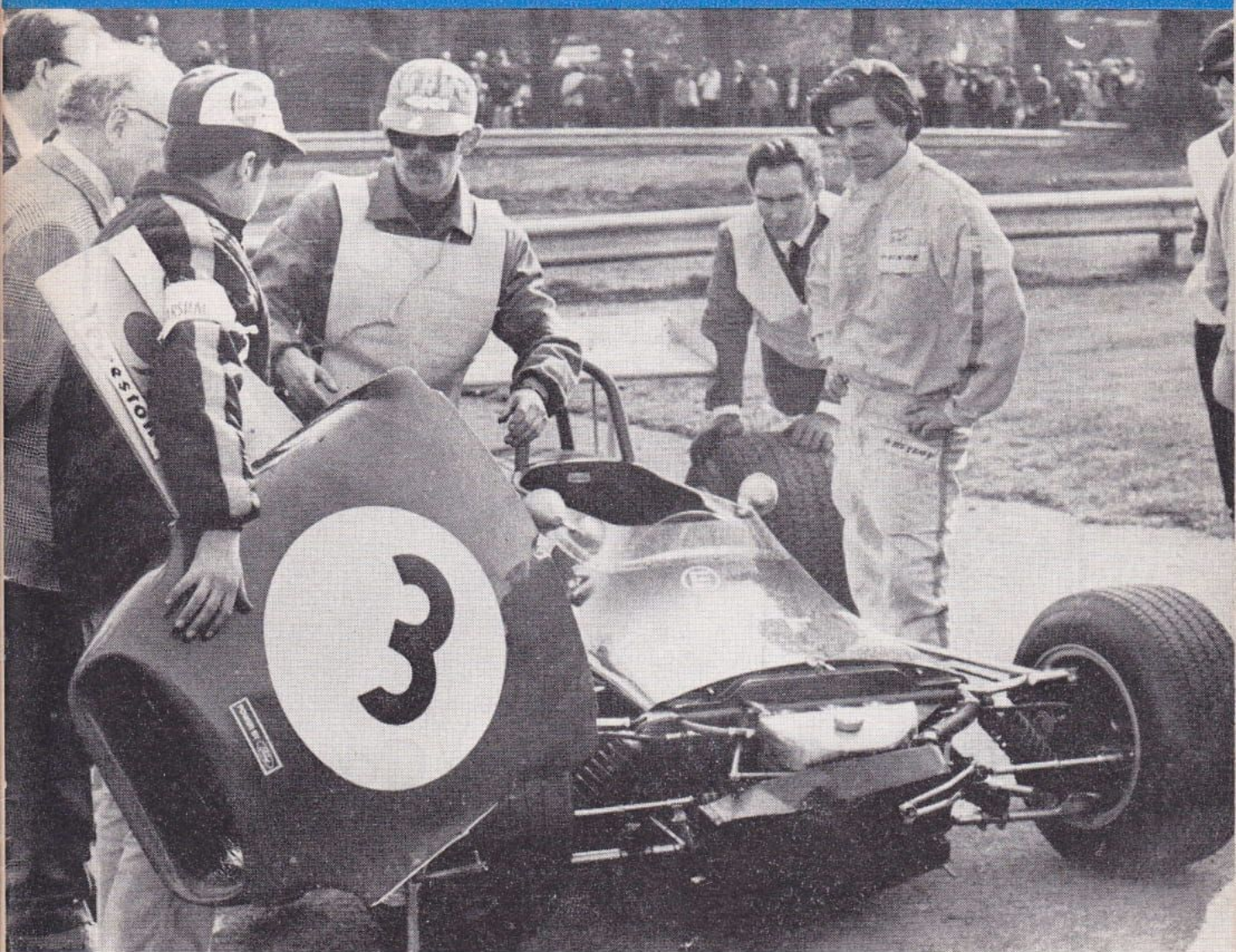




# ECURIE ECOSSE

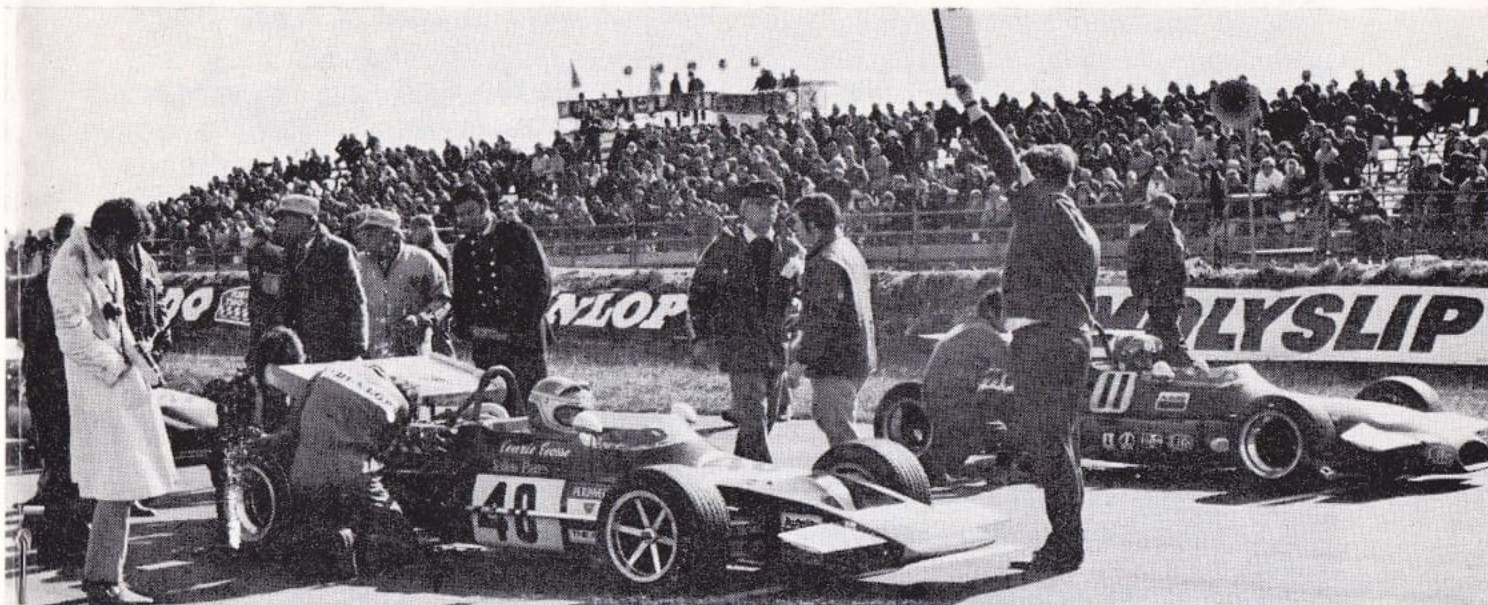
News From The Mews

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This sort of thing can happen when trying to pass a wily driver at Ingliston. Tommy Reid is not amused at the sight of his Brabham BT30.

Photo: The Scotsman.



The two-minute board goes up on drama. A tense Tom Walkinshaw waits as Terry McCormack attempts to fix an errant fuel pipe.

## BRIGHT INGLISTON OPENER

ALASTAIR BALFOUR

Brilliant sunshine and a promising entry list attracted a crowd of more than 10,000 to Ingliston on April 11 to give the Scottish Motor Racing Club a good start to the 1971 season. With the innovation in the programme of a race for rally and autocross machinery and a goodly number of incidents which sadly damaged some nice cars, although not the drivers, it was easy to overlook the fact that many of the day's events were more processional than usual at this tight circuit.

Ecurie Ecosse were not present as Tow Walkinshaw was giving our March 712M its first proper outing in the Jochem Rindt Memorial Trophy at Thruxton on Easter Monday.

The big race of the day was for the Edinburgh Students' Charities Cup, and here a battle royale was expected between Willie Forbes of Aberdeen, once again mounted in his thundering yellow Lola T142, and Ulsterman Tommy Reid with an FVA-engined Brabham BT30,

both of whom had turned in identical practice times of 51.2 secs. And so it proved from the start, with Forbes powering the F5000 Lola into a ten-yard lead over Reid which he still held at the end of the first lap. However Reid was not cowed and stayed close to Forbes waiting for a mistake. Indeed he stayed too close, for at the Hairpin on the third lap the cars touched and Reid lost the nose cone of his Brabham.

Undeterred, he pressed on to such good effect that he set the fastest lap at 49.8 secs., just over a second outside his outright circuit record. But Reid still could not find a way past the Lola, and became increasingly frustrated until the inevitable happened again on the 14th lap, once more at the Hairpin, when Forbes chopped in front of the Brabham which was heading for the inside line. Reid's radiator smashed itself on Forbes' rear tyre, causing the former to retire at once to watch

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his rival take the chequered flag with a slowly-deflating tyre.

Behind this pair a steady battle had been fought for third spot between Derek McMahon in his Royale RP10 Group 6 machine and Neil Ginn's FF Lotus 69, both of which had been admitted to the race along with several others to make up the numbers in view of the rather sad entry of nine cars. Ian McLaren narrowly failed to take Ginn at the flag in his Chevron B15, settling for fourth place.

As usual the saloon cars provided all the thrills and spills needed, which was not really surprising when the cup for saloons over 1000 cc was called the Pratt Demolition Trophy! Jenny Birrell skilfully stayed clear of all the demolition going on round the circuit to win both parts of this race in her 1970 cc Wylies Escort Twin-Cam — the best possible way to celebrate her birthday which it happened to be.

In the trophy race heat for saloons over 1000 cc she jumped into an immediate lead from Doug Niven whose ex-Wylies Escort is now prepared by the Newcastle firm of Perdal. Niven clung to a determined Jenny for a lap and a half, then fell back and retired with no oil pressure. Before all this the accident of the day took place right under the Press balcony of the MacRobert Pavilion: Bill Dryden's SMT Viva GT was accelerating away from the start in the middle of the pack when he was bumped from behind by a charging Mini. The Viva spun sideways into the barrier, uprooting part of the Armco, then continued almost backwards up onto an earth bank where it finally came to rest, scattering plants and nearly overturning. Bill slowly undid his safety belt and climbed out, nursing a bruised shoulder and very angry about the considerable damage to the car

which looked in need of a new body shell.

Once all the dust had settled the race pattern revealed itself to be Jenny Birrell firmly in the lead and driving beautifully. Behind her Frank Gunn in his Colvend Elf and Jim Dryden's faithful Cooper S were secure in second and third places of what turned out to be a procession, Jenny winning easily although slowing right down towards the end.

The first heat of the saloons events, for the Lothian Chemical Trophy, was also surprisingly processional, Andy Barton once again out-driving everyone to finish a fairly easy winner after having rid himself of the close attentions of Sedric Bell, both in Cooper S's. Behind Bell in third place came Bill Borrowman in his well-kent Cooper S "orange box". A welcome entrant to racing at Ingliston for the first time was Brian Coyle, Andrew Cowan's co-driver in their London-Sydney marathon winning Hillman Hunter. Coyle had a 1968 Rallye Imp, ex-Cowan, which he drove into a steady seventh spot.

The final race for saloons which also counted for the Hartley Whyte Championship, featured an excellent race-long scrap between most of the field which, if it didn't produce any startling changes of position at least kept the crowd amused. Jenny Birrell should have birthdays more often, for she once again celebrated in style by streaking away from the start into a lead never to be lost. However she didn't quite have it all her own way in the opening laps during which she was hotly pursued by the irrepressible Andy Barton, who lowered his own previous lap record in the process. However Jenny refused to be panicked into a mistake and eventually wore down Barton to come home an easy first.

Behind these two, a long way back, came a lonely Frank Gunn all on his own, followed by a four-car melee consisting of Sedric Bell, Ken

Allen, John Fyda and Jim Pinkerton, with the latter's 1.3 Cooper S eventually winning. Brian Coyle drove another steady race to finish eighth.

The meeting had opened with a 10-lapper for mod-sports, easily dominated by last year's winner of the H. & G. Robinson Racing Trophy, John Absalom with his Ginetta G4. Alex Souter and his Elan tried hard to keep in touch with the Ginetta, but after two laps John easily pulled away. Third came R. Hutchison's 1293 cc Sprite.

Those rapid Formula Fords provided yet another exciting race in the third event, for the Murchie's Trophy. Richard Mallock with a works Mallock U2 led away from the start, hounded by Neil Ginn's Lotus 69, John Sheldon's Palliser and Bernard Hunter's Hawke. Glenn and Mallock developed a splendid dice for the lead which ended when Ginn slipped past on Lap 8. However Mallock would not give up and coming into the last bend before the finish he tried desperately to get past Ginn on the outside. The effort was too much and he spun half round, caught it neatly and continued to finish second.

On paper the winner of the special GT cars event looked like Derek McMahon's Group 6 Royale powered by an FVC motor, and so it turned out despite the valiant efforts of Robin Smith's 5 litre Atilla Chev-

rolet. This massive machine blasted clear of everyone from the grid, but by the end of the first lap McMahon had flung the blue Royale past into a lead that looked as if it would only succumb to mechanical failure. The Atilla finally spun on lap 8, leaving second spot for Geoff Temple's original Chevron B1. Third place went to Sandy Watson with his Mallock U2.

The final race of the day was an enterprising effort by the SMRC to make saloon racing even more exciting — and cheap. They invited along the top rally and autocross competitors in Scotland to try their luck on the circuit, and were rewarded with a surprising number of entries. The event, for the Newcomer's Tankard, is being run in two heats, and a final, the second heat taking place at the May 16 meet and the final in August or September.

The 1971 Autocross Champion, Bob Smith, brought along his 1328 cc Cooper S and proved its worth by going into an immediate lead he never looked like losing. Behind him Ricky Gauld in a similar car slipped past a spectacular pair of Escorts driven by Drew Gallacher and Andrew Smith for second spot. The Escorts slithered round for third and fourth places, and Smith was so pleased with his performance that he spun the Escort on the slowing-down lap.

## HOW TIME FLIES

Looking through back numbers of "News from the Mews" the other day, we were extracting information for a talk being given by one of our hard-working Edinburgh Branch members to a Dundee Rotary Club. It was difficult to concentrate on the extraction part of the job as we delved through incidents in the past

which brought the memories flooding back.

We don't know if this is good or bad therapy, but it certainly passed a most enjoyable evening, so we'll say it's good!

And talking about the passing of

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