



John Miles in the Lotus 62 leads Andy Fletcher's GT40, John Blades' Chevron-FVA, Nigel Morrison's Chevron, Brian Muir in the other 62 and George Silverwood's Mercury GT into Banker's.

Birrell wins at Ingliston

By BILL HENDERSON

FOR once this year the Scottish MRC enjoyed excellent weather at Ingliston for their SMT Trophy national last Sunday. As is becoming frequently the case, there was a rash of non-starters, leaving small grids in some events. However, it turned out to be Graham Birrell's day, as he won both parts of the main single-seater event in the Ecurie Ecosse Brabham BT23C in front of a 10,000-strong crowd, in addition to taking two runaway victories with his Escort TC. John Miles dominated the well-supported GT race in the GLTL Lotus 62, as did Sedic Bell (Mini-Cooper S) the small saloon event.

The meeting got rolling with the big saloon 10-lapper, led throughout by Graham Birrell, whose 2-litre Escort TC was tailed initially by Davie Muter's Mini-Cooper S and Ron McCutcheon's Mini. Bill Borrowman hauled his fuel-injected 1.3 through from a second row grid position to join them. On the opening lap John Blackley got his 1.9 Rockside A40-MGB on the grass before Bankers and in regaining the track ended the race for Jim Dryden's 1300, Ronnie Morrison's fuel-injected S and Lew Emslie's Mini. Borrowman displaced Muter on lap 4, the race being processional thereafter.

In the small saloons 10-lapper Logan Morrison (Singer Chamouis) gave the crowd another of his perfect starts, but had pole man Sedic Bell (Cooper) nibbling at his rear bumper for four laps, the Mini assuming command when a drive coupling broke. Interest after this centred on the relentless chase by Borrowman, this time in a Cooper S, with Bob Haining's Imp a lonely third ahead of Jimmy Sims' narrow-tyred 1-litre Mini.

The SMT Trophy for single-seaters, run in two 20-lap parts, promised well, despite the absence of Richard Scott's F3 Brabham BT21, Ronnie Mackay (awaiting an engine for his F3 BT21B) and Geoff Oliver (F3 Lotus 41), while poor John Millar had his usual crucial Ingliston luck, damaging his 2-litre BMW-engined BT21B in practice. However, Graham McRae and Graham Birrell had given a fiery driving display in their F2 Brabham BT23Cs in practice to share the front of the grid with Dave Berry's BT16 twin-cam. It was Birrell who made the best start, with the New Zealander bombing past on the straight to snatch the lead under braking into West Gate. However, the tail whipped round and McRae landed on the apex of the hairpin, the Ecosse

car nipping past and away. Berry held the elderly BT16 in second place in a tidy drive. McRae was blasting round but tangled with Andy Goodfellow at Bankers, the latter's 4.7 Chevrolet-powered Cooper T76 shed a wheel and flailing drive shaft, and the resulting *mélée* also put out Ian Stirling's Lola. Meanwhile Andrew Fletcher was getting the measure of John Romanes' 2.1-litre Lotus-Climax 35 and was intent on catching Berry, and Wayne Mitchell in his new F3 Brabham BT28 was being hounded by Gerry Birrell, who was skilfully piloting Robs Lamplough's old F3 Lotus 41 until he was black flagged with a rocker box gasket shedding oil on the track, which caused Mike Campbell in fifth place to spin his F3 Titan Mk 3 at Ploughman's.

The second part later in the afternoon saw McRae in action once more with a repaired front wishbone. Norman Foulds (F3 BT21B) and Stirling were also out again. This time Fletcher held the start advantage, only to be overwhelmed by Birrell in the Ecosse BT23C before the end of the lap. In the meantime McRae was howling his BT23C back into contention, but locking brakes eliminated the car on lap 6, leaving Mitchell's BT28 being hustled along by Gerry Birrell in the Lamplough 41. Fletcher dropped back after a nonsense on lap 9, while Berry grabbed second and Campbell's Titan third. Fletcher fought back to third place, Mitchell taking over Campbell's place when the Titan spun out of West Gate. Gerry Birrell baled out of the 41, which was giving his back a scalding shower, while Foulds and Tony Charnell finished a lap in arrears, the latter's 1.6 Lola T55 somewhat breathless.

The Formula Ford event with but eight starters was reduced further at the start as Ted Clark stripped his Lotus 51's gearbox. Gerry Birrell led throughout, giving a demonstration win in his usual Crossd 16F. Tom Walkinshaw drove the works Hawke neatly ahead of Dave Manners' Lotus 51, which had Brian Squires' Merlyn Mk 11A watching for the slightest error.

The 15-lapper for GT cars produced the only full grid of the day, favourites for the outright win being John Miles and Brian Muir in the GLTL Lotus 62s, with likely challenges coming from Johnny Blades' FVA-powered Chevron B8 and Andrew Fletcher in his Ford GT40. This is how it turned out, with Miles streaking off into a huge lead from

the Chevrons of Blades and Nigel Morrison (B8-BMW) and the GT40. Muir stormed into second spot on lap 3, while Blades disappeared from the charts on lap 5 and Morrison one lap later. Then Muir went out on lap 9 with a loose battery box, leaving Fletcher almost a minute behind the flying Miles. The 1150 cc cars witnessed Eddie Labinjoh doing wonders in Jack Fisher's GT, working it up to third overall and lowering George Silverwood's class record by 0.3 sec, the latter completing only one lap in the Mercury GT. Bill Dryden meanwhile bowled the little Honda S800 of H. and G. Robinson up to astronomical revs in his chase some 8 sec behind, having Miles Hopperton's all purpose 1.1 Midget 0.2 sec behind him.

The day ended with the usual Hartley Whyte 15-lap race, which gave leader Graham Birrell his second saloon victory in the 2.0 Escort TC from Bill Borrowman (1.3 Mini-Cooper S). Main interest was in the progress of Jimmy Veitch (1.3 Mini-Cooper S) through the field to third place, ousting Sedic Bell on the way, although the latter had the consolation of sharing a new 1-litre class record lap with Andy Barton, both in 1.0 Mini-Cooper Ss, the latter dropping a valve after a no-quarter tussle with A. M. Smith (1.3 Cooper S).

Special saloons over 1000 cc (10 laps): 1, G. B. Birrell (2.0 Ford Escort TC), 9 m 48.0 s, 63.04 mph; 2, W. Borrowman (1.3 Mini-Cooper S); 3, D. Muter (1.3 Mini-Cooper S). **Fastest laps:** Birrell, 57.8 s, 64.15 mph.

Special saloons up to 1000 cc (10 laps): 1, S. A. Bell (1.0 Mini-Cooper S), 10 m 2.4 s, 61.55 mph; 2, W. Borrowman (1.0 Mini-Cooper S); 3, R. Haining (1.0 Hillman Imp). **Fastest lap:** Bell and A. Barton (1.0 Mini-Cooper S), 59.0 s, 62.85 mph.

Formula Ford (15 laps): 1, G. H. B. Birrell (Crossle 16F), 14 m 28 s, 64.08 mph; 2, T. Walkinshaw (Hawke DL2); 3, D. G. Manners (Lotus 51). **Fastest lap:** Birrell, 57.0 s, 65.05 mph.

Special GT cars up to and over 1150 cc (15 laps): 1, J. Miles (2.0 Lotus-V200 82), 13 m 25.3 s; 2, A. Fletcher (4.7 Ford GT40); 3, E. Labinjoh (1.1 Fisher GT). **Class winners:** Labinjoh and Miles. **Fastest lap:** Miles, 53.0 s, 69.96 mph (record). **1150 cc class record:** Labinjoh, 58.5 s, 63.38 mph.

Hartley Whyte Trophy for saloons up to and over 1000 cc (15 laps): 1, G. B. Birrell (2.0 Ford Escort TC), 14 m 44.8 s; 2, W. Borrowman (1.3 Mini-Cooper S); 3, J. Veitch (1.3 Mini-Cooper S). **Class winners:** S. A. Bell (1.0 Mini-Cooper S) and Birrell. **Fastest lap:** Birrell, 57.7 s, 64.26 mph. **1000 cc class record:** Bell and A. Barton (1.0 Mini-Cooper S), 58.8 s, 63.06 mph.

SMT Trophy for formula libre cars, part 1 (20 laps): 1, G. B. Birrell (F2 Brabham-FVA BT23C), 17 m 30.5 s, 70.60 mph; 2, D. D. Berry (1.6 Brabham-Ford BT16 t/c); 3, A. D. T. Fletcher (2.5 Lotus 35). **Fastest lap:** G. Macrae (F2 Brabham-FVA BT23C), 50.9 s, 72.86 mph. **SMT Trophy, part 2 (20 laps):** 1, Birrell, 17 m 14.2 s, 71.70 mph; 2, Berry; 3, Fletcher. **Fastest lap:** Birrell, 50.8 s, 72.99 mph.

SMT Trophy aggregate: 1, Birrell, 34 m 44.7 s; 2, Berry; 3, Fletcher.