



The winner of the Adam Wylie trophy in his F3 Brabham BT21B was Ronnie Mackay, here at West Gate sans goggles in the rain.

## Ingliston: Two for Gerry Birrell

By BILL HENDERSON



The eventual winner of the big saloon event, Gerry Birrell, finds his Escort TC wedged in by the Cooper Ss of Dave Muter and Jim Dryden at the start.

RAIN which started in the morning and carried on halfway through the afternoon at last Sunday's SMRC Ingliston meeting did not tarnish the brilliant driving of Gerry Birrell, who took the Wylie Escort TC out for his first time and equalled his brother Graham's lap record in winning two events with the car. Ronnie Mackay (Brabham BT21B) dominated the single-seater events to take home the Adam Wylie Memorial Trophy.

The first event was a 10 lapper for saloons. Jeff Todd's 1.3 Mini-Cooper S on pole was outraged by the lone 1-litre A40 of Jim Ritchie from a grid of Minis. By Shepherds Todd had the advantage, but then he spun and pranged a barrier. Meanwhile J. Walker (1275 Cooper S) was a dissatisfied third behind Ritchie and David Stevenson (1.0 Cooper S). By lap 6 Walker had pulled out a sizeable lead with Alec Ormiston (1.0 Cooper S) now third, until on lap 9 Ormiston slammed the barriers at Shepherd, letting N. R. Ginn (850 Mini) into third.

One of the single-seater events followed, and with small fields through non-starters, the club wisely amalgamated it with the FF event. Bill Dryden demolished the front end of John Romane's Lotus-Climax 35 in practice while Richard Scott's F3 Brabham BT21 lost its sump contents, damaging the Holbay engine. Ronnie Mackay hurriedly had narrow tyres

fitted to his F3 BT21B and with goggles lifted stormed off in a shower of water heading Davy Berry (t/c Brabham BT16) with Gerry Birrell (FF Crosslé 16F) next, with 16 front and 36 lbs rear pressures in his crossply Avons! The Crosslé shadowed Berry throughout with John Millar (2.0 Brabham BT21B) a steady fourth. Bernard Hunter and Ted Clark (FF Lotus 51s) kept Tony Charnell (1.65 Lola T55) at bay, several spins not helping Charnell, who had a jury rigged gear lever after it snapped in practice. One unfortunate victim of the rain was Ted Clark who overturned his Lotus 51 on to a barrier.

The second single-seater event saw the same runners but now in the dry and with Mackay's F3 back on big tyres. Berry led away, tailed by Birrell, but Mackay going very well again established his supremacy, pulling away to the flag. Charnell spun his Lola, losing fifth place, Birrell taking rapid avoiding action at Ploughmans, and then the latter's engine developed a miss with around three laps to go, and John Millar pushed his BMW engined Brabham through.

A big field of prod sports cars roared off for 10 laps in now easing dampness, Bill Dryden taking Bankers just ahead of Ian Hall's 1.1 frog-eyed Sprite, gradually to pull away until pitting on lap 5 with transmission troubles in the Honda S800; this left victory to John Milne in his MGB, from Hall and Miles Hop-

perton (Midget).

On a rapidly drying track out came the big saloons for their 10 laps. Jimmy Veitch in his 1310 Cooper S took the advantage, holding off Birrell's Escort for four laps; this pair pulled well away from Davy Muter (1275 S) and Frank Gunn's similar Barton Cooper S. Once through, however, Birrell charged on to an undisputed win, taking the BP Saloon Trophy.

The rather depleted grid of special GT cars, lacking John Absalom's Ginetta G4 after a practice mishap, was reduced further when Nigel Morrison's Chevron-BMW B8 refused to start and Ernie Blackadder retired his Nathan-Imp GT after two laps. However, several prod sports were included in the GT field and Ian Hall's Sprite held second place, behind George Silverwood who easily outpaced the rest with his Mercury GT. John Milne was a fine third, this time in his 1.3 Midget coupé.

It was the up to 1-litre saloons which provided the best race of the day. Sedic Bell (1.0 Mini-Cooper S) on pole position became involved in a shemuzzle on lap 1 which saw him trailing Bill Borrowman's Cooper S, and Jim Howden's Singer Chamois. Andy Barton went mowing with his Mini at Ploughmans, recovering to elbow through to third place on the road, although only fifth in the results due to a 30 secs penalty. Ken Allen (Mini) and Bob Haining (Chamois) were third and fourth. Meanwhile first place was in dispute as Logan Morrison's Chamois harried Bell, getting past on lap 8. However, he then spun at Bankers and Bell easily took the flag.

The final event, the 15-lap Hartley Whyte trophy race for the 15 fastest saloons, was a sizzler, with Jimmy Veitch once more having the start buttoned up in his 1310 Cooper S. Again Birrell powered his Escort past at West Gate hairpin and was uncatchable thereafter. Interest centred on the third place squabble involving Jim Dryden's Cooper S, Sedic Bell and Logan Morrison. Davy Muter's Cooper S took command after Morrison had the lead for four laps, with Bell pulling away from the Chamois, those two taking third and fourth, with Muter fifth after incurring a 30 secs push start penalty.

**Special saloons (10 laps):** 1, J. Walker (1.3 Mini-Cooper S), 12 m 40.2 s, 48.78 mph; 2, D. O. Stevenson (1.0 Mini-Cooper S); 3, N. R. Ginn (850 Mini). **Fastest lap:** Walker and Stevenson, 73.8 s, 50.38 mph.

**Adam Wylie Trophy Race Part One (15 laps):** 1, R. Mackay (F3 Brabham BT21B), 16 m 25.2 s, 56.46 mph; 2, D. Berry (1.6 Brabham BT16); 3, J. Millar (2.0 Brabham-BMW BT21B). **Fastest lap:** Mackay, 63.7 s, 58.21 mph.

**Adam Wylie Trophy Race Part Two (15 laps):** 1, R. Mackay (F3 Brabham BT21B), 14 m 14.4 s, 65.10 mph; 3, D. Berry (1.6 Brabham BT16); 3, J. Millar (2.0 Brabham-BMW BT21B). **Fastest lap:** Mackay, 54.6 s, 67.91 mph.

**Adam Wylie Trophy Race, Aggregate (15 laps):** 1, R. Mackay (F3 Brabham BT21B), 30 m 39.6 s; 2, D. Berry (1.6 Brabham BT16); 3, J. Millar (2.0 Brabham-BMW BT21B); 4, A. Charnell (1.65 Lola-Ford T55).

**Formula Ford (15 laps):** 1, Gerry Birrell (Crosslé 16F), 16 m 43.2 s, 55.44 mph; 2, B. Hunter (Lotus 51); 3, D. Manners (Lotus 51). **Fastest lap:** Birrell, 65.6 s, 55.44 mph.

**Formula Ford (15 laps):** 1, Gerry Birrell (Crosslé 16F), 15 m 05.0 s, 61.46 mph; 2, D. Manners (Lotus 51); 3, B. Hunter (Lotus 51). **Fastest lap:** Birrell, 58.8 s, 63.06 mph.

**Prod sports (10 laps):** 1, J. Milne (1.8 MGB), 11 m 50.0 s, 52.21 mph; 2, I. Hall (1.1 Austin-Healey Sprite); 3, M. Hopperton (1.2 MG Midget). **Fastest lap:** Hall, 67.8 s, 54.69 mph.

**Special saloons over 1000 cc (10 laps):** 1, Gerry Birrell (2.0 Ford Escort TC), 10 m 56.0 s, 56.52 mph; 2, J. Veitch (1.3 Mini-Cooper S); 3, D. Muter (1.3 Mini-Cooper S). **Fastest lap:** Birrell and Veitch, 64.4 s, 57.58 mph.

**Special GT cars (10 laps):** 1, G. Silverwood (1.1 Mercury-Ford GT), 10 m 58.4s, 56.28 mph; 2, I. Hall (1.1 Sprite); 3, J. Milne (1.3 MG Midget). **Fastest lap:** Silverwood, 64.4 s, 57.58 mph.

**Saloons up to 1000 cc (10 laps):** 1, S. A. Bell (1.0 Mini-Cooper), 10 m 57.2 s, 56.42 mph; 2, W. L. Morrison (1.0 Singer Chamois); 3, K. Allen (1.0 Mini-Cooper). **Fastest lap:** A. Barton (1.0 Mini-Cooper), 60.8 s, 60.99 mph.

**Saloons up to and over 1000 cc (15 laps):** 1, Gerry Birrell (2.0 Ford Escort TC), 14 m 50.1 s, 62.47 mph; 2, J. Veitch (1.3 Mini-Cooper S); 3, S. A. Bell (1.0 Mini-Cooper). **Fastest lap:** Birrell, 58.1 s, 63.62 mph (equals record).