

Value from small saloons

IN FINE dry conditions the 8,500 crowd, which attended the SMT Trophy Race Meeting, paid tribute to the late Gerry Birrell by observing a two minutes silence. The afternoon's motor sport was pleasant, if unspectacular, marred only by poor grids for the GT and production saloon races, and a controversial incident involving a leading Scottish driver. The small saloons as usual, provided the best value for money, although competition in the other classes was fierce enough to create five new class records. Bill Dryden (Vauxhall Firenza), Tony Charnell (Chevron Gropa), Graham Cuthbert (Lotus 69F), and Ian McLaren (Brabham BT36) now lead their respective championships.

SPECIAL SALOONS up to 1000cc — 10 laps

The first heat of the SMT Trophy Race got under way, with Sedic Bell storming off into an immediate lead which he maintained throughout the race, winning by a margin of 33 seconds.

A nose to tail dice for third place between the Imps of Ian Forrest, Bob Leckie and Duncan Fisher ended with Fisher dropping a sumpful of oil in the Esses on lap seven, causing Leckie and Norman Dickson to spin off and hit the Armco next time round. Around the same time John Fyda (Imp) retired with gearbox trouble while holding a safe second place. This left Ian Forrest a distant second from an equally distant Peter Pitman (Mini).

1, S. Bell (Mini Ford); 2, I. Forrest (Hillman Imp); 3, P. Pitman (Austin Cooper S). Fastest lap: S. Bell, 55.4s.

FORMULA FORD — 15 laps

Stewart Lawson (Hawke) lead this race from start to finish, scoring his first success on his home track. The only threat to his dominance being Graham Cuthbert (Lotus) who retired on lap five with oil trouble. Dave Steedman (Hawke), P. White (Palliser), John MacGillvray (Crossle), and Duncan Hall (Hawke) filled the next four places.

1, S. Lawson (Hawke DL10); 2, D. Steedman (Hawke DL9); 3, P. White (Palliser WDF2). Fastest lap: S. Lawson, 54.6s.

SPECIAL SALOONS OVER 1000cc — 10 laps

This event saw an electrifying start by Eric Smith in his 1300cc Ford powered Mini. Although

temporarily losing his lead to Bill Dryden's Firenza, he regained it when Dryden spun at the hairpin on lap six, and went on to win comfortably. Doug Niven (Boss Escort) was black flagged on lap nine, after puncturing a rear tyre, while collecting Jim Dryden's Mini at Caravan, but limped home to take sixth place.

1, E. M. Smith (Mini 1275 GT); 2, W. N. A. Dryden (Vauxhall Firenza); 3, J. Dryden (Longman Mini). Fastest lap: E. M. Smith, 67.66s.

MOD SPORTS — 10 laps

With the non appearance of Jon Fletcher's Elan after setting Pole time in practice this race turned out to be a Johnny Blades' benefit, his Clan Crusader setting up a new class record. Miles Hopperton (Midget) was pushed hard by Andy Talbot's Spitfire for second place in the latter part of the race, Bill Wood (Midget) dropping back to hold a safe fourth place.

1, J. Blades (Clan Crusader); 2, M. H. Hopperton (MG Midget); 3, A. Talbot (Spitfire). Fastest lap: Up to 1150cc: J. Blades, 55.8s, record. Over 1150cc: A. Talbot, 57.4s.

LIBRE CARS — 15 laps

This race looked to be shaping into a tremendous dice for the lead with Ian McLaren and Ronnie Mackay (Brabham BT36s) locked nose to tail in the early laps, until Mackay overtook on lap five, during a shower of rain, opening out a useful lead, leaving McLaren second from the distant third placed Campbell Graham, in his brand new Chevron B25. Bob Leckie (Brabham BT36) who might have made it a three-way battle for the lead, spun away his chances at



S.M.T. TROPHY winner Bill Dryden chased by the Mini of Eric Smith and Escort of Doug Niven.

Caravan on lap two while lying third.

1, R. Mackay (Brabham BT36); 2, I. C. McLaren (Brabham BT36); 3, J. Campbell Graham (Chevron B25). Fastest lap: R. Mackay, 48.1s.

SPECIAL SALOONS — 15 laps

In this the final of the SMT Trophy Race Eric Smith took an immediate lead which he held until lap 11, when he was overtaken by Bill Dryden's Firenza at South Stand, whilst a yellow flag was being shown. Sedic Bell's rapid 1-litre Mini held off Doug Niven's Boss Escort (proving to be a handful at Ingliston) to take third place. The special three cars all broke their respective class records.

1, W. N. A. Dryden (Vauxhall Firenza); 2, E. M. Smith (Mini 1275 GT); 3, S. A. Bell (Mini Ford). Fastest laps: Over 1300cc: W. N. A. Dryden, 53.4s (record). 1001-1300cc: E. M. Smith, 54.0s (record). Under 1000cc: S. A. Bell 54.6s (record).

SPECIAL GT, SPORTS AND CLUBMANS CARS — 10 laps

Tony Charnell (Chevron) as usual lead this event from start to finish, Robin Smith trying hard to close the gap with his Lola T212 setting a new class record in the process, followed by Johnny Blades who took his Clan Crusader to an excellent third place.

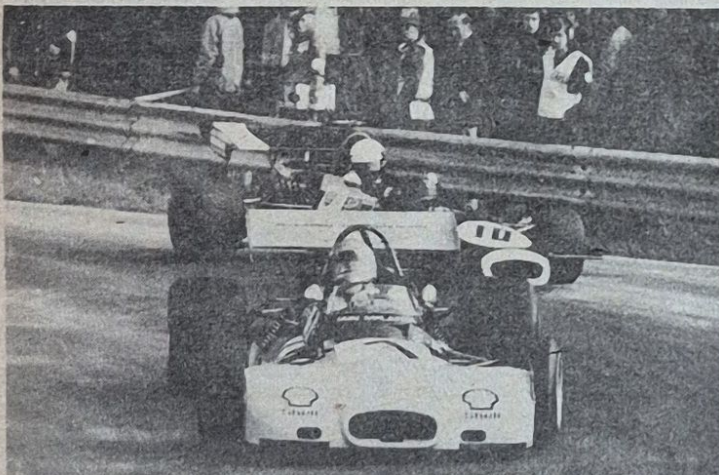
1, A. Charnell (Chevron Gropa); 2, R. Smith (Lola T212/FVA); 3, J. Blades (Clan Crusader). Fastest laps: Over 1600cc: A. Charnell, 51.1s. Under 1600cc: R. Smith, 51.2s (record).

PRODUCTION SALOON CARS — 10 laps

Unfortunately this event proved to be an anti-climax to an enjoyable day's motor racing. With several non-starters, only five cars came to the grid, four being classified as finishers, each winning its respective class.

G.G.

1, E. Labinjoh (Alfa-Romeo); 2, R. Dalgetty (Escort Mexico); 3, A. Charnell (Simca 1000 Rallye); 4, R. Birley (Hillman Imp). Fastest lap: E. Labinjoh, 63.8s.



IAIN McLAREN'S BT36 leads eventual winner Ronnie Mackay in the opening laps of the Formule Libre race.

Pathfinders Rally

IN CONDITIONS which in places were more power boat race, Roland Shepherd and M Uniflo Pathfinder Rally on July 14/15 by Dave Booth and Mike Hayward. They were the compact 120 mile route on map 146, and timing got tighter towards the end of the event three minutes over a trio of crews battling

Grant/Dove running at number 24 produced a very fast second half performance to just take third from Davis/Merrington and Warne/Cooper.

Bill Harrap navigated by Anne Pickering was up with the leaders despite being very badly baulked on the first selective, and after being dogged all night by faulty ignition in his hot TC Escort had the misfortune to run out of sparks while setting it up for a ninety right, understeering gently into the ditch.

The marshals deserved a special mention for their devotion to duty in the face of overwhelming rain which had them all soaked to the skin by halfway, and a number of questionable times on both selectives and road sections should not, perhaps, in the circumstances be judged too harshly. The incidence of rising damp among the relevant check lists and time cards left the matter in dispute at the finish at the Newport Pagnell M1 service area, although as no protests were received the times were not altered.

The event counted for both AC159 and TVMC championships, and the field was appropriately headed by Shepherd/Wise in their Aylesbury Tappet Mexico, followed by the Team Robert Moss Mexico of Davis/Merrington and the Escort TC mounted crews of TVMC leaders Kerr/Hill and Warne/Cooper.

Messrs. Booth/Hayward, both seasoned navigators, were next in the new Station Garages Amersham Triumph Toledo which

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A aroun Cotti involu second excell Strat Tingey weathe really storm rain fa visibili yards. divid Davis/ Robert 18 Sheph Sel. Shepher 0.57. At Buckin crashi Booth Davis behind minute time selecti The half w with were Harrap fast tri two m due t fastest race - second Sel. Davis/ 8.05.