



Ronnie Mackay's Brabham BT21B t/c leads Graham Birrell's F2 BT30 in the libre race.

INGLISTON

F5000 conquers F2 at Scotland's season-opener

The opening meeting of the Ingliston season took place last Sunday in dry but bitterly cold weather, the main race being the 20-lap Edinburgh Students' Charities Cup event for formula libre single-seaters, which brought a renewal of the Willie Forbes/Graham Birrell duel, the former's F5000 Lola T142 beating the Ecosse Brabham BT30. Ronnie Mackay gave a polished display to take third place, his BT21B now with a Hugh Shannon twin-cam.

The first 10-lapper was for saloons up to 1000 cc and provided Sedic Bell with a meteoric victory, outpacing the field with his 1.0 Mini. Second place was in dispute between Jim Howden (1.0 Chamois) and Ken Allen (1.0 Cooper S) after Andy Barton retired his car on lap 3 with carburettor trouble. Next up was Reg Forester-Smith, now campaigning a Shannon Imp in place of his 3.8 Jaguar. This lasted until lap 8 when Howden dropped to sixth when a drive coupling failed, letting Ed Paterson with the 850 Colvend Elfi assume

third place.

A 15-lap went for Formula Ford followed, with Tom Walkinshaw bringing a Hawke Mk 1, as his Lotus 61 is still on the high seas from South America. However, he made good use of this, streaking away in a rather ragged start from Geoff Oliver (DRW 8F) and Bernard Hunter (Merlyn 11A) on the front row. He was followed by Campbell Graham in his Crosslé 16F, who had all the stops out, using the Hawke as a brake on occasion to take the Hairpin, while immediately behind Donald Macleod in his Dulon LD4C waited. His chance came on lap 3 when the Hawke and Crosslé tangled but continued until Walkinshaw retired lacking oil pressure, a pipe having been crushed. Meanwhile, Oliver assumed third, with T. Horrocks (Alexis Mk 14) next up and Jimmy Gemmell (Lotus 51A) some way in arrears. Everyone moved up a place, however, as the stewards disqualified Graham for "bumping."

Douglas Niven won two races in his Escort, here leading Jim Dryden's Cooper S.



The big saloon race looked to be a Wylie benefit, with Mr and Mrs Graham Birrell driving Escort TCs, backed by the ex-Wylie car now owned by Douglas Niven. Graham Birrell stormed away in the 1600 Group 2 Escort until the diff cried enough on lap 6, letting Jim Dryden (1.3 Cooper S) take the lead, with Niven's 1.9 Escort in close attendance. Dryden pitted his Viva GT with loose electrical connections, putting it three laps in arrears, but Niven nipped past the Mini and took the flag in front, with Eddie Hodgson (1.3 Cooper S) a secure third ahead of a battle between Lew Emslie and Eric Smith in 1.3 Ss, who led Jenny Birrell's 1.9 Escort.

By far the best dice so far was in the 10-lap affair for mod sports cars, which resulted in a fine win for Dave Langley (1.2 Sprite), but John Milne in a brand new blown Midget (completed by Bill Shepherd at the meeting and as yet unpainted) looks to be the man to beat in the future. This had a grand duel with John Gott's Healey 3000, the pair being former BMC rally team-mates; despite complaining of poor handling, Milne stormed through to second place. Meanwhile, John Absalom was doing wonders in his Ginetta G4 after an early spin at the Hairpin, taking fourth place and fastest lap into the bargain.

The special GTs followed for a processional 10 laps, with Dave Farnell having the edge on Logan Morrison, both in Chevron B8s. The BMW-powered cars pulled away from Eddie Labinjoh in the 1.1 Fisher GT, and Geoff Temple (1.0 Chevron B1) took over fourth when Graham McWilliam gave in with braking problems in his 1.1 Mercury GT; however, Temple was ousted with three laps remaining by Ernest Blackadder (1.0 Nathan GT).

The main event over 20 laps found Willie Forbes thundering his Lola T142 into a slender advantage over Graham Birrell's F2 Brabham BT30 and Ronnie Mackay in his now dark blue BT21B. After three laps Mackay took Birrell, who regained his place after a similar distance. Those three were well ahead of Eddie Labinjoh in the 2-litre Fisher-Alfa and John Millar's 2-litre Brabham BT21, while Geoff Oliver (DRW 8F) led the FF contingent with Neil Ginn in his sparkling white Lotus 61E next up, after Tab Philip retired with a split hub carrier on his Brabham BT18. This order remained throughout, although Birrell closed on Forbes in the last lap when the latter's gearlever knob came off.

The chilling day ended with a hectic 15-lap Hartley Whyte saloon final, and with a £100 first prize the pace was furious. Sedic Bell (1.0 Mini) stole a march on Dryden's 1.3 S and Niven's Escort, leading them for a dozen laps; Niven took Dryden going into the Esses after six laps, and with a fine piece of driving "did" Bell at the lefthander some seven laps later to take a lucrative second victory of the day in the ex-Wylie Escort. Fourth place was forever in doubt however, between Eddie Hodgson, Lew Emslie and Eric Smith, all in Minis, who finished in that order, well ahead of Ian McLaren (1.2 Chamois), who led in Jenny Birrell's Escort. Almost at the flag Bell spun and Dryden seized second place by a whisker—a fitting end to the day.

BILL HENDERSON

Saloons up to 1000 cc (10 laps): 1, S. A. Bell (1.0 Mini), 9 m 57.2 s, 62.09 mph; 2, K. Allen (1.0 Mini-Cooper S); 3, E. Paterson (850 Rley Elfi). Fastest lap: Bell, 58.2 s, 63.71 mph (recrd).

Formula Ford (85 laps): 1, D. Macleod (Dulon LD4C), 14 m 38.9 s, 63.32 mph; 2, J. C. Graham (Crosslé 16F); 3, G. Oliver (DRW 8F). Fastest lap: Oliver, 57.0 s, 65.05 mph.

Saloons over 1000 cc (10 laps): 1, A. D. Niven (1.9 Ford Escort TC), 10 m 5.8 s, 61.21 mph; 2, J. Dryden (1.3 Mini-Cooper S); 3, N. E. Hodgson (1.3 Mini-Cooper S). Fastest lap: G. B. Birrell (1.6 Ford Escort TC), 58.3 s, 63.60 mph.

Modified sports cars up to and over 1150 cc (10 laps): 1, D. S. Langley (1.1 Austin-Healey Sprite), 10 m 20.2 s, 59.79 mph; 2, J. Milne (1.3 MG Midget 3/c); 3, J. Gott (3.0 Austin-Healey 3000). Fastest lap: J. Absalom (1.1 Ginetta G4), 58.0 s, 63.93 mph. Class winners: Langley and Milne.

Players Gold Leaf Trophy for special GT cars up to and over 1150 cc (10 laps): D. Farnell (2.0 Chevron-BMW B8), 9 m 17.0 s; 2, L. Morrison (2.0 Chevron-BMW B8); 3, E. Labinjoh (1.1 Fisher GT). Fastest lap: Morrison, 55.0 s, 67.42 mph. Class winners: Labinjoh and Farnell.

Edinburgh Students' Charity Cup race for formula libre (20 laps): 1, W. Forbes (F5000 Lola-Chevrolet T142), 17 m 19.0 s, 71.42 mph; 2, G. B. Birrell (F2 Brabham-FVA BT30); 3, R. M. Mackay (1.6 Brabham-Ford BT21B t/c); 4, E. Labinjoh (2.0 Fisher-Alfa Romeo); 5, J. Millar (2.0 Brabham-BMW BT21); 6, G. Oliver (FF DRW 8F). Fastest lap: Forbes and Birrell, 50.2 s, 73.86 mph.

Hartley Whyte Saloon Car Championship round, up to and over 1000 cc (15 laps): 1, A. D. Niven (1.9 Ford Escort TC); 2, J. Dryden (1.3 Mini-Cooper S); 3, S. A. Bell (1.0 Mini).