



ECURIE ECOSSE

News From The Mews

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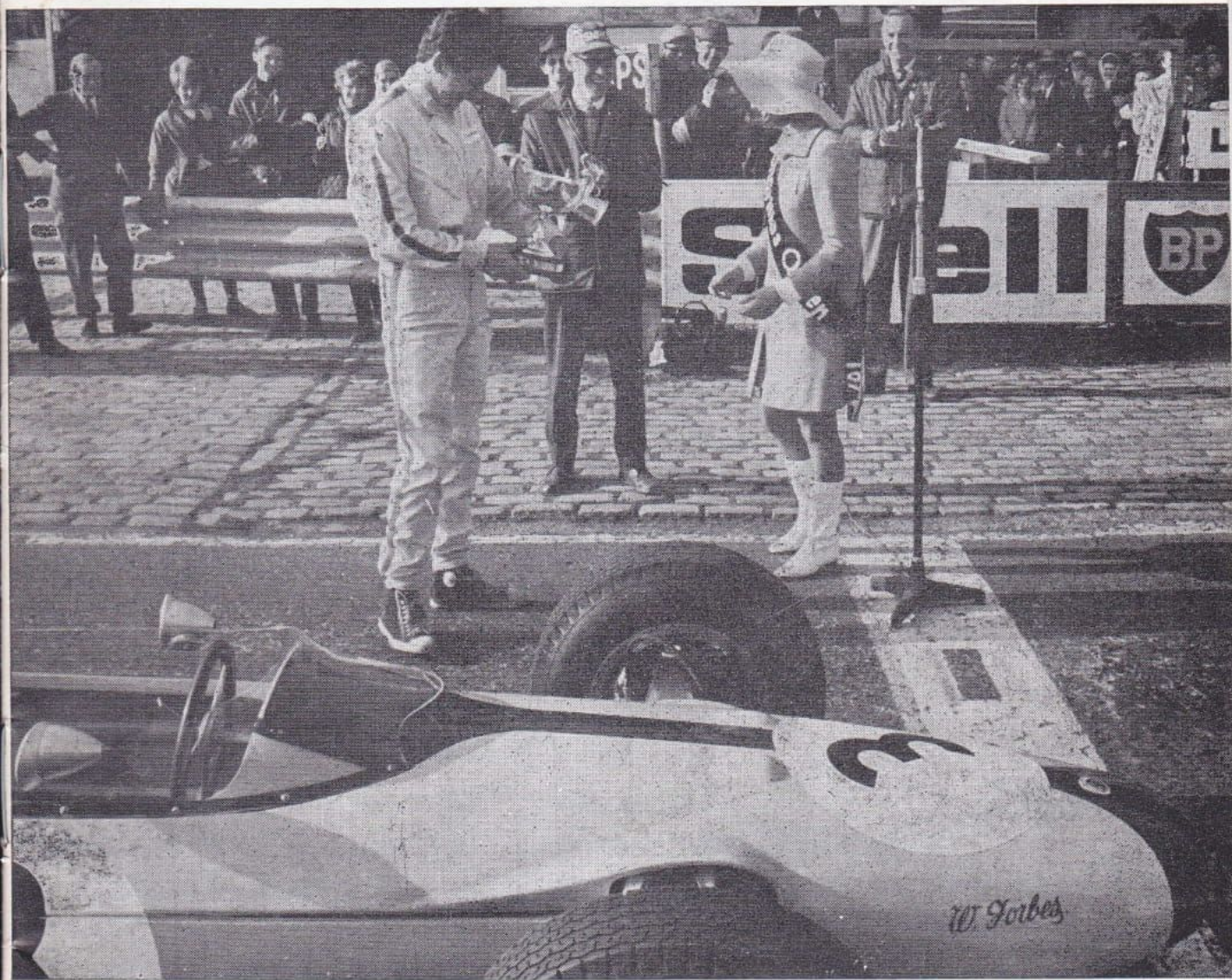


Photo: The Scotsman

Students' Charities Cup winner Willie Forbes receiving the cup from
Charities Queen Miss Carolyn Stephen

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Dull Ingliston Opener

By Alistair Balfour

This, the first meeting at Ingliston this year, took place under the shadow cast by Jim Clark's recent tragic death. In addition, there were a large number of non-starters — among them Ecurie Ecosse, of which more later—whose cars were not ready.

The reason for the Ecosse Imps failing to make the starting line was not the fault of the team, but it was due to the fact that some components, which D.M. cannily refuses to give the nature of, were not yet made, so the cars could neither test nor race.

The meeting started with a short service for Jim Clark, after which the 14,000 crowd stood in silence for two minutes, with even the distant roar of engines from the paddock being stilled. The first event, for saloons up to 1,000 c.c., was a bore, Ken Allen and his Mini-Cooper S winning comfortably from A. D. T. Bonar in an A40.

Next was the first 15-lap heat for the Edinburgh Students' Charities Cup. Of the 18 entrants (including three reserves) no fewer than 11 failed to turn up, a disgraceful state of affairs which completely ruined the race even before it started. Among the non-starters were the Chevron F3's of Chris Williams, Allan Rollinson, and Digby Martland, John Romanes and his Lotus 35, Jock Russell and his as-yet unspecified 4.7 litre "Formula Libre", Andrew Fletcher, and the two Ecurie Ecosse cars.

From the start Bill Dryden in his sparkling new Brabham BT21A leaped into the lead closely followed by Willie Forbes in his trusty Lotus-BMW and Dave Berry's Chevron F3. Tony Charnell, in fourth spot, was sporting an STP sticker on his Lola 55, the only one of the competitors to do so. Aberdonian Richard Scott was in sixth place with his new Lotus 41. Nothing dramatic happened until lap 10, when Dryden spun off and re-appeared 8 seconds behind the new leader, Forbes, who proceeded to draw away from Berry. However, Dryden put up a splendid performance and passed Berry, who was suffering from a lack of gears, to finish only 7½ secs. behind Forbes. Richard Scott also passed Berry to finish third, a very creditable performance.

To follow this we had a superb display of low speed aerobatics by pilot Neil Williams in a Czechoslovakian aircraft, the Zlin 526 Akrobat—the first display given by this aircraft in Britain. It performed the most heart-stopping manoeuvres such as climbing vertically—and I mean vertically — then plunging earthwards with the engine cut and twisting violently, apparently out of control. Great stuff!

Next was the race for saloons over 1000 c.c. and, surprisingly, Jim Dryden in his fuel-injected Cooper S took the lead, never to relinquish it. Behind him toiled Gerry Birrell in a 1300 c.c. five-speed Chammy (!!)

and Bill Borrowman's Sportstone Moir and Baxter Ltd.-sponsored S, both not exactly slouches round Ingliston. The order remained the same until the flag—apart from Borrowman disappearing from the lap charts with engine trouble. A disappointment was Graham Birrell's HAIRY Perdal Escort, all 1800 c.c. of it, which never really got going and retired half-way through with clouds of smoke pouring out.

After this came the first Formula Ford race to be held in Scotland, with a healthy entry of 14 cars. After a fairly good race D.B. Squires from Loch Lomond won in a Lotus 51 closely followed by Mike Peel in a Merlyn.

Logan Morrison's ex-Alan Fraser Singer Chamois is going better than ever, as he proved by winning the second event for saloons up to 1000 c.c. from Andy Barton's Cooper S 999 and G. Douglas's Imp.

Once again a lot of the interest was taken out of the Special G.T. event, with the Chevron-BMW's of Allan Rollinson, Digby Martland and Nigel Morrison failing to turn up. John Nicholson's rapid Jaynick G.T. (a converted Lotus 23B) won easily, and Stuart Robinson, who distinguished himself last season in a tyre-smoking Austin-Healey 3000, was third with a 4.7 litre Ginetta G10, the first time this machine has appeared at Ingliston.

The second half of the main race was rather drab, with Willie Forbes leaping into the lead and staying there to win the trophy. Behind him Richard Scott managed to stay in second spot for the first two laps before being passed by both Dryden and Berry. However, on lap five Berry attempted to pass Dryden on the outside at Gardener's, the cars touched and crashed.

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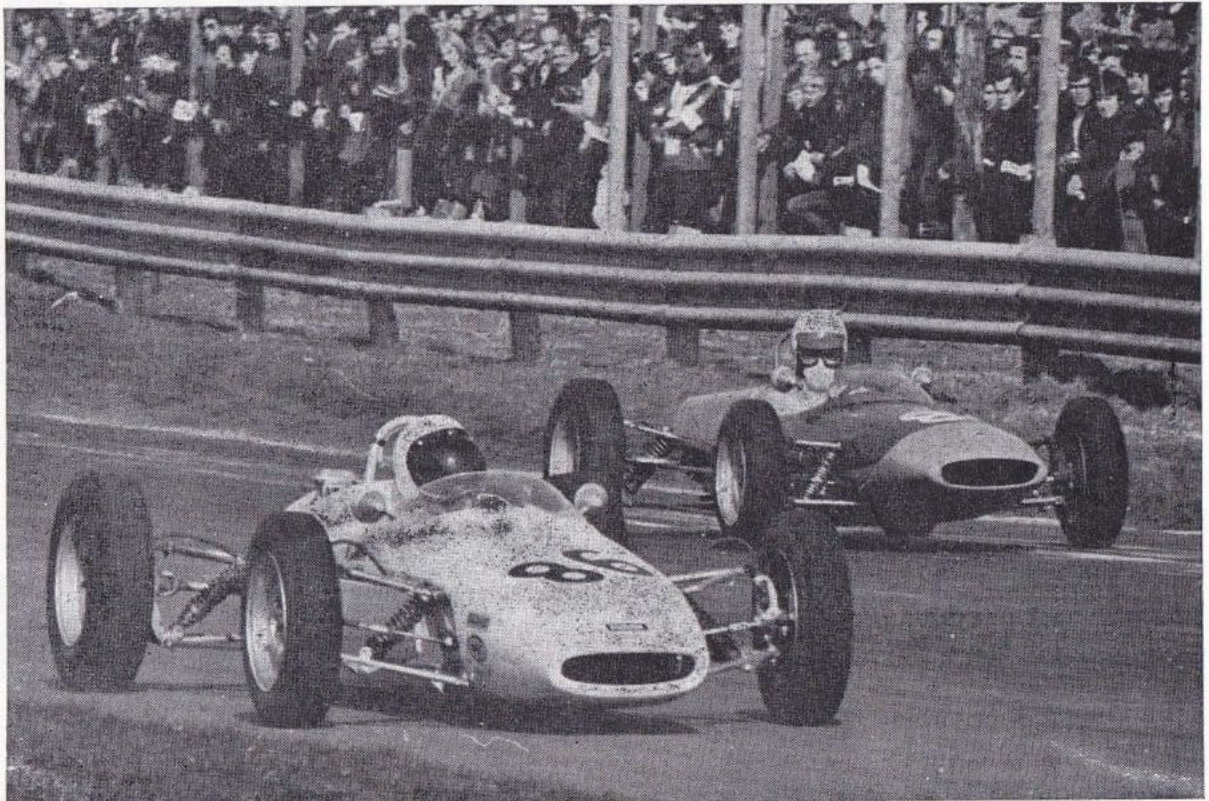


Photo: The Scotsman

First of the Formula Fords at Ingliston, H. C. Folts in his Mike FF seems too near the deck for comfort.

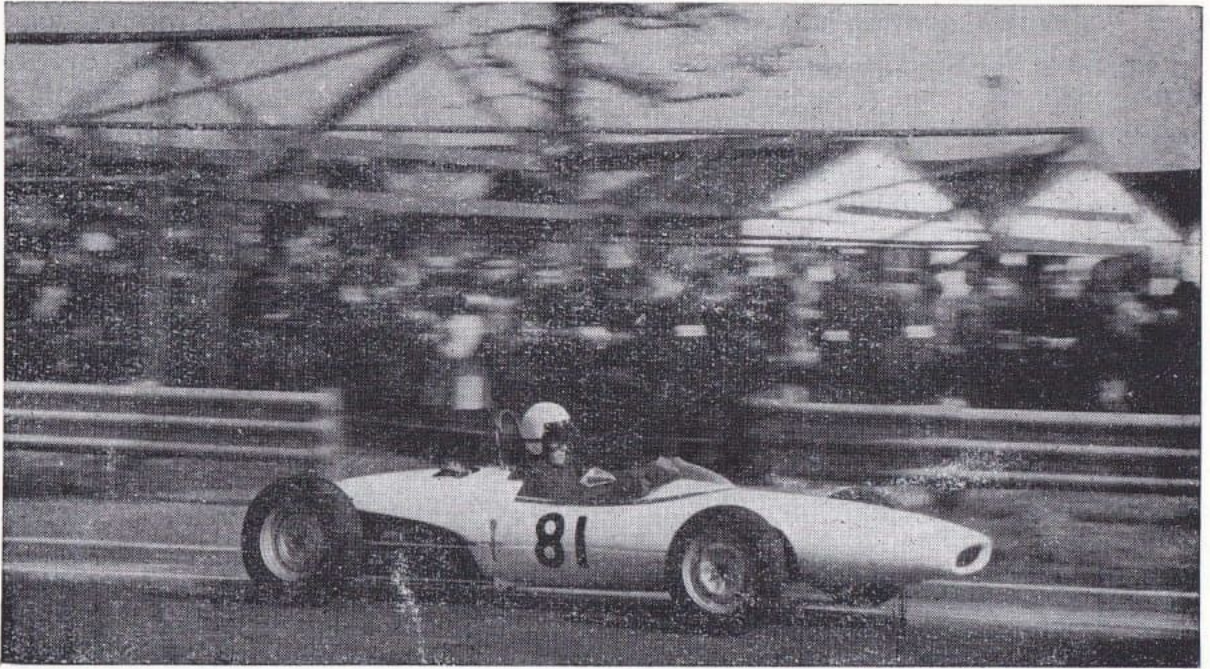


Photo: The Scotsman

Winner of the Auto Auctions Trophy, D. B. Squires in his Lotus 51

DULL INGLISTON OPENER (contd.)

Neither driver was hurt, but Berry's Chevron was a mess, probably a write-off. So Scott, who was driving extremely well, moved up into second place, where he finished.

The last race on the programme, which was now running nearly an hour behind schedule due to the commemoration service, was the first of a series for the Hartley Whyte Cup. Those in the race were the fastest six in each of the previous saloon events. Once again Jim Dryden's 1300 c.c. Cooper S took the lead, but he was closely pursued

by an inspired Logan Robertson in his Chamois. These two had an excellent scrap, both setting up new class lap records. Dryden eventually won, just, with Bob Haining in third spot. Haining is campaigning the ex-Alistair Robertson yellow Imp this year, and he drove with characteristic neatness in this race. Many Ingliston regulars will remember Bob for his many excellent performances last season in a beautifully-turned out Cooper S. Definitely a driver to watch.

This was by far the best event in an otherwise dull day's racing at Ingliston.

NEXT MEETING AT INGLISTON

MAY 12
