

# 3 out of 4 for Graham Birrell

**GRAHAM BIRRELL** made his first visit of 1971 to the Ingliston circuit on Sunday and walked off with three wins and a second out of four drives. His wins, in the GT, Libre and Saloon car races, proved to be the highpoints of the meeting as he beat Brian Muir's Wiggins-Teape Camaro into second place in the saloon race and defeated a trio of Irish F2 men in the Libre event. Muir did, however, get his own back in the final saloon race when he beat Birrell to the flag after a race-long nose-to-tail struggle.

## NEWCOMERS—10 laps

This event, for the rally and autocross enthusiasts, looked to be a better spectator angled race than the previous month's attempt. However, after two laps, when Southerner Gavin Waugh took his hot Cooper S past Donald Heggie (Team Forbes Escort TC) and poleman Alistair McFarlane (Mini-Cooper S) to shoot off into the distance and win by 17 seconds, it became rather pro-

cessional. McFarlane maintained his second place throughout while Heggie was equally comfortable in third. Behind came Angus Roper (Lotus Cortina), Dave Forbes (Escort TC) and Les Eagleton, also in an Escort TC, who scrapped for some time before breaking up.

The organisers, although deserving credit for introducing this new idea to Ingliston, do however, seem to be too broad based in allowing rally and autocross cars to enter. Present-day autocross

Cooper Ss are not very far removed from racing machines and up against them, a real rally car, even an Escort TC, doesn't stand much of a chance at Ingliston.

1, G. Waugh (1.3 Mini-Cooper S), 10m 31.6s (58.71 mph); 2, A. A. McFarlane (1.3 Mini-Cooper S); 3, D. Heggie (1.6 Ford Escort TC); 4, A. J. Roper (1.6 Ford Lotus Cortina). Fastest lap: Waugh, 61.2s (60.58 mph).

## GT, SPORTS AND CLUBMANS' CARS—10 laps

The first of Graham Birrell's victories was never in doubt as he screamed off to demonstrate the potential of the DART Chevron B19-FVC. Team-mate John Miles' car wasn't sent up, and David Farnell's Lola T210 was also a non-starter, leaving the way open to a high-speed

demonstration by GB. He toured round, lapped everybody and broke the class record, leaving it at 49.4s.

Behind Birrell came John Mackie (1.6 U2-Ford), Eddie Labinjoh in Jack Fisher's very Lola T210-like Fisher Spyder with 1100 Cooper S engine, and Sandy Watson in another 1600 Clubman's U2.

Mackie spun on lap four but rejoined in front of team-mate Watson. One lap later he spun again and this time collected his team-mate, putting them both out of the race. This left Geoff Temple (1.5 Chevron B1) and Eddie Labinjoh scrapping for second spot. Temple slipped the Chevron past two laps from the end and stayed there despite the efforts of Labinjoh.

1, G. Birrell (1.8 Chevron-FVC B19), 8m 29.6s (72.76 mph); 2, G. Temple (1.5 Chevron-Ford B1); 3, E. Labinjoh (1.1 Fisher-BMC Spyder); 4, P. McNaughtan (1.5 Lotus-Ford Seven). Fastest lap: Birrell, 49.4s (75.06 mph).

Over 1600 cc: 1, Birrell; 2, R. S. Smith (5.0 Attila Chevrolet); only finishers. Fastest lap: as above.

Up to 1600 cc: 1, Temple; 2, Labinjoh; 3, McNaughtan. Fastest lap: J. Mackie (1.6 U2-Ford), 55.6s (66.69 mph).

## FORMULA FORD—10 laps

The two protagonists from last month's epic FF dice, Neil Ginn and Richard Mallock, were back again for the second round and they had Ingliston FF champ Damien Magee in his Palliser for company this time. Mallock and Ginn were equal fastest in practice but it was the Mallock U2 which made it to the first corner after Ginn had missed a gear.

With his rival now down in fourth place behind Magee and Donald McLeod (Dulon), Mallock piled on the pressure and pulled away from the trio. In the early laps he opened up a 10-second gap while Ginn had leapfrogged McLeod and was looking to pass Magee. On lap six the two of them had a coming together, both spinning. Magee continued without losing a place but Ginn was back down to fourth.

John Sheldon (Palliser) had been elevated to third by Ginn's misfortune but the Helensburgh driver soon set about retrieving the lost ground. He was in front of Sheldon and on the last lap managed to scrape past Magee into second although Mallock was far from his reach.

1, R. Mallock (U2 Holbay Mk8), 9m 21.4s (66.05 mph); 2, N. R. Ginn (Lotus-Holbay 69 FF); 3, D. Magee (Palliser-Rowland WDF4); 4, J. Sheldon (Palliser-Ford WDF2). Fastest lap: Mallock and Ginn, 55.0s (67.42 mph).

## SALOONS UP TO 1-LITRE—10 laps

Andy Barton, on pole position and looking a fairly certain winner, found that his bad arithmetic was his downfall. Andy put his Mini Cooper S into a comfortable lead while those in his wake scrapped for the places. Jim Howden was heading the queue for a time but Bill Borrowman rounded him on lap five while Brian Coyle followed through in his Imp. Howden stopped briefly on the circuit when his coil fell off. Ken Allen, who had been second fastest in practice, spun on the first lap at the hairpin but after restarting at the end of the field he fought his way back to get fifth place at the end.

Barton was still in an easy lead with Borrowman and Coyle trying to close. They got to him on the last lap when Andy passing the line to complete nine laps thought he had done 10. When Borrowman went past him and then Coyle, he guessed he was wrong and started racing again. He got past Coyle but couldn't get at Borrowman in the one remaining lap.

1, W. Borrowman (1.0 Mini-Cooper S), 10m 02.8s (61.49 mph); 2, A. Barton (1.0 Mini-Cooper S); 3, B. Coyle (1.0 Hillman Imp); 4, R. Leckie (1.0 Hillman Imp). Fastest lap: Coyle, 58.6s (63.28 mph).

## FORMULE LIBRE—15 laps

With the organisers now allowing Sports racers/GTs to take part in libre races at Ingliston there may be a jump in the numbers taking part and, in this race (named in memory of Adam Wylie), Graham Birrell showed

that today's 2-litre GTs can match the 1600 F2 machines. Brian Cullen's F2 Brabham BT30 was in pole spot with Graham Birrell alongside while Tommy Reid and Brian Nelson, F2 BT30 and Crossle 18F respectively, were sharing the same time behind. Lurking behind them was Willie Forbes' Lola-Chevrolet T142 while right at the back of the grid was Jock Russell in his immaculate Lotus 70 with its Falconer Dunn Ford Boss mill.

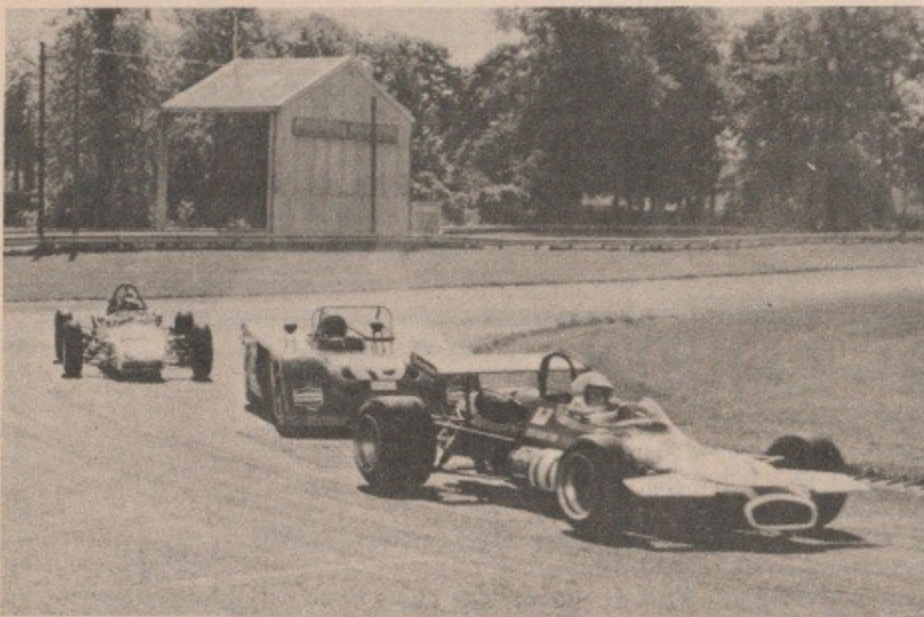
Cullen made a perfect start to lead from Reid and Birrell, who arrived at the first corner only to find it full of Lola 142. The Chevron and the Lola touched, the former sustaining light body scrapes while Willie pulled out the valve from a tyre. The tyre didn't deflate immediately and both continued, Willie in third spot with Graham fourth.

Jock Russell came into the pits at the end of lap one to retire with gearbox bothers and it took only two laps before Forbes' tyre went down and he took to the pits letting Birrell get Tommy Reid in his sights. On lap four the Chevron shot inside the Irish Racing Cars Brabham as they entered the arena and Birrell was through to second. He began to close right up on Cullen, the two of them stretching away from Reid.

Birrell was looking for a way through all round the circuit and on lap 13 he tried on the inside at the hairpin. He was alongside the Brabham and the two cars touched. Cullen spun but the Chevron went on into the lead. Reid came through into second before Cullen could restart while a disappointing Brian Nelson was in fourth.

Birrell took the chequered flag having set fastest lap only one tenth outside the circuit record, with Reid, Cullen and Nelson in the next places.

After the race Cullen lodged a protest about the incident in which he and Birrell had been involved but his appeal was not upheld by the stewards. Birrell himself said that as he went on the inside Cullen pulled across, forcing him to get two wheels on to the grass. The cars then touched and Cullen spun. Brian,



**LIBRE BATTLE:** Brian Cullen kept his F2 Brabham BT30 ahead of Graham Birrell's DART Chevron B19 until he spun following an incident.

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needless to say, saw it differently.

1. G. Birrell (1.8 Chevron-FVC B19), 12m 47.2s (72.58 mph); 2. T. D. Reid (F2 Brabham-FVA BT30); 3. B. Cullen (F2 Brabham-FVA BT30); 4. B. Nelson (F2 Crossle-FVA 18F). Fastest lap: Birrell, 48.8s (75.98 mph).

## SALOONS OVER 1-LITRE —10 laps

Brian Muir and the Wiggins Teape Camaro undoubtedly make the most fearsome saloon car combination seen at Ingliston but Muir had to take second place in practice to the Wylies-entered 1.8 Escort RS driven by Graham Birrell. Graham, who was in raptures about the Brian Hart BDA unit in the car, sat on pole with a sub-record practice lap.

When the flag fell, Muir managed to shoot the Chevy into the lead from Birrell (Graham) who was ahead of Birrell (Jennifer) in the second Wylies' car. Next up was Bill Dryden (2.3 Viva GT). Alec Poole's Complian Mini, after a troubled practice, went into the pits after one lap with a sticking throttle. However, he was back on the track within 30 seconds obviously trying to make up ground for a place in the Hartley Whyte event.

Up at the front Muir was filling every available inch with the Camaro—running a Gp 2 5-litre engine—while Birrell was doing everything but jump over the Malcolm Gartlan car. However, the pressure paid off and on lap five Muir locked a wheel. In a moment the Escort was through and opening up a gap which Birrell stretched out to six seconds. In the process he lopped eight tenths off Yogi's saloon record, leaving it at 55.2s. Muir was well ahead of Jenny Birrell

who was having a refined dice with Bill Dryden, finally beating him to the line by one second. Poole retrieved a couple of places in the small field and finished fifth securing a final run.

1, G. Birrell (1.8 Ford Escort RS), 9m 23.6s (65.79 mph); 2, B. Muir (5.0 Chevrolet Camaro); 3, Mrs. J. Birrell (1.9 Ford Escort TC); 4, W. Dryden (2.3 Vauxhall Viva GT). Fastest lap: Birrell, 55.2s (67.17 mph); new class lap record.

## MOD SPORTS—10 laps

John Absalom makes winning the mod sports events at Ingliston look so easy that it's difficult to appreciate how quickly he is motoring. The Ginetta man got home by a second in this race and for once he had to do a bit of charging with Miles Hopperton making sure he didn't stay in one place too long. Hopperton in his 1340 cc supercharged Midget took third place on lap one with Alex Souter in his Lotus Elan holding second behind Absalom. However, on lap four Hopperton hopped ahead of the Elan when it spun to maintain the pressure on the leader.

The Ginetta man replied with a new class record of 57s while Hopperton reduced his own larger class time to 56.8s. Souter slowed as time went on but remained ahead of Roddy Wyllie in the ex-Peter Cox Triumph GT6 who in turn was ahead of Bob Hutchison and Bruce Croskin, both in Spridgets.

1, J. Absalom (1.1 Ginetta-Ford G4), 9m 43.0s (63.60 mph); 2, M. Hopperton (1.3 MG Midget s/c); 3, A. Souter (1.6 Lotus Elan); 4, R. D. Wyllie (2.0 Triumph GT6). Fastest lap: Hopperton, 56.8s (65.28 mph); new class record.

Up to 1150 cc class: 1, Absalom; 2, I. Hall (1.1 A-H Sprite); 3, T. Rutherford (1.1 A-H Sprite). Fastest lap: Absalom, 57.0s (65.05 mph); new class record.

Over 1150 cc class: 1, Hopperton; 2, Souter; 3, Wyllie. Fastest lap: as above.

## SALOONS—15 laps

Once again Brian Muir out-dragged Birrell off the line and led in the first corner with Jenny, Bill Dryden, Alec Poole, Bill Borrowman, Brian Coyle and Andy Barton all following. The leading pair drew away from the others while Jenny established a comfortable lead over Dryden and Barton began to climb up to the head of the 1-litre queue. The demise of Bill Borrowman made his task all the easier and once rounding Brian Coyle he had completed the climb.

Another saloon car climber was Alec Poole who, from fifth place early in the race, managed to get the rather ungainly and difficult to handle Complian Mini round the Ingliston twists faster and faster. He took Dryden and then set his sights on the second Wylies' Escort with Mrs. B. at the wheel. He was quickly past and began to close noticeably on the two leaders who, while all the fun and games had been going on, were getting on with the job of improving or maintaining their positions—it depended on which one you were putting your money.

Muir was always in the lead but Birrell was never more than a couple of car's lengths away until just in the final couple of laps he lost two gears in the box. Muir took the flag two and a half seconds ahead with Poole, making up ground fast, only one second behind Birrell.

Jenny Birrell lost a safe fourth place when one of her tyres began to deflate and she had to slow allowing Bill Dryden to get past. The cool Andy Barton kept his sixth place behind the big bangers and equalled his own small class lap record.

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1, B. Muir (5.0 Chevrolet Camaro), 14m 10.6s (65.39 mph); 2, G. Birrell (1.8 Ford Escort RS); 3, A. Poole (1.8 Complian Mini); 4, W. N. A. Dryden (2.0 Vauxhall Viva GT). Fastest lap: Poole, 55.6s (66.69 mph).