



ECURIE ECOSSE

News From The Mews

The Official Journal of Ecurie Ecosse Association Ltd



Sartorial elegance in a 1922 Citroen—three-year-old Scott Stoddart has obviously found something of great interest in the dickie of Mr Ewart's immaculate machine. Photo: "Evening News"

2/- Vol. 12 No. 10

September 1969

AUGUST INGLISTON

Wendy Jones

The seven and a half thousand spectators at Ingliston's August meeting might well have been excused for thinking their circuit was being used as an Ulster refugee camp, such was the extent of the invasion from the northern part of the Emerald Isle. It's been a long time since we have had such a representation and it was nice to see them back. Force of numbers didn't necessarily mean success and only old-timer Tommy Reid returned home with bags of loot.

Special Saloon Cars

The first race for special saloons saw two Minis penalised 30 seconds for push-starts, Alex Ormiston's Cooper and Jim Pinkerton's machine. This was unfortunate, especially for Pinkerton, as he scorched into the lead from third row and held his position until the end. He was followed by David Stephenson's Cooper 'S', Max Brown in his Anglia and Neil Ginn, also Cooper-mounted.

Thirty seconds take a lot of winding in when the race is only of ten laps duration so poor Pinkerton, although he crossed the finishing line well ahead, was relegated to fourth place behind Stephenson, Brown and Jim Hannah.

Formula Ford Race

The first of the Irishmen appeared to contest the Formula Ford Race in which Gerry Birrell had pole position in his Irish Crossle. Brian McSloy and Patsy McGarrity (lovely name!) were in Merlyns while Ingliston regular Tom Walkinshaw was in his works Hawke DL2.

And it was Walkinshaw who beat Birrell to the draw when the flag fell and led for the first lap. But with Crossle boss in the pits, Gerry made a great effort and took the

lead on the second lap, which he held to the end despite Tom's efforts to pass. Third was Bernard Hunter in his Merlyn IIA, followed by Brian Squires in a similar car. I loved the "Autosport" comment on this race—"a real Tom and Gerry event"!

Special Saloons over 1000 c.c.

This brought to pole position on the grid the "Just Married" Graham Birrell in the Wylie-entered Escort, who was out to prove that married men aren't slow. And he did just that with supreme verve and skill, throwing the blue and white car into corners and emerging unscathed to continue. Meanwhile Bill Borrowman, in the Moir & Baxter/Sportstune Orange box Mini, battled for the first six laps with Brian Robertson in his Byker Hill Garage Cortina, but Robertson drew on to the grass in front of the stand on lap 7 and remained there—although it is said he sprayed a liberal quantity of oil before his demise. The ever-popular Davy Muter spun on his eighth lap while lying fifth, probably on the aforementioned oil, damaged his car but not himself. Jimmy Veitch, who had not had a spectacular start, worked his way from fourth place to third and proceeded to battle with Borrowman in a most entertaining way, but the Orange box driver held off to take second place behind the all-conquering Graham Birrell.

Special Saloons up to 1000 c.c.

Yet another saloon race, this time featuring old-time favourites Andy Barton, Bill Borrowman and Logan Morrison, so Ingliston regulars will know that a good time was had by all. Jim Howden led for the first three laps and was then relegated

CONTINUED ON PAGE 10

to second and then to third spot, but these four drivers looked as though they were tied together by a piece of thread and gave a great display of driving. Although Borrowman led from lap 4 until the last lap, he was pipped to the line by that wily bird Andy Barton and the two drivers passed the stands grinning from ear to ear. They, too, enjoyed the race. Third was Logan Morrison with Jim Howden fourth.

Formule Libre Race

The absence of the Ecurie Ecosse Brabham was a big disappointment at this meeting, but as our mechanics have to have holidays some time, the car was not entered for the race. The "big noise" was Willie Forbes in the Lola F5000 who, on paper, had the race in his pocket. Rumour had it, though, that Willie was none too happy in the gear department and during practice he appeared to be having trouble.

Making a welcome return to Ingliston was Ulsterman Tommy Reid in his own Brabham BT18. Although Tommy has raced at the circuit on a few occasions, this was his first visit to the "new look" Ingliston and much to his own surprise he practiced and raced without "baptising" the new corners.

Reid's arch-rivals from Ireland, John Pollok (Lotus 48FVA—the ex-Graham Hill GLTL car) and John Watson (Lola T100) were there which augured well for an exciting race as these three drivers dominate the Irish scene. Andrew Fletcher was once again in John Romanes' Lotus 35 while the ever-consistent Dave Berry was in his usual Brabham BT16. The Irish brigade was completed by Ken Fildes in Luke Duffy's Lotus 35 and Damien Magee in Duffy's Cooper twin cam.

The grid was augmented by the

four fastest FF cars of Birrell, Walkinshaw, Hunter and Squires.

Unfortunately John Watson damaged his Lola in practice and didn't start the race.

From the drop of the flag Tommy Reid took the lead from Welshman Dave Berry, and Andrew Fletcher who, in turn, was followed by the Team Ireland Lotus, driven by Pollock, and Ronnie Mackay in his Brabham BT 21B.

Lap 3 saw the demise of Andrew Fletcher who retired with a broken cam box cover—a great pity as the car was showing great promise.

On lap 4 Willie Forbes retired the yellow Lola with a screwed-up drive shaft while Reid went on and on, looking perfectly at ease and never putting a wheel wrong. Pollock's FVA made no impression on the wee Brabham BT 18 and on lap 8 of this 20-lap race he was passed by Ronnie Mackie whose moment of glory was short-lived as he spun at Gardners and collected one of the many wooden buildings on the perimeter of the circuit. How he managed this, goodness only knows but fortunately the driver was unhurt. Ken Fildes also performed a similar stunt and here again, he was unhurt.

Meanwhile Berry was chasing Reid and in turn was being chased by Pollock with the highly delighted FF driver, Gerry Birrell, in fourth place. And that's how it was when the flag fell, giving Tommy his first Ingliston win and £100 pocket money.

He also received the beautiful King Hussein Trophy from Doris Romanes, wife of Scotcircuits Chairman, John. It's a presentation Doris won't forget in a hurry as half-pint Tommy picked her up bodily and gave her a great big hug! Irishmen are all alike!