



Sunny Ingliston National

By BILL HENDERSON

ALMOST as if to make up for the dismal weather at the two previous meetings at Ingliston this year, the weather was ideal last Sunday, with warm sun tempered by a light breeze. This served to attract a very large attendance, with the breath-taking aerial display by the Red Arrows setting the tenor for the meeting.

Proceedings opened with the Scottish *début* of the Formula Vee cars, counting towards the FV championships. Nick Brittan demonstrated his expertise by running away from the field in his Beach, but excitement ran high as Howard Heery, Andrew Cowan and Jenny Nadin fought out second spot, the lady eventually relegating the Scots rally-man to fourth. Behind them an even more cut-throat squabble developed, P. Danaher (Beach) holding off a fist-waving, grass-mowing Bill Dryden (Dolling) and Gerry Birrell, his team-mate.

Jim Dryden (1.3 Mini-Cooper S) set the pattern in the ten-lapper for saloons over 1200 cc, emulating Brittan by bombing off the grid with Ed Labinjohn in the Jack Fisher 1300 S snapping at his tail and Bill Borrowman (1210 Mini-Cooper S) third in a similar role. Borrowman slammed into second on lap five but could not catch the flying Dryden; meanwhile Geoff Breakell was motoring the Alfa GTA through the field to some purpose, after a poorish start, and hauled up to fourth place

by flagfall after Ronnie Morrison pitted his 1293 S on the penultimate lap.

The first 25-lap heat of the SMT Trophy for single-seaters followed. Peter Gethin non-started due to a practice stunt, letting reserve Alan Rollinson in with the Lythgoe Brabham F3 on his first Ingliston appearance this year. Willie Forbes was having no nonsense at this meeting, storming off in his Lotus-BMW 35, while Andrew Fletcher had trouble in pole position as the flag swept down. Chris Williams followed Forbes' example, with SMRC chairman John Romane third in his Lotus 35 and Julian Gerard's twin-cam Cooper 74 fourth ahead of the locals, led by Jock Russell in his thundering 4.7 Russell-Ford. Davey Powell got his Brabham into sixth place but was overtaken by Tony Charnell, having his first single-seat drive in his Lola 55. Rollinson appeared well down the field but motored on steadily until with 4 laps to go spectators at the Esses and Bankers were suddenly aware that he was surrounded by flames in the cockpit. He fought his way out, the car contacting the barrier at Gardeners where prompt action with five extinguishers subdued the blaze. The fire appeared to have originated from a petrol leak in the nose, and there was blazing fuel running along the undertray. Rollinson was removed to hospital with superficial burns to his ankles (he was wearing nylon socks), hands and lower

jaw, ruefully remarking that this was the one day he hadn't worn his face mask with his Nomex overalls.

The second 25-lap heat later in the afternoon was almost a carbon copy of the first, except that John Romane held second from Williams until on lap 25 he suddenly arrived at Merchant's with no anchors, letting the Shere driver into second place. Williams challenged Forbes on occasion, but baulking by back-markers ended all chance of the threat. Julian Gerard sized up Davey Powell for ten laps before taking him for fourth place, while Peter Gaydon was making meteoric progress, storming through the field in his F3 Brabham BT18 and joining Gerard to gain fourth, relegating the bracketless Romane to fifth. Jock Russell had a momentary spin at Vets, landing against the barrier on the second lap, losing a lap and bending a radius arm.

The second saloon car event for 1200 cc saloons was all Gerry Birrell, his 1140 cc Shannon Chamois heading Ron McCutcheon (1.1 Mini-Cooper) and Logan Morrison (Chamois Sport *à la* Fraser Imp). The latter elbowed past at Gardeners on lap 3, and Tony Charnell did the same in his Chamois Sport, but not so delicately, contacting McCutcheon's Mini in the process. After the latter slowed on lap 7, Dave Forsyth (Mini-Cooper S) took up the challenge with Charnell; they touched at Merchant's prior to the chequered flag, resulting in both being on the steward's carpet. Bob Haining (1.0 Mini-Cooper) was a lonely fifth from Jimmy Fewell and R. D. Wylie in similar cars. Gerry Birrell's 42.4 s best lap established a new saloon record for Ingliston in his Shannon Chamois.

The King Hussein Trophy 25-lapper for Formula 3 cars saw Chris Williams justifying his long journey north with a smooth demonstration in his immaculate Brabham BT21, finishing safely ahead of Dave Berry (Brabham BT15) who in turn had Tim Schenkel (Lotus 22) sized up in third place. Graham Birrell closed the Ecoose Imp up at times but was never a threat, and had his fourth place snatched from him on the final corner by Peter Gaydon's red Brabham BT18, the latter climbing through the field in mastery fashion. Willie Forbes took over the second Ecoose Imp, but dropped back on lap 18 to let Brian Newton (Brabham BT15) into sixth place. Williams set a new F3 lap record at 38.9 s.

The special GT ten-lapper had the crowd on its feet as Johnny Blades (Lotus 47) stole the lead from Bill Dryden in Nick Cuthbert's Elan for one lap; but thereafter, despite frantic attempts by Blades, Dryden always had the line. Some distance behind, Andrew Cowan in the Balantine Marcos GT repulsed all efforts by Ernie Blackadder's Elan to get past, the Elan eventually being overwhelmed by Robert Eva's Ginetta G12. Blades however had some consolation in establishing a new class lap record in 40.6 s.

The meeting ended on a high key with the twelve fastest saloons fighting for points in the 15-lap Hartley Whyte championship event. The Birrell/Morrison Chamois duel was renewed with similar results, and although both were credited with joint fastest lap in 42.6 s, the Shannon car with 200 extra cc gradually out-dragged the smaller engined ex-Fraser car. Ed Labinjohn this time turned the tables on Jim Dryden's Mini-Cooper, Tony Charnell inhaled Dryden's exhaust for the last 10 laps but just had not enough steam to get past.

RESULTS

Formula Vee (10 laps): 1, N. Brittan (Beach), 7 m 24.6 s, 61.52 mph; 2, H. Heery (Beach); 3, M. J. Nadin (Beach). Fastest lap: Brittan, 63.33 mph. Saloons over 1200 cc (10 laps): 1, J. Dryden (1.3 Mini-Cooper S), 7 m 25.0 s, 63.48 mph; 2, W. Borrowman (1.2 Mini-Cooper S); 3, E. Labinjohn (1.3 Mini-Cooper S). Fastest lap: Dryden, 63.63 mph. Saloons up to 1200 cc (10 laps): 1, G. Birrell (Shannon Chamois), 7 m 37.0 s, 62.60 mph; 2, W. L. Morrison (Chamois Sport); 3, A. Charnell (Chamois Sport). Fastest lap: Birrell, 64.53 mph (record). Special GT Cars (10 laps): 1, W. N. A. Dryden (Lotus Elan), 7 m 0.8 s, 65.01 mph; 2, J. Blades (Lotus 47); 3, F. W. Cowan (Marcos GT). Fastest lap: Blades, 67.39 mph. King Hussein F3 Trophy (25 laps): 1, C. Williams (Brabham BT21), 16 m 39.4 s, 68.4 mph; 2, D. Berry (Brabham BT15); 3, T. Schenkel (Lotus 22). Fastest lap: Williams, 70.31 mph (record). SMT Trophy, part 1 (25 laps): 1, W. Forbes (Lotus-BMW 35), 16 m 28.5 s, 69.16 mph; 2, C. Williams (F3 Brabham BT21); 3, J. L. Romane (Lotus 35). Fastest lap: Williams, 71.25 mph. Part 2 (25 laps): 1, W. Forbes (Lotus-BMW 35), 16 m 32.4 s, 68.86 mph; 2, C. Williams (F3 Brabham BT21); 3, T. J. Gerard (Cooper 74 (1)). Fastest lap: Williams, 71.62 mph. Aguzzetti 1, Forbes, 33 m 0.9 s; 2, Williams, 33 m 6.2 s; 3, Gerard, 33 m 45.0 s; 4, Romane, 33 m 56.0 s. Hartley Whyte Saloon Championship (15 laps): 1, G. Birrell (Shannon Chamois), 10 m 51.1 s, 63.04 mph; 2, W. L. Morrison (Chamois Sport); 3, E. A. Labinjohn (Mini-Cooper S). Fastest lap: Birrell and Morrison, 64.23 mph.

JOCK RUSSELL looks apprehensively at the barrier at Vets as his 4.7 Ford-engined car, based on a Lotus 20, slides towards it during the second heat of the main event (top). BILL DRYDEN in the Elan battles it out for the lead of the special GT race with Johnny Blades (Lotus 47).

