

Reid's new record

WITH dry weather and the Wimpey resurfacing now nicely matured, Ingliston was ripe for some record-breaking at Sunday's Rothmans Trophy race meeting. Several of the class figures went by the board, and former libre champion Tommy Reid celebrated his return to the circuit by setting up the first-ever 80 mph lap, comfortably disposing of Gerry Birrell's old outright record in the process. Bill Dryden had no trouble in winning the featured saloon event, Graham Cuthbert simply disappeared over the horizon in the FF race, while Tony Charnell had a busy end-of-meeting spell and won the last two races in his Gropa and a borrowed Mopar Avenger.

SPECIAL SALOONS under 1000 cc — 10 laps

After a ten-lap cycle race, second leg of a Glasgow-Edinburgh thrash, came the first heat of the Rothmans Trophy. Introducing itself in this remarkable sentence: "At the time of writing this load of old cobbles had not been received and accordingly there is a fair amount of guesswork involved!" For this the spectators pay 20p? It's surely time that the printing schedules were altered, or some effort made to close entries on the closing date.

With Sedic Bell and Andy Barton not involved in their unbeatable Mini-Fords, it was left to the Scottish drivers to fight things out. From the start the front-row Imps made a fine getaway, with Duncan Fisher just making the first move, to be overhauled immediately by Norman Dickson. With Bob Leckie's Chamois Coupe coming up fast, it was just like the old one-litre days when Gerry Birrell, Logan Morrison and Tony Charnell used to yell "Chicken!" at each other all the way to the Esses. Indeed, Fisher's car is the ex-Morrison, ex-Alan Frazee machine which has worn its years remarkably well.

Ian Forrest's Imp didn't survive the start, and Fisher's car was placed. With Dickson in front, it was Bob Leckie in the very smart Roy Thomson Chamois

who was a second behind at the end of the first lap. Leckie kept pressing hard, and slammed through at Leftfander on lap two. The Chamois pulled out a two-second lead, and then was given a bonus when Dickson's Imp broke a driveshaft and eventually retired. John Fyda and Bill Donald scrapped well in the early stages, and although John had no clutch after lap four, it seemed to improve things, because by lap eight he had finally got a fair amount of daylight between him and the pursuer.

1. R. Leckie (1.0 Chamois Coupe) 9m 38.8s (64.06 mph); 2. D. Fisher (1.0 Hillman Imp); 3. Fyda (1.0 Agr Imp-Ford); 4. W. Donald (1.0 Hillman Imp)—Fastest lap: Fisher, 56.6s (65.5 mph).

FORMULA FORD—10 laps

There's a lot of interest in Formula Ford north of the border this season, and no fewer than 20 cars practised for the Firestone Trophy, all but two of them driven by Scots. Graham Cuthbert was in annihilatory form with his Lotus 69F. He led Harry Acheson's Merlyn from the line, took some disappearing pills and finished the first lap no less than 2 1/2s in the lead. Throughout the race, it was noticeable that he didn't scrub off speed through Arena the way almost all the others did, and he put on an extra lap until he was content to stay something like 10 or 12 seconds clear.

Brotherston (Brabham), Morrison (Crosle) and Reeves (Mal-

lock) avoided a joint nasty in front of the main grandstand at the end of one of the early laps, but the main pursuit of Cuthbert was led by Acheson. Stuart Lawson in the Belmont Garage Hawke and John MacGilvray's Crosle. The order never changed, but it was an enraging scrap as MacGilvray made up on Lawson, who got away once more and began to press Acheson, only to lose touch again and have the Crosle very close behind at the flag. Andrew Jeffery, who went so well at the last meeting with the ex-Johnny Gerber Elden, made a poor start and was never really in touch with this second group. During the race Cuthbert dealt a severe blow to the FF record, of which he had been one of the joint holders.

1. G. Lotus (69F) 9m 01.8s (68.43 mph); 2. H. Acheson (1.6 Merlyn 20A); 3. S. Lawson (1.6 Hawke DL10); 4. J. MacGilvray (1.6 Crosle 20F)—Fastest lap: Cuthbert, 53.2s (69.70 mph), record.

SPECIAL SALOONS over 1000 cc — 10 laps

The second Rothmans heat saw the re-emergence of the Celtic Homes Boss Escort after its misadventures at Rulforth. A replacement block and pistons had been fitted, but an oil pipe broke in practice, lengthy repairs were needed, and the car never sounded in anything like its old trim. Bill Dryden's SMT Firenza was on pole, with John Watts in the Trustee Savings Bank Cooper S alongside, showing all the signs of Dougie Watts's old ability to make the works Cooper S rally cars hum.

Dryden made another of his excellent starts and swept into an immediate lead from Watts. Derek Huntley (Escort-FVC) and Eric Paterson's Colvend Cooper S. The SMT car was three seconds up on the first lap, and Bill sailed off into the wide blue yonder to finish 10 full seconds ahead. Behind him the chase was among Watts, Jackie Paterson's DTV Firenza and Huntley's Escort. For most of the time the Boss Escort went round in an unaccustomed seventh place, but behind Dryden, the battle was



JOHN WATTS keeps his Cooper S ahead of Jackie Paterson's Firenza in the second Rothmans saloon heat.

beginning to hot up. Watts and Paterson nudged each other at the hairpin on the fifth lap, and three laps later at the same place there was a real rear-up. Patterson went for the inside of the hairpin and punted Watts, whose car took the impact on a wheel. The wheel immediately broke, the tyre went flat. At this most inopportune moment, Huntley tried to pass the Cooper out of the hairpin, but Watts was about to go into an unenviable spin and the Escort hit his car pretty hard, breaking one of its own wheels. Huntley leaped out apparently offering violence, not knowing about the into-the-hairpin shunt. All the while, Paterson was bombing away round Leftfander, now safely in second place.

W. Dryden (2.3 Firenza) 9m 22.6s (65.90 mph); 2. J. Paterson (2.3 Firenza); 3. E. Gunn (1.3 Arden Cooper); 4. E. Hendry (1.3 Colvend Cooper S)—Fastest lap under 1300 cc: Gunn, 56.2s (65.98 mph). Fastest lap over 1300 cc: Dryden, 54.4s (68.16 mph).

MODSPORTS—10 laps

After a kart race, the modsports event is to promise well, with Mike Nugent's Elan and John

field, forcing him to call at the pits for a quick checkover. He rejoined the race with his advantage reduced to only one lap! With the retirements ahead of him, Frank Aston motored his Astra RNR into third spot, surviving an early spin and keeping well clear of the battle for fourth place, which involved Anthony Hutton's unique Gulf-Mirage (first of the GT40-based cars built by John Wye) and Mark Cole in the Sturdiges. Cole was destined to fall into the clutches of Len Gibbs who drove the Daren with good sense to finish fifth overall.

Lord's race was almost lost on the start, when a misting vision and visibility reduced to almost nil by the spray of backmarkers caused him to run into the rear of David Knowles' Milmor at Rulforth. He tried to finish with the Aldon, but was immediately headed the car to the paddock to examine the damage which proved to be more substantial than thought at the time.

Overall: 1. J. Lord (1.6 Lola T212, 47m 02.2s (80.00 mph); 2. M. Andrew (1.3 Astra RNR); 3. F. Aston (1.6 Astra RNR); 4. A. Hutton (4.7 Gulf Mirage, 47m 45.4s (72.73 mph)); 5. D. L. Gibbs (1.9 Chevon B23); 6. N. other finishers. Fastest lap: Lord, 1m 07.2s (86.14 mph). Over 1600 cc: 1. A. Hutton (4.7 Gulf Mirage, 47m 45.4s (72.73 mph)); 2. L. Gibbs (1.9 Chevon B23); 3. M. Cole (1.3 Sturdiges). Fastest lap: Andrew (1.3 Astra RNR), 1m 12.8s (79.52 mph).

SUPER VEE & CLUBMEN — 10 laps

Despite the availability of Volkswagens (GB) Ltd Super Vee Cup Championship points, only seven cars made the grid and it was fortunate that there were twice as many Clubmans cars to make up a respectable grid. The race lacked fire, and once John Morrison had gained the lead in the Super Nova Tui there was clearly little that the remainder of the field could do to stay with him. Mark Litchfield was a good second in the Crosle and fought off a late challenge from Derek Cook's Royale after Fred Saunders had spun away his chances at the wheel of a similar car in the opening stages.

Over enthusiasm by Sid Marler (Gryphon) cost him his fifth place on the road and at the close only Roy Grant (Lola T252) and Martin Young (U2) were seriously contesting anything. Grant eventually snatching seventh place.

G.H.

Overall and Formula Super Vee: 1. J. Morrison (1.6 Super Nova Tui), 12m 00.0s (80.40 mph); 2. M. Litchfield (1.6 Crosle 24F); 3. D. Cook (1.6 Hawk DL2). Fastest lap: Morrison, 1m 10.4s (82.23 mph). Clubman's 1001-1600 cc: 1. B. Husband (1.6 U2), 12m 40.8s (76.99 mph); 2. S. Marler (1.6 Gryphon); 3. R. Cresswell (1.6 Phantom). Fastest lap: Marler, 1m 12.8s (79.52 mph). Up to 1000 cc: 1. M. Young (1.0 U2), 13m 09.4s (73.33 mph); 2. P. Owen (1.0 U2). No other finishers. Fastest lap: Young, 1m 16.4s (75.77 mph).

Absalom's Ginetta sharing the front row after lapping in 54.0s, well inside the old record. Looking at the lap charts, this appeared to be yet another procession, but there was more to it than that. Nugent got the best of the start, and rushed off with Absalom, Dave Morton (Elan) and Bob Hendry (Midget) in pursuit. And that's the way the order stayed to the end.

Nugent got about four seconds clear, and then during the ninth lap, perhaps assisted by traffic, Absalom pushed the Ginetta up until it was only a second behind. He tried the inside line at the hairpin, but there was nothing doing, so he saved his big effort for the final corner of the last lap. Nugent's technique at Arena is rather different from the others, because he lets the Elan go very wide towards the end, kills the understeer by lifting off and brings the car back on line. Just before lifting off, he leaves a lot of room on the inside, and this is what Absalom was aiming at. However, although the pursuer knew the exact moment to pounce, the pursued was well aware of it too, and at just the right time Nugent altered his style of entry into the Arena, kept closer in and held the door firmly shut.

1. M. Nugent (1.8 Lotus Elan) 9m 12.2s (67.14 mph); 2. J. Absalom (1.8 Ginetta G4); 3. D. Morton (1.6 Lotus Elan); 4. E. Hendry (1.3 Midget)—Fastest lap under 1150cc: R. Forester-Smith (1.1 Ginetta) 57.0s (65.05 mph). Fastest lap over 1150cc: Nugent and Absalom, 54.0s (68.67 mph) new class record.

FORMULE LIBRE—15 laps

With Tommy Reid on pole for the United British Caravan Trophy race with a lap in 47.7 seconds, and Ian McLaren leading the home challenge with 50.0s, there was little doubt about the result, unless Tommy's recent ill-luck bird settled on his shoal again. In his usual hill-climber's way, Ian McLaren made the first move at flagfall with the ex-Wingfield BT36, but Reid's BT38/40 was ahead within 30 yards and blattered away to win by no less than 42 seconds.

McLaren was lonely in second place for the whole race, and the only one not to be lapped. Behind him came the race Tony Charnell in the Gropa sports car. Douglas Thomson in the Ecosse-imp and Campbell Graham in the Crosle previous season, driven by Ken Fildes. Perhaps restraining himself because of some official lip-pursing about his tactics in his earlier Ingliston days, Graham started easily and was well up to the fourth lap before really getting down to business and picking off the Ecosse-imp. The Crosle passed the Gropa on lap eight, and although Charnell tried to come back at it going into Arena, it was soon safely ahead. Downfield, the main interest was in the scrap for the leading FF position. Lawson and MacGilvray kept well close for lap after lap, until close for lap 13, at which time as Thomson started closing hard on Charnell, but he'd left it too late, and the race finished with no more changes of position.

1. T. Reid (2.0 Brabham BT38/40) 97.0s (76.51 mph); 2. I. McLaren (1.8 Brabham BT36); 3. C. Graham (1.8 Crosle-FVC); 4. A. Charnell (1.8 Gropa-FVC). Fastest lap: Reid (2.0 Brabham BT38/40) 88.43 (80.43 mph) new outright record.

SPECIAL SALOONS—15 laps

The Rothmans final was clearly going to be an opportunity to contribute to the Bill Dryden Benevolent Fund. The SMT Firenza gunned its way into an immediate lead, with Jackie Paterson, Eric Paterson, Douglas Niven and Duncan Fisher behind. At the end of lap 1, Niven had got the still-poorly driven Eric Paterson. It looked like an ideal set-up for DTV to operate some team tactics, but Niven could never get as close again.

Most of the interest, apart from seeing Bill Dryden obliterate his own saloon lap record by 1.2 seconds, was in a great battle for fifth place, involving Frank O'Flann, Jim Dryden, Eric Smith, Duncan Fisher and Bill

Donald. They were being round almost nose-to-tail by the sixth lap. Then Donald dropped a little, and a couple of laps later there was a gap between Smith and Fisher. Smith dropped out on the tenth lap, leaving the struggle between Gunn and Dryden. Fisher made a great effort with his one-litre Imp and got back in touch with the two 1300s. The pace told on Frank Gunn, and he was at the back of the trio on the 13th lap. Dryden and Fisher were neck-and-neck past the grandstand at the start of the final lap, and that's how they raced to the Esses, where Fisher had to back off or go off. Right at the end he was shaping for another try at the Arena exit, but a tail-ender was only a few yards in front, and there was no room for anything fancy.

1. W. Dryden (2.3 Firenza) 14m 04.9s (65.83 mph); 2. J. Paterson (2.3 Firenza); 3. D. Niven (4.7 Boss Escort); 4. E. Paterson (1.3 Colvend Cooper S). Fastest lap under 1000cc: Fisher 57.2s (64.83 mph). Fastest lap up to 1300cc: Smith 56.4s (67.44 mph). Fastest lap over 1300cc: Dryden 53.7s (69.05 mph) class record.

SPECIAL GT AND SPORTS CARS—10 laps

The familiar mixed bag of vehicles entered for this event, with Peter MacNaughton's Mallock the only Clubman's entry. Tony Charnell had the Gropa firm on pole, its clutch and flywheel troubles now cured. From the start, he zoomed off into a permanent lead, with Mel Ross's Mallock and John Absalom's Ginetta behind. It wasn't as far away a win as at the last meeting, because Ross kept the Mallock always within a second or so of the leader, and seems to be much more confident after his first win at Caravan.

Peter MacNaughton had an eventful drive, with adventures at Caravan and the Esses, while Dave Morton had to recover from a bad start and went past the cars in front as if he really meant it. Eddie Labinjoh had been last out of the paddock with the Fisher Spyder sounding rough, but seemed to clear its throats and fall sick again after being last away from the start, he brought it into the pits. A plug change restored the Spyder to health, but it was by then too far back to play any significant part in the race. Tony Charnell had decided not to paint the Gropa until he'd interested a sponsor in it; so now that it is being supported by Thistle Kitchens, it is likely to appear in future with a less accidental colour scheme.

1. T. Charnell (1.8 Gropa-FVC) 9m 02.4s (68.36 mph); 2. M. Ross (1.6 Mallock U2 XIB); 3. J. Absalom (1.8 Ginetta G4); 4. D. Morton (1.6 Lotus Elan). Fastest lap up to 1600cc: Ross, 52.8s (70.23 mph). Fastest lap over 1600cc: Charnell, 52.8s (70.23 mph).

GROUP ONE SALOONS —10 laps

Eddie Labinjoh got away first in Jack Fisher's ex-Roger Clark Alfa 2000GTV, but Tony Charnell in the borrowed Mopar Avenger kept close up. They went into Caravan together, touched slightly and the Alfa went on to the grass, Eddie kept it there for most of the race, but to withstand, where it spun round. Bob Dalgety went into second place with his Mexico, followed by Jennifer Birrell, out again in the Halesfield Simca 1000 Rallye. Labinjoh was making up ground, though, and passed the Simca on lap seven. Jennifer was the last of the unlapped drivers, and it would be pleasant to see her back on the circuit again with something more powerful. A fairly mild but interesting day's racing finished on a low key, and there's no doubt that since the special saloon final was moved up the late stages of the Ingliston meetings.

R.F.

1. T. Charnell (1.5 Avenger GT) 11m 13.4s (65.06 mph); 2. R. Dalgety (1.6 Ford Mexico); 3. E. Labinjoh (2.0 Alfa Romeo 2000 GT); 4. Mrs. J. Birrell (Simca 1000 Rallye). Fastest lap under 1300cc: Mrs. J. Birrell, 68.2s (54.36 mph). Fastest lap over 1300cc: Charnell, 66.2s (66.01 mph).



MESSEURS Lloyd and Spice keep close company at Woodcote.

of the Marina's best performances to date. Despite the wet weather the number of indiscretions was surprisingly few. Colin Cooper's Simca Rallye swang ends at Woodcote at the height of a spirited dice with the similar cars of Simon Kirkby and Keith Wallace, their race-long duel proving yet again to be amongst the highlights of Group 1 racing. Derrick Brunt had one of the biggest possible moments at Becketts when he revolved his Firenza six or eight times, continuing to finish in ninth spot.

Both Nigel Stovin-Bradford and Denis Thorne were called in by the stewards to have their legs smacked for bringing their Hunter and Firenza into contact.

Overall and over 1500 cc: 1. G. Spice (3.0 Ford Capri), 16m 03.8s (72.07 mph); 2. R. Lloyd (5.7 Chevrolet Camaro); 3. R. Bell (3.0 BMW S1). Fastest lap: Spice, 1m 18.4s (73.84 mph). 1050-1500 cc: 1. B. Unett (1.7 Hillman Hunter), 16m 42.4s (69.30 mph); 2. D. Wileman (1.6 Ford Mexico); 3. D. Brunt (2.3 Vauxhall Firenza). Fastest lap: Unett, 1m 22.4s (70.25 mph). 801-1015 cc: 1. I. Dutton (1.3 Ford Escort Sport), 16m 12.6s (65.47 mph); 11 laps; 2. G. Marshall (1.8 Morris Marina); 3. S. Kirkby (1.3 Simca Rallye). Fastest lap: Dutton, 1m 25.8s (67.4 mph). Up to 800cc: 1. T. Lanfranchi (1.5 Moskvich), 16m 54.6s (62.76 mph); 11 laps; 2. E. Horsfield (1.5 Moskvich 412); 3. J. Markey (1.5 Moskvich 412). Fastest lap: Lanfranchi, 1m 30.4s (64.04 mph).

MODSPORTS — 12 laps

Much of the excitement promised in this round of the Blue Circle Championship disappeared as the cars left the line and the Lotus Elan of Gerry Marshall chugged to a standstill alongside the pits wall, the gear lever having broken off in his hand. Jon Fletcher profited by the demise of the Marshall entry and

put together a good display of driving in the wet to produce a substantial lead after a few laps. Even the need to drive the last three laps on the ignition switch when the throttle stuck open did not embroil him in the second place battle, which developed during the final stages of the race and which was only evaded in the final lap when John Evans squeezed his Elan between the markers of Woodcote and Richard Jenvey's Midget.

This race contained little to stir the blood, although Desmond Keech was lucky not to spill his when his Marcos carried straight on at Woodcote, missed the catch fences and crashed heavily into the sleepers. Andrew Frazier too was in trouble with his Marcos; after frightening the crowd several times with near spins he eventually lost it completely on the exit of Woodcote and again whilst trying to power away from the scene of his previous "crime." He eventually retired the uncontrollable beast with water in the electrics.

Overall and 1151-2000 cc: 1. J. Fletcher (1.8 Lotus Elan), 15m 10.0s (74.4 mph); 2. Evans (1.6 Lotus Elan); 3. R. Jenvey (1.3 MG Midget). Fastest lap: Fletcher, 1m 13.8s (78.44 mph). 2001-3000 cc: 1. E. Stephens (3.0 TVR Tuscan), 16m 19.2s (70.94 mph); 2. R. Longton (3.0 TVR Tuscan), 16m 20.2s (70.94 mph); 3. J. Markey (2.2 Triumph TR4A). Fastest lap: Stephens, 1m 13.8s (78.44 mph).

SPECIAL GT — 39 laps

The entry for the main race of the afternoon was much depleted by non-starters, 19 cars making it to the grid in the most appalling conditions imaginable to drive over 100 kms. Although numerically the race could have been better supported, most of the leading competitors in the Motoring News/Castrol Championship were represented with current leader Jeremy Lord on

pole position. When the spray subsided as the cars stretched out of Cope the lead was held by Ian Grob in his immaculate KVG Chevon B23 with Lord's Lola T212 in hot pursuit. Behind these two came the Aldon of Linden Thorne, who had surprised several onlookers by recording second fastest time in practice was proving that the morning time had been no fluke. Les Aylott had the Ardua in fourth spot, but was under considerable pressure from the Alexis of Mike Andrew which was charging through the field. John Markey spun the Lotus 3 Boss Escort went round in an unaccustomed seventh place, but behind Dryden, the battle was

By the third lap Grob's challenge had expired as water found its way into the electrics and it was forced to head for the pits. Lord inheriting the lead. Andrew had made second spot his own after a spin by Thorne at Becketts dropped him from contention and allowed Aylott into a third place.

Lord continued to extend his lead over the field which remained constant until the eighth lap when Thorne again seized third spot from the Ardua driver and kept in close company with him for several laps. Not until lap 14 was Aylott able to redeem the position, the Aldon suffering increased misfortune due to the damp conditions, finally calling it a day three laps later. By this time Lord had established a two-lap advantage over second man Andrew.

Aylott's challenge spluttered out on the 18th lap and although he rejoined the race he eventually retired with only four more laps to his credit when the wheel nut loosened off. Just when it seemed that the fire had gone from the race Lord had the most monumental spin at the exit of Becketts when the car aquaplaned off the circuit into the adjoining