

Walker wins SMT Trophy

By BILL HENDERSON

FOR their first National meeting this year last Sunday the Scottish MRC were plagued by damp and cold weather for most of the morning practice, leaving a damp track throughout the afternoon. Low cloud effectively put paid to the Red Arrows flying display, while several cars retired mangled due to the slippery track, fortunately with no serious driver injury. The emphasis was on single-seaters, with two 15-lap heats and a 25-lap final for the SMT Trophy, which was secured by Alistair Walker in the ex-Team Surtees F2 Lola, despite a strong local challenge from Willie Forbes (Lotus-BMW 35), Andrew Fletcher (Brabham BT18) and Irishman Tommy Reid (1.6 BT23), himself no stranger to the track.

Six cars took the field for the up to 1000 cc section of the main event, Chris Williams and Alan Rollinson not having appeared in the Red Rose F3 Chevrons. On a streaming track Dave Berry shot the Lythgoe F3 Brabham BT21 into a secure lead, never to be challenged by Richard Scott (Lotus 41) nor Graham Birrell (Ecosse-Imp), Ronnie Mackay (BT15) was a lonely fourth well ahead of S. Brown (BT18) and Ian Cochrane in an elderly Brabham.

With the rain stopped, the next 10-lap affair was for big saloons and was not for the faint-hearted in such conditions. Graham Birrell (1.8 Perdal Escort) lowered the lap record in practice and was favourite alongside John Handley (Don Moore 1275 S) and Dave Muter (1275 S). Gerry Birrell (1.2 Shannon Chamois) was in an unaccustomed second row and unhappy with it, and as brother Graham and Handley spun their wheels at the off the blue Chamois was inserted between them; just as the Escort got some traction it contacted the Chamois, and slewed into the barrier—exit the favourite. Handley recovered and howled off, slipstreaming Birrell until on lap 9 he drew alongside at Shepherds; the cars met, parted, and both went off, the Mini to crunch the barrier, the Chamois recovering to snatch the race from Muter by 0.1 sec. Ronnie Morrison (1275 S) was a secure third, and John Nicholson (1.6 Jaynick Anglia) fourth after a lengthy tussle with Ron McCutcheon (1.3 Mini).

The second Trophy heat for the big single-seaters found the crowd giving Jock Russell an enthusiastic welcome back to the track with his magnificent Lotus 43/1 with Gurney-Weslake-headed 4.7 Ford engine. But it was Alistair Walker (Frank Williams 1.6 Lola F2) who became front runner, and Willie Forbes (Lotus 35), Andrew Fletcher (BT18), Bill Dryden (BT21A) and Tommy Reid (BT23) finished behind in that order, apparently content to qualify for the final. Russell, having missed practice, started from the rear of the grid and drove a sensibly subdued race in the conditions, finishing seventh behind D. G. D. McGhie (1.6 Lotus 35).

With the track drying the special GT 10-lapper promised to be a ding-dong, and so it was, as John Lepp (Chevron-BMW) elbowed John Nicholson (Jaynick GT) out of the way into the esses at Bankers and gradually pulled out a safe lead, while John Blades (1.6 Chevron) ran a lonely third comfortably ahead of Trevor Taylor (Gold Leaf Europa), who got no peace from the ebullient George Silverwood (Mercury GT). The Formula Ford 10-lap event produced a full grid from which David Walker (Russell Alexis) stormed off with Harry Gilbert (Lotus 51) in hot pursuit,

until he clipped the rail at Shepherds, puncturing a tyre and letting John McDonald in another Russell Alexis take second for a short spell; he was being leaned on by Gerry Birrell, driving the Centro-Scot Lotus 20 which he has converted to FF. Just when Birrell, having passed McDonald, appeared set to take Walker on the penultimate lap, he had a nonsense near Merchants, dropping him well behind but maintaining his second place to split the Russell Alexes.

The small saloons took over the rapidly drying track with a roar, Logan Morrison (Chamois) doing his customary flying start from Bill Borrowman and Andy Barton (Minis), this pair swapping paint at Gardiners on lap 3. Bob Haining (Imp) had Jim Howden (Singer) looking over his shoulder throughout. Behind, Jim McCaig (1.0 Thistle Mini), Ken Allen (1.0 Mini) and George Douglas (1.0 Imp) had a battle, the Rootes car getting the verdict. Up front Barton sneaked the inside line at Shepherds, and Borrowman took momentarily to the grass, enough to let Barton finish second to Morrison.

The 25-lap Trophy final started with a full 12-car grid and, with the course now dry but for patches under the trees, Alistair Walker once again shot the Lola away to hold the lead from Willie Forbes; next up were Fletcher, Dryden and Reid, with Graham Birrell (Ecosse-Imp) first 1-litre car, holding off Dave Berry and Richard Scott. Lap 6 found Dryden drop back to eighth, while by mid-distance Jock Russell had pulled in, Scott taking the initiative to pass Birrell and Berry when they were lapping a backmarker. On lap 20 Reid challenged Fletcher, who held him off almost to the last lap as Walker took the chequer from Forbes.

The final race, for the dozen fastest saloons, seemed a repeat of the small saloon event, but on lap 2 a determined

Bill Borrowman urged the Moir & Baxter/Sportstune Mini past Logan Morrison (Chamois), Andy Barton not quite following through and the watchful Dave Muter taking up the challenge in third place. But the crowd at Bankers were agog with the first lap *mêlée* when most of the following cars wanted the same bit of track, and this left Ronnie Morrison (1275 S), Antony Tobias (1.3 Mini) and George Douglas's Imp parked neatly nose-to-tail along the Armco with all three drivers very enraged. With no change up front Gerry Birrell (Chamois) was picking up places as John Nicholson (Jaynick Anglia) unsuccessfully attempted to displace Bob Haining (Imp).

RESULTS

SMT Trophy race for formule libre, heat 1 (up to 1000 cc (15 laps): 1, D. Berry (F3 Brabham BT21), 9 m 10.8 s, 59.60 mph; 2, R. Scott (F3 Lotus 41); 3, G. B. Birrell (1.0 Ecosse-Hillman). Fastest lap: Berry and Scott, 44.6 s, 61.35 mph.

SMT Trophy race for formule libre, heat 2 (over 1000 cc (15 laps): 1, A. Walker (F2 Lola T100), 9 m 0.2 s, 60.77 mph; 2, W. Forbes (2.0 Lotus-BMW 35); 3, A. D. T. Fletcher (1.6 Brabham-Ford BT18 t/c). Fastest lap: Walker, 44.2 s, 61.90 mph.

SMT Trophy final (25 laps): 1, Walker, 16 m 28.6 s, 69.18 mph; 2, Forbes; 3, T. D. Reid (1.6 Brabham-Ford BT23 t/c); 4, Fletcher. Fastest lap: Walker, 38.0 s, 72.00 mph. Class winners: Birrell and Walker.

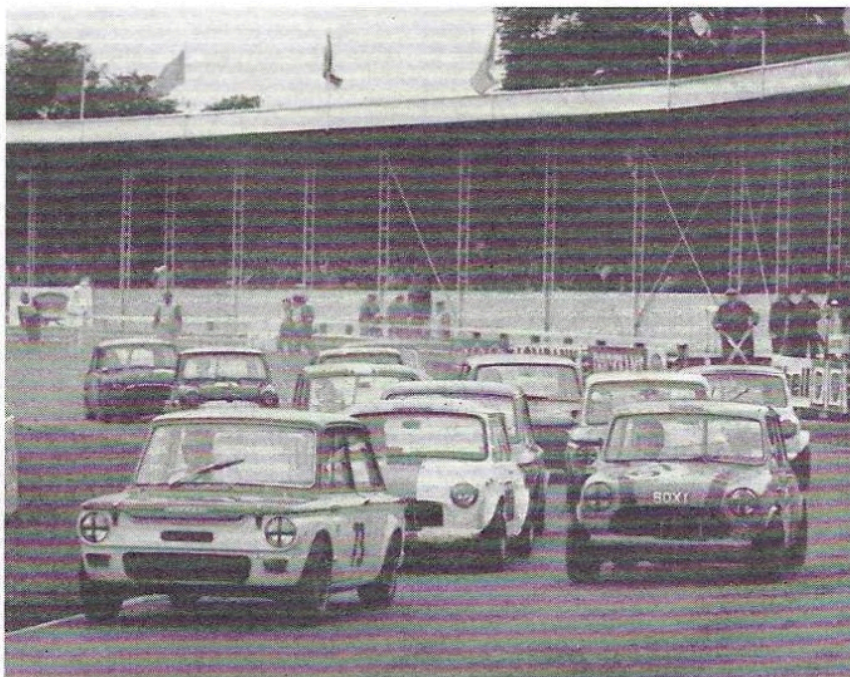
Saloons over 1000 cc (10 laps): 1, G. H. Birrell (1.2 Singer Chamois), 8 m 2.8 s, 56.66 mph; 2, D. J. Muter (1.3 Mini-Cooper S); 3, R. F. Morrison (1.3 Mini-Cooper S). Fastest lap: J. Handley (1.3 Mini-Cooper S), 45.8 s, 59.74 mph.

Special GTs (10 laps): 1, J. Lepp (2.0 Chevron-BMW GT), 7 m 38.0 s, 59.73 mph; 2, J. Nicholson (1.6 Jaynick-Ford GT t/c); 3, J. H. Blades (1.6 Chevron-Ford GT t/c). Fastest lap: Blades, 43.0 s, 63.63 mph.

Formula Ford (10 laps): 1, D. Walker (Russell-Alexis), 7 m 50.6 s, 58.16 mph; 2, G. H. Birrell (Lotus 20); 3, J. McDonald (Russell-Alexis). Fastest lap: J. Schonberg (Lotus 51), 53.8 s, 62.45 mph.

Saloons up to 1000 cc (10 laps): 1, W. L. Morrison (1.0 Singer Chamois), 7 m 30.5 s, 60.11 mph; 2, A. Barton (1.0 Mini-Cooper S); 3, W. A. Borrowman (1.0 Mini-Cooper S). Fastest lap: Barton, 43.8 s, 62.46 mph.

Hartley Whyte Trophy race for saloons up to and over 1000 cc (15 laps): 1, W. A. Borrowman (1.0 Mini-Cooper S), 10 m 48.6 s, 63.29 mph; 2, W. L. Morrison (1.0 Singer Chamois); 3, D. J. Muter (1.3 Mini-Cooper S). Fastest lap: Borrowman, 42.2 s, 64.83 mph. Class winners: Borrowman and Muter.



At the start of the Hartley Whyte race Logan Morrison (Chamois) takes the lead in front of the packed stands from Andy Barton (Mini) and eventual winner Bill Borrowman in BOX 1.