

# Birrell's benefit

EVEN with the carrot of a £300 first prize in the main race of the day for special saloons and Group 2 cars, only one big car appeared and that one, the Kent Frami Capri driven by Scotland's Gerry Birrell, demolished the field. On a day ideally suited to racing, there was a notable lack of incident and excitement as Birrell won the main race and the Formule Libre race in his March-Ford 722, setting up a new outright lap record on the way.

The crowd was treated to an uninspiring meeting with some very predictable results. Ingliston is badly needing some new faces, and until these are forthcoming, there will be a continuing decline in attendance and interest.

The October meeting, the last of the year, will round off the various championships but in many instances, the results of these are foregone conclusions.

## SALOONS UP TO 1000 cc —10 laps

The main feature of the first race was the torrid battle between Sedic Bell and Andy Barton in their Minis. Barton shot off from the grid, where he held pole position, and for 13 laps he led Bell by no more than a yard or two. Quite a few times Bell created some excitement along the home stretch as he tried to squeeze past Barton but Andy managed to keep him out . . . until the 14th lap that is, when Barton went wide and Sedic nipped through to hold on for another lap and the chequered flag.

In addition to gaining maximum points for the Hartley Whyte Saloon Car Championship and thus taking joint lead, Sedic also set a new lap record for the up to 1000 cc class with a time of 55.4s. This upped the old record, held by Sedic, by 0.4s.

The rest of the field was well strung out behind Bell and Barton, with John Fyda in the Agra Imp and Pitman in his Mini keeping the third and fourth places from the second lap onwards.

1. S. A. Bell (Mini-Ford), 9m 30.6s; 2. A. Barton (Cooper S); 3. J. C. Fyda (Agra Imp); 4. P. Pitman (Mini Cooper S).—Fastest lap: Bell, 55.4s (66.93 mph), class record.

## FORMULA FORD —15 laps

Following his success at the last meeting, Don MacLeod started favourite for this month's encounter. He was fastest in prac-

forced to retire. Jay Pollock went out on lap nine when his engine gave trouble leaving Graham Cuthbert to challenge MacLeod on his own.

Unfortunately MacLeod's joy was short-lived as he lost control of the car shortly after taking the flag, and crashed his car in the Esses. He wasn't injured, however, and the car did not appear to be too badly damaged.

1. D. MacLeod (Lotus 69F), 13m 41.6s; 2. G. Cuthbert (Lotus 69F); 3. C. MacLean (Hawke D12B); 4. S. Lawson (Hawke D12B).—Fastest lap: MacLeod, Cuthbert and Jay Pollock (Crosste 20F), 54.0s (68.67 mph).

## SALOONS OVER 1000 cc —10 laps

The small field of 10 cars was depleted even further only 100 yards from the start when E. Paterson, in the Colvend Mini, made a dash for the inside track from the outside position on the grid. He didn't quite have enough power to head off Bill Dryden and Jack Patterson in the Fireza and Viva however, and he ended up being shunted into the inside barrier. Most of the field avoided him, but Jim Dryden and E. McQueen in Mini-Coopers were brought to a swift halt and all three were forced to retire. Patterson, in Bill Dryden's old Viva, also retired on the opening lap with a broken driveshaft.

There were no injuries, fortunately, although the accident reduced the contest to a one-horse race as Bill Dryden romped off to record the fastest lap and take over the lead in the Saloon Car Championship which had been very briefly held by Sedic Bell.

Des Donnelly came second, a full nine seconds behind Dryden and third place went to E. Smith in a Mini Cooper who had created more interest in the race than the leaders by coming from last place to pip Frank Gunn on the line for third place.

Overall: 1. W. Dryden (2.5 Vauxhall Fireza), 9m 28.6s; 2. D. Donnelly (2.3 Vauxhall Viva); 3. E. Smith (1.3 Cooper S); 4. E. Gunn

Lotus Elan. He shot off round the circuit, retired for a few moments, came back on, tried to work his way up through the field and then finally retired after eight laps. When Nugent left the track for the first time, the door was opened to John Absalom in the Ginetta G4 and Miles Hopperton in MG Midget. These two then had a mild dice round the track but Absalom never looked like losing and eventually finished a comfortable winner. He also set up a new class record for the under 1150 cc class. His time of 56.2s was matched by Hopperton, but since he was driving in a car in the over 1150 cc class, his name will not go down in the record books.

Overall: 1. J. Absalom (1.1 Ginetta G4), 11m 26.8s; 2. M. Hopperton (1.3 MG Midget); 3. I. Hall (1.1 AH Sprite); 4. D. Morton (1.6 Lotus Elan).

Over 1150 cc: 1. Hopperton, 11m 28.0s; 2. Morton; 3. W. Wood (1.3 MG Midget).—Fastest lap: Hopperton, 56.2s (65.98 mph).

Up to 1150 cc: 1. Absalom; 2. Hall; 3. R. Smith (Triumph GT6).—Fastest lap: Absalom, 56.2s (65.98 mph), class record.

## FORMULE LIBRE—25 laps

For an afternoon which promised so much, with this race the second attraction, there were a lot of disappointed race followers after Gerry Birrell strolled home with a very convincing lead of 12 seconds. Only six cars really got going and only three put up any sort of show.

The people who might have put up any resistance to the all-conquering Birrell were non-starters. These included John Calvert, John L'Amie, and Tommy Reid whose recently-acquired Brabham was stolen two weeks ago. It was recovered, but not in time for Tommy to prepare it for Sunday's meeting.



**BUSY BIRRELL:** Gerry B rushed up from Oulton Park on Sunday to score two home wins at Ingliston. Here he is in the Kent/Frami Capri RS showing them how in the saloon race.

Brian Nelson, who broke Birrell's lap record last time out, led off from the grid, despite Birrell having pole position. Gerry bided his time, however, and by the third lap had not only taken the lead, but had opened up a substantial gap over Nelson and Pollock. This was the position for the remainder of the race as Birrell claimed back the outright lap record in his March-Ford 722 removing 0.6s as he set up a time of 46.6s.

1. G. Birrell (2.0 March-Ford 722), 19m 52.2s; 2. B. Nelson (2.0 Crosste 22F); 3. J. Pollock (1.6 Lotus-FVA 69); 4. B. Harrison (1.0 Vixen Imp), 22 laps.—Fastest lap: Birrell, 46.6s (79.57 mph), outright record.

## SPECIAL SALOONS & Gp2 —25 laps

Despite much optimism and hope for a race to remember, this was just another race for Gerry Birrell's benefit. Gerry drove the Kent Frami Capri exceptionally

well from the pole position but, with one or two exceptions, the race just petered out so far as spectator interest was concerned. Bill Dryden put up a game effort at keeping up with Birrell but not even Haydenstein power could match the Capri, losing by 10s at the finish.

Further down the field, there was some fierce competition for the lower places with Hickman, Donnelly, Smith, Barton and Gunn having a tag match for a couple of laps. Hickman went out on lap five, however, and was shortly followed by Andy Barton who discarded his petrol tank at the Esses on lap eight.

Donnelly's Viva looked decided twitely on occasions, not surprising when he limped home across the line with a rapidly deflating rear tyre.

1. G. Birrell (2.9 Ford Capri RS), 23m 19.8s; 2. W. Dryden (2.5 Vauxhall Fireza); 3. E. M. Smith (1.3 Cooper S), 24 laps; 4. D. Donnelly (2.3 Vauxhall Viva GT).—Fastest

lap: Birrell, 54.2s (68.4 mph), Group 2 record.

## SPECIAL GT, SPORTS AND CLUBMANS—12 laps

The four procession of monotonous races ended characteristically with this event.

Tony Charnell in his Chevron B8, second fastest in practice, shot off from the grid and built up a huge lead. John Absalom made a brief snap at the leader's heels, but fell back, allowing Eddie Labinjoh to take over the chase. His effort was matched by R. Ross in the Nathan GT who caught and passed Absalom on lap five, but fell back to be replaced by his namesake Mel in a Mallock. **A.R.**

1. A. Charnell (2.0 Chevron B8), 10m 56.0s; 2. E. Labinjoh (1.1 Fisher Spyder); 3. M. Ross (1.6 Mallock U2 Mk8B); 4. J. Absalom (1.1 Ginetta G4).—Fastest lap: Charnell, 53.2s (69.70 mph).



## FORMULA FORD —15 laps

Following his success at the last meeting, Don MacLeod started favourite for this month's encounter. He was fastest in practice, and from pole position he led throughout the race. He was closely followed off the line by Cuthbert and Jay Pollock. The three cars pulled away from the rest of the field, and although Graham and Jay tried their hardest, it never looked as though MacLeod would lose his command of the race.

On lap three there was a coming together of some of the backmarkers at the Esses with Mackintosh and Morrison being

Smith in a Mini Cooper who had created more interest in the race than the leaders by coming from last place to pip Frank Gunn on the line for third place.

**Overall:** 1, W. Dryden (2.5 Vauxhall Firenza), 9m 28.6s; 2, D. Donnelly (2.3 Vauxhall Viva); 3, E. Smith (1.3 Cooper S); 4, F. Gunn (1.3 Cooper S).

**Over 1300 cc:** 1, Dryden; 2, Donnelly; 3, C. Bradley (Ford Escort TC).—**Fastest lap:** Dryden, 55.6s (66.69 mph).

**1001-1300 cc:** 1, Smith, 9m 49.4s; 2, Gunn; 3, J. Veitch (Cooper S).—**Fastest lap:** Smith, 57.2s (64.83 mph).

## MODSPORTS—12 laps

In another uninteresting race, during which the only point to cause any excitement was the jump start of Mike Nugent in his

