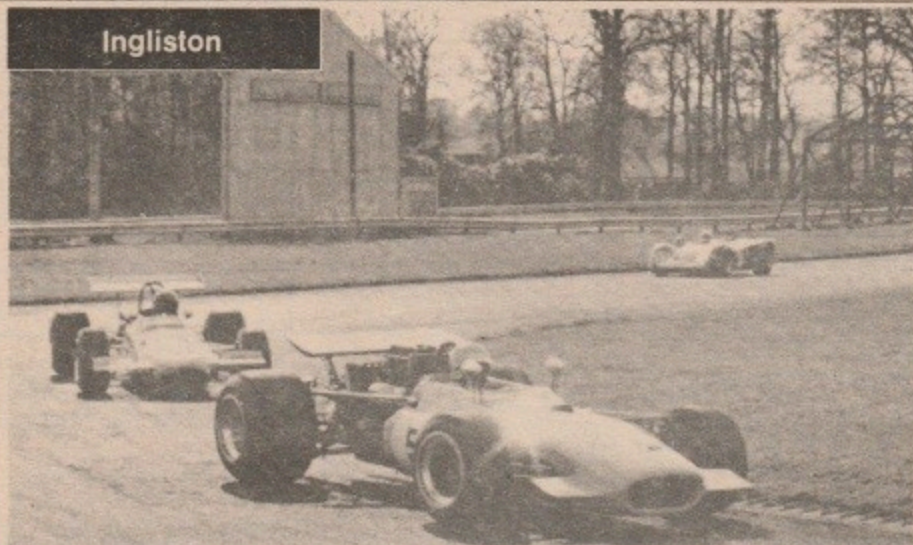


## Ingliston



THE BATTLE in the libre event was between Willie Forbes, shown leading here in his Lola T142-Chevrolet, and Tommy Reid in the Irish Racing Cars Brabham BT30-FVC. Reid was forced out a short way from the finish when the two cars collided.

# Forbes wins feature race, Jenny B takes two

SCOTTISH motor racing enthusiasts got back into the Ingliston routine last Sunday when the first meeting of the 1971 season took place. The crowd saw Jenny Birrell begin her Ingliston season with a double win performance in the saloon events and "old stager" Willie Forbes, in his Lola T142-Chevrolet, winning the main race of the day after a joust with Tommy Reid's Irish Racing Cars Brabham BT30-FVC which ended when Reid split his radiator against the rear of the Lola.

### MOD SPORTS CARS—10 laps

Last year's Ingliston mod sports champion John Absalom obviously intended to carry on as before, powering his 1150 cc down-draught engined Ginetta G4 into the lead he never looked like losing. Alex Souter slotted his Lotus Elan into second while Al Fleming, in Bill Shepherd's Midget took third. Well down the field was Roddy Wyllie in the ex-Peter Cox GT6. He had practised out of session and started from the rear of the grid but soon made up places.

Absalom opened up a four-second gap over Souter and seemed to be quite content to keep the Elan at this distance. Souter, in turn, had drawn out a big gap between himself and Fleming who had a gaggle of Spridgets hard on his heels. Ian Hall, Robert Hutchison, Tim Rutherford and Miles Hopperton were all in this bunch but it was broken up when Hall, trying too hard at the hairpin, had a quick spin.

Wyllie meanwhile was climbing through the field rapidly, but when he came up to fifth spot

his climb stopped — equally rapidly. As he dived inside Hutchison at the hairpin, Al Fleming got his Midget into a knot and spun. Wyllie arrived on the inside of the corner with his exit blocked and he thumped into Fleming. Nobody was hurt, but there was a minor diversion before marshals could remove the two cars!

1. J. Absalom (1.1 Ginetta G4) 9m 58.8s (62.3 mph); 2. A. Souter (1.6 Lotus Elan); 3. R. Hutchison (1.3 A-H Sprite); 4. T. Rutherford (1.1 A-H Sprite). — Fastest lap: Absalom, 57.8s (64.15 mph).

Up to 1150 cc class: 1. Absalom; 2. Rutherford; 3. I. Hall (1.1 A-H Sprite). — Fastest lap: as above.



JENNY BIRRELL (1970 cc Escort TC) kept the Wylies name to the fore over the weekend by winning two saloon car races at Ingliston. Here she is pursued by Douglas Niven (Team Forbes 1850 Escort TC).

Over 1150 cc: 1. Souter; 2. Hutchison; 3. B. Crossin (1.3 A-H Sprite). — Fastest lap: Souter, 57.16s (64.38 mph).

### SPECIAL SALOON CARS up to 1000 cc — 10 laps

The trio of Andy Barton, Sedric Bell and Bill Borrowman dominated this race, though not before the latter pair had dealt with the advances of Ken Allen and John Fyda. Barton, on pole position, just gave himself off into the lead and maintained a dignified space between himself and the rest. John Fyda in his 998 Imp catapulted himself into second place on the first lap in front of Bell and Allen, who had Jim Howden, now in a Chrysler Coupe (Stiletto) bodied variation on the Imp theme. Lap two saw Fyda being overwhelmed by Bell, Allen and the other two, so he had short run at the head of the queue.

Andy Barton, driving in his shirt sleeves and looking as though he was out for relaxation alone, droned on with Bell now pulling back some of his lead. Borrowman had started to charge and he and Allen were having a real set-to. They swapped places but in the end the fuel injected 999 S of Borrowman made it to the flag in front. Circuit racing newcomer Brian Coyle, who was driving an ex-Andy Cowan Imp, found it fairly tough on the track and at times he took to the grass. However, Brian continued and finished in seventh place.

1. A. Barton (1.0 Mini Cooper) 9m 57.5s (61.59 mph); 2. S. A. Bell (1.0 Mini Cooper); 3. W. Borrowman (1.0 Mini Cooper); 4. K. Allen (1.0 Mini Cooper). — Fastest lap: Bell, 58.2 (63.71 mph).

### FORMULA FORD—10 laps

Neil Ginn in his Lotus 69FF equalled the lap record in practice and it seemed he would be the man to beat in this race.

However, it was Richard Mallock in his MK 9B U2 who made the best start and he led Ginn away. Behind came Southerner John Sheldon in his patched-up Pathfinder followed by Bernie Hunter and Graham Cuthbert in Hawkes. The Mallock/Ginn duo soon broke away from the field as they fought each other tooth and nail. The Mallock usually held the upper hand but Ginn was getting alongside each time they went into the hairpin. These two, plus Sheldon, were going at a really record-breaking rate and it was no surprise to learn that the FP record had gone. After being broken 21 times in the ten laps, it went to Ginn with a 54.88 lap — one second faster than Damien Magee and Bob Evans left it at last year, in getting this record. Ginn managed to finally get past Mallock when he outbraked him into the hairpin. He pulled away from the U2 after this and eventually finished five seconds ahead. Behind Sheldon, still secure in third place, came Donald McLeod in his Dulton, who had leapt-frogged both Hunter and Cuthbert. N. R. Ginn (1.6 Lotus 69FF) 9m 18s (64.36 mph); 2. R. C. R. Mallock (1.6 Mallock U2 MK 9B); 3. J. Sheldon (1.6 Pathfinder WDF); 4. D. McLeod (1.6 Dulton 1D41)—Fastest laps: Ginn, 54.88s (67.66 mph), new class record.

### SPECIAL SALOON CARS OVER 1000 cc — 10 laps

With Graham Birrell bust down South, his missus was driving the only Wylies Escort at the meeting: just to show that her tremendous performance at the last meeting of 1970 was no fluke, Jennifer put herself on pole position in front of arch-Escort rival Douglas Niven, who is now one of the Team Forbes set-up. Jenny outdragged Niven off the line and shot off into a lead which she was never to lose. In third after a meteoric start was Jim Dryden (Cooper S) followed by the galloping Frank Gunn who seems to have no shortage of power from his 1293 S. Niven's challenge to the Wylies car was short and sweet for Dougy switched off quickly when the oil pressure disappeared on lap two.

Dryden was relegated to third when Gunn shot past him on the back straight, but by this time Jenny Birrell was stretching into a good lead. Max Brown's twin cam Anglia was fourth while Eric Paterson and Norman Hodgson were running in close company. However, they were overtaken by an obviously perked up Jim Pinkerton who could have put himself higher up the order if he had made his effort sooner.

One man who didn't even get to the first corner was Bill Dryden in the SMT Viva GT. He received a bump from behind which resulted in his charging the barriers and ending up in the shrubbery at the entrance to the Esses! The event was sponsored by a demolition company so it was almost certain something of the sort had to happen.

1, J. Birrell (1.9 Ford Escort) 9m 53.6s (62.47 mph); 2, F. Gunn (1.3 Mini Cooper S); 3, J. Dryden (1.3 Mini Cooper S); 4, R. M. Brown (1.7

Ford Anglia).—Fastest lap: J. Birrell, 58.0s (63.93 mph).

### SPECIAL GT, SPORTS & CLUBMAN'S CARS — 10 laps

It looked as if Derek McMahon's Royale RP10-FVC had very little opposition for this race which included some mod sports as well as the clubman cars. From the flag fall Robin Smith in his ex-Pierpoint Attila Chevrolet got all the five litres of Chevy power on the track and beat everyone into the first corner.

However, McMahon soon outbraked Smith into the hairpin on the first tour, though he didn't have it all his own way for Smith kept him in his sights. Behind came some energetic clubmen with Sandy Watson (U2) and Geoff Temple (Chevron B1) in close company. Watson was going very well, obviously in high spirits after his previous day's win at Rufforth. McMahon had got himself clear of Smith and he had no worries, however, Smith left the action on lap seven when he found the throttle stuck open as he braked for the hairpin. He locked up a front wheel and slid into the Armco.

The Watson/Temple battle was now for second place and Temple's chances were getting better as time went on, for Watson's engine was becoming rough. Temple got past on lap eight when Watson was beginning to slow. Watson's efforts, however, were nullified for he was penalised 30 seconds for jumping the start. From a third on the road, this put him down to sixth.

1, D. McMahon (1.8 Royale RP10-FVC) 9m 33.2s (64.12 mph); 2, G. Temple (1.5 Chevron B1); 3, A. Souler (1.6 Lotus Elan); 4, P. McNaughton (1.5 Lotus Seven).—Fastest lap: McMahon, 56.9s (66.21 mph).

### FORMULE LIBRE — 15 laps

This was a two-car race right from the outset with Tommy Reid and Willie Forbes being the obvious protagonists. Forbes had come down from Aberdeen and semi-retirement to compete with the F5000 Lola, which is for sale, and looked to be the only man who would get near Reid since fellow Northerner Ronnie MacKay has sold his BT30. The organisers boosted the grid with some Formula Fords and Derek McMahon's Royale but it was still a depressingly small field.

Forbes and Reid went off together with Forbes getting the big Lola ahead. Tommy was right up his exhausts and the pair of them pulled out a huge lead over third man McMahon who was being harassed by Neil Ginn's Lotus.

On lap three the two leaders were 15 seconds ahead of the Royale and Forbes was in the lead. Coming round the hairpin for the sixth time, Reid shot inside the Lola in an attempt to get past. But Willie slammed the door. He slammed it a bit too hard though and the BT30 emerged without its nosecone. This caused Tommy to slow and Forbes opened a gap. However, the Irish Brabham was soon back on the trail and on lap 14 at the hairpin Reid made a repeat manoeuvre. It didn't end quite the same way as the first effort but it ended Tommy's race. He bumped into the rear tyre of the Lola and split his radiator. Forbes' tyre was damaged and he was fortunate to make the full distance, although he did have a full lap in hand over second man McMahon, who was still being troubled by the FF Lotus. Ginn would outbrake the Royale into the hairpin only for McMahon to squirt the power on and pass the 69 before the next corner. Fourth place was occupied by Ina McLaren in the ex-Richard Scott Chevron B15 and an exuberant Bernie Hunter slid his Hawke home in fifth place.

1, W. Forbes (5.0 Lola T142), 12m 56.9s (speed not given); 2, D. McMahon (1.8 Royale RP 10-FVC); 3, N. R. Ginn (1.6 Lotus 69FF); 4, I. C. McLaren (1.0 Chevron B15).—Fastest lap: T. D. Reid (1.8 Brabham BT30-FVC), 49.8s (74.46 mph).

It was Jenny Birrell who took first place in the Martley Whyte event but Andy Barton must share some of the honours with her for an amazing drive in his 999 S. Jenny led off the line with Barton and Sedric Bell following. Bell soon fell foul of Frank Gunn and Barton was making advances towards Mrs. Birrell. He managed to nip ahead of her for a short time but she soon took back that first place, although she couldn't get all that far from acrobatic Andy.

Gunn followed at a discreet distance with Bell, Jim Dryden and Jim Pinkerton close up. Jimmy The Pink took a sudden jump up the order when he rounded both Dryden and Bell in one lap. Dryden, however, came with him and they became engaged in a door to door encounter which ended with Dryden pirouetting down the field. Ken Allen and John Fyda were also busy keeping the crowd happy with close combat.

Jenny came home with just over two seconds in hand from Barton who broke his class lap record yet again, this time leaving it at 57.4s. Gunn had six seconds lead over the Pinkerton/Bell duel while Allen came home two tenths ahead of Fyda.

1, J. Birrell (1.9 Ford Escort); 2, A. Barton (1.0 Mini Cooper S); 3, F. Gunn (1.3 Mini Cooper S); 4, J. Pinkerton (1.3 Mini Cooper S).—Fastest lap: J. Birrell and Barton, 57.4s (64.60 mph).

### NEWCOMERS' TANKARD — 10 laps

A race for rally and autocross saloon cars sounds really good and although the newcomers race provided some splendid sideways motoring by Escorteers Drew Gallacher and Andrew Smith, there was never any doubt about who would win after the flag fell. Robert Smith in his 1328 S, the present Scottish Autocross champion, walked away with first place by nearly 16 seconds from Ricky Gauld, also Cooper S mounted. In third was Drew Gallacher in his Escort RS1600. He really threw the Escort about in his efforts to stay with the Minis but it didn't come off.

Andrew Smith in the two-litre BMW-powered Riddell Escort filled fourth place, while Jack Calder in a 1293 Cooper S climbed up from the back of the field to finish fifth in front of David Robertson.

1, R. S. Smith (1.3 Mini Cooper S); 2, R. Gauld (1.3 Mini Cooper S); 3, A. T. Gallacher (1.6 Ford Escort RS1600); 4, A. A. Smith (2.0 Ford Escort).—Fastest lap: R. S. Smith, 52.4s (59.42 mph).