

Nelson/Pollock take record

COME BACK Gerry Birrell, Ingliston needs you! — to put back into Scottish hands the outright circuit record snatched on Sunday by Brian Nelson and John Pollock, a full half-second under your record time in May. The new record came in the main event of the day, the Appleyard Group Trophy Race for F/1ibre cars. Since the Appleyard Scottish division is a merger of Appleyards, Frasers and Gibbons — three families with very strong sporting connections — and this race meeting was their first motor sport promotion, several bouts of record-breaking during the day must have been very welcome.

MODSPORTS — 10 laps

After a neat display of free-fall parachuting into a fair breeze by the Blue Stars team which low cloud had grounded at the July meeting, the seven-event programme got under way with the mod-sports race. From the middle of the front row, Dave Morton's Elan tore away first, Alex Souter's similar car was second for about a hundred yards until John Absalom gathered himself together and took the faster of Chris Shutt's Ginettas ahead before the Eses.

Morton led at the end of the first lap, and was helped into a bigger lead next time round when Absalom went wide at Lefthander, Souter touched the Ginetta's rear, and it spun neatly through one complete gyration before being fired off in the conventional direction again, now in fifth position.

During this minor drama Miles Hopperton inherited second place, but Morton was by then four seconds clear. Absalom passed Souter for third at Caravan on lap five, and then Hopperton's blown Midget began to close on the smoke-trail being left by Morton's ailing Elan. Two laps

later the Midget soared past at Southstand, and on lap eight Absalom did just the same thing for second place, having set a new 1150cc class record during the chase.

1. M. Hopperton (1.3 Midget s/c) 9m 38.6s (64.09 mph); 2. J. Absalom (1.1 Ginetta G4); 3. A. Souter (1.6 Lotus Elan); 4. D. Morton (1.6 Lotus Elan). Fastest lap over 1150cc: Hopperton and Morton, 56.6s (65.5 mph). Fastest lap under 1150cc: Absalom, 56.4s (65.74 mph), new class record.

SPECIAL SALOON CARS up to 1000cc — 15 laps

Once again, Brian Coyle had a disastrous practice when his Imp broke its rear anti-roll bar and spun into the barrier at the Eses. Andy Barton hadn't entered, but the new Barton idea of an ex-F3 Ford powered Mini was represented by Sedic Bell's Cosmo Entertainments Club entry, second fastest in practice to John Fyda's Imp but possibly foxing a little.

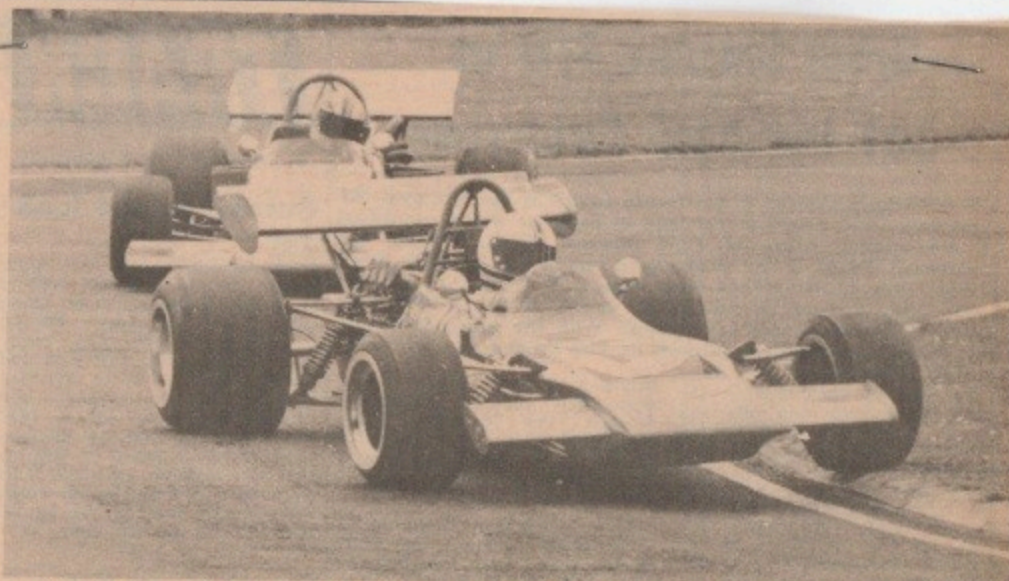
There was no foxing when the flag dropped and Bell roared off, at first just ahead of Bill Donald's Imp. The Mini-Ford got the bit between its teeth and, by the end of lap two, Bell was

almost six seconds clear of the field, now led by Fyda from Bill Borrowman in the Sportstune/Moir & Baxter Cooper S, with Donald holding on well in fourth.

There was a certain amount of pushing and shoving down the field, but Fisher's Imp was on its own when it rolled right over and back onto its wheels after hitting the Armco at Caravan exit. The only damage seemed to be a popped out windscreen. On lap seven Ian Forrest's Imp put a rod through the side at Southstand, and at the same place Cleland's Mini and Leckie's Imp came into contact, the Mini going grasscutting in the infield before getting back on the tarmac; the grass came in for another bashing at Lefthander as the dice continued.

Bell's Holbay-powered car was meanwhile smashing Barton's damp-road class record with a remarkable lap in 55.8s, 1.2s faster than the 1300 class best. For a couple of laps Fyda seemed to have difficulty in changing gear cleanly, but the trouble must have cleared. Bell eventually lapped everybody up to fifth place, Leckie retired on lap 11, Borrowman pulled off and retired after Caravan with only one more lap to go, and John Cleland got involved in another battle, this time with Hugh MacKinnon's Cooper during a last lap burst, when they both took to the grass on the outside of Lefthander and crossed the finishing line side-by-side.

1. S. Bell (1.0 Mini-Ford Holbay) 14m 21.8s (64.54 mph); 2. J. Fyda



JOHN POLLOCK in his FVA Lotus 69 hangs on round the Ingliston kerbing as Brian Nelson chases hard in the Crossle 22F; Nelson was ahead at the finish and both drivers broke the outright record.

(1.0 Agra Imp); 3. W. Donald (1.0 Imp); 4. J. Cleland (1.0 Cooper S). Fastest lap: Bell, 55.8s (66.45 mph), new class record.

FORMULA FORD — 15 laps

Jay Pollock in the Crossle 20F was on pole for the FF race, but off the line Donald MacLeod's Dulon snapped into the lead from Graham Cuthbert's Lotus 69F and the Pollock Crossle. On lap two Pollock passed Cuthbert, and next time along the back straight he took the lead from MacLeod, during a lap which equalled Neil Ginn's class record. Pollock's lead lasted only two laps, and at the start of lap six he pulled off after the main grandstand with the Crossle's steering deranged.

Colin MacLean (Hawke) was

just about to pass Dave Langley after Caravan on lap six when the Crossle driver lost it, over-corrected and caught it again, and the two cars connected. The Hawke damaged its rear end and pulled off, while the Crossle headed for the pits. Early on lap nine MacLeod, now very safely in the lead, had a nasty moment when he was almost pushed into the Armco near the MacRobert Pavilion by Millar's March and Mackintosh's Mallock which he was lapping. For the later part of the race Clive Reeves (Mallock) and John MacGilvray (Crossle) had an entertaining downfield dice.

1. D. MacLeod (1.6 Lotus 69F) 13m 47.2s (67.24 mph); 2. G. Cuthbert (1.6 Lotus 69F); 3. G. Todd (1.6 Brabham BT28); 4. S. Lawson (1.6 Hawke DL2B). Fastest lap: Pollock, 54.0s (68.67 mph), equals class record.

SPECIAL SALOON CARS over 1000cc — 15 laps

Shivers must have been running up and down the spines of the rearward men on the grid for the big saloon race, because although Bill Dryden's SMT Firenza was on pole, Douglas Niven's Celtic Hornes Escort, after halfshift trouble in practice, was right at the very back. When the flag went down and the usual mad rush for the Eses ensued, the Escort-BDA rocketed through. By the end of lap one Niven was up to seventh place, although Ingliston is not the most sympathetic circuit for heroes of this kind: but Dryden had a clear run and was going to make the most of it. Eric Paterson, Dave Muir and Eric Smith in Cooper Ss kept station behind the Firenza for four laps until Muir took second place while braking for Lefthander and Niven got ahead of Smith at much the same place.

Jim Dryden and Frank Gunn aimed to spend some time during the race trying to merge two Cooper Ss into one, but once Gunn squeezed ahead before the Eses on lap 10 the position stayed that way to the finish. McQueen's Cooper S and Bradley's Escort tie spent a very lonely fifteen laps, and although Niven finally got into second place on lap seven, Dryden kept himself well out of reach, setting fastest lap of the race just to make the point quite clear.

1. W. Dryden (2.5 Vauxhall Firenza) 14m 15.0s (65.05 mph); 2. A. Niven (2.0 Escort-BDA); 3. E. Paterson (1.3 Coventry-Mini); 4. D. Muir (1.3 Cooper S). Fastest lap over 1300 cc: Dryden, 55.8s (66.45 mph); fastest lap under 1300 cc: Paterson 57.0s (65.05 mph).

FORMULE LIBRE—25 laps

Feature race of the day was the Appleyard Motor Group Trophy all-comers event. As far as libre races are concerned, Ingliston is to all intents and purposes an Irish circuit, and the three cars on the front row were Brian Nelson's Desmond Mack Racing Crossle 22F with 47.6s, Tommy Reid's new *Belfast Telegraph* BT38 with 48.1s and John Pollock's Lotus 69 with 48.8s. Track and weather conditions were ideal and Nelson, leader of the Lombard North Central Libre series, was a tenth under Gerry Birrell's outright circuit record with the Coca-Cola March 722. Eddie Labinjoh's heavily-smoking Fisher-Alfa retired after the warm-up lap, while Andrew Goodfellow wisely withdrew the massive F5000 Cooper-Chevrolet T90, which had shown itself in practice to be several feet too big for this rather confined circuit.

Pollock bombed off as the starter was getting ready to drop the flag, which caused some chinstroking among the judges, and got away ahead of Reid, Nelson and Iain McLaren, making his usual hill-climber's start with the BT35X. Right at the back, Derek Palmer got his F/Atlantic McLaren on to the outside grass before the Esses and came back on apparently without noticing that somebody else was already occupying the same piece of tarmac.

On the third lap, John L'Amie moved his Crossle 22F in front of McLaren, and by that time Bernie Hunter had already pulled his misfiring Lotus 69 Atlantic

off the course round by Southstand. Hill-climber Bob Snelson (Lotus 22/31) headed for a pit-stop and handed over the gear-lever knob, restarting just in time to be lapped by the flying Pollock.

On lap six Nelson was right on Pollock's tail, and the plot was much the same as at the last Libre event here, although the Crossle was going really well considering its FVA engine. Welcome visitor Neil Ginn in the Lyle and Scott Y-front GRD showed that having only an F3 engine wasn't much of a disadvantage when he took McLaren's Brabham for fifth place at the hairpin. McLaren had been taking a very tight line there, but Ginn somehow squeezed through in the seemingly impossible amount of space left.

For seventeen laps Nelson stayed behind Pollock. On their last encounter here, Nelson left his passing effort just too late and Pollock held on to the flag; but this time Nelson was in position good and early. The pace was so hot as they shot round the circuit in line astern that both of them took a half-second off Gerry Birrell's track record. Even lapping tail-enders didn't make any difference.

Meanwhile, Tommy Reid was soldiering on in third place, the handling of his Brabham not right after the start-line shunt in Ireland three weeks ago. On lap 16 Reid spun going into Left-hander and stalled, restarting a full lap behind but in much the same position on the road.

John L'Amie inherited third place after Reid's pirouette, but by that time Johnny Blades, who'd been curiously subdued during the early stages, closed up smartly and nipped ahead of L'Amie under braking for the hairpin.

Pollock and Nelson lapped Ginn's F3 car on lap 21, but the manoeuvre didn't alter the gap between them. Suddenly, on lap 24, Pollock missed a gear change coming out of Caravan, and Nelson darted through with the fastest part of the circuit ahead of him. They finished 1.3 seconds apart, but Pollock had long since been gonged for a jumped start; however, the record-breaking dice had taken them so far ahead of third man Blades that positions on the road were happily the same as on paper.

1. B. Nelson (2.0 Crossle 22F-Hart) 20m 08.3s (76.72 mph); 2. J. Pollock (1.6 Lotus 69 FVA); 3. J. Blades (1.6 Lotus 69 Atlantic); 4. J. L'Amie (2.0 Crossle 22F-Hart). Fastest lap: Nelson and Pollock, 47.2s (78.56 mph), new circuit record.

SPECIAL GT SPORTS CARS

—10 laps

Racing started again with one of those hotch-potch Ingliston events which either produce a reasonable dice or become a procession behind an odds-on certainty. George Silverwood in the Central Garage Mirfield Chevron B19/21 disappeared from view and Tony Charnell gave chase in the older B8, with Eddie Labinjoh in the splendid little Fisher Spyder and Sandy Watson's Mallock following on. Mel Ross's Mallock and Miles Hopperton's Midget were locked in a splendid dice, although just who was driving was a bit of a mystery.

Tony Charnell's Chevron seemed to develop gear-change trouble, and when Tony almost lost it at Left-hander on lap nine Eddie Labinjoh was close enough to swoop into second place. On the last lap, the Chevron went on to the grass at Southstand trying desperately to overtake, and when it spun out of Left-hander a few moments later, Sandy Watson coming up behind in the Mallock couldn't avoid collecting it. The Chevron stayed where it was, but the battered Mallock wobbled round to take the flag, immediately after which Watson hauled it to the side of the track, climbed out, hurtled away his helmet and made several unprintable remarks.

R.F.

1. G. Silverwood (1.8 Chevron B19/21) 8m 47.6s (70.28 mph); 2. E. Labinjoh (1.1 Fisher Spyder); 3. A. Watson (1.6 Mallock U2 Mark 11B); 4. J. Absalom (1.1 Ginetta G4). Fastest lap over 1150cc: Silverwood, 53.2s (69.70 mph), new class record; fastest lap over 1150 cc: Silverwood, 50.6s (73.28 mph).