

Ingliston

# Jenny Birrell 'Man of Meeting'

WITH some of the top brass from Vauxhall Motors and several familiar faces from DTW among the 10,000 crowd, it wasn't hard to remember that Sunday's event at Ingliston was the SMT Trophy meeting. However, it was Mick Hill's Tridentcapri which won the featured super saloons race from Gerry Marshall's Firenza, after the two Scottish hopes, Bill Dryden's Firenza and Douglas Niven's V8 Escort, both retired. Jennifer Birrell in the SMT Magnum won a very close production saloons race, and the daily and weekly journalists in the press room voted her BP Man of the Meeting, following confusingly enough in Lorina Boughton's pioneering steps. The formulae race event, after a lurid start-line incident, went to Iain McLaren from Tommy Reid.

## MODSPORTS - 10 laps

With a very busy programme, the first race was held before lunch. The outcome was entirely predictable, as John Absalom switched on the automatic pilot and the faithful Ginetta romped away from the Alan of Mike Nugent, who had slightly fumbled his start. The two cars were a second apart for the first two or three laps, and then Nugent fell back a little more, the Alan leaving a slight smoke trail but nevertheless setting fastest lap. Kenny Allen put up another new 1150cc lap record in the Russell McIntosh Crusader. Dave Morton recovered from a not too good start to win a mid-race scrap with Bill Wood, while Alex Souter was in trouble all the way after a push start, and his off-gone Alan finished unusually far back.

1. J. Absalom (1.6 Ginetta G4) 9m 08.0s (67.46 mph); 2. M. Nugent (1.8 Lotus Elan); 3. K. Allen (1.0 Clan Crusader); 4. D. Morton (1.6 Lotus Elan).  
Fastest lap under 1150cc: Allen 55.2s (67.17 mph) new class record.  
Fastest lap over 1150cc: Nugent 53.0s (69.96 mph).

## SPECIAL SALOONS over 1000cc - 10 laps

Separate from the main super saloons event, the usual field of special saloons came out for race two. However, the traditional dice between Bill Dryden and Douglas Niven was not to be continued. Dryden's Firenza had gone well in Saturday's first practice session, but in the second the engine which had done the Nürburgring race and then another at Croft finally showed the strain; Bill felt it falter going into the Esses, looked down to check the gauges and suddenly found himself gyrating round backwards, being narrowly avoided by Douglas Niven. A piston had collapsed, and the only possible spare engine was down at Blydenstein's. Much overnight driving from Shepreth and Perth, and a hasty installation job by Walter Gray, found the Firenza on the grid, but with a misfire caused by some electrical fault which couldn't be traced. It retired to the pits without completing a lap.

Niven roared the Boss Escort off the line from Tony Suggden's Brook Hire Escort and Jim Pinkerton's Cooper S, which was soon passed by John Calvert in the Hillcrest Escort. As Niven drew away from Suggden, so Calvert began to close up, trying the inside line at the hairpin on lap 8, but heaving the door firmly closed. Eric Smith's Allen-engine Mini passed Jim Pinkerton on lap 2 and Jim Dryden's Longman car one round later, but there were no other changes among the leading group. Walker's Viva caused some consternation by spinning round in front of the grandstand at the end of the first lap, but he recovered and finished two laps down.

1. D. Niven (5.7 Escort V8) 9m 11.2s (67.27 mph); 2. A. Suggden (1.8 Escort BDE); 3. J. Calvert (1.8 Ford Escort); 4. E. Smith (1.2 Allen Mini).  
Fastest lap under 1300cc: Smith 54.2s (68.41 mph).  
Fastest lap over 1300cc: Niven 53.6s (69.18 mph).

## SPECIAL SALOONS up to 1000cc - 10 laps

As in the opening race, there was only one likely winner of this one, Sedic Bell in the smaller Allen Mini. John Fyda made a great effort to force his Agra Imp in front at the start, but the order soon became Bell followed by Fyda, Ian Forrest's Imp and Peter Pitman's Imp. Duncan Fisher in a new Imp with ex-Ray Calcutt engine pulled off onto the grass at the end of lap 2. Eric Paterson had a spin at Southstand, several cars were in and out of the pits, and Bell soon began to pull out a clear lead. Fyda was on his own in second place on the last but one lap, when trouble struck round the back of the circuit, and he tumbled into the pits to retire. Ian Forrest inherited the place, and kept it by only two-fifths of a second from Peter Pitman, with Bill Donald 8 seconds back in fourth.

1. S. Bell (1.0 Allen Mini) 9m 26.6s (65.10 mph); 2. J. Forrest (1.0 Imp); 3. P. Pitman (1.0 Imp); 4. W. Donald (1.0 Imp).  
Fastest lap: Bell 56.0s (66.21 mph).

## SPECIAL GT, SPORTS and CLUBMANS - 10 laps

Eddie Labinjohn would have been on pole position for this mixtures race, but the Fisher Spider had had mechanical trouble in practice, and didn't reappear. The Mogli Motors Lola was only on the second row, but from the start Tony Charnell swept into the lead and was two seconds up on John Absalom's front-row Ginetta after the first lap. Charnell continued to a 10-second win, while Absalom fended off a late challenge from Les Aylott's Ardua, and Mike Martin's Sizzler, after an early attempt on third place, settled for an untroubled fourth. SMRC chairman Alistair Mackintosh, his Mallock now permanently converted to Clubmans specification, set up the best one-litre time, while Dave Morton made up several midfield places after another slowish start.

1. A. Charnell (1.6 Lola T212) 8m 46.8s (70.39 mph); 2. J. Absalom (1.8 Ginetta); 3. L. Aylott (1.3 Ardua Mark 4); 4. M. Martin (1.6 Sizzler).  
Fastest lap under 1000cc: A. Mackintosh (1.0 Mallock U2 Mark 18B) 54.8s (67.66 mph).  
Fastest lap over 1000cc: Charnell 51.4s (72.14 mph).

## FORMULA FORD - 10 laps

There was such an immense entry for the Firestone Trophy race that, for the first time, the Ingliston organisers arranged a main race and a later consolation event. A rather damaging practice session left South African Kenny Gray's Van Diemen on pole position from the similar car of Norman Dickson, now recovered from his earlier Ingliston injuries. These two made very good starts, and came round Arena at the end of the first lap practically gummed together. Dickson having tried to slip through at the entrance but Gray being on the only possible line. Dickson tried again at the end of lap 2, getting right alongside, but once again Gray held the line and

Dickson had to back off, dropping a little way out of touch on the next lap. He came back again, but Gray was by then firmly in the lead. Stuart Lawson, leading in the Rothmans FF championship, was in fourth place throughout, behind Sherry's Crossle 25F from Lisburn. Graham Hamilton's MacDonald Shand Van Diemen, although setting joint fastest lap, was never quite in touch in fifth place, while towards the end John MacGilvray's Crossle 25F got in front of Andrew Jeffrey's Elden International car for sixth. Gray now moves into the lead in the Rothmans series.

1. K. Gray (1.6 Van Diemen RF 74) 9m 11.0s (67.30 mph); 2. N. Dickson (1.6 Van Diemen RF 74); 3. J. Sherry (1.6 Crossle 25F); 4. S. Lawson (1.6 Hawke DL11).  
Fastest lap: Gray and Hamilton 54.0s (68.67 mph).

## PRODUCTION SALOONS - 10 laps

Jennifer Birrell was on pole position for this one in the SMT Magnum which had been run-in by Andrew Cowan on the Tour of Britain, although it was still suffering from the same brake judder. Husband Graham was alongside in the first of the Halesfield Motors Hunters, the second being driven by Alec Poole. Eddie Labinjohn in Jack Fisher's Alfa Romeo 2000GTV was on the second row, beside Pete Clark's Capri 3000. From the flag it was the Magnum and the Hunter neck and neck into the Esses, and when the point came when somebody had to give way, it was Graham who eased off. Next time round, Jennifer was a second clear, and the Hunter had to give up another place when the Alfa repeated the Esses manoeuvre.

Labinjohn had meant business from the start, because he broke a headlight against the Hunter's rear at the hairpin on lap 1. Gradually these three cars and Pete Clark's Capri formed a high-speed train. Several times the Hunter tried for the inside at the hairpin, but the Alfa handled better and the Hunter lost ground with wheelspin out of the corners, most noticeably, perhaps, at Arena. The Alfa could get close to the Magnum's tail through Arena but the SMT car, giving close to 150bhp in Tour of Britain trim, always pulled away past the start and finish line. Although the order didn't change after the first lap it always looked as if it might, and the four leaders all recorded exactly the same fastest lap time. Alec Poole was a long way back in fifth place, while Roy Leckie in the Roy Thomson Avenger GT headed the up to £1249 class from Mike Shakespeare and Alan Smith in the Team Zippro cars.

1. Mrs J. Birrell (2.3 Vauxhall Magnum) 11m 07.6s (55.54 mph); 2. E. Labinjohn (2.0 Alfa Romeo 2000GTV); 3. G. Birrell (1.7 Hillman Hunter GLS); 4. P. Clark (3.0 Ford Capri).  
Fastest lap under £1249: Leckie 67.2s (55.18 mph).  
Fastest lap over £1249: J. Birrell, G. Birrell, E. Labinjohn and P. Clark 65.6s (56.52 mph).

## TEAM RACE for CLUBMANS CARS - 15 laps

The seventh race was just a little confusing, with Clubmans cars representing England, Ireland, Wales and Scotland racing against each other individually and in teams. Vernon Davies led off the line from Stuart Russell and Noel Stanbury, and came round at the end of the first lap with a healthy lead. Just before he crossed the start/finish line, though, Davies lost it in the biggest way coming out of



MAN of the Meeting? Jenny Birrell's SMT Magnum heads the Hunter GLS of husband Graham, Eddie Labinjohn's Alfa Romeo and Peter Clark's Capri into Caravan Corner during the production saloon race.

Arena, spun to the inside of the course and came to rest with a real thud against the Armo. Russell's Mallock took over the lead and increased it all the way in a very good run, winning by more than ten seconds. Stanbury was dropping back in second place, to be passed by Cook's Mallock at Arena on lap 8, and retired on the next lap. In the team competition, England won first and second places overall, Ireland were second, and the best Scot was Mel Ross, who took his Mallock into fifth. Russell lapped in a very brisk 50.8 seconds, a full second quicker than Mel Ross's record.

1. S. Russell (1.6 Mallock U2) 12m 58.2s (71.47 mph); 2. D. Cook (1.6 Mallock U2); 3. M. Martin (1.6 Sizzler); 4. D. Shortall (1.6 Gryphon).  
Fastest lap: Russell 50.8s (72.99 mph) new class record.

## FORMULE LIBRE - 15 laps

Tommy Reid in the Irish Racing Cars BT38/40 was on pole for the Calder Millerfield Trophy race with Iain McLaren alongside, not in his own Rondel Motul M1 but in a Chevron B24 borrowed from Campbell Graham. Behind the Brabham the second row was Douglas Thomson in the re-engined Thistle Metalics GRD. The fact that there were two hill-climb experts ready to pounce when the flag went down contributed to an airborne incident which luckily had less serious consequences than it might have had. Iain McLaren moved first, and edged to the right to get the better line into the Esses. Tommy Reid moved to the right as well, not having noticed Douglas Thomson making a really demon start from the second row. As the Brabham moved right the GRD was already three-quarters of the way alongside it, two wheels on the verge. With nowhere else to go, Thomson ran one of his front wheels over one of the Brabham's front wheels, and the GRD reared into the air.

Fortunately, everybody else avoided the incident, and the only casualty was the GRD, which was retired with a broken rear upright. By the time it landed again McLaren was well away to the Esses. Reid already in hot pursuit, Richard Mallock lost his U2 Mark 14 in the Esses on lap 2 and crashed it heavily into the Armo. At the end of that lap Peter Morrison spun his Crossle in front of the main grandstand, but continued, and all the while Reid was pressing McLaren hard. On the fourth lap the Chevron hesitated on the short dash from the hairpin to Lethlander and Reid, immediately behind, had to swing the Brabham very quickly onto the grass, where it was well held in a spin. McLaren was then well away, and out of

reach. Bob Leckie, still not too happy with the F5000 McLaren, heard an engine knock when going into the Esses, switched off and coasted to a stop, rumours that he had been affected by exhaust fumes not being correct. Tommy Reid was all this time carving his way back through the field, taking Phil Barak in the ex-Leckie BT36 on the inside on the back straight, and passing Tony Charnell in the Mogli Motors Brabham, which had clutch slip in practice, under braking for the hairpin on lap 14. McLaren was no doubt happy not to be too hard pressed, because the Chevron's brakes were locking - for 50 yards into the hairpin on one lap, according to observers. John Barr went well in his Lotus Atlantic, and Phil Barak's was the only other car on the same lap as the winner.

1. McLaren (2.0 Chevron B24) 12m 20.4s (75.12 mph); 2. T. Reid (2.0 Brabham BT38/40); 3. A. Charnell (2.0 Brabham BT38); 4. J. Barr (1.6 Lotus Atlantic).  
Fastest lap: Reid 46.6s (79.57 mph).

## SUPER SALOONS - 25 laps

The SMT Trophy race was over Ingliston's longest race-distance, Chris Meeke's Princess Ita Skoda and Tony Straws on's Gurney-Weslake Capri were the only ones among the southern cars not to practice, but there was a long delay when Alec Poole's Escort and Dennis Nott's Chevy Capri met at Caravan and the Capri absolutely demolished a length of the barrier, after being bounced right across the track.

Douglas Niven and Mick Hill both lapped in 52.6s in practice, and Bill Dryden's Firenza, when running well, is capable of a lap under 53s; so local hopes were fairly high. However, the Firenza was still misfiring furiously as the grid was formed with Niven and Hill in front, Nick Whiting's All Car Equipe Escort and Colin Hawker's Tolmans Delivery 3-litre Capri behind. Gerry Marshall was on the third row, not in the Ventura V8 as entered but in his more usual Firenza. Alongside him was Bill Dryden, who was there only to put in an appearance.

Hill made a great start to lead away from Whiting, Niven, Hawker and Marshall. Niven's race didn't last much longer, because the Border Reivers car wrecked its clutch going into the hairpin on the first lap, and a halfshaft went on the way out. It was still Hill closely followed by Whiting at the end of the lap, with Hawker a fair way back and then Marshall, who had been slightly delayed on the grid. Sedic Bell, whose one-litre car had been seventh in this high-powered company, retired at the pits on lap 3, by which time Gerry Marshall

had blasted past Hawker for third place, although six seconds down on Hill.

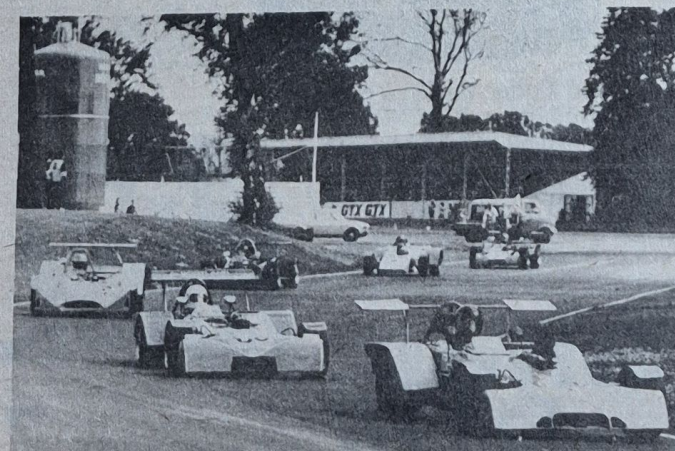
On lap 6 the good dice for John Calvert passed Tony Suggden, who then fell almost into the clutches of Eric Smith's Allen Mini, which abandoned later in the race. Hill was by then secure in the lead but Whiting's car, which had shunted in practice and was running with the wheels out of track, began to wear through its tyres at an alarming rate. Although Marshall was not matching Hill's best lap times, the Firenza came closer and closer to the Escort as Whiting's handling deteriorated, which was no surprise as one back tyre was down to the canvas and a front was melting its tread. By lap 19 Marshall was trying to push the Escort out of the way at the hairpin, and on the next lap the Firenza swept past at Caravan. Mick Hill's Tridentcapri won by 15 seconds, setting a new outright saloon record in the process. Out of the first four, the conventional Escorts of Calvert and Suggden proved too good for the rest of the Super Saloons, which finished in the order of Ian Richardson in the Anglian Nuts and Bolts 7.6-litre Corvair, John Pope's Aston Martin-engine Vauxhall, Bill Cox's WRC Capri, and Mike Kent's 5-litre Rapier. Jim Dryden had his Longman Cooper S right in amongst them, but only six cars completed the full 25 laps.

1. M. Hill (3.0 Tridentcapri) 23m 22.0s (69.07 mph); 2. G. Marshall (2.3 Vauxhall Firenza); 3. N. Whiting (1.9 Ford Escort); 4. C. Hawker (3.0 Ford Capri).  
Fastest lap: Hill 52.5s (70.63 mph) new saloon record.

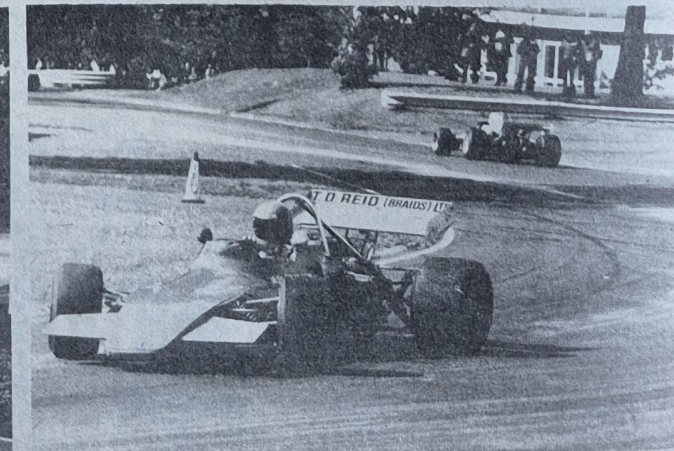
## FORMULA FORD - 10 laps

Just before Lewis Jamieson and his weary timekeepers, some of whom had been with him at the British GP the day before, packed up for the weekend, there was the second FF race of the meeting, this time for drivers who hadn't made the cut for the Firestone Trophy. Gary Gibson from Belfast went straight into the lead and won by six seconds in a time which would have made him seventh in the main event. Warburton's Van Diemen was second all the way, but Mundell's Highland Racing Team Royale dropped back after being third at the start, spinning at the Esses on lap 5 and restarting a lap down. Gordon Dalzell in the MacDonald Shand Van Diemen also dropped back from third place, leaving the Crossles of Pete Clark and Harry Acheson in third and fourth.

R.F. 1. G. Gibson (1.6 Crossle 25F) 9m 19.1s (66.12 mph); 2. B. Warburton (1.6 Van Diemen RF74); 3. P. Clark (1.6 Crossle 25F); 4. H. Acheson (1.6 Crossle 25F).  
Fastest lap: Clark 54.4s (68.16 mph).



MIDFIELD BUNCH of Clubmans cars is led into Clock Turn by the Mallock U2s of Brown and Ross.



TOMMY REID spun his Brabham BT38/40 at Lethlander while challenging Iain McLaren's Chevron.