



Peter Hull loses the King's Cup FF race to Damien Magee (Crosslé 16F) as he spins his Lola T200 at the Hairpin.

INGLISTON

Reid's BT30 breaks outright record

Everything went well for the SMRC at one of the most superb meetings ever held at Ingliston last Sunday. The weather kept fair and the entry was excellent, with a large Irish contingent, bent, as is their habit, to scooping up the major trophies. This they did, Brian Nelson taking the Lombank Trophy while Tommy Reid demolished Nelson's previous outright lap record in recording 48.7 s. Damien Magee won the Formula Ford King's Cup, and Graham Birrell lowered the GT class record in his new Chevron B16. Point of the day was the fabulous driving of Brian Muir in the Wiggins Teape Camaro, slightly overshadowing Jenny Birrell's efforts in her Escort TC, programmed as a 1300 but going more like her usual 1800 car.

The opening race for sports cars was led off by Dave Langley in his 1.2 Sprite, but Jon Fletcher forced his Elan past on lap 4 after Alex Souter had lost the bonnet from his Elan and Tommy Thomson suffered a locking front brake on his 3.8 Jaguar E, which caused him to fetch up against the barrier and get black-flagged on restarting. Al Fleming held a steady third place in his blown 1.3 Midget, holding off Ian Hall (1.2 Sprite) throughout.

The 1-litre saloon event gave a repetition of the Jim Howden/Andy Barton strife of the previous meeting, Howden pushing his Chamois into the lead from Barton's Mini on the back straight, thereafter countering every move by the Mini. Sedric Bell (Cooper S) was third, but Bill Borrowman's similar car was off-form and was overhauled first by John Fyda (Imp) and then by Lew Emslie (Cooper S) until the Imp retired with a broken drive coupling. Meanwhile Jimmy Sime had his sights on Ken Allen's similar hillclimb car, eventually slipping past under braking for the hairpin after some earlier hair-raising attempts on the back straight.

The 10,000 plus crowd enjoyed a similar dice carried over from previous meetings when Peter Hull (Lola T200) just had to keep ahead of Damien Magee (Crosslé 16F) to take the King's Cup for Formula Ford cars. Bob Evans' Palliser-BRM had led from the grid before Hull and Magee took command, but a spin on lap 13 by Hull at the Hairpin won Magee the trophy. Donald Macleod hustled the Dulon LD4C past Peter Harrington (Merlyn Mk 11A), as did Crawford Harkness with his Lotus 61M. Richard Mallock stormed his U2 Mk 9 through the field to eighth place after an early nonsense.

The big saloon 10-lapper provided motor racing at its best, with some unfortunate incidents to keep to crowd on its feet. The Birrell Escorts shared the front row with Brian Muir's Camaro, but it was Jenny who stole the show, leading away with Muir, Douglas Niven, Lawrie Hickman and Graham Birrell, all in Escorts, pounding along just behind and Alec Poole, who, after breaking a driveshaft in practice, started his turbo-charged Complan Mini from the rear. Muir used the power of the Camaro to overtake at impossible places. Jenny let Niven steal her line at the left-hander losing her lead, but Niven spun off in front of the grandstands, as Muir led lap 5. However, a glance in his mirror, filled with Poole's incredible Mini, caused Muir to miss his braking point for the left-hander and he shot up the escape road, scattering marshals. He resumed the track in fifth place, overhauled Graham Birrell and Bill Dryden (Viva GT), but was unable to catch Poole and Mrs Birrell.

Just as exciting was the historic racing car event for the Doune Cup. Martin Morris pulled out a substantial advantage in his 2-litre ERA from Bill Morris in the B-type ERA Hanuman, as Ray Fielding in Lord Doune's blown 1936 6C Maserati had his work cut out to hold off the Hon. Patrick Lindsay (ERA R5B) throughout the 15 laps. Neil Corner was getting his fast 35B Bugatti into contention when a halfshaft pulled away with a rear wheel in front of the stands, letting Colin Readey assume fifth place in his 2-litre six-cylinder Riley TT Sprite, despite some spirited driving by Hamish Moffat in his delightful unblown 2.3 Bugatti, on incredibly narrow beaded edge tyres. Peter Waller campaigned the 2.9 Alfa Romeo, while Keith Schellenberg fought the 8-litre Barnato Hassan special around, losing four laps to pump more oil pressure.

The special GT race had three Chevron B16s in the front row, and Archie Phillips' white car led the blue model of Graham Birrell for three laps, as Brian Robinson pitted his red version with a deflated tyre after a start-line brush with Dave Farnell (Chevron B8). Derek McMahon (Chevron B8) initially held third place from Andrew Fletcher's similar car but had to give best until the latter's throttle cable broke on the penultimate lap. Geoff Temple taking over fourth place in his 1.5 Chevron B1 when Watson's U2 Mk 8B ran its big ends.

The 20-lap Lombank Trophy race was

dominated by the all-Irish front row, Tommy Reid in the IRC Brabham FVC BT30 leading Brian Nelson and Ken Fildes in F2 Crosslé 19Fs until he spun under locked brakes, letting Nelson streak past to take the trophy; Reid having the consolation of a new outright lap record set during his pursuit. Fildes dropped back and was being reeled in by Willie Forbes' F5000 Lola T142 until he clobbered the Armo at the Hairpin, due to, or causing, broken steering arms on the big Lola and letting Ronnie Mackay (Brabham BT21B t/c) into the money. Eddie Labinjoh (2.0 Fisher-Alfa) spun on the first lap and, resuming in a cloud of cement dust, found this caused by Dave Berry spinning his 3.6 Brabham-Oldsmobile BT14; the resulting contact eliminated both, leaving a cairn of tattered glass fibre, and Geoff Friswell badly damaged his Brabham BT21 t/c at the Esses.

The meeting closed in gathering darkness with the 12 fastest saloons, which found Jim Howden (1.0 Chamois) make his usual slick getaway, leading Poole and Barton until the back straight, when the Complan Mini and the Escorts of Jenny and Graham Birrell surged through with the Wiggins Teape Camaro. Muir took over the lead from the two-wheeling Poole on lap 4, and Jenny was again second from husband Graham after Poole retired with water pouring out and leaking oil.

BILL HENDERSON

Modified sports cars (10 laps): 1, J. B. Fletcher (1.6 Lotus Elan), 9 m 50.8 s; 2, D. S. Langley (1.2 Austin-Healey Sprite); 3, A. Fleming (1.3 MG Midget). Fastest lap: Fletcher, 57.4s, 64.60 mph.

Special saloons up to 1000 cc (10 laps): 1, J. Howden (1.0 Singer Chamois), 9 m 51.8 s, 62.68 mph; 2, A. Barton (1.0 Mini-Cooper S); 3, S. Bell (1.0 Mini-Cooper S). Fastest lap: Howden and Barton, 58.2 s, 63.71 mph (record).

Formula Ford (15 laps): 1, D. G. A. Magee (Crosslé 16F), 14 m 12.1 s, 65.28 mph; 2, P. G. Hull (Lola T200), 3, D. Macleod (Dulon LD4C). Fastest lap: R. Evans (Palliser-BRM), 55.8 s, 66.45 mph.

Special saloons over 1000 cc (10 laps): 1, A. Poole (1.3 Mini-Cooper S s/c), 9 m 55.0 s, 62.32 mph; 2, J. Birrell (1.8 Ford Escort TC); 3, B. Muir (5.0 Chevrolet Camaro). Fastest lap: Poole, 56.8 s, 65.28 mph (record).

Historic racing cars (15 laps): 1, M. Morris (2.0 ERA), 16 m 18.8 s, 56.82 mph; 2, W. R. G. Morris (1.5 B-type ERA); 3, R. Fielding (1.5 Maserati 6C). Fastest lap: M. Morris, 62.8 s, 59.04 mph (record).

Special GTs (15 laps): 1, G. B. Birrell (1.8 Chevron-FVC B16), 13 m 17.8 s, 69.72 mph; 2, J. A. Phillips (1.8 Chevron-FVC B16); 3, D. McMahon (2.0 Chevron-BMW B8). Fastest lap: Birrell, 51.8 s, 71.58 mph (record).

Formula Libre (20 laps): 1, B. Nelson (1.6 Crosslé-FVA 19F), 16 m 48.3 s, 73.53 mph; 2, T. D. Reid (1.8 Brabham-FVC BT30); 3, K. Fildes (1.6 Crosslé-FVA 19F); 4, R. Mackay (1.6 Brabham-Ford BT21 t/c). Fastest lap: Reid, 48.7 s, 76.14 mph (outright record).

Saloons (15 laps): 1, B. Muir (5.0 Chevrolet Camaro), 14 m 28.2 s, 64.06 mph; 2, J. Birrell (1.8 Ford Escort TC); 3, G. B. Birrell (1.6 Ford Escort TC); 4, J. Howden (1.0 Singer Chamois). Fastest lap: Muir, 56.4 s, 65.75 mph (record).