

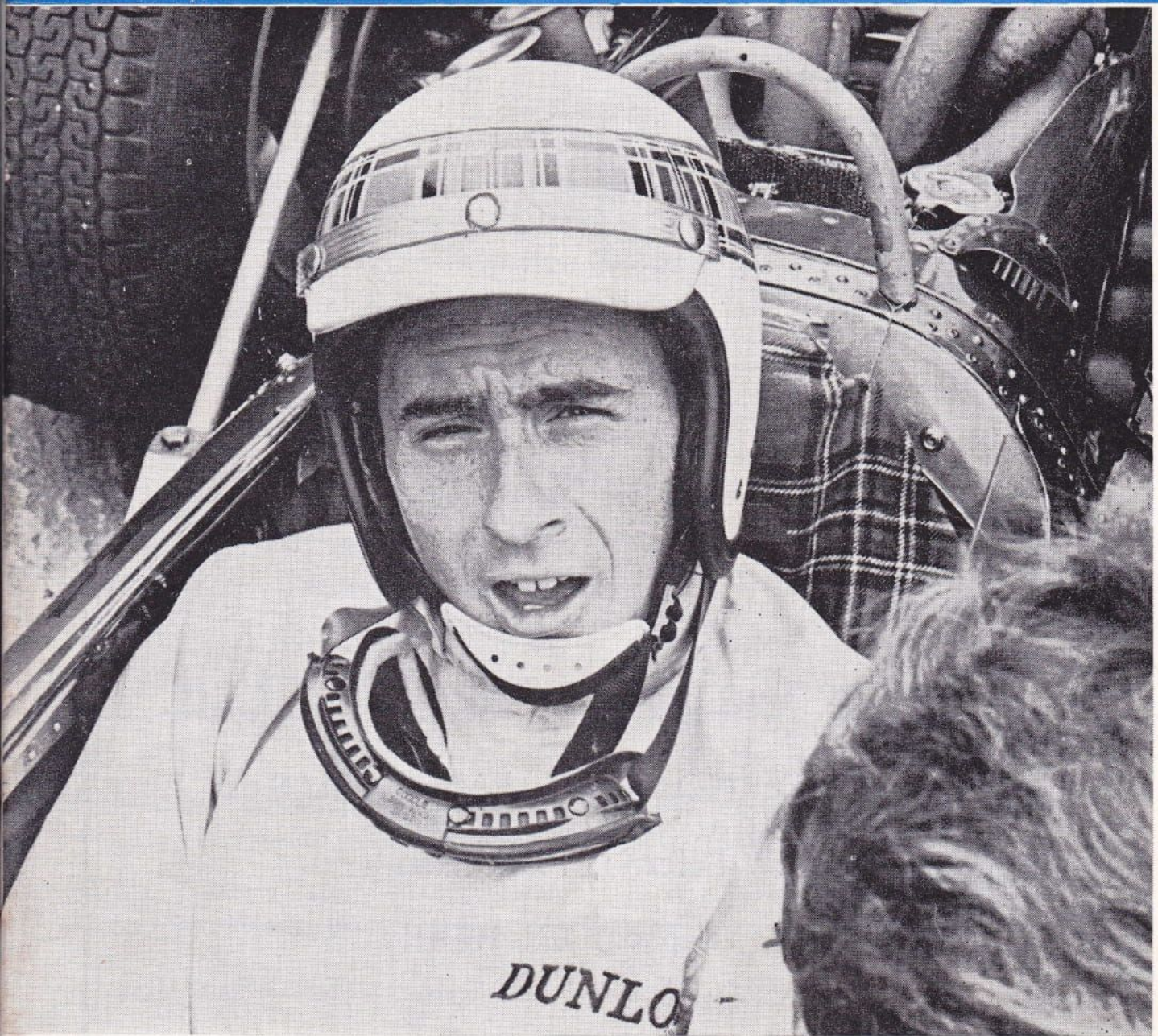


# *ECURIE ECOSSE*

News From The Mews



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CHAMPION JACKIE!

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# FESTIVAL OF RACING

Wendy Jones

The Edinburgh Festival is predominantly a culture vulture's paradise but the Scottish Motor Racing Club take the opportunity of promoting what is usually one of the best meetings of the season.

Sunday, 7th September — the Lombank Trophy Meeting. A dismal morning (after the usual brilliant weather during the week) gave way to bright sunshine and a shattering display by the Red Arrows which had everyone nervous, jittering wrecks before racing began. These boys, all R.A.F. flying instructors, gave an immaculate display in their angry red Gnats, swooping low over the "infield", between trees and over the grandstands. Most adjectives tend to be inadequate when describing their manoeuvres, suffice to say that most mortals on the ground were glad they were there!

But on to the motoring which, after all, was our *raison d'être*. Seven events were on the programme, three of these being saloon car races and one the main race of the day, the formula libre event for the Lombank Trophy.

## Saloons over 1,000 c.c.

Pole position on the grid was occupied, as usual, by Graham Birrell in the Wylie-entered Perdal Escort. Graham has completely swept the boards this season with this immaculately prepared car and looked all set for another successful outing. The main challenge, again as usual, came from the equally immaculate Mini Cooper S of Jimmy Veitch which shared front row with Jim Dryden's Mini.

Birrell and Veitch scorched off into the lead, leaving Eric Smith (Cooper S) and Jim Dryden to

have their own private battle, with first Smith leading, then Dryden nipping in on lap 4. The barrier at Ploughman's collected the Coopers of Barrett and Todd but they were able to continue after the compulsory pits check. Bill Borrowman, who was lying just behind the four leaders, retired on lap 4 with a broken drive shaft.

So Graham Birrell had his first win of the day, followed by Jimmy Veitch, Jim Dryden and Eric Smith.

## Formula Ford Race

Tom Walkinshaw, the Hawke team leader, had the bit between his teeth for this race, which counts towards the King's Cup Championship, which is currently led by Gerry Birrell in his Crossle. Gerry was off winning round six of the European Cortina FF Championship at Zolder so once again brother Graham found himself in pole position. Nothing daunted, young Walkinshaw made an immaculate start and led the field into the first corner, harried by Ted Clark and Graham Birrell. Tom drove a well-judged race despite being soaked in petrol for most of the time. In fact his back was pretty sore and raw from petrol burns when he reached the paddock. G.B. also found himself sitting in a pool of petrol from a leaking fuel tank and baled out on the 3rd lap. Shortly afterwards, on the 7th lap, Ted Clark retired while lying second when his front lower wishbone fractured, leaving Brian Squires (Merlyn 11A), Bernard Hunter, similarly mounted, and Dave Manners (Lotus 51) to fill the slots behind Walkinshaw.

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### Saloons up to 1,000 c.c.

Andy Barton, one of Ingliston's favourites, took pole position in his very familiar Cooper S, accompanied by arch rivals Bill Borrowman in the Sports Tune/Moir & Baxter Cooper S and Jim Howden in his Singer Chamois.

Surprisingly, with two veteran campaigners on the front row, it was Howden who streaked into the lead, with the Coopers snapping at his heels. But not for long. On the second lap, Andy's car burst an oil pipe coming out of the hair-pin and spewed oil over the track at the notorious Ploughman's bend. The car slithered into the barrier and was struck by Borrowman's Mini. In this melee came Sedic Bell, who clouted the barrier and

in turn was hit by Eric Paterson's Mini. Quite a party. But the fun was not over. Borrowman continued and was black flagged on the third lap—apparently part of the rear body-work was coming into contact with a rear wheel and the car had not had its compulsory check before continuing after a shunt. It seems, however, that Bill's eyesight had also been affected as he managed to "not see" the black flag on seven consecutive laps. While all this gave the crowds in the grandstand a bit of excitement, it disqualified Bill for the rest of the meeting, nullified a splendid drive to second place ahead of Logan Morrison and jeopardised his position in the Hartley Whyte Saloon Championship. A dear price to pay for missing a few seconds in the pits.



It's a long  
way from  
a sack of  
barley to a  
bottle of  
Drambuie  
...but well  
worth the  
journey

Jim Howden went on to win as he pleased, with Logan Morrison a relieved second, Ken Allen third and Al Fleming quite a way back in fourth spot.

### **Production Sports Cars**

One of the best races of the day, the prodsports were a mixed bag, divided into two classes, up to 1,150 c.c. and over. The big boys obviously had the advantage on paper. Front row of the grid was occupied by Bill Dryden in H. & G. Robinson's Honda S800. This angry little yellow peril buzzed off behind Andrew Hutchison's Sprite but by the fifth lap, positions were reversed as Bill shot into the lead with John Milne in his M.G.B. being shadowed by John Gott in his Healey 3000. After getting past Milne, the former B.M.C. team rally leader "got" his eyes on Hutchison, passed him when the Sprite spun at West Gate and then set off after the yellow peril. But Dryden managed to hold off until the end and was the overall winner of a most entertaining race.

### **Lombank Trophy Race**

As we said last month, Willie Forbes looked, on paper, as though he could win the libre event. He didn't last time, but he most certainly did this time, after a great chase by Andrew Fletcher in John Romanes' Lotus.

There were a number of disappointing non-starters in this event, including last meeting's winner Tommy Reid who literally missed the boat from Ireland, John Pollock who did likewise, and Ingliston regular Dave Berry who is currently leading the Callands Trophy F.L. Championship.

Forbes' yellow Lola T142, surprisingly, was relegated to middle grid position by Andrew Fletcher, with Ronnie Mackay making up

the outer portion of the sandwich, but Forbes was having no nonsense as the flag fell. He thundered off into the distance and stayed there throughout the race. Andrew Fletcher and Ronnie Mackay had their own private dice until Richard Scott in his F3 Chevron intruded and parted the happy couple. Meanwhile, back the field, Irishman Brian Cullen was getting the hang of his ex-Ivy-ex-Winkelmanor BT23C (sister car to the E.E. machine) and was beginning to carve his way through the field. Scott passed Mackay on lap 6, while Cullen passed John Millar (BT 21B) on the same lap. Meanwhile, Cullen crept up on Mackay, passed him on the 21st lap and set about Dick Scott. After an epic struggle, he passed the Chevron driver on the 24th lap for a well-deserved third place. The leading five cars were two laps ahead of the rest of the field at the fall of the flag, such was the pace. The FF contingent was led home by Tom Walkinshaw, who was seventh overall. Once again Graham Birrell retired when an oil pipe came off his fuel tank.

### **Hartley Whyte Championship Race**

The big saloons took to the track again, chasing the £100 stake and points in this valuable championship. And again it was Graham Birrell in the Escort who led the race in stylish fashion but who almost came to grief when he broke a crank approaching the last corner on the last lap. He remarked later that he had loosened his safety harness in readiness to get out and push. But the gods were smiling on him and he coasted home to take the chequered flag. Behind him Veitch and Dryden battled it out, Dryden being displaced by Eric Smith on the third

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FESTIVAL OF RACING (contd.)

lap. Howden, too, was unlucky as the carburettors came loose on the Chamois and he coasted to the finishing line behind Jeff Todd who was in fifth spot.

**Special G.T. Cars**

The final race of the day was for the G.T. machines, led by Nigel

Morrison in his Chevron B.M.W., and Peter Kaye (Chevron). Further behind, Eddie Labinjoh was having a private battle with George Silverwood, Labinjoh's Fisher GT having to give way to the Mercury GT, which took third place.

Not a spectacular race to end an otherwise excellent meeting, but you can't expect nail-biters all the time, can you?

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## NEW MEMBERS

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