

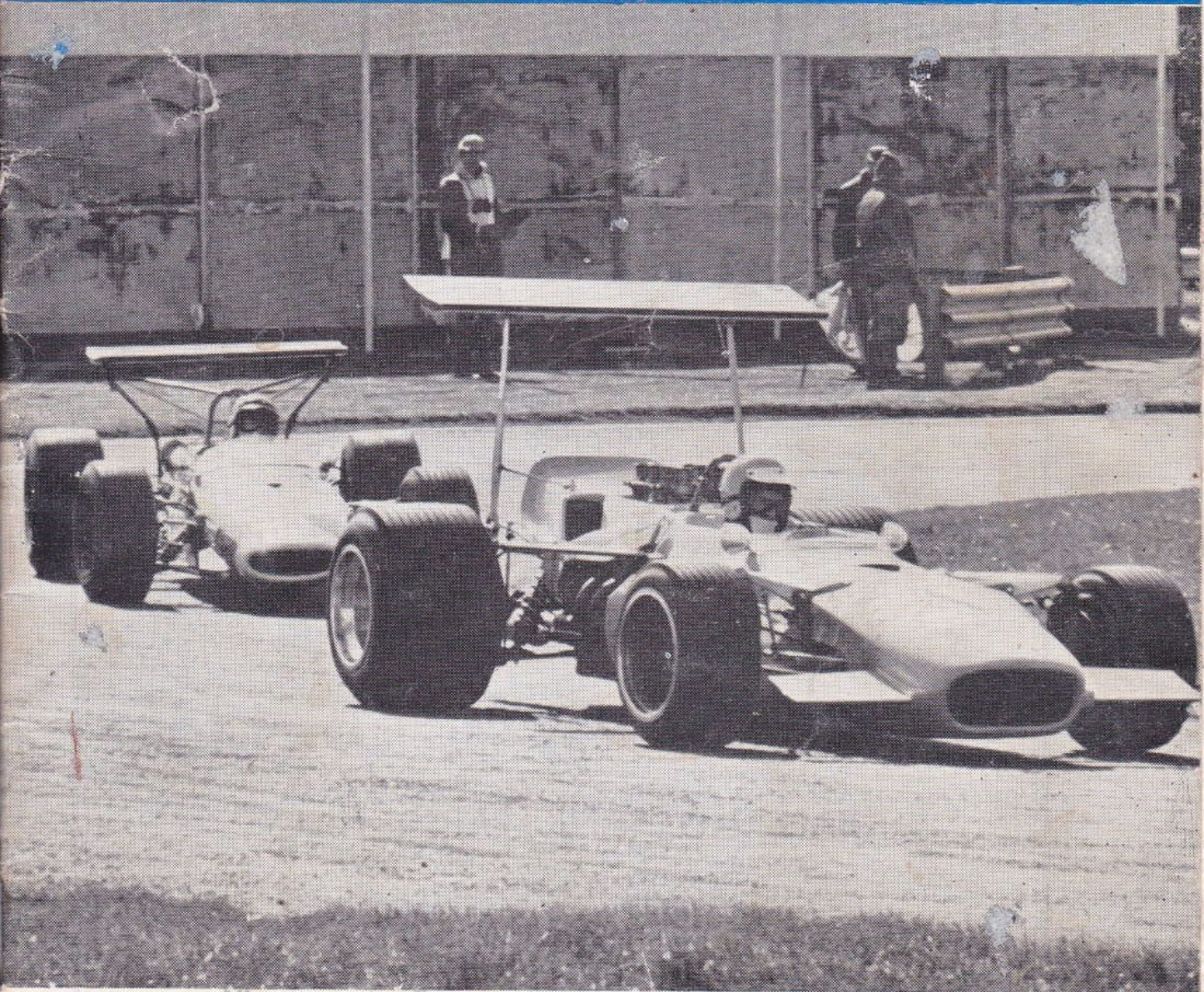


# *ECURIE ECOSSE*

News From The Mews



The Official Journal of Ecurie Ecosse Association Ltd



A good big 'un harried by a good little 'un—Willie Forbes in his Lola 5000 leads Graham Birrell in the F2 Brabham during the memorable race at Ingliston's April meeting.

Photo: The Scotsman

2/-

Vol. 12 No. 6

May 1969

# 1969 INGLISTON SEASON OFF TO GOOD START

*By Alastair Balfour*

The motor racing season in Scotland started early this year with a meeting for novices at Ingliston on March 30. This is not the first novices' meeting but it is the first the public have been allowed to attend. Ecurie Ecosse did not participate in the non-novices Formula Libre race because of preparations for the big international Formula 2 race at Thruxton the next weekend, but some of the Ingliston regulars were there including last year's Scottish champion Willie Forbes with his new £5,000 Formula 5000 Lola T142.

With entries at this meeting limited to drivers who had not been placed in a race before, there were fewer incidents than usual as the "new boys" took things fairly easy. However, one or two drivers showed promise during the afternoon, and we look forward to seeing them at future Ingliston meetings.

The races were mostly rather processional, except the Formula Libre event which was won convincingly by John Millar in his now fully-sorted Brabham-BMW that proved so unreliable last season. Millar didn't have it all his own way, as Bill Dryden in John Romanes' Lotus 35 (now with a 2.5 litre Coventry Climax engine) led convincingly until the 11th lap when his oil cooler sheared, forcing him

to retire. Tony Charnell in a Lola T55 was second and Willie Forbes, who had been taking it understandably easy in his huge yellow Lola, was third. This car has the full complement of wings—two at the front and an airofoil at the back.

A young driver who showed great promise in the two races for saloons over 1,000 c.c.—both of which he won—was J. Campbell Graham, a 23-year-old Glasgow company director, who has bought Gerry Birrell's Singer Chamois and looks like repeating Gerry's success with this car.

A typically enterprising diversion provided by the organisers for the crowd half-way through the racing was the intrepid flying of model planes in a strong wind. These radio-controlled midgets reached what looked like fantastic speeds and out-performed the Red Arrows in no uncertain way.

Although this meeting must not have been as financially rewarding as usual Ingliston ones, there being a crowd of 7,300 as compared to anything up to double that figure at the full meetings, I hope the SMRC continue with these open novice meetings, as they must be tremendously valuable to the young driver who "wants to have a go", or to someone wanting to sort out his car for the coming season.