



ECURIE ECOSSE

News From The Mews

The Official Journal of Ecurie Ecosse Association Ltd



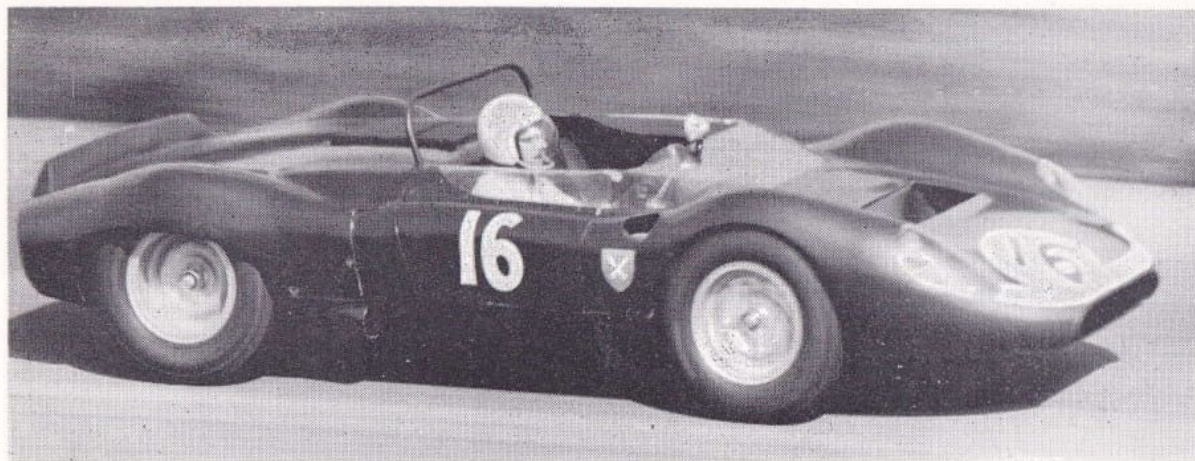
Photograph: C. STRACHAN.

Busy pits at Silverstone practice session

2/-

Vol. 9 No. 7

June 1966



BILL STEIN AT SPEED.

Photo: C. Strachan.

Flood-Tide at Ingliston

For the second successive time, Bill Stein driving the Ecosse-Climax won the main race of the day, the Adam Wyllie Trophy Race at Ingliston on May 8th. In the first heat of the 50 lap event (which was televised by S.T.V.) Stein went straight into the lead, never to lose it, while his great rival, Willie Forbes in a Lotus 35-BM.W. spun, eventually retiring. Behind Stein, Andrew Fletcher in a F3 Brabham and Jock Russell in his Ford V8-powered Russell-Ford fought for second place, the honours going to Fletcher. At the start of the second heat, run in pouring rain, Fletcher jumped right into the lead and stayed there half a second ahead of Stein until the 19th lap of the 25 lap heat, when Forbes, who had started from the back of the grid, passed Stein then Fletcher to lead. Forbes, driving brilliantly in

atrocious conditions then pulled right away from Stein (who had moved passed Fletcher) to win. Second place gave Bill Stein no worries, because he had 16 secs. over Fletcher from the first heat, and he just had to stay on the track to win, which he did.

In practice the Ecosse-Climax had had a puncture, but despite this made second fastest time. In a walk round the paddock at lunch-time it was very noticeable how many of the cars were in an appalling state. Notable among the few well-turned out cars were the single-seaters (especially Jock Russell's machine, the F3 Cooper of Jimmy Rae, and, of course, the Ecosse-Climax) and the bright orange Seton Mains cars with the famous registration numbers BOX 1 and BOX 2.*

*Rae's Cooper won the Walter Gray cup for the best prepared car

in the "Adam Wyllie Trophy" Race.

Another paddock feature was the variety of tyres being used. Dunlop R7 were almost universal among the saloons, but Firestone and Good-year, as well as the Dunlops, were used on the racing cars. Ecurie Ecosse were on their usual R7s. Jock Russell's car looked very Indianapolis with the familiar "bunch of bananas" exhaust system protruding from the back.

Wandering around Ingliston makes one realise just how magnificent are the facilities at this circuit. Two grandstands, costing only ten shillings and five shillings per seat, two large restaurants, a covered paddock, and easy access by road, rail or air; all this being for a $\frac{3}{4}$ mile circuit! Looking back to the wind-swept acres of Charterhall makes one shiver!

With the meeting due to start at 2.15 p.m. the grandstands were only half-full, despite Jim Clark's plea on Radio Scotland, but they filled up later. The first race for saloons up to 1200 c.c. produced the customary wild driving, someone spinning off on the warming up lap. The race was won by Blaycock's Ford Anglia which found a way through the debris to lead Haining's Mini-Cooper to the flag. A feature of the two heats of the main race were the excellent performance of Jock Russell

in keeping his immensely powerful car on the track and Andrew Good-fellow in finishing fifth with an out-dated F.J. Cooper, beating many modern F3 machines.

Another saloon car race produced a win for Gerry Birrell in a rapid Singer Chamois from R. D. McCutcheon with a Cooper 8 after Bill Borrowman had had a most exciting excursion at Bankers when Box 1 aquaplaned on the partially flooded track. Thereafter Borrowman remained stuck behind Andy Barton's incredibly fast and scruffy Minor 1000.

The rest of the day's races were mainly the usual processions, exciting enough at the time but hardly worth recounting in detail so long after the event. An exception was the final race for saloons over 1200 c.c. in which Graham Birrell's 1800 c.c. Perdal Anglia was very closely tailed by rally driver Logan Morrison's works tuned Cooper S; exciting stuff in the wet with some five cars off the track in the vicinity of the grandstand alone.

Despite the weather this was one of the most exciting meetings yet at Ingliston (mostly from the saloons) and one hopes that the next meeting—the first National Meeting—on July 24 is just as good.

ALASTAIR BALFOUR.

National Race Meeting

Ingliston - - - 24th July

Grandstand seats at 10/- and 5/- from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire; Graham Birrell Racing, 392 St. Vincent Street, Glasgow; A. H. B. Craig, 8 Montague Terrace, Edinburgh.