

Roy Pike hustles his GLTL Lotus 62 through Vets on his way to second spot in the GT race to team-mate John Miles.

Scott stars at Ingliston

By BILL HENDERSON

THE final meeting of the year at Ingliston took place last Sunday, run as usual by the SMRC, and with good weather, a fine entry and a large crowd, it was a great success. Visitors reaped many of the generous awards, with the stars of the day being Richard Scott, who hounded Tommy Reid's F2 Brabham BT30 throughout the Jock McBain Memorial Trophy libre race with his F3 Chevron; Peter Hawthorne, whose 1.3 Mini-Cooper S took the saloon title; and the GLTL Lotus 62s of John Miles and Roy Pike, who dominated the GT event.

Logan Morrison took the lead of the small saloon race with his rapid Singer Chamois, but by lap 2 his fellow front row men Andy Barton (Cooper S) and Jim Howden (Chamois) were into the lead as the leader retired with a broken drive coupling, his fourth in as many meetings. Jimmy Sims and Al Fleming in their Minis fell heir to third and fourth places. Howden switched off as he crossed the line with no oil pressure, 16 secs behind Barton.

A 20-lap GLTL demonstration followed, with John Miles rocketing his Lotus 62 into an easy lead which he held to the end. Roy Pike in the second 62 had to dispose of Nigel Morrison's Chevron-BMW B5 and David Farnell's older B6 before he got up to second. Morrison then spun away third place at Ploughman's, but his fifth place gave him the Sheila Whyte Tankard by one point from the absent

George Silverwood. John Calvert's Lotus 47 was fourth, while the small class went to Eddie Labinjoh's Fisher which held off the Nathan-Imp of Ernie Blackadder.

Tom Walkinshaw sailed into the lead of the Formula Ford race and stayed there to clinch the Kings Cup FF championship with his Hawke DL2. Ted Clark's rapid Lotus 51 lost its chance of challenging him by spinning on lap 2, while Graham Birrell's challenge with his Crossle 16F failed when he spun and became involved in the second place dice between the Merlyns of Bernard Hunter and Brian Squires, Jimmy Veitch's Hawke and the Alexis of Australian karting champion Vern Schuppan. Birrell retired with a blown head gasket, while Clark snatched second place right near the end from Hunter.

The big saloons were next out, and with Graham Birrell assured of the championship, his wife Jenny (née Nadin) was at the wheel of the Wylies Escort TC. However, it was the Minis of Peter Hawthorne, Jimmy Veitch and Bill Borrowman, who rushed away from the pack. Borrowman retired leaving Veitch to hound the Speed-Sport car which was lacking brakes. Jenny Birrell managed a sensible third ahead of the Minis of Sedic Bell, Lew Emslie and Frank Gunn.

Tommy Reid in the Irish Racing Cars F2 Brabham BT30, Richard Scott (F3 Chevron B15) and Mo Nunn (F3 Lotus 59) made up the front row for the libre race,

Nunn with a rebuilt engine. Scott took the lead from Reid and Willie Forbes' F5000 Lola T142. Meanwhile Brian Cullen charged through to fourth with his F2 Brabham BT23C, with Peter Hanson's F3 Chevron B15 trailing Nunn in sixth spot. Pike then tried to outbrake Hanson at the hairpin, but in doing so he smashed his nosecone on Nunn and retired, while both the other drivers dropped back.

Scott kept up his valiant efforts throughout the race and was only overtaken on lap 17, and he finished a mere three secs adrift, these two well over 20 secs clear of Forbes, who in turn had a comfortable lead over Cullen. Nunn was fifth and second F3 car home, albeit a lap down on Scott. Hanson was sixth, having lost contact with Nunn, while Ronnie Mackay was a further two laps back after a quiet race with his Brabham BT21B. Brendan McInerney followed the Scotsman for a distance but dropped away to finish a further lap down with his F3 Chevron B15, ahead of Tony Charnell's Lola T55.

After a demonstration led by Jimmy Stewart, brother of Jackie and an ex-Ecurie Ecosse team driver in the ex-Flockhart/Sanderson Le Mans-winning D-type, out came the saloon finalists. Hawthorne had bled his brakes and, although pressed hard all the way by Veitch, the Hawthorne machine took the verdict, despite not having a drop of water in his radiator at the finish. Andy Barton was going extremely well with his 1-litre Cooper S until he stopped mid-way to make handling adjustments, which cost him four laps. Jenny Birrell lost the diff on the big Escort, the same trouble sidelining Sedic Bell's Mini 13 laps later.

Saloons up to 1000 cc (10 laps): 1. A. Barton (1.0 Mini-Cooper S), 10 m 4.8 s, 61.39 mph; 2. J. E. Howden (1.0 Singer Chamois); 3. J. Sims (1.3 Mini-Cooper S). Fastest lap: Barton, 51 s, 62.85 mph.

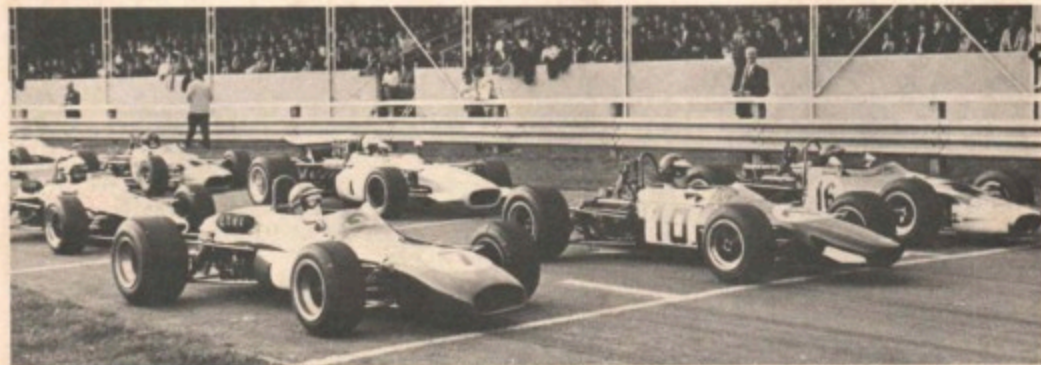
GTs up to and over 1150 cc (20 laps): 1. J. Miles (2.0 Lotus-Vauxhall 62), 17 m 38 s, 70.29 mph; 2. R. Pike (2.0 Lotus-Vauxhall 62); 3. D. Farnell (2.0 Chevron-BMW B6). Fastest lap: Miles, 52.2 s, 71.03 mph record. Class winners: E. Labinjoh (1.1 Fisher-Ford GT) and Miles. Up to 1150 cc lap record: Labinjoh, 52.2 s, 64.83 mph.

Formula Ford (15 laps): 1. T. Walkinshaw (Hawke DL2), 14 m 35.2 s, 63.55 mph; 2. E. J. Clark (Lotus 51); 3. B. Hunter (Merlyn M4 11A). Fastest lap: Walkinshaw and Hunter, 57 s, 65.55 mph.

Saloons over 1000 cc (10 laps): 1. P. Hawthorne (1.3 Mini-Cooper S), 9 m 56 s, 62.2 mph; 2. J. Veitch (1.3 Mini-Cooper S); 3. Mrs J. Birrell (1.9 Ford Escort TC). Fastest lap: Veitch, 58.4 s, 63.48 mph.

Formula libre (30 laps): 1. T. Reid (F2 Brabham-FVA BT30), 34 m 13.4 s, 73.72 mph; 2. R. Scott (F3 Chevron-Lucas B15); 3. W. Forbes (F5000 Lola-Chevrolet T142); 4. B. Cullen (F2 Brabham-FVA BT23C); 5. M. Nunn (F3 Lotus-Halby 59); 6. P. Hanson (F3 Chevron-Forday B15). Fastest lap: Reid, 50.3 s, 73.72 mph. Class winners: Scott and Reid. Up to 1000 cc lap record: Scott, 50.7 s, 73.14 mph.

Saloons up to and over 1000 cc (20 laps): 1. P. Hawthorne (1.3 Mini-Cooper S), 19 m 57.9 s, 62.94 mph; 2. J. Veitch (1.3 Mini-Cooper S); 3. E. M. Smith (1.3 Mini-Cooper S). Fastest lap: Veitch, 58.4 s, 63.48 mph. Class winners: W. L. Morrison (1.0 Singer Chamois) and Hawthorne. Up to 1000 cc lap record: A. Barton (1.0 Mini-Cooper S), 58.4 s, 63.48 mph.



The start of the libre race, with winner Tommy Reid in the IRC F2 Brabham BT30 on pole position flanked by the hero of the race, Richard Scott (F3 Chevron B15) and the GLTL F3 Lotus 59 of Mo Nunn.