw Jennifer Birrell do everything but pass the Alfa of Eddie Labinoh.

A smallish field of historic cars provided an interesting contrast with Alan Cottam streaking away in the Connaught from the Lotus Le Mans of Terry Harrison who was

overhauled by the similar car of Alan Brownlee on lap five. The Hon Patrick Lindsay fought off an early challenge from the Fraser Nash of Simon Phillips then had Ron Footitt try in his GN Cognac SP. All the while Jerry Walton was climbing up the field in his Connaught "A" eventually to take second place, as Keith Schellenberg won man of the meeting award with his handling of the Barnato-Hassan Bentley in these conditions, even spinning it in front of the main stands.

The single-seater libre 15-lapper proved a turn-up for the book, with Tony Charnell swooping metering units between John Lola and the Brahman in order to get it running. Iain McLaren took the Motul M1 off into the lead on lap one, with Patsy McGarrity in his immaculate Chevron B25 hard on his tail until the Motul spun at the hairpin next lap dropping to around tenth place. Nelson Todd followed his countryman throughout keeping him in sight, with Andy Barton (Lotus F9 F2) some way back, comfortably ahead of an unhappy Tommy Reid, Tony Charnell, John Barr (Lotus 69) and Harold McGarrity. Les Aylott (Ardua Mk 4) and Ronnie Mackay (March) had a coming together but carried on, as McLaren clawed his way up the field tailed by John Barr to finish fourth and fifth.

The saloon final was run in almost total darkness, with Bill Dryden taking his Firenza away ahead of Jim Dryden (Longman Mini) easing ahead of Sedic Bell. Jim McClements held a lonely fourth place but John Calvert (Escort) again had Eric Smith harry him throughout in the Mini. This order was maintained for 12 laps, when Jim Dryden took the SMT Firenza coming out of the hairpin and pulled away to a well-earned victory—a fitting end to the Ingliston season.

BILL HENDERSON

Modsports (30 laps): 1. John Absalom (Ginetta G4), 9m 22.2s, 60.3 mph; 2. Ken Allen (Cian Crusader), 9m 22.2s; 3. Bob Rolio (1293 MG Midget), 9m 22.2s; 4. Jim Adamson (1973 Ginetta G4), 9m 22.2s; 5. Ian Hall (Mini/Jem Mk 2), 10m 13.00; 6. 1. Ken Allen; 2. Bob Rolio; 3. Jim Adamson (Ginetta G4); 4. Patsy McGarrity; 5. Alan; 5.4.5. 6.7.9.10. 11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30. 31.32.33.34.35.36.37.38.39.40. 41.42.43.44.45.46.47.48.49.50. 51.52.53.54.55.56.57.58.59.60. 61.62.63.64.65.66.67.68.69.70. 71.72.73.74.75.76.77.78.79.80. 81.82.83.84.85.86.87.88.89.90. 91.92.93.94.95.96.97.98.99.100. 101.102.103.104.105.106.107.108.109.110. 111.112.113.114.115.116.117.118.119.120. 121.122.123.124.125.126.127.128.129.130. 131.132.133.134.135.136.137.138.139.140. 141.142.143.144.145.146.147.148.149.150. 151.152.153.154.155.156.157.158.159.160. 161.162.163.164.165.166.167.168.169.170. 171.172.173.174.175.176.177.178.179.180. 181.182.183.184.185.186.187.188.189.190. 191.192.193.194.195.196.197.198.199.200. 201.202.203.204.205.206.207.208.209.210. 211.212.213.214.215.216.217.218.219.220. 221.222.223.224.225.226.227.228.229.230. 231.232.233.234.235.236.237.238.239.240. 241.242.243.244.245.246.247.248.249.250. 251.252.253.254.255.256.257.258.259.260. 261.262.263.264.265.266.267.268.269.270. 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