



BILL STEIN pictured at speed on the soaking track in the Ecosse-Climax.

Ecurie Ecosse win at wet Ingliston

Bill Stein wins Adam Wyllie Memorial Trophy in Ecosse-Climax

By ERIC DYMOCK

IT rained at Ingliston on Sunday—and rained. But the Adam Wyllie Memorial Trophy meeting at the Edinburgh circuit saw some of its most exciting racing ever. In most of the nine races on this tight little three-quarter-mile track, the finish was in doubt until the last lap and because of the weather spins and off-course excursions became the rule rather than the exception. Fortunately, damage was confined to a few buckled cars and some uprooted crash barriers.

The main event of the day was the Adam Wyllie Memorial Trophy race commemorating the popular, able and likeable young Scottish driver so tragically killed last year in Ireland. It was run in two 25-lap parts to *Formule Libre* and attracted a pretty diverse entry of single-seaters. Alan Rollinson was unfortunately unable to start in the Lythgoe Racing Lola F3, John Taylor driving the car instead. Among the likely winners was the Ecurie Ecosse entry of the Ecosse-Climax single-seater, a tubular-framed single-seater built with the engine and some of the other remains from the team's old Cooper Monaco. This car had a good record of success at Ingliston last year and currently leads for the *Scotsman* Championship. Jock Russell took his Lotus-Russell-Ford round extremely quickly in practice, his big 4.7-litre V8 never really getting into its stride on the short course. Quickest in practice by a substantial margin was Willie Forbes in his Lotus-BMW. Forbes and Stein are old rivals and it looked as though this might be the day of the highly skilled Aberdeen driver in his yellow Lotus. Andrew Fletcher (Brabham F3) was also fast in practice.

When the first part of the race began shortly after 2.30, the track was damp and the weather cool but dry, but obviously rain threatened. Bill Stein (Ecosse-Climax) led into the first corner, the treacherous S bends after the grandstand, with Forbes (Lotus-BMW) right behind him. By the end of the lap it was Stein, Forbes, Miller (Brabham F3), Fletcher (Brabham F3), Goodfellow (Cooper FJ), Preston (Brabham) and Russell (Lotus-Russell-Ford). On lap 2, however, Forbes spun and fell to the back of the field and Jock Russell began his climb to the front after a poor start.

By lap 7, with Stein still firmly ahead, followed by Fletcher, Russell, Miller, Pres-

ton and F. W. Smith (Brabham), it had started to rain, and Forbes, struggling to catch up with the leaders, reached sixth place before doing another *tête à queue* and retiring. Andrew Goodfellow covered most of the front of his car and some of himself with mud during a slight off-course run and, like Russell, had to disperse with his goggles for most of the race. Ingliston has rather muddy verges and in wet weather one wheel off the road spreads it everywhere, making the circuit even more slippery in places.

Towards the end of the 25 laps Fletcher retook second place from Russell, and Dave Preston clambered up to fourth ahead of J. Miller, also in a Brabham, who drove a very consistent race.

By the time the second heat started the rain was falling steadily. There were one or two shallow puddles and places where a heavy film of water flowed across the road. This time it was Fletcher (Brabham) who went straight into the lead, followed by Stein (Ecosse). Forbes made another mistake early on, but fairly rocketed through the field thereafter, taking Stein by surprise about half-distance. The Ecosse driver had been content to let Fletcher make the running in front, when suddenly Forbes loomed out of the spray behind him, passed, and in almost the same breath overtook Fletcher as well. Stein tried hard towards the end, but simply could not catch the flying Forbes for first place in the heat, although his overall win was secure on aggregate. Andrew Fletcher was second on aggregate, and Jock Russell driving in slightly less spectacular, but much more rational, style was third.

Ingliston lends itself to saloon car racing well. It's a twisty, tricky circuit; stout crash barriers protect the spectators yet allow them closer to the racing cars than almost anywhere else. There is an almost professional casualness about the atmosphere that makes the competition keen. The saloon cars have their class races, then all the winners take part in a glorious free-for-all near the end of the programme.

In the second race in the up to 1200 cc category, Bill Borrowman led into the first corner in his Mini from Gerry Birrell in an incredible 1200 cc Singer. Charnis entered by Claud Hamilton Motors. But it was a tenuous and short-lived lead for Borrowman spun and young Gerald (he prepared

the car and was working on it most of the night before) drove like a veteran, holding off the Mini challenge of the very experienced R. D. McCutcheon close behind him. That over 1200 cc race also saw the eclipse of the Minis, again by a Birrell brother, this time the older one, Graham, in his 2-litre Perdal Anglia. He led all the way, his biggest threat, Tom Christie, retiring after spinning, but rally driver Logan Morrison pressed him hard from start to finish. Logan was never more than a few feet behind the Anglia and it is questionable whether, if Logan had overtaken him, Graham would have been able to catch him again. This race was run in the worst downpour of the day.

In the saloon car final, Graham Birrell won again, but once more under strong pressure from the Minis.

R. Scott's Elva-BMW proved very superior to the opposition of Sandy McCracken's and Bill Dryden's Nicholson and Cathbert lightweight Elans, and in the other saloon car race up to 1200 cc Blaylock's Anglia gave the Minis yet another defeat; Haining and Wyllie's Minis leading in a field which included two Imps. In the very last race of the day, J. B. Moore's new Le Mans type ex-works Sprite failed to challenge John Milne's Dick Jacobs Midget which, as usual, ran away with the *marque* sports car race.

RESULTS

Saloons up to 1200 cc (10 laps): 1, R. A. Blaylock (Ford Anglia), 8 m 25.6 s, 54.11 mph; 2, R. J. S. Haining (Mini-Cooper); 3, R. D. Wyllie (Mini-Cooper). **Adam Wyllie Trophy, part 1:** 1, W. J. Stein (Ecosse-Climax), 19 m 9.8 s, 59.49 mph; 2, A. D. T. Fletcher (Brabham); 3, J. Russell (Russell-Ford). **Part 2:** 1, W. Forbes (Lotus-BMW), 19 m 9.6 s, 59.46 mph; 2, W. J. Stein (Ecosse-Climax); 3, A. D. T. Fletcher (Brabham). **Aggregate:** Stein, Fletcher, Russell. **Saloons up to 1200 cc, race 2 (10 laps):** 1, G. H. Birrell (Singer Charnis), 8 m 0.6 s, 56.92 mph; 2, R. D. McCutcheon (Mini-Cooper S); 3, A. B. Morrison (Morris 1000). **Sports cars up to 1200 cc (10 laps):** 1, J. Corfield (Diva GT), 8 m 25.2 s, 54.37 mph; 2, G. Crossley (Lotus 11); 3, R. Smith (Protect 43). **Saloon cars over 1200 cc (10 laps):** 1, G. B. Birrell (Ford-Perdal-Anglia), 8 m 47.8 s, 51.83 mph; 2, W. L. Morrison (Mini-Cooper S); 3, T. Christie (Mini-Cooper S). **Sports cars over 1200 cc (10 laps):** 1, R. Scott (Elva-BMW), 8 m 28.4 s, 53.81 mph; 2, S. McCracken (Lotus Elan); 3, W. N. A. Dryden (Lotus Elan). **Marque sports cars up to 1200 cc (10 laps):** 1, J. A. Milne (M8) Midget; 2, J. B. Moore (Austin-Healey Sprite).