

# Miles wins for DART

SCOTTISH Motor Racing Club's fifth Ingliston meeting of the season attracted splendid weather and a good entry last Sunday, but the crowd turnout was once again rather disappointing. While there are no doubt several complicated reasons for this, one of the troubles must be that there is rarely any real Scottish interest in the main race of the day; if a top-class Scottish driver could find a competitive car for the Formule Libre events, there might be some more local reaction. As it is, but for the very welcome visits of the Irish drivers, the recent entries of the DART Chevron B19 and the Yorkshire F5000 cars, there wouldn't be much in the way of an over 1000 cc class at all.

## MOD SPORTS—10 laps

Racing started as usual with the mod sports event, which used to be very much John Absalom's pitch in the Ginetta G4. Before the August event, John was just in the lead for the H & G Robinson championship from Alex Souter's Elan, now racing with a lot of new-found performance. This time, Absalom shared fastest practice lap with Miles Hopperton's blown 1340 cc Midget, with the Elan on the outside of the front row. Hopperton got the drop on them all at the start and led off the line from Souter, with the Ginetta coming through into second place after the Esses, Sadly, the very neat Ginetta's race was soon run and the diff gave way at the hairpin on the very first lap.

Souter took the lead on the second lap, Hopperton still snapping at his heels and closing right up at the Esses. Three laps later the Elan's engine began to misfire and Hopperton moved ahead. Soon after this, Souter was on the point of pulling off after South Stand but the misfire suddenly cleared and he carried on. Hopperton was nine seconds clear by the finish, and Souter had rushed back into second place, getting back past the two cars he'd allowed through while thinking about giving up.

1. M. Hopperton (Midget), 9m 44.2s (63.47 mph); 2. A. Souter (Elan); 3. R. Hutchison (Sprite); 4. T. Rutherford (Sprite). — Fastest lap: Souter, 55.8s (66.45 mph).

## SALOONS UP TO 1000 cc

Practice for the one-litre special saloons event had been given by W. G. Donald's Imp dropping its sump plug and spreading oil most of the way round the circuit. Sedric Bell was on pole with Jim Howden and long-time Ingliston competitor Jimmy Fewell, in what he says was his last-ever race, alongside. Howden's Chrysler Coupe led from the line, but Sedric Bell was

more decisive into the Esses and took over the lead. By the end of the lap Brian Coyle had brought his Imp through from a second row starting position into second place.

Bell once again had no bother extending his lead with the Arden Mini, but Coyle's car, not showing the form that had given it fastest lap in the last two one-litre races here, found Howden's coupe pushing hard through the hairpin, slipping past at the entrance to Arena on lap three. From then on, Coyle dropped steadily back by around two seconds a lap, while Bell stayed five seconds ahead of Howden through the middle patch of the race before the gap increased again towards the end. Twenty seconds behind, Graham Gordon in Sedric Bell's older car kept ahead of Bob Ross throughout, and there was little place-changing.

1. S. Bell (Arden Mini), 9m 54.8s (62.3 mph); 2. J. Howden (Chrysler Coupe); 3. B. C. Coyle (Imp); 4. G. C. Gordon (Mini). — Fastest lap: Bell and Howden, 58.6s (63.28 mph).

## FORMULA FORD—15 laps

Event three was the Firestone Trophy Race for Formula Ford cars, during the introduction to which commentator Jim McInnes made a few remarks about the wearing rate of Torinos that may not have gone down too well at the Firestone service point! After the first three rounds, Neil Ginn had his Lotus 69 well in the lead for the Kings Cup FF championship from Richard Mallock's U2 9B. Ginn's practice session included a mix-up with a slower car after the Esses and a resultant excursion into the infield, ominously close to a lonely but substantial tree, so Mallock was on pole with 54.8s. Graham Cuthbert's Hawke and Donald Macleod's Dulon were alongside him.

Right from the start Mallock's race was a disaster. Macleod and Cuthbert beat him off the line,



DOUG NIVEN led the first big saloon race in the early stages, but Alec Poole's turbocharged Mini-Cooper was the eventual winner. Niven later won the final race of the day.

and he lost ground by missing the change into second gear. Ginn came through from the second row to snatch second place from Cuthbert by the Esses, and finished the lap right behind the Dulon. On lap five Macleod slowed for an oil flag at South Stand and Ginn darted through into the lead before the hairpin, where Macleod had been able to shut the gate on him the previous lap.

The gap between Ginn and Macleod widened, but farther back in the field Mallock picked off Cuthbert's Hawke and Damien Magee's Royal Restaurants Palliser, and passed Macleod for second place before the hairpin on lap eight. Then his troubles really started. Having already had to deal with a wandering fire extinguisher, which he cradled in his lap for a while, and lobbed on to the grass, he then got mixed up with John Sheldon's Palliser during a lapping manoeuvre at Caravan and had a moment all on his own at Lefthander. He'd been closing hard on Ginn before all this happened, but by the end of lap ten he was back down in fourth place and too far back to do anything about it.

Terry Horrocks' Alexis and Colin Maclean's Hawke had a good midfield scrap, and just after the start of the twelfth Horrocks nipped ahead when Maclean pul-

led over for a blue flag, apparently thinking that the leaders were coming up fast behind, but Maclean took over again before the end.

1. N. R. Ginn (Lotus 69), 13m 55.4s (66.58 mph); 2. D. Macleod (Dulon LD4C); 3. G. Cuthbert (Hawke DL2B); 4. R. Mallock (Mallock U2 9B). — Fastest lap: Ginn and Mallock, 54.4s (68.16 mph).

## SPECIAL GTs—10 laps

After the 15-lap FF affair, it was back to ten for the Special GT race, which, with joint outright lap record holder John Miles among those present in the DART Chevron B19 complete with Brian Hart alloy BDA, was more of a demonstration than a competition. Alongside him on the front row were Andrew Fletcher in Bill Tuckett's B16 coupe and John Mackie 1600 cc Mallock. Leader of the Sheila Whyte GT championship before this meeting was Geoff Temple in the original Chevron B1. However, a practice shunt, which left him uninjured, put the B1 out of the race.

Miles just catapulted into the lead, although the avowed DART intention of setting a new and individual circuit record wasn't likely to be realised in this race as there was little in the way of opposition to provide a spur. Andrew Fletcher tucked into second place ahead of Eddie Labinjoh in the now eight-port headed Fisher Spyder, which was going very well indeed for an 1100.

John Mackie's Mallock was fourth early on, but began a series of lightning pit stops because the radiator cap kept blowing off, eventually finishing a couple of laps down. The fastest mod sports cars were also in this race, but Alex Souter really did pull off this time with more of the mystery misfire, although Miles Hopperton took fourth place a lap down. Making up ground after his stops, Mackie almost had a coming-together with McDonald's Diva at the far end of the grandstand on lap nine. In general, though, the race continued to its inevitable climax, with Miles' best lap seven-tenths outside the record.

1. J. Miles (DART Chevron B19), 8m 23.8s (73.65 mph); 2. A. Fletcher (Chevron B16); 3. E. Labinjoh (Fisher Spyder); 4. M. Hopperton (Midget). — Fastest lap: Miles, 48.8s (75.98 mph).

## SALOON CARS OVER 1000 cc —10 laps

The big saloon race lost one of its main attractions when the Wylie's Escort down to be driven by either Graham of Jennifer Birrell didn't appear. In fact, we have seen the end of the Wylie's racing programme for the moment at least. Douglas Niven's Team Forbes Peral Escort was on pole from Bill Dryden in the well sorted-out but not by any means fully tweaked 2½-litre SMT Viva and Alec Poole in the Complan Cooper S. At the flag, Dryden just moved first, but Niven got

ahead and Poole took up third place. Niven was a length ahead at the end of the first lap, despite seeming to go rather wide out of the hairpin.

Once his big tyres warmed up, Poole got the Complan Mini really going and passed Dryden round the back of the circuit on lap three, although the Viva hung on well and made up a little ground round through Arena. An excellent dice among the first three saw another change on lap six when Poole darted out from behind the Escort before the hairpin, took over the lead and held it to the end.

Niven came back at him, however, and Poole was only a fifth of a second clear. Hodgson's Escort made a last-minute attempt to take fourth place from Eric Smith's Cooper but had, like Jim Dryden's Cooper S, been penalised 30 seconds for "persistent cutting of verges," and only Frank Gunn's Cooper, which disappeared up an exit road on lap eight after a nudge with Jim Dryden's car, failed to finish.

1. A. K. Poole (Complan Mini), 9m 41.6s (63.75 mph); 2. A. D. Niven (Peral Escort); 3. W. N. A. Dryden (Viva GT); 4. E. M. Smith (Cooper S). — Fastest lap: Niven, 56.6s (65.51 mph).

## FORMULE LIBRE—20 laps

The 20-lap King Hussein Trophy Race for Formule Libre cars was a pretty fierce affair right from the start. Well publicised as a likely battle between John Miles and Tommy Reid for a new lap record, it seemed to produce some of that Ingliston "needle," previously seen mostly in saloon events but now unfortunately leaking into other classes. Miles' best practice lap was in 48.4 seconds, three-tenths outside the record, with Reid on a round 49. Brian Nelson's Crossle 18F was next, with Brian Cullen's BT30 on the second row alongside Ronnie Mackay, now armed with the ex-Ecurie Ecosse BT30 in Formula Atlantic trim.

Miles and Reid went into the Esses together at the start, and it was Miles who got ahead from the inside line; Reid tucked his BT30 in right behind the Chevron, and when Miles suddenly slowed at the apex of the right-handed exit, Reid had no choice but to collide with him or go for the outside. He went for the outside, crumpled against the barrier, but was able to restart with two slightly damaged wheels, a bent front wing and a broken upright. As if that weren't enough Ronnie Mackay got just out of the Esses when his BT30 deposited all, but all, of its oil in a great trail right round Caravan and halfway to Southstand, where he pulled on to the verge and retired. Brian Harri-

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son's VB5 Vixen, put off in the general melee at the Esses, got itself parked behind Reid's Brabham and had to wait until the other car moved off before getting back into the one-litre section of the race.

The marshals at Caravan did nothing about the oil, except wave the red and yellow flag and put dust down at the exit, which wasn't where the worst patch was. John Miles, unaware of the oil came tearing round to Caravan on his second lap, and was forced to take an unconventionally inside line to avoid the slipperiest part of the road. Then it was clear that any thoughts of a new record could be forgotten.

Miles was never headed, but the main story of the race was the way in which an obviously enraged Tommy Reid hurled his Brabham round to get back among the leaders after restarting in eleventh place. During this chase he set the fastest lap, something that Miles had no incentive to do as he had the DART car almost thirty seconds in the lead at one stage. The trouble between the Esses and Caravan didn't stop there, because Mackie's Mallock and Wright's BT28 collected each other on the oil on lap two and were left parked on the verge. Bill Wood in the ex-Willie Forbes Lola T142 had spun at Caravan during the original oil-dropping ceremony, and was to do the same a couple of times at the hairpin after finding, as Willie himself had done a few seasons back, that a F5000 car is a real handful on this tight circuit.

Brian Nelson's Crossle had taken over second place with Brian Cullen's BT30 just behind, but even by lap four Tommy Reid had erupted back into fourth place, admittedly with a vast gap between himself and Cullen. John Miles started lapping tail-enders by lap eight, and two laps later Brian Cullen had himself a monumental spin out of the Esses and went backwards off the road on to the grass infield, taking a couple of markers with him and getting within nodding distance of Neil Ginn's tree. He was pushed back on right in front of Douglas Thomson's Ecosse-Imp—and we had the sight of a second Irish BT30 being hammered round

right on the limit to get back in touch.

On lap 12 Reid, who had got himself right up behind Brian Nelson, shot past him under braking for the hairpin and regained the second place he had lost what seemed like half an hour earlier. The order remained unchanged thereafter to the end.

1, J. Miles (Chevron FVC B19) 17m. 04.0s., (72.42 mph); 2, T. D. Reid (Brabham-FVC BT30); 3, B. Nelson (Crossle 18F); 4, B. Cullen (Brabham-FVA BT30).—Fastest lap: Reid, 49.5s (74.91 mph).

### SALOON CARS — 15 laps

The Hartley Whyte saloon final might have seemed fairly tame after all this, but there was plenty of action here too. Alec Poole, Douglas Niven and Bill Dryden made up the front row of the grid, and it was Niven who shot ahead this time to lead the three-car convoy round the early laps.

The bold Douglas really meant business this time, but it was all very close as Bill Dryden tucked the Viva in right behind and Alec Poole, as usual, took two or three laps to get really in touch. The plot wasn't to be the same as in the earlier race though, because Dryden was really hounding the Escort, within a length or two going into the Arena, although Niven always pulled away a little as he got the power on to the road past the grandstand.

Poole just couldn't get to grips with them this time, and then on lap seven the Complan Mini's suspension collapsed going into the hairpin and it came up hard against the armco.

Niven had eased a little ahead of Dryden by this time, and on lap eight he was firmly in command. Sedric Bell's 999 Arden Mini, giving a very good account of itself among the big stuff, had to give up with a deflating tyre on lap eight, and Jimmy Veitch had already had to pull the Veva into the pits. Had it been a ten-lapper, Niven would have won comfortably, but on unlucky lap thirteen, with two more to go, his Escort's gearbox packed in after the hairpin, and he pulled off the track at Lefthander.

SMRC chairman Dryden went on to take the flag a long way ahead of Eric Smith, who was letting Jim Howden's Chrysler Coupe get almost within reach over the last couple of laps.

1, W. N. A. Dryden (Viva GT) 14m 35.3s (63.54 mph); 2, E. M. Smith (Cooper S); 3, E. Howden (Chrysler Coupe); 4, A. Bell (Cooper S). Fastest lap: Not given.