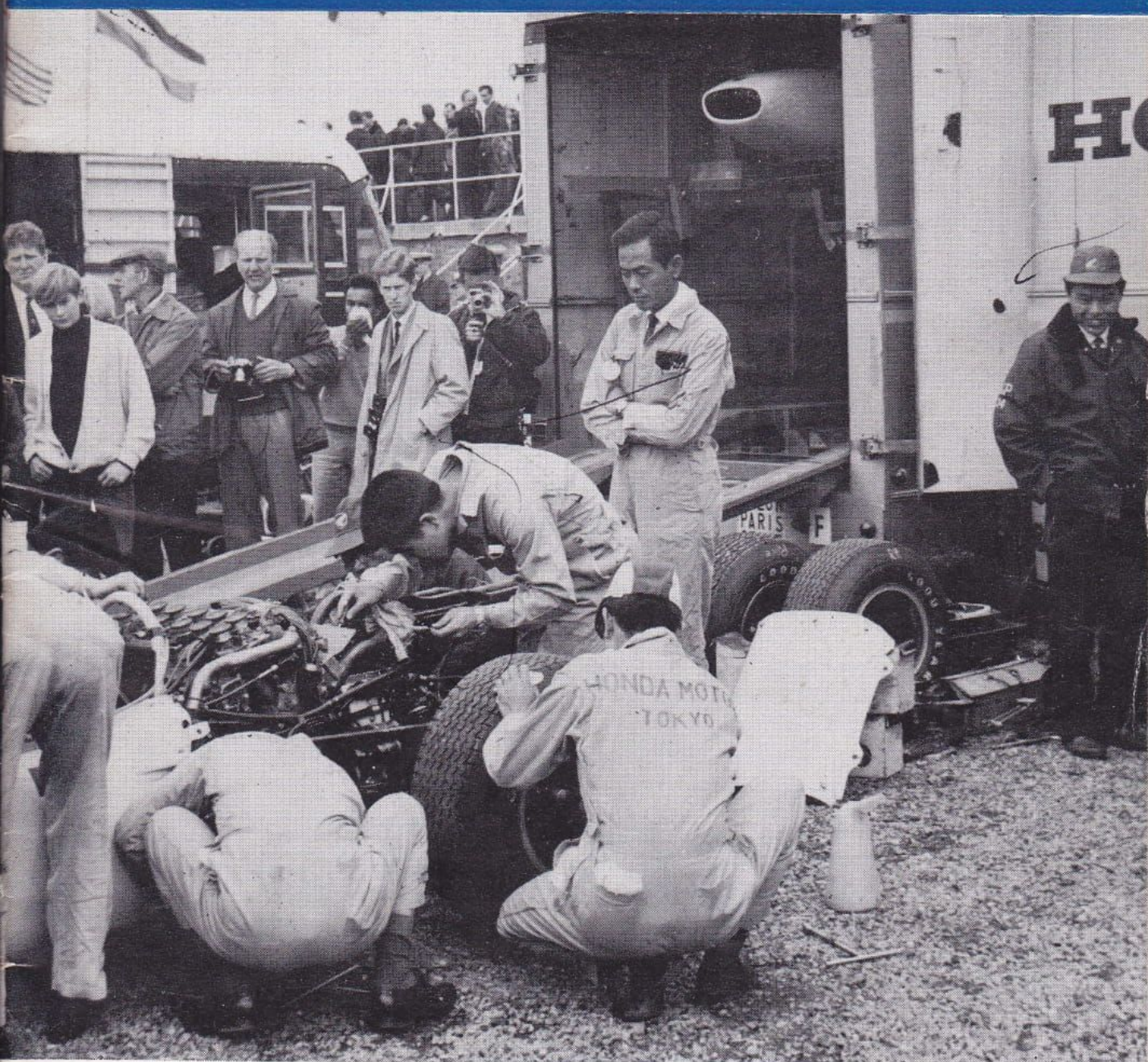




ECURIE ECOSSE

News From The Mews

The Official Journal of Ecurie Ecosse Association Ltd



The British debut of the Honda team from Tokyo

2/-

Vol. 8 No. 11

August 1965

ROUND THE CIRCUITS

with David Murray

Silverstone—19th June

The Ford coupé and the single seater car appeared at the British Automobile Racing Club's motor race meeting at Silverstone, the coupé being driven by Andrew Cowan and the single seater by Bill Stein.

In practice both cars, unofficially, broke the existing lap records and were placed in pole positions for their respective races. Andrew Cowan won the G.T. race by five seconds after easing up on the last two laps. Bill Stein led his race for the first two laps but, through oil on the circuit, ran on to the grass and held second place for the next two laps. Then a drive shaft failure forced him to retire. This failure may have been due to his excursion off the circuit.

Croft—3rd July

The team visited the Croft racing circuit on 3rd July. The circuit is short, 1.75 miles and mainly twisting. Although the lower axle-ratios available were fitted, the cars were still over-gearred for this circuit.

The formula-libre race was won, by Bill Stein, driving the Ecosse-Climax.

John Coundley, in the Ford G.T., broke the G.T. lap record in the G.T. race but, when leading, retired with crown-wheel failure. He was second with the G.T. car in the Sports Car race.

A local driver, Julian Sutton, was given an opportunity of driving the Buick G.T. and he finished third in the Sports Car race.

A large number of E.E.A. members were present and, of course, showed great interest in the cars.

Ingliston—25th July

The Tojeiro-Buick coupé and the Ecosse-Climax single seater were taken to Ingliston for the race meeting on 25th July.

Owing to the fact that Andrew Cowan was competing in the Alpine Rally, Bill Stein drove both cars.

In the G.T. race, the Tojeiro was the winner; its fastest lap being 42.5 seconds. The car ran perfectly and was beautifully driven.

The single seater was entered for the Guards Trophy race, which consisted of two heats and a final. During practice, the car developed a slight electrical fault which prevented Bill from getting in a fast practice time. However, he started from the second row of the grid and during the race was soon in second place. Having been instructed not to take any undue chances and to make sure of qualifying for the final, he held this second position until the end of the race.

In the final Bill was on the front row of the grid and after a few laps took over as race leader, a position he held until the end of the 20 laps. During the race he broke the circuit lap record, 39.4 seconds.

It was a satisfactory day's racing which proved that not only do we have the fastest cars in Scotland but also that Bill Stein is a continually improving and very fine driver.

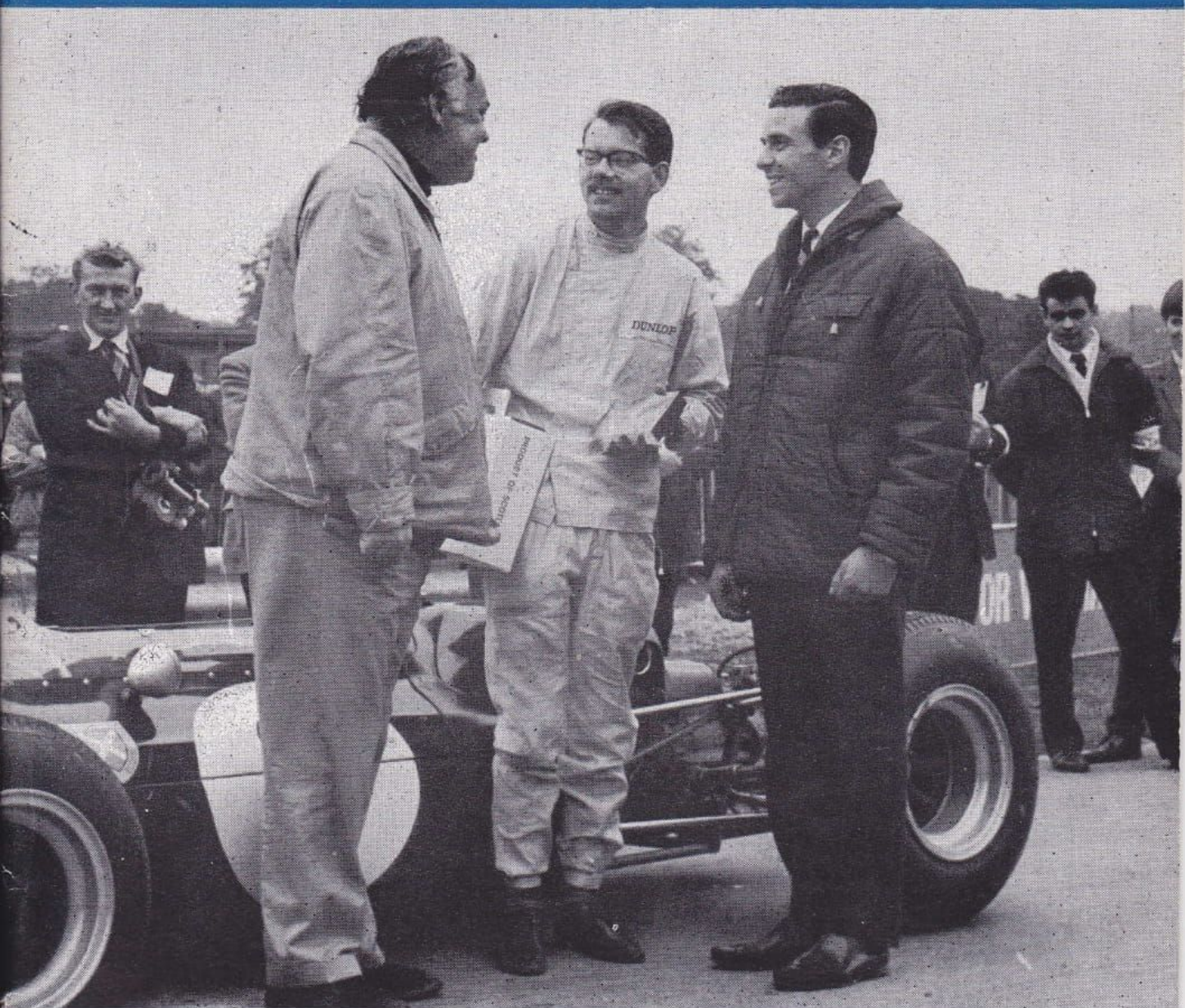
A full report of this meeting will be given next month.



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[Photograph: Martin Bone

Summit Conference—D.M., Bill Stein and World Champion Jim Clark at
Ingliston recently

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Vol. 8 No. 12

September 1965

Ingliston On Guards

by Alastair Balfour

Bill Stein won the main event of this meeting—The Guards Trophy—in the Ecosse-Climax, after setting up a new lap record in a previous heat. Bill also won the G.T. race in the Tojeiro-E.E. powered by the Buick engine.

Fastest practice lap was set up by Formula Two driver Mike Beckwith in a Lotus Elan in 42.6 secs. Bill Stein achieved 46.2 secs. in the Ecosse-Climax despite plug troubles, and 45.0 secs. in the Tojeiro.

Guests Jim Clark, Jackie Stewart and Innes Ireland were greeted by dull weather, although the rain held off till the last race. The focus of attention was the Rover-B.R.M gas-turbine car (driven by Jackie Stewart) which did five laps towards the end of the meeting.

Before the race meeting began the commentator, Anthony Marsh, paid a tribute to Adam Wyllie, who was killed the previous week-end at Dunboyne Circuit, in Ireland. As a token of respect there was one minute's silence.

Then the cars came out for a warm-up lap for the saloon car race.

Charnell, in a Hillman Imp, was first away, but was passed by Waddingham in a Mini-Cooper before the end of the first lap. Waddingham then stopped in front of the grandstands, letting Charnell through to take the lead again. Charnell's wife, also driving an Imp, was in 5th place and D. I. Fraser in a 997 c.c. Mini-Cooper in 2nd place was moving up to challenge Charnell for the lead. These two had a splendid battle for four laps, and so close were the cars that the Mini touched the Imp in front of the grandstands, drawing gasps from the crowd. Eventually Fraser got by on the

8th lap and drew away to win the 12 lap race by 5.6 secs., making the fastest lap on the way. The Birrell brothers finished 3rd and 5th in their Singer Chamois, sandwiching Waddingham in the Mini-Cooper.

The race for G.T. cars saw Bill Stein in pole position on the starting grid, with Eric Liddell next in a Lotus Elan. Mike Beckwith took Sandy McCracken's place in another Elan. At the start Liddell's Elan was away first closely followed by the Tojeiro and Bill Dryden's Elan. At the end of the first lap the Tojeiro was just in front, followed by the Elans of Liddell, Beckwith and Dryden. This continued, with inches separating the first four cars which were lapping around 44.45 secs., and excitement was not lacking further down the field where Ronnie Morrison in his "shopping" E-type was being hotly pursued by Doug Forbes in his Lotus Elan. Forbes slipped through on the 3rd lap and began to draw away. Meanwhile the battle for the lead was still raging with positions the same until the 8th lap when Eric Liddell spun his Elan and disappeared from the lap chart. Mike Beckwith took up the chase, although his Elan was being very closely tailed by Bill Dryden. At the end of the race, Bill Stein in the Tojeiro just held off a determined challenge by Mike Beckwith on the last bend to scrape home the winner by 0.2 of a second. Bill also had the fastest lap at 42.2 secs.

Event Three, the first heat for the Guards Trophy, was another exciting race with many incidents. Andrew Fletcher in a F3 Brabham took the lead straight away from his pole position and never lost it. Behind him, the race consisted

mainly of a hard-fought procession, with Mike Gill holding 2nd place; John Millar in his Lotus being chased by Texan Tom Bibb's F3 Cooper. Bibb managed to pass on the last lap, then lost it, to finish 4th behind Millar.

The fourth race for Sports Cars over 1200 c.c. was a walk-over for Willie Forbes in his red Elva-B.M.W. Second place was safe in the hands of Eric Liddell and his Lotus Elan, who finished 17 secs. behind Forbes. Ian Cochrane in his Lotus 7 G.T. took over 3rd place from D. S. Russell's Rejo on the 3rd lap and finished in this position. Forbes's Elva was misfiring its way round the corners as usual and, with not much interest in the race, a lot of time was spent watching the demolition of the marker pylons at Bankers.

Event Five, for Saloon Cars over 1200 c.c., had an unorginal entry, with all 12 entries being Mini-Cooper S's, the only variety being in capacity, ten 1275 c.c. against two 1293 c.c. cars. This race was another procession, with Bobby Smith jumping into the lead from his pole grid position and steadily driving ahead of the field. Tim Featherstonhaugh held second place throughout, the only bit of excitement being supplied by Tom Christie who got lost at the start and carved his way from 10th place in the 2nd lap to 4th place at the end of the race. It was noticeable that Smith was very fast through Bankers, at least as fast as the racing cars. Innes Ireland created a diversion during this race by flying over the circuit in his Beechcraft Bonanza.

Event Six, for G.T. Cars up to 1200 c.c., was probably the most exciting race of the day, at least for those spectators at Bankers! Jimmy Mackay was in pole position on the grid with his well-known Lotus-Climax G.T., with which he has raced with considerable success in

England. Mackay led at the drop of the flag, closely followed by John Milne with his equally well-known M.G. Midget Coupé and Gordon McWilliam's Marcos. Thomson's orange Le Mans type Triumph Spitfire spun at Bankers in the middle of the pack causing some fantastic avoidances, the flower-beds (which at this point run to within a foot of the track) and marker pylons suffering. On the 2nd lap Jack Fisher in his self-built Fisher G.T. kept us all excited by going straight on at Bankers with a locking front wheel, ending up in the long-suffering flower-beds. On the 3rd lap, Thomson in his Spitfire answered our prayers and spun once more at—you've guessed it—Bankers, ending up on the outside of the corner in the straw bales. It was noticeable that the cars took absolutely no notice of the vigorously-waved yellow flag, continuing to slide through the corner, causing damage to the Marshals round the Spitfire. Meanwhile a battle had developed for the lead between Mackay, Milne and McWilliam. Some extremely hairy driving was going on amongst these contestants and the battle raged for four laps until the Marcos slowed, retiring in front of the grandstands. After this, Milne dropped back and so the race ran out.

Event Seven, the second heat for the "Guards Trophy", promised to be really exciting, with all the big bangers competing, Mike Beckwith in an Elan being the only non-sports or single seater racing. Trevor Taylor was a regretted non-starter, his place in the Aurora Gears Brabham F2 being taken by Mike Crabtree. An indication of how the race would be run was given by Jock Russell in his 4.7 Ford V8-engined Russell-Ford, who collected two marker pylons at Bankers on the warming-up lap! Bill Stein had not been able to practice in the Ecosse-Climax because the special plug-

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spanner needed to change an oiled-up plug was missing (it had been borrowed by some Association members to help them win the Pit-Stop Competition the previous day) and so Bill took out the Tojeiro for five laps, recording equal second fastest time with Jock Russell. From the start, it was Willie Forbes and Bill Stein (now in the Ecosse-Climax) side by side into Bankers, with Forbes on the better line and slipping ahead past the grandstands. At the end of one lap, Forbes was in the lead, ahead of Stein, with the fantastic Mike Beckwith 3rd, in front of such cars as Bridges 1600 c.c. Brabham, an F.J. Cooper and the Russell-Ford! On the 3rd lap Stein had moved up very close to Forbes, and Beckwith slipped back 4th place behind the Brabham. This state of affairs lasted for the next two laps, with Stein making every effort to pass Forbes, but being thwarted by the twisty Ingliston circuit. Beckwith provided the incredible sight of a Brabham being chased by an Elan powered by the same engine. Alas, Beckwith spun off on the 5th lap to reappear a lap later in second last position, but staying in front of Jock Russell. Meanwhile, Stein was going crazy in an effort to pass Forbes; so crazy in fact that he broke the lap record, leaving it at 39.4 secs., 69.3 m.p.h. (and winning a case of Scotch). On the 8th lap, Russell managed to pass the Elan to cries of "Bully" from the crowd. Positions remained the same up to the end of the race, with Stein dropping back slightly to finish 0.8 of a second behind Forbes.

Event Eight, for Saloon Cars up to 1200 c.c., was the inevitable Mini-Cooper S benefit, the only other cars entered being Andy Barton's unrecognisable Morris Minor 1000, and Dalkin's Perdal Anglia, which failed to practise or start in the race. Bill Borrowman's Cooper S led from pole position, but at the end of the

first lap Ronnie McCutcheon in his 999 c.c. S was in a lead he was never to lose. Behind him, Borrowman and Barton were battling furiously for second place. There was a nasty accident at Bankers when George Kennedy's S went sideways into the strawbales, leaped about 5 feet in the air, turned round in mid-flight and came down on its wheels on top of the bales. The driver was unhurt and the car seemingly undamaged, indeed Kennedy tried to drive back on to the track, but the bales prevented his progress. Once again the cars coming through Bankers took little or no notice of the yellow flag. On the 5th lap, Bill Borrowman retired from the scrap with a flat tyre. What a let down! It was noticeable that the winner, McCutcheon, only lifted off slightly as he went through Bankers, while the other drivers lifted off completely.

The next race was for G.T. cars over 1200 c.c. Fastest in practice had been Graham Birrell in the incredible Perdal Anglia, with appropriately, a 1965 c.c. engine, followed by Jimmy Rae in a very fast M.G.B., and E.E.A. Vice-Chairman Harry Ballantine in his beautiful Marcos 1800.

The Marcos led away from the grid, closely followed by Birrell and Rae. The first four cars were very close, with a fight for fifth place going on between Cocks in a Fairthorpe and Blair Donaldson in his Ford Healey-Sprite (a 1500 c.c. Ford engine stuffed into a Mk. 1 Sprite). Anita Taylor in the Border Reivers Elan completed the triangle. Then Harry Ballantine set the cat amongst the pigeons when he spun at Merchants, dropping back to fourth place in the process. Birrell took over the lead, sliding through Bankers with one arm on the window ledge. Rae pressed Birrell all the way, but Graham managed to keep in front with A. I. Robertson in an Elan third.

Next came the five-lap demonstration by Jackie Stewart in the Rover-B.R.M. For a moment we thought an airliner was about to take-off from nearby Turnhouse Airport, but no, it was the turbine car. After listening to it, we now know why it has been nick-named "the vacuum-cleaner"! Jim Clark accompanied Jackie as passenger, and when I saw him, he was hanging on to the dashboard grab-handle for dear life. Jackie was not out to set up any records, but even so he was recording laps in the region of 52.53 secs.

The Guards Trophy race followed this demonstration, the starters for this event consisting of the ten fastest cars in the preceding heats. Willie Forbes in his Elva-B.M.W. was in pole position, with our own Bill Stein in the Ecosse Climax next and David Bridges in his Brabham third in line. Jim Clark had recovered sufficiently from his trip in the turbine to drop the flag then they were off.

Forbes and Bill Stein were off the grid together, but the Elva pulled away slightly from the Ecosse-Climax and so managed to get a better line at Bankers. Third and fourth places were taken by Andrew Goodfellow and Andrew Fletcher in FJ Cooper and F3 Brabham respectively. Jock Russell had made a bad start and was fairly far back. Bill Stein did everything he could to pass Willie Forbes and eventually managed it on lap four, from which point he pulled away from Forbes at the rate of a second a lap. Meanwhile Jock Russell was working his way through the back-markers and rubber-markers but he could make no impression on the leaders. Bill Turnbull (our Edinburgh Branch Secretary) in the L.W.S. (Leith Walk Special, for those of you who know Edinburgh) had dropped out with oil pressure bothers as had Tom Bibb's F3 Cooper. Jock Russell was having quite a go at Andrew

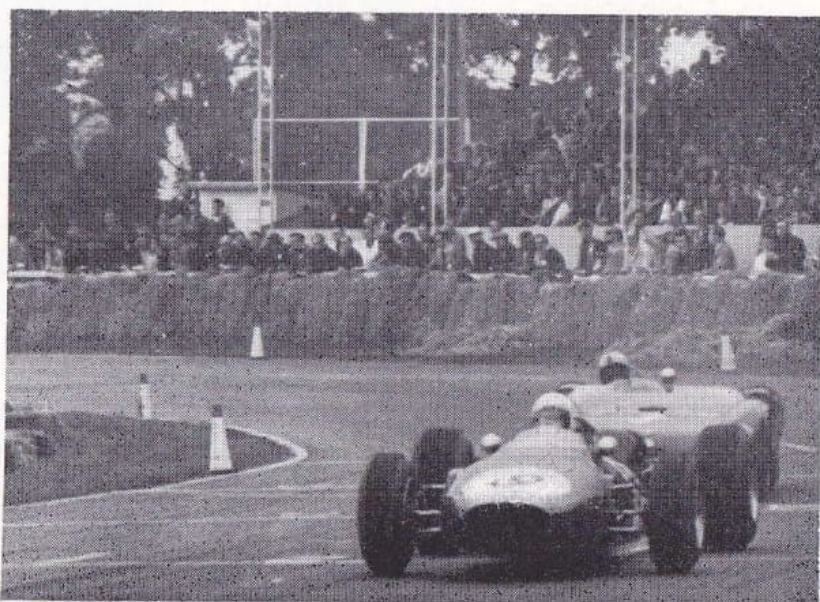
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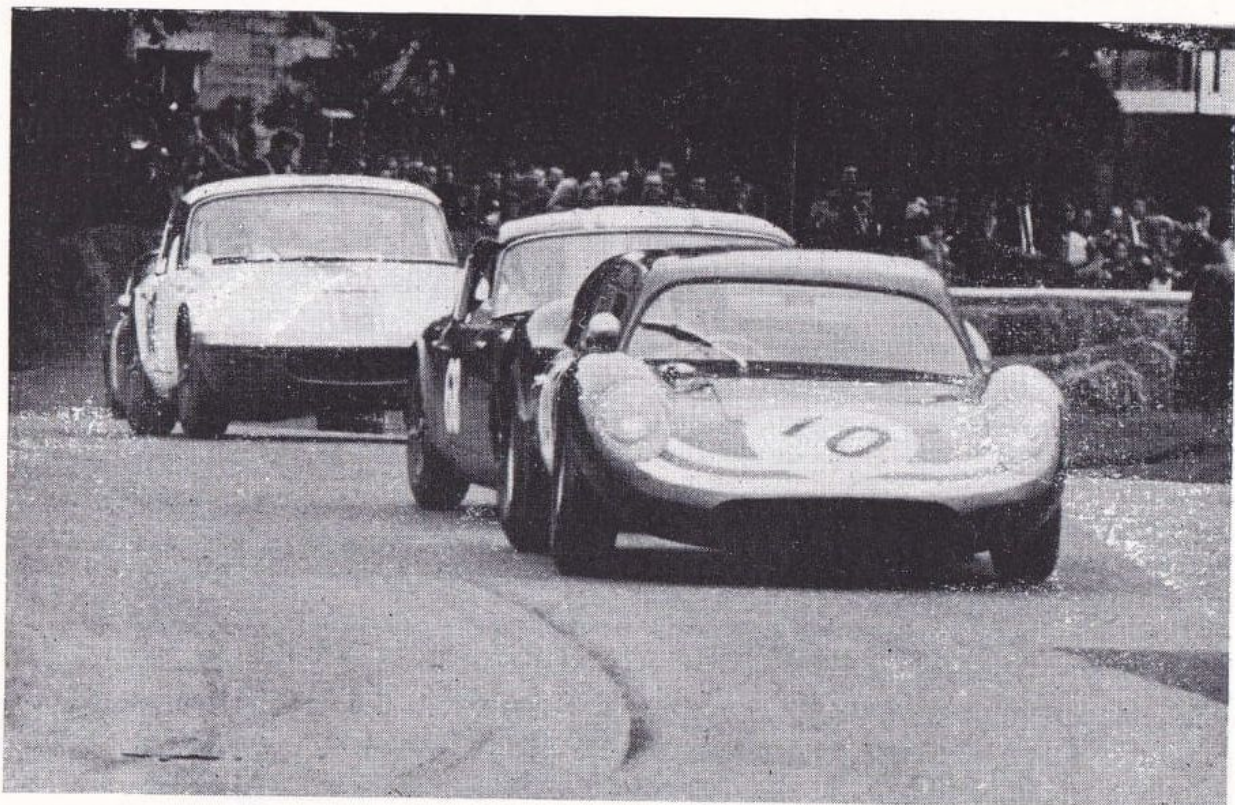
[Photograph: *The Scotsman*]

Jim Clark and Jackie Stewart

Bill Stein and Willie Forbes, wheel to wheel



[Photograph: K. Forrester-Smith]



[Photograph: Eric Bryce

Exit one photographer Bill Stein leads the pack, comprising Mike Beckwith, Eric Liddell and Bill Dryden

The Rover-B.R.M. comes in for close scrutiny



[Photograph: *The Scotsman*

Goodfellow, which ended when the Russell-Ford went off in a big way at Shepherds. And so the race ran out with Bill Stein 9.8 seconds ahead of Willie Forbes in this 20 lap event. Third place was taken by Andrew Fletcher in his F3 Brabham.

To the delight of all the E.E.A. members present, Bill Stein was duly presented with the Guards Trophy by Jim Clark; he also collected a case of Whyte & Mackay Whisky for his fastest lap. This was followed by a victory lap of the circuit accompanied by the usual bodyguards provided by Carreras.

Event Eleven was for saloons over 1200 c.c. and with two 2 litre Perdal Anglias in the entry list, the result was almost a foregone conclusion. One of the more interesting entries was the Japanese Isuzu-Bellet entered by the Nippon Racing Team. This was the car's first appearance in Scotland and it was driven by team manager Neal Dangerfield. On the first lap, there was the usual scrimmage at Bankers, with cars going hither and thither, although no-one actually spun off. If, by this time, you have come to the conclusion that Bankers' is the place from

which to spectate, you're absolutely right! Past the grandstands, Tommy Simpson's Lotus Cortina was in the lead, closely followed by Birrell's Anglia and the very fast orange Isuzu-Bellet. On the third lap, both the Perdal Anglias of Birrell and Blaylock had moved up to 1st and 3rd places, while the Isuzu-Bellet spun off, to rejoin the race two laps later. The race ended with Birrell in the lead, followed by Tommy Simpson in the Lotus Cortina who had just managed to hold off Blaylock's spirited challenge in the second Perdal Anglia.

The last race in the crowded programme was for Sports Cars up to 1200 c.c. Anita Taylor was an unfortunate non-starter in the Aurora-B.M.C. As the flag dropped, Crossley's Lotus XI took the lead from John Milne's M.G. Midget (which had come in as a reserve entry) and Mike Gill in a Terrier. By the second lap Milne was in the lead, very closely followed by Gill who battled strongly but could not get past the wily Milne, with Crossley third. And so it ended—another race—another perfect day of motor racing from S.M.R.C.

ROUND THE CIRCUITS

with David Murray

Croft—14th August

Three cars were taken to the Croft Autodrome for the August meeting, to compete in the Formula Libre and G.T. races.

In the Formula Libre race, the single seater car, the Ecosse Climax driven by Bill Stein, was the winner by 16 seconds from the Brabham BT8 of Sid Taylor, and during the

course of the race, it broke the out-and-out lap record.

While practising for the G.T. race, Andrew Cowan in the Tojeiro-Ford coupé broke the lap record. The Tojeiro-Buick coupé was driven by Bill Stein in practice. However, during these practising periods, both cars developed the now-to-be-expected transmission failures and it was impossible to effect repairs in time to race.