



ECURIE ECOSSE

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Photo: The Scotsman

Rush hour at Ingliston

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July Ingliston National

by Alastair Balfour

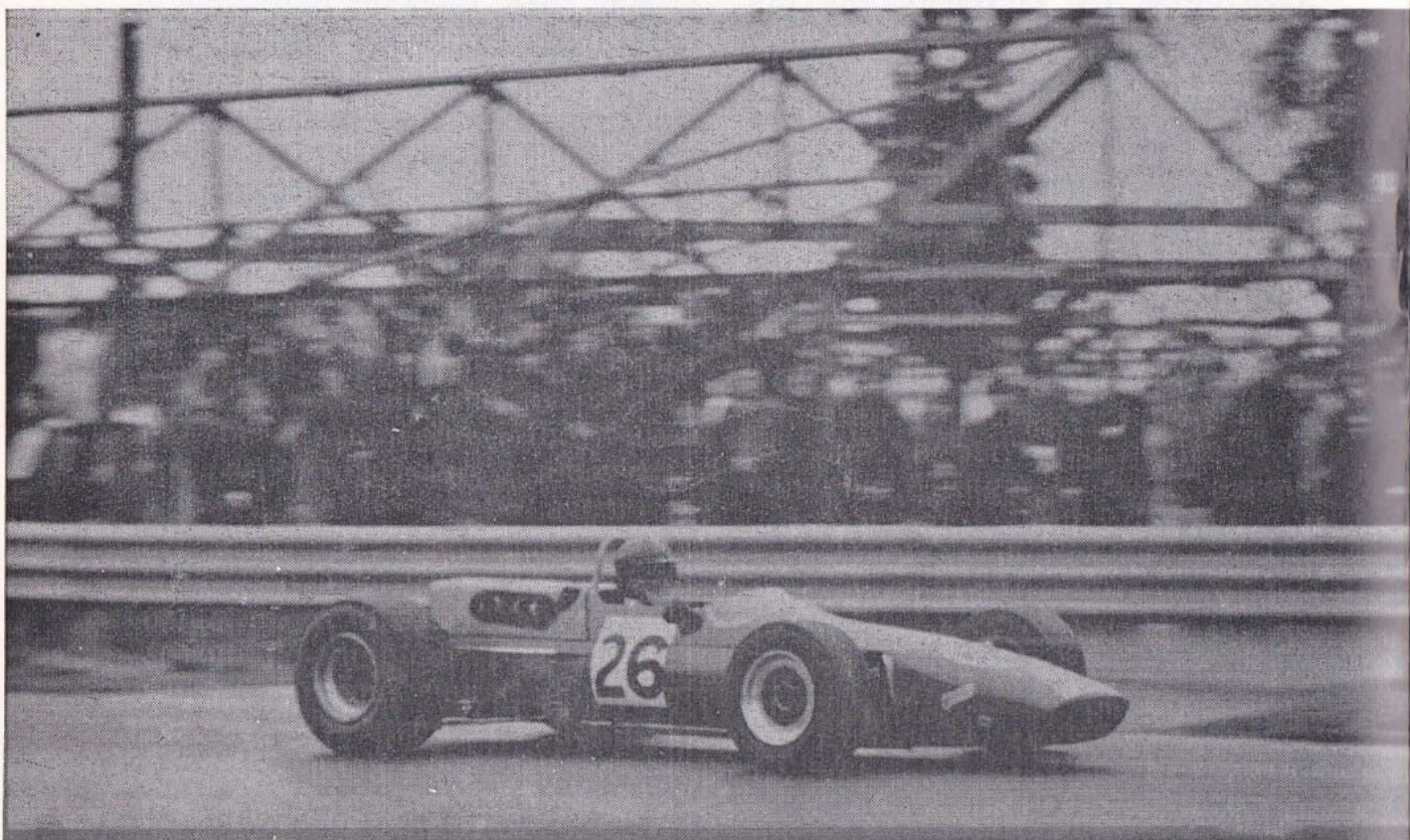


Photo: The Scotsman Publications

Alastair Walker looked as though he had been driving at Ingliston for years

Lone Ecosse-Imp goes well but once again beaten by established F3 cars; bad weather; speeds well down; mainly processional races; big race goes south of the border.

Thus can the July 14 meeting at Ingliston be summed up.

Only one Ecosse-Imp was entered and was driven by Graham Birrell. Standing in for D.M. as team manager was General Council member Harry Ballantine who has a wealth of motor racing experience behind him and is well known to members as original owner (and builder) of the very beautiful blue Marcos which does so well at Concours d'Elegance and race meetings alike.

The second Ecosse-Imp is at present undergoing modifications, and, Mr Ballantine said, both Ecosse-

Imps should appear at the next meeting—on August 11—with more power.

The main race, for the S.M.T. Trophy, was run in two heats, one for cars up to 1000 c.c. and one for cars over, and a final. Main competition to the Ecosse-Imp was supplied by Dave Berry in his Frank Lythgoe Racing-entered Brabham F3, and that ever-improving Aberdonian Richard Scott with his ex-Charles Lucas Lotus 41. The two Red Rose Motors' Chevron F3's of Alan Rollinson and Chris Williams failed to turn up.

At the start Scott leapt into the lead with a beautiful start, closely followed by Berry and Graham Birrell in the Ecosse-Imp. Conditions were very bad, as it had just stopped

raining and the track was soaked. By the second lap Berry had taken a lead he was never to lose, with Scott and Birrell in close formation behind him. And so the race ran out, with no further changes of position. Towards the end Graham dropped back slightly to finish $4\frac{1}{2}$ seconds behind Berry.

The second heat of the S.M.T. Trophy was chiefly notable for the speed of a new driver-car combination, the virtually-unknown Londoner Alistair Walker (24) and a Lola F2 formerly of the Surtees Team. Walker jumped straight into the lead and proceeded to pull away, leaving the local stars such as Willie Forbes, Andrew Fletcher, and Bill Dryden, almost standing. Driving superbly on the still-wet track, Walker completely eclipsed everyone except Willie Forbes, who hung on grimly to finish the 12-lap race 7.7 seconds behind.

The second feature of this race was the appearance of Jock Russell with his new car. Rumours had promised something pretty sensational and spectators were not disappointed when it finally turned up. Jock had bought one of the ex-Team Lotus 43's, in fact the very one, fitted with one of the first B.R.M. H-16 engines, with which Jim Clark won the 1966 American G.P. This car, still in Team Lotus colours, has now been fitted with a 4.7 litre Ford V8 motor, and if that wasn't enough Gurney-Weslake heads have been added. However Jock was still getting used to the car, which is even bigger than his previous mount, and drove sensibly to finish seventh in this heat.

Behind Walker and Forbes a close battle for third was raging between Andrew Fletcher, Bill Dryden and Ulsterman Tommy Reid, all mounted on Lotus-powered Brabhams. They eventually finished in that order, with Fletcher just 0.1 sec. behind Forbes.

The final of the S.M.T. Trophy

race saw Fletcher make a good start to lead on the first lap, but one lap later Walker was in front. Behind him were Forbes, Fletcher, Dryden and Reid. Tailing grimly onto Reid Graham Birrell was really pushing the Ecosse-Imp round in sixth place, ahead of the rest of the F3 cars.

It wasn't Bill Dryden's day, because he spun several times which dropped him right back down the field to finish eighth. Nor was it Andrew Fletcher's, as his engine was steadily going off tune, dropping him back as well. Willie Forbes had not given up, however, and the gap between his yellow Lotus-B.M.W. and Walker's Lola F2 was steadily narrowing. Dave Berry and Richard Scott both slipped past Birrell about this time, so Graham was relegated to third place in the under 1000 c.c. class. Jock Russell finally yielded to temptation, going into Merchant's too fast and spinning off neatly into the pits exit road, down which he was firmly wheeled before he had another chance to return to the racing.

Up front Walker had noticed the threat from Willie Forbes and had managed to pull away a bit while lapping back-markers. However Forbes kept up the pressure, finally finishing the 25-lap race just 2.8 secs. behind Walker. Tommy Reid was third in his Irish Racing Cars-entered Brabham, and an ailing Andrew Fletcher fourth. Richard Scott won the small class from Birrell, as Dave Berry had spun earlier on. Forbes' two second places put him into a commanding position in the Callands Trophy Formula Libre Championship, with 32 points compared to the 16 of his nearest rival, Richard Scott.

Most of the day's events were fairly uneventful, despite the unfavourable conditions. All except the saloons, I should add, especially in

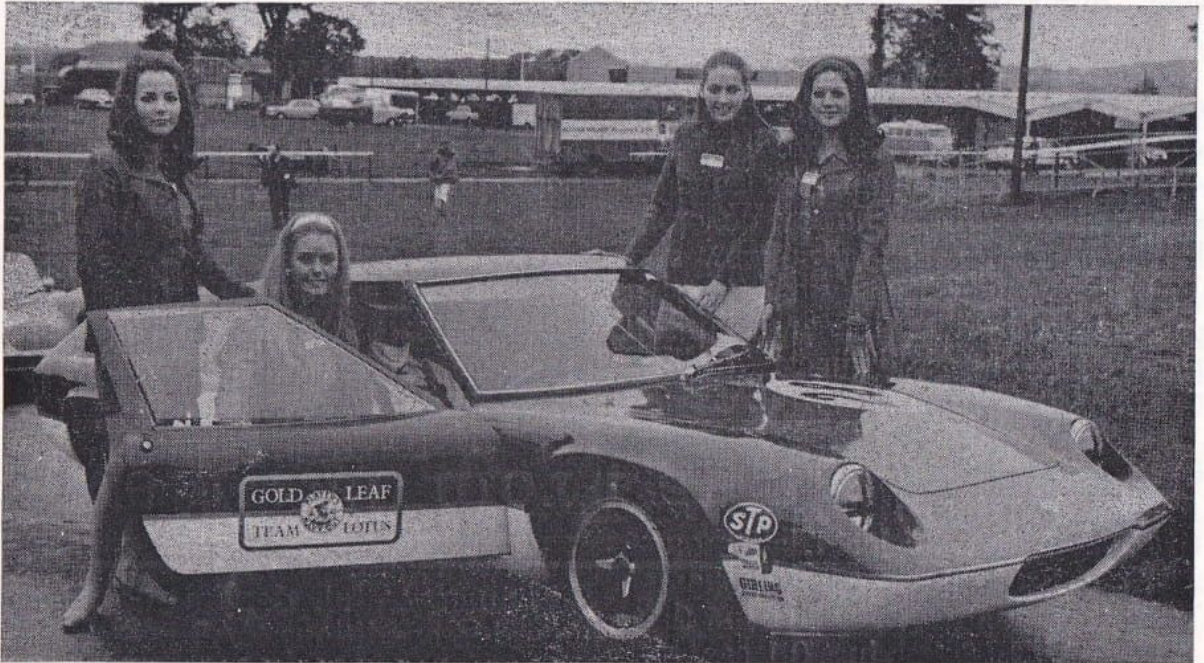
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the Hartley Whyte Trophy Championship race. The two Birrell brothers came into close contact at the start of the saloon race. Gerry, in the 1220 c.c. Shannon-Chamois entered by Claud Hamilton Motors in Glasgow was on the second row on the grid, and Graham, in the Perdal Ford Escort entered by Wylies of Glasgow was in pole position. Gerry obviously wasn't happy about this and when the flag fell he shot away straight into the Escort, pushing it nose-first into the barriers five yards from the start. So ended Graham's race!

An interesting entry in the race for Special GT cars was ex-Grand Prix driver Trevor Taylor, in the Gold Leaf Team Lotus Europa. However Taylor could only manage fourth spot, John Lepp in a Chevron-B.M.W. winning—just—from John Nicholson in his Jaynick GT. The Europa was certainly beautifully turned out, even down to the little Player's man on the door, and Taylor was booting the "packet of 20"—as Jackie Oliver has described them—round to good effect, but it just wasn't fast enough.

NEXT MEETING

SUNDAY, AUGUST 11th



Maybe this is why Trevor Taylor was a bit off form at Ingliston—with four Player's Gold Leaf girls for company, who can blame him?