

# Incident-packed Ingliston

By BILL HENDERSON

FOR their second meeting of the season at the  $\frac{1}{2}$ -mile circuit at Ingliston, the Scottish MRC had, as usual, a fully subscribed entry list. But unfortunately the weather was not on their side, torrential rain starting almost as Donald Fraser dropped the flag for the first event and continuing for most of the meeting. With the track awash, each event had more than its normal crop of incidents, but fortunately no drivers suffered injury although there were many bent motor cars to be cleared between races.

Event one, the first of two races for up to 1200 cc saloons over 10 laps, found the solitary Anglia of R. Little challenging no fewer than 10 Minis, but in the downpour it was Andy Barton who led after lap one, with team-mate George Carr second followed by K. H. Allen and J. Sime, as Little's Anglia held off K. Robertson and R. D. Wyllie. Then, when seemingly safely the winner, Barton spun at Merchants on laps 6 and 7, letting Carr through into the lead, and then when trying to retake his lead at Vets lost the Cooper completely and struck Wyllie's car which was passing; the latter was able to continue in third place, but Barton retired.

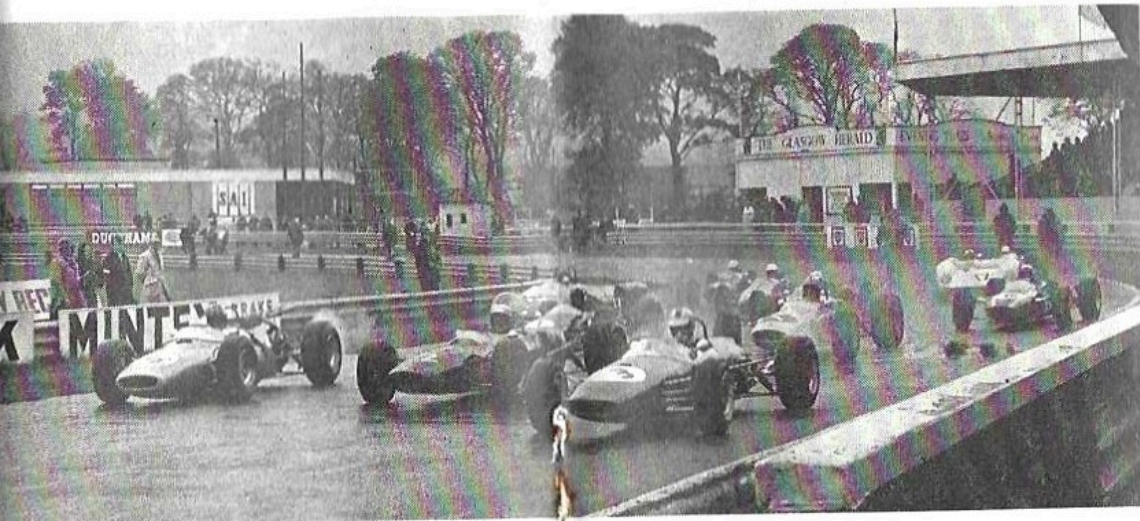
If anything the weather deteriorated for the next 10-lapper, for clubmen's cars, when everyone feather-footed their way around, except J. H. Applegarth whose Adder-Ford established a secure advantage over P. Harrington (Lotus-Cougar 7) followed by G. E. Whittingham (Lotus 7), these three maintaining station until the end of the race. The Chevron challenge of

Howard Heerey and Brian Joell did not materialize, neither appearing.

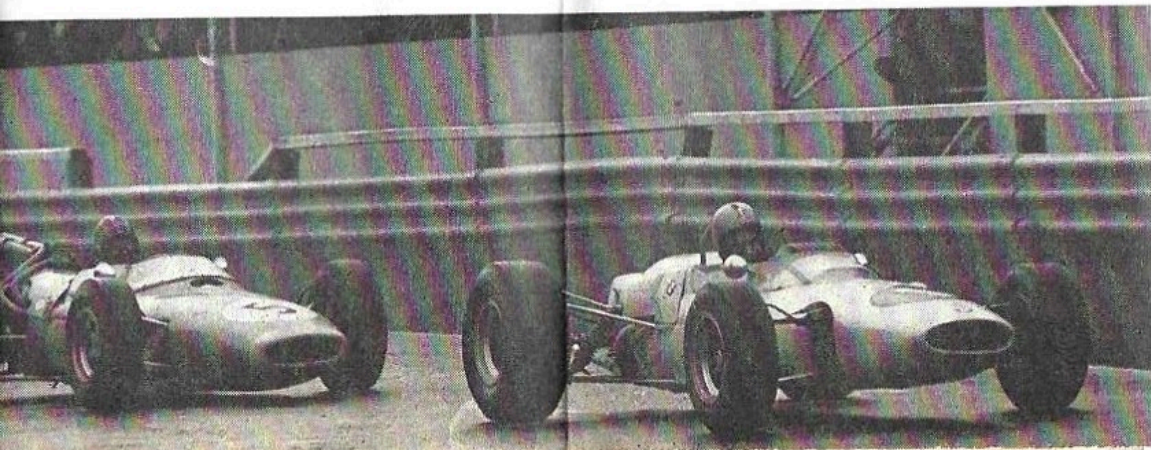
The main race of the day, the Edinburgh Students' Charities Cup, had a full entry list except for Tommy Reid, who did not bring his big 4.7 Crosslé V8 over from Ireland after the Bishopscourt meeting. Andrew Fletcher (Brabham BT18) annexed pole with a 38.2 secs practice lap while Willie Forbes (Lotus-BMW), club chairman John Romanes (Lotus-Martin) and Jock Russell (Russell-Ford) all returned 39.0 secs.

Fletcher splashed his Brabham BT18 into a lead which he was never to lose, pulling away from Forbes' yellow Lotus, which soon had Russell's V8-engined Russell-Ford breathing down his tail pipes; Russell was driving very fast and smoothly in the prevailing conditions and soon took over Forbes' second place. Meanwhile Ronnie Scott (Elva-BMW) was giving John Millar (Brabham F3) no peace, while Graham Birrell was holding the 1-litre Ecosse-Imp well in check watching developments. Then, when places looked settled, the ebullient Russell scraped to a standstill at Merchants on lap 19, giving Forbes second place about 15 secs behind Fletcher and John Millar, the only other driver to complete the distance, third.

The second part of this event was run without Forbes, the engine of his Lotus-BMW having cut as he crossed the line in part one, and Fletcher again went well into the lead. Ronnie Scott in the ex-Forbes Elva-BMW was chased for second spot by Graham Birrell, now



**ANDREW FLETCHER** (Brabham BT18) leads off the line from Jock Russell (Russell-Ford) and John Gorman (Lotus-Martin) at the start of part 1 of the Edinburgh Cup (above). **WILLIE FORBES** (Lotus-BMW), who has discarded his goggles, temporarily leads Russell during their dice (below).



with a vizor to combat the spray from the still wet track, and John Millar, determined to maintain his first heat form. But from seventh place on lap 1 Jock Russell, resplendent in full tartan helmet and driving impeccably, overhauled all but Fletcher to take second place by lap 7, which he held to the flag in a most courageous display of driving. Graham Birrell kept the Ecosse-Imp ahead of Millar's Brabham until the end, but his team-mate Bill Dryden in the other Ecosse-Imp had an unhappy time.

Dryden, however, made amends by taking the sports and GT event in the Nick Cuthbert Elan after overtaking John Nicholson (Lotus 23B) in another vicious shower. Andy Barton was a rather insecure third as Andrew Cowan, fresh from the Tulip and driving Harry Balantine's Marcos GT, was revelling in the rain. Barton made second when the 23B disappeared somewhere, but Cowan could not be denied and he hurtled through and appeared slowly to draw Dryden's Elan towards him, the chequered flag ending the duel with Cowan 0.4 sec in arrears.

The over 1200 cc saloons race was dealt a bitter blow at the start when Sandy McCracken (Jaywick Anglia) and Tom Christie (1.3 Mini-Cooper S) contacted and were out, leaving Jim Dryden on his own in his fleet 1.3 S. Ed Labinjoh was so astounded by the black flag appearing as he was tackling John Milne's 1.3 S that he thumped his 1450 S into the barrier in front of the grandstands.

Practice for the second race for the up to 1200 cc saloons augured well, Gerry Birrell getting the Climax-engined Shannon-Chamois in pole position with Bill Borrowman (Sportstune Mini-Cooper S) alongside, 0.2 sec slower, and these two made the pace from the start. Logan Morrison, finding the Chamois almost unmanageable on the streaming track, dropped back allowing Ron McCutcheon and Jimmy Fewell, both in 999 cc Minis, to fight for fourth behind R. J. S. Haining.

The *marque* car 10-lapper which followed provided a turn-up for the books, for taking advantage of the soaking track and relying on his considerable experience, John Milne shot his standard roadgoing MGB into third place

off the line and by lap 3 was in the lead, hounded by the Sprites of A. W. Hutchinson and Miles Hopperton. Hutchinson spun off at Bankers, rendering Milne's first place certain and allowing I. W. N. Kirkwood (Sprite) into third some way behind.

The final race, for the Hartley Whyte Championship, was contested between the 10 fastest saloons and it was again Gerry Birrell in the Shannon-Chamois who led all the way through, but on the drying track Logan Morrison had his sights set on a repeat of the first meeting, this time driving his Fraser-Chamois. Jim Dryden was just ahead of him in the 1293 cc Mini and was being rapidly gobbled up, but Morrison overcooked Merchants on lap 5 and hit the barrier, forcing his retirement.

#### RESULTS

Saloons up to 1200 cc (10 laps) Race 1: 1, G. Carr (1.0 Mini-Cooper), 9 m 1.0 s, 50.51 mph; 2, J. Sime (1.0 Mini-Cooper); 3, R. D. Wylie (1.0 Mini-Cooper). Fastest lap: A. Barton (1.0 Mini-Cooper), 53.86 mph. Clubmen's cars (10 laps): 1, J. H. Apple-garth (Adder-Ford), 9 m 18.2 s, 48.99 mph; 2, P. Harrington (Lotus-Cougar 7); 3, G. E. Whittingham (Lotus 7). Fastest lap: Whittingham, 52.21 mph. Charlies Cup race, heat 1 (25 laps): 1, A. D. T. Fletcher (Brabham BT18), 19 m 18.8 s; 2, W. Forbes (Lotus-BMW); 3, J. Millar (F3 Brabham). Fastest lap: Fletcher 60.66 mph. Heat 2 (25 laps): 1, Fletcher, 18 m 54.4 s, 60.29 mph; 2, J. Russell (4.7 Russell-Ford); 3, G. Birrell (1.0 Ecosse-Imp). Fastest lap: Fletcher, 61.90 mph. Overall: 1, Fletcher, 60.29 mph; 2, Millar; 3, Birrell. Saloons over 1200 cc (10 laps): 1, J. Dryden (1.3 Mini-Cooper S), 8 m 11.8 s; 2, J. R. Blanckley (Austin A40); 3, S. J. Christie (Ford Anglia). Fastest lap: Dryden, 57.24 mph. Sports and special GT cars (10 laps): 1, W. N. Dryden (Lotus Blan), 8 m 49.0 s, 51.72 mph; 2, A. W. Cowan (Marcos GT); 3, A. A. Barton (Mini-Marcos). Fastest lap: Cowan, 55.61 mph. Saloons up to 1200 cc (10 laps), Race 2: 1, G. Birrell (Singer Chamois), 8 m 3.8 s; 2, W. Borrowman (1.0 Mini-Cooper S); 3, R. J. S. Haining (1.0 Mini-Cooper). Fastest lap: Birrell and Borrowman, 57.72 mph. *Marque* cars (10 laps): 1, J. E. Milne (MGB), 8 m 41.2 s, 52.49 mph; 2, M. Hopperton (MG Sprite). Fastest lap: A. W. Hutchinson (Austin-Healey Sprite), 54.28 mph. Hartley Whyte Championship (15 laps): 1, G. Birrell (Singer Chamois), 11 m 52.0 s, 57.64 mph; 2, J. Dryden (1.3 Mini-Cooper S); 3, R. J. S. Haining (1.0 Mini-Cooper). Fastest lap: Birrell, 59.48 mph.