

# Libre win for Nelson's Crossle

THE NEW Scottish motor racing season opened on Sunday with Scottish Motor Racing Club's six-event Edinburgh Students' Charities Cup meeting at Ingliston. Changes from last year included a kart race, the abandonment of the almost traditional Hartley Whyte saloon thrash to end the day's sport, the arrival of Catherine Laidlaw to take over the running of the press service, which she did briskly and efficiently, and a new firm of caterers whose idea of running the McRobert Pavilion restaurant was to adopt self-service, double the prices and refuse to serve half-portions for children.

## SALOONS UP TO 1000cc — 15 laps

Amusement for the 9500 crowd started with the Rothmans Trophy race, in which non-starters included Seeric Bell, second fastest in practice to Andy Barton, and Brian Coyle, whose remarkable new Imp wasn't ready in time. From the start, John Fyda went off like a bomb in the neat white Agra Imp, which now has suspension parts from a Lotus Elan grafted into it, and by the third lap he had a 3.5s advantage over Andy Barton.

Bill Borrowman's Sportstune Cooper S passed Jim Howden's Chrysler Coupe for third place at Lefthander on lap three, but Howden got in front again before Clock, only to have Borrowman move firmly ahead next time round. As the race progressed, Fyda began to lose the edge, that experienced charger Andy Barton closed right up, and on lap six performed one of his favourite manoeuvres by slipping into the lead leaving the hairpin. Farther down the field, the Coopers of McKinnon and Smith had a tied-together scrap for lap after lap until Smith got a bit out of shape at the Esses on lap 13 and dropped back a little.

1. A. Barton (Cooper S), 14m 49.6s (62.5 mph); 2. J. C. Fyda (Agra Imp); 3. W. Borrowman (Chrysler S); 4. J. E. Howden (Chrysler Coupe). — Fastest lap: Barton, 58.2s (63.71 mph).

start in his Hawke DL2B, but Pollock was soon through and spent the rest of the race calmly extending his lead to a final 22 seconds. MacLean held off Harkness for second, going very well considering his comparative lack of circuit experience, but Harkness was right behind on lap six when the Crossle suddenly had something break in its steering and skated up the outside edge into the Esses. Crawford held it on to the grass and got it sideways on a little before it thumped the Armo good and hard. Personal damage was limited to a rather embarrassing modification to his racing overalls.

Pollock and MacLean held on to their remote first and second places, although on one lap MacLean apparently found the hairpin looming up a few yards before he was ready for it. Paul Eastwood's Meryl and Geoff Todd's Brabham, fighting it out for third place, came into contact at Lefthander on lap 17, and on the last lap the Brabham shed its nose, although it finished safely ahead.

1. J. Pollock (Crossle 20F), 18m 42.2s (66.08 mph); 2. C. MacLean (Hawke DL2B); 3. G. Todd (Brabham BT28FF); 4. P. Eastwood (Meryl 11A). — Fastest lap: Pollock, 54.8s (67.66 mph).

## SALOON OVER 1000cc — 15 laps

Main interest in the Laughing Duck Trophy race (it's an Edin-

right alongside, but Veitch has too many racing miles to his credit ever to leave the door open at Lefthander. In his original chase after Veitch, Smith broke John Handley's 1300 cc saloon record with a lap in 57.2s.

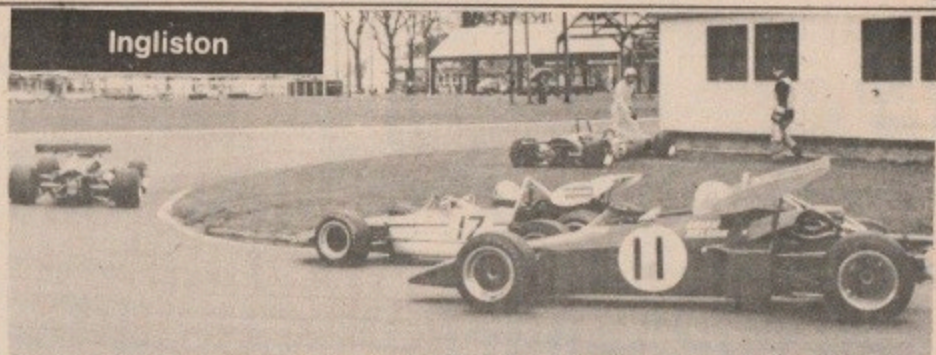
Colin Bradley (Escort TC), Jim Pinkerton (1293 S) and Henry Tuer (Escort TC), had a race-long dice for fifth, originally in that order, then with Pinkerton in front, then with Bradley — who was braking earlier for the hairpin — ahead again, and then Jimmy the Pink back in the lead by lap 10. Tuer got the drop on the others on lap 12, only to have his engine go sour on the final lap when he fell behind into seventh place.

1. W. N. A. Dryden (Firenza), 14m 17.0s (64.90 mph); 2. N. Hodgson (Escort-BDA); 3. J. Veitch (Cooper S); 4. E. M. Smith (Cooper S). — Fastest lap: Dryden, 55.6s (66.69 mph).

## FORMULE LIBRE — 25 laps

Big race of the day was the Edinburgh Students' Charities Cup affair. Brian Nelson in the Desmond Mack Racing Crossle 22F, complete with Brian Hart 2-litre engine, was on pole with 49.0s, with Dave Berry's Brabham alongside after a fine 49.2, and Ingliston Libre champion Tommy Reid in the Irish Racing Cars BT30 on the outside with 49.4s. Jock Russell's tale of woe with the Lotus 70 continued even at his home circuit, when it was seen to have a broken wishbone as soon as it came out of the transporter!

The official bulletin spoke of dry conditions, but it was actually raining right through the race, although the circuit wasn't by any means soaked. Reid was on intermediates and led away from the



**LIBRE TUSSLE:** Tommy Reid's Brabham BT30 is leading while Johnny Blades' Lotus 69 fends off a challenge from Brian Nelson's Crossle 22F.

line followed by Nelson and Johnny Blades in an FA Lotus 69, most of the opposition being on slicks. Dave Berry was fourth on lap one, but next time through the hairpin John Pollock half-rode his F2 Lotus 69 over the Brabham's wheels, and by the time Berry had gone on to the grass and waited for a gap in the traffic he was down to tenth.

Blades slipped past Nelson going into the hairpin on lap five, and one tour later Pollock retired to the pits with his fuel injection belt broken. It was a close and high-speed convoy up front, but positions stayed the same until lap 13 when Nelson went inside Blades at the Lefthander for second place. By this time Berry had carved his way back to fourth place ahead of Scottish hill-climb champion Iain McLaren, whose ex-Sir Nicholas Williamson BT35X-FVC had clutch trouble in practice and more during the race.

On lap 17 Nelson went very tight into the hairpin and got ready to pass Reid at Lefthander a manoeuvre he'd been rehearsing for several laps. Reid saw the danger and tried to cut him off at Lefthander, but Nelson was just able to get alongside, had his

engine on the cam fractionally earlier, and went ahead into Clock.

Reid came back again, and got very close during the final stages when there was traffic about; but the decisive move had been made and Nelson stayed half a second ahead, with Blades by this time dropped from the leading group.

1. B. Nelson (Crossle 22F-Hart), 21m 18.7s (72.50 mph); 2. T. D. Reid (Brabham BT30); 3. J. H. Blades (Lotus 69); 4. D. Berry (Brabham BT16/21-Rover). — Fastest lap: Nelson, 48.9s (75.63 mph).

## SPECIAL GT, SPORTS AND CLUBMAN'S — 15 laps

Last race of the day was a real hotch-potch compared with the old Hartley Whyte saloon dices. It looked like a straight fight between Tony Charnell's Chevron B8-BMW and Eddie Labinjoh in the Fisher Spyder. The field was depleted on the warming-up lap when John Mackie's Mallock half-spun into the Armo at the Esses.

Labinjoh just moved first, but Charnell was soon away into the lead. On the first lap the promising modsports class had the suf-

fing knocked out of it when Miles Hopperton and Al Fleming both had to retire after damaging their cars in an incident which, judging by some axe-sharpening in the pits, they reckoned had been caused by a very unwise manoeuvre at Caravan by Reg Forester-Smith.

Much of this race was very dreary, but things up front started to change after Tony Charnell's pit crew signalled him to take it easy. He started using fewer revs, took fifth instead of fourth along the top straight, dawdled in the traffic and suddenly found the yellow Fisher right alongside him coming out of the hairpin. Eddie was through on lap 14, and on the very last lap the Chevron slid on the grass at the grandstand, got back on to the circuit on full wrong lock, went off again and regained the straight and narrow only after Tony took his feet off all the pedals and let it find its own way home.

R.F.

1. E. Labinjoh (Fisher Spyder), 14m 36.6s (63.45 mph); 2. A. Charnell (Chevron B8-BMW); 3. J. Absalom (Ginetta G4); 4. R. D. Hutchison (Sprite). — Fastest lap: Labinjoh, 55.2s (67.17 mph).

1. A. Barton (Cooper S), 14m 49.6s (62.5 mph); 2. J. C. Fyda (Agra Imp); 3. W. Borrowman (Cooper S); 4. J. E. Howden (Chrysler Coupe). — Fastest lap: Barton, 58.2s (63.71 mph).

The kart race which came next was notable for a splendid performance by Allan Smith, who was simply in a class of his own with a 250 Zip and annihilated the rest of the 32-strong field. Not many people in any of the races drove with such assurance, especially through the Esses, and Smith's fastest lap equalled the then-standing 1300 cc saloon record.

### FORMULA FORD

— 20 laps

A slight drizzle started as the Formula Fords came out. In practice, Peter Harrington had gone straight into the barrier at Caravan, damaging the Cougar rather badly and injuring his ankles. Fastest practice lap went to Crawford Harkness in the Malcolm Templeton Lotus 69F, followed by fellow Ulsterman Jay Polloch in the Crossle 20F.

Hill-climber Colin MacLean from Easter Ross made the best

### SALOON OVER 1000cc — 15 laps

Main interest in the Laughing Duck Trophy race (it's an Edinburgh restaurant) was the expected confrontation between Scottish saloon champion Bill Dryden in a last-minute-delivered 2½-litre Blydenstein Firenza and Douglas Niven in the Celtic Homes ex-Alan Mann 2040 cc Escort-BDA. Both had trouble in practice, which ended with Dryden half a second in front.

As the flag dropped, the Firenza powered ahead, while Niven's car dropped right back through the grid with its diff gone for the second time in a fortnight. The hoped-for battle ended ignominiously with the Escort heading straight for the pits. Once again SMRC chairman Dryden won as he pleased, with Norman Hodgson's Escort-BDA respectfully in second place throughout.

Jimmy Veitch, back in a 1293 S after a fruitless spell trying to sort out V8 machinery, held third place all the way, but Eric Smith's similar car got on his tail by lap five and harried him to the end. Smith kept trying to pass after the hairpin and sometimes got



**EDDIE LABINJOH'S Fisher spyder hounds Tony Charnell's Chevron B8 on the last lap of the sports/GT race.**