

Graham Birrell is "Man of meeting"

The Burmah Trophy meeting organised by the SMRC at Ingliston last Sunday was graced with delightful weather for the eight event programme. Graham Birrell emerged as "man of the meeting," winning two events in the DART Chevron B19 plus the big saloons race in the Wylie RS1600 Escort. He also smashed his own special GT lap record by over 2 s, getting within 0.1 s of the outright lap record. A time of 1.2 s came off Brian Muir's Camaro saloon record established last year, while John Absalom (Ginetta G4) and Miles Hopperton (1340 Midget) established new modsports records.

The opening 10-lapper was the second heat of the Newcomers' Tankard for rally and autocross saloons. It was led off by Alistair Macfarlane, his smoking Mini-Cooper S being reeled in by Gavin Waugh in a similar White Horse Whisky S, which led by lap 3. Donald Heggie drove a lonely third in the Team Forbes 1.6 Escort TC. Roper in the old style Cortina Lotus had first the Escort TC of Dave Forbes in his mirrors and then Les Eagleton's Escort.

In the Gold Leaf Trophy race over 10 laps Graham Birrell gave the home crowd a high speed demonstration of the Chevron B19. He rushed away from the field, which did not include the other team car of John Miles, nor the Lola 210 of Dave Farnell nor the Royale RP10 of Derek McMahon. Next up was the Autospares Mallock U2 of John Mackie, split from team mate Sandy Watson by Eddie Labinjoh in the 1.1 Fisher GT. Geoff Temple also slipped his 1.5 Chevron B1 into conten-

tion. This second place squabble was resolved when Mackie spun at Left-Hander due to sticking brakes. He was collected by Watson, the Chevron B1 later slipping into second place. Peter Macnaughton was a steady fourth in his Lotus 7.

A renewal of the battle between Neil Ginn and Richard Mallock did not materialise during the Formula Ford race as Damien Magee inserted his Palliser FF between them on the opening lap. A mix-up with a back marker allowed the Mallock to open up a safe lead. The battle raged fierce for second place with Donald Macleod (Dulon LD4C) and John Sheldon (Palliser WDF2) joining in. Bernard Hunter lost his chance, spinning his Hawke DL2A, but fighting through to head Geoff Todd (March 718) and Geoff Oliver (DRW 8F). Ginn thrust his Lotus 69 FF through on the last lap to head Magee at the flag but some 8 s behind Mallock.

Andy Barton quickly established his supremacy in the small saloon 10-lap event pulling away from the Chamois Coupé of Jim Howden, Bill Borrowman (1.0 Cooper S) and the Imp of Brian Coyle. Midway through Howden had the lead drop off his coil which downgraded him to 10th place as Ken Allen, after a first lap spin, hustled his 1.0 Mini Cooper S through to fifth place. He could not catch the well driven Imp of Rob Leckie. Barton slowed on the last lap thinking that the race was over and was pipped for the flag by the Sport-Tune/Moir and Baxter car of Borrowman.

The 15-lap Adam Wylie Memorial Trophy

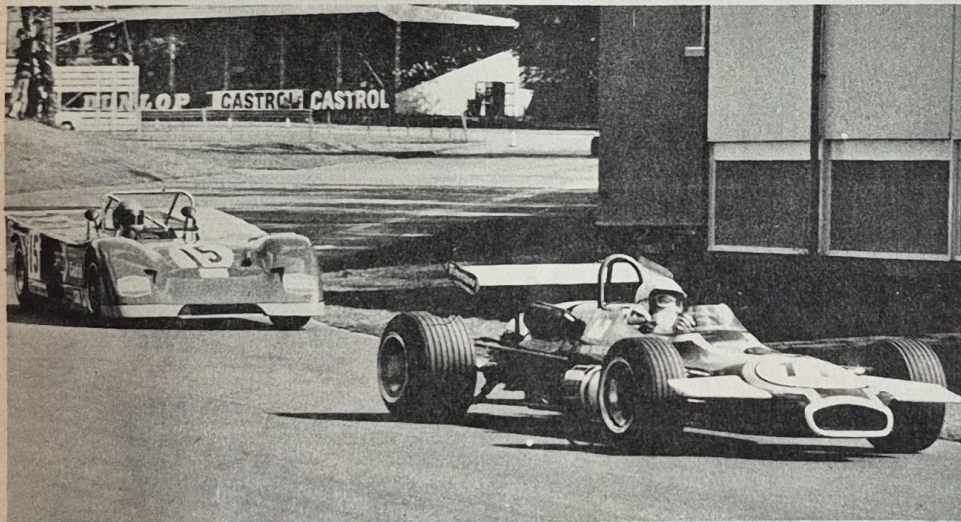
for libre cars followed, keeping the crowd on its feet from the start. Brian Cullen (Brabham BT30) had the advantage at the start over Tommy Reid (BT30) and Graham Birrell (Chevron B19). Brian Nelson held a somewhat subdued fourth place throughout in the works Crosslé 18F, sharing a lonely race with Iain McLaren, who was fifth in his Chevron B15. They were well ahead of the group led by Brian Harrison (1.0 Vixen F4). Willie Forbes had a coming together with the DART Chevron on lap one, suffering a flat tyre which caused the retirement of his Lola T142. Birrell was well on form, taking Reid under braking for the hairpin. He then set about Cullen, getting through into the lead after a kerfuffle at the hairpin when the BT30 slid. This also let Reid through; the ensuing protest to the stewards was not upheld.

An unusually small field of eight cars made up the 10-lap Burmah Trophy race, with Brian Muir booming the Wiggins Teape Camaro ahead of Graham Birrell in the RS1600 Wylie Escort. Their fantastic dice took them away from Jennifer Birrell (1970 Escort TC) who held off Bill Dryden (2.0 SMT Viva GT). A long way in arrears, due to a sticking throttle, Alec Poole took eight laps to get his turbo Mini ahead of John Macgilvray (Anglia 1650) and Hugh Mackinnon (1275 Mini-Cooper S). Birrell stormed into the lead when the Camaro locked its brakes on lap 4, taking the class lap-record in the process.

The Absalom/Souter dice was renewed in the modsports event. Miles Hopperton also took up the cudgels and pushed his blown 1340 Midget into second place behind Absalom (Ginetta G4) when Souter spun his Elan. Roddy Wylie (2.0 Triumph GT6) had to fend off Ron Hutchison (1.3 Sprite). Both were well ahead of Ian Hall (Sprite Mk 1), who was ousted by the more modern version of Bruce Croskin.

The 15-lap saloon final was a renewal of the Muir/Birrell and Dryden/Jennifer Birrell squabbles, but there was no way past the big Camaro this time. Jennifer had to let the Viva through when she suffered a deflating rear tyre in the closing laps; Alec Poole had already passed both of them in the now on-form turbo Mini. Andy Barton made no mistakes this time to lead the up to 1000 cc class from the Imp and Chamois Coupé of Brian Coyle and Jim Howden.

BILL HENDERSON



Graham Birrell (Chevron B19) shapes up to overtake Brian Cullen's Brabham BT30 at Clock Corner (above). Brian Muir's Camaro leads Graham Birrell's RS1600, Jenny Birrell's Escort and the Viva of Bill Dryden (below).



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

GT Sports and Clubmen's cars (10 laps): 1. G. Birrell (1.7 Chevron B19), 8 m 29.6 s; 2. G. Temple (1.5 Chevron B1); 3. E. Labinjoh (1.1 Fisher GT); 4. P. Macnaughton (1.6 Lotus 7). Fastest lap: Birrell, 49.4 s, 75.06 mph (new class over 1500 cc lap record); E. Labinjoh 56.0 s, 66.21 mph (new under 1150 cc class lap record).

Formula Ford (10 laps): 1. R. Mallock (Mallock U2 Mk 9), 9 m 23.4 s, 65.05 mph; 2. N. R. Ginn (Lotus 69 FF); 3. D. Magee (Palliser FF); 4. J. Sheldon (Palliser WDF 2). Fastest lap: Mallock and Ginn, 55.0 s, 67.42 mph.

Special Saloons up to 1000 cc (10 laps): 1. W. Borrowman (1.0 Mini Cooper S), 10 m 2.8 s, 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, 58.6 s, 63.28 mph.

Formule libre (15 laps): 1. G. Birrell (1.7 Chevron B19), 12 m 47.2 s, 72.58 mph; 2. T. D. Reid (1.6 Brabham BT30); 3. B. Cullen (Brabham BT30); 4. B. Nelson (1.6 Crosslé 18F). Fastest lap: Birrell, 48.8 s, 75.98 mph (over 1000 cc); I. McLaren (1.0 Chevron B15), 53.8 s, 68.69 mph (under 1000 cc).

Special saloons over 1000 cc (10 laps): 1. G. Birrell (1.6 Ford Escort RS1600), 9 m 23.6 s, 65.79 mph; 2. B. Muir (5.0 Chevrolet Camaro); 3. J. Birrell (1970 Ford Escort TC); 4. W. N. A. Dryden (2.0 Viva GT). Fastest lap: G. Birrell, 55.2 s, 67.17 mph (new class lap record).

Modsports (10 laps): 1. J. Absalom (1150 Ginetta G4), 9 m 43.0 s, 63.60 mph; 2. M. Hopperton (1340 MG Midget); 3. A. Souter (1.6 Lotus Elan); 4. R. D. Wylie (2.0 Triumph GT 6). Fastest lap: Absalom, 57.0 s, 65.05 mph (new class lap record up to 1150 cc); Hopperton, 56.8 s, 65.28 mph (new over 1150 cc class lap record).

Special Saloons final (15 laps): 1. B. Muir (5.0 Chevrolet Camaro) 14 m 10.6 s, 65.39 mph; 2. G. B. Birrell (1.6 Escort RS1600); 3. A. Poole (1.8 C Mini); 4. W. N. A. Dryden (2.0 Viva GT). Fastest lap: A. Barton (1.0 Mini-Cooper S), 57.4 s, 64.60 mph, A. Poole, 55.6 s, 66.69 mph.