



Johnny Blades slides his Chevron-Ford wide at West Gate, letting John Nicholson's Jaynick into a short lead.

First long Ingliston

By BILL HENDERSON

THE SMRC gave their extended Ingliston track its baptism last Sunday with the eight race Edinburgh Festival meeting, run in dull but dry weather, before a 11,500 crowd. The track now sports a long straight with a hairpin, West Gate, which claimed several cars with its slippery newly laid tarmac, and a sweeping lefthander, Ploughman's, giving a total length of just over one mile.

The meeting was delayed 40 mins in starting due to a power failure which cut loudspeakers and all communications, during which time heavy threatening clouds had built up for the first event, for up to 1000 cc saloons. Denis Wood bombed his Anglia away into an unassailable lead, never to put a wheel wrong, as Bob Fox (848 Wesley Mini) galloped through the field to take second on lap 5, from T. Conway's slowing 998 Thistle Mini. Conway was in turn taken by J. A. J. Currie (999 S), the leading three closing up, until going into the hairpin on the last lap Currie stuffed the lot hard into the new barrier letting D. B. Smith (Imp) take third place.

Ten starters faced the flag for the Formula Ford 10-lapper, Harry Gilbert non starting after exiting spectacularly during practice; his Lotus 51 went end-over-end, over a flower bed, cleared the barrier and ended in a marshals post, throwing the driver out miraculously unharmed. David Walker (Russell-Alexis) took his customary

lead, pulling steadily away from Ted Clark (Lotus 51), Brian Squires (Lotus 51) and Tom Walkinshaw (51A).

A gale of sound heralded the big saloons, with John Handley early establishing his supremacy well ahead of Graham Birrell (Perdal Escort) whose car was fitted with a 1650 wet-sump engine in place of the normal 1800, and Davey Muter (1275 S). Bill Borrowman (1295 S) was early out of contention as was Ronnie Morrison whose 1275 S sported a front-mounted aerofoil, which was no help when a front tyre punctured.

By far the most exciting 10-lapper so far was that for special GTs, which included Johnny Blades' 1.6 Chevron GT on pole, almost 3 secs faster than John Nicholson's Jaynick GT, but it was Nicholson who snatched the advantage, holding the Chevron off for four laps with George Silverwood watching developments in his fleet Mercury GT. R. Simpson-Smith spun his Project at West Gate, holding up J. Mackie (Marcos GT) and J. E. Anderson who splintered the nose of his Diva GT. Alas, the Jaynick started misfiring due to suspected electrical trouble and pulled off letting Howard Heerey bring the Cox GT to third.

Rain started to fall as the second race for small saloons started, with Logan Morrison (Chamois) heading poleman Bill Borrowman (Chamois), Andy Barton (Minis) and Eric Howden (Chamois), the latter having S. A. Bell (999 S) on his tail and pulling away from George

Douglas and Bob Haining (Imps). The Sports-Tune Mini of Borrowman was definitely faster out of West Gate and took the Chamois at Ploughman's on two occasions but Morrison nipped the ex-Fraser car past on the exit to lead until he went wide on the final lap, letting Borrowman take the flag, with Andy Barton following through, only to be beaten by the longer nose of the Chamois.

The prod sports 10-lapper had the crowd on its feet with the efforts of Bill Dryden in the little Honda S800 to take the lead from John Gott (Healey 3000) all round the track, but the policeman was having none of it, and kept his lead. The two finished well ahead of John Milne (MGB).

The 40-lap Jock McBain Memorial Trophy race was a case of the survival of the fittest, Tommy Reid not appearing with his BT23, and John Millar non-starting his Brabham-BMW, leaving 10 cars to contest the issue. The Formula Libre Championship leader Willie Forbes emerged in the lead from a first-lap nonsense at the hairpin which eliminated Howard Heerey (F3 Chevron) and Bill Dryden (BT21A t/c). Behind, Andy Fletcher held second, but a 30-secs penalty for jumping the start put his BT18 behind Tony Charnell (Lola T55) and Richard Scott (Lotus 41). Dave Berry's BT21B was running with hasty repairs after shunting the hairpin barrier in practice; main interest settled on his fine drive through the field to pass Fletcher for second, and then Forbes when the leader's BMW engine started to smoke and he slowed to let Berry take the lead as Scott cut across the grass on the inside of the hairpin. Then, with the race in his pocket, Berry slid the Lythgoe BT21B, all wheels locked, into the barrier round the hairpin, at exactly the same spot as in practice, leaving a surprised Richard Scott the winner from the penalised Fletcher and Tony Charnell, whose Lola lacked gears.

A full 12 saloon field contested the 15-lap Hartley Whyte championship race, Logan Morrison (Chamois) streaking away off the line ahead of Jim Dryden (1293 S), Ian Ower, Borrowman and Muter, with Andy Barton (999 S) leading the rest. On lap 3 Dryden whammed the hairpin barrier hard and Borrowman sliced between Ower and Muter at Ploughman's, taking the lead on lap 6, the latter two also overhauling the Chamois 1.

Saloons up to 1000 cc, race 1 (10 laps): 1, D. Wood (1.0 Ford Anglia), 10 m 43.4 s, 62.6 mph; 2, R. J. Fox (850 Mini); 3, D. B. Smith (Imp). Fastest lap: Fox, 61.8 s, 60.00 mph.

Formula Ford (10 laps): 1, D. Walker (Russell-Alexis), 9 m 46.6 s, 63.21 mph; 2, E. Clark (Lotus 51); 3, T. D. Walkinshaw (Lotus 51A). Fastest lap: Walker, 57 s, 65.05 mph.

Saloons over 1000 cc (10 laps): 1, J. Handley (1.3 Mini-Cooper S), 9 m 55.7 s, 62.23 mph; 2, J. Dryden (1.3 Mini-Cooper S); 3, D. Muter (1.3 Mini-Cooper S). Fastest lap: J. Handley, 58.5 s, 63.38 mph.

Special GTs up to 1150 cc and over 1150 cc (10 laps): 1, J. H. Blades (1.6 Chevron-Ford GT), 9 m 43.2 s, 63.53 mph; 2, G. Silverwood (1150 Mercury-Ford GT); 3, H. Heerey (1150 Cox-Ford GTM). Fastest lap: Blades, 55.8 s, 66.45 mph. Class winners: Silverwood and Blades.

Saloons up to 1000 cc, race 2 (10 laps): 1, W. A. Borrowman (1.0 Mini-Cooper S), 10 m 10.6 s, 60.74 mph; 2, W. L. Morrison (1.0 Singer Chamois); 3, A. Barton (1.0 Mini-Cooper S). Fastest lap: Borrowman, 59.2 s, 62.64 mph.

Prod sports up to 1150 cc and over 1150 cc (10 laps): 1, J. Gott (3.0 Austin-Healey 3000), 10 m 32.4 s, 58.63 mph; 2, W. N. A. Dryden (800 Honda S800); 3, J. E. Milne (1.8 MGB). Fastest lap: Dryden, 61.2 s, 60.59 mph. Class winners: Dryden and Gott.

Jock McBain Memorial Trophy race for formula libre (40 laps): 1, R. Scott (F3 Lotus 41), 37 m 0.2 s, 66.80 mph; 2, A. D. T. Fletcher (1.6 Brabham BT18 t/c); 3, A. Charnell (Lola T55); 4, W. Forbes (2.0 Lotus-BMW 35). Fastest lap: Forbes, 52.4 s, 70.76 mph.

Hartley Whyte Trophy Championship for saloons up to 1000 cc and over 1000 cc (15 laps): 1, W. A. Borrowman (1.0 Mini-Cooper S), 15 m 1.5 s, 61.69 mph; 2, D. Muter (1.3 Mini-Cooper S); 3, I. R. Ower (1.3 Mini-Cooper S). Fastest lap: Borrowman, 58.9 s, 62.95 mph. Class winners: Borrowman and Muter.



Ronnie Morrison's front-wheel-drive aerofoil did not help much when a front tyre punctured on lap 2 of the big saloon race.